Appendix B – Transportation Impact Assessment

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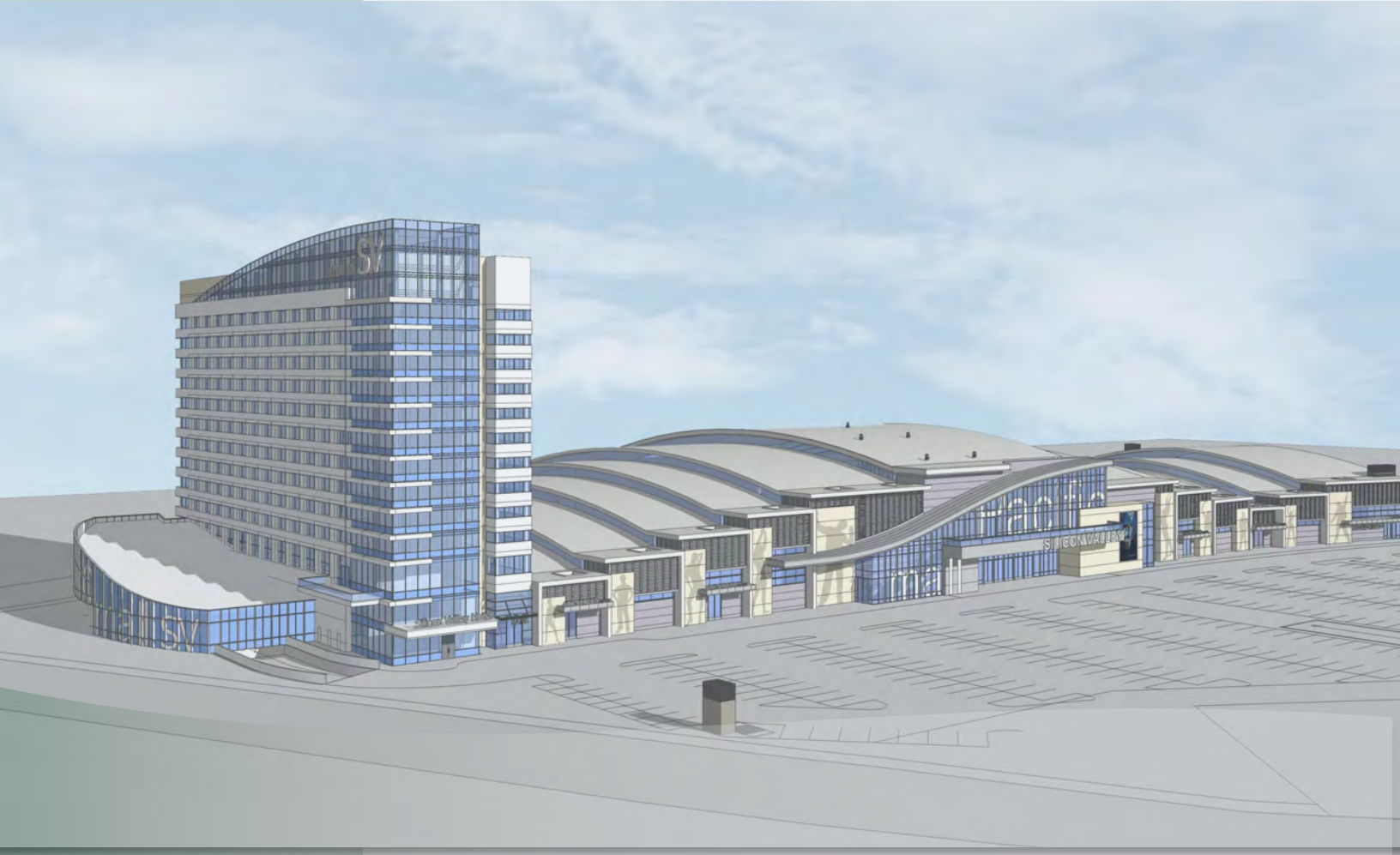
Pacific Mall Silicon Valley Transportation Impact Analysis



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March 2013

Draft Transportation Impact Analysis

Pacific Mall Silicon Valley in Milpitas, California

Prepared for:
Steinberg Architects

March 2013

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SJ12-1361

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EXECUTIVE SUMMARY

This report presents the results of the transportation impact analysis (TIA) conducted for the proposed Pacific Mall Silicon Valley (project) located in the City of Milpitas, California, which involves redevelopment of a portion of the McCarthy Ranch Shopping Center. The project site is located northwest of State Route (SR) 237 and Interstate 880 (I-880) on the corner of McCarthy Boulevard and Ranch Drive. The proposed project would demolish approximately 140,000 square feet (s.f.) of existing commercial buildings and construct a new retail and restaurant space of approximately 292,000 s.f.. The proposed project would also include an approximately 250-room hotel that would consist of approximately 172,000 square feet. Site access will not change and the existing surface parking lot will be modified slightly to accommodate entrances to the proposed single level of underground parking.

Transportation deficiencies and improvements were evaluated for consistency with the City of Milpitas *General Plan* (updated 2010). The impacts of the proposed project were evaluated following the guidelines of the City of Milpitas, City of San José, City of Fremont, and the Santa Clara Valley Transportation Authority (VTA), the congestion management agency for Santa Clara County. Roadway system operations were evaluated under the following study scenarios:

- Existing Conditions
- Existing with Project Conditions
- Background without Project Conditions
- Background with Project Conditions
- Near-Term Cumulative without Project Conditions

- Near-Term Cumulative with Project Conditions
- Year 2035 Cumulative Conditions

Pedestrian, bicycle and transit facilities and potential construction impacts were also evaluated.

PROJECT TRAFFIC ESTIMATES

Project-generated trips were estimated using standard vehicle trip rates published by the Institute of Transportation Engineers (ITE) per City and VTA guidelines. The proposed project is estimated to generate 5,649 net new daily vehicle trips, 199 net new AM peak hour trips (124 inbound trips and 75 outbound trips), 651 net new midday peak hour trips (309 inbound trips and 342 outbound trips), and 473 net new PM peak hour trips (237 incoming trips and 236 outbound trips).

PROJECT IMPACTS

This analysis identifies potentially significant adverse impacts of the proposed project on the surrounding transportation system and recommends measures to mitigate significant impacts for environmental clearance.

EXISTING WITH PROJECT CONDITIONS INTERSECTION IMPACTS

All study intersections are expected to operate acceptably under Existing with Project Conditions during the AM and PM peak hours. Significantly impacted intersection locations under Existing with Project Conditions during the midday peak hour include:

- *McCarthy Boulevard and SR 237 WB Ramps (Intersection #9)*: The addition of a second westbound right-turn lane with an overlap phase would mitigate the project's impact at this location to a ***less-than-significant*** level.

BACKGROUND CONDITIONS IMPACTS

Significantly impacted intersection locations under Background with Project Conditions during the PM peak hour include:

- *McCarthy Boulevard and S. Ranch Drive (Intersection #8)*: As previously determined by City staff in the *Campus at McCarthy Ranch Environ*mental *Impact Report* (November, 2008) the right-of-way needed to widen the roadway and mitigate the impact cannot be acquired and it will have potential secondary impacts to pedestrian and bicycle facilities therefore, the project's impact at this location is considered ***significant and unavoidable.***
- *McCarthy Boulevard and SR 237 WB Ramps (Intersection #9)*: The addition of a second westbound right-turn lane with an overlap phase would mitigate the project's impact at this location to a ***less-than-significant*** level.
- *McCarthy Boulevard and Bellew Drive (Intersection #16)*: The restriping of the eastbound approach (one left-turn, one through, and one right-turn lane) to provide two left-turn lanes and one shared through/right-turn lane would mitigate the project's impact at this location to a ***less-than-significant*** level.
- *McCarthy Boulevard and Alder Drive (Intersection #17)*: The addition of a second southbound left-turn lane (from McCarthy Boulevard to Alder Drive) would mitigate the project's impact at this location to a ***less-than-significant*** level.
- *Tasman Drive and Alder Drive (Intersection #19)*: Conversion of one southbound through lane on Alder Drive to a left-turn lane to provide a total of three southbound left-turn lanes would mitigate the project's impact at this location to a ***less-than-significant*** level.
- *McCarthy Boulevard/O-Toole Avenue and Montague Expressway (Intersection #28)*: The addition of a northbound right-turn lane or construction of the square-loop interchange identified in the North San José Area Development Policy (NSJADP) would mitigate the project's impact to a ***less-than-significant*** level.

Each of these intersections is within the City of Milpitas except the McCarthy Boulevard/O-Toole Avenue and Montague Expressway, which is jointly controlled by the City of Milpitas, City of San José and County of Santa Clara.

NEAR-TERM CUMULATIVE CONDITIONS INTERSECTION IMPACTS

Significantly impacted intersection locations under Near-Term Cumulative with Project Conditions during the PM peak hour include:

- *Dixon Landing Road and McCarthy Boulevard (Intersection #1)*: Without signal timing modifications, which are under the control of the City of Fremont and alone are not considered acceptable mitigation, the Near-Term Cumulative impact at this intersection is considered ***significant and unavoidable***.
- *McCarthy Boulevard and S. Ranch Drive (Intersection #8)*: Same as Background Conditions.
- *McCarthy Boulevard and SR 237 WB Ramps (Intersection #9)*: Same as Background Conditions.
- *McCarthy Boulevard and Bellew Drive (Intersection #16)*: The restriping of the eastbound approach (one left-turn, one through, and one right-turn lane) to provide two left-turn lanes and one shared through/right-turn lane and widening of McCarthy Boulevard to three lanes in both directions would mitigate the project's impact at this location to a ***less-than-significant*** level.
- *McCarthy Boulevard and Alder Drive (Intersection #17)*: Same as Background Conditions
- *Tasman Drive and Alder Drive (Intersection #19)*: Same as Background Conditions
- *McCarthy Boulevard/O-Toole Avenue and Montague Expressway (Intersection #28)*: Same as Background Conditions

Each of these intersections is within the City of Milpitas except: 1) Dixon Landing Road and McCarthy Boulevard (City of Fremont), and 2) McCarthy Boulevard/O-Toole Avenue and Montague Expressway intersection (jointly controlled by the City of Milpitas, City of San José and County of Santa Clara).

PEDESTRIAN, BICYCLE, AND TRANSIT IMPACTS

Pedestrian, bicycle and transit facilities were also evaluated. Existing pedestrian facilities along the project site frontage will not accommodate pedestrian demand. Thus, to accommodate all users of the street system and provide a complete and connected pedestrian facility between the project site and nearby land uses (i.e., hotels and retail shops south and east of Ranch Drive), a sidewalk with a minimum width of six feet should be installed along the project frontage and include accessible connections to the proposed project building pedestrian entrances. This improvement should be included in revised site plans.

With the construction of the sidewalk along the project frontage, the pedestrian and bicycle facilities can accommodate the increased demand; therefore, ***less-than-significant*** impacts are anticipated for these travel modes. The proposed project will generate demand for existing transit services in the area, which can be accommodated by the existing supply. Therefore, impacts to transit service are expected to be **less-than-significant**.

FREEWAY SEGMENT IMPACTS

The addition of project traffic would result in a ***significant impact*** to the segment of SR 237 between McCarthy Boulevard and I-880 under Existing with Project Conditions. Although the complete mitigation

of freeway impacts is considered beyond the scope of an individual development project, partial mitigation can be effective in reducing single occupant vehicle trips by implementing a comprehensive Transportation Demand Management (TDM) Program. While a successful TDM program may incrementally reduce the traffic, it by itself would not reduce the identified impact to a less-than-significant level and this impact would remain ***significant and unavoidable***.

YEAR 2035 ROADWAY SEGMENT IMPACTS

The addition of project traffic is expected to exacerbate unacceptable operations on six roadway segments in the AM peak hour and nine roadway segments in the PM peak hour under Year 2035 with Project Conditions. These roadway segments are located along:

- Calaveras Boulevard between Abel Street and Interstate 880
- McCarthy Boulevard between Ranch Drive (south) and Montague Expressway
- Tasman Drive between North First Street and Interstate 880

Roadway widening provides capacity that is not needed for the majority of the day outside the peak periods. Furthermore wider roadways, in general, are inconsistent with goals promoting a more livable city, cause greater impacts to biological resources and discourage roadway use by pedestrians and bicyclists. In addition, mitigating impacts to affected roadway segments can result in high infrastructure costs including acquisition of additional right-of-way.

Partial mitigation can be effective in reducing single occupant vehicle trips by implementing a comprehensive TDM Program. While a successful TDM program may incrementally reduce the traffic, it by itself would not reduce the identified impact to a less-than-significant level and this impact would remain ***significant and unavoidable***.

SITE ACCESS AND ON-SITE CIRCULATION

The general on-site circulation patterns and site access with four driveways are considered adequate with one exception: the S. Ranch Drive/Site Driveway Access intersection (#7) should be modified with the following improvements:

- Widen the southbound driveway approach to provide a separate right-turn only lane and a shared left-through lane, and modify the traffic signal to provide a right-turn overlap phase. The widening could be accommodated by narrowing the existing median in the driveway.

- If desired by the City: re-stripe the section of S. Ranch Drive west and east of the intersection to provide a second eastbound left-turn lane and widen the driveway to accommodate two inbound receiving lanes (by narrowing the median). *Note: This improvement is only needed to better serve midday vehicle queues but is not needed during the AM and PM peak hours*.

Additional project site improvements are recommended to accommodate all modes of travel:

- Class I long-term bicycle parking such as lockers or a secured room should be provided for employee use.
- Inverted U-style bicycle parking should be provided for the bicycle racks for both employees and retail and hotel patrons.
- Install pedestrian treatments and traffic calming devices along building drive aisle.
- Provide a sidewalk with a minimum width of six (6) feet on Ranch Drive along the project frontage and include accessible connections to the proposed project building pedestrian entrances.

CONSTRUCTION IMPACTS

The project applicant should develop a construction management plan for review and approval by the Public Works department, as part of a larger construction management plan, to mitigate potential significant impacts created by construction traffic. Construction-related impacts are generally not considered significant, since they are temporary and limited in duration.

1. INTRODUCTION

This report presents the results of the transportation impact analysis (TIA) conducted for the proposed Pacific Mall Silicon Valley located in the City of Milpitas, California, which involves redevelopment of a portion of the McCarthy Ranch Shopping Center. This chapter discusses the TIA purpose, analysis methods, criteria used to identify significant impacts, and report organization.

PURPOSE

The project site is located northwest of SR 237 and I-880 on the corner of McCarthy Boulevard and Ranch Drive. This analysis identifies potentially significant adverse impacts of the proposed project on the surrounding transportation system and recommends measures to mitigate significant impacts for environmental clearance. Deficiencies and improvements were evaluated for consistency with the City of Milpitas *General Plan* (updated 2010). This analysis also includes project-specific analyses such as a site design evaluation of on-site circulation and access, and parking evaluation. The proposed project would demolish approximately 140,000 square feet (s.f.) of existing commercial buildings and construct a new retail and restaurant space of approximately 292,000 s.f.. The proposed project would also include an approximately 250-room hotel that would consist of approximately 172,000 square feet. The existing surface parking lot will be modified slightly to accommodate entrances to the proposed single level of underground parking. Access to the project site is provided along Ranch Drive and McCarthy Boulevard and will be maintained with the proposed development. **Figures 1A** and **1B** show the location of the project site, the surrounding transportation network, and study intersections and roadway segments. **Figure 2As** and **2B** show the conceptual site plans for the surface and subterranean garage levels.

This study addresses the project's impacts on the roadway system and evaluation of the project's influence on the adjacent bicycle, pedestrian, and transit network. Project impacts were evaluated following the guidelines of the City of Milpitas, City of San José, City of Fremont, and the Santa Clara Valley Transportation Authority (VTA), the congestion management agency for Santa Clara County.

PROJECT STUDY AREA

STUDY INTERSECTIONS

Project impacts on the study area roadway facilities were determined by measuring the effect project traffic would have on intersections during the morning (7:00 to 9:00 AM) and evening (4:00 to 6:00 PM) peak periods. In addition to the typical morning and evening commute periods, midday (11:30 AM to 1:30 PM) analysis was also conducted for locations near the project site.[1] A total of 31 intersections, as shown on **Figure 1A**, were selected as study locations in consultation with City of Milpitas staff and based on VTA's Transportation Impact Analysis Guidelines, (March, 2009). These locations (and the governing jurisdiction in parentheses[2]) include:

1. Dixon Landing Road and McCarthy Boulevard (F)
2. Dixon Landing Road and I-880 Southbound Ramps (M)
3. Dixon Landing Road and I-880 Northbound Ramps-California Circle (M)
4. California Circle and I-880 Northbound Ramps (M)
5. Dixon Landing Road and North Milpitas Boulevard (M)
6. McCarthy Boulevard and North Ranch Drive* (M)
7. Ranch Drive and Mall Access Driveway* (M)
8. McCarthy Boulevard and South Ranch Drive* (M)
9. McCarthy Boulevard and SR 237 Westbound Ramps* (M)
10. McCarthy Boulevard and SR 237 Eastbound Ramps* (M)
11. SR 237 Ramps and I-880 Southbound Ramps (M)
12. SR 237 Ramps and I-880 Northbound Ramps (M)
13. West Calaveras Boulevard (SR 237) and South Abel Street (CMP/M)
14. East Calaveras Boulevard (SR 237) and South Milpitas Boulevard (CMP/M)
15. East Calaveras Boulevard (SR 237) and Hillview Drive (M)
16. McCarthy Boulevard and Bellew Drive (M)
17. McCarthy Boulevard and Alder Drive (M)
18. McCarthy Boulevard and Tasman Drive (M)
19. Tasman Drive and Alder Drive (M)
20. Tasman Drive and I-880 SB Ramps (M)

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[1] The existing and proposed restaurant and retail land uses within the McCarthy Shopping Center tend to peak during the midday. Thus, for informational purposes per the City's request, a midday analysis was completed at five intersections nearest the project site to supplement the typically morning and evening peak hour analysis when adjacent streets are typically the busiest.

[2] The jurisdiction charged with maintaining each study intersection is shown in parentheses after the intersection name.

21. Great Mall Parkway and I-880 Northbound Ramps (M)
22. Great Mall Parkway and Abel Street (M)
23. Great Mall Parkway and Main Street (M)
24. Great Mall Parkway / East Capitol Avenue and Montague Expressway (CMP/CoSC)
25. Capitol Avenue and Cropley Drive / Trade Zone Boulevard (SJ)
26. Montague Expressway and Trimble Road (CMP/SJ)
27. McCarthy Boulevard and Barber Lane (M)
28. McCarthy Boulevard-O'Toole Avenue and Montague Expressway (CMP/SJ/M)
29. SR 237 Westbound Ramps and Zanker Road (SJ)
30. SR 237 Eastbound Ramps and Zanker Road (SJ)
31. Holger Way and Zanker Road (SJ)

*Midday Evaluation
(CMP) VTA Congestion Management Program intersection
(M) City of Milpitas
(SJ) City of San José
(CoSC) County of Santa Clara
(F) City of Fremont

ROADWAY SEGMENTS

Per the City of Milpitas' General Plan, potentially affected study roadway segments were also selected for analysis. The segments were evaluated under 2035 General Plan Cumulative Conditions without and with the proposed project per the City of Milpitas Guidelines. Specifically, directional roadway segments were analyzed during the weekday morning and evening peak hours at the following locations and presented in **Figure 1B**:

1. Montague Expressway between Trimble Road and I-680 (14 segments)
2. McCarthy Boulevard between Dixon Landing Road and Montague Expressway (14 segments)
3. Tasman Drive/Great Mall Parkway/Capitol Avenue between North First Street and Montague Expressway (12 segments)
4. Milpitas Boulevard between Scott Creek Road and Montague Expressway (10 segments)
5. Scott Creek Road between Warm Springs Road and I-680 (2 segment)
6. Alder Drive between McCarthy Drive and Tasman Drive (2 segment)
7. Abel Street between North Milpitas Boulevard and South Main Street (6 segments)
8. Dixon Landing Road between North Milpitas Boulevard and McCarthy Boulevard (6 segments)
9. Jacklin Road between I-680 and North Milpitas Boulevard (2 segments)
10. Fremont Boulevard between Lakeview Boulevard and Dixon Landing Road (2 segment)

11. Trimble Road between North First Street and Montague Expressway (6 segments)
12. Zanker Road between SR 237 and Trimble Road (8 segments)

FREEWAY SEGMENTS

The study freeway segments were selected in consultation with the City of Milpitas and finalized based on VTA Guidelines. The analysis evaluated the operations of the following freeway segments:

1. SR 237
    - North First Street to Zanker Road
    - Zanker Road to McCarthy Boulevard
    - McCarthy Boulevard to I-880
2. I-680
    - Berryessa Road to Hostetter Road
    - Hostetter Road to Capitol Avenue
    - Capitol Avenue to Montague Expressway
    - Montague Expressway to Yosemite Drive
    - Yosemite Drive to SR 237
    - SR 237 to Jacklin Road
    - Jacklin Road to Scott Creed Road
3. I-880
    - East Brokaw Road to Montague Expressway
    - Montague Expressway to Great Mall Parkway
    - Great Mall Parkway to SR 237
    - SR 237 to Dixon Landing Road
    - Dixon Landing Road to Mission Blvd (SR 262)

INTERSECTION ANALYSIS SCENARIOS

The study intersections were evaluated during the morning peak-hour occurring between 7:00 and 9:00 AM and the evening peak-hour occurring between 4:00 and 6:00 PM for the following scenarios:

Scenario 1: *Existing Conditions* – Existing volumes obtained from new traffic counts.

Scenario 2: *Existing with Project Conditions* – Existing volumes plus traffic generated by the proposed project.

Scenario 3: *Background Conditions* – Existing volumes plus traffic from approved but not yet constructed and occupied developments in the area.

Scenario 4: *Background with Project Conditions* – Background volumes from *Scenario 3* plus traffic generated by the proposed project.

Scenario 5: *Near-Term Cumulative without Project Conditions* – Background volumes from Scenario 3 plus traffic generated from pending developments.

Scenario 6: *Near-Term Cumulative with Project Conditions* – Scenario 5 volumes plus traffic generated by the proposed project.

Intersections 6 to 10 were also evaluated during the Midday peak-hour (i.e., the highest volume hour occurring between 11:30 AM and 1:30 PM).

TRAFFIC ANALYSIS METHODS

The operations of roadway facilities are described with the term level of service ("LOS", a qualitative description of traffic flow based on such factors as speed, travel time, delay, and freedom to maneuver). Six levels are defined from LOS A, as the best operating conditions, to LOS F, or the worst operating conditions. LOS E represents "at-capacity" operation. When traffic volumes exceed the intersection capacity, stop-and-go conditions result, and operations are designated as LOS F.

SIGNALIZED INTERSECTIONS

The level of service method approved by Santa Clara County Valley Transportation Authority (VTA), and adopted by the City of Milpitas, for signalized intersections is the method described in Chapter 16 of the *2000 Highway Capacity Manual* (HCM) (Special Report 209, Transportation Research Board) with adjusted saturation flow rates to reflect conditions in Santa Clara County. This method evaluates signalized intersection operations on the average control vehicular delay.

Control delay includes initial deceleration delay, queue move-up time, stopped delay, and acceleration delay. The average control delay for signalized intersections is calculated using TRAFFIX 8.0 analysis software and is correlated to a LOS designation as shown in **Table 1**. The City of Milpitas has established a minimum acceptable operating level of LOS D for intersections excluded from the Congestion Management Program (CMP). The minimum acceptable level for CMP-monitored intersections is LOS E. The minimum acceptable standard for Fremont and San José intersections is LOS D. The LOS standard for CMP intersections under the jurisdiction of Santa Clara County (e.g., expressways) is LOS E. Five of the study intersections are CMP-designated intersections.

TABLE 1: SIGNALIZED INTERSECTION LEVEL OF SERVICE DEFINITIONS

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

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

ROADWAY SEGMENTS

Local roadway segments in the City of Milpitas were evaluated during the PM peak hour under year 2035 Cumulative Conditions. The 2035 AM and PM peak hour roadway segment traffic volumes were obtained from VTA staff and based on the current VTA Congestion Management Program (CMP) Year 2035 Travel Demand Forecast (TDF) model. Impacts are measured based on volume-to-capacity (V/C) ratio for each roadway segment. Acceptable operations are defined as LOS D or better for City roadway segments and LOS E or better for CMP roadway segments. The City of Milpitas General Plan range of V/C ratios for roadway segment level of service is shown in **Table 2**.

TABLE 2: ROADWAY SEGMENT LEVEL OF SERVICE DEFINITIONS

Level of Service	Traffic Flow Conditions	Volume-to-Capacity Ratio (V/C)
A	Describes primarily free-flow operations at average travel speeds, usually about 90 percent of the free-flow speed for the arterial class.	≤0.6
B	Represents reasonably unimpeded operations at average travel speeds, usually about 70 percent of the free-flow speed for the arterial class. Drivers are not generally subjected to appreciable tension.	>0.6 to 0.7
C	Represents stable operations. Average travel speeds of about 50 percent of the average free-flow speed for the arterial class. Motorists will experience an appreciable tension while driving.	>0.7 to 0.8
D	Borders on a range on which small increases in flow may cause substantial increases in approach delay and, hence decreases in arterial speed. Average travel speeds are about 40 percent of free-flow speed.	>0.8 to 0.9
E	Characterized by significant approach delays and average travel speeds of one-third the free-flow speed or lower.	>0.9 to 1.0
F	Characterizes arterial flow at extremely low speeds, below one-third to one-quarter of the free flow speed.	>1.0

Source: *Highway Capacity Manual*, Transportation Research Board, 1985; and City of Milpitas General Plan, 2010 Update.

FREEWAY SEGMENTS

Freeway segments are evaluated using VTA Guidelines analysis procedure, which is based on the density of the traffic flow using methods described in the 2000 HCM. Density is expressed in passenger cars per mile per lane. The Congestions Management Program range of densities for freeway segment level of service is shown in **Table 3**. The VTA Guidelines standard for the freeway segments is LOS E.

TABLE 3: FREEWAY SEGMENT LEVEL OF SERVICE DEFINITIONS

Level of Service	Density (passenger cars per mile per lane)
A	≤ 11
B	11.1 to 18.0
C	18.1 to 26.0
D	26.1 to 46.0
E	46.1 to 58.0
F	> 58.0

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

SIGNIFICANCE IMPACT CRITERIA

The determination of significance for project impacts is based on applicable policies, regulations, goals, and guidelines defined by the City of Milpitas, and adjacent jurisdictions. The impacts of the project were evaluated by comparing the results of the level of service calculations under Project Conditions and Background with Project Conditions to the results under Existing Conditions and Background without Project Conditions, respectively. The detailed impact criteria for this study are presented below.

CITY OF MILPITAS

Intersections

Significant impacts at signalized City of Milpitas intersections are defined to occur when the addition of project traffic causes one of the following:

1. Intersection operations to degrade from an acceptable level (LOS D or better) to an unacceptable level (LOS E or F); or

2. Exacerbation of unacceptable operations (LOS E or F) by increasing the critical delay by more than four seconds and increasing the volume-to-capacity (V/C) ratio by 0.01 or more; or

3. An increase in the V/C ratio of 0.01 or more at an intersection with unacceptable operations (LOS E or F) when the change in critical delay is negative (i.e. decreases). This can occur if the critical movements change.

Year 2035 Roadway Segment Impacts

The cumulative impacts of the project were evaluated by comparing the results of the level of service calculations under Year 2035 with Project Conditions to the results under Year 2035 without Project Conditions. Significant impacts to roadway segments occur if one of the following occurs:

- The addition of traffic from the proposed project degrades operations under Year 2035 without Project Conditions from an acceptable level of service to an unacceptable level, or
- The proposed project adds trips that are more than one percent of the segment's capacity when the segment is operating unacceptably under Year 2035 without Project Conditions.

Acceptable operations are defined as LOS D or better for City roadway segments and LOS E or better for CMP roadway segments. Unacceptable operations are defined as LOS E or F for City Roadway segments and LOS F for CMP roadway segments.

CITY OF SAN JOSÉ

Significant impacts at signalized City of San José intersections are defined to occur when the addition of project traffic causes one of the following:

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

CITY OF FREMONT

Significant impacts at signalized City of Fremont intersections are defined to occur when the addition of project traffic causes one of the following:

1. Intersection operations to degrade from an acceptable level (LOS D or better) to an unacceptable level (LOS E or F); or

2. Exacerbation of unacceptable operations (LOS E or F) by increasing the average delay by more than four seconds.

SANTA CLARA COUNTY AND CONGESTION MANAGEMENT PROGRAM

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

- Intersection operations to deteriorate from an acceptable level (LOS E or better) to an unacceptable level (LOS F); or

- Exacerbation of unacceptable operations by increasing the average critical delay by more than four seconds and increasing the critical volume-to-capacity (V/C) ratio by 0.01 or more at an intersection operating at LOS F; or

- The V/C ratio increases by 0.01 or more at an intersection with unacceptable operations (LOS F) when the change in critical delay is negative (i.e., decreases). This can occur if the critical movements change.

PEDESTRIAN AND BICYCLE IMPACT CRITERIA

The City of Milpitas *2010 General Plan Circulation Element* Chapter 3 describes related policies necessary to ensure that pedestrian and bicycle facilities are safe and effective for City residents. Using the General Plan as a guide, significant impacts to these facilities would occur when a project or an element of the project:

- Creates a hazardous condition that currently does not exist for pedestrians and bicyclists, or otherwise interferes with pedestrian accessibility to the site and adjoining areas; or
- Conflicts with an existing or planned pedestrian or bicycle facility; or
- Conflicts with policies related to bicycle and pedestrian activity adopted by the City of Milpitas, City of Fremont, City of San José, Santa Clara County, VTA, or Caltrans for their respective facilities in the study area.

TRANSIT IMPACT CRITERIA

Significant impacts to transit service would occur if the project or any part of the project:

- Conflicts with an existing or planned transit facility; or

- Conflicts with transit policies adopted by the City of Milpitas, City of Fremont, City of San José, Santa Clara County, VTA, or Caltrans for their respective facilities in the study area.

FREEWAY SIGNIFICANCE IMPACT CRITERIA

Freeway segments are evaluated using VTA Guidelines analysis procedure, which is based on the density of the traffic flow using methods described in the 2000 HCM. The VTA Guidelines standard for the freeway segments is LOS E. Traffic impacts on CMP freeway segments are determined to occur when the addition of project traffic causes:

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

REPORT ORGANIZATION

This report is divided into the next seven chapters as described below:

- **Chapter 2 – Existing Conditions** describes the transportation system near the project, including the surrounding roadway network, morning and evening peak period driveway and intersection turning movement volumes, existing bicycle, pedestrian, and transit facilities, intersection levels of service, and freeway segment level of service.

- **Chapter 3 – Existing with Project Traffic Conditions** addresses the Existing with Project Conditions, and discusses project vehicular impacts. The relevant project information, such as the project components and project trip generation, distribution, and assignment is also discussed in this chapter.

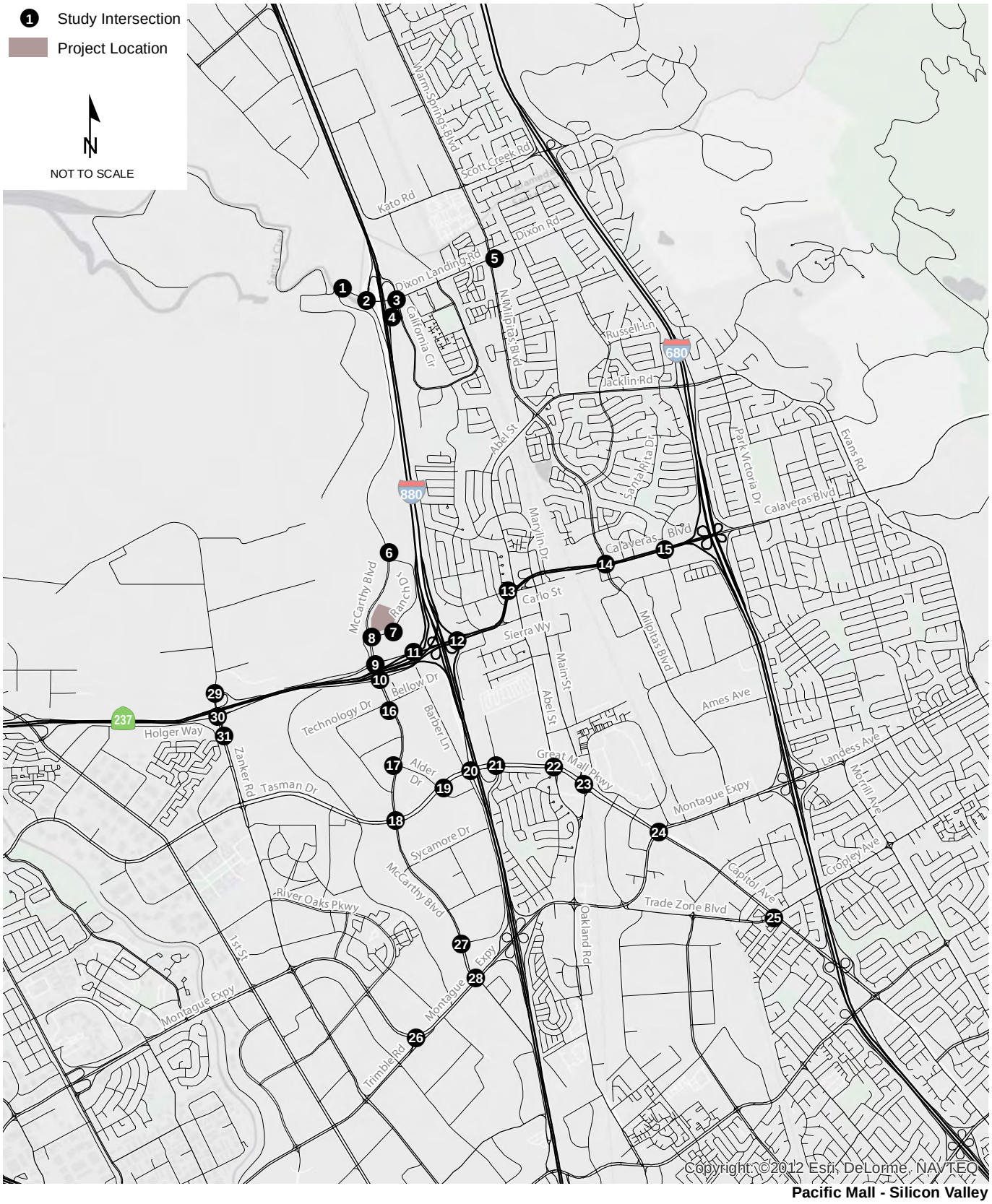
- **Chapter 4 – Background Traffic Conditions** addresses the near-term approved conditions, both without and with the project, and discusses project vehicular impacts.

- **Chapter 5 – Near-Term Cumulative Traffic Conditions** addresses the near-term pending conditions, both without and with the project, and discusses project vehicular impacts.

- **Chapter 6 – Site Access, Circulation and Parking** describes project access and circulation for all travel modes, and provides recommendations to improve project site access and circulation.

- **Chapter 7 – Construction Impacts** discusses expected traffic and parking impacts of the project during construction.

- **Chapter 8 – General Plan Amendment Conditions** addresses the longer term roadway segment conditions, both without and with the project, and discusses project vehicular impacts.



Pacific Mall - Silicon Valley

Figure 1a

Project Location and Study Intersections

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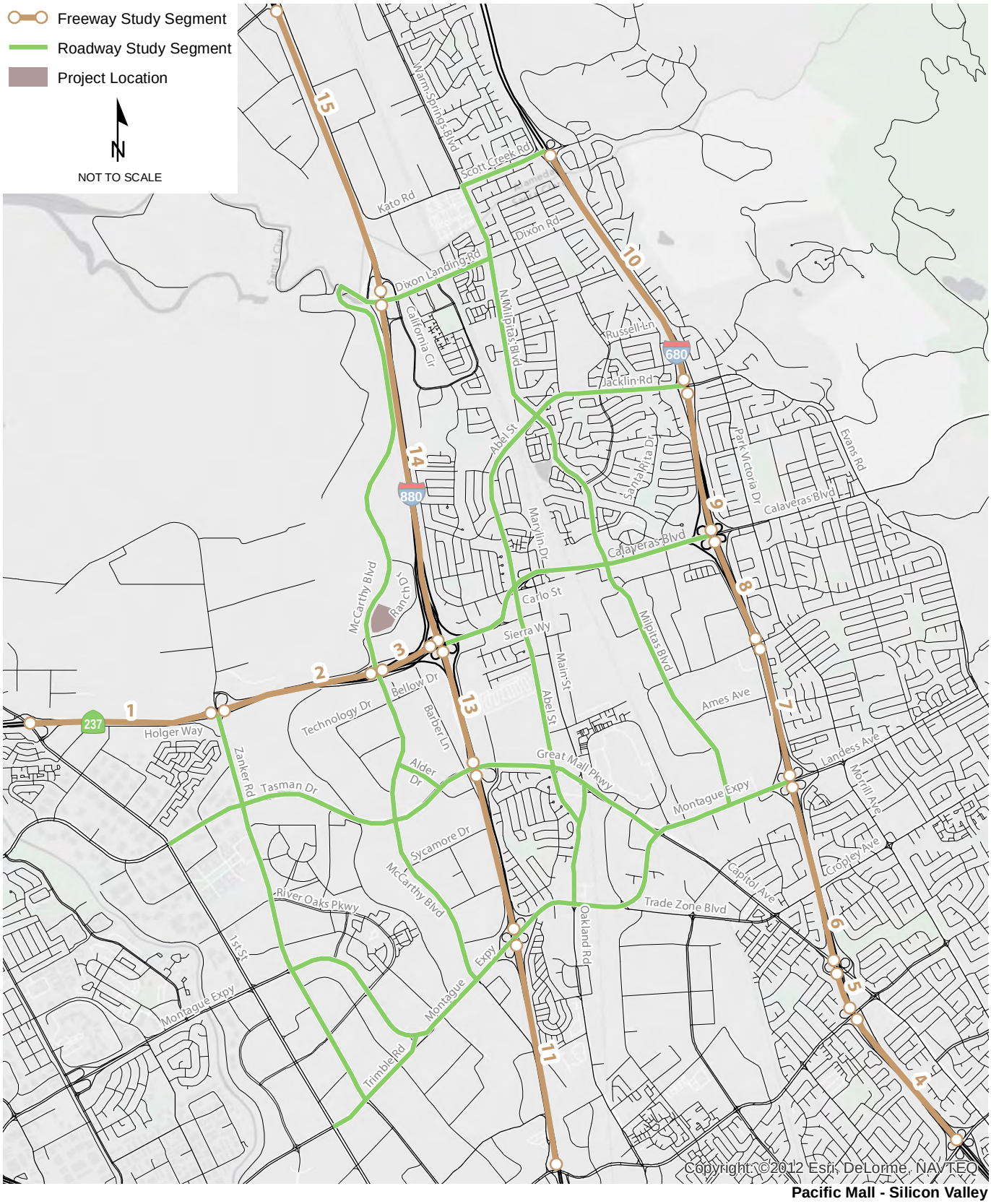

Pacific Mall - Silicon Valley

Figure 1b

Project Location and Study Segments

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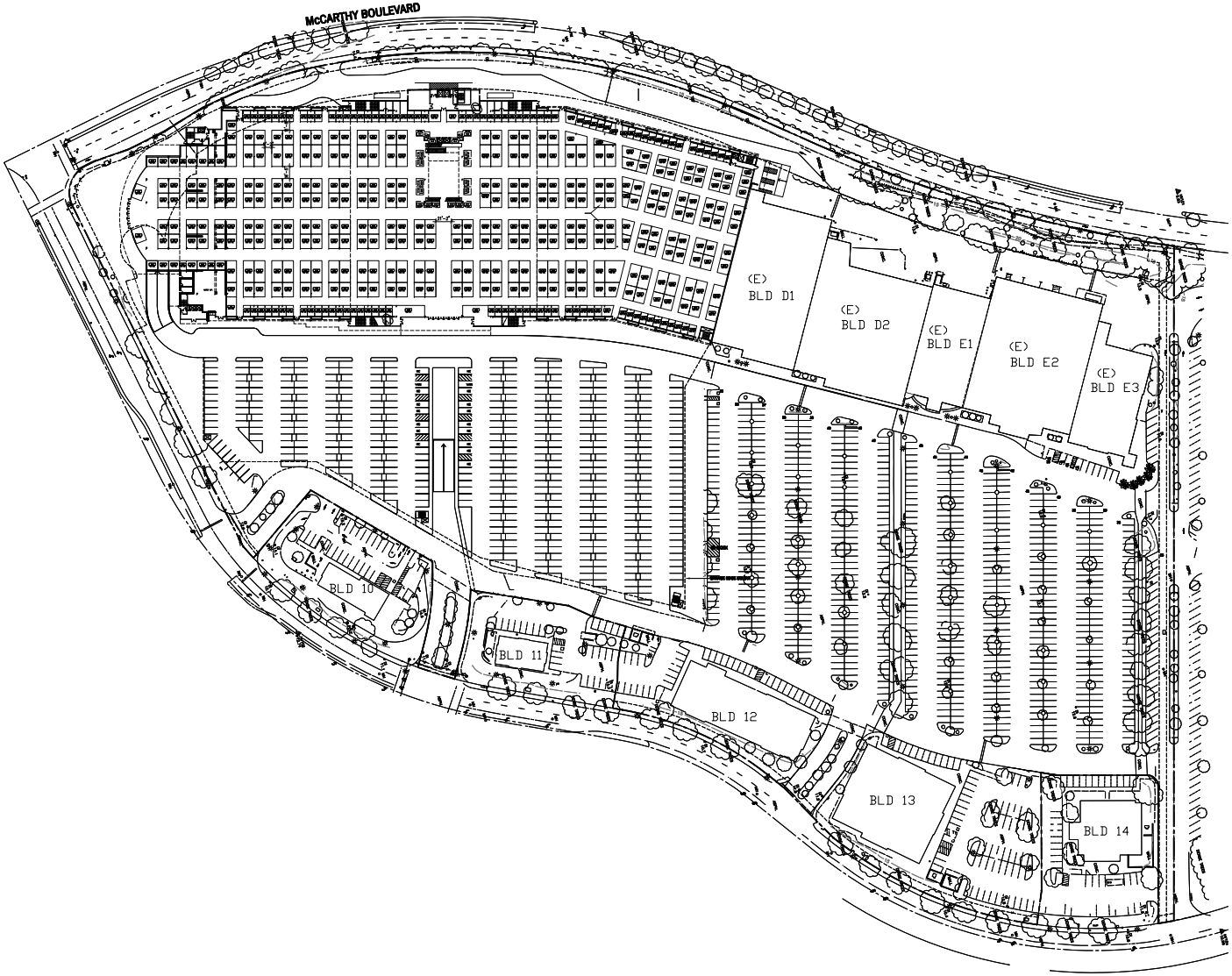

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Source:
Steinberg Architects

Pacific Mall - Silicon Valley

Figure 2a

Pacific Mall Site Plan - Surface Layout

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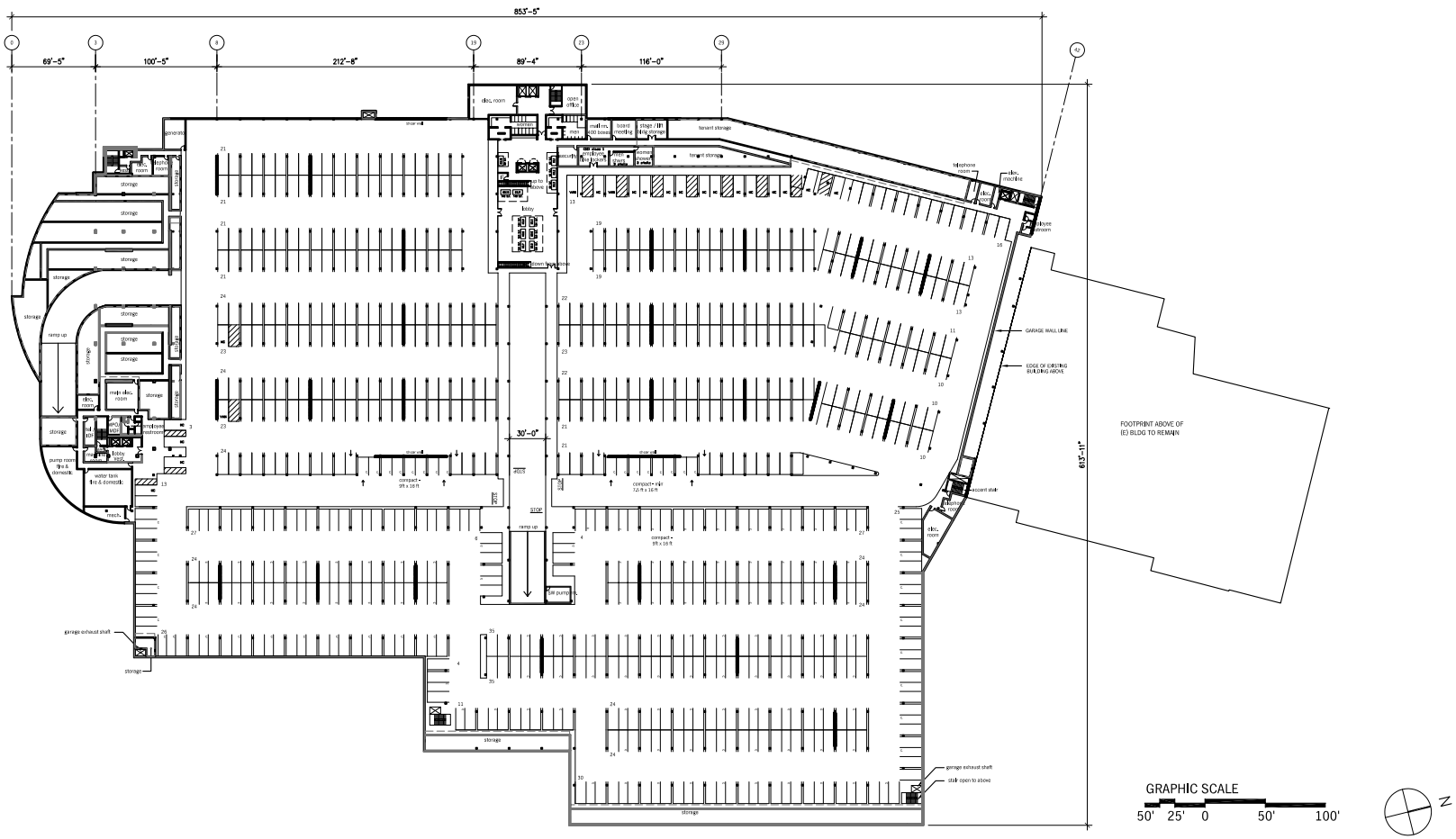

Pacific Mall - Silicon Valley

Figure 2b

Pacific Mall Site Plan - Garage Layout

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2. EXISTING CONDITIONS

This chapter describes the existing conditions of the roadway facilities, pedestrian, and bicycle facilities, and transit service near the project site. It also presents existing traffic volumes and operations for the study intersections and freeway segments with the results of level of service calculations.

EXISTING TRANSPORTATION FACILITIES

EXISTING STREET SYSTEM

State Route 237 (SR 237), I-680, and I-880 provide regional access the project site. The following streets provide local access: McCarthy Boulevard, Ranch Drive, Dixon Landing, Capitol Avenue, Great Mall Parkway, Tasman Drive, and Montague Expressway. Each access facility is described below in more detail.

SR 237 (Calaveras Boulevard) is located south of the project site and provides regional freeway access between the Cities of Milpitas, Mountain View, Sunnyvale, and Santa Clara. Within the study area, SR 237 is an east-west freeway with two mixed-use lanes and one high occupancy vehicle (HOV) lane in each direction with the exception of the westbound direction between McCarthy Boulevard and I-880 where there are three mixed-use lanes. The freeway portion of SR 237 ends at I-880 but the route continues east to I-680 as Calaveras Boulevard. Access to the site from SR 237 is provided via McCarthy Boulevard. The peak direction of travel is westbound during the AM peak hour and eastbound during the PM peak hour; though both travel directions are congested during the PM peak hour.

During the Spring of 2012, the first phase of the SR 237 Express Lane project opened to motor vehicles. This project converted the HOV lane connector ramps at SR 237/I-880 interchange to express lanes. Carpool vehicles and eligible hybrids can use this express lane without a charge, while single-occupant vehicles can use the express lane during commute hours by paying a toll.

Interstate-680 is located east of the project site and provides regional freeway access. I-680 is a north-south freeway with four mixed-use lanes in the southbound direction south of SR 237 and three mixed-use lanes with one HOV lane in the southbound direction north of SR 237. In the northbound direction, there are three mixed-use lanes north of SR 237 and four mixed-use lanes south of SR 237. HOV lanes, also known as diamond or carpool lanes, restrict use to vehicles with two or more persons (carpool, vanpool, and buses) or motorcycles during the morning (5:00 AM to 9:00 AM) and evening (3:00 PM to 7:00 PM) commute periods. Access to the site from I-680 is provided via its interchanges with Scott Creek Road, SR 237, Montague Expressway, and Capitol Avenue.

Interstate-880 is located directly east of the project site and provides regional freeway access between the Cities of Milpitas, Fremont, and San José. Near the project site, the freeway includes a total of eight lanes north of SR 237 and six lanes to the south. The I-880/SR 237 interchange includes direct ramp connections for HOV lanes between the west and north legs of the interchange. In addition to direct ramp connections for HOV lanes, the I-880 northbound on-ramps from SR 237 are metered. Access to the site from I-880 is provided via its interchanges with Dixon Landing Road, SR 237, Tasman Drive/Great Mall Parkway, and Montague Expressway. The peak direction of travel is southbound during the AM peak hour and northbound during the PM peak hour; though both travel directions are congested during the PM peak hour. I-880 is a north-south freeway that runs parallel to I-680 through Milpitas.

McCarthy Boulevard is a four-lane, north-south divided arterial street near the project site that widens to a six-lane divided street south of Ranch Drive. This street forms the western boundary of the project site and provides local access via Ranch Drive. A single driveway is located on McCarthy Boulevard serving the project site but is restricted to service vehicles.

Ranch Drive is a two- to four-lane collector street with a two-way-left-turn lane that provides access to the project site and the adjacent retail and restaurant uses. Ranch Drive forms the southern and eastern boundary of the project site. Three existing project site driveways are provided on Ranch Drive.

Dixon Landing Road is an east-west, four-lane arterial street extending from McCarthy Boulevard east to Milpitas Boulevard. Dixon Landing Road is designated *Dixon Road* east of Milpitas Boulevard. Dixon Landing Road provides access to the project site via an interchange on I-880.

Tasman Drive / Great Mall Parkway / Capitol Avenue is generally a six-lane divided arterial street with only two northbound lanes south of Montague Expressway. This street is designated as Tasman Drive west of I-880, Great Mall Parkway between I-880 and Montague Expressway, and Capitol Avenue east of Montague Expressway. VTA light-rail transit runs in the median at-grade and is grade-separated within the median east of I-880. Access to the project site from Tasman Drive / Great Mall Parkway / Capitol Avenue is provided via an interchange at I-880 or via McCarthy Boulevard.

Montague Expressway is a six-to-eight-lane expressway extending east-west through the City of Milpitas and into San José. This expressway provides access between I-880 and I-680. Montague Expressway includes directional HOV lanes during peak periods (westbound during the morning and eastbound during the afternoon commute hours). The westbound HOV lane operates during the morning peak period from 6:00 am to 9:00 am operation and the eastbound HOV lane operates during the afternoon commute period from 3:00 pm to 7:00 pm. Access to the site from Montague Expressway is through I-880, McCarthy Boulevard, or through Great Mall Parkway.

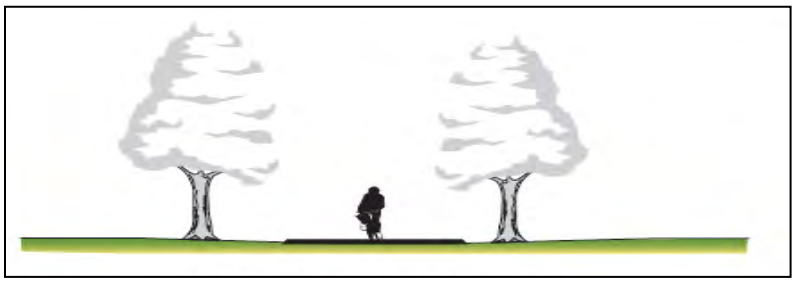
EXISTING PEDESTRIAN FACILITIES

Pedestrian facilities are comprised of sidewalks, crosswalks, and off-street paths. Most of the streets near the project site have sidewalks on both sides of the street. Ranch Drive only has sidewalks along the east side of the street opposite the project site. McCarthy Boulevard has landscaped, separated sidewalks on both sides of the street along the project site boundary to Ranch Drive (north). North of Ranch Drive, a sidewalk along McCarthy Boulevard is only provided on the east side of the street. Crosswalks are located at all signalized intersections in all directions within one-half mile of the project site except at freeway ramps, where crosswalks are only provided across two of the approaches.

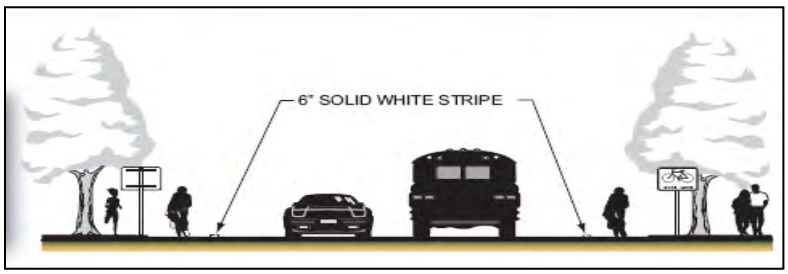
EXISTING BICYCLE FACILITIES

Bikeway planning and design in California typically relies on guidelines and design standards established by California Department of Transportation (Caltrans) in the *Highway Design Manual* (Chapter 1000: Bikeway Planning and Design and other design documents). For local reference, the *City of Milpitas Bikeway Master Plan Update* (June 2009) provides a bikeway planning and design tool. Bicycle facilities are comprised of paths (Class I), lanes (Class II), and routes (Class III), as described below and shown on the accompanying figures. Bicycle lanes are lanes on roadways designated for bicycle use by striping, pavement legends, and signs. Bicycle routes are roadways designated for bicycle use by signs only. **Figure 3** presents existing bicycle facilities in the study area located within a ½-mile ride of the project site.

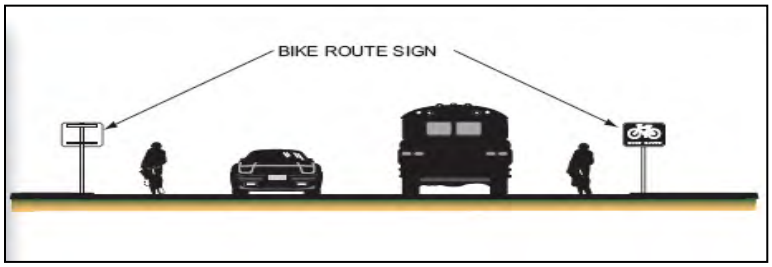
- Class I Bikeway (Bike Path) provides a completely separate right-of-way and is designated for the exclusive use of bicycles and pedestrians with vehicle and pedestrian cross-flow minimized. Coyote Creek Trail, Hetch Hetchy Trail, and Berryessa Creek Trail are Class I bikeways located near the project site.



- Class II Bikeway (Bike Lane) provides a restricted right-of-way and is designated for the use of bicycles with a striped lane on a street or highway. Bicycle lanes are generally five (5) feet wide. Adjacent vehicle parking and vehicle/pedestrian cross-flow are permitted. McCarthy Boulevard north of SR 237, Milpitas Boulevard, Barber Lane, Jacklin Road, Tasman Drive, and Great Mall Parkway are Class II bikeways located near the project site.



- *Class III Bikeway (Bike Route)* provides for a right-of-way designated by signs or pavement markings (sharrows) for shared use with pedestrians or motor vehicles. Sharrows are a type of pavement marking (bike and arrow stencil) placed to guide bicyclists to the best place to ride on the road, avoid car doors, and remind drivers to share the road with cyclists. Ranch Drive, Dixon Landing Road, and McCarthy Boulevard south of SR 237 are designated bike routes.



Santa Clara Countywide Bicycle Plan

The Santa Clara Countywide Bicycle Plan synthesizes other local and County plans into a comprehensive 20-year cross-county bicycle corridor network and expenditure plan (May 2008). The long-range countywide transportation plan and the means by which projects compete for funding and prioritization are documented in the Valley Transportation Plan (VTP) 2030 (adopted in February 2005). VTA has adopted the Santa Clara Countywide Bicycle Plan (CBP, May 2008), which is a planned bicycle network of 16 routes of countywide or intercity significance. Several of these proposed facilities travel through the study area, including connections between Scott Creek Road and Jacklin Road along I-680, Dixon Landing Road and SR 237 along I-880, McCarthy Boulevard and Abbott Ave along SR 237, Dixon Landing Road and Abel Street along Union Pacific Railroad, and McCarthy Boulevard at Dixon Landing and the pedestrian bridge at Alviso Milpitas along Coyote Creek.

San Francisco Bay Trail

The San Francisco Bay Trail is a bike and pedestrian trail that, when completed, will circumnavigate the shoreline of the San Francisco Bay with approximately 500 miles of continuous travel paths. The Trail

provides recreational opportunities for cyclists, hikers, joggers, and outdoor enthusiasts. It also provides important transportation benefits as a commute alternative for cyclists as well as connections to a number of transit facilities. In 1989, the Association of Bay Area Governments (ABAG) adopted the Bay Trail Plan, which included a proposed trail alignment and policies to guide route design, alignment, implementation, and financing. Today roughly 310 miles of trail are completed, or 60 percent of the total proposed length. The San Francisco Bay Trail Project Gap Analysis Study[3] identified, classified, and catalogued existing gaps in the Bay Trail. The Gap Analysis identified 12.79 miles of trail gaps in Santa Clara County: 3.9 miles of short-term projects (1-5 years) and 8.89 miles of mid-term projects (6-10 years). Many of the identified gap segments are located near the project area. The trail will eventually connect with Coyote Creek Trail at SR 237 and extend north to Dixon Landing Road.

PEDESTRIAN AND BICYCLE OBSERVATIONS

Pedestrian activity varied by intersection, with the greatest numbers observed south of SR 237 along McCarthy Boulevard and Tasman Drive. For example, at Tasman Drive and Alder Drive, over 100 pedestrians cross the west leg of the intersection during the PM peak hour due to the VTA light rail stop. High pedestrian activity was also recorded at Capitol Avenue and Trade Zone Boulevard (due to the intersection's proximity to the Cropley VTA light rail station).

Bicycle use is widespread throughout the study area and is consistent with pedestrian activity, with the greatest numbers observed south of SR 237 along McCarthy Boulevard and Tasman Drive. A Class II bike lane is provided along Tasman Drive and bicycle volumes reflect this feature, with the highest recorded number of cyclists in the area. Additional bicyclists accessed the Bay Trail and Coyote Creek Trail via Zanker Road.

Pedestrian and bicycle observations immediately adjacent to the project site were low. The greatest number of pedestrians and bicyclists in this area were recorded at the McCarthy Boulevard/Ranch Drive South intersection. This location serves as a gateway for Coyote Creek Trail for cyclists and the primary crossing point for pedestrians traveling from the office development west of McCarthy Boulevard near the project site. **Figure 4** presents the existing peak hour bicycle and pedestrian volumes.

EXISTING TRANSIT SERVICE

The project site is served by VTA Local Bus 47 transit line and ACE commute shuttle with bus stops located along Ranch Drive serving the McCarthy Ranch Shopping Center.

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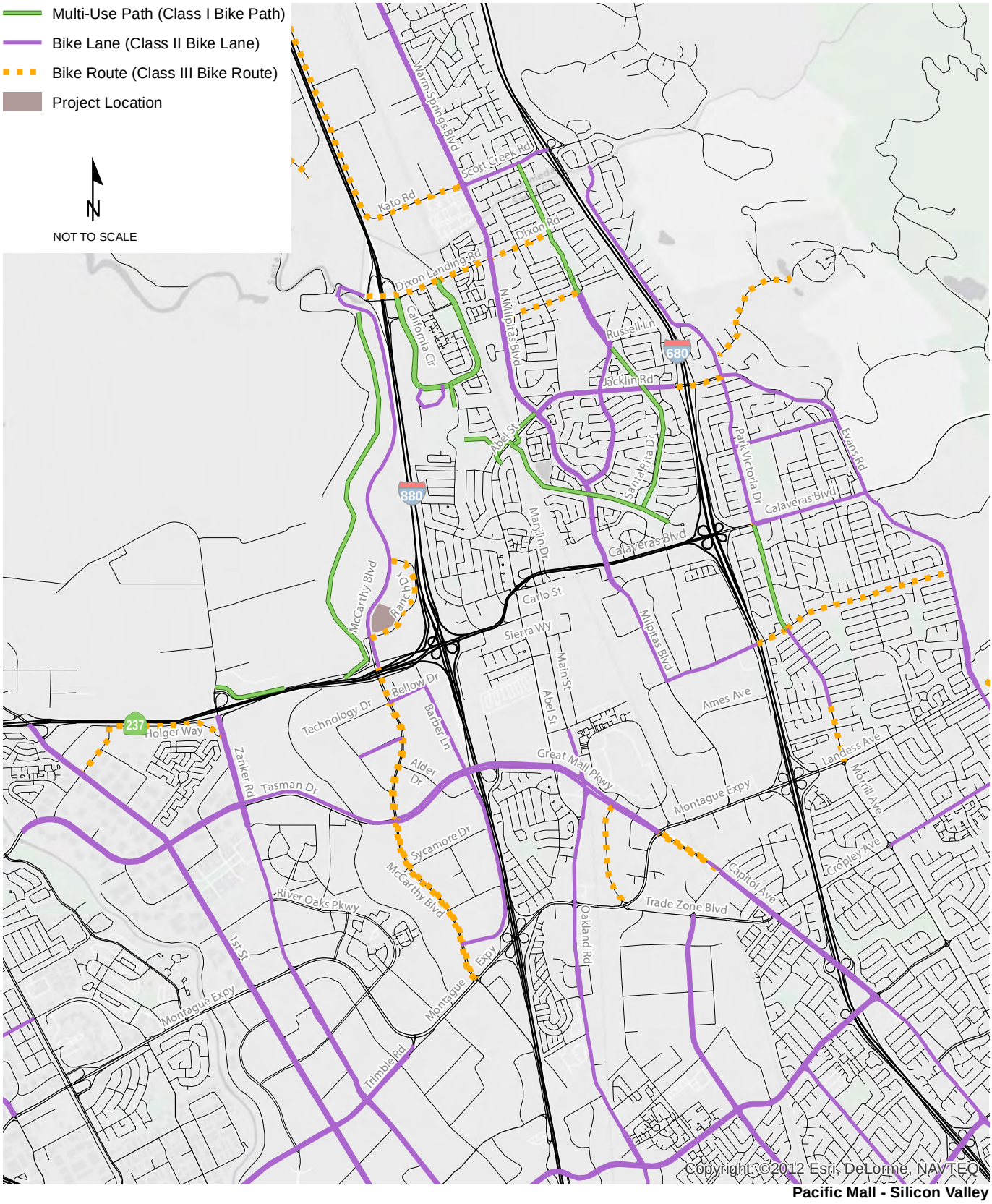
[3] *San Francisco Bay Trail Project*: Gap Analysis Study, September 2005, Association of Bay Area Governments Bay Trail Project.

- *Local Bus 47*: This local route connects Great Mall/Main Transit Center to McCarthy Ranch shopping center with weekday hours of operation from 6:00 am to 9:50pm. The time between consecutive buses (headway) is 30 minutes during the peak commute periods. According to the VTA, the average load factors for Route 47 at the project site are 0.35 during the AM peak (13 passengers per 37-seat bus) and 0.27 during the PM peak (10 passengers per 37-seat bus). The average load factors along other portions of the lines may be higher or lower.
- *ACE Purple Shuttle*: Altamont Commuter Express (ACE) is a passenger rail line that extends to San José with a stop at the Great America Station in Santa Clara. ACE and VTA sponsor free shuttles including the ACE Purple Shuttle that provides service from the Great America Station to west Milpitas via McCarthy Boulevard and Ranch Drive. Headways are between approximately 60 and 75 minutes during commute periods on weekdays only.

Figure 5 shows the existing transit service near the project site.



Pacific Mall - Silicon Valley

Figure 3

Existing Bicycle Facilities

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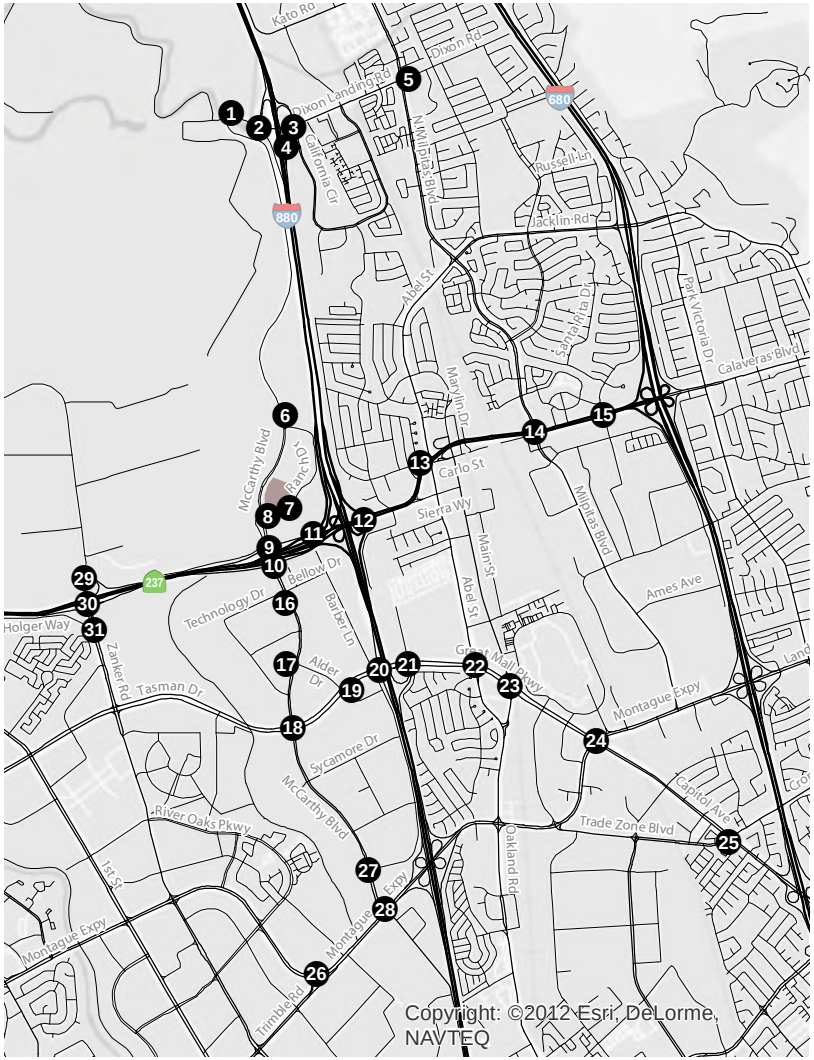

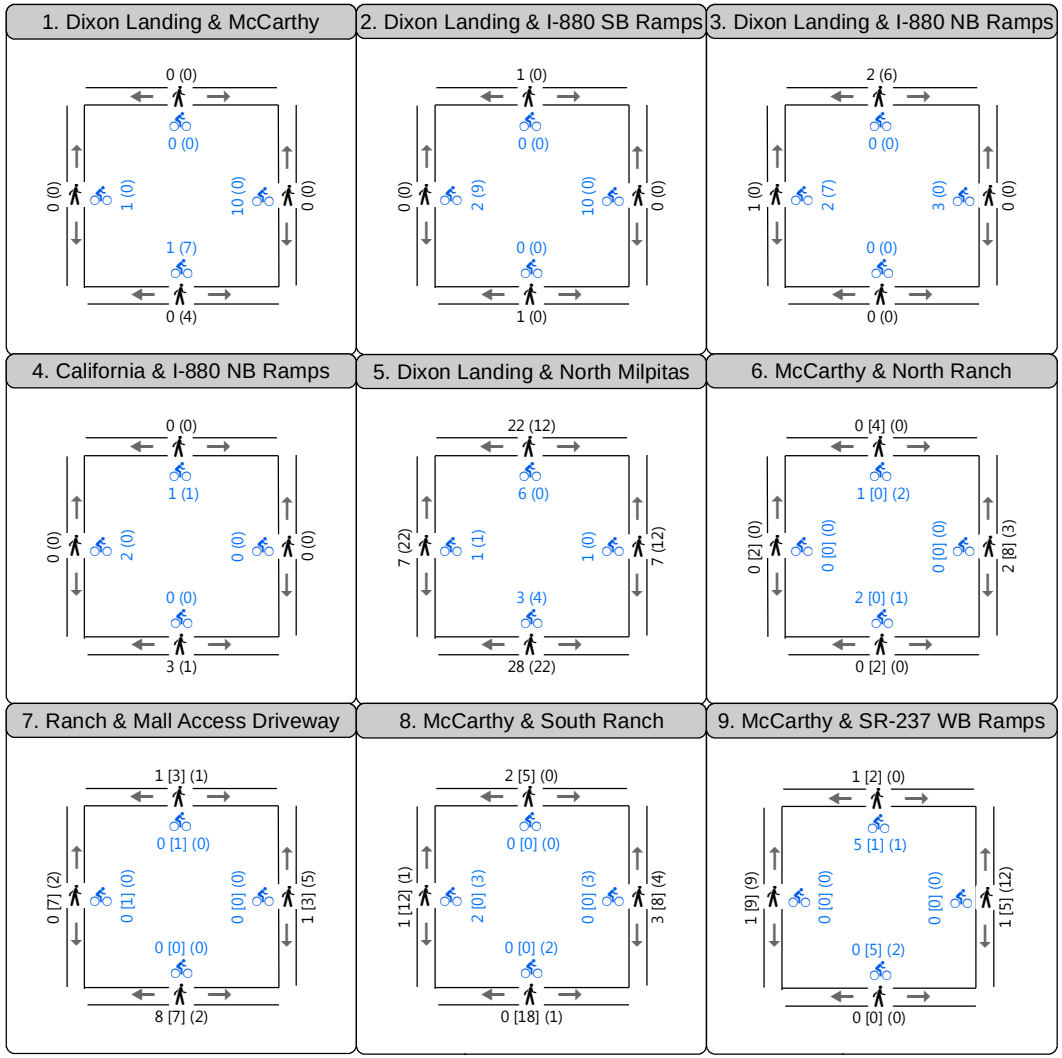

AM [MID] (PM) Peak Hour Bicycle Approach Volume

AM [MID] (PM) Peak Hour Pedestrian Crossing Volume

1 Study Intersection

Figure 4a

Existing Bicycle and Pedestrian Volumes
Intersections 1 - 9 of 31

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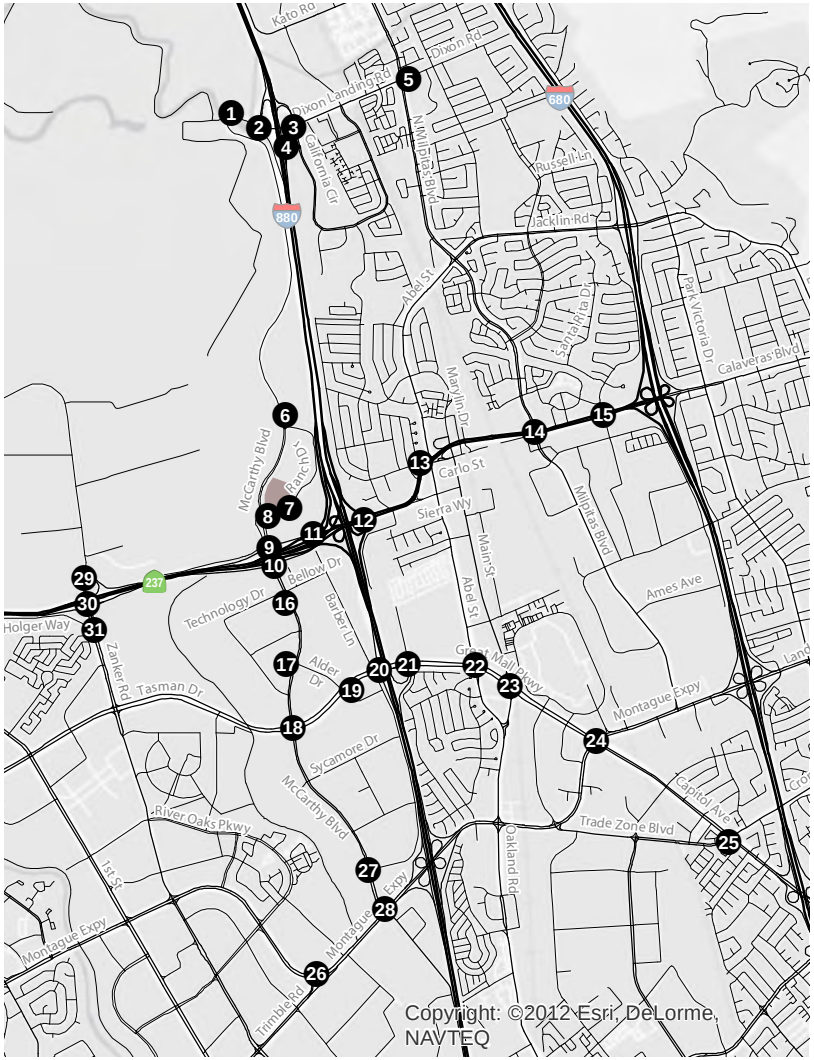

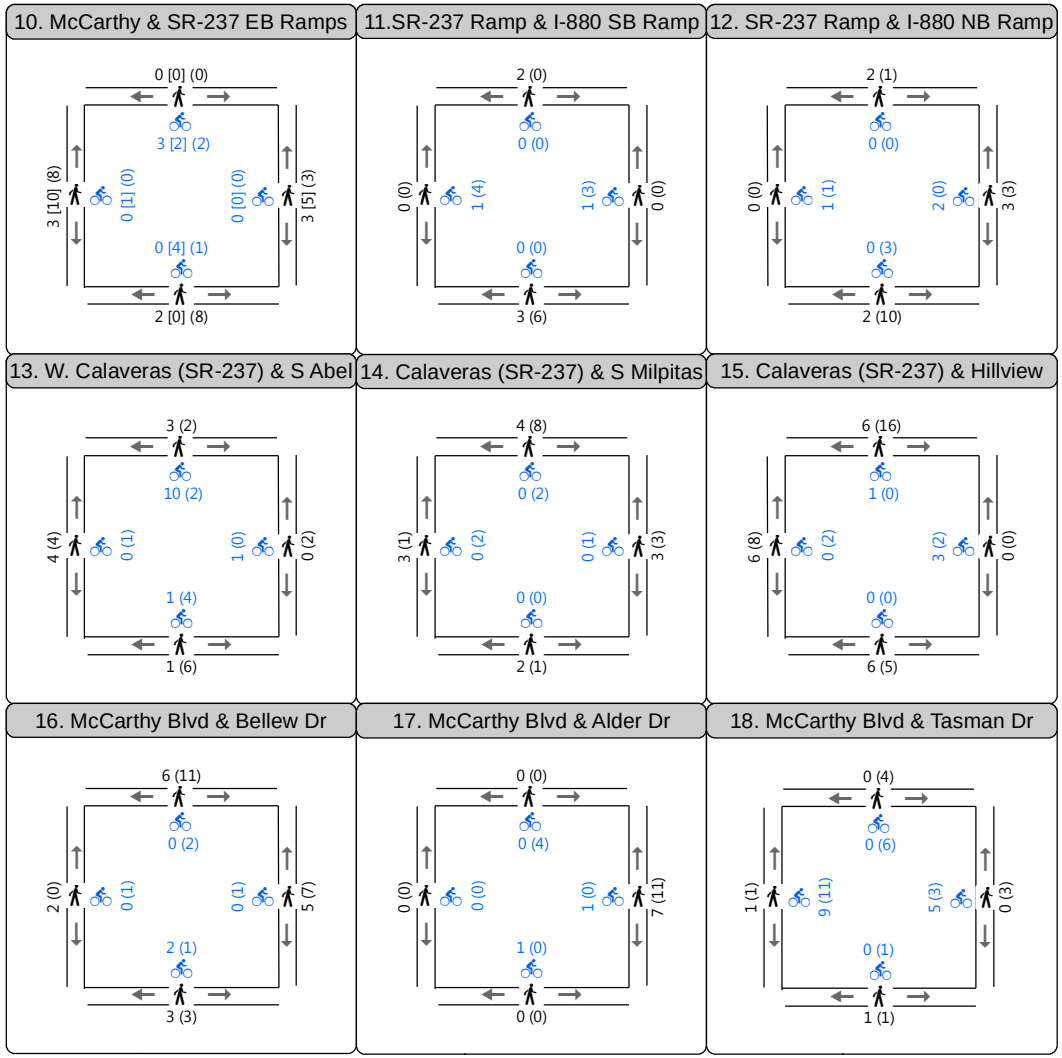

AM [MID] (PM) Peak Hour Bicycle Approach Volume

AM [MID] (PM) Peak Hour Pedestrian Crossing Volume

1 Study Intersection

Figure 4b

Existing Bicycle and Pedestrian Volumes
Intersections 10 - 18 of 31

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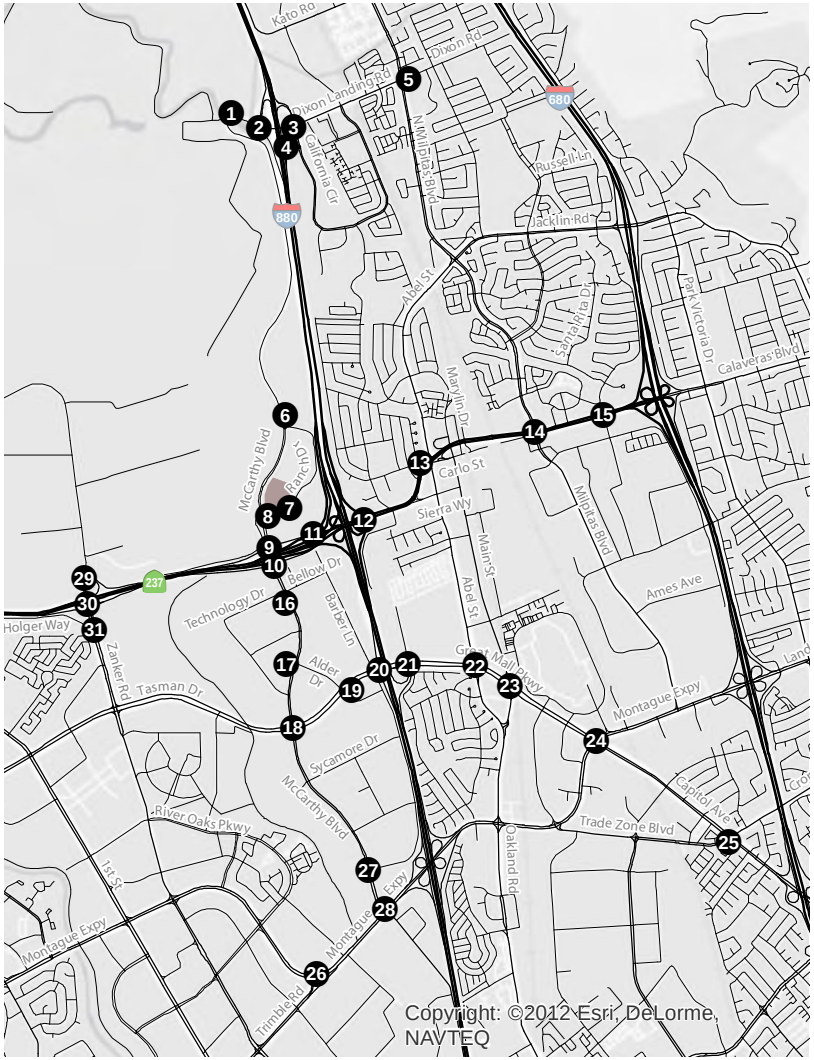

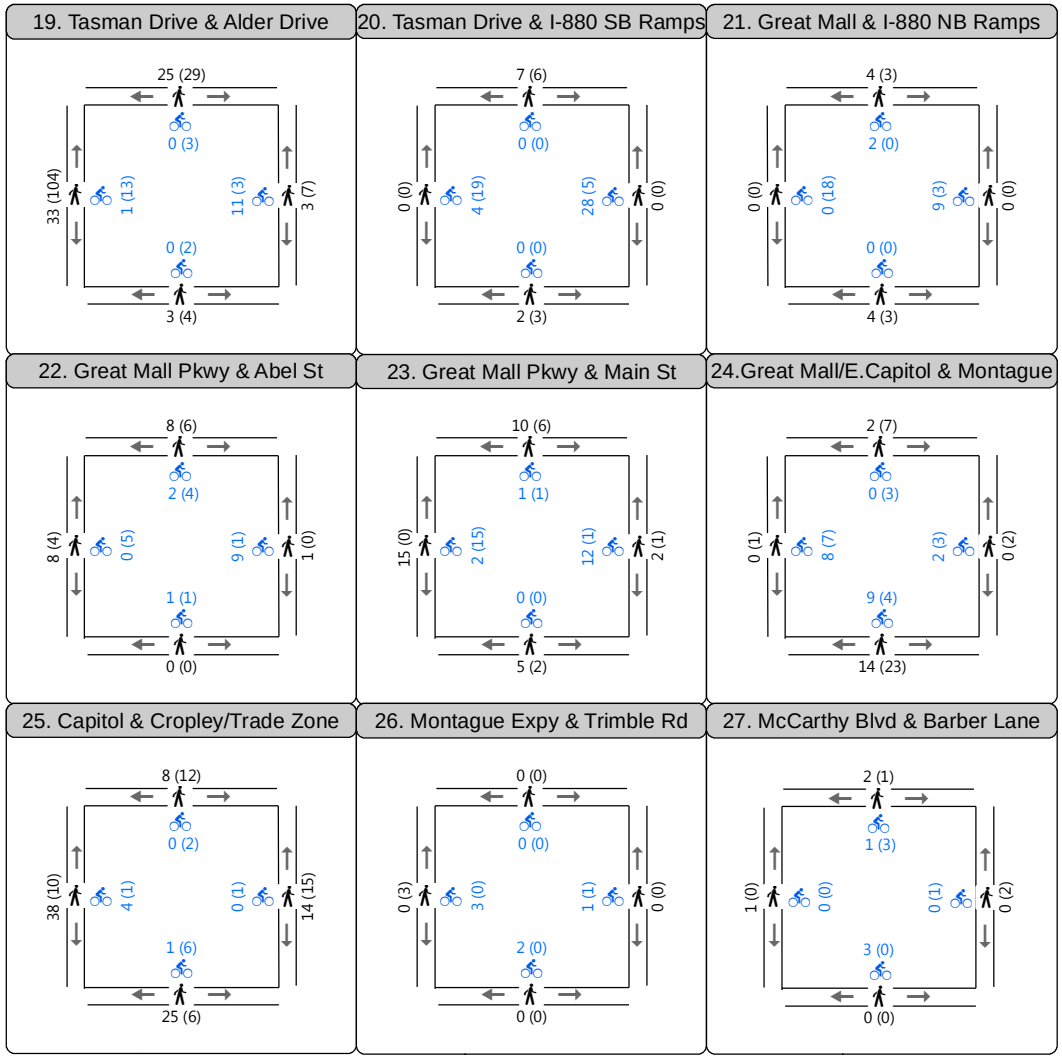

AM [MID] (PM) Peak Hour Bicycle Approach Volume

AM [MID] (PM) Peak Hour Pedestrian Crossing Volume

1 Study Intersection

Figure 4c

Existing Bicycle and Pedestrian Volumes
Intersections 19 - 27 of 31

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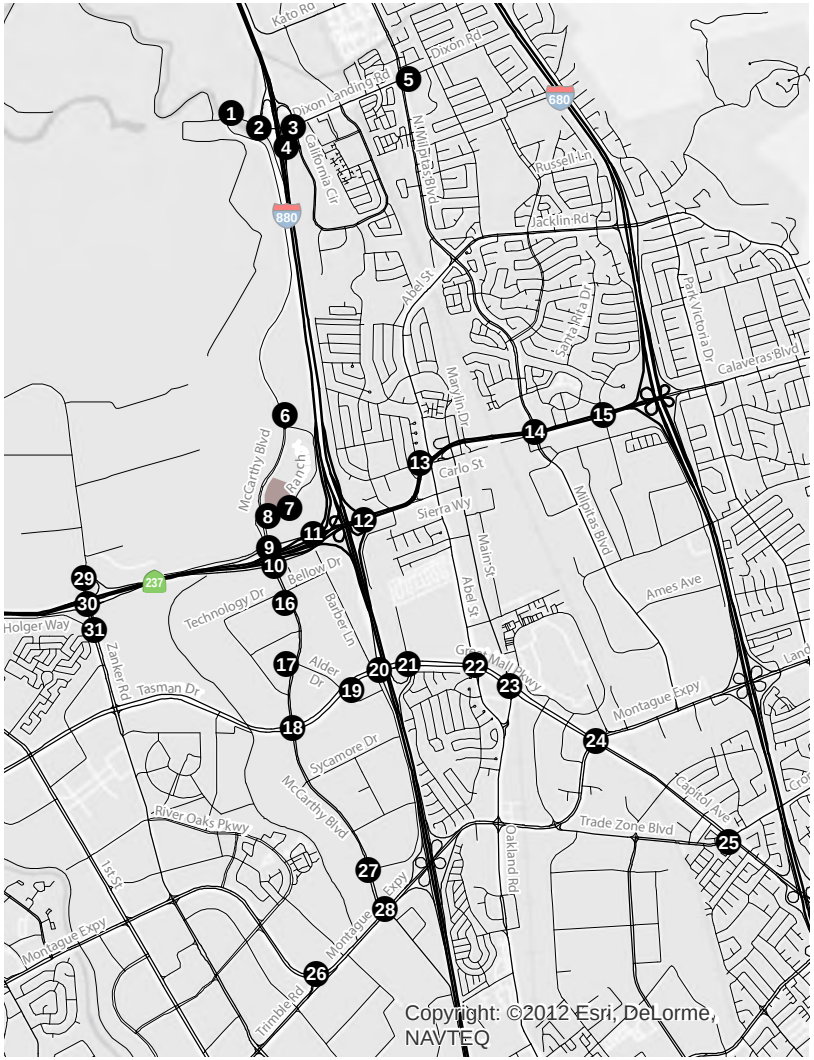

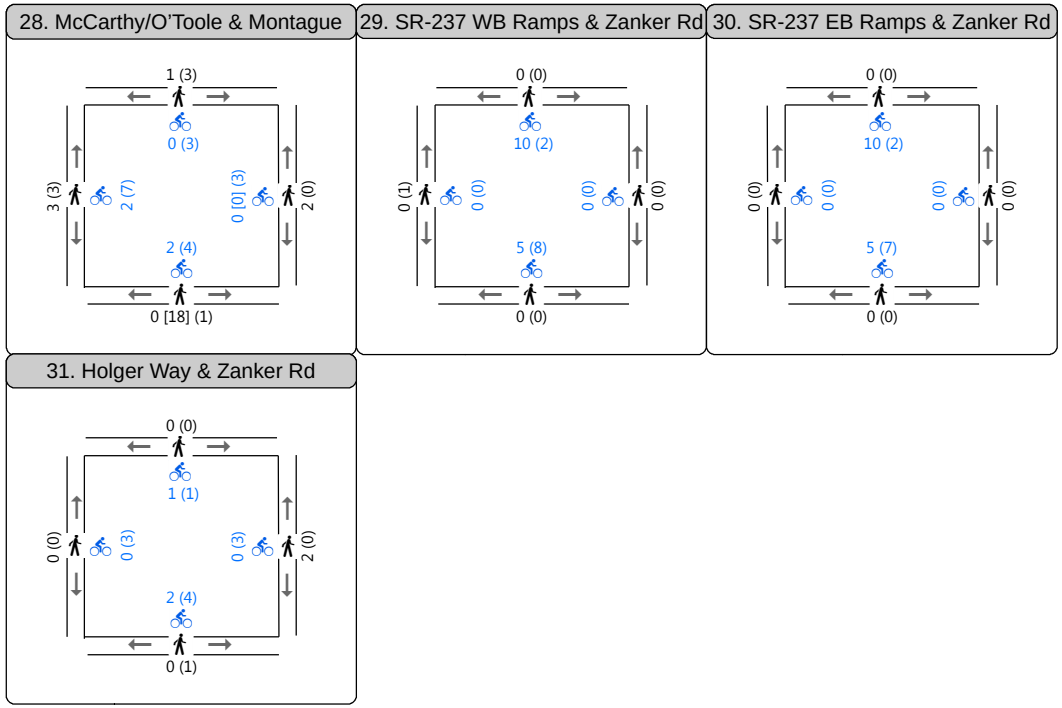

AM [MID] (PM) Peak Hour Bicycle Approach Volume

AM [MID] (PM) Peak Hour Pedestrian Crossing Volume

1 Study Intersection

Figure 4d

Existing Bicycle and Pedestrian Volumes
Intersections 28 - 31of 31

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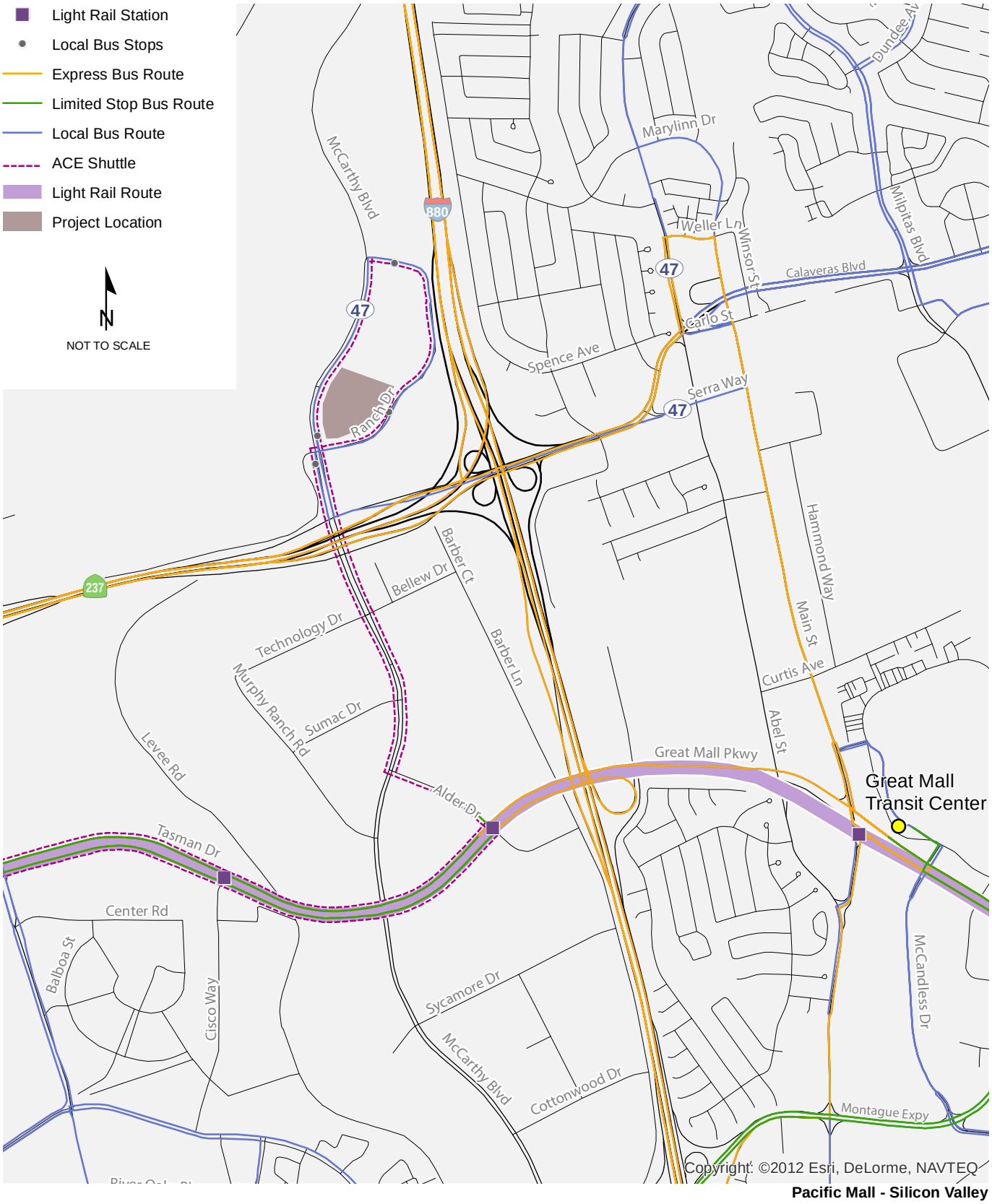

Pacific Mall - Silicon Valley

Figure 5

Existing Transit Service

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EXISTING INTERSECTION VOLUMES AND LANE CONFIGURATIONS

Weekday morning (7:00 to 9:00 AM) and evening (4:00 to 6:00 PM) peak period intersection turning movement counts were conducted at the study intersections the week of June 4, 2012 on a clear day with area schools in session. In addition to morning and evening peak period counts, weekday midday peak period counts (11:30 AM to 1:30 PM) were obtained at locations immediately adjacent to the project site. For the study intersections, the single hour with the highest traffic volumes during the count period was identified. Existing lane configurations and signal controls were obtained through field observations. The peak hour volumes are presented on **Figure 6** along with the existing lane configuration and traffic control. Detailed traffic count data are contained in **Appendix A**.

EXISTING INTERSECTION LEVELS OF SERVICE

Existing intersection lane configurations, signal timings, and peak hour turning movement volumes were used to calculate the levels of service for the key intersections during each peak hour. The results of the LOS analysis using the TRAFFIX software program for Existing Conditions are presented in **Table 4**. **Appendix B** contains the corresponding LOS calculation sheets.

The results of the LOS calculations indicate that the majority of the study intersections operate at acceptable levels of service according to their designated LOS standard (by jurisdiction). The following two intersections in the City of Milpitas do not operate acceptably during the AM and/or PM peak hour.

- Intersection #5 - Dixon Landing and N. Milpitas Boulevard (AM and PM peak hour)
- Intersection #25 - Capitol Avenue and Cropley Avenue/Trade Zone Boulevard (PM peak hour)

The Dixon Landing and N. Milpitas Boulevard intersection (#5) is operating worse than it has in the past because of the closure of Kato Road associated with the BART expansion project. Drivers accessing office developments between Milpitas Boulevard and I-880 via Kato Road must detour south to Dixon Landing where they turn right and access various office developments via Milmont Drive. Historic roadway counts along Dixon Landing Road confirm the increase in traffic due to the detour. Roadway counts before and after the closure have shown an increase in approximately 500 vehicles during the AM peak hour and 300 vehicles during the PM peak hour. The VTA web-site has a detour plan that illustrates the U-shaped detour around the Kato Road closure. Kato Road is expected to re-open to traffic in early 2013 and operations are expected to improve, well before the proposed project is fully occupied. Operations with

the detour were analyzed under scenarios since counts were conducted with the detour in place and it also represents a worst-case scenario for analysis purposes.

TABLE 4: EXISTING INTERSECTIONS LEVEL OF SERVICE

	Intersection	Peak Hour[1]	Delay[2]	LOS[3]
1	Dixon Landing Road and McCarthy Boulevard	AM PM	11.4 13.1	B+ B
2	Dixon Landing Road and I-880 SB Ramps	AM PM	7.4 6.1	A A
3	Dixon Landing Road and I-880 NB Ramps/California Circle	AM PM	15.0 16.4	B B
4	California Circle and I-880 NB Ramps	AM PM	10.5 16.6	B+ B
5	Dixon Landing Road and N. Milpitas Boulevard[4]	AM PM	**>180** **66.3**	**F** **E**
6	McCarthy Boulevard and N. Ranch Drive	AM MID PM	6.8 13.0 12.7	A B B
7	Ranch Drive and Mall Access Driveway	AM MID PM	15.9 20.4 11.7	B C+ B+
8	McCarthy Boulevard and S. Ranch Drive	AM MID PM	17.7 24.1 30.8	B C C
9	McCarthy Boulevard and SR 237 WB Ramps	AM MID PM	19.3 25.8 16.5	B- C B
10	McCarthy Boulevard and SR 237 EB Ramps	AM MID PM	17.1 27.2 18.1	B C B-
11	SR 237 Ramps and I-880 SB Ramps	AM PM	16.1 11.1	B B+
12	SR 237 Ramps and I-880 NB Ramps	AM PM	18.5 17.3	B- B-
13	W. Calaveras Boulevard and S. Abel Street*	AM PM	42.2 45.5	D D

TABLE 4: EXISTING INTERSECTIONS LEVEL OF SERVICE

Intersection		Peak Hour[1]	Delay[2]	LOS[3]
14	E. Calaveras Boulevard and S. Milpitas Boulevard*	AM PM	48.0 40.5	D D
15	E. Calaveras Boulevard and Hillview Drive	AM PM	27.6 40.3	C D
16	McCarthy Boulevard and Bellew Drive	AM PM	21.7 45.6	C+ D
17	McCarthy Boulevard and Alder Drive	AM PM	13.2 19.3	B B-
18	McCarthy Boulevard and Tasman Drive	AM PM	33.9 35.1	C- D+
19	Tasman Drive and Alder Drive	AM PM	13.4 40.8	B D
20	Tasman Drive and I-880 SB Ramps	AM PM	19.6 17.4	B- B
21	Great Mall Parkway and I-880 NB Ramps	AM PM	29.0 28.8	C C
22	Great Mall Parkway and Abel Street	AM PM	40.1 29.8	D C
23	Great Mall Parkway and Main Street	AM PM	24.8 32.5	C C-
24	Great Mall Parkway/-E. Capitol Avenue and Montague Expressway*	AM PM	45.5 49.6	D D
25	Capitol Avenue and Cropley Avenue/Trade Zone Boulevard	AM PM	31.8 **59.3**	C **E+**
26	Montague Expressway and Trimble Road*	AM PM	24.5 41.3	C D
27	McCarthy Boulevard and Barber Lane	AM PM	16.7 31.4	B C
28	McCarthy Boulevard/O-Toole Avenue and Montague Expressway*	AM PM	33.0 58.9	C- E+
29	SR 237 WB Ramps and Zanker Road	AM PM	10.2 10.2	B+ B+

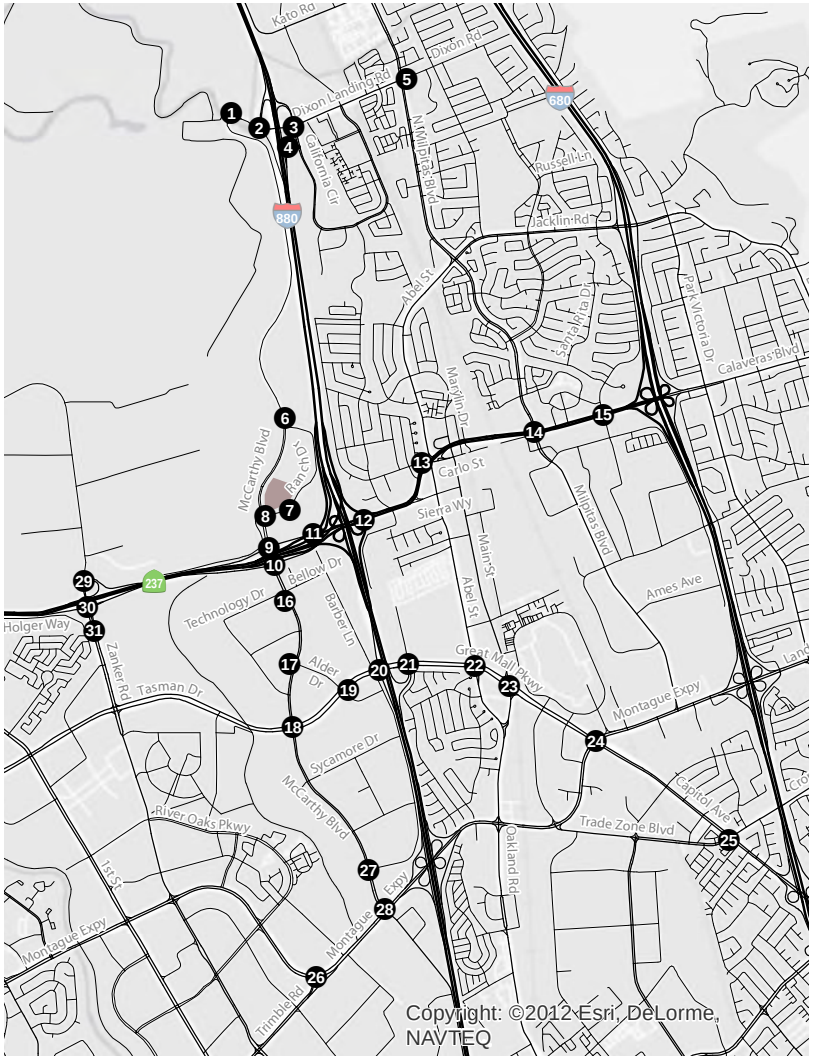
TABLE 4: EXISTING INTERSECTIONS LEVEL OF SERVICE

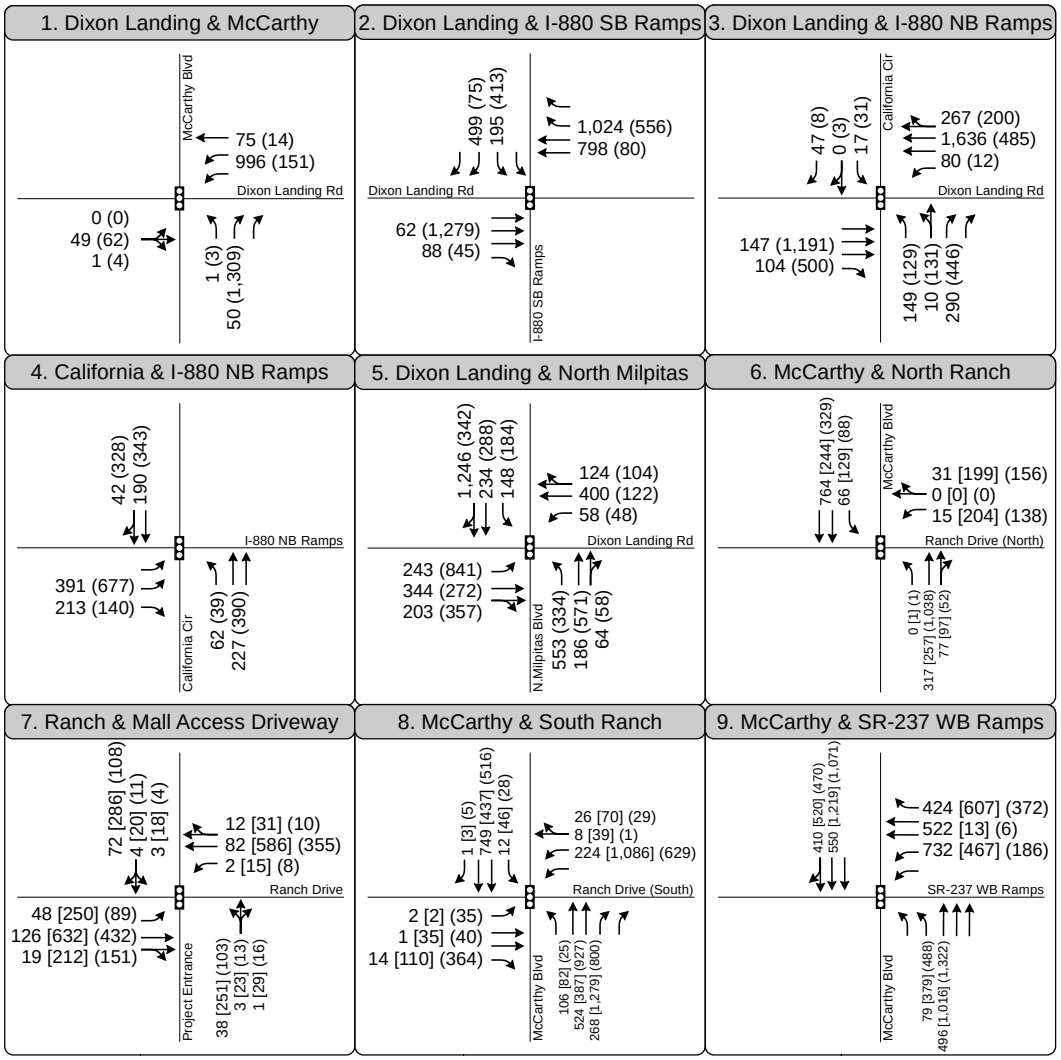
Intersection		Peak Hour[1]	Delay[2]	LOS[3]
30	SR 237 EB Ramps and Zanker Road	AM PM	14.5 11.0	B B+
31	Holger Way and Zanker Road	AM PM	20.0 23.0	B- C+

Notes:

1. AM = morning peak hour, MID = midday peak hour, PM = evening peak hour
2. Whole intersection weighted average control delay expressed in second per vehicle for signalized intersections. Signalized intersections include adjusted saturation flow rates to reflect Santa Clara County conditions per VTA guidelines.
3. LOS = Level of Service. LOS calculations conducted using the TRAFFIX level of service analysis software package, which applies the method described in the 2000 Highway Capacity Manual.
4. Dixon Landing and N. Milpitas Boulevard has historically operated better but due to Kato Road closure it is temporarily operating worse.
5. Vehicle, bicycle and pedestrian volumes collected in June 2012.

Bold text indicates deficient intersection operations.
* Denotes Congestion Management Program (CMP) intersection.
Source: Fehr & Peers, October 2012.





Turn Lane

AM [MID] (PM) Peak Hour Traffic Volume

Study Intersection

Signalized Intersection

Figure 6a

Existing Lane Configurations, Traffic Controls, and Peak Hour Traffic Volumes
Intersections 1 - 9 of 31

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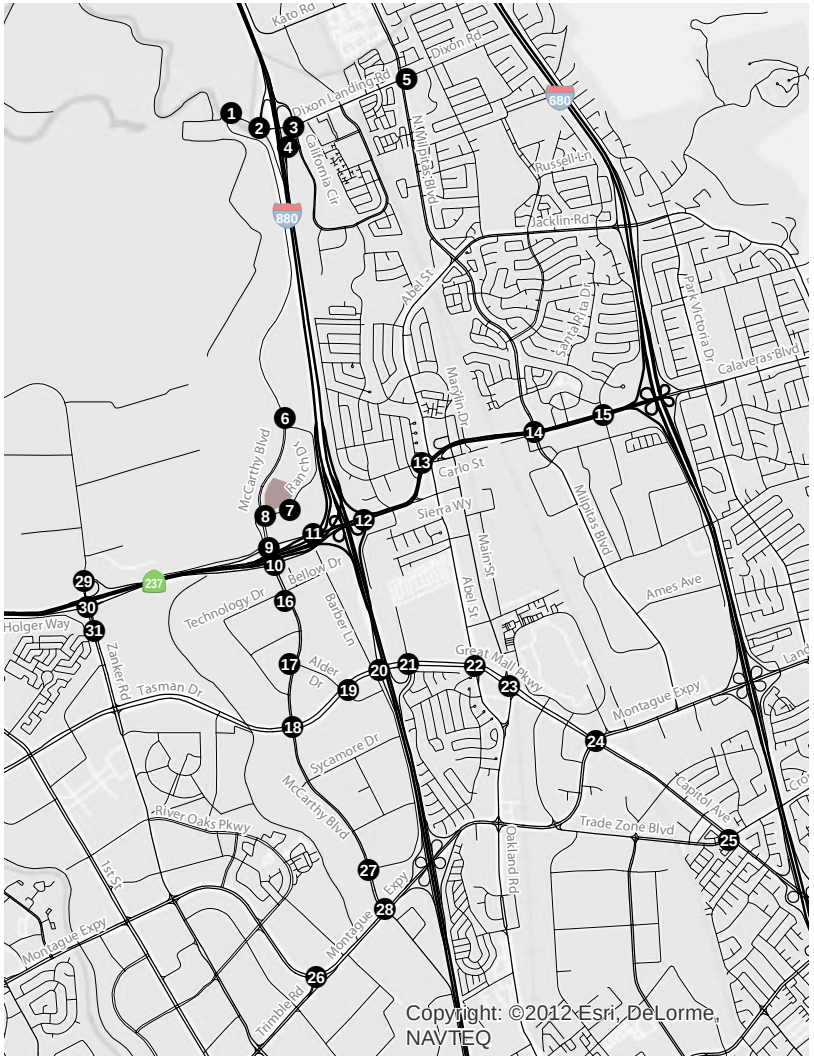

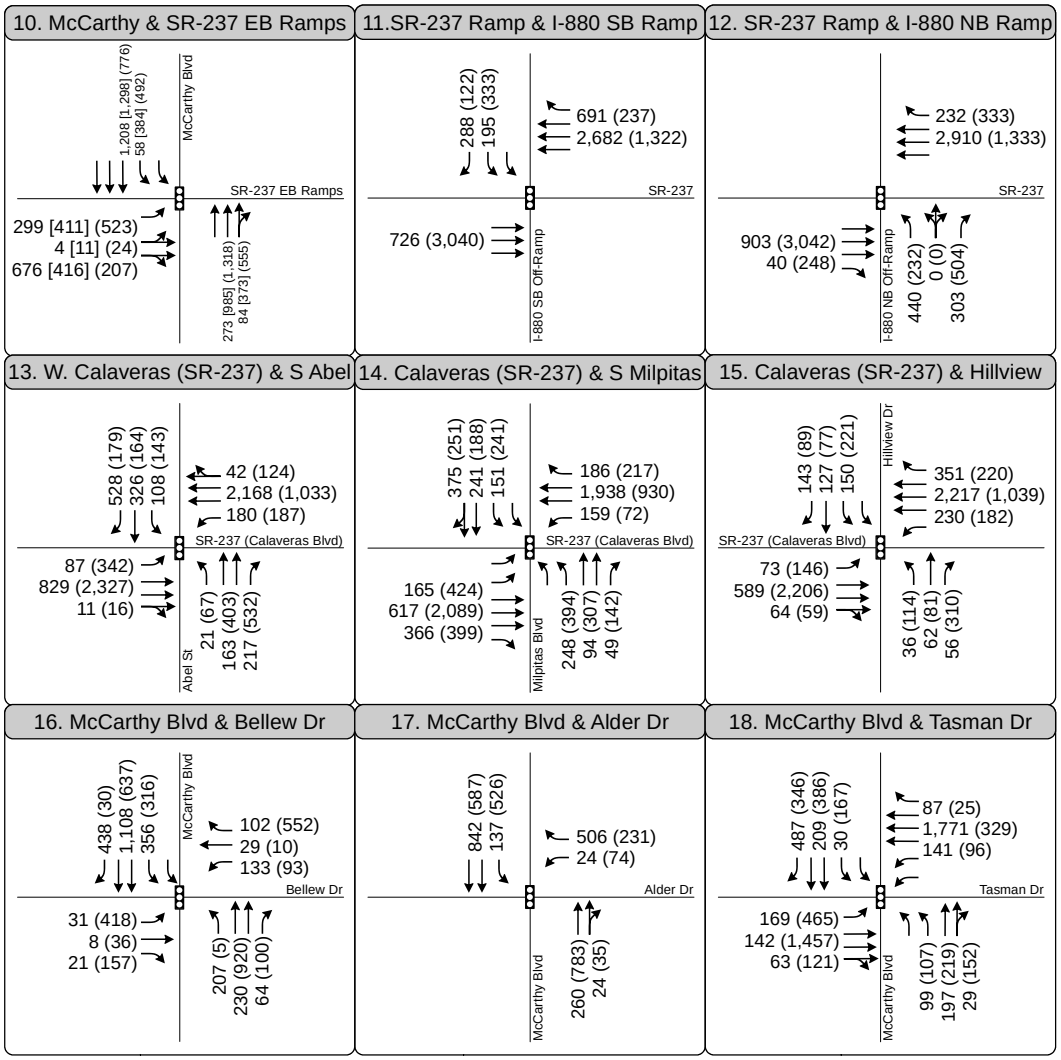

Turn Lane

AM [MID] (PM) Peak Hour Traffic Volume

Study Intersection

Signalized Intersection

Figure 6b

Existing Lane Configurations, Traffic Controls, and Peak Hour Traffic Volumes
Intersections 10 - 18 of 31

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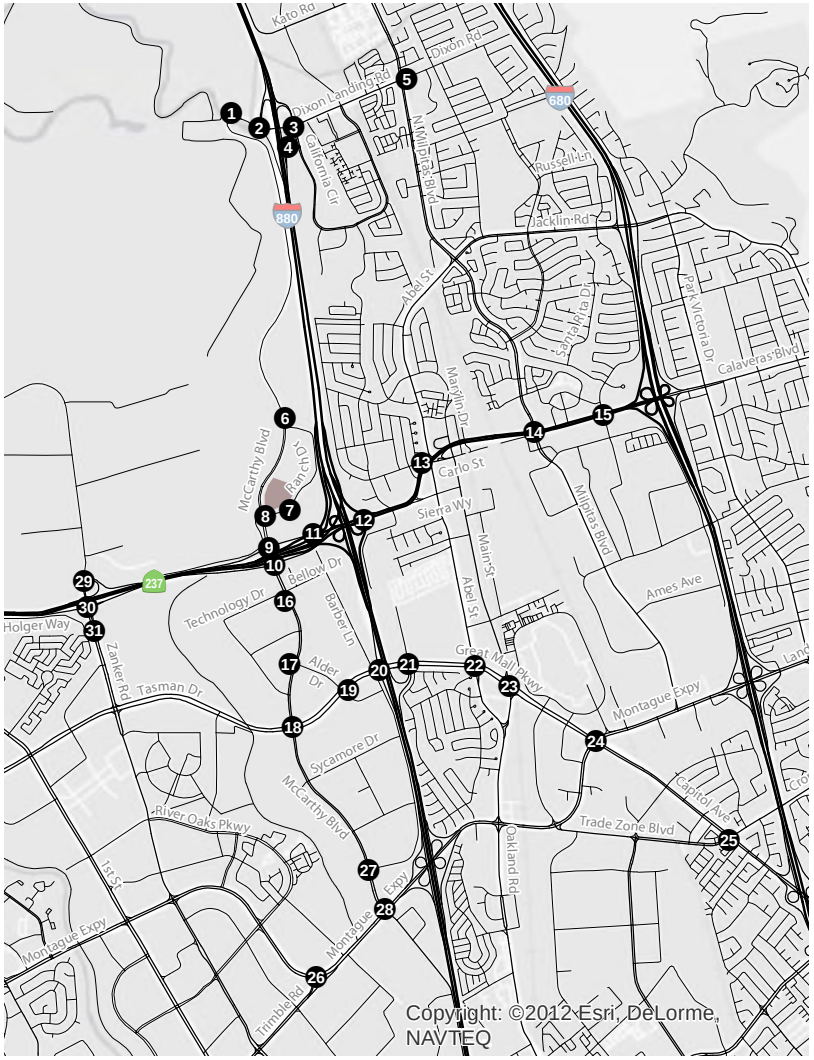

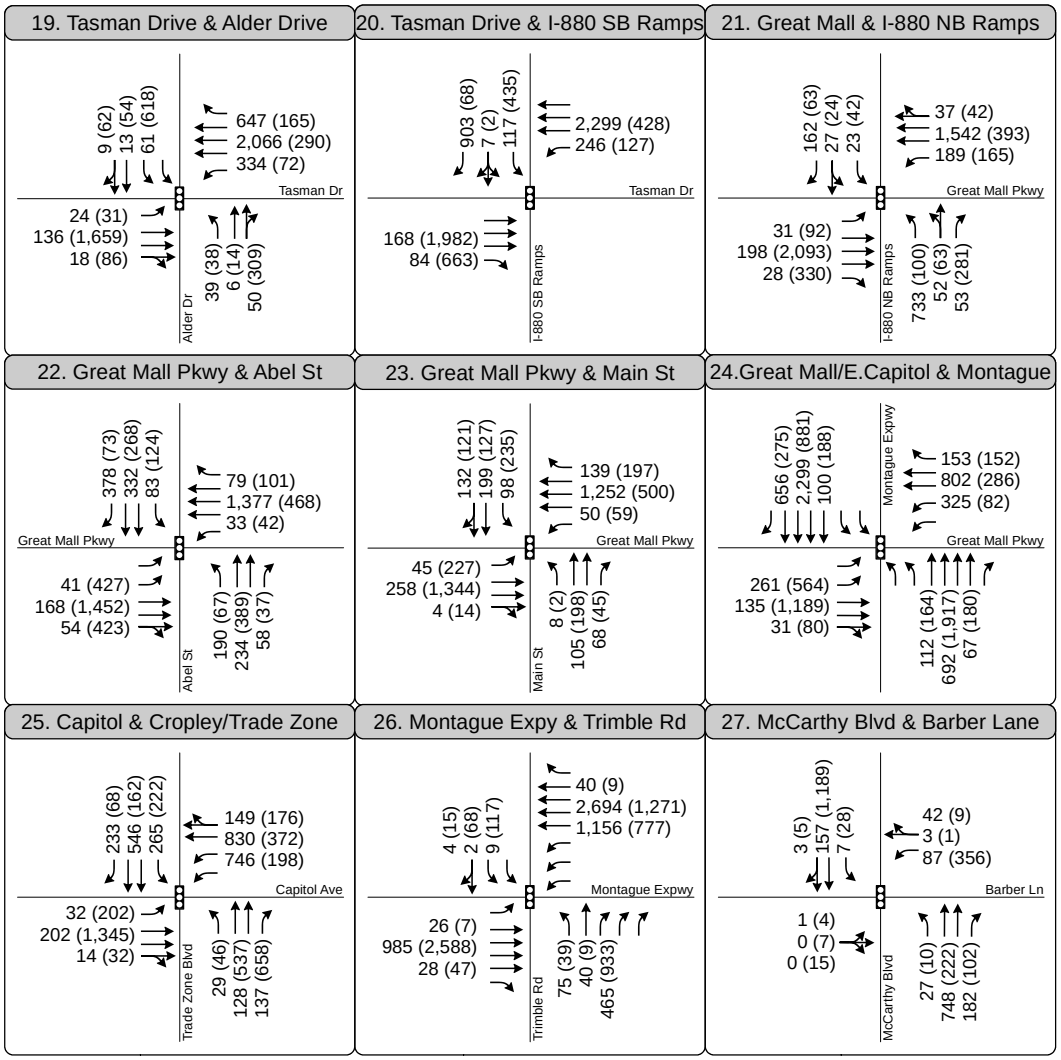

Turn Lane

AM [MID] (PM) Peak Hour Traffic Volume

1 Study Intersection

Signalized Intersection

Figure 6c

Existing Lane Configurations, Traffic Controls, and Peak Hour Traffic Volumes
Intersections 19 - 27 of 31

FEHR PEERS

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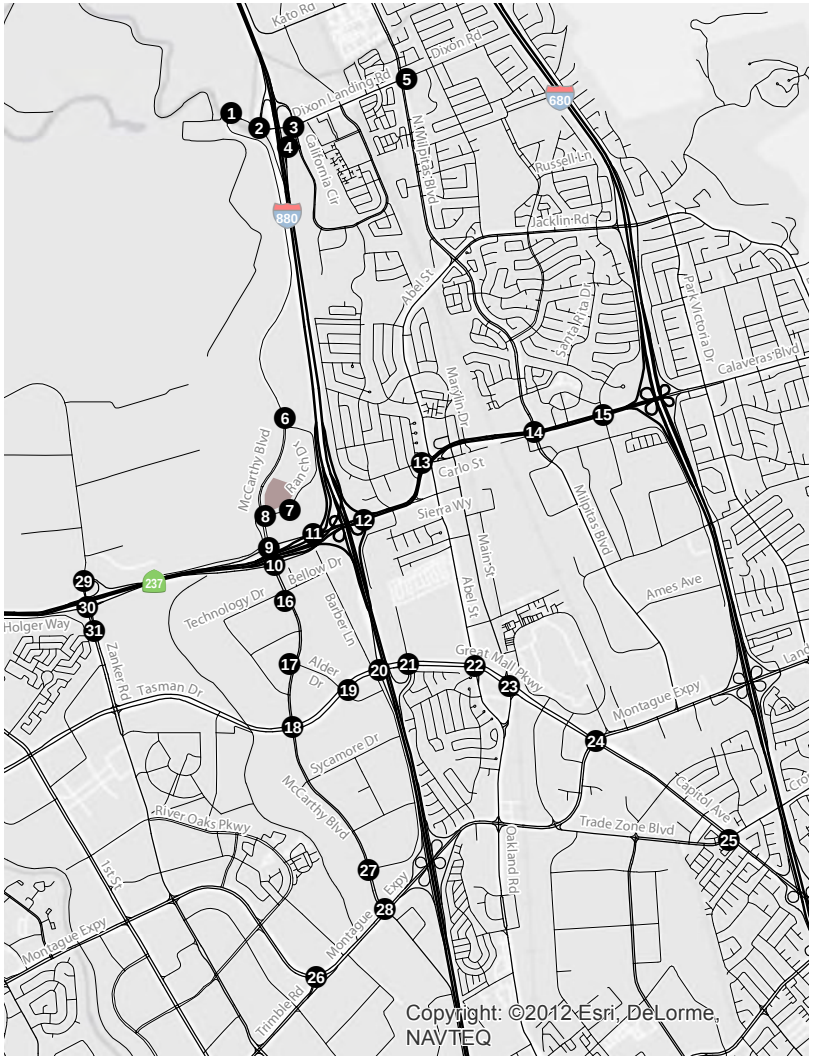

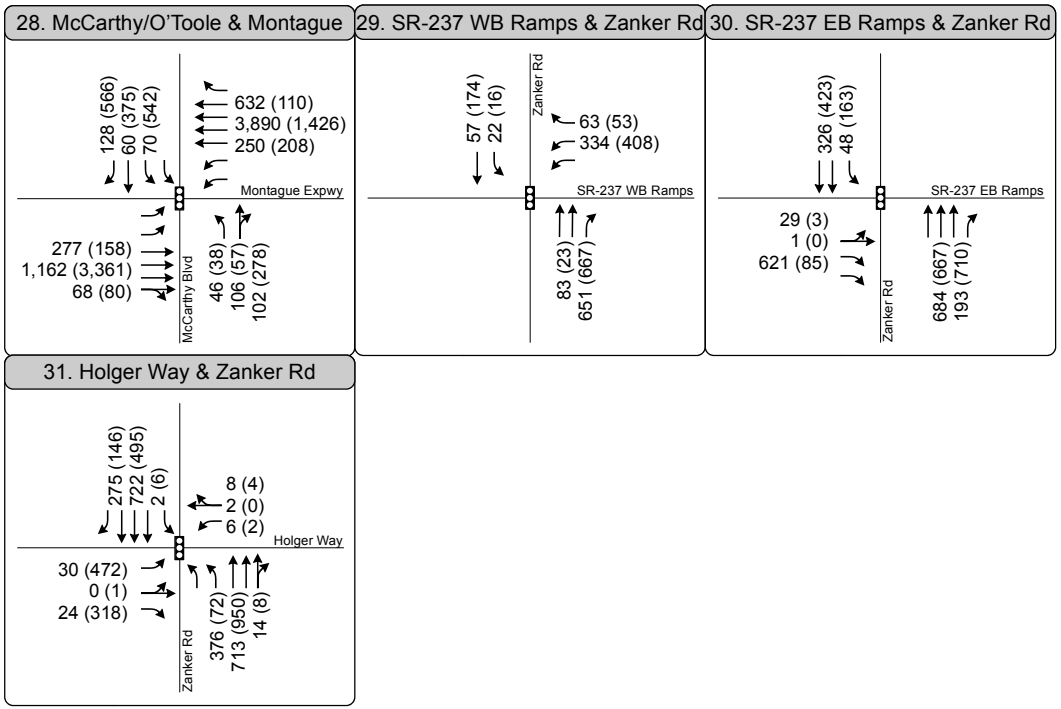

↱	Turn Lane
AM [MID] (PM)	Peak Hour Traffic Volume
❶	Study Intersection
▯	Signalized Intersection

Figure 6d

Existing Lane Configurations, Traffic Controls, and Peak Hour Traffic Volumes
Intersections 28 - 31 of 31

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FEHR PEERS

EXISTING FREEWAY SEGMENT LEVELS OF SERVICE

Freeway segment densities reported in VTA's *2011 Monitoring and Conformance Report* (June, 2012) were used to calculate the levels of service for the freeway segments in the study area during the AM and PM peak hours. **Table** 5 contains the existing freeway segment levels of service for the mixed-flow and HOV lanes. For mixed-flow lanes, freeway segment capacities are defined as 2,200 vehicles per hour per lane (vphpl) for four-lane freeway segments and 2,300 vphpl for six-lane freeway segments. HOV lane capacities are defined as 1,650 vphpl.

The morning and evening peak hour freeway segment level of service calculations were evaluated following VTA guidelines to satisfy the Congestion Management Program analysis method. The freeway analysis is consistent with the Caltrans *2008 State Highway Congestion Monitoring Program* (HICOMP): *Annual Data Compilation* (Caltrans, September 2009).

TABLE 5: EXISTING FREEWAY SEGMENT LEVEL OF SERVICE

Freeway Segment	Peak Hour[1]	Lanes		Density[2]		LOS[3]	
		Mixed	HOV	Mixed	HOV	Mixed	HOV
State Route 237 – Eastbound							
North First Street and Zanker Road	AM PM	2 2	1 1	42 **62**	15 27	D **F**	B D
Zanker Road and McCarthy Boulevard	AM PM	2 2	1 1	29 47	7 23	D E	A C
McCarthy Boulevard and I-880	AM PM	2 2	N/A	10 **86**	N/A	A **F**	N/A
State Route 237 – Westbound							
I-880 and McCarthy Boulevard	AM PM	3 3	N/A	**122** 16	N/A	**F** B	N/A
McCarthy Boulevard and Zanker Road	AM PM	2 2	1 1	**93** 45	**73** 13	**F** E	**F** B
Zanker Road and North First Street	AM PM	2 2	1 1	58 **61**	40 14	E **F**	D B
Interstate 680 – Northbound							
Berryessa Road and Hostetter Road	AM PM	4 4	N/A	32 23	N/A	D C	N/A

TABLE 5: EXISTING FREEWAY SEGMENT LEVEL OF SERVICE

Freeway Segment	Peak Hour[1]	Lanes		Density[2]		LOS[3]	
		Mixed	HOV	Mixed	HOV	Mixed	HOV
Hostetter Road and Capitol Avenue	AM PM	4 4	N/A	30 18	N/A	D B	N/A
Capitol Avenue and Montague Expressway	AM PM	4 4	N/A	41 19	N/A	D C	N/A
Montague Expressway and Yosemite Drive	AM PM	4 4	N/A	26 24	N/A	C C	N/A
Yosemite Drive and SR-237	AM PM	4 4	N/A	22 22	N/A	C C	N/A
SR-237 and Jacklin Road	AM PM	3 3	N/A	28 24	N/A	D C	N/A
Jacklin Road and Scott Creek Road	AM PM	3 3	N/A	39 28	N/A	D D	N/A
Interstate 680 – Southbound							
Scott Creek Road and Jacklin Road	AM PM	3 3	1 1	26 25	12 3	C C	B A
Jacklin Road and SR-237	AM PM	3 3	1 1	26 33	9 4	C D	B A
SR-237 and Yosemite Drive	AM PM	4 4	N/A	30 21	N/A	D C	N/A
Yosemite Drive and Montague Expressway	AM PM	4 4	N/A	39 53	N/A	D E	N/A
Montague Expressway and Capitol Avenue	AM PM	4 4	N/A	18 **67**	N/A	B **F**	N/A
Capitol Avenue and Hostetter Road	AM PM	4 4	N/A	24 **107**	N/A	C **F**	N/A
Hostetter Road and Berryessa Road	AM PM	4 4	N/A	18 **84**	N/A	B **F**	N/A
Interstate 880 – Northbound							
E. Brokaw Road and Montague Expressway	AM PM	3 3	N/A	30 36	N/A	D D	N/A
Montague Expressway and Great Mall Parkway	AM PM	3 3	N/A	27 **65**	N/A	D **F**	N/A

TABLE 5: EXISTING FREEWAY SEGMENT LEVEL OF SERVICE

Freeway Segment	Peak Hour[1]	Lanes		Density[2]		LOS[3]	
		Mixed	HOV	Mixed	HOV	Mixed	HOV
Great Mall Parkway and SR-237	AM PM	3 3	N/A	24 36	N/A	C D	N/A
SR-237 and Dixon Landing Road	AM PM	5 5	1 1	22 38	18 24	C D	B C
Dixon Landing Road and Mission Boulevard[4]	AM PM	5 5	1 1	N/A	N/A	N/A	N/A
Interstate 880 – Southbound							
Mission Boulevard and Dixon Landing Road[4]	AM PM	3 3	1 1	N/A	N/A	N/A	N/A
Dixon Landing Road and SR-237	AM PM	5 5	1 1	48 24	38 17	E C	D B
SR-237 and Great Mall Parkway	AM PM	3 3	N/A	**74** **81**	N/A	**F** **F**	N/A
Great Mall Parkway and Montague Expressway	AM PM	3 3	N/A	41 **75**	N/A	D **F**	N/A
Montague Expressway and East Brokaw Road	AM PM	3 3	N/A	30 **79**	N/A	D **F**	N/A

Notes:
1. AM = morning peak hour, PM = evening peak hour.
2. Measured in passenger cars per mile per lane. Mixed = Mix-Flow; HOV = High-Occupancy Vehicle.
3. Level of service based on density.
4. Not included in the most recent VTA Monitoring and Conformance Report. Reviewed the Alameda CTC *2011 Performance Report* (September 2012) and average freeway speeds in the morning commute were 56.7 mph for the referenced segment (southbound). The average afternoon commute speed was 52.1 mph northbound and 64.1 mph southbound.

N/A = not applicable. Freeway segment does not have HOV lanes.
Bold text indicates unacceptable operations by jurisdiction level of service standard (LOS F for CMP-designated facilities).
Source: *2011 Monitoring & Conformance Report*, VTA, June 2012; Fehr and Peers, October 2012.

The following Mixed-Flow freeway segments exceed VTA's LOS E standard during the specified peak hour:

- SR 237 Eastbound Mixed-Flow Lanes
  - N. First Street and Zanker Road (PM Peak Hour)
  - McCarthy Boulevard and I-880 (PM Peak Hour)
- SR 237 Westbound Mixed-Flow Lanes
  - McCarthy Boulevard and I-880 (AM Peak Hour)
  - Zanker Road and McCarthy Boulevard (AM Peak Hour)
  - N. First Street and Zanker Road (PM Peak Hour)

- I-680 Southbound Mixed-Flow Lanes
    - Berryessa Road to Capital Expressway (3 segments) (PM Peak Hour)
- I-880 Northbound Mixed-Flow Lanes
    - Montague Expressway and Great Mall Parkway (PM Peak Hour)
    - SR 237 and Dixon Landing Road (PM Peak Hour)
- I-880 Southbound Mixed-Flow Lanes
    - SR 237 and Dixon Landing Road (AM Peak Hour)
    - Great Mall Parkway and SR 237(AM and PM Peak Hour)
    - Montague Expressway and Great Mall Parkway (PM Peak Hour)
    - E. Brokaw Road and Montague Expressway (PM Peak Hour)

The following HOV lane freeway segment exceeds VTA's LOS E standard during the specified peak hour:

- SR 237 between Zanker Road and McCarthy Boulevard (Westbound, AM Peak Hour)

FIELD OBSERVATIONS

Field observations at the project site and at study area locations were conducted the week of May 28 and June 4, 2012 while counts were being conducted to verify the calculated LOS operations and observe overall transportation characteristics. In general, observations indicated that most of the study intersections are operating at or near the calculated levels of service. Specific descriptions for unique findings are listed below.

The intersection of Dixon Landing Road and North Milpitas Boulevard (#5) operates at LOS E or worse during the AM and PM peak hours. Refer to **Figure 6a** for existing traffic conditions. Specifically, the AM

southbound right queue spills back to Wilson Way, nearly 500 feet north of the intersection. This location has historically operated better but operations are temporarily worse due to a nearby road closure. This is due in part to the closure of Kato Road associated with the BART expansion project. Drivers accessing office developments between Milpitas Boulevard and I-880 via Kato Road must detour south to Dixon Landing where they turn right and access various office developments via Milmont Drive. Historic roadway counts along Dixon Landing Road confirm the increase in traffic due to the detour. Roadway counts before and after the closure have shown an increase in approximately 500 vehicles during the AM peak hour and 300 vehicles during the PM peak hour. The VTA web-site has a detour plan that illustrates the U-shaped detour around the Kato Road closure. Kato Road is expected to re-open to traffic in early 2013.

In addition to the southbound right at Dixon Landing Road, the remaining permitted turning movements were unable to clear all queued traffic. Typically, through volumes queued back and restricted drivers from entering the turning movement storage bays requiring multiple cycles to clear.

During the AM peak period, the peak direction of traffic flow along Calaveras Boulevard is westbound. Queues were observed extending from the I-880 ramps, eastward past Abel Street. In general, the westbound traffic lanes along Calaveras Boulevard were congested to I-680. The high volume limits the ability of vehicles along cross streets to turn right on red, including the I-880 southbound off-ramp. During the PM peak hour, eastbound traffic on Calaveras Boulevard was congested between the I-880 northbound off ramp and I-680. The high traffic volume limited the ability of vehicles on the I-880 northbound off-ramp to turn right on red, resulting in lengthy ramp queues. In addition to Calaveras Boulevard, similar traffic patterns were observed along Great Mall Parkway and Montague Expressway.

The VTA light rail extends at-grade along Tasman Drive through the intersections of McCarthy Boulevard, Alder Drive, and the I-880 ramps. The light rail line is grade-separated along Great Mall Parkway east of these intersections. Along the streets with at-grade tracks, pre-emptive phasing is included at signals, which means that the presence of light-rail vehicles will interrupt cycles and provide additional green time for eastbound and westbound through movements. This reduces green time for cross streets, but east-west traffic will continue to flow when the train is crossing the intersections. The AM and PM cycle lengths obtained during the observations captured operations of the intersections while the rail line was in operation.

Near the project site, the queue of westbound left-turning vehicles at the McCarthy Boulevard and Ranch Drive (south) intersection extended beyond the storage bay during the midday peak hour. At times, the queue was observed extending back to the upstream signalized intersection (Intersection #7). In addition, this queue limited drivers attempting to make a southbound left out at the unsignalized driveway between the two signals along Ranch Drive. However, all queued vehicles generally cleared the intersection during each cycle. During the PM peak hour, queuing for the westbound left turn was minimal.

3. EXISTING WITH PROJECT CONDITIONS

This chapter presents the impacts of the proposed project on the surrounding roadway system. First, the method used to estimate the amount of traffic generated by proposed development is described. Then, the results of the level of service calculations for Existing with Project Conditions are presented. Existing with Project Conditions are defined as Existing Conditions plus traffic generated by the proposed project. Impacts under this scenario are then identified by comparing the level of service results under Existing with Project Conditions to those under Existing Conditions. Pedestrian, bicycle, and transit impacts are also addressed in this chapter.

PROJECT TRAFFIC VOLUMES

The amount of traffic added to the roadway system by the proposed project is estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. The first step estimates the amount of traffic added to the roadway network. The second step estimates the directions of travel to and from the project site. The new trips are assigned to specific street segments and intersection turning movements during the third step. The results of the process are described in the following sections.

TRIP GENERATION

The purpose of the vehicular trip generation estimate is to determine the number of new vehicle trips entering and exiting the site for various purposes (ex. employee trips, customer trips) during a selected time period. The proposed project will remove the current retail facilities on the project site, (approximately 140,000 square feet), and replace them with approximately 292,000 square feet of retail space, as well as an approximately 250-room hotel.

AM and PM Peak Hour

The amount of AM and PM peak hour traffic was estimated using information for Shopping Center (code 820) developments published in Institute of Transportation Engineers' (ITE) *Trip Generation* (8th Edition, 2008). The trip generation estimates for this proposed project were developed by applying trip generation equations to the existing size and the proposed size of the retail square footage.

Midday Peak Hour

The amount of traffic generated by the proposed project was also estimated for a weekday midday peak hour. The *Trip Generation* manual does not contain midday rates for retail establishments. As such, the

midday rates were based on the midday intersection count data obtained at locations near the project site. Since the project is similar to existing uses of the McCarthy Ranch Shopping Center, the proportion of midday to PM peak traffic was used to derive the midday trip rates. In addition to reviewing the count data, driveway surveys were obtained at several retail locations in Milpitas and San José to determine the relationship between the midday and evening peak hours. However, of the overall amount of gross leasable commercial space, these locations had high proportions of restaurants (50 to 60 percent restaurant) compared to the proposed project (approximately 15 percent devoted to food court/restaurants). Thus, the local on-street Ranch Drive proportions of midday to evening peak hour were ultimately used for this analysis. The survey data provided the hotel ratio for midday to PM trip rates. The corresponding survey data can be found in **Appendix C**.

Trip Reductions

In addition to primary trips to and from the proposed project, retail trip generation also accounts for pass-by trips and diverted-link trips. Pass-by trips are trips to the site made by vehicles already traveling by the site on the adjacent street (i.e., these vehicles make an interim stop between their primary origin and destination). Diverted link trips are trips made by vehicles that make a detour to access the project site. For this study, diverted link trips consist of trips made by vehicles already traveling on I-880 and SR 237. Pass-by and diverted-link trips are included in the analysis of traffic that enters and exits the project site, but are not considered "new" trips added to the overall street system by the project. As presented in **Table 6**, a 10 to 20 percent pass-by reduction was applied to the net new retail space depending on the analysis time period. Similarly, depending on the time period, a 5 to 10 percent reduction for diverted-link trips was applied to the retail use. These pass-by and diverted-link trip reductions are in accordance with the VTA guidelines (*Transportation Impact Analysis Guidelines*, March 2009), *Trip Generation Handbook* (2nd Edition) by the Institute of Transportation Engineers (2004) and consultation with City staff. The combined reductions for pass-by and diverted trips were capped at 30 percent, and resulted in a total reduction of 15 to 246 peak hour trips.

A 10 percent mixed-use reduction between hotel and retail land uses was also applied to reflect the internalization of vehicle trips due to the complementary land uses. These trips would instead be made by patrons walking between each facility.

The trip generation results are presented in **Table 6**. The proposed project is estimated to generate 5,649 net new daily vehicle trips, 199 net new AM peak hour trips (124 inbound trips and 75 outbound trips), 651 net new midday peak hour trips (309 inbound trips and 342 outbound trips), and 473 net new PM peak hour trips (237 incoming trips and 236 outbound trips).

TRIP DISTRIBUTION

Trip distribution is defined as the directions of approach and departure that vehicles would use to arrive at and depart from the site. The trip distribution pattern was estimated based on the locations of complementary land uses, existing travel patterns, and the proposed site access. The general directions of approach and departure assumed for this study are illustrated in **Figure 7**.

TRIP ASSIGNMENT

The project trips were assigned to the roadway system based on the directions of approach and departure discussed above. **Figure 8** shows the net new project trips assigned to each turning movement by intersection. The project trip assignment was added to the existing volumes to represent Existing with Project Conditions as shown on **Figure 9**.

TABLE 6: PROJECT TRIP GENERATION RATES AND ESTIMATES

Land Use	Units (KSF)	Weekday Daily		AM Peak Hour				Midday Peak Hour				PM Peak Hour			
		Rate[1]	Total[2]	Rate[1]	In	Out	Total[2]	Rate[1]	In	Out	Total[2]	Rate[1]	In	Out	Total[2]
Retail															
Existing Retail (A)	140	60.41	8,440	1.35	115	73	188	9.23	606	684	1,290	5.70	390	406	796
Proposed Retail (B)	292	46.68	13,620	1.12	177	113	290	6.76	993	1,119	2,112	4.17	639	665	1,304
New Retail Trips (C) = (B - A)			*5,180*		*62*	*40*	*102*		*387*	*435*	*822*		*249*	*259*	*508*
Pass-By Trip Percentage[3]			-777		-6	-4	-10		-77	-87	-164		-50	-52	-102
Diverted Link Trip Percentage[3]			-389		-3	-2	-5		-39	-43	-82		-25	-26	-51
Net New Retail Trips (D)			*4,014*		*53*	*34*	*87*		*271*	*305*	*576*		*174*	*181*	*355*
Hotel															
Proposed Lodging (E)	250	8.17	2,043	0.56	85	55	140	0.38	48	47	95	0.59	78	70	148
Total New Trips															
Total Net New Project Trips = (D+E)			*6,057*		*138*	*89*	*227*		*319*	*352*	*671*		*252*	*251*	*503*
Mixed-Use Trip Reduction (Hotel to Retail) [6]			-204		-9	-5	-14		-5	-5	-10		-8	-7	-15
Mixed-Use Trip Reduction (Retail to Hotel)[6]			-204		-5	-9	-14		-5	-5	-10		-7	-8	-15
Total Net New Project Trips with Mixed Use Trip Reduction			**5,649**		**124**	**75**	**199**		**309**	**342**	**651**		**237**	**236**	**473**

Notes: KSF = 1,000 square feet
1. Rate per 1,000 s.f.
2. Following ITE trip generation equations used (ITE Code 820 - Shopping Center, 8th Edition):
   Weekday Daily: Ln (T) = EXP(0.65*LN(X)+5.83); Enter = 50%, Exit = 50%
   AM: Ln (T) = EXP(0.59*LN(X)+2.32); Enter = 61%, Exit = 39%
   Where X = 1,000 square feet of floor area, T = number of vehicle trips, Ln = natural log
   MID: Midday to PM Peak hour ratio for shopping center (1.62*PM Rate); Enter = 47%, Exit =53%
   PM: Ln (T) = EXP(0.67*LN(X)+3.37); Enter = 49%, Exit = 51%
3. Pass-by and Diverted trip percentage per ITE Trip Generation Handbook and VTA guidelines. We capped pass-by and diverted at 30 percent (max) as referenced.
   Pass-by Percentages: 15% Daily, 10% AM, 20% Midday, 20% PM
   Diverted Percentages: 7.5% Daily, 5% AM, 10% Midday, 10% PM
4. Rate per room
5. Following ITE trip generation equations used (ITE Code 310 - Hotel, 8th Edition):
   Weekday Daily: (T) = AVG(X)=8.17; Enter = 50%, Exit = 50%
   AM: (T) =AVG(X) = 0.56; Enter = 61%, Exit =39%
   Where X = number of rooms, T = number of vehicle trips, AVG = Average Rate
   MID: Midday to PM peak hour ratio for hotel (0.65*PM Rate); Enter = 50%, Exit =50%
   PM: (T) =AVG(X) = 0.59; Enter = 53%, Exit =47%
6. Hotel to Retail Trip Percentage: 10%
   Retail to Hotel Trip Percentage = 10%

Sources: Trip Generation Manual (8th Edition) and local trip surveys.

EXISTING WITH PROJECT INTERSECTION LEVELS OF SERVICE

Level of service calculations were conducted to evaluate intersection operations under Existing with Project Conditions. The results of the LOS analysis are summarized in **Table 7** along with changes in intersection critical delay due to the addition of project traffic.

The results for Existing Conditions are included for comparison purposes, along with the projected increases in critical delay and critical volume-to-capacity (V/C) ratios. Critical delay represents the delay associated with the critical movements of the intersection, or the movements that require the most "green time" and have the greatest effect on overall intersection operations. The changes in critical delay and critical V/C ratio between Existing and Existing with Project Conditions are used to identify significant impacts.

At times, intersections may show a reduction in average delay with the addition of project traffic, which is counter-intuitive. However, the average delay values in the table are weighted averages. Weighted average delays will be reduced when traffic is added to a movement with a low delay.[4] Conversely, relatively small volume increases to movements with high delays can substantially increase the weighted average delay.

The corresponding LOS calculation sheets are included in **Appendix B**. The results of the LOS calculations indicate that the majority of the study intersections will operate at acceptable levels of service according to their designed LOS standard. The following intersections in the City of Milpitas do not meet their respective LOS designation for AM, midday and/or PM.

- Intersection #5 – Dixon Landing and N. Milpitas Boulevard (AM and PM peak hour)
- Intersection #9 – McCarthy Boulevard and SR 237 Westbound Ramps (Midday peak hour)
- Intersection #25 – Capitol Avenue and Cropley Avenue/Trade Zone Boulevard (PM peak hour)

[4] For example, if there is one movement with 10 vehicles and a delay of 100 seconds and another movement with 400 vehicles and 10 seconds of delay, the weighted average delay is calculated as (100 seconds X 10 vehicles + 10 seconds X 400 vehicles) / 410 vehicles = 12.2 seconds per vehicle. Now if 100 vehicles are added to the movement with 10 seconds of delay, the weighted average delay is calculated as (100 seconds X 10 vehicles + 10 seconds X 500 vehicles) / 510 vehicles = 11.8 seconds per vehicle. The weighted average delay improves, even though more vehicles are added.

TABLE 7: EXISTING WITH PROJECT INTERSECTIONS LEVEL OF SERVICE

	Intersection	Peak Hour[1]	Existing Conditions		Existing with Project Conditions			
			Delay[2]	LOS[3]	Delay[2]	LOS[3]	Δ in Crit. V/C[4]	Δ in Crit. Delay[5]
1	Dixon Landing Road and McCarthy Boulevard	AM PM	11.4 13.1	B+ B	11.5 13.5	B+ B	0.006 0.016	0.1 0.4
2	Dixon Landing Road and I-880 SB Ramps	AM PM	7.4 6.1	A A	7.3 6.2	A A	0.001 0.005	0.0 0.0
3	Dixon Landing Road and I-880 NB Ramps/California Circle	AM PM	15.0 16.4	B B	15.0 16.4	B B	0.000 0.012	0.0 0.1
4	California Circle and I-880 NB Ramps	AM PM	10.5 16.6	B+ B	10.6 16.7	B+ B	0.002 0.006	0.0 0.1
5	Dixon Landing Road and N. Milpitas Boulevard	AM PM	**>180** **66.3**	**F** **E**	**>180** **67.5**	**F** **E**	**0.001** **0.006**	**0.5** **2.3**
6	McCarthy Boulevard and N. Ranch Drive	AM MID PM	6.8 13.0 12.7	A B B	7.0 13.3 12.8	A B B	0.006 0.023 0.018	0.5 0.3 0.2
7	Ranch Drive and Mall Access Driveway	AM MID PM	15.9 20.4 11.7	B C+ B+	15.7 47.5 16.8	B D B	0.120 0.527 0.329	0.0 46.8 7.6
8	McCarthy Boulevard and S. Ranch Drive	AM MID PM	17.7 24.1 30.8	B C C	18.3 24.8 35.2	B- C D+	0.028 0.124 0.085	1.2 1.1 8.7
9	McCarthy Boulevard and SR 237 WB Ramps	AM MID PM	19.3 25.8 16.5	B- C B	19.5 **55.8** 22.8	B- **E+** C+	0.054 **0.196** 0.148	1.4 **43.9** 8.8
10	McCarthy Boulevard and SR 237 EB Ramps	AM MID PM	17.1 27.2 18.1	B C B-	17.3 28.3 19.6	B C B-	0.014 0.058 0.058	0.2 2.5 2.2
11	SR 237 Ramps and I-880 SB Ramps	AM PM	16.1 11.1	B B+	16.3 11.1	B B+	0.016 0.016	0.4 0.0
12	SR 237 Ramps and I-880 NB Ramps	AM PM	18.5 17.3	B- B	19.1 18.2	B- B-	0.015 0.023	0.8 1.2

TABLE 7: EXISTING WITH PROJECT INTERSECTIONS LEVEL OF SERVICE

	Intersection	Peak Hour[1]	Existing Conditions		Existing with Project Conditions			
			Delay[2]	LOS[3]	Delay[2]	LOS[3]	Δ in Crit. V/C[4]	Δ in Crit. Delay[5]
13	W. Calaveras Boulevard and S. Abel Street*	AM PM	42.2 45.5	D D	42.4 45.8	D D	0.007 0.012	0.4 0.6
14	E. Calaveras Boulevard and S. Milpitas Boulevard*	AM PM	48.0 40.5	D D	48.8 40.6	D D	0.010 0.013	1.4 0.2
15	E. Calaveras Boulevard and Hillview Drive	AM PM	27.6 40.3	C D	27.5 40.2	C D	0.006 0.011	-0.1 0.3
16	McCarthy Boulevard and Bellew Drive	AM PM	21.7 45.6	C+ D	21.7 46.5	C+ D	0.009 0.013	0.1 1.8
17	McCarthy Boulevard and Alder Drive	AM PM	13.2 19.3	B B-	13.4 20.7	B C+	0.013 0.021	0.3 2.6
18	McCarthy Boulevard and Tasman Drive	AM PM	33.9 35.1	C- D+	34.3 35.7	C- D+	0.007 0.027	0.6 0.3
19	Tasman Drive and Alder Drive	AM PM	13.4 40.8	B D	13.5 41.2	B D	0.007 0.01	0.3 0.6
20	Tasman Drive and I-880 SB Ramps	AM PM	19.6 17.4	B- B	19.6 17.3	B- B	0.002 0.009	0.0 0.1
21	Great Mall Parkway and I-880 NB Ramps	AM PM	29.0 28.8	C C	29.0 28.9	C C	0.002 0.004	0.0 0.1
22	Great Mall Parkway and Abel Street	AM PM	40.1 29.8	D C	40.2 29.8	D C	0.003 0.004	0.1 -0.1
23	Great Mall Parkway and Main Street	AM PM	24.8 32.5	C C-	24.8 32.4	C C-	0.001 0.003	-0.1 -0.1
24	Great Mall Parkway/E. Capitol Avenue and Montague Expressway*	AM PM	45.5 49.6	D D	45.6 49.7	D D	0.002 0.000	0.1 0.0
25	Capitol Avenue and Cropley Avenue/Trade Zone Boulevard	AM PM	31.8 **59.3**	C **E+**	31.6 **59.5**	C **E+**	0.010 **0.002**	-4.1 **0.2**

TABLE 7: EXISTING WITH PROJECT INTERSECTIONS LEVEL OF SERVICE

Intersection		Peak Hour[1]	Existing Conditions		Existing with Project Conditions			
			Delay[2]	LOS[3]	Delay[2]	LOS[3]	Δ in Crit. V/C[4]	Δ in Crit. Delay[5]
26	Montague Expressway and Trimble Road*	AM PM	24.5 41.3	C D	24.6 40.5	C D	0.000 -0.046	0.0 -0.9
27	McCarthy Boulevard and Barber Lane	AM PM	16.7 31.4	B C	16.7 33.5	B C-	0.002 0.017	0.0 2.7
28	McCarthy Boulevard/O-Toole Avenue and Montague Expressway*	AM PM	33.0 58.9	C- E+	33.4 61.0	C- E	0.006 0.014	0.6 3.0
29	SR 237 WB Ramps and Zanker Road	AM PM	10.2 10.2	B+ B+	10.2 10.1	B+ B+	0.000 0.003	0.0 0.0
30	SR 237 EB Ramps and Zanker Road	AM PM	14.5 11.0	B B+	14.5 11.0	B B+	0.000 0.000	0.0 0.0
31	Holger Way and Zanker Road	AM PM	20.0 23.0	B- C	20.0 23.0	B- C	0.000 0.002	0.0 0.0

Notes:
1. AM = morning peak hour, MID = midday peak hour, PM = evening peak hour
2. Whole intersection weighted average control delay expressed in second per vehicle for signalized intersections. Signalized intersections include adjusted saturation flow rates to reflect Santa Clara County conditions per VTA guidelines.
3. LOS = Level of Service. LOS calculations conducted using the TRAFFIX level of service analysis software package, which applies the method described in the 2000 Highway Capacity Manual.
4. Change in critical volume to capacity ratio between Existing and Existing with Project conditions.
5. Change in average critical movement delay between Existing and Existing with Project conditions.

Bold text indicates intersection operates at a deficient Level of Service. **Bold and highlighted** indicates a significant impact.

* Denotes Congestion Management Program (CMP)

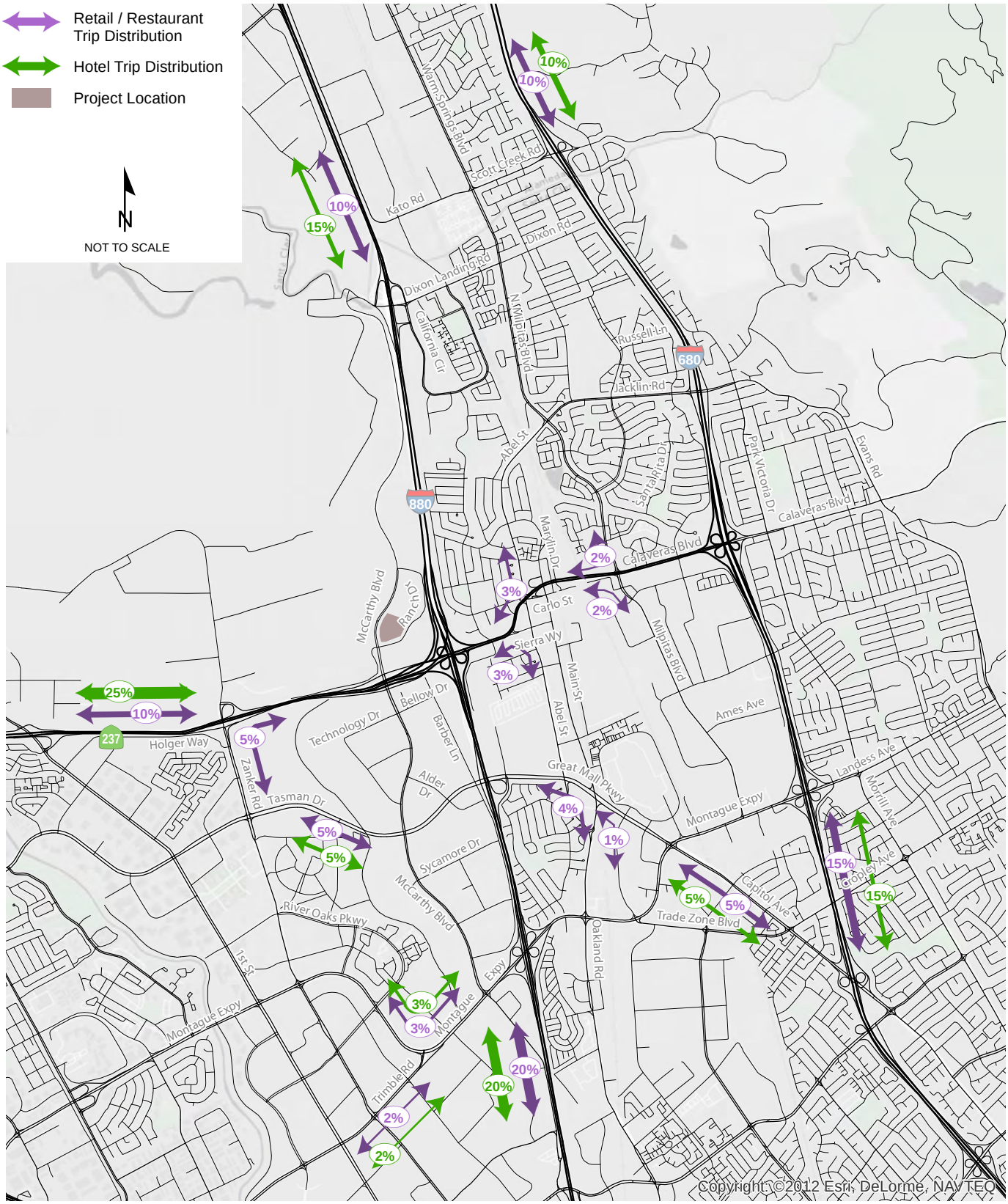
Source: Fehr & Peers, October 2012.

INTERSECTION IMPACTS AND MITIGATION

While the critical delay and V/C is substantially increased at locations near the project site, the intersections continue to operate within acceptable levels of service during the AM and PM peak hours. This is due in part to the level of traffic demand the intersections are designed to accommodate. A large amount of vacant land along McCarthy Boulevard remains undeveloped. The existing intersections are designed to handle traffic demand well beyond the number of trips produced by this project during the AM and PM peak hours.

Based on the impact criteria listed in Chapter 1, the proposed project will have a significant impact at the intersection McCarthy Boulevard and SR 237 WB Ramps (Intersection #9). The mitigation of the midday scenario is provided for informational purposes. The mitigated intersection LOS calculations are presented in **Table 7**, and **Appendix B** contains the corresponding calculation sheets.

McCarthy Boulevard / SR 237 WB Ramps (Intersection #9) – The addition of project traffic under Background Conditions exacerbate unacceptable intersection operations during the midday peak hour. The addition of a free southbound right-turn lane would improve intersection operations to acceptable levels of service; however, this improvement requires right-of-way acquisition of the west side of the roadway. Existing signal equipment on the northwest corner and the sidewalk on the west side of McCarthy Boulevard will need to be relocated. Substantial physical alterations along the west side of McCarthy Boulevard, including construction of a retaining wall and/or relocation of utility poles, would be required with the widening. Secondary impacts of widening include lengthening of crosswalks, and/or modification of signal phasing that could increase the crossing distance/time for pedestrians. As previously determined by City staff in the *Campus at McCarthy Ranch Environ*mental *Impact Report* (November, 2008), these physical improvements would be infeasible. In lieu of the aforementioned improvements, the addition of a second westbound right-turn lane with an overlap phase would mitigate the project's impact at this location to a ***less-than-significant*** level. No-right-turn on red restriction should be posted to address limited sight visibility of the outer westbound right-turn lane to see crossing pedestrians and northbound vehicle traffic. Because the outside northbound lane on McCarthy Boulevard north of the ramp intersection is a "trap" lane to S. Ranch Drive, directional signage on the off-ramp is recommended to ensure appropriate lane utilization in the two right turn lanes. Signage on the westbound SR-237 approach should designate the inside right turn lane for McCarthy Boulevard and the outside or curb right-turn lane for South Ranch Drive.



Pacific Mall - Silicon Valley

Figure 7

Project Trip Distribution

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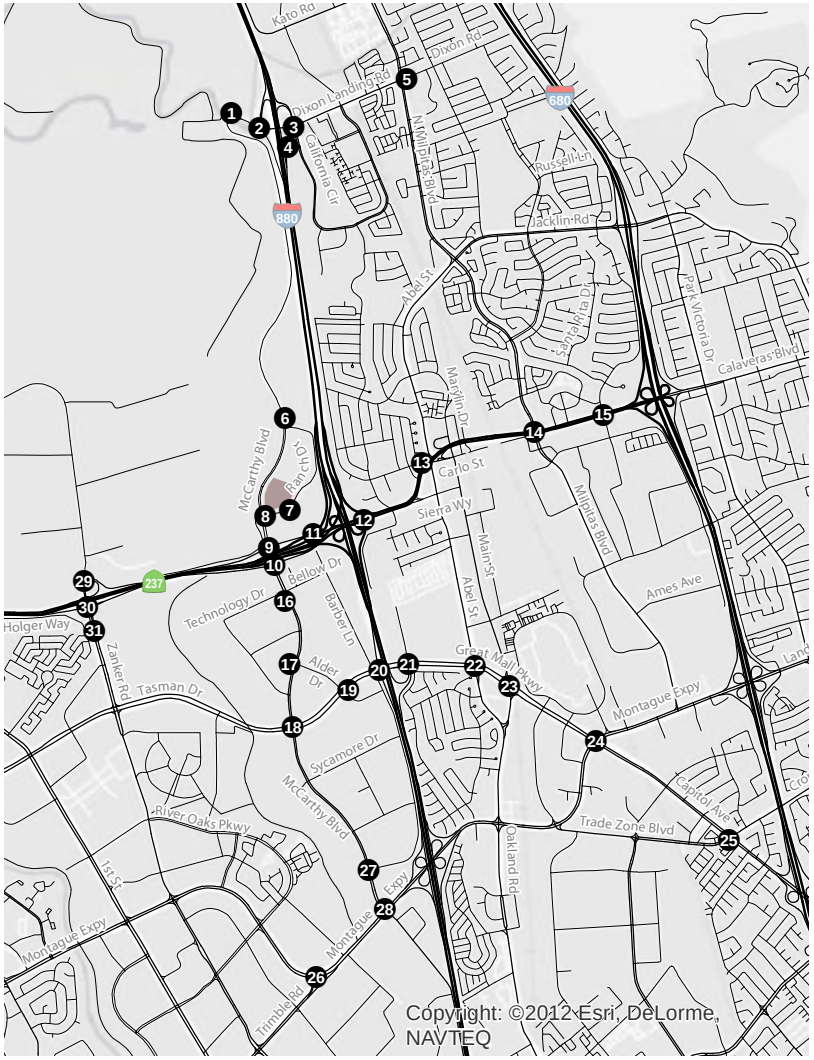

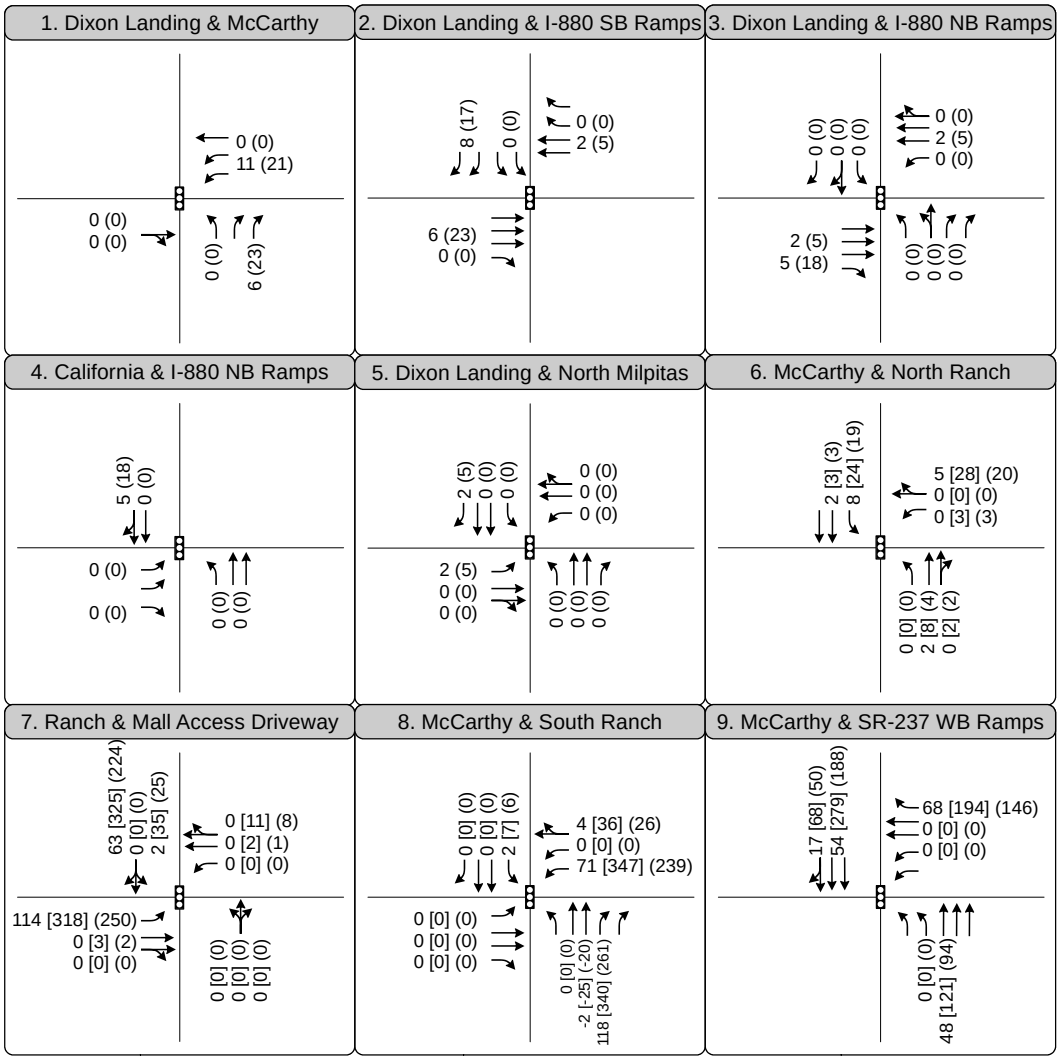

Turn Lane

AM [MID] (PM) Peak Hour Traffic Volume

1 Study Intersection

Signalized Intersection

Figure 8a

Project Trip Assignment
Intersections 1 - 9 of 31

FEHR PEERS

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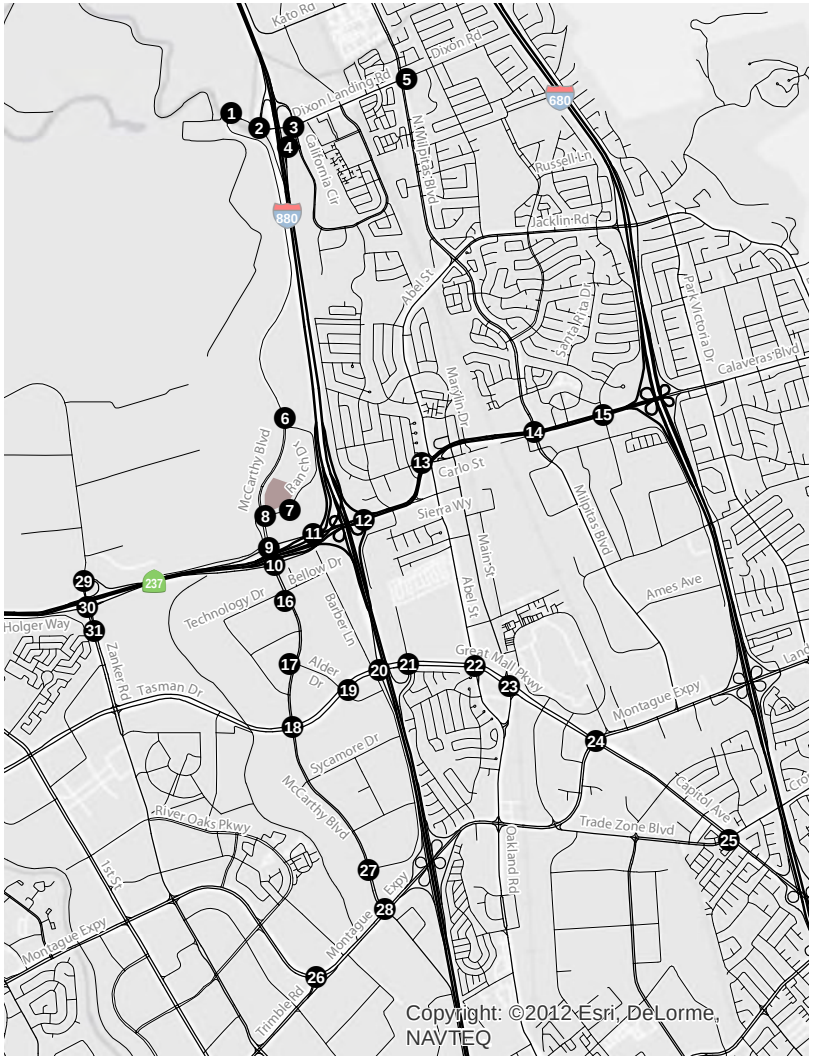

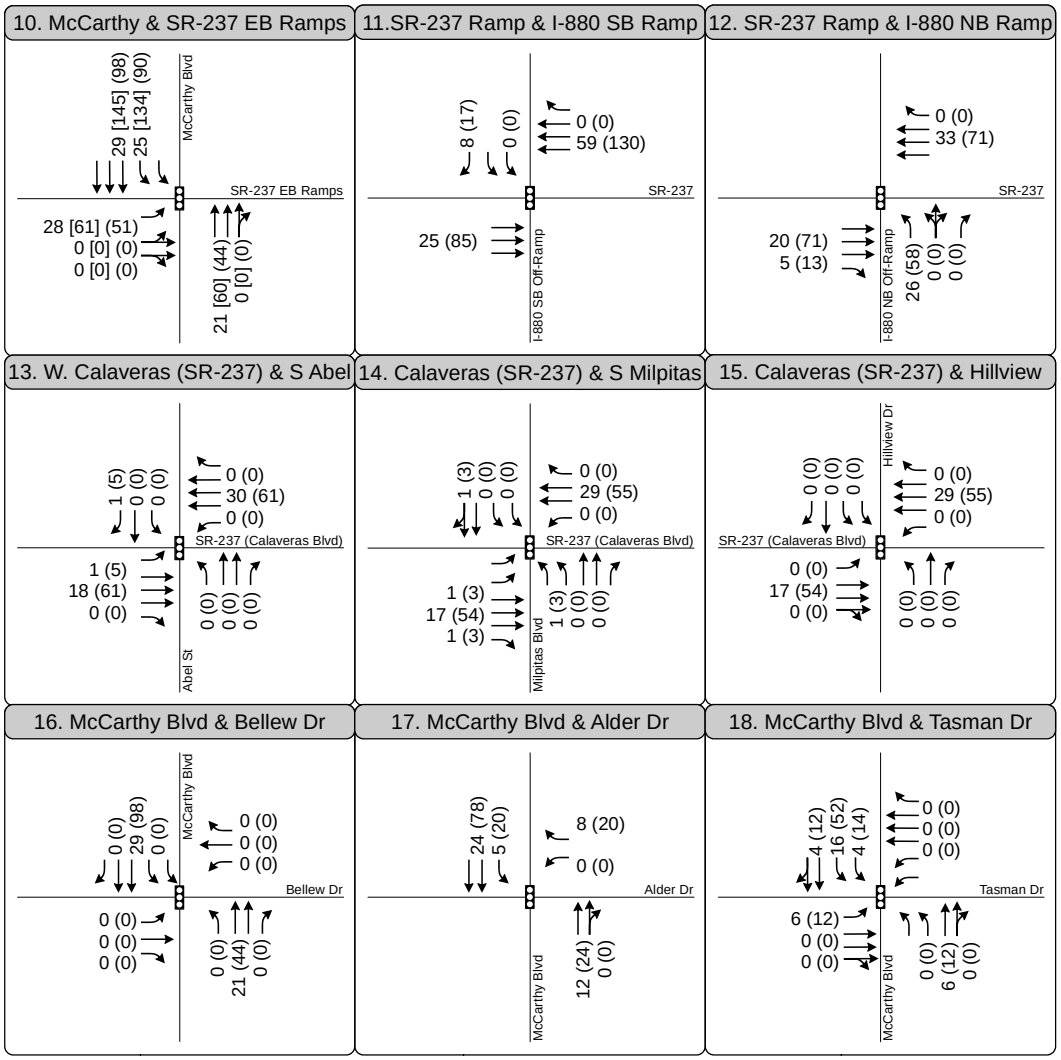

Figure 8b

Project Trip Assignment
Intersections 10 - 18 of 31

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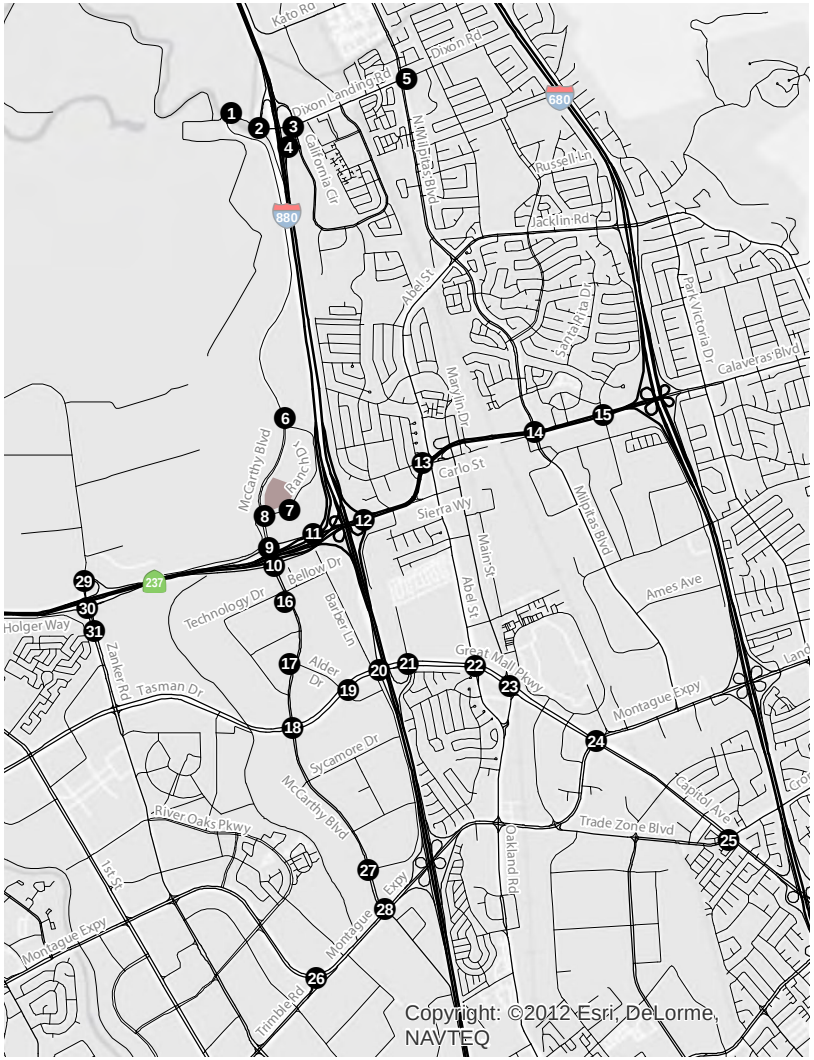

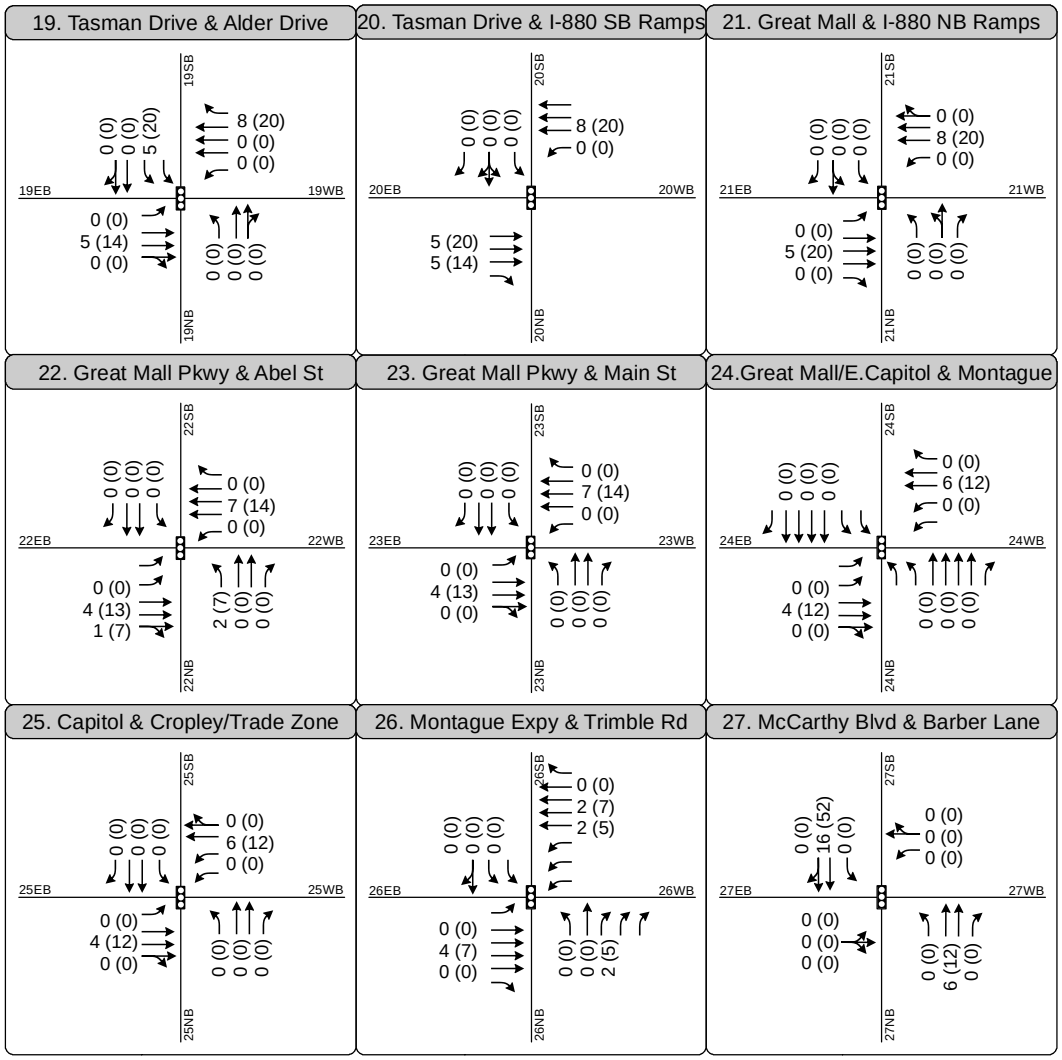

Turn Lane

AM [MID] (PM) Peak Hour Traffic Volume

1 Study Intersection

Signalized Intersection

Figure 8c

Project Trip Assignment
Intersections 19 - 27 of 31

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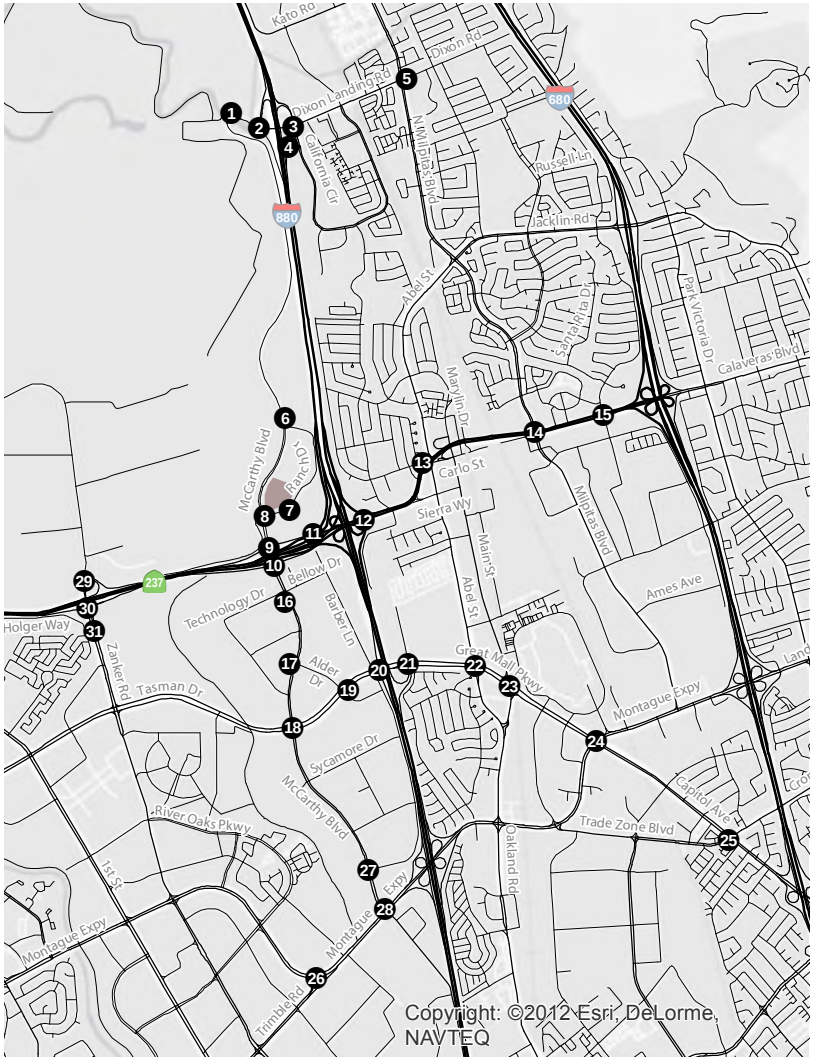

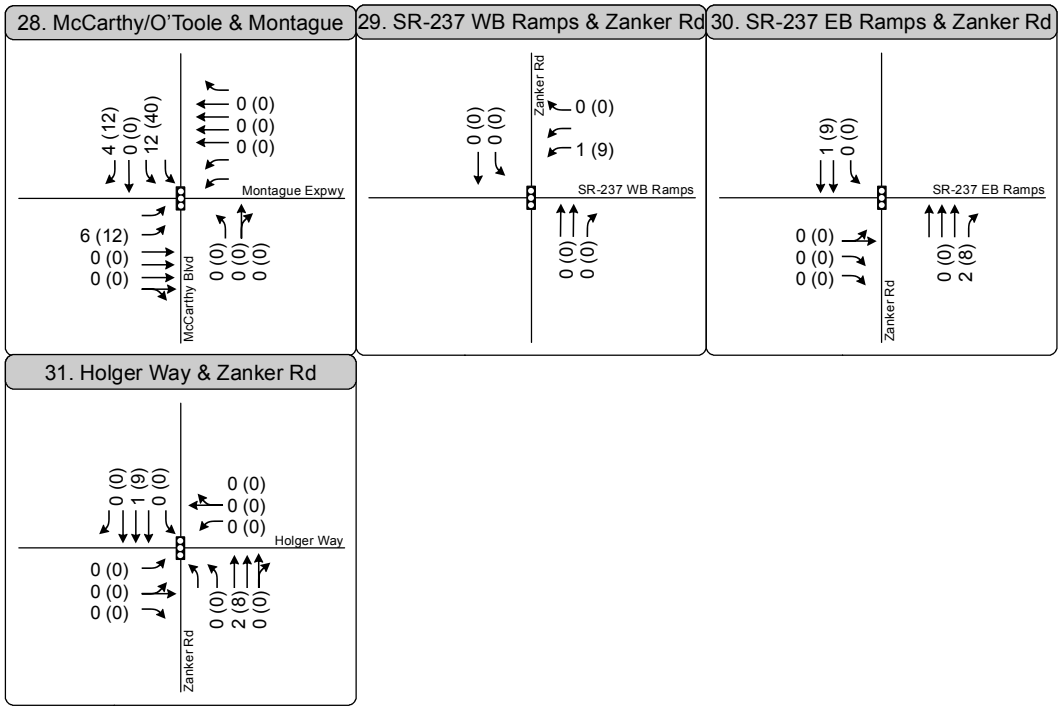

	Turn Lane
AM [MID] (PM)	Peak Hour Traffic Volume
1	Study Intersection
	Signalized Intersection

Figure 8d

Project Trip Assignment
Intersections 28 - 31 of 31

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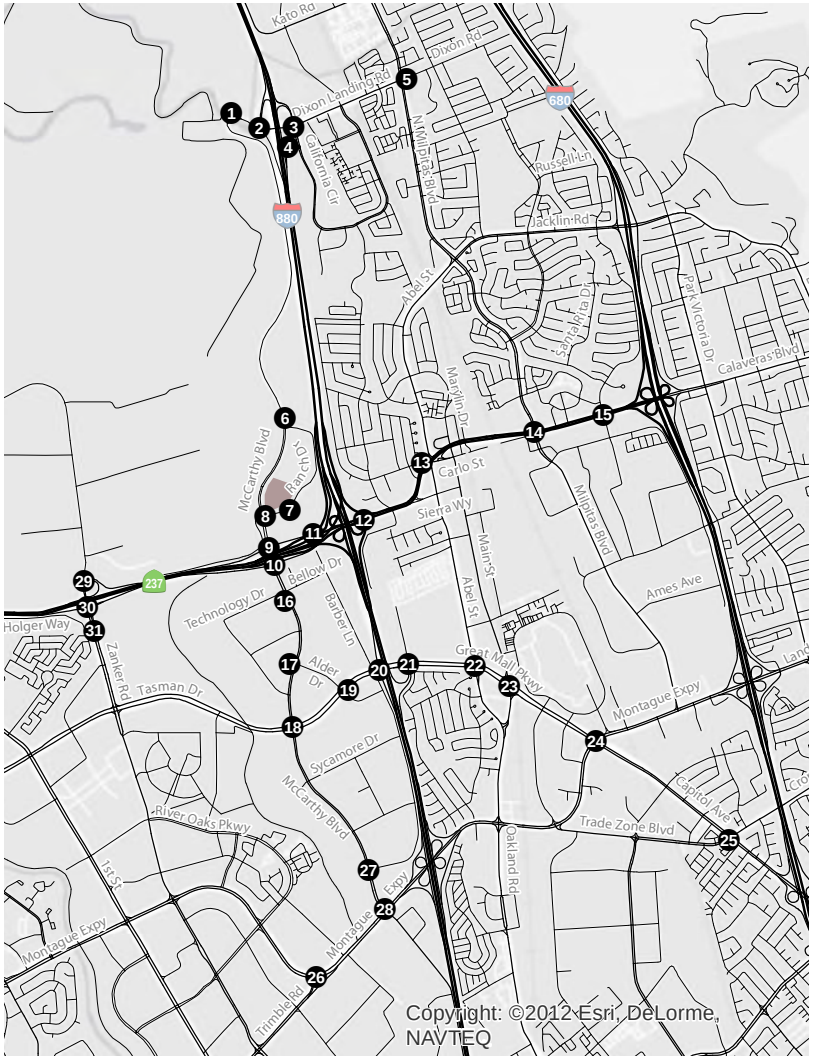

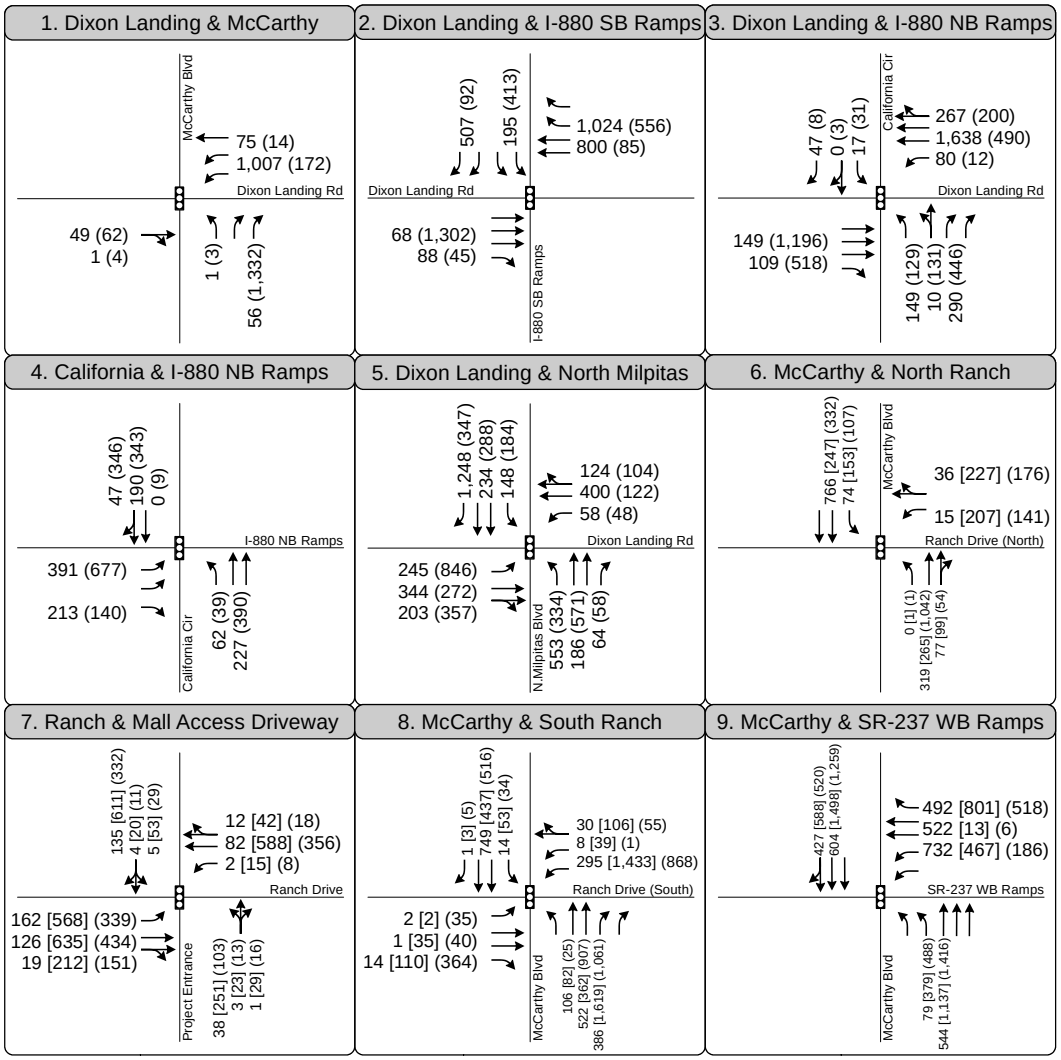

Turn Lane

AM [MID] (PM) Peak Hour Traffic Volume

1 Study Intersection

Signalized Intersection

Figure 9a

Existing with Project Lane Configurations, Traffic Controls, and Peak Hour Traffic Volumes
Intersections 1 - 9 of 31

FEHR PEERS

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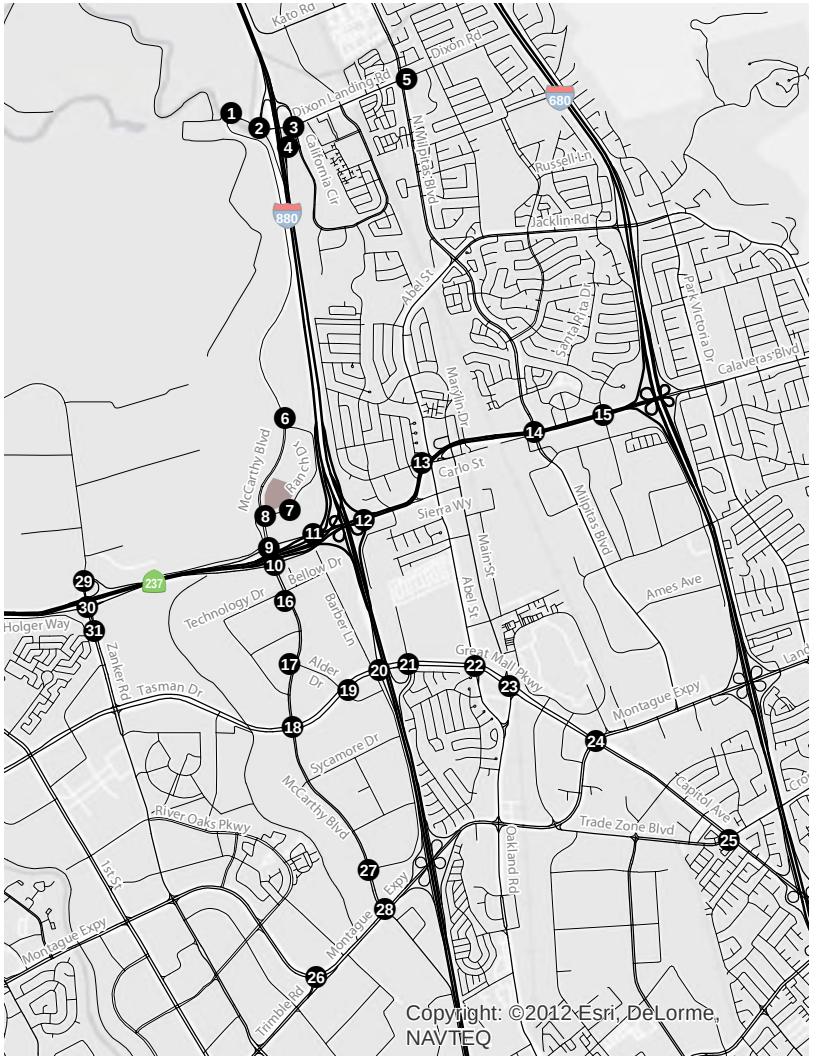

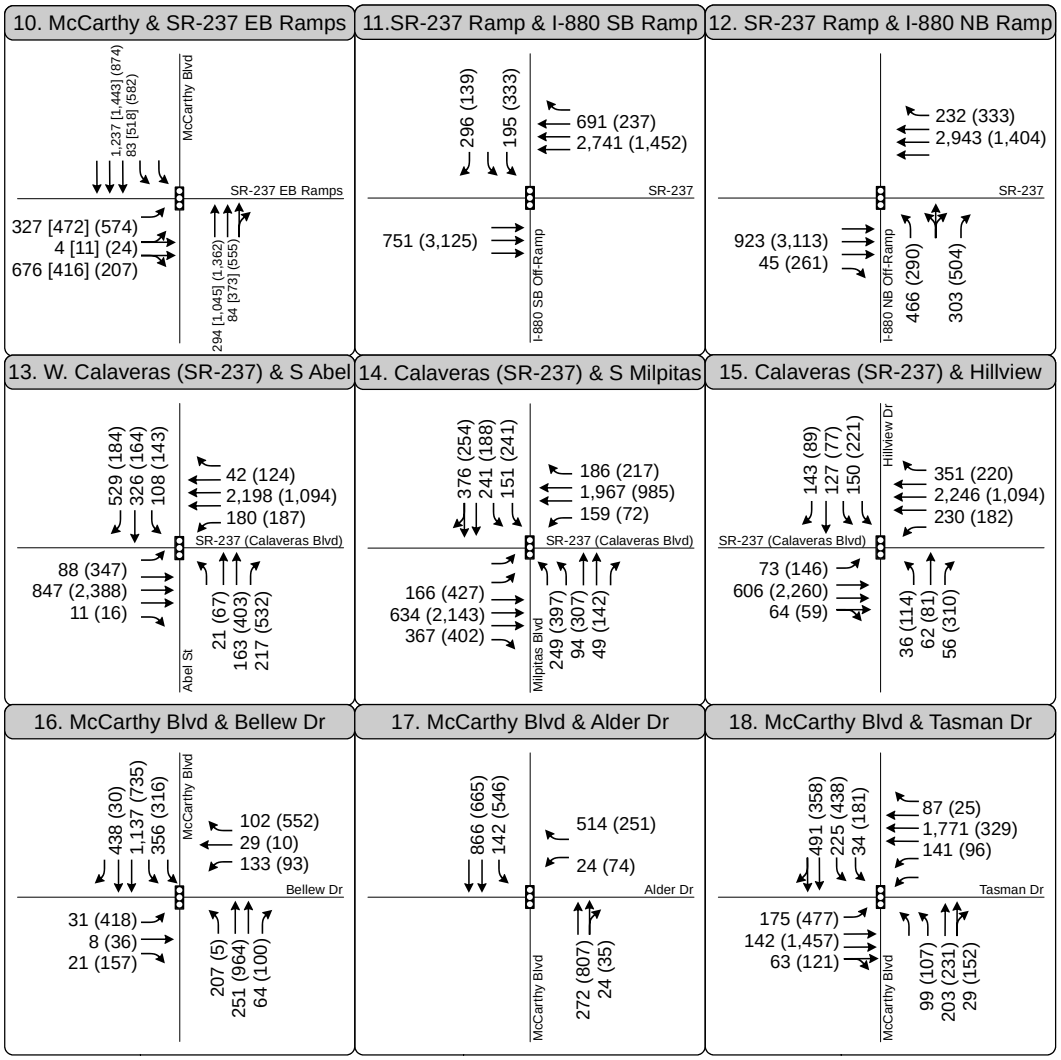

Turn Lane

AM [MID] (PM) Peak Hour Traffic Volume

Study Intersection

Signalized Intersection

Figure 9b

Existing with Project Lane Configurations, Traffic Controls, and Peak Hour Traffic Volumes
Intersections 10 - 18 of 31

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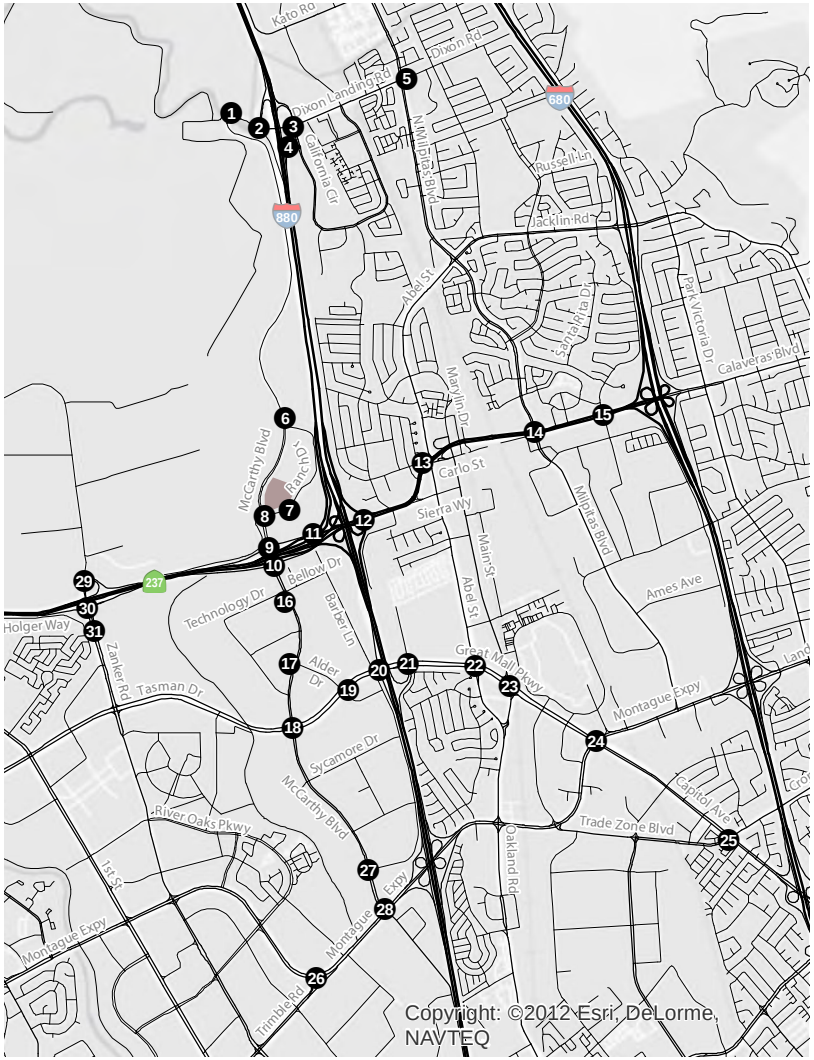

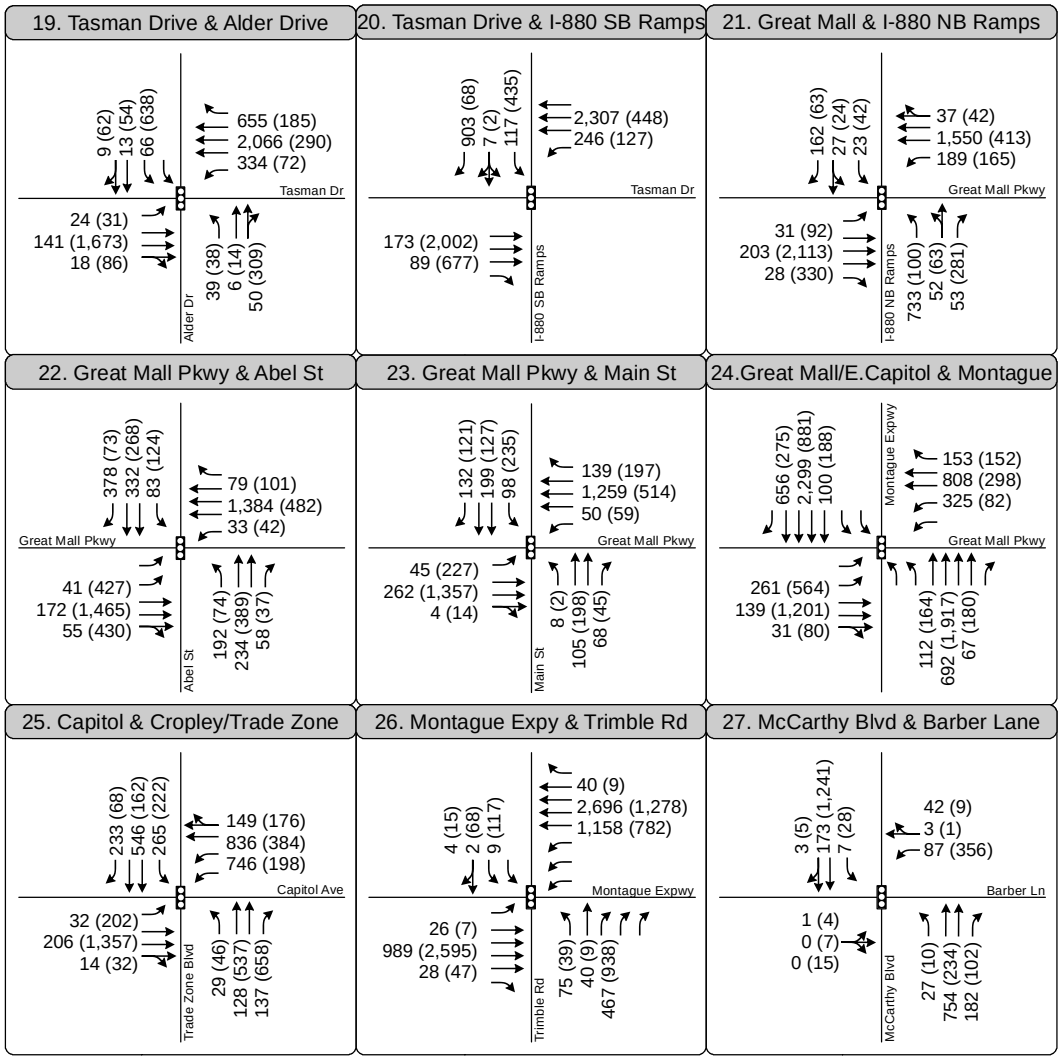

Turn Lane

AM [MID] (PM) Peak Hour Traffic Volume

Study Intersection

Signalized Intersection

Figure 9c

Existing with Project Lane Configurations, Traffic Controls, and Peak Hour Traffic Volumes Intersections 19 - 27 of 31

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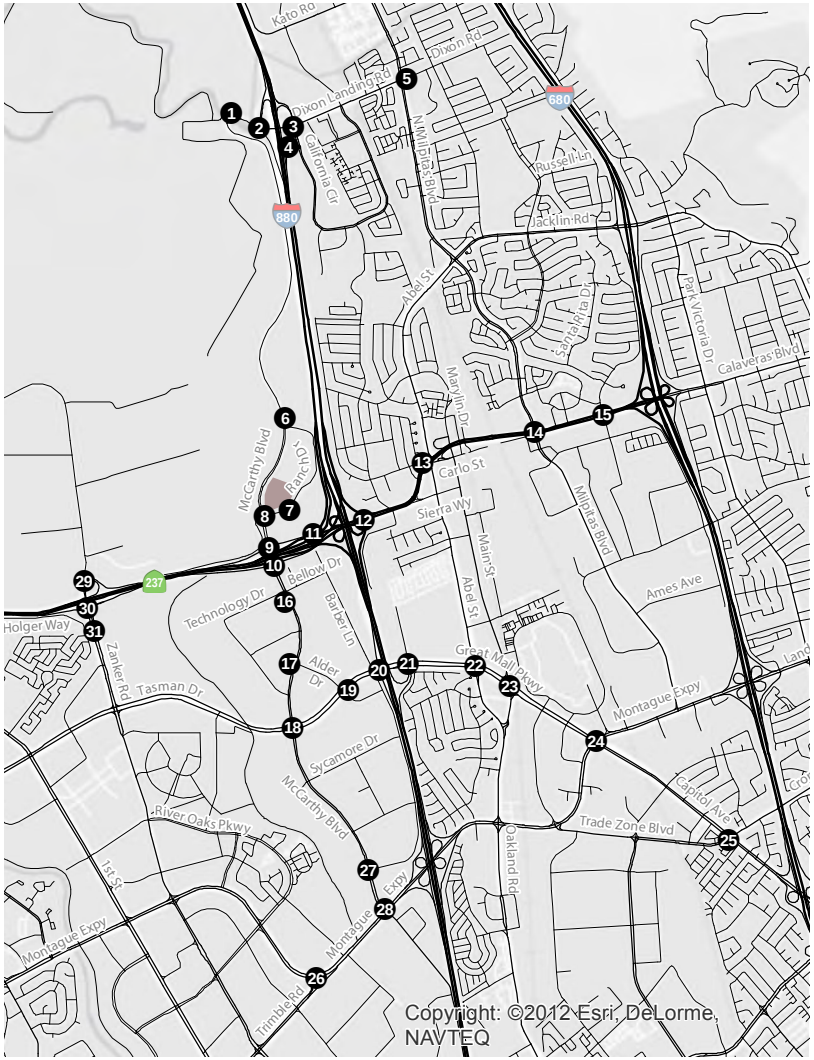

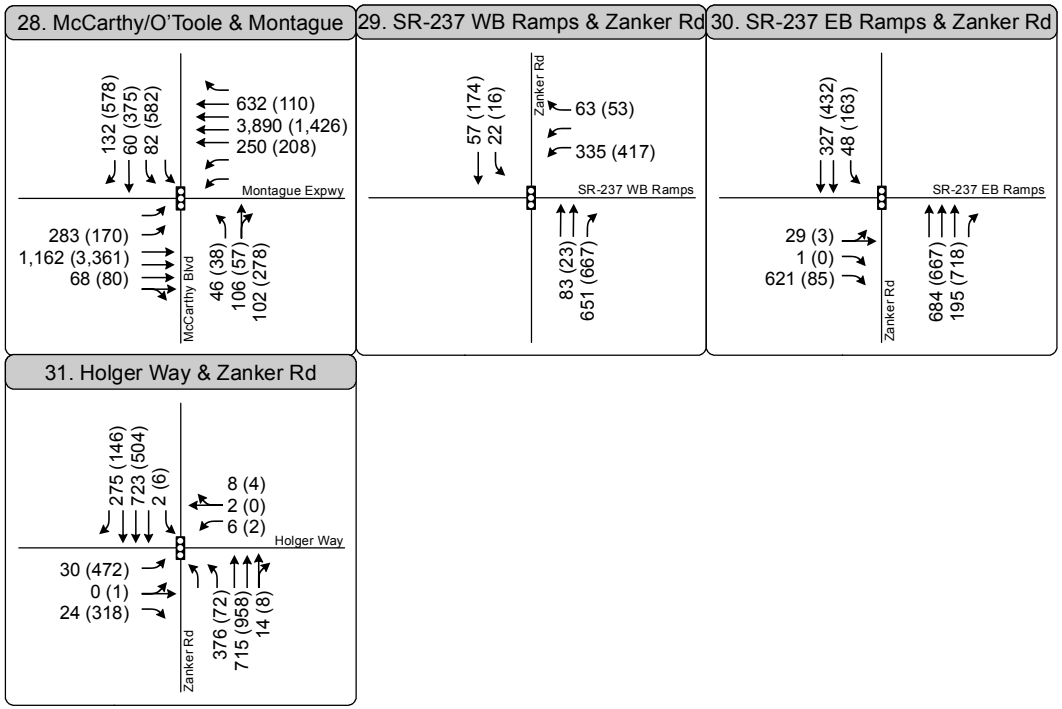

	Turn Lane
AM [MID] (PM)	Peak Hour Traffic Volume
1	Study Intersection
	Signalized Intersection

Figure 9d

Existing with Project Lane Configurations, Traffic Controls, and Peak Hour Traffic Volumes
Intersections 28 - 31 of 31

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FEHR PEERS

EXISTING WITH PROJECT FREEWAY LEVEL OF SERVICES

Freeway segments of SR 237, I-880, and I-680 were analyzed during the AM and PM peak hours to calculate the amount of project traffic projected to be added. Results of the segments exceeding the VTA one percent threshold are presented in **Table 8**. As shown in **Appendix D**, the project would add less than one percent of the freeway segment capacity.

TABLE 8: PROJECT FREEWAY SEGMENT IMPACT EVALUATION

Direction	From	To	Peak Hour[1]	Mixed Flow				HOV			
				Trips[2]	LOS[3]	Cap	%[4]	Trips[2]	LOS[3]	Cap	%[4]
EB SR 237	McCarthy Boulevard	I-880	AM PM	25 **90**	B **F**	4,600	0.54% **1.96%**	N/A	N/A	N/A	N/A
WB SR 237	McCarthy Boulevard	I-880	AM PM	68 146	F B	6,900	0.99% 2.12%	N/A	N/A	N/A	N/A

1. AM = morning peak hour, PM = evening peak hour
2. Derived from Trip Distribution. Indicates proportion.
3. LOS = level of service
4. Percent determined by dividing the number of project trips by the freeway segment's capacity.

Bold and highlighted indicates a significant impact.
N/A = not applicable. Freeway segment does not have HOV lanes.
Source: 2011 Monitoring and Conformance Report (June 2012), Fehr & Peers October 2012.

FREEWAY IMPACTS AND MITIGATION

As shown in **Table 8**, the project traffic would add more than one percent of the freeway's capacity to one of the study freeway segments in the PM peak period currently operating at LOS F. Therefore, the Project would result in a ***significant impact*** to the segment of SR 237 between McCarthy Boulevard and I-880 under Existing with Project conditions.

The mitigation for freeway impacts is typically the provision of increased capacity in the form of additional mainline or auxiliary lanes. Several freeway improvements were identified in the Valley Transportation Plan (VTP) 2035 to improve freeway operations on the affected segments including the conversion of HOV lanes to express lanes on SR 237 from I-880 to Mathilda Avenue (VTP ID H9). Although these improvements were constructed and became operational in the spring of 2012, they were under construction during the most recent CMP analysis when the freeway data was collected. In addition, the conversion of HOV lanes to express lanes is not a capacity-enhancing project but rather an operational improvement designed to manage volume on the freeway.

The complete mitigation of freeway impacts is considered beyond the scope of an individual development project, due to the inability of any individual project or City to: 1) acquire right of way for freeway widening, and 2) fully fund a major freeway mainline improvement. Freeway improvements also would require approval by Caltrans, and as such neither the project applicant nor the City can guarantee implementation of any improvement in the freeway right-of-way.

Partial mitigation can include efforts to reduce single occupant vehicle trips by implementing a comprehensive Transportation Demand Management (TDM) Program. To manage deficient freeway operations, potential TDM measures that reduce vehicle trips are described in the VTA *Immediate Implementation Action List* (See **Appendix F).** The VTA action list is supplemented by a list of transportation demand management measures described in a report titled *Quantifying Greenhouse Gas Mitigation Measures: A Resource for Local Government to Assess Emission Reductions from Greenhouse Gas Mitigation Measures* by the California Air Pollution Control Officers Association (CAPCOA) (August, 2010) to reduce vehicle trips. While a successful TDM program may incrementally reduce the traffic, it by itself would not reduce the identified impact to a less-than-significant level. Therefore, the addition of project traffic results in a ***significant and unavoidable*** impact to the identified freeway segment.

PEDESTRIAN, BICYCLE, AND TRANSIT IMPACTS AND MITIGATION

The project is determined to cause a significant impact to pedestrian, bicycle, and transit facilities and services if an element of the proposed project conflicts with existing or planned pedestrian, bicycle, and transit services, or creates hazardous conditions for pedestrians or bicyclists that currently do not exist.

PEDESTRIAN AND BICYCLE FACILITIES

The project will generate new demand for pedestrian, and bicycle facilities. Existing sidewalks are provided adjacent to and near the site except along the Ranch Drive project site frontage. The project is expected to generate demand for sidewalks that allow pedestrians to access nearby bus stops and adjacent land uses. Spacing of existing signalized intersections on Ranch Drive is greater than 800 feet, which precludes pedestrians crossing Ranch Drive to access sidewalks on the south side of the street. Existing pedestrian facilities along the project site frontage will not accommodate pedestrian demand; thus, this is considered a potentially significant impact. Within the *City of Milpitas General Plan*, the city has a sidewalk policy:

3.d-I-27 Require sidewalks on both sides of the street as a condition of development approval, where appropriate with local conditions.

Thus, to accommodate all users of the street system and provide a complete and connected pedestrian facility between the project site and nearby land uses (i.e., hotels and retail shops south and east of Ranch Drive), a sidewalk with a minimum width of six feet should be installed along the project frontage and include accessible connections to the proposed project building pedestrian entrances.

Crosswalks and pedestrian signals are provided at all signalized study intersections in the study area. Bicycle lanes are provided on McCarthy Boulevard and Ranch Drive is a designated bike route. Other bicycle facilities are provided on roadways and off-street paths near the site. On-site bicycle facilities such as bicycle parking should be located in visible, well lit areas and conveniently located next to the building's front doors. All bicycle facilities should be noted on the site plan (see Chapter 6 for bicycle parking evaluation).

With the construction of the sidewalk along the project frontage, the existing pedestrian and bicycle facilities can accommodate the increased demand; therefore, ***less-than-significant*** impacts are anticipated for these travel modes.

TRANSIT SERVICE

The project will generate new demand for transit services and facilities. The project site is served by VTA Local Bus Route 47 with bus stops located along Ranch Drive serving the McCarthy Ranch Shopping Center. The ACE Purple Shuttle provides service from the Great America Station to west Milpitas via McCarthy Boulevard and Ranch Drive. Headways are between approximately 60 and 75 minutes during commute periods on weekdays only.

<u>Potential Impact #1: Increased Demand</u> – Fixed-route bus service operates adjacent to the site with stops located on the adjacent streets of the development. According to the VTA, the average load factors for Route 47 at the project site are 0.35 during the AM peak (13 passengers per 37-seat bus) and 0.27 during the PM peak (10 passengers per 37-seat bus). The average load factors along other portions of the lines may be higher or lower. Average transit mode share in Santa Clara is approximately two to three percent of weekday total trips (see Tables 5.2.4 and 5.2.5 of the *San Francisco Bay Area Travel Survey 2000: Regional Travel Characteristics Report Volume I*, Metropolitan Transportation. August 2004). Thus, the proposed project would on-average add three to 11 peak hour transit passengers.

The proposed project will generate demand for existing transit services in the area, which can be accommodated by the existing supply. Therefore, impacts to transit service are expected to be **less-than-significant**.

4. BACKGROUND CONDITIONS

This chapter presents the results of the level of service calculations under Background Conditions with and without the project. Background without Project Conditions are defined as conditions prior to completion and occupancy of the proposed project. Traffic volumes for Background without Project Conditions comprise existing volumes plus traffic generated by approved but not yet constructed and occupied developments in the area. Background with Project Conditions are defined as Background without Project Conditions plus net new traffic generated by the proposed project.

BACKGROUND DEVELOPMENT PROJECTS

Background Conditions represent traffic volumes from approved, but not yet constructed and occupied developments in the area obtained from the City of Milpitas, City of San José, City of Fremont and recent TIAs done in the study area. Review of each City's Approved Trip Inventory (ATI) list indicated that there are 11 projects near the project site that are expected to directly increase traffic through the study intersections. Below are the approved Milpitas projects included under Background Conditions:

- Shea Residential (204 residential units)
- Sinclair Horizon Residential Project (82 residential units)
- Walmart Expansion (150,000 square feet)
- Robson Homes (88 residential units)
- Piper Montague (942 residential units)
- Murphy Ranch Residential Project (659 residential units)
- Landmark Towers Mixed Use Project (375 condo units, 148,000 square feet of retail)
- Contour (134 residential units)
- Elmwood Residential & Commercial (722 residential units, 180,000 square feet of auto dealer)
- Campus at McCarthy Ranch (1,000,000 square feet of office space)
- Peery Arriaga (238,400 square feet of office space)

The Background Conditions volumes also include the most recent City of San José ATI list with nearby projects such as North San José.

BACKGROUND ROADWAY IMPROVEMENTS

Two study intersections are expected to be modified prior to completion of the proposed project. Both of these locations include the addition of a new west leg to accommodate future development: 1) McCarthy

Boulevard and N. Ranch Drive (intersection #6) and 2) McCarthy Boulevard and Alder Drive (intersection #17). No other approved and funded transportation network improvements were identified that would be constructed and operational prior to project completion.

BACKGROUND WITHOUT PROJECT INTERSECTION VOLUMES

Traffic volumes for Background Conditions were estimated by adding traffic generated from approved but not yet constructed or occupied development projects to existing traffic volumes during the weekday morning (7:00 AM to 9:00 AM) and evening (4:00 PM to 6:00 PM) peak periods. Per City guidelines, midday analysis is not included under the Background scenario. The Approved Trip Inventory (ATI) list can be found within **Appendix E**. **Figure 10** presents the existing AM and PM peak-hour turning movement volumes, lane configurations, and traffic control devices at the study intersections under this scenario.

BACKGROUND WITH PROJECT INTERSECTION VOLUMES

Net new trips from the project trip estimates in Chapter 4 were added to the Background without Project Conditions to develop traffic volumes for Background with Project Conditions. The resulting volumes are shown on **Figure 10** and **Figure 11**.

BACKGROUND INTERSECTION LEVELS OF SERVICE

Level of service calculations were conducted to evaluate intersection operations under Background Conditions. The results of the LOS analysis are summarized in **Table 9** along with changes in intersection critical delay due to the addition of project traffic.

The results for Background without Project Conditions are included for comparison purposes, along with the projected changes in critical delay and critical volume-to-capacity (V/C) ratios. These changes are used to identify significant project impacts.

The corresponding LOS calculation sheets are included in **Appendix B**. The results of the LOS calculations indicate that the majority of the study intersections will operate at acceptable levels of service according to their designed LOS standard. The following intersections do not meet their respective LOS designation for AM and/or PM.

- Intersection #5 – Dixon Landing Road and N. Milpitas Boulevard (AM and PM peak hour)

- Intersection #8 – McCarthy Boulevard and S. Ranch Drive (PM peak hour)
- Intersection #9 – McCarthy Boulevard and SR 237 WB Ramps (PM peak hour)
- Intersection #16 – McCarthy Boulevard and Bellew Drive (PM peak hour)
- Intersection #17 – McCarthy Boulevard and Alder Drive (PM peak hour)
- Intersection #19 – Tasman Drive and Alder Drive (PM peak hour)
- Intersection #25 – Capitol Avenue and Cropley Avenue/Trade Zone Boulevard (PM peak hour)
- Intersection #28 – McCarthy Boulevard/O-Toole Avenue and Montague Expressway (PM peak hour)

TABLE 9: BACKGROUND WITH PROJECT INTERSECTIONS LEVEL OF SERVICE

Intersection		Peak Hour[1]	Background Conditions		Background with Project Conditions				Mitigated Conditions	
			Delay[2]	LOS[3]	Delay[2]	LOS[3]	Δ in Crit. V/C[4]	Δ in Crit. Delay[5]	Delay[2]	LOS[3]
1	Dixon Landing Road and McCarthy Boulevard	AM PM	14.9 18.8	B B-	15.1 19.9	B B-	0.006 0.018	0.2 1.1		
2	Dixon Landing Road and I-880 SB Ramps	AM PM	7.5 6.5	A A	7.5 6.5	A A	0.001 0.005	0.0 0.0		
3	Dixon Landing Road and I-880 NB Ramps/ California Circle	AM PM	15.7 17	B B	15.7 17.1	B B	0.000 0.012	0.0 0.4		
4	California Circle and I-880 NB Ramps	AM PM	10.6 15.8	B+ B	10.6 15.9	B+ B	0.002 0.003	0.0 0.0		
5	Dixon Landing Road and N. Milpitas Boulevard	AM PM	**>180** **84.0**	**F** **F**	**>180** **85.4**	**F** **F**	**0.003** **0.006**	**1.1** **2.6**		
6	McCarthy Boulevard and N. Ranch Drive	AM PM	20.6 29.1	C+ C	20.7 30.3	C+ C	0.001 0.029	0.0 1.8		
7	Ranch Drive and Mall Access Driveway	AM PM	15.8 11.9	B B+	15.8 16.9	B B	0.120 0.328	0.2 7.5		

TABLE 9: BACKGROUND WITH PROJECT INTERSECTIONS LEVEL OF SERVICE

Intersection		Peak Hour[1]	Background Conditions		Background with Project Conditions				Mitigated Conditions	
			Delay[2]	LOS[3]	Delay[2]	LOS[3]	Δ in Crit. V/C[4]	Δ in Crit. Delay[5]	Delay[2]	LOS[3]
8	McCarthy Boulevard and S. Ranch Drive	AM PM	18.7 47.0	B- D	19.9 **63.4**	B- **E**	0.028 **0.088**	2.4 **29.7**	**Significant and Unavoidable**	
9	McCarthy Boulevard and SR 237 WB Ramps	AM PM	23.5 35.6	C D+	25.4 **72.3**	C **E**	0.054 **0.144**	4.9 **53.7**	20.9 30.9	C+ C
10	McCarthy Boulevard and SR 237 EB Ramps	AM PM	20.5 23.9	C+ C	20.7 27.3	C+ C	0.014 0.021	0.3 3.4		
11	SR 237 Ramps and I-880 SB Ramps	AM PM	20.5 16.7	C+ B	21 17.4	C+ B	0.016 0.026	0.6 1.3		
12	SR 237 Ramps and I-880 NB Ramps	AM PM	23.5 19.4	C B-	24.2 18.6	C B-	0.014 -0.005	0.9 -0.8		
13	W. Calaveras Boulevard and S. Abel Street*	AM PM	49 49.2	D D	49.6 50.1	D D	0.007 0.012	1.1 1.4		
14	E. Calaveras Boulevard and S. Milpitas Boulevard*	AM PM	65.4 42.7	E D	67.1 43.0	E D	0.010 0.013	2.9 0.5		
15	E. Calaveras Boulevard and Hillview Drive	AM PM	28.7 43.1	C D	28.6 43.6	C D	0.006 0.018	-0.1 1.2		
16	McCarthy Boulevard and Bellew Drive	AM PM	26.2 **81.8**	C **F**	26.4 **88.0**	C **F**	0.009 **0.013**	0.5 **4.7**	25.0 53.1	C D-
17	McCarthy Boulevard and Alder Drive	AM PM	45.9 **81.5**	D **F**	47.8 **90.4**	D **F**	0.012 **0.039**	2.6 **15.2**	47.2 43.3	D D

TABLE 9: BACKGROUND WITH PROJECT INTERSECTIONS LEVEL OF SERVICE

Intersection		Peak Hour[1]	Background Conditions		Background with Project Conditions				Mitigated Conditions	
			Delay[2]	LOS[3]	Delay[2]	LOS[3]	Δ in Crit. V/C[4]	Δ in Crit. Delay[5]	Delay[2]	LOS[3]
18	McCarthy Boulevard and Tasman Drive	AM PM	40.5 37.1	D D+	41.3 37.8	D D+	0.007 0.024	1.2 0.6		
19	Tasman Drive and Alder Drive	AM PM	18.4 **90.6**	B- **F**	18.7 **94.9**	B- **F**	0.007 **0.015**	0.6 **5.4**	17.6 **60.1**	B **E**
20	Tasman Drive and I-880 SB Ramps	AM PM	22.5 21.6	C+ C+	22.5 21.7	C+ C+	0.002 0.007	0.1 0.8		
21	Great Mall Parkway and I-880 NB Ramps	AM PM	39.2 31.9	D C	39.4 32.1	D C-	0.002 0.005	0.3 0.3		
22	Great Mall Parkway and Abel Street	AM PM	42.2 31.4	D C	42.3 31.4	D C	0.003 0.004	0.1 0.0		
23	Great Mall Parkway and Main Street	AM PM	24.0 32.4	C C-	24.0 32.3	C C-	0.001 0.008	0.0 -0.1		
24	Great Mall Parkway/E. Capitol Avenue and Montague Expressway*	AM PM	51.8 57.6	D- E+	51.9 57.8	D- E+	0.002 0.000	0.2 0.0		
25	Capitol Avenue and Cropley Avenue/Trade Zone Boulevard	AM PM	32.4 **67.4**	C- **E**	32.4 **68.3**	C- **E**	0.002 **0.007**	0.0 **1.3**		
26	Montague Expressway and Trimble Road*	AM PM	28.9 67.4	C E	28.9 68.0	C E	0.001 0.003	0.0 0.8		
27	McCarthy Boulevard and Barber Lane	AM PM	16.3 39.5	B D	16.4 47.2	B D	0.002 0.029	0.0 10.1		

TABLE 9: BACKGROUND WITH PROJECT INTERSECTIONS LEVEL OF SERVICE

Intersection		Peak Hour[1]	Background Conditions		Background with Project Conditions				Mitigated Conditions	
			Delay[2]	LOS[3]	Delay[2]	LOS[3]	Δ in Crit. V/C[4]	Δ in Crit. Delay[5]	Delay[2]	LOS[3]
28	McCarthy Boulevard/O-Toole Avenue and Montague Expressway*	AM PM	44.0 **103.3**	D **F**	45.4 **108.3**	D **F**	0.006 **0.015**	2.0 **6.7**	39.0 **101.4**	D+ **F**
29	SR 237 WB Ramps and Zanker Road	AM PM	13.1 16.4	B B	13.1 16.5	B B	0.000 0.003	0.0 0.1		
30	SR 237 EB Ramps and Zanker Road	AM PM	15.8 15.1	B B	15.8 15.0	B B	0.000 0.000	0.0 0.0		
31	Holger Way and Zanker Road	AM PM	21.1 24.9	C+ C	21.1 24.9	C+ C	0.000 0.006	0.0 0.1		

Notes:
1. AM = morning peak hour, MID = midday peak hour, PM = evening peak hour
2. Whole intersection weighted average control delay expressed in second per vehicle for signalized intersections. Signalized intersections include adjusted saturation flow rates to reflect Santa Clara County conditions per VTA guidelines.
3. LOS = Level of Service. LOS calculations conducted using the TRAFFIX level of service analysis software package, which applies the method described in the 2000 Highway Capacity Manual.
4. Change in critical volume to capacity ratio between Background and Background with Project conditions.
5. Change in average critical movement delay between Background and Background with Project conditions.

Bold text indicates intersection operates at a deficient Level of Service. **Bold and highlighted** indicates a significant impact.
* Denotes Congestion Management Program (CMP)
Source: Fehr & Peers, October 2012.

INTERSECTION IMPACTS AND MITIGATION

Based on the impact criteria listed in Chapter 1, the proposed project will have a significant impact at six study intersections within the City of Milpitas, City of San José and Santa Clara County during the PM peak hour:

- Intersection #8 – McCarthy Boulevard and S. Ranch Drive
- Intersection #9 – McCarthy Boulevard and SR 237 WB Ramps
- Intersection #16 – McCarthy Boulevard and Bellew Drive
- Intersection #17 – McCarthy Boulevard and Alder Drive
- Intersection #19 – Tasman Drive and Alder Drive
- Intersection #28 – McCarthy Boulevard/O-Toole Avenue and Montague Expressway

The following measures are recommended to mitigate significant impacts. The mitigated intersection LOS calculations are presented in **Table 9**, and **Appendix B** contains the corresponding calculation sheets.

CITY OF MILPITAS INTERSECTIONS (NON-CMP INTERSECTIONS)

McCarthy Boulevard / S. Ranch Drive (Intersection #8) – The addition of project traffic under Background Conditions exacerbate unacceptable intersection operations during the PM peak hour. The addition of a southbound through lane on McCarthy Boulevard would mitigate this impact; however, this improvement is considered infeasible due to right-of-way constraints. Alternatively, conversion of the southbound right-turn lane to a shared through/right-turn lane and the addition of a third southbound receiving lane approximately 1,000 feet in length would be required. Shifting of the existing bike lane and existing sidewalks farther west is also required. Secondary impacts with widening will include tree removal, lengthening of crosswalks, and/or modification of signal phasing that could increase the crossing distance/time for pedestrians. As previously determined by City staff in the *Campus at McCarthy Ranch Environ*mental *Impact Report* (November, 2008) the right-of-way cannot be acquired and due to potential secondary impacts to pedestrian and bicycle facilities, the project's impact at this location is considered ***significant and unavoidable.***

McCarthy Boulevard / SR 237 WB Ramps (Intersection #9) – The addition of project traffic under Background Conditions exacerbate unacceptable intersection operations during the PM peak hour. The addition of a free southbound right-turn lane would improve intersection operations to acceptable levels of service; however, this improvement requires right-of-way acquisition of the west side of the roadway. Existing signal equipment on the northwest corner and the sidewalk on the west side of McCarthy

Boulevard will need to be relocated. Substantial physical alterations along the west side of McCarthy Boulevard, including construction of a retaining wall and/or relocation of utility poles, would be required with the widening. Secondary impacts with widening will include lengthening of crosswalks, and/or modification of signal phasing that could increase the crossing distance/time for pedestrians. As previously determined by City staff in the *Campus at McCarthy Ranch Environ*mental *Impact Report* (November, 2008) these physical improvements would be infeasible. In lieu of the aforementioned improvements, the addition of a second westbound right-turn lane with an overlap phase would mitigate the project's impact at this location to a ***less-than-significant*** level. A "No-Right-Turn on Red restriction should be posted to address limited site visibility of the outer westbound right-turn lane to see crossing pedestrians and northbound vehicle traffic. There is a concern about the lane utilization and short merging distance from the westbound right turn-lane of this intersection to the northbound through and right-turn lanes at the intersection of McCarthy Boulevard and S. Ranch Drive. Directional signage on the westbound SR-237 approach should designate the outside right turn lane for McCarthy Boulevard and the inside right-turn lane for South Ranch Drive.

McCarthy Boulevard / Bellew Drive (Intersection #16) – The addition of project traffic under Background Conditions exacerbate unacceptable intersection operations during the PM peak hour. The restriping of the eastbound approach (one left-turn, one through, and one right-turn lane) to provide two left-turn lanes and one shared through/right-turn lane would improve operations, to an acceptable LOS based on the City's standard during the both peak hours. This improvement would mitigate the project's impact at this location to a ***less-than-significant*** level.

McCarthy Boulevard / Alder Drive (Intersection #17) – The addition of project traffic under Background Conditions will degrade acceptable levels of service to unacceptable levels during the PM peak hour. The addition of a second southbound left-turn lane (from McCarthy Boulevard to Alder Drive) would improve intersection operations. The southbound approach and southbound receiving through lanes on McCarthy Boulevard would need to be shifted westwards to accommodate a 2nd southbound left-turn lane. Right-of-way acquisition from the property located on the west side of McCarthy is required. Secondary impacts with widening will include lengthening of crosswalks, and/or modification of signal phasing that could increase the crossing distance/time for pedestrians. This improvement would mitigate the project's impact at this location to a ***less-than-significant*** level.

Tasman Drive / Alder Drive (Intersection #19) – Traffic from the proposed project exacerbate LOS F operations during the PM peak hour. Conversion of one southbound through lane on Alder Drive to a left-turn lane to provide a total of three southbound left-turn lanes improves intersection operations. This improvement would mitigate the project's impact at this location to a ***less-than-significant*** level.

CMP Intersections

The addition of project traffic under Background Conditions exacerbates unacceptable intersection operations during the PM peak hour. *McCarthy Boulevard-O'Toole Avenue / Montague Expressway* (Intersection #28) – Three options are available to partially (options 1 or 2) or fully mitigate the impact at the intersection of McCarthy Boulevard-O'Toole Avenue /Montague Expressway to a less than significant level.

- ***Option 1*** – Widen the northbound approach approximately three feet to provide a dedicated right turn lane from northbound O'Toole Avenue to eastbound Montague Expressway. With this improvement, the intersection would operate at LOS D during the AM peak hour and LOS F during the PM peak hour. The dedicated right turn lane would extend from Rincon Avenue to Montague Expressway, approximately 250 feet. Preliminary engineering drawings indicate that this mitigation can be implemented within the existing right-of-way. This would be accomplished by shifting the existing lanes on the south leg of this intersection approximately three feet to the west. The south half of the intersection is within the jurisdiction of the City of San José and, therefore, the above-described mitigation is outside the control of the City of Milpitas to implement, and does not return the intersection to an acceptable level of service (LOS E or better).

- ***Option 2*** – If subsequent evaluation of the mitigation proposed in Option 1 determines that the lane shift is not feasible, then right-of-way acquisition along the east side of the north approach would be necessary. The south half of the intersection is within the jurisdiction of the City of San José and, therefore, the above-described mitigation is outside the control of the City of Milpitas to implement. Mitigation that reduces sidewalk widths below the City standard is not allowed under City of San José Transportation Impact Policy 5-3. The standard sidewalk width in North San José is five feet. The existing sidewalk is five and one-half feet wide. Therefore, in order to implement this mitigation consistent with adopted policy, approximately two and one-half feet of right-of-way behind the sidewalk would need to be acquired from the adjacent property owner for the length of the dedicated right turn lane. This equates to the acquisition of approximately 625 square feet of right-of-way (i.e., 2.5 square feet x 250 feet = 625 square feet). The mitigation would also require relocating existing utilities (e.g., a light pole). The landscape reduction and utility relocation would result in a secondary significant impact.

- ***Option 3*** – A square-loop interchange is planned to be constructed at the intersection of McCarthy Boulevard-O'Toole Avenue/Montague Expressway under Phase 3 of the North San José Area Development Policy (NSJADP). With the square loop interchange, a level of service is not reported at this location because the intersection is eliminated (Montague Expressway will be

elevated over McCarthy Boulevard with on and off-ramps located to the west). The project's impact at this location will be less than significant. The City of San José has stated that payment of an in-lieu fee towards the planned square-loop interchange is acceptable and is the preferred mitigation for the project impact at this intersection. The dollar amount of the in-lieu fee would be equal to the cost to implement the lane shift (Option 1) or the appraised value of the right-of-way needed to construct the dedicated right turn lane (625 square feet, described in Option 2, above). The NSJADP is the adopted program that would allow for a fair-share contribution to this mitigation. The NSJADP does not establish a timeline for the development phases. The amount of development and its timing will be determined by the economy, and regional markets. Therefore, if the City of Milpitas accepts the City of San José's timeline for implementation of the mitigation (i.e., unknown), then payment of the in-lieu fee would mitigate the project's traffic impact at the intersection of McCarthy Boulevard-O'Toole Avenue /Montague Expressway.

PEDESTRIAN, BICYCLE, AND TRANSIT IMPACTS AND MITIGATION

The project's impacts to pedestrian, bicycle, and transit facilities are discussed in the Existing with Project Conditions Chapter and the results are expected to be similar under this scenario. Secondary impacts associated with widening intersections for vehicle movements will include removal of trees, relocation of utilities, lengthening of crosswalks, and/or modification of signal phasing that could increase the crossing distance/time for pedestrians. Improvements resulting in these secondary impacts are not recommended because of the potential to reduce travel demand for these active transportation modes.

The City of Milpitas General Plan Circulation Element (City of Milpitas, updated October 2010) includes the following guiding principles supporting pedestrian and bicycle circulation:

3.d-G-1 Implement the goals, objectives, and benchmarks of the Bikeways Master plan.

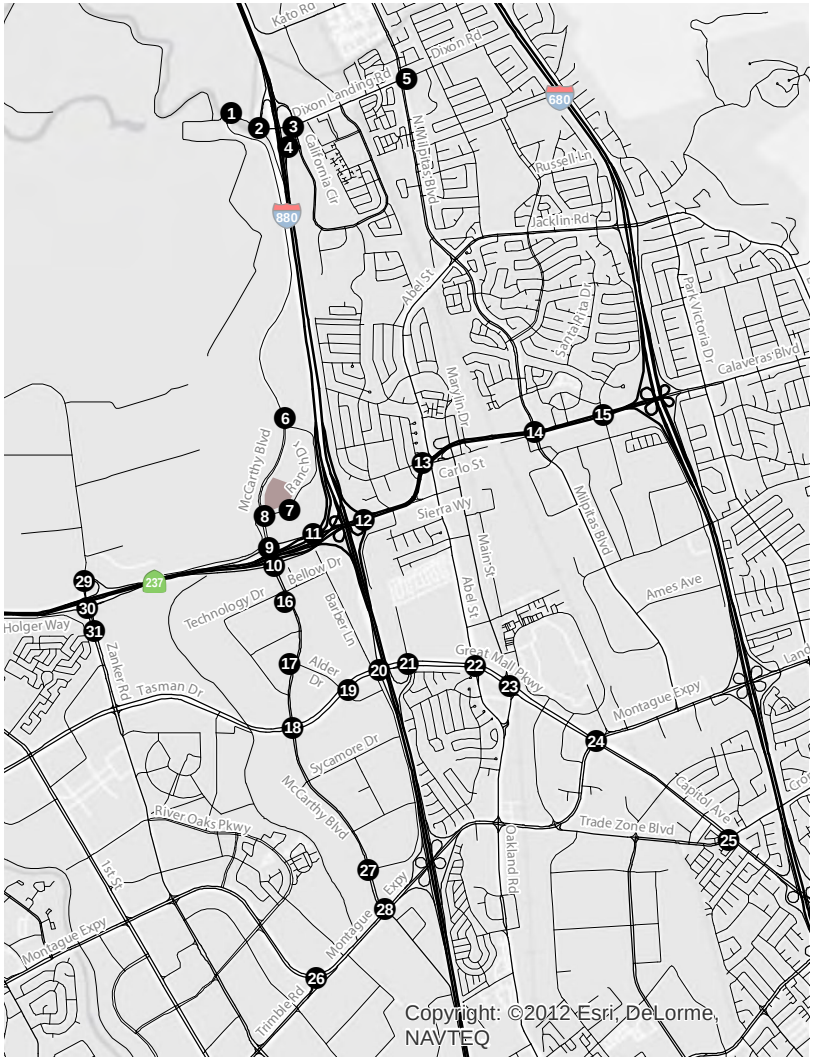
3.d-G-2 Promote walking and bicycling for transportation and recreation purposes by providing a comprehensive system of sidewalks, bicycle lanes and routes and off-street trails that connects all parts of the City.

3.d-G-3 Provide adequate bicycle parking and end-of trip support facilities for bicyclists at centers of public and private activity.

3.d-G-4 Promote intermodal commuting options.

3.d-G-5 Encourage a mode shift to non-motorized transportation by expanding current pedestrian and bicycle facilities.

These policies in connection with statewide complete streets policies are intended to balance transportation investments and promote active travel modes like walking and bicycling.



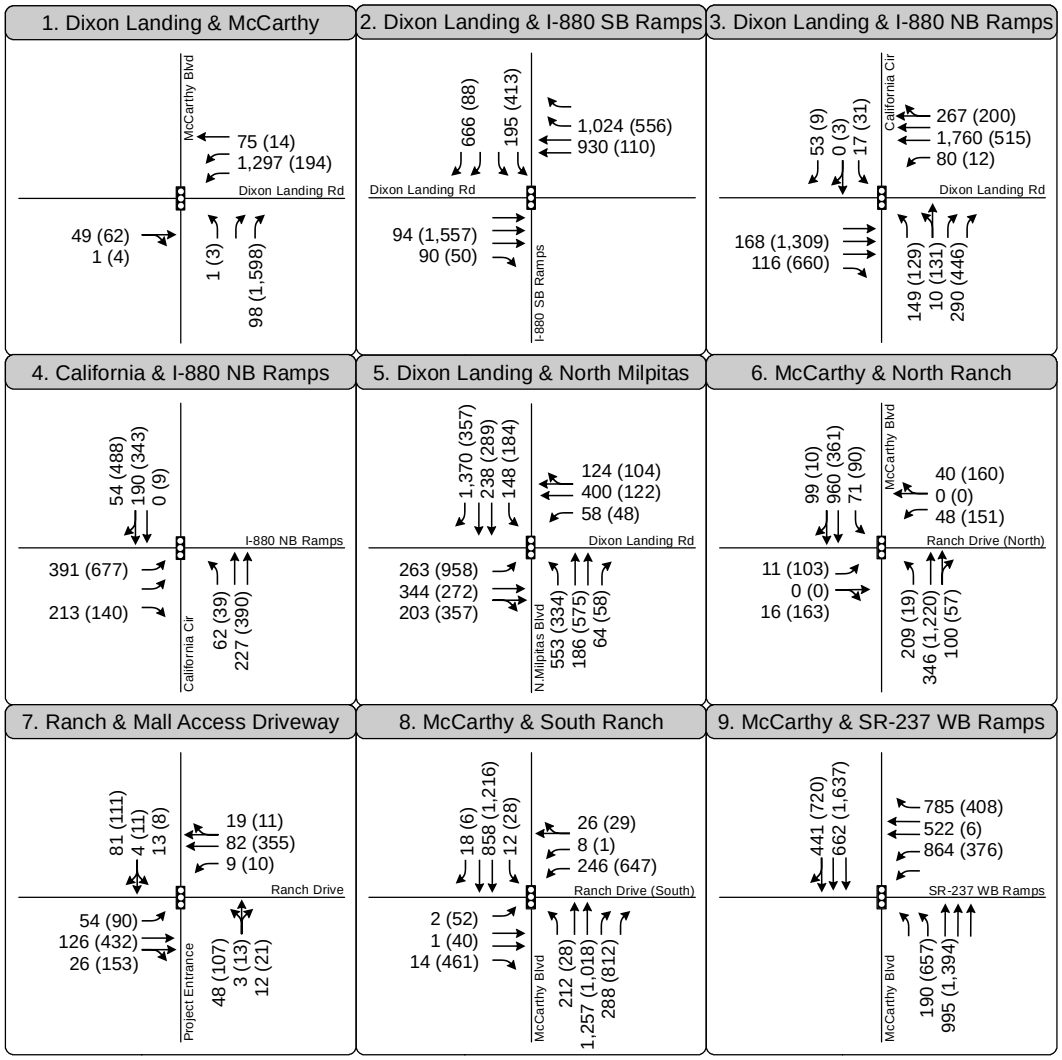


Figure 10a

Background without Project Lane Configurations, Traffic Controls, and Peak Hour Traffic Volumes
Intersections 1 - 9 of 31

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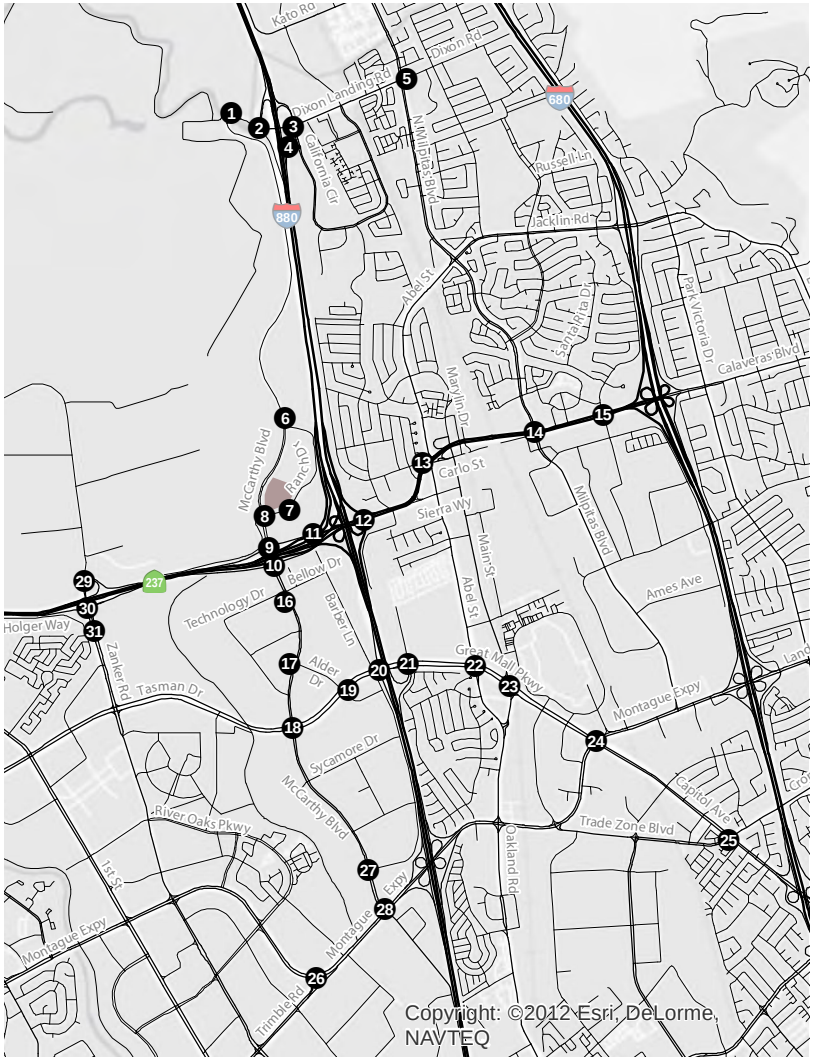

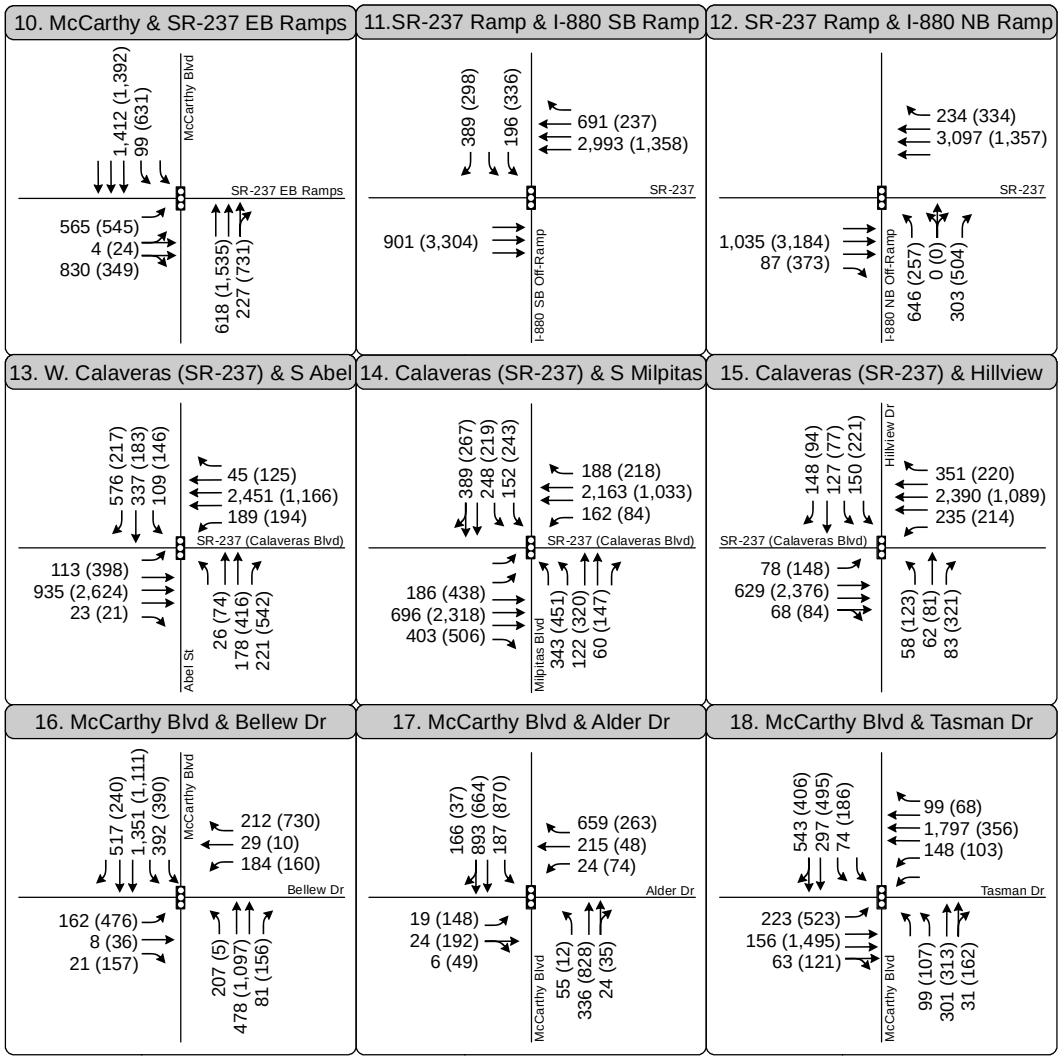

Turn Lane

AM (PM) Peak Hour Traffic Volume

1 Study Intersection

Signalized Intersection

Figure 10b

Background without Project Lane Configurations, Traffic Controls, and Peak Hour Traffic Volumes
Intersections 10 - 18 of 31

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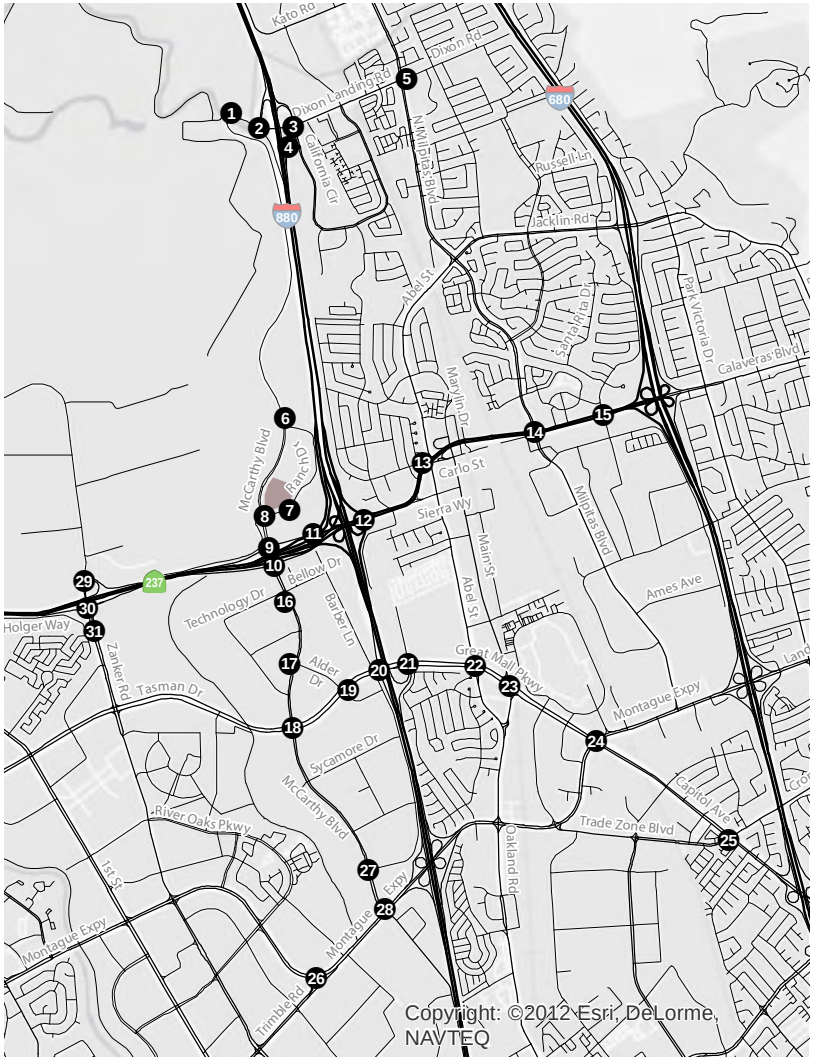

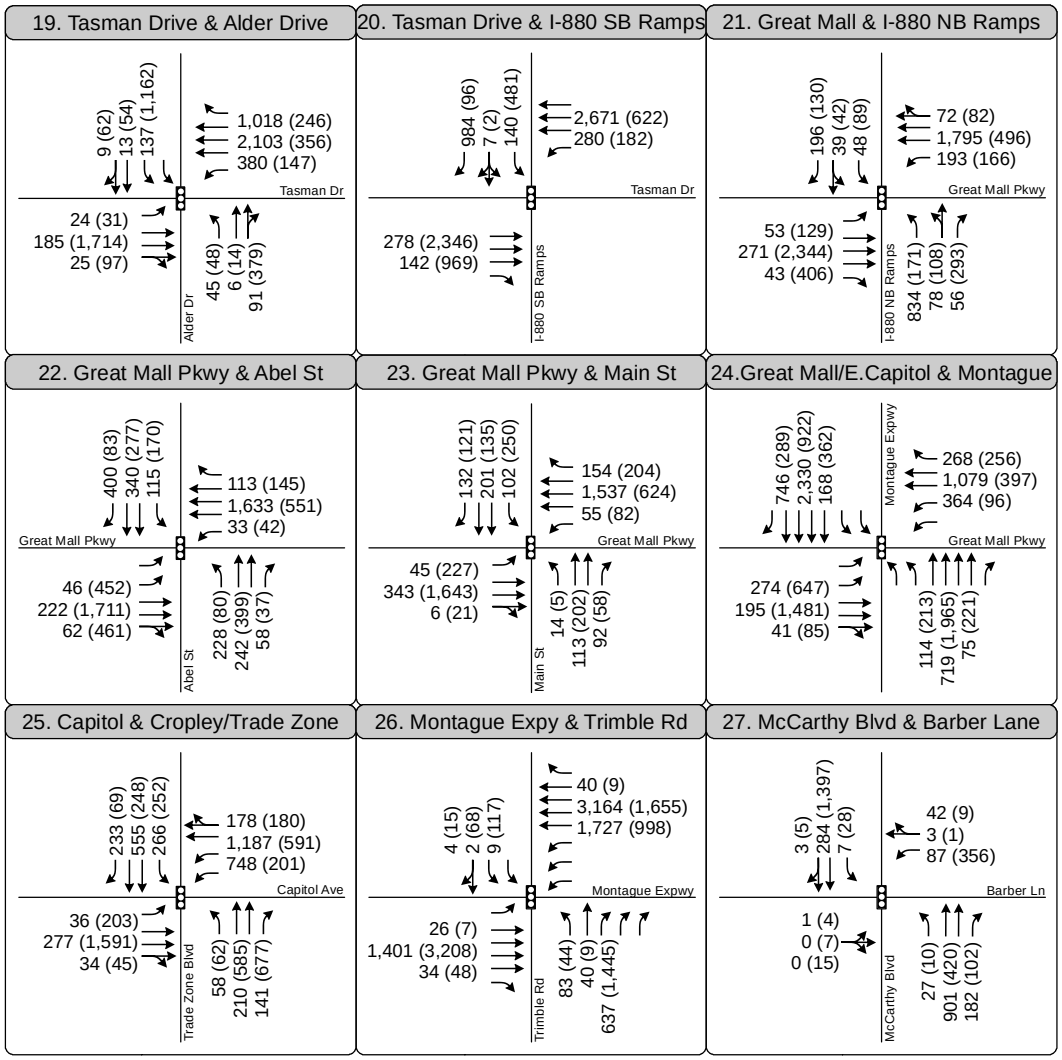

Turn Lane

AM (PM) Peak Hour Traffic Volume

1 Study Intersection

Signalized Intersection

Figure 10c

Background without Project Lane Configurations, Traffic Controls, and Peak Hour Traffic Volumes
Intersections 19 - 27 of 31

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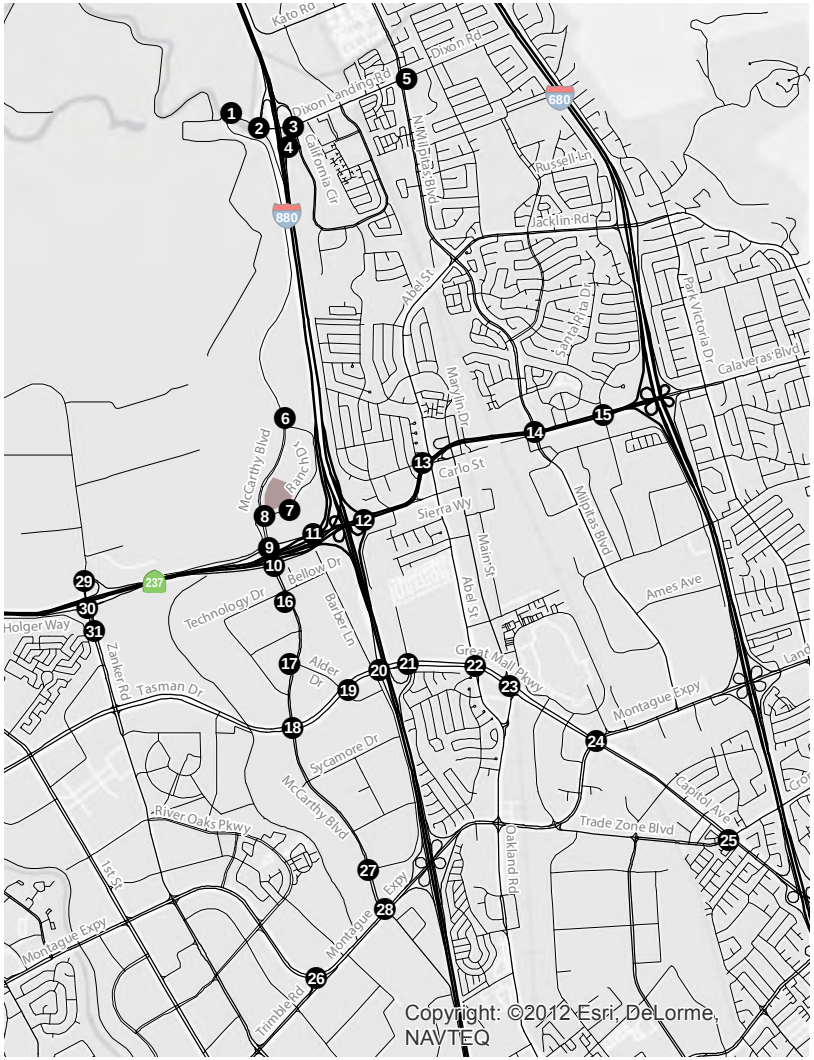

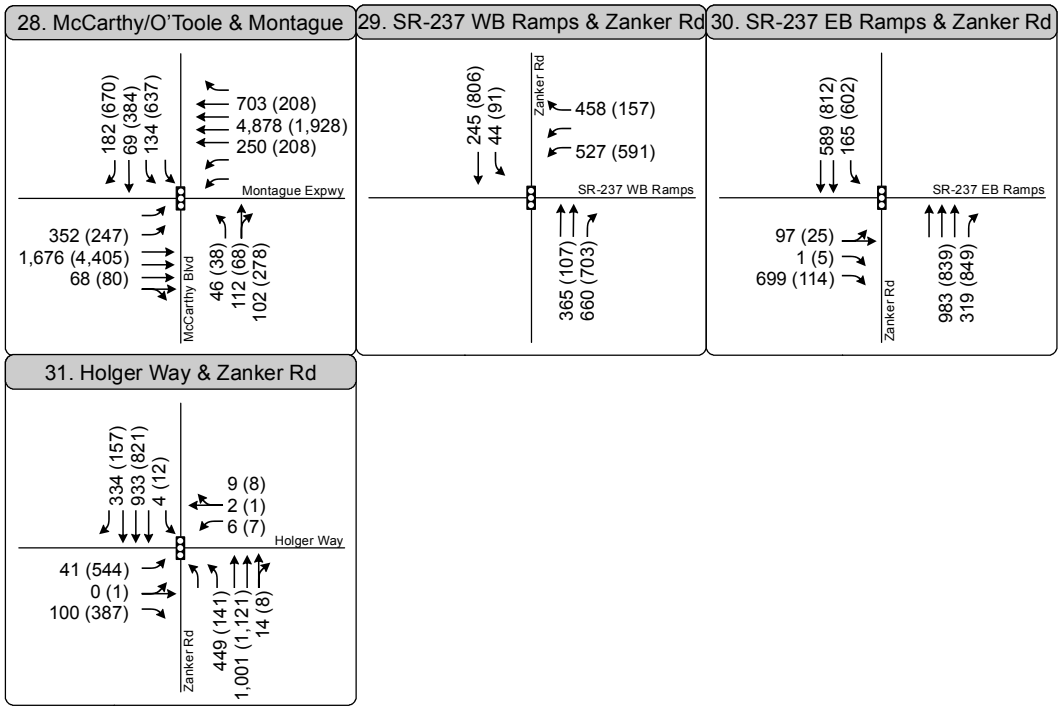

	Turn Lane
AM (PM)	Peak Hour Traffic Volume
1	Study Intersection
	Signalized Intersection

Figure 10d

Background without Project Lane Configurations, Traffic Controls, and Peak Hour Traffic Volumes
Intersections 28 - 31 of 31

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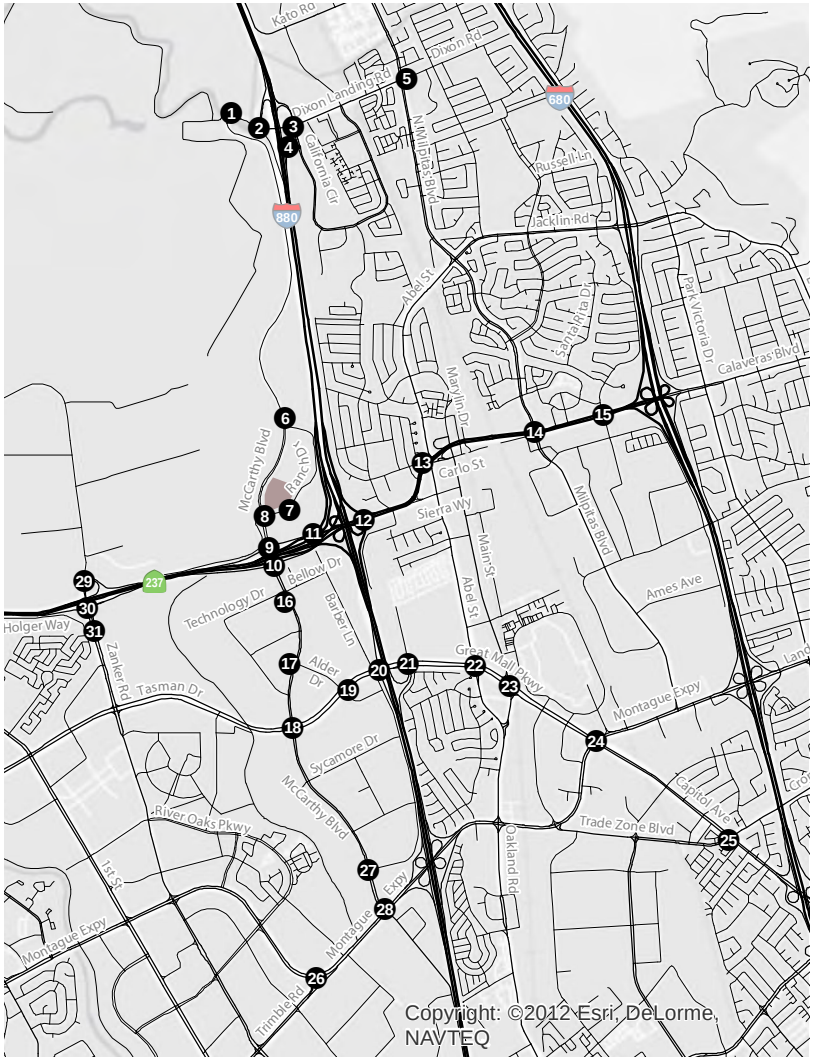

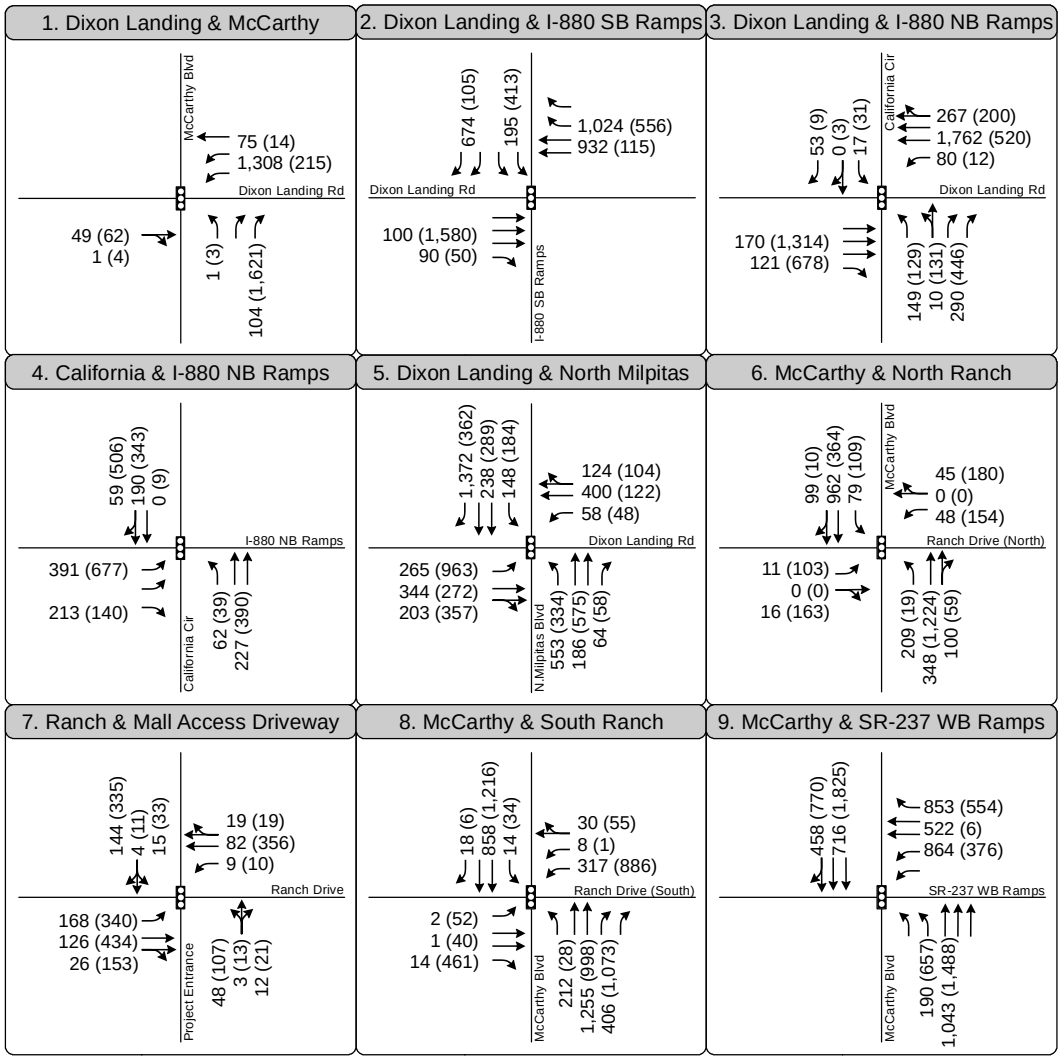

Figure 11a

Background with Project Lane Configurations, Traffic Controls, and Peak Hour Traffic Volumes Intersections 1 - 9 of 31

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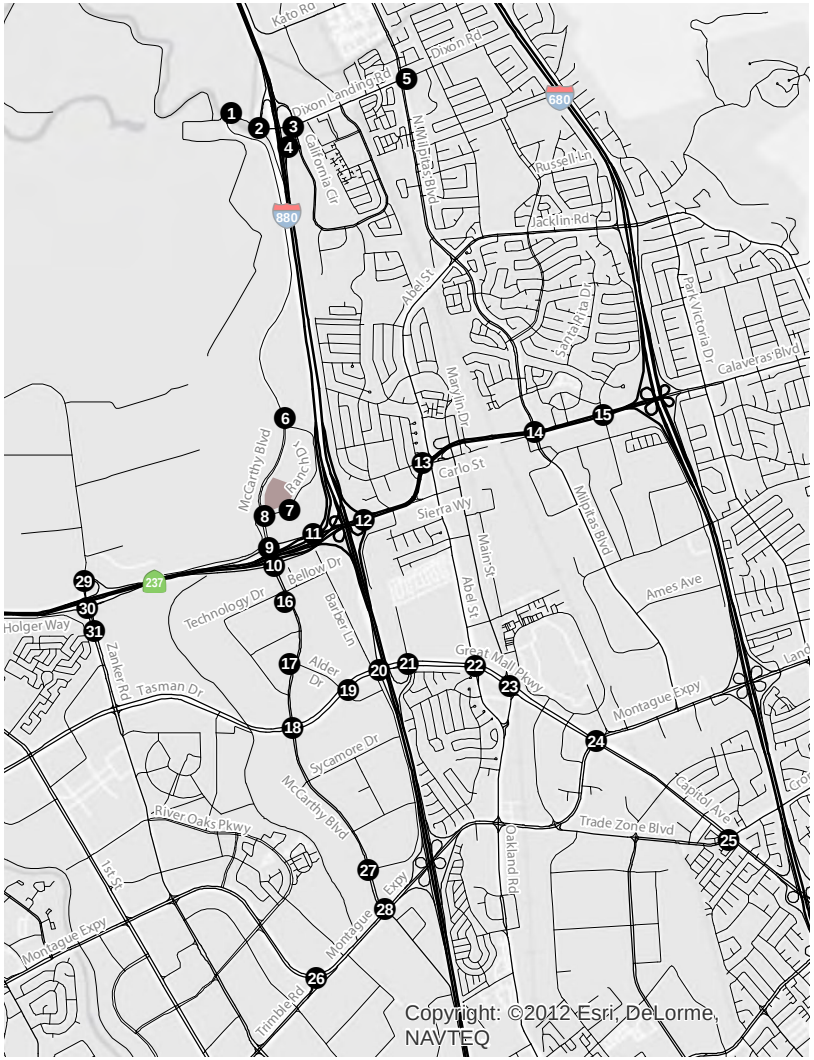

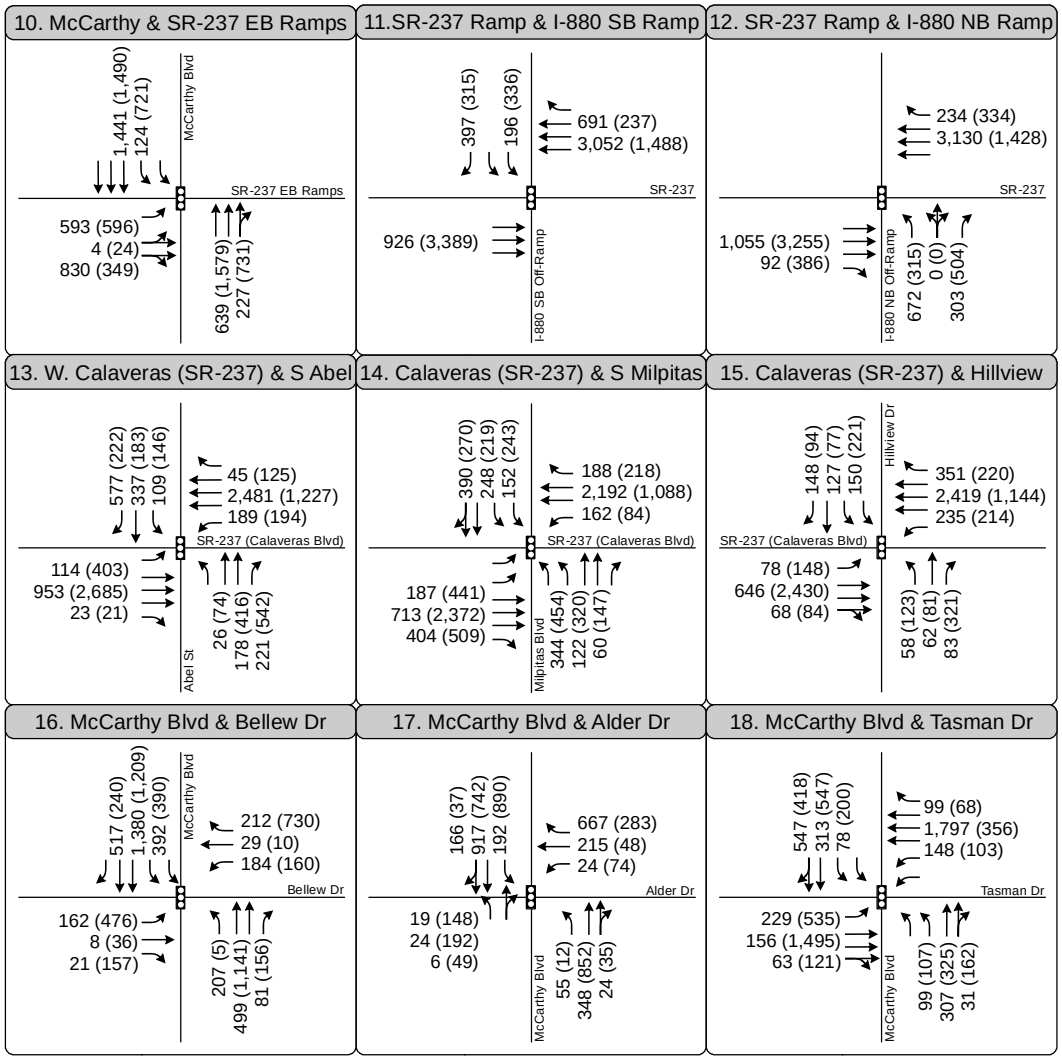

Turn Lane

AM (PM) Peak Hour Traffic Volume

1 Study Intersection

Signalized Intersection

Figure 11b

Background with Project Lane Configurations, Traffic Controls, and Peak Hour Traffic Volumes Intersections 10 - 18 of 31

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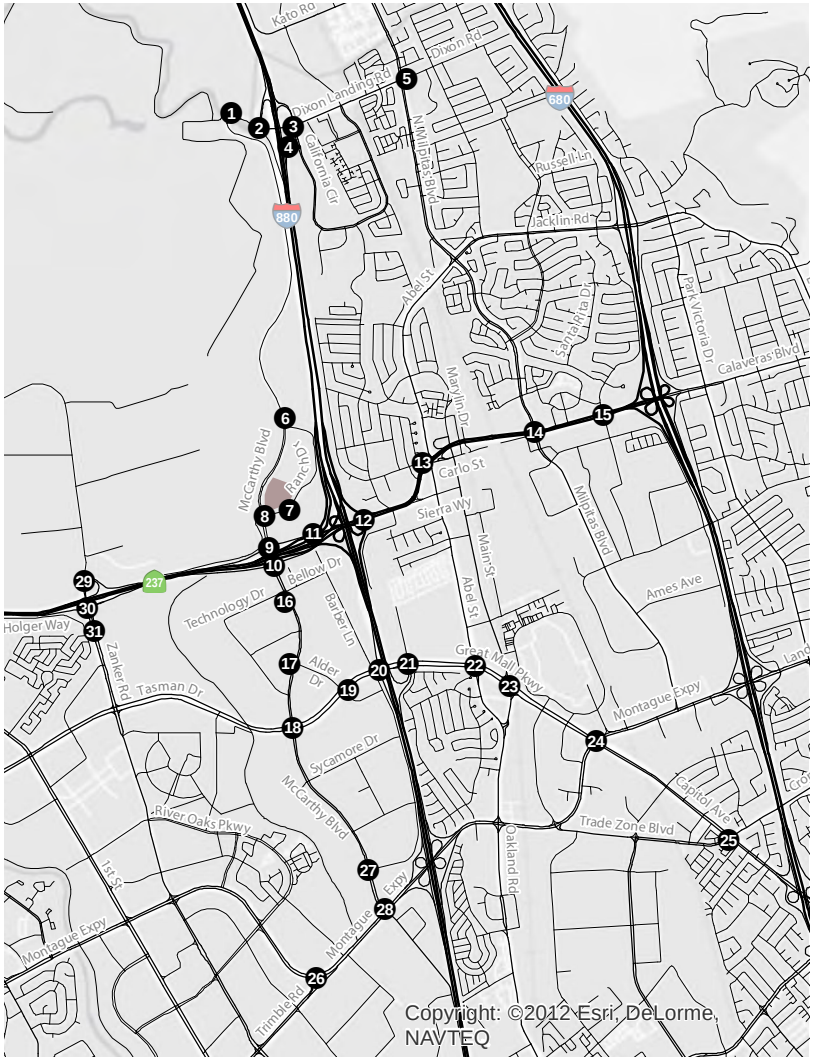

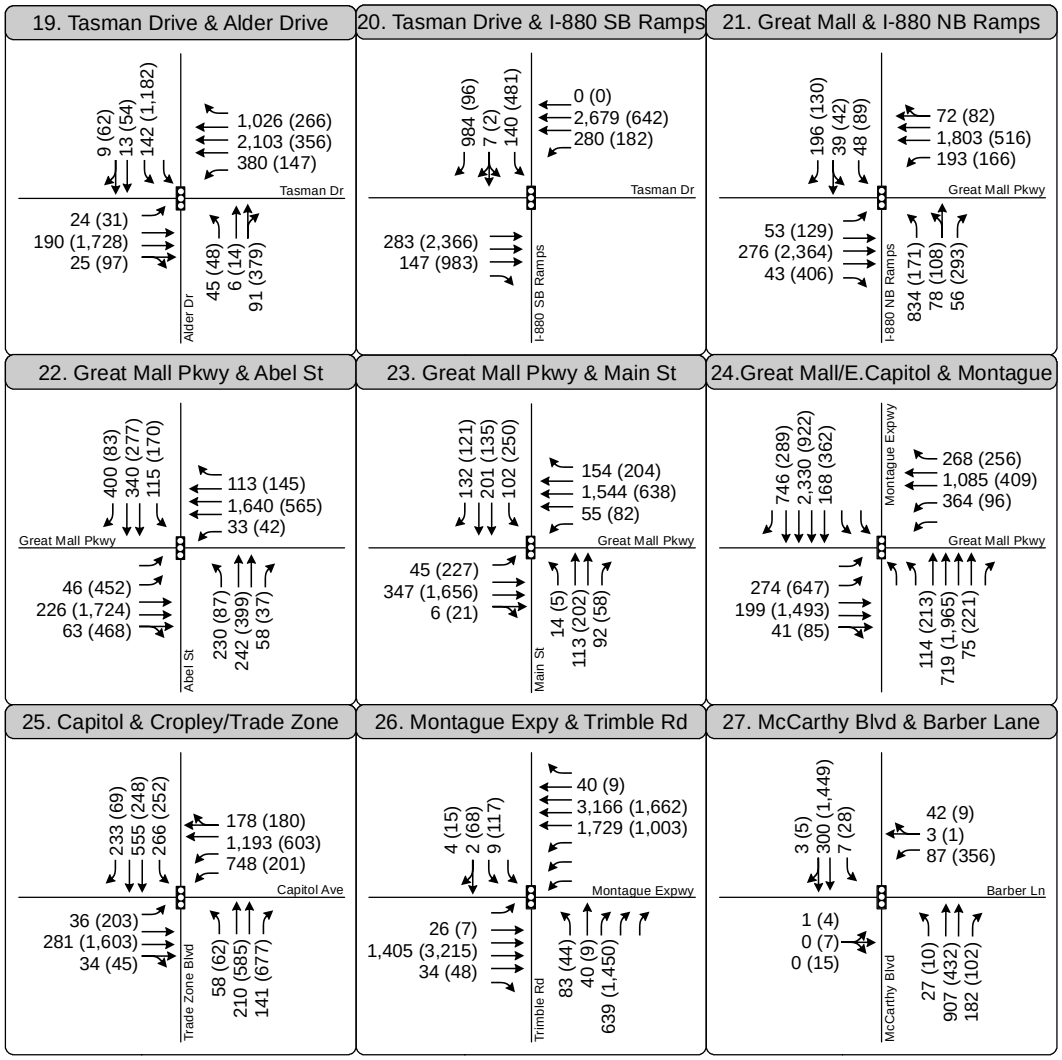

Turn Lane

AM (PM) Peak Hour Traffic Volume

1 Study Intersection

Signalized Intersection

Figure 11c

Background with Project Lane Configurations, Traffic Controls, and Peak Hour Traffic Volumes Intersections 19 - 27 of 31

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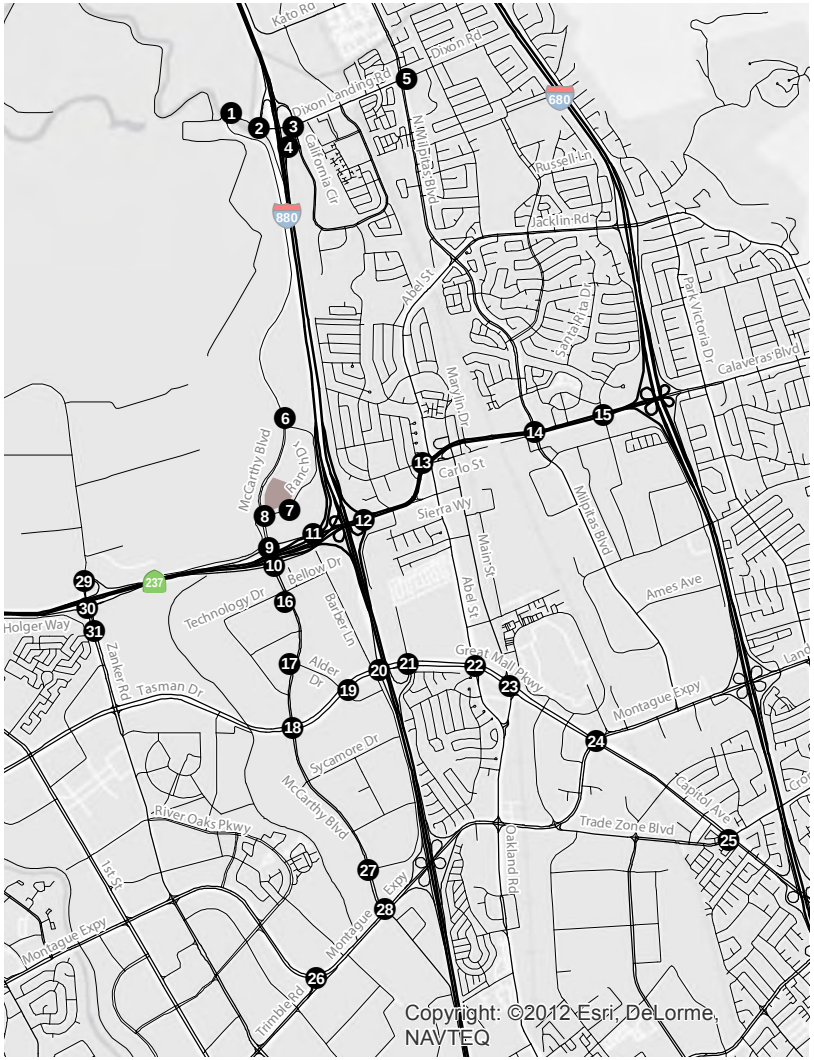

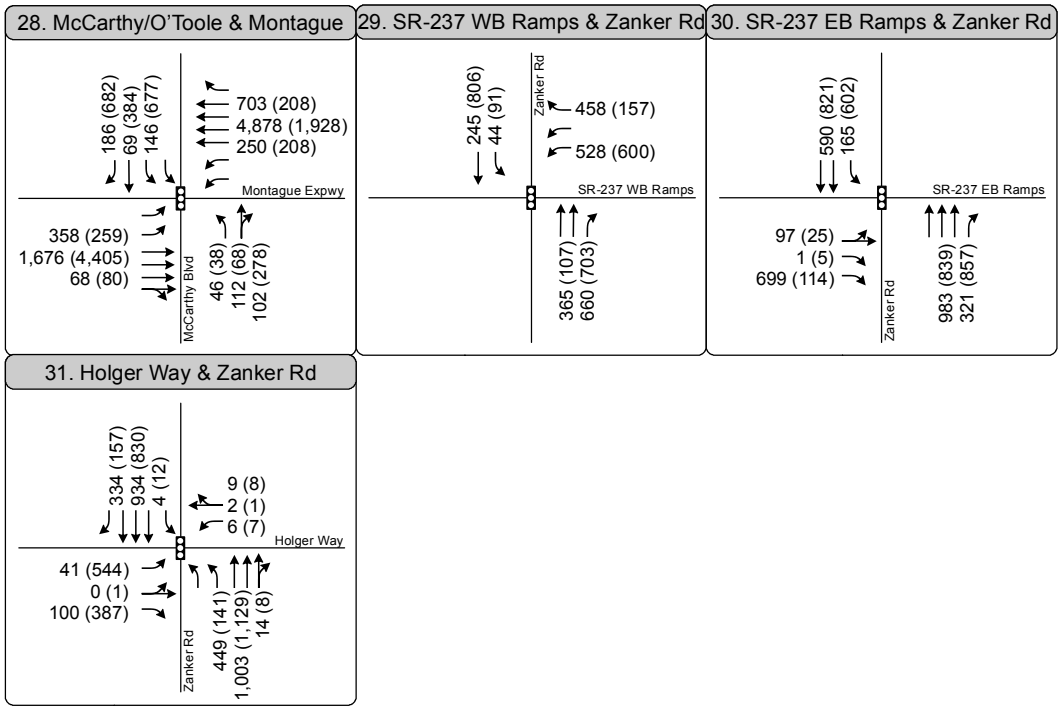

	Turn Lane
AM (PM)	Peak Hour Traffic Volume
1	Study Intersection
	Signalized Intersection

Figure 11d

Background with Project Lane Configurations, Traffic Controls, and Peak Hour Traffic Volumes
Intersections 28 - 31 of 31

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5. NEAR-TERM CUMULATIVE CONDITIONS

This chapter presents the results of the intersection level of service calculations under Near-Term Cumulative Conditions with and without the Project. Near-Term Cumulative without Project Conditions are defined as existing volumes plus traffic generated by all foreseen development projects that would affect the transportation system in the study area, including "approved but not yet built," as well as pending development projects that have not yet been approved. Near-Term Cumulative with Project Conditions are defined as Near-Term Cumulative without Project Conditions plus traffic generated by the proposed project.

PENDING DEVELOPMENT PROJECTS

Near-Term Cumulative Conditions represent the traffic volumes from approved but not yet constructed or occupied developments (listed in Background Conditions), as well as traffic from pending projects in the area obtained from the City of Milpitas. In addition to the approved but not yet constructed or occupied developments listed in Chapter 4, three additional pending projects are expected to directly increase traffic through the study intersections once they are built and occupied. A list of approved and pending projects and their available traffic projections was provided by City of Milpitas staff. The pending projects include:

- Preston Properties – 220 multi-family residential units along Railroad Avenue south of SR 237
- Waterstone – 84 single-family residential units along California Circle
- McCarthy Ranch – 1.2 million square feet of office space

NEAR-TERM CUMULATIVE ROADWAY IMPROVEMENTS

Two study intersections are expected to be modified prior to completion of the proposed project. Both of these locations include the addition of a new west leg to accommodate future development: 1) McCarthy Boulevard and N. Ranch Drive (intersection #6) and 2) McCarthy Boulevard and Alder Drive (intersection #17). No other approved and funded transportation network improvements were identified that would be constructed and operational prior to project completion.

NEAR-TERM CUMULATIVE WITHOUT PROJECT VOLUMES

Traffic volumes for Near-Term Cumulative Conditions were estimated by adding traffic generated by approved (not occupied) and pending development projects to existing volumes. Trip generation estimates for pending project trips were estimated based on trip generation rates published in the Institute of Transportation Engineers, *Trip Generation* (8th Edition) and available transportation impact studies. The trips for each of these projects were then assigned to the roadway network based on the relative locations of complementary land uses, as well as, existing and estimated future travel patterns.

NEAR-TERM CUMULATIVE WITH PROJECT VOLUMES

Net new trips from the proposed project were added to the near-term cumulative traffic projections to develop traffic volumes for Near-Term Cumulative with Project Conditions. The resulting volumes are shown on **Figure 12** and **Figure 13**.

NEAR-TERM CUMULATIVE INTERSECTION LEVELS OF SERVICE

Level of service calculations were conducted to evaluate intersection operations under Near-Term without and with Cumulative Conditions. The results of the LOS analysis are summarized in **Table 10** along with changes in intersection critical delay due to the addition of project traffic.

The results for Near-Term Cumulative without Project Conditions are included for comparison purposes, along with the projected change in critical delay and critical volume-to-capacity (V/C) ratios. These changes are used to identify significant project impacts.

The corresponding LOS calculation sheets are included in **Appendix B**. The results of the LOS calculations indicate that the majority of the study intersections will operate at acceptable levels of service according to their designed LOS standard. The following intersections do not meet their respective LOS designation for AM and/or PM.

- Intersection #1 – Dixon Landing Road and McCarthy Boulevard (AM and PM peak hour)
- Intersection #2 – Dixon Landing Road and I-880 SB Ramps (AM peak hour)
- Intersection #5 – Dixon Landing and N. Milpitas Boulevard (AM and PM peak hour)
- Intersection #8 – McCarthy Boulevard and S. Ranch Drive (PM peak hour)
- Intersection #9 – McCarthy Boulevard and SR 237 WB Ramps (PM peak hour)

- Intersection #16 – McCarthy Boulevard and Bellew Drive (PM peak hour)
- Intersection #17 – McCarthy Boulevard and Alder Drive (AM and PM peak hour)
- Intersection #19 – Tasman Drive and Alder Drive (PM peak hour)
- Intersection #25 – Capitol Avenue and Cropley Avenue/Trade Zone Boulevard (PM peak hour)
- Intersection #28 – McCarthy Boulevard/O-Toole Avenue and Montague Expressway (PM peak hour)

TABLE 10: NEAR-TERM CUMULATIVE WITH PROJECT INTERSECTIONS LEVEL OF SERVICE

	Intersection	Peak Hour[1]	Near-Term Cumulative Conditions		Near-Term Cumulative with Project Conditions				Mitigated Conditions	
			Delay[2]	LOS[3]	Delay[2]	LOS[3]	Δ in Crit. V/C[4]	Δ in Crit. Delay[5]	Delay[2]	LOS[3]
1	Dixon Landing Road and McCarthy Boulevard	AM PM	**158.9** **152.7**	**F** **F**	**161.3** **157.4**	**F** **F**	**0.008** **0.018**	**2.4** **4.7**	43.6 53.8	D D-
2	Dixon Landing Road and I-880 SB Ramps	AM PM	**63.0** 8.0	**E** A	**63.1** 8.1	**E** A	**0.001** 0.005	**0.6** 0.1		
3	Dixon Landing Road and I-880 NB Ramps/ California Circle	AM PM	19.3 27.9	B- C	19.6 29.6	B- C	0.003 0.014	0.3 5.0		
4	California Circle and I-880 NB Ramps	AM PM	10.9 27.7	B+ C	10.9 27.4	B+ C	0.002 -0.002	0.0 -0.8		
5	Dixon Landing Road and N. Milpitas Boulevard	AM PM	**>180** **97.7**	**F** **F**	**>180** **99.2**	**F** **F**	**0.004** **0.006**	**1.7** **2.7**		
6	McCarthy Boulevard and N. Ranch Drive	AM PM	17.2 26.6	B C	17.3 27.6	B C	0.007 0.030	0.0 1.9		
7	Ranch Drive and Mall Access Driveway	AM PM	15.8 11.9	B B+	15.8 16.9	B B	0.121 0.328	0.2 7.5		
8	McCarthy Boulevard and S. Ranch Drive	AM PM	51.9 **83.2**	D- **F**	52.1 **105.9**	D- **F**	0.028 **0.088**	1.9 **41.0**	**Significant and Unavoidable**	
9	McCarthy Boulevard and SR 237 WB Ramps	AM PM	36.3 **78.2**	D+ **E-**	43.3 **109.7**	D **F**	0.054 **0.132**	19.5 **58.6**	22.1 **71.7**	C+ **E**

TABLE 10: NEAR-TERM CUMULATIVE WITH PROJECT INTERSECTIONS LEVEL OF SERVICE

Intersection		Peak Hour[1]	Near-Term Cumulative Conditions		Near-Term Cumulative with Project Conditions				Mitigated Conditions	
			Delay[2]	LOS[3]	Delay[2]	LOS[3]	Δ in Crit. V/C[4]	Δ in Crit. Delay[5]	Delay[2]	LOS[3]
10	McCarthy Boulevard and SR 237 EB Ramps	AM PM	20.5 23.9	C+ C	20.0 27.6	B- C	-0.002 0.023	-0.9 3.8		
11	SR 237 Ramps and I-880 SB Ramps	AM PM	20.6 17.3	C+ B	21 18	C+ B	0.016 0.026	0.6 1.3		
12	SR 237 Ramps and I-880 NB Ramps	AM PM	30.5 20.2	C C+	29.1 19.3	C B-	-0.013 -0.006	-1.6 -0.9		
13	W. Calaveras Boulevard and S. Abel Street*	AM PM	56.2 52.0	E+ D-	57.3 53.1	E+ D-	0.007 0.012	1.8 1.8		
14	E. Calaveras Boulevard and S. Milpitas Boulevard*	AM PM	69.9 42.9	E D	71.8 43.4	E D	0.010 0.013	3.2 0.6		
15	E. Calaveras Boulevard and Hillview Drive	AM PM	28.6 43.3	C D	28.5 43.9	C D	0.006 0.018	-0.1 1.4		
16	McCarthy Boulevard and Bellew Drive	AM PM	26.2 **86.6**	C **F**	26.5 **95.2**	C **F**	0.009 **0.013**	0.5 **4.7**	22.6 40.6	C+ D
17	McCarthy Boulevard and Alder Drive	AM PM	47.8 **84.2**	D **F**	50.8 **93.2**	D **F**	0.016 **0.039**	4.2 **15.7**	49.0 43.5	D D
18	McCarthy Boulevard and Tasman Drive	AM PM	41.2 37.9	D D+	42.1 38.6	D D+	0.007 0.024	1.3 0.8		
19	Tasman Drive and Alder Drive	AM PM	18.8 **92.6**	B- **F**	19.1 **96.9**	B- **F**	0.007 **0.015**	0.6 **5.5**	18.0 **60.1**	B **E**
20	Tasman Drive and I-880 SB Ramps	AM PM	23.2 22.8	C C+	22.7 22.9	C+ C+	-0.007 0.007	-0.7 0.9		
21	Great Mall Parkway and I-880 NB Ramps	AM PM	39.4 32.5	D C-	40.1 32.7	D C-	0.006 0.005	0.9 0.3		
22	Great Mall Parkway and Abel Street	AM PM	42.3 31.3	D C	42.4 31.3	D C	0.003 0.004	0.1 0.0		
23	Great Mall Parkway and Main Street	AM PM	23.9 32.1	C C-	23.9 32.1	C C-	0.001 0.008	0.0 -0.1		

TABLE 10: NEAR-TERM CUMULATIVE WITH PROJECT INTERSECTIONS LEVEL OF SERVICE

Intersection		Peak Hour[1]	Near-Term Cumulative Conditions		Near-Term Cumulative with Project Conditions				Mitigated Conditions	
			Delay[2]	LOS[3]	Delay[2]	LOS[3]	Δ in Crit. V/C[4]	Δ in Crit. Delay[5]	Delay[2]	LOS[3]
24	Great Mall Parkway/E. Capitol Avenue and Montague Expressway*	AM PM	52.3 57.9	D- E+	52.4 58.1	D- E+	0.002 0.000	0.2 0.0		
25	Capitol Avenue and Cropley Avenue/Trade Zone Boulevard	AM PM	32.4 **68.4**	C- **E**	32.5 **69.4**	C- **E**	0.008 **0.007**	0.2 **1.4**		
26	Montague Expressway and Trimble Road*	AM PM	29.1 67.5	C E	29.1 68.1	C E	0.001 0.003	0.0 0.9		
27	McCarthy Boulevard and Barber Lane	AM PM	16.0 44.7	B D	16.0 53.7	B D-	0.002 0.030	0.0 11.7		
28	McCarthy Boulevard/ O-Toole Avenue and Montague Expressway*	AM PM	49.6 **113.1**	D **F**	51.5 **117.9**	D- **F**	0.008 **0.015**	2.7 **6.8**	45.2 **112.6**	D **F**
29	SR 237 WB Ramps and Zanker Road	AM PM	13.1 17.8	B B	13.1 17.9	B B	0.000 0.003	0.0 0.1		
30	SR 237 EB Ramps and Zanker Road	AM PM	15.8 14.6	B B	15.8 14.6	B B	0.000 0.000	0.0 0.0		
31	Holger Way and Zanker Road	AM PM	21.1 25.0	C+ C	21.1 25.0	C+ C	0.000 0.006	0.0 0.1		

Notes:
1. AM = morning peak hour, MID = midday peak hour, PM = evening peak hour
2. Whole intersection weighted average control delay expressed in second per vehicle for signalized intersections. Signalized intersections include adjusted saturation flow rates to reflect Santa Clara County conditions per VTA guidelines.
3. LOS = Level of Service. LOS calculations conducted using the TRAFFIX level of service analysis software package, which applies the method described in the 2000 Highway Capacity Manual.
4. Change in critical volume to capacity ratio between Near-Term Cumulative and Near-Term Cumulative with Project Conditions.
5. Change in average critical movement delay between Near-Term Cumulative and Near-Term Cumulative with Project Conditions.
Bold text indicates intersection operates at a deficient Level of Service, **Bold and highlighted** indicates a significant impact.
* Denotes Congestion Management Program (CMP)
Source: Fehr & Peers, October 2012.

INTERSECTION IMPACTS AND MITIGATION

Based on the impact criteria listed in Chapter 1, the proposed project will have a significant impact at seven study intersections under Near-Term with Cumulative Conditions within the City of Milpitas, City of San José, City of Fremont, and Santa Clara County during the PM peak hour:

- Intersection #1 – Dixon Landing Road and McCarthy Boulevard
- Intersection #8 – McCarthy Boulevard and S. Ranch Drive
- Intersection #9 – McCarthy Boulevard and SR 237 WB Ramps
- Intersection #16 – McCarthy Boulevard and Bellew Drive
- Intersection #17 – McCarthy Boulevard and Alder Drive
- Intersection #19 – Tasman Drive and Alder Drive
- Intersection #28 – McCarthy Boulevard/O-Toole Avenue and Montague Expressway

The following measures are recommended to mitigate significant impacts. The mitigated intersection LOS calculations are presented in **Table 10**, and **Appendix B** contains the corresponding calculation sheets.

CITY OF MILPITAS INTERSECTIONS (NON-CMP INTERSECTIONS)

McCarthy Boulevard / S. Ranch Drive (Intersection #8) – – The addition of project traffic under Near-Term Cumulative Conditions exacerbate unacceptable intersection operations during the PM peak hour. The addition of a southbound through lane on McCarthy Boulevard would mitigate this impact; however, this improvement is considered infeasible due to right-of-way constraints. Alternatively, conversion of the southbound right-turn lane to a shared through/right-turn lane and addition of a third southbound receiving lane approximately 1,000 feet in length would be required. Shifting of the existing bike lane and existing sidewalks farther west is also required. Secondary impacts with widening will include tree removal, lengthening of crosswalks, and/or modification of signal phasing that could increase the crossing distance/time for pedestrians. As previously determined in City staff in the *Campus at McCarthy Ranch Environ*mental *Impact Report* (November, 2008) the right-of-way cannot be acquired and due to potential secondary impacts to pedestrian and bicycle facilities, the project's impact at this location is considered ***significant and unavoidable.***

McCarthy Boulevard / SR 237 WB Ramps (Intersection #9) –The addition of project traffic under Near-Term Cumulative Conditions exacerbate unacceptable intersection operations during the PM peak hour. The addition of a free southbound right-turn lane would improve intersection operations to acceptable levels of service; however, this improvement requires right-of-way acquisition of the west side of the roadway. Existing signal equipment on the northwest corner and the sidewalk on the west side of McCarthy

Boulevard would need to be relocated. Substantial physical alterations along the west side of McCarthy Boulevard, including construction of a retaining wall and/or relocation of utility poles, would be required with the widening. Secondary impacts with widening will include lengthening of crosswalks, and/or modification of signal phasing that could increase the crossing distance/time for pedestrians. As previously determined in City staff in the *Campus at McCarthy Ranch Environ*mental *Impact Report* (November, 2008) these physical improvements to be infeasible. The addition of a second westbound right-turn lane with an overlap phase would mitigate the project's impact at this location to a ***less-than-significant*** level. A no-right-turn on red restriction should be posted to address limited site visibility of the outer westbound right-turn lane to see crossing pedestrians and northbound vehicle traffic. There is a concern about the lane utilization and short merging distance from the westbound right turn-lane of this intersection to the northbound through and right-turn lanes at the intersection of McCarthy Boulevard and S. Ranch Drive. Directional signage on the westbound SR-237 approach should designate the outside right turn lane for McCarthy Boulevard and the inside right-turn lane for South Ranch Drive.

McCarthy Boulevard / Bellew Drive (Intersection #16) – The addition of project traffic under Near-Term Cumulative Conditions exacerbate unacceptable intersection operations during the PM peak hour. The restriping of the eastbound approach (one left-turn, one through, and one right-turn lane) to provide two left-turn lanes and one shared through/right-turn lane would improve operations, but the intersection operations would be considered unacceptable based on the City level of service standard. The widening of McCarthy Boulevard to three lanes in both directions, in conjunction with the restriping of the eastbound approach, would improve intersection operations to acceptable levels of service during the AM and PM peak hours. Secondary impacts related to right-of-way acquisition, relocation of existing utility poles, removal of existing landscaping lengthening of crosswalk distance/time for pedestrians, and/or modification of signal phasing would also occur. These physical intersection improvements would mitigate the project's impact at this location to a ***less-than-significant*** level.

McCarthy Boulevard / Alder Drive (Intersection #17) – The addition of project traffic under Near-Term Cumulative Conditions exacerbate unacceptable intersection operations during the PM peak hour. The addition of a second southbound left-turn lane (from McCarthy Boulevard to Alder Drive) improves intersection operations. The southbound approach and southbound receiving through lanes on McCarthy Boulevard would need to be shifted westwards to accommodate a 2nd southbound left-turn lane. Right-of-way acquisition from the property located on the west side of McCarthy is required. Secondary impacts with widening will include lengthening of crosswalks, and/or modification of signal phasing that could increase the crossing distance/time for pedestrians. This improvement would mitigate the project's impact at this location to a ***less-than-significant*** level.

Tasman Drive / Alder Drive (Intersection #19) – Traffic from the proposed project exacerbate LOS F operations during the PM peak hour. Conversion of one southbound through lane on Alder Drive to a left-turn lane to provide a total of three southbound left-turn lanes improves intersection operations. This improvement would mitigate the near-term cumulative impact to a ***less-than-significant*** level.

CMP Intersection

McCarthy Boulevard-O'Toole Avenue / Montague Expressway (Intersection #28) – The addition of project traffic under Near-Term Cumulative Conditions exacerbate unacceptable intersection operations during the PM peak hour. Three options are available to partially (options 1 or 2) or fully (option 3) mitigate the near-term cumulative impact at the intersection of McCarthy Boulevard-O'Toole Avenue /Montague Expressway to a less than significant level.

- ***Option 1*** – Widen the northbound approach approximately three feet to provide a dedicated right turn lane from northbound O'Toole Avenue to eastbound Montague Expressway. With this improvement, the intersection would operate at LOS D during the AM peak hour and LOS F during the PM peak hour. The dedicated right turn lane would extend from Rincon Avenue to Montague Expressway, approximately 250 feet. Preliminary engineering drawings indicate that this mitigation can be implemented within the existing right-of-way. This would be accomplished by shifting the existing lanes on the south leg of this intersection approximately three feet to the west. The south half of the intersection is within the jurisdiction of the City of San José and, therefore, the above-described mitigation is outside the control of the City of Milpitas to implement, and does not return the intersection to an acceptable level of service (LOS E or better).

- ***Option 2*** – If subsequent evaluation of the mitigation proposed in Option 1 determines that the lane shift is not feasible, then right-of-way acquisition along the east side of the north approach would be necessary. The south half of the intersection is within the jurisdiction of the City of San José and, therefore, the above-described mitigation is outside the control of the City of Milpitas to implement. Mitigation that reduces sidewalk widths below the City standard is not allowed under City of San José Transportation Impact Policy 5-3. The standard sidewalk width in North San José is five feet. The existing sidewalk is five and one-half feet wide. Therefore, in order to implement this mitigation consistent with adopted policy, approximately two and one-half feet of right-of-way behind the sidewalk would need to be acquired from the adjacent property owner for the length of the dedicated right turn lane. This equates to the acquisition of approximately 625 square feet of right-of-way (i.e., 2.5 square feet x 250 feet = 625 square feet). The mitigation would also require relocating existing utilities (e.g., a light pole). The landscape reduction and utility relocation would result in a secondary significant impact.

- ***Option 3*** – A square-loop interchange is planned to be constructed at the intersection of McCarthy Boulevard-O'Toole Avenue/Montague Expressway under Phase 3 of the North San José Area Development Policy (NSJADP). With the square loop interchange, a level of service is not reported at this location because the intersection is eliminated (Montague Expressway will be elevated over McCarthy Boulevard with on and off-ramps located to the west). The project's impact at this location will be less than significant. The City of San José has stated that payment of an in-lieu fee towards the planned square-loop interchange is acceptable and is the preferred mitigation for the project impact at this intersection. The dollar amount of the in-lieu fee would be equal to the cost to implement the lane shift (Option 1) or the appraised value of the right-of-way needed to construct the dedicated right turn lane (625 square feet, described in Option 2, above). The NSJADP is the adopted program that would allow for a fair-share contribution to this mitigation. The NSJADP does not establish a timeline for the development phases. The amount of development and its timing will be determined by the economy, and regional markets. Therefore, if the City of Milpitas accepts the City of San José's timeline for implementation of the mitigation (i.e., unknown), then payment of the in-lieu fee would mitigate the project's traffic impact at the intersection of McCarthy Boulevard-O'Toole Avenue /Montague Expressway.

CITY OF FREMONT INTERSECTION

Dixon Landing Road / McCarthy Boulevard (Intersection #1) – The addition of near-term cumulative projects degrades the level of service at this location from acceptable (LOS B in the AM and PM peak hours) under Near-Term Cumulative Conditions to unacceptable (LOS F in the AM and PM peak hours). No capacity improvements are considered feasible at this intersection due to building and right-of-way constraints; however, increasing the cycle length to 90 seconds would improve operations to LOS D in the AM peak hour and increasing the cycle length to 110 would improve operations to LOS D- in the PM peak hour and mitigate the Near-Term Cumulative impact to a less than significant level. Because the signal timing modifications are under the control of the City of Fremont and signal modifications alone are not considered acceptable mitigation, the Near-Term Cumulative impact at this intersection is considered **significant and unavoidable**.

PEDESTRIAN, BICYCLE, AND TRANSIT IMPACTS AND MITIGATION

The project impact to pedestrian, bicycle, and transit facilities are discussed in the Existing with Project Conditions Chapter and the results are expected to be similar under this scenario. Secondary impacts associated with widening intersections for vehicle movements will include removal of trees, relocation of utilities, lengthening of crosswalks, and/or modification of signal phasing that could increase the crossing

distance/time for pedestrians. Improvements resulting in these secondary impacts are not recommended because of the potential to reduce travel demand for these active transportation modes.

The City of Milpitas General Plan Circulation Element (City of Milpitas, updated October 2010) includes the following guiding principles supporting pedestrian and bicycle circulation:

3.d-G-1 Implement the goals, objectives, and benchmarks of the Bikeways Master plan.

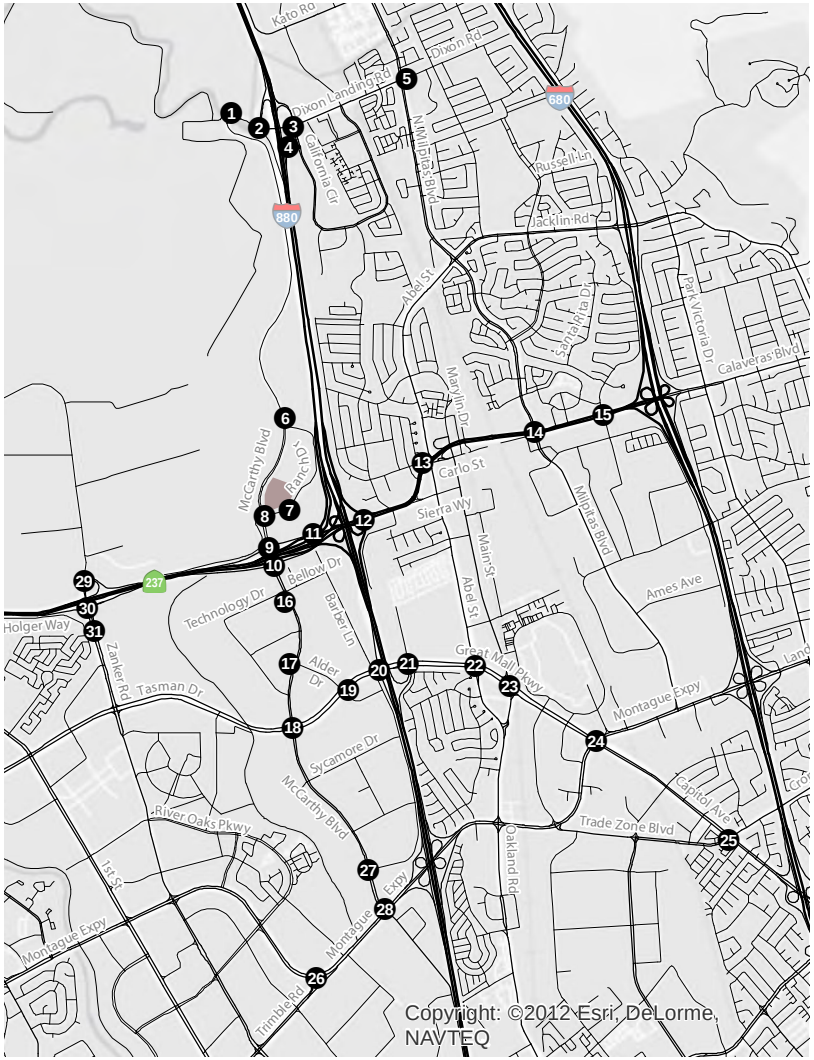
3.d-G-2 Promote walking and bicycling for transportation and recreation purposes by providing a comprehensive system of sidewalks, bicycle lanes and routes and off-street trails that connects all parts of the City.

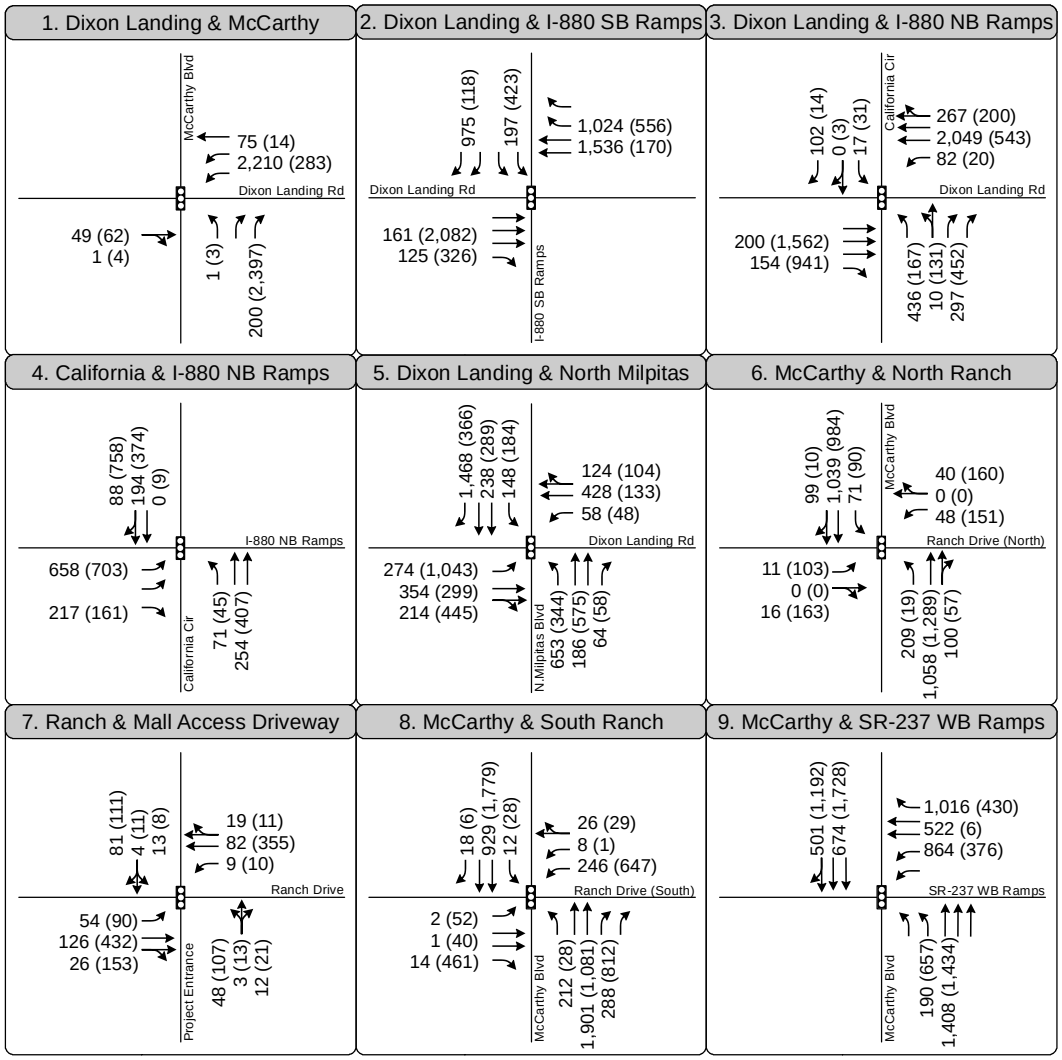
3.d-G-3 Provide adequate bicycle parking and end-of trip support facilities for bicyclists at centers of public and private activity.

3.d-G-4 Promote intermodal commuting options.

3.d-G-5 Encourage a mode shift to non-motorized transportation by expanding current pedestrian and bicycle facilities.

These policies in connection with statewide complete streets policies are intended to balance transportation investments and promote active travel modes like walking and bicycling.





Turn Lane

AM (PM) Peak Hour Traffic Volume

Study Intersection

Signalized Intersection

Figure 12a

Near-Term Cumulative without Project Lane Configurations, Traffic Controls, and Peak Hour Traffic Volumes Intersections 1 - 9 of 31

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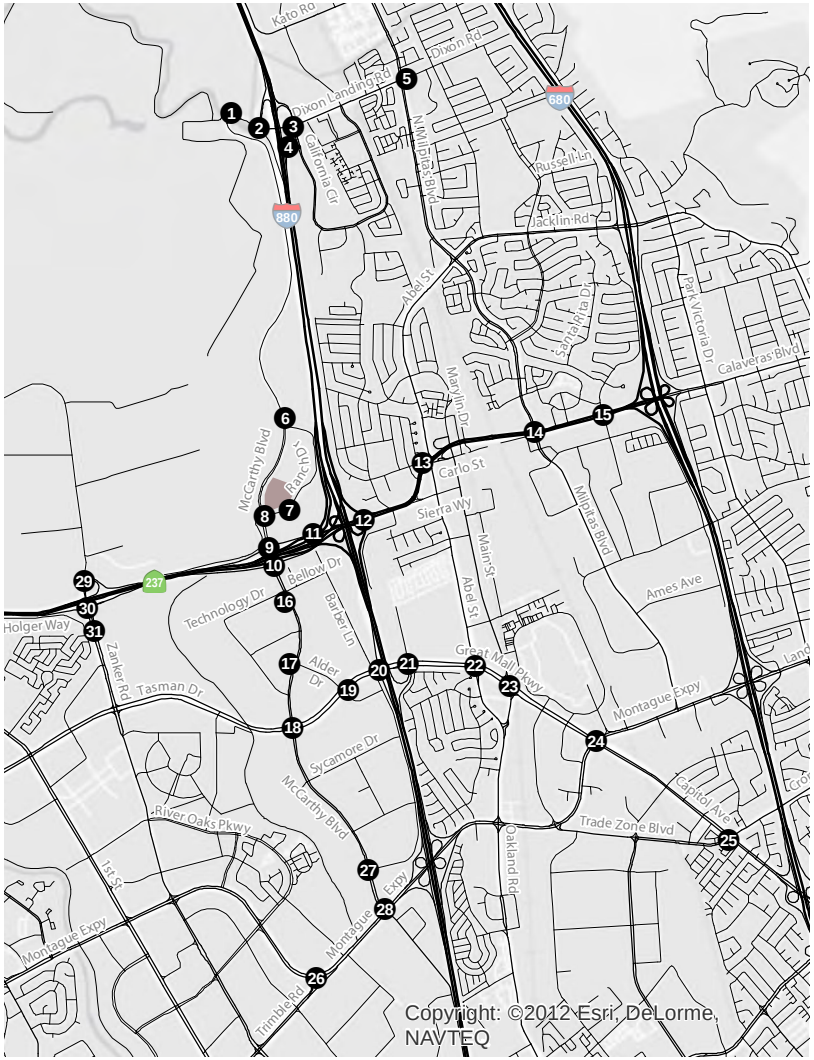

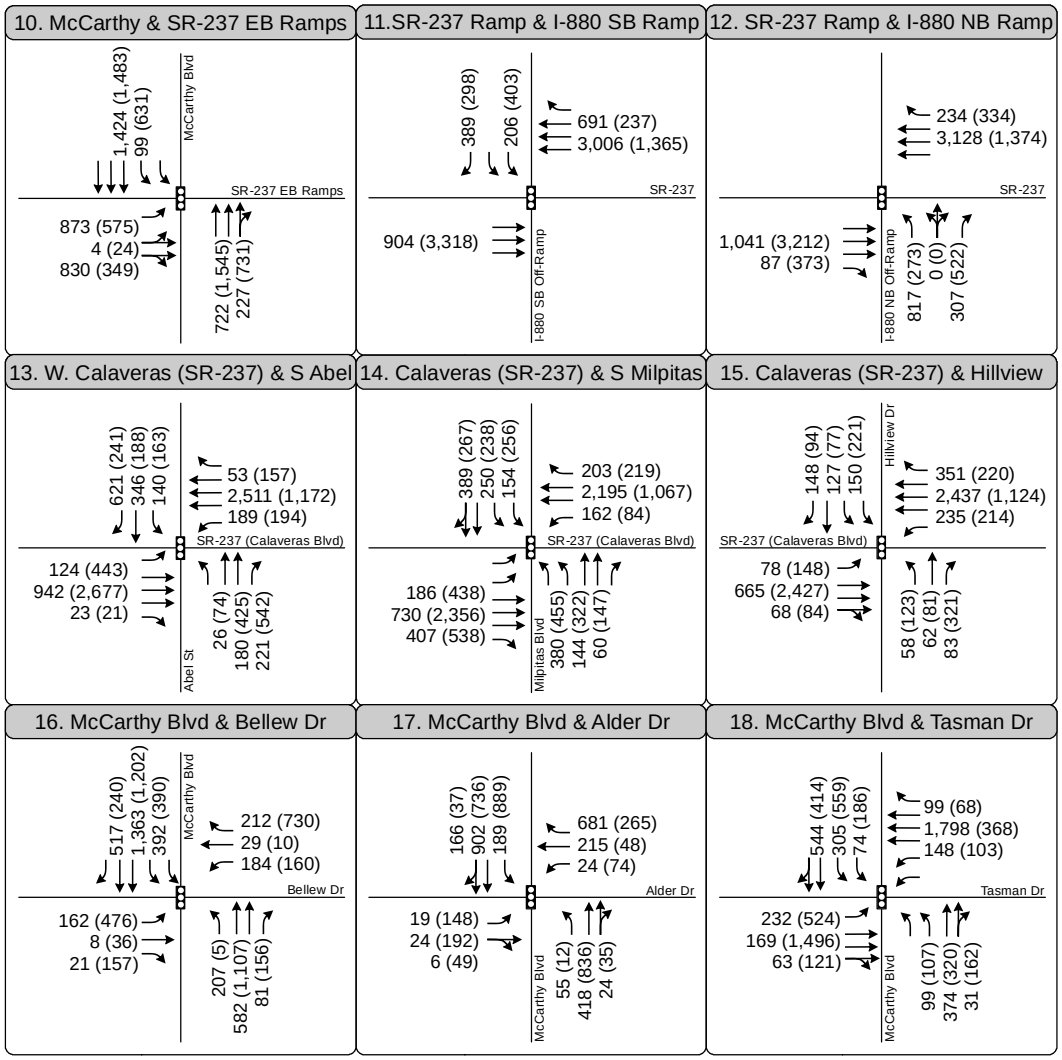

Turn Lane

AM (PM) Peak Hour Traffic Volume

1 Study Intersection

Signalized Intersection

Figure 12b

Near-Term Cumulative without Project Lane Configurations, Traffic Controls, and Peak Hour Traffic Volumes Intersections 10 - 18 of 31

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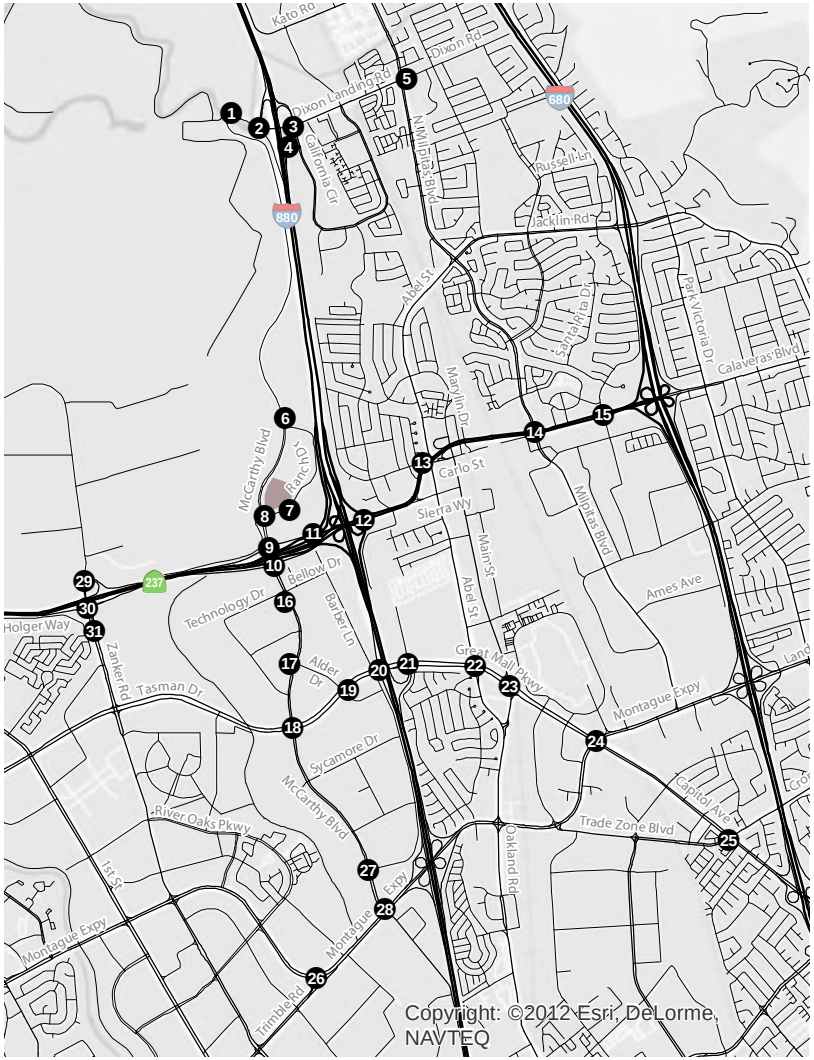

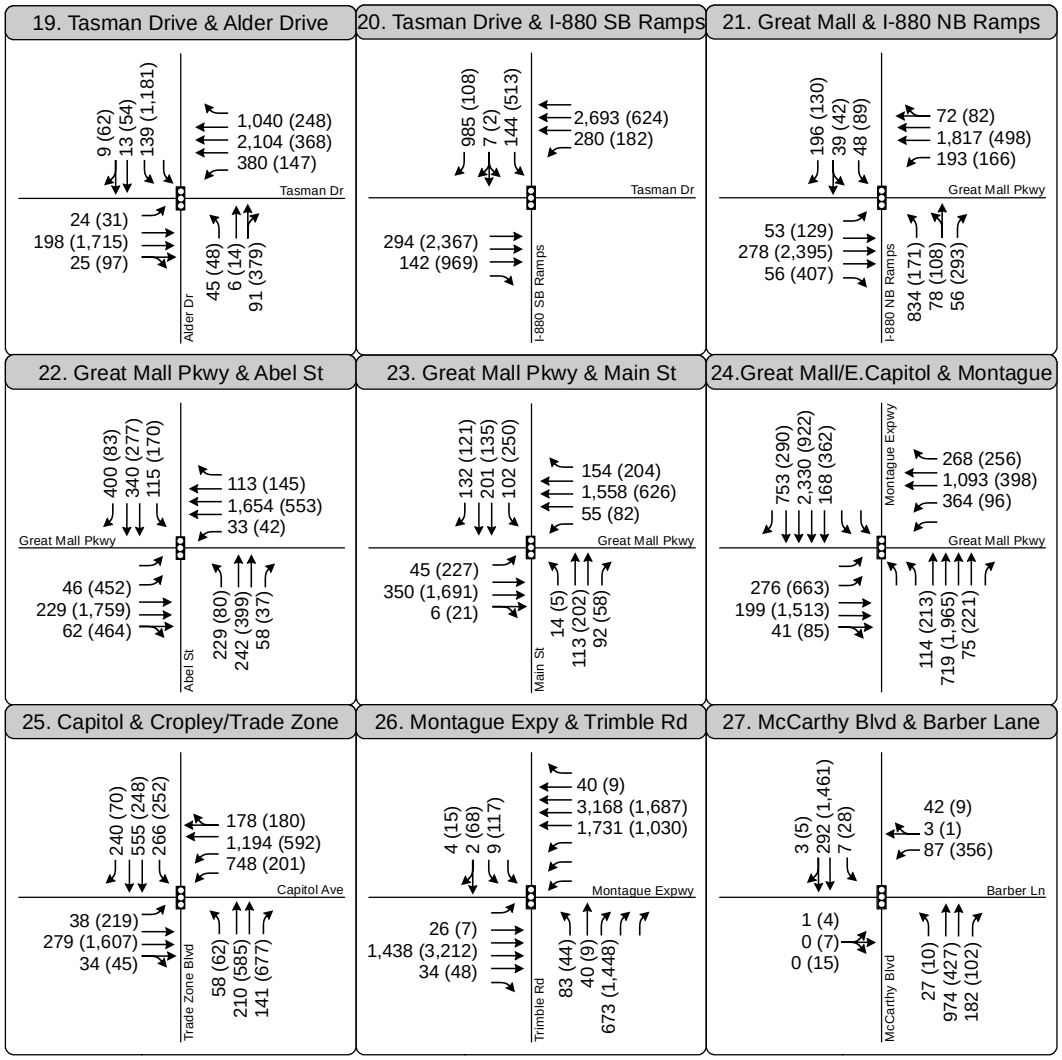

Turn Lane

AM (PM) Peak Hour Traffic Volume

1 Study Intersection

Signalized Intersection

Figure 12c

Near-Term Cumulative without Project Lane Configurations, Traffic Controls, and Peak Hour Traffic Volumes Intersections 19 - 27 of 31

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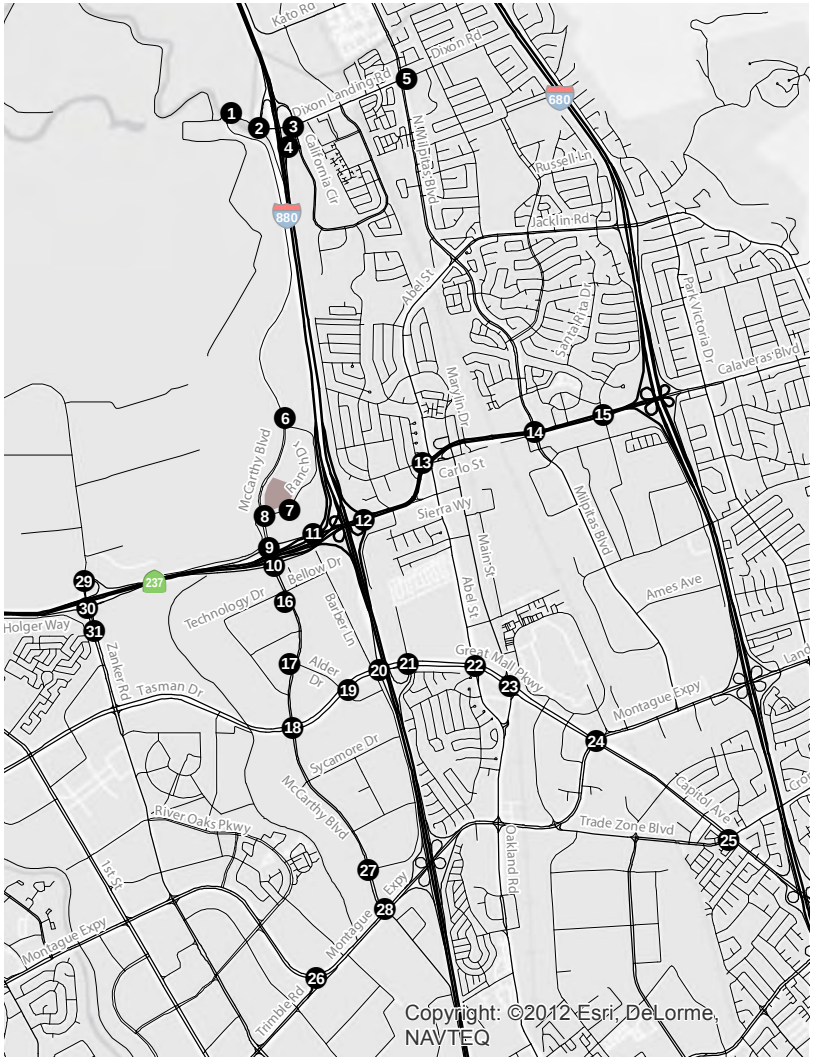

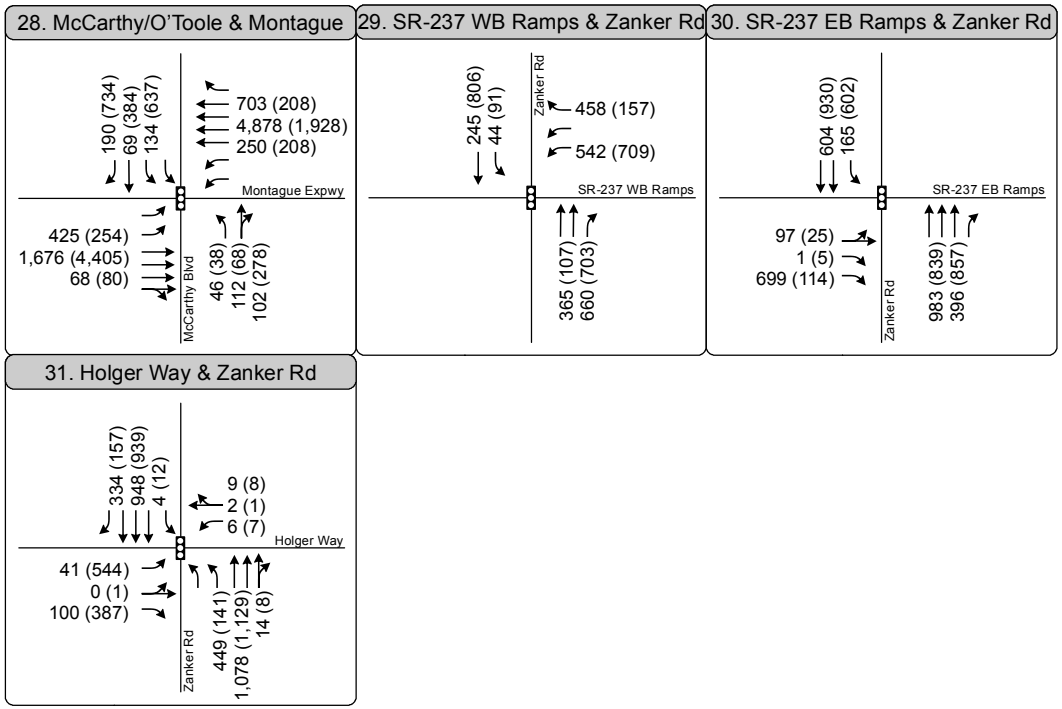

→	Turn Lane
AM (PM)	Peak Hour Traffic Volume
1	Study Intersection
	Signalized Intersection

Figure 12d

Near-Term Cumulative without Project Lane Configurations, Traffic Controls, and Peak Hour Traffic Volumes Intersections 28 - 31 of 31

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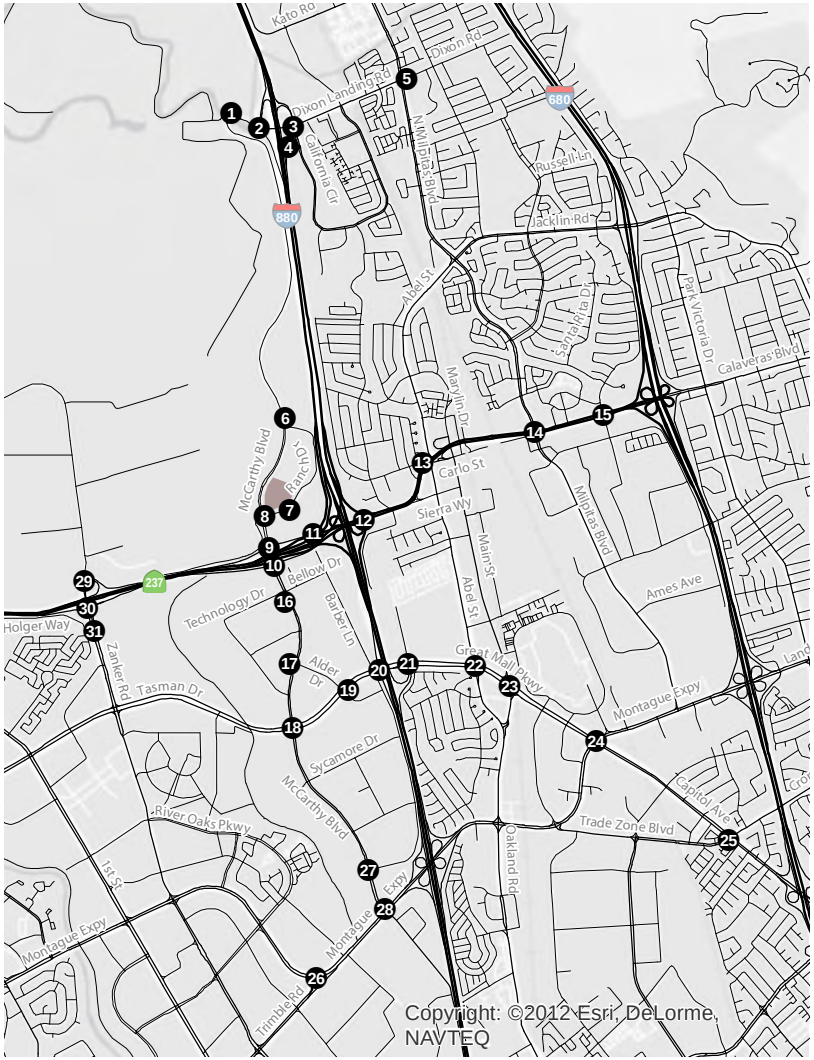

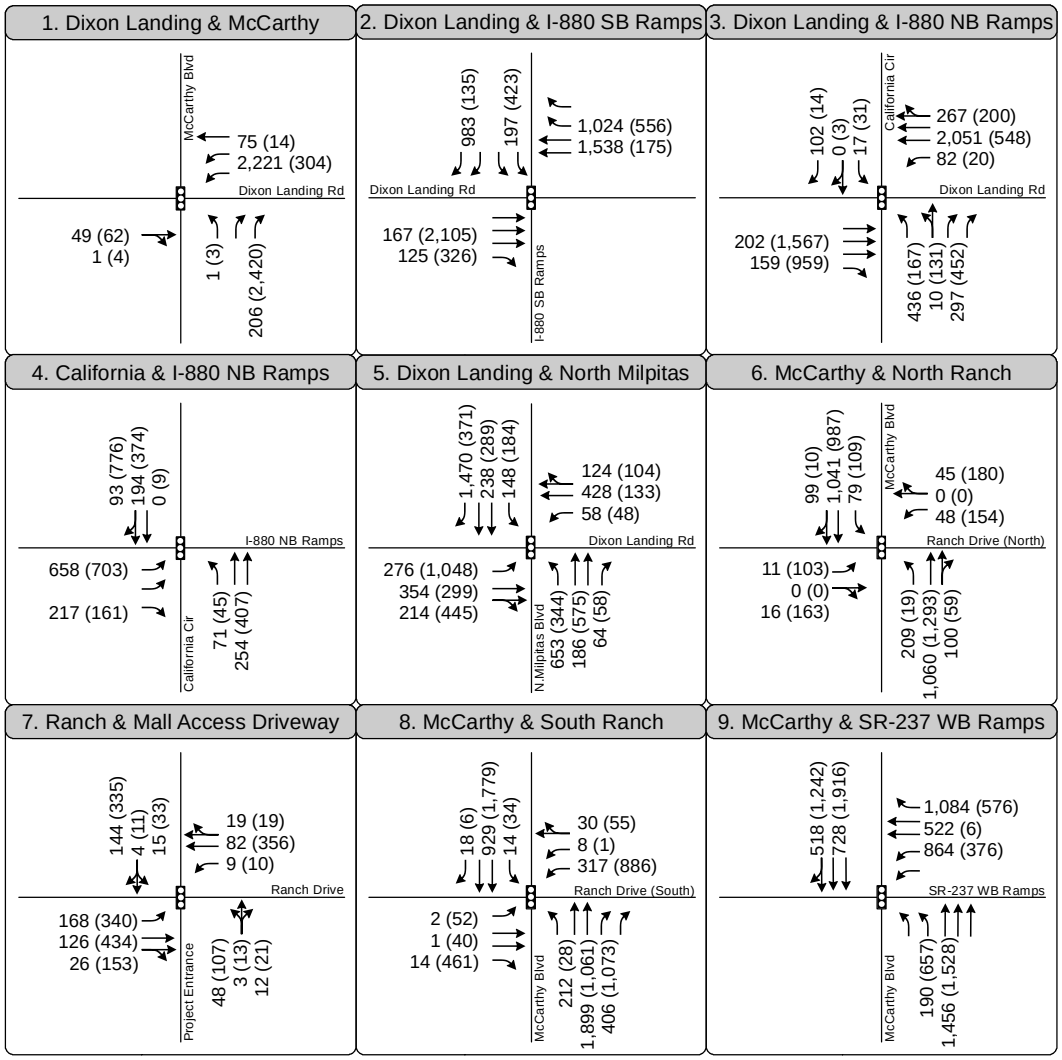

Turn Lane

AM (PM) Peak Hour Traffic Volume

1 Study Intersection

Signalized Intersection

Figure 13a

Near-Term Cumulative with Project Lane Configurations, Traffic Controls, and Peak Hour Traffic Volumes Intersections 1 - 9 of 31

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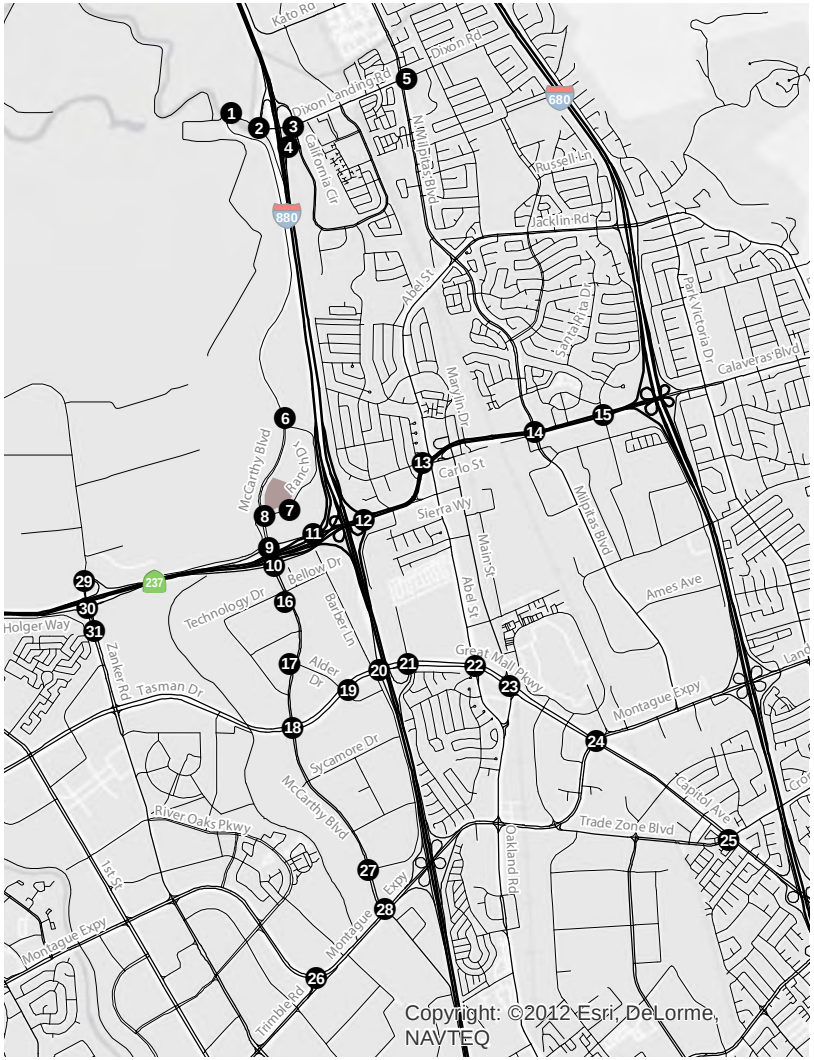

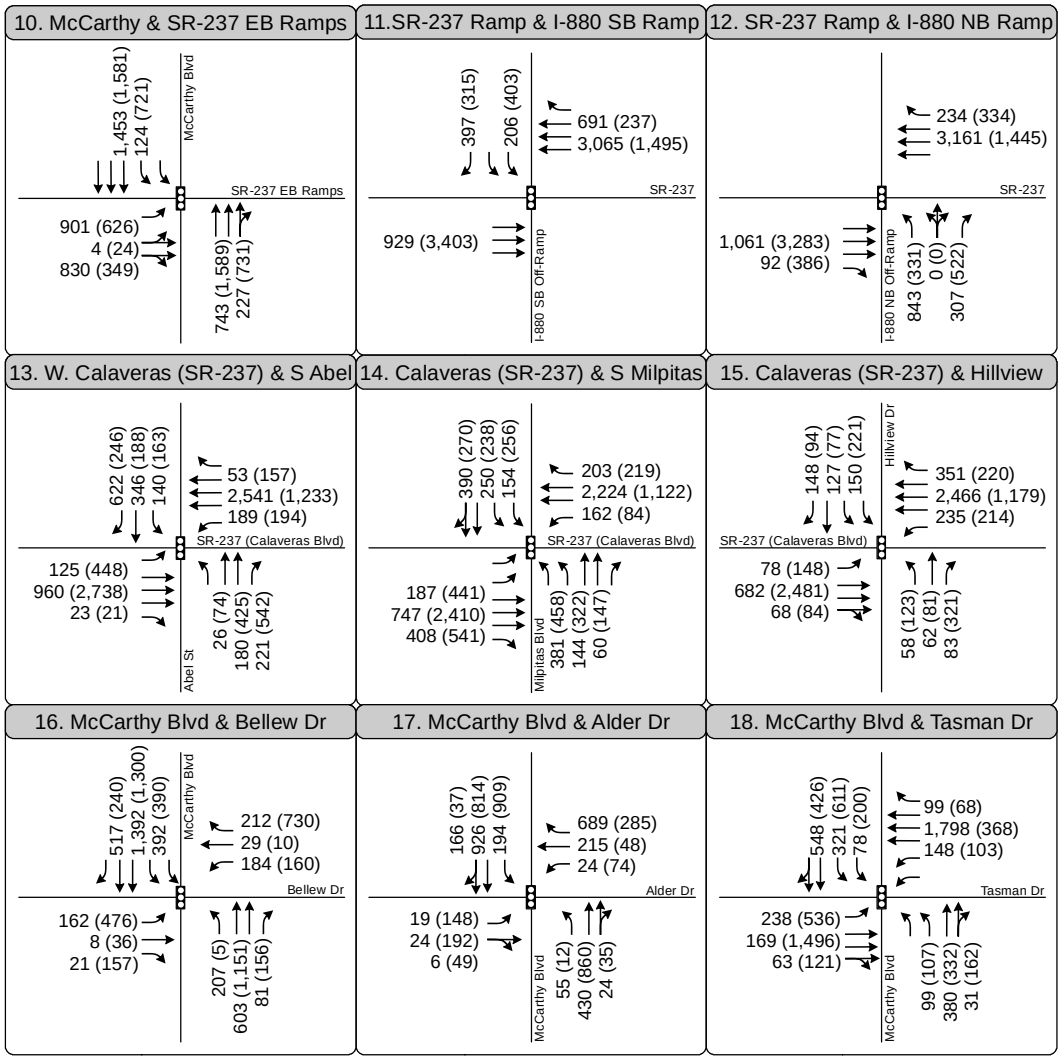

Turn Lane

AM (PM) Peak Hour Traffic Volume

1 Study Intersection

Signalized Intersection

Figure 13b

Near-Term Cumulative with Project Lane Configurations, Traffic Controls, and Peak Hour Traffic Volumes Intersections 10 - 18 of 31

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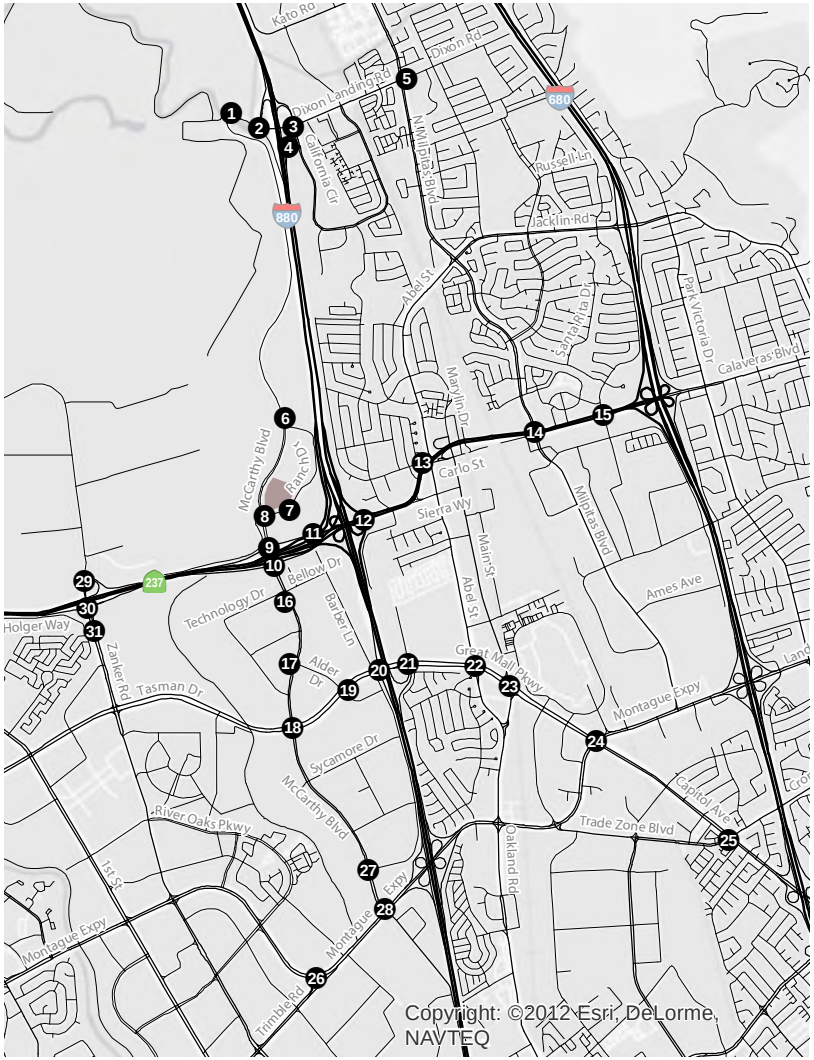

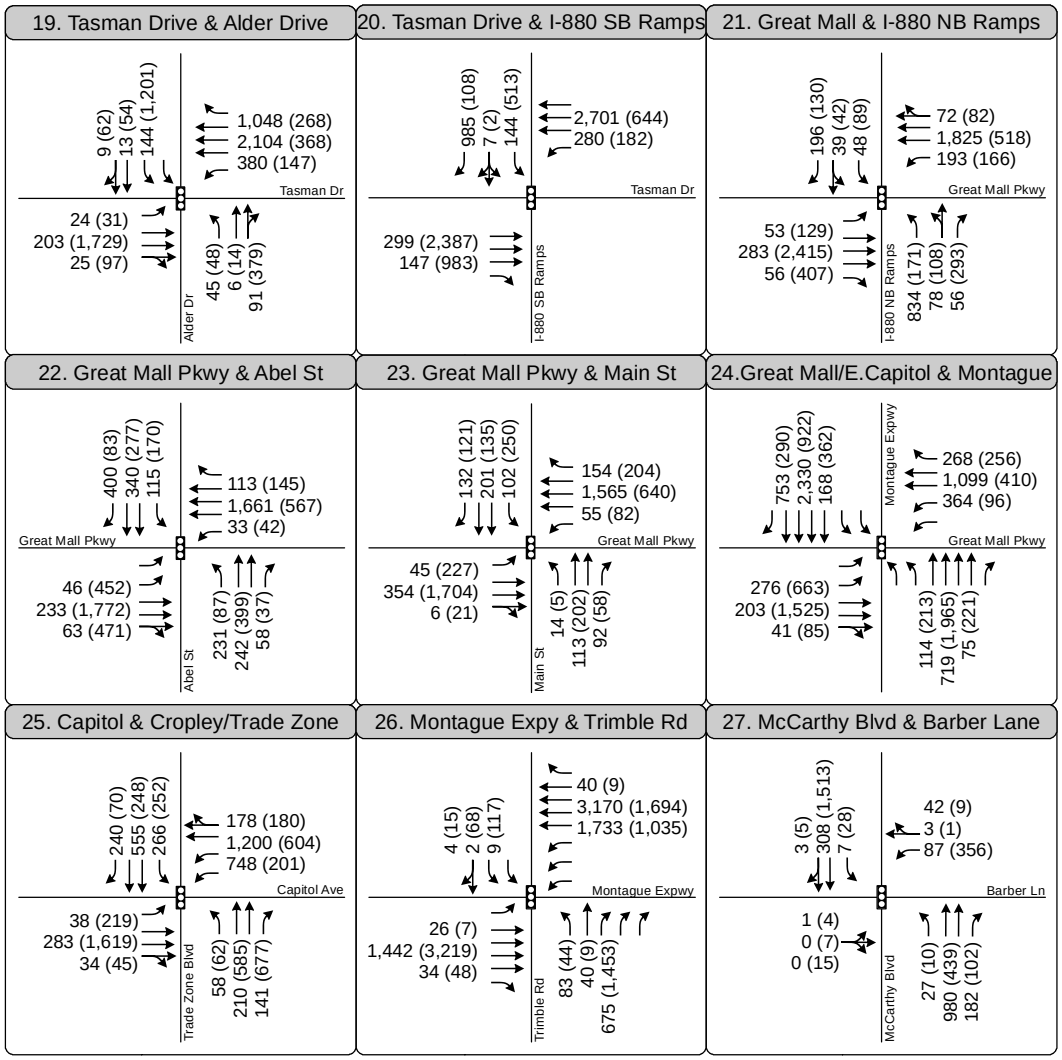

Turn Lane

AM (PM) Peak Hour Traffic Volume

Study Intersection

Signalized Intersection

Figure 13c

Near-Term Cumulative with Project Lane Configurations, Traffic Controls, and Peak Hour Traffic Volumes Intersections 19 - 27 of 31

FEHR PEERS

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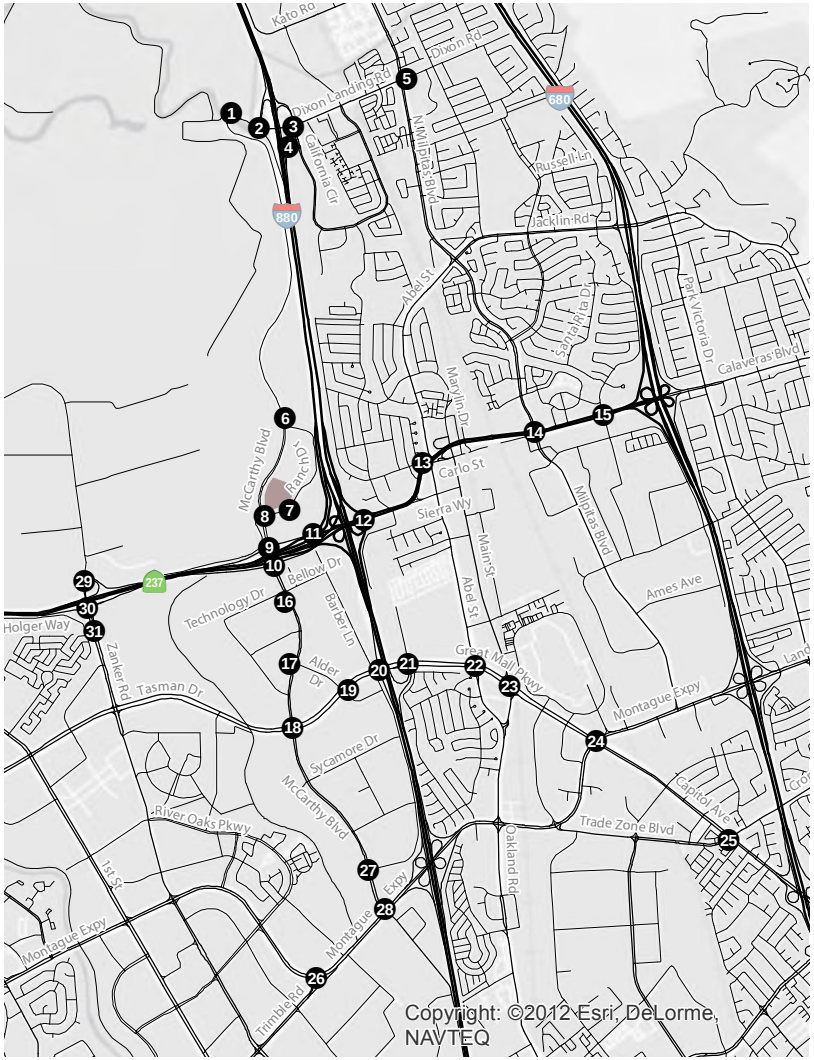

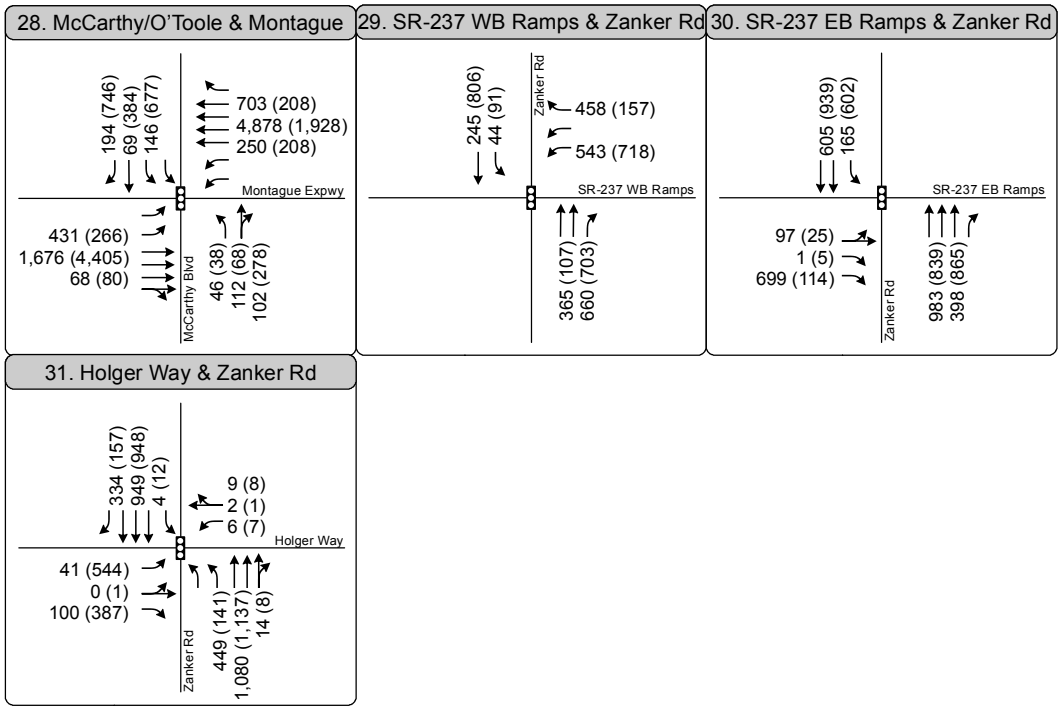

	Turn Lane
AM (PM)	Peak Hour Traffic Volume
1	Study Intersection
	Signalized Intersection

Figure 13d

Near-Term Cumulative with Project Lane Configurations, Traffic Controls, and Peak Hour Traffic Volumes Intersections 28 - 31 of 31

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6. YEAR 2035 CONDITIONS

This chapter discusses the analysis of Year 2035 Conditions (without and with the project) that was conducted using projected roadway link volumes per City of Milpitas guidelines. Peak-hour roadway segment volumes are used for this long-term analysis since estimating intersection turning movement volumes for 2035 is considered speculative. This analysis is conducted during the AM and PM peak commute period when this project will generate the greatest number of peak hour trips.

YEAR 2035 TRAFFIC VOLUMES

YEAR 2035 WITHOUT PROJECT VOLUMES

Year 2035 PM peak-hour roadway segment traffic volumes were obtained from the VTA Year 2035 Travel Demand Forecast (TDF) model. The model land use was refined in the McCarthy Ranch shopping center area to reflect a future 0.5 floor-to-area ratio (FAR) for office development.

YEAR 2035 WITH PROJECT VOLUMES

The net difference in new project trips presented in Chapter 3 was added to these volumes to generate Year 2035 with Project Conditions.

YEAR 2035 NETWORK ASSUMPTIONS

The Year 2035 roadway network includes planned transportation improvements that have a high probability of receiving funding in the future. Within the study area, the following improvements were identified (VTP 2035 project number included):

- Calaveras Boulevard Overpass Widening (VTP ID R11) – Replace the four-lane bridge over the Union Pacific railroad tracks with a new six-lane structure. This project includes intersection improvements at Abel Street and from the overpass west to Abbott Avenue on Calaveras Boulevard.

- Dixon Landing Road Widening (VTP ID R13) – Dixon Landing Road will be widened from four to six travel lanes between North Milpitas Boulevard and I-880.

- State Route 237 Express Lanes: I-880 to Mathilda Avenue (VTP ID H9) – SR 237 will convert existing HOV lanes to express lanes from I-880 to Mathilda Avenue.

- I-880 and Montague Expressway Interchange Improvement (VTP ID H72) – Montague Expressway will have a partial cloverleaf interchange onto and off of I-880.

- Montague Expressway Widening (VTP ID X13 & X14) – Montague Expressway will widen to eight lanes between Lick Mill Boulevard and Park Victoria Drive with designated new lanes between Lick Mill Boulevard and I-680 as HOV lanes.

- I-880 Widening Projects (VTP ID H74) – I-880 will be widened to include a high-occupancy vehicle lane from SR-237 to Old Bayshore.

- Fremont Boulevard Extension to Dixon Landing Road (City of Fremont 2035 General Plan) – Fremont Boulevard will be extended southward from its current terminus near Lakeview Drive to Dixon Landing Road. The extension will include two lanes of travel in each direction and will form the forth leg of the McCarthy Boulevard/Dixon Landing Road intersection. This extension is located within the City of Fremont and will be funded by the developer of the King-Lyon Property.

YEAR 2035 ROADWAY SEGMENT LEVELS OF SERVICE

As shown in **Tables 11** and **12** illustrating Year 2035 Conditions in the AM and PM peak hours, respectively, the addition of project traffic is expected to exacerbate unacceptable operations on six roadway segments in the AM peak hour and nine roadway segments in the PM peak hour in Year 2035. The impacted segments are identified in bold.

YEAR 2035 ROADWAY SEGMENT IMPACTS AND MITIGATION MEASURES

Cumulative impacts of the project were identified by comparing the results of the level of service calculations under Year 2035 with Project Conditions to the results under Year 2035 without Project Conditions. Significant impacts to roadway segments occur if one of the following occurs:

- The addition of traffic from the proposed project degrades operations under Year 2035 without Project Conditions from an acceptable level of service to an unacceptable level, or

- The proposed project adds trips that are more than one percent of the segment's capacity when the segment is operating unacceptably under Year 2035 without Project Conditions.

Acceptable operations are defined as LOS D or better for City roadway segments and LOS E or better for CMP roadway segments. Based on the minimum LOS policy, the thresholds described above, and the information in **Tables 11** and **12**, the implementation of the proposed project is expected to cause a significant impact on the following segments:

- Calaveras Boulevard: Abel Street to Abbott Avenue (WB, AM)
- Calaveras Boulevard: Abbott Avenue to Interstate 880 (WB, AM)
- McCarthy Boulevard: Ranch Drive (south) to SR 237 Eastbound Ramps (SB, AM)
- McCarthy Boulevard: SR 237 Eastbound Ramps to Technology Drive (SB, AM & PM)
- McCarthy Boulevard: Technology Drive to Alder Lane (SB, AM & PM)
- McCarthy Boulevard: Alder Lane to Tasman Drive (SB, PM)
- McCarthy Boulevard: Tasman Drive to Montague Expressway (SB, PM)
- McCarthy Boulevard: Montague Expressway to Tasman Drive (NB, PM)
- McCarthy Boulevard: Technology Drive to SR 237 Eastbound Ramps (NB, PM)
- McCarthy Boulevard: SR 237 Eastbound Ramps to Ranch Drive (south) (NB, AM & PM)
- Tasman Drive: North First Street to Baypointe Drive (EB, PM)
- Tasman Drive: McCarthy Boulevard to Interstate 880 (EB, PM)

To improve the LOS, these roadway segments could be widened to meet the current level of service standard as listed below.

- Widen westbound Calaveras Boulevard between Abbott Avenue and Interstate 880 from 3 to 4 lanes.
- Widen both directions of McCarthy Boulevard between Ranch Drive (south) and Montague Expressway from 2 to 3 lanes in each direction.
- Widen the eastbound direction of Tasman Drive between North First Street and Baypoint Drive.
- Widen the eastbound direction of Tasman Drive between McCarthy Boulevard and Interstate 880.

While widening these roadways would result in improved levels of service and decreased vehicle delays, the additional pavement width will cause secondary impacts such as tree removal, lengthening of crosswalks, and/or modification of signal phasing that could increase the crossing distance/time for pedestrians. As previously determined by City staff in the *Campus at McCarthy Ranch Environ*mental *Impact Report* (November, 2008) the right-of-way cannot be acquired for McCarthy Ranch between Ranch Drive (south) and SR 237 east ramps. Furthermore, the Tasman Drive roadway segment between North First Street and Baypoint Drive is owned and maintained by the City of San José; thus, implementation of this improvement cannot be guaranteed.

Roadway widening also provides capacity that is not needed for the majority of the day outside the peak periods. Furthermore wider roadways, in general, are inconsistent with goals promoting a more livable city, cause greater impacts to biological resources and discourage roadway use by pedestrians and bicyclists. In addition, mitigating impacts to affected roadway segments can result in high infrastructure costs including acquisition of additional right-of-way.

Partial mitigation can include efforts to reduce single occupant vehicle trips by implementing a comprehensive Transportation Demand Management (TDM) Program. To manage deficient freeway operations, potential TDM measures that reduce vehicle trips are described in the VTA *Immediate Implementation Action List* (See **Appendix F).** The VTA action list is supplemented by a list of transportation demand management measures described in a report titled *Quantifying Greenhouse Gas Mitigation Measures: A Resource for Local Government to Assess Emission Reductions from Greenhouse Gas Mitigation Measures* by the California Air Pollution Control Officers Association (CAPCOA) (August, 2010) to reduce vehicle trips. While a successful TDM program may incrementally reduce the traffic, it by itself would not reduce the identified impact to a less-than-significant level. Therefore, the addition of project traffic results in a ***significant and unavoidable*** impact to the identified roadway segments.

TABLE 11: YEAR 2035 AM PEAK HOUR FORECASTS: WITHOUT AND WITH PROJECT

From	To	Direction	Capacity	2035 without Project		Project Trips	2035 with Project		% Change	Impact?
				V/C	LOS		V/C	LOS		
Calaveras Boulevard (CMP Facility)										
I-880	Abbott Avenue	EB	3800	0.63	B	22	0.64	B	0.58%	No
		WB	2850	**1.16**	**F**	35	**1.17**	**F**	**1.23%**	**Yes**
Abbott Avenue	Abel Avenue	EB	3800	0.63	B	22	0.63	B	0.58%	No
		WB	2850	**1.13**	**F**	35	**1.14**	**F**	**1.23%**	**Yes**
Abel Avenue	Milpitas Boulevard	EB	4350	0.45	A	20	0.45	A	0.46%	No
		WB	4350	0.95	E	33	0.96	E	0.76%	No
Milpitas Boulevard	Hillview Drive	EB	2850	0.54	A	19	0.55	A	0.67%	No
		WB	2850	0.97	E	31	0.98	E	1.09%	No
Hillview Drive	I-680	EB	2850	0.46	A	19	0.47	A	0.67%	No
		WB	2850	0.94	E	31	0.95	E	1.09%	No

TABLE 11: YEAR 2035 AM PEAK HOUR FORECASTS: WITHOUT AND WITH PROJECT

From	To	Direction	Capacity	2035 without Project		Project Trips	2035 with Project		% Change	Impact?
				V/C	LOS		V/C	LOS		
Montague Expressway (CMP Facility)										
Zanker Road	Plumeria Drive	EB WB	5800 5800	0.5 0.76	A C	4 2	0.5 0.76	A C	0.07% 0.03%	No No
Plumeria Drive	Trimble Road	EB WB	5800 5800	0.61 0.88	B D	4 2	0.61 0.88	B D	0.07% 0.03%	No No
Trimble Road	McCarthy Boulevard	EB WB	5800 5800	0.68 **1.04**	B **F**	6 4	0.69 **1.04**	B **F**	0.10% 0.07%	No No
McCarthy Boulevard	I-880	EB WB	5800 5800	0.57 **1.04**	A **F**	11 0	0.58 **1.04**	A **F**	0.19% 0.00%	No No
I-880	S. Main Street	EB WB	5800 5800	0.58 0.91	A E	0 0	0.58 0.91	A E	0.00% 0.00%	No No
S. Main Street	McCandless Drive	EB WB	5800 5800	0.48 0.96	A E	0 0	0.48 0.96	A E	0.00% 0.00%	No No
McCandless Drive	Great Mall Parkway	EB WB	5800 5800	0.31 0.81	A D	0 0	0.31 0.81	A D	0.00% 0.00%	No No
Great Mall Parkway	S. Milpitas Boulevard	EB WB	5800 5800	0.42 0.86	A D	0 0	0.42 0.86	A D	0.00% 0.00%	No No
S. Milpitas Boulevard	I-680	EB WB	5800 5800	0.31 0.82	A D	0 0	0.31 0.82	A D	0.00% 0.00%	No No
McCarthy Boulevard										
Dixon Landing Road	Ranch Dr (N)	NB SB	1900 1900	0.81 **1.00**	D **F**	6 11	0.82 **1.01**	D **F**	0.32% 0.58%	No No
Ranch Dr (N)	Ranch Dr (S)	NB SB	1800 1800	**0.98** **1.04**	**E** **F**	2 2	**0.98** **1.05**	**E** **F**	0.11% 0.11%	No No
Ranch Dr (S)	SR 237 EB Ramps	NB SB	1800 1800	**0.96** **1.08**	**E** **F**	116 70	**1.03** **1.12**	**F** **F**	**6.44%** **3.89%**	**Yes** **Yes**
SR 237 EB Ramps	Technology Dr	NB SB	1800 1800	0.74 **1.18**	C **F**	21 54	0.75 **1.21**	C **F**	1.17% **3.00%**	No **Yes**

TABLE 11: YEAR 2035 AM PEAK HOUR FORECASTS: WITHOUT AND WITH PROJECT

From	To	Direction	Capacity	2035 without Project		Project Trips	2035 with Project		% Change	Impact?
				V/C	LOS		V/C	LOS		
Technology Dr	Alder Lane	NB	1800	0.85	D	12	0.86	D	0.67%	No
		SB	1800	**0.93**	**E**	28	**0.95**	**E**	**1.56%**	**Yes**
Alder Lane	Tasman Dr	NB	1800	0.85	D	9	0.86	D	0.50%	No
		SB	1800	0.82	D	22	0.83	D	1.22%	No
Tasman Dr	Montague Expwy	NB	1800	**1.06**	**F**	9	**1.06**	**F**	0.50%	No
		SB	1800	0.82	D	15	0.83	D	0.83%	No
Tasman Drive/Great Mall Parkway/Capitol Avenue										
North First Street	Baypointe Drive	EB	1800	0.59	A	6	0.59	A	0.33%	No
		WB	1800	**0.92**	**E**	4	**0.92**	**E**	0.22%	No
Baypointe Drive	Zanker Road	EB	1800	**1.01**	**F**	6	**1.01**	**F**	0.33%	No
		WB	1800	**1.03**	**F**	4	**1.03**	**F**	0.22%	No
Zanker Road	McCarthy Boulevard	EB	2700	0.81	D	6	0.81	D	0.22%	No
		WB	2700	**1.16**	**F**	4	**1.16**	**F**	0.15%	No
McCarthy Boulevard	I-880	EB	2700	0.45	A	9	0.45	A	0.33%	No
		WB	2700	**1.18**	**F**	8	**1.19**	**F**	0.30%	No
I-880	S. Main Street	EB	2700	0.34	A	5	0.35	A	0.19%	No
		WB	2700	**1.2**	**F**	8	**1.2**	**F**	0.30%	No
S. Main Street	Montague Expwy	EB	2700	0.84	D	4	0.84	D	0.15%	No
		WB	1800	**1.05**	**F**	7	**1.06**	**F**	0.39%	No
Montague Expressway	Capewood Lane	EB	2700	0.72	C	4	0.72	C	0.15%	No
		WB	1800	**1.02**	**F**	6	**1.03**	**F**	0.33%	No
Capewood Lane	Trade Zone Blvd	EB	2700	0.26	A	4	0.27	A	0.15%	No
		WB	1800	**0.93**	**E**	6	**0.94**	**E**	0.33%	No
Milpitas Boulevard										
Scott Creek Road	Dixon Landing Road	NB	1800	0.69	B	0	0.69	B	0.00%	No
		SB	1800	0.8	C	2	0.8	C	0.11%	No
Dixon Landing Road	Jacklin Road	NB	1800	**0.94**	**E**	0	**0.94**	**E**	0.00%	No
		SB	1800	0.83	D	0	0.83	D	0.00%	No

TABLE 11: YEAR 2035 AM PEAK HOUR FORECASTS: WITHOUT AND WITH PROJECT

From	To	Direction	Capacity	2035 without Project		Project Trips	2035 with Project		% Change	Impact?
				V/C	LOS		V/C	LOS		
Jacklin Road	Calaveras Boulevard	NB SB	1800 1800	0.5 **0.95**	A **E**	1 1	0.5 **0.95**	A **E**	0.06% 0.06%	No No
Calaveras Boulevard	Yosemite Drive	NB SB	1800 1800	**0.94** 0.64	**E** B	1 1	**0.94** 0.64	**E** B	0.06% 0.06%	No No
Yosemite Drive	Montague Expressway	NB SB	1800 1800	**0.95** 0.88	**E** D	0 0	**0.95** 0.88	**E** D	0.00% 0.00%	No No
Scott Creek Road										
Warm Springs Road	I-680	EB WB	1900 1900	0.41 **1.05**	A **F**	0 2	0.41 **1.06**	A **F**	0.00% 0.11%	No No
Alder Drive										
McCarthy Drive	Tasman Dr	NB SB	1100 1100	0.57 0.22	A A	0 0	0.57 0.22	A A	0.00% 0.00%	No No
Abel Street										
N. Milpitas Boulevard	Calaveras Boulevard	NB SB	1800 1800	0.54 **0.97**	A **E**	1 1	0.54 **0.97**	A **E**	0.06% 0.06%	No No
Calaveras Boulevard	Great Mall Parkway	NB SB	1800 1800	0.68 **1.09**	B **F**	1 1	0.68 **1.09**	B **F**	0.06% 0.06%	No No
Great Mall Parkway	S. Main Street	NB SB	1800 1800	0.6 0.28	A A	2 1	0.6 0.28	A A	0.11% 0.06%	No No
Dixon Landing Road										
McCarthy Boulevard	I-880	EB WB	2700 2700	0.44 0.76	A C	6 11	0.45 0.77	A C	0.22% 0.41%	No No
I-880	Milmont Drive	EB WB	2700 2700	0.42 **1.02**	A **F**	2 2	0.42 **1.02**	A **F**	0.07% 0.07%	No No
Milmont Drive	N. Milpitas Boulevard	EB WB	2700 2700	0.37 0.89	A D	2 2	0.37 0.89	A D	0.07% 0.07%	No No

TABLE 11: YEAR 2035 AM PEAK HOUR FORECASTS: WITHOUT AND WITH PROJECT

From	To	Direction	Capacity	2035 without Project		Project Trips	2035 with Project		% Change	Impact?
				V/C	LOS		V/C	LOS		
Jacklin Road										
I-680	N. Milpitas Boulevard	NB SB	1900 1900	0.35 0.76	A C	0 0	0.35 0.76	A C	0.00% 0.00%	No No
Fremont Boulevard										
Lakeview Boulevard	Dixon Landing Road	NB SB	1800 1800	0.62 0.91	B E	0 0	0.62 0.91	B E	0.00% 0.00%	No No
Trimble Road (CMP Facility)										
North First Street	Zanker Road	EB WB	2850 2850	0.72 0.96	C E	2 2	0.72 0.96	C E	0.07% 0.07%	No No
Zanker Road	Junction Avenue	EB WB	2850 2850	0.55 0.87	A D	2 2	0.55 0.87	A D	0.07% 0.07%	No No
Junction Avenue	Montague Expressway	EB WB	2850 2850	0.75 0.89	C D	2 2	0.75 0.89	C D	0.07% 0.07%	No No
Zanker Road										
SR 237	Tasman Dr	NB SB	2700 2700	**0.91** 0.75	**E** C	2 1	**0.91** 0.75	**E** C	0.07% 0.04%	No No
Tasman Drive	Montague Expwy	NB SB	2700 2700	**1.03** **1.12**	**F** **F**	2 1	**1.03** **1.12**	**F** **F**	0.07% 0.04%	No No
Montague Expwy	Plumeria Drive	NB SB	2700 2700	0.6 **0.98**	B **E**	2 1	0.6 **0.98**	B **E**	0.07% 0.04%	No No
Plumeria Drive	Trimble Road	NB SB	2700 2700	**0.97** 0.75	**E** C	1 1	**0.97** 0.75	**E** C	0.04% 0.04%	No No
Main Street										
Great Mall Parkway	Montague Expressway	NB SB	1800 1800	**0.92** **1.1**	**E** **F**	2 1	**0.92** **1.1**	**E** **F**	0.11% 0.06%	No No

Notes:
Bold text indicates deficient roadway operations. **Bold and highlighted** text indicates a potentially significant impact.

Source: Fehr & Peers, October 2012

TABLE 12: YEAR 2035 PM PEAK HOUR FORECASTS: WITHOUT AND WITH PROJECT

From	To	Direction	Capacity	2035 without Project		Project Trips	2035 with Project		% Change	Impact?
				V/C	LOS		V/C	LOS		
Calaveras Boulevard (CMP Facility)										
I-880	Abbott Avenue	EB WB	3800 2850	0.93 0.88	E D	76 76	0.95 0.9	E E	2.00% 2.67%	No No
Abbott Avenue	Abel Avenue	EB WB	3800 2850	0.89 0.87	D D	76 76	0.91 0.9	E D	2.00% 2.67%	No No
Abel Avenue	Milpitas Boulevard	EB WB	4350 4350	0.82 0.52	D A	66 66	0.83 0.54	D A	1.52% 1.52%	No No
Milpitas Boulevard	Hillview Drive	EB WB	2850 2850	0.9 0.59	D A	59 59	0.92 0.61	E B	2.07% 2.07%	No No
Hillview Drive	I-680	EB WB	2850 2850	0.88 0.52	D A	59 59	0.9 0.54	E A	2.07% 2.07%	No No
Montague Expressway (CMP Facility)										
Zanker Road	Plumeria Drive	EB WB	5800 5800	0.69 0.52	B A	7 7	0.69 0.52	B A	0.12% 0.12%	No No
Plumeria Drive	Trimble Road	EB WB	5800 5800	0.8 0.59	C A	7 7	0.8 0.59	C A	0.12% 0.12%	No No
Trimble Road	McCarthy Boulevard	EB WB	5800 5800	**1.02** 0.73	**F** C	12 12	**1.02** 0.74	**F** C	0.21% 0.21%	No No
McCarthy Boulevard	I-880	EB WB	5800 5800	**1.07** 0.7	**F** C	35 0	**1.08** 0.7	**F** C	0.60% 0.00%	No No
I-880	S. Main Street	EB WB	5800 5800	**1.03** 0.53	**F** A	0 0	**1.03** 0.53	**F** A	0.00% 0.00%	No No
S. Main Street	McCandless Drive	EB WB	5800 5800	**1.02** 0.52	**F** A	12 0	**1.02** 0.52	**F** A	0.21% 0.00%	No No
McCandless Drive	Great Mall Parkway	EB WB	5800 5800	0.82 0.39	D A	0 0	0.82 0.39	D A	0.00% 0.00%	No No

TABLE 12: YEAR 2035 PM PEAK HOUR FORECASTS: WITHOUT AND WITH PROJECT

From	To	Direction	Capacity	2035 without Project		Project Trips	2035 with Project		% Change	Impact?
				V/C	LOS		V/C	LOS		
Great Mall Parkway	S. Milpitas Boulevard	EB	5800	0.87	D	0	0.87	D	0.00%	No
		WB	5800	0.5	A	0	0.5	A	0.00%	No
S. Milpitas Boulevard	I-680	EB	5800	0.85	D	0	0.85	D	0.00%	No
		WB	5800	0.4	A	0	0.4	A	0.00%	No
McCarthy Boulevard										
Dixon Landing Road	Ranch Dr (N)	NB	1900	**0.98**	**E**	18	**0.99**	**E**	0.95%	No
		SB	1900	0.84	D	18	0.85	D	0.95%	No
Ranch Dr (N)	Ranch Dr (S)	NB	1800	**1.08**	**F**	5	**1.08**	**F**	0.28%	No
		SB	1800	**1**	**E**	5	**1**	**F**	0.28%	No
Ranch Dr (S)	SR 237 EB Ramps	NB	1800	**1.08**	**F**	224	**1.2**	**F**	**12.44%**	**Yes**
		SB	1800	0.74	C	222	0.86	D	12.33%	No
SR 237 EB Ramps	Technology Dr	NB	1800	**1.03**	**F**	44	**1.06**	**F**	**2.44%**	**Yes**
		SB	1800	0.86	D	91	**0.91**	**E**	**5.06%**	**Yes**
Technology Dr	Alder Lane	NB	1800	0.81	D	44	0.84	D	2.44%	No
		SB	1800	0.88	D	91	**0.93**	**E**	**5.06%**	**Yes**
Alder Lane	Tasman Dr	NB	1800	0.86	D	24	0.87	D	1.33%	No
		SB	1800	0.87	D	71	**0.91**	**E**	**3.94%**	**Yes**
Tasman Dr	Montague Expwy	NB	1800	0.9	D	12	**0.91**	**E**	**0.67%**	**Yes**
		SB	1800	**1.07**	**F**	47	**1.1**	**F**	**2.61%**	**Yes**
Tasman Drive/Great Mall Parkway/Capitol Avenue										
North First Street	Baypointe Drive	EB	1800	0.9	D	12	**0.91**	**E**	**0.67%**	**Yes**
		WB	1800	0.63	B	12	0.64	B	0.67%	No
Baypointe Drive	Zanker Road	EB	1800	**1.05**	**F**	12	**1.06**	**F**	0.67%	No
		WB	1800	**0.97**	**E**	12	**0.97**	**E**	0.67%	No
Zanker Road	McCarthy Boulevard	EB	2700	**1.17**	**F**	12	**1.18**	**F**	0.44%	No
		WB	2700	0.88	D	12	0.89	D	0.44%	No
McCarthy Boulevard	I-880	EB	2700	**1.28**	**F**	32	**1.29**	**F**	**1.19%**	**Yes**
		WB	2700	0.61	B	20	0.61	B	0.74%	No

TABLE 12: YEAR 2035 PM PEAK HOUR FORECASTS: WITHOUT AND WITH PROJECT

From	To	Direction	Capacity	2035 without Project		Project Trips	2035 with Project		% Change	Impact?
				V/C	LOS		V/C	LOS		
I-880	S. Main Street	EB	2700	**1.09**	**F**	20	**1.09**	**F**	0.74%	No
		WB	2700	0.55	A	20	0.55	A	0.74%	No
S. Main Street	Montague Expwy	EB	2700	**1**	**F**	13	**1.01**	**F**	0.48%	No
		WB	1800	**1.01**	**F**	14	**1.02**	**F**	0.78%	No
Montague Expressway	Capewood Lane	EB	2700	**1.02**	**F**	12	**1.02**	**F**	0.44%	No
		WB	1800	0.85	D	12	0.85	D	0.67%	No
Capewood Lane	Trade Zone Blvd	EB	2700	**0.91**	**E**	12	**0.91**	**E**	0.44%	No
		WB	1800	0.39	A	12	0.39	A	0.67%	No
Milpitas Boulevard										
Scott Creek Road	Dixon Landing Road	NB	1800	0.82	D	5	0.82	D	0.28%	No
		SB	1800	0.48	A	5	0.49	A	0.28%	No
Dixon Landing Road	Jacklin Road	NB	1800	**0.93**	**E**	0	**0.93**	**E**	0.00%	No
		SB	1800	**0.94**	**E**	0	**0.94**	**E**	0.00%	No
Jacklin Road	Calaveras Boulevard	NB	1800	0.85	D	3	0.85	D	0.17%	No
		SB	1800	0.58	A	3	0.58	A	0.17%	No
Calaveras Boulevard	Yosemite Drive	NB	1800	0.72	C	3	0.72	C	0.17%	No
		SB	1800	0.81	D	3	0.81	D	0.17%	No
Yosemite Drive	Montague Expressway	NB	1800	**0.94**	**E**	2	**0.95**	**E**	0.11%	No
		SB	1800	**0.93**	**E**	2	**0.93**	**E**	0.11%	No
Scott Creek Road										
Warm Springs Road	I-680	EB	1900	**0.96**	**E**	0	**0.96**	**E**	0.00%	No
		WB	1900	0.36	A	0	0.36	A	0.00%	No
Alder Drive										
McCarthy Drive	Tasman Dr	NB	1100	0.18	A	20	0.2	A	1.82%	No
		SB	1100	0.71	C	20	0.73	C	1.82%	No
Abel Street										

TABLE 12: YEAR 2035 PM PEAK HOUR FORECASTS: WITHOUT AND WITH PROJECT

From	To	Direction	Capacity	2035 without Project		Project Trips	2035 with Project		% Change	Impact?
				V/C	LOS		V/C	LOS		
N. Milpitas Boulevard	Calaveras Boulevard	NB SB	1800 1800	**0.93** 0.58	**E** A	5 5	**0.93** 0.59	**E** A	0.28% 0.28%	No No
Calaveras Boulevard	Great Mall Parkway	NB SB	1800 1800	**0.92** 0.68	**E** B	5 5	**0.92** 0.69	**E** B	0.28% 0.28%	No No
Great Mall Parkway	S. Main Street	NB SB	1800 1800	0.35 0.52	A A	7 7	0.36 0.53	A A	0.39% 0.39%	No No
Dixon Landing Road										
McCarthy Boulevard	I-880	EB WB	2700 2700	0.68 0.42	B A	18 18	0.69 0.42	B A	0.67% 0.67%	No No
I-880	Milmont Drive	EB WB	2700 2700	**0.96** 0.52	**E** A	5 5	**0.96** 0.52	**E** A	0.19% 0.19%	No No
Milmont Drive	N. Milpitas Boulevard	EB WB	2700 2700	0.89 0.47	D A	5 5	0.89 0.47	D A	0.19% 0.19%	No No
Jacklin Road										
I-680	N. Milpitas Boulevard	NB SB	1900 1900	0.55 0.36	A A	0 0	0.55 0.36	A A	0.00% 0.00%	No No
Fremont Boulevard										
Lakeview Boulevard	Dixon Landing Road	NB SB	1800 1800	0.83 0.51	D A	0 0	0.83 0.51	D A	0.00% 0.00%	No No
Trimble Road (CMP Facility)										
North First Street	Zanker Road	EB WB	2850 2850	0.97 0.85	E D	5 5	0.97 0.86	E D	0.18% 0.18%	No No
Zanker Road	Junction Avenue	EB WB	2850 2850	0.89 0.72	D C	5 5	0.89 0.73	D C	0.18% 0.18%	No No
Junction Avenue	Montague Expressway	EB WB	2850 2850	0.92 0.78	E C	5 5	0.92 0.78	E C	0.18% 0.18%	No No

TABLE 12: YEAR 2035 PM PEAK HOUR FORECASTS: WITHOUT AND WITH PROJECT

From	To	Direction	Capacity	2035 without Project		Project Trips	2035 with Project		% Change	Impact?
				V/C	LOS		V/C	LOS		
Zanker Road										
SR 237	Tasman Dr	NB SB	2700 2700	0.75 0.7	C C	8 9	0.75 0.71	C C	0.30% 0.33%	No No
Tasman Drive	Montague Expwy	NB SB	2700 2700	**1.1** **1.03**	**F** **F**	8 9	**1.1** **1.03**	**F** **F**	0.30% 0.33%	No No
Montague Expwy	Plumeria Drive	NB SB	2700 2700	**0.97** 0.68	**E** B	8 9	**0.97** 0.69	**E** B	0.30% 0.33%	No No
Plumeria Drive	Trimble Road	NB SB	2700 2700	0.77 **0.95**	C **E**	8 9	0.77 **0.95**	C **E**	0.30% 0.33%	No No
Main Street										
Great Mall Parkway	Montague Expressway	NB SB	1800 1800	**1.05** 0.75	**F** C	7 7	**1.05** 0.75	**F** C	0.39% 0.39%	No No

Notes:
Bold text indicates deficient roadway operations. **Bold and highlighted** text indicates a potentially significant impact.
Source: Fehr & Peers, October 2012

7. SITE ACCESS AND ON-SITE CIRCULATION

This chapter analyzes site access and internal circulation for vehicles, pedestrians, bicycles, and transit vehicles based on the site plan presented on **Figure 2**. A parking assessment was also conducted based on the surface level and underground garage circulation plan. The site access and on-site circulation is considered adequate with the recommendations illustrated in **Figure 14A** and **14B**. These recommendations address on-site vehicle circulation issues including parking locations, and the operation of internal intersections/conflict points to reduce driver confusion. Active and transit mode recommendations include provision of direct pedestrian and bicycle facilities and connections, efficient linkages with existing and potential future transit stops (internal or external to the site).

VEHICLE SITE ACCESS AND CIRCULATION

SURFACE LEVEL PARKING AREA

Access to the project site will be provided via three existing driveways on Ranch Drive that will serve the surface parking area and the underground garage. The driveway along McCarthy Boulevard is restricted to service vehicle access only. In general, the addition of stop controls at these driveways will increase safety and improve the circulation characteristics of the surface lot. Stop controls should include signing at a minimum and striping where appropriate.

Due to the high demand at the main project entrance (Intersection 7), the site design should ensure the outbound driveway lane is at least 20 feet wide with a designated through-left lane and right-turn only vehicle lane with an overlap signal phase. In addition to separating each movement, the recommended design will also provide storage for queued vehicles reducing the potential for spillback onto the internal circulation roadway. A queuing analysis was conducted for the main driveway exit (i.e., the southbound driveway approach) for the Midday and PM peak hours. Results indicated a 95th percentile queue length of 19 vehicles, or 475 feet (25 feet per vehicle) is anticipated during the Midday peak. For the PM peak hour, results indicated a 95th percentile queue length of seven (7) vehicles, or 175 feet (25 feet per vehicle). The proposed throat depth for the outbound lanes are approximately 150 feet. Therefore, on-site queuing is expected to occur at peak times on the ramp from the underground garage and on the intersecting circulation aisles.

The queuing analysis also examined the primary inbound movement to the site, which is the eastbound left-turn movement at the main project driveway. The existing eastbound left-turn storage pocket depth is approximately 175 feet but projected queues would exceed this storage length with project buildout. A

review of the queuing analysis results shows that vehicle demand during the AM and PM peak hours can be accommodated within the existing storage length. To accommodate inbound midday traffic, a second eastbound left turn lane is needed from S. Ranch Drive into the project site, and the additional lane will fit within the existing curb-to-curb width of 70 feet by re-striping lanes. With the southbound right-turn overlap and the second eastbound left-turn lane, the results indicated a 95th percentile queue of 11 vehicles per lane, or 275 feet (25 feet per vehicle) would still occur during the midday peak hour; therefore, inbound queuing is expected to occur during some cycles in the midday peak hour.

Service vehicle access provided along McCarthy Boulevard should continue to be provided via a right-in-right-out driveway. For large trucks accessing the loading zone with north facing platforms (looking towards Dixon Landing Road), the delivery route should be restricted to inbound from McCarthy Boulevard to the Hotel Landing driveway aisle (south of Wal-Mart). For large trucks accessing the loading zone platforms facing south (looking towards SR 237) indicated on the site plan, vehicle paths shall access the loading zone by reversing from the Hotel Landing driveway aisle after entering. Trucks will pull forward and exit via the service entry on McCarthy Boulevard.

Figure 14 illustrates the complete list of recommended site plan modifications for the surface level lot and circulation roadways.

UNDERGROUND GARAGE

The internal circulation for the proposed underground parking garage was reviewed for issues related to queuing, safety, dead-end aisles, and parking spaces that may be difficult to maneuver in and out of. All circulation aisles accommodate two-way travel and all of the proposed parking spaces are perpendicular. No dead-end aisles are proposed.

A vehicular circulation concern may exist between the first driveway aisle and garage ramp up (i.e., the first intersection located on the underground level). We recommend converting the intersection to a four-way stop control intersection. This will reduce inbound and outbound vehicle speeds, and increase awareness of both vehicles and pedestrians.

PARKING

The project and adjacent uses will provide 2,061 stalls, of which 551 stalls are required for existing buildings that will remain north of the project site. Therefore, the proposed project will have a total available supply of 1,510 parking spaces (210 surface spaces to remain, 465 new surface level spaces, and

835 garage level spaces) for visitors and hotel guests. **Table 13** outlines the parking requirements by land use type according to Section XI-10-53.09 of the City's Municipal Code.

Based on the City parking requirements, Steinberg Architects estimates using net building square footage (without walking aisles and auxiliary space), the project is required to provide 1,496 stalls, independent of shared parking reductions. Existing uses north of the project site require 551 of the 761 existing surface lot spaces to remain; therefore, 210 spaces are available for the project. In addition to the existing surface spaces to remain, the project will provide 465 new surface parking spaces and 835 new garage spaces for a total of 1,510 spaces. The proposed parking supply is 14 spaces above the City requirements.

TABLE 13: PARKING REQUIREMENTS BASED ON CITY CODE

City Defined Use	Parking Ratio	Size (Net) (S.F. or noted)	Required Parking Supply
Retail/Service	1 Stall/200 s.f.	139,927 s.f.	700
Restaurant – Sit Down	1 Stall/39 s.f.	6,907 s.f.	178
Restaurant – Take Out	1 Stall/2.5 Seats + 1 Stall/60 s.f.	340 Seats + 12,519 s.f.	345
Office	1 Stall/240 s.f.	1,452 s.f.	7
Entertainment - Arcade	1 Stall/200 s.f.	2,742	14
Auxiliary (food booths, performance area, kitchen)		12,358 s.f.	N/A
Total for Mall			**1,244**
Lodging	1 Stall/Guest Room + 2 Stalls/Manager Unit	250 Guest Rooms	252
Total for Hotel			**252**
Project Total			**1,496**

Source: Section 53, City of Milpitas Municipal Code and Steinberg Architects Sheets.

The site plan should be revised to indicate the total number of ADA spaces provided, by land use type or overall proportion. Parking spaces for the disabled should comply in all respects with the requirements of the California Code of Regulations (State Building Code) or Federal law, where such requirements prevail over State law. For parking lots containing 1,001 spaces and over, 20 handicap (HC) spaces plus one HC space for each 100 spaces over 1,000. The project will provide 39 HC spaces, of which five are van accessible. The proposed supply meets the minimum required number of accessible spaces.

SHARED PARKING EVALUATION

To account for the difference in the peak times of parking demand for the proposed mall and hotel, Fehr & Peers prepared shared parking demand estimates for the project using the Urban Land Institute (ULI) method. Shared parking occurs when complementary land uses on the same site or in close proximity are able to utilize the same parking spaces because they have different peak parking characteristics. The shared parking demand estimates are used to calculate the required parking supply considering how many spaces would be dedicated to the hotel uses and how the remaining parking spaces could serve both the hotel and retail uses during peak conditions.

ULI sponsored a national study in 1984 that established a basic method for analyzing parking demand in mixed-use developments and developed averages for parking rates by land use. Fehr & Peers staff was involved in the 2004 update of this national study sponsored by ULI[5]. The analysis presented in this memo utilizes the data from the updated *Shared Parking, Second Edition* report, where the demand rates are different than the City code requirements.

In the shared parking method, the base parking rate and daily/hourly/seasonal patterns for each land use are established, and then the overall parking demand is calculated by taking into account the unique travel characteristics of the project being analyzed. Parking facilities are not designed to handle the maximum volume that would ever occur, since this would result in substantial excess capacity during all but the busiest times of the year. Instead, the activity level representing the 85th percentile of peak demand is typically used for design. The 85th percentile is the point where 85 percent of surveyed retail stores have a lower peak hour parking demand rate, but 15 percent will have higher parking demand. The 85th percentile rate is consistently recommended in a number of industry-standard publications, including the ULI's *Shared Parking* (*Second Edition*, p. 4).

Shared Parking Assumptions

To evaluate the number of spaces needed under shared parking conditions, a number of characteristics regarding a particular development must be identified. The following assumptions were used for this analysis:

- No reserved parking was assumed.
- Calculations were made for hotel (250 rooms) and retail (292,000 gross square feet).
- To reflect low transit use, the mode adjustment is 100 percent automobile, which is more conservative.
- Maintained all remaining base ULI parameters.

The assumptions outlined are used to determine peak parking demand. The effective parking supply is the number of occupied spaces at optimum operating efficiency. Due to the difficulty of finding the last available space in a large parking lot, parking planners typically apply a circulation factor of between five and 15 percent to the projected parking demand to determine the adequate parking supply. For Pacific Mall, the recommended circulation factor is 15 percent of parking demand.

[5] *Shared Parking, Second Edition*, Urban Land Institute, Washington D.C., 2004

Results

The shared parking analysis estimated the 85th percentile peak parking demand for the project during weekdays and weekends and indicates the supply needed to meet the demands of the mixed-use project. In this case, the peak month is December and peak day is Saturday. The recommended parking supply should be 15 percent greater than the estimated parking demand to account for parking turn-over and perceived capacity. The results below indicate the following total parking supply needed to accommodate the shared demand with a 15 percent circulation factor:

- Weekday Demand: 1,193 parking spaces; Recommended Weekday Supply: 1,372 parking spaces (1,193 plus 15% circulation factor)
- Weekend Demand: 1,301 parking spaces: Recommended Weekend Supply: 1,496 parking spaces (1,301 plus 15% circulation factor)

The results of the supplemental shared parking analysis indicate that 1,496 spaces will be needed for the project based on the maximum weekend parking demand (which includes a 15% circulation factor). Thus, the project has proposed 14 spaces more than calculated using shared parking reductions. Note that is completely coincidental that the shared parking demand and the city code parking requirement are equal. Also, it is important to recognize that the city code requirement assumes that several hotel amenities located on the 2nd floor of the hotel (fitness center, restaurant, meeting space) are only available to hotel guests. The shared parking model does not explicitly include this assumption; therefore, if these amenities were public, their parking demand is covered within the shared parking calculations. The model worksheets are provided in **Appendix F**.

PEDESTRIAN, BICYCLE, AND TRANSIT ACCESS AND CIRCULATION

This section of the report addresses both off-site and on-site facilities that provide pedestrian and bicycle access and circulation for the project. **Figure 14** illustrates the complete list of recommendations.

OFF-SITE PEDESTRIAN EVALUATION

The signalized study intersections provide crosswalks and pedestrian signals on all approaches. Existing sidewalks are provided adjacent to and near the site except along the Ranch Drive project site frontage. To accommodate all users of the street system and provide a complete and pedestrian facility between the project site and nearby land uses (i.e., hotels and retail shops south and east of Ranch Drive), a sidewalk with a minimum width of six feet should be installed along the project frontage and include accessible connections to the proposed project building pedestrian entrances. The signalized intersection at the main entrance provides pedestrian crosswalks and pedestrian signals. The current pedestrian

facilities and proposed sidewalk improvements will increase connectivity between adjacent uses, reducing the need to travel by vehicle.

ON-SITE PEDESTRIAN EVALUATION

A pedestrian sidewalk is proposed to be extended through the center of the surface parking lot and adjacent to the ramp serving the below-grade garage. The site design should ensure the sidewalk is six feet wide, at a minimum. This width is recommended because it provides a comfortable width for two people walking side-by-side and addresses ADA compliance by removing the need to provide passing zones. A travel path of four feet will require ADA passing zones. To support the pedestrian pathway continuity, we recommend the installation of a speed table/crosswalk across the main circulation aisle in front of the new mall building. A speed table/raised crosswalk refers to a raised speed hump designed as a pedestrian crossing. Typically, they are implemented as an elevated, wide flat "table" with transition ramps, gently sloped. The installation of speed tables and raised crosswalks will improve pedestrian safety and flow to and from the primary entrance and the surface parking lot and Ranch Drive.

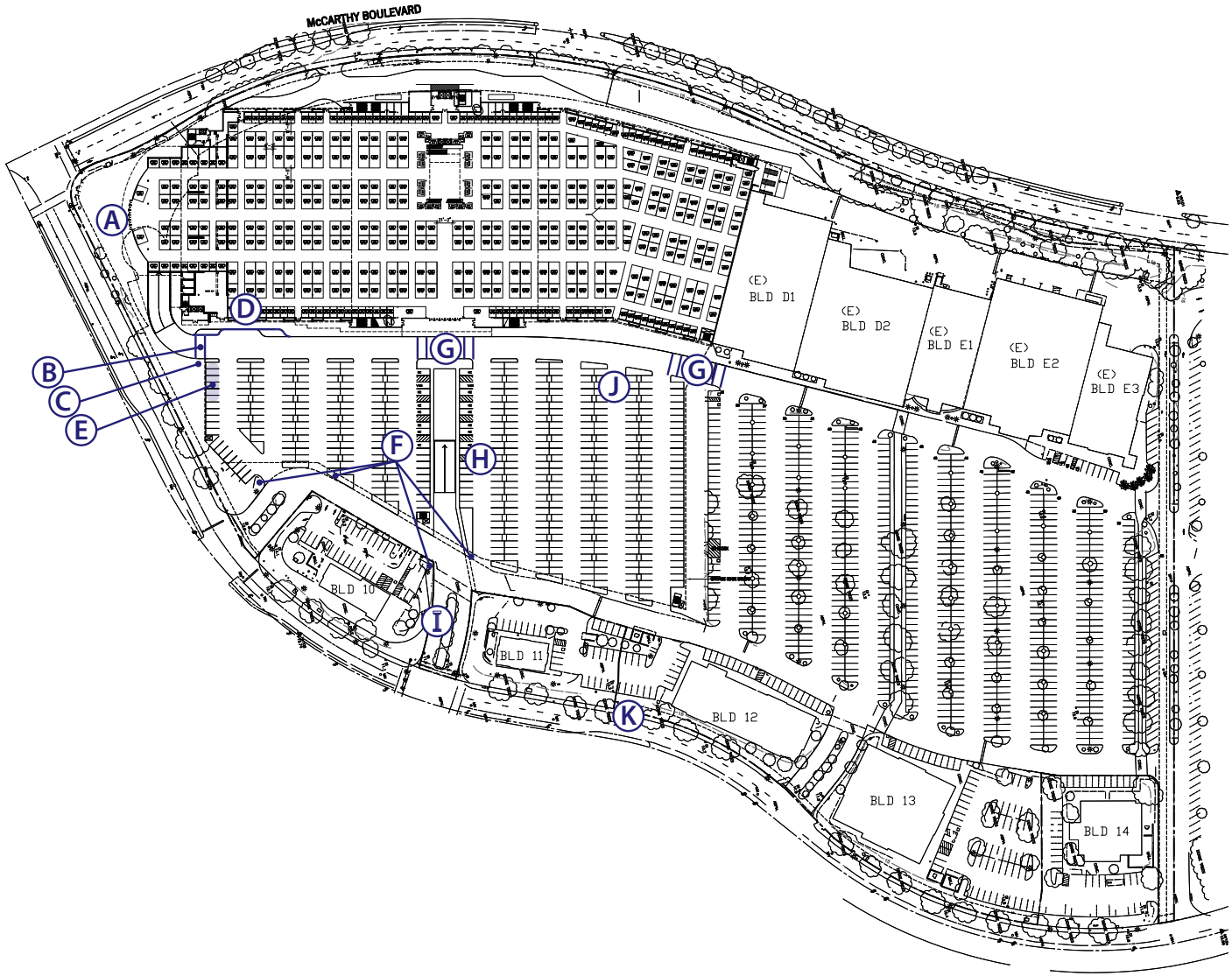
BICYCLE ACCESS EVALUATION

The proposed project does not conflict with existing or planned bicycle and pedestrian facilities, and no modifications to the off-site bicycle and pedestrian facilities are recommended. However, bicycle facilities exist adjacent to the project site and the City, VTA, and Santa Clara County have current plans to expand the surrounding trail network. The project will increase bicycle demand and should ensure appropriate bicycle accommodations are provided for their patrons and are accessible from the McCarthy Boulevard and Ranch Drive South intersection. This location provides direct access to the bike lanes along McCarthy Boulevard and Coyote Creek Trail. According to Section XI-10-53.09 of the City's Municipal Code, a commercial use shall provide a bicycle parking supply that is equivalent to 5 percent of the total vehicle parking supply. Based on these standards, the project is required to provide 75 bicycle parking spaces. These spaces should be conveniently located near building entrances for guests and employees. Per Section XI-10-53.11-B-4-d of the City Municipal Code: bicycle spaces shall measure at least two (2) feet by seven (7) feet and shall be located in groups of four (4) and shall be of the following three types: 1) a rack which secures the frame, or 2) an enclosed bike locker, or 3) a fenced, covered, locked or guarded bike storage area.

TRANSIT ACCESS

The project is located adjacent to existing transit lines and bus stops operating along McCarthy Boulevard and Ranch Drive. Although the increase in passenger demand may not exceed capacity, enhancements to

existing service are recommended to encourage transit use. To the extent possible, all bus stops should maximize amenities including shelters, benches, trash receptacles, etc.



Ⓐ Indicate bicycle facilities

Ⓑ Add painted crosswalk to provide a pedestrian crossing point and increase driver awareness

Ⓒ Provide "Exit" (with direction arrow) sign

Ⓓ Relocate loading zone to the right as indicated

Ⓔ Designate/reserve as "new guest" spaces for hotel

Ⓕ Add stop controls

Ⓖ Install speed tables/raised crosswalk

Ⓗ Ensure sufficient clearance to accommodate a 6' sidewalk

Ⓘ Widen to at least 20' to accommodate southbound approach through-left and right movements, and stripe. Widen inbound to at least 20' to accomodate 2 inbound lanes.

Ⓙ Indicate the drive aisle width and parking dimensions

Ⓚ Indicate where bus stop treatments are located, if applicable.

Ⓛ Widen to accomodate 2nd eastbound left turn lane.

NOT TO SCALE

Source:
Steinberg Architects

Pacific Mall - Silicon Valley

Figure 14a

Site Access and On-Site Circulation Recommendations - Surface Layout

FEHR PEERS

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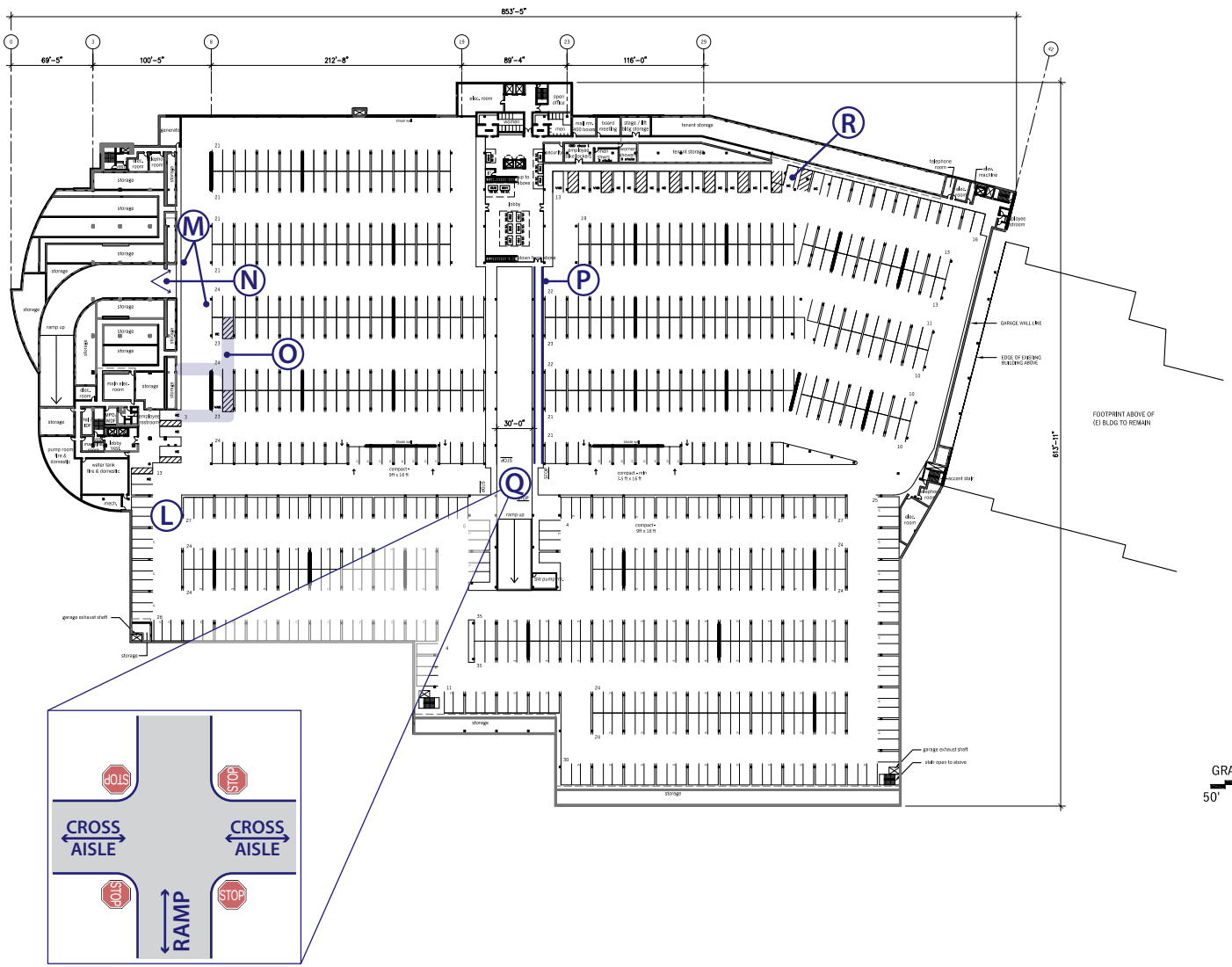
Continuation from Figure 12a

- (L) Indicate drive aisle width and dimensions of the parking stalls.
- (M) Provide painted stop controls
- (N) Potential vehicle and pedestrian Line of Sight issues. We suggest providing vehicle sight lines and conducting a turning template analysis for radius verse corner sight.
- (O) Define clear path delineation to exits for HC spaces
- (P) Add Pedestrian pavement marking. Install striping to guide pedestrians and raise driver awareness
- (Q) All way stop intersection
- (R) Remove, or re-align if possible



GRAPHIC SCALE
50' 25' 0 50' 100'

N

Pacific Mall - Silicon Valley

Figure 14b

Site Access and On-Site Circulation Recommendations - Garage Layout

FEHR PEERS

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8. CONSTRUCTION IMPACTS

This chapter discusses the construction period of the proposed project, including construction traffic estimates, construction parking, pedestrian, bicycle, and transit circulation during the construction period. Construction activities include those associated with site preparation and building construction.

Site preparation includes all of the activities required to allow construction on the project parcel. Major components of site preparation would involve removal of the existing parking lot, grading of the site, and construction of necessary infrastructure. A variety of equipment would be required for the site preparation stage, including bulldozers, grading machines, cranes, and dump trucks, which would be responsible for the removal and deposition of cut and fill material on the site.

Building construction involves the assembly of the buildings and underground garage. Major elements of building construction would include driving piles to support the building foundation, assembling the concrete reinforcing bars as the building frame, pouring concrete, and completing the building accessories such as elevators.

Construction activities are expected to commence by mid-2013 and be completed by mid-2015. This section of the report addresses potential construction-related impacts of the project, specifically as they relate to expected traffic and parking impacts. General recommendations are also provided for construction-related mitigations, such as limiting times when trucks would be permitted to travel to/from the sites and restricting routes to prevent impacting neighboring communities.

Construction of the development will occur in phases. The existing surface lot will be maintained allowing vehicles to stage or park during the entire construction process. The project will provide two preliminary staging areas. The first staging area is located on the southern frontage adjacent to the McCarthy Boulevard and Ranch Drive intersection and the second is located along the northern extent of the surface parking lot. No on-street parking is permitted near the project site.

TRAFFIC OPERATIONS AND PARKING

McCarthy Boulevard provides the only access to the project site. As shown in **Table 4** all of the study signalized intersections near the project site operate at acceptable LOS thresholds or better during peak hours under Existing Conditions. However, truck access to the site should be limited during peak commute times (7:00 to 9:00 am and 4:00 to 6:00 pm) to reduce potential impacts to the operations of the signalized intersections and to reduce delay.

The number of workers expected on-site will range from an average daily total of 100 workers to a maximum daily total of 250 workers. Approximately 21,000 truck deliveries of building materials and supplies are anticipated over a two-year period. This results in approximately 42,000 truck trips (inbound and outbound). Based upon 260 working days (not factoring in Holidays), the average daily number of truck deliveries will be approximately 80 trips per day. It was assumed that 25 percent of truck traffic will occur during the peak hours, or 20 peak hour truck trips. The workers will generate between 50 and 125 trips during the AM and/or PM peak hour, assuming that 50 percent will travel during the peak hour. Therefore, the maximum number of peak hour worker and truck trips will be approximately 145 trips (125 workers plus 20 trucks) and would not exceed the trips generated by the project. Temporary lane closures along McCarthy Boulevard and Ranch Drive are not expected.

Although anticipated to be less than the day-to-day traffic of the project, the traffic associated with the construction of the project could be a potentially significant impact. Prior to the issuance of each building permit, the project applicant and construction contractor should meet with the Public Works department to determine traffic management strategies to reduce, to the maximum extent feasible, traffic congestion and the effects of parking demand by construction workers during construction of this project. The project applicant should develop a construction management plan for review and approval by the Public Works department. The plan should include at least the following items and requirements:

- A set of comprehensive traffic control measures, including scheduling of major truck trips and deliveries to avoid peak traffic and pedestrian hours, detour signs if required, lane closure procedures, sidewalk closure procedures, signs, cones for drivers, and designated construction access routes.
- Notification procedures for adjacent property owners and public safety personnel regarding when major deliveries, detours, and lane closures will occur.
- Location of construction staging areas for materials, equipment, and vehicles (must be located on the project site).
- Identification of haul routes for movement of construction vehicles that would minimize impacts on vehicular and pedestrian traffic, circulation and safety; and provision for monitoring surface streets used for haul routes so that any damage and debris attributable to the haul trucks can be identified and corrected by the project applicant.
- Temporary construction fences to contain debris and material and to secure the site.
- Provisions for removal of trash generated by project construction activity.
- A process for responding to and tracking complaints pertaining to construction activity.
- Provisions for monitoring surface streets used for truck routes so that any damage and debris attributable to the trucks can be identified and corrected.

- It is anticipated that these measures will be incorporated into a more detailed Construction Management Plan, which would address other issues such as hours of construction on site, limitations on noise and dust emissions, and other applicable items.

The preparation of this plan would reduce construction traffic impacts to less-than-significant levels.

APPENDIX A:
EXISTING TRAFFIC COUNTS

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

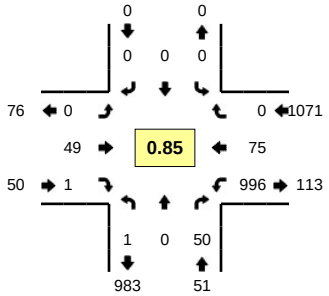
LOCATION: McCarthy Blvd -- Dixon Landing Rd

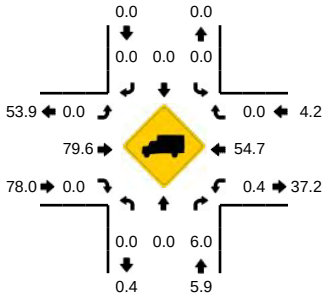
CITY/STATE: Milpitas, CA

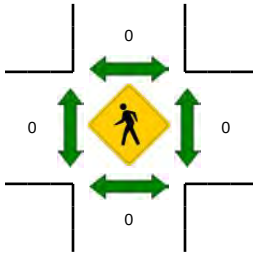
QC JOB #: 10769401

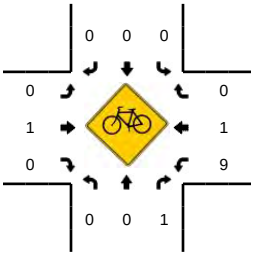
DATE: Thu, Jun 07 2012

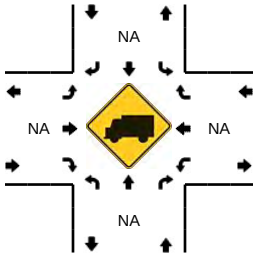
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

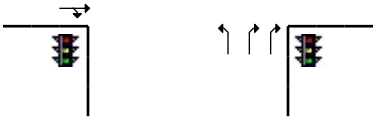


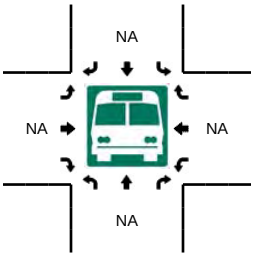












5-Min Count Period Beginning At	McCarthy Blvd (Northbound)				McCarthy Blvd (Southbound)				Dixon Landing Rd (Eastbound)				Dixon Landing Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	6	0	0	0	0	0	0	6	0	0	38	18	0	0	68	
7:05 AM	0	0	1	0	0	0	0	0	0	10	0	0	33	6	0	1	51	
7:10 AM	1	0	5	0	0	0	0	0	0	4	1	0	61	6	0	1	79	
7:15 AM	1	0	3	0	0	0	0	0	0	3	0	0	48	12	0	0	67	
7:20 AM	1	0	5	0	0	0	0	0	0	1	0	0	57	7	0	1	72	
7:25 AM	0	0	2	0	0	0	0	0	0	2	0	0	75	6	0	0	85	
7:30 AM	0	0	1	0	0	0	0	0	0	5	0	0	71	6	0	0	83	
7:35 AM	0	0	1	0	0	0	0	0	0	9	1	0	60	9	0	1	81	
7:40 AM	0	0	4	0	0	0	0	0	0	5	0	0	54	4	0	1	68	
7:45 AM	0	0	4	0	0	0	0	0	0	4	0	0	81	9	0	0	98	
7:50 AM	0	0	2	0	0	0	0	0	0	3	1	0	67	7	0	0	80	
7:55 AM	0	0	2	0	0	0	0	0	0	5	1	0	77	7	0	0	92	924
8:00 AM	0	0	4	0	0	0	0	0	0	5	0	0	79	7	0	2	97	953
8:05 AM	0	0	2	0	0	0	0	0	0	7	0	0	59	6	0	1	75	977
8:10 AM	1	0	3	0	0	0	0	0	0	1	1	0	70	5	0	1	82	980
8:15 AM	0	0	2	0	0	0	0	0	0	2	0	0	79	2	0	1	86	999
8:20 AM	0	0	5	0	0	0	0	0	0	3	0	0	82	8	0	1	99	1026
8:25 AM	0	0	5	0	0	0	0	0	0	1	0	0	85	5	0	1	97	1038
8:30 AM	0	0	2	0	0	0	0	0	0	3	0	0	80	3	0	0	88	1043
8:35 AM	0	0	8	0	0	0	0	0	0	5	0	0	91	5	0	0	109	1071
8:40 AM	0	0	4	0	0	0	0	0	0	5	0	0	77	8	0	0	94	1097
8:45 AM	0	0	6	0	0	0	0	0	0	5	0	0	83	9	0	3	106	1105
8:50 AM	0	0	3	0	0	0	0	0	0	4	0	0	105	8	0	1	121	1146
8:55 AM	0	0	6	0	0	0	0	0	0	8	0	0	92	9	0	3	118	1172

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	60	0	0	0	0	0	0	68	0	0	1120	104	0	28	1380
Heavy Trucks	0	0	4		0	0	0		0	48	0		8	60	0		120
Pedestrians		0				0				0				0			0
Bicycles	0	0	1		0	0	0		0	0	0		1	0	0		2
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:51 AM

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

Traffic Data Service

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File Name : 4AM FINAL
Site Code : 00000004
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Groups Printed- Vehicles

	I-880 SB RAMPS Southbound					Westbound					Northbound					DIXON LANDING RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	59	0	23	1	83	215	123	0	0	338	0	0	0	1	1	6	10	0	0	16	438
07:15 AM	69	0	37	0	106	254	120	0	0	374	0	0	0	0	0	5	13	0	0	18	498
07:30 AM	87	0	40	0	127	269	146	0	0	415	0	0	0	0	0	4	16	0	0	20	562
07:45 AM	104	0	71	0	175	244	148	0	0	392	0	0	0	0	0	14	13	0	0	27	594
Total	319	0	171	1	491	982	537	0	0	1519	0	0	0	1	1	29	52	0	0	81	2092
08:00 AM	106	0	52	0	158	277	159	0	0	436	0	0	0	0	0	13	12	0	0	25	619
08:15 AM	113	0	43	0	156	288	192	0	0	480	0	0	0	0	0	13	16	0	0	29	665
08:30 AM	133	0	51	0	184	226	224	0	0	450	0	0	0	0	0	29	11	0	0	40	674
08:45 AM	147	0	49	0	196	233	223	0	0	456	0	0	0	0	0	33	23	0	0	56	708
Total	499	0	195	0	694	1024	798	0	0	1822	0	0	0	0	0	88	62	0	0	150	2666
Grand Total	818	0	366	1	1185	2006	1335	0	0	3341	0	0	0	1	1	117	114	0	0	231	4758
Apprch %	69	0	30.9	0.1		60	40	0	0		0	0	0	100		50.6	49.4	0	0		
Total %	17.2	0	7.7	0	24.9	42.2	28.1	0	0	70.2	0	0	0	0	0	2.5	2.4	0	0	4.9	

	I-880 SB RAMPS Southbound					Westbound					Northbound					DIXON LANDING RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	106	0	**52**	0	158	277	159	0	0	436	0	0	0	0	0	13	12	0	0	25	619
08:15 AM	113	0	43	0	156	**288**	192	0	0	**480**	0	0	0	0	0	13	16	0	0	29	665
08:30 AM	133	0	51	0	184	226	**224**	0	0	450	0	0	0	0	0	29	11	0	0	40	674
08:45 AM	**147**	0	49	0	**196**	233	223	0	0	456	0	0	0	0	0	**33**	**23**	0	0	**56**	**708**
Total Volume	499	0	195	0	694	1024	798	0	0	1822	0	0	0	0	0	88	62	0	0	150	2666
% App. Total																					
PHF	.849	.000	.938	.000	.885	.889	.891	.000	.000	.949	.000	.000	.000	.000	.000	.667	.674	.000	.000	.670	.941

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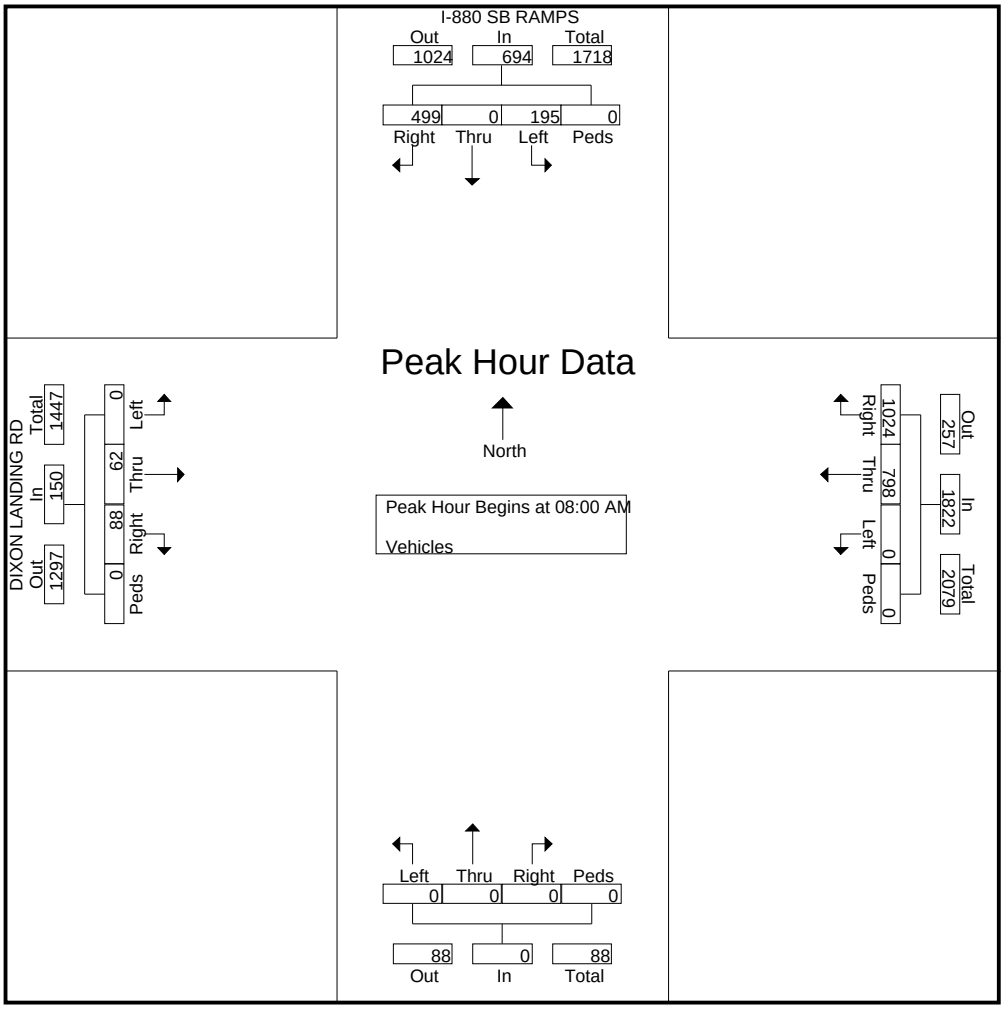

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Site Code : 00000004
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Groups Printed- Bikes

	I-880 SB RAMPS Southbound					Westbound					Northbound					DIXON LANDING RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
07:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
07:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
Total	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	3	0	0	3	11
08:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
08:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	8
Grand Total	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	3	0	0	3	19
Apprch %	0	0	0	0		0	100	0	0		0	0	0	0		0	100	0	0		
Total %	0	0	0	0	0	0	84.2	0	0	84.2	0	0	0	0	0	0	15.8	0	0	15.8	

	I-880 SB RAMPS Southbound					Westbound					Northbound					DIXON LANDING RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	**1**	0	0	**1**	3
07:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	**4**
08:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	**4**	0	0	**4**	0	0	0	0	0	0	0	0	0	0	4
Total Volume	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	2	0	0	2	12
% App. Total	0	0	0	0		0	100	0	0		0	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.625	.000	.000	.625	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.750

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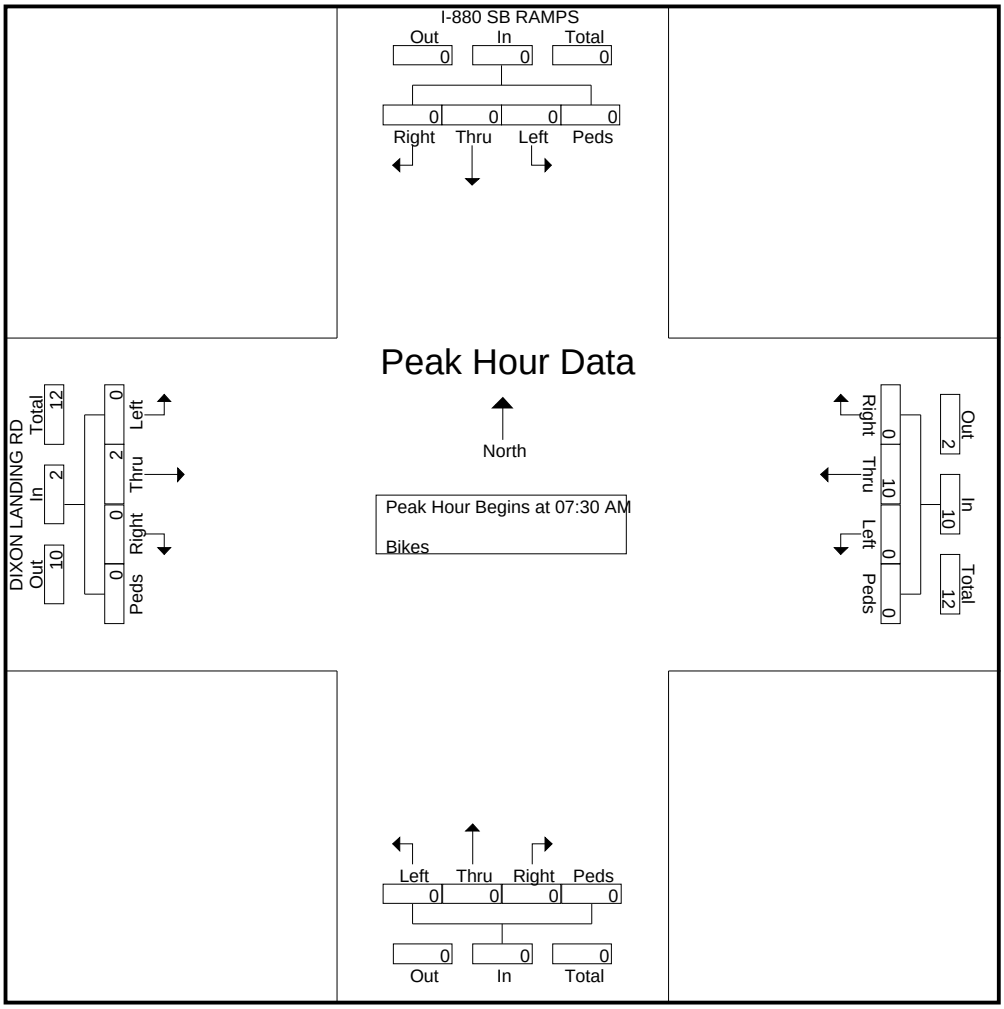

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Groups Printed- Vehicles

	I-880 NB RAMPS Southbound					DIXON LANDING RD Westbound					CALIFORNIA CIR Northbound					DIXON LANDING RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	12	0	0	0	12	30	298	9	0	337	67	2	21	0	90	13	18	0	0	31	470
07:15 AM	13	0	7	0	20	54	334	13	0	401	76	2	27	0	105	21	31	0	0	52	578
07:30 AM	16	0	5	0	21	65	344	28	1	438	90	4	36	0	130	24	28	0	0	52	641
07:45 AM	8	0	6	0	14	66	310	23	0	399	98	3	38	1	140	33	47	0	0	80	633
Total	49	0	18	0	67	215	1286	73	1	1575	331	11	122	1	465	91	124	0	0	215	2322
08:00 AM	11	0	3	0	14	69	344	26	0	439	75	5	49	1	130	28	38	0	0	66	649
08:15 AM	10	0	4	0	14	51	434	17	0	502	65	2	36	0	103	28	33	0	0	61	680
08:30 AM	18	0	5	0	23	65	419	16	0	500	82	3	30	0	115	23	32	0	0	55	693
08:45 AM	8	0	5	0	13	82	439	21	0	542	68	0	34	0	102	25	44	0	0	69	726
Total	47	0	17	0	64	267	1636	80	0	1983	290	10	149	1	450	104	147	0	0	251	2748
Grand Total	96	0	35	0	131	482	2922	153	1	3558	621	21	271	2	915	195	271	0	0	466	5070
Apprch %	73.3	0	26.7	0		13.5	82.1	4.3	0		67.9	2.3	29.6	0.2		41.8	58.2	0	0		
Total %	1.9	0	0.7	0	2.6	9.5	57.6	3	0	70.2	12.2	0.4	5.3	0	18	3.8	5.3	0	0	9.2	

	I-880 NB RAMPS Southbound					DIXON LANDING RD Westbound					CALIFORNIA CIR Northbound					DIXON LANDING RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	11	0	3	0	14	69	344	**26**	0	439	75	**5**	**49**	**1**	**130**	**28**	38	0	0	66	649
08:15 AM	10	0	4	0	14	51	434	17	0	502	65	2	36	0	103	28	33	0	0	61	680
08:30 AM	**18**	0	**5**	0	**23**	65	419	16	0	500	**82**	3	30	0	115	23	32	0	0	55	693
08:45 AM	8	0	5	0	13	**82**	**439**	21	0	**542**	68	0	34	0	102	25	**44**	0	0	**69**	**726**
Total Volume	47	0	17	0	64	267	1636	80	0	1983	290	10	149	1	450	104	147	0	0	251	2748
% App. Total																					
PHF	.653	.000	.850	.000	.696	.814	.932	.769	.000	.915	.884	.500	.760	.250	.865	.929	.835	.000	.000	.909	.946

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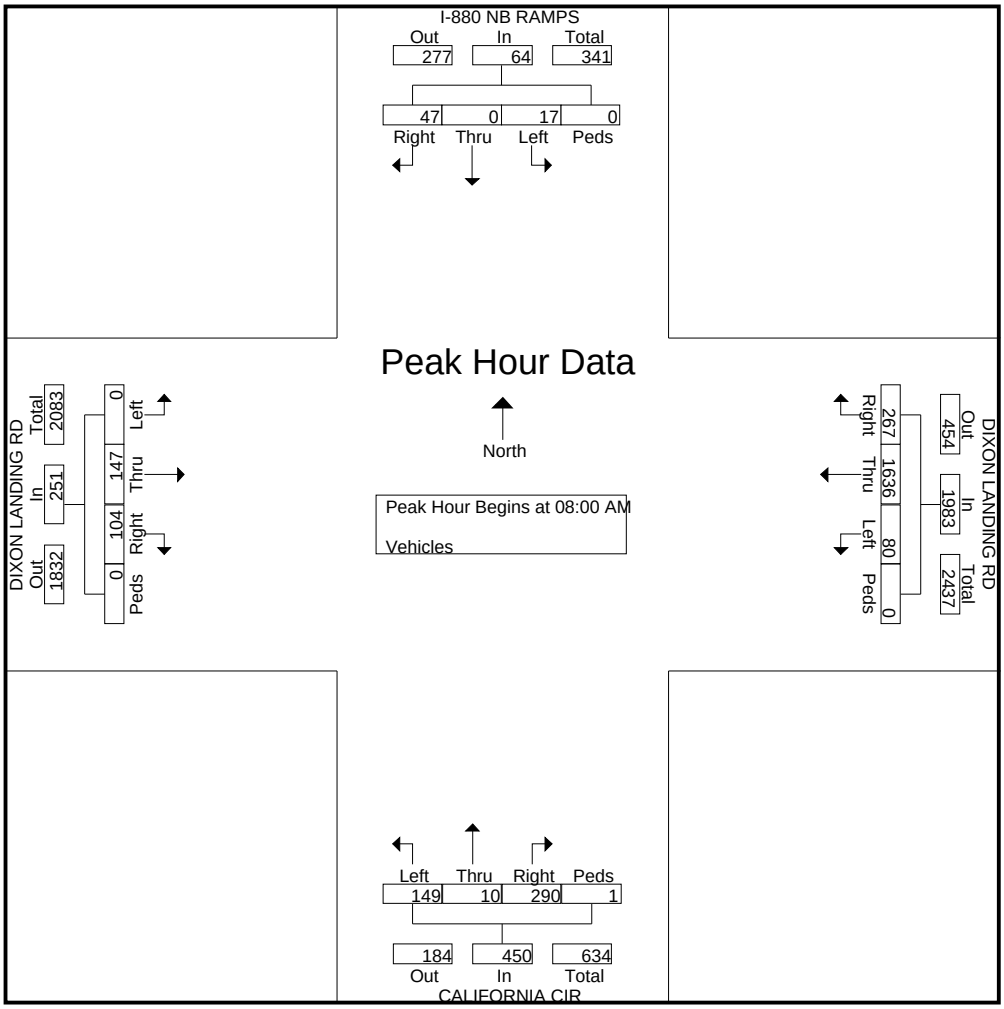

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File Name : 5AM FINAL
Site Code : 00000005
Start Date : 2/23/2012
Page No : 1

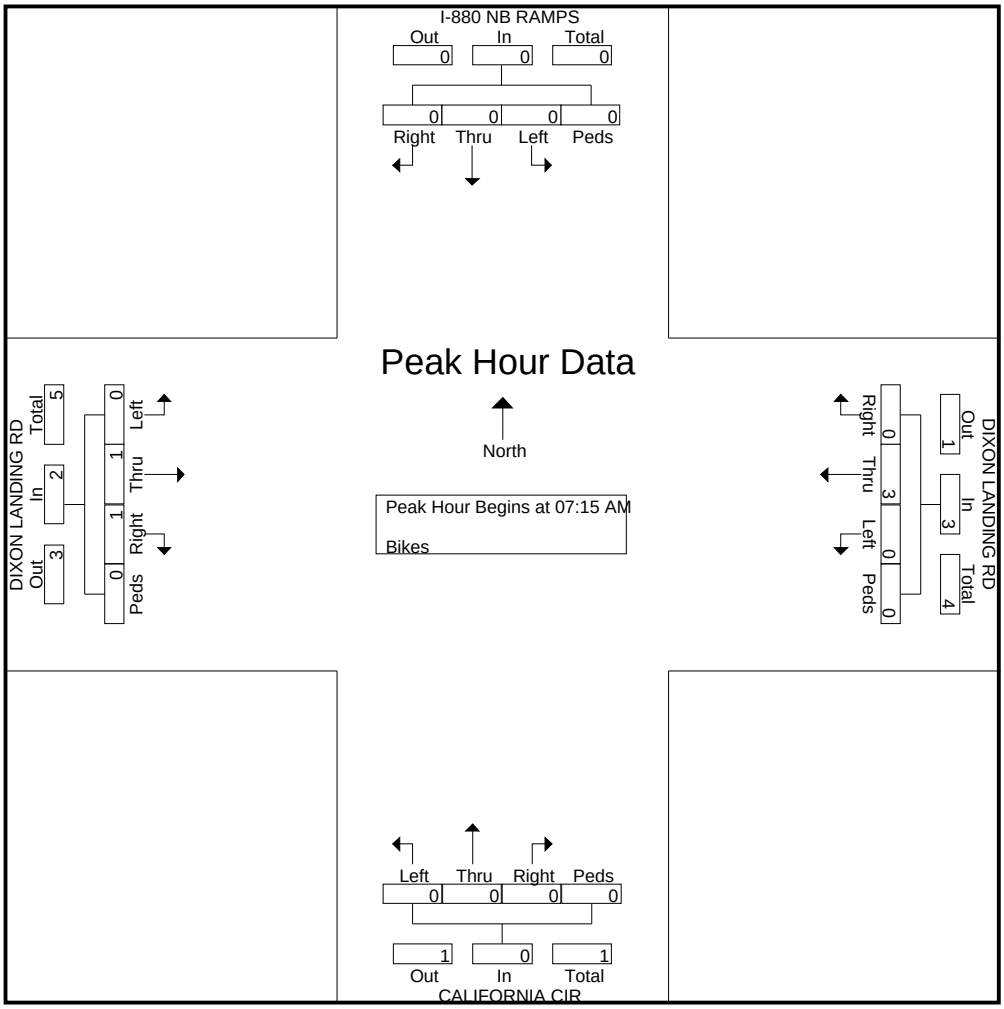
Groups Printed- Bikes

	I-880 NB RAMPS Southbound					DIXON LANDING RD Westbound					CALIFORNIA CIR Northbound					DIXON LANDING RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	4
08:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
Grand Total	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	1	2	0	0	3	7
Apprch %	0	0	0	0		0	100	0	0		0	0	0	0		33.3	66.7	0	0		
Total %	0	0	0	0	0	0	57.1	0	0	57.1	0	0	0	0	0	14.3	28.6	0	0	42.9	

	I-880 NB RAMPS Southbound					DIXON LANDING RD Westbound					CALIFORNIA CIR Northbound					DIXON LANDING RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	**2**	**2**
08:00 AM	0	0	0	0	0	0	**2**	0	0	**2**	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	1	0	0	2	5
% App. Total	0	0	0	0		0	100	0	0		0	0	0	0		50	50	0	0		
PHF	.000	.000	.000	.000	.000	.000	.375	.000	.000	.375	.000	.000	.000	.000	.000	.250	.250	.000	.000	.250	.625

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

File Name : 5AM FINAL
Site Code : 00000005
Start Date : 2/23/2012
Page No : 2



Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

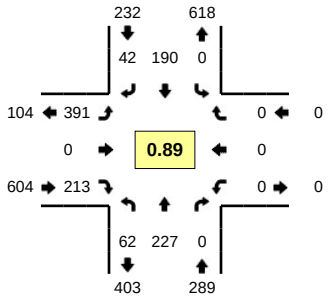
LOCATION: California Cir -- I-880 NB Ramps

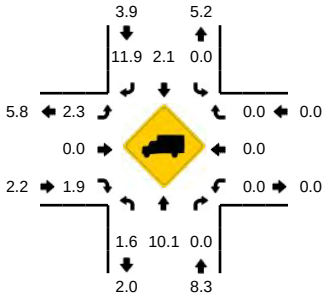
CITY/STATE: Milpitas, CA

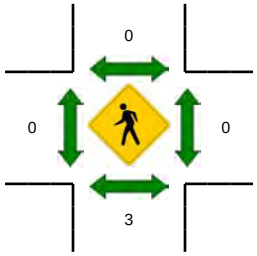
QC JOB #: 10769403

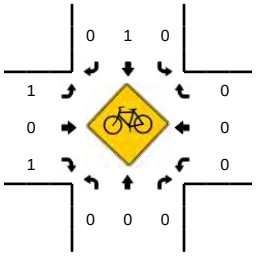
DATE: Tue, Jun 05 2012

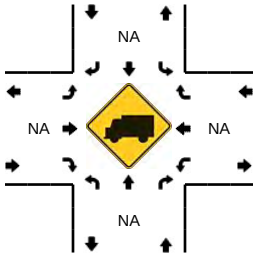
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

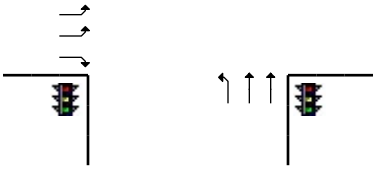


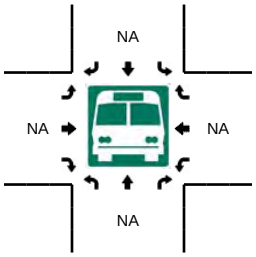












5-Min Count Period Beginning At	California Cir (Northbound)				California Cir (Southbound)				I-880 NB Ramps (Eastbound)				I-880 NB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	6	8	0	0	0	12	2	0	25	0	8	0	0	0	0	0	61	
7:05 AM	4	17	0	0	0	15	2	0	18	0	9	0	0	0	0	0	65	
7:10 AM	3	12	0	0	0	14	0	0	32	0	20	0	0	0	0	0	81	
7:15 AM	3	9	0	0	0	13	5	0	30	0	14	0	0	0	0	0	74	
7:20 AM	5	16	0	0	0	7	1	0	29	0	18	0	0	0	0	0	76	
7:25 AM	4	21	0	0	0	11	1	0	33	0	13	0	0	0	0	0	83	
7:30 AM	4	16	0	0	0	12	6	0	37	0	18	0	0	0	0	0	93	
7:35 AM	6	27	0	0	0	14	3	0	28	0	20	0	0	0	0	0	98	
7:40 AM	6	16	0	0	0	21	3	0	31	0	19	0	0	0	0	0	96	
7:45 AM	3	28	0	0	0	16	2	0	33	0	14	0	0	0	0	0	96	
7:50 AM	3	12	0	0	0	19	4	0	45	0	24	0	0	0	0	0	107	
7:55 AM	7	23	0	0	0	19	4	0	39	0	21	0	0	0	0	0	113	1043
8:00 AM	6	15	0	0	0	16	2	0	32	0	16	0	0	0	0	0	87	1069
8:05 AM	4	12	0	0	0	17	3	0	25	0	20	0	0	0	0	0	81	1085
8:10 AM	10	17	0	0	0	18	4	0	30	0	18	0	0	0	0	0	97	1101
8:15 AM	6	21	0	0	0	8	7	0	37	0	13	0	0	0	0	0	92	1119
8:20 AM	4	21	0	0	0	21	3	0	14	0	16	0	0	0	0	0	79	1122
8:25 AM	3	19	0	0	0	9	1	0	40	0	14	0	0	0	0	0	86	1125
8:30 AM	6	14	0	0	0	8	0	0	32	0	16	0	0	0	0	0	76	1108
8:35 AM	2	21	0	0	0	17	2	0	22	0	17	0	0	0	0	0	81	1091
8:40 AM	6	16	0	0	0	9	5	0	33	0	18	0	0	0	0	0	87	1082
8:45 AM	9	19	0	0	0	18	4	1	26	0	15	0	0	0	0	0	92	1078
8:50 AM	4	13	0	0	0	14	4	0	29	0	10	0	0	0	0	0	74	1045
8:55 AM	3	20	0	0	0	12	6	0	17	0	15	0	0	0	0	0	73	1005

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	52	252	0	0	0	216	40	0	468	0	236	0	0	0	0	0	1264
Heavy Trucks	4	32	0		0	12	8		12	0	12		0	0	0		80
Pedestrians		4				0				0				0			4
Bicycles	0	0	0		0	1	0		1	0	0		0	0	0		2
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:51 AM

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

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

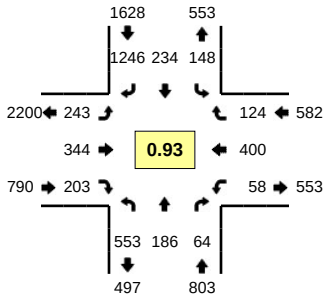
LOCATION: N Milpitas Blvd -- Dixon Landing Rd

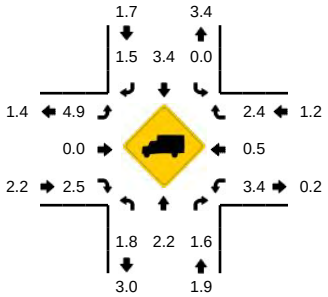
CITY/STATE: Milpitas, CA

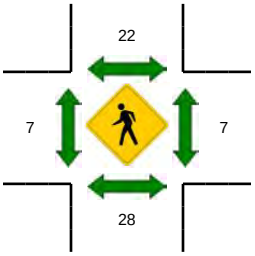
QC JOB #: 10769405

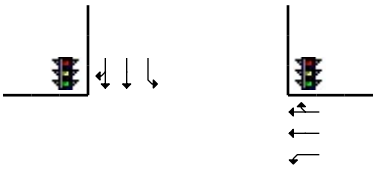
DATE: Tue, Jun 05 2012

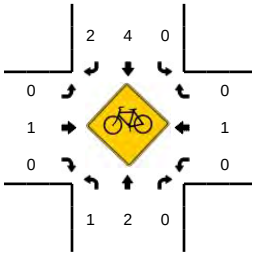
Peak-Hour: 7:40 AM -- 8:40 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

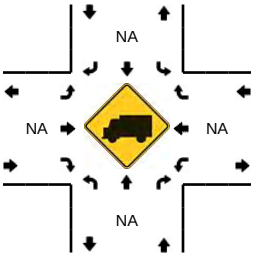


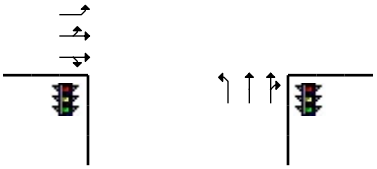


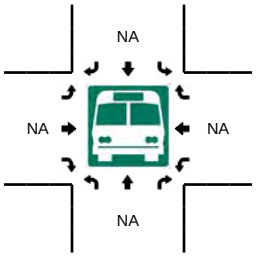












5-Min Count Period Beginning At	N Milpitas Blvd (Northbound)				N Milpitas Blvd (Southbound)				Dixon Landing Rd (Eastbound)				Dixon Landing Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	15	10	1	0	2	12	80	0	11	4	5	0	2	12	6	0	160	
7:05 AM	19	4	1	0	3	7	90	0	12	9	4	0	2	17	2	0	170	
7:10 AM	18	3	0	0	2	8	99	0	16	15	5	0	1	24	5	0	196	
7:15 AM	31	8	0	0	3	8	95	0	15	7	6	1	2	19	3	0	198	
7:20 AM	22	11	1	0	3	12	87	0	12	10	23	0	1	12	9	0	203	
7:25 AM	27	7	2	0	4	18	87	0	19	6	4	0	3	11	2	0	190	
7:30 AM	25	8	0	0	7	9	107	1	17	14	5	0	7	32	11	0	243	
7:35 AM	34	11	4	1	12	22	101	0	19	23	18	0	3	11	11	0	270	
7:40 AM	41	9	2	0	12	16	100	0	16	30	21	0	8	29	11	0	295	
7:45 AM	23	16	4	0	26	14	111	0	24	36	28	0	5	37	18	0	342	
7:50 AM	33	22	11	0	21	14	92	0	21	53	28	0	0	28	12	0	335	
7:55 AM	57	16	17	0	24	12	100	0	16	46	12	0	8	27	12	0	347	2949
8:00 AM	41	9	9	0	16	13	107	0	22	55	15	1	5	36	11	0	340	3129
8:05 AM	61	20	2	0	4	16	94	2	18	46	15	1	7	35	15	0	336	3295
8:10 AM	46	13	5	0	6	19	99	0	18	25	13	0	5	39	13	0	301	3400
8:15 AM	54	23	2	0	10	15	111	0	25	24	11	0	4	45	5	0	329	3531
8:20 AM	55	12	4	0	7	29	112	1	15	7	8	0	5	40	5	0	300	3628
8:25 AM	56	20	3	0	3	25	102	0	20	10	20	0	6	19	7	0	291	3729
8:30 AM	43	12	2	2	8	26	93	0	26	7	20	1	1	38	11	0	290	3776
8:35 AM	41	14	3	0	8	35	125	0	19	5	12	0	4	27	4	0	297	3803
8:40 AM	50	8	3	0	5	28	99	0	29	8	16	0	2	21	5	0	274	3782
8:45 AM	42	16	1	0	11	27	126	0	23	9	10	2	4	6	8	0	285	3725
8:50 AM	29	17	2	1	5	19	141	0	18	7	7	0	6	18	5	0	275	3665
8:55 AM	44	23	1	1	9	27	103	1	19	10	22	0	5	11	4	0	280	3598

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	452	216	128	0	284	160	1212	0	244	540	272	0	52	368	168	0	4096
Heavy Trucks	0	0	0		0	4	12		16	0	0		4	0	4		40
Pedestrians		36				16				4				16			72
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:51 AM

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

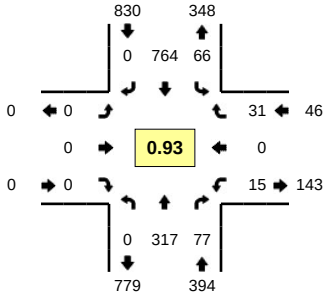
Type of peak hour being reported: Intersection Peak

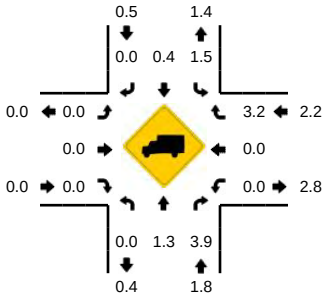
Method for determining peak hour: Total Entering Volume

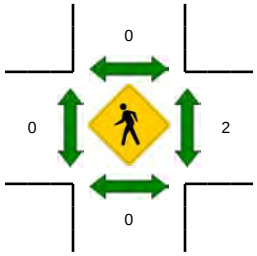
LOCATION: McCarthy Blvd -- Ranch Dr (N)
CITY/STATE: Milpitas, CA

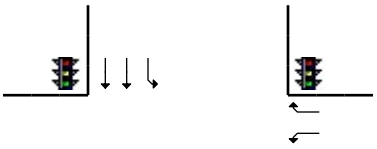
QC JOB #: 10769443
DATE: Thu, Jun 07 2012

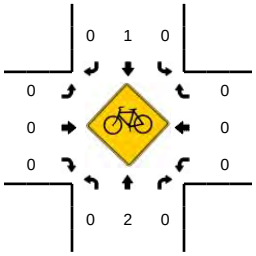
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

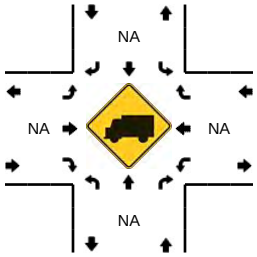


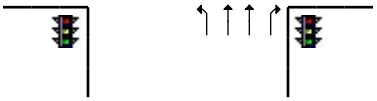


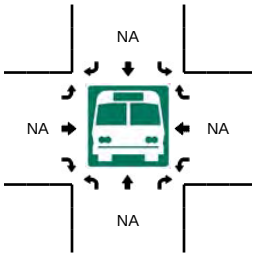












5-Min Count Period Beginning At	McCarthy Blvd (Northbound)				McCarthy Blvd (Southbound)				Ranch Dr (N) (Eastbound)				Ranch Dr (N) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	14	3	0	4	36	0	0	0	0	0	0	0	0	0	0	57	
7:05 AM	0	18	3	0	4	33	0	0	0	0	0	0	0	0	1	0	59	
7:10 AM	0	9	1	0	0	42	0	0	0	0	0	0	0	0	2	0	54	
7:15 AM	0	9	2	0	5	44	0	0	0	0	0	0	1	0	3	0	64	
7:20 AM	0	18	6	0	2	49	0	0	0	0	0	0	0	0	0	0	75	
7:25 AM	0	16	4	0	11	55	0	0	0	0	0	0	0	0	0	0	86	
7:30 AM	0	18	4	0	4	56	0	0	0	0	0	0	2	0	1	0	85	
7:35 AM	0	33	8	0	7	53	0	0	0	0	0	0	1	0	5	0	107	
7:40 AM	0	21	4	0	5	34	0	0	0	0	0	0	1	1	8	0	74	
7:45 AM	0	22	4	0	5	58	0	0	0	0	0	0	0	0	2	0	91	
7:50 AM	0	36	7	0	12	60	0	0	0	0	0	0	0	0	0	0	115	
7:55 AM	0	29	6	0	5	69	0	0	0	0	0	0	0	0	1	0	110	977
8:00 AM	0	36	2	0	6	51	0	0	0	0	0	0	0	0	1	0	96	1016
8:05 AM	0	29	3	0	2	55	0	0	0	0	0	0	1	0	2	0	92	1049
8:10 AM	0	28	5	0	4	46	0	0	0	0	0	0	1	0	2	0	86	1081
8:15 AM	0	38	1	0	5	59	0	0	0	0	0	0	1	0	4	0	108	1125
8:20 AM	0	32	11	0	5	73	0	0	0	0	0	0	3	0	1	0	125	1175
8:25 AM	0	22	10	0	3	62	0	0	0	0	0	0	1	0	2	0	100	1189
8:30 AM	0	20	8	0	10	65	0	0	0	0	0	0	1	0	0	0	104	1208
8:35 AM	0	21	8	0	5	65	0	0	0	0	0	0	0	0	5	0	104	1205
8:40 AM	0	19	6	0	6	73	0	0	0	0	0	0	2	0	6	0	112	1243
8:45 AM	0	17	7	0	6	63	0	0	0	0	0	0	1	0	3	0	97	1249
8:50 AM	0	25	7	0	6	79	0	0	0	0	0	0	3	0	4	0	124	1258
8:55 AM	0	30	9	0	8	73	0	0	0	0	0	0	1	0	1	0	122	1270

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	288	92	0	80	860	0	0	0	0	0	0	20	0	32	0	1372
Heavy Trucks	0	12	4		0	8	0		0	0	0		0	0	0		24
Pedestrians		0				0				0				0			0
Bicycles	0	1	0		0	0	0		0	0	0		0	0	0		1
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:51 AM

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

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

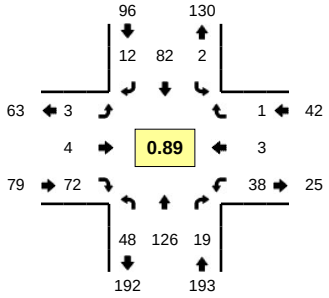
LOCATION: Mall Access Dwy -- Ranch Dr

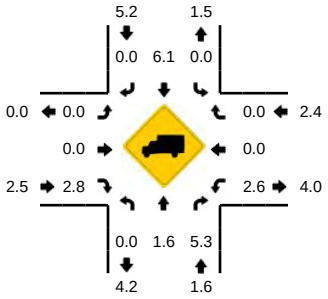
CITY/STATE: Milpitas, CA

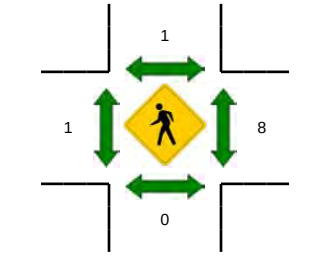
QC JOB #: 10769446

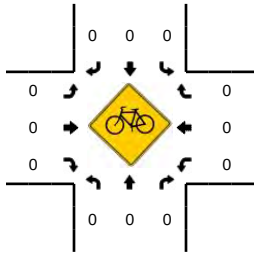
DATE: Tue, Jun 05 2012

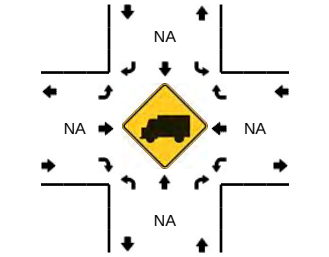
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:30 AM -- 8:45 AM

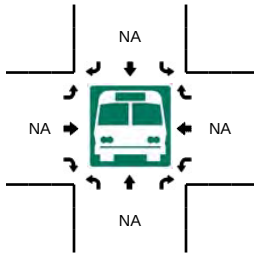












5-Min Count Period Beginning At	Mall Access Dwy (Northbound)				Mall Access Dwy (Southbound)				Ranch Dr (Eastbound)				Ranch Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	2	6	0	0	0	6	2	0	0	0	4	0	2	0	0	0	22	
7:05 AM	3	4	2	0	0	14	3	0	1	0	4	0	2	0	0	0	33	
7:10 AM	1	9	1	0	0	9	0	0	0	1	4	0	5	0	0	0	30	
7:15 AM	2	9	1	0	0	5	1	0	1	0	3	0	2	1	0	0	25	
7:20 AM	6	7	2	0	0	9	0	0	0	0	3	0	2	1	1	0	31	
7:25 AM	3	10	1	0	0	9	1	0	0	0	7	0	3	1	0	0	35	
7:30 AM	3	12	1	0	0	2	2	0	0	0	4	0	4	0	0	0	28	
7:35 AM	4	4	3	0	0	2	0	0	1	0	10	0	11	0	0	0	35	
7:40 AM	1	12	1	0	0	7	1	0	1	1	5	0	1	0	0	0	30	
7:45 AM	1	18	2	0	1	10	3	0	1	1	6	0	3	0	0	0	46	
7:50 AM	1	9	4	0	0	10	0	0	3	0	3	0	2	0	0	0	32	
7:55 AM	4	10	2	0	0	6	0	0	1	0	3	0	3	0	0	0	29	376
8:00 AM	5	6	3	0	0	5	1	0	0	0	4	0	5	0	0	0	29	383
8:05 AM	6	11	1	0	0	4	2	0	0	0	10	0	5	0	0	0	39	389
8:10 AM	3	7	0	0	0	5	0	0	0	1	8	0	1	0	1	0	26	385
8:15 AM	3	10	0	0	0	10	0	0	0	0	6	0	2	0	0	0	31	391
8:20 AM	4	6	2	0	0	7	2	0	0	0	6	0	3	0	0	0	30	390
8:25 AM	2	9	1	0	0	4	1	0	0	0	9	0	5	0	0	0	31	386
8:30 AM	8	14	2	0	1	9	2	0	0	0	6	0	3	2	0	0	47	405
8:35 AM	6	10	1	0	0	8	1	0	1	0	6	0	3	0	0	0	36	406
8:40 AM	3	10	3	0	0	5	0	0	1	1	6	0	3	0	0	0	32	408
8:45 AM	3	16	0	0	0	6	1	0	1	2	3	0	6	0	0	0	38	400
8:50 AM	1	13	1	0	1	8	1	0	0	0	4	0	1	0	0	0	30	398
8:55 AM	4	14	5	0	0	11	1	0	0	0	4	0	1	1	0	0	41	410

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	68	136	24	0	4	88	12	0	8	4	72	0	36	8	0	0	460
Heavy Trucks	0	0	0		0	4	0		0	0	0		0	0	0		4
Pedestrians		0				0				0				28			28
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:51 AM

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

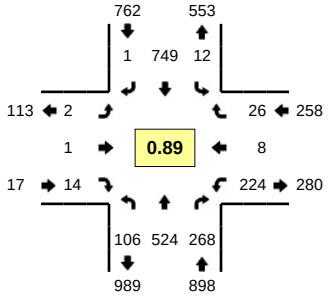
Type of peak hour being reported: Intersection Peak

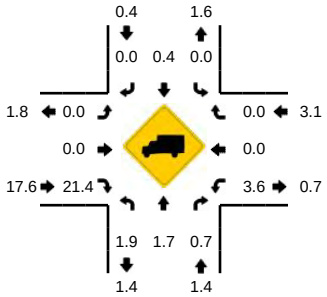
Method for determining peak hour: Total Entering Volume

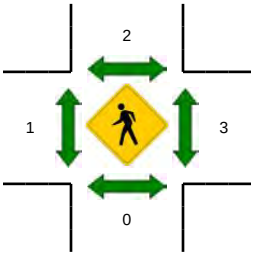
LOCATION: McCarthy Blvd -- Ranch Dr (S)
CITY/STATE: Milpitas, CA

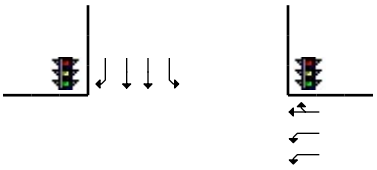
QC JOB #: 10769449
DATE: Tue, Jun 05 2012

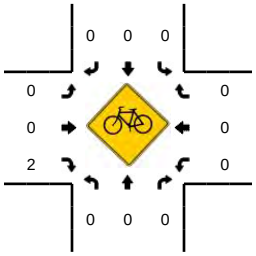
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

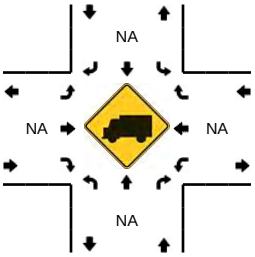


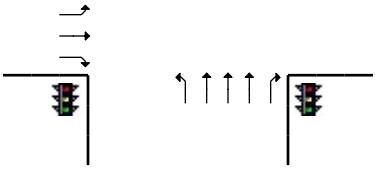


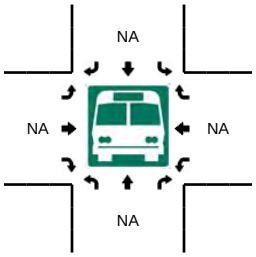












5-Min Count Period Beginning At	McCarthy Blvd (Northbound)				McCarthy Blvd (Southbound)				Ranch Dr (S) (Eastbound)				Ranch Dr (S) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	5	20	13	0	1	24	1	0	0	0	2	0	14	3	1	0	84	
7:05 AM	2	22	14	0	0	30	0	0	0	0	0	0	18	0	0	0	86	
7:10 AM	1	21	15	0	0	48	0	0	0	0	0	0	19	1	3	0	108	
7:15 AM	6	23	14	0	0	44	0	0	0	0	0	0	26	0	1	0	114	
7:20 AM	1	30	15	0	1	51	1	0	0	0	1	0	11	0	1	0	112	
7:25 AM	4	25	20	0	1	50	0	0	0	0	1	0	32	1	2	0	136	
7:30 AM	3	23	26	0	2	53	1	0	0	0	2	0	16	0	1	0	127	
7:35 AM	6	28	17	0	1	50	0	0	0	0	0	0	32	1	1	0	136	
7:40 AM	6	30	20	1	0	41	0	1	0	0	2	0	19	0	3	0	123	
7:45 AM	4	40	27	1	4	66	1	0	0	0	0	0	22	0	2	0	167	
7:50 AM	10	33	25	0	1	55	0	0	0	0	1	0	21	1	1	0	148	
7:55 AM	13	53	21	1	0	65	0	0	0	0	1	0	18	2	1	0	175	1516
8:00 AM	11	32	23	1	2	54	0	0	0	0	1	0	16	1	1	0	142	1574
8:05 AM	9	35	18	1	1	50	0	0	1	1	1	0	24	1	2	0	144	1632
8:10 AM	6	42	17	0	1	48	0	1	1	0	0	0	11	2	5	0	134	1658
8:15 AM	13	41	21	0	0	59	0	0	0	0	1	0	19	2	1	0	157	1701
8:20 AM	11	43	23	0	0	61	0	0	0	0	3	0	18	0	1	0	160	1749
8:25 AM	6	44	28	0	1	60	0	0	0	0	1	0	18	1	2	0	161	1774
8:30 AM	9	49	22	0	1	74	0	0	0	0	1	0	21	1	6	0	184	1831
8:35 AM	8	44	25	0	1	63	1	0	0	0	0	0	26	0	1	0	169	1864
8:40 AM	4	41	17	0	1	56	0	0	0	0	2	0	21	0	1	0	143	1884
8:45 AM	7	49	23	0	1	79	0	0	0	0	0	0	14	0	1	0	174	1891
8:50 AM	6	53	25	0	0	78	0	0	0	0	2	0	20	0	1	0	185	1928
8:55 AM	14	51	26	0	2	67	0	0	0	0	2	0	16	0	4	0	182	1935

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	108	612	296	0	12	896	0	0	0	0	16	0	200	0	24	0	2164
Heavy Trucks	0	8	0		0	4	0		0	0	4		12	0	0		28
Pedestrians		0				0				4				8			12
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:51 AM

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

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

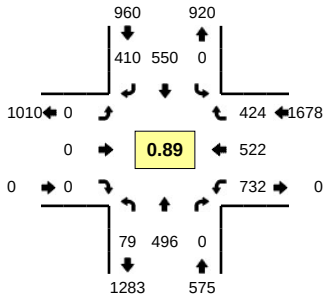
LOCATION: McCarthy Blvd -- SR 237 WB Ramps

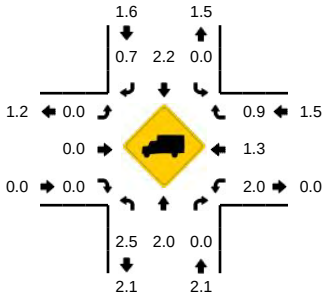
QC JOB #: 10769452

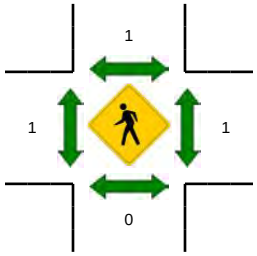
CITY/STATE: Milpitas, CA

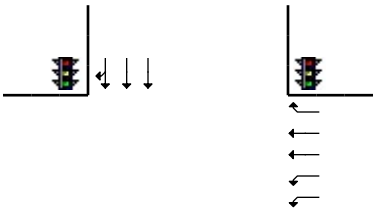
DATE: Tue, Jun 05 2012

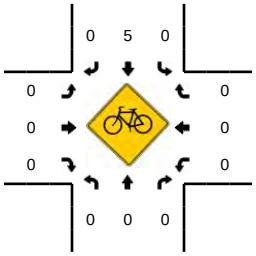
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

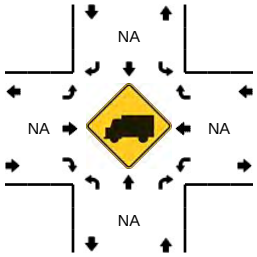


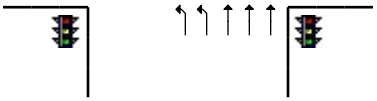


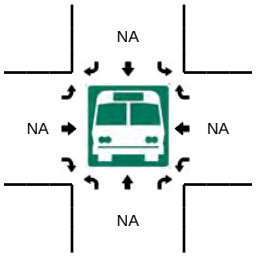












5-Min Count Period Beginning At	McCarthy Blvd (Northbound)				McCarthy Blvd (Southbound)				SR 237 WB Ramps (Eastbound)				SR 237 WB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	2	24	0	0	0	13	26	0	0	0	0	0	32	47	14	0	158	
7:05 AM	7	23	0	0	0	21	28	0	0	0	0	0	31	60	18	0	188	
7:10 AM	4	17	0	0	0	30	33	0	0	0	0	0	29	71	21	0	205	
7:15 AM	4	17	0	0	0	36	28	0	0	0	0	0	38	45	19	0	187	
7:20 AM	5	19	0	0	0	34	30	0	0	0	0	0	42	56	27	0	213	
7:25 AM	1	19	0	0	0	39	34	0	0	0	0	0	40	50	35	0	218	
7:30 AM	6	26	0	1	0	31	35	0	0	0	0	0	50	57	23	0	229	
7:35 AM	4	27	0	0	0	57	41	0	0	0	0	0	48	34	27	0	238	
7:40 AM	6	33	0	1	0	38	30	0	0	0	0	0	58	35	31	0	232	
7:45 AM	7	31	0	0	0	55	33	0	0	0	0	0	53	44	36	0	259	
7:50 AM	6	30	0	0	0	40	35	0	0	0	0	0	51	40	38	0	240	
7:55 AM	5	34	0	0	0	39	43	0	0	0	0	0	43	38	42	0	244	2611
8:00 AM	10	48	0	0	0	36	29	0	0	0	0	0	45	35	28	0	231	2684
8:05 AM	3	28	0	1	0	31	33	0	0	0	0	0	54	48	35	0	233	2729
8:10 AM	3	39	0	0	0	38	32	0	0	0	0	0	44	39	35	0	230	2754
8:15 AM	3	29	0	0	0	32	35	0	0	0	0	0	63	54	40	0	256	2823
8:20 AM	3	50	0	0	0	54	38	0	0	0	0	0	67	42	29	0	283	2893
8:25 AM	11	46	0	0	0	45	37	0	0	0	0	0	49	38	38	0	264	2939
8:30 AM	11	33	0	0	0	45	36	0	0	0	0	0	57	42	47	0	271	2981
8:35 AM	12	36	0	0	0	53	37	0	0	0	0	0	59	40	35	0	272	3015
8:40 AM	3	35	0	0	0	50	28	0	0	0	0	0	68	48	37	0	269	3052
8:45 AM	6	39	0	0	0	58	41	0	0	0	0	0	70	47	33	0	294	3087
8:50 AM	8	53	0	0	0	42	33	0	0	0	0	0	77	36	30	0	279	3126
8:55 AM	5	60	0	0	0	66	31	0	0	0	0	0	79	53	37	0	331	3213

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	76	608	0	0	0	664	420	0	0	0	0	0	904	544	400	0	3616
Heavy Trucks	4	8	0		0	16	0		0	0	0		16	4	4		52
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:51 AM

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

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

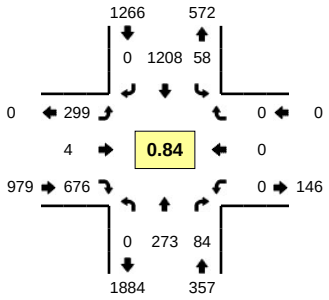
LOCATION: McCarthy Blvd -- SR 237 EB Ramps

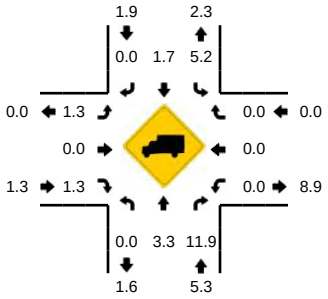
QC JOB #: 10769482

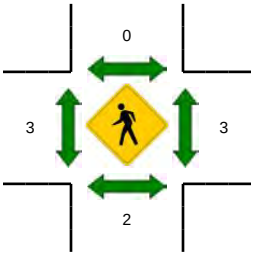
CITY/STATE: Milpitas, CA

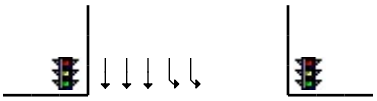
DATE: Tue, Jun 05 2012

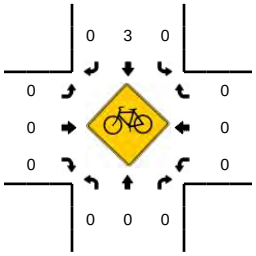
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

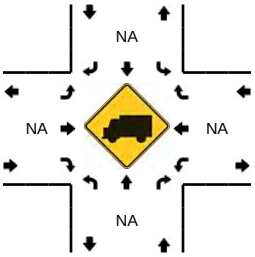


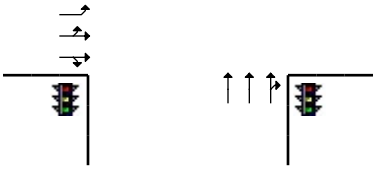


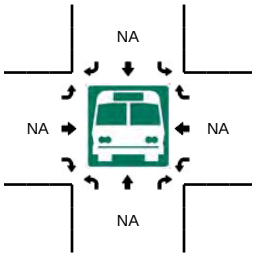












5-Min Count Period Beginning At	McCarthy Blvd (Northbound)				McCarthy Blvd (Southbound)				SR 237 EB Ramps (Eastbound)				SR 237 EB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	14	5	0	7	40	0	0	12	0	28	0	0	0	0	0	106	
7:05 AM	0	21	10	0	5	52	0	0	11	0	15	0	0	0	0	0	114	
7:10 AM	0	11	3	0	7	50	0	0	13	0	18	0	0	0	0	0	102	
7:15 AM	0	8	3	0	7	69	0	0	12	0	28	0	0	0	0	0	127	
7:20 AM	0	8	0	0	4	74	0	0	15	0	24	0	0	0	0	0	125	
7:25 AM	0	19	6	0	6	73	0	0	16	0	24	0	0	0	0	0	144	
7:30 AM	0	8	0	0	7	75	0	0	15	0	33	0	0	0	0	0	138	
7:35 AM	0	15	4	1	4	93	0	0	16	0	23	0	0	0	0	0	156	
7:40 AM	0	20	2	0	7	87	0	0	20	0	45	0	0	0	0	0	181	
7:45 AM	0	12	2	0	11	100	0	0	27	0	42	0	0	0	0	0	194	
7:50 AM	0	13	1	0	7	84	0	0	16	0	50	0	0	0	0	0	171	
7:55 AM	0	18	3	0	2	76	0	0	28	0	46	0	0	0	0	0	173	1731
8:00 AM	0	26	10	0	2	82	0	0	26	0	45	0	0	0	0	0	191	1816
8:05 AM	0	13	11	0	4	80	0	0	22	1	40	0	0	0	0	0	171	1873
8:10 AM	0	18	8	0	3	72	0	0	20	2	43	0	0	0	0	0	166	1937
8:15 AM	0	16	5	0	4	75	0	0	21	1	58	0	0	0	0	0	180	1990
8:20 AM	0	14	3	0	5	108	0	0	36	0	50	0	0	0	0	0	216	2081
8:25 AM	0	33	4	0	6	116	0	0	25	0	53	0	0	0	0	0	237	2174
8:30 AM	0	20	6	0	7	94	0	0	17	0	61	0	0	0	0	0	205	2241
8:35 AM	0	26	7	0	10	105	0	0	24	0	60	0	0	0	0	0	232	2317
8:40 AM	0	26	9	0	1	104	0	0	14	0	71	0	0	0	0	0	225	2361
8:45 AM	0	21	7	0	7	124	0	0	25	0	62	0	0	0	0	0	246	2413
8:50 AM	0	25	10	0	4	109	0	0	31	0	73	0	0	0	0	0	252	2494
8:55 AM	0	35	4	0	5	139	0	0	38	0	60	0	0	0	0	0	281	2602

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	324	84	0	64	1488	0	0	376	0	780	0	0	0	0	0	3116
Heavy Trucks	0	8	16		8	20	0		0	0	12		0	0	0		64
Pedestrians		4				0				8				4			16
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:51 AM

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

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

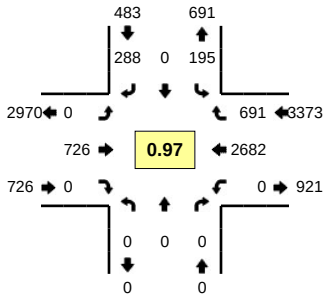
LOCATION: I-880 SB Ramps -- SR 237

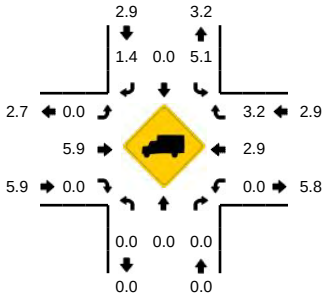
QC JOB #: 10769407

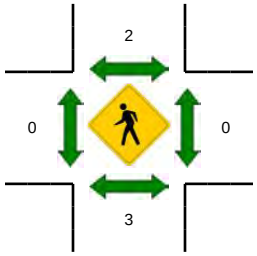
CITY/STATE: Milpitas, CA

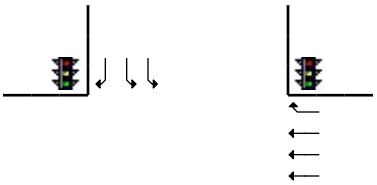
DATE: Tue, Jun 05 2012

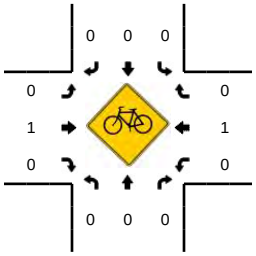
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

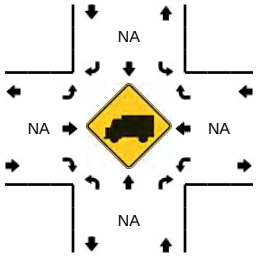


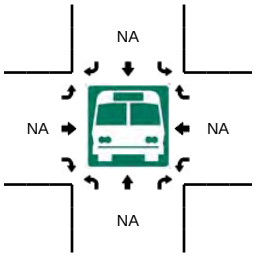












5-Min Count Period Beginning At	I-880 SB Ramps (Northbound)				I-880 SB Ramps (Southbound)				SR 237 (Eastbound)				SR 237 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	13	0	20	0	0	37	0	0	0	189	33	0	292	
7:05 AM	0	0	0	0	11	0	21	0	0	41	0	0	0	179	27	0	279	
7:10 AM	0	0	0	0	13	0	21	0	0	39	0	0	0	202	39	0	314	
7:15 AM	0	0	0	0	17	0	25	0	0	49	0	0	0	201	39	0	331	
7:20 AM	0	0	0	0	22	0	16	0	0	38	0	0	0	226	43	0	345	
7:25 AM	0	0	0	0	8	0	23	0	0	48	0	0	0	202	48	1	330	
7:30 AM	0	0	0	0	14	0	20	0	0	41	0	0	0	214	37	1	327	
7:35 AM	0	0	0	0	11	0	22	0	0	56	0	0	0	198	42	0	329	
7:40 AM	0	0	0	0	13	0	18	0	0	50	0	0	0	224	68	0	373	
7:45 AM	0	0	0	0	15	0	12	0	0	68	0	0	0	207	73	0	375	
7:50 AM	0	0	0	0	12	0	22	0	0	65	0	0	0	214	57	0	370	
7:55 AM	0	0	0	0	24	0	17	0	0	68	0	0	0	185	65	0	359	4024
8:00 AM	0	0	0	0	18	0	17	0	0	62	0	0	0	231	57	0	385	4117
8:05 AM	0	0	0	0	15	0	17	0	0	64	0	0	0	181	60	0	337	4175
8:10 AM	0	0	0	0	21	0	25	0	0	70	0	0	0	231	65	0	412	4273
8:15 AM	0	0	0	0	12	0	17	0	0	52	0	0	0	237	51	0	369	4311
8:20 AM	0	0	0	0	15	0	23	0	0	55	0	0	0	221	51	0	365	4331
8:25 AM	0	0	0	0	17	0	26	0	0	49	0	0	0	227	64	0	383	4384
8:30 AM	0	0	0	0	17	0	31	0	0	65	0	0	0	198	39	0	350	4407
8:35 AM	0	0	0	0	22	0	23	0	0	73	0	0	0	234	78	0	430	4508
8:40 AM	0	0	0	0	12	0	22	0	0	57	0	0	0	217	58	0	366	4501
8:45 AM	0	0	0	0	15	0	20	0	0	68	0	0	0	220	59	0	382	4508
8:50 AM	0	0	0	0	19	0	34	0	0	55	0	0	0	229	62	0	399	4537
8:55 AM	0	0	0	0	12	0	33	0	0	56	0	0	0	256	47	0	404	4582

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	184	0	348	0	0	716	0	0	0	2820	672	0	4740
Heavy Trucks	0	0	0		12	0	0		0	52	0		0	92	16		172
Pedestrians		8				4				0				0			12
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:51 AM

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

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

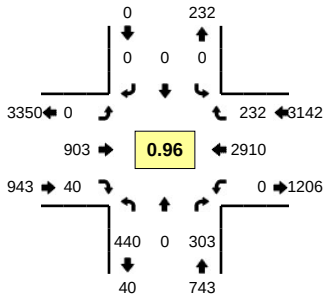
LOCATION: I-880 NB Ramps -- SR 237

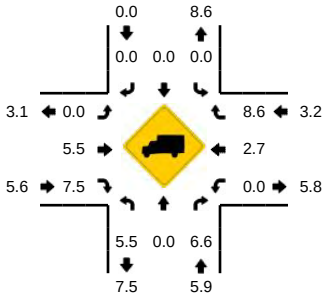
CITY/STATE: Milpitas, CA

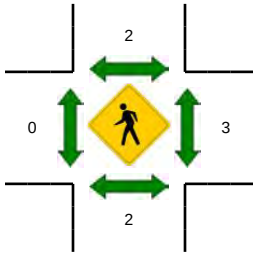
QC JOB #: 10769409

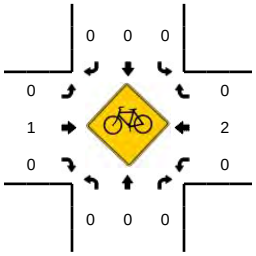
DATE: Tue, Jun 05 2012

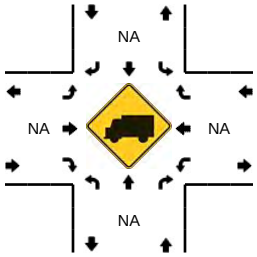
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

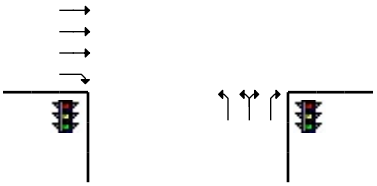


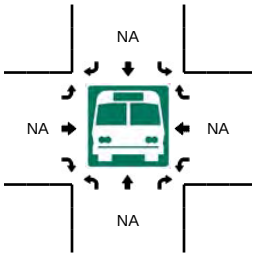












5-Min Count Period Beginning At	I-880 NB Ramps (Northbound)				I-880 NB Ramps (Southbound)				SR 237 (Eastbound)				SR 237 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	25	0	20	0	0	0	0	0	0	52	2	0	0	186	11	0	296	
7:05 AM	26	0	18	0	0	0	0	0	0	45	2	0	0	189	14	0	294	
7:10 AM	42	0	14	0	0	0	0	0	0	50	4	0	0	201	20	0	331	
7:15 AM	23	0	22	0	0	0	0	0	0	63	2	0	0	247	17	0	374	
7:20 AM	38	0	23	0	0	0	0	0	0	58	1	0	0	224	14	0	358	
7:25 AM	34	0	22	0	0	0	0	0	0	53	3	0	0	203	24	0	339	
7:30 AM	17	0	21	0	0	0	0	0	0	54	6	0	0	215	21	0	334	
7:35 AM	38	0	19	0	0	0	0	0	0	61	4	0	0	230	16	0	368	
7:40 AM	23	0	17	0	0	0	0	0	0	60	1	0	0	251	15	0	367	
7:45 AM	33	0	25	0	0	0	0	0	0	80	2	0	0	244	18	0	402	
7:50 AM	34	0	30	0	0	0	0	0	0	89	1	0	0	210	23	0	387	
7:55 AM	30	0	19	0	0	0	0	0	0	74	3	0	0	247	18	0	391	4241
8:00 AM	28	0	28	0	0	0	0	0	0	85	3	0	0	227	17	0	388	4333
8:05 AM	31	0	24	0	0	0	0	0	0	83	0	0	0	251	19	0	408	4447
8:10 AM	35	0	27	0	0	0	0	0	0	81	5	0	0	233	24	0	405	4521
8:15 AM	32	0	21	0	0	0	0	0	0	60	3	0	0	246	22	0	384	4531
8:20 AM	26	0	23	0	0	0	0	0	0	65	1	0	0	284	16	0	415	4588
8:25 AM	34	0	28	0	0	0	0	0	0	69	2	0	0	244	28	0	405	4654
8:30 AM	47	0	25	0	0	0	0	0	0	86	5	0	0	214	12	0	389	4709
8:35 AM	39	0	26	0	0	0	0	0	0	77	6	0	0	227	13	0	388	4729
8:40 AM	38	0	25	0	0	0	0	0	0	65	4	0	0	242	20	0	394	4756
8:45 AM	31	0	29	0	0	0	0	0	0	71	6	0	0	257	22	0	416	4770
8:50 AM	50	0	31	0	0	0	0	0	0	87	4	0	0	243	19	0	434	4817
8:55 AM	49	0	16	0	0	0	0	0	0	74	1	0	0	242	20	0	402	4828

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	520	0	304	0	0	0	0	0	0	928	44	0	0	2968	244	0	5008
Heavy Trucks	24	0	24		0	0	0		0	56	0		0	80	24		208
Pedestrians		4				4				0				4			12
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:51 AM

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

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

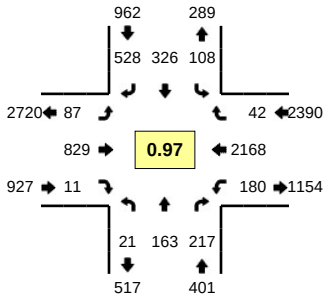
LOCATION: S Abel St -- W Calaveras Blvd

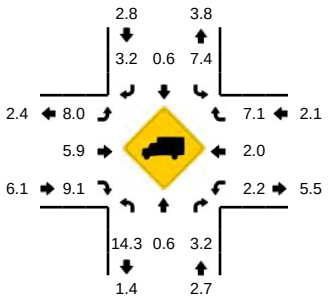
CITY/STATE: Milpitas, CA

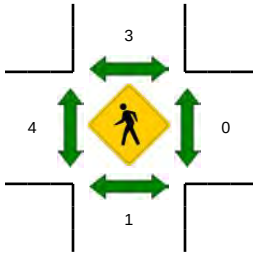
QC JOB #: 10769411

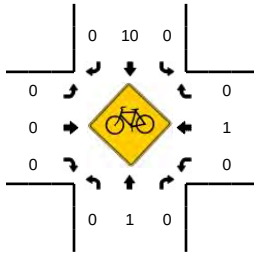
DATE: Tue, Jun 05 2012

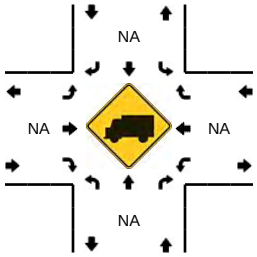
Peak-Hour: 7:40 AM -- 8:40 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

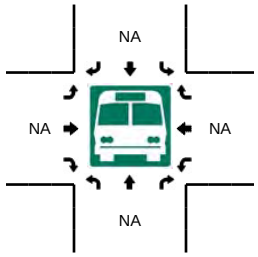












5-Min Count Period Beginning At	S Abel St (Northbound)				S Abel St (Southbound)				W Calaveras Blvd (Eastbound)				W Calaveras Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	1	5	0	7	9	16	0	5	50	1	0	8	154	1	0	257	
7:05 AM	1	3	4	0	3	5	29	0	9	44	3	0	13	166	1	0	281	
7:10 AM	1	5	8	0	6	7	24	0	3	46	0	0	9	173	3	0	285	
7:15 AM	0	4	10	0	7	6	21	0	6	62	0	0	5	190	2	0	313	
7:20 AM	5	8	5	0	1	9	34	0	5	59	0	0	7	185	1	0	319	
7:25 AM	3	12	18	0	3	13	38	0	7	46	1	0	6	164	2	0	313	
7:30 AM	2	21	24	0	6	17	29	0	8	52	0	0	14	170	3	0	346	
7:35 AM	3	26	18	0	8	13	37	0	9	54	0	0	3	190	4	0	365	
7:40 AM	0	37	20	0	10	26	60	0	9	55	0	0	8	167	1	0	393	
7:45 AM	1	23	11	0	6	27	39	0	10	84	0	0	13	191	8	0	413	
7:50 AM	0	17	18	0	7	29	59	0	9	71	1	0	13	146	2	0	372	
7:55 AM	1	10	16	0	9	32	44	0	4	82	2	0	16	197	3	0	416	4073
8:00 AM	1	7	17	0	12	31	27	0	10	70	1	0	9	172	3	0	360	4176
8:05 AM	1	11	21	0	10	28	50	0	7	64	0	1	17	193	2	0	405	4300
8:10 AM	2	13	26	0	9	28	44	0	1	68	0	1	14	192	3	0	401	4416
8:15 AM	3	10	18	0	7	27	44	0	6	76	3	0	18	175	3	0	390	4493
8:20 AM	1	12	20	0	8	21	47	0	4	68	1	0	19	205	2	0	408	4582
8:25 AM	2	9	23	0	9	26	35	0	10	49	1	1	22	186	4	0	377	4646
8:30 AM	5	6	13	0	11	26	37	0	7	71	1	0	13	173	8	0	371	4671
8:35 AM	4	8	14	0	10	25	42	0	7	71	1	0	18	171	3	0	374	4680
8:40 AM	10	5	24	0	11	29	38	0	6	62	2	0	13	168	8	0	376	4663
8:45 AM	5	11	19	0	17	38	50	0	5	69	2	1	15	176	0	0	408	4658
8:50 AM	2	9	25	0	17	23	39	0	8	73	2	0	19	170	3	0	390	4676
8:55 AM	1	16	25	0	14	19	34	0	3	70	0	0	17	179	2	0	380	4640

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	8	200	180	0	88	352	568	0	92	948	12	0	168	2136	52	0	4804
Heavy Trucks	0	4	12		0	0	12		12	64	4		12	48	4		172
Pedestrians		4				4				12				0			20
Bicycles	0	1	0		0	9	0		0	0	0		0	0	0		10
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:51 AM

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

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

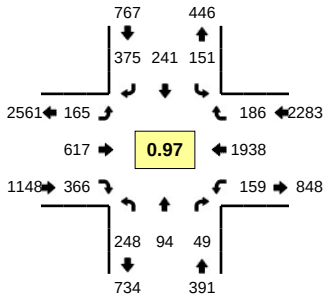
LOCATION: S Milpitas Blvd -- E Calaveras Blvd

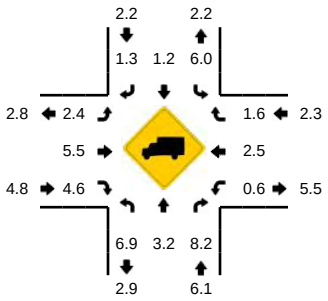
QC JOB #: 10769413

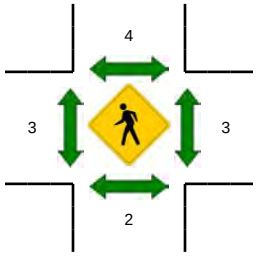
CITY/STATE: Milpitas, CA

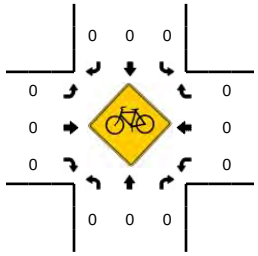
DATE: Tue, Jun 05 2012

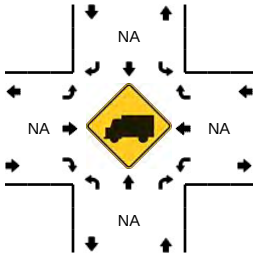
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

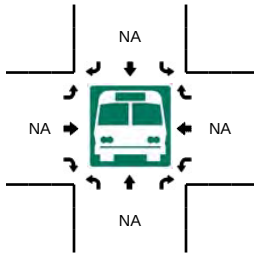












5-Min Count Period Beginning At	S Milpitas Blvd (Northbound)				S Milpitas Blvd (Southbound)				E Calaveras Blvd (Eastbound)				E Calaveras Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	22	2	0	0	5	3	17	0	5	43	10	0	5	110	3	1	226	
7:05 AM	21	10	0	0	3	8	22	0	11	23	17	0	5	146	14	0	280	
7:10 AM	17	6	1	0	5	3	25	0	9	37	17	0	4	136	4	0	264	
7:15 AM	11	2	1	0	6	5	23	0	6	43	26	0	6	199	10	1	339	
7:20 AM	18	6	2	0	7	7	22	0	13	28	23	0	5	131	11	1	274	
7:25 AM	14	8	1	0	7	8	18	0	11	36	13	0	6	136	13	2	273	
7:30 AM	19	12	4	0	5	11	23	0	12	51	19	0	8	163	13	3	343	
7:35 AM	18	10	1	0	9	13	35	0	7	52	25	0	8	173	21	3	375	
7:40 AM	16	12	6	0	10	22	28	0	14	42	25	0	3	157	22	3	360	
7:45 AM	17	11	3	0	12	17	21	0	7	50	40	0	14	162	25	3	382	
7:50 AM	24	9	3	0	6	18	20	0	7	57	40	0	14	161	21	0	380	
7:55 AM	23	7	5	0	14	17	22	0	10	44	34	0	7	180	12	1	376	3872
8:00 AM	17	8	4	0	16	25	33	0	12	43	37	0	9	151	11	3	369	4015
8:05 AM	26	8	4	0	12	21	42	0	21	42	30	0	11	154	22	4	397	4132
8:10 AM	21	7	4	0	8	17	38	0	15	54	28	0	7	170	13	3	385	4253
8:15 AM	16	3	2	0	7	15	28	0	7	54	40	0	5	188	16	1	382	4296
8:20 AM	18	8	3	0	11	14	32	0	11	48	30	0	7	175	20	1	378	4400
8:25 AM	23	11	3	0	11	27	30	0	12	40	31	0	11	160	16	3	378	4505
8:30 AM	27	5	5	0	17	20	36	0	14	53	25	0	15	127	17	3	364	4526
8:35 AM	19	10	2	0	13	26	35	0	9	49	34	0	11	171	17	3	399	4550
8:40 AM	17	9	8	0	14	15	25	0	19	47	26	0	9	152	16	3	360	4550
8:45 AM	21	9	9	0	15	22	23	0	7	63	29	0	14	177	15	2	406	4574
8:50 AM	20	8	3	0	14	27	28	0	23	61	31	0	18	145	10	2	390	4584
8:55 AM	23	8	2	0	12	12	25	1	15	63	25	0	10	168	13	4	381	4589

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	256	100	56	0	164	244	304	4	180	748	340	0	168	1960	152	32	4708
Heavy Trucks	8	0	8		12	4	4		0	40	8		0	52	4		140
Pedestrians		0				12				0				0			12
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:51 AM

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

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

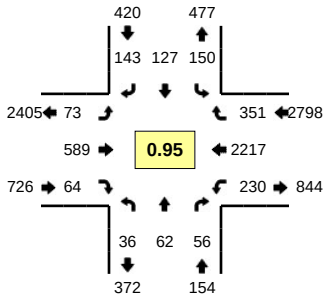
LOCATION: Hillview Dr -- E Calaveras Blvd

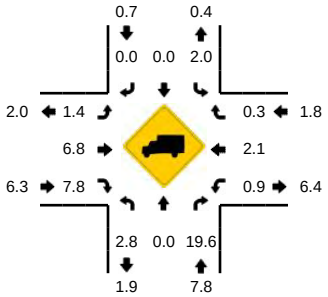
CITY/STATE: Milpitas, CA

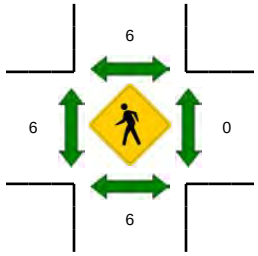
QC JOB #: 10769415

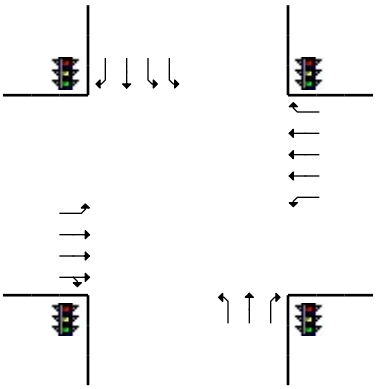
DATE: Tue, Jun 05 2012

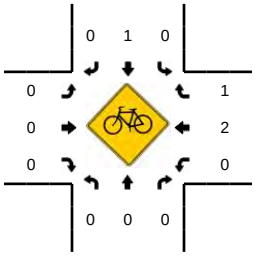
Peak-Hour: 7:35 AM -- 8:35 AM
Peak 15-Min: 7:40 AM -- 7:55 AM

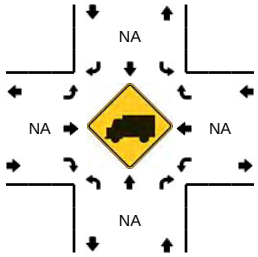


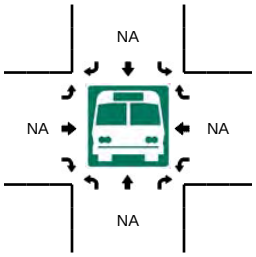












5-Min Count Period Beginning At	Hillview Dr (Northbound)				Hillview Dr (Southbound)				E Calaveras Blvd (Eastbound)				E Calaveras Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	2	1	7	0	8	4	2	0	1	34	9	1	15	143	10	4	241	
7:05 AM	4	5	21	0	5	3	11	0	5	27	7	0	8	150	7	1	254	
7:10 AM	2	1	10	0	6	5	7	0	1	26	3	1	13	138	11	4	228	
7:15 AM	1	2	5	0	6	8	5	0	2	41	7	1	18	179	12	3	290	
7:20 AM	2	3	8	0	7	2	8	0	2	39	2	0	9	166	10	0	258	
7:25 AM	0	1	4	0	7	7	3	0	3	27	4	1	8	156	15	3	239	
7:30 AM	1	8	3	0	5	5	11	0	2	41	4	1	10	189	26	1	307	
7:35 AM	4	12	1	0	21	5	16	0	4	49	3	0	18	179	44	1	357	
7:40 AM	4	11	12	0	11	8	9	0	5	39	1	0	11	195	61	2	369	
7:45 AM	3	6	6	0	15	12	11	0	5	48	4	0	15	169	48	5	347	
7:50 AM	4	6	5	0	15	8	13	0	7	40	7	0	9	212	41	0	367	
7:55 AM	3	5	2	0	10	8	9	0	5	61	9	0	18	163	27	4	324	3581
8:00 AM	1	4	3	0	7	15	13	0	3	55	9	1	12	204	18	4	349	3689
8:05 AM	4	6	7	0	16	8	11	0	5	50	3	1	14	204	20	1	350	3785
8:10 AM	6	0	5	0	8	14	8	0	3	49	4	3	18	186	18	3	325	3882
8:15 AM	2	3	5	0	5	13	12	0	10	51	5	1	18	161	12	10	308	3900
8:20 AM	0	3	5	0	17	16	8	0	5	58	8	1	13	185	28	5	352	3994
8:25 AM	3	4	5	0	13	7	17	0	5	41	7	2	20	178	19	5	326	4081
8:30 AM	2	2	0	0	12	13	16	0	7	48	4	0	15	181	15	9	324	4098
8:35 AM	1	1	6	0	16	12	17	0	6	56	7	0	13	178	22	10	345	4086
8:40 AM	2	1	3	0	12	9	19	0	8	59	6	0	12	183	23	3	340	4057
8:45 AM	5	3	6	0	17	12	8	0	10	66	3	1	14	168	38	6	357	4067
8:50 AM	1	4	4	0	12	17	10	0	5	63	6	0	23	158	20	10	333	4033
8:55 AM	6	1	8	0	10	8	2	0	6	65	6	1	19	158	25	2	317	4026

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	44	92	92	0	164	112	132	0	68	508	48	0	140	2304	600	28	4332
Heavy Trucks	0	0	16		4	0	0		0	36	4		0	48	4		112
Pedestrians		4				12				0				0			16
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:51 AM

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

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

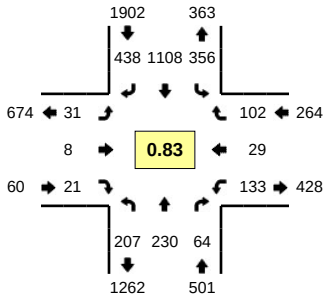
LOCATION: McCarthy Blvd -- Bellew Dr/Technology Dr

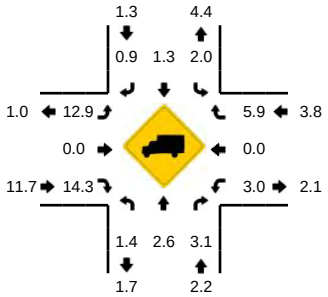
QC JOB #: 10769417

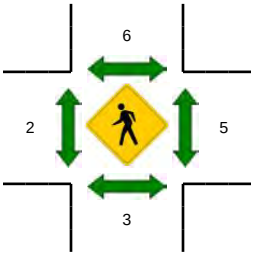
CITY/STATE: Milpitas, CA

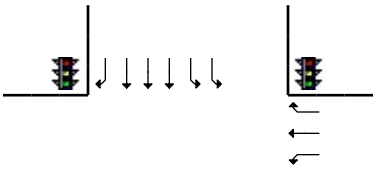
DATE: Tue, Jun 05 2012

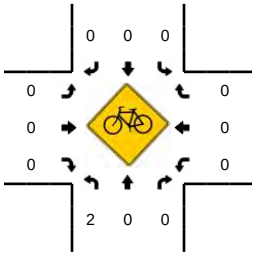
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

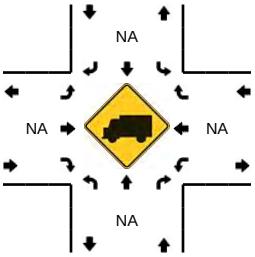


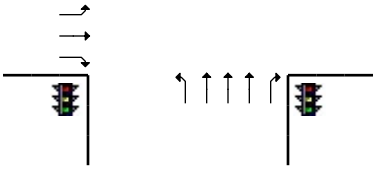


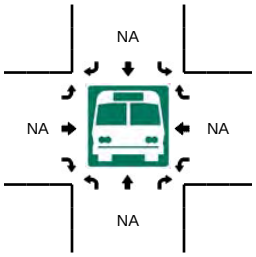












5-Min Count Period Beginning At	McCarthy Blvd (Northbound)				McCarthy Blvd (Southbound)				Bellew Dr/Technology Dr (Eastbound)				Bellew Dr/Technology Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	10	15	2	0	13	36	16	0	3	0	3	0	13	1	6	0	118	
7:05 AM	8	10	5	0	3	29	15	1	2	0	0	0	10	0	6	0	89	
7:10 AM	5	9	0	0	9	48	18	0	0	0	0	0	6	0	4	0	99	
7:15 AM	7	5	3	0	12	59	29	0	0	0	1	0	15	1	8	0	140	
7:20 AM	7	4	9	0	15	61	26	0	2	0	1	0	14	0	6	0	145	
7:25 AM	2	10	5	0	17	63	12	0	1	0	1	0	7	0	7	0	125	
7:30 AM	8	9	6	0	19	66	16	0	0	0	2	0	18	2	5	0	151	
7:35 AM	9	7	2	0	8	77	21	0	2	0	1	0	23	3	6	0	159	
7:40 AM	13	15	8	0	24	99	22	0	0	0	1	0	19	0	6	0	207	
7:45 AM	6	13	6	0	20	105	28	0	1	1	1	0	13	0	6	0	200	
7:50 AM	15	4	5	0	25	70	33	0	0	0	1	0	18	2	4	0	177	
7:55 AM	11	24	3	0	7	77	30	0	1	0	1	0	11	6	6	0	177	1787
8:00 AM	17	18	6	0	27	94	21	0	1	0	2	0	14	3	12	0	215	1884
8:05 AM	20	10	2	0	22	55	34	0	8	2	1	0	5	1	2	0	162	1957
8:10 AM	6	14	3	0	10	72	34	0	5	0	4	0	14	3	7	0	172	2030
8:15 AM	22	25	6	0	34	89	31	0	1	0	0	0	11	0	4	0	223	2113
8:20 AM	23	16	3	0	31	80	31	0	0	0	1	0	12	1	11	0	209	2177
8:25 AM	12	14	9	0	21	112	41	0	3	2	0	0	8	3	10	0	235	2287
8:30 AM	22	13	5	0	46	56	42	0	2	0	3	0	7	7	7	0	210	2346
8:35 AM	11	28	6	0	17	111	38	0	0	0	2	0	17	3	12	0	245	2432
8:40 AM	25	17	5	0	36	84	39	0	2	1	2	0	11	2	11	0	235	2460
8:45 AM	13	29	5	0	33	134	41	0	3	1	2	0	10	2	9	0	282	2542
8:50 AM	16	16	6	0	30	88	39	0	5	1	3	0	12	2	9	0	227	2592
8:55 AM	20	30	8	0	49	133	47	0	1	1	1	0	12	2	8	0	312	2727

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	196	300	76	0	448	1420	508	0	36	12	24	0	136	24	104	0	3284
Heavy Trucks	0	12	0		8	16	4		0	0	4		4	0	12		60
Pedestrians		4				8				0				4			16
Bicycles	1	0	0		0	0	0		0	0	0		0	0	0		1
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:51 AM

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

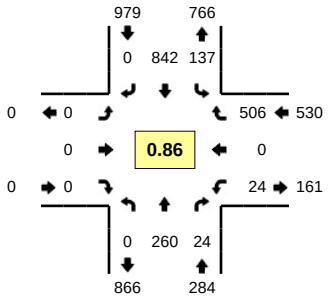
Type of peak hour being reported: Intersection Peak

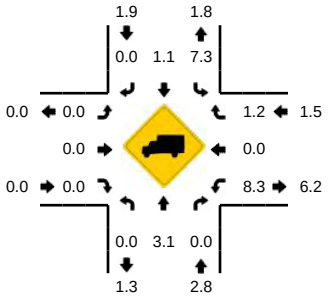
Method for determining peak hour: Total Entering Volume

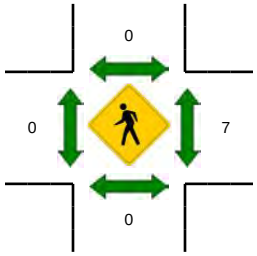
LOCATION: McCarthy Blvd -- Alder Dr
CITY/STATE: Milpitas, CA

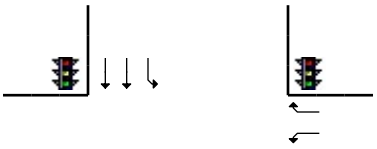
QC JOB #: 10769419
DATE: Tue, Jun 05 2012

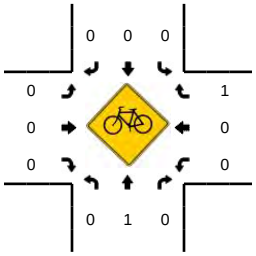
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

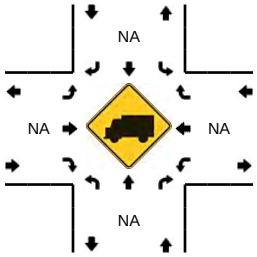


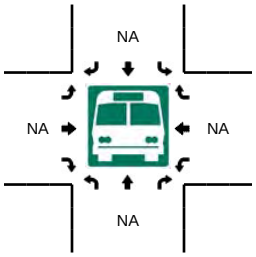












5-Min Count Period Beginning At	McCarthy Blvd (Northbound)				McCarthy Blvd (Southbound)				Alder Dr (Eastbound)				Alder Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	10	0	0	5	41	0	0	0	0	0	0	0	0	28	0	84	
7:05 AM	0	13	1	0	9	41	0	0	0	0	0	0	0	0	18	0	82	
7:10 AM	0	7	1	0	8	43	0	1	0	0	0	0	1	0	19	0	80	
7:15 AM	0	3	0	0	5	48	0	0	0	0	0	0	1	0	19	0	76	
7:20 AM	0	6	0	0	6	56	0	0	0	0	0	0	0	0	16	0	84	
7:25 AM	0	11	1	0	9	64	0	0	0	0	0	0	0	0	23	0	108	
7:30 AM	0	4	1	0	13	64	0	0	0	0	0	0	2	0	24	0	108	
7:35 AM	0	17	2	0	6	91	0	0	0	0	0	0	0	0	17	0	133	
7:40 AM	0	20	2	0	8	85	0	0	0	0	0	0	2	0	26	0	143	
7:45 AM	0	17	2	0	14	93	0	0	0	0	0	0	1	0	22	0	149	
7:50 AM	0	10	2	0	8	77	0	0	0	0	0	0	2	0	29	0	128	
7:55 AM	0	18	0	0	6	73	0	0	0	0	0	0	3	0	42	0	142	1317
8:00 AM	0	18	2	0	18	70	0	0	0	0	0	0	2	0	36	0	146	1379
8:05 AM	0	16	2	0	9	43	0	0	0	0	0	0	1	0	41	0	112	1409
8:10 AM	0	19	1	0	6	76	0	0	0	0	0	0	0	0	20	0	122	1451
8:15 AM	0	18	2	0	12	45	0	0	0	0	0	0	3	0	63	0	143	1518
8:20 AM	0	14	0	0	14	70	0	0	0	0	0	0	5	0	53	0	156	1590
8:25 AM	0	25	2	0	15	80	0	0	0	0	0	0	2	0	36	0	160	1642
8:30 AM	0	25	0	0	13	47	0	0	0	0	0	0	2	0	44	0	131	1665
8:35 AM	0	17	1	0	4	83	0	0	0	0	0	0	2	0	52	0	159	1691
8:40 AM	0	28	2	0	10	70	0	0	0	0	0	0	3	0	29	0	142	1690
8:45 AM	0	27	0	0	8	95	0	0	0	0	0	0	0	0	40	0	170	1711
8:50 AM	0	27	6	0	10	79	0	0	0	0	0	0	4	0	47	0	173	1756
8:55 AM	0	26	6	0	18	84	0	0	0	0	0	0	0	0	45	0	179	1793

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	320	48	0	144	1032	0	0	0	0	0	0	16	0	528	0	2088
Heavy Trucks	0	12	0		16	12	0		0	0	0		4	0	0		44
Pedestrians		0				0				0				12			12
Bicycles	0	0	0		0	0	0		0	0	0		0	0	1		1
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:51 AM

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

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

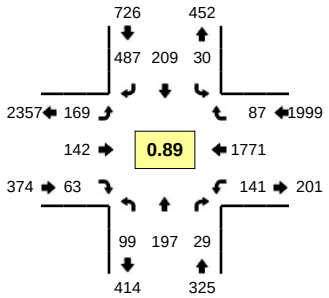
LOCATION: McCarthy Blvd -- Tasman Dr

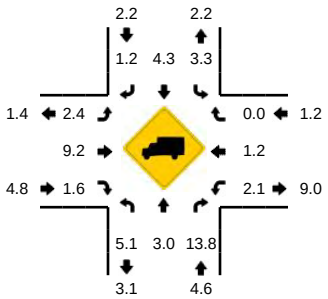
CITY/STATE: Milpitas, CA

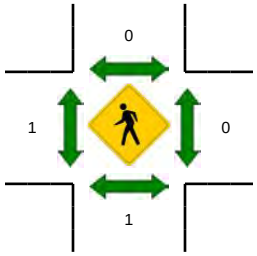
QC JOB #: 10769421

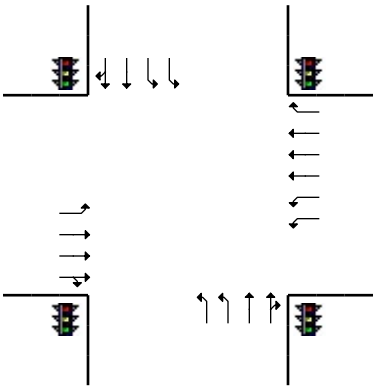
DATE: Thu, Jun 07 2012

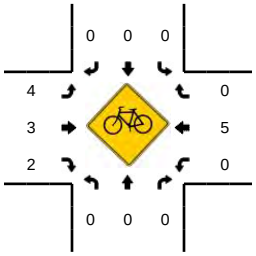
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

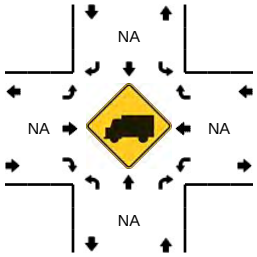


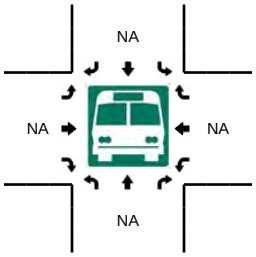












5-Min Count Period Beginning At	McCarthy Blvd (Northbound)				McCarthy Blvd (Southbound)				Tasman Dr (Eastbound)				Tasman Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	6	7	1	0	0	7	19	0	7	8	4	0	3	88	7	0	157	
7:05 AM	5	4	2	0	0	17	46	0	6	8	2	0	5	67	3	0	165	
7:10 AM	2	10	3	0	4	14	20	0	10	6	4	0	10	119	6	0	208	
7:15 AM	1	5	0	0	1	5	41	0	3	7	3	0	7	66	5	0	144	
7:20 AM	12	11	0	0	2	11	42	0	8	3	1	0	6	106	4	0	206	
7:25 AM	7	3	4	0	1	12	46	0	9	1	2	0	6	114	7	0	212	
7:30 AM	7	11	0	0	1	16	51	0	5	9	7	1	9	97	6	0	220	
7:35 AM	6	11	3	0	0	20	39	0	6	5	1	0	13	107	1	0	212	
7:40 AM	15	12	3	0	2	12	45	0	14	12	6	0	13	124	5	0	263	
7:45 AM	10	25	2	0	1	18	70	0	13	11	5	0	5	114	9	0	283	
7:50 AM	7	11	2	0	1	22	54	0	14	7	9	0	11	148	7	0	293	
7:55 AM	9	18	1	0	6	29	64	0	11	16	6	0	14	144	11	0	329	2692
8:00 AM	8	23	5	0	2	22	39	0	12	15	3	1	10	109	10	0	259	2794
8:05 AM	9	12	1	0	2	9	36	0	17	9	5	0	11	124	14	0	249	2878
8:10 AM	6	7	1	0	0	23	31	0	5	13	4	0	6	190	10	0	296	2966
8:15 AM	6	13	1	0	3	19	30	0	13	12	7	0	11	112	7	0	234	3056
8:20 AM	10	17	5	1	3	19	38	0	7	11	4	0	8	140	8	0	271	3121
8:25 AM	10	11	0	0	3	15	34	0	12	7	5	0	12	134	4	0	247	3156
8:30 AM	9	16	4	0	3	16	38	0	8	12	6	0	8	164	5	0	289	3225
8:35 AM	10	23	1	0	5	23	33	0	12	8	4	0	12	136	7	0	274	3287
8:40 AM	9	16	2	0	4	15	52	0	19	13	4	0	18	185	5	0	342	3366
8:45 AM	10	14	3	0	4	20	50	0	19	11	8	0	10	155	5	0	309	3392
8:50 AM	7	18	3	0	0	18	55	0	23	16	7	0	11	135	2	0	295	3394
8:55 AM	4	27	3	0	1	10	51	0	21	15	6	0	24	187	10	0	359	3424

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	84	236	36	0	20	192	624	0	252	168	84	0	180	1908	68	0	3852
Heavy Trucks	0	12	8		4	20	4		4	12	0		0	24	0		88
Pedestrians		0				0				4				0			4
Bicycles	0	0	0		0	0	0		1	2	1		0	4	0		8
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:51 AM

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

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

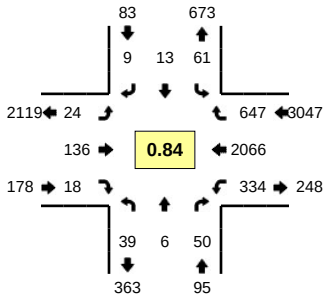
LOCATION: Alder Dr -- Tasman Dr

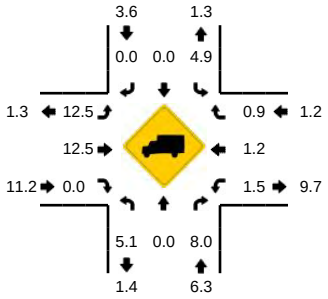
CITY/STATE: Milpitas, CA

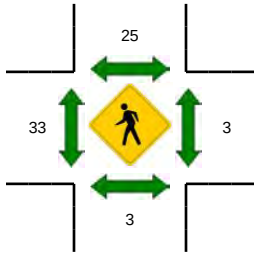
QC JOB #: 10769423

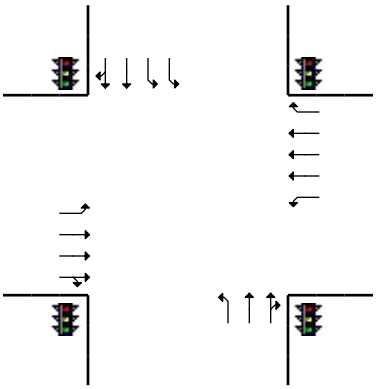
DATE: Thu, Jun 07 2012

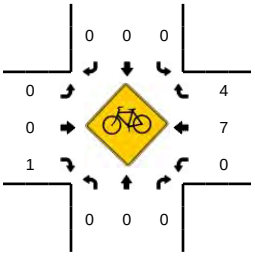
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

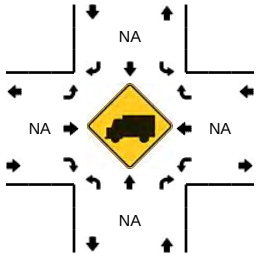


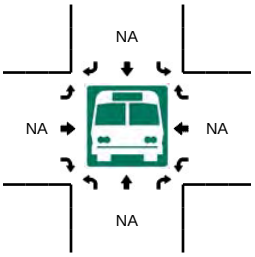












5-Min Count Period Beginning At	Alder Dr (Northbound)				Alder Dr (Southbound)				Tasman Dr (Eastbound)				Tasman Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	0	4	0	2	0	0	0	0	7	1	0	5	78	22	0	120	
7:05 AM	0	0	1	0	7	0	1	0	0	8	0	0	6	114	29	0	166	
7:10 AM	3	0	0	0	5	1	0	0	1	8	0	1	10	120	22	0	171	
7:15 AM	1	0	1	0	9	0	0	0	0	15	2	0	11	107	20	0	166	
7:20 AM	1	0	2	0	2	0	1	0	0	3	0	1	17	113	31	0	171	
7:25 AM	1	0	2	0	4	0	0	0	0	3	0	0	10	126	33	0	179	
7:30 AM	3	0	0	0	7	0	0	0	0	8	0	0	16	113	24	0	171	
7:35 AM	1	1	5	0	4	1	0	0	0	5	1	0	23	111	33	0	185	
7:40 AM	3	0	3	0	3	1	1	0	1	14	0	0	17	160	28	0	231	
7:45 AM	1	0	1	0	6	3	2	0	1	9	0	0	25	164	32	1	245	
7:50 AM	1	0	3	0	10	0	1	0	4	8	0	3	8	127	38	1	204	
7:55 AM	2	2	5	0	4	0	0	0	0	6	0	0	34	144	30	1	228	2237
8:00 AM	5	0	4	0	6	1	0	0	3	8	1	0	19	163	52	0	262	2379
8:05 AM	3	1	3	0	4	3	0	0	2	11	0	3	25	158	42	1	256	2469
8:10 AM	0	0	2	0	2	0	0	0	0	15	1	0	23	168	52	1	264	2562
8:15 AM	2	0	1	0	3	0	0	0	0	7	0	0	21	155	55	0	244	2640
8:20 AM	1	2	3	0	2	0	0	0	1	11	4	0	29	154	43	0	250	2719
8:25 AM	1	1	6	0	2	2	1	0	3	17	2	0	21	148	44	0	248	2788
8:30 AM	1	1	4	0	2	1	1	0	1	9	2	0	26	190	65	0	303	2920
8:35 AM	4	0	6	0	4	0	1	0	1	6	1	1	36	194	67	0	321	3056
8:40 AM	6	1	6	0	9	3	1	0	0	16	3	0	24	135	44	0	248	3073
8:45 AM	4	0	4	0	5	0	1	0	0	15	1	0	28	228	63	0	349	3177
8:50 AM	3	0	4	0	9	3	3	1	2	7	1	0	48	164	50	0	295	3268
8:55 AM	9	0	7	0	12	0	1	0	6	14	2	1	32	209	70	0	363	3403

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	64	0	60	0	104	12	20	4	32	144	16	4	432	2404	732	0	4028
Heavy Trucks	0	0	0		8	0	0		8	20	0		8	28	12		84
Pedestrians		0				20				76				0			96
Bicycles	0	0	0		0	0	0		0	0	1		0	4	1		6
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:51 AM

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

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

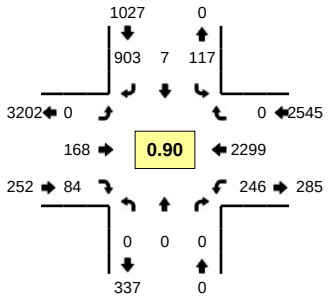
LOCATION: I-880 SB Ramps -- Tasman Dr

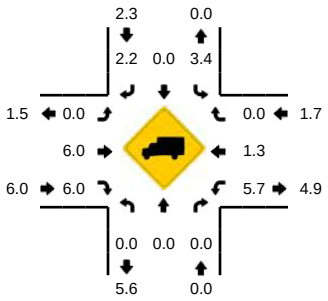
CITY/STATE: Milpitas, CA

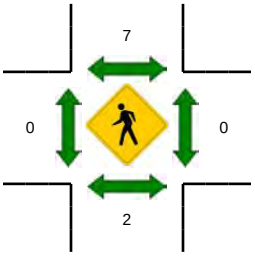
QC JOB #: 10769425

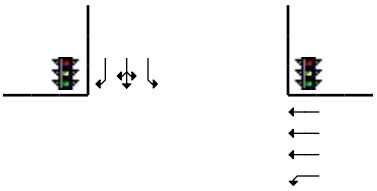
DATE: Tue, Jun 12 2012

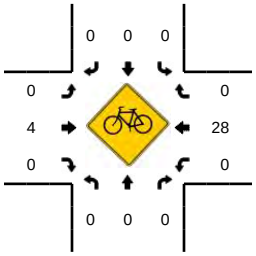
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

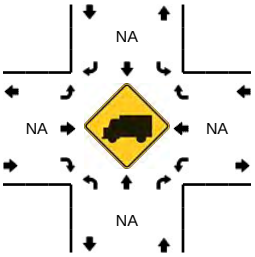


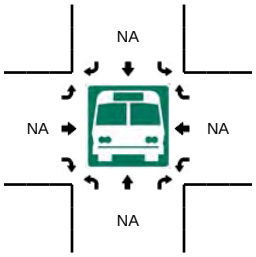












5-Min Count Period Beginning At	I-880 SB Ramps (Northbound)				I-880 SB Ramps (Southbound)				Tasman Dr (Eastbound)				Tasman Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	8	0	58	0	0	8	4	0	10	91	0	0	179	
7:05 AM	0	0	0	0	11	0	39	0	0	8	1	0	11	90	0	0	160	
7:10 AM	0	0	0	0	9	0	46	0	0	16	9	0	9	100	0	0	189	
7:15 AM	0	0	0	0	9	0	57	0	0	13	5	0	10	102	0	0	196	
7:20 AM	0	0	0	0	7	1	53	0	0	9	2	0	12	104	0	0	188	
7:25 AM	0	0	0	0	11	0	62	0	0	13	3	0	16	107	0	0	212	
7:30 AM	0	0	0	0	3	0	68	0	0	9	4	0	9	142	0	0	235	
7:35 AM	0	0	0	0	9	0	59	0	0	7	3	0	25	139	0	0	242	
7:40 AM	0	0	0	0	10	0	44	0	0	2	6	0	22	97	0	0	181	
7:45 AM	0	0	0	0	7	0	67	0	0	14	5	0	22	176	0	0	291	
7:50 AM	0	0	0	0	13	0	49	0	0	12	5	0	23	144	0	0	246	
7:55 AM	0	0	0	0	16	1	60	0	0	11	13	0	10	155	0	0	266	2585
8:00 AM	0	0	0	0	9	1	73	0	0	13	7	0	19	147	0	0	269	2675
8:05 AM	0	0	0	0	14	0	80	0	0	10	7	0	21	171	0	0	303	2818
8:10 AM	0	0	0	0	5	0	75	0	0	18	9	0	20	173	0	0	300	2929
8:15 AM	0	0	0	0	7	2	74	0	0	10	5	0	25	201	0	0	324	3057
8:20 AM	0	0	0	0	6	1	73	0	0	10	4	0	9	173	0	0	276	3145
8:25 AM	0	0	0	0	13	0	64	0	0	14	3	0	27	213	0	0	334	3267
8:30 AM	0	0	0	0	11	1	75	0	0	6	6	0	19	175	0	0	293	3325
8:35 AM	0	0	0	0	10	0	73	0	0	15	4	0	21	201	0	0	324	3407
8:40 AM	0	0	0	0	7	0	69	0	0	14	5	0	20	218	0	0	333	3559
8:45 AM	0	0	0	0	11	2	95	0	0	23	10	0	8	187	0	0	336	3604
8:50 AM	0	0	0	0	9	0	75	0	0	21	14	0	33	225	0	0	377	3735
8:55 AM	0	0	0	0	15	0	77	0	0	14	10	0	24	215	0	0	355	3824

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	140	8	988	0	0	232	136	0	260	2508	0	0	4272
Heavy Trucks	0	0	0		4	0	36		0	8	8		8	40	0		104
Pedestrians		0				4				0				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	9	0		9
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:51 AM

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

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

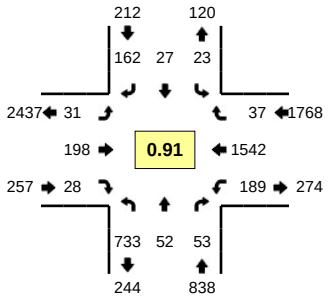
LOCATION: Thompson St/I-880 NB Ramps -- Great Mall Pkwy

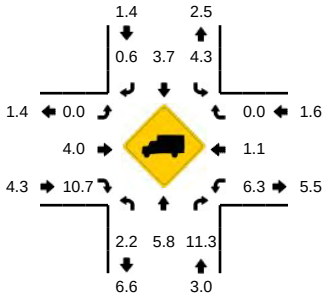
QC JOB #: 10769427

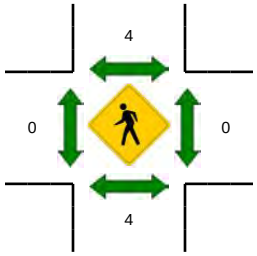
CITY/STATE: Milpitas, CA

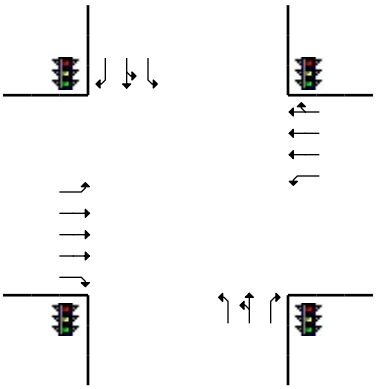
DATE: Thu, Jun 07 2012

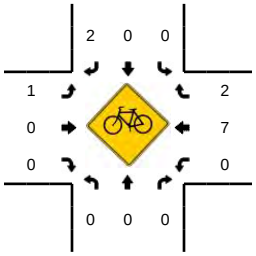
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

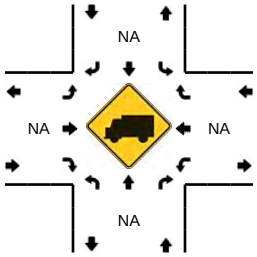


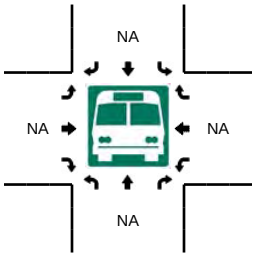












5-Min Count Period Beginning At	Thompson St/I-880 NB Ramps (Northbound)				Thompson St/I-880 NB Ramps (Southbound)				Great Mall Pkwy (Eastbound)				Great Mall Pkwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	32	6	3	0	0	2	3	0	4	5	0	0	12	73	3	0	143	
7:05 AM	40	7	4	0	0	1	9	0	1	8	2	0	9	54	2	0	137	
7:10 AM	28	3	5	0	0	3	10	0	3	15	2	0	9	79	0	0	157	
7:15 AM	43	3	4	0	1	2	5	0	2	9	4	0	7	57	1	0	138	
7:20 AM	34	5	6	0	1	5	5	0	1	13	2	0	10	78	7	0	167	
7:25 AM	52	0	9	0	0	0	4	0	1	14	1	0	11	96	7	0	195	
7:30 AM	29	7	7	0	0	3	4	0	0	18	2	0	22	95	10	0	197	
7:35 AM	48	3	5	0	2	4	9	0	4	16	0	0	11	76	2	0	180	
7:40 AM	54	5	3	0	0	3	9	0	3	13	2	0	14	108	4	0	218	
7:45 AM	36	1	13	0	0	0	7	0	5	19	4	0	14	116	9	0	224	
7:50 AM	66	4	6	0	1	8	5	0	5	19	2	1	10	81	4	0	212	
7:55 AM	66	8	6	0	2	4	10	0	5	17	3	0	12	131	4	0	268	2236
8:00 AM	45	8	3	0	0	3	12	0	4	14	2	0	9	86	0	0	186	2279
8:05 AM	76	5	6	0	3	3	14	0	5	5	5	0	12	125	4	0	263	2405
8:10 AM	53	5	5	0	0	1	18	0	0	16	1	0	20	134	3	0	256	2504
8:15 AM	52	3	3	0	1	2	8	0	2	14	0	0	13	150	4	0	252	2618
8:20 AM	52	1	8	0	3	2	11	0	0	22	5	0	16	104	1	0	225	2676
8:25 AM	58	7	5	0	0	0	12	0	2	19	1	0	15	138	5	0	262	2743
8:30 AM	60	1	7	0	7	3	16	0	3	13	3	0	11	104	1	0	229	2775
8:35 AM	72	6	5	0	5	3	10	0	5	9	2	0	29	149	4	0	299	2894
8:40 AM	55	3	2	0	2	1	10	0	2	23	2	0	25	129	5	0	259	2935
8:45 AM	47	5	4	0	1	4	22	0	3	26	2	0	3	146	7	0	270	2981
8:50 AM	82	4	4	0	1	2	12	0	4	16	5	0	18	115	1	0	264	3033
8:55 AM	81	4	1	0	0	3	17	0	1	21	0	0	18	162	2	0	310	3075

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	840	52	36	0	8	36	204	0	32	252	28	0	156	1692	40	0	3376
Heavy Trucks	28	8	8		0	4	0		0	16	4		0	24	0		92
Pedestrians		4				0				0				0			4
Bicycles	0	0	0		0	0	1		1	0	0		0	3	1		6
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:51 AM

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

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

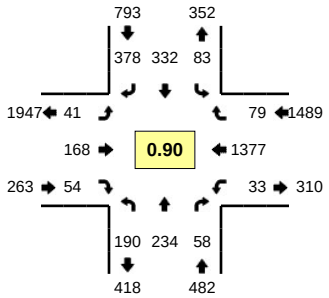
LOCATION: Abel St -- Great Mall Pkwy

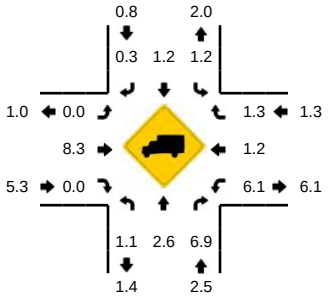
CITY/STATE: Milpitas, CA

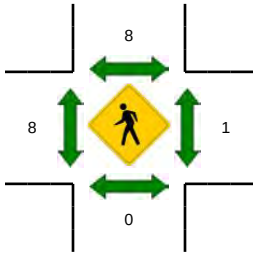
QC JOB #: 10769429

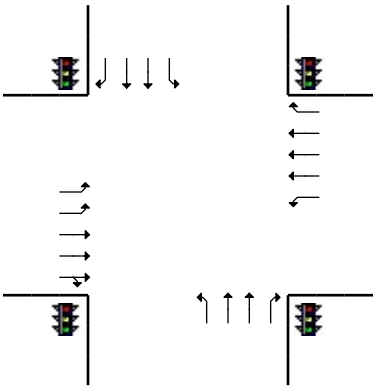
DATE: Tue, Jun 05 2012

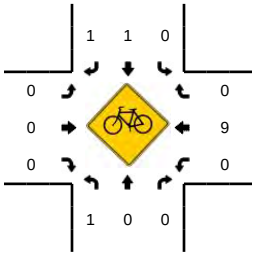
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:40 AM -- 8:55 AM

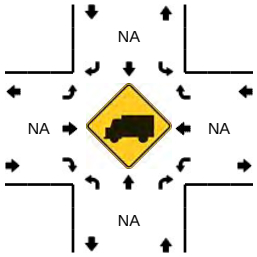


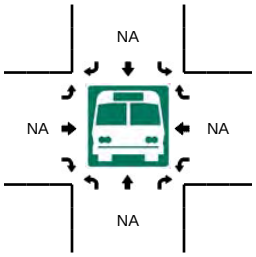












5-Min Count Period Beginning At	Abel St (Northbound)				Abel St (Southbound)				Great Mall Pkwy (Eastbound)				Great Mall Pkwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	2	4	2	0	1	6	13	0	7	8	1	0	1	40	4	0	89	
7:05 AM	3	7	1	0	2	5	12	0	3	12	3	0	0	66	7	0	121	
7:10 AM	11	10	1	0	1	6	15	0	5	8	3	0	0	48	4	0	112	
7:15 AM	6	7	2	0	2	8	16	0	1	14	2	0	1	38	4	0	101	
7:20 AM	3	9	2	0	0	8	12	0	1	10	4	0	1	91	7	0	148	
7:25 AM	11	27	2	0	0	11	16	0	3	11	1	0	1	73	6	0	162	
7:30 AM	13	22	3	0	4	17	21	0	3	11	4	0	0	67	8	0	173	
7:35 AM	8	24	4	0	5	15	28	0	4	19	3	2	2	90	3	0	207	
7:40 AM	6	31	7	0	3	10	22	0	3	12	4	0	1	118	1	0	218	
7:45 AM	14	18	3	0	10	17	31	0	2	24	3	0	4	67	5	0	198	
7:50 AM	16	14	9	0	5	19	28	0	3	13	2	0	0	110	7	0	226	
7:55 AM	11	11	2	0	5	25	27	0	3	18	5	0	3	86	6	0	202	1957
8:00 AM	14	13	2	0	4	22	23	0	3	11	3	0	3	94	5	0	197	2065
8:05 AM	7	18	11	0	3	15	30	0	4	12	4	2	5	88	2	0	201	2145
8:10 AM	8	16	9	0	6	21	25	0	4	13	3	0	1	98	5	1	210	2243
8:15 AM	18	17	3	0	10	21	30	0	0	12	3	0	2	162	10	0	288	2430
8:20 AM	9	13	5	0	4	28	30	0	2	17	6	0	1	137	3	0	255	2537
8:25 AM	27	24	3	0	10	33	26	0	5	9	3	0	2	96	8	0	246	2621
8:30 AM	19	23	1	0	2	48	23	0	2	17	7	0	6	127	9	0	284	2732
8:35 AM	13	13	2	0	4	53	47	0	4	14	6	0	4	94	8	0	262	2787
8:40 AM	21	21	4	0	12	22	33	0	7	13	7	0	0	122	10	0	272	2841
8:45 AM	12	26	4	0	8	32	39	0	2	25	5	0	3	132	5	0	293	2936
8:50 AM	15	25	7	0	7	20	50	0	3	11	5	0	1	126	6	0	276	2986
8:55 AM	27	25	7	0	13	17	22	0	3	14	2	0	4	101	8	0	243	3027

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	192	288	60	0	108	296	488	0	48	196	68	0	16	1520	84	0	3364
Heavy Trucks	4	8	0		4	0	0		0	20	0		0	20	4		60
Pedestrians		0				24				8				0			32
Bicycles	1	0	0		0	0	0		0	0	0		0	3	0		4
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:51 AM

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

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

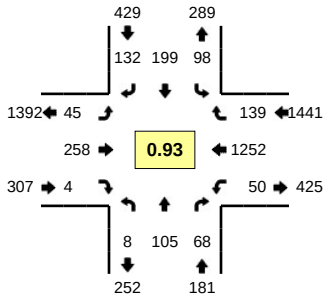
LOCATION: S Main St -- Great Mall Pkwy

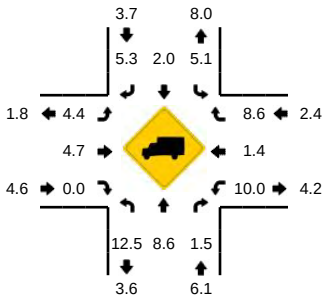
CITY/STATE: Milpitas, CA

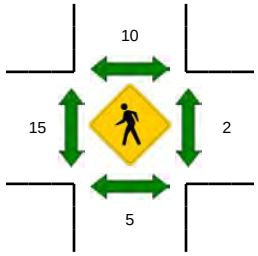
QC JOB #: 10769431

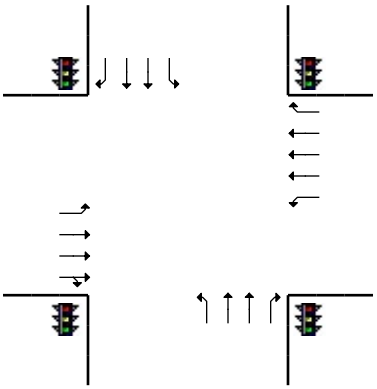
DATE: Tue, Jun 12 2012

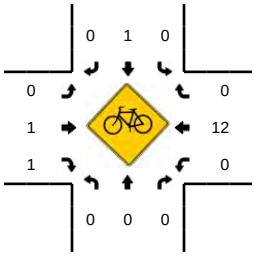
Peak-Hour: 7:55 AM -- 8:55 AM
Peak 15-Min: 8:35 AM -- 8:50 AM

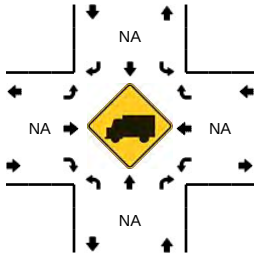


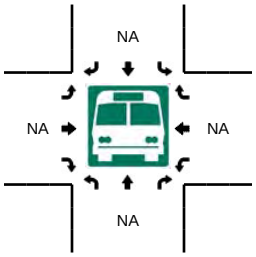












5-Min Count Period Beginning At	S Main St (Northbound)				S Main St (Southbound)				Great Mall Pkwy (Eastbound)				Great Mall Pkwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	6	1	0	0	1	6	0	2	10	3	0	2	40	4	0	75	
7:05 AM	0	0	3	0	3	2	9	0	2	14	1	0	4	71	6	0	115	
7:10 AM	0	2	2	0	3	3	6	0	4	7	2	0	1	54	5	0	89	
7:15 AM	0	0	1	0	1	4	3	0	4	14	1	0	2	64	5	0	99	
7:20 AM	0	1	2	0	2	4	9	0	1	11	1	0	1	47	5	0	84	
7:25 AM	0	6	3	0	2	5	5	0	1	12	2	0	0	76	6	0	118	
7:30 AM	0	4	1	0	3	6	10	0	3	17	3	0	0	88	8	0	143	
7:35 AM	0	6	2	0	9	6	6	0	5	13	1	0	3	59	9	0	119	
7:40 AM	0	4	5	0	11	9	9	0	5	17	0	0	2	95	5	0	162	
7:45 AM	1	4	7	0	8	6	5	0	6	19	0	0	3	85	6	0	150	
7:50 AM	0	13	3	0	14	19	6	0	6	22	0	0	1	84	8	0	176	
7:55 AM	6	3	6	0	12	9	6	0	5	20	0	0	3	100	13	0	183	1513
8:00 AM	0	8	3	0	3	18	13	0	3	23	0	0	1	78	11	1	162	1600
8:05 AM	0	10	4	0	10	9	15	0	5	25	1	0	4	135	17	0	235	1720
8:10 AM	0	4	8	0	10	12	12	0	4	25	0	0	4	86	8	0	173	1804
8:15 AM	0	8	6	0	6	14	11	0	3	21	0	0	7	98	16	0	190	1895
8:20 AM	0	5	3	0	12	26	14	0	2	17	1	0	4	97	7	0	188	1999
8:25 AM	0	12	4	0	2	19	12	0	5	22	0	0	4	99	10	0	189	2070
8:30 AM	1	4	4	0	7	23	11	0	4	14	0	0	8	117	10	0	203	2130
8:35 AM	0	13	8	0	5	30	12	0	7	18	1	0	3	112	14	0	223	2234
8:40 AM	1	5	9	0	8	25	13	0	4	15	1	0	4	99	12	0	196	2268
8:45 AM	0	19	6	0	7	6	7	0	1	36	0	0	2	120	10	0	214	2332
8:50 AM	0	14	7	0	16	8	6	0	2	22	0	0	5	111	11	0	202	2358
8:55 AM	0	10	5	0	6	14	7	0	5	16	0	0	3	103	13	0	182	2357

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	148	92	0	80	244	128	0	48	276	8	0	36	1324	144	0	2532
Heavy Trucks	0	12	0		8	0	8		0	16	0		8	16	8		76
Pedestrians		4				4				4				0			12
Bicycles	0	0	0		0	0	0		0	1	0		0	1	0		2
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:51 AM

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

MARKS TRAFFIC DATA
mietekm@comcast.net
916.806.0250

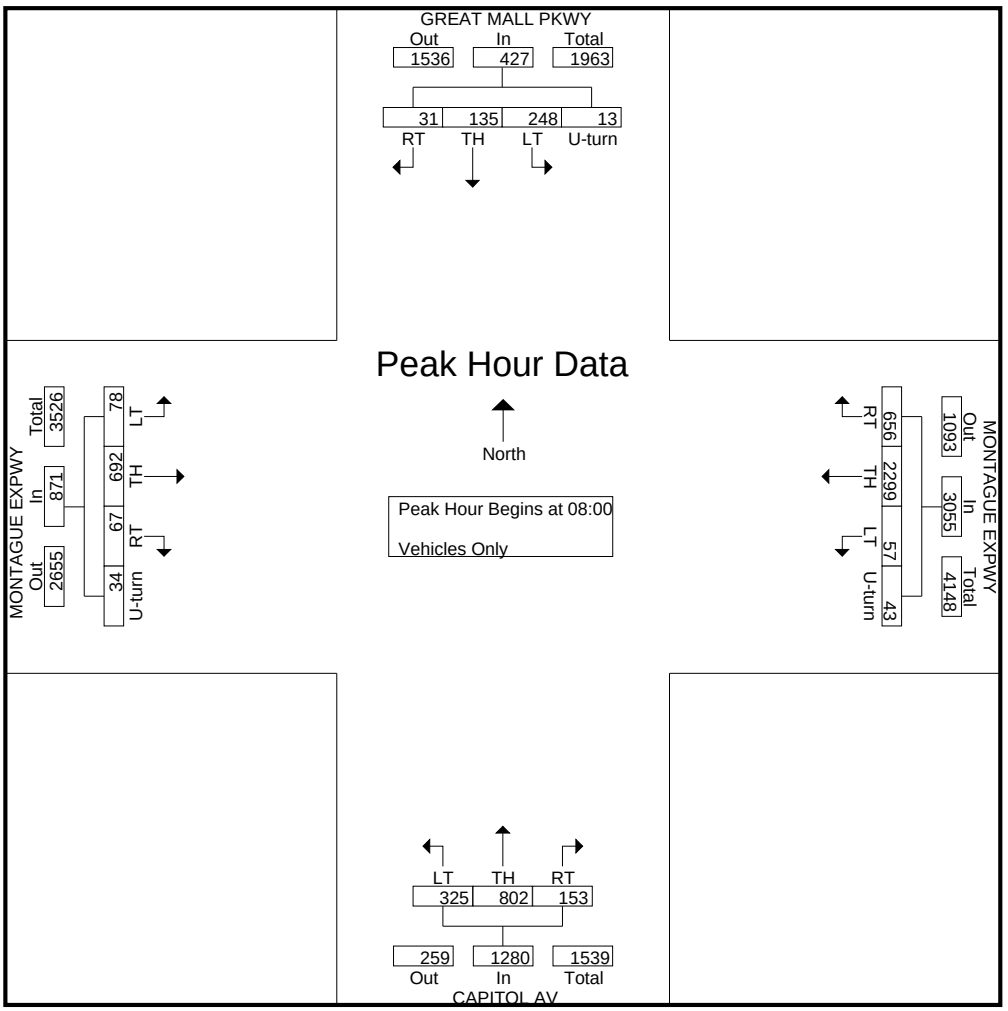
CITY OF SAN JOSE

File Name : capitol-montague-a
Site Code : 8
Start Date : 5/2/2012
Page No : 1

Groups Printed- Vehicles Only

	GREAT MALL PKWY Southbound					MONTAGUE EXPWY Westbound					CAPITOL AV Northbound				MONTAGUE EXPWY Eastbound					
Start Time	RT	TH	LT	U-turn	App. Total	RT	TH	LT	U-turn	App. Total	RT	TH	LT	App. Total	RT	TH	LT	U-turn	App. Total	Int. Total
07:00	7	15	33	0	55	112	387	10	0	509	26	80	26	132	7	101	9	4	121	817
07:15	2	24	42	4	72	123	443	2	3	571	34	102	47	183	13	88	13	1	115	941
07:30	5	26	45	3	79	165	546	17	6	734	35	134	62	231	9	131	16	6	162	1206
07:45	3	31	61	1	96	145	662	12	7	826	36	199	60	295	9	171	25	3	208	1425
Total	17	96	181	8	302	545	2038	41	16	2640	131	515	195	841	38	491	63	14	606	4389
08:00	6	24	76	2	108	122	513	14	11	660	49	206	90	345	19	163	33	10	225	1338
08:15	5	37	67	3	112	160	557	10	6	733	33	221	92	346	13	176	15	11	215	1406
08:30	5	24	47	2	78	171	638	21	16	846	35	196	66	297	18	160	12	6	196	1417
08:45	15	50	58	6	129	203	591	12	10	816	36	179	77	292	17	193	18	7	235	1472
Total	31	135	248	13	427	656	2299	57	43	3055	153	802	325	1280	67	692	78	34	871	5633
Grand Total	48	231	429	21	729	1201	4337	98	59	5695	284	1317	520	2121	105	1183	141	48	1477	10022
Apprch %	6.6	31.7	58.8	2.9		21.1	76.2	1.7	1		13.4	62.1	24.5		7.1	80.1	9.5	3.2		
Total %	0.5	2.3	4.3	0.2	7.3	12	43.3	1	0.6	56.8	2.8	13.1	5.2	21.2	1	11.8	1.4	0.5	14.7	

	GREAT MALL PKWY Southbound					MONTAGUE EXPWY Westbound					CAPITOL AV Northbound				MONTAGUE EXPWY Eastbound					
Start Time	RT	TH	LT	U-turn	App. Total	RT	TH	LT	U-turn	App. Total	RT	TH	LT	App. Total	RT	TH	LT	U-turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 08:00																				
08:00	6	24	**76**	2	108	122	513	14	11	660	**49**	206	90	345	**19**	163	**33**	10	225	1338
08:15	5	37	67	3	112	160	557	10	6	733	33	**221**	**92**	**346**	13	176	15	**11**	215	1406
08:30	5	24	47	2	78	171	**638**	**21**	**16**	**846**	35	196	66	297	18	160	12	6	196	1417
08:45	**15**	**50**	58	**6**	**129**	**203**	591	12	10	816	36	179	77	292	17	**193**	18	7	**235**	**1472**
Total Volume	31	135	248	13	427	656	2299	57	43	3055	153	802	325	1280	67	692	78	34	871	5633
% App. Total	7.3	31.6	58.1	3		21.5	75.3	1.9	1.4		12	62.7	25.4		7.7	79.4	9	3.9		
PHF	.517	.675	.816	.542	.828	.808	.901	.679	.672	.903	.781	.907	.883	.925	.882	.896	.591	.773	.927	.957



Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

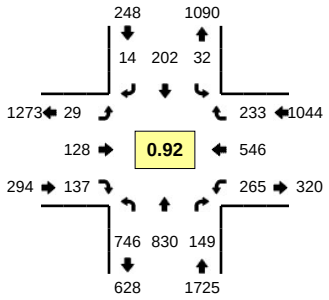
LOCATION: N Capitol Ave -- Cropley Dr/Trade Zone Blvd

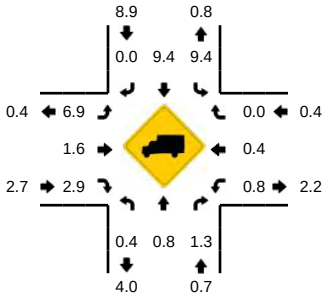
QC JOB #: 10769433

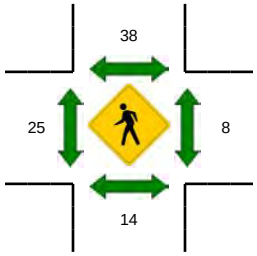
CITY/STATE: San Jose, CA

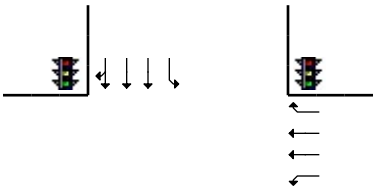
DATE: Tue, Jun 05 2012

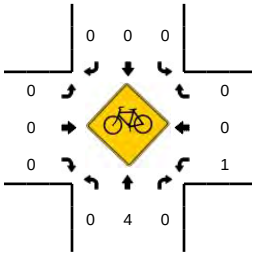
Peak-Hour: 7:35 AM -- 8:35 AM
Peak 15-Min: 7:55 AM -- 8:10 AM

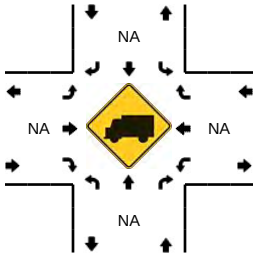


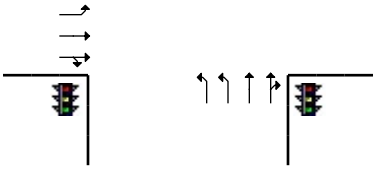


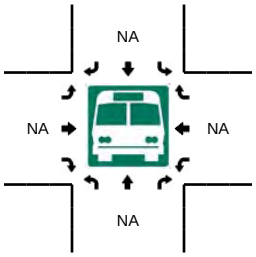












5-Min Count Period Beginning At	N Capitol Ave (Northbound)				N Capitol Ave (Southbound)				Cropley Dr/Trade Zone Blvd (Eastbound)				Cropley Dr/Trade Zone Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	51	43	9	0	1	5	0	0	1	4	7	0	6	25	6	1	159	
7:05 AM	32	32	4	2	0	4	0	0	0	3	6	1	8	21	8	1	122	
7:10 AM	33	35	8	3	1	7	0	0	0	11	9	0	5	27	11	1	151	
7:15 AM	36	32	5	3	3	4	0	0	2	4	9	1	9	29	7	2	146	
7:20 AM	38	38	11	1	2	10	0	0	1	11	16	0	7	26	16	0	177	
7:25 AM	57	35	8	3	2	2	0	0	0	4	9	0	10	38	8	1	177	
7:30 AM	58	61	9	4	1	2	0	0	4	6	9	1	14	36	14	2	221	
7:35 AM	55	37	10	2	1	14	2	1	2	7	8	0	22	52	16	1	230	
7:40 AM	48	84	18	3	2	24	1	0	2	14	18	0	24	29	17	1	285	
7:45 AM	65	61	20	6	3	8	1	1	0	14	7	0	16	56	18	1	277	
7:50 AM	60	69	10	3	4	16	1	1	3	18	12	0	21	42	30	1	291	
7:55 AM	73	87	16	3	1	11	2	0	2	15	16	1	31	56	12	2	328	2564
8:00 AM	36	49	13	3	5	20	1	0	4	13	11	0	24	55	27	0	261	2666
8:05 AM	70	104	15	5	1	7	0	0	2	12	16	0	17	46	15	0	310	2854
8:10 AM	44	91	19	4	1	20	2	0	0	11	9	1	18	43	15	2	280	2983
8:15 AM	73	7	2	3	1	28	1	0	3	6	13	0	17	30	19	1	204	3041
8:20 AM	63	66	10	4	3	25	3	0	4	8	6	1	26	48	16	1	284	3148
8:25 AM	60	99	9	2	5	18	0	0	0	5	17	2	14	46	29	2	308	3279
8:30 AM	61	76	7	0	2	11	0	0	2	5	4	0	21	43	19	2	253	3311
8:35 AM	42	57	1	2	2	12	0	0	0	6	21	0	20	46	12	1	222	3303
8:40 AM	60	94	9	2	0	21	0	0	4	7	9	0	16	34	16	0	272	3290
8:45 AM	66	52	7	2	2	16	0	0	1	4	12	1	11	25	17	0	216	3229
8:50 AM	61	78	4	4	2	11	2	0	2	5	10	1	10	33	17	0	240	3178
8:55 AM	73	86	8	6	1	8	1	0	2	6	10	0	12	41	10	1	265	3115

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	716	960	176	44	28	152	12	0	32	160	172	4	288	628	216	8	3596
Heavy Trucks	0	12	0		0	28	0		0	0	4		0	4	0		48
Pedestrians		16				56				32				8			112
Bicycles	0	0	0		0	0	0		0	0	0		1	0	0		1
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:51 AM

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

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

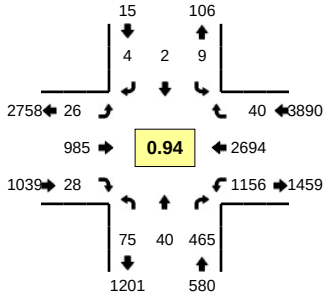
LOCATION: Trimble Rd -- Montague Expwy

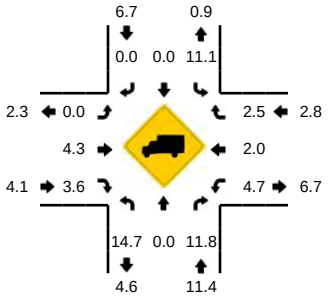
CITY/STATE: San Jose, CA

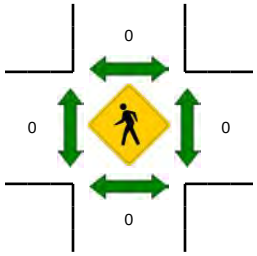
QC JOB #: 10769435

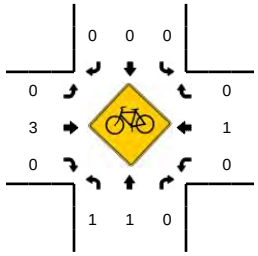
DATE: Tue, Jun 05 2012

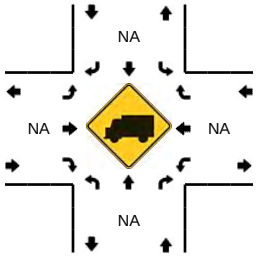
Peak-Hour: 7:55 AM -- 8:55 AM
Peak 15-Min: 8:15 AM -- 8:30 AM

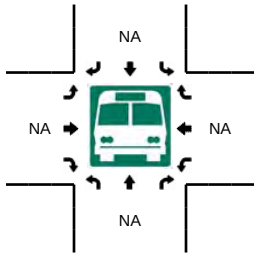












5-Min Count Period Beginning At	Trimble Rd (Northbound)				Trimble Rd (Southbound)				Montague Expwy (Eastbound)				Montague Expwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	2	20	0	0	0	0	0	1	30	3	0	96	179	3	0	335	
7:05 AM	1	1	12	0	1	0	0	0	2	33	1	0	55	139	1	0	246	
7:10 AM	3	4	15	0	0	0	1	0	1	60	2	0	62	141	0	0	289	
7:15 AM	5	1	28	0	1	0	0	0	2	45	0	0	88	176	2	0	348	
7:20 AM	0	1	30	0	1	0	0	0	2	42	2	0	105	182	0	0	365	
7:25 AM	6	4	33	0	1	1	0	0	0	50	2	1	78	177	3	0	356	
7:30 AM	3	2	7	0	1	0	0	0	1	64	1	0	93	185	2	0	359	
7:35 AM	5	3	37	4	0	0	0	0	4	55	0	0	102	197	3	0	410	
7:40 AM	2	5	27	2	0	0	0	0	1	41	4	0	111	299	2	0	494	
7:45 AM	6	1	21	1	0	0	0	0	1	74	1	0	60	174	3	0	342	
7:50 AM	7	1	33	0	1	1	1	0	0	62	3	0	126	250	1	0	486	
7:55 AM	1	3	33	2	1	0	1	0	1	103	1	0	52	229	3	0	430	4460
8:00 AM	5	3	48	1	1	0	0	0	1	64	1	0	118	217	1	0	460	4585
8:05 AM	4	3	38	1	1	0	0	0	0	79	3	0	79	251	1	0	460	4799
8:10 AM	6	3	35	1	1	1	0	0	5	96	2	0	107	177	3	0	437	4947
8:15 AM	2	2	44	2	1	0	0	0	1	72	2	0	113	275	4	0	518	5117
8:20 AM	10	2	26	2	1	0	0	0	2	115	0	0	61	203	7	0	429	5181
8:25 AM	5	3	50	0	0	0	0	0	3	68	2	0	127	251	6	0	515	5340
8:30 AM	2	2	24	0	1	1	0	0	2	64	4	0	74	201	4	0	379	5360
8:35 AM	9	6	50	1	0	0	2	0	6	95	3	0	136	196	4	0	508	5458
8:40 AM	6	2	34	1	0	0	1	0	0	74	5	0	101	238	5	0	467	5431
8:45 AM	6	7	30	2	2	0	0	0	5	93	0	0	72	185	0	0	402	5491
8:50 AM	4	4	53	2	0	0	0	0	0	62	5	0	116	271	2	0	519	5524
8:55 AM	7	9	44	1	0	0	1	0	4	98	1	0	59	191	4	0	419	5513

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	68	28	480	16	8	0	0	0	24	1020	16	0	1204	2916	68	0	5848
Heavy Trucks	16	0	68		0	0	0		0	48	0		76	44	0		252
Pedestrians		0				0				0				0			0
Bicycles	1	1	0		0	0	0		0	1	0		0	1	0		4
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:51 AM

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

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

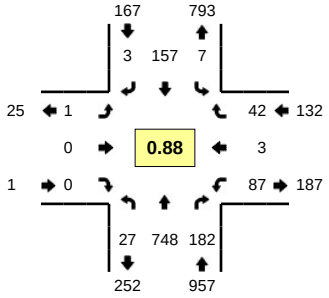
LOCATION: McCarthy Blvd -- Barber Ln

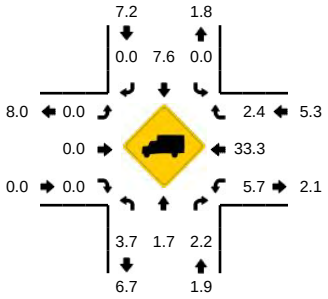
CITY/STATE: Milpitas, CA

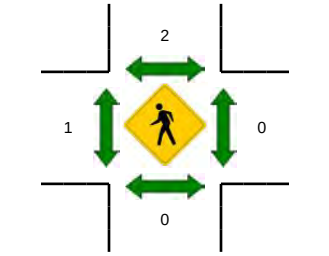
QC JOB #: 10769437

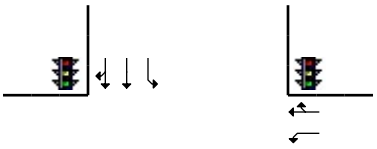
DATE: Tue, Jun 05 2012

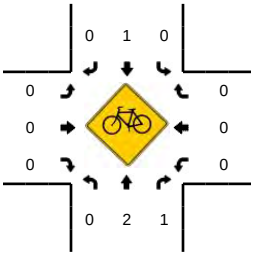
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

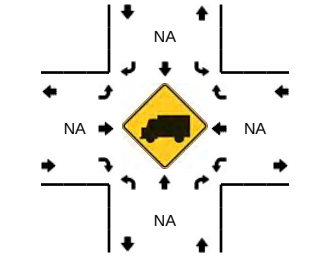


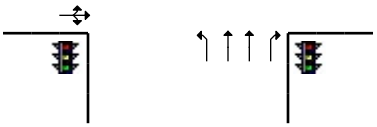


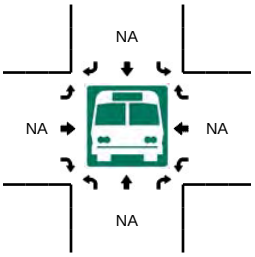












5-Min Count Period Beginning At	McCarthy Blvd (Northbound)				McCarthy Blvd (Southbound)				Barber Ln (Eastbound)				Barber Ln (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	2	50	12	0	1	4	0	0	0	0	0	0	7	0	3	0	79	
7:05 AM	2	28	8	1	0	9	0	0	0	0	0	0	2	0	5	0	55	
7:10 AM	0	46	15	0	1	4	0	0	0	0	0	0	4	0	2	0	72	
7:15 AM	3	37	10	0	1	11	0	0	0	0	0	0	4	0	4	0	70	
7:20 AM	2	39	12	1	1	13	0	0	0	0	0	0	2	0	4	0	74	
7:25 AM	3	40	14	0	0	10	0	0	0	0	0	0	5	0	6	0	78	
7:30 AM	2	46	11	0	1	6	0	0	0	0	0	0	7	0	2	0	75	
7:35 AM	2	54	11	0	1	14	0	0	0	0	0	0	5	0	5	0	92	
7:40 AM	1	51	15	0	1	11	0	0	0	0	0	0	7	0	5	0	91	
7:45 AM	1	51	17	1	1	11	0	0	0	0	0	0	9	0	4	0	95	
7:50 AM	2	49	29	0	1	4	0	0	0	0	0	0	3	0	5	0	93	
7:55 AM	1	68	18	0	2	8	0	0	0	0	0	0	10	0	3	0	110	984
8:00 AM	3	70	14	0	0	16	0	0	0	0	0	0	3	0	7	0	113	1018
8:05 AM	3	64	11	0	0	16	0	0	0	0	0	0	7	0	1	0	102	1065
8:10 AM	1	58	15	0	0	8	0	0	0	0	0	0	4	1	3	0	90	1083
8:15 AM	1	58	16	0	0	11	1	0	0	0	0	0	9	0	6	0	102	1115
8:20 AM	1	47	8	1	1	12	0	1	1	0	0	0	6	0	1	0	79	1120
8:25 AM	0	74	25	0	0	14	0	1	0	0	0	0	4	1	6	0	125	1167
8:30 AM	2	47	12	0	0	12	0	0	0	0	0	0	12	0	2	0	87	1179
8:35 AM	2	63	7	0	0	10	0	0	0	0	0	0	4	0	0	0	86	1173
8:40 AM	0	62	21	0	1	14	2	0	0	0	0	0	11	0	4	0	115	1197
8:45 AM	1	62	13	4	0	15	0	0	0	0	0	0	9	0	6	0	110	1212
8:50 AM	4	69	23	2	2	13	0	0	0	0	0	0	5	0	2	0	120	1239
8:55 AM	1	74	17	1	1	16	0	0	0	0	0	0	13	1	4	0	128	1257

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	24	820	212	28	12	176	0	0	0	0	0	0	108	4	48	0	1432
Heavy Trucks	0	24	8		0	16	0		0	0	0		16	0	0		64
Pedestrians		0				4				4				0			8
Bicycles	0	0	0		0	1	0		0	0	0		0	0	0		1
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:51 AM

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

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

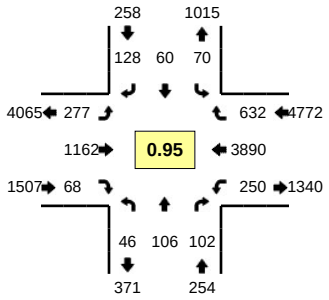
LOCATION: McCarthy Blvd/O'Toole Ave -- Montague Expwy

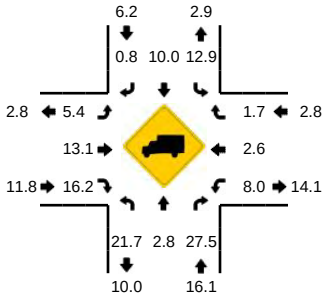
QC JOB #: 10769439

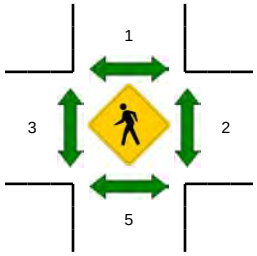
CITY/STATE: Milpitas, CA

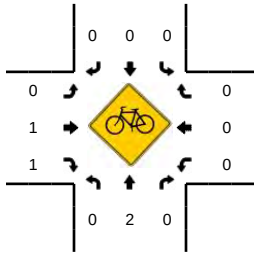
DATE: Wed, Jun 06 2012

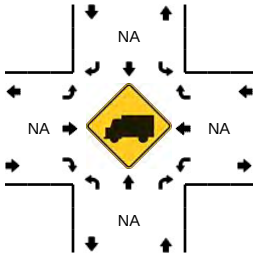
Peak-Hour: 7:50 AM -- 8:50 AM
Peak 15-Min: 7:50 AM -- 8:05 AM

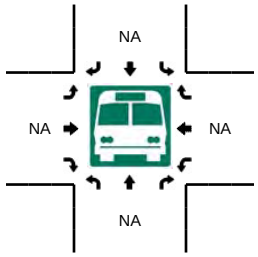












5-Min Count Period Beginning At	McCarthy Blvd/O'Toole Ave (Northbound)				McCarthy Blvd/O'Toole Ave (Southbound)				Montague Expwy (Eastbound)				Montague Expwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	2	3	6	0	6	2	5	0	5	53	1	0	11	252	41	0	387	
7:05 AM	2	8	11	0	6	0	6	0	13	31	4	0	19	209	28	0	337	
7:10 AM	1	8	11	0	4	5	4	0	5	74	3	0	9	260	33	1	418	
7:15 AM	4	0	6	0	2	2	2	0	11	68	2	0	14	307	43	0	461	
7:20 AM	5	9	10	0	8	6	7	0	9	28	2	0	21	223	42	0	370	
7:25 AM	1	4	5	0	3	0	7	0	10	112	4	0	15	393	42	0	596	
7:30 AM	2	9	7	0	10	3	11	0	12	57	7	0	19	320	41	1	499	
7:35 AM	3	4	6	0	1	2	12	0	14	81	0	1	8	309	43	0	484	
7:40 AM	6	11	8	0	7	5	11	0	20	56	7	0	17	281	44	0	473	
7:45 AM	5	7	3	0	8	5	8	0	13	105	3	0	10	348	59	1	575	
7:50 AM	4	5	5	0	6	2	7	0	34	122	6	0	26	355	52	2	626	
7:55 AM	3	12	6	0	5	7	6	0	27	74	4	0	28	319	72	0	563	5789
8:00 AM	1	8	7	0	6	6	13	0	8	108	7	0	18	361	50	2	595	5997
8:05 AM	3	17	9	0	8	7	11	0	21	97	6	0	20	247	58	0	504	6164
8:10 AM	3	4	3	0	5	2	8	0	19	91	3	0	13	396	54	0	601	6347
8:15 AM	4	14	12	0	5	7	11	0	31	82	5	1	35	266	41	0	514	6400
8:20 AM	5	9	11	0	6	7	12	0	6	95	11	0	10	346	50	0	568	6598
8:25 AM	7	8	8	0	5	1	8	0	21	96	4	0	28	322	40	1	549	6551
8:30 AM	7	6	9	0	12	4	7	1	30	76	7	0	24	279	47	0	509	6561
8:35 AM	4	2	14	0	2	1	14	0	14	97	1	0	17	404	58	0	628	6705
8:40 AM	2	10	9	0	6	10	16	0	46	115	6	0	19	242	53	0	534	6766
8:45 AM	3	11	9	0	3	6	15	0	19	109	8	0	5	353	57	2	600	6791
8:50 AM	6	10	11	0	7	12	6	0	42	92	8	0	29	295	48	1	567	6732
8:55 AM	13	8	14	0	6	7	17	0	29	89	3	1	18	310	53	1	569	6738

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	32	100	72	0	68	60	104	0	276	1216	68	0	288	4140	696	16	7136
Heavy Trucks	8	0	20		8	8	0		20	128	8		4	116	8		328
Pedestrians		4				4				4				0			12
Bicycles	0	0	0		0	0	0		0	0	1		0	0	0		1
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:51 AM

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

Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 1AM FINAL
Site Code : 00000001
Start Date : 5/19/2011
Page No : 1

Groups Printed- Vehicles

	ZANKER RD Southbound					SR-237 WB RAMPS Westbound					ZANKER RD Northbound					SR-237 WB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	10	3	0	13	16	0	74	0	90	56	7	0	0	63	0	0	0	0	0	166
07:15 AM	0	16	5	0	21	20	0	63	0	83	95	12	0	0	107	0	0	0	0	0	211
07:30 AM	0	9	2	0	11	20	0	58	0	78	155	18	0	0	173	0	0	0	0	0	262
07:45 AM	0	18	5	0	23	14	0	58	0	72	135	16	0	0	151	0	0	0	0	0	246
Total	0	53	15	0	68	70	0	253	0	323	441	53	0	0	494	0	0	0	0	0	885
08:00 AM	0	14	3	0	17	20	0	54	0	74	146	19	0	0	165	0	0	0	0	0	256
08:15 AM	0	11	3	0	14	12	0	86	0	98	147	26	0	0	173	0	0	0	0	0	285
08:30 AM	0	17	6	0	23	20	0	87	0	107	175	20	0	0	195	0	0	0	0	0	325
08:45 AM	0	15	10	0	25	11	0	107	0	118	183	18	0	0	201	0	0	0	0	0	344
Total	0	57	22	0	79	63	0	334	0	397	651	83	0	0	734	0	0	0	0	0	1210
Grand Total	0	110	37	0	147	133	0	587	0	720	1092	136	0	0	1228	0	0	0	0	0	2095
Apprch %	0	74.8	25.2	0		18.5	0	81.5	0		88.9	11.1	0	0		0	0	0	0		
Total %	0	5.3	1.8	0	7	6.3	0	28	0	34.4	52.1	6.5	0	0	58.6	0	0	0	0	0	

	ZANKER RD Southbound					SR-237 WB RAMPS Westbound					ZANKER RD Northbound					SR-237 WB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	14	3	0	17	20	0	54	0	74	146	19	0	0	165	0	0	0	0	0	256
08:15 AM	0	11	3	0	14	12	0	86	0	98	147	26	0	0	173	0	0	0	0	0	285
08:30 AM	0	17	6	0	23	20	0	87	0	107	175	20	0	0	195	0	0	0	0	0	325
08:45 AM	0	15	10	0	25	11	0	107	0	118	183	18	0	0	201	0	0	0	0	0	344
Total Volume	0	57	22	0	79	63	0	334	0	397	651	83	0	0	734	0	0	0	0	0	1210
% App. Total	0	72.2	27.8	0		15.9	0	84.1	0		88.7	11.3	0	0		0	0	0	0		
PHF	.000	.838	.550	.000	.790	.788	.000	.780	.000	.841	.889	.798	.000	.000	.913	.000	.000	.000	.000	.000	.879

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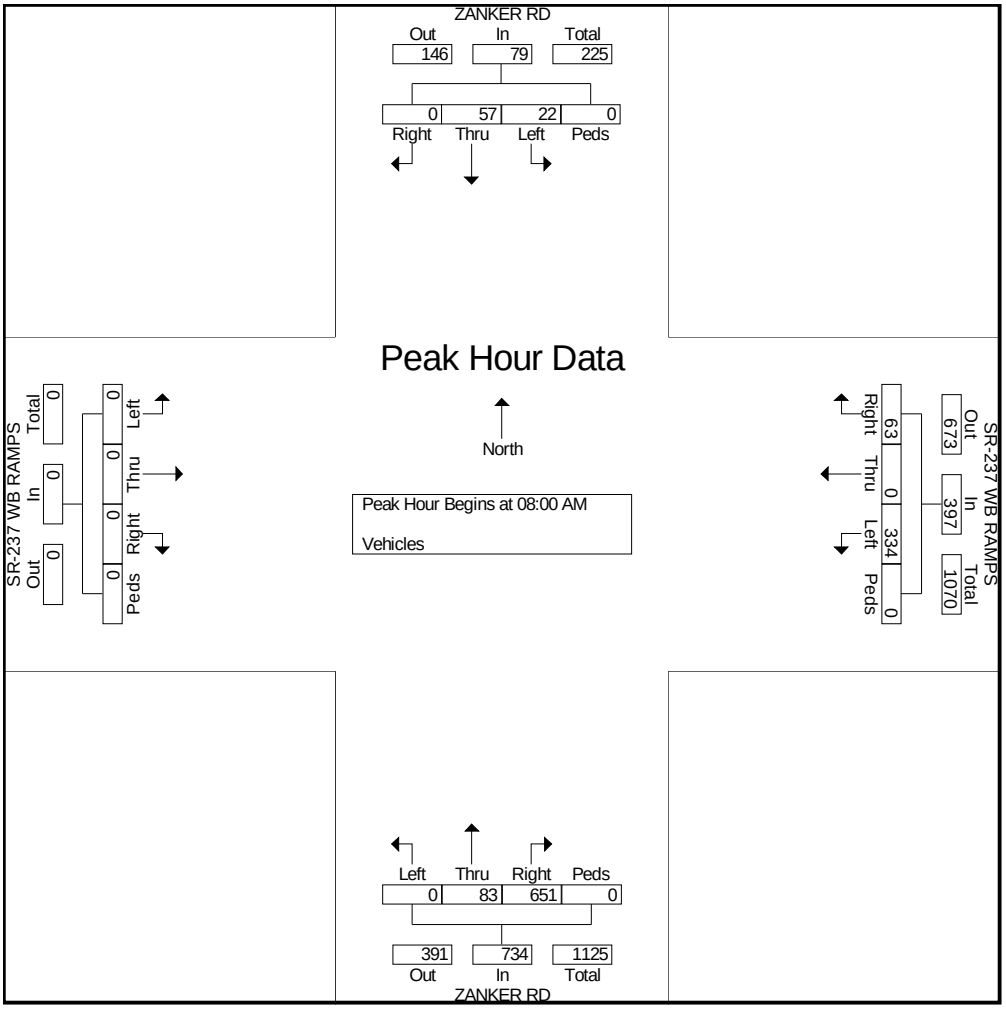

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File Name : 1AM FINAL
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Page No : 1

BIKES

Groups Printed- Bikes

	ZANKER RD Southbound					SR-237 WB RAMPS Westbound					ZANKER RD Northbound					SR-237 WB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
07:45 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
Total	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9
08:00 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
08:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
08:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	7	0	0	7	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	10
Grand Total	0	12	0	0	12	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	19
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	63.2	0	0	63.2	0	0	0	0	0	0	36.8	0	0	36.8	0	0	0	0	0	

	ZANKER RD Southbound					SR-237 WB RAMPS Westbound					ZANKER RD Northbound					SR-237 WB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
07:45 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
08:00 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
08:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	10	0	0	10	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	15
% App. Total	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
PHF	.000	.833	.000	.000	.833	.000	.000	.000	.000	.000	.000	.417	.000	.000	.417	.000	.000	.000	.000	.000	.625

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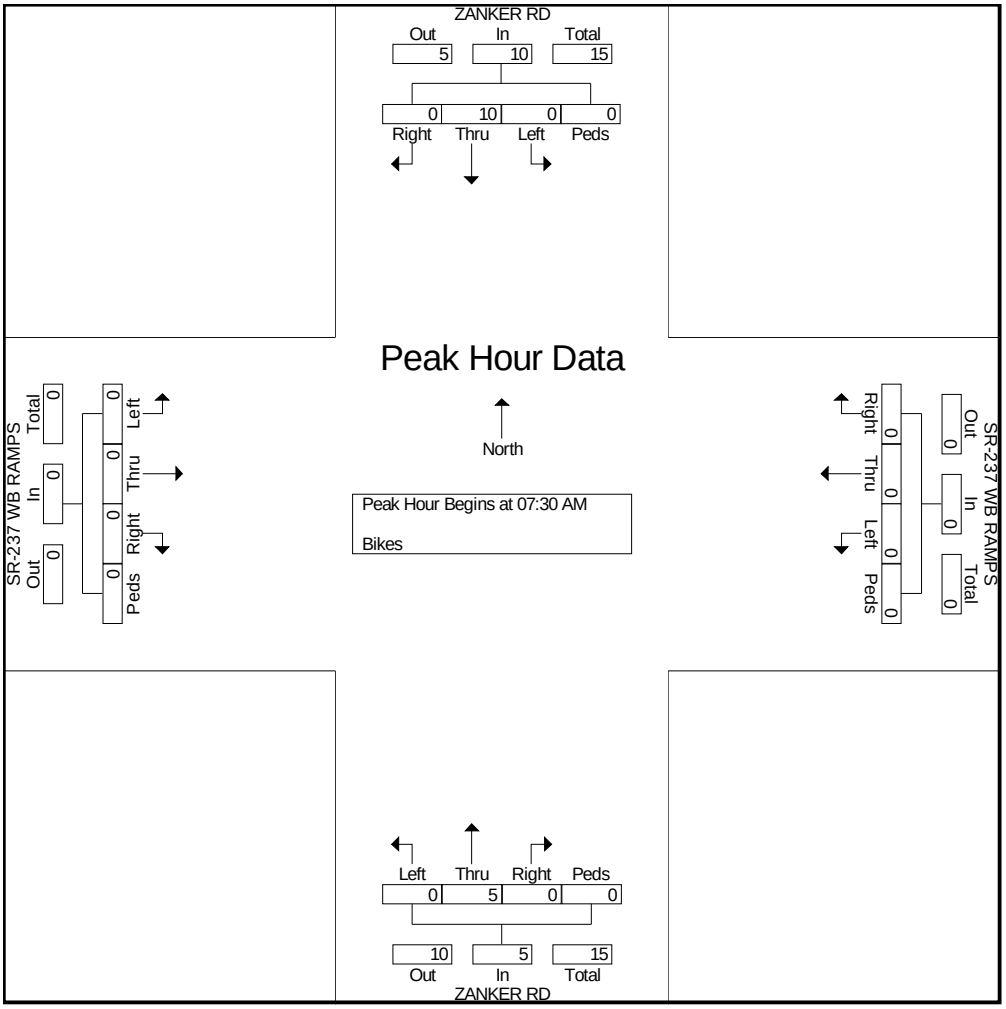
BIKES



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File Name : 2AM FINAL
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Start Date : 5/19/2011
Page No : 1

Groups Printed- Vehicles

	ZANKER RD Southbound					SR-237 EB RAMPS Westbound					ZANKER RD Northbound					SR-237 EB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	74	8	0	82	0	0	0	0	0	33	63	0	0	96	41	0	3	0	44	222
07:15 AM	0	62	9	0	71	0	0	0	0	0	43	100	0	0	143	85	0	6	0	91	305
07:30 AM	0	55	12	0	67	0	0	0	0	0	55	160	0	0	215	119	1	7	0	127	409
07:45 AM	0	51	10	0	61	0	0	0	0	0	40	149	0	0	189	126	0	2	0	128	378
Total	0	242	39	0	281	0	0	0	0	0	171	472	0	0	643	371	1	18	0	390	1314
08:00 AM	0	51	17	0	68	0	0	0	0	0	59	150	0	0	209	124	0	2	0	126	403
08:15 AM	0	86	12	0	98	0	0	0	0	0	43	167	0	0	210	144	0	7	0	151	459
08:30 AM	0	87	9	0	96	0	0	0	0	0	33	177	0	0	210	173	0	9	0	182	488
08:45 AM	0	102	10	0	112	0	0	0	0	0	58	190	0	0	248	180	1	11	0	192	552
Total	0	326	48	0	374	0	0	0	0	0	193	684	0	0	877	621	1	29	0	651	1902
Grand Total	0	568	87	0	655	0	0	0	0	0	364	1156	0	0	1520	992	2	47	0	1041	3216
Apprch %	0	86.7	13.3	0		0	0	0	0		23.9	76.1	0	0		95.3	0.2	4.5	0		
Total %	0	17.7	2.7	0	20.4	0	0	0	0	0	11.3	35.9	0	0	47.3	30.8	0.1	1.5	0	32.4	

	ZANKER RD Southbound					SR-237 EB RAMPS Westbound					ZANKER RD Northbound					SR-237 EB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	51	17	0	68	0	0	0	0	0	59	150	0	0	209	124	0	2	0	126	403
08:15 AM	0	86	12	0	98	0	0	0	0	0	43	167	0	0	210	144	0	7	0	151	459
08:30 AM	0	87	9	0	96	0	0	0	0	0	33	177	0	0	210	173	0	9	0	182	488
08:45 AM	0	102	10	0	112	0	0	0	0	0	58	190	0	0	248	180	1	11	0	192	552
Total Volume	0	326	48	0	374	0	0	0	0	0	193	684	0	0	877	621	1	29	0	651	1902
% App. Total	0	87.2	12.8	0		0	0	0	0		22	78	0	0		95.4	0.2	4.5	0		
PHF	.000	.799	.706	.000	.835	.000	.000	.000	.000	.000	.818	.900	.000	.000	.884	.863	.250	.659	.000	.848	.861

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File Name : 2AM FINAL
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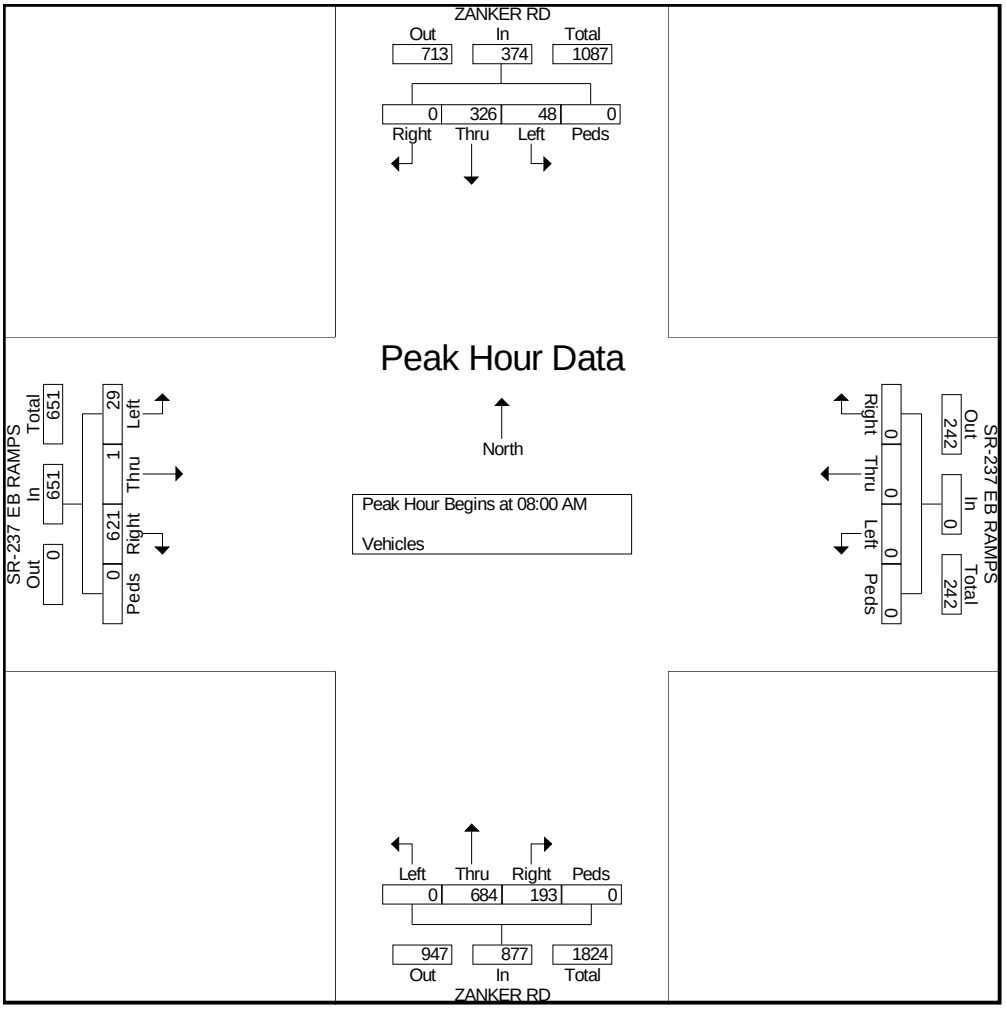

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File Name : 2AM FINAL
Site Code : 00000002
Start Date : 5/19/2011
Page No : 1

BIKES

Groups Printed- Bikes

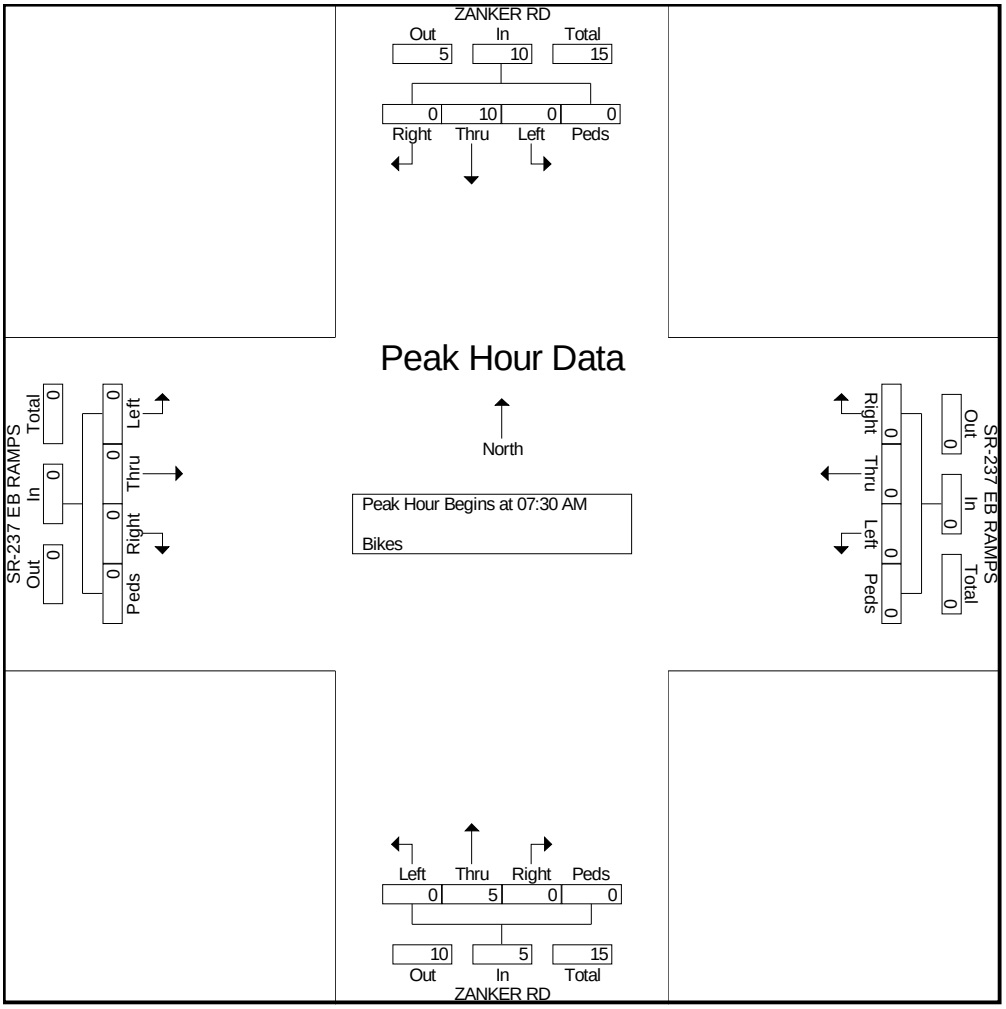
	ZANKER RD Southbound					SR-237 EB RAMPS Westbound					ZANKER RD Northbound					SR-237 EB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
07:45 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
Total	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9
08:00 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
08:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
08:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	7	0	0	7	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	10
Grand Total	0	12	0	0	12	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	19
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	0	100	0		
Total %	0	63.2	0	0	63.2	0	0	0	0	0	0	31.6	0	0	31.6	0	0	5.3	0	5.3	

	ZANKER RD Southbound					SR-237 EB RAMPS Westbound					ZANKER RD Northbound					SR-237 EB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
07:45 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
08:00 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
08:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	10	0	0	10	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	15
% App. Total	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
PHF	.000	.833	.000	.000	.833	.000	.000	.000	.000	.000	.000	.417	.000	.000	.417	.000	.000	.000	.000	.000	.625

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

File Name : 2AM FINAL
Site Code : 00000002
Start Date : 5/19/2011
Page No : 2

BIKES



Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

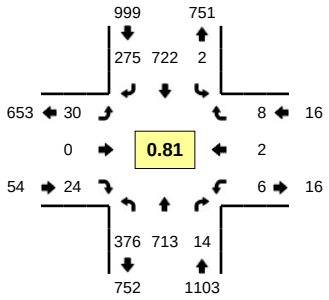
LOCATION: Zanker Rd -- Holger Way

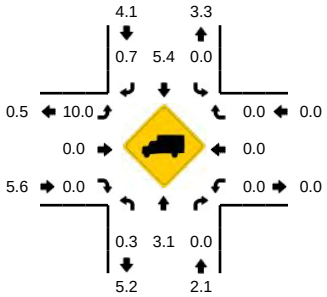
CITY/STATE: Milpitas, CA

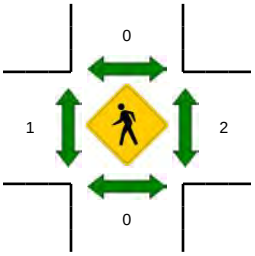
QC JOB #: 10769441

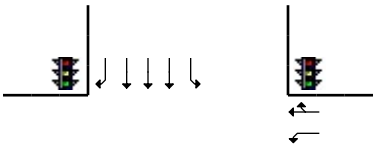
DATE: Tue, Jun 05 2012

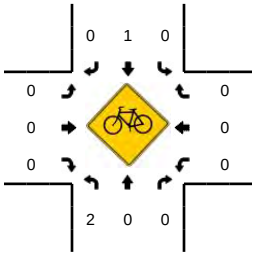
Peak-Hour: 7:55 AM -- 8:55 AM
Peak 15-Min: 8:40 AM -- 8:55 AM

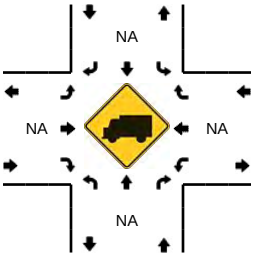


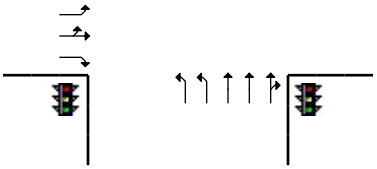


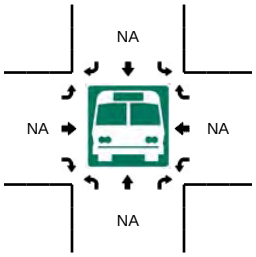












5-Min Count Period Beginning At	Zanker Rd (Northbound)				Zanker Rd (Southbound)				Holger Way (Eastbound)				Holger Way (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	13	39	6	0	2	25	9	0	0	0	0	0	2	0	7	0	103	
7:05 AM	10	33	3	0	2	29	16	0	1	0	1	0	2	0	4	0	101	
7:10 AM	12	45	5	0	2	17	17	0	1	0	1	0	0	0	1	0	101	
7:15 AM	15	34	1	0	4	34	14	1	2	0	1	0	1	0	6	0	113	
7:20 AM	11	37	1	0	1	26	14	0	1	0	1	0	2	0	3	0	97	
7:25 AM	16	39	2	0	0	48	10	0	0	0	1	0	0	0	4	0	120	
7:30 AM	15	37	2	0	0	33	20	0	3	0	1	0	0	1	11	0	123	
7:35 AM	22	60	0	0	0	41	21	0	2	0	1	0	0	0	8	0	155	
7:40 AM	24	36	2	0	0	30	14	0	3	0	0	0	0	0	1	0	110	
7:45 AM	25	59	2	0	0	33	28	0	0	0	2	0	0	0	2	0	151	
7:50 AM	21	50	1	0	0	57	30	1	2	0	1	0	1	0	1	0	165	
7:55 AM	46	55	1	0	1	66	20	0	1	0	1	0	2	0	2	0	195	1534
8:00 AM	23	56	0	0	0	43	20	0	4	0	0	0	2	0	1	0	149	1580
8:05 AM	17	48	1	0	0	46	19	0	3	0	2	0	1	0	0	0	137	1616
8:10 AM	21	49	1	0	1	47	27	0	2	0	3	0	0	0	1	0	152	1667
8:15 AM	20	56	0	0	0	62	21	0	2	0	5	0	0	0	0	0	166	1720
8:20 AM	34	71	1	0	0	62	21	0	0	0	0	0	0	0	0	0	189	1812
8:25 AM	43	63	1	0	0	59	16	0	2	0	4	0	1	0	1	0	190	1882
8:30 AM	24	48	2	0	0	54	25	0	4	0	3	0	0	0	2	0	162	1921
8:35 AM	28	52	0	0	0	55	19	0	5	0	2	0	0	0	0	0	161	1927
8:40 AM	34	69	1	0	0	77	27	0	2	0	2	0	0	2	0	0	214	2031
8:45 AM	38	60	5	0	0	75	34	0	3	0	1	0	0	0	1	0	217	2097
8:50 AM	48	86	1	0	0	76	26	0	2	0	1	0	0	0	0	0	240	2172
8:55 AM	39	40	0	0	0	67	35	0	1	0	4	0	1	0	2	0	189	2166

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	480	860	28	0	0	912	348	0	28	0	16	0	0	8	4	0	2684
Heavy Trucks	4	20	0		0	44	4		4	0	0		0	0	0		76
Pedestrians		0				0				0				8			8
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:51 AM

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

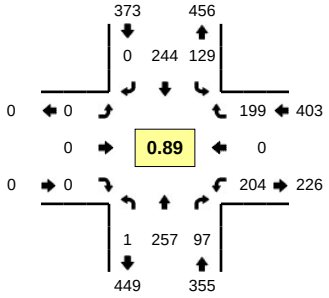
Type of peak hour being reported: Intersection Peak

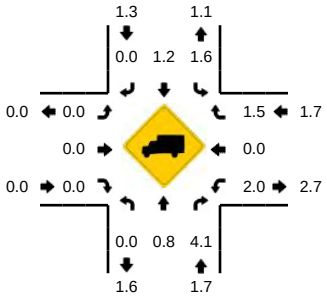
Method for determining peak hour: Total Entering Volume

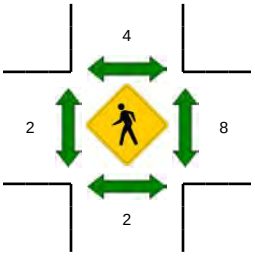
LOCATION: McCarthy Blvd -- Ranch Dr (N)
CITY/STATE: Milpitas, CA

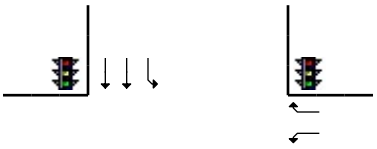
QC JOB #: 10769445
DATE: Thu, Jun 07 2012

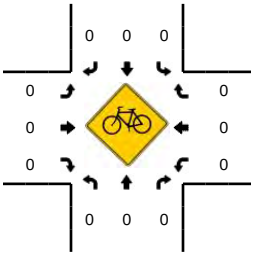
Peak-Hour: 12:25 PM -- 1:25 PM
Peak 15-Min: 12:50 PM -- 1:05 PM

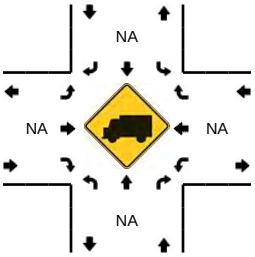


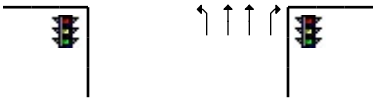


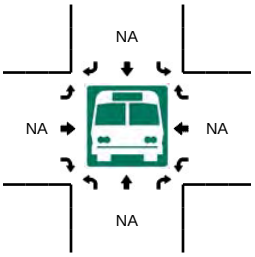












5-Min Count Period Beginning At	McCarthy Blvd (Northbound)				McCarthy Blvd (Southbound)				Ranch Dr (N) (Eastbound)				Ranch Dr (N) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:30 AM	0	12	8	0	10	19	0	0	0	0	0	0	11	0	5	0	65	
11:35 AM	0	15	6	0	14	31	0	0	0	0	0	0	5	0	15	0	86	
11:40 AM	0	17	4	0	16	33	0	0	0	0	0	0	11	0	4	0	85	
11:45 AM	0	27	6	0	6	19	0	0	0	0	0	0	9	0	6	0	73	
11:50 AM	0	24	7	0	15	26	0	0	0	0	0	0	8	0	11	0	91	
11:55 AM	0	18	5	0	12	21	0	0	0	0	0	0	11	0	7	0	74	
12:00 PM	0	24	9	0	15	25	0	0	0	0	0	0	4	0	13	0	90	
12:05 PM	0	22	15	0	15	22	0	0	0	0	0	0	8	0	6	0	88	
12:10 PM	0	16	12	1	11	21	0	0	0	0	0	0	10	0	11	0	82	
12:15 PM	0	19	11	0	4	15	0	0	0	0	0	0	15	0	12	0	76	
12:20 PM	0	18	5	0	16	21	0	0	0	0	0	0	14	0	16	0	90	
12:25 PM	0	26	9	0	8	11	0	0	0	0	0	0	12	0	12	0	78	978
12:30 PM	0	23	5	0	14	26	0	0	0	0	0	0	12	0	9	0	89	1002
12:35 PM	0	22	7	0	19	30	0	0	0	0	0	0	10	0	21	0	109	1025
12:40 PM	0	21	1	0	12	17	0	0	0	0	0	0	19	0	13	0	83	1023
12:45 PM	0	22	9	0	11	18	0	0	0	0	0	0	15	0	16	0	91	1041
12:50 PM	0	26	15	0	8	22	0	0	0	0	0	0	18	0	16	0	105	1055
12:55 PM	0	20	5	0	12	18	0	0	0	0	0	0	27	0	25	0	107	1088
1:00 PM	0	25	14	1	5	24	0	0	0	0	0	0	17	0	19	0	105	1103
1:05 PM	0	12	5	0	11	20	0	0	0	0	0	0	23	0	20	0	91	1106
1:10 PM	0	33	9	0	8	18	0	0	0	0	0	0	15	0	12	0	95	1119
1:15 PM	0	13	9	0	9	25	0	0	0	0	0	0	20	0	11	0	87	1130
1:20 PM	0	14	9	0	12	15	0	0	0	0	0	0	16	0	25	0	91	1131
1:25 PM	0	24	6	0	5	17	0	0	0	0	0	0	8	0	10	0	70	1123

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	284	136	4	100	256	0	0	0	0	0	0	248	0	240	0	1268
Heavy Trucks	0	0	4		8	0	0		0	0	0		8	0	4		24
Pedestrians		8				4				0				20			32
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:53 AM

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

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

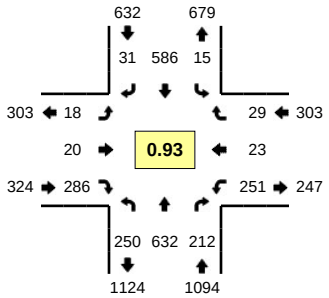
LOCATION: Mall Access Dwy -- Ranch Dr

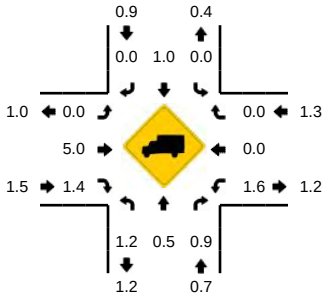
CITY/STATE: Milpitas, CA

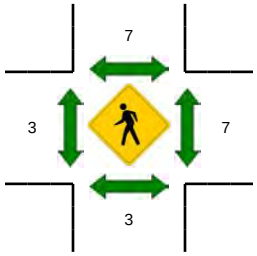
QC JOB #: 10769448

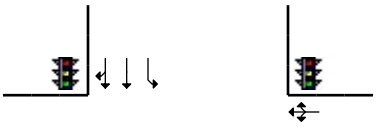
DATE: Tue, Jun 05 2012

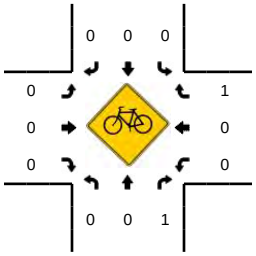
Peak-Hour: 12:15 PM -- 1:15 PM
Peak 15-Min: 12:45 PM -- 1:00 PM

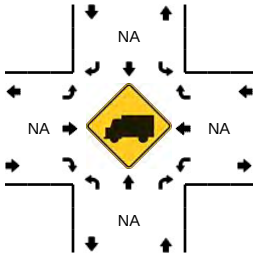


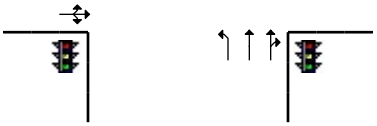


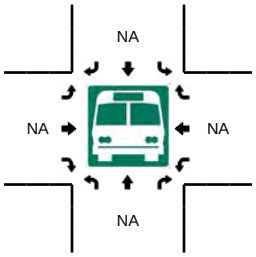












5-Min Count Period Beginning At	Mall Access Dwy (Northbound)				Mall Access Dwy (Southbound)				Ranch Dr (Eastbound)				Ranch Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:30 AM	11	54	21	0	4	26	1	0	0	0	9	0	11	1	2	0	140	
11:35 AM	9	40	19	0	1	25	1	0	1	3	19	0	6	1	0	0	125	
11:40 AM	15	52	16	0	2	31	1	0	0	0	8	0	9	3	0	0	137	
11:45 AM	14	57	32	0	1	32	1	0	0	3	17	0	8	5	1	0	171	
11:50 AM	17	60	20	0	0	24	2	0	1	3	20	0	8	3	3	0	161	
11:55 AM	9	44	18	0	1	34	2	0	0	1	12	0	10	3	1	0	135	
12:00 PM	20	63	21	0	3	17	3	0	0	1	21	0	4	2	2	0	157	
12:05 PM	22	48	22	0	2	23	4	0	0	0	19	0	18	4	2	0	164	
12:10 PM	26	65	25	0	3	29	3	0	1	2	17	0	8	3	1	0	183	
12:15 PM	29	69	23	0	0	36	2	0	2	1	25	0	23	1	0	0	211	
12:20 PM	17	60	23	0	0	40	3	0	0	0	16	0	14	0	1	0	174	
12:25 PM	12	63	23	0	1	39	2	0	3	1	22	0	12	0	2	0	180	1938
12:30 PM	22	51	20	1	2	31	5	0	5	2	24	0	18	4	2	0	187	1985
12:35 PM	20	54	18	0	1	47	5	0	3	3	23	0	26	1	3	0	204	2064
12:40 PM	20	47	16	0	2	42	4	0	0	1	29	0	19	3	2	0	185	2112
12:45 PM	23	68	24	0	1	45	2	0	1	1	27	0	27	1	4	0	224	2165
12:50 PM	27	45	14	0	1	56	4	0	1	1	28	0	25	2	4	0	208	2212
12:55 PM	23	54	17	0	3	62	0	0	0	4	20	0	16	0	3	0	202	2279
1:00 PM	20	44	10	0	3	59	2	0	1	3	19	0	23	7	5	0	196	2318
1:05 PM	18	41	12	0	1	63	1	0	1	3	26	0	23	3	2	0	194	2348
1:10 PM	18	36	12	0	0	66	1	0	1	0	27	0	25	1	1	0	188	2353
1:15 PM	17	36	14	0	1	46	3	0	3	3	15	0	24	2	2	0	166	2308
1:20 PM	15	46	13	0	1	44	2	0	2	1	30	0	34	0	6	0	194	2328
1:25 PM	17	29	14	1	0	35	2	0	0	2	27	0	23	2	3	0	155	2303

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	292	668	220	0	20	652	24	0	8	24	300	0	272	12	44	0	2536
Heavy Trucks	0	4	0		0	20	0		0	0	8		8	0	0		40
Pedestrians		8				0				8				4			20
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:53 AM

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

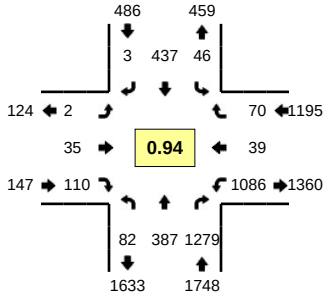
Type of peak hour being reported: Intersection Peak

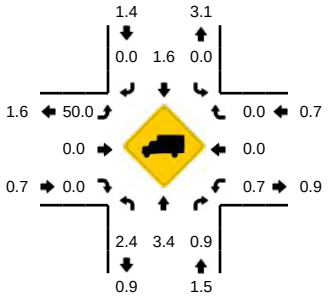
Method for determining peak hour: Total Entering Volume

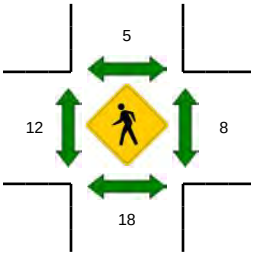
LOCATION: McCarthy Blvd -- Ranch Dr (S)
CITY/STATE: Milpitas, CA

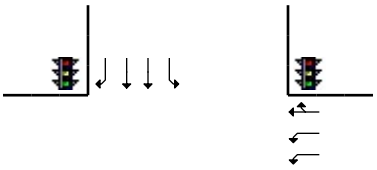
QC JOB #: 10769451
DATE: Tue, Jun 05 2012

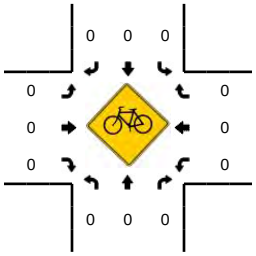
Peak-Hour: 12:10 PM -- 1:10 PM
Peak 15-Min: 12:50 PM -- 1:05 PM

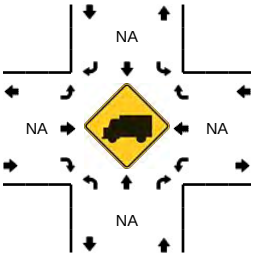


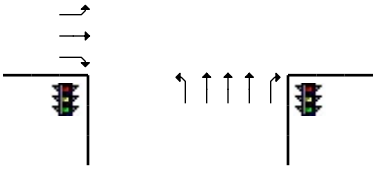


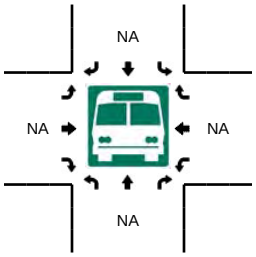












5-Min Count Period Beginning At	McCarthy Blvd (Northbound)				McCarthy Blvd (Southbound)				Ranch Dr (S) (Eastbound)				Ranch Dr (S) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:30 AM	4	23	100	0	6	21	0	0	0	1	9	0	41	0	2	0	207	
11:35 AM	2	24	93	0	4	31	0	0	0	5	12	0	59	1	2	0	233	
11:40 AM	4	31	114	0	5	38	0	0	0	1	10	0	45	1	2	0	251	
11:45 AM	5	28	129	0	11	35	1	0	0	3	8	0	49	0	8	0	277	
11:50 AM	1	24	111	0	6	36	0	0	0	1	8	0	62	0	3	0	252	
11:55 AM	3	29	91	1	2	35	1	0	1	3	7	0	53	2	3	0	231	
12:00 PM	6	30	126	0	4	36	1	0	0	2	5	0	44	1	5	0	260	
12:05 PM	4	19	108	0	5	25	1	0	1	5	5	0	67	4	2	0	246	
12:10 PM	5	44	154	0	3	44	0	0	0	5	12	0	44	4	7	0	322	
12:15 PM	4	37	133	0	6	28	0	0	0	5	8	0	80	4	5	0	310	
12:20 PM	3	30	132	0	1	27	2	0	0	1	2	0	84	2	6	0	290	
12:25 PM	9	27	117	0	6	33	0	0	1	1	8	0	70	2	0	0	274	3153
12:30 PM	7	29	106	0	1	20	0	0	0	5	6	0	87	3	0	0	264	3210
12:35 PM	7	31	95	0	6	36	0	0	0	4	12	0	99	2	8	0	300	3277
12:40 PM	13	29	103	0	3	26	0	0	0	2	7	0	95	3	4	0	285	3311
12:45 PM	10	26	110	0	6	33	0	0	0	4	9	0	91	1	7	0	297	3331
12:50 PM	6	41	82	0	4	59	0	0	0	1	10	0	87	8	9	0	307	3386
12:55 PM	5	34	98	0	2	55	0	0	0	2	13	0	113	3	4	0	329	3484
1:00 PM	4	32	76	0	4	40	0	0	0	4	11	0	133	4	11	0	319	3543
1:05 PM	9	27	73	0	4	36	1	0	1	1	12	0	103	3	9	0	279	3576
1:10 PM	9	41	84	1	4	38	1	0	0	0	7	0	101	1	10	0	297	3551
1:15 PM	5	33	76	2	4	47	0	0	1	2	7	0	108	2	10	0	297	3538
1:20 PM	7	42	86	0	5	23	0	0	0	2	9	0	86	7	4	0	271	3519
1:25 PM	4	30	71	0	4	28	0	0	0	1	2	0	86	2	5	0	233	3478

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	60	428	1024	0	40	616	0	0	0	28	136	0	1332	60	96	0	3820
Heavy Trucks	4	16	4		0	12	0		0	0	0		8	0	0		44
Pedestrians		16				12				8				16			52
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:53 AM

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

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

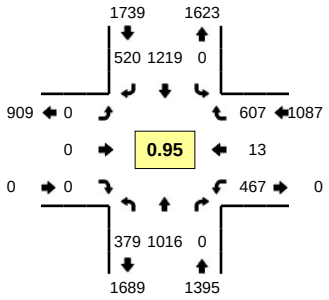
LOCATION: McCarthy Blvd -- SR 237 WB Ramps

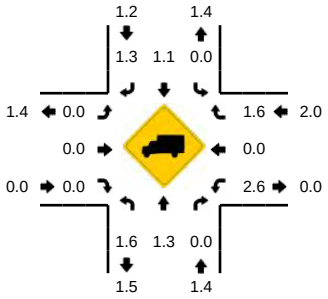
QC JOB #: 10769454

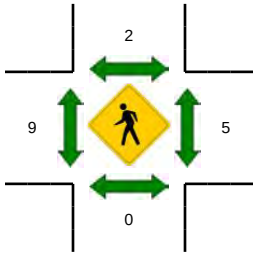
CITY/STATE: Milpitas, CA

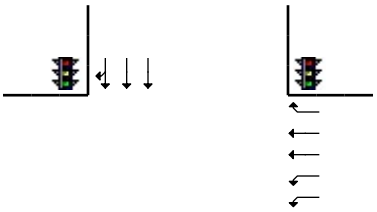
DATE: Tue, Jun 05 2012

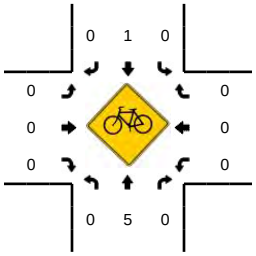
Peak-Hour: 12:20 PM -- 1:20 PM
Peak 15-Min: 12:45 PM -- 1:00 PM

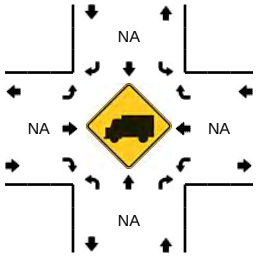


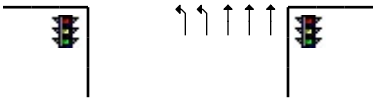


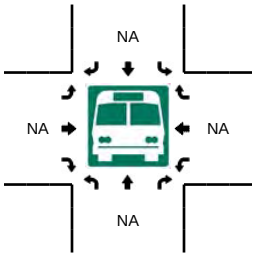












5-Min Count Period Beginning At	McCarthy Blvd (Northbound)				McCarthy Blvd (Southbound)				SR 237 WB Ramps (Eastbound)				SR 237 WB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:30 AM	20	83	0	0	0	52	27	0	0	0	0	0	24	0	48	0	254	
11:35 AM	16	91	0	1	0	66	29	0	0	0	0	0	26	1	37	0	267	
11:40 AM	24	93	0	0	0	65	17	0	0	0	0	0	28	2	56	0	285	
11:45 AM	32	102	0	1	0	88	21	0	0	0	0	0	38	0	51	0	333	
11:50 AM	23	90	0	0	0	78	30	0	0	0	0	0	26	0	45	0	292	
11:55 AM	39	80	0	0	0	63	26	0	0	0	0	0	25	2	44	0	279	
12:00 PM	21	114	0	2	0	74	21	0	0	0	0	0	35	0	44	0	311	
12:05 PM	19	111	0	0	0	80	25	0	0	0	0	0	15	2	47	0	299	
12:10 PM	26	141	0	0	0	70	25	0	0	0	0	0	23	1	47	0	333	
12:15 PM	25	121	0	1	0	63	31	0	0	0	0	0	33	3	60	0	337	
12:20 PM	19	101	0	0	0	90	35	0	0	0	0	0	37	1	53	0	336	
12:25 PM	28	101	0	2	0	87	29	0	0	0	0	0	27	3	48	0	325	3651
12:30 PM	31	100	0	0	0	89	31	0	0	0	0	0	42	1	67	0	361	3758
12:35 PM	22	72	0	0	0	97	36	0	0	0	0	0	35	0	49	0	311	3802
12:40 PM	36	98	0	0	0	98	25	0	0	0	0	0	41	0	47	0	345	3862
12:45 PM	34	100	0	0	0	100	61	0	0	0	0	0	39	1	55	0	390	3919
12:50 PM	40	73	0	0	0	100	45	0	0	0	0	0	45	0	49	0	352	3979
12:55 PM	27	85	0	0	0	112	55	0	0	0	0	0	33	2	53	0	367	4067
1:00 PM	30	58	0	0	0	118	61	0	0	0	0	0	52	2	45	0	366	4122
1:05 PM	28	66	0	1	0	115	47	0	0	0	0	0	36	2	44	0	339	4162
1:10 PM	46	88	0	0	0	111	37	0	0	0	0	0	43	0	48	0	373	4202
1:15 PM	35	74	0	0	0	102	58	0	0	0	0	0	37	1	49	0	356	4221
1:20 PM	30	73	0	0	0	94	39	0	0	0	0	0	36	1	50	0	323	4208
1:25 PM	34	66	0	0	0	85	27	0	0	0	0	0	44	1	45	0	302	4185

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	404	1032	0	0	0	1248	644	0	0	0	0	0	468	12	628	0	4436
Heavy Trucks	8	20	0		0	16	16		0	0	0		16	0	4		80
Pedestrians		0				0				16				4			20
Bicycles	0	3	0		0	0	0		0	0	0		0	0	0		3
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:53 AM

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

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

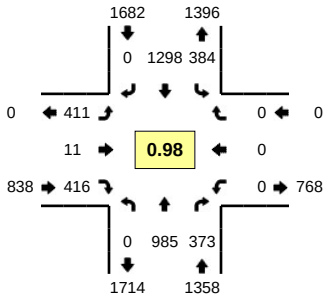
LOCATION: McCarthy Blvd -- SR 237 EB Ramps

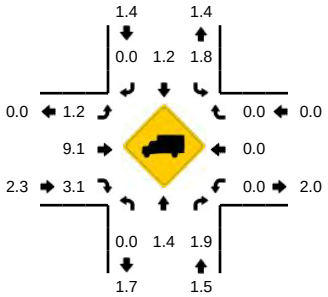
QC JOB #: 10769484

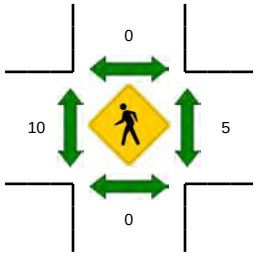
CITY/STATE: Milpitas, CA

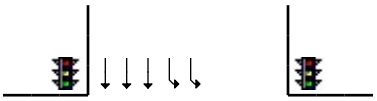
DATE: Tue, Jun 05 2012

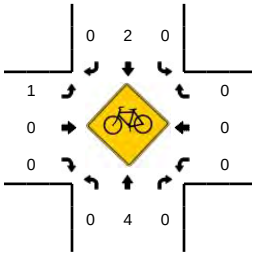
Peak-Hour: 12:20 PM -- 1:20 PM
Peak 15-Min: 1:05 PM -- 1:20 PM

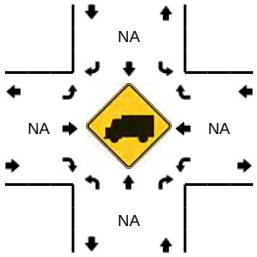


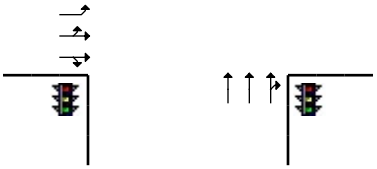


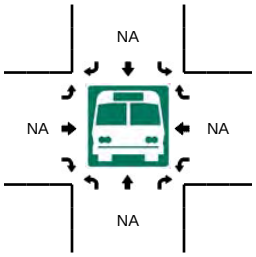












5-Min Count Period Beginning At	McCarthy Blvd (Northbound)				McCarthy Blvd (Southbound)				SR 237 EB Ramps (Eastbound)				SR 237 EB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:30 AM	0	70	24	0	19	56	0	2	37	0	24	0	0	0	0	0	232	
11:35 AM	0	64	25	0	27	64	0	0	42	1	35	0	0	0	0	0	258	
11:40 AM	0	78	35	0	28	60	0	0	48	0	43	0	0	0	0	0	292	
11:45 AM	0	98	30	0	38	99	0	0	38	0	43	0	0	0	0	0	346	
11:50 AM	0	60	38	0	32	72	0	0	40	1	51	0	0	0	0	0	294	
11:55 AM	0	90	42	0	24	65	0	0	33	0	41	0	0	0	0	0	295	
12:00 PM	0	98	29	0	28	84	0	0	39	0	43	0	0	0	0	0	321	
12:05 PM	0	87	41	0	27	69	0	0	45	0	48	0	0	0	0	0	317	
12:10 PM	0	99	38	0	27	66	0	0	55	1	38	0	0	0	0	0	324	
12:15 PM	0	95	40	0	26	71	0	0	57	1	28	0	0	0	0	0	318	
12:20 PM	0	91	36	0	36	92	0	0	40	0	45	0	0	0	0	0	340	
12:25 PM	0	87	39	0	21	89	0	0	33	1	43	0	0	0	0	0	313	3650
12:30 PM	0	91	33	0	28	100	0	0	39	1	32	0	0	0	0	0	324	3742
12:35 PM	0	79	21	0	31	96	0	0	30	3	22	0	0	0	0	0	282	3766
12:40 PM	0	82	35	0	33	109	0	0	32	0	34	0	0	0	0	0	325	3799
12:45 PM	0	100	28	0	27	111	0	0	36	0	38	0	0	0	0	0	340	3793
12:50 PM	0	82	18	0	33	111	0	0	34	3	32	0	0	0	0	0	313	3812
12:55 PM	0	78	33	0	37	114	0	0	32	0	39	0	0	0	0	0	333	3850
1:00 PM	0	71	32	0	29	140	0	0	21	2	24	0	0	0	0	0	319	3848
1:05 PM	0	76	36	0	37	111	0	0	33	0	37	0	0	0	0	0	330	3861
1:10 PM	0	80	32	0	34	124	0	0	39	0	30	0	0	0	0	0	339	3876
1:15 PM	0	68	30	0	38	101	0	0	42	1	40	0	0	0	0	0	320	3878
1:20 PM	0	75	38	0	32	93	0	0	26	0	44	0	0	0	0	0	308	3846
1:25 PM	0	76	31	0	37	96	0	0	29	0	40	0	0	0	0	0	309	3842

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	896	392	0	436	1344	0	0	456	4	428	0	0	0	0	0	3956
Heavy Trucks	0	4	4		4	16	0		0	0	16		0	0	0		44
Pedestrians		0				0				12				8			20
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:53 AM

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

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

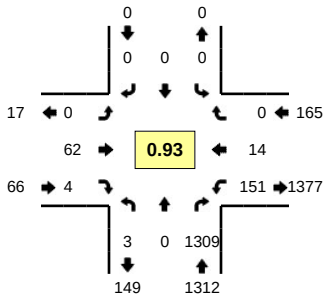
LOCATION: McCarthy Blvd -- Dixon Landing Rd

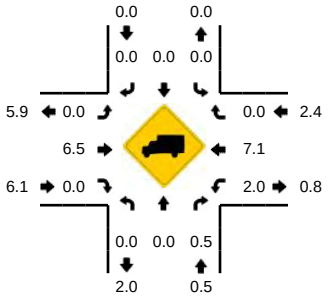
CITY/STATE: Milpitas, CA

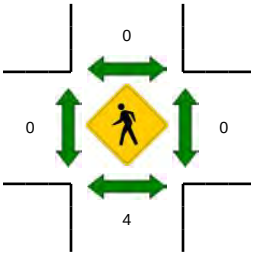
QC JOB #: 10769402

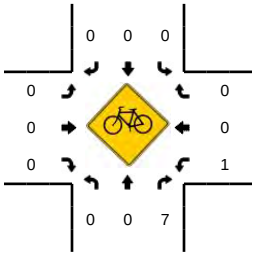
DATE: Thu, Jun 07 2012

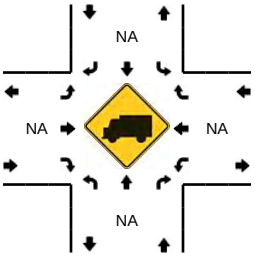
Peak-Hour: 4:55 PM -- 5:55 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

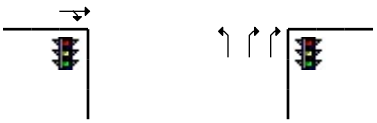


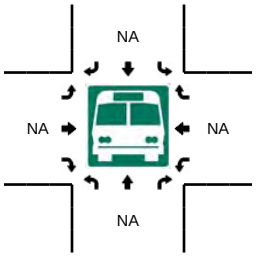












5-Min Count Period Beginning At	McCarthy Blvd (Northbound)				McCarthy Blvd (Southbound)				Dixon Landing Rd (Eastbound)				Dixon Landing Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	0	38	0	0	0	0	0	0	18	1	0	15	4	0	1	78	
4:05 PM	0	0	60	0	0	0	0	0	0	13	0	0	15	3	0	0	91	
4:10 PM	1	0	61	0	0	0	0	0	0	3	0	0	8	1	0	0	74	
4:15 PM	1	0	66	0	0	0	0	0	0	6	0	0	7	1	0	1	82	
4:20 PM	0	0	65	0	0	0	0	0	0	7	1	0	9	0	0	0	82	
4:25 PM	0	0	70	0	0	0	0	0	0	9	0	0	8	1	0	1	89	
4:30 PM	0	0	84	0	0	0	0	0	0	8	0	0	8	1	0	1	102	
4:35 PM	0	0	64	0	0	0	0	0	0	9	1	0	10	3	0	1	88	
4:40 PM	0	0	81	0	0	0	0	0	0	9	0	0	12	1	0	1	104	
4:45 PM	0	0	78	1	0	0	0	0	0	5	0	0	15	2	0	1	102	
4:50 PM	0	0	91	0	0	0	0	0	0	2	1	0	8	2	0	0	104	
4:55 PM	0	0	111	0	0	0	0	0	0	9	2	0	9	1	0	1	133	1129
5:00 PM	0	0	70	0	0	0	0	0	0	8	0	0	13	1	0	2	94	1145
5:05 PM	1	0	124	0	0	0	0	0	0	3	0	0	8	2	0	0	138	1192
5:10 PM	0	0	126	0	0	0	0	0	0	12	0	0	11	0	0	1	150	1268
5:15 PM	1	0	99	0	0	0	0	0	0	3	1	0	22	3	0	0	129	1315
5:20 PM	0	0	114	0	0	0	0	0	0	5	0	0	9	3	0	0	131	1364
5:25 PM	0	0	102	0	0	0	0	0	0	5	0	0	12	1	0	0	120	1395
5:30 PM	0	0	132	0	0	0	0	0	0	1	0	0	12	0	0	0	145	1438
5:35 PM	0	0	121	0	0	0	0	0	0	9	1	0	11	2	0	1	145	1495
5:40 PM	0	0	105	0	0	0	0	0	0	3	0	0	12	1	0	0	121	1512
5:45 PM	1	0	109	0	0	0	0	0	0	1	0	0	18	0	0	1	130	1540
5:50 PM	0	0	96	0	0	0	0	0	0	3	0	0	8	0	0	0	107	1543
5:55 PM	0	0	112	0	0	0	0	0	0	0	0	0	8	0	0	1	121	1531

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	8	0	1396	0	0	0	0	0	0	72	4	0	164	20	0	4	1668
Heavy Trucks	0	0	12		0	0	0		0	4	0		0	0	0		16
Pedestrians		4				0				0				0			4
Bicycles	0	0	2		0	0	0		0	0	0		0	0	0		2
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:53 AM

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

Traffic Data Service

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

File Name : 4PM FINAL
Site Code : 00000004
Start Date : 2/23/2012
Page No : 1

Groups Printed- Vehicles

	I-880 SB RAMPS Southbound					DIXON LANDING RD Westbound					Northbound					DIXON LANDING RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	15	0	70	0	85	135	34	0	0	169	0	0	0	0	0	27	162	0	0	189	443
04:15 PM	13	0	60	0	73	122	24	0	0	146	0	0	0	0	0	19	198	10	0	227	446
04:30 PM	12	0	94	0	106	145	15	0	0	160	0	0	0	0	0	25	250	0	0	275	541
04:45 PM	10	0	94	0	104	147	22	0	0	169	0	0	0	0	0	19	262	0	0	281	554
Total	50	0	318	0	368	549	95	0	0	644	0	0	0	0	0	90	872	10	0	972	1984
05:00 PM	22	0	90	0	112	186	19	0	0	205	0	0	0	0	0	11	317	0	0	328	645
05:15 PM	16	0	100	0	116	138	21	0	0	159	0	0	0	0	0	12	338	0	0	350	625
05:30 PM	21	0	112	0	133	120	25	0	0	145	0	0	0	0	0	16	315	0	0	331	609
05:45 PM	16	0	111	0	127	112	15	0	0	127	0	0	0	0	0	6	309	0	0	315	569
Total	75	0	413	0	488	556	80	0	0	636	0	0	0	0	0	45	1279	0	0	1324	2448
Grand Total	125	0	731	0	856	1105	175	0	0	1280	0	0	0	0	0	135	2151	10	0	2296	4432
Apprch %	14.6	0	85.4	0		86.3	13.7	0	0		0	0	0	0		5.9	93.7	0.4	0		
Total %	2.8	0	16.5	0	19.3	24.9	3.9	0	0	28.9	0	0	0	0	0	3	48.5	0.2	0	51.8	

	I-880 SB RAMPS Southbound					DIXON LANDING RD Westbound					Northbound					DIXON LANDING RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	**22**	0	90	0	112	**186**	19	0	0	**205**	0	0	0	0	0	11	317	0	0	328	**645**
05:15 PM	16	0	100	0	116	138	21	0	0	159	0	0	0	0	0	12	**338**	0	0	**350**	625
05:30 PM	21	0	**112**	0	**133**	120	**25**	0	0	145	0	0	0	0	0	**16**	315	0	0	331	609
05:45 PM	16	0	111	0	127	112	15	0	0	127	0	0	0	0	0	6	309	0	0	315	569
Total Volume	75	0	413	0	488	556	80	0	0	636	0	0	0	0	0	45	1279	0	0	1324	2448
% App. Total																					
PHF	.852	.000	.922	.000	.917	.747	.800	.000	.000	.776	.000	.000	.000	.000	.000	.703	.946	.000	.000	.946	.949

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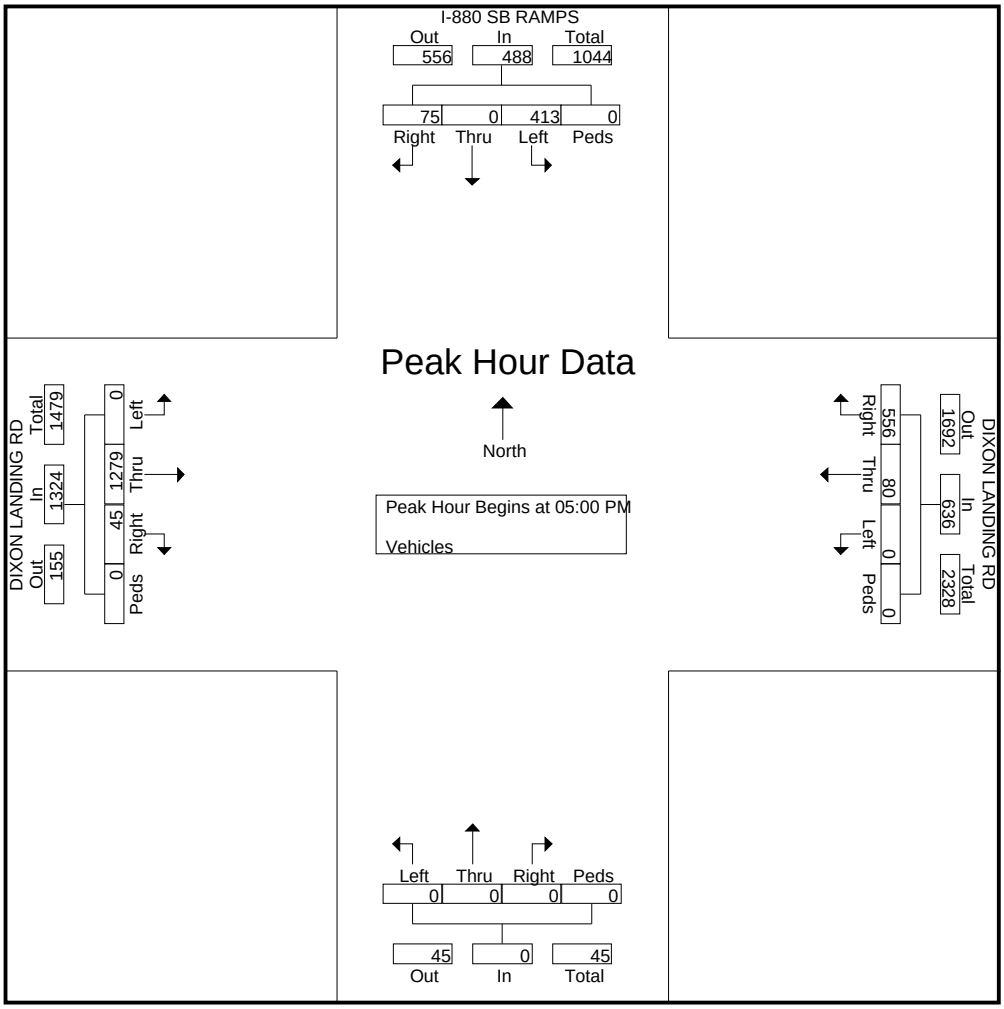

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File Name : 4PM FINAL
Site Code : 00000004
Start Date : 2/23/2012
Page No : 1

Groups Printed- Bikes

	I-880 SB RAMPS Southbound					DIXON LANDING RD Westbound					Northbound					DIXON LANDING RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	9
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	10
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	100	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100	

	I-880 SB RAMPS Southbound					DIXON LANDING RD Westbound					Northbound					DIXON LANDING RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**5**	0	0	**5**	**5**
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	9
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.450	.000	.000	.450	.450

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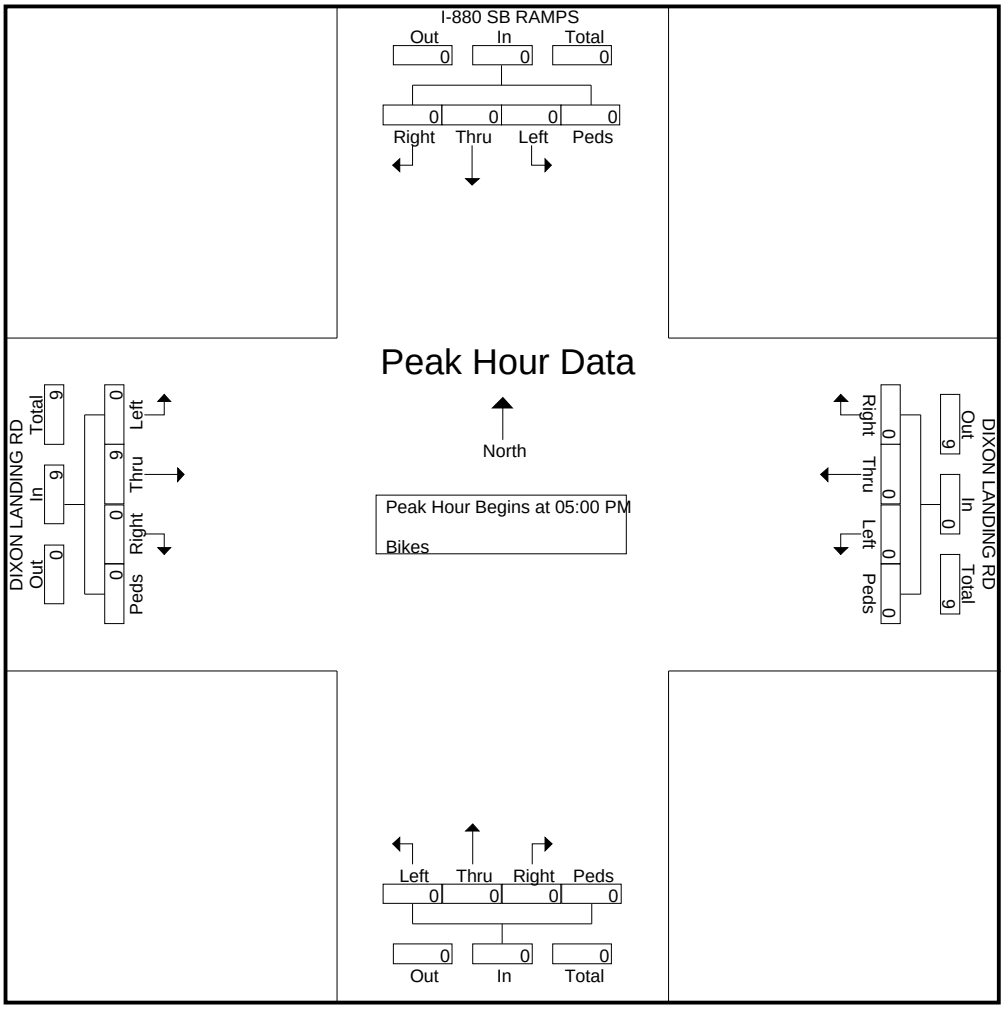

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Groups Printed- Vehicles

	I-880 SB RAMPS Southbound					DIXON LANDING RD Westbound					CALIFORNIA CIR Northbound					DIXON LANDING RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	6	0	7	0	13	51	126	5	0	182	162	12	43	0	217	64	153	0	0	217	629
04:15 PM	3	0	3	0	6	42	117	5	0	164	143	9	19	0	171	98	168	0	0	266	607
04:30 PM	2	0	3	0	5	62	131	4	0	197	153	8	25	0	186	106	229	0	0	335	723
04:45 PM	3	0	3	0	6	57	124	4	0	185	128	13	28	0	169	120	230	0	0	350	710
Total	14	0	16	0	30	212	498	18	0	728	586	42	115	0	743	388	780	0	0	1168	2669
05:00 PM	0	0	5	0	5	68	154	2	0	224	134	15	40	0	189	132	273	0	0	405	823
05:15 PM	3	0	8	0	11	46	110	5	0	161	129	30	37	4	200	119	328	0	0	447	819
05:30 PM	1	1	11	0	13	40	112	5	0	157	98	46	24	2	170	128	307	0	0	435	775
05:45 PM	4	2	7	0	13	46	109	0	0	155	85	40	28	0	153	121	283	0	0	404	725
Total	8	3	31	0	42	200	485	12	0	697	446	131	129	6	712	500	1191	0	0	1691	3142
Grand Total	22	3	47	0	72	412	983	30	0	1425	1032	173	244	6	1455	888	1971	0	0	2859	5811
Apprch %	30.6	4.2	65.3	0		28.9	69	2.1	0		70.9	11.9	16.8	0.4		31.1	68.9	0	0		
Total %	0.4	0.1	0.8	0	1.2	7.1	16.9	0.5	0	24.5	17.8	3	4.2	0.1	25	15.3	33.9	0	0	49.2	

	I-880 SB RAMPS Southbound					DIXON LANDING RD Westbound					CALIFORNIA CIR Northbound					DIXON LANDING RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	5	0	5	**68**	**154**	2	0	**224**	**134**	15	**40**	0	189	**132**	273	0	0	405	**823**
05:15 PM	3	0	8	0	11	46	110	**5**	0	161	129	30	37	**4**	**200**	119	**328**	0	0	**447**	819
05:30 PM	1	1	**11**	0	**13**	40	112	5	0	157	98	**46**	24	2	170	128	307	0	0	435	775
05:45 PM	**4**	**2**	7	0	13	46	109	0	0	155	85	40	28	0	153	121	283	0	0	404	725
Total Volume	8	3	31	0	42	200	485	12	0	697	446	131	129	6	712	500	1191	0	0	1691	3142
% App. Total																					
PHF	.500	.375	.705	.000	.808	.735	.787	.600	.000	.778	.832	.712	.806	.375	.890	.947	.908	.000	.000	.946	.954

Traffic Data Service

Campbell, CA

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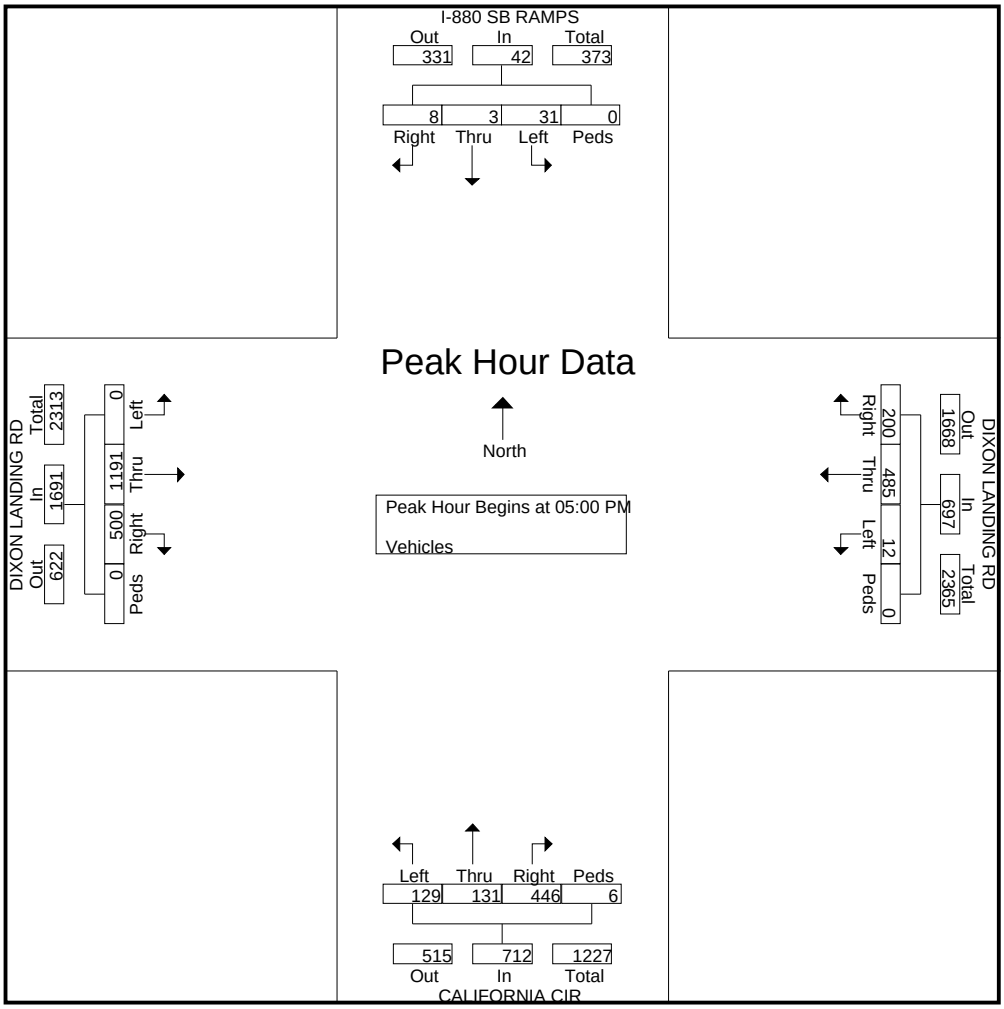

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File Name : 5PM FINAL
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Page No : 1

Groups Printed- Bikes

	I-880 SB RAMPS Southbound					DIXON LANDING RD Westbound					CALIFORNIA CIR Northbound					DIXON LANDING RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	7
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	7
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	100	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100	

	I-880 SB RAMPS Southbound					DIXON LANDING RD Westbound					CALIFORNIA CIR Northbound					DIXON LANDING RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	0	**3**	**3**
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	7
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.583	.000	.000	.583	.583

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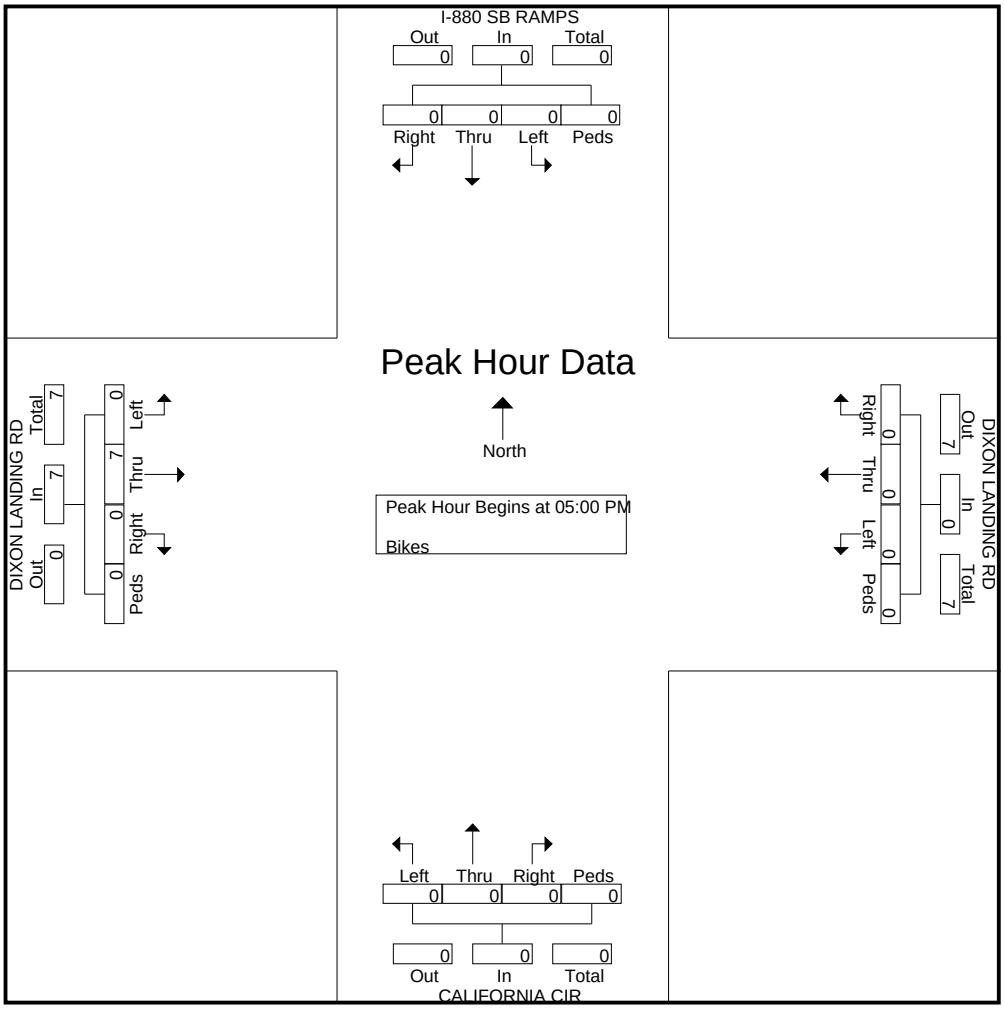
(408) 377-2988
tdsbay@cs.com

File Name : 5PM FINAL
Site Code : 00000005
Start Date : 2/23/2012
Page No : 2



Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

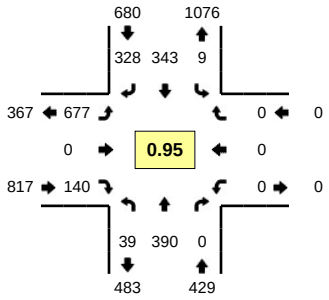
LOCATION: California Cir -- I-880 NB Ramps

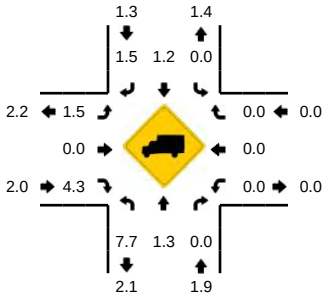
QC JOB #: 10769404

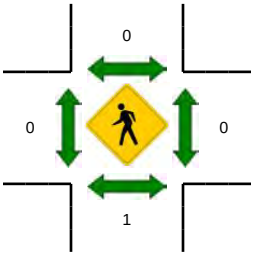
CITY/STATE: Milpitas, CA

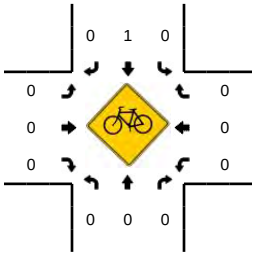
DATE: Tue, Jun 05 2012

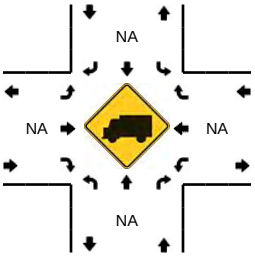
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:45 PM -- 6:00 PM

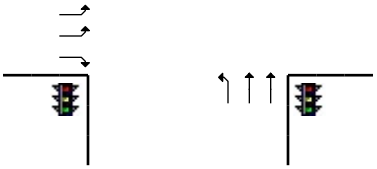


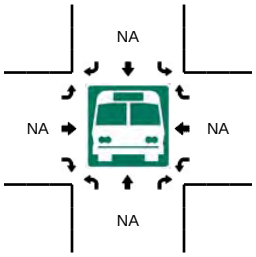












5-Min Count Period Beginning At	California Cir (Northbound)				California Cir (Southbound)				I-880 NB Ramps (Eastbound)				I-880 NB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	11	0	0	0	8	19	0	33	0	11	0	0	0	0	0	82	
4:05 PM	8	29	0	0	0	8	23	0	57	0	7	0	0	0	0	0	132	
4:10 PM	3	20	0	0	0	15	28	0	42	0	8	0	0	0	0	0	116	
4:15 PM	5	20	0	0	0	6	21	0	40	0	5	0	0	0	0	0	97	
4:20 PM	3	19	0	0	0	9	25	0	40	0	11	0	0	0	0	0	107	
4:25 PM	3	16	0	0	0	8	30	0	36	0	7	0	0	0	0	0	100	
4:30 PM	3	21	0	0	0	10	25	0	61	0	15	0	0	0	0	0	135	
4:35 PM	4	25	0	0	0	10	24	0	63	0	7	0	0	0	0	0	133	
4:40 PM	7	25	0	0	0	10	23	0	48	0	11	0	0	0	0	0	124	
4:45 PM	4	17	0	0	0	15	25	0	70	0	7	0	0	0	0	0	138	
4:50 PM	3	23	0	0	0	15	31	0	51	0	11	0	0	0	0	0	134	
4:55 PM	4	28	0	0	0	10	25	0	46	0	6	0	0	0	0	0	119	1417
5:00 PM	4	15	0	0	0	11	34	0	51	0	12	0	0	0	0	0	127	1462
5:05 PM	7	41	0	0	0	16	30	0	59	0	5	0	0	0	0	0	158	1488
5:10 PM	3	34	0	0	0	19	39	2	52	0	13	0	0	0	0	0	162	1534
5:15 PM	1	40	0	0	0	29	36	1	54	0	7	0	0	0	0	0	168	1605
5:20 PM	5	39	0	0	0	25	15	2	56	0	14	0	0	0	0	0	156	1654
5:25 PM	3	38	0	0	0	39	24	1	54	0	12	0	0	0	0	0	171	1725
5:30 PM	0	48	0	0	0	40	21	1	40	0	9	0	0	0	0	0	159	1749
5:35 PM	3	40	0	0	0	23	25	1	57	0	16	0	0	0	0	0	165	1781
5:40 PM	4	26	0	0	0	21	23	0	67	0	10	0	0	0	0	0	151	1808
5:45 PM	2	24	0	0	0	45	31	0	55	0	11	0	0	0	0	0	168	1838
5:50 PM	3	28	0	0	0	34	28	0	59	0	15	0	0	0	0	0	167	1871
5:55 PM	4	17	0	0	0	41	22	1	73	0	16	0	0	0	0	0	174	1926

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	36	276	0	0	0	480	324	4	748	0	168	0	0	0	0	0	2036
Heavy Trucks	0	0	0		0	4	4		0	0	4		0	0	0		12
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:53 AM

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

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

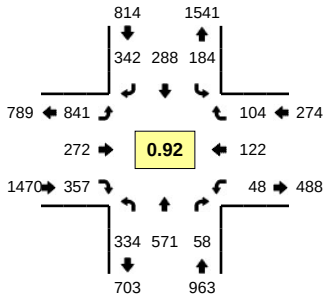
LOCATION: N Milpitas Blvd -- Dixon Landing Rd

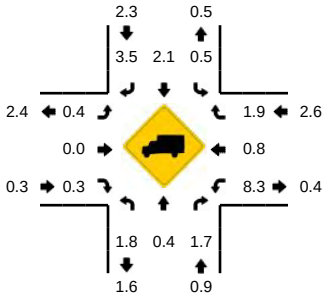
CITY/STATE: Milpitas, CA

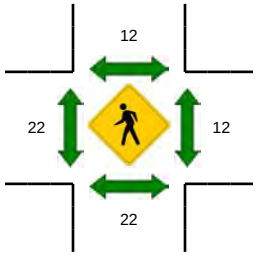
QC JOB #: 10769406

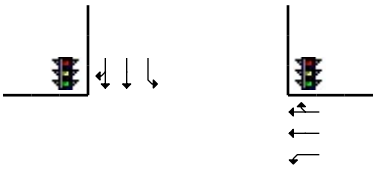
DATE: Tue, Jun 12 2012

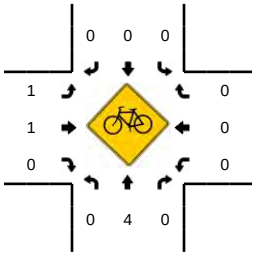
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:45 PM -- 6:00 PM

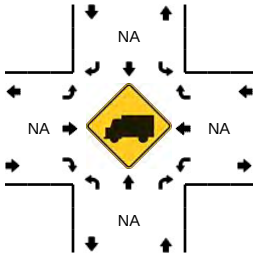


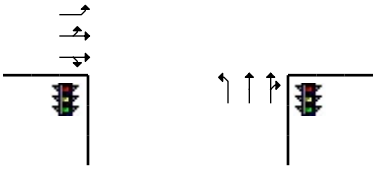


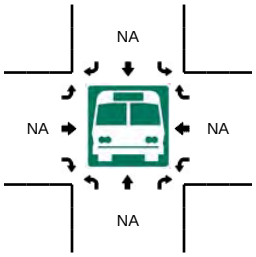












5-Min Count Period Beginning At	N Milpitas Blvd (Northbound)				N Milpitas Blvd (Southbound)				Dixon Landing Rd (Eastbound)				Dixon Landing Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	18	32	4	0	10	10	18	1	84	34	36	0	2	5	5	0	259	
4:05 PM	18	37	6	0	2	11	22	0	64	10	34	0	3	8	4	0	219	
4:10 PM	30	25	1	0	8	21	29	1	62	19	31	0	3	19	6	0	255	
4:15 PM	20	33	2	1	11	22	18	0	83	15	41	0	2	13	9	0	270	
4:20 PM	22	17	8	2	14	16	25	0	63	18	26	0	7	14	8	0	240	
4:25 PM	18	34	4	2	11	16	20	0	55	17	25	0	6	11	8	0	227	
4:30 PM	13	22	3	1	3	15	18	1	53	21	19	0	5	10	5	0	189	
4:35 PM	31	32	5	0	6	16	23	0	85	22	28	0	1	9	6	0	264	
4:40 PM	24	29	3	1	8	18	21	1	81	28	32	0	5	9	9	0	269	
4:45 PM	29	32	3	2	12	30	23	0	51	21	26	0	5	5	6	0	245	
4:50 PM	30	37	1	0	7	20	43	0	55	18	43	0	5	13	5	0	277	
4:55 PM	24	32	3	2	11	18	30	3	71	31	27	0	1	4	6	0	263	2977
5:00 PM	22	35	6	4	10	17	26	1	81	17	29	0	4	10	7	0	269	2987
5:05 PM	29	53	4	0	9	19	42	1	63	21	36	0	3	11	6	0	297	3065
5:10 PM	36	49	5	1	16	20	33	2	61	17	26	0	4	13	10	0	293	3103
5:15 PM	28	32	5	0	17	22	29	5	61	24	22	0	7	6	7	0	265	3098
5:20 PM	23	46	3	0	12	19	28	2	80	30	25	0	6	18	17	0	309	3167
5:25 PM	37	63	3	0	21	26	20	3	76	18	32	0	3	11	10	0	323	3263
5:30 PM	21	37	3	0	10	28	32	0	66	27	16	0	4	11	10	0	265	3339
5:35 PM	30	48	7	2	16	29	30	5	59	19	29	0	1	8	6	0	289	3364
5:40 PM	14	36	3	0	14	30	32	4	59	17	22	1	5	9	10	0	256	3351
5:45 PM	24	56	5	1	8	29	23	0	70	19	27	0	3	13	11	0	289	3395
5:50 PM	29	69	3	2	14	29	21	1	77	36	48	0	4	4	6	0	343	3461
5:55 PM	31	47	11	0	11	20	26	2	87	27	45	0	4	8	4	0	323	3521

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	336	688	76	12	132	312	280	12	936	328	480	0	44	100	84	0	3820
Heavy Trucks	4	0	0		0	4	8		0	0	0		4	0	4		24
Pedestrians		24				12				8				16			60
Bicycles	0	1	0		0	0	0		0	0	0		0	0	0		1
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:53 AM

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

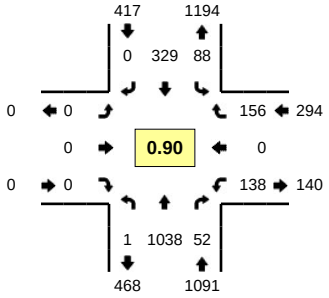
Type of peak hour being reported: Intersection Peak

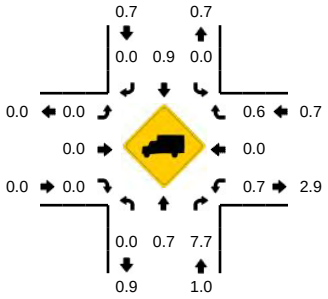
Method for determining peak hour: Total Entering Volume

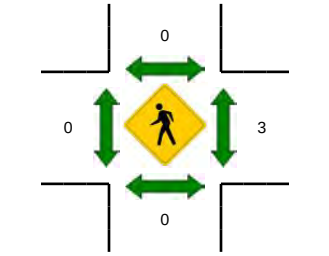
LOCATION: McCarthy Blvd -- Ranch Dr (N)
CITY/STATE: Milpitas, CA

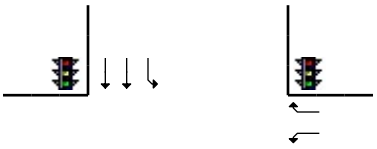
QC JOB #: 10769444
DATE: Thu, Jun 07 2012

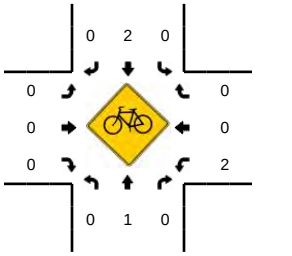
Peak-Hour: 4:50 PM -- 5:50 PM
Peak 15-Min: 5:20 PM -- 5:35 PM

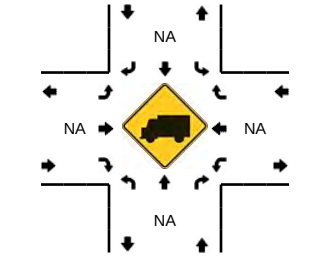


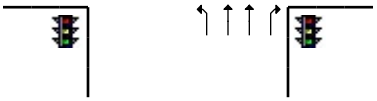


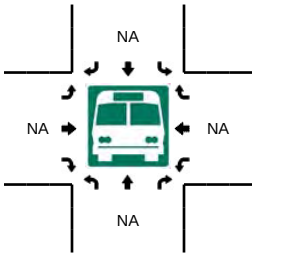












5-Min Count Period Beginning At	McCarthy Blvd (Northbound)				McCarthy Blvd (Southbound)				Ranch Dr (N) (Eastbound)				Ranch Dr (N) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	42	8	0	9	24	0	0	0	0	0	0	6	0	9	0	98	
4:05 PM	0	44	6	0	7	34	0	0	0	0	0	0	11	0	10	0	112	
4:10 PM	0	37	4	0	7	8	0	0	0	0	0	0	5	0	13	0	74	
4:15 PM	0	49	5	0	5	7	0	0	0	0	0	0	8	0	13	0	87	
4:20 PM	0	51	5	0	5	13	0	0	0	0	0	0	5	0	11	0	90	
4:25 PM	0	57	4	0	3	18	0	0	0	0	0	0	8	0	15	0	105	
4:30 PM	0	53	2	1	5	18	0	0	0	0	0	0	8	0	15	0	102	
4:35 PM	0	68	3	0	5	31	0	0	0	0	0	0	12	0	6	0	125	
4:40 PM	0	51	5	0	11	21	0	0	0	0	0	0	8	0	14	0	110	
4:45 PM	0	68	8	0	10	21	0	0	0	0	0	0	13	0	9	0	129	
4:50 PM	0	79	5	0	6	21	0	0	0	0	0	0	9	0	12	0	132	
4:55 PM	0	67	5	0	8	28	0	0	0	0	0	0	9	0	13	0	130	1294
5:00 PM	0	72	3	0	5	19	0	0	0	0	0	0	11	0	13	0	123	1319
5:05 PM	0	83	8	0	5	41	0	0	0	0	0	0	21	0	13	0	171	1378
5:10 PM	0	87	4	0	7	29	0	0	0	0	0	0	11	0	12	0	150	1454
5:15 PM	0	96	4	0	5	32	0	0	0	0	0	0	8	0	14	0	159	1526
5:20 PM	0	93	5	0	13	31	0	0	0	0	0	0	13	0	15	0	170	1606
5:25 PM	0	82	5	0	9	30	0	0	0	0	0	0	10	0	8	0	144	1645
5:30 PM	0	114	0	0	10	39	0	0	0	0	0	0	13	0	12	0	188	1731
5:35 PM	0	75	4	0	8	7	0	0	0	0	0	0	14	0	15	0	123	1729
5:40 PM	0	124	3	0	2	30	0	0	0	0	0	0	6	0	9	0	174	1793
5:45 PM	0	66	6	1	10	22	0	0	0	0	0	0	13	0	20	0	138	1802
5:50 PM	0	74	2	0	6	15	0	0	0	0	0	0	11	0	9	0	117	1787
5:55 PM	0	93	4	0	6	18	0	0	0	0	0	0	3	0	8	0	132	1789

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	1156	40	0	128	400	0	0	0	0	0	0	144	0	140	0	2008
Heavy Trucks	0	0	4		0	0	0		0	0	0		0	0	0		4
Pedestrians		0				0				0				8			8
Bicycles	0	0	0		0	1	0		0	0	0		1	0	0		2
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:53 AM

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

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

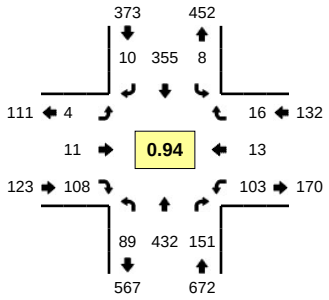
LOCATION: Mall Access Dwy -- Ranch Dr

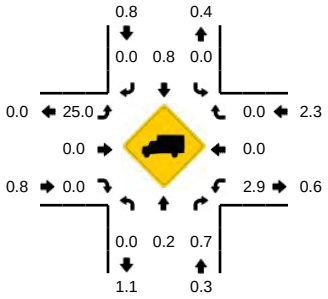
CITY/STATE: Milpitas, CA

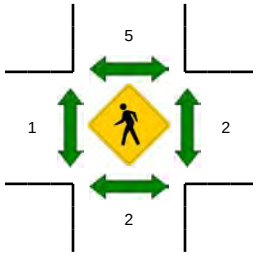
QC JOB #: 10769447

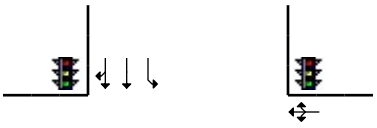
DATE: Tue, Jun 05 2012

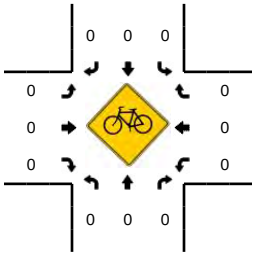
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:25 PM -- 5:40 PM

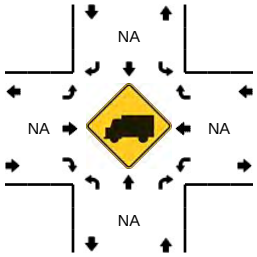


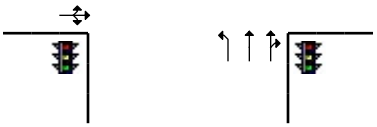


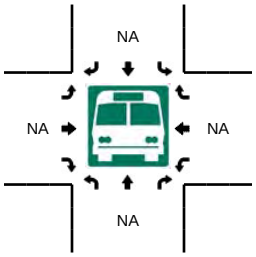












5-Min Count Period Beginning At	Mall Access Dwy (Northbound)				Mall Access Dwy (Southbound)				Ranch Dr (Eastbound)				Ranch Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	6	32	10	0	0	37	0	0	1	4	17	0	8	0	1	0	116	
4:05 PM	6	24	5	0	1	39	0	0	1	0	8	0	11	1	0	0	96	
4:10 PM	4	37	6	0	0	33	2	0	1	0	9	0	8	1	2	0	103	
4:15 PM	7	30	11	0	1	49	0	0	0	3	7	0	3	0	0	0	111	
4:20 PM	8	26	8	0	0	35	1	0	1	1	15	0	8	2	0	0	105	
4:25 PM	11	26	11	0	4	24	0	0	0	1	12	0	6	1	3	0	99	
4:30 PM	8	25	9	0	0	28	1	0	0	2	15	0	11	1	1	0	101	
4:35 PM	6	24	7	0	0	34	1	0	1	1	11	0	14	3	2	0	104	
4:40 PM	4	32	5	0	1	34	0	0	0	0	8	0	11	0	2	0	97	
4:45 PM	10	40	11	0	0	19	0	0	1	1	6	0	4	1	0	0	93	
4:50 PM	7	30	10	0	0	21	0	0	1	1	9	0	12	3	1	0	95	
4:55 PM	8	31	7	0	2	37	0	0	0	0	13	0	7	1	1	0	107	1227
5:00 PM	10	38	9	0	2	32	0	0	1	2	9	0	4	0	0	0	107	1218
5:05 PM	10	34	12	0	0	26	0	0	0	0	10	0	4	1	4	0	101	1223
5:10 PM	8	32	9	0	0	29	0	0	0	1	19	0	7	1	1	0	107	1227
5:15 PM	3	33	9	1	0	31	0	0	0	1	5	0	8	0	3	0	94	1210
5:20 PM	3	33	8	0	1	32	3	0	0	2	5	0	4	1	1	0	93	1198
5:25 PM	7	40	16	0	1	27	0	0	1	3	6	0	13	3	1	0	118	1217
5:30 PM	6	33	15	0	1	40	0	0	0	1	8	0	5	3	1	0	113	1229
5:35 PM	12	41	16	0	0	27	0	0	0	0	6	0	10	2	1	0	115	1240
5:40 PM	7	39	14	0	1	27	3	0	0	0	12	0	9	1	1	0	114	1257
5:45 PM	6	38	7	0	1	24	1	0	1	1	7	0	8	0	0	0	94	1258
5:50 PM	7	37	18	0	0	29	1	0	1	0	12	0	16	1	2	0	124	1287
5:55 PM	9	34	18	0	1	31	2	0	0	0	9	0	15	0	1	0	120	1300

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	100	456	188	0	8	376	0	0	4	16	80	0	112	32	12	0	1384
Heavy Trucks	0	0	4		0	4	0		4	0	0		0	0	0		12
Pedestrians		0				8				0				4			12
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:53 AM

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

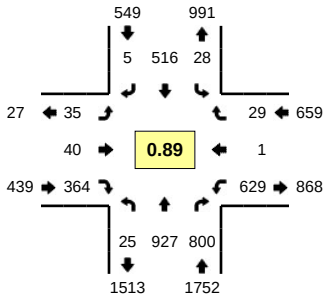
Type of peak hour being reported: Intersection Peak

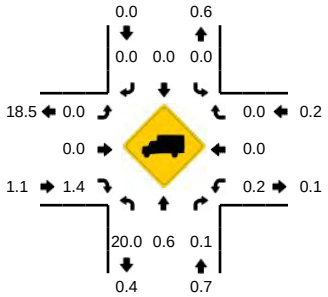
Method for determining peak hour: Total Entering Volume

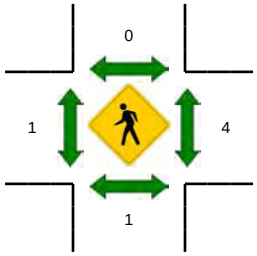
LOCATION: McCarthy Blvd -- Ranch Dr (S)
CITY/STATE: Milpitas, CA

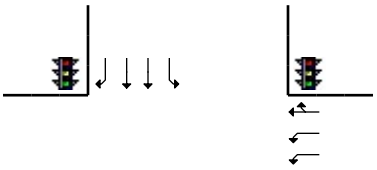
QC JOB #: 10769450
DATE: Tue, Jun 05 2012

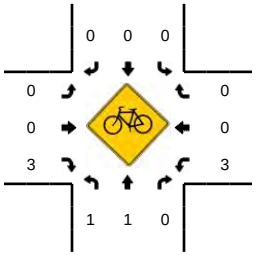
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:25 PM -- 5:40 PM

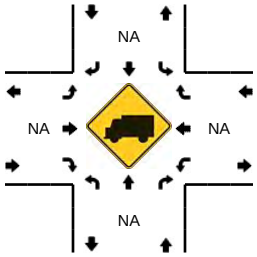


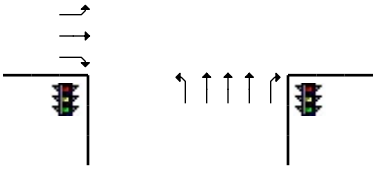


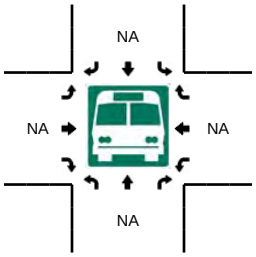












5-Min Count Period Beginning At	McCarthy Blvd (Northbound)				McCarthy Blvd (Southbound)				Ranch Dr (S) (Eastbound)				Ranch Dr (S) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	3	38	59	1	1	26	0	0	1	1	4	0	73	0	3	0	210	
4:05 PM	1	44	46	0	1	42	1	0	0	0	13	0	64	1	1	0	214	
4:10 PM	5	45	62	0	4	21	0	0	0	3	9	0	59	1	3	0	212	
4:15 PM	1	49	59	0	1	26	1	0	1	0	11	0	56	0	4	0	209	
4:20 PM	3	58	46	1	0	27	1	0	0	3	16	0	61	1	2	0	219	
4:25 PM	2	47	53	0	1	15	0	0	1	4	22	0	47	0	1	0	193	
4:30 PM	2	51	54	0	1	29	0	0	1	1	23	0	55	0	5	0	222	
4:35 PM	1	48	51	0	0	47	2	0	0	0	28	0	58	0	3	0	238	
4:40 PM	2	61	59	0	1	31	0	0	0	3	32	0	55	0	3	0	247	
4:45 PM	2	66	63	1	0	50	0	0	0	0	23	0	40	0	3	1	249	
4:50 PM	2	54	59	0	2	42	0	0	2	1	27	0	42	0	0	0	231	
4:55 PM	3	61	52	0	3	48	0	0	0	3	19	0	56	0	3	0	248	2692
5:00 PM	1	76	71	0	1	55	1	0	1	3	31	0	58	1	3	0	302	2784
5:05 PM	4	72	63	0	2	66	0	0	2	2	36	0	35	0	2	0	284	2854
5:10 PM	3	65	51	0	2	54	1	0	0	4	31	0	70	0	1	0	282	2924
5:15 PM	1	74	58	0	4	44	0	0	0	6	25	0	42	0	2	0	256	2971
5:20 PM	0	63	56	0	1	27	0	0	3	1	47	0	44	0	1	0	243	2995
5:25 PM	2	97	74	0	3	49	2	0	13	3	41	0	59	0	0	0	343	3145
5:30 PM	0	73	59	1	2	43	1	0	10	8	36	0	56	0	1	0	290	3213
5:35 PM	1	82	87	1	6	46	0	0	3	7	36	0	53	0	3	0	325	3300
5:40 PM	1	77	69	0	3	36	0	0	2	2	25	0	42	0	4	0	261	3314
5:45 PM	3	87	66	2	3	34	0	0	1	0	22	0	53	0	1	0	272	3337
5:50 PM	3	86	77	0	1	34	0	0	0	1	22	0	53	0	6	0	283	3389
5:55 PM	2	75	69	0	0	28	0	0	0	3	12	0	64	0	5	0	258	3399

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	12	1008	880	8	44	552	12	0	104	72	452	0	672	0	16	0	3832
Heavy Trucks	4	4	4		0	0	0		0	0	4		4	0	0		20
Pedestrians		0				0				0				8			8
Bicycles	0	0	0		0	0	0		0	0	1		0	0	0		1
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:53 AM

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

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

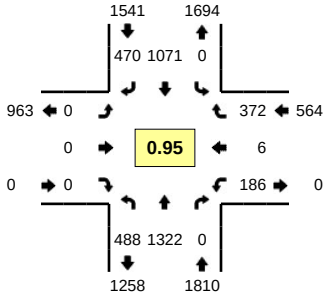
LOCATION: McCarthy Blvd -- SR 237 WB Ramps

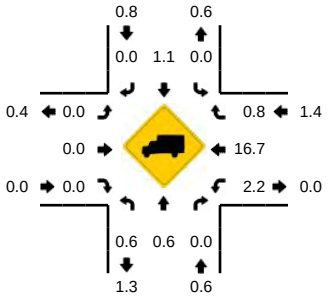
CITY/STATE: Milpitas, CA

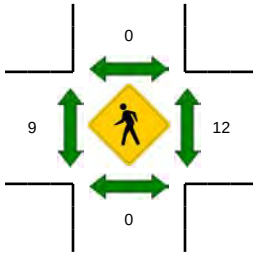
QC JOB #: 10769453

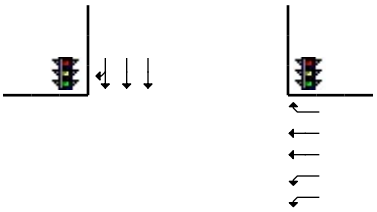
DATE: Tue, Jun 05 2012

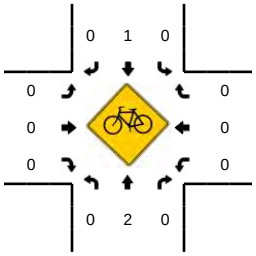
Peak-Hour: 4:50 PM -- 5:50 PM
Peak 15-Min: 5:25 PM -- 5:40 PM

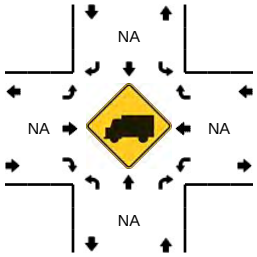


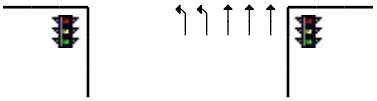


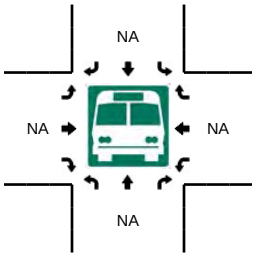












5-Min Count Period Beginning At	McCarthy Blvd (Northbound)				McCarthy Blvd (Southbound)				SR 237 WB Ramps (Eastbound)				SR 237 WB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	28	76	0	0	0	75	30	0	0	0	0	0	12	0	25	0	246	
4:05 PM	33	57	0	0	0	80	31	0	0	0	0	0	15	0	27	0	243	
4:10 PM	29	90	0	0	0	59	30	0	0	0	0	0	9	2	26	0	245	
4:15 PM	28	74	0	0	0	75	30	0	0	0	0	0	10	2	36	0	255	
4:20 PM	34	77	0	0	0	88	19	0	0	0	0	0	20	0	26	0	264	
4:25 PM	18	69	0	0	0	56	23	0	0	0	0	0	17	0	32	0	215	
4:30 PM	30	92	0	0	0	69	33	0	0	0	0	0	9	0	21	0	254	
4:35 PM	35	81	0	0	0	85	45	0	0	0	0	0	13	1	29	0	289	
4:40 PM	23	99	0	0	0	81	31	0	0	0	0	0	10	0	23	0	267	
4:45 PM	38	83	0	0	0	83	27	0	0	0	0	0	18	1	35	0	285	
4:50 PM	36	95	0	0	0	74	41	0	0	0	0	0	19	0	30	0	295	
4:55 PM	40	92	0	0	0	97	49	0	0	0	0	0	13	1	25	0	317	3175
5:00 PM	42	99	0	0	0	75	47	0	0	0	0	0	16	0	46	0	325	3254
5:05 PM	46	110	0	0	0	91	49	0	0	0	0	0	17	1	28	0	342	3353
5:10 PM	53	102	0	0	0	100	41	0	0	0	0	0	22	0	28	0	346	3454
5:15 PM	37	82	0	1	0	94	35	0	0	0	0	0	18	2	31	0	300	3499
5:20 PM	49	130	0	0	0	79	42	0	0	0	0	0	8	1	29	0	338	3573
5:25 PM	38	127	0	0	0	97	37	0	0	0	0	0	14	0	32	0	345	3703
5:30 PM	36	108	0	0	0	104	30	0	0	0	0	0	8	0	35	0	321	3770
5:35 PM	43	128	0	0	0	93	39	0	0	0	0	0	20	0	36	0	359	3840
5:40 PM	31	128	0	0	0	77	28	0	0	0	0	0	15	0	25	0	304	3877
5:45 PM	36	121	0	0	0	90	32	0	0	0	0	0	16	1	27	0	323	3915
5:50 PM	24	106	0	0	0	66	31	0	0	0	0	0	18	0	43	0	288	3908
5:55 PM	32	126	0	0	0	72	28	0	0	0	0	0	12	1	36	0	307	3898

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	468	1452	0	0	0	1176	424	0	0	0	0	0	168	0	412	0	4100
Heavy Trucks	4	8	0		0	12	0		0	0	0		4	0	0		28
Pedestrians		0				0				8				12			20
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:53 AM

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

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

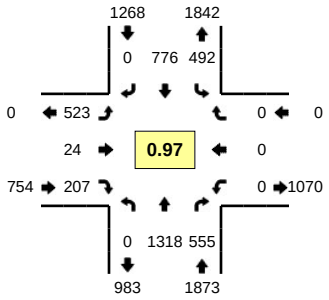
LOCATION: McCarthy Blvd -- SR 237 EB Ramps

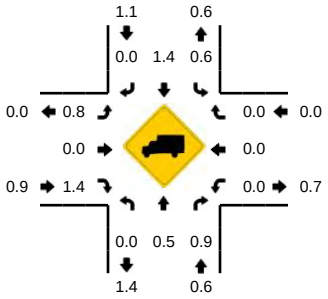
QC JOB #: 10769483

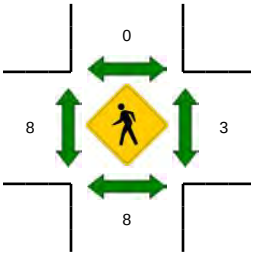
CITY/STATE: Milpitas, CA

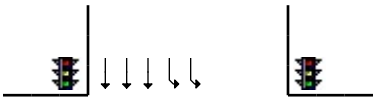
DATE: Tue, Jun 05 2012

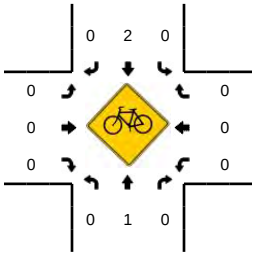
Peak-Hour: 4:55 PM -- 5:55 PM
Peak 15-Min: 5:10 PM -- 5:25 PM

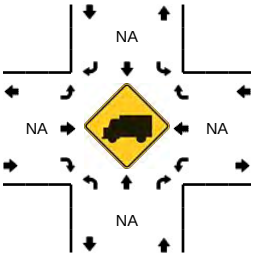


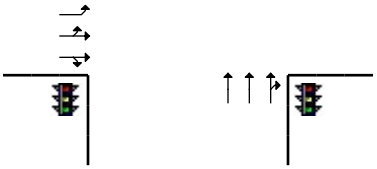


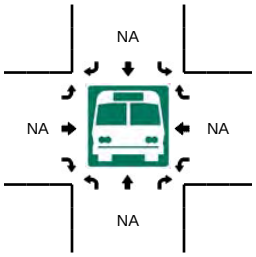












5-Min Count Period Beginning At	McCarthy Blvd (Northbound)				McCarthy Blvd (Southbound)				SR 237 EB Ramps (Eastbound)				SR 237 EB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	68	32	0	34	53	0	0	31	2	15	0	0	0	0	0	235	
4:05 PM	0	82	24	0	38	56	0	0	32	2	13	0	0	0	0	0	247	
4:10 PM	0	73	42	0	34	36	0	0	36	2	28	0	0	0	0	0	251	
4:15 PM	0	66	32	0	31	57	0	0	37	0	16	0	0	0	0	0	239	
4:20 PM	0	68	24	0	38	64	0	0	33	0	14	0	0	0	0	0	241	
4:25 PM	0	64	31	0	40	43	0	0	31	0	18	0	0	0	0	0	227	
4:30 PM	0	70	27	0	35	41	0	0	47	3	22	0	0	0	0	0	245	
4:35 PM	0	76	42	0	40	68	0	0	33	0	9	0	0	0	0	0	268	
4:40 PM	0	94	31	0	37	56	0	0	44	2	9	0	0	0	0	0	273	
4:45 PM	0	79	34	0	30	75	0	0	50	0	15	0	0	0	0	0	283	
4:50 PM	0	88	37	0	28	64	0	0	36	1	19	0	0	0	0	0	273	
4:55 PM	0	89	37	0	33	64	0	1	45	2	17	0	0	0	0	0	288	3070
5:00 PM	0	121	38	0	36	57	0	0	38	3	14	0	0	0	0	0	307	3142
5:05 PM	0	93	52	0	35	71	0	0	51	3	18	0	0	0	0	0	323	3218
5:10 PM	0	107	44	0	55	72	0	0	36	3	20	0	0	0	0	0	337	3304
5:15 PM	0	108	55	0	40	70	0	0	40	4	22	0	0	0	0	0	339	3404
5:20 PM	0	120	42	0	46	52	0	0	52	4	17	0	0	0	0	0	333	3496
5:25 PM	0	107	51	0	40	67	0	0	45	2	15	0	0	0	0	0	327	3596
5:30 PM	0	117	41	0	57	58	0	0	33	1	16	0	0	0	0	0	323	3674
5:35 PM	0	138	34	0	46	76	0	0	47	0	16	0	0	0	0	0	357	3763
5:40 PM	0	101	56	0	30	67	0	0	46	0	12	0	0	0	0	0	312	3802
5:45 PM	0	100	51	0	30	58	0	0	53	2	18	0	0	0	0	0	312	3831
5:50 PM	0	117	54	0	43	64	0	0	37	0	22	0	0	0	0	0	337	3895
5:55 PM	0	102	41	0	34	48	0	1	48	0	12	0	0	0	0	0	286	3893

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	1340	564	0	564	776	0	0	512	44	236	0	0	0	0	0	4036
Heavy Trucks	0	8	4		0	12	0		4	0	4		0	0	0		32
Pedestrians		4				0				12				0			16
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:53 AM

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

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

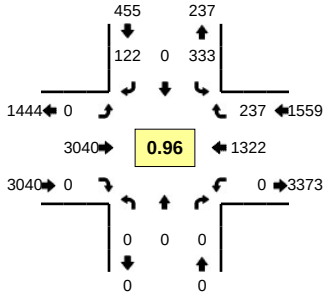
LOCATION: I-880 SB Ramps -- SR 237

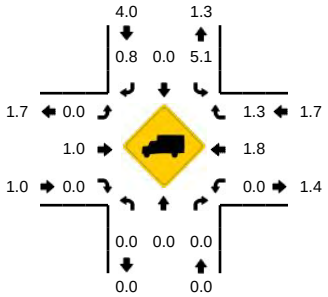
CITY/STATE: Milpitas, CA

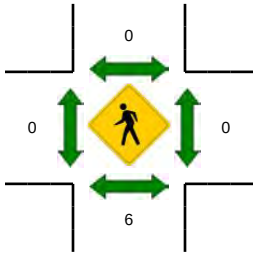
QC JOB #: 10769408

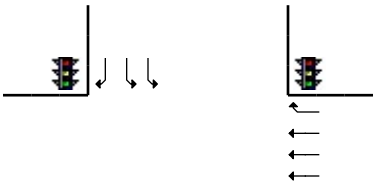
DATE: Tue, Jun 05 2012

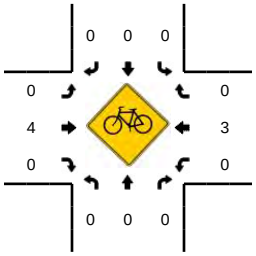
Peak-Hour: 4:55 PM -- 5:55 PM
Peak 15-Min: 5:10 PM -- 5:25 PM

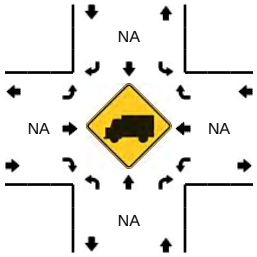


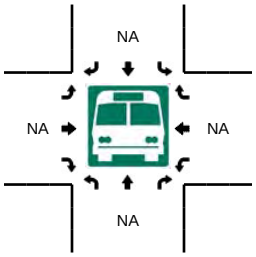












5-Min Count Period Beginning At	I-880 SB Ramps (Northbound)				I-880 SB Ramps (Southbound)				SR 237 (Eastbound)				SR 237 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	20	0	2	0	1	210	0	0	0	106	32	0	371	
4:05 PM	0	0	0	0	27	0	7	0	0	213	0	0	0	99	28	0	374	
4:10 PM	0	0	0	0	11	0	5	0	0	222	0	0	0	103	21	0	362	
4:15 PM	0	0	0	0	20	0	4	0	0	239	0	0	0	123	28	0	414	
4:20 PM	0	0	0	0	22	0	5	0	1	185	0	0	0	93	25	0	331	
4:25 PM	0	0	0	0	32	0	8	0	0	255	0	0	0	101	21	0	417	
4:30 PM	0	0	0	0	19	0	10	0	0	208	0	0	0	85	27	0	349	
4:35 PM	0	0	0	0	27	0	10	0	0	242	0	0	0	116	19	0	414	
4:40 PM	0	0	0	0	27	0	5	0	0	229	0	0	0	94	27	0	382	
4:45 PM	0	0	0	0	36	0	16	0	0	246	0	0	0	110	25	0	433	
4:50 PM	0	0	0	0	28	0	7	0	0	226	0	0	0	130	23	0	414	
4:55 PM	0	0	0	0	11	0	9	0	0	227	0	0	0	100	26	0	373	4634
5:00 PM	0	0	0	0	18	0	10	0	0	248	0	0	0	115	12	0	403	4666
5:05 PM	0	0	0	0	32	0	15	0	0	235	0	0	0	111	18	0	411	4703
5:10 PM	0	0	0	0	26	0	8	0	0	259	0	0	0	133	16	0	442	4783
5:15 PM	0	0	0	0	39	0	12	0	0	265	0	0	0	117	28	0	461	4830
5:20 PM	0	0	0	0	38	0	8	0	0	253	0	0	0	98	18	0	415	4914
5:25 PM	0	0	0	0	36	0	9	0	0	245	0	0	0	118	20	0	428	4925
5:30 PM	0	0	0	0	23	0	12	0	0	262	0	0	0	94	17	0	408	4984
5:35 PM	0	0	0	0	20	0	9	0	0	269	0	0	0	105	24	0	427	4997
5:40 PM	0	0	0	0	31	0	10	0	0	260	0	0	0	98	18	0	417	5032
5:45 PM	0	0	0	0	14	0	7	0	0	282	0	0	0	116	27	0	446	5045
5:50 PM	0	0	0	0	45	0	13	0	0	235	0	0	0	117	13	0	423	5054
5:55 PM	0	0	0	0	31	0	13	0	0	204	0	0	0	97	15	0	360	5041

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	412	0	112	0	0	3108	0	0	0	1392	248	0	5272
Heavy Trucks	0	0	0		36	0	0		0	28	0		0	28	0		92
Pedestrians		16				0				0				0			16
Bicycles	0	0	0		0	0	0		0	0	0		0	1	0		1
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:53 AM

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

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

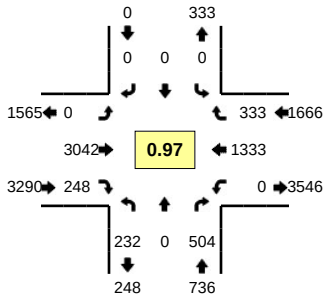
LOCATION: I-880 NB Ramps -- SR 237

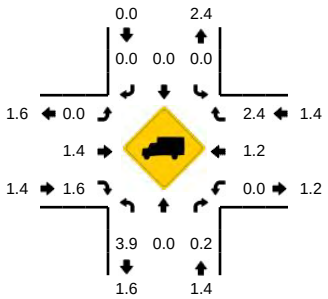
CITY/STATE: Milpitas, CA

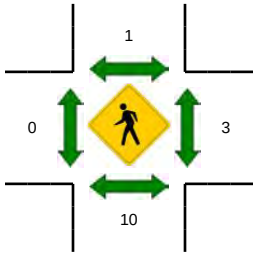
QC JOB #: 10769410

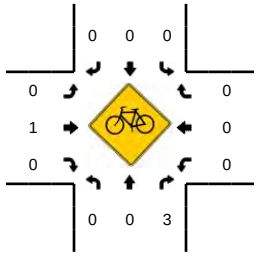
DATE: Tue, Jun 05 2012

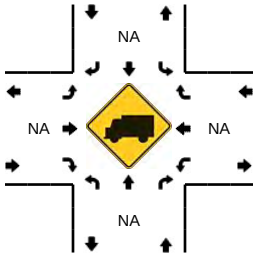
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

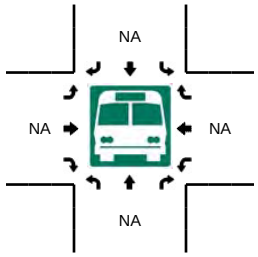












5-Min Count Period Beginning At	I-880 NB Ramps (Northbound)				I-880 NB Ramps (Southbound)				SR 237 (Eastbound)				SR 237 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	30	0	36	0	0	0	0	0	0	213	28	0	0	107	17	0	431	
4:05 PM	23	0	43	0	0	0	0	0	0	206	23	0	0	87	25	0	407	
4:10 PM	29	0	41	0	0	0	0	0	0	223	30	0	0	114	22	0	459	
4:15 PM	20	0	50	0	0	0	0	0	0	229	23	0	0	111	17	0	450	
4:20 PM	15	0	32	0	0	0	0	0	0	213	17	0	0	100	41	0	418	
4:25 PM	26	0	40	0	0	0	0	0	0	341	21	0	0	97	24	0	549	
4:30 PM	18	0	36	0	0	0	0	0	0	208	18	0	0	118	39	0	437	
4:35 PM	24	0	44	0	0	0	0	0	0	243	21	0	0	103	36	0	471	
4:40 PM	16	0	32	0	0	0	0	0	0	234	17	0	0	125	20	0	444	
4:45 PM	16	0	39	0	0	0	0	0	0	247	22	0	0	127	25	0	476	
4:50 PM	18	0	28	0	0	0	0	0	0	229	22	0	0	99	31	0	427	
4:55 PM	22	0	26	0	0	0	0	0	0	231	21	0	0	123	29	0	452	5421
5:00 PM	14	0	40	0	0	0	0	0	0	274	20	0	0	103	26	0	477	5467
5:05 PM	22	0	41	0	0	0	0	0	0	245	17	0	0	146	47	0	518	5578
5:10 PM	19	0	26	0	0	0	0	0	0	260	27	0	0	115	27	0	474	5593
5:15 PM	20	0	55	0	0	0	0	0	0	251	20	0	0	107	27	0	480	5623
5:20 PM	16	0	34	0	0	0	0	0	0	221	22	0	0	126	29	0	448	5653
5:25 PM	19	0	35	0	0	0	0	0	0	262	20	0	0	91	18	0	445	5549
5:30 PM	19	0	44	0	0	0	0	0	0	258	20	0	0	113	34	0	488	5600
5:35 PM	13	0	42	0	0	0	0	0	0	265	21	0	0	104	17	0	462	5591
5:40 PM	20	0	31	0	0	0	0	0	0	286	18	0	0	113	34	0	502	5649
5:45 PM	16	0	54	0	0	0	0	0	0	253	21	0	0	110	26	0	480	5653
5:50 PM	26	0	58	0	0	0	0	0	0	224	24	0	0	102	24	0	458	5684
5:55 PM	28	0	44	0	0	0	0	0	0	243	18	0	0	103	24	0	460	5692

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	244	0	488	0	0	0	0	0	0	3024	256	0	0	1472	404	0	5888
Heavy Trucks	4	0	0		0	0	0		0	44	4		0	28	12		92
Pedestrians		8				0				0				8			16
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:53 AM

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

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: S Abel St -- W Calaveras Blvd

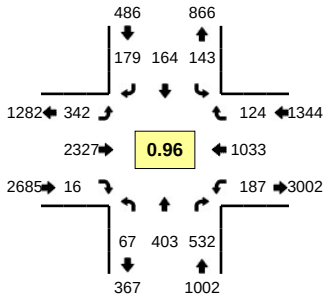
CITY/STATE: Milpitas, CA

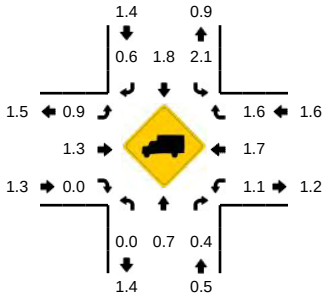
QC JOB #: 10769412

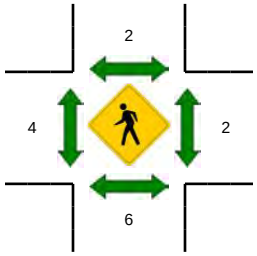
DATE: Tue, Jun 05 2012

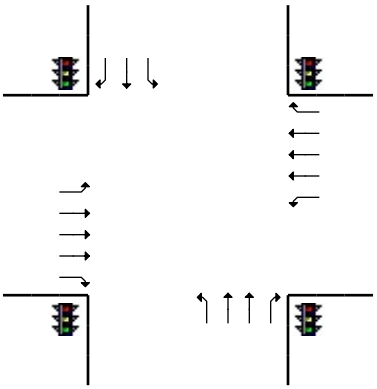
Peak-Hour: 5:00 PM -- 6:00 PM

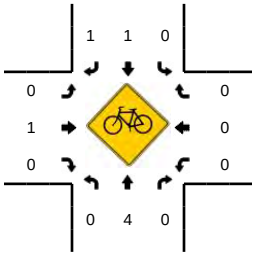
Peak 15-Min: 5:40 PM -- 5:55 PM

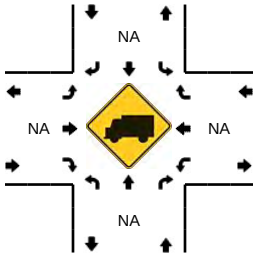


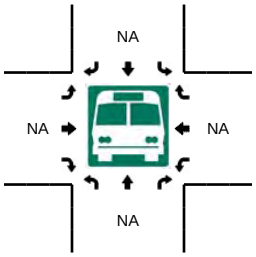












5-Min Count Period Beginning At	S Abel St (Northbound)				S Abel St (Southbound)				W Calaveras Blvd (Eastbound)				W Calaveras Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	3	24	38	0	13	13	22	0	11	177	2	0	13	102	12	0	430	
4:05 PM	5	20	36	0	11	17	17	0	24	213	3	0	16	66	4	0	432	
4:10 PM	6	17	36	0	9	10	17	0	34	176	5	0	14	88	8	0	420	
4:15 PM	6	20	36	0	11	17	17	0	22	175	1	0	16	75	8	0	404	
4:20 PM	4	28	35	0	8	15	17	0	27	156	4	0	14	85	7	0	400	
4:25 PM	1	18	34	0	13	11	19	0	25	154	3	1	15	72	4	0	370	
4:30 PM	3	22	31	0	14	9	11	0	16	197	0	0	17	89	8	0	417	
4:35 PM	4	14	39	0	12	11	11	0	22	220	0	0	18	98	6	0	455	
4:40 PM	2	26	29	0	18	10	26	0	26	213	1	0	16	71	9	0	447	
4:45 PM	2	14	35	0	11	8	19	0	29	201	5	0	13	105	19	0	461	
4:50 PM	15	23	43	0	19	16	22	0	24	180	3	0	16	71	14	0	446	
4:55 PM	4	26	46	0	12	10	14	0	26	151	2	0	21	87	5	0	404	5086
5:00 PM	3	20	53	0	16	13	15	0	18	161	2	1	28	88	7	0	425	5081
5:05 PM	6	24	38	0	15	6	15	0	21	208	2	1	7	100	12	0	455	5104
5:10 PM	3	26	33	0	13	19	18	0	27	207	2	0	11	87	16	0	462	5146
5:15 PM	6	32	35	0	12	11	17	0	33	225	1	0	14	79	10	0	475	5217
5:20 PM	6	35	41	0	12	14	13	0	32	206	0	0	12	75	10	0	456	5273
5:25 PM	7	29	39	0	17	14	14	0	30	178	3	0	9	76	8	0	424	5327
5:30 PM	1	43	51	0	13	21	10	0	27	188	1	0	13	87	6	0	461	5371
5:35 PM	8	33	53	0	4	16	17	0	27	185	0	0	20	103	6	0	472	5388
5:40 PM	8	36	44	0	9	14	13	0	28	187	0	0	18	94	10	0	461	5402
5:45 PM	4	41	49	0	9	12	18	0	24	203	3	0	24	93	15	0	495	5436
5:50 PM	10	36	48	0	13	8	16	0	36	206	2	0	17	83	11	0	486	5476
5:55 PM	5	48	48	0	10	16	13	0	36	173	0	1	14	68	13	0	445	5517

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	88	452	564	0	124	136	188	0	352	2384	20	0	236	1080	144	0	5768
Heavy Trucks	0	0	4		4	8	0		0	36	0		4	16	4		76
Pedestrians		12				0				0				4			16
Bicycles	0	1	0		0	0	0		0	1	0		0	0	0		2
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:53 AM

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

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

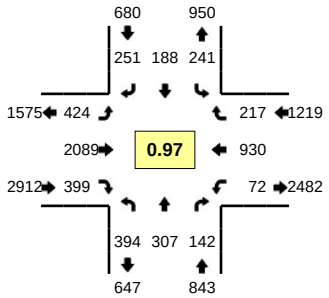
LOCATION: S Milpitas Blvd -- E Calaveras Blvd

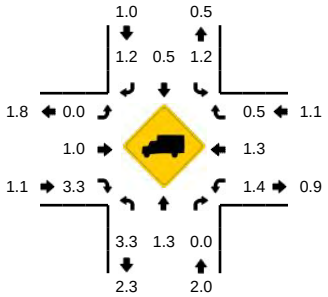
QC JOB #: 10769414

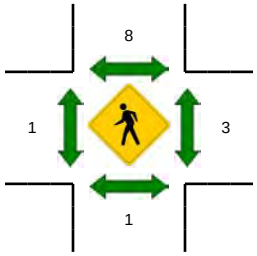
CITY/STATE: Milpitas, CA

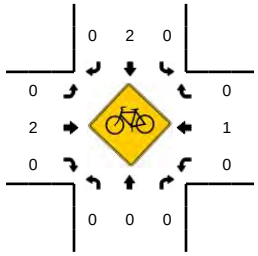
DATE: Tue, Jun 05 2012

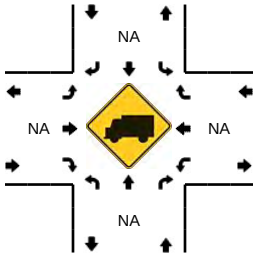
Peak-Hour: 4:55 PM -- 5:55 PM
Peak 15-Min: 5:40 PM -- 5:55 PM

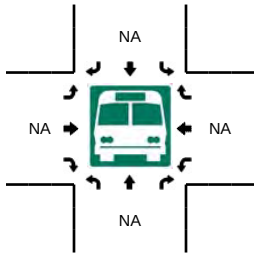












5-Min Count Period Beginning At	S Milpitas Blvd (Northbound)				S Milpitas Blvd (Southbound)				E Calaveras Blvd (Eastbound)				E Calaveras Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	21	13	8	0	15	12	19	0	29	181	34	0	8	88	18	1	447	
4:05 PM	23	15	8	0	16	12	17	0	34	177	29	0	2	80	18	2	433	
4:10 PM	39	22	8	0	21	7	22	1	26	156	32	0	10	66	15	2	427	
4:15 PM	29	23	15	0	16	13	17	0	31	167	18	0	0	78	14	0	421	
4:20 PM	20	14	7	0	25	16	23	0	37	141	29	0	6	58	18	4	398	
4:25 PM	26	9	9	0	21	10	20	0	30	135	32	0	7	61	20	3	383	
4:30 PM	27	28	4	0	17	13	21	1	43	174	23	0	3	68	19	1	442	
4:35 PM	42	23	8	0	17	12	26	1	27	187	32	0	10	77	16	4	482	
4:40 PM	34	26	6	0	14	15	11	1	14	141	38	0	6	79	14	1	400	
4:45 PM	37	23	18	0	17	22	23	0	29	153	42	0	12	79	15	4	474	
4:50 PM	36	32	13	0	28	19	16	0	41	146	57	0	7	74	17	1	487	
4:55 PM	36	21	8	0	28	23	20	0	27	160	41	0	5	84	15	1	469	5263
5:00 PM	38	21	15	0	24	16	28	0	50	149	31	0	7	71	28	0	478	5294
5:05 PM	30	23	3	0	23	20	29	0	35	192	33	0	1	66	10	1	466	5327
5:10 PM	34	23	6	0	17	11	16	0	31	190	35	0	5	80	11	1	460	5360
5:15 PM	32	24	16	0	13	11	23	0	36	158	39	0	4	68	23	0	447	5386
5:20 PM	33	19	11	0	19	10	17	1	30	184	29	0	8	79	24	2	466	5454
5:25 PM	38	39	13	0	11	14	16	1	33	172	26	0	5	70	14	1	453	5524
5:30 PM	30	33	13	0	28	16	20	0	22	167	28	0	7	65	15	1	445	5527
5:35 PM	22	22	16	0	27	19	23	0	56	196	33	0	4	70	18	2	508	5553
5:40 PM	35	31	8	0	21	20	27	0	27	176	21	0	4	89	22	1	482	5635
5:45 PM	21	14	15	0	15	14	17	0	41	167	36	0	6	103	18	2	469	5630
5:50 PM	45	37	18	0	13	14	15	0	36	178	47	0	4	85	19	0	511	5654
5:55 PM	20	24	8	1	13	22	18	0	40	150	25	0	11	77	18	3	430	5615

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	404	328	164	0	196	192	236	0	416	2084	416	0	56	1108	236	12	5848
Heavy Trucks	20	0	0		8	0	0		0	36	4		4	16	4		92
Pedestrians		4				8				4				4			20
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:53 AM

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

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

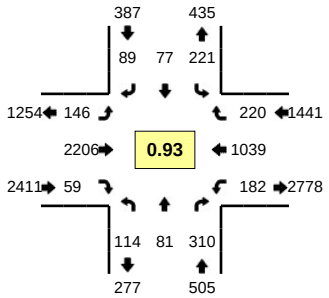
LOCATION: Hillview Dr -- E Calaveras Blvd

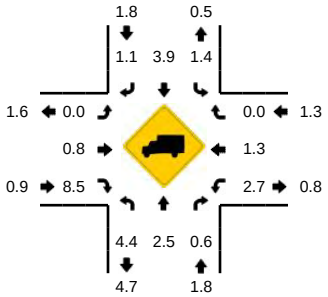
CITY/STATE: Milpitas, CA

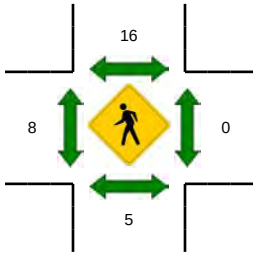
QC JOB #: 10769416

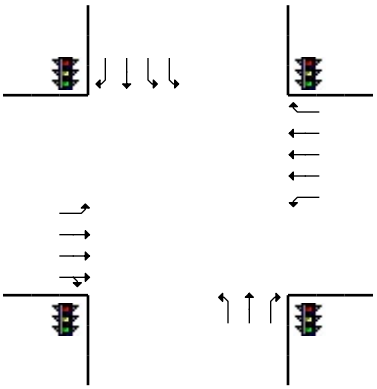
DATE: Tue, Jun 05 2012

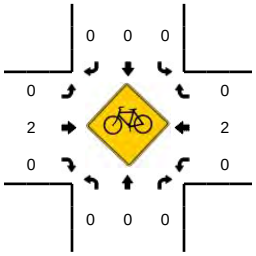
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:35 PM -- 5:50 PM

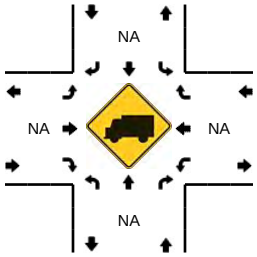


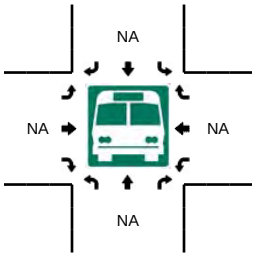












5-Min Count Period Beginning At	Hillview Dr (Northbound)				Hillview Dr (Southbound)				E Calaveras Blvd (Eastbound)				E Calaveras Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	6	7	19	0	16	6	3	0	4	196	4	2	8	72	13	9	365	
4:05 PM	13	1	27	0	17	3	6	0	9	195	3	3	9	57	11	4	358	
4:10 PM	7	3	13	0	17	4	3	0	10	178	6	0	8	79	12	3	343	
4:15 PM	12	7	19	0	17	5	7	0	9	160	5	2	3	68	15	4	333	
4:20 PM	5	5	17	0	18	2	7	0	7	167	5	0	10	104	15	9	371	
4:25 PM	13	4	30	0	15	3	10	0	6	158	5	1	6	66	10	7	334	
4:30 PM	8	6	27	0	24	6	5	0	10	199	2	2	8	89	15	7	408	
4:35 PM	11	8	26	0	12	2	7	0	12	182	6	0	11	91	11	4	383	
4:40 PM	7	8	26	0	16	6	3	0	9	151	4	2	10	79	16	2	339	
4:45 PM	8	5	17	0	22	6	6	0	7	150	7	1	4	84	14	5	336	
4:50 PM	4	7	15	0	27	6	8	0	10	163	5	1	11	94	20	3	374	
4:55 PM	13	15	23	0	17	2	10	0	7	194	5	1	6	77	9	1	380	4324
5:00 PM	5	6	22	0	23	3	13	0	9	161	4	1	14	111	18	4	394	4353
5:05 PM	6	3	17	0	22	4	4	0	13	186	5	3	6	77	12	3	361	4356
5:10 PM	10	6	22	0	19	7	5	0	9	203	5	2	9	86	13	2	398	4411
5:15 PM	7	7	24	0	16	4	8	0	11	195	4	2	10	79	19	8	394	4472
5:20 PM	12	11	32	0	17	7	6	0	11	177	3	0	17	78	19	4	394	4495
5:25 PM	13	14	30	0	13	5	6	0	8	195	5	1	9	74	14	4	391	4552
5:30 PM	7	5	25	0	24	3	8	0	8	186	6	1	9	66	20	3	371	4515
5:35 PM	12	6	34	0	17	9	6	0	12	172	3	1	14	104	26	3	419	4551
5:40 PM	14	8	33	0	12	7	8	0	9	193	11	0	13	88	21	3	420	4632
5:45 PM	11	3	22	0	17	6	12	0	10	205	9	1	6	108	23	3	436	4732
5:50 PM	5	4	20	0	23	10	6	0	19	163	1	0	20	80	20	2	373	4731
5:55 PM	12	8	29	0	18	12	7	0	15	170	3	0	14	88	15	2	393	4744

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	148	68	356	0	184	88	104	0	124	2280	92	8	132	1200	280	36	5100
Heavy Trucks	4	0	8		0	0	0		0	28	8		8	16	0		72
Pedestrians		0				16				4				0			20
Bicycles	0	0	0		0	0	0		0	1	0		0	1	0		2
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:53 AM

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

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

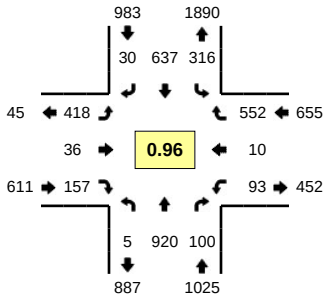
LOCATION: McCarthy Blvd -- Bellew Dr/Technology Dr

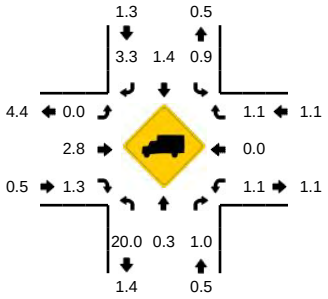
QC JOB #: 10769418

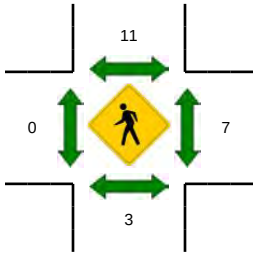
CITY/STATE: Milpitas, CA

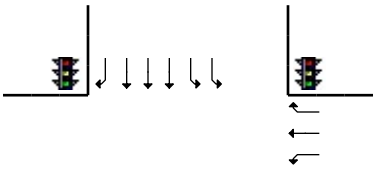
DATE: Tue, Jun 05 2012

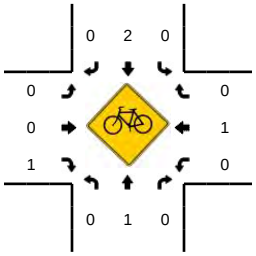
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

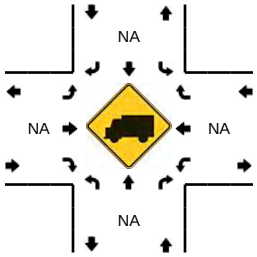


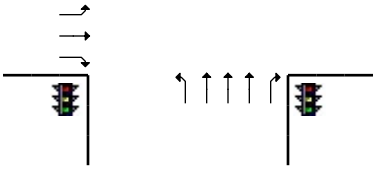


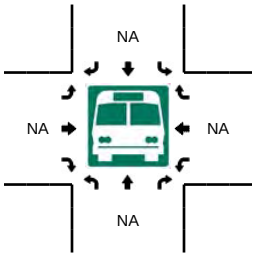












5-Min Count Period Beginning At	McCarthy Blvd (Northbound)				McCarthy Blvd (Southbound)				Bellew Dr/Technology Dr (Eastbound)				Bellew Dr/Technology Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	60	10	0	21	38	3	0	27	0	11	0	7	2	30	0	209	
4:05 PM	0	57	10	0	22	35	1	0	25	5	8	0	10	0	24	0	197	
4:10 PM	1	51	10	0	30	46	2	0	18	1	5	0	8	1	46	0	219	
4:15 PM	1	39	15	1	20	45	1	2	15	2	9	0	2	1	25	0	178	
4:20 PM	1	63	10	0	27	54	4	0	19	2	5	0	8	1	31	0	225	
4:25 PM	0	35	6	0	27	31	5	0	19	2	8	0	3	1	23	0	160	
4:30 PM	1	72	9	0	17	40	4	0	18	0	8	0	8	0	25	0	202	
4:35 PM	5	49	11	0	17	40	3	0	22	5	14	0	7	0	44	0	217	
4:40 PM	2	67	6	1	18	62	1	0	22	1	10	0	2	0	31	0	223	
4:45 PM	1	64	12	0	20	56	3	0	34	1	12	0	10	1	28	0	242	
4:50 PM	0	71	7	0	29	44	10	0	26	2	9	0	6	0	29	0	233	
4:55 PM	1	68	4	0	27	47	4	0	28	3	14	0	11	3	39	0	249	2554
5:00 PM	0	72	13	0	15	49	4	0	32	1	11	0	10	2	46	0	255	2600
5:05 PM	1	82	6	0	30	64	5	0	37	4	14	0	8	0	38	0	289	2692
5:10 PM	0	82	11	0	26	50	6	0	39	3	20	0	10	0	47	0	294	2767
5:15 PM	1	69	4	0	31	64	1	0	40	4	15	0	6	0	37	0	272	2861
5:20 PM	0	68	6	0	15	50	2	0	38	2	11	0	7	0	65	0	264	2900
5:25 PM	0	79	6	0	29	53	2	0	32	2	11	0	7	2	50	0	273	3013
5:30 PM	0	71	9	0	23	61	0	0	31	4	10	0	5	1	47	0	262	3073
5:35 PM	0	80	8	0	30	54	1	0	37	6	15	0	8	1	47	0	287	3143
5:40 PM	1	82	11	0	28	63	1	0	38	3	10	0	9	0	50	0	296	3216
5:45 PM	0	76	6	0	30	43	2	0	33	3	21	0	5	3	43	0	265	3239
5:50 PM	1	79	8	0	32	36	1	0	31	1	13	0	9	1	44	0	256	3262
5:55 PM	1	80	12	0	27	50	5	0	30	3	6	0	9	0	38	0	261	3274

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	8	932	84	0	348	712	48	0	464	44	196	0	96	0	488	0	3420
Heavy Trucks	0	0	0		4	12	0		0	4	0		0	0	4		24
Pedestrians		4				12				0				4			20
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:53 AM

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

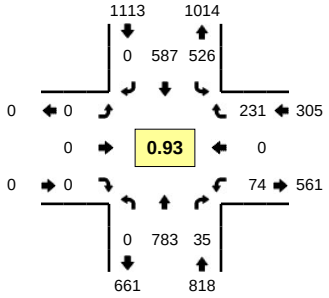
Type of peak hour being reported: Intersection Peak

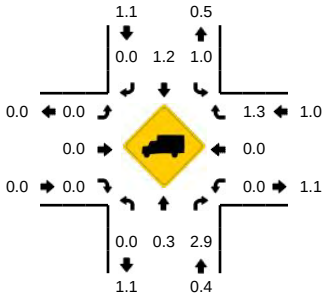
Method for determining peak hour: Total Entering Volume

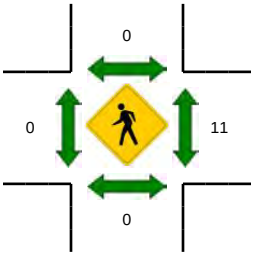
LOCATION: McCarthy Blvd -- Alder Dr
CITY/STATE: Milpitas, CA

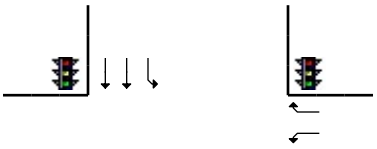
QC JOB #: 10769420
DATE: Tue, Jun 05 2012

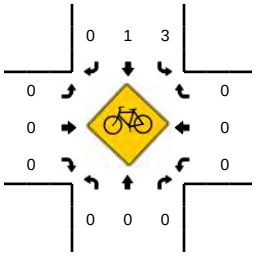
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:10 PM -- 5:25 PM

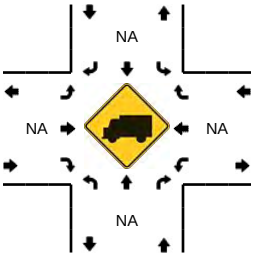


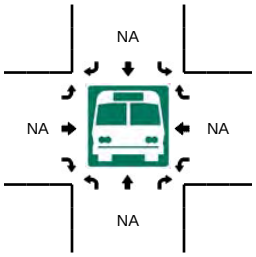












5-Min Count Period Beginning At	McCarthy Blvd (Northbound)				McCarthy Blvd (Southbound)				Alder Dr (Eastbound)				Alder Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	39	1	0	38	19	0	0	0	0	0	0	1	0	16	0	114	
4:05 PM	0	44	3	0	25	26	0	0	0	0	0	0	1	0	25	0	124	
4:10 PM	0	40	3	0	38	44	0	0	0	0	0	0	4	0	12	0	141	
4:15 PM	0	39	2	0	34	15	0	0	0	0	0	0	3	0	16	0	109	
4:20 PM	0	41	1	0	43	37	0	0	0	0	0	0	0	0	16	0	138	
4:25 PM	0	39	0	0	33	23	0	0	0	0	0	0	3	0	14	0	112	
4:30 PM	0	50	1	0	30	29	0	0	0	0	0	0	0	0	11	0	121	
4:35 PM	0	45	3	0	33	22	0	0	0	0	0	0	5	0	21	0	129	
4:40 PM	0	41	0	0	45	43	0	0	0	0	0	0	5	0	13	0	147	
4:45 PM	0	54	0	0	44	43	0	0	0	0	0	0	1	0	20	0	162	
4:50 PM	0	53	3	0	42	35	0	0	0	0	0	0	0	0	20	0	153	
4:55 PM	0	56	2	0	34	43	0	0	0	0	0	0	2	0	16	0	153	1603
5:00 PM	0	60	2	0	46	48	0	0	0	0	0	0	4	0	25	0	185	1674
5:05 PM	0	55	2	0	54	52	0	0	0	0	0	0	9	0	18	0	190	1740
5:10 PM	0	75	2	0	51	68	0	0	0	0	0	0	5	0	23	0	224	1823
5:15 PM	0	67	2	0	35	42	0	0	0	0	0	0	8	0	15	0	169	1883
5:20 PM	0	63	2	0	53	64	0	0	0	0	0	0	5	0	21	0	208	1953
5:25 PM	0	60	4	0	36	44	0	0	0	0	0	0	4	0	19	0	167	2008
5:30 PM	0	87	2	0	46	47	0	0	0	0	0	0	6	0	19	0	207	2094
5:35 PM	0	58	4	0	52	54	0	0	0	0	0	0	8	0	13	0	189	2154
5:40 PM	0	60	4	0	33	42	0	0	0	0	0	0	8	0	20	0	167	2174
5:45 PM	0	70	2	0	48	50	0	0	0	0	0	0	6	0	16	0	192	2204
5:50 PM	0	69	6	0	40	42	0	0	0	0	0	0	6	0	21	0	184	2235
5:55 PM	0	59	3	0	32	34	0	0	0	0	0	0	5	0	21	0	154	2236

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	820	24	0	556	696	0	0	0	0	0	0	72	0	236	0	2404
Heavy Trucks	0	0	0		8	12	0		0	0	0		0	0	0		20
Pedestrians		0				0				0				24			24
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:53 AM

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

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

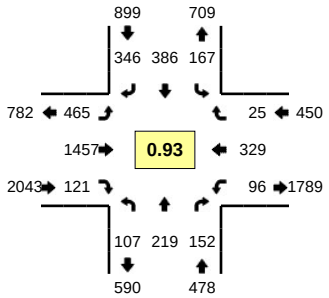
LOCATION: McCarthy Blvd -- Tasman Dr

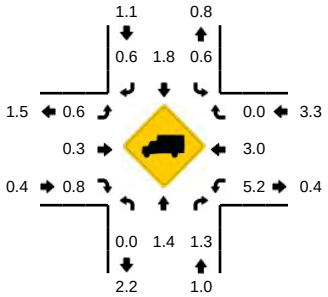
CITY/STATE: Milpitas, CA

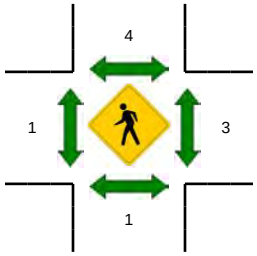
QC JOB #: 10769422

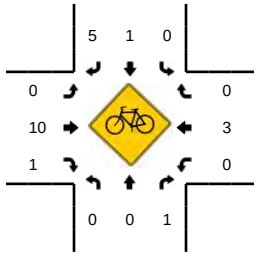
DATE: Thu, Jun 07 2012

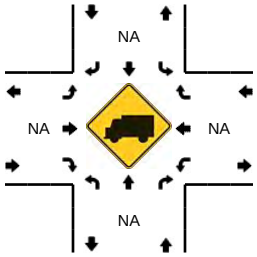
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:40 PM -- 5:55 PM

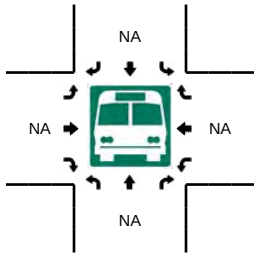












5-Min Count Period Beginning At	McCarthy Blvd (Northbound)				McCarthy Blvd (Southbound)				Tasman Dr (Eastbound)				Tasman Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	16	8	0	4	13	11	0	13	61	4	0	10	19	2	0	162	
4:05 PM	6	12	8	0	11	13	10	0	28	65	9	0	6	15	1	1	185	
4:10 PM	4	23	8	0	12	29	14	0	23	88	5	0	11	20	6	2	245	
4:15 PM	6	10	8	0	10	16	9	0	32	103	0	0	12	14	5	0	225	
4:20 PM	2	13	8	0	7	30	9	0	40	101	3	0	10	22	5	1	251	
4:25 PM	9	22	5	0	11	26	12	0	16	59	5	0	6	22	6	2	201	
4:30 PM	3	21	8	0	8	10	9	0	24	97	12	0	15	33	2	0	242	
4:35 PM	4	12	7	0	11	21	17	0	29	84	4	0	10	17	3	0	219	
4:40 PM	8	27	10	0	11	25	13	0	42	97	6	0	6	24	4	0	273	
4:45 PM	5	15	14	0	7	19	7	0	42	92	11	0	6	34	1	2	255	
4:50 PM	3	28	13	0	4	24	22	0	22	65	9	0	4	10	2	0	206	
4:55 PM	9	21	9	1	8	30	30	0	25	105	4	0	5	17	1	2	267	2731
5:00 PM	1	21	12	0	8	34	19	0	43	93	8	0	10	26	5	0	280	2849
5:05 PM	22	34	21	0	5	27	19	0	36	92	11	0	4	30	1	0	302	2966
5:10 PM	3	15	18	0	24	51	39	0	37	170	9	0	6	16	2	1	391	3112
5:15 PM	11	23	9	0	8	24	32	0	37	126	14	0	8	24	2	2	320	3207
5:20 PM	10	16	10	0	19	35	22	0	35	72	11	0	2	29	6	0	267	3223
5:25 PM	8	9	12	0	13	29	33	0	32	137	6	0	7	23	0	1	310	3332
5:30 PM	7	17	12	0	24	39	27	0	50	100	5	0	14	32	3	1	331	3421
5:35 PM	7	18	12	0	16	29	22	0	43	115	8	0	5	21	3	4	303	3505
5:40 PM	9	8	10	0	10	28	29	0	38	182	17	0	7	38	2	1	379	3611
5:45 PM	9	25	12	0	17	30	39	0	30	105	11	0	1	25	1	1	306	3662
5:50 PM	8	9	10	0	6	28	40	0	53	143	13	0	15	34	0	0	359	3815
5:55 PM	12	24	14	0	17	32	25	0	31	122	8	0	4	31	0	2	322	3870

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	104	168	128	0	132	344	432	0	484	1720	164	0	92	388	12	8	4176
Heavy Trucks	0	0	0		0	8	0		4	12	0		8	12	0		44
Pedestrians		0				8				0				0			8
Bicycles	0	0	0		0	0	0		0	2	1		0	1	0		4
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:53 AM

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

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

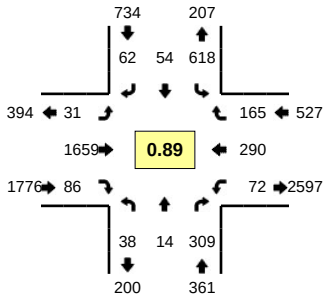
LOCATION: Alder Dr -- Tasman Dr

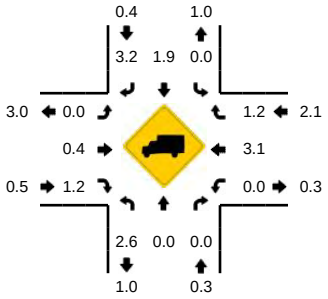
CITY/STATE: Milpitas, CA

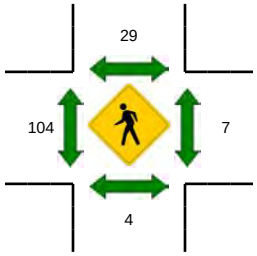
QC JOB #: 10769424

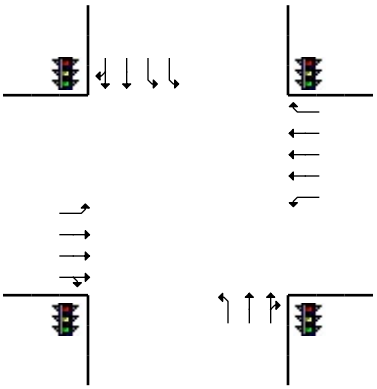
DATE: Thu, Jun 07 2012

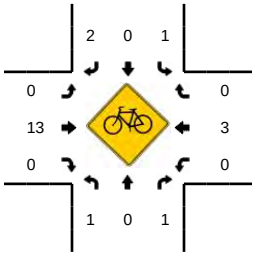
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:40 PM -- 5:55 PM

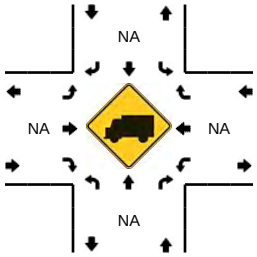


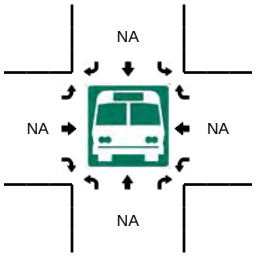












5-Min Count Period Beginning At	Alder Dr (Northbound)				Alder Dr (Southbound)				Tasman Dr (Eastbound)				Tasman Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	2	14	0	39	2	2	0	3	63	5	0	2	20	16	0	168	
4:05 PM	4	3	21	0	46	10	1	0	2	60	4	0	3	17	12	4	187	
4:10 PM	3	1	11	0	33	2	4	0	1	96	1	2	12	30	16	0	212	
4:15 PM	0	0	15	0	45	2	1	0	0	136	2	0	5	26	21	0	253	
4:20 PM	1	3	16	0	41	1	5	0	4	90	4	0	8	36	14	2	225	
4:25 PM	1	0	16	0	42	1	4	0	3	122	5	1	10	21	15	2	243	
4:30 PM	1	0	23	0	47	2	1	0	3	66	2	0	6	37	11	2	201	
4:35 PM	4	4	23	1	30	1	5	0	1	105	5	0	5	29	20	2	235	
4:40 PM	3	0	35	0	55	7	6	1	5	107	3	1	3	29	15	0	270	
4:45 PM	0	1	20	0	64	1	2	1	2	92	1	0	10	21	11	1	227	
4:50 PM	0	0	12	0	41	7	2	0	2	128	9	0	11	16	17	0	245	
4:55 PM	3	0	27	0	38	2	5	0	0	87	5	0	11	22	11	2	213	2679
5:00 PM	0	0	17	0	43	0	3	0	4	104	5	0	5	31	16	3	231	2742
5:05 PM	1	2	30	0	36	8	1	0	1	115	1	0	5	19	17	1	237	2792
5:10 PM	5	1	27	0	74	3	3	0	2	114	6	0	4	17	10	2	268	2848
5:15 PM	1	0	21	0	39	1	5	0	5	196	14	0	7	27	14	3	333	2928
5:20 PM	0	1	24	0	59	3	9	0	0	153	5	0	4	22	16	0	296	2999
5:25 PM	5	0	21	0	43	4	5	0	5	105	9	0	2	26	17	0	242	2998
5:30 PM	3	2	17	0	57	4	5	1	3	147	10	1	9	34	12	0	305	3102
5:35 PM	1	0	40	0	1	9	7	0	1	124	5	1	6	28	17	0	240	3107
5:40 PM	6	1	30	0	81	8	5	0	4	160	12	2	4	14	11	0	338	3175
5:45 PM	2	3	20	0	65	6	8	0	0	151	4	0	8	29	14	2	312	3260
5:50 PM	6	3	37	0	65	1	5	0	0	143	6	0	4	22	14	1	307	3322
5:55 PM	8	1	25	0	54	7	6	0	2	147	9	0	2	21	7	0	289	3398

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	56	28	348	0	844	60	72	0	16	1816	88	8	64	260	156	12	3828
Heavy Trucks	4	0	0		0	0	0		0	12	4		0	12	0		32
Pedestrians		4				36				108				4			152
Bicycles	1	0	0		1	0	0		0	7	0		0	0	0		9
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:53 AM

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

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

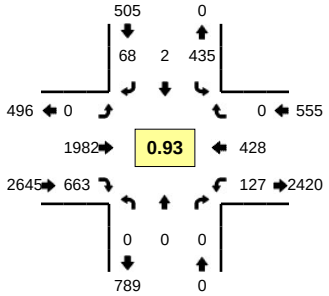
LOCATION: I-880 SB Ramps -- Tasman Dr

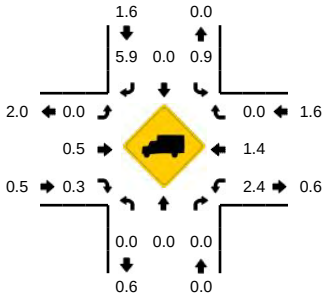
QC JOB #: 10769426

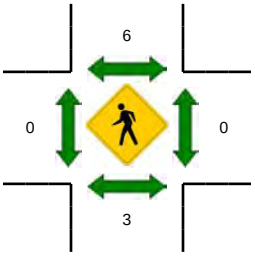
CITY/STATE: Milpitas, CA

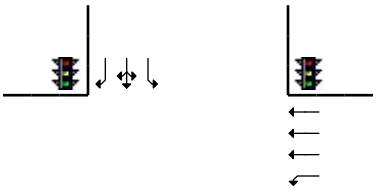
DATE: Tue, Jun 12 2012

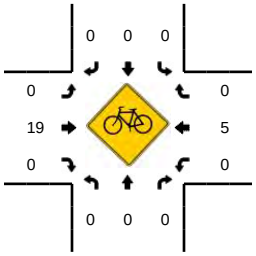
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:20 PM -- 5:35 PM

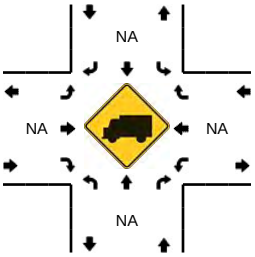


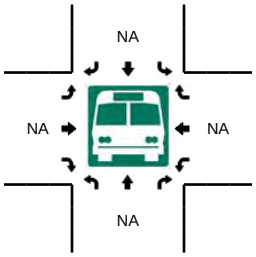












5-Min Count Period Beginning At	I-880 SB Ramps (Northbound)				I-880 SB Ramps (Southbound)				Tasman Dr (Eastbound)				Tasman Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	29	0	4	0	0	97	50	0	16	32	0	1	229	
4:05 PM	0	0	0	0	16	0	1	0	0	105	39	0	22	32	0	0	215	
4:10 PM	0	0	0	0	23	0	6	0	0	96	50	0	10	36	0	1	222	
4:15 PM	0	0	0	0	17	0	4	0	0	116	49	0	13	40	0	0	239	
4:20 PM	0	0	0	0	28	0	5	0	0	91	41	0	16	32	0	0	213	
4:25 PM	0	0	0	0	14	1	4	0	0	77	38	0	8	30	0	0	172	
4:30 PM	0	0	0	0	17	2	5	0	0	95	43	0	19	31	0	0	212	
4:35 PM	0	0	0	0	20	1	6	0	0	147	49	0	22	32	0	0	277	
4:40 PM	0	0	0	0	41	0	6	0	0	88	55	0	14	40	0	0	244	
4:45 PM	0	0	1	0	36	0	8	0	0	163	56	0	12	28	0	0	304	
4:50 PM	0	0	0	0	33	0	8	0	0	133	44	0	13	46	0	0	277	
4:55 PM	0	0	0	0	24	0	4	0	0	106	68	0	16	33	0	0	251	2855
5:00 PM	0	0	0	0	28	1	2	0	0	131	48	0	11	33	0	0	254	2880
5:05 PM	0	0	0	0	27	0	8	0	0	171	50	0	14	16	0	2	288	2953
5:10 PM	0	0	0	0	45	0	4	0	0	164	78	0	12	27	0	0	330	3061
5:15 PM	0	0	0	0	30	0	7	0	0	162	48	0	9	41	0	0	297	3119
5:20 PM	0	0	0	0	43	0	5	0	0	172	55	0	10	44	0	0	329	3235
5:25 PM	0	0	0	0	38	0	8	0	0	169	57	0	12	33	0	0	317	3380
5:30 PM	0	0	0	0	25	0	8	0	0	200	62	0	6	50	0	0	351	3519
5:35 PM	0	0	0	0	46	0	5	0	0	173	56	0	15	25	0	0	320	3562
5:40 PM	0	0	0	0	38	0	12	0	0	163	50	0	13	48	0	0	324	3642
5:45 PM	0	0	0	0	34	1	2	0	0	153	54	0	5	42	0	1	292	3630
5:50 PM	0	0	0	0	50	0	3	0	0	156	35	0	13	35	0	0	292	3645
5:55 PM	0	0	0	0	31	0	4	0	0	168	70	0	4	34	0	0	311	3705

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	424	0	84	0	0	2164	696	0	112	508	0	0	3988
Heavy Trucks	0	0	0		4	0	12		0	8	4		0	4	0		32
Pedestrians		0				4				0				0			4
Bicycles	0	0	0		0	0	0		0	7	0		0	1	0		8
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:53 AM

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

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

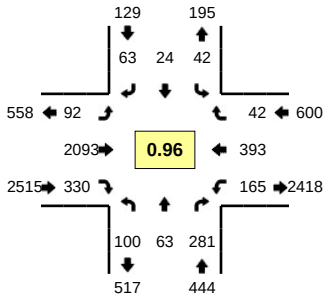
LOCATION: Thompson St/I-880 NB Ramps -- Great Mall Pkwy

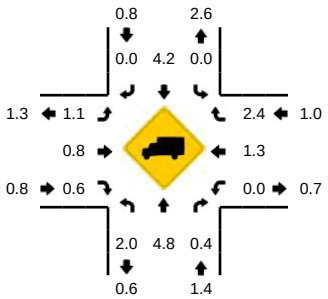
QC JOB #: 10769428

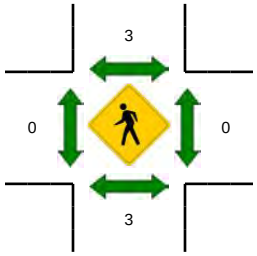
CITY/STATE: Milpitas, CA

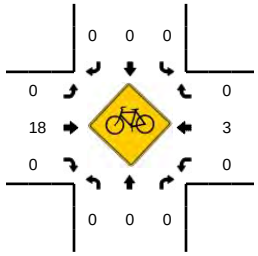
DATE: Thu, Jun 07 2012

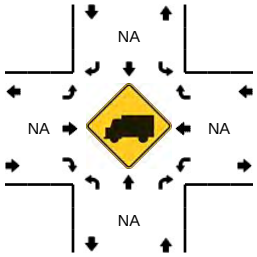
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:10 PM -- 5:25 PM

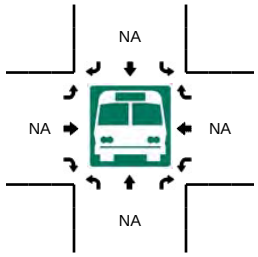












5-Min Count Period Beginning At	Thompson St/I-880 NB Ramps (Northbound)				Thompson St/I-880 NB Ramps (Southbound)				Great Mall Pkwy (Eastbound)				Great Mall Pkwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	10	6	16	0	2	4	10	0	3	93	33	0	18	30	1	0	226	
4:05 PM	11	2	22	0	5	1	8	0	1	89	30	1	16	29	4	0	219	
4:10 PM	8	1	21	0	9	1	6	0	1	127	26	1	13	30	3	1	248	
4:15 PM	10	2	17	0	4	2	8	0	4	136	29	0	17	42	3	0	274	
4:20 PM	12	7	25	0	1	1	6	0	6	102	35	1	17	35	2	0	250	
4:25 PM	12	1	17	0	7	2	6	0	8	104	33	0	14	31	0	0	235	
4:30 PM	9	1	17	0	5	1	3	0	2	89	25	2	17	37	4	0	212	
4:35 PM	10	1	22	0	2	4	15	0	1	145	43	0	16	39	3	0	301	
4:40 PM	5	3	21	0	9	2	8	0	6	101	32	0	9	31	1	0	228	
4:45 PM	4	3	24	0	2	0	5	0	4	149	26	0	8	33	3	1	262	
4:50 PM	9	4	18	0	6	3	9	0	7	114	27	0	15	39	4	0	255	
4:55 PM	7	1	25	0	4	4	8	0	2	96	17	0	13	35	9	0	221	2931
5:00 PM	13	4	20	0	3	5	5	0	2	147	31	0	12	39	4	0	285	2990
5:05 PM	12	2	20	0	7	0	4	0	6	155	32	1	9	34	4	0	286	3057
5:10 PM	7	2	14	0	2	2	7	0	2	173	21	0	21	31	1	0	283	3092
5:15 PM	2	4	21	0	3	3	8	0	8	217	29	0	11	37	6	0	349	3167
5:20 PM	11	11	25	0	6	4	7	0	9	196	28	0	15	20	1	0	333	3250
5:25 PM	7	3	26	0	4	1	3	0	8	158	26	0	13	27	4	0	280	3295
5:30 PM	11	5	23	0	1	1	4	0	12	161	25	0	11	45	1	0	300	3383
5:35 PM	10	5	31	0	2	2	5	0	6	187	24	0	19	29	1	0	321	3403
5:40 PM	8	11	22	0	1	0	3	0	11	181	17	1	11	32	3	0	301	3476
5:45 PM	7	5	27	0	2	0	6	0	5	173	33	0	11	31	1	0	301	3515
5:50 PM	7	5	28	0	6	2	4	0	4	178	31	0	9	36	6	2	318	3578
5:55 PM	5	6	24	0	5	4	7	0	17	167	33	0	21	32	10	0	331	3688

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	80	68	240	0	44	36	88	0	76	2344	312	0	188	352	32	0	3860
Heavy Trucks	0	8	0		0	4	0		0	12	0		0	8	4		36
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	3	0		0	2	0		5
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:53 AM

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

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

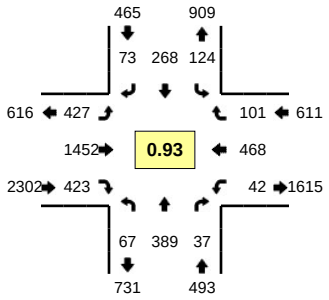
LOCATION: Abel St -- Great Mall Pkwy

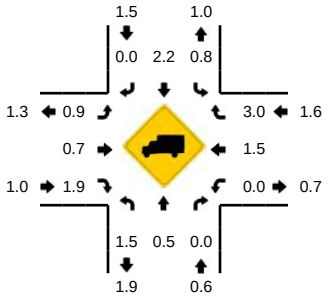
CITY/STATE: Milpitas, CA

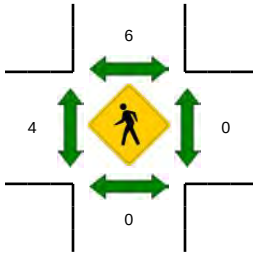
QC JOB #: 10769430

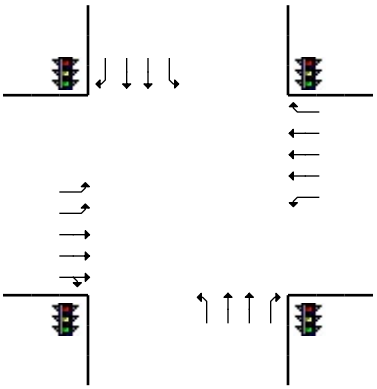
DATE: Tue, Jun 05 2012

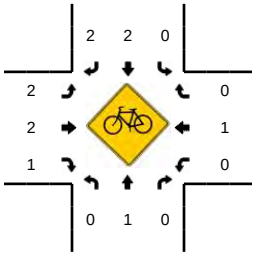
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:35 PM -- 5:50 PM

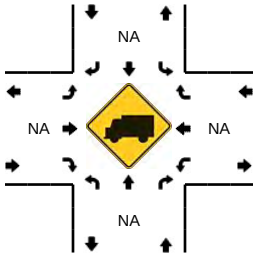


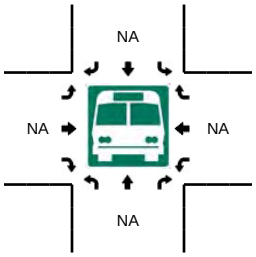












5-Min Count Period Beginning At	Abel St (Northbound)				Abel St (Southbound)				Great Mall Pkwy (Eastbound)				Great Mall Pkwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	4	20	6	0	6	16	3	0	16	100	18	1	0	51	8	0	249	
4:05 PM	10	34	1	0	3	17	4	0	13	50	19	0	2	42	6	1	202	
4:10 PM	3	14	2	1	9	34	9	0	13	84	14	0	0	31	10	0	224	
4:15 PM	5	19	4	0	10	10	7	0	24	84	15	0	0	47	5	1	231	
4:20 PM	5	18	0	0	5	20	4	0	15	79	17	0	3	47	5	0	218	
4:25 PM	4	37	4	0	11	30	5	0	12	69	15	0	3	26	7	0	223	
4:30 PM	3	15	3	0	12	25	9	0	27	92	18	0	2	41	9	0	256	
4:35 PM	2	19	3	0	6	14	6	0	25	112	16	0	3	43	8	0	257	
4:40 PM	3	20	2	0	9	29	2	0	14	84	16	1	0	31	2	0	213	
4:45 PM	3	26	2	0	4	16	4	0	22	135	43	1	2	56	11	0	325	
4:50 PM	8	24	2	0	10	19	1	0	25	118	23	0	5	37	7	0	279	
4:55 PM	1	33	2	0	12	21	9	0	27	113	32	0	1	33	7	1	292	2969
5:00 PM	10	17	4	0	15	13	8	0	17	126	30	1	3	52	7	0	303	3023
5:05 PM	2	33	4	0	12	33	5	0	38	121	26	1	3	41	7	0	326	3147
5:10 PM	3	26	1	0	13	30	4	0	16	96	29	0	6	45	11	0	280	3203
5:15 PM	9	29	0	0	6	14	10	0	15	112	42	0	2	37	5	0	281	3253
5:20 PM	9	36	1	0	11	19	4	0	38	120	46	1	6	53	11	0	355	3390
5:25 PM	4	29	0	0	8	31	6	0	52	113	39	1	4	27	5	1	320	3487
5:30 PM	9	34	4	0	12	13	7	0	28	109	41	2	3	36	12	0	310	3541
5:35 PM	3	48	8	0	10	29	6	0	40	137	26	0	4	18	10	1	340	3624
5:40 PM	8	35	4	0	11	24	3	0	55	139	40	0	1	61	8	0	389	3800
5:45 PM	4	37	2	0	5	24	4	0	39	122	32	1	3	35	8	0	316	3791
5:50 PM	0	35	2	0	13	17	8	0	42	127	45	1	1	36	10	0	337	3849
5:55 PM	6	30	7	0	8	21	8	0	39	130	27	0	4	27	7	0	314	3871

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	60	480	56	0	104	308	52	0	536	1592	392	4	32	456	104	4	4180
Heavy Trucks	0	0	0		0	8	0		4	0	0		0	4	4		20
Pedestrians		0				4				4				0			8
Bicycles	0	0	0		0	1	2		1	0	1		0	0	0		5
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:53 AM

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

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

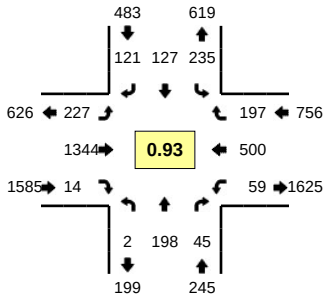
LOCATION: S Main St -- Great Mall Pkwy

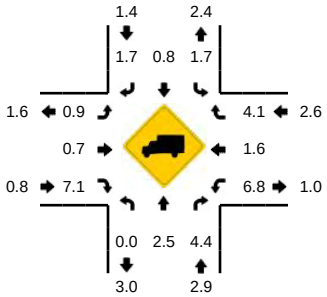
CITY/STATE: Milpitas, CA

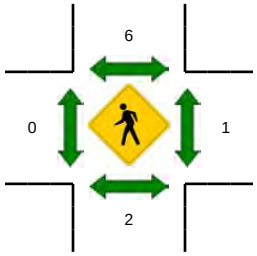
QC JOB #: 10769432

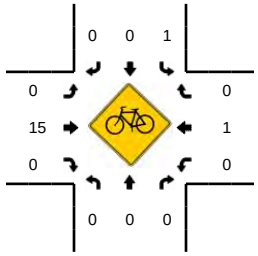
DATE: Tue, Jun 12 2012

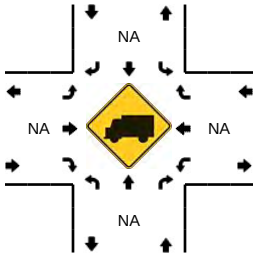
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:20 PM -- 5:35 PM

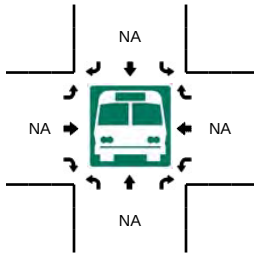












5-Min Count Period Beginning At	S Main St (Northbound)				S Main St (Southbound)				Great Mall Pkwy (Eastbound)				Great Mall Pkwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	10	1	0	22	17	13	0	18	81	4	0	1	39	19	0	225	
4:05 PM	3	7	4	0	16	12	5	0	9	75	0	0	4	41	12	0	188	
4:10 PM	0	16	2	0	22	13	10	0	16	67	0	0	0	40	16	0	202	
4:15 PM	0	9	7	0	20	9	13	0	18	83	0	0	4	30	15	0	208	
4:20 PM	0	9	7	0	22	13	8	0	14	73	0	0	4	50	16	0	216	
4:25 PM	0	9	1	0	17	9	8	0	18	71	2	1	3	33	3	0	175	
4:30 PM	0	1	2	1	14	14	15	0	11	58	0	0	2	50	19	0	187	
4:35 PM	0	20	2	0	14	18	13	0	12	77	0	0	5	30	8	0	199	
4:40 PM	1	19	4	0	17	15	5	0	11	91	2	0	2	45	26	0	238	
4:45 PM	0	10	1	0	10	8	11	0	26	96	1	0	5	30	10	0	208	
4:50 PM	1	22	10	0	18	13	9	0	19	119	3	0	4	41	15	0	274	
4:55 PM	0	14	6	0	15	7	9	0	22	95	0	0	6	49	12	1	236	2556
5:00 PM	0	14	5	0	28	13	6	0	11	60	1	0	3	39	20	0	200	2531
5:05 PM	0	9	3	0	16	9	6	0	16	113	3	1	9	44	22	0	251	2594
5:10 PM	0	14	4	0	17	2	14	0	17	97	0	0	4	42	8	0	219	2611
5:15 PM	0	24	10	0	18	14	10	0	26	127	1	0	6	38	10	0	284	2687
5:20 PM	0	16	1	0	25	13	12	0	13	132	2	1	4	45	19	0	283	2754
5:25 PM	0	12	1	0	16	8	11	0	23	131	1	0	4	31	11	0	249	2828
5:30 PM	0	19	6	0	18	9	12	0	20	129	1	0	0	57	25	0	296	2937
5:35 PM	0	11	5	0	24	15	12	0	20	146	2	0	4	31	8	0	278	3016
5:40 PM	2	15	3	0	22	10	10	0	16	79	2	0	0	51	26	0	236	3014
5:45 PM	0	13	1	0	13	9	7	0	24	138	1	0	6	30	15	0	257	3063
5:50 PM	0	25	4	0	17	9	8	0	20	99	0	1	3	56	20	1	263	3052
5:55 PM	0	26	2	0	21	16	13	0	18	93	0	0	15	36	13	0	253	3069

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	188	32	0	236	120	140	0	224	1568	16	4	32	532	220	0	3312
Heavy Trucks	0	4	0		0	4	0		4	0	0		4	4	12		32
Pedestrians		0				4				0				0			4
Bicycles	0	0	0		1	0	0		0	4	0		0	0	0		5
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:53 AM

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

MARKS TRAFFIC DATA
mietekm@comcast.net
916.806.0250

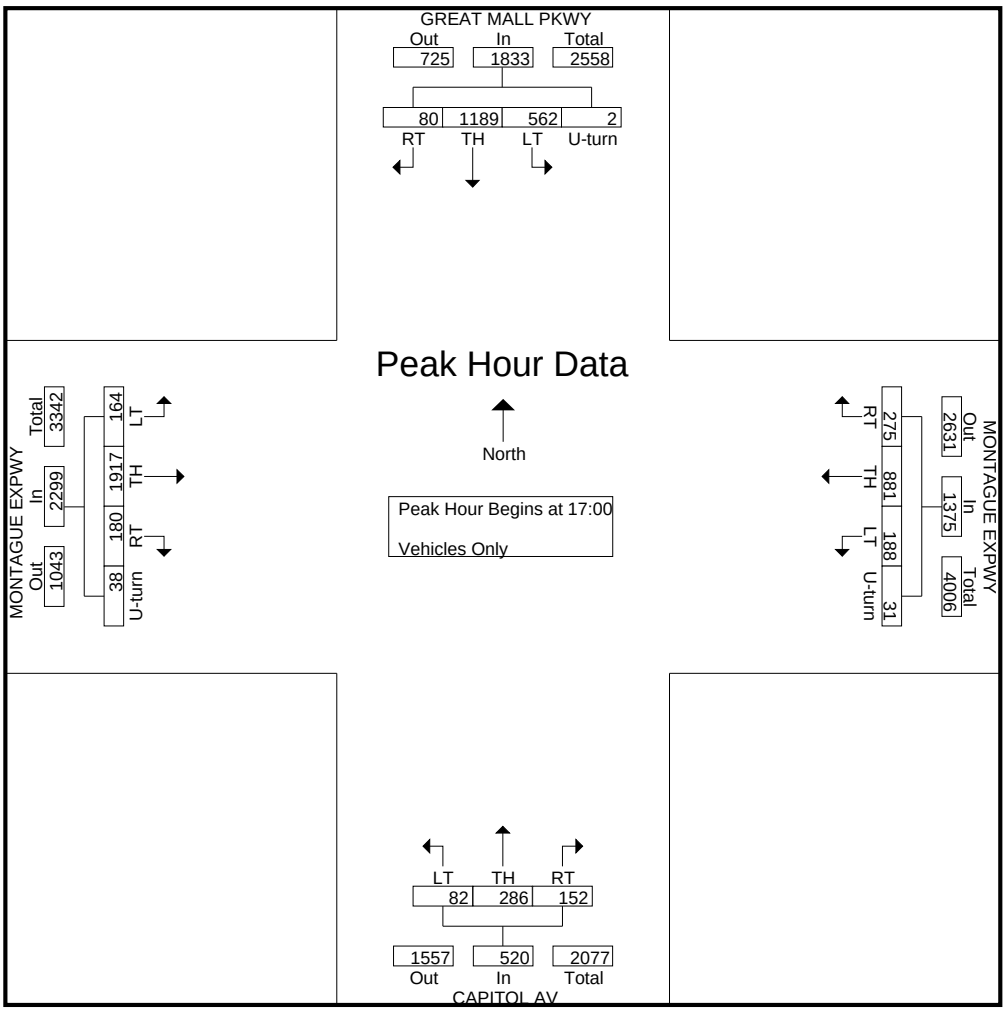
CITY OF SAN JOSE

File Name : capitol-montague-p
Site Code : 8
Start Date : 5/2/2012
Page No : 1

Groups Printed- Vehicles Only

	GREAT MALL PKWY Southbound					MONTAGUE EXPWY Westbound					CAPITOL AV Northbound				MONTAGUE EXPWY Eastbound					
Start Time	RT	TH	LT	U-turn	App. Total	RT	TH	LT	U-turn	App. Total	RT	TH	LT	App. Total	RT	TH	LT	U-turn	App. Total	Int. Total
16:00	23	174	118	0	315	79	195	33	9	316	39	49	20	108	44	403	29	11	487	1226
16:15	18	192	141	0	351	55	140	41	11	247	38	62	11	111	44	443	46	11	544	1253
16:30	16	219	154	0	389	58	214	36	6	314	33	72	19	124	29	435	43	6	513	1340
16:45	16	214	139	1	370	84	174	42	7	307	26	104	22	152	38	409	43	9	499	1328
Total	73	799	552	1	1425	276	723	152	33	1184	136	287	72	495	155	1690	161	37	2043	5147
17:00	20	257	147	1	425	66	231	42	8	347	36	76	18	130	30	528	53	14	625	1527
17:15	20	275	130	0	425	71	239	38	9	357	30	58	9	97	56	542	52	6	656	1535
17:30	23	351	161	1	536	76	208	58	9	351	51	90	27	168	47	467	29	9	552	1607
17:45	17	306	124	0	447	62	203	50	5	320	35	62	28	125	47	380	30	9	466	1358
Total	80	1189	562	2	1833	275	881	188	31	1375	152	286	82	520	180	1917	164	38	2299	6027
Grand Total	153	1988	1114	3	3258	551	1604	340	64	2559	288	573	154	1015	335	3607	325	75	4342	11174
Apprch %	4.7	61	34.2	0.1		21.5	62.7	13.3	2.5		28.4	56.5	15.2		7.7	83.1	7.5	1.7		
Total %	1.4	17.8	10	0	29.2	4.9	14.4	3	0.6	22.9	2.6	5.1	1.4	9.1	3	32.3	2.9	0.7	38.9	

	GREAT MALL PKWY Southbound					MONTAGUE EXPWY Westbound					CAPITOL AV Northbound				MONTAGUE EXPWY Eastbound					
Start Time	RT	TH	LT	U-turn	App. Total	RT	TH	LT	U-turn	App. Total	RT	TH	LT	App. Total	RT	TH	LT	U-turn	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 17:00																				
17:00	20	257	147	**1**	425	66	231	42	8	347	36	76	18	130	30	528	**53**	**14**	625	1527
17:15	20	275	130	0	425	71	**239**	38	**9**	**357**	30	58	9	97	**56**	**542**	52	6	**656**	1535
17:30	**23**	**351**	**161**	1	**536**	**76**	208	**58**	9	351	**51**	**90**	27	**168**	47	467	29	9	552	**1607**
17:45	17	306	124	0	447	62	203	50	5	320	35	62	**28**	125	47	380	30	9	466	1358
Total Volume	80	1189	562	2	1833	275	881	188	31	1375	152	286	82	520	180	1917	164	38	2299	6027
% App. Total	4.4	64.9	30.7	0.1		20	64.1	13.7	2.3		29.2	55	15.8		7.8	83.4	7.1	1.7		
PHF	.870	.847	.873	.500	.855	.905	.922	.810	.861	.963	.745	.794	.732	.774	.804	.884	.774	.679	.876	.938



Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

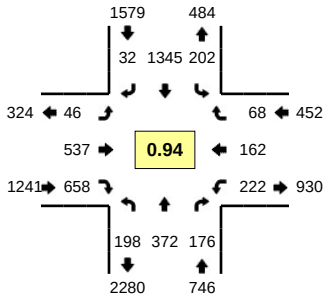
LOCATION: N Capitol Ave -- Cropley Dr/Trade Zone Blvd

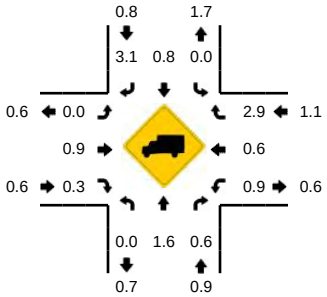
QC JOB #: 10769434

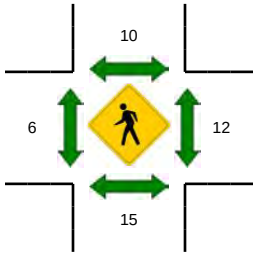
CITY/STATE: San Jose, CA

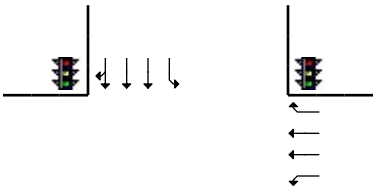
DATE: Tue, Jun 05 2012

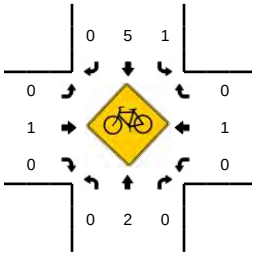
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:40 PM -- 5:55 PM

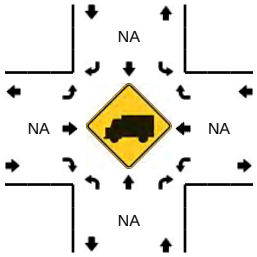


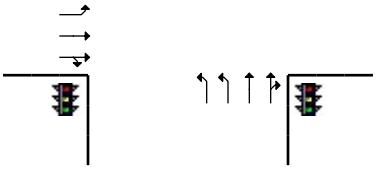


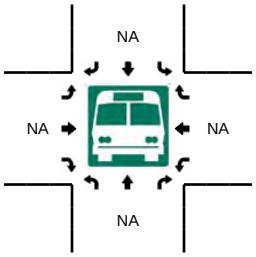












5-Min Count Period Beginning At	N Capitol Ave (Northbound)				N Capitol Ave (Southbound)				Cropley Dr/Trade Zone Blvd (Eastbound)				Cropley Dr/Trade Zone Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	13	34	18	5	5	72	1	0	3	30	49	0	20	9	4	1	264	
4:05 PM	8	15	11	7	12	55	2	0	3	23	58	0	14	15	2	1	226	
4:10 PM	12	48	21	5	8	79	1	0	1	24	49	1	10	14	7	1	281	
4:15 PM	6	26	17	7	8	90	2	0	2	23	42	0	12	6	5	1	247	
4:20 PM	13	37	9	8	11	100	4	1	3	19	40	0	14	12	5	0	276	
4:25 PM	9	23	9	5	9	59	1	0	3	38	51	1	15	13	3	1	240	
4:30 PM	5	39	8	6	12	75	3	0	1	38	43	1	12	16	4	0	263	
4:35 PM	9	35	5	4	21	91	3	0	4	17	57	0	10	11	5	2	274	
4:40 PM	8	24	11	5	14	93	2	0	0	48	57	1	21	14	2	3	303	
4:45 PM	8	34	18	3	9	67	3	0	3	27	54	1	17	13	5	1	263	
4:50 PM	18	36	10	1	20	101	3	0	0	38	47	0	15	13	3	4	309	
4:55 PM	6	32	14	3	14	83	4	0	2	36	65	0	22	15	3	0	299	3245
5:00 PM	8	40	14	3	12	101	3	0	4	43	59	0	12	4	2	2	307	3288
5:05 PM	4	24	7	8	19	111	2	0	4	37	52	3	13	7	4	0	295	3357
5:10 PM	7	46	12	1	11	108	2	0	4	48	64	0	16	23	6	3	351	3427
5:15 PM	10	30	13	10	15	98	3	1	4	41	52	1	20	9	8	3	318	3498
5:20 PM	14	25	8	8	18	116	3	0	5	72	52	0	13	16	6	1	357	3579
5:25 PM	10	31	19	4	12	101	1	0	3	36	59	2	20	20	6	1	325	3664
5:30 PM	15	24	11	7	22	101	3	1	1	47	66	1	22	16	5	3	345	3746
5:35 PM	8	21	26	8	15	115	2	3	4	47	48	0	15	14	7	0	333	3805
5:40 PM	8	47	11	7	9	140	3	0	5	35	52	0	10	11	6	3	347	3849
5:45 PM	11	20	22	5	27	120	1	1	1	49	56	1	18	16	7	3	358	3944
5:50 PM	10	38	15	8	16	172	2	0	1	33	45	1	6	11	7	2	367	4002
5:55 PM	15	26	18	9	18	62	7	2	0	49	53	1	34	15	4	2	315	4018

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	116	420	192	80	208	1728	24	4	28	468	612	8	136	152	80	32	4288
Heavy Trucks	0	8	0		0	4	0		0	8	4		0	4	8		36
Pedestrians		16				4				4				4			28
Bicycles	0	0	0		0	4	0		0	0	0		0	0	0		4
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:53 AM

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

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

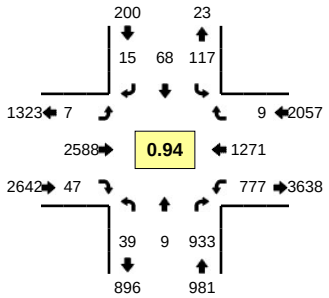
LOCATION: Trimble Rd -- Montague Expwy

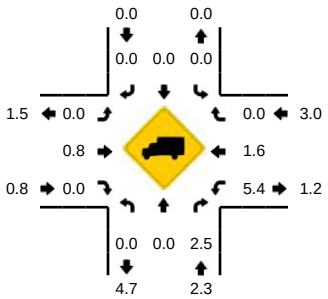
CITY/STATE: San Jose, CA

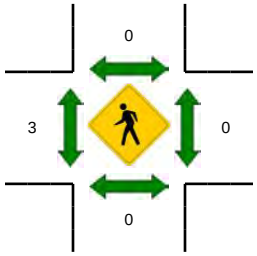
QC JOB #: 10769436

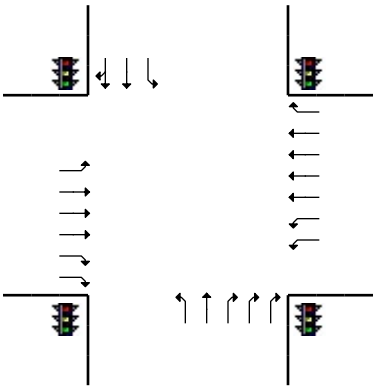
DATE: Tue, Jun 05 2012

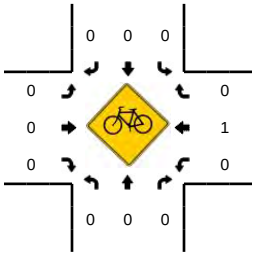
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:20 PM -- 5:35 PM

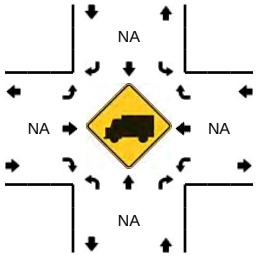


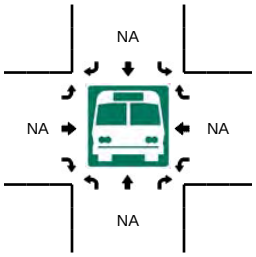












5-Min Count Period Beginning At	Trimble Rd (Northbound)				Trimble Rd (Southbound)				Montague Expwy (Eastbound)				Montague Expwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	0	29	0	7	1	0	0	0	227	1	0	37	68	0	0	371	
4:05 PM	2	1	97	0	9	2	1	0	0	129	6	0	65	52	0	0	364	
4:10 PM	0	1	23	0	5	4	2	0	0	228	4	0	35	67	0	0	369	
4:15 PM	2	4	114	0	10	3	0	0	0	207	9	0	37	102	1	0	489	
4:20 PM	2	0	74	0	7	1	4	0	0	215	4	0	44	87	0	0	438	
4:25 PM	2	0	48	1	5	2	1	0	1	126	4	0	28	82	2	0	302	
4:30 PM	3	0	124	0	8	2	3	0	0	150	3	0	61	82	2	0	438	
4:35 PM	1	0	68	1	12	4	0	0	1	242	1	0	37	100	0	0	467	
4:40 PM	1	1	126	0	3	5	1	0	0	143	6	0	52	97	2	0	437	
4:45 PM	3	0	50	1	9	4	1	0	0	293	5	0	48	101	0	0	515	
4:50 PM	1	0	88	1	4	2	0	0	0	202	5	0	67	71	0	0	441	
4:55 PM	4	1	37	2	5	3	0	0	0	196	2	0	43	98	3	0	394	5025
5:00 PM	3	0	70	0	21	11	0	0	1	156	3	0	53	72	0	0	390	5044
5:05 PM	1	0	123	1	11	3	4	0	1	198	6	0	72	89	1	0	510	5190
5:10 PM	2	0	65	1	16	3	0	0	0	286	1	0	54	109	0	0	537	5358
5:15 PM	1	0	101	0	8	7	2	0	1	150	6	1	87	107	0	0	471	5340
5:20 PM	4	0	33	0	3	3	1	0	0	327	8	0	39	131	1	0	550	5452
5:25 PM	2	5	106	0	10	9	2	0	0	170	2	0	108	110	1	0	525	5675
5:30 PM	1	1	89	0	2	4	0	0	0	243	5	1	51	90	1	0	488	5725
5:35 PM	7	1	58	0	11	11	1	0	0	219	5	0	37	133	0	0	483	5741
5:40 PM	4	0	88	1	5	6	1	0	1	221	5	0	105	116	1	0	554	5858
5:45 PM	4	1	57	0	22	1	1	0	1	210	4	0	42	116	3	0	462	5805
5:50 PM	1	1	92	1	5	6	1	0	0	175	1	0	90	91	0	0	464	5828
5:55 PM	5	0	51	0	3	4	2	0	0	233	1	0	39	107	1	0	446	5880

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	28	24	912	0	60	64	12	0	0	2960	60	4	792	1324	12	0	6252
Heavy Trucks	0	0	36		0	0	0		0	24	0		44	24	0		128
Pedestrians		0				0				4				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:53 AM

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

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

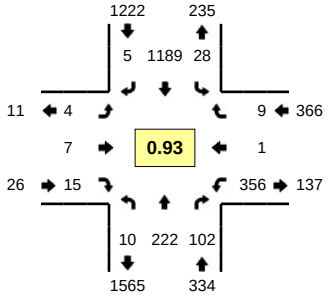
LOCATION: McCarthy Blvd -- Barber Ln

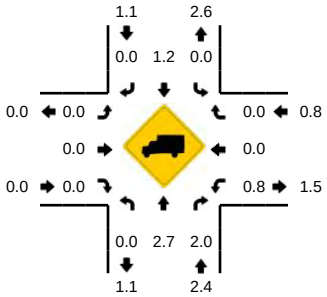
QC JOB #: 10769438

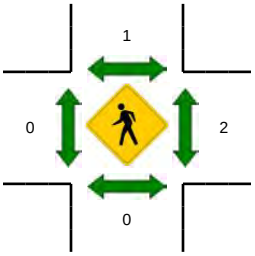
CITY/STATE: Milpitas, CA

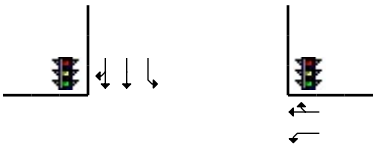
DATE: Tue, Jun 05 2012

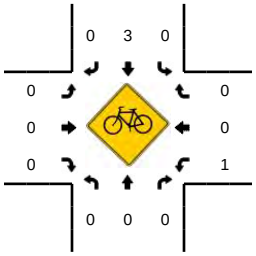
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

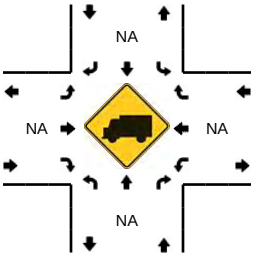


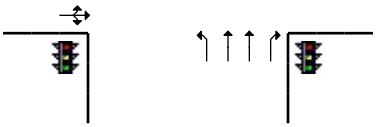


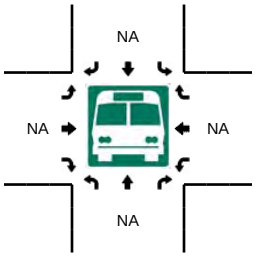












5-Min Count Period Beginning At	McCarthy Blvd (Northbound)				McCarthy Blvd (Southbound)				Barber Ln (Eastbound)				Barber Ln (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	15	4	0	0	55	1	0	1	0	1	0	20	1	1	0	99	
4:05 PM	0	15	11	0	4	65	0	0	0	0	0	0	19	0	1	0	115	
4:10 PM	0	15	3	1	1	58	0	0	0	0	1	0	19	0	2	0	100	
4:15 PM	0	20	7	0	2	48	0	0	0	0	1	0	22	0	0	0	100	
4:20 PM	1	16	8	1	1	53	0	0	0	0	1	0	14	0	0	0	95	
4:25 PM	0	20	8	0	1	54	0	0	1	0	1	0	16	0	2	0	103	
4:30 PM	1	11	8	0	2	50	0	0	0	0	1	0	24	0	0	0	97	
4:35 PM	1	9	9	0	1	79	0	0	0	0	1	0	20	0	1	0	121	
4:40 PM	1	18	4	0	2	61	0	0	0	0	0	0	31	2	1	0	120	
4:45 PM	0	14	8	1	2	91	0	1	1	0	1	0	19	0	1	0	139	
4:50 PM	0	20	11	0	1	88	0	0	0	0	1	0	20	0	3	0	144	
4:55 PM	0	11	14	1	1	81	0	0	0	0	1	0	36	0	0	0	145	1378
5:00 PM	0	20	8	0	3	82	0	0	1	0	0	0	28	0	4	0	146	1425
5:05 PM	0	15	11	1	1	101	0	0	0	1	0	0	36	0	1	0	167	1477
5:10 PM	0	17	6	0	2	114	0	0	0	0	0	0	20	0	0	0	159	1536
5:15 PM	0	18	9	1	2	110	0	0	0	2	0	0	32	0	1	0	175	1611
5:20 PM	0	20	3	1	2	121	0	0	1	1	1	0	37	1	1	0	189	1705
5:25 PM	1	17	10	0	1	104	0	0	0	0	0	0	26	0	1	0	160	1762
5:30 PM	2	14	8	0	1	85	1	0	1	1	2	0	35	0	0	0	150	1815
5:35 PM	0	14	13	0	3	119	1	0	1	2	2	0	30	0	0	0	185	1879
5:40 PM	0	20	5	1	2	77	1	0	0	0	0	0	30	0	0	0	136	1895
5:45 PM	0	15	4	1	4	106	2	0	0	0	2	0	27	0	0	0	161	1917
5:50 PM	0	36	15	0	3	81	0	0	0	0	4	0	31	0	0	0	170	1943
5:55 PM	2	16	10	0	4	89	0	0	0	0	4	0	24	0	1	0	150	1948

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	220	88	8	20	1340	0	0	4	12	4	0	380	4	12	0	2096
Heavy Trucks	0	0	0		0	12	0		0	0	0		0	0	0		12
Pedestrians		0				4				0				0			4
Bicycles	0	0	0		0	1	0		0	0	0		1	0	0		2
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:53 AM

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

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

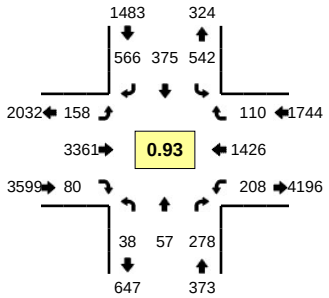
LOCATION: McCarthy Blvd/O'Toole Ave -- Montague Expwy

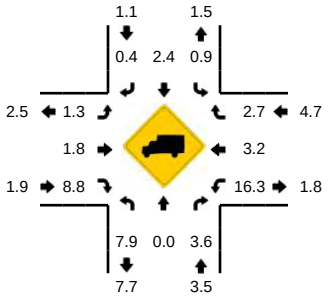
QC JOB #: 10769440

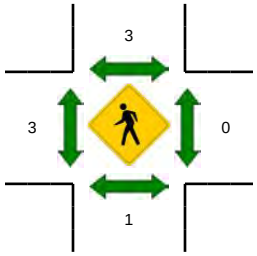
CITY/STATE: Milpitas, CA

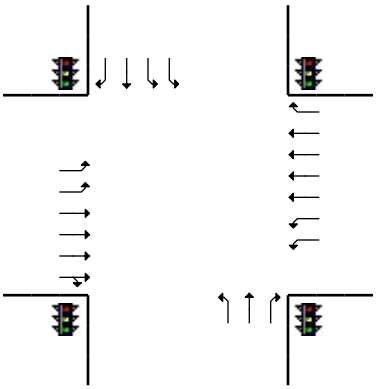
DATE: Wed, Jun 06 2012

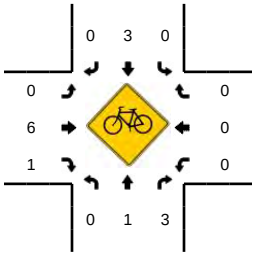
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:40 PM -- 5:55 PM

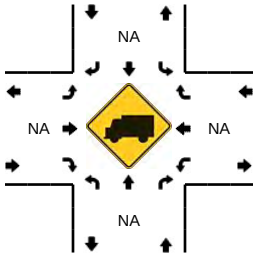


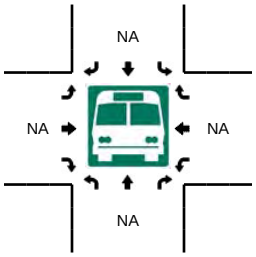












5-Min Count Period Beginning At	McCarthy Blvd/O'Toole Ave (Northbound)				McCarthy Blvd/O'Toole Ave (Southbound)				Montague Expwy (Eastbound)				Montague Expwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	6	3	23	0	27	6	21	0	6	226	6	0	11	109	7	1	452	
4:05 PM	1	2	19	0	52	13	24	0	9	259	13	0	12	95	9	2	510	
4:10 PM	7	4	26	0	51	19	24	0	12	206	2	0	7	95	10	3	466	
4:15 PM	4	1	19	0	23	11	29	0	14	265	8	0	12	76	6	1	469	
4:20 PM	5	3	26	0	32	21	17	1	10	201	7	0	23	106	6	2	460	
4:25 PM	4	5	15	0	19	9	22	0	14	256	13	1	16	64	10	0	448	
4:30 PM	0	2	12	0	49	19	21	0	14	143	2	0	16	104	6	1	389	
4:35 PM	8	3	21	0	67	24	39	0	11	261	3	0	8	87	6	3	541	
4:40 PM	3	8	31	0	33	26	31	0	8	300	3	0	7	133	13	2	598	
4:45 PM	4	4	20	0	56	19	25	0	18	240	10	0	15	75	12	3	501	
4:50 PM	0	3	18	0	22	16	24	0	8	317	9	0	18	138	9	1	583	
4:55 PM	3	7	21	0	34	11	31	0	17	229	5	0	13	102	8	1	482	5899
5:00 PM	10	2	27	0	72	47	33	0	14	207	6	0	11	85	10	2	526	5973
5:05 PM	2	3	20	0	31	24	49	0	13	313	8	0	18	159	10	2	652	6115
5:10 PM	6	7	24	0	59	23	60	0	16	285	6	0	12	87	8	0	593	6242
5:15 PM	1	7	40	0	32	38	46	0	5	241	8	0	20	145	11	0	594	6367
5:20 PM	3	4	19	0	31	23	54	0	20	308	12	0	16	105	5	1	601	6508
5:25 PM	3	4	36	0	84	44	40	0	7	198	4	0	21	134	9	1	585	6645
5:30 PM	1	1	12	0	22	22	37	0	9	344	10	0	9	107	10	0	584	6840
5:35 PM	5	11	28	0	62	44	44	1	18	223	5	1	8	84	8	2	544	6843
5:40 PM	1	3	15	0	30	20	53	0	7	330	6	0	21	168	7	0	661	6906
5:45 PM	3	3	17	0	59	29	56	0	13	308	5	1	17	87	12	2	612	7017
5:50 PM	2	7	22	0	30	41	55	0	10	280	5	0	27	167	6	5	657	7091
5:55 PM	1	5	18	0	29	20	39	0	24	324	5	0	12	98	14	1	590	7199

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	24	52	216	0	476	360	656	0	120	3672	64	4	260	1688	100	28	7720
Heavy Trucks	4	0	8		8	8	0		0	60	4		36	32	4		164
Pedestrians		0				4				4				0			8
Bicycles	0	0	0		0	0	0		0	2	0		0	0	0		2
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:53 AM

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

Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 1PM FINAL
Site Code : 00000001
Start Date : 5/19/2011
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Groups Printed- Vehicles

	ZANKER RD Southbound					SR-237 WB RAMPS Westbound					ZANKER RD Northbound					SR-237 WB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	27	7	0	34	19	0	73	0	92	87	10	0	0	97	0	0	0	0	0	223
04:15 PM	0	25	7	0	32	13	0	51	0	64	91	9	0	0	100	0	0	0	0	0	196
04:30 PM	0	70	10	0	80	12	0	76	0	88	127	4	0	0	131	0	0	0	0	0	299
04:45 PM	0	52	5	0	57	13	0	82	0	95	142	6	0	0	148	0	0	0	0	0	300
Total	0	174	29	0	203	57	0	282	0	339	447	29	0	0	476	0	0	0	0	0	1018
05:00 PM	0	49	6	0	55	8	0	73	0	81	196	6	0	0	202	0	0	0	0	0	338
05:15 PM	0	39	6	0	45	18	0	111	0	129	176	7	0	0	183	0	0	0	0	0	357
05:30 PM	0	49	2	0	51	15	0	116	0	131	158	3	0	0	161	0	0	0	0	0	343
05:45 PM	0	37	2	0	39	12	0	108	1	121	137	7	0	0	144	0	0	0	0	0	304
Total	0	174	16	0	190	53	0	408	1	462	667	23	0	0	690	0	0	0	0	0	1342
Grand Total	0	348	45	0	393	110	0	690	1	801	1114	52	0	0	1166	0	0	0	0	0	2360
Apprch %	0	88.5	11.5	0		13.7	0	86.1	0.1		95.5	4.5	0	0		0	0	0	0		
Total %	0	14.7	1.9	0	16.7	4.7	0	29.2	0	33.9	47.2	2.2	0	0	49.4	0	0	0	0	0	

	ZANKER RD Southbound					SR-237 WB RAMPS Westbound					ZANKER RD Northbound					SR-237 WB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	49	6	0	55	8	0	73	0	81	196	6	0	0	202	0	0	0	0	0	338
05:15 PM	0	39	6	0	45	18	0	111	0	129	176	7	0	0	183	0	0	0	0	0	357
05:30 PM	0	49	2	0	51	15	0	116	0	131	158	3	0	0	161	0	0	0	0	0	343
05:45 PM	0	37	2	0	39	12	0	108	1	121	137	7	0	0	144	0	0	0	0	0	304
Total Volume	0	174	16	0	190	53	0	408	1	462	667	23	0	0	690	0	0	0	0	0	1342
% App. Total	0	91.6	8.4	0		11.5	0	88.3	0.2		96.7	3.3	0	0		0	0	0	0		
PHF	.000	.888	.667	.000	.864	.736	.000	.879	.250	.882	.851	.821	.000	.000	.854	.000	.000	.000	.000	.000	.940

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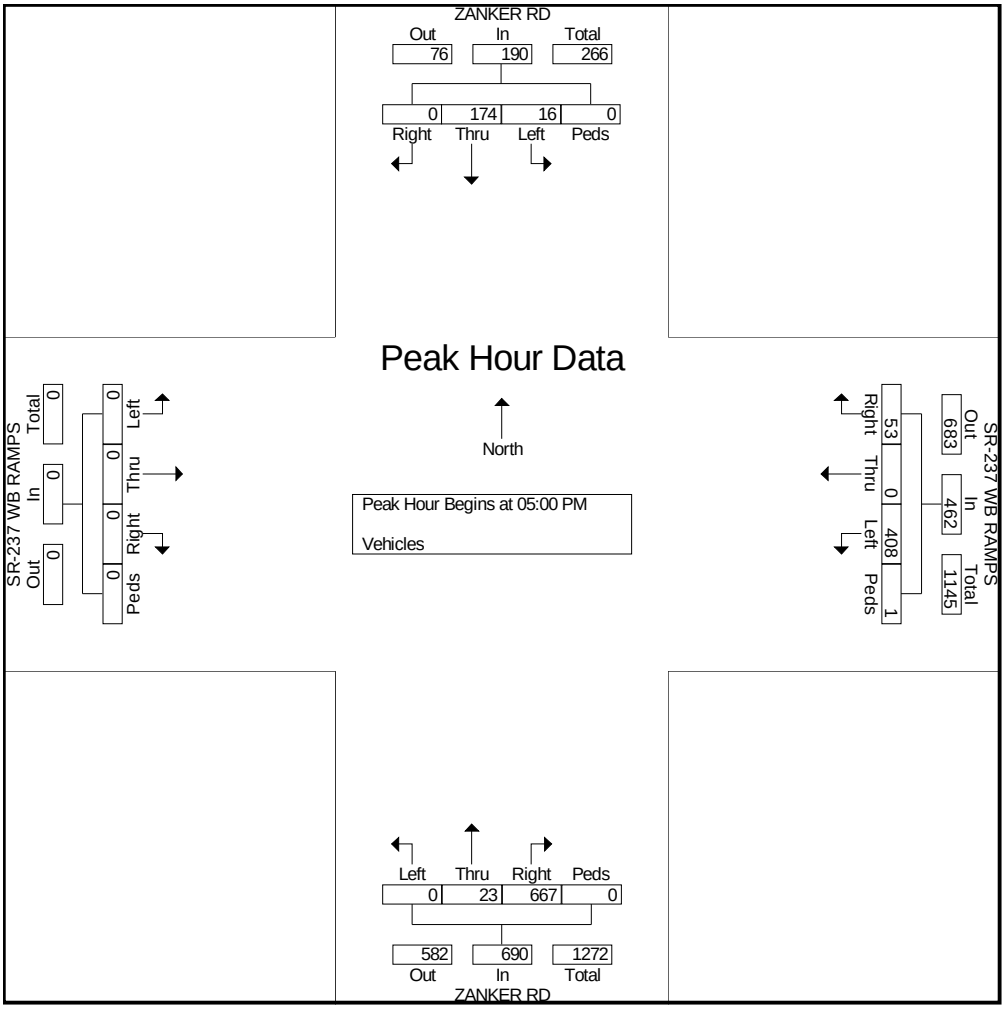

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File Name : 1PM FINAL
Site Code : 00000001
Start Date : 5/19/2011
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BIKES

Groups Printed- Bikes

	ZANKER RD Southbound					SR-237 WB RAMPS Westbound					ZANKER RD Northbound					SR-237 WB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
Total	0	2	0	0	2	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	10
Grand Total	0	3	0	0	3	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	15
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	20	0	0	20	0	0	0	0	0	0	80	0	0	80	0	0	0	0	0	

	ZANKER RD Southbound					SR-237 WB RAMPS Westbound					ZANKER RD Northbound					SR-237 WB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
Total Volume	0	2	0	0	2	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	10
% App. Total	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
PHF	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.667	.000	.000	.667	.000	.000	.000	.000	.000	.625

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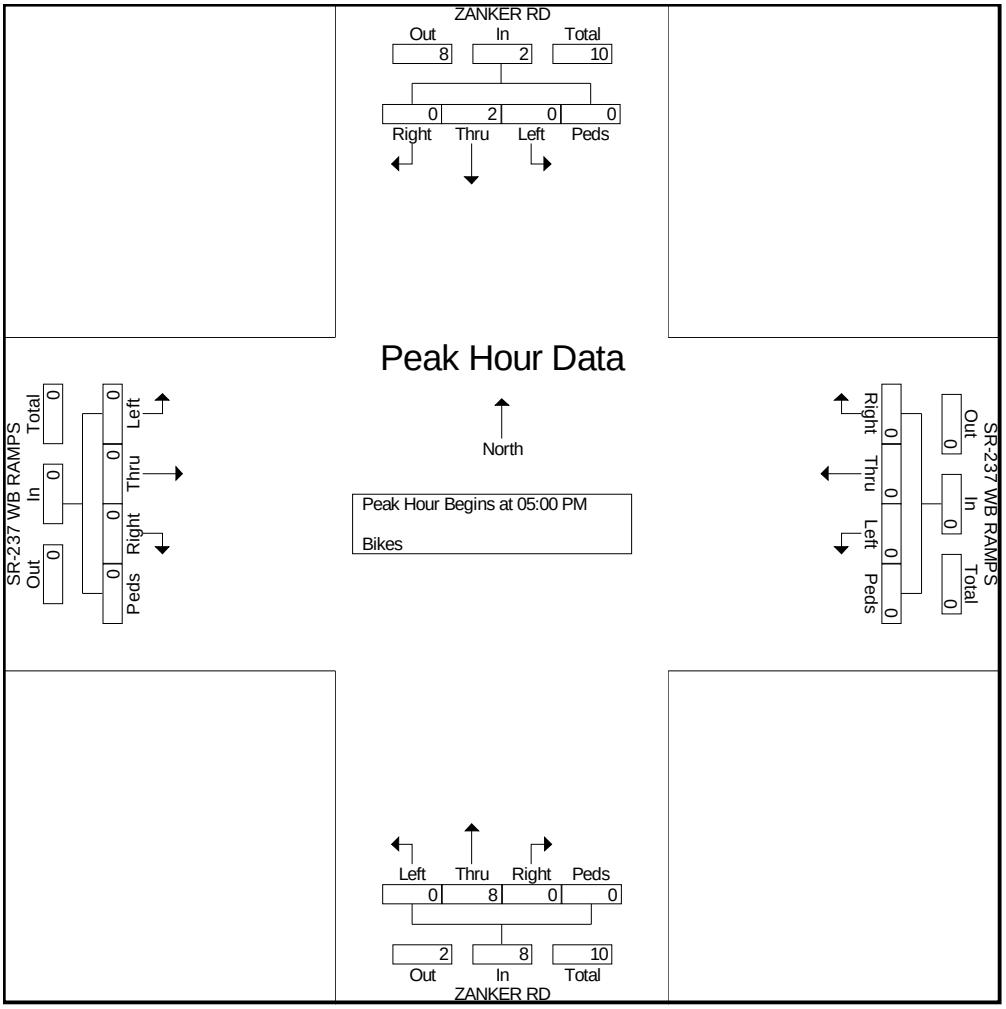
BIKES



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File Name : 2PM FINAL
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Start Date : 5/19/2011
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Groups Printed- Vehicles

	ZANKER RD Southbound					SR-237 EB RAMPS Westbound					ZANKER RD Northbound					SR-237 EB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	68	35	0	103	0	0	0	0	0	162	92	0	0	254	16	0	6	0	22	379
04:15 PM	0	54	23	0	77	0	0	0	0	0	121	95	0	0	216	23	0	5	0	28	321
04:30 PM	0	87	59	0	146	0	0	0	0	0	146	131	0	0	277	18	1	4	0	23	446
04:45 PM	0	80	43	0	123	0	0	0	0	0	156	138	0	0	294	20	1	3	0	24	441
Total	0	289	160	0	449	0	0	0	0	0	585	456	0	0	1041	77	2	18	0	97	1587
05:00 PM	0	76	43	0	119	0	0	0	0	0	201	204	0	0	405	20	0	2	0	22	546
05:15 PM	0	118	33	0	151	0	0	0	0	0	196	194	0	0	390	15	0	0	0	15	556
05:30 PM	0	119	49	0	168	0	0	0	0	0	166	143	0	0	309	28	0	1	0	29	506
05:45 PM	0	110	38	0	148	0	0	0	0	0	147	126	0	0	273	22	0	0	0	22	443
Total	0	423	163	0	586	0	0	0	0	0	710	667	0	0	1377	85	0	3	0	88	2051
Grand Total	0	712	323	0	1035	0	0	0	0	0	1295	1123	0	0	2418	162	2	21	0	185	3638
Apprch %	0	68.8	31.2	0		0	0	0	0		53.6	46.4	0	0		87.6	1.1	11.4	0		
Total %	0	19.6	8.9	0	28.4	0	0	0	0	0	35.6	30.9	0	0	66.5	4.5	0.1	0.6	0	5.1	

	ZANKER RD Southbound					SR-237 EB RAMPS Westbound					ZANKER RD Northbound					SR-237 EB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	76	43	0	119	0	0	0	0	0	201	204	0	0	405	20	0	2	0	22	546
05:15 PM	0	118	33	0	151	0	0	0	0	0	196	194	0	0	390	15	0	0	0	15	556
05:30 PM	0	119	49	0	168	0	0	0	0	0	166	143	0	0	309	28	0	1	0	29	506
05:45 PM	0	110	38	0	148	0	0	0	0	0	147	126	0	0	273	22	0	0	0	22	443
Total Volume	0	423	163	0	586	0	0	0	0	0	710	667	0	0	1377	85	0	3	0	88	2051
% App. Total	0	72.2	27.8	0		0	0	0	0		51.6	48.4	0	0		96.6	0	3.4	0		
PHF	.000	.889	.832	.000	.872	.000	.000	.000	.000	.000	.883	.817	.000	.000	.850	.759	.000	.375	.000	.759	.922

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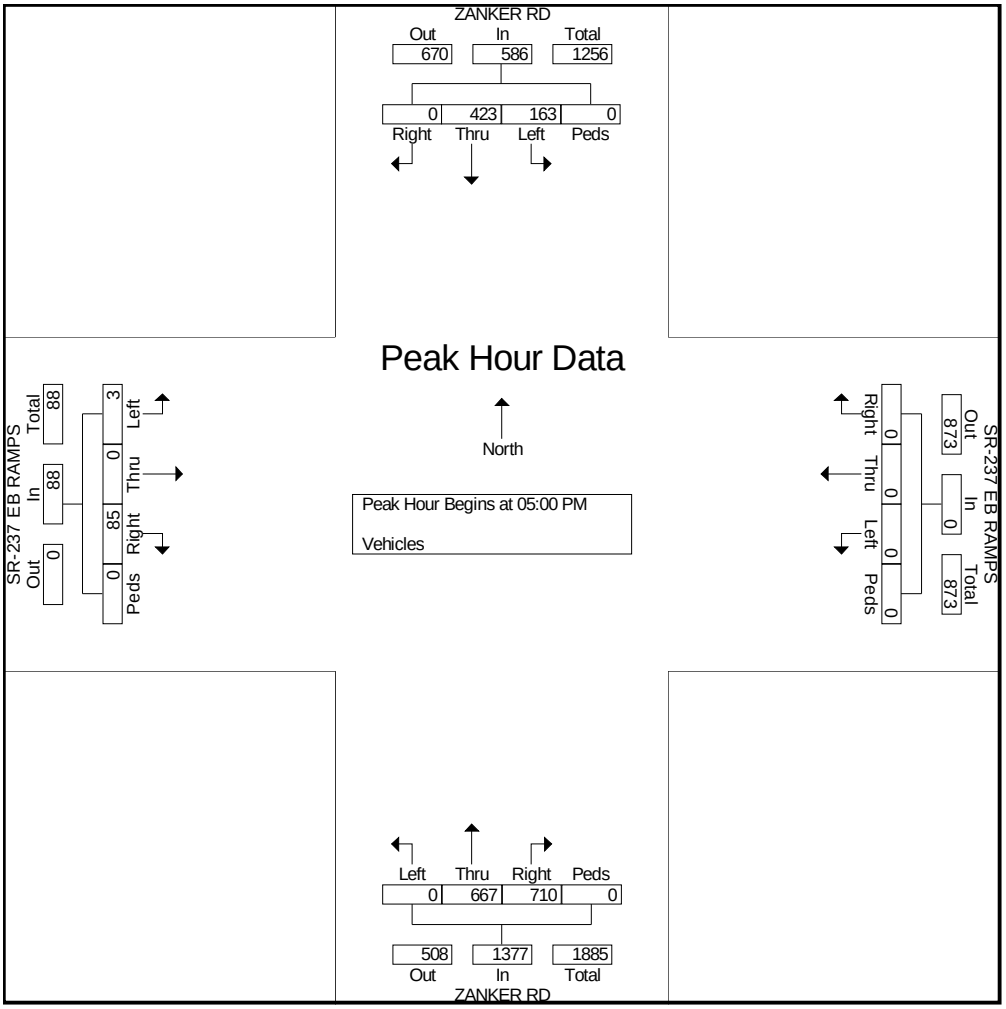

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tdsbay@cs.com

File Name : 2PM FINAL
Site Code : 00000002
Start Date : 5/19/2011
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BIKES

Groups Printed- Bikes

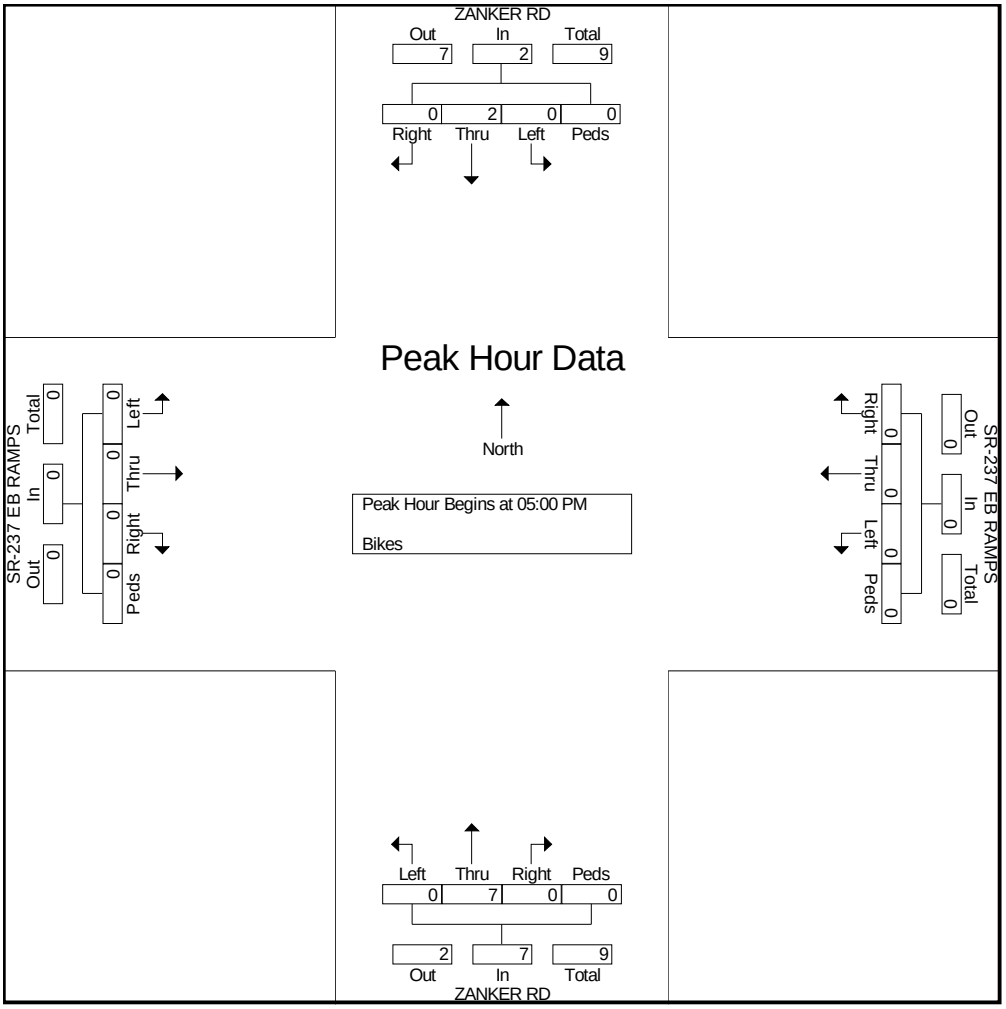
	ZANKER RD Southbound					SR-237 EB RAMPS Westbound					ZANKER RD Northbound					SR-237 EB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
Total	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	9
Grand Total	0	3	0	0	3	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	13
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	23.1	0	0	23.1	0	0	0	0	0	0	76.9	0	0	76.9	0	0	0	0	0	

	ZANKER RD Southbound					SR-237 EB RAMPS Westbound					ZANKER RD Northbound					SR-237 EB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
Total Volume	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	9
% App. Total	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
PHF	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.583	.000	.000	.583	.000	.000	.000	.000	.000	.563

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

File Name : 2PM FINAL
Site Code : 00000002
Start Date : 5/19/2011
Page No : 2

BIKES



Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

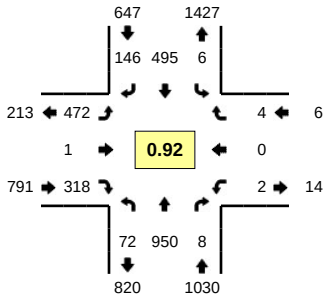
LOCATION: Zanker Rd -- Holger Way

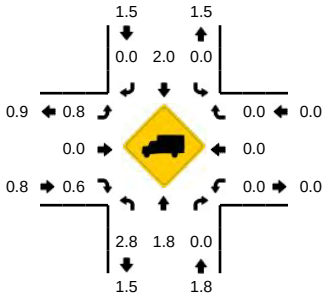
CITY/STATE: Milpitas, CA

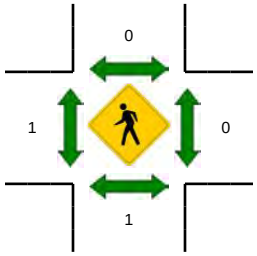
QC JOB #: 10769442

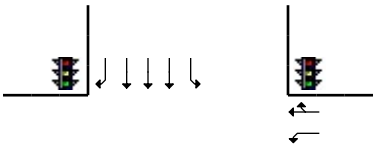
DATE: Tue, Jun 05 2012

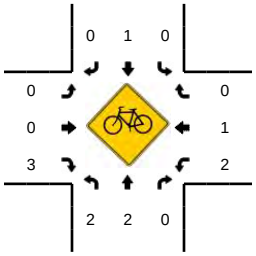
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

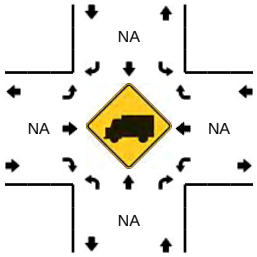


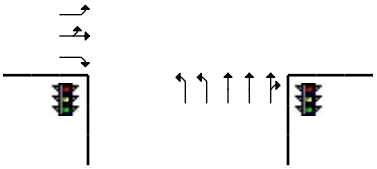


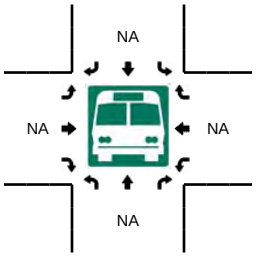












5-Min Count Period Beginning At	Zanker Rd (Northbound)				Zanker Rd (Southbound)				Holger Way (Eastbound)				Holger Way (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	2	61	1	0	3	18	0	0	30	0	10	0	3	0	5	0	133	
4:05 PM	5	77	7	0	0	31	0	0	28	0	19	0	2	0	10	0	179	
4:10 PM	2	54	4	0	1	20	2	0	24	0	8	0	3	0	3	0	121	
4:15 PM	6	76	2	1	0	23	4	0	23	0	18	0	2	0	3	0	158	
4:20 PM	3	53	0	0	0	18	1	0	23	0	8	0	1	0	4	0	111	
4:25 PM	4	46	3	0	0	13	6	1	21	0	8	0	3	0	0	0	105	
4:30 PM	3	46	1	0	2	14	2	0	22	1	15	0	2	0	5	0	113	
4:35 PM	3	64	1	0	0	31	1	0	34	1	18	0	5	0	1	0	159	
4:40 PM	2	78	1	0	0	30	4	0	30	0	11	0	1	1	0	0	158	
4:45 PM	2	79	1	0	0	15	5	0	28	0	18	0	1	0	1	0	150	
4:50 PM	3	90	0	0	4	40	7	0	18	0	20	0	1	0	0	0	183	
4:55 PM	3	72	0	0	0	31	10	1	34	0	23	0	0	0	0	0	174	1744
5:00 PM	3	56	3	0	0	34	5	0	56	0	18	0	0	0	0	0	175	1786
5:05 PM	3	102	2	0	0	34	8	0	43	0	33	0	0	0	0	0	225	1832
5:10 PM	5	91	1	2	0	41	12	0	45	0	28	0	0	0	2	0	227	1938
5:15 PM	10	93	1	0	0	37	14	0	42	0	23	0	0	0	1	0	221	2001
5:20 PM	8	81	0	0	0	29	9	0	31	0	32	0	0	0	0	0	190	2080
5:25 PM	6	70	0	0	0	38	19	0	39	0	24	0	2	0	0	0	198	2173
5:30 PM	3	65	0	0	1	56	14	0	38	1	22	0	0	0	0	0	200	2260
5:35 PM	5	81	0	1	0	54	18	0	40	0	22	0	0	0	0	0	221	2322
5:40 PM	2	70	0	0	1	43	17	0	41	0	22	0	0	0	1	0	197	2361
5:45 PM	10	75	0	1	1	39	12	0	35	0	37	0	0	0	0	0	210	2421
5:50 PM	7	81	1	0	0	48	16	1	36	0	32	0	0	0	0	0	222	2460
5:55 PM	5	85	0	1	2	42	2	0	26	0	25	0	0	0	0	0	188	2474

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	72	1144	16	8	0	448	136	0	520	0	336	0	0	0	12	0	2692
Heavy Trucks	4	12	0		0	8	0		0	0	8		0	0	0		32
Pedestrians		0				0				0				0			0
Bicycles	1	0	0		0	1	0		0	0	1		1	1	0		5
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/27/2012 8:53 AM

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

APPENDIX B:
INTERSECTION LEVEL OF SERVICE CALCULATIONS

Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

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

Intersection		Existing AM				E+P AM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#1	McCarthy Blvd and Dixon Landing Rd	B+	11.3	0.422	11.9	B+	11.5	0.430	+ 0.008	12.0	+ 0.1
#2	I-880 SB Ramps and Dixon Landing Dr	A	7.4	0.340	8.5	A	7.3	0.341	+ 0.001	8.5	+ 0.0
#3	Dixon Landing Rd and California Cir	B	15.0	0.491	14.6	B	15.0	0.493	+ 0.002	14.7	+ 0.1
#4	California Cir and I-880 NB Ramps	B+	10.5	0.277	11.5	B+	10.6	0.280	+ 0.003	11.5	+ 0.0
#5	Dixon Landing Rd and Warm Springs Rd	F	217.3	1.451	260.1	F	218.4	1.453	+ 0.002	260.8	+ 0.7
#6	McCarthy Blvd and Ranch Drive (North)	A	6.8	0.178	10.5	A	7.0	0.186	+ 0.007	11.0	+ 0.5
#7	Ranch Drive and Project Entrance	B	15.9	0.115	16.1	B	15.7	0.236	+ 0.121	16.1	- 0.0
#8	McCarthy Blvd and Ranch Dr (South)	B	17.7	0.413	18.8	B-	18.3	0.441	+ 0.028	20.0	+ 1.2
#9	McCarthy Blvd and SR-237 WB Ramps	B-	19.3	0.557	22.4	B-	19.5	0.611	+ 0.054	23.7	+ 1.4
#10	McCarthy Blvd and SR-237 EB Ramps	B	17.1	0.551	14.2	B	17.3	0.565	+ 0.014	14.4	+ 0.2
#11	I-880 SB Ramps and SR-237	B	16.1	0.662	16.3	B	16.3	0.677	+ 0.016	16.7	+ 0.4
#12	I-880 NB Ramps and SR-237	B-	19.4	0.727	22.6	B-	19.1	0.726	- 0.002	22.4	- 0.3
#13	Abel Street and SR-237	D	42.2	0.811	43.2	D	42.4	0.818	+ 0.007	43.5	+ 0.4
#14	Milpitas Blvd and SR-237	D	48.0	0.930	56.8	D	48.8	0.939	+ 0.010	58.2	+ 1.4
#15	Hillview Drive and SR-237	C	27.6	0.592	21.5	C	27.5	0.598	+ 0.006	21.4	- 0.1
#16	McCarthy Blvd and Bellew Dr	C+	21.7	0.593	23.4	C+	21.7	0.602	+ 0.009	23.6	+ 0.1
#17	McCarthy Blvd and Alder Dr	B	13.2	0.553	14.6	B	13.4	0.569	+ 0.015	14.9	+ 0.3
#18	McCarthy Blvd and Tasman Dr	C-	33.9	0.821	36.4	C-	34.3	0.827	+ 0.007	37.1	+ 0.6
#19	Tasman Dr and Alder Dr	B	13.4	0.469	18.5	B	13.5	0.476	+ 0.007	18.8	+ 0.3
#20	I-880 SB Ramps and Tasman Dr	B-	19.8	0.787	19.9	B-	19.6	0.781	- 0.006	19.6	- 0.3
#21	Great Mall Pkwy and Thompson St	C	29.0	0.627	28.8	C	29.0	0.631	+ 0.005	28.9	+ 0.1
#22	Abel St and Great Mall Pkwy	D	40.1	0.633	41.3	D	40.2	0.636	+ 0.003	41.3	+ 0.1
#23	Main St and Great Mall Pkwy	C	24.8	0.378	18.9	C	24.8	0.379	+ 0.001	18.8	- 0.1
#24	Great Mall Pkwy and Montague Expwy	D	45.5	0.755	60.5	D	45.6	0.756	+ 0.002	60.6	+ 0.1
#25	Trade Zone and Capitol Ave	C	31.8	0.570	32.8	C	31.6	0.581	+ 0.011	28.7	- 4.1
#26	Montague Expwy and Trimble Rd	C	24.5	0.521	12.3	C	24.6	0.521	+ 0.000	12.3	+ 0.0

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Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

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

Intersection		Existing AM				E+P AM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#27	McCarthy Blvd and Barber Ln	B	16.7	0.282	15.3	B	16.7	0.284	+ 0.002	15.2	- 0.0
#28	McCarthy Blvd and Montague Expwy	C-	32.9	0.789	32.9	C-	33.4	0.796	+ 0.008	33.7	+ 0.8
#29	Zanker Rd and SR-237 WB Ramps	B+	10.2	0.165	10.1	B+	10.2	0.166	+ 0.000	10.1	- 0.0
#30	Zanker Rd and SR-237 EB Ramps	B	14.5	0.405	15.1	B	14.5	0.405	+ 0.000	15.1	+ 0.0
#31	Holger Way and Zanker Rd	B-	20.0	0.357	22.4	B-	20.0	0.356	- 0.000	22.4	- 0.0

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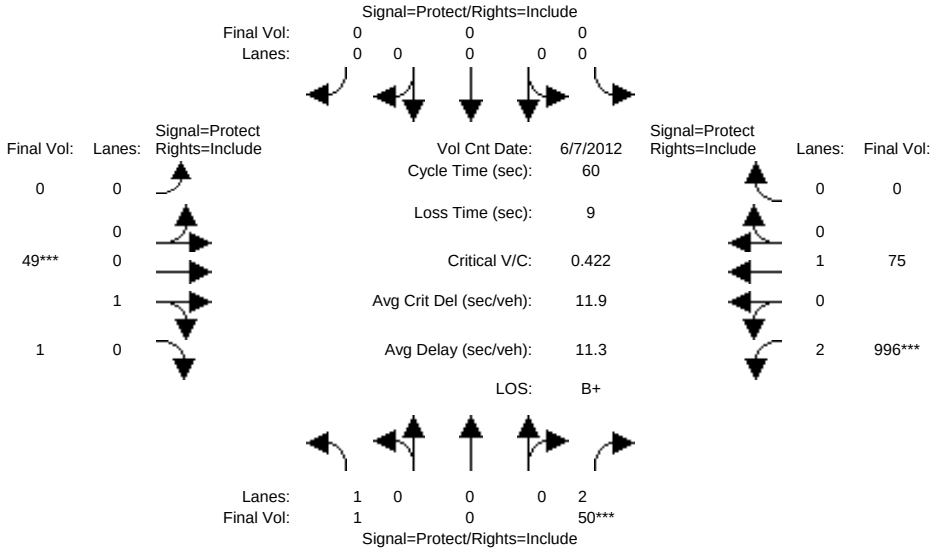
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

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

Intersection #1: McCarthy Blvd and Dixon Landing Rd



Street Name:	McCarthy Blvd						Dixon Landing Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	1	0	50	0	0	0	0	49	1	996	75	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	50	0	0	0	0	49	1	996	75	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	50	0	0	0	0	49	1	996	75	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	0	50	0	0	0	0	49	1	996	75	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	50	0	0	0	0	49	1	996	75	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	0	50	0	0	0	0	49	1	996	75	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	0.98	0.02	2.00	1.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	1859	38	3150	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.03	0.03	0.32	0.04	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.17	0.00	0.17	0.00	0.00	0.00	0.00	0.17	0.17	0.52	0.68	0.00
Volume/Cap:	0.00	0.00	0.10	0.00	0.00	0.00	0.00	0.16	0.16	0.61	0.06	0.00
Uniform Del:	20.8	0.0	21.2	0.0	0.0	0.0	0.0	21.4	21.4	10.2	3.1	0.0
IncremntDel:	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.2	0.2	0.7	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	20.8	0.0	21.2	0.0	0.0	0.0	0.0	21.6	21.6	10.9	3.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.8	0.0	21.2	0.0	0.0	0.0	0.0	21.6	21.6	10.9	3.2	0.0
LOS by Move:	C+	A	C+	A	A	A	A	C+	C+	B+	A	A
HCM2k95thQ:	0	0	1	0	0	0	0	2	2	15	1	0

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

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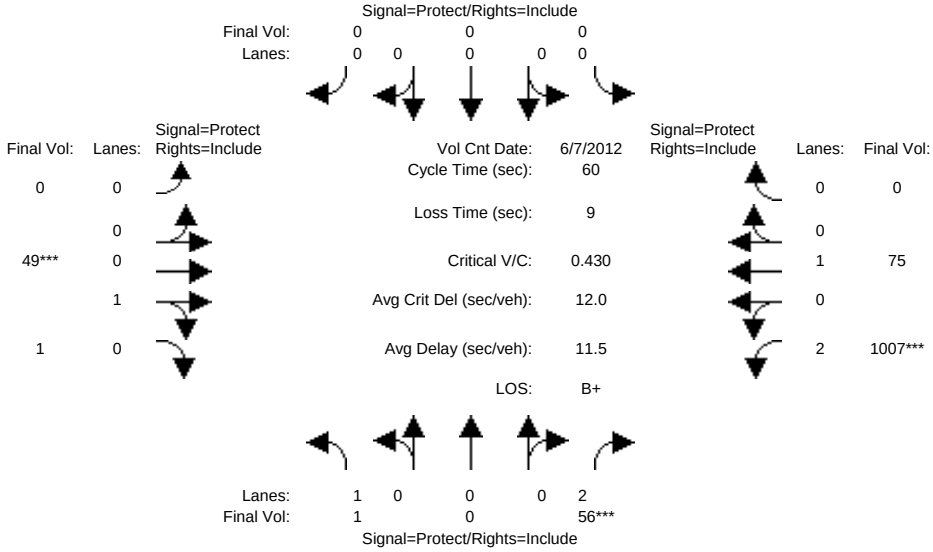
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P AM

Intersection #1: McCarthy Blvd and Dixon Landing Rd




```
Street Name:          McCarthy Blvd                    Dixon Landing Rd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 7 Jun 2012 << 8:00:00 AM
Base Vol:       1    0    50     0    0     0     0   49     1   996   75     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    1    0    50     0    0     0     0   49     1   996   75     0
Added Vol:      0    0     6     0    0     0     0    0     0    11    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    1    0    56     0    0     0     0   49     1  1007   75     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     1    0    56     0    0     0     0   49     1  1007   75     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    1    0    56     0    0     0     0   49     1  1007   75     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    1    0    56     0    0     0     0   49     1  1007   75     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.83  0.92 1.00  0.92  0.92 0.95  0.95  0.83 1.00  0.92
Lanes:       1.00 0.00  2.00  0.00 0.00  0.00  0.00 0.98  0.02  2.00 1.00  0.00
Final Sat.:  1750    0  3150     0    0     0     0 1764    36  3150 1900     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.02  0.00 0.00  0.00  0.00 0.03  0.03  0.32 0.04  0.00
Crit Moves:              ****                          ****        ****
Green/Cycle: 0.17 0.00  0.17  0.00 0.00  0.00  0.00 0.17  0.17  0.52 0.68  0.00
Volume/Cap:  0.00 0.00  0.11  0.00 0.00  0.00  0.00 0.17  0.17  0.62 0.06  0.00
Delay/Veh:   20.8  0.0  21.3   0.0  0.0   0.0   0.0 21.7  21.7  11.0  3.2   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  20.8  0.0  21.3   0.0  0.0   0.0   0.0 21.7  21.7  11.0  3.2   0.0
LOS by Move:   C+    A    C+     A    A     A     A   C+    C+    B+    A     A
HCM2k95thQ:     0    0     1     0    0     0     0    2     2    15    1     0
Note: Queue reported is the number of cars per lane.
```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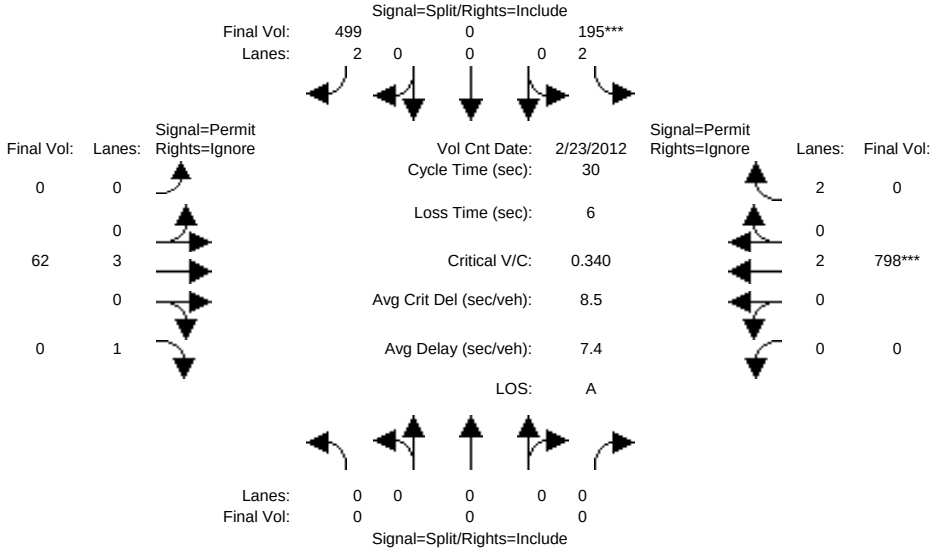
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

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

Intersection #2: I-880 SB Ramps and Dixon Landing Dr



Street Name:	I-880 SB Ramps						Dixon Landing Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Feb 2012 << 8:00:00 AM												
Base Vol:	0	0	0	195	0	499	0	62	88	0	798	1024
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	195	0	499	0	62	88	0	798	1024
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	195	0	499	0	62	88	0	798	1024
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	195	0	499	0	62	0	0	798	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	195	0	499	0	62	0	0	798	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	195	0	499	0	62	0	0	798	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	2.00	2.00
Final Sat.:	0	0	0	3150	0	3150	0	5700	1750	0	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.16	0.00	0.01	0.00	0.00	0.21	0.00
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.47	0.00	0.47	0.00	0.33	0.00	0.00	0.33	0.00
Volume/Cap:	0.00	0.00	0.00	0.13	0.00	0.34	0.00	0.03	0.00	0.00	0.63	0.00
Uniform Del:	0.0	0.0	0.0	4.6	0.0	5.1	0.0	6.7	0.0	0.0	8.4	0.0
IncremntDel:	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	1.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	4.6	0.0	5.2	0.0	6.7	0.0	0.0	9.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	4.6	0.0	5.2	0.0	6.7	0.0	0.0	9.4	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	1	0	4	0	0	0	0	6	0

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

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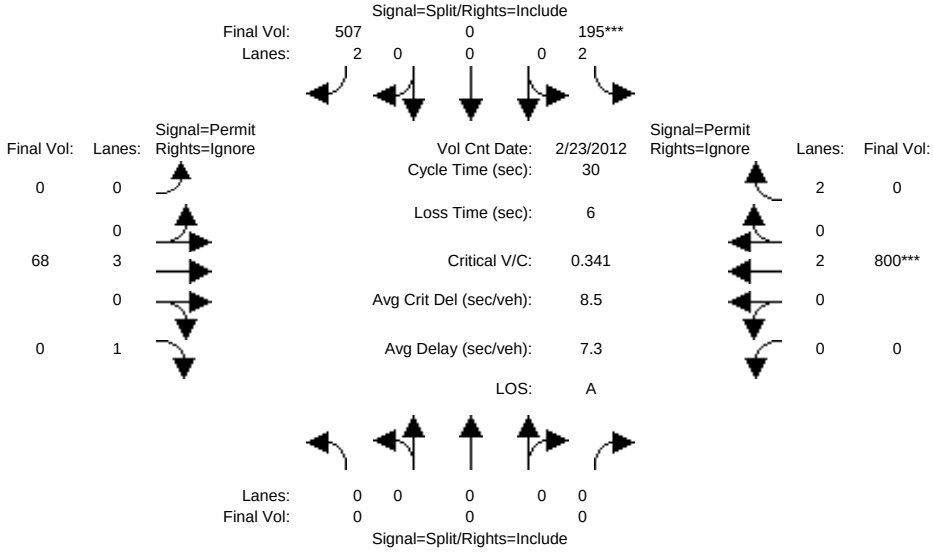
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P AM

Intersection #2: I-880 SB Ramps and Dixon Landing Dr



Street Name: I-880 SB Ramps Dixon Landing Rd

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Feb 2012 << 8:00:00 AM												
Base Vol:	0	0	0	195	0	499	0	62	88	0	798	1024
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	195	0	499	0	62	88	0	798	1024
Added Vol:	0	0	0	0	0	8	0	6	0	0	2	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	195	0	507	0	68	88	0	800	1024
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	195	0	507	0	68	0	0	800	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	195	0	507	0	68	0	0	800	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	195	0	507	0	68	0	0	800	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	2.00	2.00
Final Sat.:	0	0	0	3150	0	3150	0	5700	1750	0	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.16	0.00	0.01	0.00	0.00	0.21	0.00
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.47	0.00	0.47	0.00	0.33	0.00	0.00	0.33	0.00
Volume/Cap:	0.00	0.00	0.00	0.13	0.00	0.34	0.00	0.04	0.00	0.00	0.63	0.00
Delay/Veh:	0.0	0.0	0.0	4.5	0.0	5.1	0.0	6.8	0.0	0.0	9.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	4.5	0.0	5.1	0.0	6.8	0.0	0.0	9.5	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	1	0	4	0	0	0	0	6	0

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

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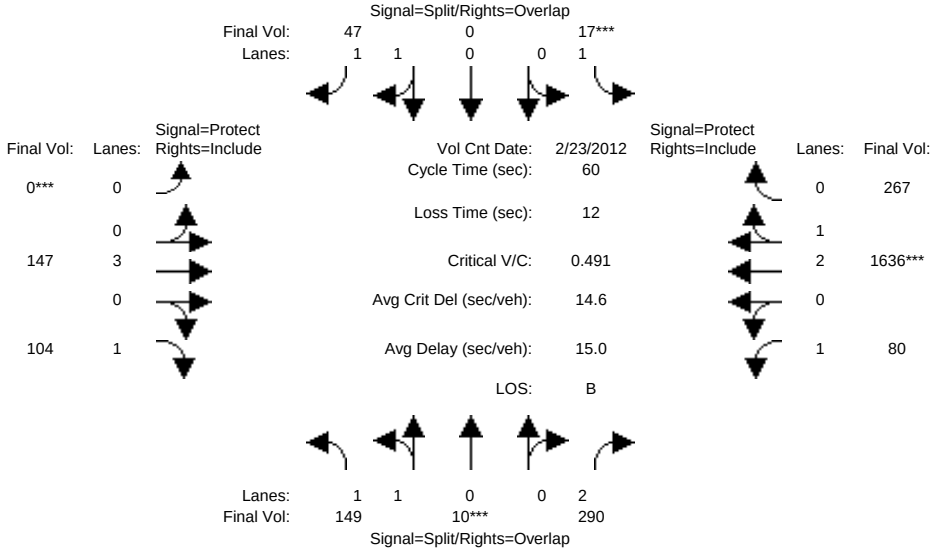
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

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

Intersection #3: Dixon Landing Rd and California Cir




```
Street Name:I-880 Northbound Ramps / Californ          Dixon Landing Rd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 23 Feb 2012 << 8:00:00 AM
Base Vol:     149   10   290    17    0    47     0  147   104    80 1636   267
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  149   10   290    17    0    47     0  147   104    80 1636   267
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  149   10   290    17    0    47     0  147   104    80 1636   267
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   149   10   290    17    0    47     0  147   104    80 1636   267
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  149   10   290    17    0    47     0  147   104    80 1636   267
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  149   10   290    17    0    47     0  147   104    80 1636   267
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.83  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.88 0.12  2.00  1.00 0.00  2.00  0.00 3.00  1.00  1.00 2.55  0.45
Final Sat.:  3296  221  3150  1750    0  3500     0 5700  1750  1750 4842   790
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.05  0.09  0.01 0.00  0.01  0.00 0.03  0.06  0.05 0.34  0.34
Crit Moves:        ****        ****              ****                   ****
Green/Cycle: 0.17 0.17  0.36  0.17 0.00  0.17  0.00 0.27  0.27  0.19 0.47  0.47
Volume/Cap:  0.27 0.27  0.26  0.06 0.00  0.08  0.00 0.09  0.22  0.24 0.72  0.72
Uniform Del: 21.8 21.8  13.6  21.0  0.0  21.1   0.0 16.2  16.8  20.5 12.9  12.9
IncremntDel:  0.3  0.3   0.1   0.1  0.0   0.1   0.0  0.0   0.2   0.4  1.0   1.0
InitQueuDel:  0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Delay Adj:   1.00 1.00  1.00  1.00 0.00  1.00  0.00 1.00  1.00  1.00 1.00  1.00
Delay/Veh:   22.1 22.1  13.7  21.1  0.0  21.2   0.0 16.2  17.0  20.9 13.9  13.9
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  22.1 22.1  13.7  21.1  0.0  21.2   0.0 16.2  17.0  20.9 13.9  13.9
LOS by Move:   C+   C+     B    C+    A    C+     A    B     B    C+    B     B
HCM2k95thQ:     3    3     4     1    0     1     0    1     3     3   16    16
Note: Queue reported is the number of cars per lane.
```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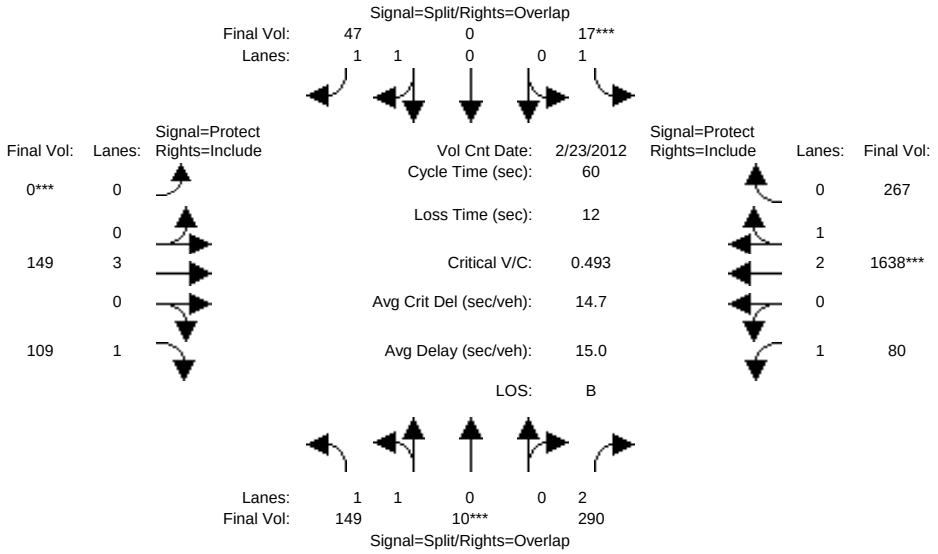
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P AM

Intersection #3: Dixon Landing Rd and California Cir

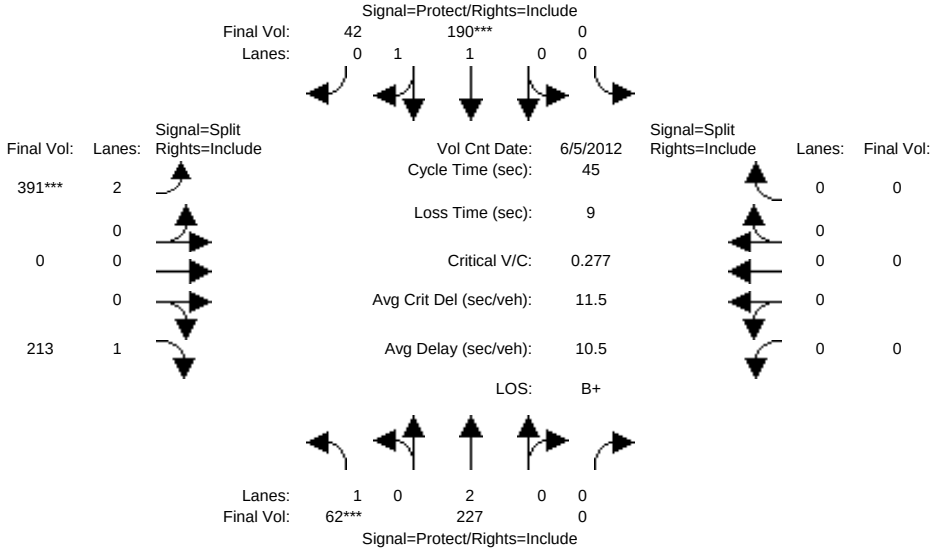



```
Street Name:I-880 Northbound Ramps / Californ          Dixon Landing Rd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 23 Feb 2012 << 8:00:00 AM
Base Vol:     149   10   290    17    0    47     0  147   104    80 1636   267
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  149   10   290    17    0    47     0  147   104    80 1636   267
Added Vol:      0    0     0     0    0     0     0    2     5     0    2     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  149   10   290    17    0    47     0  149   109    80 1638   267
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   149   10   290    17    0    47     0  149   109    80 1638   267
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  149   10   290    17    0    47     0  149   109    80 1638   267
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  149   10   290    17    0    47     0  149   109    80 1638   267
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.93 0.95  0.83  0.92 1.00  0.95  0.92 1.00  0.92  0.92 0.99  0.95
Lanes:       1.88 0.12  2.00  1.00 0.00  2.00  0.00 3.00  1.00  1.00 2.56  0.44
Final Sat.:  3327  223  3150  1750    0  3600     0 5700  1750  1750 4814   785
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.04  0.09  0.01 0.00  0.01  0.00 0.03  0.06  0.05 0.34  0.34
Crit Moves:        ****        ****              ****                  ****
Green/Cycle: 0.17 0.17  0.36  0.17 0.00  0.17  0.00 0.27  0.27  0.19 0.47  0.47
Volume/Cap:  0.27 0.27  0.26  0.06 0.00  0.08  0.00 0.10  0.23  0.24 0.73  0.73
Delay/Veh:   22.1 22.1  13.7  21.1  0.0  21.2   0.0 16.2  17.1  20.9 14.0  14.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  22.1 22.1  13.7  21.1  0.0  21.2   0.0 16.2  17.1  20.9 14.0  14.0
LOS by Move:   C+   C+     B    C+    A    C+     A    B     B    C+    B     B
HCM2k95thQ:     3    3     4     1    0     1     0    1     3     3   16    16
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

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

Intersection #4: California Cir and I-880 NB Ramps



Street Name:	California Cir						I-880 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 7:30:00 AM												
Base Vol:	62	227	0	0	190	42	391	0	213	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	227	0	0	190	42	391	0	213	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	227	0	0	190	42	391	0	213	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	227	0	0	190	42	391	0	213	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	227	0	0	190	42	391	0	213	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	227	0	0	190	42	391	0	213	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.61	0.39	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3065	677	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.00	0.00	0.06	0.06	0.12	0.00	0.12	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.16	0.38	0.00	0.00	0.22	0.22	0.42	0.00	0.42	0.00	0.00	0.00
Volume/Cap:	0.23	0.16	0.00	0.00	0.28	0.28	0.29	0.00	0.29	0.00	0.00	0.00
Uniform Del:	16.6	9.3	0.0	0.0	14.5	14.5	8.6	0.0	8.6	0.0	0.0	0.0
IncremntDel:	0.4	0.1	0.0	0.0	0.2	0.2	0.1	0.0	0.2	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	17.1	9.3	0.0	0.0	14.7	14.7	8.7	0.0	8.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.1	9.3	0.0	0.0	14.7	14.7	8.7	0.0	8.8	0.0	0.0	0.0
LOS by Move:	B	A	A	A	B	B	A	A	A	A	A	A
HCM2k95thQ:	2	2	0	0	3	3	5	0	5	0	0	0

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

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Pacific Mall - Silicon Valley
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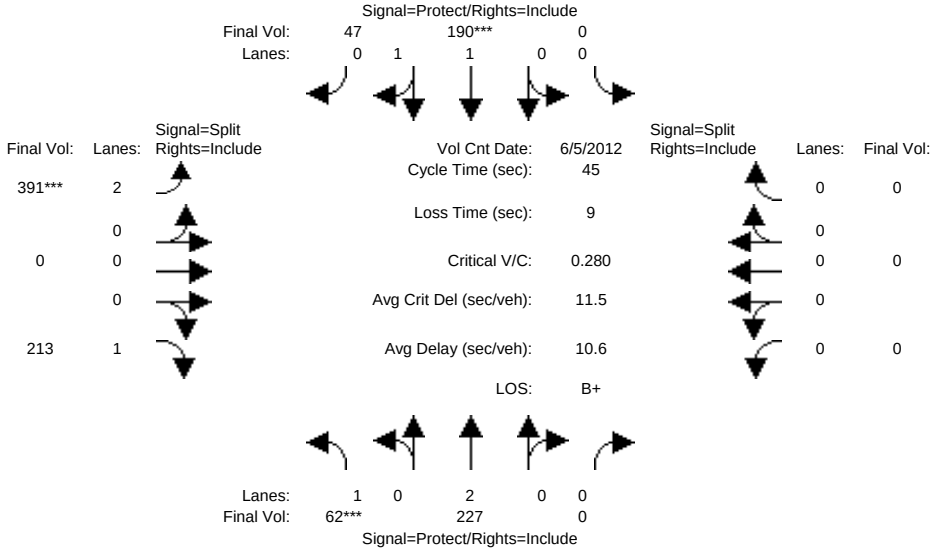
Existing plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P AM

Intersection #4: California Cir and I-880 NB Ramps



Street Name:	California Cir						I-880 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 7:30:00 AM												
Base Vol:	62	227	0	0	190	42	391	0	213	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	227	0	0	190	42	391	0	213	0	0	0
Added Vol:	0	0	0	0	0	5	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	227	0	0	190	47	391	0	213	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	227	0	0	190	47	391	0	213	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	227	0	0	190	47	391	0	213	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	227	0	0	190	47	391	0	213	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.59	0.41	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	2966	734	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.00	0.00	0.06	0.06	0.12	0.00	0.12	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.16	0.38	0.00	0.00	0.22	0.22	0.42	0.00	0.42	0.00	0.00	0.00
Volume/Cap:	0.23	0.16	0.00	0.00	0.29	0.29	0.29	0.00	0.29	0.00	0.00	0.00
Delay/Veh:	17.1	9.3	0.0	0.0	14.7	14.7	8.7	0.0	8.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.1	9.3	0.0	0.0	14.7	14.7	8.7	0.0	8.8	0.0	0.0	0.0
LOS by Move:	B	A	A	A	B	B	A	A	A	A	A	A
HCM2k95thQ:	2	2	0	0	3	3	5	0	5	0	0	0

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

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Pacific Mall - Silicon Valley
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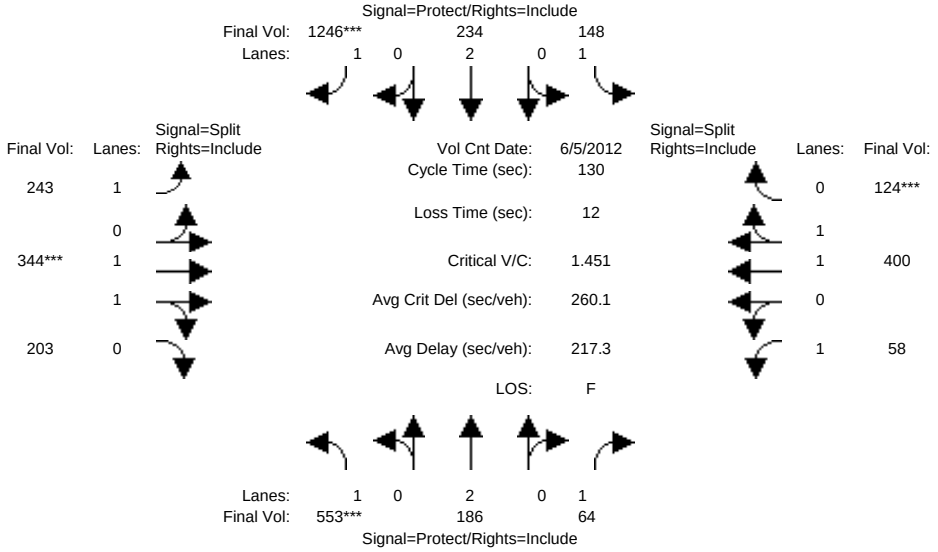
Existing plus Project - AM Peak Hour

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

Intersection #5: Dixon Landing Rd and Warm Springs Rd



Street Name:	Warm Springs Rd						Dixon Landing Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 7:40:00 AM												
Base Vol:	553	186	64	148	234	1246	243	344	203	58	400	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	553	186	64	148	234	1246	243	344	203	58	400	124
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	553	186	64	148	234	1246	243	344	203	58	400	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	553	186	64	148	234	1246	243	344	203	58	400	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	553	186	64	148	234	1246	243	344	203	58	400	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	553	186	64	148	234	1246	243	344	203	58	400	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.22	0.78	1.00	1.50	0.50
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	2316	1367	1750	2843	881
Capacity Analysis Module:												
Vol/Sat:	0.32	0.05	0.04	0.08	0.06	0.71	0.14	0.15	0.15	0.03	0.14	0.14
Crit Moves:	****					****		****				****
Green/Cycle:	0.22	0.34	0.34	0.37	0.49	0.49	0.10	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	1.45	0.15	0.11	0.23	0.13	1.45	1.36	1.45	1.45	0.34	1.45	1.45
Uniform Del:	50.8	30.0	29.6	28.1	18.0	33.1	58.3	58.3	58.3	54.8	58.7	58.7
IncremntDel:	217.2	0.1	0.1	0.2	0.0	209.6	192.4	217	217.4	1.2	218	218.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	268.1	30.1	29.7	28.3	18.0	242.7	250.8	276	275.7	56.0	277	276.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	268.1	30.1	29.7	28.3	18.0	242.7	250.8	276	275.7	56.0	277	276.7
LOS by Move:	F	C	C	C	B-	F	F	F	F	E+	F	F
HCM2k95thQ:	74	5	4	8	5	157	33	37	37	5	38	38

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

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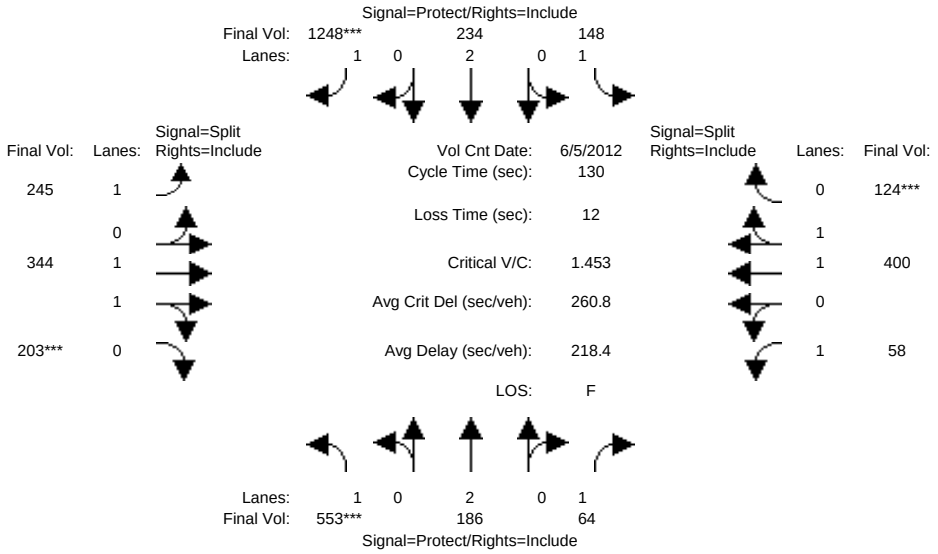
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P AM

Intersection #5: Dixon Landing Rd and Warm Springs Rd



Street Name:	Warm Springs Rd						Dixon Landing Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 7:40:00 AM												
Base Vol:	553	186	64	148	234	1246	243	344	203	58	400	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	553	186	64	148	234	1246	243	344	203	58	400	124
Added Vol:	0	0	0	0	0	2	2	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	553	186	64	148	234	1248	245	344	203	58	400	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	553	186	64	148	234	1248	245	344	203	58	400	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	553	186	64	148	234	1248	245	344	203	58	400	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	553	186	64	148	234	1248	245	344	203	58	400	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.24	0.76	1.00	1.51	0.49
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	2326	1373	1750	2824	875
Capacity Analysis Module:												
Vol/Sat:	0.32	0.05	0.04	0.08	0.06	0.71	0.14	0.15	0.15	0.03	0.14	0.14
Crit Moves:	****					****			****			****
Green/Cycle:	0.22	0.34	0.34	0.37	0.49	0.49	0.10	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	1.45	0.15	0.11	0.23	0.13	1.45	1.38	1.45	1.45	0.34	1.45	1.45
Delay/Veh:	268.8	30.1	29.7	28.3	18.0	243.4	258.5	276	276.5	55.9	277	277.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	268.8	30.1	29.7	28.3	18.0	243.4	258.5	276	276.5	55.9	277	277.3
LOS by Move:	F	C	C	C	B	F	F	F	F	E+	F	F
HCM2k95thQ:	74	5	4	8	5	157	34	37	37	5	38	38

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

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Pacific Mall - Silicon Valley
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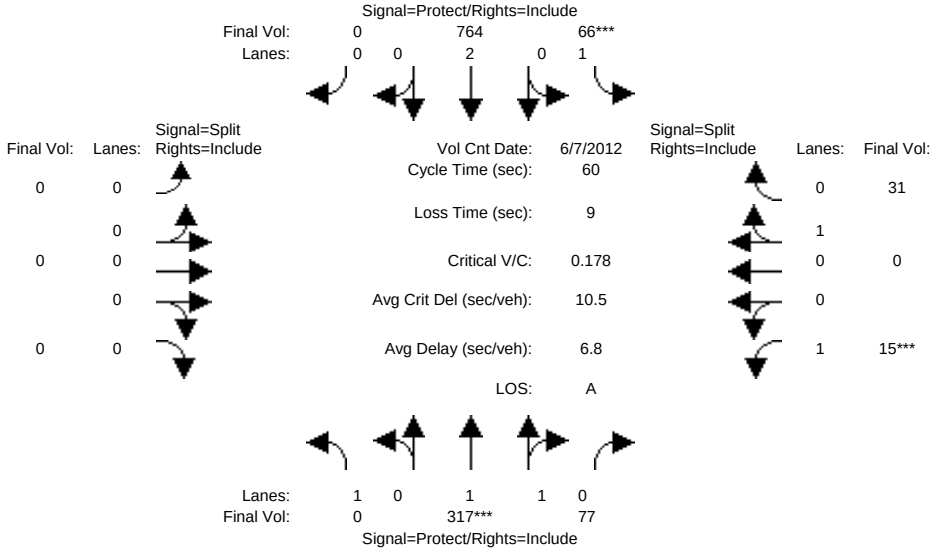
Existing plus Project - AM Peak Hour

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

Intersection #6: McCarthy Blvd and Ranch Drive (North)



Street Name:	McCarthy Blvd						Ranch Drive (North)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	0	317	77	66	764	0	0	0	0	15	0	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	317	77	66	764	0	0	0	0	15	0	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	317	77	66	764	0	0	0	0	15	0	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	317	77	66	764	0	0	0	0	15	0	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	317	77	66	764	0	0	0	0	15	0	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	317	77	66	764	0	0	0	0	15	0	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.58	0.42	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	3007	730	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.11	0.04	0.20	0.00	0.00	0.00	0.00	0.01	0.00	0.02
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.50	0.50	0.18	0.68	0.00	0.00	0.00	0.00	0.17	0.00	0.17
Volume/Cap:	0.00	0.21	0.21	0.21	0.29	0.00	0.00	0.00	0.00	0.05	0.00	0.11
Uniform Del:	0.0	8.3	8.3	21.0	3.8	0.0	0.0	0.0	0.0	21.0	0.0	21.2
IncremntDel:	0.0	0.1	0.1	0.3	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	8.3	8.3	21.3	3.8	0.0	0.0	0.0	0.0	21.1	0.0	21.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.3	8.3	21.3	3.8	0.0	0.0	0.0	0.0	21.1	0.0	21.4
LOS by Move:	A	A	A	C+	A	A	A	A	A	C+	A	C+
HCM2k95thQ:	0	4	4	2	6	0	0	0	0	1	0	1

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

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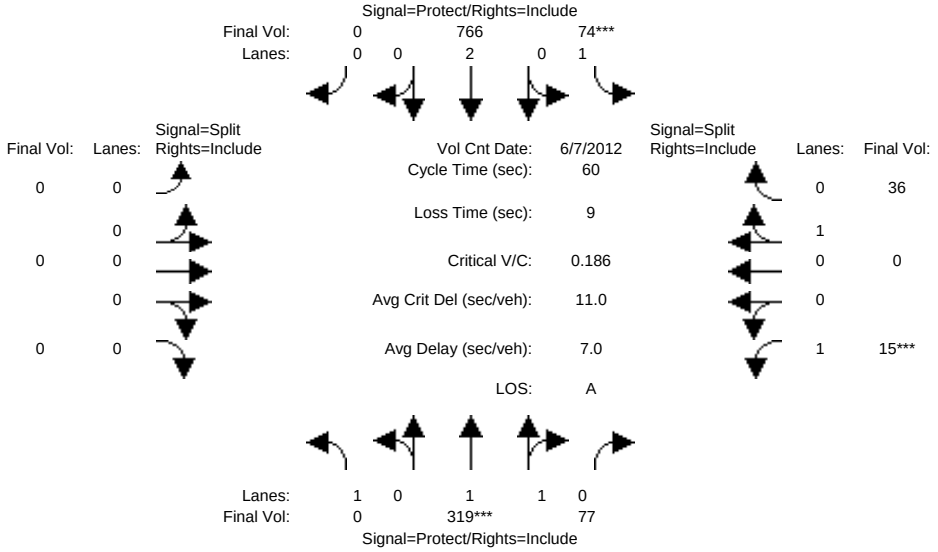
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P AM

Intersection #6: McCarthy Blvd and Ranch Drive (North)

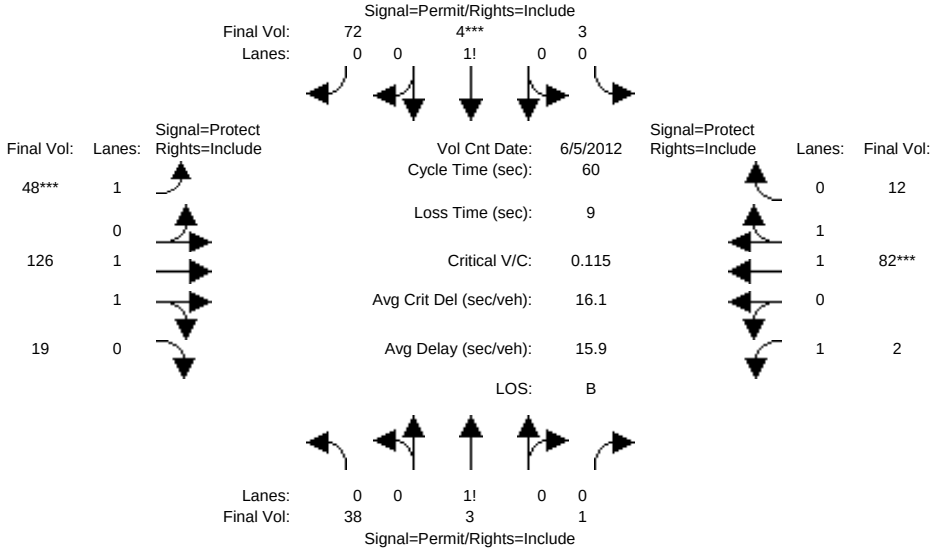



```
Street Name:          McCarthy Blvd                    Ranch Drive (North)
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     0    0     0    10   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 7 Jun 2012 << 8:00:00 AM
Base Vol:       0  317    77    66  764     0     0    0     0    15    0    31
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  317    77    66  764     0     0    0     0    15    0    31
Added Vol:      0    2     0     8    2     0     0    0     0     0    0     5
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  319    77    74  766     0     0    0     0    15    0    36
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  319    77    74  766     0     0    0     0    15    0    36
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  319    77    74  766     0     0    0     0    15    0    36
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0  319    77    74  766     0     0    0     0    15    0    36
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.98  0.95  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.95
Lanes:       1.00 1.60  0.40  1.00 2.00  0.00  0.00 0.00  0.00  1.00 0.00  1.00
Final Sat.:  1750 2980   719  1750 3800     0     0    0     0  1750    0  1800
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.11  0.11  0.04 0.20  0.00  0.00 0.00  0.00  0.01 0.00  0.02
Crit Moves:        ****        ****                             ****
Green/Cycle: 0.00 0.49  0.49  0.19 0.68  0.00  0.00 0.00  0.00  0.17 0.00  0.17
Volume/Cap:  0.00 0.22  0.22  0.22 0.29  0.00  0.00 0.00  0.00  0.05 0.00  0.12
Delay/Veh:    0.0  8.8   8.8  20.7  3.8   0.0   0.0  0.0   0.0  21.1  0.0  21.4
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0  8.8   8.8  20.7  3.8   0.0   0.0  0.0   0.0  21.1  0.0  21.4
LOS by Move:    A    A     A    C+    A     A     A    A     A    C+    A    C+
HCM2k95thQ:     0    4     4     2    6     0     0    0     0     1    0     1
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

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

Intersection #7: Ranch Drive and Project Entrance



Street Name:	Project Entrance						Ranch Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	38	3	1	3	4	72	48	126	19	2	82	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	3	1	3	4	72	48	126	19	2	82	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	3	1	3	4	72	48	126	19	2	82	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	3	1	3	4	72	48	126	19	2	82	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	3	1	3	4	72	48	126	19	2	82	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	3	1	3	4	72	48	126	19	2	82	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.91	0.07	0.02	0.04	0.05	0.91	1.00	1.72	0.28	1.00	1.73	0.27
Final Sat.:	1592	126	42	67	89	1601	1750	3265	492	1750	3279	480
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.04	0.04	0.04	0.03	0.04	0.04	0.00	0.03	0.03
Crit Moves:					****		****				****	
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.24	0.27	0.27	0.19	0.22	0.22
Volume/Cap:	0.06	0.06	0.06	0.11	0.11	0.11	0.11	0.14	0.14	0.01	0.11	0.11
Uniform Del:	11.3	11.3	11.3	11.6	11.6	11.6	17.8	16.7	16.7	19.8	18.8	18.8
IncremntDel:	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	11.4	11.4	11.4	11.7	11.7	11.7	18.0	16.7	16.7	19.8	18.9	18.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.4	11.4	11.4	11.7	11.7	11.7	18.0	16.7	16.7	19.8	18.9	18.9
LOS by Move:	B+	B+	B+	B+	B+	B+	B	B	B	B-	B-	B-
HCM2k95thQ:	1	1	1	2	2	2	2	2	2	0	2	2

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

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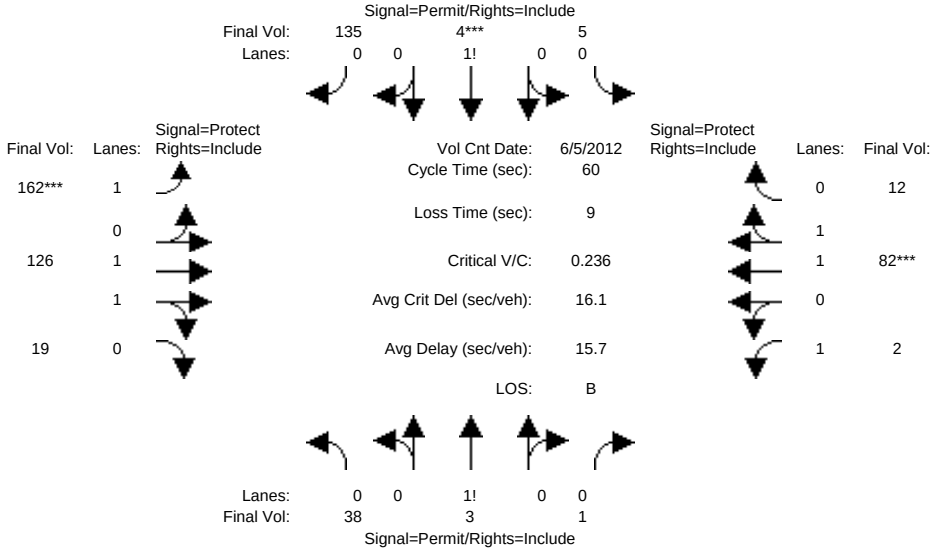
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P AM

Intersection #7: Ranch Drive and Project Entrance



Street Name:	Project Entrance						Ranch Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	38	3	1	3	4	72	48	126	19	2	82	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	3	1	3	4	72	48	126	19	2	82	12
Added Vol:	0	0	0	0	0	59	109	0	0	0	0	0
Pass-by/Div:	0	0	0	2	0	4	5	0	0	0	0	0
Initial Fut:	38	3	1	5	4	135	162	126	19	2	82	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	3	1	5	4	135	162	126	19	2	82	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	3	1	5	4	135	162	126	19	2	82	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	3	1	5	4	135	162	126	19	2	82	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.91	0.07	0.02	0.03	0.03	0.94	1.00	1.73	0.27	1.00	1.74	0.26
Final Sat.:	1583	125	42	61	49	1641	1750	3215	485	1750	3227	472
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.08	0.08	0.08	0.09	0.04	0.04	0.00	0.03	0.03
Crit Moves:					****		****				****	
Green/Cycle:	0.32	0.32	0.32	0.32	0.32	0.32	0.36	0.31	0.31	0.22	0.17	0.17
Volume/Cap:	0.07	0.07	0.07	0.26	0.26	0.26	0.26	0.13	0.13	0.01	0.15	0.15
Delay/Veh:	14.2	14.2	14.2	15.3	15.3	15.3	13.7	14.9	14.9	18.4	21.5	21.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.2	14.2	14.2	15.3	15.3	15.3	13.7	14.9	14.9	18.4	21.5	21.5
LOS by Move:	B	B	B	B	B	B	B	B	B	B-	C+	C+
HCM2k95thQ:	1	1	1	5	5	5	4	2	2	0	2	2

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

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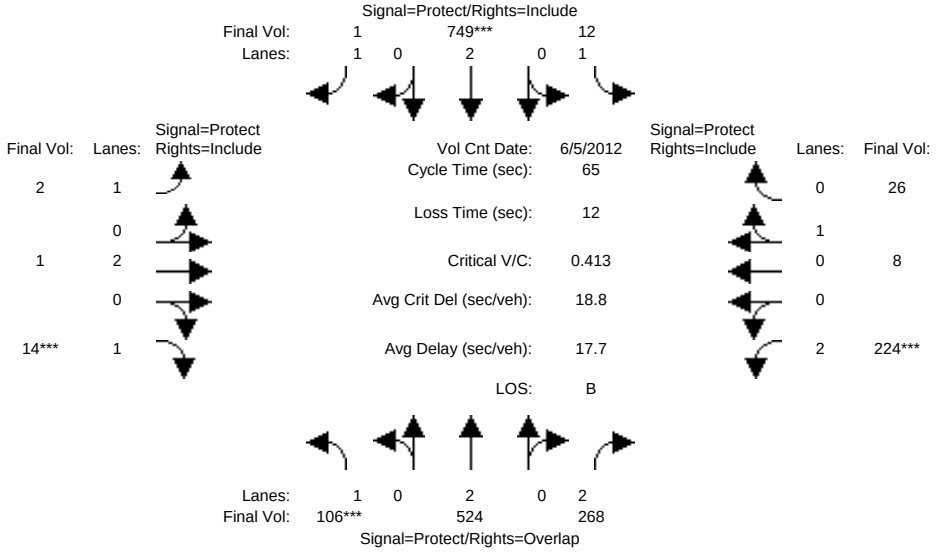
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

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

Intersection #8: McCarthy Blvd and Ranch Dr (South)



Street Name:	McCarthy Blvd						Ranch Dr (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM

Base Vol:	106	524	268	12	749	1	2	1	14	224	8	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	524	268	12	749	1	2	1	14	224	8	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	524	268	12	749	1	2	1	14	224	8	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	524	268	12	749	1	2	1	14	224	8	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	524	268	12	749	1	2	1	14	224	8	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	524	268	12	749	1	2	1	14	224	8	26

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	0.22	0.78
Final Sat.:	1750	3800	3150	1750	3800	1750	1750	3800	1750	3150	420	1364

Capacity Analysis Module:

Vol/Sat:	0.06	0.14	0.09	0.01	0.20	0.00	0.00	0.00	0.01	0.07	0.02	0.02
Crit Moves:	****				****				****	****		
Green/Cycle:	0.12	0.30	0.45	0.21	0.40	0.40	0.12	0.15	0.15	0.14	0.17	0.17
Volume/Cap:	0.50	0.45	0.19	0.03	0.50	0.00	0.01	0.00	0.05	0.50	0.11	0.11
Uniform Del:	26.7	18.2	10.8	20.2	14.7	11.8	25.1	23.3	23.5	25.7	22.6	22.6
IncremntDel:	1.8	0.3	0.1	0.0	0.3	0.0	0.0	0.0	0.1	0.9	0.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	28.5	18.5	10.9	20.3	15.0	11.8	25.1	23.3	23.5	26.6	22.7	22.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.5	18.5	10.9	20.3	15.0	11.8	25.1	23.3	23.5	26.6	22.7	22.7
LOS by Move:	C	B-	B+	C+	B	B+	C	C	C	C	C+	C+
HCM2k95thQ:	4	8	4	0	12	0	0	0	1	5	1	1

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

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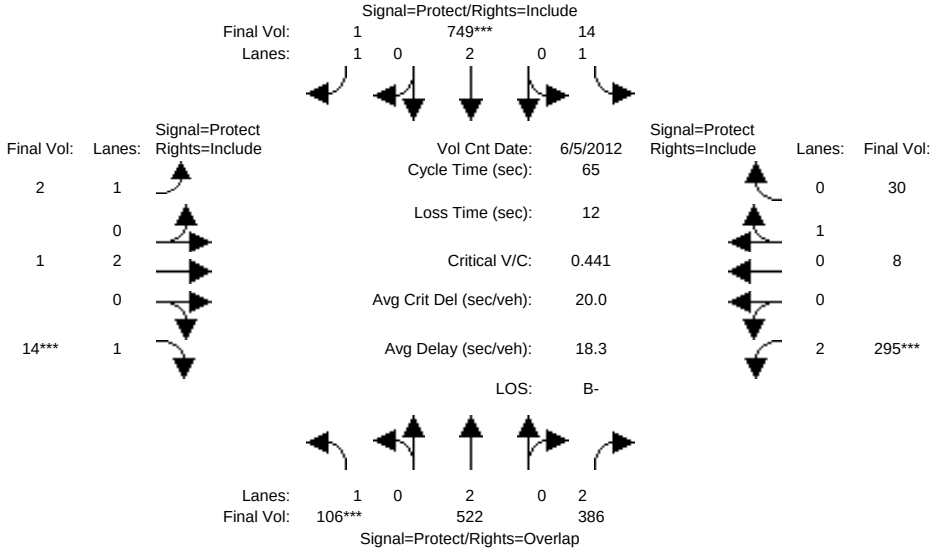
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P AM

Intersection #8: McCarthy Blvd and Ranch Dr (South)

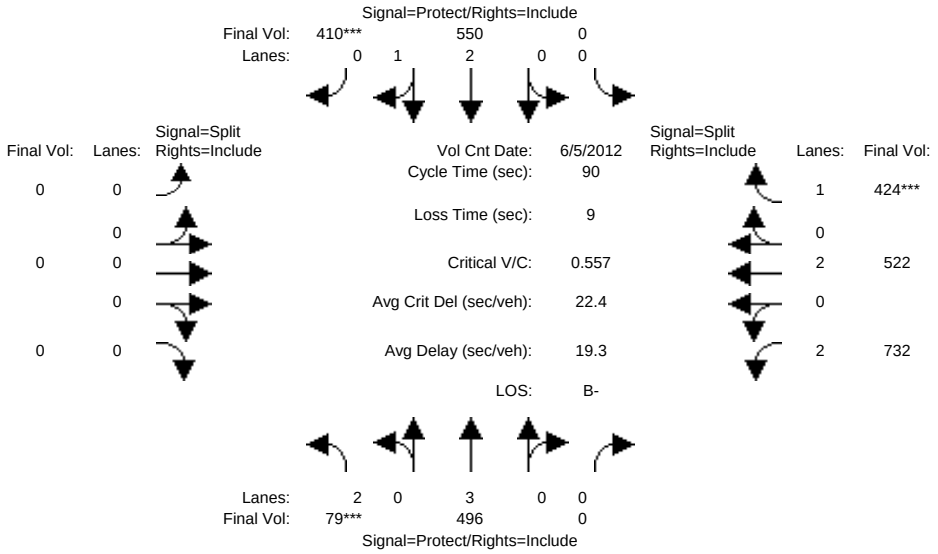



```
Street Name:          McCarthy Blvd                    Ranch Dr (South)
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM
Base Vol:     106  524   268    12  749     1     2    1    14   224    8    26
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  106  524   268    12  749     1     2    1    14   224    8    26
Added Vol:      0    0   113     2    0     0     0    0     0    69    0     2
Pass-by/Div:    0   -2     5     0    0     0     0    0     0     2    0     2
Initial Fut:  106  522   386    14  749     1     2    1    14   295    8    30
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   106  522   386    14  749     1     2    1    14   295    8    30
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  106  522   386    14  749     1     2    1    14   295    8    30
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  106  522   386    14  749     1     2    1    14   295    8    30
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.83  0.92 1.00  0.92  0.92 1.00  0.92  0.83 0.95  0.95
Lanes:       1.00 2.00  2.00  1.00 2.00  1.00  1.00 2.00  1.00  2.00 0.21  0.79
Final Sat.:  1750 3800  3150  1750 3800  1750  1750 3800  1750  3150  379  1421
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.14  0.12  0.01 0.20  0.00  0.00 0.00  0.01  0.09 0.02  0.02
Crit Moves:  ****                 ****                    ****  ****
Green/Cycle: 0.11 0.29  0.46  0.20 0.37  0.37  0.14 0.15  0.15  0.18 0.19  0.19
Volume/Cap:  0.53 0.48  0.27  0.04 0.53  0.00  0.01 0.00  0.05  0.53 0.11  0.11
Delay/Veh:   29.9 19.6  10.8  21.0 16.4  12.9  24.3 23.3  23.5  25.3 21.7  21.7
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  29.9 19.6  10.8  21.0 16.4  12.9  24.3 23.3  23.5  25.3 21.7  21.7
LOS by Move:    C   B-    B+    C+    B     B     C    C     C     C   C+    C+
HCM2k95thQ:     4    8     6     1   12     0     0    0     1     6    1     1
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

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

Intersection #9: McCarthy Blvd and SR-237 WB Ramps



Street Name:	McCarthy Blvd						SR-237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	79	496	0	0	550	410	0	0	0	732	522	424
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	496	0	0	550	410	0	0	0	732	522	424
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	496	0	0	550	410	0	0	0	732	522	424
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	496	0	0	550	410	0	0	0	732	522	424
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	496	0	0	550	410	0	0	0	732	522	424
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	496	0	0	550	410	0	0	0	732	522	424
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	2.00	1.00
Final Sat.:	3150	5700	0	0	3800	1750	0	0	0	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.00	0.00	0.14	0.23	0.00	0.00	0.00	0.23	0.14	0.24
Crit Moves:	****					****						****
Green/Cycle:	0.08	0.48	0.00	0.00	0.40	0.40	0.00	0.00	0.00	0.42	0.42	0.42
Volume/Cap:	0.32	0.18	0.00	0.00	0.36	0.58	0.00	0.00	0.00	0.56	0.33	0.58
Uniform Del:	39.3	13.2	0.0	0.0	18.7	20.9	0.0	0.0	0.0	19.9	17.7	20.1
IncremntDel:	0.8	0.0	0.0	0.0	0.1	0.5	0.0	0.0	0.0	0.5	0.1	1.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	40.0	13.3	0.0	0.0	18.8	21.4	0.0	0.0	0.0	20.4	17.8	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.0	13.3	0.0	0.0	18.8	21.4	0.0	0.0	0.0	20.4	17.8	21.3
LOS by Move:	D	B	A	A	B-	C+	A	A	A	C+	B	C+
HCM2k95thQ:	3	5	0	0	10	17	0	0	0	17	9	17

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

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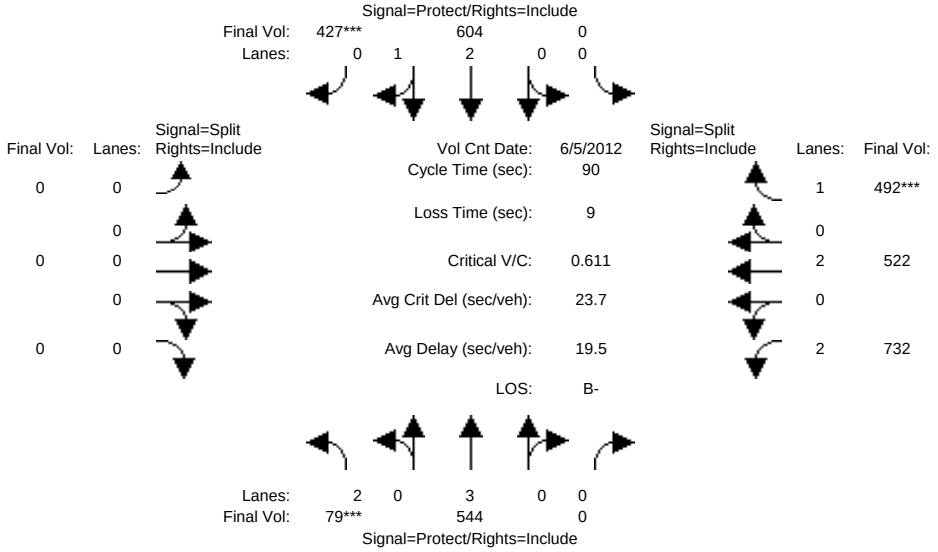
E+P AM

Intersection #9: McCarthy Blvd and SR-237 WB Ramps



Street Name:	McCarthy Blvd						SR-237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	79	496	0	0	550	410	0	0	0	732	522	424
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	496	0	0	550	410	0	0	0	732	522	424
Added Vol:	0	47	0	0	53	16	0	0	0	0	0	66
Pass-by/Div:	0	1	0	0	1	1	0	0	0	0	0	2
Initial Fut:	79	544	0	0	604	427	0	0	0	732	522	492
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	544	0	0	604	427	0	0	0	732	522	492
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	544	0	0	604	427	0	0	0	732	522	492
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	544	0	0	604	427	0	0	0	732	522	492
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	2.00	1.00
Final Sat.:	3150	5700	0	0	3800	1750	0	0	0	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.00	0.00	0.16	0.24	0.00	0.00	0.00	0.23	0.14	0.28
Crit Moves:	****					****						****
Green/Cycle:	0.08	0.46	0.00	0.00	0.38	0.38	0.00	0.00	0.00	0.44	0.44	0.44
Volume/Cap:	0.32	0.21	0.00	0.00	0.42	0.64	0.00	0.00	0.00	0.53	0.31	0.64
Delay/Veh:	40.0	14.6	0.0	0.0	20.5	23.6	0.0	0.0	0.0	18.8	16.5	21.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.0	14.6	0.0	0.0	20.5	23.6	0.0	0.0	0.0	18.8	16.5	21.4
LOS by Move:	D	B	A	A	C+	C	A	A	A	B-	B	C+
HCM2k95thQ:	3	6	0	0	11	19	0	0	0	16	9	20

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

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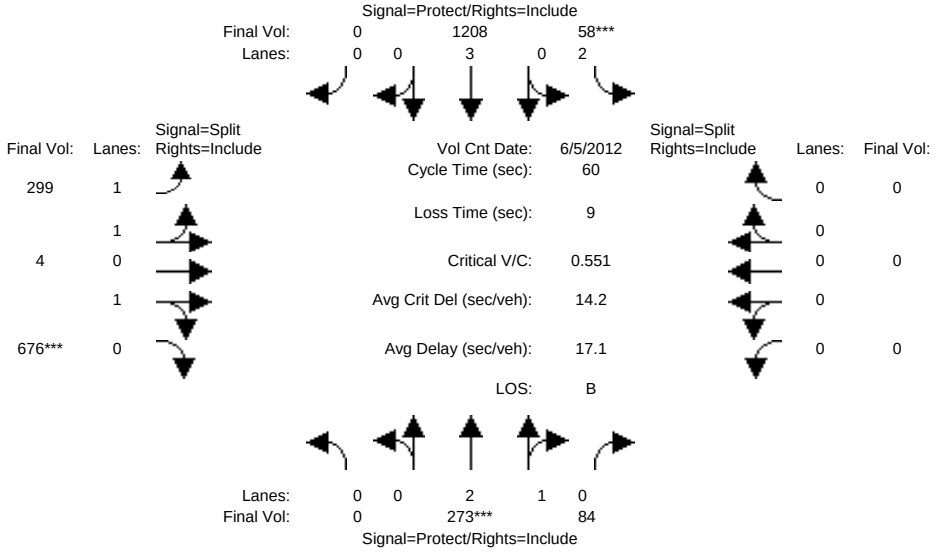
Existing AM

Intersection #10: McCarthy Blvd and SR-237 EB Ramps



Street Name:	McCarthy Blvd						SR-237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	0	273	84	58	1208	0	299	4	676	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	273	84	58	1208	0	299	4	676	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	273	84	58	1208	0	299	4	676	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	273	84	58	1208	0	299	4	676	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	273	84	58	1208	0	299	4	676	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	273	84	58	1208	0	299	4	676	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.25	0.75	2.00	3.00	0.00	1.98	0.02	1.00	0.00	0.00	0.00
Final Sat.:	0	4273	1315	3150	5700	0	3457	46	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.06	0.02	0.21	0.00	0.09	0.09	0.39	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.17	0.17	0.12	0.28	0.00	0.57	0.57	0.57	0.00	0.00	0.00
Volume/Cap:	0.00	0.38	0.38	0.16	0.75	0.00	0.15	0.15	0.68	0.00	0.00	0.00
Uniform Del:	0.0	22.3	22.3	23.8	19.6	0.0	6.2	6.2	9.2	0.0	0.0	0.0
IncremntDel:	0.0	0.3	0.3	0.2	2.0	0.0	0.0	0.0	1.4	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	22.5	22.5	24.0	21.5	0.0	6.2	6.2	10.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.5	22.5	24.0	21.5	0.0	6.2	6.2	10.5	0.0	0.0	0.0
LOS by Move:	A	C+	C+	C	C+	A	A	A	B+	A	A	A
HCM2k95thQ:	0	4	4	1	14	0	3	3	20	0	0	0

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

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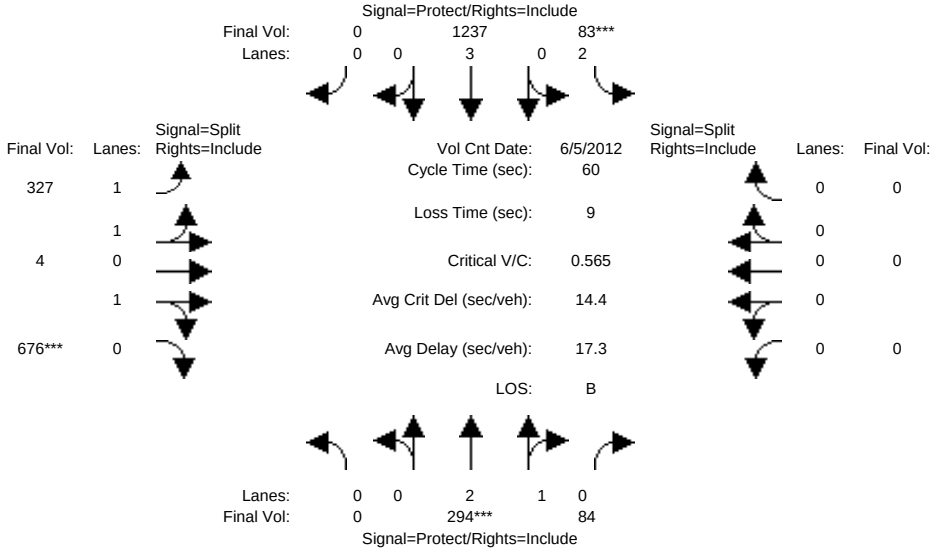
E+P AM

Intersection #10: McCarthy Blvd and SR-237 EB Ramps




```
Street Name:          McCarthy Blvd                    SR-237 EB Ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10   10   10    10     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0  4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM
Base Vol:       0  273    84    58 1208     0  299    4   676     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  273    84    58 1208     0  299    4   676     0    0     0
Added Vol:      0   21     0    25   28     0   27    0     0     0    0     0
Pass-by/Div:    0    0     0     0    1     0    1    0     0     0    0     0
Initial Fut:    0  294    84    83 1237     0  327    4   676     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  294    84    83 1237     0  327    4   676     0    0     0
Reduct Vol:     0    0     0     0    0     0    0    0     0     0    0     0
Reduced Vol:    0  294    84    83 1237     0  327    4   676     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0  294    84    83 1237     0  327    4   676     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900 1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.99  0.95  0.83 1.00  0.92 0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       0.00 2.31  0.69  2.00 3.00  0.00 1.98 0.02  1.00  0.00 0.00  0.00
Final Sat.:     0 4354  1244  3150 5700     0 3461   42  1750     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.07  0.07  0.03 0.22  0.00 0.09 0.09  0.39  0.00 0.00  0.00
Crit Moves:        ****        ****                       ****
Green/Cycle: 0.00 0.17  0.17  0.12 0.28  0.00 0.57 0.57  0.57  0.00 0.00  0.00
Volume/Cap:  0.00 0.41  0.41  0.23 0.77  0.00 0.17 0.17  0.68  0.00 0.00  0.00
Delay/Veh:    0.0 22.6  22.6  24.4 21.9   0.0  6.2  6.2  10.5   0.0  0.0   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0 22.6  22.6  24.4 21.9   0.0  6.2  6.2  10.5   0.0  0.0   0.0
LOS by Move:    A   C+    C+     C   C+     A    A    A    B+     A    A     A
HCM2k95thQ:     0    4     4     2   14     0    3    3    20     0    0     0
Note: Queue reported is the number of cars per lane.
```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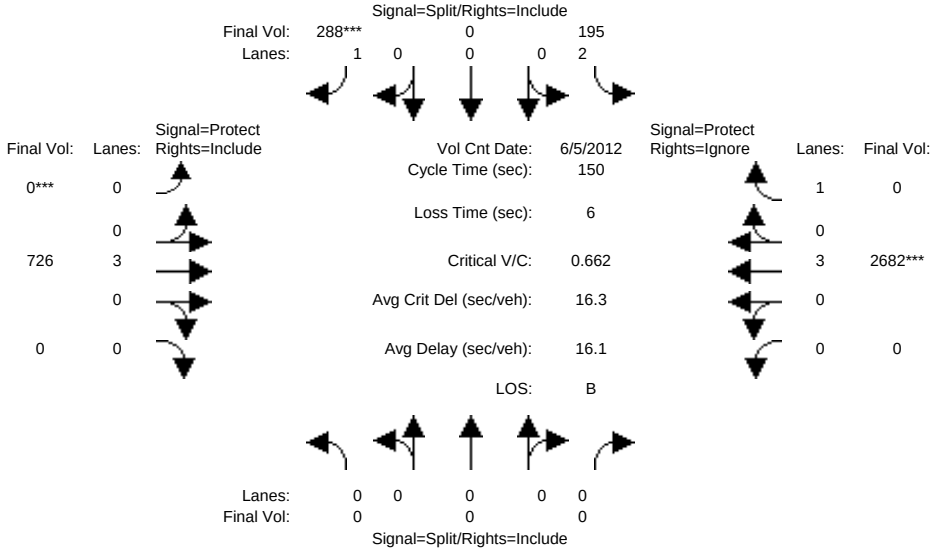
Existing AM

Intersection #11: I-880 SB Ramps and SR-237




```
Street Name:          I-880 SB Ramps                        SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0    0     0    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM
Base Vol:       0    0     0   195    0   288     0  726     0     0 2682   691
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0   195    0   288     0  726     0     0 2682   691
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0   195    0   288     0  726     0     0 2682   691
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Volume:     0    0     0   195    0   288     0  726     0     0 2682     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0   195    0   288     0  726     0     0 2682     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
FinalVolume:    0    0     0   195    0   288     0  726     0     0 2682     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.83 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       0.00 0.00  0.00  2.00 0.00  1.00  0.00 3.00  0.00  0.00 3.00  1.00
Final Sat.:     0    0     0  3150    0  1750     0 5700     0     0 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.06 0.00  0.16  0.00 0.13  0.00  0.00 0.47  0.00
Crit Moves:                                ****  ****                  ****
Green/Cycle: 0.00 0.00  0.00  0.25 0.00  0.25  0.00 0.71  0.00  0.00 0.71  0.00
Volume/Cap:  0.00 0.00  0.00  0.25 0.00  0.66  0.00 0.18  0.00  0.00 0.66  0.00
Uniform Del:  0.0  0.0   0.0  45.1  0.0  50.7   0.0  7.2   0.0   0.0 11.8   0.0
IncremntDel:  0.0  0.0   0.0   0.2  0.0   3.8   0.0  0.0   0.0   0.0  0.4   0.0
InitQueuDel:  0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Delay Adj:   0.00 0.00  0.00  1.00 0.00  1.00  0.00 1.00  0.00  0.00 1.00  0.00
Delay/Veh:    0.0  0.0   0.0  45.3  0.0  54.4   0.0  7.2   0.0   0.0 12.2   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0  0.0   0.0  45.3  0.0  54.4   0.0  7.2   0.0   0.0 12.2   0.0
LOS by Move:    A    A     A     D    A    D-     A    A     A     A    B     A
HCM2k95thQ:     0    0     0     8    0    24     0    7     0     0   36     0
Note: Queue reported is the number of cars per lane.
```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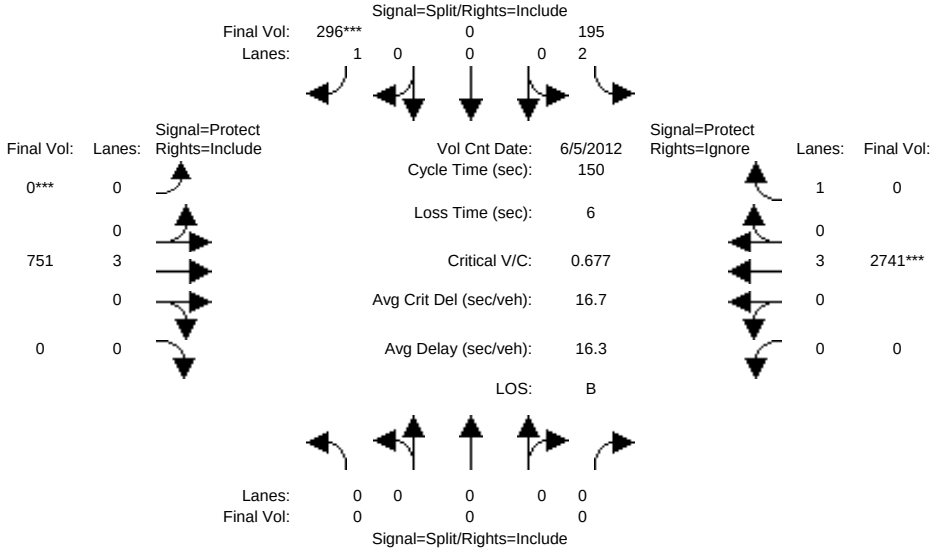
SJ12-1361
Existing plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P AM

Intersection #11: I-880 SB Ramps and SR-237

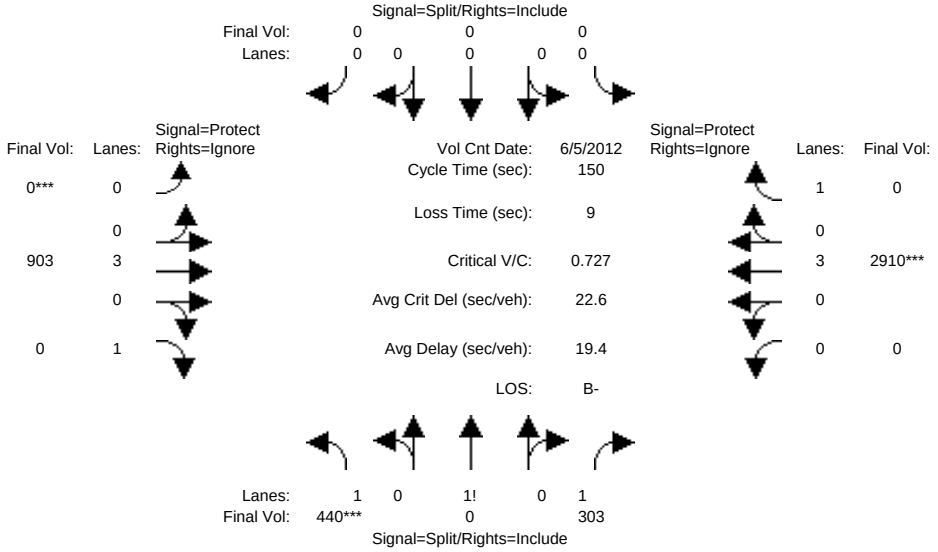



```
Street Name:          I-880 SB Ramps                        SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0    0     0   10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0  4.0  4.0   4.0   4.0  4.0   4.0  4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM
Base Vol:       0    0     0  195    0   288     0  726     0     0 2682   691
Growth Adj:  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0  195    0   288     0  726     0     0 2682   691
Added Vol:      0    0     0    0    0     8     0   25     0     0   58     0
Pass-by/Div:    0    0     0    0    0     0     0    0     0     0    1     0
Initial Fut:    0    0     0  195    0   296     0  751     0     0 2741   691
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Volume:     0    0     0  195    0   296     0  751     0     0 2741     0
Reduct Vol:     0    0     0    0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0  195    0   296     0  751     0     0 2741     0
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
FinalVolume:    0    0     0  195    0   296     0  751     0     0 2741     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900 1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92 0.83 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       0.00 0.00  0.00 2.00 0.00  1.00  0.00 3.00  0.00  0.00 3.00  1.00
Final Sat.:     0    0     0 3150    0  1750     0 5700     0     0 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00 0.06 0.00  0.17  0.00 0.13  0.00  0.00 0.48  0.00
Crit Moves:                              ****  ****                   ****
Green/Cycle: 0.00 0.00  0.00 0.25 0.00  0.25  0.00 0.71  0.00  0.00 0.71  0.00
Volume/Cap:  0.00 0.00  0.00 0.25 0.00  0.68  0.00 0.19  0.00  0.00 0.68  0.00
Delay/Veh:    0.0  0.0   0.0 45.2  0.0  55.0   0.0  7.3   0.0   0.0 12.6   0.0
User DelAdj: 1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0  0.0   0.0 45.2  0.0  55.0   0.0  7.3   0.0   0.0 12.6   0.0
LOS by Move:    A    A     A    D    A    E+     A    A     A     A    B     A
HCM2k95thQ:     0    0     0    8    0    25     0    7     0     0   38     0
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

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

Intersection #12: I-880 NB Ramps and SR-237




```
Street Name:          I-880 NB Ramps                        SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10     0    0     0     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM
Base Vol:     440    0   303     0    0     0     0  903    40     0 2910   232
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  440    0   303     0    0     0     0  903    40     0 2910   232
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  440    0   303     0    0     0     0  903    40     0 2910   232
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Volume:   440    0   303     0    0     0     0  903     0     0 2910     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  440    0   303     0    0     0     0  903     0     0 2910     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
FinalVolume:  440    0   303     0    0     0     0  903     0     0 2910     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.84 1.00  0.84  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.59 0.00  1.41  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:  2540    0  2246     0    0     0     0 5700  1750     0 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.17 0.00  0.13  0.00 0.00  0.00  0.00 0.16  0.00  0.00 0.51  0.00
Crit Moves:  ****                             ****                   ****
Green/Cycle: 0.24 0.00  0.24  0.00 0.00  0.00  0.00 0.70  0.00  0.00 0.70  0.00
Volume/Cap:  0.73 0.00  0.57  0.00 0.00  0.00  0.00 0.23  0.00  0.00 0.73  0.00
Uniform Del: 52.7  0.0  50.3   0.0  0.0   0.0   0.0  7.9   0.0   0.0 13.6   0.0
IncremntDel:  2.7  0.0   0.6   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.7   0.0
InitQueuDel:  0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Delay Adj:   1.00 0.00  1.00  0.00 0.00  0.00  0.00 1.00  0.00  0.00 1.00  0.00
Delay/Veh:   55.3  0.0  50.9   0.0  0.0   0.0   0.0  7.9   0.0   0.0 14.3   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  55.3  0.0  50.9   0.0  0.0   0.0   0.0  7.9   0.0   0.0 14.3   0.0
LOS by Move:   E+    A     D     A    A     A     A    A     A     A    B     A
HCM2k95thQ:    25    0    18     0    0     0     0    9     0     0   44     0
Note: Queue reported is the number of cars per lane.
```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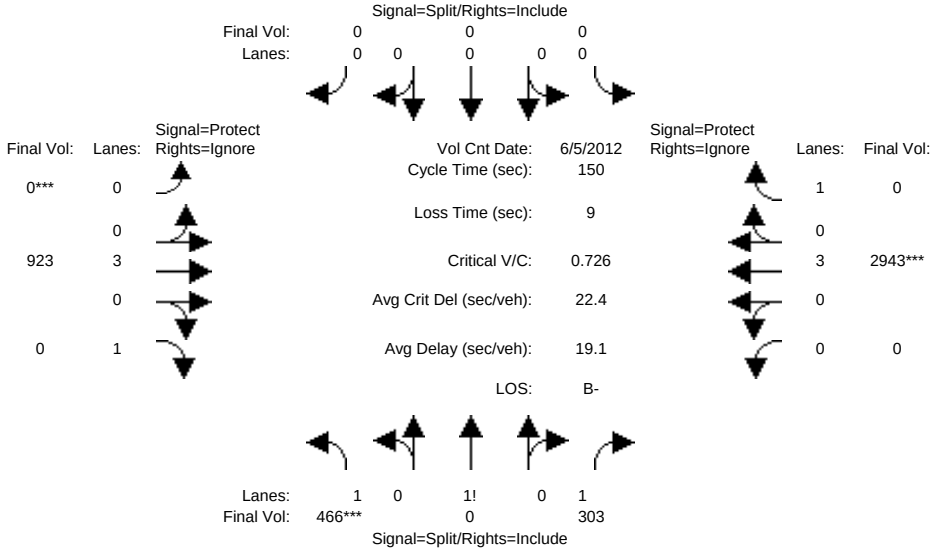
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P AM

Intersection #12: I-880 NB Ramps and SR-237



Street Name:	I-880 NB Ramps						SR-237					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	440	0	303	0	0	0	0	903	40	0	2910	232
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	440	0	303	0	0	0	0	903	40	0	2910	232
Added Vol:	25	0	0	0	0	0	0	20	5	0	33	0
Pass-by/Div:	1	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	466	0	303	0	0	0	0	923	45	0	2943	232
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	466	0	303	0	0	0	0	923	0	0	2943	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	466	0	303	0	0	0	0	923	0	0	2943	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	466	0	303	0	0	0	0	923	0	0	2943	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.61	0.00	1.39	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	2810	0	2440	0	0	0	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.12	0.00	0.00	0.00	0.00	0.16	0.00	0.00	0.52	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.23	0.00	0.23	0.00	0.00	0.00	0.00	0.71	0.00	0.00	0.71	0.00
Volume/Cap:	0.73	0.00	0.54	0.00	0.00	0.00	0.00	0.23	0.00	0.00	0.73	0.00
Delay/Veh:	56.1	0.0	51.4	0.0	0.0	0.0	0.0	7.5	0.0	0.0	13.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.1	0.0	51.4	0.0	0.0	0.0	0.0	7.5	0.0	0.0	13.6	0.0
LOS by Move:	E+	A	D-	A	A	A	A	A	A	A	B	A
HCM2k95thQ:	26	0	18	0	0	0	0	9	0	0	44	0

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

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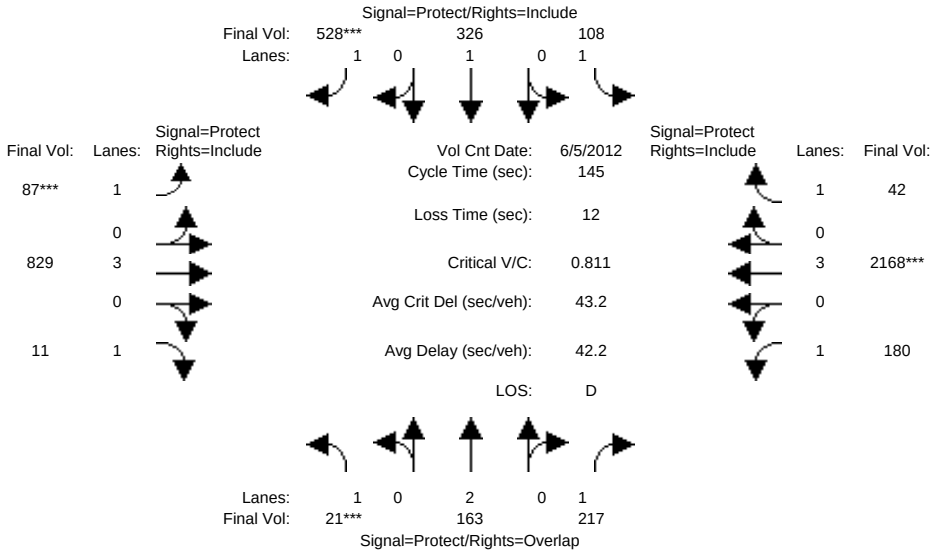
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

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

Intersection #13: Abel Street and SR-237



Street Name:	Abel Street						SR-237					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 7:40:00 AM												
Base Vol:	21	163	217	108	326	528	87	829	11	180	2168	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	163	217	108	326	528	87	829	11	180	2168	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	163	217	108	326	528	87	829	11	180	2168	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	163	217	108	326	528	87	829	11	180	2168	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	163	217	108	326	528	87	829	11	180	2168	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	163	217	108	326	528	87	829	11	180	2168	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.12	0.06	0.17	0.30	0.05	0.15	0.01	0.10	0.38	0.02
Crit Moves:	****					****	****				****	
Green/Cycle:	0.05	0.21	0.43	0.19	0.36	0.36	0.06	0.30	0.30	0.21	0.45	0.45
Volume/Cap:	0.25	0.20	0.29	0.32	0.48	0.84	0.84	0.49	0.02	0.49	0.84	0.05
Uniform Del:	66.5	46.7	27.3	50.4	36.0	42.8	67.6	41.7	35.8	50.2	35.2	22.3
IncremntDel:	1.5	0.1	0.2	0.6	0.5	10.0	43.2	0.2	0.0	1.0	2.7	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	68.0	46.9	27.5	51.0	36.6	52.8	110.7	41.9	35.9	51.2	37.9	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.0	46.9	27.5	51.0	36.6	52.8	110.7	41.9	35.9	51.2	37.9	22.4
LOS by Move:	E	D	C	D-	D+	D-	F	D	D+	D-	D+	C+
HCM2k95thQ:	2	6	13	9	20	42	12	19	1	13	44	2

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

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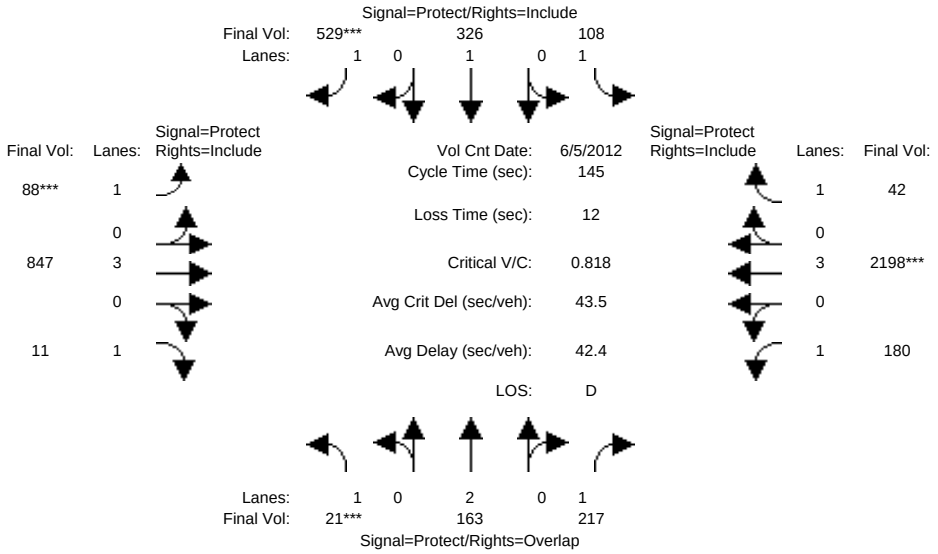
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P AM

Intersection #13: Abel Street and SR-237



Street Name:	Abel Street						SR-237					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 7:40:00 AM												
Base Vol:	21	163	217	108	326	528	87	829	11	180	2168	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	163	217	108	326	528	87	829	11	180	2168	42
Added Vol:	0	0	0	0	0	1	1	18	0	0	30	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	163	217	108	326	529	88	847	11	180	2198	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	163	217	108	326	529	88	847	11	180	2198	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	163	217	108	326	529	88	847	11	180	2198	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	163	217	108	326	529	88	847	11	180	2198	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.12	0.06	0.17	0.30	0.05	0.15	0.01	0.10	0.39	0.02
Crit Moves:	****					****	****				****	
Green/Cycle:	0.05	0.21	0.42	0.19	0.36	0.36	0.06	0.30	0.30	0.21	0.45	0.45
Volume/Cap:	0.25	0.20	0.29	0.32	0.48	0.85	0.85	0.49	0.02	0.49	0.85	0.05
Delay/Veh:	68.0	47.0	27.8	51.2	36.9	53.8	112.4	41.6	35.4	51.5	38.0	22.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.0	47.0	27.8	51.2	36.9	53.8	112.4	41.6	35.4	51.5	38.0	22.2
LOS by Move:	E	D	C	D-	D+	D-	F	D	D+	D-	D+	C+
HCM2k95thQ:	2	6	13	9	20	42	12	19	1	13	44	2

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

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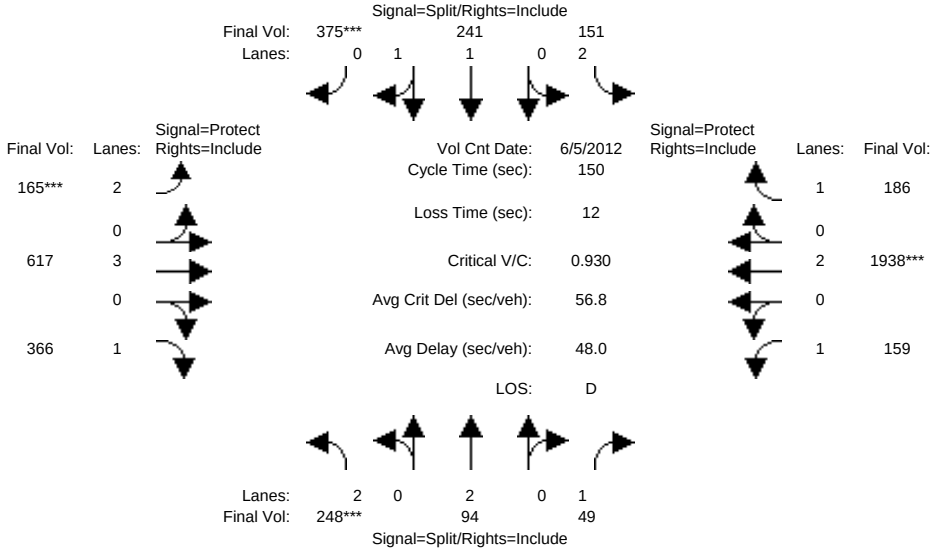
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

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

Intersection #14: Milpitas Blvd and SR-237




```
Street Name:          Milpitas Blvd                          SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM
Base Vol:     248   94    49   151  241   375   165  617   366   159 1938   186
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  248   94    49   151  241   375   165  617   366   159 1938   186
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  248   94    49   151  241   375   165  617   366   159 1938   186
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   248   94    49   151  241   375   165  617   366   159 1938   186
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  248   94    49   151  241   375   165  617   366   159 1938   186
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  248   94    49   151  241   375   165  617   366   159 1938   186
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.83 1.00  0.92  0.83 1.00  0.92  0.92 1.00  0.92
Lanes:       2.00 2.00  1.00  2.00 1.00  1.00  2.00 3.00  1.00  1.00 2.00  1.00
Final Sat.:  3150 3800  1750  3150 1900  1750  3150 5700  1750  1750 3800  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.02  0.03  0.05 0.13  0.21  0.05 0.11  0.21  0.09 0.51  0.11
Crit Moves:  ****                         ****  ****                    ****
Green/Cycle: 0.08 0.08  0.08  0.23 0.23  0.23  0.06 0.42  0.42  0.18 0.55  0.55
Volume/Cap:  0.93 0.29  0.33  0.21 0.55  0.93  0.93 0.26  0.50  0.50 0.93  0.19
Uniform Del: 68.2 64.4  64.6  46.6 50.9  56.5  70.5 28.1  31.7  55.0 31.2  17.1
IncremntDel: 36.7  0.5   1.3   0.1  0.6  19.7  47.6  0.1   0.5   1.2  8.1   0.1
InitQueuDel:  0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Delay Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Delay/Veh:  104.9 64.9  66.0  46.8 51.5  76.2 118.1 28.2  32.2  56.2 39.3  17.2
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh: 104.9 64.9  66.0  46.8 51.5  76.2 118.1 28.2  32.2  56.2 39.3  17.2
LOS by Move:    F    E     E     D   D-    E-     F    C    C-    E+    D     B
HCM2k95thQ:    18    5     5     7   18    37    10   11    23    13   67     9
Note: Queue reported is the number of cars per lane.
```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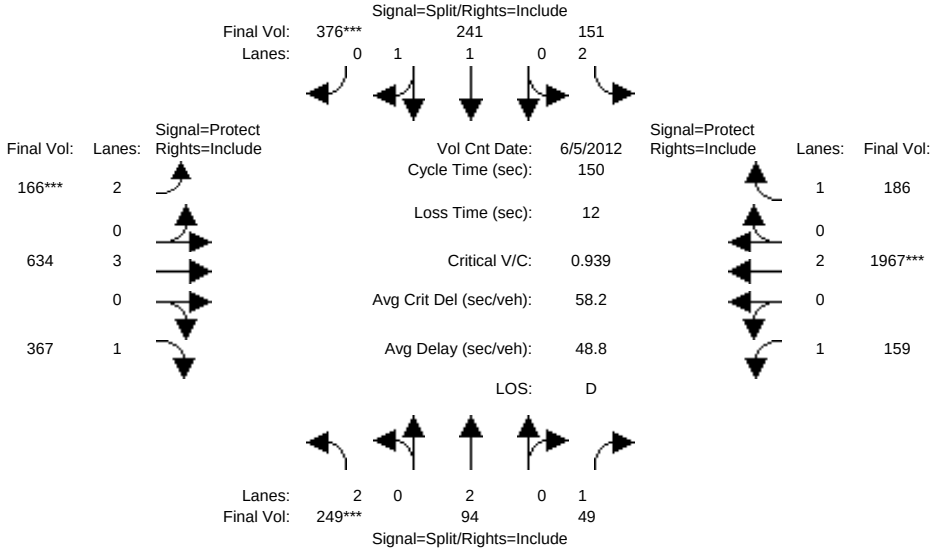
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P AM

Intersection #14: Milpitas Blvd and SR-237




```
Street Name:          Milpitas Blvd                          SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM
Base Vol:     248   94    49   151  241   375   165  617   366   159 1938   186
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  248   94    49   151  241   375   165  617   366   159 1938   186
Added Vol:      1    0     0     0    0     1     1   17     1     0   29     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  249   94    49   151  241   376   166  634   367   159 1967   186
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   249   94    49   151  241   376   166  634   367   159 1967   186
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  249   94    49   151  241   376   166  634   367   159 1967   186
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  249   94    49   151  241   376   166  634   367   159 1967   186
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.83 1.00  0.92  0.83 1.00  0.92  0.92 1.00  0.92
Lanes:       2.00 2.00  1.00  2.00 1.00  1.00  2.00 3.00  1.00  1.00 2.00  1.00
Final Sat.:  3150 3800  1750  3150 1900  1750  3150 5700  1750  1750 3800  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.02  0.03  0.05 0.13  0.21  0.05 0.11  0.21  0.09 0.52  0.11
Crit Moves:  ****                         ****  ****                    ****
Green/Cycle: 0.08 0.08  0.08  0.23 0.23  0.23  0.06 0.42  0.42  0.18 0.55  0.55
Volume/Cap:  0.94 0.29  0.33  0.21 0.55  0.94  0.94 0.26  0.50  0.50 0.94  0.19
Delay/Veh:  107.4 65.0  66.1  47.0 51.7  78.3 120.7 28.1  32.1  56.2 40.4  17.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh: 107.4 65.0  66.1  47.0 51.7  78.3 120.7 28.1  32.1  56.2 40.4  17.0
LOS by Move:    F    E     E     D   D-    E-     F    C    C-    E+    D     B
HCM2k95thQ:    18    5     5     7   19    37    11   12    23    13   69     9
Note: Queue reported is the number of cars per lane.
```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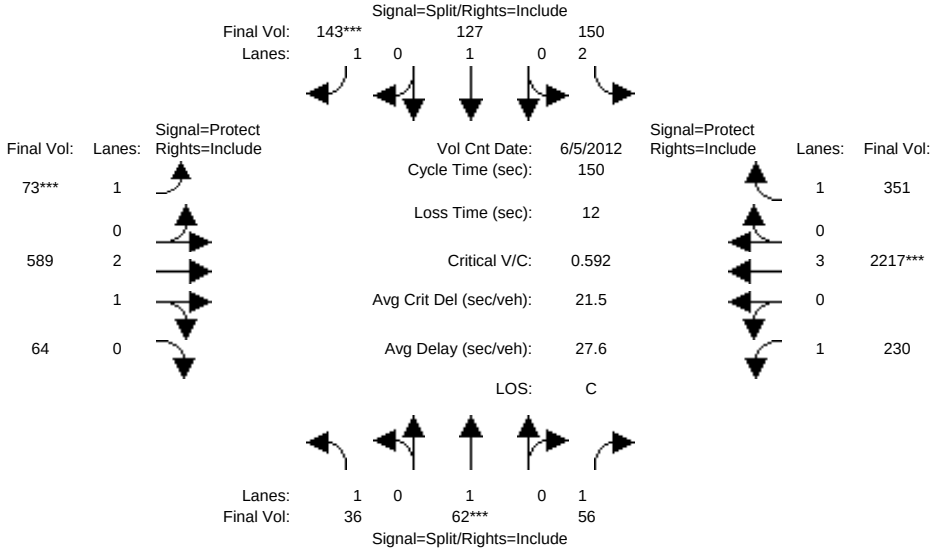
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

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

Intersection #15: Hillview Drive and SR-237

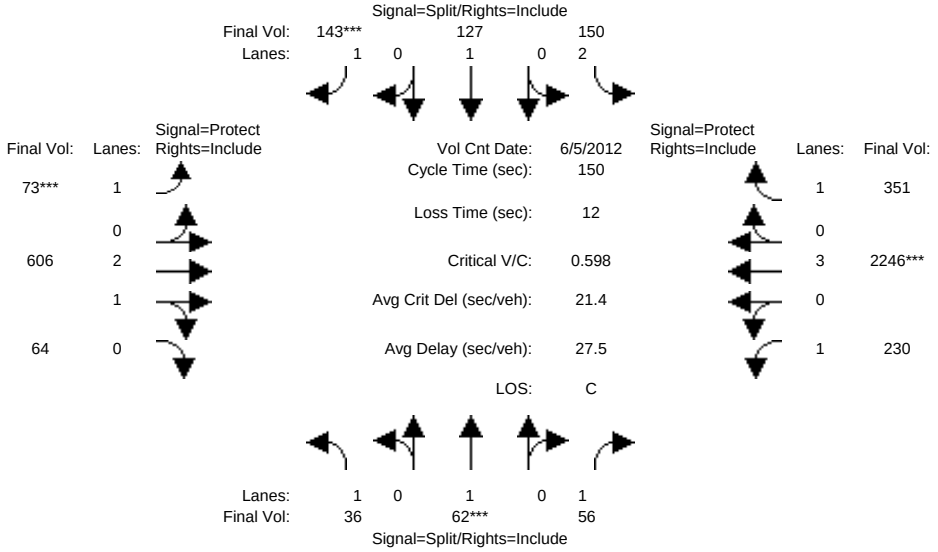



```
Street Name:          Hillview Drive                        SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 7:35:00 AM
Base Vol:      36   62    56   150  127   143    73  589    64   230 2217   351
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   36   62    56   150  127   143    73  589    64   230 2217   351
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   36   62    56   150  127   143    73  589    64   230 2217   351
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    36   62    56   150  127   143    73  589    64   230 2217   351
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   36   62    56   150  127   143    73  589    64   230 2217   351
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   36   62    56   150  127   143    73  589    64   230 2217   351
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.83 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.00 1.00  1.00  2.00 1.00  1.00  1.00 2.68  0.32  1.00 3.00  1.00
Final Sat.:  1750 1900  1750  3150 1900  1750  1750 5099   554  1750 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.03  0.03  0.05 0.07  0.08  0.04 0.12  0.12  0.13 0.39  0.20
Crit Moves:        ****                    ****  ****                    ****
Green/Cycle: 0.07 0.07  0.07  0.14 0.14  0.14  0.07 0.34  0.34  0.38 0.65  0.65
Volume/Cap:  0.31 0.49  0.48  0.35 0.49  0.60  0.60 0.34  0.34  0.34 0.60  0.31
Uniform Del: 66.7 67.5  67.5  58.8 60.0  61.0  67.8 37.4  37.4  33.0 15.2  11.6
IncremntDel:  1.5  3.0   3.1   0.5  1.5   4.2   8.1  0.1   0.1   0.3  0.3   0.2
InitQueuDel:  0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Delay Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Delay/Veh:   68.2 70.5  70.6  59.3 61.5  65.2  75.9 37.5  37.5  33.3 15.5  11.8
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  68.2 70.5  70.6  59.3 61.5  65.2  75.9 37.5  37.5  33.3 15.5  11.8
LOS by Move:    E    E     E    E+    E     E    E-   D+    D+    C-    B    B+
HCM2k95thQ:     4    7     7     8   11    14     7   14    14    15   33    14
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P AM

Intersection #15: Hillview Drive and SR-237

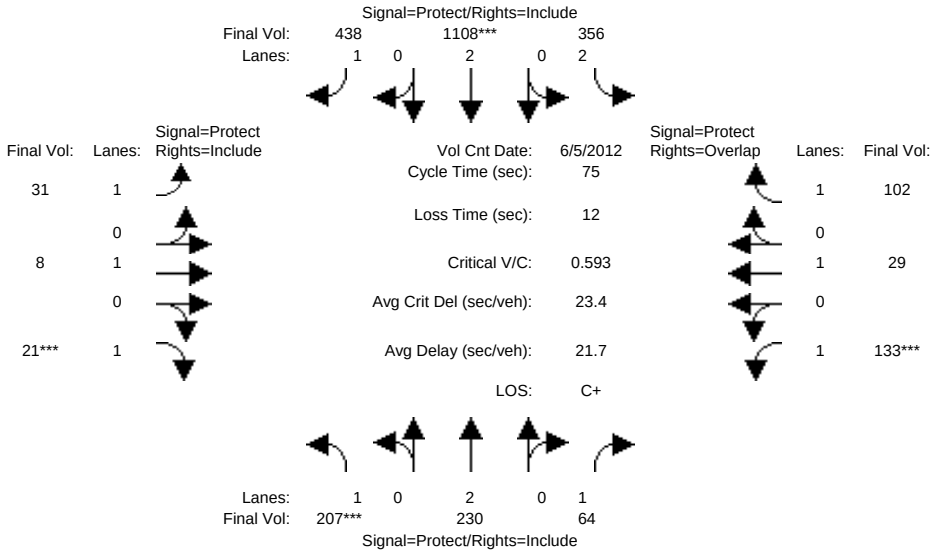



```
Street Name:          Hillview Drive                        SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 7:35:00 AM
Base Vol:      36   62    56   150  127   143    73  589    64   230 2217   351
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   36   62    56   150  127   143    73  589    64   230 2217   351
Added Vol:      0    0     0     0    0     0     0   17     0     0   29     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   36   62    56   150  127   143    73  606    64   230 2246   351
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    36   62    56   150  127   143    73  606    64   230 2246   351
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   36   62    56   150  127   143    73  606    64   230 2246   351
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   36   62    56   150  127   143    73  606    64   230 2246   351
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.83 1.00  0.92  0.92 0.99  0.95  0.92 1.00  0.92
Lanes:       1.00 1.00  1.00  2.00 1.00  1.00  1.00 2.70  0.30  1.00 3.00  1.00
Final Sat.:  1750 1900  1750  3150 1900  1750  1750 5064   535  1750 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.03  0.03  0.05 0.07  0.08  0.04 0.12  0.12  0.13 0.39  0.20
Crit Moves:        ****                    ****  ****                    ****
Green/Cycle: 0.07 0.07  0.07  0.13 0.13  0.13  0.07 0.34  0.34  0.38 0.65  0.65
Volume/Cap:  0.31 0.49  0.48  0.35 0.50  0.61  0.61 0.35  0.35  0.35 0.61  0.31
Delay/Veh:   68.2 70.5  70.6  59.5 61.7  65.6  76.4 36.9  36.9  33.9 15.5  11.7
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  68.2 70.5  70.6  59.5 61.7  65.6  76.4 36.9  36.9  33.9 15.5  11.7
LOS by Move:    E    E     E    E+    E     E    E-   D+    D+    C-    B    B+
HCM2k95thQ:     4    7     7     8   11    14     7   14    14    15   33    14
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

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

Intersection #16: McCarthy Blvd and Bellew Dr



Street Name:	McCarthy Blvd						Bellew Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	207	230	64	356	1108	438	31	8	21	133	29	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	207	230	64	356	1108	438	31	8	21	133	29	102
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	207	230	64	356	1108	438	31	8	21	133	29	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	207	230	64	356	1108	438	31	8	21	133	29	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	230	64	356	1108	438	31	8	21	133	29	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	207	230	64	356	1108	438	31	8	21	133	29	102
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.06	0.04	0.11	0.29	0.25	0.02	0.00	0.01	0.08	0.02	0.06
Crit Moves:	****				****				****	****		
Green/Cycle:	0.17	0.32	0.32	0.27	0.42	0.42	0.10	0.13	0.13	0.11	0.14	0.42
Volume/Cap:	0.69	0.19	0.11	0.41	0.69	0.59	0.18	0.03	0.09	0.69	0.11	0.14
Uniform Del:	29.2	18.3	17.9	22.3	17.6	16.6	30.9	28.3	28.5	32.1	27.9	13.5
IncremntDel:	6.5	0.1	0.1	0.3	1.3	1.3	0.5	0.1	0.2	9.9	0.2	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	35.7	18.4	17.9	22.6	18.8	17.9	31.4	28.3	28.7	42.1	28.1	13.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.7	18.4	17.9	22.6	18.8	17.9	31.4	28.3	28.7	42.1	28.1	13.6
LOS by Move:	D+	B-	B	C+	B-	B	C	C	C	D	C	B
HCM2k95thQ:	10	4	2	8	19	15	2	0	1	9	1	3

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

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Pacific Mall - Silicon Valley
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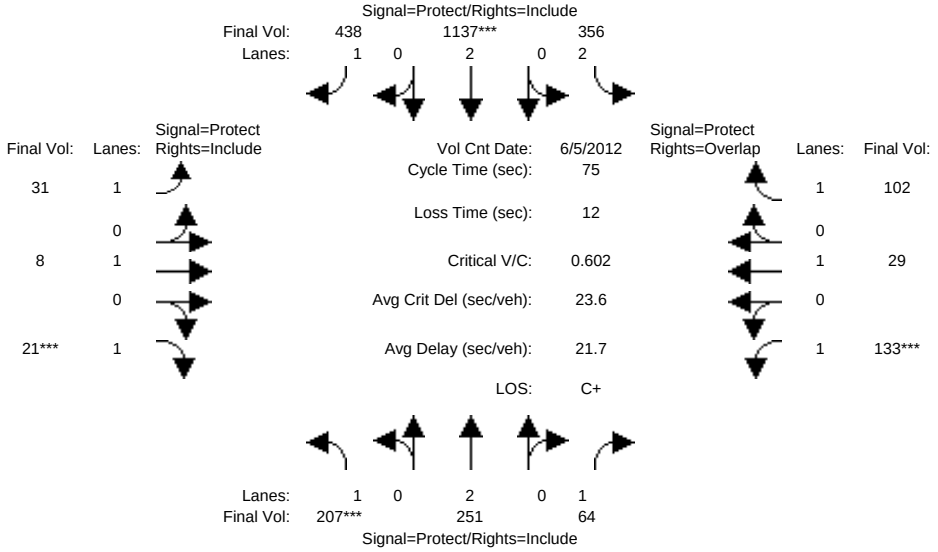
Existing plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P AM

Intersection #16: McCarthy Blvd and Bellew Dr



Street Name:	McCarthy Blvd						Bellew Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	207	230	64	356	1108	438	31	8	21	133	29	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	207	230	64	356	1108	438	31	8	21	133	29	102
Added Vol:	0	21	0	0	28	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	1	0	0	0	0	0	0	0
Initial Fut:	207	251	64	356	1137	438	31	8	21	133	29	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	207	251	64	356	1137	438	31	8	21	133	29	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	251	64	356	1137	438	31	8	21	133	29	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	207	251	64	356	1137	438	31	8	21	133	29	102
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.07	0.04	0.11	0.30	0.25	0.02	0.00	0.01	0.08	0.02	0.06
Crit Moves:	****				****				****	****		
Green/Cycle:	0.17	0.32	0.32	0.27	0.43	0.43	0.10	0.13	0.13	0.11	0.14	0.42
Volume/Cap:	0.70	0.20	0.11	0.41	0.70	0.58	0.18	0.03	0.09	0.70	0.11	0.14
Delay/Veh:	36.5	18.5	17.9	22.6	18.8	17.5	31.4	28.3	28.7	43.1	28.2	13.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.5	18.5	17.9	22.6	18.8	17.5	31.4	28.3	28.7	43.1	28.2	13.6
LOS by Move:	D+	B-	B	C+	B-	B	C	C	C	D	C	B
HCM2k95thQ:	10	4	2	8	19	15	2	0	1	9	1	3

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

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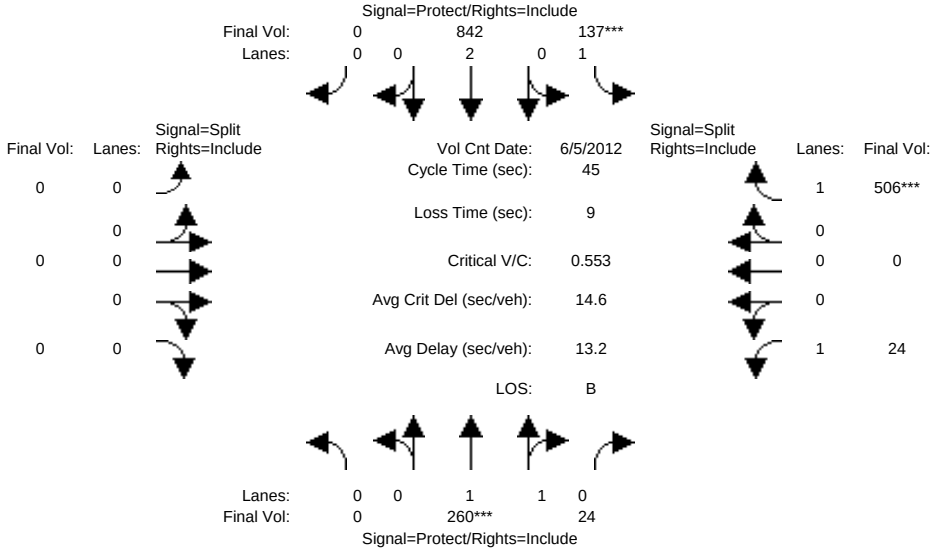
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #17: McCarthy Blvd and Alder Dr



Street Name:	McCarthy Blvd						Barber Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	0	260	24	137	842	0	0	0	0	24	0	506
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	260	24	137	842	0	0	0	0	24	0	506
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	260	24	137	842	0	0	0	0	24	0	506
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	260	24	137	842	0	0	0	0	24	0	506
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	260	24	137	842	0	0	0	0	24	0	506
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	260	24	137	842	0	0	0	0	24	0	506
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.82	0.18	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3454	319	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.08	0.08	0.22	0.00	0.00	0.00	0.00	0.01	0.00	0.29
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.22	0.22	0.16	0.38	0.00	0.00	0.00	0.00	0.42	0.00	0.42
Volume/Cap:	0.00	0.34	0.34	0.50	0.59	0.00	0.00	0.00	0.00	0.03	0.00	0.68
Uniform Del:	0.0	14.7	14.7	17.4	11.2	0.0	0.0	0.0	0.0	7.6	0.0	10.6
IncremntDel:	0.0	0.2	0.2	1.5	0.6	0.0	0.0	0.0	0.0	0.0	0.0	2.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	15.0	15.0	18.9	11.8	0.0	0.0	0.0	0.0	7.6	0.0	13.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.0	15.0	18.9	11.8	0.0	0.0	0.0	0.0	7.6	0.0	13.2
LOS by Move:	A	B	B	B-	B+	A	A	A	A	A	A	B
HCM2k95thQ:	0	3	3	4	9	0	0	0	0	0	0	12

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

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Pacific Mall - Silicon Valley
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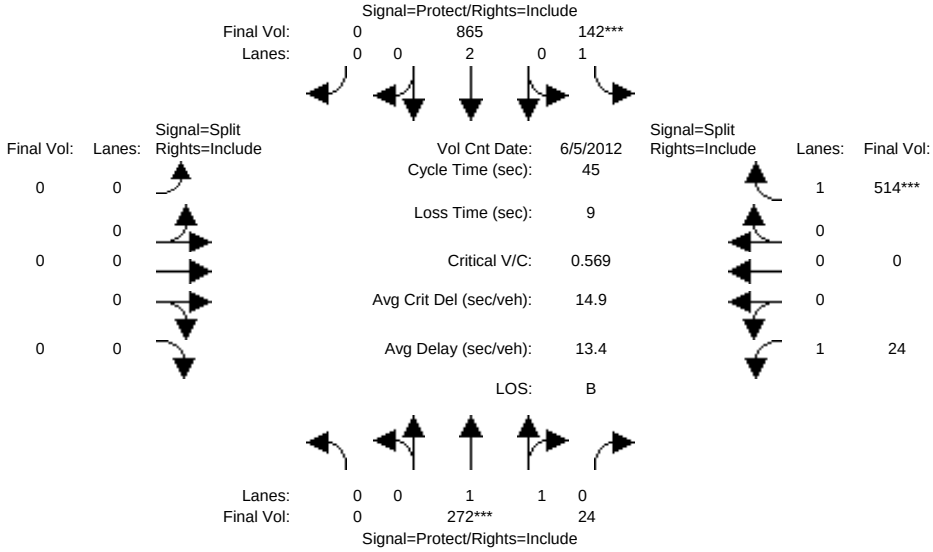
Existing plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P AM

Intersection #17: McCarthy Blvd and Alder Dr



Street Name:	McCarthy Blvd						Barber Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	0	260	24	137	842	0	0	0	0	24	0	506
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	260	24	137	842	0	0	0	0	24	0	506
Added Vol:	0	12	0	5	22	0	0	0	0	0	0	8
Pass-by/Div:	0	0	0	0	1	0	0	0	0	0	0	0
Initial Fut:	0	272	24	142	865	0	0	0	0	24	0	514
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	272	24	142	865	0	0	0	0	24	0	514
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	272	24	142	865	0	0	0	0	24	0	514
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	272	24	142	865	0	0	0	0	24	0	514
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.83	0.17	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3400	300	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.08	0.08	0.23	0.00	0.00	0.00	0.00	0.01	0.00	0.29
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.22	0.22	0.16	0.38	0.00	0.00	0.00	0.00	0.42	0.00	0.42
Volume/Cap:	0.00	0.36	0.36	0.52	0.60	0.00	0.00	0.00	0.00	0.03	0.00	0.70
Delay/Veh:	0.0	15.1	15.1	19.3	12.0	0.0	0.0	0.0	0.0	7.6	0.0	13.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.1	15.1	19.3	12.0	0.0	0.0	0.0	0.0	7.6	0.0	13.5
LOS by Move:	A	B	B	B-	B	A	A	A	A	A	A	B
HCM2k95thQ:	0	4	4	4	9	0	0	0	0	0	0	12

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

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Pacific Mall - Silicon Valley
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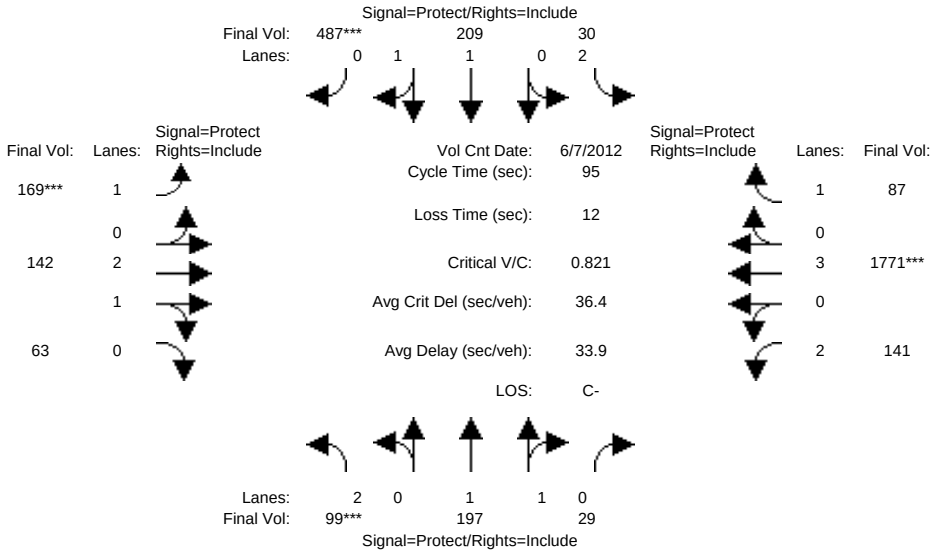
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #18: McCarthy Blvd and Tasman Dr



Street Name:	McCarthy Blvd						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	99	197	29	30	209	487	169	142	63	141	1771	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	197	29	30	209	487	169	142	63	141	1771	87
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	197	29	30	209	487	169	142	63	141	1771	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	197	29	30	209	487	169	142	63	141	1771	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	197	29	30	209	487	169	142	63	141	1771	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	99	197	29	30	209	487	169	142	63	141	1771	87
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.72	0.28	2.00	1.00	1.00	1.00	2.02	0.98	2.00	3.00	1.00
Final Sat.:	3150	3276	482	3150	1900	1750	1750	3847	1707	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.06	0.01	0.11	0.28	0.10	0.04	0.04	0.04	0.31	0.05
Crit Moves:	****					****	****				****	
Green/Cycle:	0.07	0.23	0.23	0.16	0.32	0.32	0.11	0.28	0.28	0.20	0.36	0.36
Volume/Cap:	0.43	0.26	0.26	0.06	0.34	0.86	0.86	0.13	0.13	0.23	0.86	0.14
Uniform Del:	42.1	29.6	29.6	33.5	24.3	30.0	41.4	25.6	25.6	32.2	28.0	20.3
IncremntDel:	1.3	0.2	0.2	0.0	0.1	9.0	29.1	0.0	0.0	0.2	3.8	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	43.3	29.8	29.8	33.6	24.4	39.0	70.4	25.6	25.6	32.4	31.8	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.3	29.8	29.8	33.6	24.4	39.0	70.4	25.6	25.6	32.4	31.8	20.4
LOS by Move:	D	C	C	C-	C	D+	E	C	C	C-	C	C+
HCM2k95thQ:	3	5	5	1	9	27	15	3	3	4	29	4

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

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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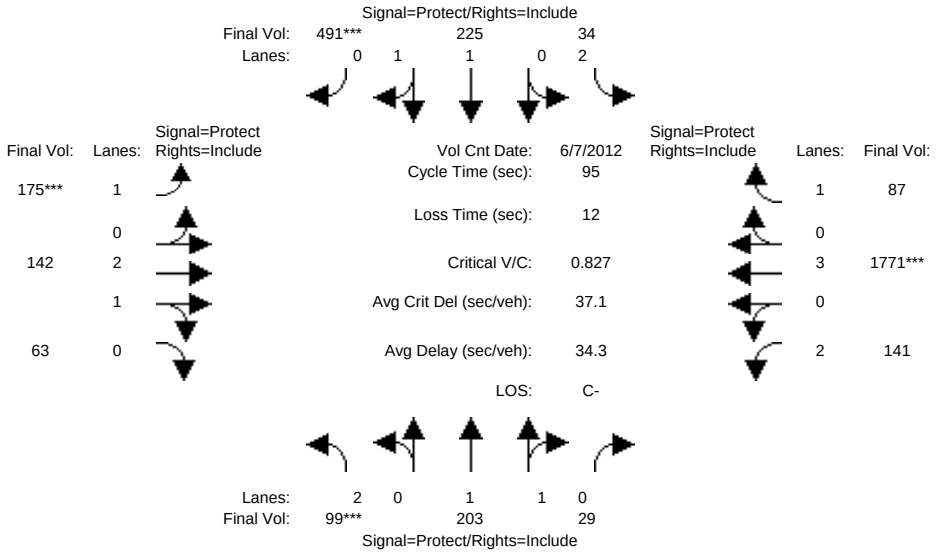
Intersection #18: McCarthy Blvd and Tasman Dr



Street Name:	McCarthy Blvd						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	99	197	29	30	209	487	169	142	63	141	1771	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	197	29	30	209	487	169	142	63	141	1771	87
Added Vol:	0	6	0	4	15	4	6	0	0	0	0	0
Pass-by/Div:	0	0	0	0	1	0	0	0	0	0	0	0
Initial Fut:	99	203	29	34	225	491	175	142	63	141	1771	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	203	29	34	225	491	175	142	63	141	1771	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	203	29	34	225	491	175	142	63	141	1771	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	99	203	29	34	225	491	175	142	63	141	1771	87
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.95	0.83	1.00	0.92
Lanes:	2.00	1.74	0.26	2.00	1.00	1.00	1.00	2.04	0.96	2.00	3.00	1.00
Final Sat.:	3150	3237	462	3150	1900	1750	1750	3877	1720	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.06	0.01	0.12	0.28	0.10	0.04	0.04	0.04	0.31	0.05
Crit Moves:	****					****	****				****	
Green/Cycle:	0.07	0.23	0.23	0.16	0.32	0.32	0.12	0.28	0.28	0.20	0.36	0.36
Volume/Cap:	0.43	0.27	0.27	0.07	0.36	0.86	0.86	0.13	0.13	0.23	0.86	0.14
Delay/Veh:	43.3	29.9	29.9	33.6	24.7	39.5	71.0	25.6	25.6	32.4	32.4	20.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.3	29.9	29.9	33.6	24.7	39.5	71.0	25.6	25.6	32.4	32.4	20.6
LOS by Move:	D	C	C	C-	C	D	E	C	C	C-	C-	C+
HCM2k95thQ:	3	5	5	1	9	27	16	3	3	4	30	4

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

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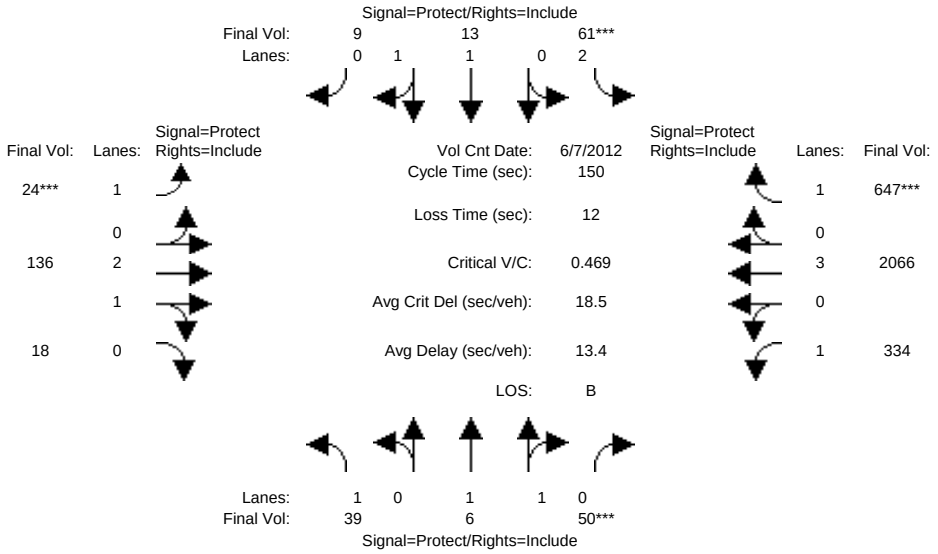
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

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

Intersection #19: Tasman Dr and Alder Dr



Street Name:	Alder Dr						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	39	6	50	61	13	9	24	136	18	334	2066	647
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	6	50	61	13	9	24	136	18	334	2066	647
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	6	50	61	13	9	24	136	18	334	2066	647
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	6	50	61	13	9	24	136	18	334	2066	647
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	6	50	61	13	9	24	136	18	334	2066	647
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	6	50	61	13	9	24	136	18	334	2066	647
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.14	0.86	1.00	2.62	0.38	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	2169	1502	1750	4984	660	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.03	0.02	0.01	0.01	0.01	0.03	0.03	0.19	0.36	0.37
Crit Moves:			****	****			****					****
Green/Cycle:	0.05	0.07	0.07	0.05	0.07	0.07	0.05	0.21	0.21	0.60	0.76	0.76
Volume/Cap:	0.48	0.05	0.43	0.41	0.09	0.09	0.29	0.13	0.13	0.32	0.48	0.49
Uniform Del:	69.7	65.5	67.3	69.5	65.7	65.7	69.1	48.3	48.3	15.0	6.8	6.9
IncremntDel:	4.4	0.0	2.3	1.9	0.2	0.2	2.0	0.1	0.1	0.2	0.1	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	74.1	65.6	69.5	71.4	65.9	65.9	71.1	48.3	48.3	15.2	6.9	7.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.1	65.6	69.5	71.4	65.9	65.9	71.1	48.3	48.3	15.2	6.9	7.1
LOS by Move:	E	E	E	E	E	E	E	D	D	B	A	A
HCM2k95thQ:	5	1	6	3	1	1	2	4	4	15	21	21

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

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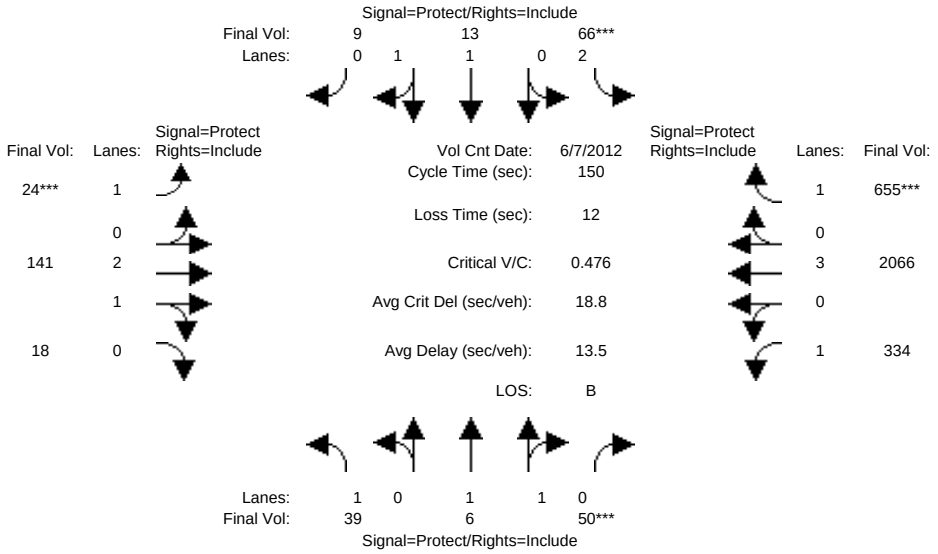
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P AM

Intersection #19: Tasman Dr and Alder Dr



Street Name:	Alder Dr						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	39	6	50	61	13	9	24	136	18	334	2066	647
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	6	50	61	13	9	24	136	18	334	2066	647
Added Vol:	0	0	0	5	0	0	0	4	0	0	0	8
Pass-by/Div:	0	0	0	0	0	0	0	1	0	0	0	0
Initial Fut:	39	6	50	66	13	9	24	141	18	334	2066	655
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	6	50	66	13	9	24	141	18	334	2066	655
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	6	50	66	13	9	24	141	18	334	2066	655
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	6	50	66	13	9	24	141	18	334	2066	655
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.99	0.95	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.16	0.84	1.00	2.65	0.35	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	2185	1513	1750	4965	634	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.03	0.02	0.01	0.01	0.01	0.03	0.03	0.19	0.36	0.37
Crit Moves:			****	****			****					****
Green/Cycle:	0.05	0.07	0.07	0.05	0.07	0.07	0.05	0.21	0.21	0.60	0.76	0.76
Volume/Cap:	0.48	0.05	0.43	0.45	0.09	0.09	0.29	0.14	0.14	0.32	0.48	0.49
Delay/Veh:	74.1	65.6	69.5	71.8	65.9	65.9	71.1	48.4	48.4	15.2	6.9	7.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.1	65.6	69.5	71.8	65.9	65.9	71.1	48.4	48.4	15.2	6.9	7.2
LOS by Move:	E	E	E	E	E	E	E	D	D	B	A	A
HCM2k95thQ:	5	1	6	4	1	1	2	4	4	15	21	22

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

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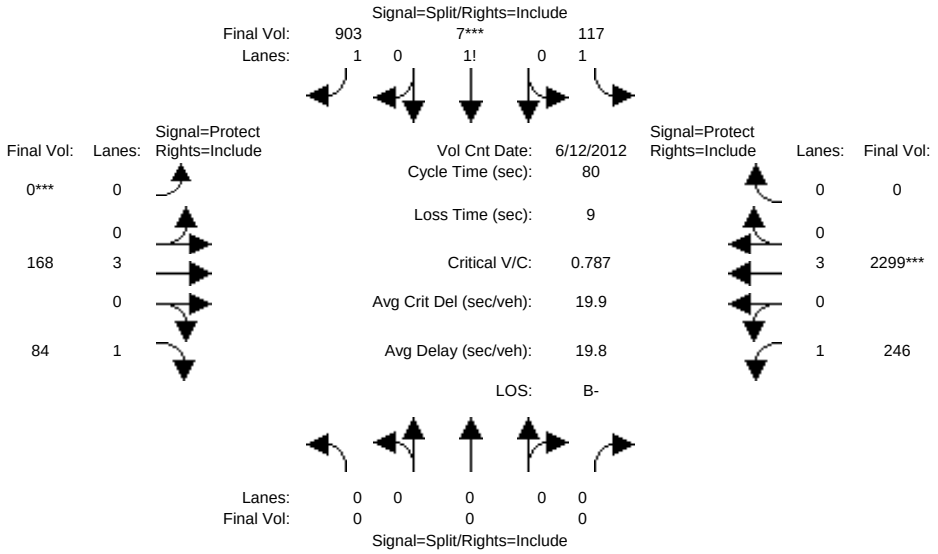
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

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

Intersection #20: I-880 SB Ramps and Tasman Dr




```
Street Name:          I-880 SB Ramps                      Tasman Dr
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0    0     0    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Jun 2012 << 8:00:00 AM
Base Vol:       0    0     0   117    7   903     0  168    84   246 2299     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0   117    7   903     0  168    84   246 2299     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0   117    7   903     0  168    84   246 2299     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0     0   117    7   903     0  168    84   246 2299     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0   117    7   903     0  168    84   246 2299     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0    0     0   117    7   903     0  168    84   246 2299     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       0.00 0.00  0.00  1.11 0.01  1.88  0.00 3.00  1.00  1.00 3.00  0.00
Final Sat.:     0    0     0  1948   24  3280     0 5700  1750  1750 5700     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.06 0.30  0.28  0.00 0.03  0.05  0.14 0.40  0.00
Crit Moves:                          ****        ****                  ****
Green/Cycle: 0.00 0.00  0.00  0.37 0.37  0.37  0.00 0.24  0.24  0.27 0.51  0.00
Volume/Cap:  0.00 0.00  0.00  0.16 0.79  0.73  0.00 0.12  0.20  0.52 0.79  0.00
Uniform Del:  0.0  0.0   0.0  16.6 22.2  21.6   0.0 23.7  24.2  24.7 15.9   0.0
IncremntDel:  0.0  0.0   0.0   0.0  3.3   2.1   0.0  0.0   0.2   1.0  1.5   0.0
InitQueuDel:  0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Delay Adj:   0.00 0.00  0.00  1.00 1.00  1.00  0.00 1.00  1.00  1.00 1.00  0.00
Delay/Veh:    0.0  0.0   0.0  16.6 25.4  23.6   0.0 23.8  24.4  25.7 17.4   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0  0.0   0.0  16.6 25.4  23.6   0.0 23.8  24.4  25.7 17.4   0.0
LOS by Move:    A    A     A     B    C     C     A    C     C     C    B     A
HCM2k95thQ:     0    0     0     4   25    23     0    2     4    10   26     0
Note: Queue reported is the number of cars per lane.
```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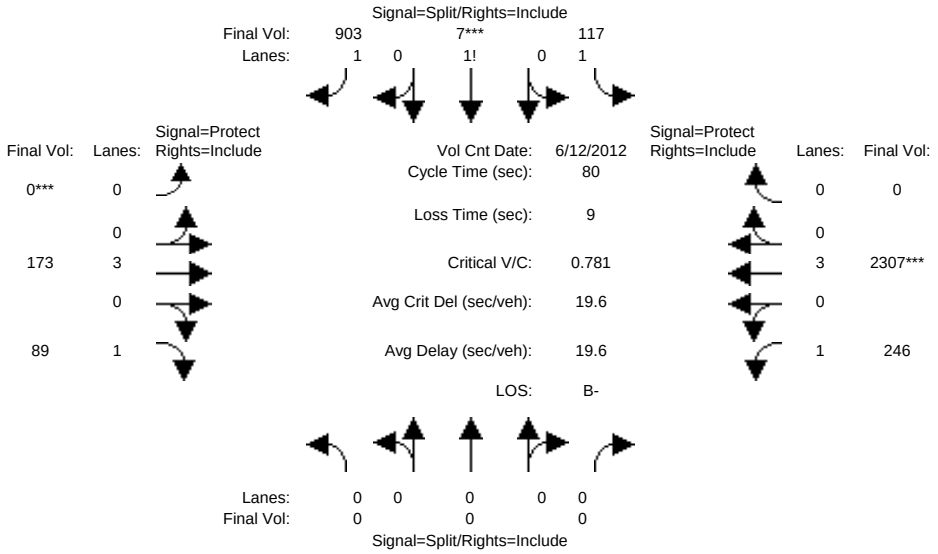
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P AM

Intersection #20: I-880 SB Ramps and Tasman Dr



Street Name:	I-880 SB Ramps						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Jun 2012 << 8:00:00 AM												
Base Vol:	0	0	0	117	7	903	0	168	84	246	2299	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	117	7	903	0	168	84	246	2299	0
Added Vol:	0	0	0	0	0	0	0	5	4	0	8	0
Pass-by/Div:	0	0	0	0	0	0	0	0	1	0	0	0
Initial Fut:	0	0	0	117	7	903	0	173	89	246	2307	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	117	7	903	0	173	89	246	2307	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	117	7	903	0	173	89	246	2307	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	117	7	903	0	173	89	246	2307	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.12	0.01	1.87	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	0	0	0	1953	24	3367	0	5700	1750	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.29	0.27	0.00	0.03	0.05	0.14	0.40	0.00
Crit Moves:					****		****				****	
Green/Cycle:	0.00	0.00	0.00	0.37	0.37	0.37	0.00	0.24	0.24	0.27	0.52	0.00
Volume/Cap:	0.00	0.00	0.00	0.16	0.78	0.73	0.00	0.12	0.21	0.51	0.78	0.00
Delay/Veh:	0.0	0.0	0.0	16.9	25.5	23.7	0.0	23.6	24.3	25.4	17.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	16.9	25.5	23.7	0.0	23.6	24.3	25.4	17.0	0.0
LOS by Move:	A	A	A	B	C	C	A	C	C	C	B	A
HCM2k95thQ:	0	0	0	4	25	22	0	2	4	10	26	0

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

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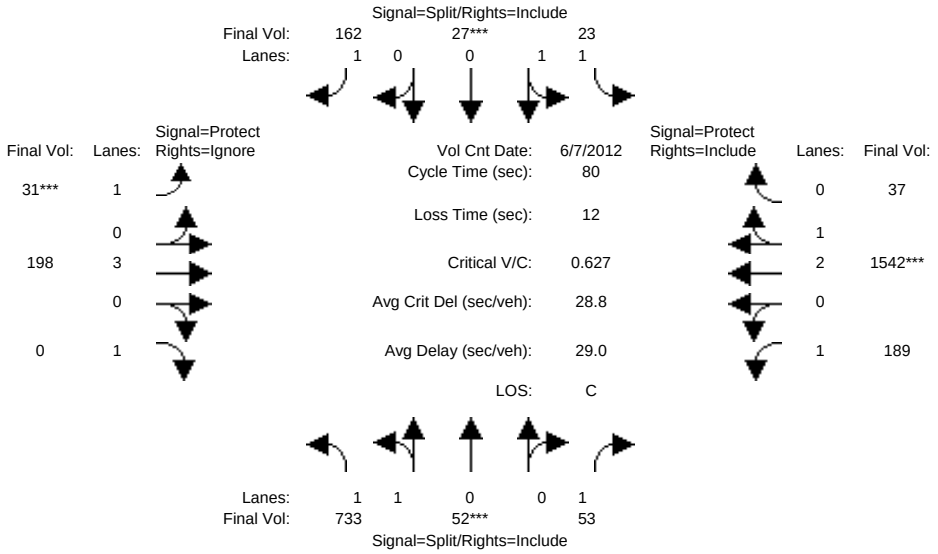
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

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

Intersection #21: Great Mall Pkwy and Thompson St



Street Name:	Thompson St						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	733	52	53	23	27	162	31	198	28	189	1542	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	733	52	53	23	27	162	31	198	28	189	1542	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	733	52	53	23	27	162	31	198	28	189	1542	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	733	52	53	23	27	162	31	198	0	189	1542	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	733	52	53	23	27	162	31	198	0	189	1542	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	733	52	53	23	27	162	31	198	0	189	1542	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.88	0.12	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.92	0.08
Final Sat.:	3285	233	1750	1750	1900	1750	1750	5700	1750	1750	5555	133
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.03	0.01	0.01	0.09	0.02	0.03	0.00	0.11	0.28	0.28
Crit Moves:		****			****		****				****	
Green/Cycle:	0.27	0.27	0.27	0.15	0.15	0.15	0.09	0.23	0.00	0.20	0.34	0.34
Volume/Cap:	0.81	0.81	0.11	0.09	0.10	0.63	0.20	0.15	0.00	0.54	0.81	0.81
Uniform Del:	27.1	27.1	21.7	29.4	29.5	32.0	33.9	24.6	0.0	28.8	24.1	24.1
IncremntDel:	5.4	5.4	0.1	0.1	0.1	4.8	0.7	0.1	0.0	1.8	2.8	2.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	32.6	32.6	21.8	29.5	29.6	36.8	34.6	24.6	0.0	30.6	26.8	26.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.6	32.6	21.8	29.5	29.6	36.8	34.6	24.6	0.0	30.6	26.8	26.8
LOS by Move:	C-	C-	C+	C	C	D+	C-	C	A	C	C	C
HCM2k95thQ:	22	22	2	1	1	10	2	3	0	9	22	22

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

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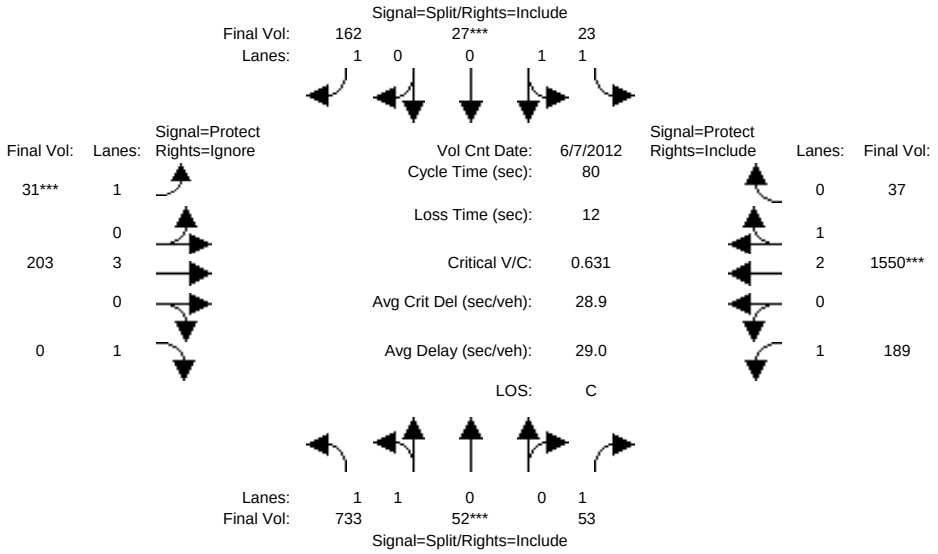
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P AM

Intersection #21: Great Mall Pkwy and Thompson St

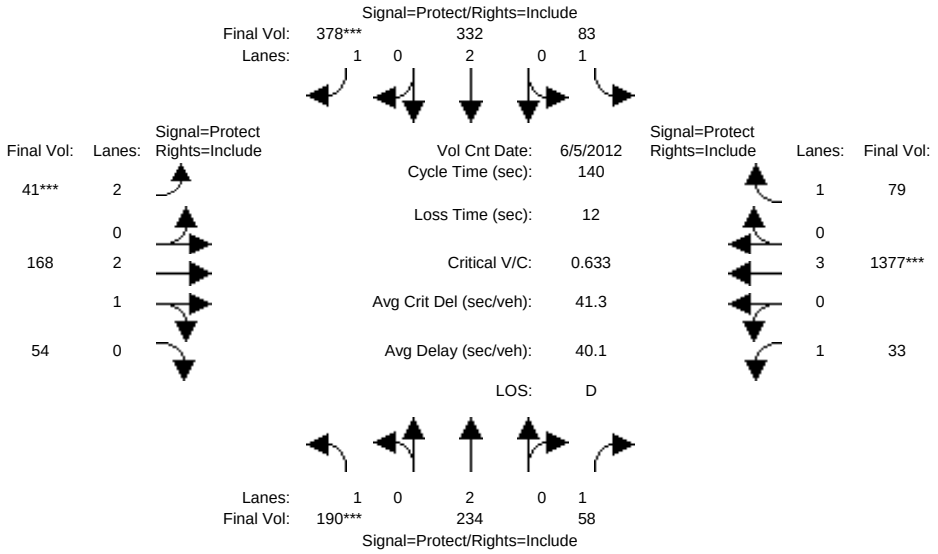



```
Street Name:           Thompson St                     Great Mall Pkwy
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 7 Jun 2012 << 8:00:00 AM
Base Vol:     733   52    53    23   27   162    31  198    28   189 1542    37
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  733   52    53    23   27   162    31  198    28   189 1542    37
Added Vol:      0    0     0     0    0     0     0    5     0     0    8     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  733   52    53    23   27   162    31  203    28   189 1550    37
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Volume:   733   52    53    23   27   162    31  203     0   189 1550    37
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  733   52    53    23   27   162    31  203     0   189 1550    37
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
FinalVolume:  733   52    53    23   27   162    31  203     0   189 1550    37
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.93 0.95  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.92 0.98  0.95
Lanes:       1.87 0.13  1.00  1.00 1.00  1.00  1.00 3.00  1.00  1.00 2.93  0.07
Final Sat.:  3315  235  1750  1750 1900  1750  1750 5700  1750  1750 5469   131
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.22 0.22  0.03  0.01 0.01  0.09  0.02 0.04  0.00  0.11 0.28  0.28
Crit Moves:        ****              ****        ****                   ****
Green/Cycle: 0.27 0.27  0.27  0.15 0.15  0.15  0.09 0.23  0.00  0.20 0.35  0.35
Volume/Cap:  0.82 0.82  0.11  0.09 0.10  0.63  0.20 0.15  0.00  0.54 0.82  0.82
Delay/Veh:   33.0 33.0  22.1  29.6 29.6  37.1  34.6 24.5   0.0  30.3 26.8  26.8
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  33.0 33.0  22.1  29.6 29.6  37.1  34.6 24.5   0.0  30.3 26.8  26.8
LOS by Move:   C-   C-    C+     C    C    D+    C-    C     A     C    C     C
HCM2k95thQ:    22   22     2     1    1    10     2    3     0     9   22    22
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

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

Intersection #22: Abel St and Great Mall Pkwy



Street Name:	Abel Street						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	190	234	58	83	332	378	41	168	54	33	1377	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	234	58	83	332	378	41	168	54	33	1377	79
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	234	58	83	332	378	41	168	54	33	1377	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	234	58	83	332	378	41	168	54	33	1377	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	234	58	83	332	378	41	168	54	33	1377	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	234	58	83	332	378	41	168	54	33	1377	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.22	0.78	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	4225	1358	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.06	0.03	0.05	0.09	0.22	0.01	0.04	0.04	0.02	0.24	0.05
Crit Moves:	****					****	****				****	
Green/Cycle:	0.17	0.29	0.29	0.20	0.33	0.33	0.05	0.25	0.25	0.17	0.37	0.37
Volume/Cap:	0.66	0.21	0.11	0.23	0.26	0.66	0.26	0.16	0.16	0.11	0.66	0.12
Uniform Del:	54.7	37.4	36.3	46.6	34.5	40.1	64.0	41.4	41.4	48.9	36.8	29.2
IncremntDel:	5.3	0.1	0.1	0.3	0.1	2.7	0.9	0.1	0.1	0.2	0.8	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	60.0	37.5	36.4	46.9	34.6	42.8	64.9	41.5	41.5	49.0	37.5	29.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.0	37.5	36.4	46.9	34.6	42.8	64.9	41.5	41.5	49.0	37.5	29.3
LOS by Move:	E+	D+	D+	D	C-	D	E	D	D	D	D+	C
HCM2k95thQ:	17	7	4	6	10	27	2	5	5	3	28	5

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

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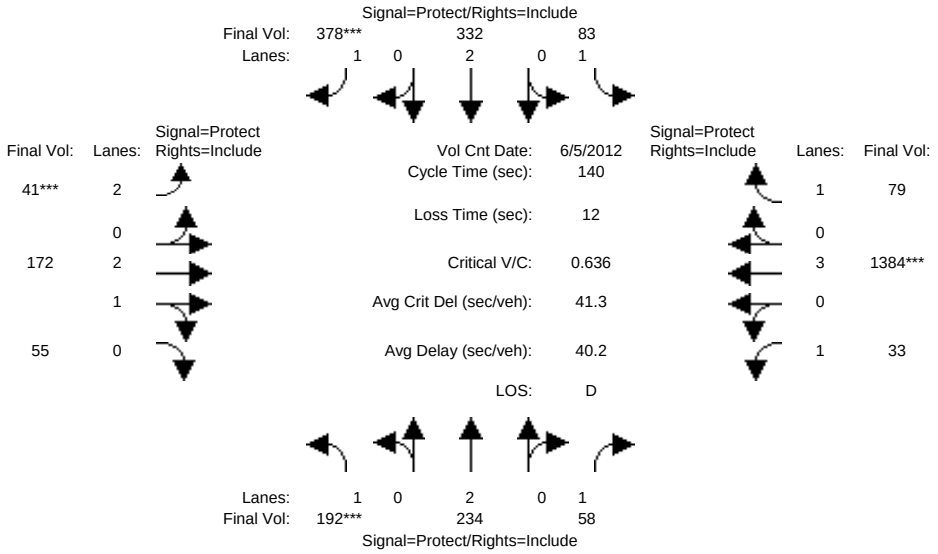
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P AM

Intersection #22: Abel St and Great Mall Pkwy




```
Street Name:            Abel Street                     Great Mall Pkwy
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM
Base Vol:     190  234    58    83  332   378    41  168    54    33 1377    79
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  190  234    58    83  332   378    41  168    54    33 1377    79
Added Vol:      2    0     0     0    0     0     0    4     1     0    7     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  192  234    58    83  332   378    41  172    55    33 1384    79
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   192  234    58    83  332   378    41  172    55    33 1384    79
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  192  234    58    83  332   378    41  172    55    33 1384    79
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  192  234    58    83  332   378    41  172    55    33 1384    79
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.83 0.99  0.95  0.92 1.00  0.92
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  2.00 2.25  0.75  1.00 3.00  1.00
Final Sat.:  1750 3800  1750  1750 3800  1750  3150 4241  1356  1750 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.06  0.03  0.05 0.09  0.22  0.01 0.04  0.04  0.02 0.24  0.05
Crit Moves:  ****                         ****  ****                   ****
Green/Cycle: 0.17 0.29  0.29  0.20 0.33  0.33  0.05 0.25  0.25  0.17 0.37  0.37
Volume/Cap:  0.66 0.21  0.11  0.23 0.27  0.66  0.26 0.16  0.16  0.11 0.66  0.12
Delay/Veh:   60.0 37.6  36.5  46.9 34.7  43.1  64.9 41.5  41.5  49.0 37.6  29.3
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  60.0 37.6  36.5  46.9 34.7  43.1  64.9 41.5  41.5  49.0 37.6  29.3
LOS by Move:   E+   D+    D+     D   C-     D     E    D     D     D   D+     C
HCM2k95thQ:    17    7     4     6   10    27     2    5     5     3   28     5
Note: Queue reported is the number of cars per lane.
```

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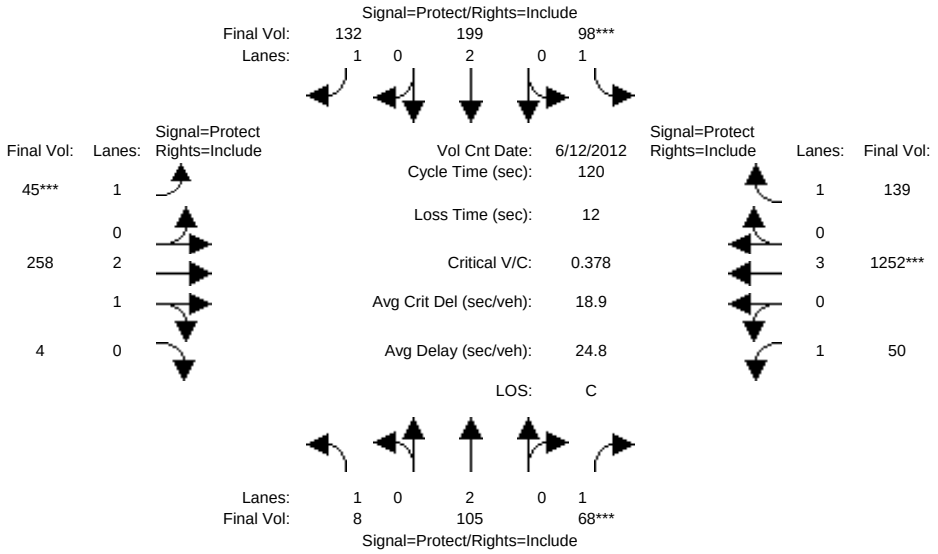
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

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

Intersection #23: Main St and Great Mall Pkwy



Street Name:	Main Street						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Jun 2012 << 7:55:00 AM												
Base Vol:	8	105	68	98	199	132	45	258	4	50	1252	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	105	68	98	199	132	45	258	4	50	1252	139
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	105	68	98	199	132	45	258	4	50	1252	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	105	68	98	199	132	45	258	4	50	1252	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	105	68	98	199	132	45	258	4	50	1252	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	105	68	98	199	132	45	258	4	50	1252	139
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.95	0.05	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5606	87	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.04	0.06	0.05	0.08	0.03	0.05	0.05	0.03	0.22	0.08
Crit Moves:			****	****			****				****	
Green/Cycle:	0.10	0.10	0.10	0.15	0.15	0.15	0.07	0.38	0.38	0.27	0.58	0.58
Volume/Cap:	0.04	0.27	0.38	0.38	0.35	0.51	0.38	0.12	0.12	0.11	0.38	0.14
Uniform Del:	48.5	49.7	50.3	46.1	46.0	47.2	53.5	24.0	24.0	33.2	13.5	11.4
IncremntDel:	0.1	0.4	1.3	0.9	0.4	1.7	2.0	0.0	0.0	0.1	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	48.6	50.0	51.6	47.0	46.4	48.9	55.5	24.1	24.1	33.3	13.6	11.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.6	50.0	51.6	47.0	46.4	48.9	55.5	24.1	24.1	33.3	13.6	11.5
LOS by Move:	D	D	D-	D	D	D	E+	C	C	C-	B	B+
HCM2k95thQ:	1	4	6	8	7	10	3	4	4	3	15	5

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

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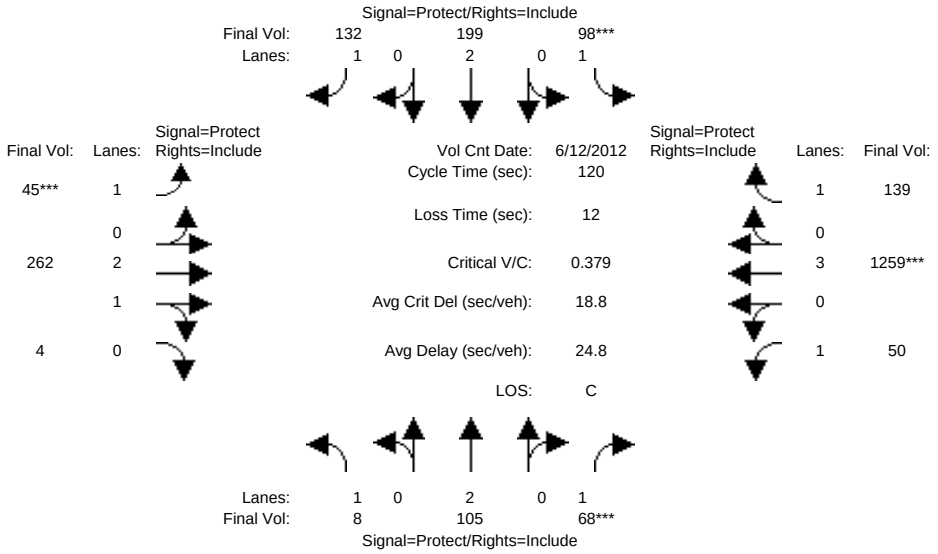
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P AM

Intersection #23: Main St and Great Mall Pkwy



Street Name:	Main Street						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Jun 2012 << 7:55:00 AM												
Base Vol:	8	105	68	98	199	132	45	258	4	50	1252	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	105	68	98	199	132	45	258	4	50	1252	139
Added Vol:	0	0	0	0	0	0	0	4	0	0	7	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	105	68	98	199	132	45	262	4	50	1259	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	105	68	98	199	132	45	262	4	50	1259	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	105	68	98	199	132	45	262	4	50	1259	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	105	68	98	199	132	45	262	4	50	1259	139
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.95	0.05	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5516	84	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.04	0.06	0.05	0.08	0.03	0.05	0.05	0.03	0.22	0.08
Crit Moves:			****	****			****				****	
Green/Cycle:	0.10	0.10	0.10	0.15	0.15	0.15	0.07	0.38	0.38	0.27	0.58	0.58
Volume/Cap:	0.04	0.27	0.38	0.38	0.36	0.51	0.38	0.12	0.12	0.11	0.38	0.14
Delay/Veh:	48.6	50.1	51.6	47.1	46.5	49.0	55.5	24.1	24.1	33.2	13.5	11.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.6	50.1	51.6	47.1	46.5	49.0	55.5	24.1	24.1	33.2	13.5	11.4
LOS by Move:	D	D	D-	D	D	D	E+	C	C	C-	B	B+
HCM2k95thQ:	1	4	6	8	7	11	3	4	4	3	15	5

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

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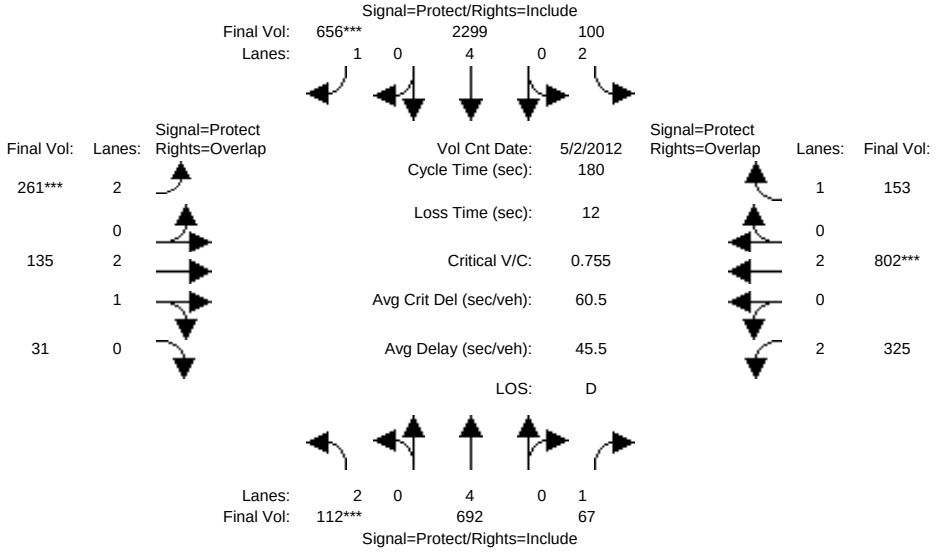
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

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

Intersection #24: Great Mall Pkwy and Montague Expwy



Street Name:	Montague Expwy						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 May 2012 << 8:00:00 AM												
Base Vol:	112	692	67	100	2299	656	261	135	31	325	802	153
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	692	67	100	2299	656	261	135	31	325	802	153
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	692	67	100	2299	656	261	135	31	325	802	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	692	67	100	2299	656	261	135	31	325	802	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	692	67	100	2299	656	261	135	31	325	802	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	692	67	100	2299	656	261	135	31	325	802	153
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.40	0.60	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	4563	1048	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.04	0.03	0.30	0.37	0.08	0.03	0.03	0.10	0.21	0.09
Crit Moves:	****					****	****				****	
Green/Cycle:	0.05	0.38	0.38	0.16	0.50	0.50	0.11	0.14	0.18	0.25	0.28	0.44
Volume/Cap:	0.75	0.24	0.10	0.20	0.61	0.75	0.75	0.22	0.16	0.41	0.75	0.20
Uniform Del:	84.7	37.9	35.8	65.2	32.7	36.5	77.8	69.2	61.8	56.0	59.2	30.7
IncremntDel:	19.5	0.0	0.1	0.2	0.3	3.8	9.1	0.1	0.1	0.3	3.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	104.3	38.0	35.9	65.3	33.0	40.3	86.9	69.3	61.9	56.3	62.3	30.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	104.3	38.0	35.9	65.3	33.0	40.3	86.9	69.3	61.9	56.3	62.3	30.8
LOS by Move:	F	D+	D+	E	C-	D	F	E	E	E+	E	C
HCM2k95thQ:	10	12	5	6	37	50	18	6	5	16	34	10

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

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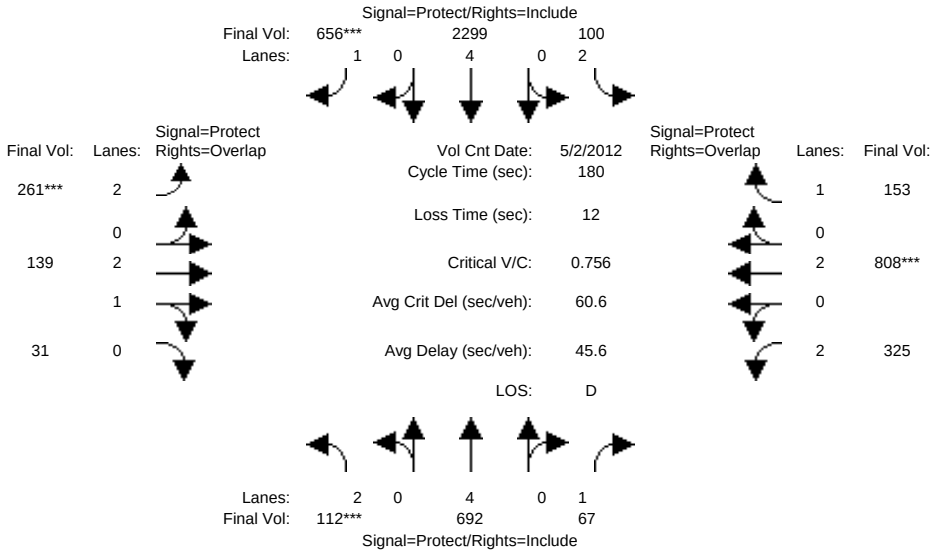
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P AM

Intersection #24: Great Mall Pkwy and Montague Expwy



Street Name:	Montague Expwy						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 2 May 2012 << 8:00:00 AM

Base Vol:	112	692	67	100	2299	656	261	135	31	325	802	153
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	692	67	100	2299	656	261	135	31	325	802	153
Added Vol:	0	0	0	0	0	0	0	4	0	0	6	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	692	67	100	2299	656	261	139	31	325	808	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	692	67	100	2299	656	261	139	31	325	808	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	692	67	100	2299	656	261	139	31	325	808	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	692	67	100	2299	656	261	139	31	325	808	153

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.43	0.57	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	4577	1021	3150	3800	1750

Capacity Analysis Module:

Vol/Sat:	0.04	0.09	0.04	0.03	0.30	0.37	0.08	0.03	0.03	0.10	0.21	0.09
Crit Moves:	****					****	****				****	
Green/Cycle:	0.05	0.38	0.38	0.16	0.50	0.50	0.11	0.14	0.18	0.25	0.28	0.44
Volume/Cap:	0.76	0.24	0.10	0.20	0.61	0.76	0.76	0.22	0.17	0.41	0.76	0.20
Delay/Veh:	104.5	38.1	36.0	65.4	33.1	40.5	87.0	69.3	61.9	56.2	62.2	30.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	104.5	38.1	36.0	65.4	33.1	40.5	87.0	69.3	61.9	56.2	62.2	30.7
LOS by Move:	F	D+	D+	E	C-	D	F	E	E	E+	E	C
HCM2k95thQ:	10	12	5	6	37	51	18	6	5	16	34	10

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

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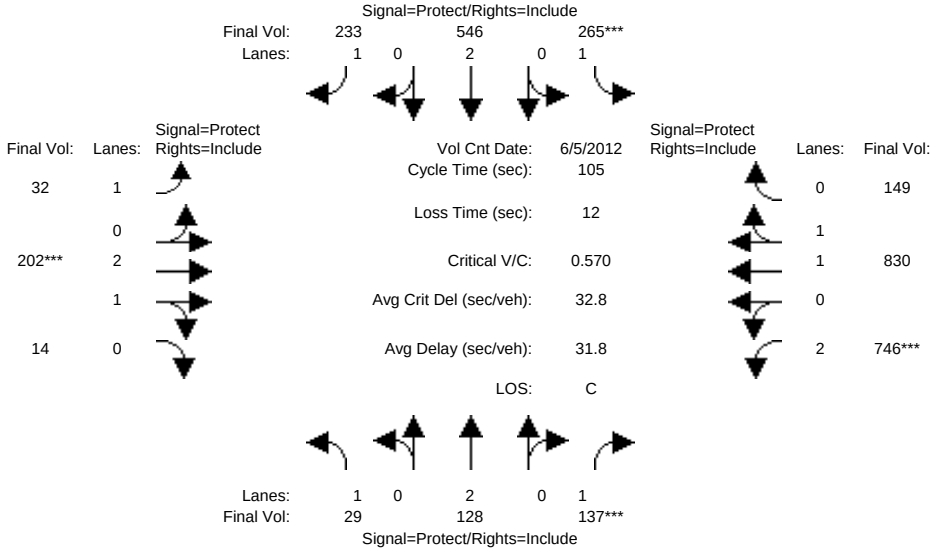
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

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

Intersection #25: Trade Zone and Capitol Ave



Street Name:	Trade Zone Blvd						Capitol Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 7:35:00 AM												
Base Vol:	29	128	137	265	546	233	32	202	14	746	830	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	128	137	265	546	233	32	202	14	746	830	149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	128	137	265	546	233	32	202	14	746	830	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	128	137	265	546	233	32	202	14	746	830	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	128	137	265	546	233	32	202	14	746	830	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	128	137	265	546	233	32	202	14	746	830	149
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.79	0.21	2.00	1.67	0.33
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5301	367	3150	3180	571
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.08	0.15	0.14	0.13	0.02	0.04	0.04	0.24	0.26	0.26
Crit Moves:			****	****				****		****		
Green/Cycle:	0.12	0.13	0.13	0.26	0.27	0.27	0.10	0.10	0.10	0.40	0.40	0.40
Volume/Cap:	0.13	0.25	0.59	0.59	0.54	0.50	0.18	0.40	0.40	0.59	0.66	0.66
Uniform Del:	41.0	40.9	42.9	34.2	33.0	32.6	43.2	44.7	44.7	24.7	26.0	26.0
IncremntDel:	0.3	0.3	4.0	2.1	0.6	0.9	0.5	0.5	0.5	0.7	1.1	1.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	41.3	41.1	46.8	36.3	33.6	33.5	43.7	45.2	45.2	25.4	27.1	27.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.3	41.1	46.8	36.3	33.6	33.5	43.7	45.2	45.2	25.4	27.1	27.1
LOS by Move:	D	D	D	D+	C-	C-	D	D	D	C	C	C
HCM2k95thQ:	2	4	10	16	15	14	2	4	4	21	24	24

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

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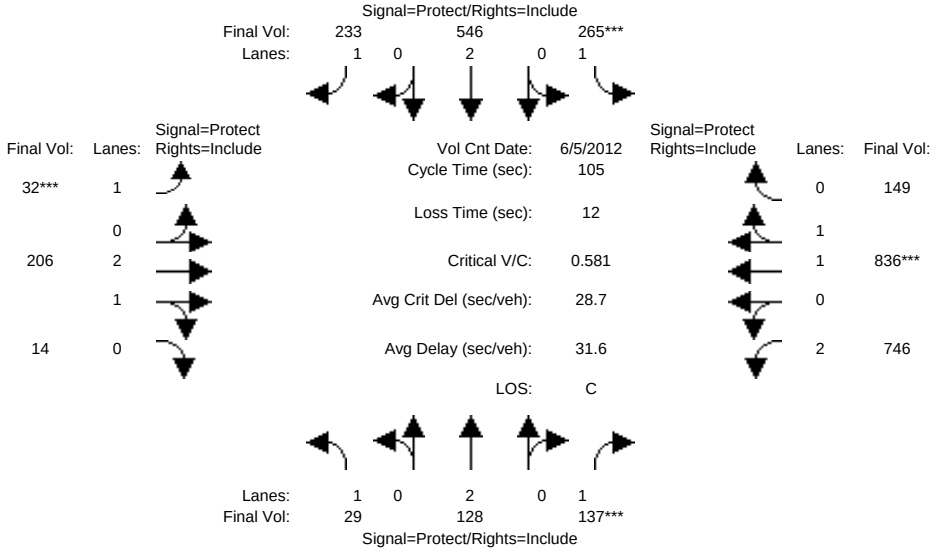
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P AM

Intersection #25: Trade Zone and Capitol Ave



Street Name:	Trade Zone Blvd						Capitol Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 7:35:00 AM												
Base Vol:	29	128	137	265	546	233	32	202	14	746	830	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	128	137	265	546	233	32	202	14	746	830	149
Added Vol:	0	0	0	0	0	0	0	4	0	0	6	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	128	137	265	546	233	32	206	14	746	836	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	128	137	265	546	233	32	206	14	746	836	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	128	137	265	546	233	32	206	14	746	836	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	128	137	265	546	233	32	206	14	746	836	149
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.80	0.20	2.00	1.69	0.31
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5243	356	3150	3140	560
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.08	0.15	0.14	0.13	0.02	0.04	0.04	0.24	0.27	0.27
Crit Moves:			****	****			****				****	
Green/Cycle:	0.12	0.13	0.13	0.25	0.26	0.26	0.07	0.15	0.15	0.36	0.44	0.44
Volume/Cap:	0.14	0.26	0.61	0.61	0.55	0.51	0.27	0.27	0.27	0.66	0.61	0.61
Delay/Veh:	41.6	41.5	47.8	37.2	34.3	34.3	47.9	40.1	40.1	29.5	23.1	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.6	41.5	47.8	37.2	34.3	34.3	47.9	40.1	40.1	29.5	23.1	23.1
LOS by Move:	D	D	D	D+	C-	C-	D	D	D	C	C	C
HCM2k95thQ:	2	4	11	17	15	14	2	4	4	23	23	23

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

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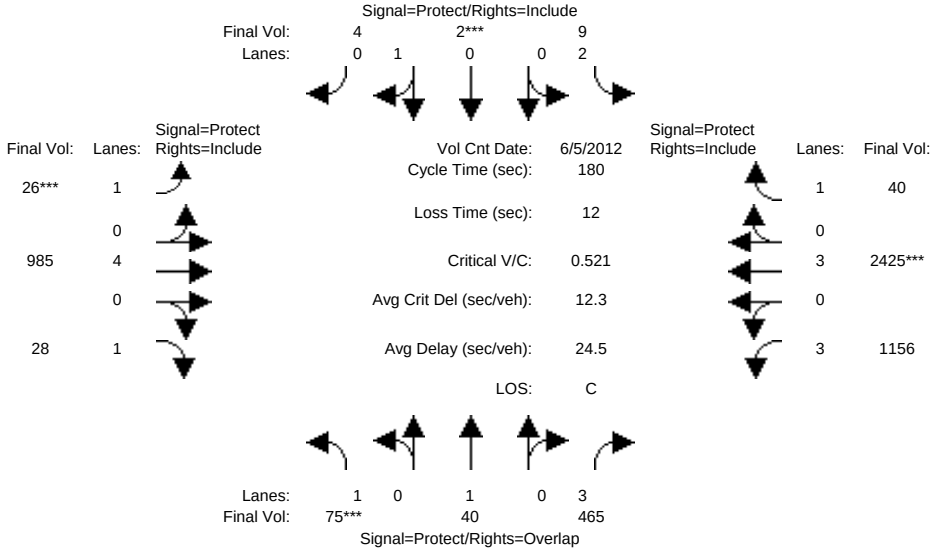
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

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

Intersection #26: Montague Expwy and Trimble Rd



Street Name:	Trimble Rd						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 7:55:00 AM												
Base Vol:	75	40	465	9	2	4	26	985	28	1156	2694	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	40	465	9	2	4	26	985	28	1156	2694	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	40	465	9	2	4	26	985	28	1156	2694	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	40	465	9	2	4	26	985	28	1156	2425	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	40	465	9	2	4	26	985	28	1156	2425	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	40	465	9	2	4	26	985	28	1156	2425	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.80	0.83	1.00	0.92	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	3.00	2.00	0.32	0.68	1.00	4.00	1.00	3.00	3.00	1.00
Final Sat.:	1750	1900	4551	3150	599	1198	1750	7600	1750	4551	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.02	0.10	0.00	0.00	0.00	0.01	0.13	0.02	0.25	0.43	0.02
Crit Moves:	****				****		****				****	
Green/Cycle:	0.08	0.08	0.61	0.05	0.06	0.06	0.04	0.27	0.27	0.53	0.76	0.76
Volume/Cap:	0.56	0.27	0.17	0.05	0.06	0.06	0.38	0.48	0.06	0.48	0.56	0.03
Uniform Del:	80.1	78.2	15.4	80.7	80.5	80.5	84.4	55.0	48.7	26.6	8.9	5.2
IncremntDel:	5.2	1.0	0.0	0.1	0.3	0.3	3.6	0.2	0.1	0.2	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	85.3	79.2	15.4	80.8	80.8	80.8	87.9	55.2	48.7	26.8	9.0	5.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.3	79.2	15.4	80.8	80.8	80.8	87.9	55.2	48.7	26.8	9.0	5.2
LOS by Move:	F	E-	B	F	F	F	F	E+	D	C	A	A
HCM2k95thQ:	10	5	9	1	1	1	4	20	2	27	30	1

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

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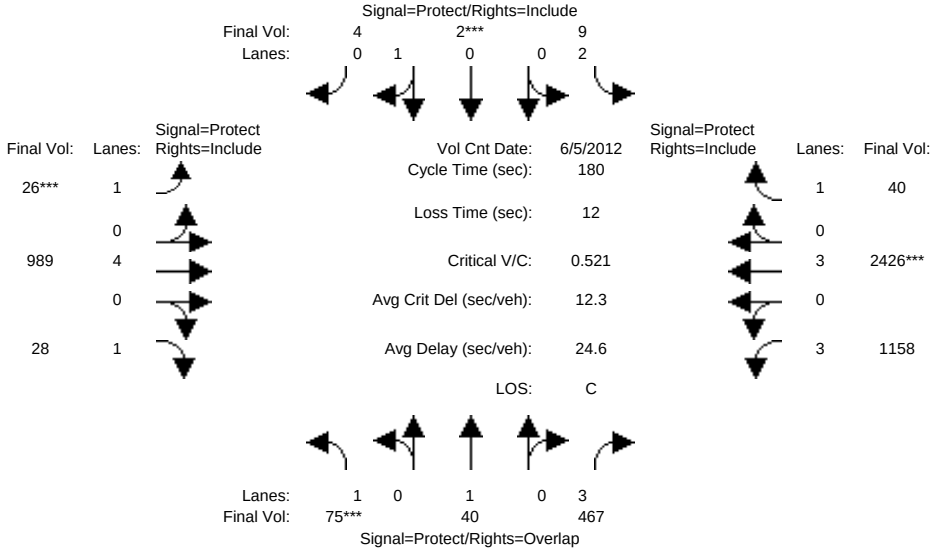
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P AM

Intersection #26: Montague Expwy and Trimble Rd



Street Name:	Trimble Rd						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 7:55:00 AM												
Base Vol:	75	40	465	9	2	4	26	985	28	1156	2694	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	40	465	9	2	4	26	985	28	1156	2694	40
Added Vol:	0	0	2	0	0	0	0	4	0	2	2	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	40	467	9	2	4	26	989	28	1158	2696	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	40	467	9	2	4	26	989	28	1158	2426	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	40	467	9	2	4	26	989	28	1158	2426	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	40	467	9	2	4	26	989	28	1158	2426	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.80	0.83	0.95	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	3.00	2.00	0.33	0.67	1.00	4.00	1.00	3.00	3.00	1.00
Final Sat.:	1750	1900	4551	3150	600	1200	1750	7600	1750	4551	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.02	0.10	0.00	0.00	0.00	0.01	0.13	0.02	0.25	0.43	0.02
Crit Moves:	****				****		****				****	
Green/Cycle:	0.08	0.08	0.61	0.05	0.06	0.06	0.04	0.27	0.27	0.53	0.76	0.76
Volume/Cap:	0.56	0.27	0.17	0.05	0.06	0.06	0.38	0.48	0.06	0.48	0.56	0.03
Delay/Veh:	85.3	79.2	15.5	80.8	80.8	80.8	87.9	55.2	48.7	26.8	9.0	5.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.3	79.2	15.5	80.8	80.8	80.8	87.9	55.2	48.7	26.8	9.0	5.2
LOS by Move:	F	E-	B	F	F	F	F	E+	D	C	A	A
HCM2k95thQ:	10	5	9	1	1	1	4	21	2	28	30	1

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

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Existing plus Project - AM Peak Hour

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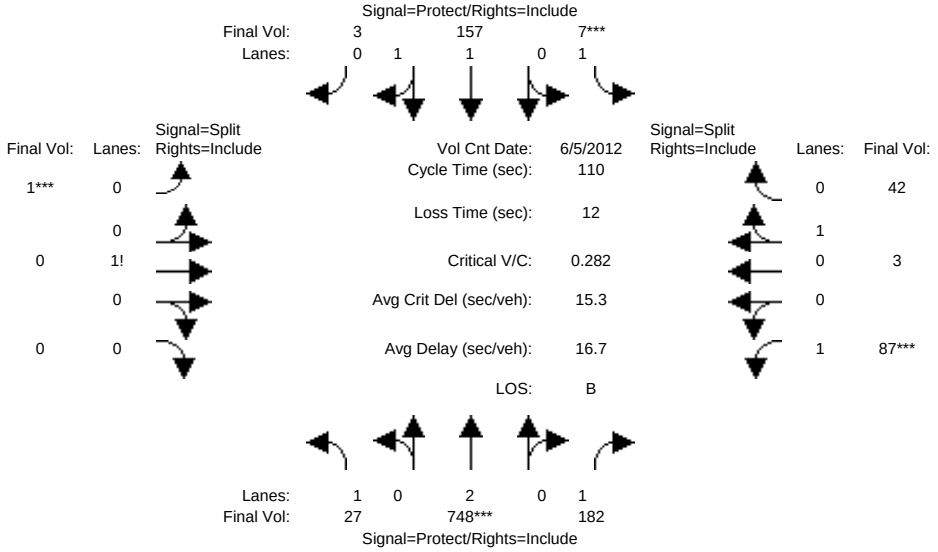
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #27: McCarthy Blvd and Barber Ln



Street Name:	McCarthy Blvd						Barber Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	27	748	182	7	157	3	1	0	0	87	3	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	748	182	7	157	3	1	0	0	87	3	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	748	182	7	157	3	1	0	0	87	3	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	748	182	7	157	3	1	0	0	87	3	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	748	182	7	157	3	1	0	0	87	3	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	748	182	7	157	3	1	0	0	87	3	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.96	0.04	1.00	0.00	0.00	1.00	0.06	0.94
Final Sat.:	1750	3800	1750	1750	3723	71	1750	0	0	1750	117	1642
Capacity Analysis Module:												
Vol/Sat:	0.02	0.20	0.10	0.00	0.04	0.04	0.00	0.00	0.00	0.05	0.03	0.03
Crit Moves:		****		****			****			****		
Green/Cycle:	0.27	0.59	0.59	0.06	0.38	0.38	0.09	0.00	0.00	0.15	0.15	0.15
Volume/Cap:	0.06	0.33	0.18	0.06	0.11	0.11	0.01	0.00	0.00	0.33	0.17	0.17
Uniform Del:	29.9	11.6	10.4	48.4	21.8	21.8	45.5	0.0	0.0	42.0	40.9	40.9
IncremntDel:	0.1	0.1	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.8	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	30.0	11.7	10.5	48.7	21.9	21.9	45.5	0.0	0.0	42.7	41.2	41.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.0	11.7	10.5	48.7	21.9	21.9	45.5	0.0	0.0	42.7	41.2	41.2
LOS by Move:	C	B+	B+	D	C+	C+	D	A	A	D	D	D
HCM2k95thQ:	1	12	6	0	3	3	0	0	0	6	3	3

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

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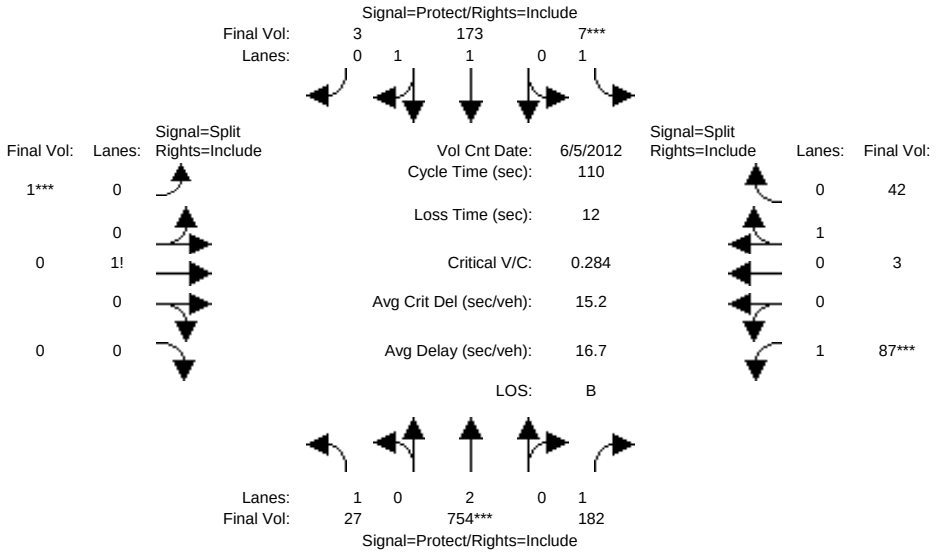
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P AM

Intersection #27: McCarthy Blvd and Barber Ln




```
Street Name:          McCarthy Blvd                        Barber Ln
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10   10   10    10    10   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0  4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM
Base Vol:      27  748   182     7  157     3    1    0     0    87    3    42
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   27  748   182     7  157     3    1    0     0    87    3    42
Added Vol:      0    6     0     0   15     0    0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    1     0    0    0     0     0    0     0
Initial Fut:   27  754   182     7  173     3    1    0     0    87    3    42
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    27  754   182     7  173     3    1    0     0    87    3    42
Reduct Vol:     0    0     0     0    0     0    0    0     0     0    0     0
Reduced Vol:   27  754   182     7  173     3    1    0     0    87    3    42
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   27  754   182     7  173     3    1    0     0    87    3    42
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900 1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 0.97  0.95 0.92 1.00  0.92  0.92 0.95  0.95
Lanes:       1.00 2.00  1.00  1.00 1.96  0.04 1.00 0.00  0.00  1.00 0.07  0.93
Final Sat.:  1750 3800  1750  1750 3637    63 1750    0     0  1750  120  1680
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.20  0.10  0.00 0.05  0.05 0.00 0.00  0.00  0.05 0.03  0.03
Crit Moves:        ****        ****              ****              ****
Green/Cycle: 0.27 0.59  0.59  0.06 0.38  0.38 0.09 0.00  0.00  0.15 0.15  0.15
Volume/Cap:  0.06 0.34  0.18  0.06 0.12  0.12 0.01 0.00  0.00  0.34 0.17  0.17
Delay/Veh:   29.9 11.7  10.5  48.7 22.0  22.0 45.5  0.0   0.0  42.8 41.3  41.3
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  29.9 11.7  10.5  48.7 22.0  22.0 45.5  0.0   0.0  42.8 41.3  41.3
LOS by Move:    C   B+     B+     D   C+     C+     D    A     A     D    D     D
HCM2k95thQ:     1   12      6     0    4     4     0    0     0     6    3     3
Note: Queue reported is the number of cars per lane.
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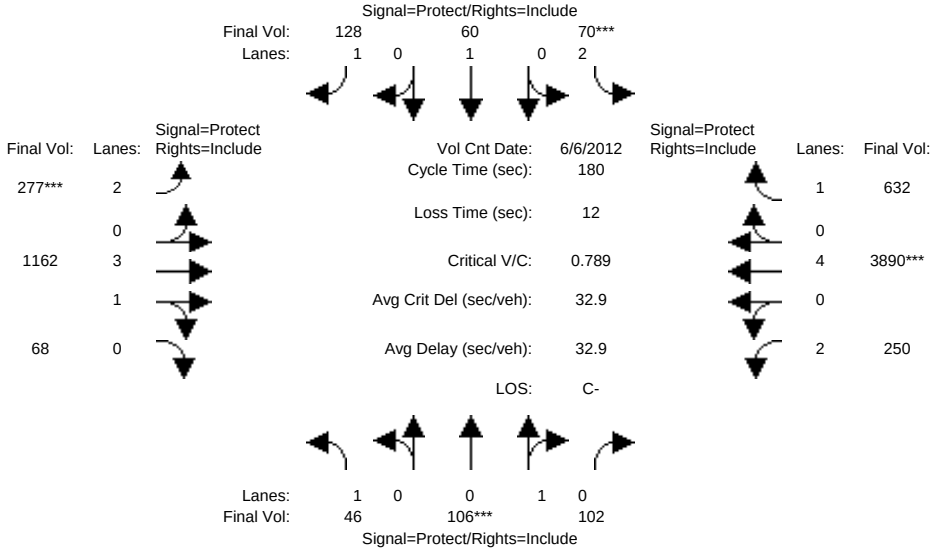
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

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

Intersection #28: McCarthy Blvd and Montague Expwy



Street Name:	McCarthy Blvd						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Jun 2012 << 7:50:00 AM												
Base Vol:	46	106	102	70	60	128	277	1162	68	250	3890	632
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	106	102	70	60	128	277	1162	68	250	3890	632
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	106	102	70	60	128	277	1162	68	250	3890	632
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	106	102	70	60	128	277	1162	68	250	3890	632
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	106	102	70	60	128	277	1162	68	250	3890	632
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	106	102	70	60	128	277	1162	68	250	3890	632
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.49	0.51	2.00	1.00	1.00	2.00	3.76	0.24	2.00	4.00	1.00
Final Sat.:	1750	929	894	3150	1900	1750	3150	7146	418	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.11	0.02	0.03	0.07	0.09	0.16	0.16	0.08	0.51	0.36
Crit Moves:		****		****			****				****	
Green/Cycle:	0.06	0.14	0.14	0.04	0.12	0.12	0.11	0.51	0.51	0.25	0.64	0.64
Volume/Cap:	0.42	0.80	0.80	0.57	0.27	0.62	0.80	0.32	0.32	0.32	0.80	0.56
Uniform Del:	81.1	74.6	74.6	85.0	72.2	75.4	78.1	26.3	26.3	55.5	23.7	18.1
IncremntDel:	2.5	15.8	15.8	6.3	0.6	5.5	12.2	0.0	0.0	0.2	1.0	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	83.7	90.4	90.4	91.4	72.8	80.9	90.4	26.4	26.4	55.7	24.7	18.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.7	90.4	90.4	91.4	72.8	80.9	90.4	26.4	26.4	55.7	24.7	18.8
LOS by Move:	F	F	F	F	E	F	F	C	C	E+	C	B-
HCM2k95thQ:	6	24	24	5	6	14	17	18	18	13	62	35

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

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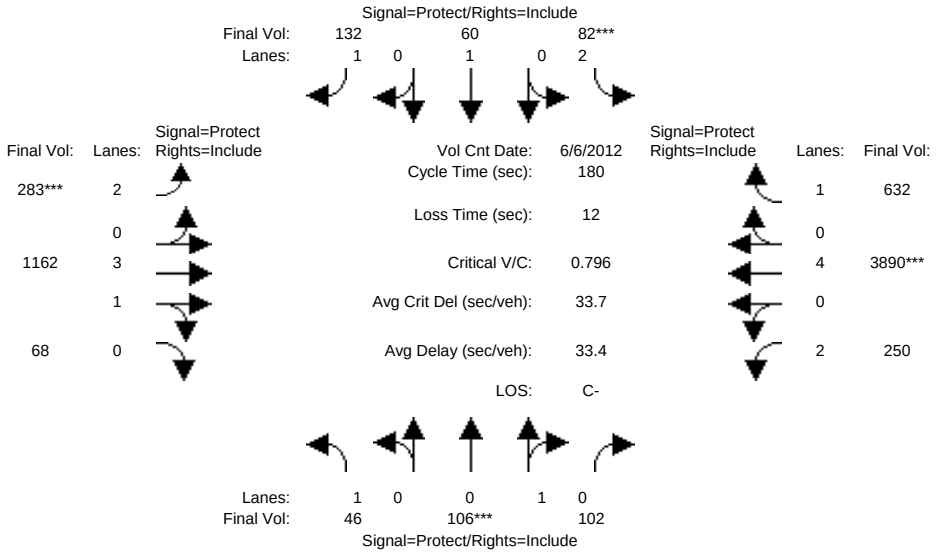
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P AM

Intersection #28: McCarthy Blvd and Montague Expwy



Street Name:	McCarthy Blvd						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Jun 2012 << 7:50:00 AM												
Base Vol:	46	106	102	70	60	128	277	1162	68	250	3890	632
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	106	102	70	60	128	277	1162	68	250	3890	632
Added Vol:	0	0	0	11	0	4	6	0	0	0	0	0
Pass-by/Div:	0	0	0	1	0	0	0	0	0	0	0	0
Initial Fut:	46	106	102	82	60	132	283	1162	68	250	3890	632
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	106	102	82	60	132	283	1162	68	250	3890	632
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	106	102	82	60	132	283	1162	68	250	3890	632
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	106	102	82	60	132	283	1162	68	250	3890	632
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.51	0.49	2.00	1.00	1.00	2.00	3.77	0.23	2.00	4.00	1.00
Final Sat.:	1750	917	883	3150	1900	1750	3150	7085	415	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.03	0.03	0.08	0.09	0.16	0.16	0.08	0.51	0.36
Crit Moves:		****		****			****				****	
Green/Cycle:	0.06	0.14	0.14	0.04	0.12	0.12	0.11	0.51	0.51	0.24	0.64	0.64
Volume/Cap:	0.42	0.80	0.80	0.67	0.26	0.62	0.80	0.32	0.32	0.32	0.80	0.57
Delay/Veh:	83.9	90.8	90.8	98.8	72.5	81.0	90.3	26.4	26.4	56.0	25.1	19.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.9	90.8	90.8	98.8	72.5	81.0	90.3	26.4	26.4	56.0	25.1	19.1
LOS by Move:	F	F	F	F	E	F	F	C	C	E+	C	B-
HCM2k95thQ:	6	24	24	6	6	14	18	18	18	13	62	35

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

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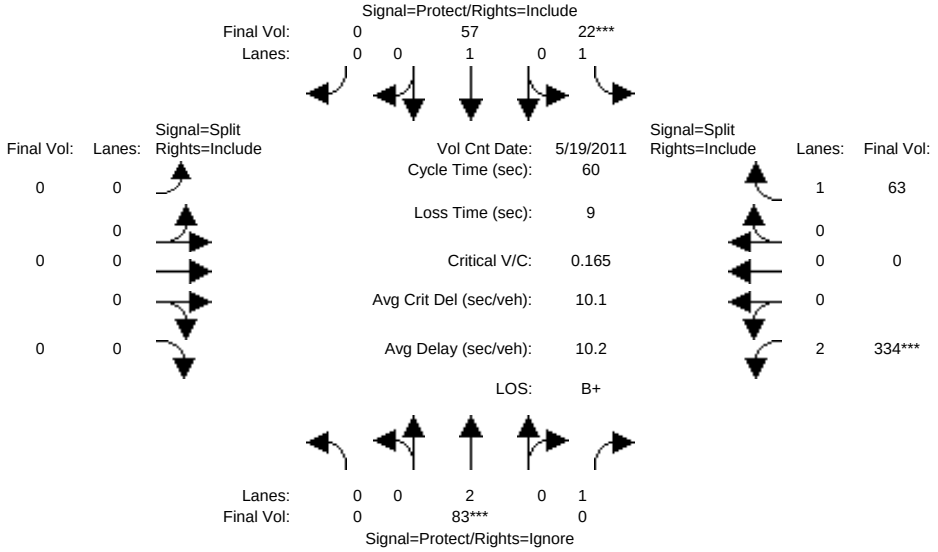
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

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

Intersection #29: Zanker Rd and SR-237 WB Ramps




```
Street Name:            Zanker Rd                       SR-237 WB Ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     0    0     0    10   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 May 2011 << 8:00:00 AM
Base Vol:       0   83   651    22   57     0     0    0     0   334    0    63
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0   83   651    22   57     0     0    0     0   334    0    63
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0   83   651    22   57     0     0    0     0   334    0    63
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0   83     0    22   57     0     0    0     0   334    0    63
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0   83     0    22   57     0     0    0     0   334    0    63
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0   83     0    22   57     0     0    0     0   334    0    63
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.83 1.00  0.92
Lanes:       0.00 2.00  1.00  1.00 1.00  0.00  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     0 3800  1750  1750 1900     0     0    0     0  3150    0  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.02  0.00  0.01 0.03  0.00  0.00 0.00  0.00  0.11 0.00  0.04
Crit Moves:        ****        ****                             ****
Green/Cycle: 0.00 0.17  0.00  0.12 0.28  0.00  0.00 0.00  0.00  0.57 0.00  0.57
Volume/Cap:  0.00 0.13  0.00  0.11 0.11  0.00  0.00 0.00  0.00  0.19 0.00  0.06
Uniform Del:  0.0 21.3   0.0  23.7 15.9   0.0   0.0  0.0   0.0   6.3  0.0   5.8
IncremntDel:  0.0  0.1   0.0   0.2  0.1   0.0   0.0  0.0   0.0   0.1  0.0   0.0
InitQueuDel:  0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Delay Adj:   0.00 1.00  0.00  1.00 1.00  0.00  0.00 0.00  0.00  1.00 0.00  1.00
Delay/Veh:    0.0 21.4   0.0  23.9 16.0   0.0   0.0  0.0   0.0   6.4  0.0   5.9
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0 21.4   0.0  23.9 16.0   0.0   0.0  0.0   0.0   6.4  0.0   5.9
LOS by Move:    A   C+     A     C    B     A     A    A     A     A    A     A
HCM2k95thQ:     0    1     0     1    2     0     0    0     0     4    0     1
Note: Queue reported is the number of cars per lane.
```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Level Of Service Computation Report
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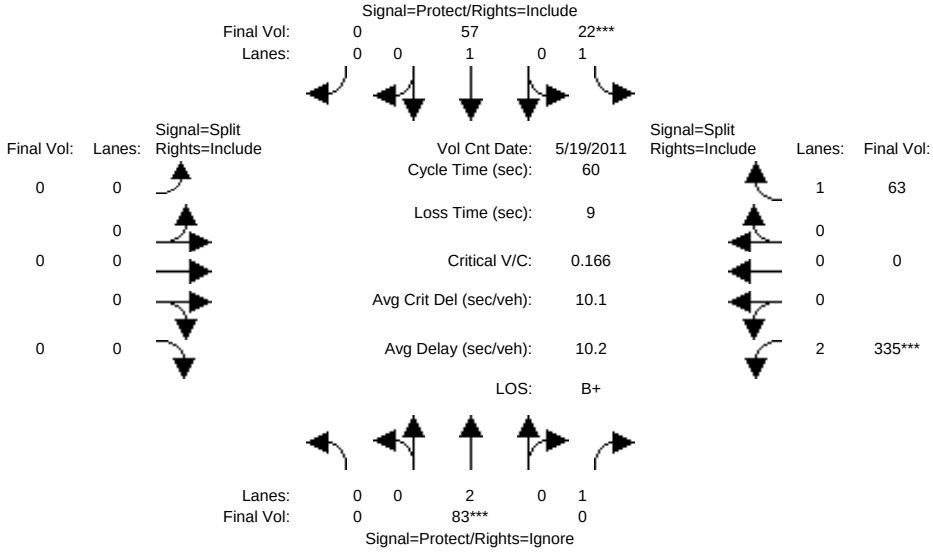
E+P AM

Intersection #29: Zanker Rd and SR-237 WB Ramps




```
Street Name:            Zanker Rd                       SR-237 WB Ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     0    0     0    10   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 May 2011 << 8:00:00 AM
Base Vol:       0   83   651    22   57     0     0    0     0   334    0    63
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0   83   651    22   57     0     0    0     0   334    0    63
Added Vol:      0    0     0     0    0     0     0    0     0     1    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0   83   651    22   57     0     0    0     0   335    0    63
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0   83     0    22   57     0     0    0     0   335    0    63
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0   83     0    22   57     0     0    0     0   335    0    63
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0   83     0    22   57     0     0    0     0   335    0    63
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.83 1.00  0.92
Lanes:       0.00 2.00  1.00  1.00 1.00  0.00  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     0 3800  1750  1750 1900     0     0    0     0  3150    0  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.02  0.00  0.01 0.03  0.00  0.00 0.00  0.00  0.11 0.00  0.04
Crit Moves:        ****        ****                             ****
Green/Cycle: 0.00 0.17  0.00  0.12 0.28  0.00  0.00 0.00  0.00  0.57 0.00  0.57
Volume/Cap:  0.00 0.13  0.00  0.11 0.11  0.00  0.00 0.00  0.00  0.19 0.00  0.06
Delay/Veh:    0.0 21.4   0.0  23.9 16.0   0.0   0.0  0.0   0.0   6.4  0.0   5.9
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0 21.4   0.0  23.9 16.0   0.0   0.0  0.0   0.0   6.4  0.0   5.9
LOS by Move:    A   C+     A     C    B     A     A    A     A     A    A     A
HCM2k95thQ:     0    1     0     1    2     0     0    0     0     4    0     1
Note: Queue reported is the number of cars per lane.
```

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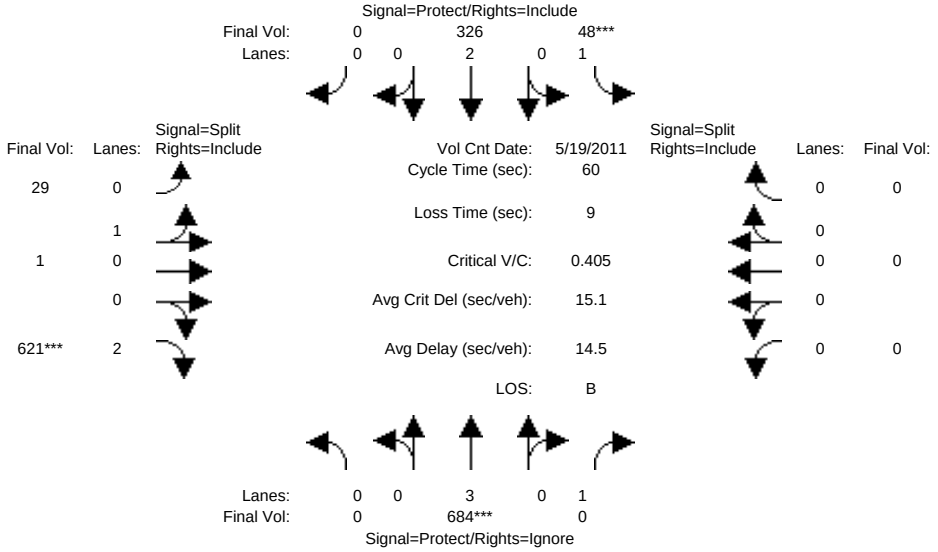
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #30: Zanker Rd and SR-237 EB Ramps



Street Name:	Zanker Rd						SR-237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2011 << 8:00:00 AM												
Base Vol:	0	684	193	48	326	0	29	1	621	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	684	193	48	326	0	29	1	621	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	684	193	48	326	0	29	1	621	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	684	0	48	326	0	29	1	621	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	684	0	48	326	0	29	1	621	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	684	0	48	326	0	29	1	621	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	0.97	0.03	2.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	1750	3800	0	1696	58	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.00	0.03	0.09	0.00	0.02	0.02	0.20	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.28	0.00	0.12	0.39	0.00	0.46	0.46	0.46	0.00	0.00	0.00
Volume/Cap:	0.00	0.43	0.00	0.24	0.22	0.00	0.04	0.04	0.43	0.00	0.00	0.00
Uniform Del:	0.0	17.8	0.0	24.1	12.0	0.0	9.0	9.0	11.1	0.0	0.0	0.0
IncremntDel:	0.0	0.2	0.0	0.6	0.1	0.0	0.0	0.0	0.2	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	18.0	0.0	24.7	12.1	0.0	9.1	9.1	11.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.0	0.0	24.7	12.1	0.0	9.1	9.1	11.3	0.0	0.0	0.0
LOS by Move:	A	B	A	C	B	A	A	A	B+	A	A	A
HCM2k95thQ:	0	7	0	2	4	0	1	1	10	0	0	0

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

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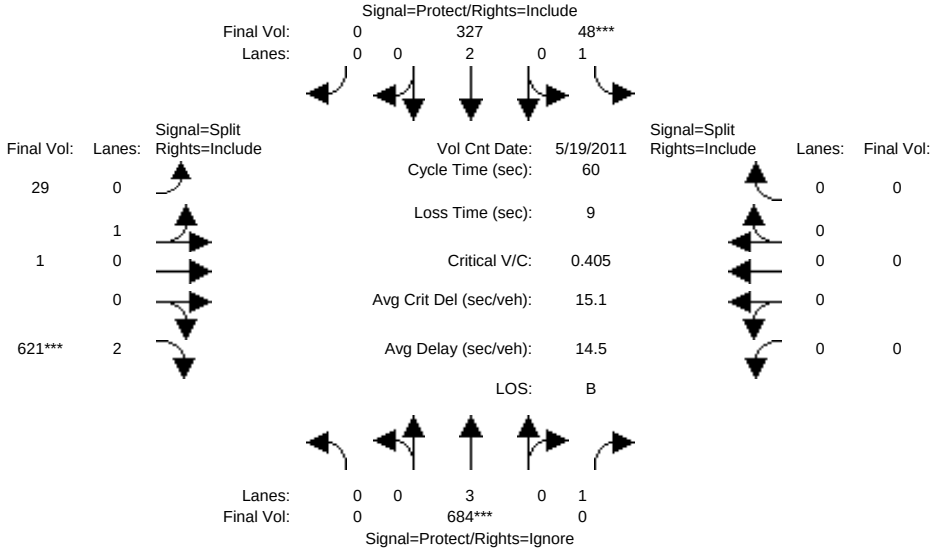
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P AM

Intersection #30: Zanker Rd and SR-237 EB Ramps



Street Name:	Zanker Rd						SR-237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2011 << 8:00:00 AM												
Base Vol:	0	684	193	48	326	0	29	1	621	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	684	193	48	326	0	29	1	621	0	0	0
Added Vol:	0	0	2	0	1	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	684	195	48	327	0	29	1	621	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	684	0	48	327	0	29	1	621	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	684	0	48	327	0	29	1	621	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	684	0	48	327	0	29	1	621	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.83	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	0.97	0.03	2.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	1750	3800	0	1740	60	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.00	0.03	0.09	0.00	0.02	0.02	0.20	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.28	0.00	0.12	0.39	0.00	0.46	0.46	0.46	0.00	0.00	0.00
Volume/Cap:	0.00	0.43	0.00	0.24	0.22	0.00	0.04	0.04	0.43	0.00	0.00	0.00
Delay/Veh:	0.0	18.0	0.0	24.7	12.1	0.0	9.1	9.1	11.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.0	0.0	24.7	12.1	0.0	9.1	9.1	11.3	0.0	0.0	0.0
LOS by Move:	A	B	A	C	B	A	A	A	B+	A	A	A
HCM2k95thQ:	0	7	0	2	4	0	1	1	10	0	0	0

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

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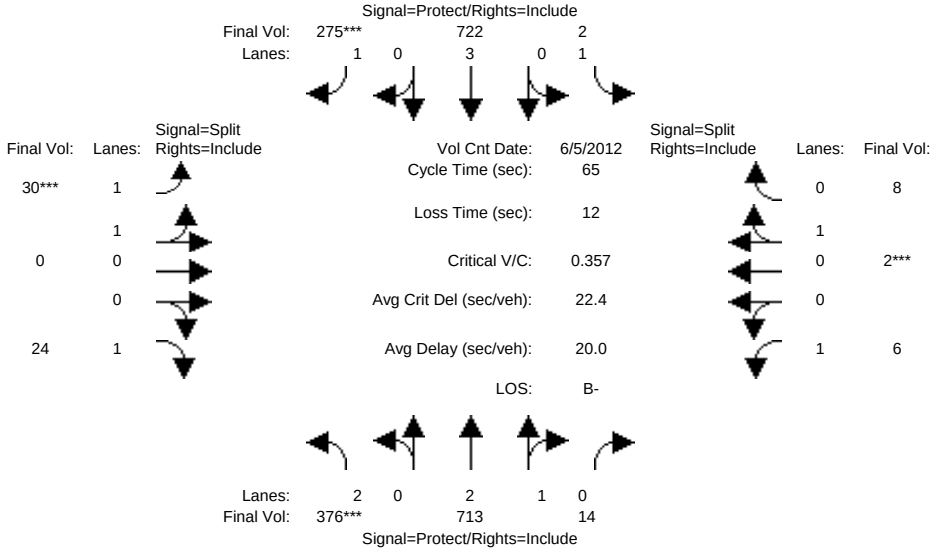
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

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

Intersection #31: Holger Way and Zanker Rd



Street Name:	Zanker Rd						Holger Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 7:55:00 AM												
Base Vol:	376	713	14	2	722	275	30	0	24	6	2	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	376	713	14	2	722	275	30	0	24	6	2	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	376	713	14	2	722	275	30	0	24	6	2	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	376	713	14	2	722	275	30	0	24	6	2	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	376	713	14	2	722	275	30	0	24	6	2	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	376	713	14	2	722	275	30	0	24	6	2	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.94	0.06	1.00	3.00	1.00	2.00	0.00	1.00	1.00	0.19	0.81
Final Sat.:	3150	5581	110	1750	5700	1750	3500	0	1750	1750	356	1422
Capacity Analysis Module:												
Vol/Sat:	0.12	0.13	0.13	0.00	0.13	0.16	0.01	0.00	0.01	0.00	0.01	0.01
Crit Moves:	****					****	****				****	
Green/Cycle:	0.22	0.30	0.30	0.21	0.29	0.29	0.15	0.00	0.15	0.15	0.15	0.15
Volume/Cap:	0.54	0.43	0.43	0.01	0.44	0.54	0.06	0.00	0.09	0.02	0.04	0.04
Uniform Del:	22.5	18.3	18.3	20.4	18.8	19.5	23.5	0.0	23.6	23.3	23.4	23.4
IncremntDel:	0.9	0.2	0.2	0.0	0.2	1.2	0.0	0.0	0.1	0.0	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	23.4	18.5	18.5	20.4	19.0	20.8	23.5	0.0	23.7	23.4	23.5	23.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.4	18.5	18.5	20.4	19.0	20.8	23.5	0.0	23.7	23.4	23.5	23.5
LOS by Move:	C	B-	B-	C+	B-	C+	C	A	C	C	C	C
HCM2k95thQ:	9	8	8	0	8	10	1	0	1	0	0	0

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

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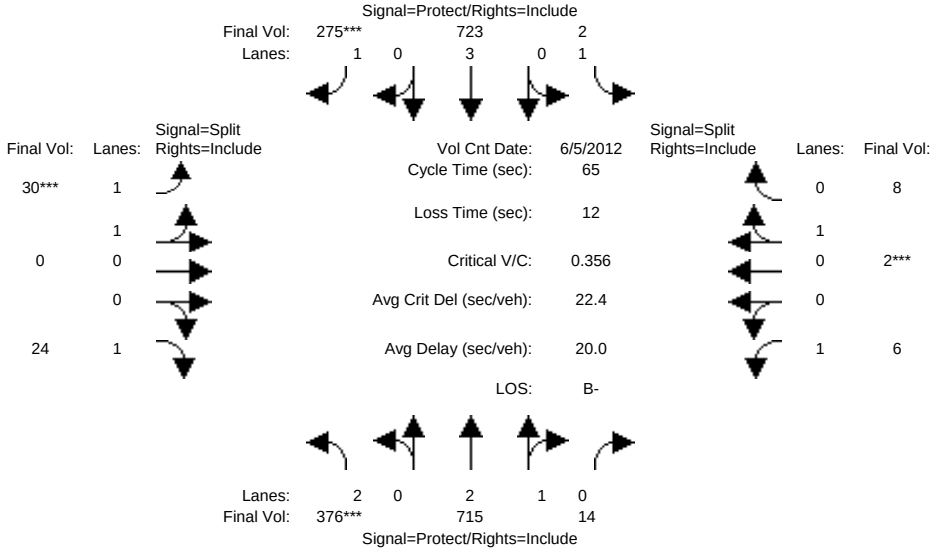
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P AM

Intersection #31: Holger Way and Zanker Rd




```
Street Name:            Zanker Rd                         Holger Way
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10    10   10    10    10   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 7:55:00 AM
Base Vol:     376  713    14     2  722   275    30    0    24     6    2     8
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  376  713    14     2  722   275    30    0    24     6    2     8
Added Vol:      0    2     0     0    1     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  376  715    14     2  723   275    30    0    24     6    2     8
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   376  715    14     2  723   275    30    0    24     6    2     8
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  376  715    14     2  723   275    30    0    24     6    2     8
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  376  715    14     2  723   275    30    0    24     6    2     8
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 0.98  0.95  0.92 1.00  0.92  0.93 1.00  0.92  0.92 0.95  0.95
Lanes:       2.00 2.94  0.06  1.00 3.00  1.00  2.00 0.00  1.00  1.00 0.20  0.80
Final Sat.:  3150 5492   108  1750 5700  1750  3550    0  1750  1750  360  1440
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.13  0.13  0.00 0.13  0.16  0.01 0.00  0.01  0.00 0.01  0.01
Crit Moves:  ****                         ****  ****                   ****
Green/Cycle: 0.22 0.30  0.30  0.21 0.29  0.29  0.15 0.00  0.15  0.15 0.15  0.15
Volume/Cap:  0.54 0.44  0.44  0.01 0.44  0.54  0.05 0.00  0.09  0.02 0.04  0.04
Delay/Veh:   23.4 18.6  18.6  20.4 19.0  20.8  23.5  0.0  23.7  23.4 23.5  23.5
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  23.4 18.6  18.6  20.4 19.0  20.8  23.5  0.0  23.7  23.4 23.5  23.5
LOS by Move:    C   B-     B-    C+   B-    C+     C    A     C     C    C     C
HCM2k95thQ:     9    9     9     0    8    10     1    0     1     0    0     0
Note: Queue reported is the number of cars per lane.
```

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Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

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

Intersection		Existing MID				E+P MID					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#6	McCarthy Blvd and Ranch Drive (North)	B	13.0	0.357	13.5	B	13.3	0.380	+ 0.023	13.9	+ 0.3
#7	Ranch Drive and Project Entrance	C+	20.4	0.479	17.2	D	47.5	1.006	+ 0.527	64.1	+ 46.8
#8	McCarthy Blvd and Ranch Dr (South)	C	24.1	0.639	29.4	C	24.8	0.763	+ 0.124	30.5	+ 1.1
#9	McCarthy Blvd and SR-237 WB Ramps	C	25.8	0.884	32.6	E+	55.8	1.080	+ 0.196	76.5	+ 43.9
#10	McCarthy Blvd and SR-237 EB Ramps	C	27.2	0.644	34.4	C	28.3	0.702	+ 0.058	36.9	+ 2.5

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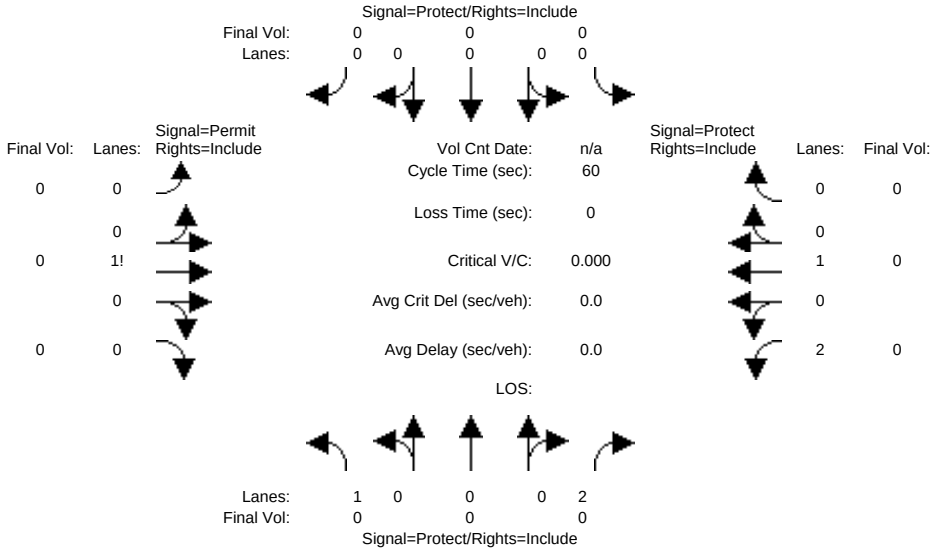
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

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

Intersection #1: McCarthy Blvd and Dixon Landing Rd



Street Name:	McCarthy Blvd						Dixon Landing Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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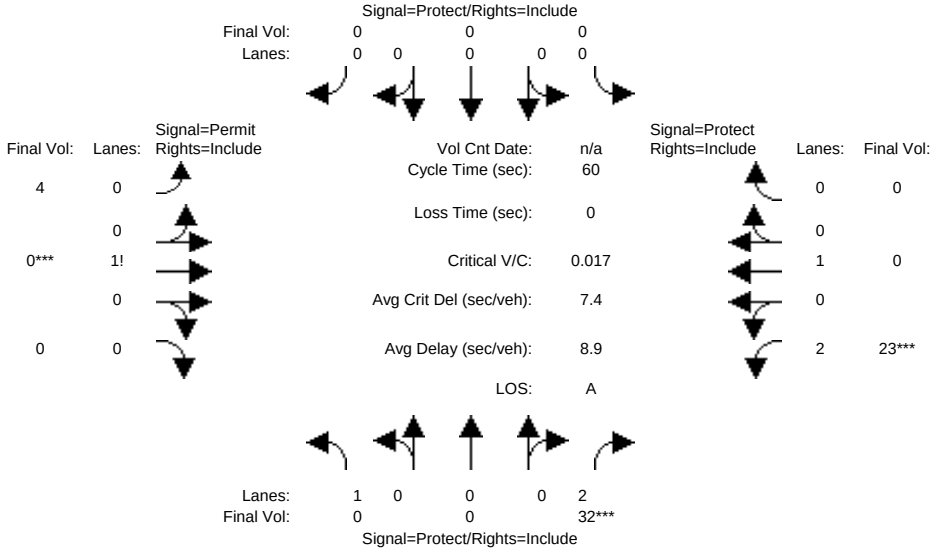
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P MID

Intersection #1: McCarthy Blvd and Dixon Landing Rd



Street Name:	McCarthy Blvd						Dixon Landing Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	25	0	0	0	0	0	0	23	0	0
Pass-by/Div:	0	0	7	0	0	0	4	0	0	0	0	0
Initial Fut:	0	0	32	0	0	0	4	0	0	23	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	32	0	0	0	4	0	0	23	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	32	0	0	0	4	0	0	23	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	32	0	0	0	4	0	0	23	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	1.00	0.00	0.00	2.00	1.00	0.00
Final Sat.:	1750	0	3150	0	0	0	1750	0	0	3150	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.00	0.00	0.58	0.00	0.00	0.00	0.00	0.00	0.00	0.42	0.00	0.00
Volume/Cap:	0.00	0.00	0.02	0.00	0.00	0.00	0.03	0.00	0.00	0.02	0.00	0.00
Delay/Veh:	0.0	0.0	5.3	0.0	0.0	0.0	30.1	0.0	0.0	10.2	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	5.3	0.0	0.0	0.0	30.1	0.0	0.0	10.2	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	A	B+	A	A
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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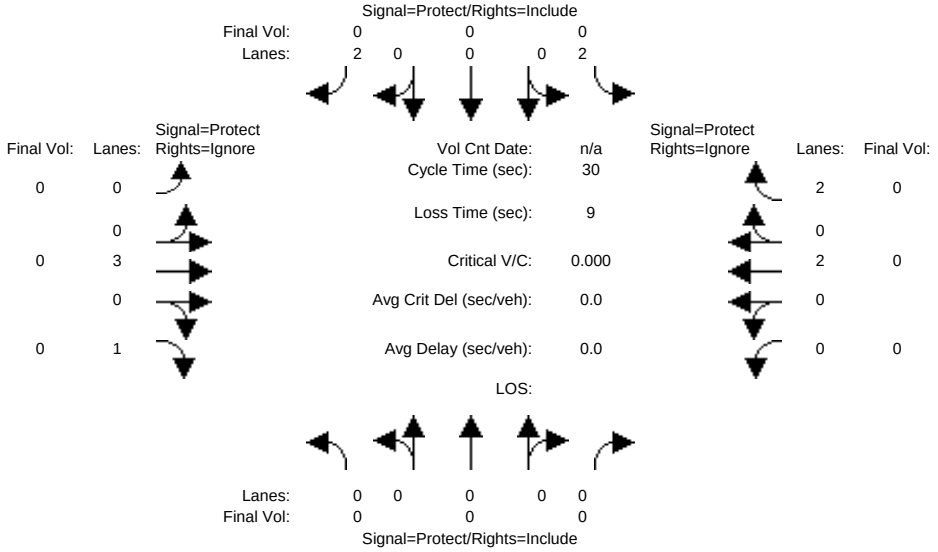
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

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

Intersection #2: I-880 SB Ramps and Dixon Landing Dr



Street Name:	I-880 SB Ramps						Dixon Landing Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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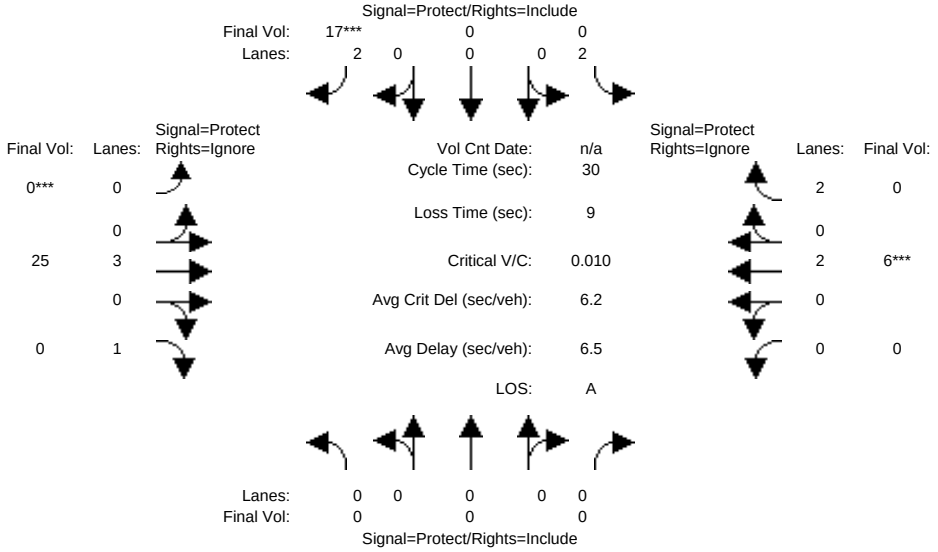
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P MID

Intersection #2: I-880 SB Ramps and Dixon Landing Dr



Street Name:	I-880 SB Ramps						Dixon Landing Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	17	0	25	0	0	6	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	17	0	25	0	0	6	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	0	0	17	0	25	0	0	6	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	17	0	25	0	0	6	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	0	0	17	0	25	0	0	6	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	2.00	2.00
Final Sat.:	0	0	0	3150	0	3150	0	5700	1750	0	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.37	0.00	0.33	0.00	0.00	0.33	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	6.1	0.0	6.7	0.0	0.0	6.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	6.1	0.0	6.7	0.0	0.0	6.7	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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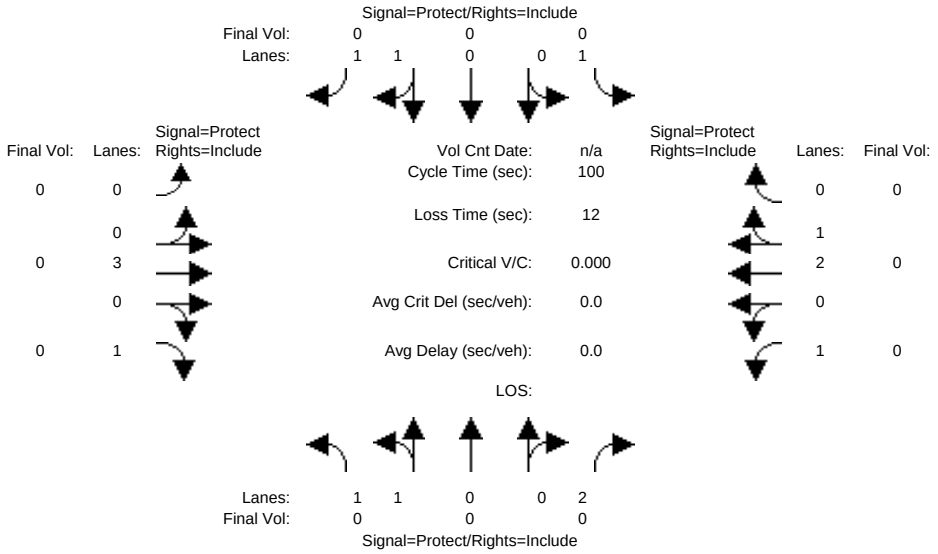
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

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

Intersection #3: Dixon Landing Rd and California Cir

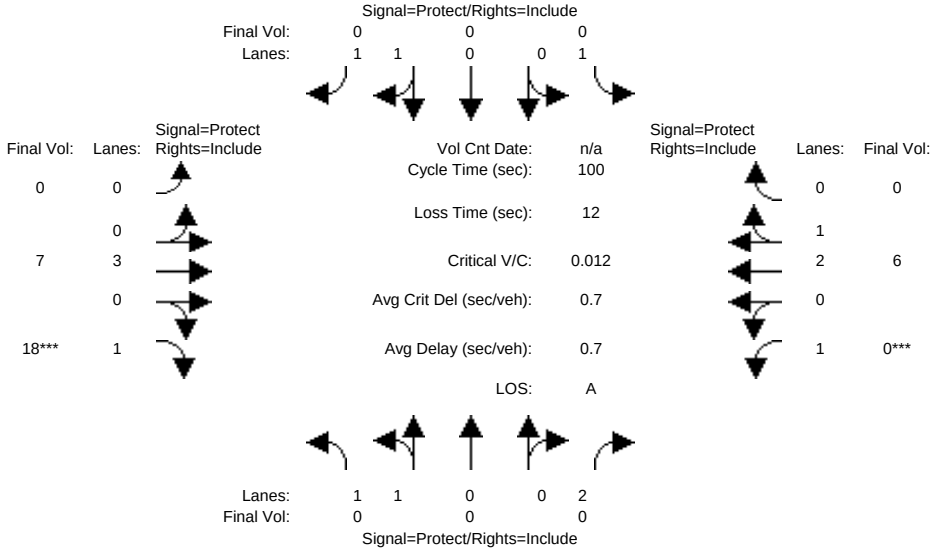



```
Street Name:I-880 Northbound Ramps / Californ          Dixon Landing Rd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0     0    0     0     0    0     0     0    0     0
User Adj:    0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
PHF Adj:     0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
PHF Volume:     0    0     0     0    0     0     0    0     0     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0     0    0     0     0    0     0     0    0     0
PCE Adj:     0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
MLF Adj:     0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
FinalVolume:    0    0     0     0    0     0     0    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:       0    0     0     0    0     0     0    0     0     0    0     0
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
Final Sat.:     0    0     0     0    0     0     0    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
Crit Moves:
Green/Cycle: 0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
Volume/Cap:  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
Delay/Veh:    0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
LOS by Move:
HCM2k95thQ:     0    0     0     0    0     0     0    0     0     0    0     0
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P MID

Intersection #3: Dixon Landing Rd and California Cir

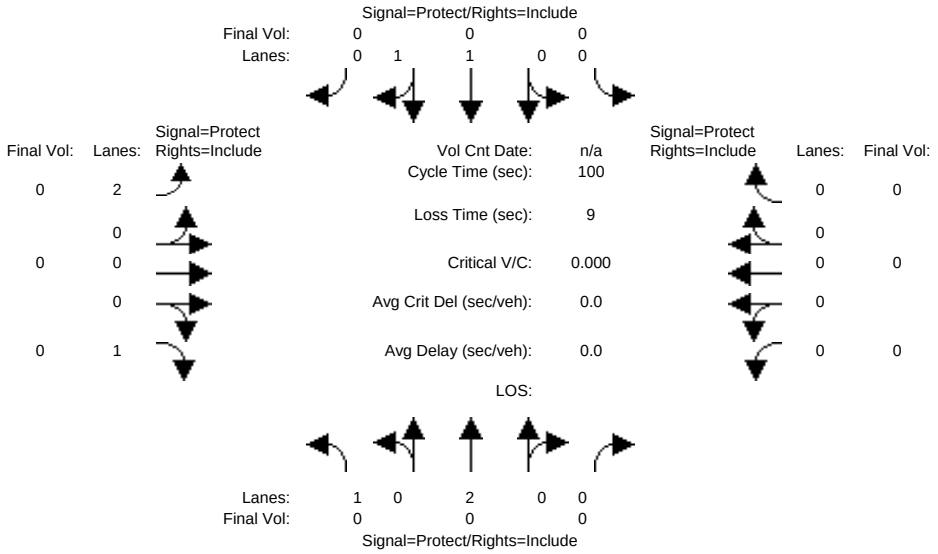



```
Street Name:I-880 Northbound Ramps / Californ          Dixon Landing Rd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:      0    0     0     0    0     0     0    7    18     0    6     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0     0    0     0     0    7    18     0    6     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0     0     0    0     0     0    7    18     0    6     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0     0    0     0     0    7    18     0    6     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0    0     0     0    0     0     0    7    18     0    6     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.83  0.92 1.00  0.92  0.92 1.00  0.92  0.92 0.98  0.92
Lanes:       1.00 1.00  2.00  1.00 1.00  1.00  0.00 3.00  1.00  1.00 3.00  0.00
Final Sat.:  1750 1900  3150  1750 1900  1750     0 5700  1750  1750 5600     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.01  0.00 0.00  0.00
Crit Moves:                                                ****  ****
Green/Cycle: 0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.88  0.88  0.00 0.88  0.00
Volume/Cap:  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.01  0.00 0.00  0.00
Delay/Veh:    0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.7   0.7   0.0  0.7   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.7   0.7   0.0  0.7   0.0
LOS by Move:    A    A     A     A    A     A     A    A     A     A    A     A
HCM2k95thQ:     0    0     0     0    0     0     0    0     0     0    0     0
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

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

Intersection #4: California Cir and I-880 NB Ramps

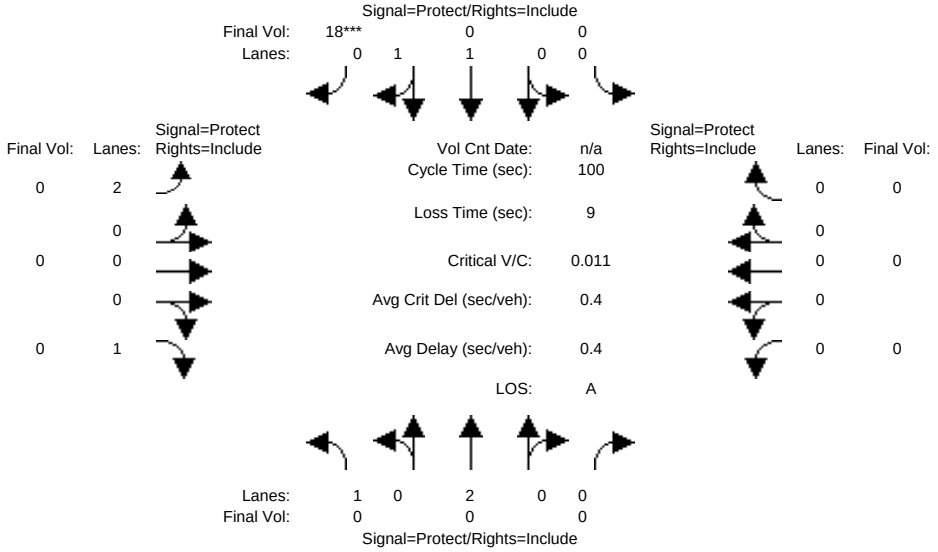



```
Street Name:          California Cir                    I-880 NB Ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0     0    0     0     0    0     0     0    0     0
User Adj:    0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
PHF Adj:     0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
PHF Volume:     0    0     0     0    0     0     0    0     0     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0     0    0     0     0    0     0     0    0     0
PCE Adj:     0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
MLF Adj:     0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
FinalVolume:    0    0     0     0    0     0     0    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:       0    0     0     0    0     0     0    0     0     0    0     0
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
Final Sat.:     0    0     0     0    0     0     0    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
Crit Moves:
Green/Cycle: 0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
Volume/Cap:  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
Delay/Veh:    0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
LOS by Move:
HCM2k95thQ:     0    0     0     0    0     0     0    0     0     0    0     0
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P MID

Intersection #4: California Cir and I-880 NB Ramps



Street Name:	California Cir						I-880 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	18	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	18	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	18	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	18	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	18	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	1900	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:						****						
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.91	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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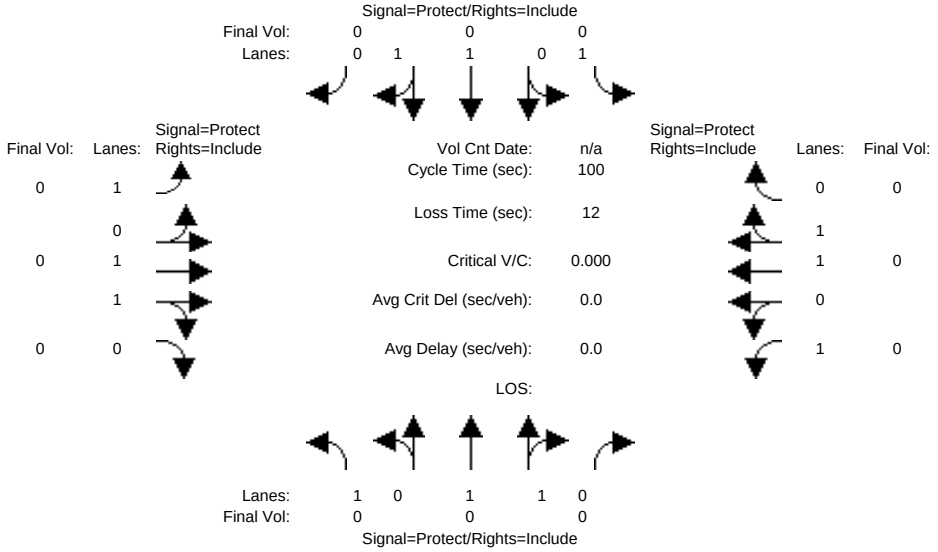
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

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

Intersection #5: Dixon Landing Rd and Warm Springs Rd



Street Name:	Warm Springs Rd						Dixon Landing Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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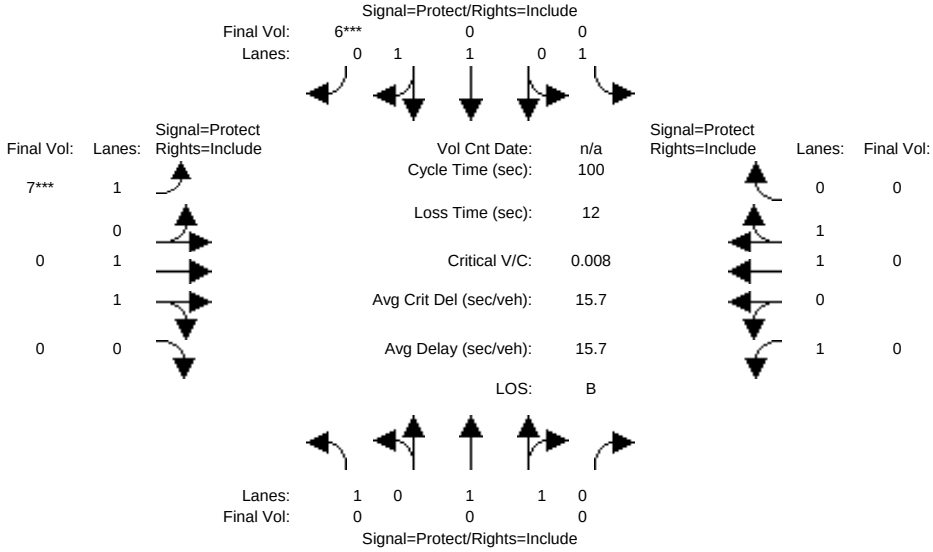
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P MID

Intersection #5: Dixon Landing Rd and Warm Springs Rd



Street Name:	Warm Springs Rd						Dixon Landing Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	6	7	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	6	7	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	6	7	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	6	7	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	6	7	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	1.00	1.00	1.00	1.00	2.00	0.00	1.00	2.00	0.00
Final Sat.:	1750	3800	0	1750	1900	1750	1750	3800	0	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:						****	****					
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.41	0.47	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	17.7	13.9	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	17.7	13.9	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	B	B	A	A	A	A	A
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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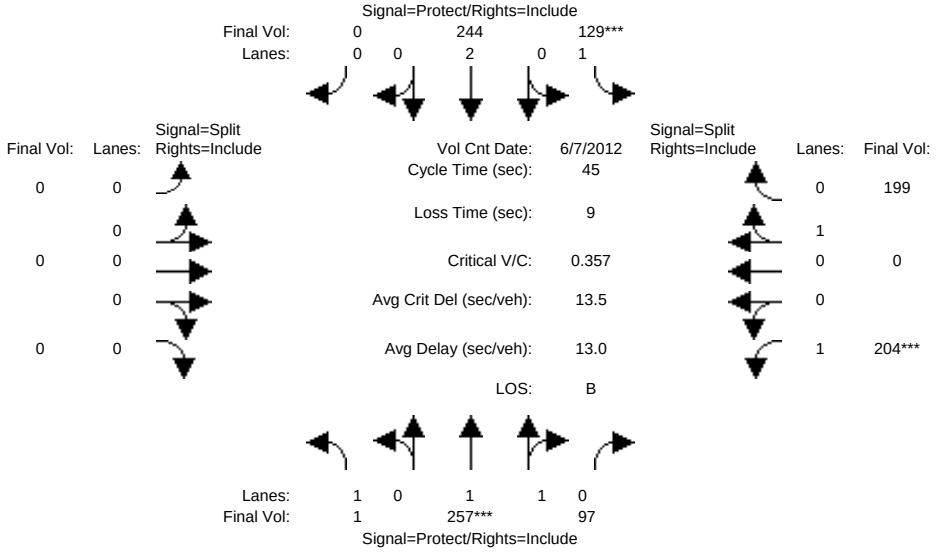
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

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

Intersection #6: McCarthy Blvd and Ranch Drive (North)




```
Street Name:          McCarthy Blvd                    Ranch Drive (North)
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     0    0     0    10   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 7 Jun 2012 << 12:25:00 PM
Base Vol:       1  257    97   129  244     0     0    0     0   204    0   199
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    1  257    97   129  244     0     0    0     0   204    0   199
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    1  257    97   129  244     0     0    0     0   204    0   199
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     1  257    97   129  244     0     0    0     0   204    0   199
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    1  257    97   129  244     0     0    0     0   204    0   199
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    1  257    97   129  244     0     0    0     0   204    0   199
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.98  0.95  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.95
Lanes:       1.00 1.44  0.56  1.00 2.00  0.00  0.00 0.00  0.00  1.00 0.00  1.00
Final Sat.:  1750 2685  1014  1750 3800     0     0    0     0  1750    0  1800
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.10  0.10  0.07 0.06  0.00  0.00 0.00  0.00  0.12 0.00  0.11
Crit Moves:        ****        ****                             ****
Green/Cycle: 0.20 0.27  0.27  0.21 0.28  0.00  0.00 0.00  0.00  0.33 0.00  0.33
Volume/Cap:  0.00 0.36  0.36  0.36 0.23  0.00  0.00 0.00  0.00  0.36 0.00  0.34
Delay/Veh:   14.6 13.6  13.6  15.9 12.6   0.0   0.0  0.0   0.0  12.0  0.0  11.8
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  14.6 13.6  13.6  15.9 12.6   0.0   0.0  0.0   0.0  12.0  0.0  11.8
LOS by Move:    B    B     B     B    B     A     A    A     A    B+    A    B+
HCM2k95thQ:     0    5     5     3    3     0     0    0     0     5    0     5
Note: Queue reported is the number of cars per lane.
```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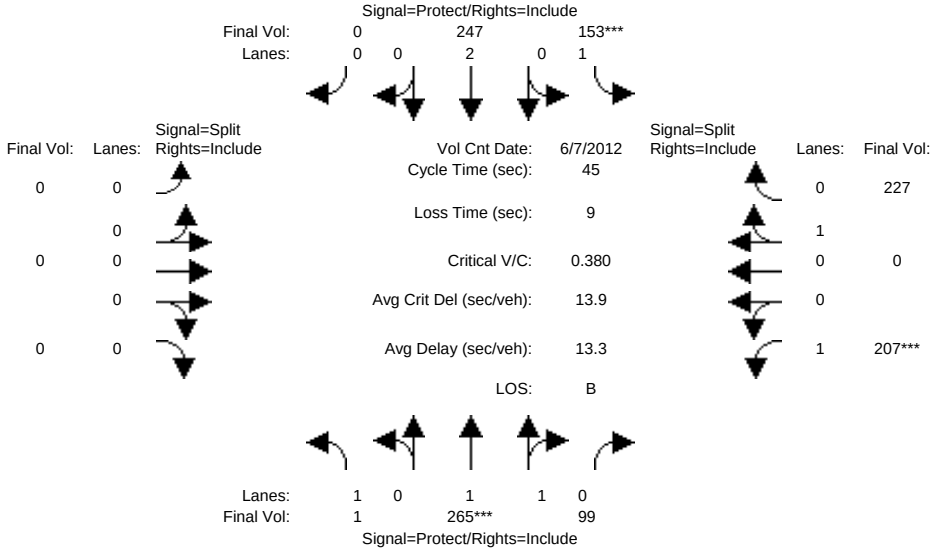
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P MID

Intersection #6: McCarthy Blvd and Ranch Drive (North)



Street Name:	McCarthy Blvd						Ranch Drive (North)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Jun 2012 << 12:25:00 PM												
Base Vol:	1	257	97	129	244	0	0	0	0	204	0	199
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	257	97	129	244	0	0	0	0	204	0	199
Added Vol:	0	7	0	17	6	0	0	0	0	0	0	18
Pass-by/Div:	0	1	2	7	-3	0	0	0	0	3	0	10
Initial Fut:	1	265	99	153	247	0	0	0	0	207	0	227
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	265	99	153	247	0	0	0	0	207	0	227
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	265	99	153	247	0	0	0	0	207	0	227
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	265	99	153	247	0	0	0	0	207	0	227
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	1.00	1.44	0.56	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	2693	1006	1750	3800	0	0	0	0	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.10	0.09	0.07	0.00	0.00	0.00	0.00	0.12	0.00	0.13
Crit Moves:		****		****						****		
Green/Cycle:	0.20	0.25	0.25	0.22	0.28	0.00	0.00	0.00	0.00	0.32	0.00	0.32
Volume/Cap:	0.00	0.39	0.39	0.39	0.23	0.00	0.00	0.00	0.00	0.37	0.00	0.39
Delay/Veh:	14.5	14.2	14.2	15.5	12.6	0.0	0.0	0.0	0.0	12.1	0.0	12.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.5	14.2	14.2	15.5	12.6	0.0	0.0	0.0	0.0	12.1	0.0	12.2
LOS by Move:	B	B	B	B	B	A	A	A	A	B	A	B
HCM2k95thQ:	0	5	5	4	3	0	0	0	0	5	0	6

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

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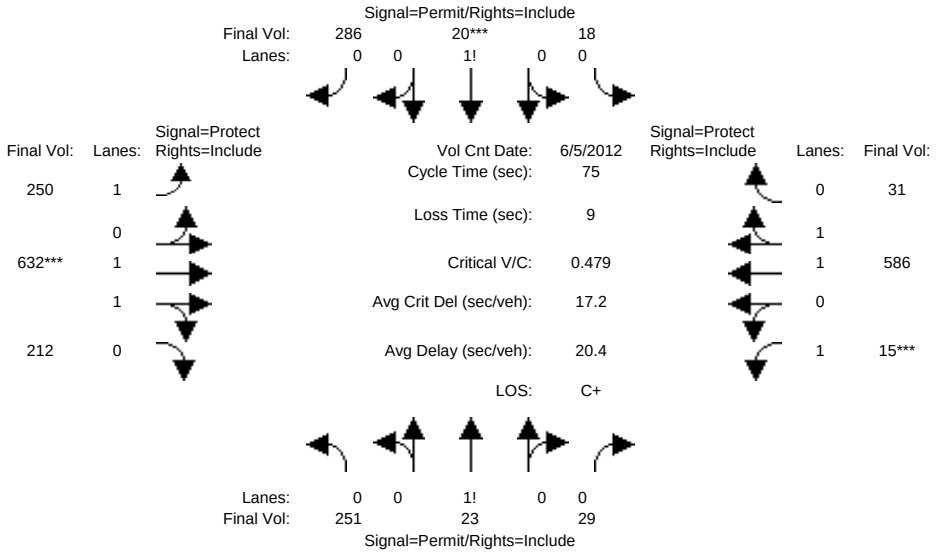
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

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

Intersection #7: Ranch Drive and Project Entrance




```
Street Name:         Project Entrance                    Ranch Drive
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 12:15:00 PM
Base Vol:     251   23    29    18   20   286   250  632   212    15  586    31
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  251   23    29    18   20   286   250  632   212    15  586    31
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  251   23    29    18   20   286   250  632   212    15  586    31
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   251   23    29    18   20   286   250  632   212    15  586    31
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  251   23    29    18   20   286   250  632   212    15  586    31
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  251   23    29    18   20   286   250  632   212    15  586    31
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.98  0.95  0.92 0.98  0.95
Lanes:       0.83 0.08  0.09  0.06 0.06  0.88  1.00 1.48  0.52  1.00 1.90  0.10
Final Sat.:  1450  133   167    97  108  1545  1750 2770   929  1750 3514   186
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.17 0.17  0.17  0.19 0.19  0.19  0.14 0.23  0.23  0.01 0.17  0.17
Crit Moves:                         ****             ****        ****
Green/Cycle: 0.35 0.35  0.35  0.35 0.35  0.35  0.24 0.43  0.43  0.09 0.28  0.28
Volume/Cap:  0.49 0.49  0.49  0.53 0.53  0.53  0.59 0.53  0.53  0.09 0.59  0.59
Delay/Veh:   19.6 19.6  19.6  20.1 20.1  20.1  27.2 15.9  15.9  31.3 23.9  23.9
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  19.6 19.6  19.6  20.1 20.1  20.1  27.2 15.9  15.9  31.3 23.9  23.9
LOS by Move:   B-   B-    B-    C+   C+    C+     C    B     B     C    C     C
HCM2k95thQ:    12   12    12    13   13    13    11   14    14     1   13    13
Note: Queue reported is the number of cars per lane.
```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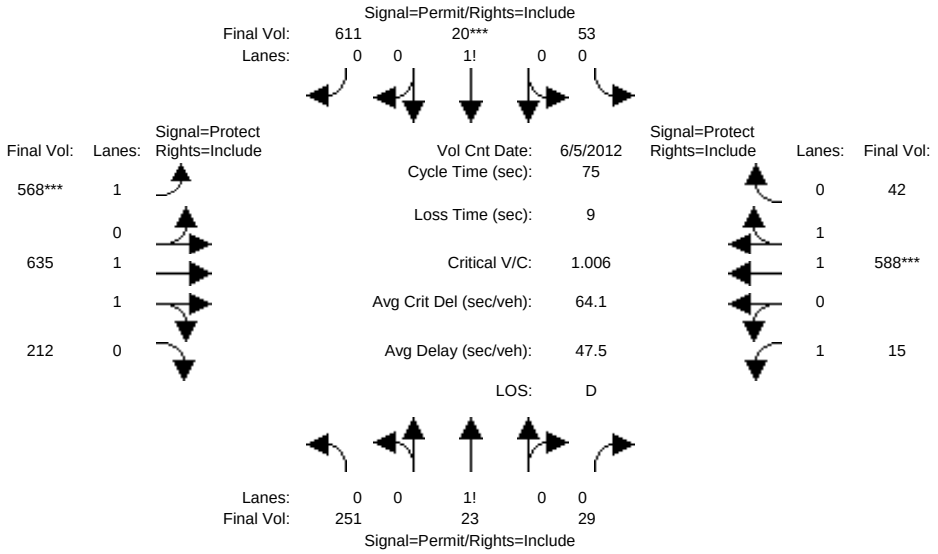
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P MID

Intersection #7: Ranch Drive and Project Entrance

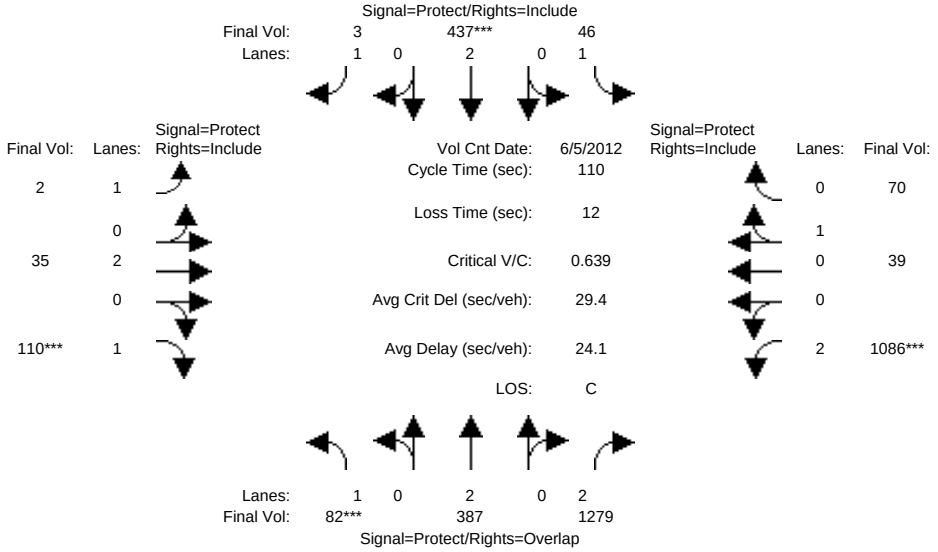



```
Street Name:         Project Entrance                    Ranch Drive
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 12:15:00 PM
Base Vol:     251   23    29    18   20   286   250  632   212    15  586    31
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  251   23    29    18   20   286   250  632   212    15  586    31
Added Vol:      0    0     0     0    0   273   253    0     0     0    0     0
Pass-by/Div:    0    0     0    35    0    52    65    3     0     0    2    11
Initial Fut:  251   23    29    53   20   611   568  635   212    15  588    42
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   251   23    29    53   20   611   568  635   212    15  588    42
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  251   23    29    53   20   611   568  635   212    15  588    42
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  251   23    29    53   20   611   568  635   212    15  588    42
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.98  0.95  0.92 0.98  0.95
Lanes:       0.83 0.08  0.09  0.08 0.03  0.89  1.00 1.49  0.51  1.00 1.86  0.14
Final Sat.:  1450  133   167   136   51  1563  1750 2773   926  1750 3453   247
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.17 0.17  0.17  0.39 0.39  0.39  0.32 0.23  0.23  0.01 0.17  0.17
Crit Moves:                         ****        ****                  ****
Green/Cycle: 0.39 0.39  0.39  0.39 0.39  0.39  0.32 0.35  0.35  0.14 0.17  0.17
Volume/Cap:  0.45 0.45  0.45  1.01 1.01  1.01  1.01 0.66  0.66  0.06 1.01  1.01
Delay/Veh:   17.4 17.4  17.4  59.1 59.1  59.1  64.9 21.8  21.8  27.9 68.7  68.7
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  17.4 17.4  17.4  59.1 59.1  59.1  64.9 21.8  21.8  27.9 68.7  68.7
LOS by Move:    B    B     B    E+   E+    E+     E   C+    C+     C    E     E
HCM2k95thQ:    11   11    11    42   42    42    33   16    16     1   24    24
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

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

Intersection #8: McCarthy Blvd and Ranch Dr (South)



Street Name:	McCarthy Blvd						Ranch Dr (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 12:10:00 PM												
Base Vol:	82	387	1279	46	437	3	2	35	110	1086	39	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	387	1279	46	437	3	2	35	110	1086	39	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	387	1279	46	437	3	2	35	110	1086	39	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	387	1279	46	437	3	2	35	110	1086	39	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	387	1279	46	437	3	2	35	110	1086	39	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	387	1279	46	437	3	2	35	110	1086	39	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	2.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	0.36	0.64
Final Sat.:	1750	3800	3150	1750	3800	1750	1750	3800	1750	3150	644	1156
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.41	0.03	0.12	0.00	0.00	0.01	0.06	0.34	0.06	0.06
Crit Moves:	****				****				****	****		
Green/Cycle:	0.07	0.16	0.70	0.10	0.18	0.18	0.26	0.10	0.10	0.54	0.38	0.38
Volume/Cap:	0.64	0.65	0.58	0.27	0.64	0.01	0.00	0.09	0.64	0.64	0.16	0.16
Delay/Veh:	59.9	46.3	9.0	46.9	43.8	37.1	29.9	45.2	55.5	18.6	23.0	23.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.9	46.3	9.0	46.9	43.8	37.1	29.9	45.2	55.5	18.6	23.0	23.0
LOS by Move:	E+	D	A	D	D	D+	C	D	E+	B-	C+	C+
HCM2k95thQ:	6	12	24	4	15	0	0	1	10	27	5	5

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

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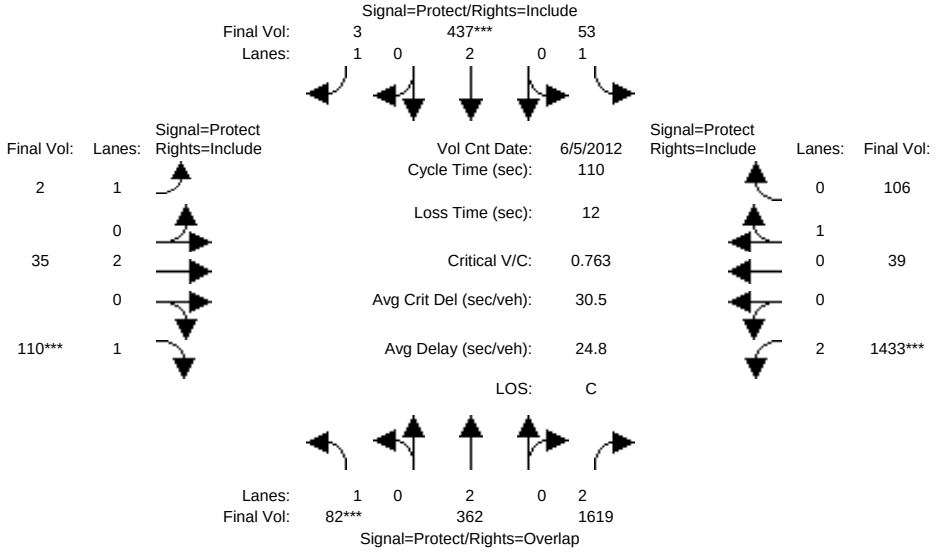
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P MID

Intersection #8: McCarthy Blvd and Ranch Dr (South)



Street Name:	McCarthy Blvd						Ranch Dr (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 12:10:00 PM												
Base Vol:	82	387	1279	46	437	3	2	35	110	1086	39	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	387	1279	46	437	3	2	35	110	1086	39	70
Added Vol:	0	0	286	6	0	0	0	0	0	317	0	7
Pass-by/Div:	0	-25	54	1	0	0	0	0	0	30	0	29
Initial Fut:	82	362	1619	53	437	3	2	35	110	1433	39	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	362	1619	53	437	3	2	35	110	1433	39	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	362	1619	53	437	3	2	35	110	1433	39	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	362	1619	53	437	3	2	35	110	1433	39	106
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	2.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	0.27	0.73
Final Sat.:	1750	3800	3150	1750	3800	1750	1750	3800	1750	3150	484	1316
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.51	0.03	0.12	0.00	0.00	0.01	0.06	0.45	0.08	0.08
Crit Moves:	****				****				****	****		
Green/Cycle:	0.06	0.13	0.72	0.08	0.15	0.15	0.28	0.09	0.09	0.59	0.40	0.40
Volume/Cap:	0.74	0.75	0.72	0.36	0.77	0.01	0.00	0.10	0.69	0.77	0.20	0.20
Delay/Veh:	73.0	52.7	10.3	49.0	51.6	40.0	28.6	46.0	60.8	19.2	21.7	21.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.0	52.7	10.3	49.0	51.6	40.0	28.6	46.0	60.8	19.2	21.7	21.7
LOS by Move:	E	D-	B+	D	D-	D	C	D	E	B-	C+	C+
HCM2k95thQ:	6	12	33	4	17	0	0	1	10	34	6	6

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

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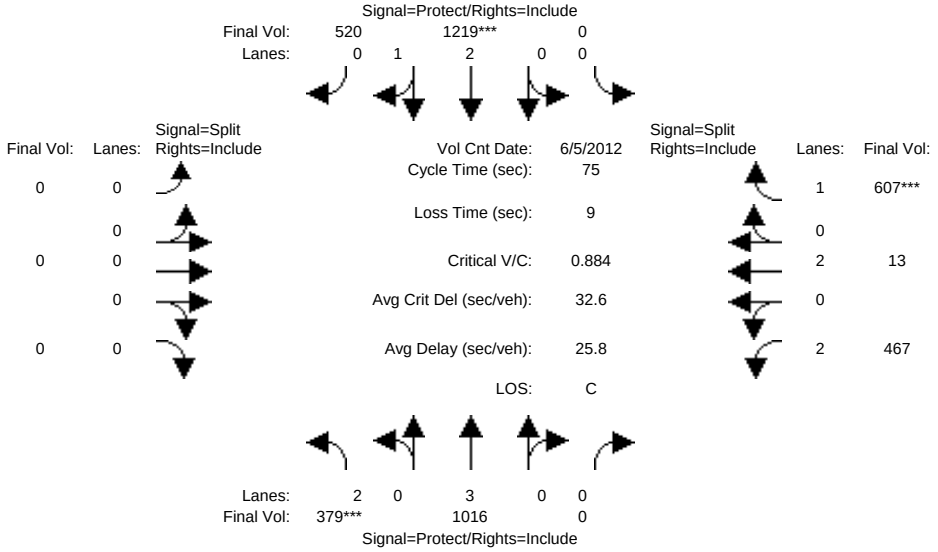
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

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

Intersection #9: McCarthy Blvd and SR-237 WB Ramps




```
Street Name:          McCarthy Blvd                    SR-237 WB Ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     0    0     0    10   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 12:20:00 PM
Base Vol:     379 1016     0     0 1219   520     0    0     0   467   13   607
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  379 1016     0     0 1219   520     0    0     0   467   13   607
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  379 1016     0     0 1219   520     0    0     0   467   13   607
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   379 1016     0     0 1219   520     0    0     0   467   13   607
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  379 1016     0     0 1219   520     0    0     0   467   13   607
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  379 1016     0     0 1219   520     0    0     0   467   13   607
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.92 1.00  0.95  0.92 1.00  0.92  0.83 1.00  0.92
Lanes:       2.00 3.00  0.00  0.00 2.07  0.93  0.00 0.00  0.00  2.00 2.00  1.00
Final Sat.:  3150 5700     0     0 3923  1674     0    0     0  3150 3800  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.18  0.00  0.00 0.31  0.31  0.00 0.00  0.00  0.15 0.00  0.35
Crit Moves:  ****                   ****                                   ****
Green/Cycle: 0.14 0.49  0.00  0.00 0.35  0.35  0.00 0.00  0.00  0.39 0.39  0.39
Volume/Cap:  0.88 0.37  0.00  0.00 0.88  0.88  0.00 0.00  0.00  0.38 0.01  0.88
Delay/Veh:   50.9 12.1   0.0   0.0 28.0  28.0   0.0  0.0   0.0  16.4 13.9  34.2
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  50.9 12.1   0.0   0.0 28.0  28.0   0.0  0.0   0.0  16.4 13.9  34.2
LOS by Move:    D    B     A     A    C     C     A    A     A     B    B    C-
HCM2k95thQ:    11    9     0     0   24    24     0    0     0     9    0    28
Note: Queue reported is the number of cars per lane.
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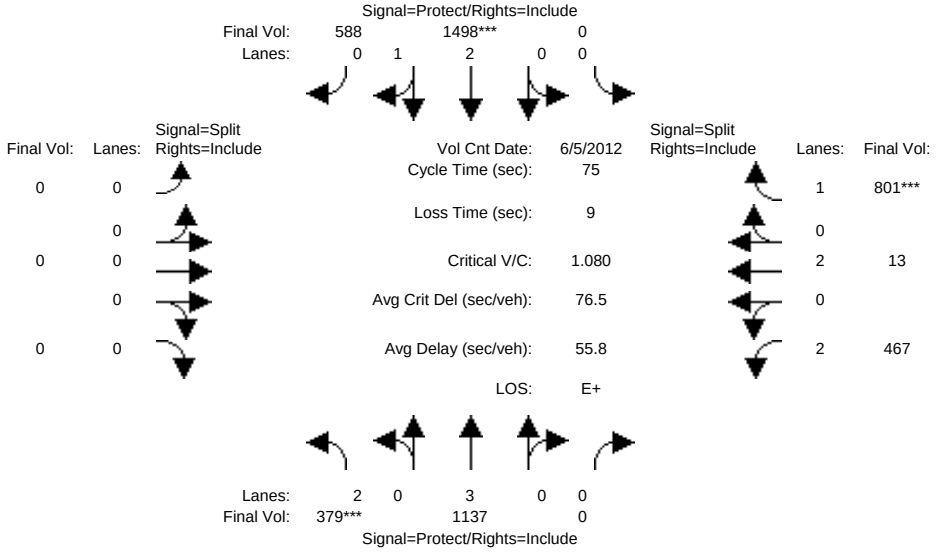
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P MID

Intersection #9: McCarthy Blvd and SR-237 WB Ramps



Street Name:	McCarthy Blvd						SR-237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 12:20:00 PM												
Base Vol:	379	1016	0	0	1219	520	0	0	0	467	13	607
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	379	1016	0	0	1219	520	0	0	0	467	13	607
Added Vol:	0	110	0	0	262	56	0	0	0	0	0	176
Pass-by/Div:	0	11	0	0	17	12	0	0	0	0	0	18
Initial Fut:	379	1137	0	0	1498	588	0	0	0	467	13	801
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	379	1137	0	0	1498	588	0	0	0	467	13	801
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	379	1137	0	0	1498	588	0	0	0	467	13	801
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	379	1137	0	0	1498	588	0	0	0	467	13	801
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.12	0.88	0.00	0.00	0.00	2.00	2.00	1.00
Final Sat.:	3150	5700	0	0	4019	1578	0	0	0	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.20	0.00	0.00	0.37	0.37	0.00	0.00	0.00	0.15	0.00	0.46
Crit Moves:	****				****							****
Green/Cycle:	0.11	0.46	0.00	0.00	0.34	0.34	0.00	0.00	0.00	0.42	0.42	0.42
Volume/Cap:	1.08	0.44	0.00	0.00	1.08	1.08	0.00	0.00	0.00	0.35	0.01	1.08
Delay/Veh:	104.5	14.0	0.0	0.0	70.6	70.6	0.0	0.0	0.0	14.8	12.5	78.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	104.5	14.0	0.0	0.0	70.6	70.6	0.0	0.0	0.0	14.8	12.5	78.5
LOS by Move:	F	B	A	A	E	E	A	A	A	B	B	E-
HCM2k95thQ:	15	11	0	0	40	40	0	0	0	8	0	50

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

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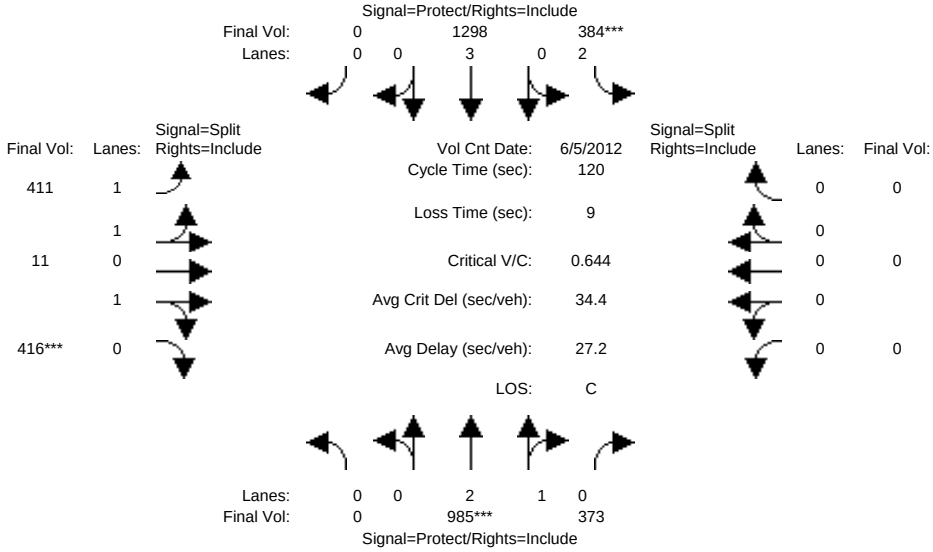
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

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

Intersection #10: McCarthy Blvd and SR-237 EB Ramps



Street Name:	McCarthy Blvd						SR-237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 12:20:00 PM												
Base Vol:	0	985	373	384	1298	0	411	11	416	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	985	373	384	1298	0	411	11	416	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	985	373	384	1298	0	411	11	416	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	985	373	384	1298	0	411	11	416	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	985	373	384	1298	0	411	11	416	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	985	373	384	1298	0	411	11	416	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.83	1.00	0.92	0.93	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	2.15	0.85	2.00	3.00	0.00	1.95	0.05	1.00	0.00	0.00	0.00
Final Sat.:	0	4060	1537	3150	5700	0	3442	92	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.12	0.23	0.00	0.12	0.12	0.23	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.38	0.38	0.19	0.57	0.00	0.36	0.36	0.36	0.00	0.00	0.00
Volume/Cap:	0.00	0.64	0.64	0.64	0.40	0.00	0.33	0.33	0.64	0.00	0.00	0.00
Delay/Veh:	0.0	31.5	31.5	47.3	14.7	0.0	28.1	28.1	33.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	31.5	31.5	47.3	14.7	0.0	28.1	28.1	33.2	0.0	0.0	0.0
LOS by Move:	A	C	C	D	B	A	C	C	C-	A	A	A
HCM2k95thQ:	0	25	25	14	16	0	12	12	25	0	0	0

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

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Pacific Mall - Silicon Valley
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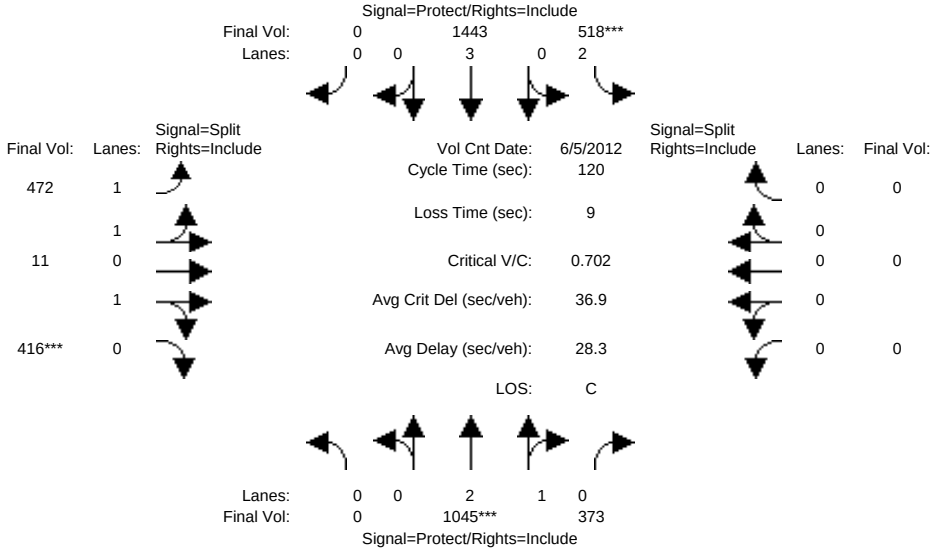
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P MID

Intersection #10: McCarthy Blvd and SR-237 EB Ramps



Street Name:	McCarthy Blvd						SR-237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 12:20:00 PM												
Base Vol:	0	985	373	384	1298	0	411	11	416	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	985	373	384	1298	0	411	11	416	0	0	0
Added Vol:	0	60	0	127	135	0	51	0	0	0	0	0
Pass-by/Div:	0	0	0	7	10	0	10	0	0	0	0	0
Initial Fut:	0	1045	373	518	1443	0	472	11	416	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1045	373	518	1443	0	472	11	416	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1045	373	518	1443	0	472	11	416	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1045	373	518	1443	0	472	11	416	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.93	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	2.18	0.82	2.00	3.00	0.00	1.96	0.04	1.00	0.00	0.00	0.00
Final Sat.:	0	4125	1472	3150	5700	0	3457	81	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.16	0.25	0.00	0.14	0.14	0.23	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.36	0.36	0.23	0.60	0.00	0.33	0.33	0.33	0.00	0.00	0.00
Volume/Cap:	0.00	0.70	0.70	0.70	0.43	0.00	0.41	0.41	0.70	0.00	0.00	0.00
Delay/Veh:	0.0	33.9	33.9	45.1	13.2	0.0	31.4	31.4	36.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	33.9	33.9	45.1	13.2	0.0	31.4	31.4	36.9	0.0	0.0	0.0
LOS by Move:	A	C-	C-	D	B	A	C	C	D+	A	A	A
HCM2k95thQ:	0	27	27	18	16	0	14	14	26	0	0	0

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

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Pacific Mall - Silicon Valley
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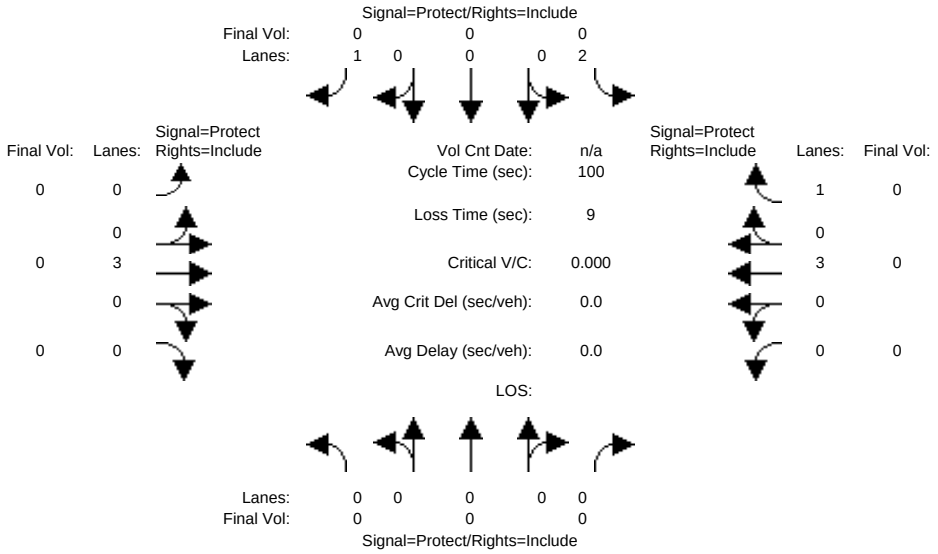
Existing plus Project - Midday Peak Hour

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

Intersection #11: I-880 SB Ramps and SR-237



Street Name:	I-880 SB Ramps						SR-237					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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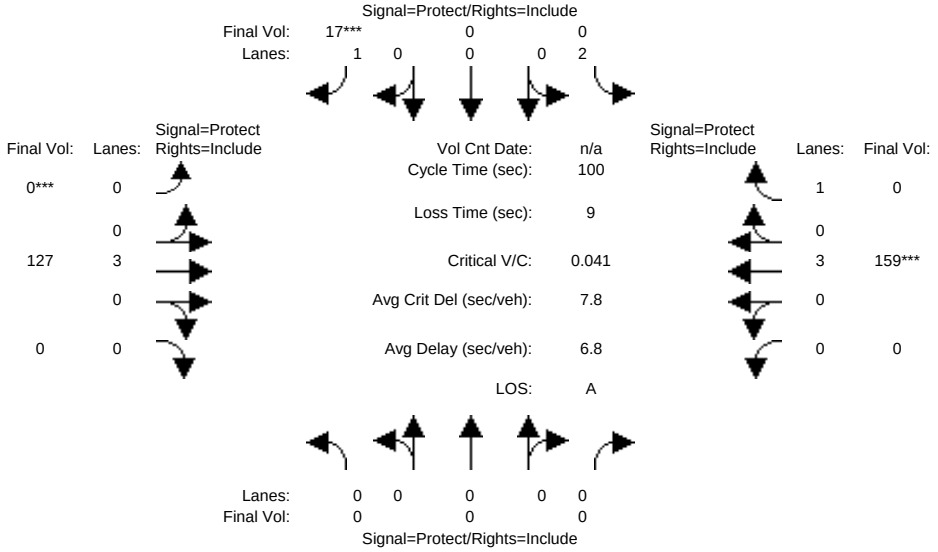
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P MID

Intersection #11: I-880 SB Ramps and SR-237



Street Name:	I-880 SB Ramps						SR-237					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	17	0	127	0	0	159	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	17	0	127	0	0	159	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	17	0	127	0	0	159	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	17	0	127	0	0	159	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	17	0	127	0	0	159	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	0	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.02	0.00	0.00	0.03	0.00
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.24	0.00	0.67	0.00	0.00	0.67	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.03	0.00	0.00	0.04	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	29.6	0.0	5.4	0.0	0.0	5.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	29.6	0.0	5.4	0.0	0.0	5.4	0.0
LOS by Move:	A	A	A	A	A	C	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	0	0	1	0	1	0	0	1	0

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

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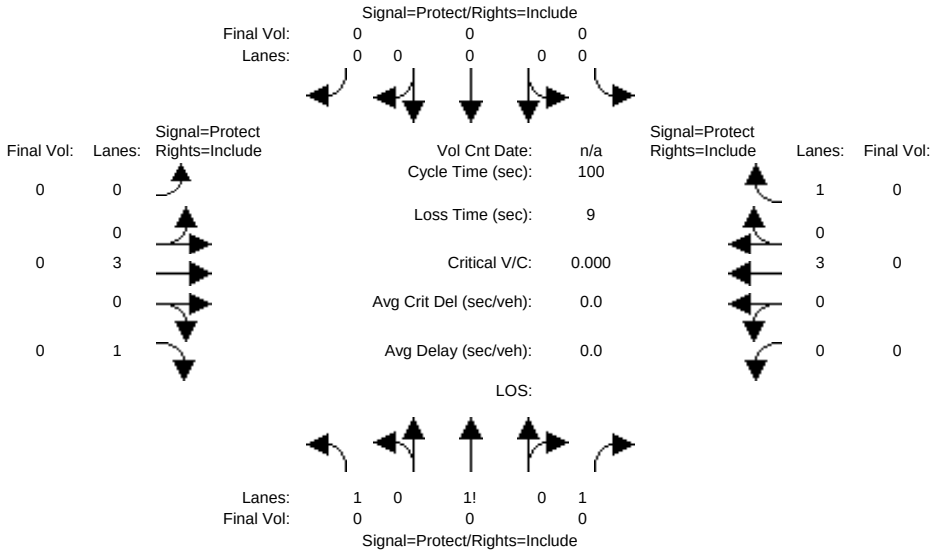
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

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

Intersection #12: I-880 NB Ramps and SR-237



Street Name:	I-880 NB Ramps						SR-237					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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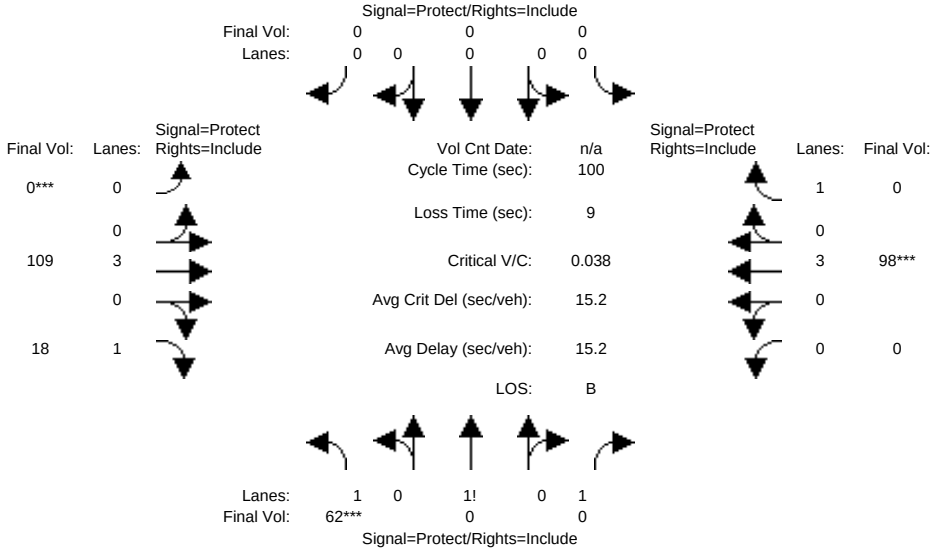
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P MID

Intersection #12: I-880 NB Ramps and SR-237



Street Name:	I-880 NB Ramps						SR-237					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	62	0	0	0	0	0	0	109	18	0	98	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	0	0	0	0	0	0	109	18	0	98	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	0	0	0	0	0	0	109	18	0	98	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	0	0	0	0	0	0	109	18	0	98	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	0	0	0	0	0	0	109	18	0	98	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	3550	0	1750	0	0	0	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.01	0.00	0.02	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.46	0.00	0.00	0.00	0.00	0.00	0.00	0.45	0.45	0.00	0.45	0.00
Volume/Cap:	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.02	0.00	0.04	0.00
Delay/Veh:	14.9	0.0	0.0	0.0	0.0	0.0	0.0	15.3	15.2	0.0	15.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.9	0.0	0.0	0.0	0.0	0.0	0.0	15.3	15.2	0.0	15.3	0.0
LOS by Move:	B	A	A	A	A	A	A	B	B	A	B	A
HCM2k95thQ:	1	0	0	0	0	0	0	1	1	0	1	0

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

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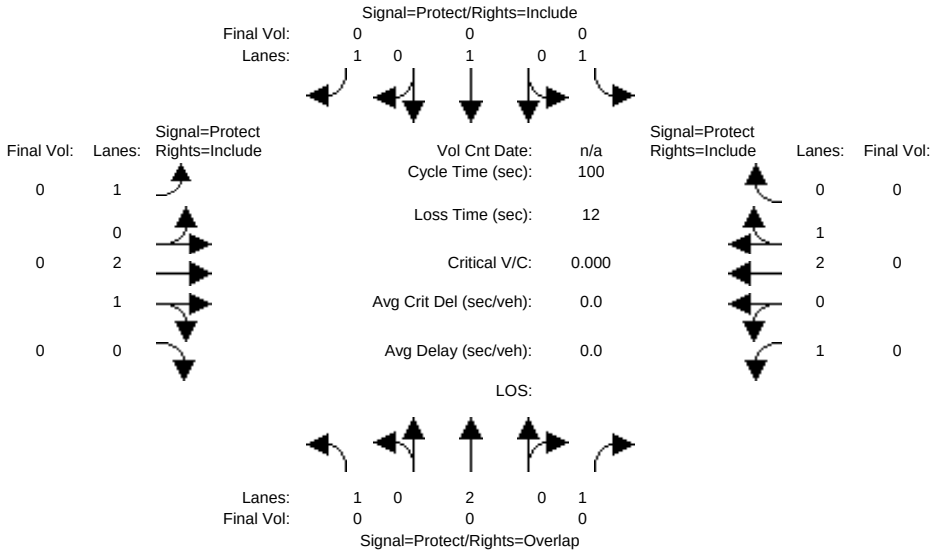
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

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

Intersection #13: Abel Street and SR-237



Street Name:	Abel Street						SR-237					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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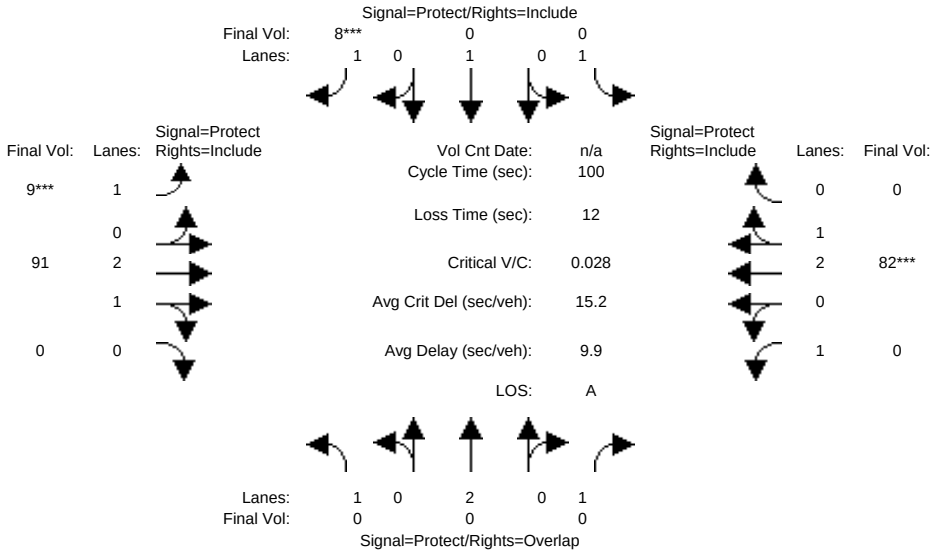
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P MID

Intersection #13: Abel Street and SR-237



Street Name:	Abel Street						SR-237					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	8	9	91	0	0	82	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	8	9	91	0	0	82	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	8	9	91	0	0	82	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	8	9	91	0	0	82	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	8	9	91	0	0	82	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.92	0.92	0.98	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	3.00	0.00	1.00	3.00	0.00
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	5600	0	1750	5600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.02	0.00	0.00	0.01	0.00
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.17	0.19	0.71	0.00	0.00	0.53	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.03	0.03	0.02	0.00	0.00	0.03	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	35.0	33.4	4.1	0.0	0.0	11.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	35.0	33.4	4.1	0.0	0.0	11.3	0.0
LOS by Move:	A	A	A	A	A	D+	C-	A	A	A	B+	A
HCM2k95thQ:	0	0	0	0	0	0	1	1	0	0	1	0

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

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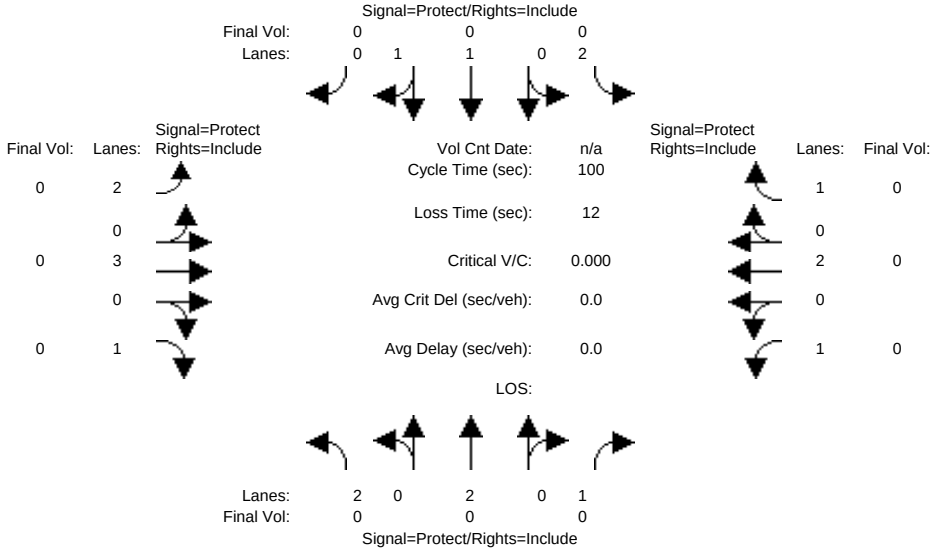
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

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

Intersection #14: Milpitas Blvd and SR-237

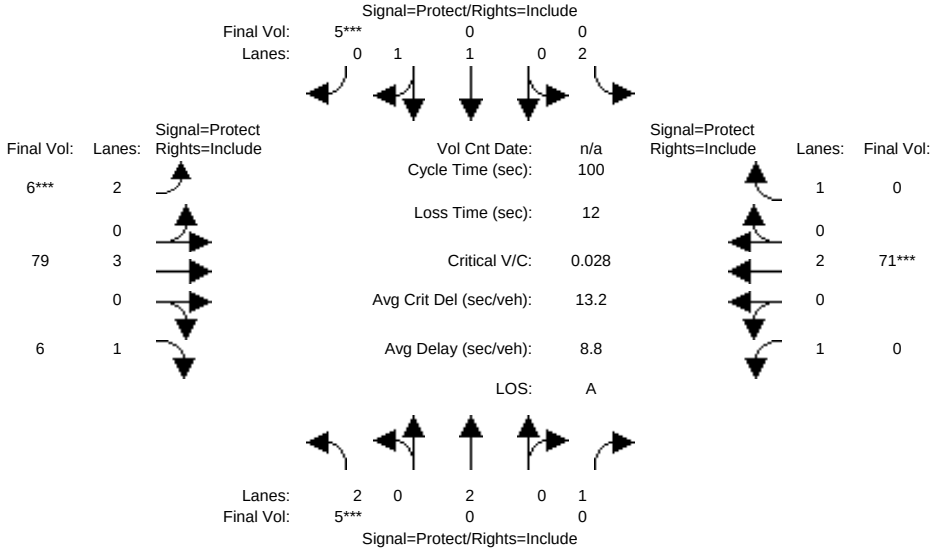



```
Street Name:          Milpitas Blvd                          SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0     0    0     0     0    0     0     0    0     0
User Adj:    0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
PHF Adj:     0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
PHF Volume:     0    0     0     0    0     0     0    0     0     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0     0    0     0     0    0     0     0    0     0
PCE Adj:     0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
MLF Adj:     0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
FinalVolume:    0    0     0     0    0     0     0    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:       0    0     0     0    0     0     0    0     0     0    0     0
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
Final Sat.:     0    0     0     0    0     0     0    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
Crit Moves:
Green/Cycle: 0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
Volume/Cap:  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
Delay/Veh:    0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
LOS by Move:
HCM2k95thQ:     0    0     0     0    0     0     0    0     0     0    0     0
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P MID

Intersection #14: Milpitas Blvd and SR-237



Street Name:	Milpitas Blvd						SR-237					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	5	0	0	0	0	5	6	79	6	0	71	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	0	0	0	0	5	6	79	6	0	71	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	0	0	0	0	5	6	79	6	0	71	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	0	0	0	5	6	79	6	0	71	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	0	0	0	0	5	6	79	6	0	71	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	1900	1750	3150	5700	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.02	0.00
Crit Moves:	****					****	****				****	
Green/Cycle:	0.07	0.00	0.00	0.00	0.00	0.10	0.07	0.71	0.71	0.00	0.64	0.00
Volume/Cap:	0.02	0.00	0.00	0.00	0.00	0.03	0.03	0.02	0.00	0.00	0.03	0.00
Delay/Veh:	43.4	0.0	0.0	0.0	0.0	40.7	43.4	4.3	4.2	0.0	6.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.4	0.0	0.0	0.0	0.0	40.7	43.4	4.3	4.2	0.0	6.6	0.0
LOS by Move:	D	A	A	A	A	D	D	A	A	A	A	A
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	1	0

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

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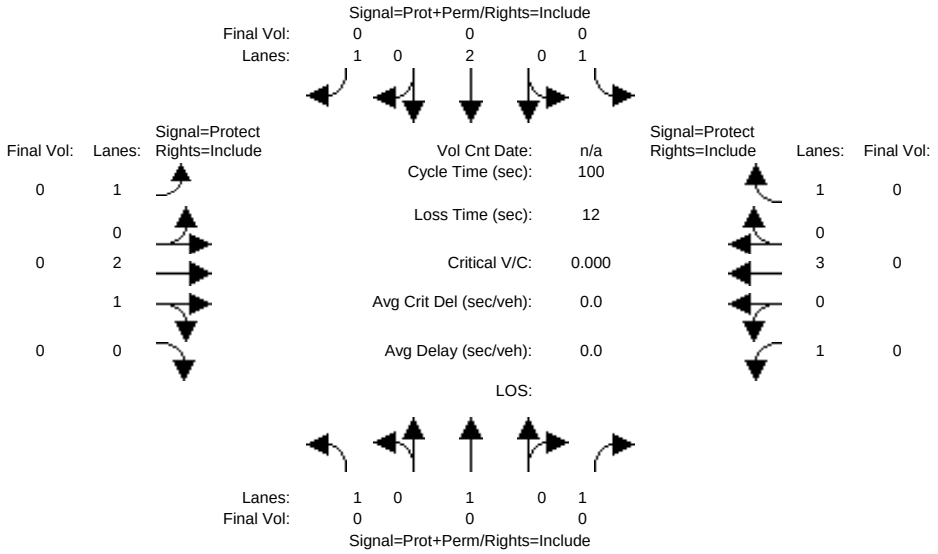
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

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

Intersection #15: Hillview Drive and SR-237

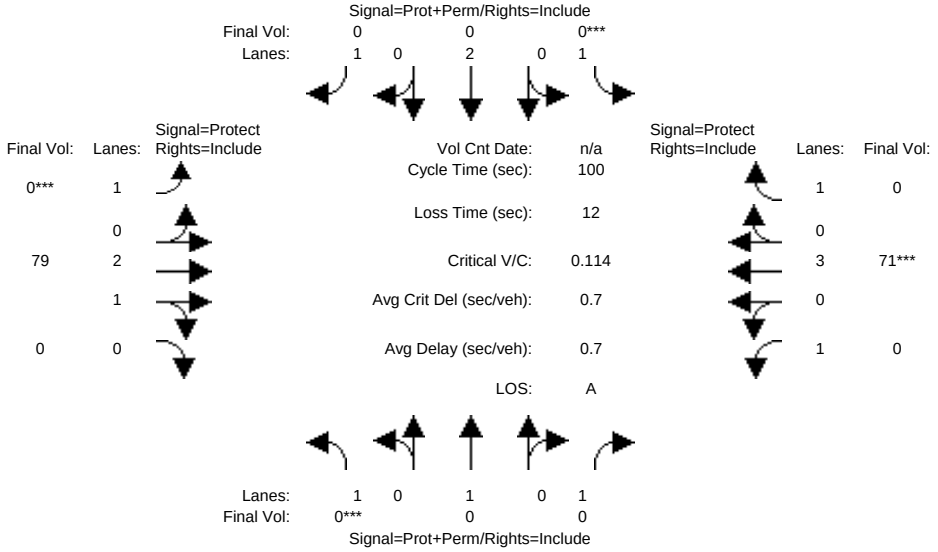



```
Street Name:          Hillview Drive                        SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0    0     0     0    0     0
Growth Adj:  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
Initial Bse:    0    0     0     0    0     0     0    0     0     0    0     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0     0    0     0     0    0     0     0    0     0
User Adj:    0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
PHF Adj:     0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
PHF Volume:     0    0     0     0    0     0     0    0     0     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0     0    0     0     0    0     0     0    0     0
PCE Adj:     0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
MLF Adj:     0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
FinalVolume:    0    0     0     0    0     0     0    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:       0    0     0     0    0     0     0    0     0     0    0     0
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
Final Sat.:     0    0     0     0    0     0     0    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
Crit Moves:
Green/Cycle: 0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
Volume/Cap:  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00  0.00 0.00  0.00
Delay/Veh:    0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
LOS by Move:
HCM2k95thQ:     0    0     0     0    0     0     0    0     0     0    0     0
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P MID

Intersection #15: Hillview Drive and SR-237



Street Name:	Hillview Drive						SR-237					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	79	0	0	71	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	79	0	0	71	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	79	0	0	71	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	79	0	0	71	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	79	0	0	71	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	3800	1750	1750	5600	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.01	0.00
Crit Moves:	****			****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.88	0.00	0.00	0.88	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.00	0.01	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.7	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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Pacific Mall - Silicon Valley
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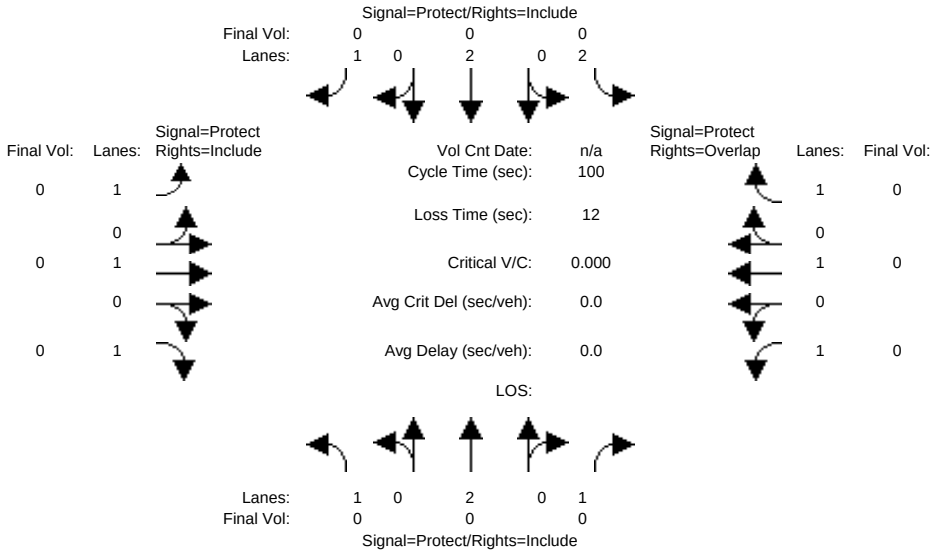
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing MID

Intersection #16: McCarthy Blvd and Bellew Dr



Street Name:	McCarthy Blvd						Bellew Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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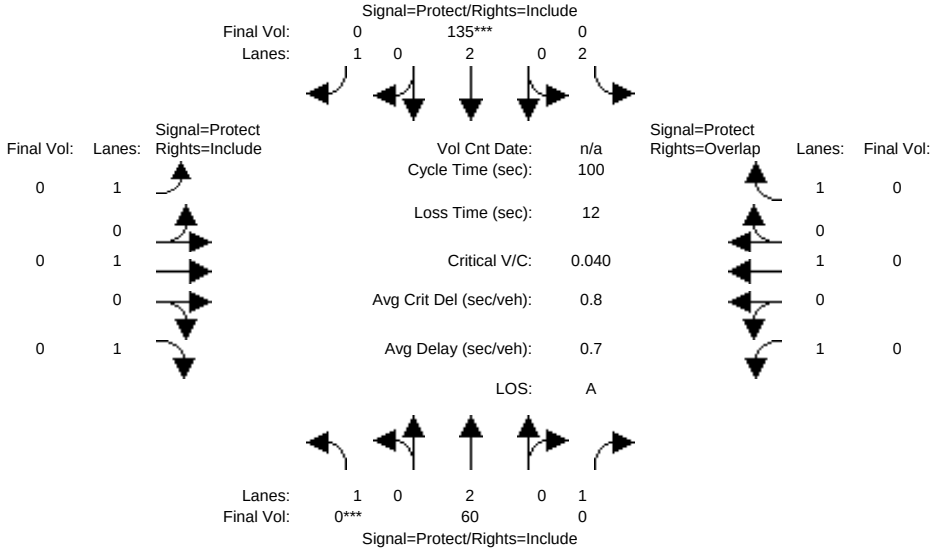
E+P MID

Intersection #16: McCarthy Blvd and Bellew Dr



Street Name:	McCarthy Blvd						Bellew Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	60	0	0	135	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	60	0	0	135	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	60	0	0	135	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	60	0	0	135	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	60	0	0	135	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							
Green/Cycle:	0.00	0.88	0.00	0.00	0.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.02	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.7	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.7	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	0	1	0	0	0	0	0	0	0

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

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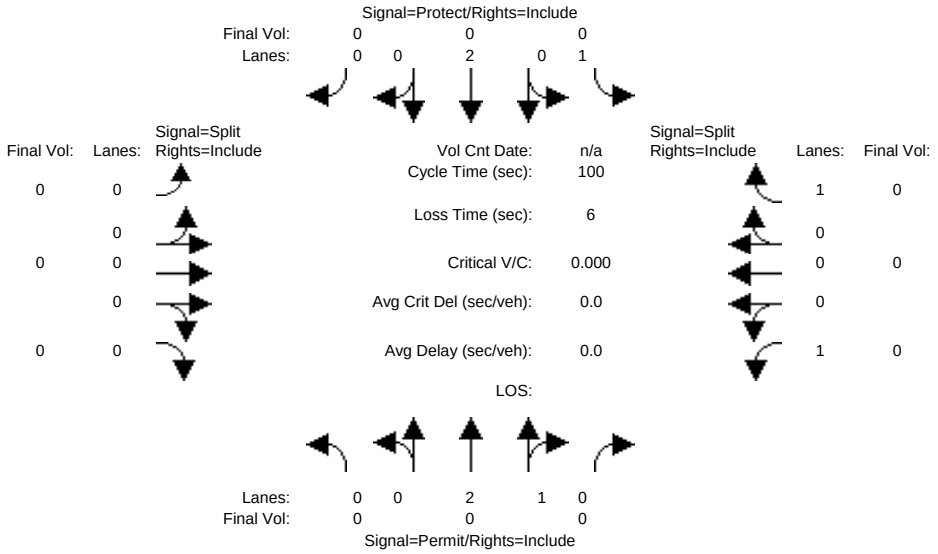
Existing plus Project - Midday Peak Hour

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

Intersection #17: McCarthy Blvd and Alder Dr



Street Name:	McCarthy Blvd						Barber Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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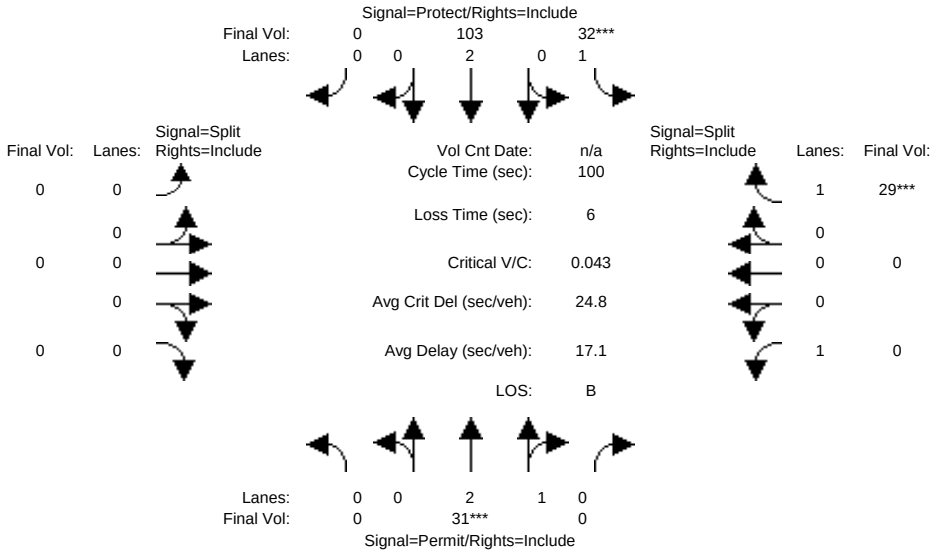
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P MID

Intersection #17: McCarthy Blvd and Alder Dr



Street Name:	McCarthy Blvd						Barber Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	31	0	32	103	0	0	0	0	0	0	29
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	31	0	32	103	0	0	0	0	0	0	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	31	0	32	103	0	0	0	0	0	0	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	31	0	32	103	0	0	0	0	0	0	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	31	0	32	103	0	0	0	0	0	0	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5600	0	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.00	0.02	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.02
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.13	0.00	0.43	0.55	0.00	0.00	0.00	0.00	0.00	0.00	0.39
Volume/Cap:	0.00	0.04	0.00	0.04	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.04
Delay/Veh:	0.0	38.2	0.0	16.8	10.2	0.0	0.0	0.0	0.0	0.0	0.0	19.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	38.2	0.0	16.8	10.2	0.0	0.0	0.0	0.0	0.0	0.0	19.2
LOS by Move:	A	D+	A	B	B+	A	A	A	A	A	A	B-
HCM2k95thQ:	0	1	0	1	1	0	0	0	0	0	0	1

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

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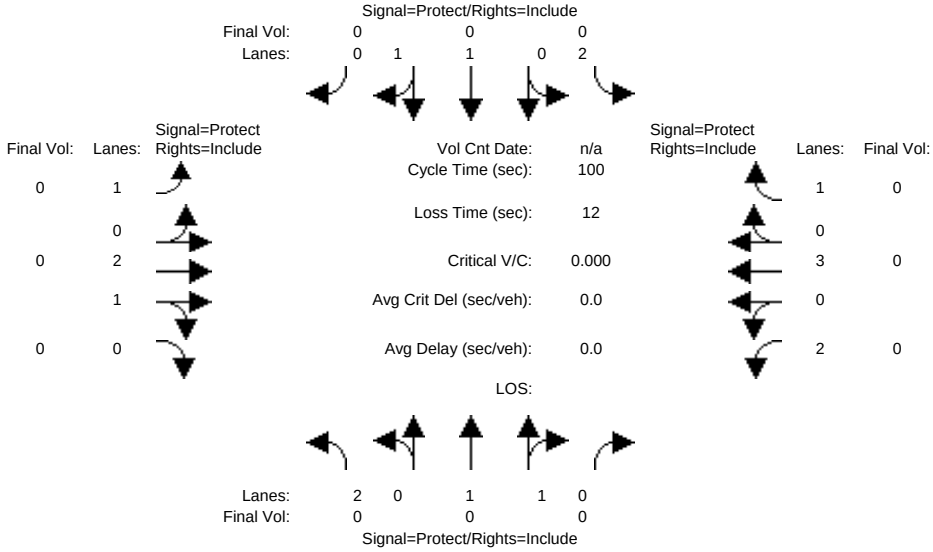
Existing plus Project - Midday Peak Hour

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

Intersection #18: McCarthy Blvd and Tasman Dr



Street Name:	McCarthy Blvd						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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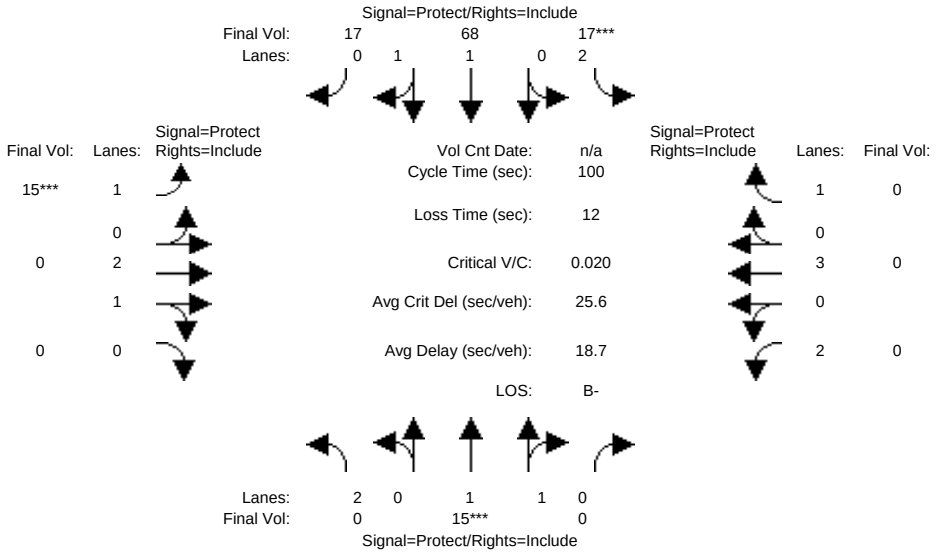
E+P MID

Intersection #18: McCarthy Blvd and Tasman Dr



Street Name:	McCarthy Blvd						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	15	0	17	68	17	15	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	15	0	17	68	17	15	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	15	0	17	68	17	15	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	15	0	17	68	17	15	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	15	0	17	68	17	15	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	0.00	2.00	1.59	0.41	1.00	3.00	0.00	2.00	3.00	1.00
Final Sat.:	3150	3700	0	3150	2959	740	1750	5700	0	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.02	0.02	0.01	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.20	0.00	0.26	0.46	0.46	0.42	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.02	0.00	0.02	0.05	0.05	0.02	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	32.3	0.0	27.3	14.9	14.9	17.1	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	32.3	0.0	27.3	14.9	14.9	17.1	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	C-	A	C	B	B	B	A	A	A	A	A
HCM2k95thQ:	0	0	0	0	1	1	1	0	0	0	0	0

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

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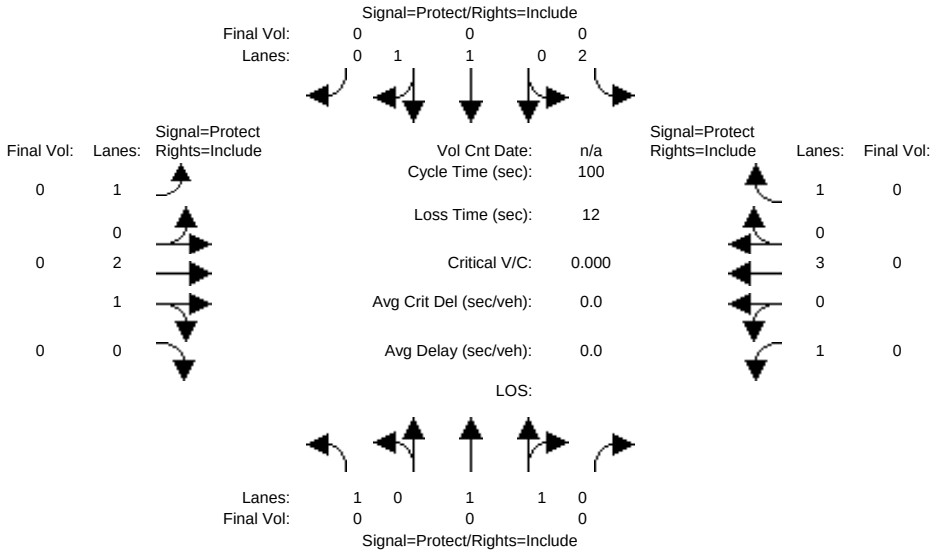
Intersection #19: Tasman Dr and Alder Dr



Street Name:	Alder Dr						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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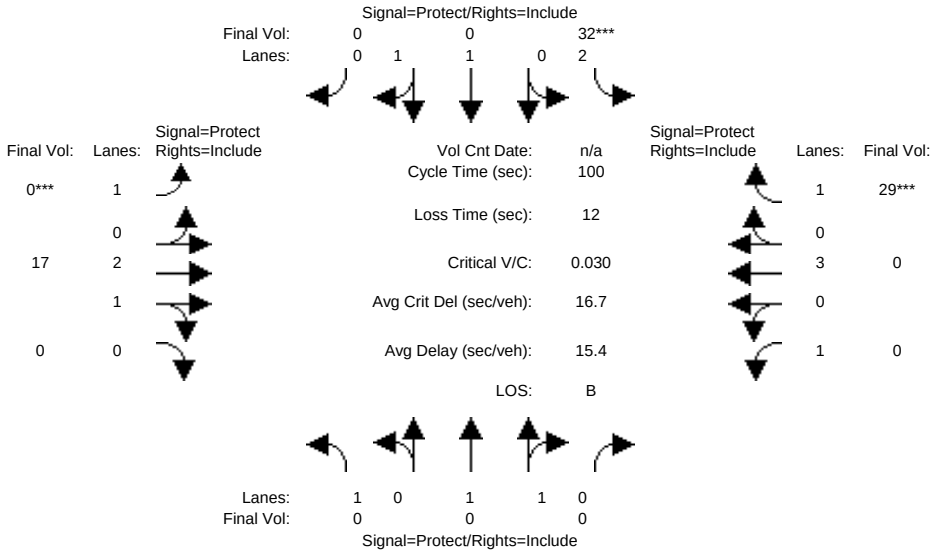
E+P MID

Intersection #19: Tasman Dr and Alder Dr



Street Name:	Alder Dr						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	32	0	0	0	17	0	0	0	29
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	32	0	0	0	17	0	0	0	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	32	0	0	0	17	0	0	0	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	32	0	0	0	17	0	0	0	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	32	0	0	0	17	0	0	0	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	2.00	2.00	0.00	1.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	1750	3800	0	3150	3800	0	1750	5600	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02
Crit Moves:				****			****					****
Green/Cycle:	0.00	0.00	0.00	0.33	0.00	0.00	0.00	0.55	0.00	0.00	0.00	0.55
Volume/Cap:	0.00	0.00	0.00	0.03	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.03
Delay/Veh:	0.0	0.0	0.0	22.4	0.0	0.0	0.0	10.4	0.0	0.0	0.0	10.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	22.4	0.0	0.0	0.0	10.4	0.0	0.0	0.0	10.5
LOS by Move:	A	A	A	C+	A	A	A	B+	A	A	A	B+
HCM2k95thQ:	0	0	0	1	0	0	0	0	0	0	0	1

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

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2000 HCM Operations (Future Volume Alternative)
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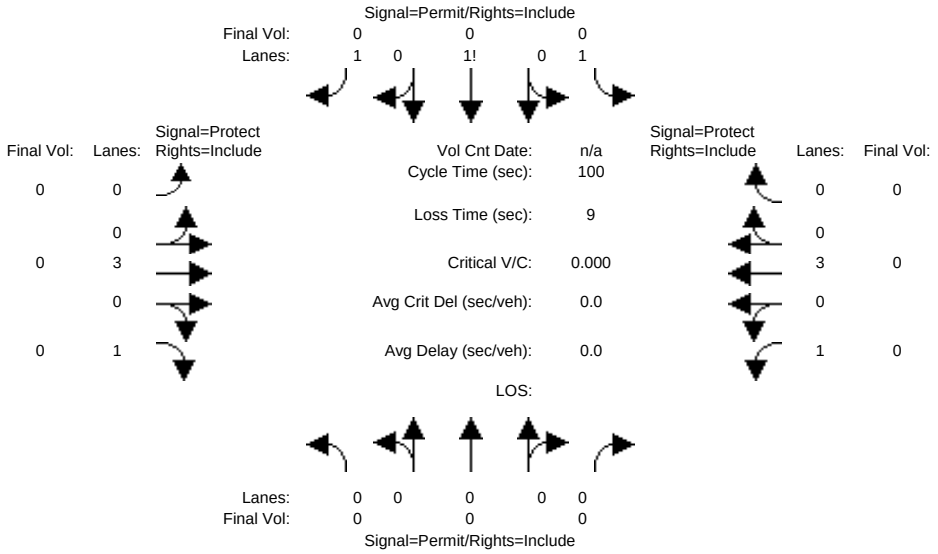
Intersection #20: I-880 SB Ramps and Tasman Dr



Street Name:	I-880 SB Ramps						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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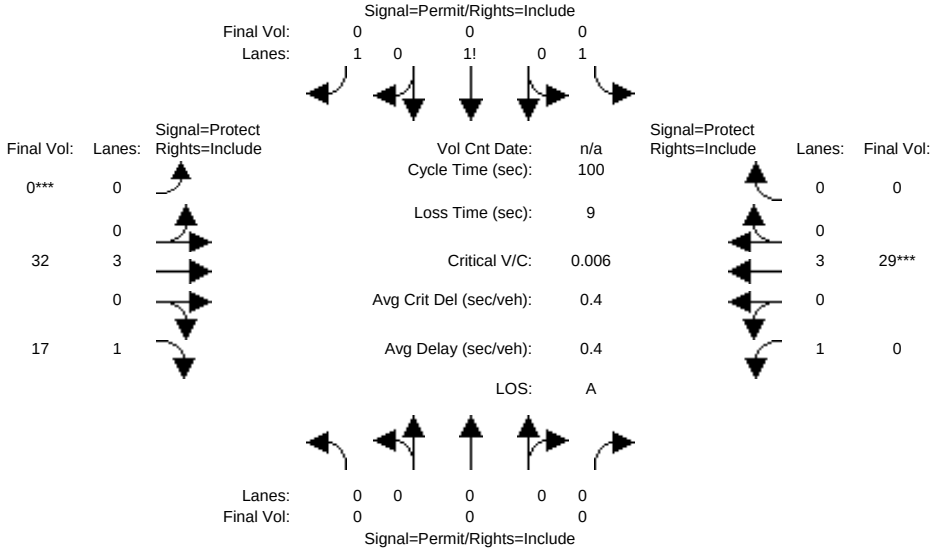
Intersection #20: I-880 SB Ramps and Tasman Dr



Street Name:	I-880 SB Ramps						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	32	17	0	29	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	32	17	0	29	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	32	17	0	29	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	32	17	0	29	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	32	17	0	29	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	0	0	0	1750	1900	1750	0	5700	1750	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.01	0.00	0.01	0.00
Crit Moves:							****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.91	0.91	0.00	0.91	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.01	0.00	0.01	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.0	0.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.0	0.4	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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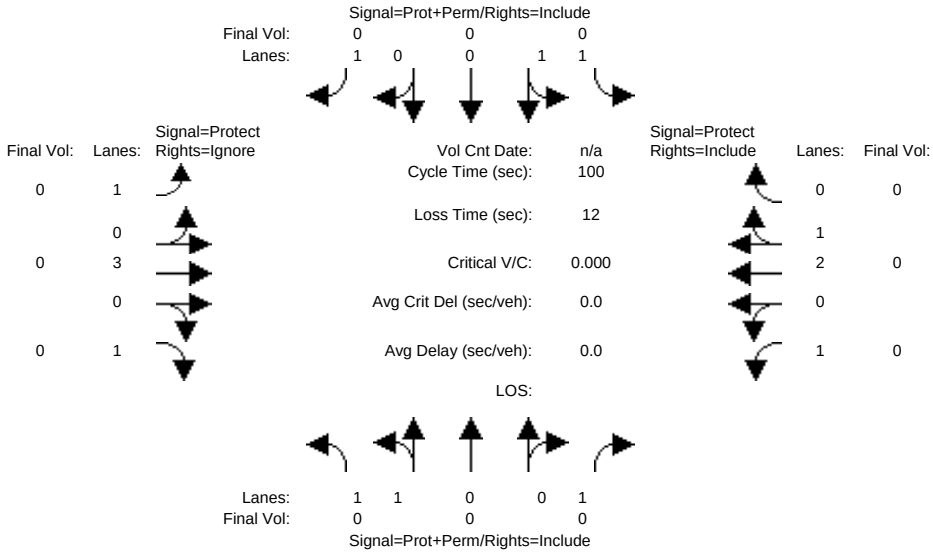
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

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

Intersection #21: Great Mall Pkwy and Thompson St



Street Name:	Thompson St						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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Pacific Mall - Silicon Valley
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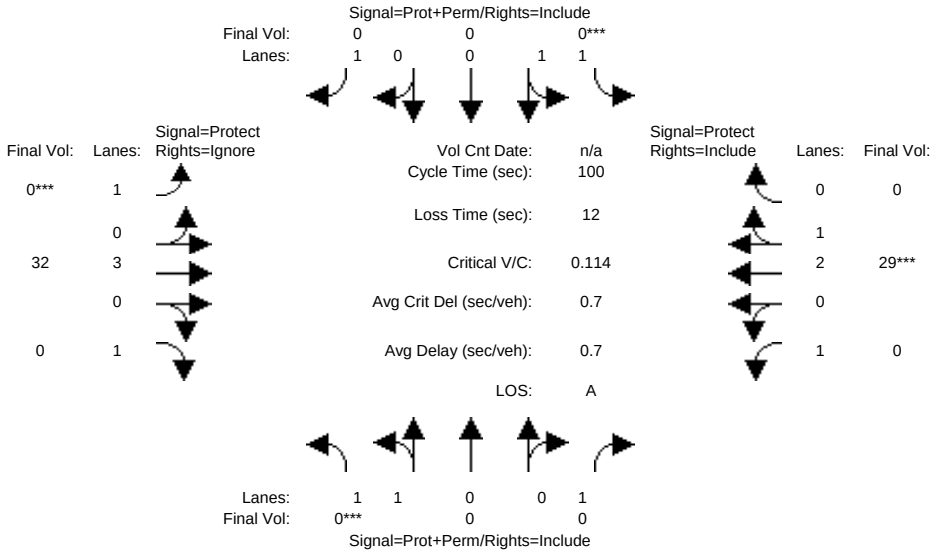
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P MID

Intersection #21: Great Mall Pkwy and Thompson St



Street Name:	Thompson St						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	32	0	0	29	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	32	0	0	29	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	32	0	0	29	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	32	0	0	29	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	32	0	0	29	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	5700	1750	1750	5600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.01	0.00
Crit Moves:	****			****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.88	0.00	0.00	0.88	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.01	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.7	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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Pacific Mall - Silicon Valley
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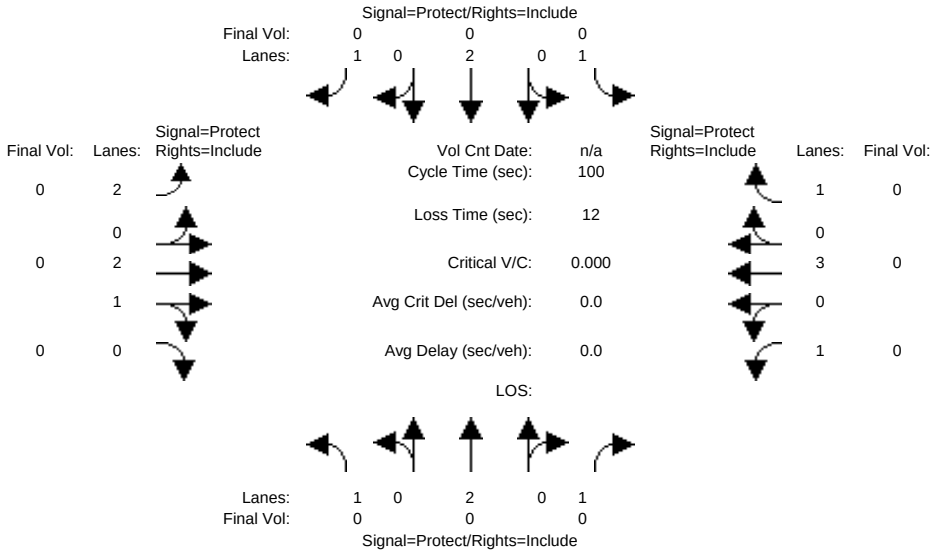
Existing plus Project - Midday Peak Hour

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

Intersection #22: Abel St and Great Mall Pkwy



Street Name:	Abel Street						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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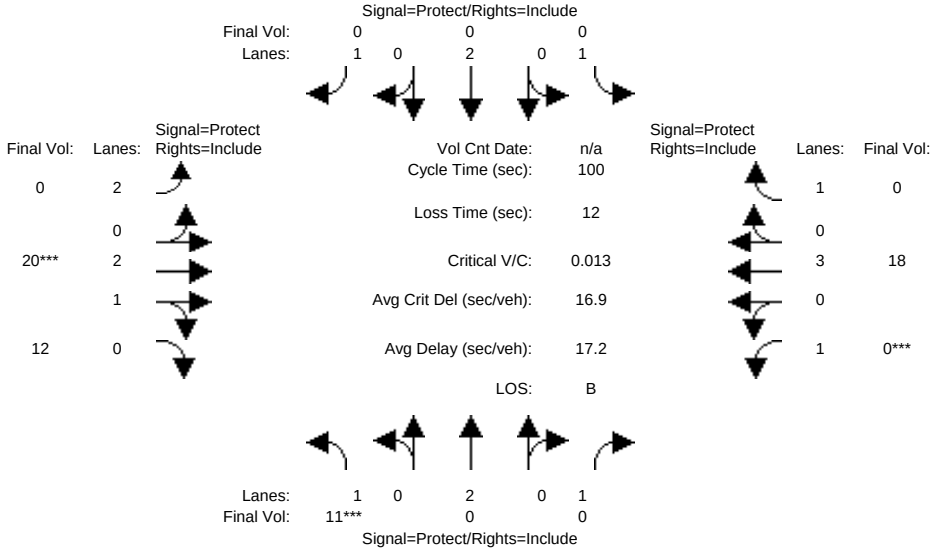
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P MID

Intersection #22: Abel St and Great Mall Pkwy



Street Name:	Abel Street						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	11	0	0	0	0	0	0	20	12	0	18	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	0	0	0	0	0	0	20	12	0	18	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	0	0	0	0	0	0	20	12	0	18	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	0	0	0	0	0	0	20	12	0	18	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	0	0	0	0	0	0	20	12	0	18	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	3800	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.01	0.00	0.00	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.48	0.00	0.00	0.00	0.00	0.00	0.00	0.40	0.40	0.00	0.40	0.00
Volume/Cap:	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.02	0.00	0.01	0.00
Delay/Veh:	13.7	0.0	0.0	0.0	0.0	0.0	0.0	18.0	18.1	0.0	18.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.7	0.0	0.0	0.0	0.0	0.0	0.0	18.0	18.1	0.0	18.0	0.0
LOS by Move:	B	A	A	A	A	A	A	B-	B-	A	B	A
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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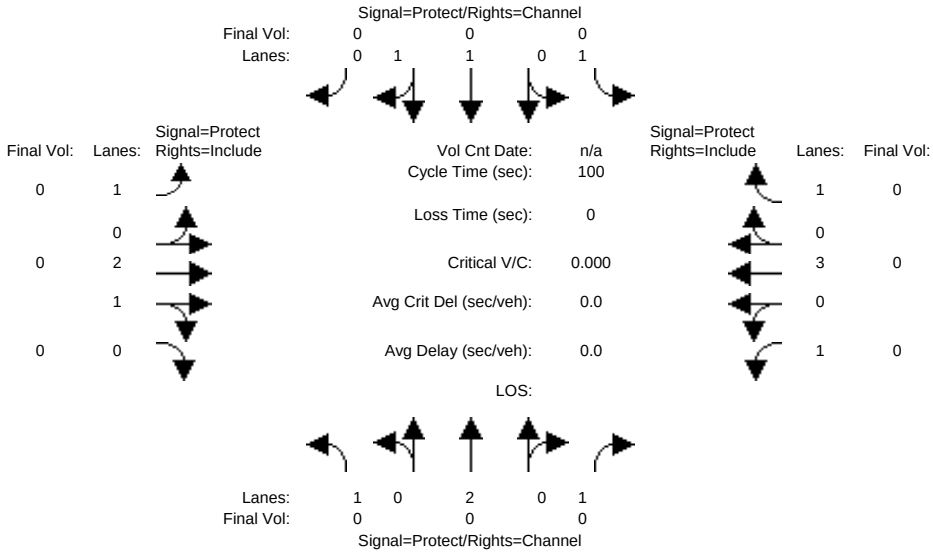
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

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

Intersection #23: Main St and Great Mall Pkwy



Street Name:	Main Street						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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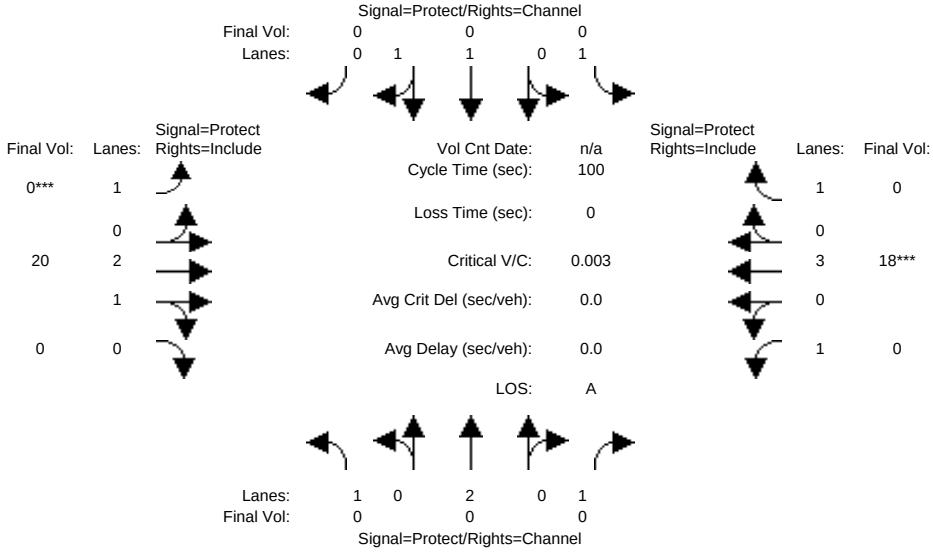
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P MID

Intersection #23: Main St and Great Mall Pkwy



Street Name:	Main Street						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	20	0	0	18	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	20	0	0	18	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	20	0	0	18	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	20	0	0	18	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	20	0	0	18	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	0.00	1.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	0	1750	5600	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:							****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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Pacific Mall - Silicon Valley
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Existing plus Project - Midday Peak Hour

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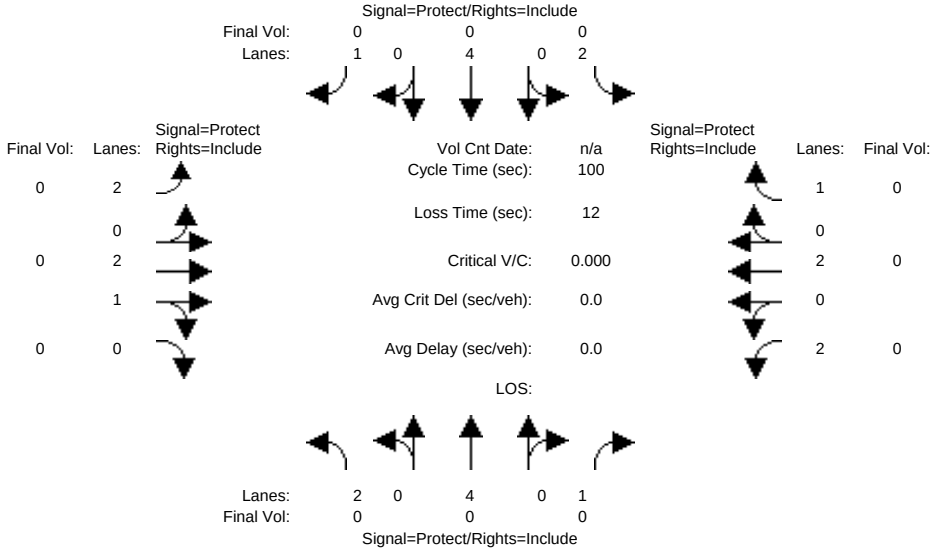
Existing MID

Intersection #24: Great Mall Pkwy and Montague Expwy



Street Name:	Montague Expwy						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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Pacific Mall - Silicon Valley
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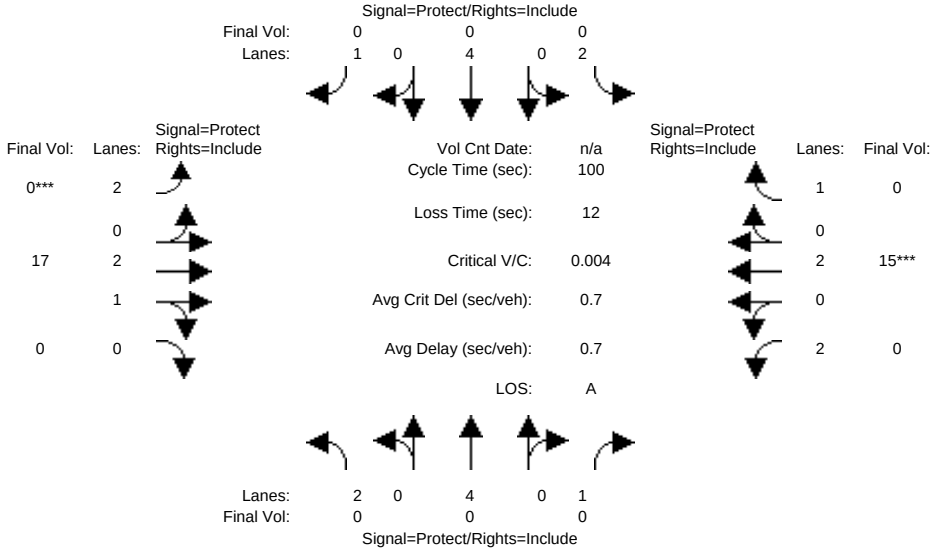
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P MID

Intersection #24: Great Mall Pkwy and Montague Expwy



Street Name:	Montague Expwy						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	17	0	0	15	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	17	0	0	15	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	17	0	0	15	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	17	0	0	15	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	17	0	0	15	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	3.00	0.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	5600	0	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:							****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.88	0.00	0.00	0.88	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.7	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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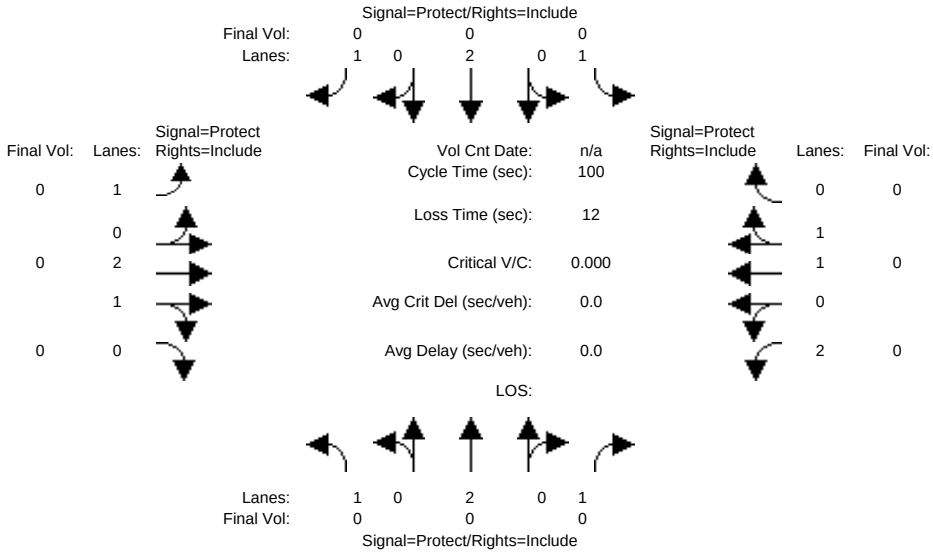
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

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

Intersection #25: Trade Zone and Capitol Ave



Street Name:	Trade Zone Blvd						Capitol Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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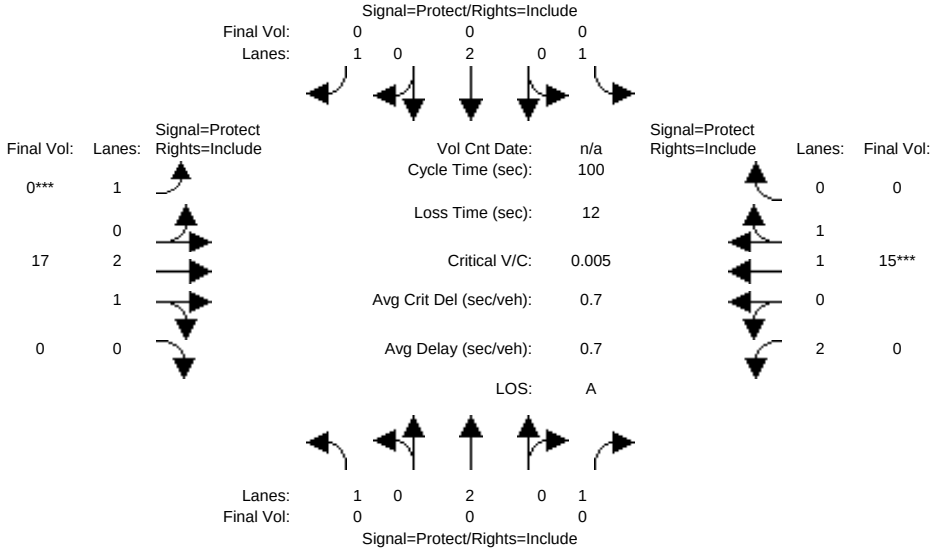
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P MID

Intersection #25: Trade Zone and Capitol Ave



Street Name:	Trade Zone Blvd						Capitol Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	17	0	0	15	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	17	0	0	15	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	17	0	0	15	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	17	0	0	15	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	17	0	0	15	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.92	0.83	0.97	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	0.00	2.00	2.00	0.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5600	0	3150	3700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:							****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.88	0.00	0.00	0.88	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.7	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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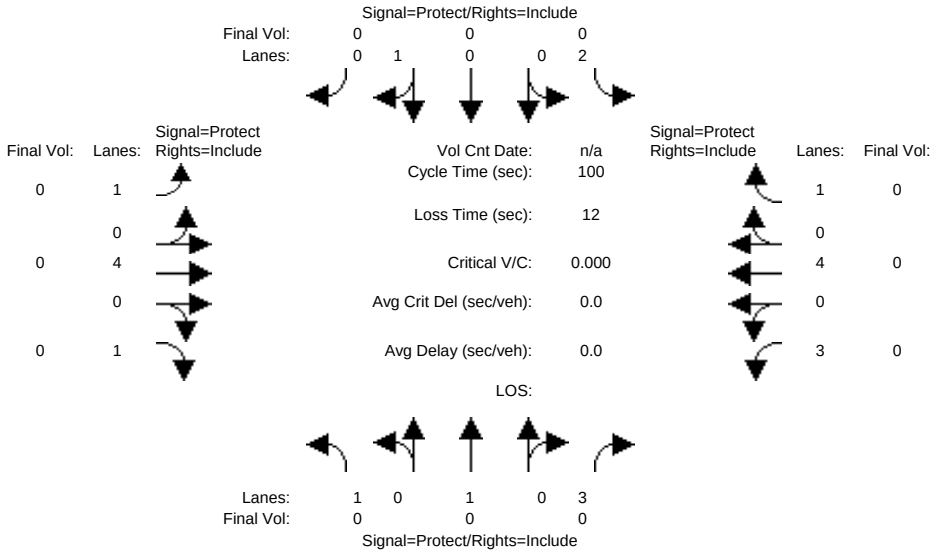
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

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

Intersection #26: Montague Expwy and Trimble Rd



Street Name:	Trimble Rd						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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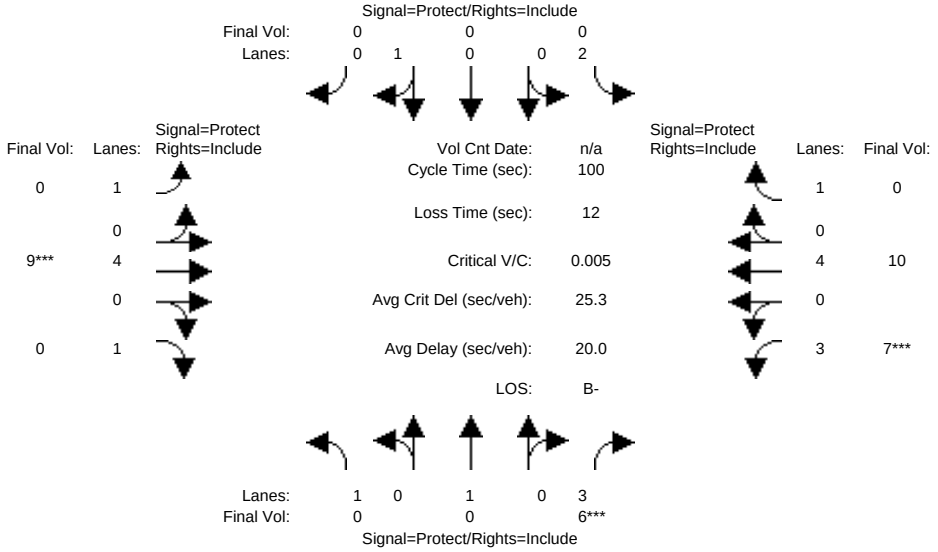
E+P MID

Intersection #26: Montague Expwy and Trimble Rd



Street Name:	Trimble Rd						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	6	0	0	0	0	9	0	7	10	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	6	0	0	0	0	9	0	7	10	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	6	0	0	0	0	9	0	7	10	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	6	0	0	0	0	9	0	7	10	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	6	0	0	0	0	9	0	7	10	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.80	0.83	1.00	0.92	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	3.00	2.00	1.00	0.00	1.00	4.00	1.00	3.00	4.00	1.00
Final Sat.:	1750	1900	4551	3150	1900	0	1750	7600	1750	4551	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.00	0.00	0.29	0.00	0.00	0.00	0.00	0.26	0.00	0.33	0.59	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	25.4	0.0	0.0	0.0	0.0	27.6	0.0	22.1	8.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	25.4	0.0	0.0	0.0	0.0	27.6	0.0	22.1	8.3	0.0
LOS by Move:	A	A	C	A	A	A	A	C	A	C+	A	A
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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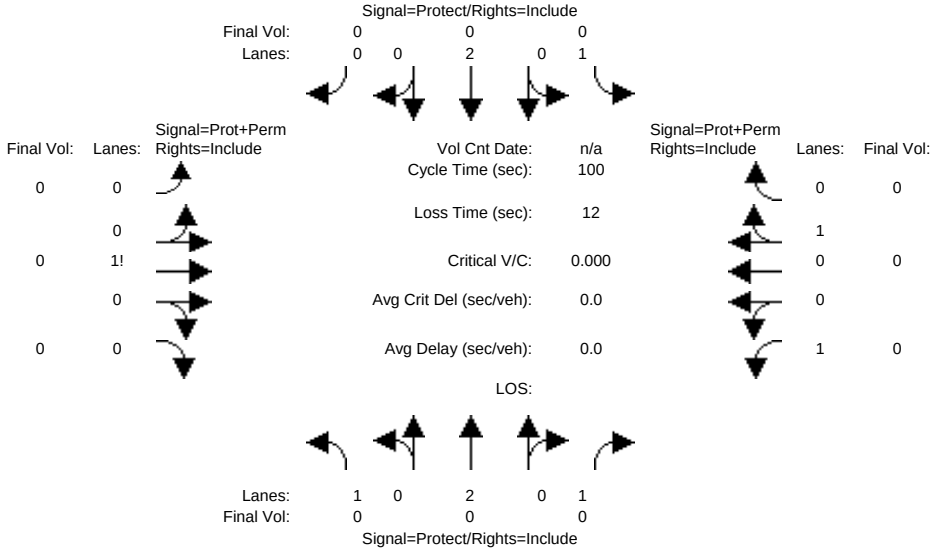
Intersection #27: McCarthy Blvd and Barber Ln



Street Name:	McCarthy Blvd						Barber Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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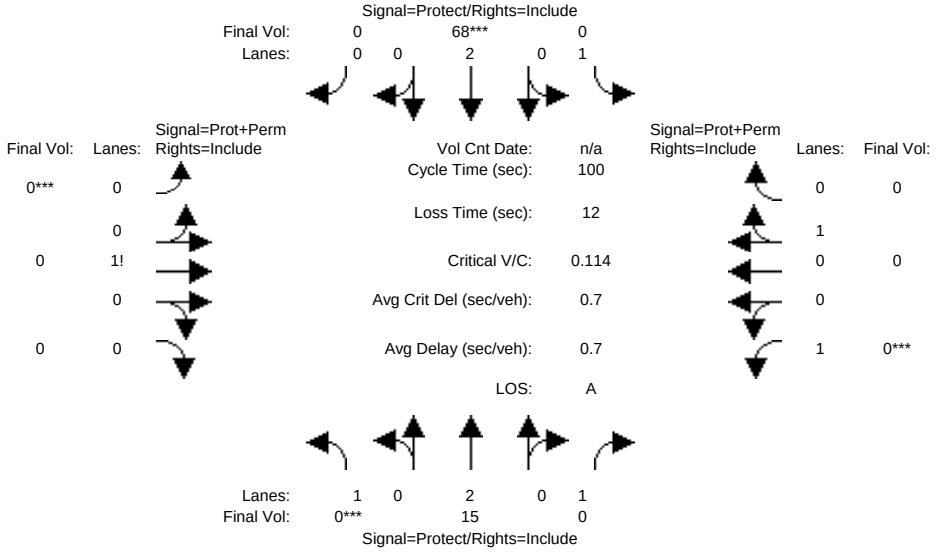
E+P MID

Intersection #27: McCarthy Blvd and Barber Ln



Street Name:	McCarthy Blvd						Barber Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	15	0	0	68	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	15	0	0	68	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	15	0	0	68	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	15	0	0	68	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	15	0	0	68	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00
Final Sat.:	1750	3800	1750	1750	3800	0	0	1750	0	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****			****		
Green/Cycle:	0.00	0.88	0.00	0.00	0.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.7	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.7	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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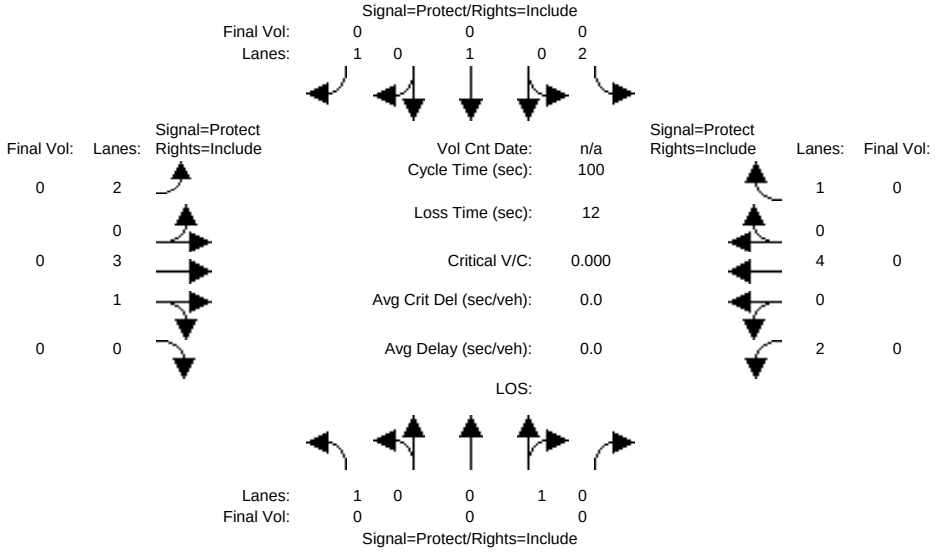
Intersection #28: McCarthy Blvd and Montague Expwy



Street Name:	McCarthy Blvd						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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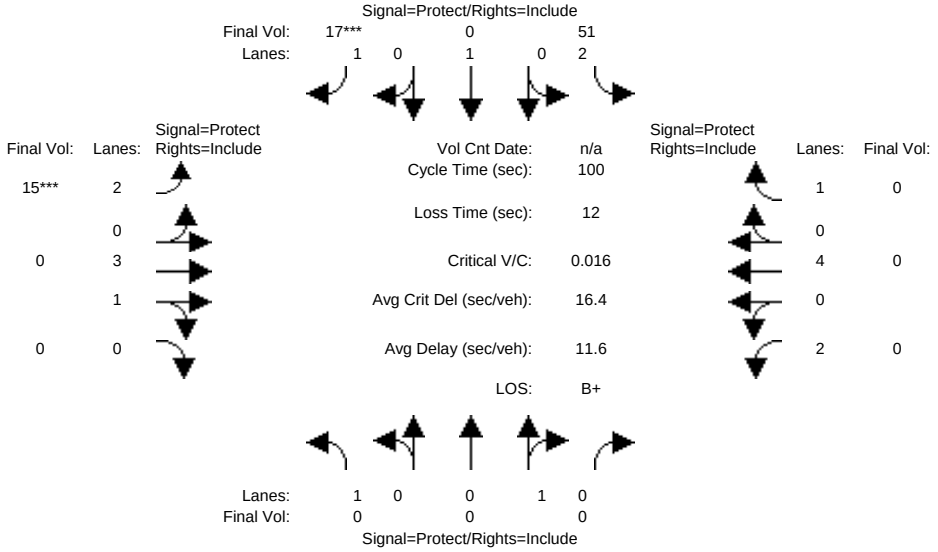
E+P MID

Intersection #28: McCarthy Blvd and Montague Expwy



Street Name:	McCarthy Blvd						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	51	0	17	15	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	51	0	17	15	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	51	0	17	15	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	51	0	17	15	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	51	0	17	15	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.00	0.00	2.00	1.00	1.00	2.00	4.00	0.00	2.00	4.00	1.00
Final Sat.:	1750	1900	0	3150	1900	1750	3150	7600	0	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:						****	****					
Green/Cycle:	0.00	0.00	0.00	0.59	0.00	0.59	0.29	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.03	0.00	0.02	0.02	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	8.5	0.0	8.5	25.4	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	8.5	0.0	8.5	25.4	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	A	A	A	A
HCM2k95thQ:	0	0	0	1	0	0	0	0	0	0	0	0

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

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Pacific Mall - Silicon Valley
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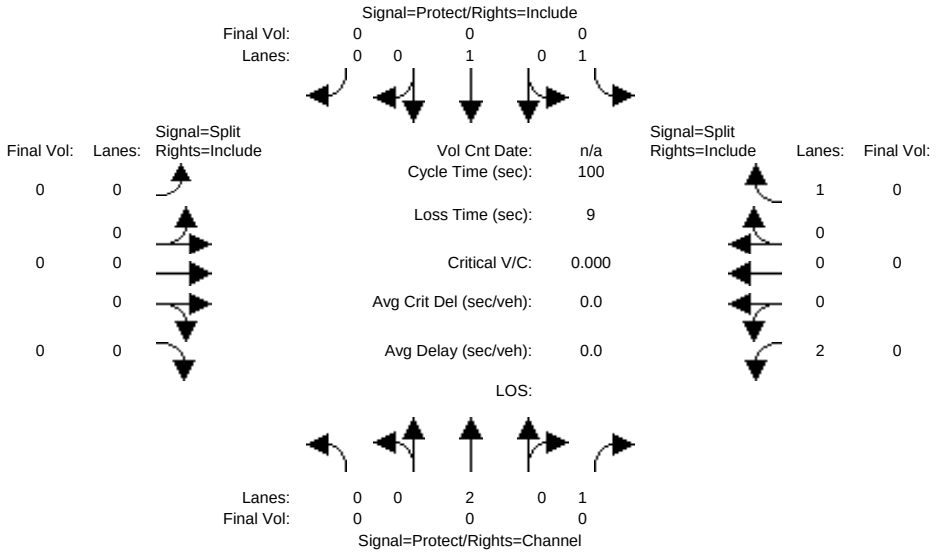
Existing plus Project - Midday Peak Hour

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

Intersection #29: Zanker Rd and SR-237 WB Ramps



Street Name:	Zanker Rd						SR-237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
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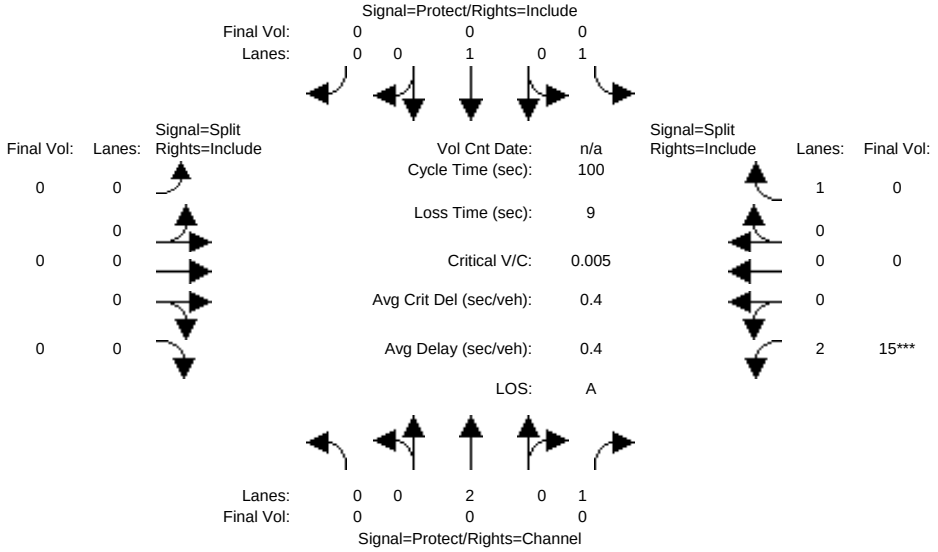
E+P MID

Intersection #29: Zanker Rd and SR-237 WB Ramps



Street Name:	Zanker Rd						SR-237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	15	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	15	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	0	0	15	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	15	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	0	0	15	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	1900	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:										****		
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.91	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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Pacific Mall - Silicon Valley
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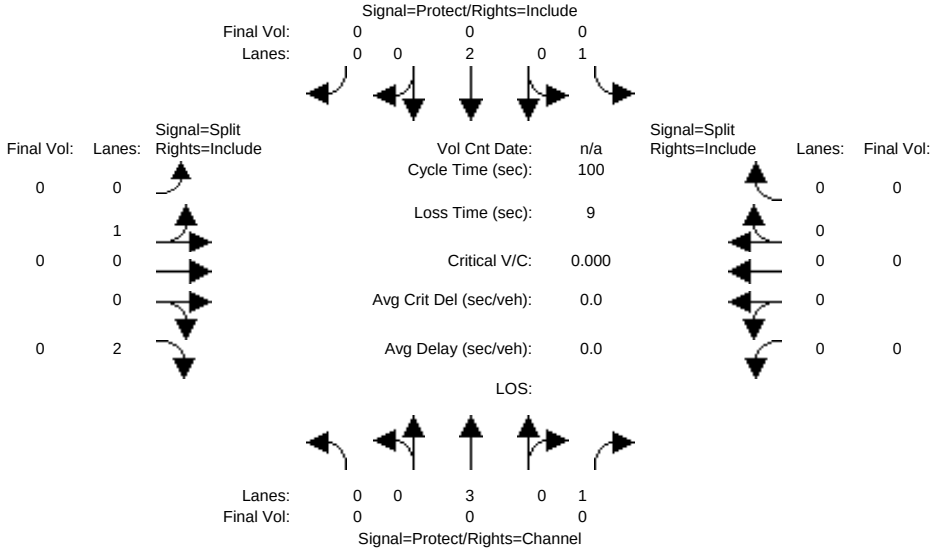
Existing plus Project - Midday Peak Hour

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

Intersection #30: Zanker Rd and SR-237 EB Ramps



Street Name:	Zanker Rd						SR-237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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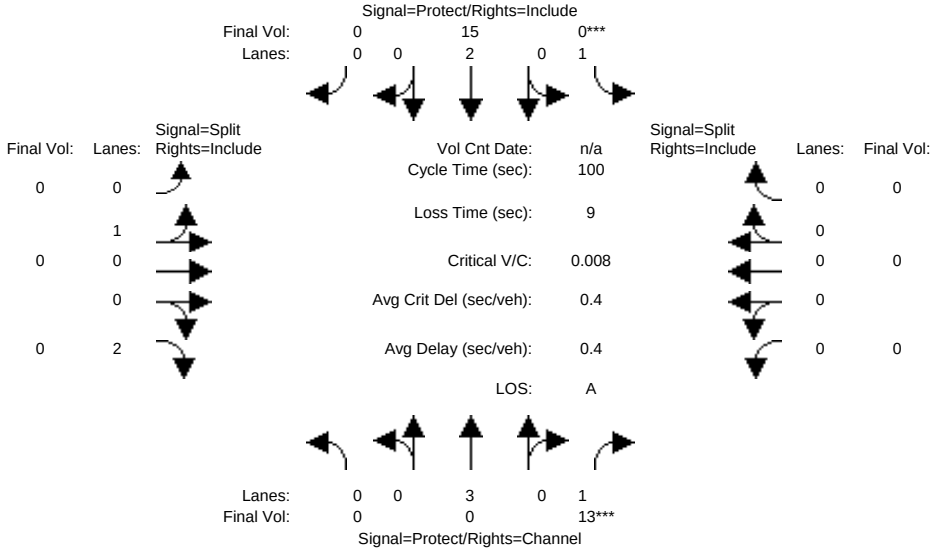
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P MID

Intersection #30: Zanker Rd and SR-237 EB Ramps



Street Name:	Zanker Rd						SR-237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	13	0	15	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	13	0	15	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	13	0	15	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	13	0	15	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	13	0	15	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.83	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	0.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	1750	3800	0	0	1800	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:			****	****								
Green/Cycle:	0.00	0.00	0.91	0.00	0.91	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.4	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.4	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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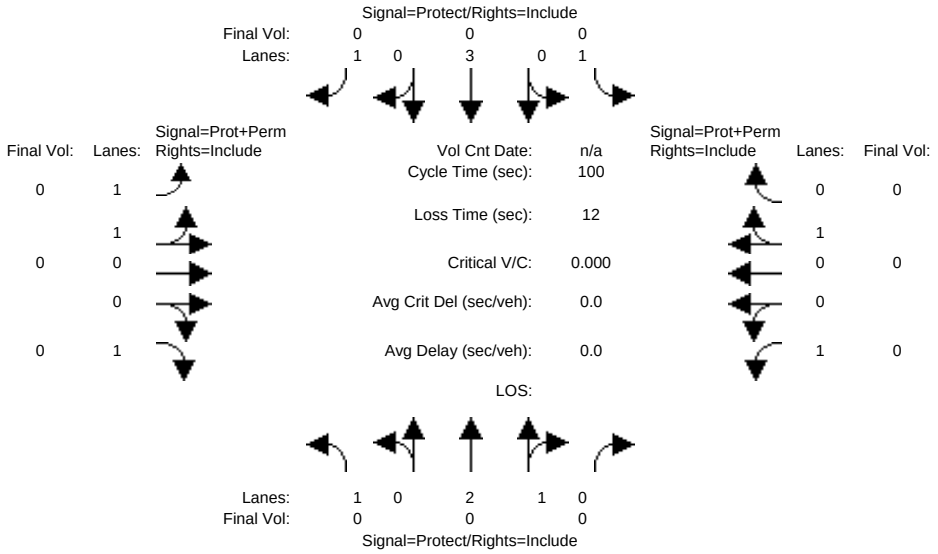
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

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

Intersection #31: Holger Way and Zanker Rd



Street Name:	Zanker Rd						Holger Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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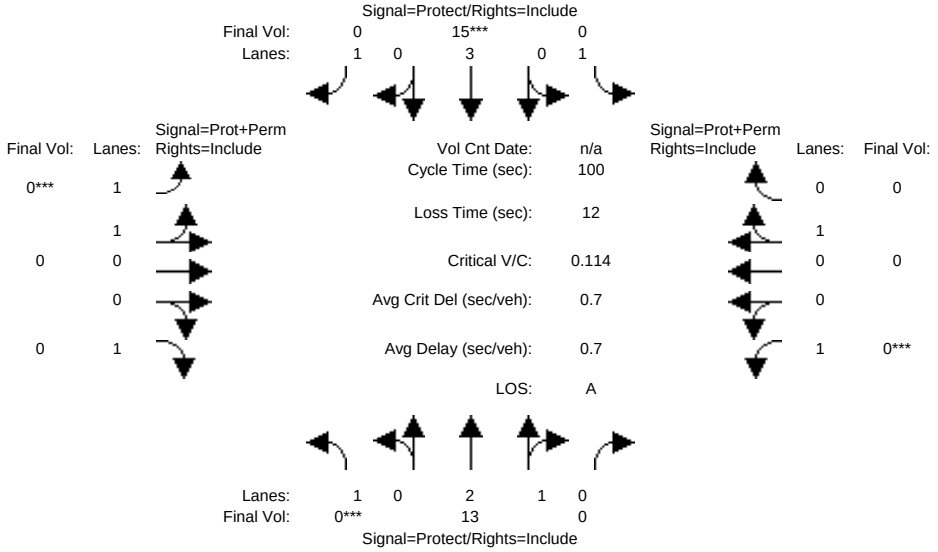
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P MID

Intersection #31: Holger Way and Zanker Rd



Street Name:	Zanker Rd						Holger Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	13	0	0	15	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	13	0	0	15	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	13	0	0	15	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	13	0	0	15	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	13	0	0	15	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1750	5600	0	1750	5700	1750	1750	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****			****		
Green/Cycle:	0.00	0.88	0.00	0.00	0.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.7	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.7	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

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

Intersection		Existing PM LOS	Existing PM Avg Del (sec)	Existing PM Crit V/C	Existing PM Avg Crit Del (sec)	E+P PM LOS	E+P PM Avg Del (sec)	E+P PM Crit V/C	E+P PM Crit V/C Change	E+P PM Avg Crit Del (sec)	E+P PM Avg Crit Del Change
#1	McCarthy Blvd and Dixon Landing Rd	B	13.1	0.588	13.1	B	13.5	0.605	+ 0.016	13.5	+ 0.4
#2	I-880 SB Ramps and Dixon Landing Dr	A	6.1	0.444	6.2	A	6.2	0.449	+ 0.005	6.2	+ 0.0
#3	Dixon Landing Rd and California Cir	B	16.4	0.452	21.8	B	16.4	0.464	+ 0.012	21.9	+ 0.1
#4	California Cir and I-880 NB Ramps	B	16.6	0.618	16.8	B	16.7	0.624	+ 0.006	17.0	+ 0.1
#5	Dixon Landing Rd and Warm Springs Rd	E	66.3	1.048	98.3	E	67.5	1.054	+ 0.006	100.6	+ 2.3
#6	McCarthy Blvd and Ranch Drive (North)	B	12.7	0.530	12.8	B	12.8	0.547	+ 0.018	12.9	+ 0.2
#7	Ranch Drive and Project Entrance	B+	11.7	0.290	10.4	B	16.8	0.619	+ 0.329	18.0	+ 7.6
#8	McCarthy Blvd and Ranch Dr (South)	C	30.8	0.770	38.1	D+	35.2	0.856	+ 0.085	46.8	+ 8.7
#9	McCarthy Blvd and SR-237 WB Ramps	B	16.5	0.756	21.5	C+	22.8	0.904	+ 0.148	30.3	+ 8.8
#10	McCarthy Blvd and SR-237 EB Ramps	B-	18.1	0.732	21.7	B-	19.6	0.790	+ 0.058	23.9	+ 2.2
#11	I-880 SB Ramps and SR-237	B+	11.1	0.666	12.3	B+	11.1	0.681	+ 0.016	12.2	- 0.0
#12	I-880 NB Ramps and SR-237	B	17.3	0.749	21.1	B-	18.2	0.772	+ 0.023	22.3	+ 1.2
#13	Abel Street and SR-237	D	45.5	0.868	45.5	D	45.8	0.880	+ 0.012	46.1	+ 0.6
#14	Milpitas Blvd and SR-237	D	40.5	0.740	39.0	D	40.6	0.753	+ 0.013	39.3	+ 0.2
#15	Hillview Drive and SR-237	D	40.3	0.827	43.0	D	40.2	0.837	+ 0.011	43.2	+ 0.3
#16	McCarthy Blvd and Bellew Dr	D	45.6	0.905	52.2	D	46.5	0.918	+ 0.013	54.1	+ 1.8
#17	McCarthy Blvd and Alder Dr	B-	19.3	0.663	24.2	C+	20.7	0.685	+ 0.021	26.8	+ 2.6
#18	McCarthy Blvd and Tasman Dr	D+	35.1	0.617	38.9	D+	35.7	0.644	+ 0.027	39.2	+ 0.3
#19	Tasman Dr and Alder Dr	D	40.8	0.806	42.3	D	41.2	0.816	+ 0.010	42.9	+ 0.6
#20	I-880 SB Ramps and Tasman Dr	B	17.4	0.653	27.7	B	17.3	0.662	+ 0.009	27.8	+ 0.1
#21	Great Mall Pkwy and Thompson St	C	28.8	0.739	29.6	C	28.9	0.743	+ 0.004	29.7	+ 0.1
#22	Abel St and Great Mall Pkwy	C	29.8	0.591	25.5	C	29.8	0.595	+ 0.004	25.5	- 0.1
#23	Main St and Great Mall Pkwy	C-	32.5	0.514	28.7	C-	32.4	0.517	+ 0.003	28.6	- 0.1
#24	Great Mall Pkwy and Montague Expwy	D	49.6	0.673	50.2	D	49.7	0.673	+ 0.000	50.2	+ 0.0
#25	Trade Zone and Capitol Ave	E+	59.3	0.877	65.3	E+	59.5	0.880	+ 0.002	65.5	+ 0.2
#26	Montague Expwy and Trimble Rd	D	41.3	0.812	48.1	D	40.5	0.766	- 0.046	47.2	- 0.9

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Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

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

Intersection		Existing PM				E+P PM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#27	McCarthy Blvd and Barber Ln	C	31.4	0.660	33.9	C-	33.5	0.677	+ 0.017	36.6	+ 2.7
#28	McCarthy Blvd and Montague Expwy	E+	58.9	0.946	63.7	E	61.0	0.960	+ 0.014	66.7	+ 3.0
#29	Zanker Rd and SR-237 WB Ramps	B+	10.2	0.170	7.9	B+	10.1	0.174	+ 0.003	7.9	- 0.0
#30	Zanker Rd and SR-237 EB Ramps	B+	11.0	0.249	13.8	B+	11.0	0.249	+ 0.000	13.8	+ 0.0
#31	Holger Way and Zanker Rd	C	23.0	0.425	22.9	C	23.0	0.427	+ 0.002	22.9	+ 0.0

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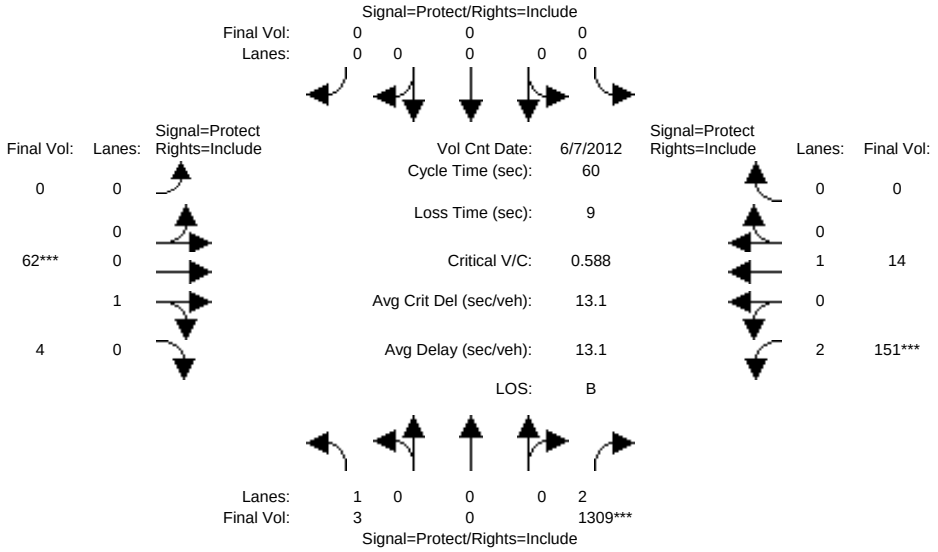
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

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

Intersection #1: McCarthy Blvd and Dixon Landing Rd



Street Name:	McCarthy Blvd						Dixon Landing Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Jun 2012 << 4:55:00 PM												
Base Vol:	3	0	1309	0	0	0	0	62	4	151	14	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	0	1309	0	0	0	0	62	4	151	14	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	0	1309	0	0	0	0	62	4	151	14	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	0	1309	0	0	0	0	62	4	151	14	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	1309	0	0	0	0	62	4	151	14	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	0	1309	0	0	0	0	62	4	151	14	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	0.94	0.06	2.00	1.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	1691	109	3150	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.42	0.00	0.00	0.00	0.00	0.04	0.04	0.05	0.01	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.57	0.00	0.57	0.00	0.00	0.00	0.00	0.17	0.17	0.12	0.28	0.00
Volume/Cap:	0.00	0.00	0.73	0.00	0.00	0.00	0.00	0.22	0.22	0.41	0.03	0.00
Delay/Veh:	5.6	0.0	11.2	0.0	0.0	0.0	0.0	22.0	22.0	25.3	15.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.6	0.0	11.2	0.0	0.0	0.0	0.0	22.0	22.0	25.3	15.5	0.0
LOS by Move:	A	A	B+	A	A	A	A	C+	C+	C	B	A
HCM2k95thQ:	0	0	20	0	0	0	0	3	3	3	0	0

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

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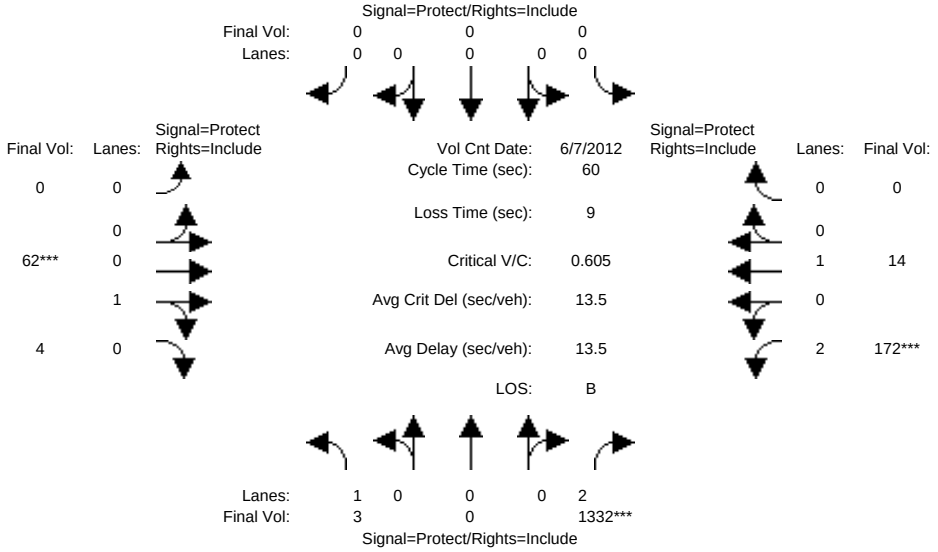
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P PM

Intersection #1: McCarthy Blvd and Dixon Landing Rd



Street Name:	McCarthy Blvd						Dixon Landing Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Jun 2012 << 4:55:00 PM												
Base Vol:	3	0	1309	0	0	0	0	62	4	151	14	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	0	1309	0	0	0	0	62	4	151	14	0
Added Vol:	0	0	18	0	0	0	0	0	0	18	0	0
Pass-by/Div:	0	0	5	0	0	0	0	0	0	3	0	0
Initial Fut:	3	0	1332	0	0	0	0	62	4	172	14	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	0	1332	0	0	0	0	62	4	172	14	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	1332	0	0	0	0	62	4	172	14	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	0	1332	0	0	0	0	62	4	172	14	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	0.94	0.06	2.00	1.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	1691	109	3150	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.42	0.00	0.00	0.00	0.00	0.04	0.04	0.05	0.01	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.57	0.00	0.57	0.00	0.00	0.00	0.00	0.17	0.17	0.12	0.28	0.00
Volume/Cap:	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.22	0.22	0.47	0.03	0.00
Delay/Veh:	5.6	0.0	11.5	0.0	0.0	0.0	0.0	22.0	22.0	25.7	15.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.6	0.0	11.5	0.0	0.0	0.0	0.0	22.0	22.0	25.7	15.5	0.0
LOS by Move:	A	A	B+	A	A	A	A	C+	C+	C	B	A
HCM2k95thQ:	0	0	20	0	0	0	0	3	3	4	0	0

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

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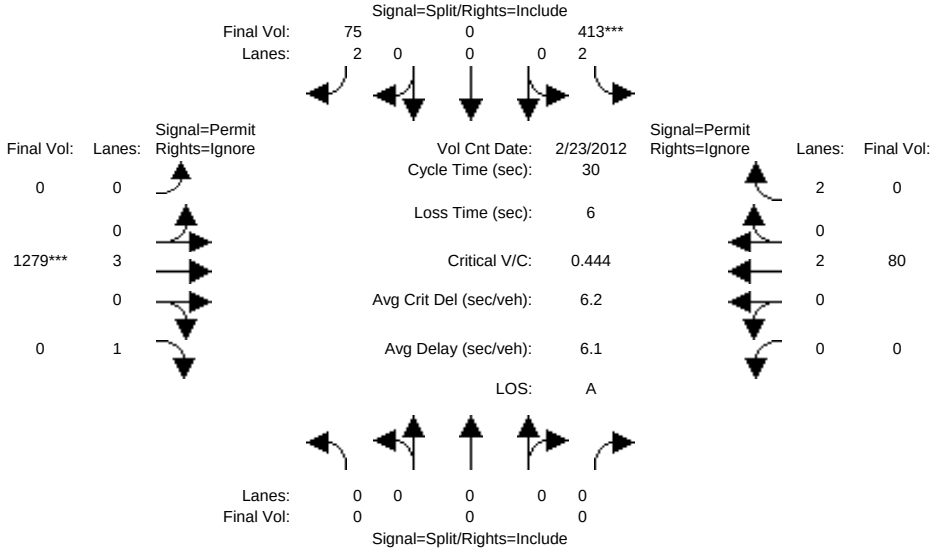
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

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

Intersection #2: I-880 SB Ramps and Dixon Landing Dr



Street Name:	I-880 SB Ramps						Dixon Landing Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Feb 2012 << 5:00:00 PM												
Base Vol:	0	0	0	413	0	75	0	1279	45	0	80	556
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	413	0	75	0	1279	45	0	80	556
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	413	0	75	0	1279	45	0	80	556
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	413	0	75	0	1279	0	0	80	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	413	0	75	0	1279	0	0	80	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	413	0	75	0	1279	0	0	80	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	2.00	2.00
Final Sat.:	0	0	0	3150	0	3150	0	5700	1750	0	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.02	0.00	0.22	0.00	0.00	0.02	0.00
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.00	0.33	0.00	0.33	0.00	0.47	0.00	0.00	0.47	0.00
Volume/Cap:	0.00	0.00	0.00	0.39	0.00	0.07	0.00	0.48	0.00	0.00	0.05	0.00
Delay/Veh:	0.0	0.0	0.0	7.9	0.0	6.9	0.0	5.6	0.0	0.0	4.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	7.9	0.0	6.9	0.0	5.6	0.0	0.0	4.4	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	5	0	1	0	6	0	0	0	0

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

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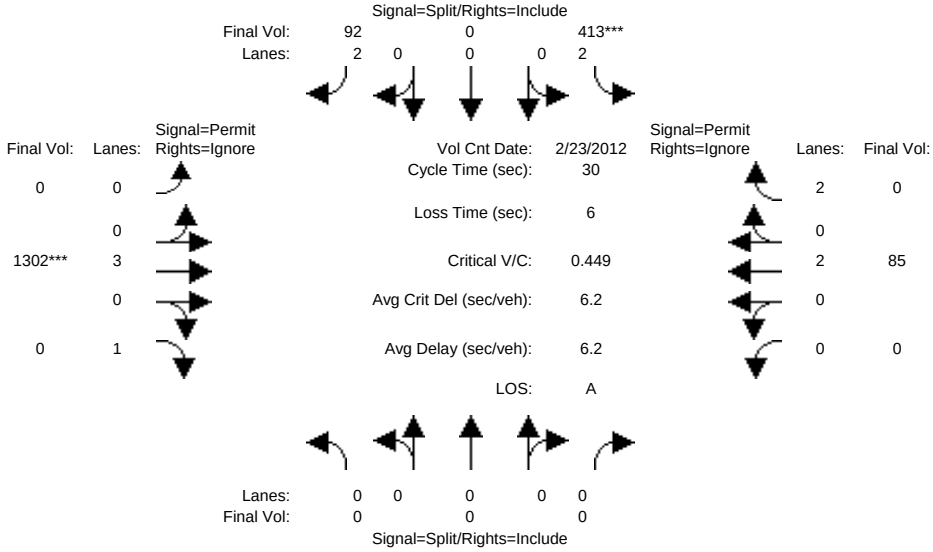
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P PM

Intersection #2: I-880 SB Ramps and Dixon Landing Dr



Street Name:	I-880 SB Ramps						Dixon Landing Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Feb 2012 << 5:00:00 PM												
Base Vol:	0	0	0	413	0	75	0	1279	45	0	80	556
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	413	0	75	0	1279	45	0	80	556
Added Vol:	0	0	0	0	0	14	0	18	0	0	5	0
Pass-by/Div:	0	0	0	0	0	3	0	5	0	0	0	0
Initial Fut:	0	0	0	413	0	92	0	1302	45	0	85	556
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	413	0	92	0	1302	0	0	85	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	413	0	92	0	1302	0	0	85	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	413	0	92	0	1302	0	0	85	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	2.00	2.00
Final Sat.:	0	0	0	3150	0	3150	0	5700	1750	0	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.03	0.00	0.23	0.00	0.00	0.02	0.00
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.00	0.33	0.00	0.33	0.00	0.47	0.00	0.00	0.47	0.00
Volume/Cap:	0.00	0.00	0.00	0.39	0.00	0.09	0.00	0.49	0.00	0.00	0.05	0.00
Delay/Veh:	0.0	0.0	0.0	7.9	0.0	6.9	0.0	5.7	0.0	0.0	4.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	7.9	0.0	6.9	0.0	5.7	0.0	0.0	4.4	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	5	0	1	0	6	0	0	0	0

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

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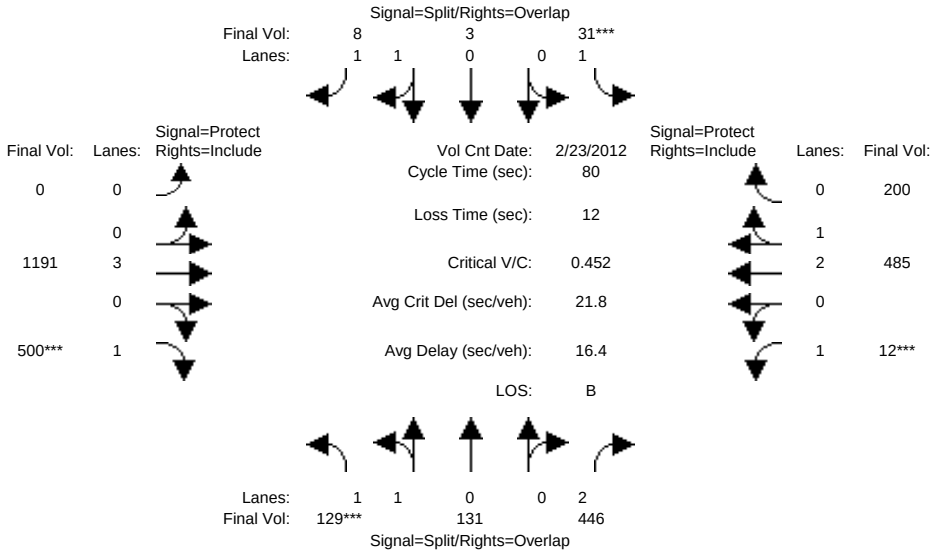
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

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

Intersection #3: Dixon Landing Rd and California Cir

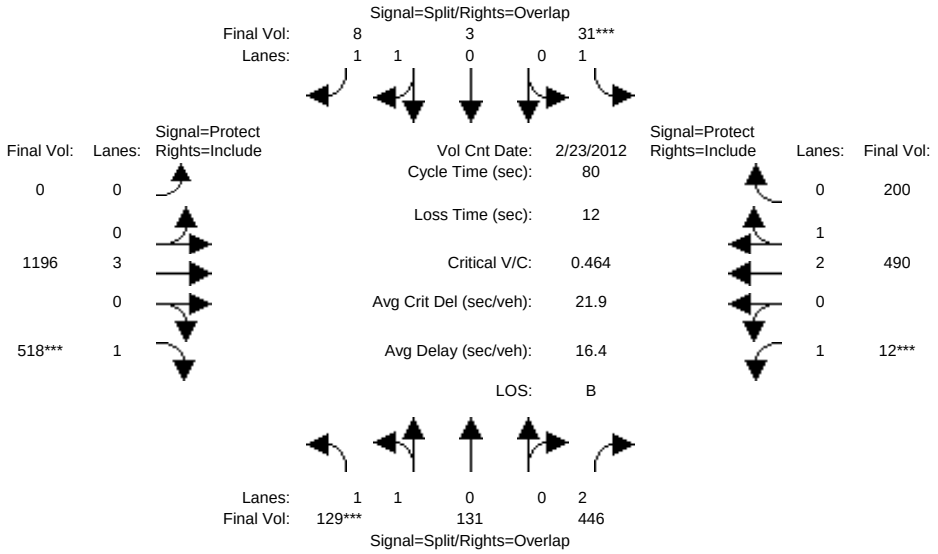



```
Street Name:I-880 Northbound Ramps / Californ          Dixon Landing Rd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 23 Feb 2012 << 5:00:00 PM
Base Vol:     129  131   446    31    3     8     0 1191   500    12  485   200
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  129  131   446    31    3     8     0 1191   500    12  485   200
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  129  131   446    31    3     8     0 1191   500    12  485   200
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   129  131   446    31    3     8     0 1191   500    12  485   200
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  129  131   446    31    3     8     0 1191   500    12  485   200
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  129  131   446    31    3     8     0 1191   500    12  485   200
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.83  0.92 0.95  0.95  0.92 1.00  0.92  0.92 1.00  0.95
Lanes:       1.00 1.00  2.00  1.00 0.55  1.45  0.00 3.00  1.00  1.00 2.09  0.91
Final Sat.:  1750 1900  3150  1750  982  2618     0 5700  1750  1750 3963  1634
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.07  0.14  0.02 0.00  0.00  0.00 0.21  0.29  0.01 0.12  0.12
Crit Moves:  ****              ****                          ****  ****
Green/Cycle: 0.13 0.13  0.22  0.13 0.13  0.13  0.00 0.51  0.51  0.09 0.59  0.59
Volume/Cap:  0.56 0.53  0.65  0.14 0.02  0.02  0.00 0.41  0.56  0.08 0.21  0.21
Delay/Veh:   34.2 33.5  30.7  31.5 30.7  30.7   0.0 12.4  14.5  33.8  7.5   7.5
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  34.2 33.5  30.7  31.5 30.7  30.7   0.0 12.4  14.5  33.8  7.5   7.5
LOS by Move:   C-   C-     C     C    C     C     A    B     B    C-    A     A
HCM2k95thQ:     6    6    12     2    0     0     0   11    17     1    5     5
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P PM

Intersection #3: Dixon Landing Rd and California Cir

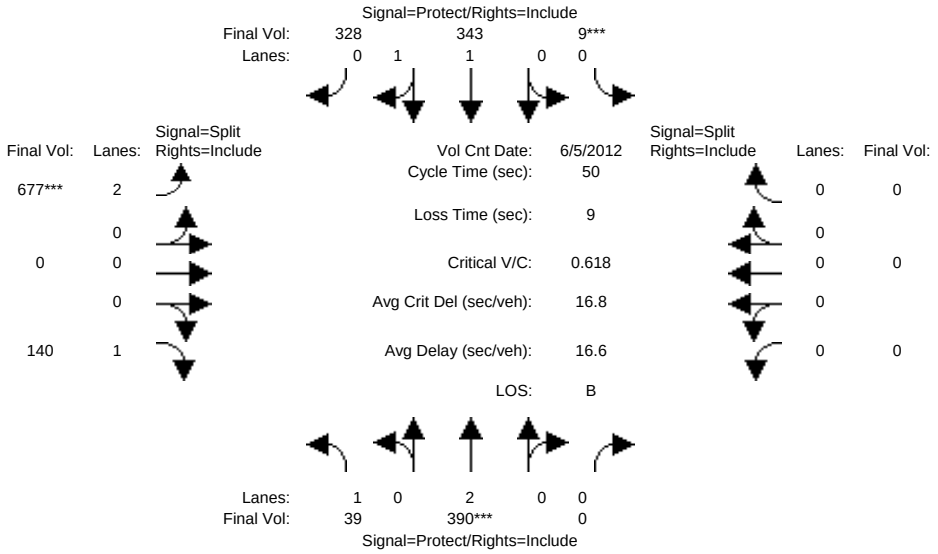



```
Street Name:I-880 Northbound Ramps / Californ          Dixon Landing Rd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 23 Feb 2012 << 5:00:00 PM
Base Vol:     129  131   446    31    3     8     0 1191   500    12  485   200
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  129  131   446    31    3     8     0 1191   500    12  485   200
Added Vol:      0    0     0     0    0     0     0    5    13     0    5     0
Pass-by/Div:    0    0     0     0    0     0     0    0     5     0    0     0
Initial Fut:  129  131   446    31    3     8     0 1196   518    12  490   200
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   129  131   446    31    3     8     0 1196   518    12  490   200
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  129  131   446    31    3     8     0 1196   518    12  490   200
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  129  131   446    31    3     8     0 1196   518    12  490   200
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.83  0.92 0.95  0.95  0.92 1.00  0.92  0.92 1.00  0.95
Lanes:       1.00 1.00  2.00  1.00 0.55  1.45  0.00 3.00  1.00  1.00 2.10  0.90
Final Sat.:  1750 1900  3150  1750  982  2618     0 5700  1750  1750 3975  1622
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.07  0.14  0.02 0.00  0.00  0.00 0.21  0.30  0.01 0.12  0.12
Crit Moves:  ****              ****                          ****  ****
Green/Cycle: 0.13 0.13  0.21  0.13 0.13  0.13  0.00 0.51  0.51  0.09 0.60  0.60
Volume/Cap:  0.58 0.54  0.66  0.14 0.02  0.02  0.00 0.41  0.58  0.08 0.21  0.21
Delay/Veh:   34.8 34.0  31.2  31.5 30.7  30.7   0.0 12.2  14.6  33.8  7.4   7.4
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  34.8 34.0  31.2  31.5 30.7  30.7   0.0 12.2  14.6  33.8  7.4   7.4
LOS by Move:   C-   C-     C     C    C     C     A    B     B    C-    A     A
HCM2k95thQ:     6    6    12     2    0     0     0   11    18     1    5     5
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

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

Intersection #4: California Cir and I-880 NB Ramps



Street Name:	California Cir						I-880 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 5:00:00 PM												
Base Vol:	39	390	0	9	343	328	677	0	140	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	390	0	9	343	328	677	0	140	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	390	0	9	343	328	677	0	140	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	390	0	9	343	328	677	0	140	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	390	0	9	343	328	677	0	140	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	390	0	9	343	328	677	0	140	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.03	1.01	0.96	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	48	1816	1736	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.00	0.19	0.19	0.19	0.21	0.00	0.08	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.20	0.20	0.00	0.29	0.29	0.29	0.33	0.00	0.33	0.00	0.00	0.00
Volume/Cap:	0.11	0.51	0.00	0.65	0.66	0.66	0.65	0.00	0.24	0.00	0.00	0.00
Delay/Veh:	16.4	18.4	0.0	17.0	17.1	17.1	15.8	0.0	12.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.4	18.4	0.0	17.0	17.1	17.1	15.8	0.0	12.4	0.0	0.0	0.0
LOS by Move:	B	B-	A	B	B	B	B	A	B	A	A	A
HCM2k95thQ:	1	7	0	10	10	10	13	0	4	0	0	0

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

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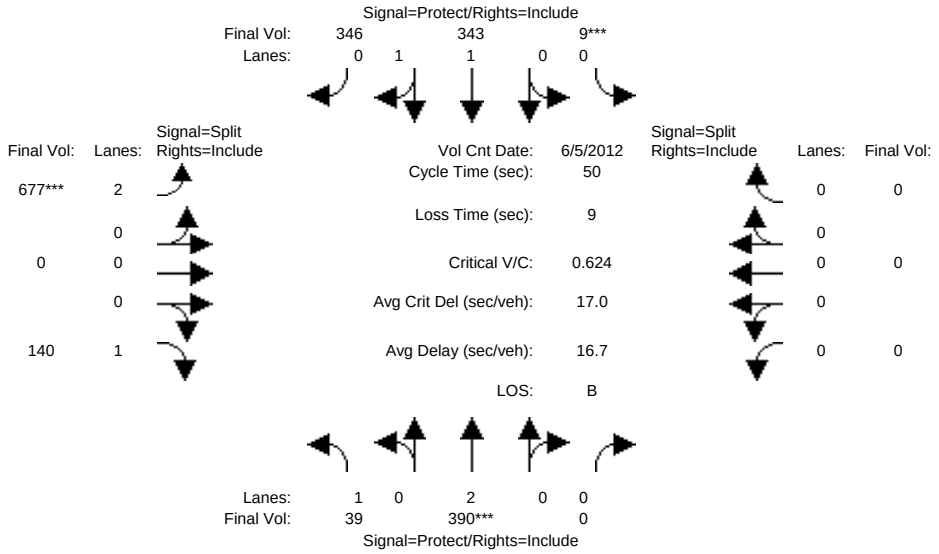
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P PM

Intersection #4: California Cir and I-880 NB Ramps



Street Name:	California Cir						I-880 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 5:00:00 PM												
Base Vol:	39	390	0	9	343	328	677	0	140	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	390	0	9	343	328	677	0	140	0	0	0
Added Vol:	0	0	0	0	0	13	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	5	0	0	0	0	0	0
Initial Fut:	39	390	0	9	343	346	677	0	140	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	390	0	9	343	346	677	0	140	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	390	0	9	343	346	677	0	140	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	390	0	9	343	346	677	0	140	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.03	0.98	0.99	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	46	1769	1785	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.00	0.19	0.19	0.19	0.21	0.00	0.08	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.20	0.20	0.00	0.29	0.29	0.29	0.33	0.00	0.33	0.00	0.00	0.00
Volume/Cap:	0.11	0.51	0.00	0.66	0.67	0.67	0.66	0.00	0.25	0.00	0.00	0.00
Delay/Veh:	16.4	18.4	0.0	17.0	17.3	17.3	16.1	0.0	12.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.4	18.4	0.0	17.0	17.3	17.3	16.1	0.0	12.6	0.0	0.0	0.0
LOS by Move:	B	B-	A	B	B	B	B	A	B	A	A	A
HCM2k95thQ:	1	7	0	10	10	10	13	0	4	0	0	0

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

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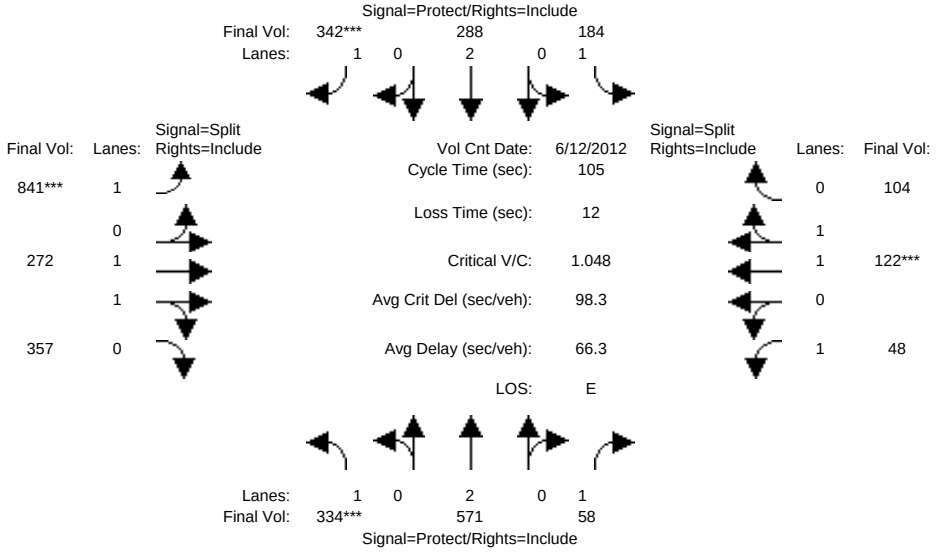
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

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

Intersection #5: Dixon Landing Rd and Warm Springs Rd



Street Name:	Warm Springs Rd						Dixon Landing Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Jun 2012 << 5:00:00 PM												
Base Vol:	334	571	58	184	288	342	841	272	357	48	122	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	334	571	58	184	288	342	841	272	357	48	122	104
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	334	571	58	184	288	342	841	272	357	48	122	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	334	571	58	184	288	342	841	272	357	48	122	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	334	571	58	184	288	342	841	272	357	48	122	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	334	571	58	184	288	342	841	272	357	48	122	104
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.05	0.95
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1996	1702
Capacity Analysis Module:												
Vol/Sat:	0.19	0.15	0.03	0.11	0.08	0.20	0.48	0.14	0.20	0.03	0.06	0.06
Crit Moves:	****					****	****				****	
Green/Cycle:	0.17	0.21	0.21	0.15	0.18	0.18	0.44	0.44	0.44	0.10	0.10	0.10
Volume/Cap:	1.10	0.73	0.16	0.73	0.43	1.10	1.10	0.33	0.47	0.29	0.64	0.64
Delay/Veh:	123.3	42.2	34.3	52.8	38.8	122.5	91.6	19.4	21.1	45.1	49.8	49.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	123.3	42.2	34.3	52.8	38.8	122.5	91.6	19.4	21.1	45.1	49.8	49.8
LOS by Move:	F	D	C-	D-	D+	F	F	B-	C+	D	D	D
HCM2k95thQ:	33	18	3	15	9	34	65	11	16	4	9	9

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

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Pacific Mall - Silicon Valley
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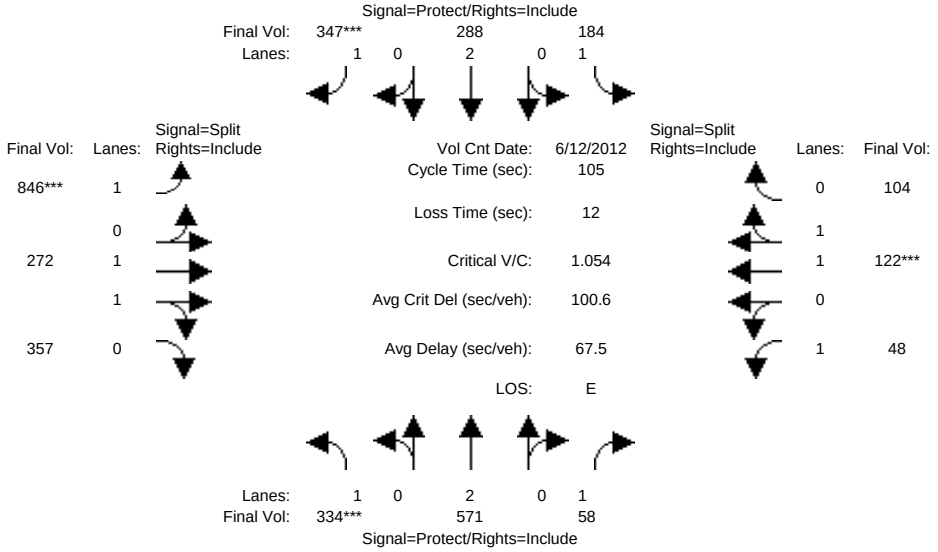
Existing plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P PM

Intersection #5: Dixon Landing Rd and Warm Springs Rd

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Street Name:         Warm Springs Rd                    Dixon Landing Rd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10    10   10    10    10   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Jun 2012 << 5:00:00 PM
Base Vol:     334  571    58   184  288   342   841  272   357    48  122   104
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  334  571    58   184  288   342   841  272   357    48  122   104
Added Vol:      0    0     0     0    0     5     5    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  334  571    58   184  288   347   846  272   357    48  122   104
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   334  571    58   184  288   347   846  272   357    48  122   104
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  334  571    58   184  288   347   846  272   357    48  122   104
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  334  571    58   184  288   347   846  272   357    48  122   104
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.95
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  1.00 1.00  1.00  1.00 1.05  0.95
Final Sat.:  1750 3800  1750  1750 3800  1750  1750 1900  1750  1750 1996  1702
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.19 0.15  0.03  0.11 0.08  0.20  0.48 0.14  0.20  0.03 0.06  0.06
Crit Moves:  ****                         ****  ****                   ****
Green/Cycle: 0.17 0.21  0.21  0.15 0.18  0.18  0.44 0.44  0.44  0.10 0.10  0.10
Volume/Cap:  1.10 0.72  0.16  0.72 0.42  1.10  1.10 0.33  0.47  0.29 0.64  0.64
Delay/Veh:  126.0 42.2  34.3  52.8 38.7 124.7  94.3 19.5  21.1  45.1 49.8  49.8
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh: 126.0 42.2  34.3  52.8 38.7 124.7  94.3 19.5  21.1  45.1 49.8  49.8
LOS by Move:    F    D    C-    D-   D+     F     F   B-    C+     D    D     D
HCM2k95thQ:    34   18     3    15    9    35    66   11    16     4    9     9
Note: Queue reported is the number of cars per lane.
```

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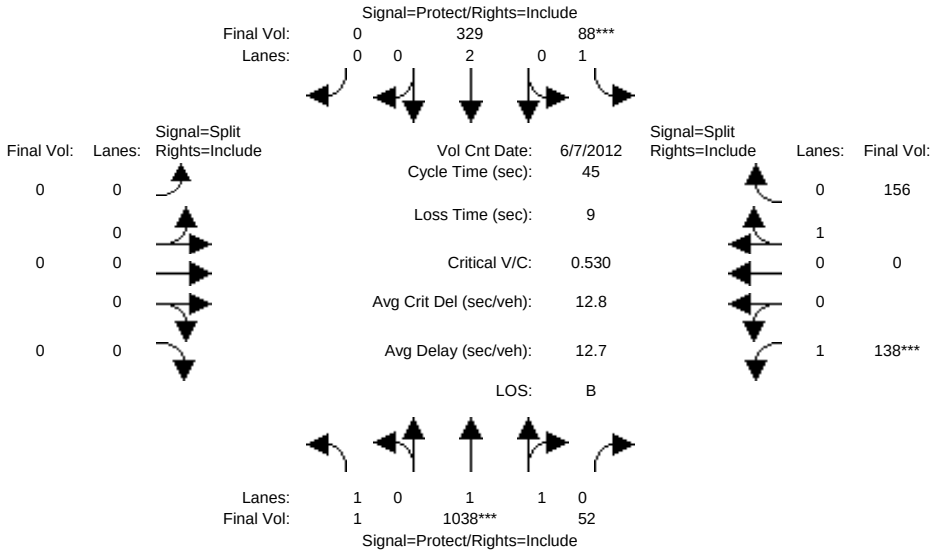
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #6: McCarthy Blvd and Ranch Drive (North)



Street Name:	McCarthy Blvd						Ranch Drive (North)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Jun 2012 << 4:50:00 PM												
Base Vol:	1	1038	52	88	329	0	0	0	0	138	0	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1038	52	88	329	0	0	0	0	138	0	156
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1038	52	88	329	0	0	0	0	138	0	156
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	1038	52	88	329	0	0	0	0	138	0	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1038	52	88	329	0	0	0	0	138	0	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1038	52	88	329	0	0	0	0	138	0	156
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	1.00	1.90	0.10	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	3523	177	1750	3800	0	0	0	0	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.29	0.05	0.09	0.00	0.00	0.00	0.00	0.08	0.00	0.09
Crit Moves:		****		****						****		
Green/Cycle:	0.24	0.42	0.42	0.16	0.34	0.00	0.00	0.00	0.00	0.22	0.00	0.22
Volume/Cap:	0.00	0.70	0.70	0.32	0.25	0.00	0.00	0.00	0.00	0.35	0.00	0.39
Delay/Veh:	13.1	12.1	12.1	17.6	10.8	0.0	0.0	0.0	0.0	15.3	0.0	15.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.1	12.1	12.1	17.6	10.8	0.0	0.0	0.0	0.0	15.3	0.0	15.5
LOS by Move:	B	B	B	B	B+	A	A	A	A	B	A	B
HCM2k95thQ:	0	15	15	2	3	0	0	0	0	4	0	5

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

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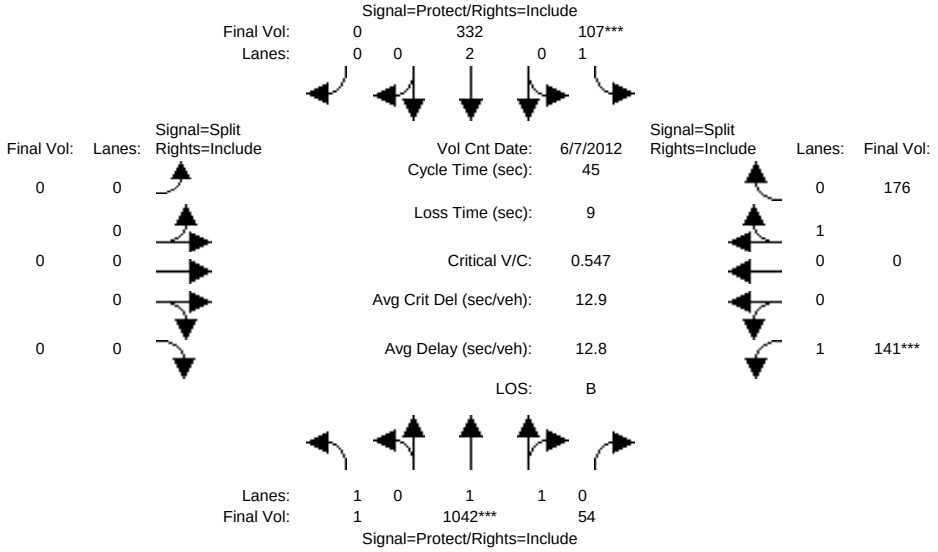
Existing plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P PM

Intersection #6: McCarthy Blvd and Ranch Drive (North)



Street Name:	McCarthy Blvd						Ranch Drive (North)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Jun 2012 << 4:50:00 PM												
Base Vol:	1	1038	52	88	329	0	0	0	0	138	0	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1038	52	88	329	0	0	0	0	138	0	156
Added Vol:	0	5	0	14	5	0	0	0	0	0	0	13
Pass-by/Div:	0	-1	2	5	-2	0	0	0	0	3	0	7
Initial Fut:	1	1042	54	107	332	0	0	0	0	141	0	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	1042	54	107	332	0	0	0	0	141	0	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1042	54	107	332	0	0	0	0	141	0	176
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1042	54	107	332	0	0	0	0	141	0	176
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	1.00	1.90	0.10	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	3518	182	1750	3800	0	0	0	0	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.30	0.06	0.09	0.00	0.00	0.00	0.00	0.08	0.00	0.10
Crit Moves:		****		****						****		
Green/Cycle:	0.24	0.42	0.42	0.16	0.34	0.00	0.00	0.00	0.00	0.22	0.00	0.22
Volume/Cap:	0.00	0.70	0.70	0.39	0.26	0.00	0.00	0.00	0.00	0.36	0.00	0.44
Delay/Veh:	13.1	12.1	12.1	18.0	10.8	0.0	0.0	0.0	0.0	15.4	0.0	15.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.1	12.1	12.1	18.0	10.8	0.0	0.0	0.0	0.0	15.4	0.0	15.9
LOS by Move:	B	B	B	B-	B+	A	A	A	A	B	A	B
HCM2k95thQ:	0	15	15	3	3	0	0	0	0	4	0	6

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

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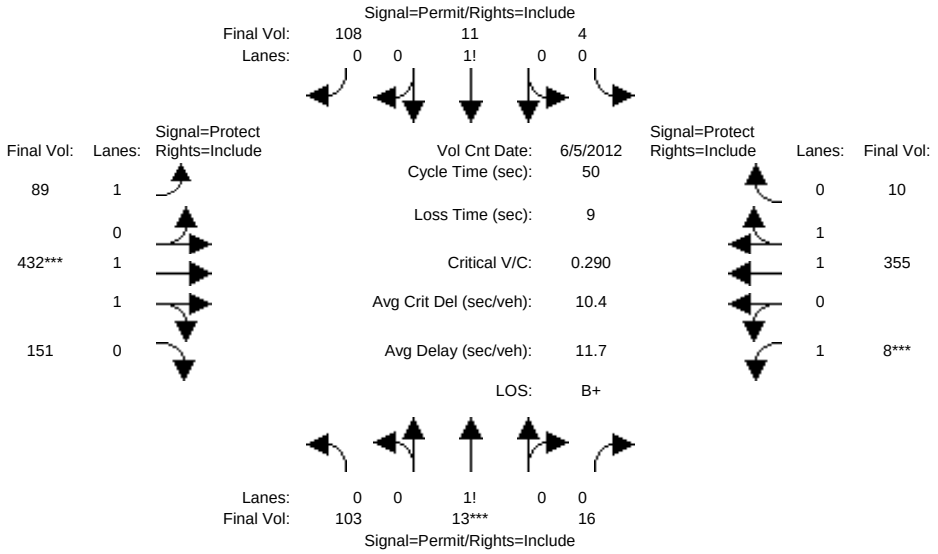
SJ12-1361
Existing plus Project - PM Peak Hour

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

Intersection #7: Ranch Drive and Project Entrance



Street Name:	Project Entrance						Ranch Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 5:00:00 PM												
Base Vol:	103	13	16	4	11	108	89	432	151	8	355	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	13	16	4	11	108	89	432	151	8	355	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	13	16	4	11	108	89	432	151	8	355	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	13	16	4	11	108	89	432	151	8	355	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	13	16	4	11	108	89	432	151	8	355	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	103	13	16	4	11	108	89	432	151	8	355	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.78	0.10	0.12	0.03	0.09	0.88	1.00	1.47	0.53	1.00	1.94	0.06
Final Sat.:	1366	172	212	57	157	1537	1750	2741	958	1750	3599	101
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.07	0.07	0.07	0.05	0.16	0.16	0.00	0.10	0.10
Crit Moves:		****						****		****		
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.25	0.46	0.46	0.14	0.35	0.35
Volume/Cap:	0.34	0.34	0.34	0.32	0.32	0.32	0.21	0.34	0.34	0.03	0.28	0.28
Delay/Veh:	17.0	17.0	17.0	16.8	16.8	16.8	15.2	8.8	8.8	18.6	11.7	11.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.0	17.0	17.0	16.8	16.8	16.8	15.2	8.8	8.8	18.6	11.7	11.7
LOS by Move:	B	B	B	B	B	B	B	A	A	B-	B+	B+
HCM2k95thQ:	4	4	4	4	4	4	2	6	6	0	5	5

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

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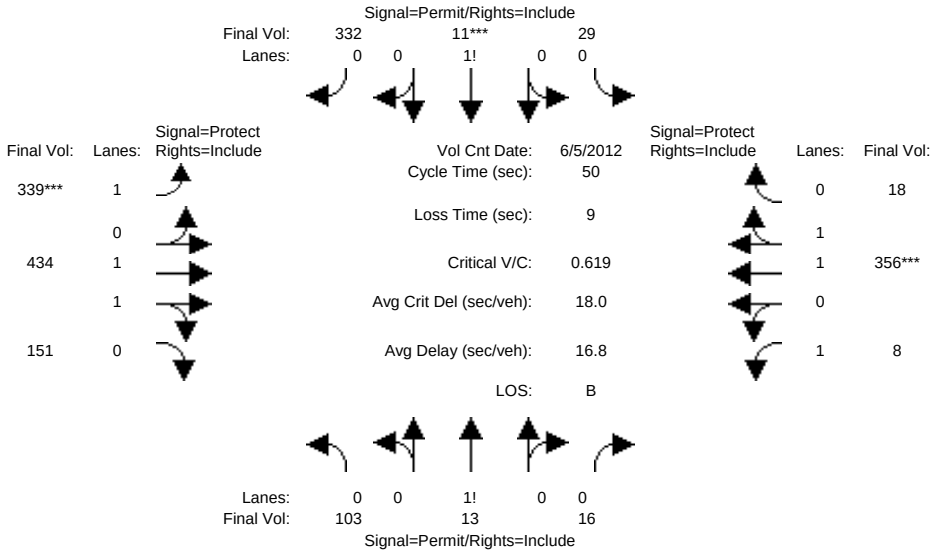
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P PM

Intersection #7: Ranch Drive and Project Entrance



Street Name:	Project Entrance						Ranch Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 5:00:00 PM												
Base Vol:	103	13	16	4	11	108	89	432	151	8	355	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	13	16	4	11	108	89	432	151	8	355	10
Added Vol:	0	0	0	0	0	186	198	0	0	0	0	0
Pass-by/Div:	0	0	0	25	0	38	52	2	0	0	1	8
Initial Fut:	103	13	16	29	11	332	339	434	151	8	356	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	13	16	29	11	332	339	434	151	8	356	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	13	16	29	11	332	339	434	151	8	356	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	103	13	16	29	11	332	339	434	151	8	356	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.78	0.10	0.12	0.08	0.03	0.89	1.00	1.47	0.53	1.00	1.90	0.10
Final Sat.:	1366	172	212	136	52	1562	1750	2744	955	1750	3522	178
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.21	0.21	0.21	0.19	0.16	0.16	0.00	0.10	0.10
Crit Moves:					****		****				****	
Green/Cycle:	0.32	0.32	0.32	0.32	0.32	0.32	0.30	0.29	0.29	0.20	0.20	0.20
Volume/Cap:	0.23	0.23	0.23	0.66	0.66	0.66	0.66	0.54	0.54	0.02	0.51	0.51
Delay/Veh:	12.6	12.6	12.6	17.3	17.3	17.3	18.4	15.5	15.5	15.9	18.4	18.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.6	12.6	12.6	17.3	17.3	17.3	18.4	15.5	15.5	15.9	18.4	18.4
LOS by Move:	B	B	B	B	B	B	B-	B	B	B	B-	B-
HCM2k95thQ:	4	4	4	13	13	13	10	8	8	0	7	7

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

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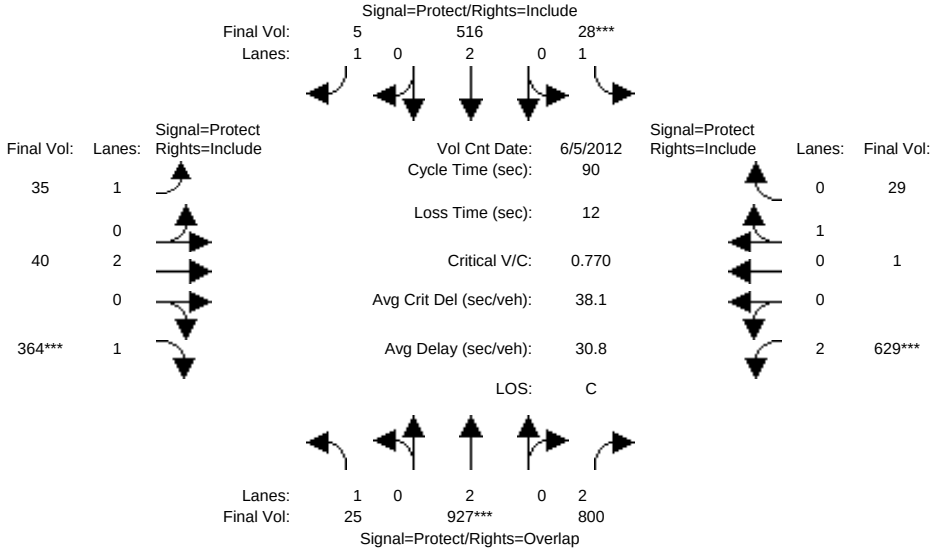
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

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

Intersection #8: McCarthy Blvd and Ranch Dr (South)



Street Name:	McCarthy Blvd						Ranch Dr (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 5 Jun 2012 << 5:00:00 PM

Base Vol:	25	927	800	28	516	5	35	40	364	629	1	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	927	800	28	516	5	35	40	364	629	1	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	927	800	28	516	5	35	40	364	629	1	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	927	800	28	516	5	35	40	364	629	1	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	927	800	28	516	5	35	40	364	629	1	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	927	800	28	516	5	35	40	364	629	1	29

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	2.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	0.03	0.97
Final Sat.:	1750	3800	3150	1750	3800	1750	1750	3800	1750	3150	60	1740

Capacity Analysis Module:

Vol/Sat:	0.01	0.24	0.25	0.02	0.14	0.00	0.02	0.01	0.21	0.20	0.02	0.02
Crit Moves:		****		****					****	****		
Green/Cycle:	0.14	0.30	0.54	0.08	0.24	0.24	0.20	0.25	0.25	0.24	0.29	0.29
Volume/Cap:	0.11	0.83	0.47	0.21	0.57	0.01	0.10	0.04	0.83	0.83	0.06	0.06
Delay/Veh:	34.3	34.7	13.1	39.6	31.2	26.3	29.3	25.5	43.9	39.7	23.1	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.3	34.7	13.1	39.6	31.2	26.3	29.3	25.5	43.9	39.7	23.1	23.1
LOS by Move:	C-	C-	B	D	C	C	C	C	D	D	C	C
HCM2k95thQ:	1	23	15	2	13	0	2	1	23	20	1	1

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

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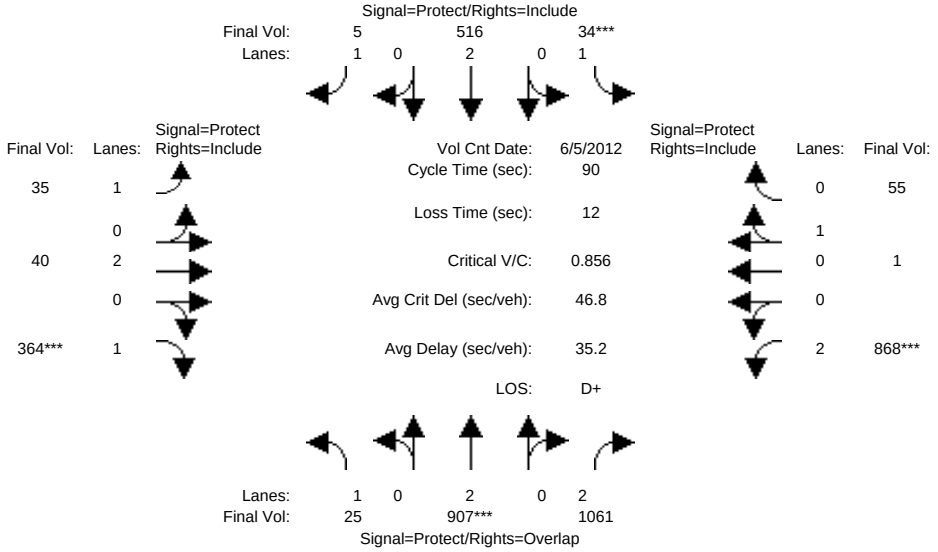
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P PM

Intersection #8: McCarthy Blvd and Ranch Dr (South)

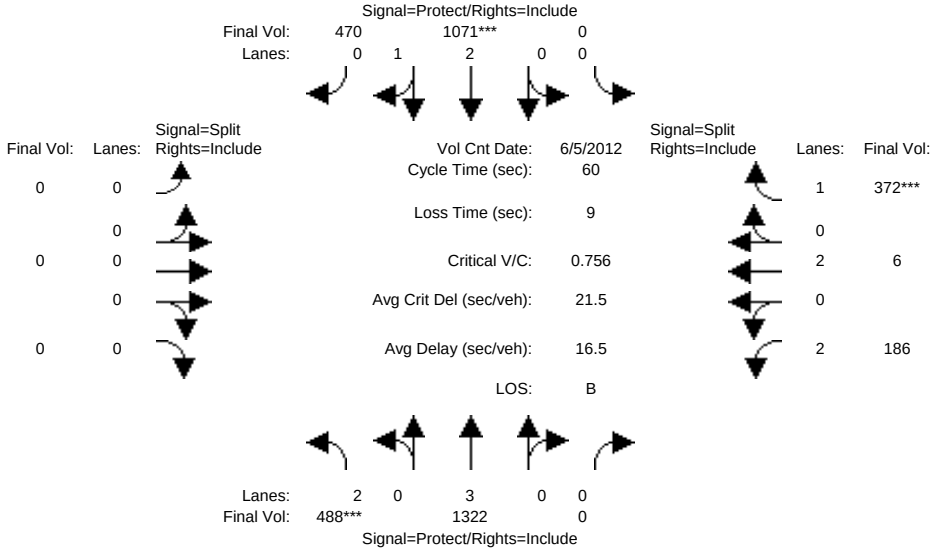



```
Street Name:          McCarthy Blvd                    Ranch Dr (South)
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 5:00:00 PM
Base Vol:      25  927   800    28  516     5    35   40   364   629    1    29
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   25  927   800    28  516     5    35   40   364   629    1    29
Added Vol:      0    0   219     5    0     0     0    0     0   217    0     5
Pass-by/Div:    0  -20    42     1    0     0     0    0     0    22    0    21
Initial Fut:   25  907  1061    34  516     5    35   40   364   868    1    55
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    25  907  1061    34  516     5    35   40   364   868    1    55
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   25  907  1061    34  516     5    35   40   364   868    1    55
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   25  907  1061    34  516     5    35   40   364   868    1    55
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.83  0.92 1.00  0.92  0.92 1.00  0.92  0.83 0.95  0.95
Lanes:       1.00 2.00  2.00  1.00 2.00  1.00  1.00 2.00  1.00  2.00 0.02  0.98
Final Sat.:  1750 3800  3150  1750 3800  1750  1750 3800  1750  3150   32  1768
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.24  0.34  0.02 0.14  0.00  0.02 0.01  0.21  0.28 0.03  0.03
Crit Moves:       ****        ****                          ****  ****
Green/Cycle: 0.12 0.26  0.56  0.08 0.22  0.22  0.22 0.23  0.23  0.30 0.31  0.31
Volume/Cap:  0.12 0.92  0.60  0.25 0.63  0.01  0.09 0.05  0.92  0.92 0.10  0.10
Delay/Veh:   35.3 45.1  13.6  40.0 33.7  27.8  28.2 27.2  59.4  43.6 22.1  22.1
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  35.3 45.1  13.6  40.0 33.7  27.8  28.2 27.2  59.4  43.6 22.1  22.1
LOS by Move:   D+    D     B     D   C-     C     C    C    E+     D   C+    C+
HCM2k95thQ:     1   25    21     2   14     0     2    1    26    27    2     2
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

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

Intersection #9: McCarthy Blvd and SR-237 WB Ramps



Street Name:	McCarthy Blvd						SR-237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 4:50:00 PM												
Base Vol:	488	1322	0	0	1071	470	0	0	0	186	6	372
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	488	1322	0	0	1071	470	0	0	0	186	6	372
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	488	1322	0	0	1071	470	0	0	0	186	6	372
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	488	1322	0	0	1071	470	0	0	0	186	6	372
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	488	1322	0	0	1071	470	0	0	0	186	6	372
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	488	1322	0	0	1071	470	0	0	0	186	6	372
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.05	0.95	0.00	0.00	0.00	2.00	2.00	1.00
Final Sat.:	3150	5700	0	0	3890	1707	0	0	0	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.23	0.00	0.00	0.28	0.28	0.00	0.00	0.00	0.06	0.00	0.21
Crit Moves:	****				****							****
Green/Cycle:	0.20	0.57	0.00	0.00	0.36	0.36	0.00	0.00	0.00	0.28	0.28	0.28
Volume/Cap:	0.76	0.41	0.00	0.00	0.76	0.76	0.00	0.00	0.00	0.21	0.01	0.76
Delay/Veh:	27.6	7.3	0.0	0.0	18.4	18.4	0.0	0.0	0.0	16.6	15.5	26.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.6	7.3	0.0	0.0	18.4	18.4	0.0	0.0	0.0	16.6	15.5	26.3
LOS by Move:	C	A	A	A	B-	B-	A	A	A	B	B	C
HCM2k95thQ:	10	9	0	0	16	16	0	0	0	3	0	14

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

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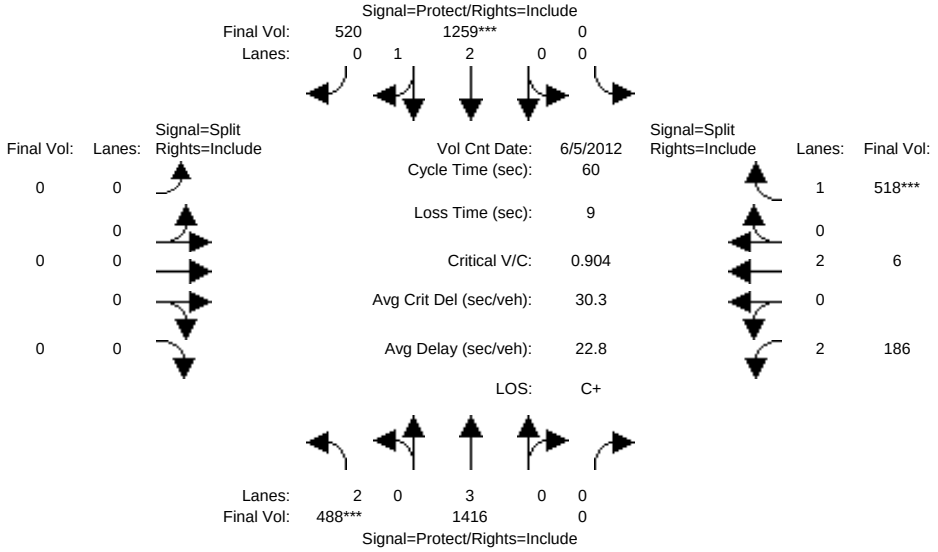
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P PM

Intersection #9: McCarthy Blvd and SR-237 WB Ramps



Street Name:	McCarthy Blvd						SR-237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 4:50:00 PM												
Base Vol:	488	1322	0	0	1071	470	0	0	0	186	6	372
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	488	1322	0	0	1071	470	0	0	0	186	6	372
Added Vol:	0	86	0	0	176	41	0	0	0	0	0	132
Pass-by/Div:	0	8	0	0	12	9	0	0	0	0	0	14
Initial Fut:	488	1416	0	0	1259	520	0	0	0	186	6	518
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	488	1416	0	0	1259	520	0	0	0	186	6	518
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	488	1416	0	0	1259	520	0	0	0	186	6	518
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	488	1416	0	0	1259	520	0	0	0	186	6	518
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.09	0.91	0.00	0.00	0.00	2.00	2.00	1.00
Final Sat.:	3150	5700	0	0	3961	1636	0	0	0	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.25	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.06	0.00	0.30
Crit Moves:	****				****							****
Green/Cycle:	0.17	0.52	0.00	0.00	0.35	0.35	0.00	0.00	0.00	0.33	0.33	0.33
Volume/Cap:	0.90	0.48	0.00	0.00	0.90	0.90	0.00	0.00	0.00	0.18	0.00	0.90
Delay/Veh:	43.0	9.2	0.0	0.0	24.9	24.9	0.0	0.0	0.0	14.5	13.6	37.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.0	9.2	0.0	0.0	24.9	24.9	0.0	0.0	0.0	14.5	13.6	37.1
LOS by Move:	D	A	A	A	C	C	A	A	A	B	B	D+
HCM2k95thQ:	11	10	0	0	21	21	0	0	0	3	0	21

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

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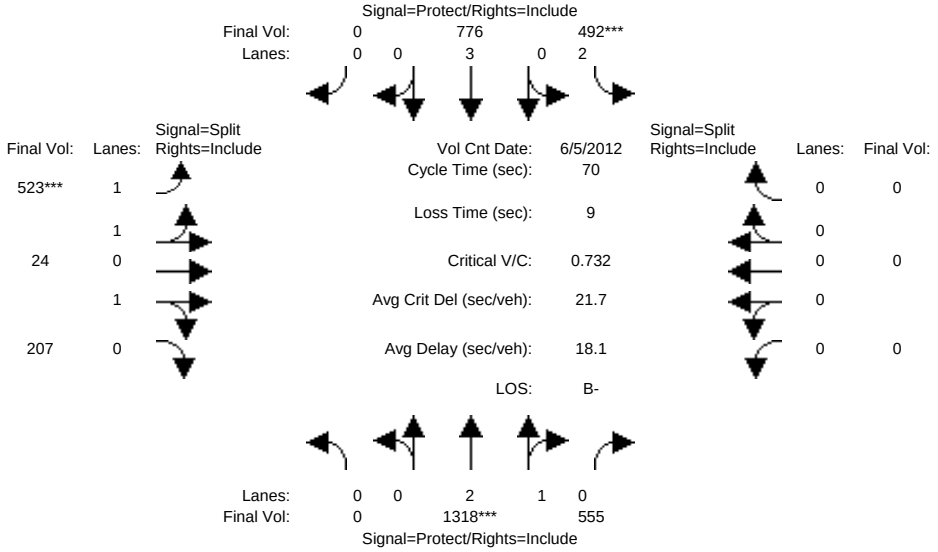
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

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

Intersection #10: McCarthy Blvd and SR-237 EB Ramps

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Street Name:          McCarthy Blvd                    SR-237 EB Ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10    10   10    10     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 4:55:00 PM
Base Vol:       0 1318   555   492  776     0   523   24   207     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 1318   555   492  776     0   523   24   207     0    0     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 1318   555   492  776     0   523   24   207     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 1318   555   492  776     0   523   24   207     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1318   555   492  776     0   523   24   207     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0 1318   555   492  776     0   523   24   207     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.95  0.83 1.00  0.92  0.93 0.95  0.95  0.92 1.00  0.92
Lanes:       0.00 2.08  0.92  2.00 3.00  0.00  2.00 0.10  0.90  0.00 0.00  0.00
Final Sat.:     0 3938  1658  3150 5700     0  3552  187  1613     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.33  0.33  0.16 0.14  0.00  0.15 0.13  0.13  0.00 0.00  0.00
Crit Moves:        ****        ****              ****
Green/Cycle: 0.00 0.46  0.46  0.21 0.67  0.00  0.20 0.20  0.20  0.00 0.00  0.00
Volume/Cap:  0.00 0.73  0.73  0.73 0.20  0.00  0.73 0.64  0.64  0.00 0.00  0.00
Delay/Veh:    0.0 16.6  16.6  29.8  4.4   0.0  28.9 26.8  26.8   0.0  0.0   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0 16.6  16.6  29.8  4.4   0.0  28.9 26.8  26.8   0.0  0.0   0.0
LOS by Move:    A    B     B     C    A     A     C    C     C     A    A     A
HCM2k95thQ:     0   19    19    11    4     0    14   12    12     0    0     0
Note: Queue reported is the number of cars per lane.
```
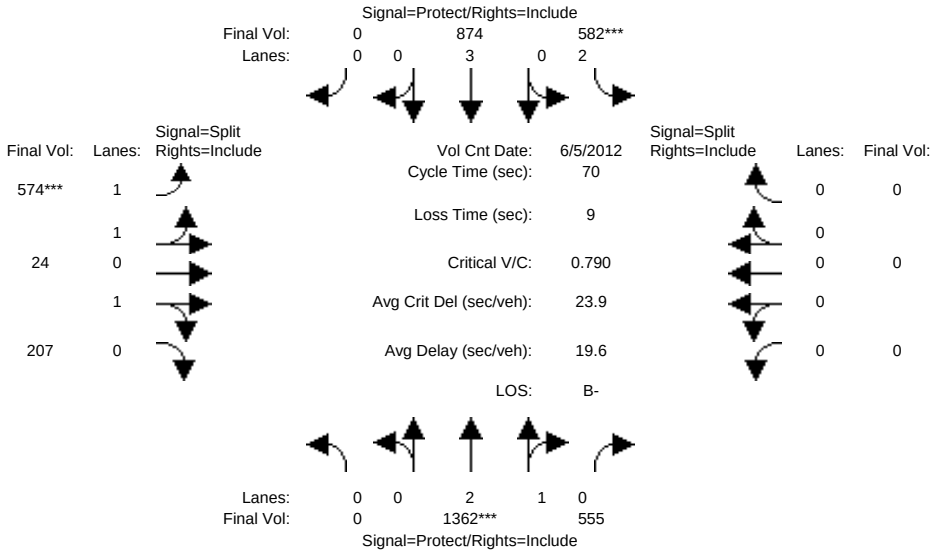

Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P PM

Intersection #10: McCarthy Blvd and SR-237 EB Ramps

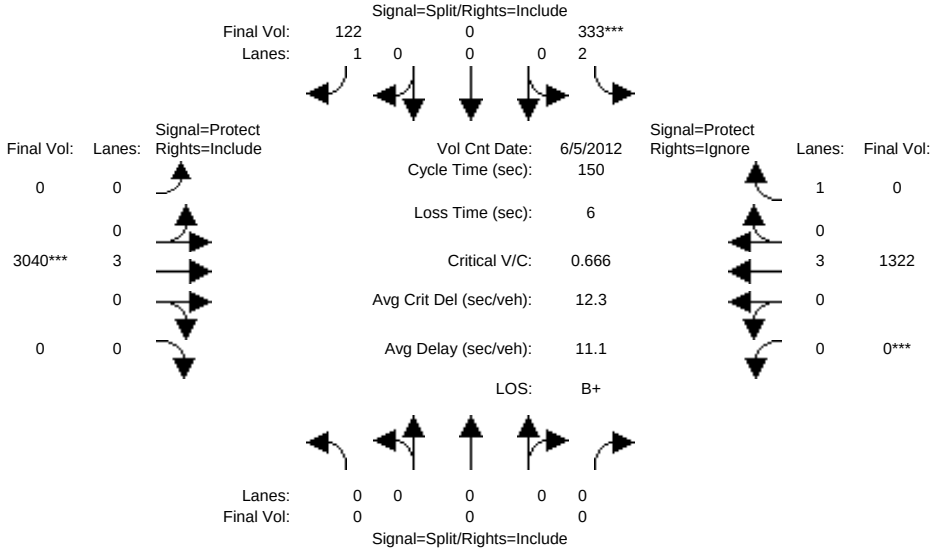



```
Street Name:          McCarthy Blvd                    SR-237 EB Ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10   10   10    10     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0  4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 4:55:00 PM
Base Vol:       0 1318   555   492  776     0  523   24   207     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 1318   555   492  776     0  523   24   207     0    0     0
Added Vol:      0   44     0    85   91     0   43    0     0     0    0     0
Pass-by/Div:    0    0     0     5    7     0    8    0     0     0    0     0
Initial Fut:    0 1362   555   582  874     0  574   24   207     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 1362   555   582  874     0  574   24   207     0    0     0
Reduct Vol:     0    0     0     0    0     0    0    0     0     0    0     0
Reduced Vol:    0 1362   555   582  874     0  574   24   207     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0 1362   555   582  874     0  574   24   207     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900 1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.95  0.83 1.00  0.92 0.94 0.95  0.95  0.92 1.00  0.92
Lanes:       0.00 2.10  0.90  2.00 3.00  0.00 2.00 0.10  0.90  0.00 0.00  0.00
Final Sat.:     0 3977  1620  3150 5700     0 3553  187  1613     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.34  0.34  0.18 0.15  0.00 0.16 0.13  0.13  0.00 0.00  0.00
Crit Moves:       ****        ****            ****
Green/Cycle: 0.00 0.43  0.43  0.23 0.67  0.00 0.20 0.20  0.20  0.00 0.00  0.00
Volume/Cap:  0.00 0.79  0.79  0.79 0.23  0.00 0.79 0.63  0.63  0.00 0.00  0.00
Delay/Veh:    0.0 18.9  18.9  31.0  4.6   0.0 30.7 26.4  26.4   0.0  0.0   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0 18.9  18.9  31.0  4.6   0.0 30.7 26.4  26.4   0.0  0.0   0.0
LOS by Move:    A   B-    B-     C    A     A    C    C     C     A    A     A
HCM2k95thQ:     0   21    21    13    5     0   16   11    11     0    0     0
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

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

Intersection #11: I-880 SB Ramps and SR-237

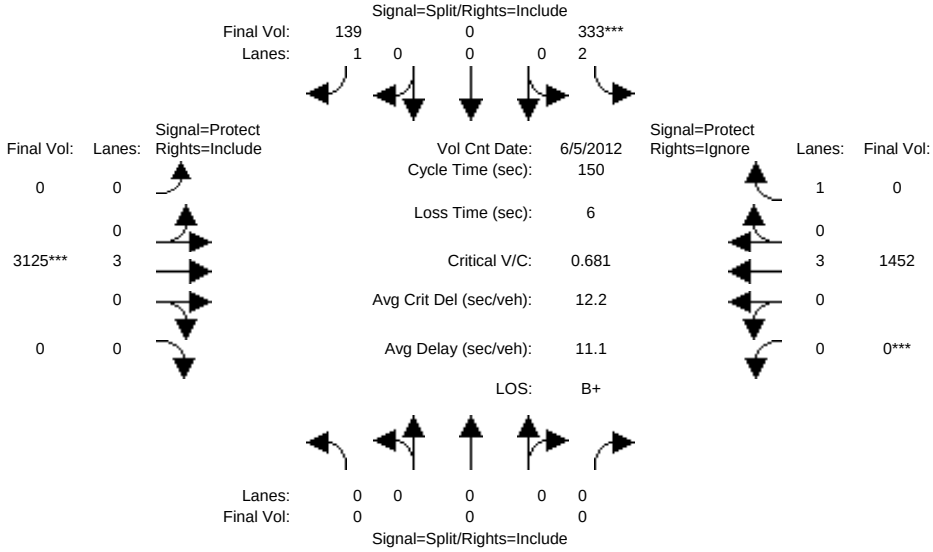



```
Street Name:          I-880 SB Ramps                        SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0    0     0    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 4:55:00 PM
Base Vol:       0    0     0   333    0   122     0 3040     0     0 1322   237
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0   333    0   122     0 3040     0     0 1322   237
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0   333    0   122     0 3040     0     0 1322   237
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Volume:     0    0     0   333    0   122     0 3040     0     0 1322     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0   333    0   122     0 3040     0     0 1322     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
FinalVolume:    0    0     0   333    0   122     0 3040     0     0 1322     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.83 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       0.00 0.00  0.00  2.00 0.00  1.00  0.00 3.00  0.00  0.00 3.00  1.00
Final Sat.:     0    0     0  3150    0  1750     0 5700     0     0 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.11 0.00  0.07  0.00 0.53  0.00  0.00 0.23  0.00
Crit Moves:                   ****                   ****        ****
Green/Cycle: 0.00 0.00  0.00  0.16 0.00  0.16  0.00 0.80  0.00  0.00 0.80  0.00
Volume/Cap:  0.00 0.00  0.00  0.67 0.00  0.44  0.00 0.67  0.00  0.00 0.29  0.00
Delay/Veh:    0.0  0.0   0.0  62.7  0.0  58.2   0.0  6.7   0.0   0.0  3.9   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0  0.0   0.0  62.7  0.0  58.2   0.0  6.7   0.0   0.0  3.9   0.0
LOS by Move:    A    A     A     E    A    E+     A    A     A     A    A     A
HCM2k95thQ:     0    0     0    18    0    11     0   33     0     0   10     0
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P PM

Intersection #11: I-880 SB Ramps and SR-237

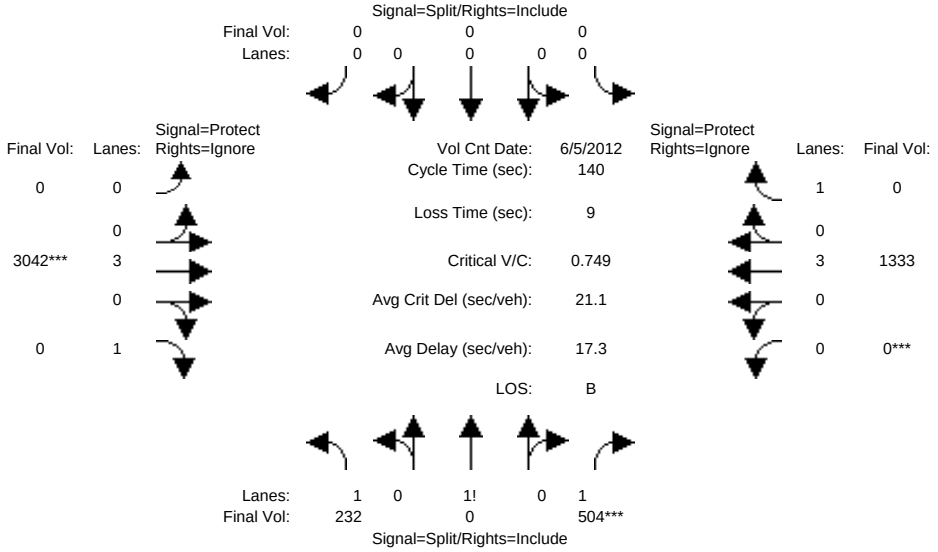



```
Street Name:          I-880 SB Ramps                        SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0    0     0    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 4:55:00 PM
Base Vol:       0    0     0   333    0   122     0 3040     0     0 1322   237
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0   333    0   122     0 3040     0     0 1322   237
Added Vol:      0    0     0     0    0    14     0   85     0     0  119     0
Pass-by/Div:    0    0     0     0    0     3     0    0     0     0   11     0
Initial Fut:    0    0     0   333    0   139     0 3125     0     0 1452   237
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Volume:     0    0     0   333    0   139     0 3125     0     0 1452     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0   333    0   139     0 3125     0     0 1452     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
FinalVolume:    0    0     0   333    0   139     0 3125     0     0 1452     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.83 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       0.00 0.00  0.00  2.00 0.00  1.00  0.00 3.00  0.00  0.00 3.00  1.00
Final Sat.:     0    0     0  3150    0  1750     0 5700     0     0 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.11 0.00  0.08  0.00 0.55  0.00  0.00 0.25  0.00
Crit Moves:                   ****                   ****        ****
Green/Cycle: 0.00 0.00  0.00  0.16 0.00  0.16  0.00 0.80  0.00  0.00 0.80  0.00
Volume/Cap:  0.00 0.00  0.00  0.68 0.00  0.51  0.00 0.68  0.00  0.00 0.32  0.00
Delay/Veh:    0.0  0.0   0.0  63.8  0.0  59.8   0.0  6.8   0.0   0.0  3.9   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0  0.0   0.0  63.8  0.0  59.8   0.0  6.8   0.0   0.0  3.9   0.0
LOS by Move:    A    A     A     E    A    E+     A    A     A     A    A     A
HCM2k95thQ:     0    0     0    18    0    13     0   35     0     0   11     0
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

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

Intersection #12: I-880 NB Ramps and SR-237

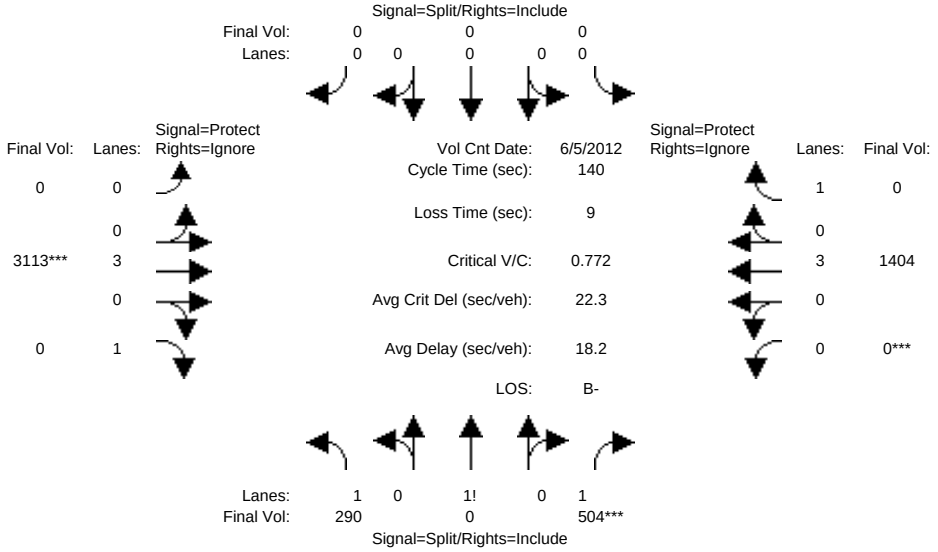



```
Street Name:          I-880 NB Ramps                        SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10     0    0     0     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 5:00:00 PM
Base Vol:     232    0   504     0    0     0     0 3042   248     0 1333   333
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  232    0   504     0    0     0     0 3042   248     0 1333   333
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  232    0   504     0    0     0     0 3042   248     0 1333   333
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Volume:   232    0   504     0    0     0     0 3042     0     0 1333     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  232    0   504     0    0     0     0 3042     0     0 1333     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
FinalVolume:  232    0   504     0    0     0     0 3042     0     0 1333     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.95  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.32 0.00  1.68  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:  2312    0  3022     0    0     0     0 5700  1750     0 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.00  0.17  0.00 0.00  0.00  0.00 0.53  0.00  0.00 0.23  0.00
Crit Moves:              ****                        ****        ****
Green/Cycle: 0.22 0.00  0.22  0.00 0.00  0.00  0.00 0.71  0.00  0.00 0.71  0.00
Volume/Cap:  0.45 0.00  0.75  0.00 0.00  0.00  0.00 0.75  0.00  0.00 0.33  0.00
Delay/Veh:   47.2  0.0  54.0   0.0  0.0   0.0   0.0 13.2   0.0   0.0  7.6   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  47.2  0.0  54.0   0.0  0.0   0.0   0.0 13.2   0.0   0.0  7.6   0.0
LOS by Move:    D    A    D-     A    A     A     A    B     A     A    A     A
HCM2k95thQ:    14    0    25     0    0     0     0   43     0     0   13     0
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P PM

Intersection #12: I-880 NB Ramps and SR-237



Street Name:	I-880 NB Ramps						SR-237					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 5:00:00 PM												
Base Vol:	232	0	504	0	0	0	0	3042	248	0	1333	333
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	232	0	504	0	0	0	0	3042	248	0	1333	333
Added Vol:	47	0	0	0	0	0	0	71	13	0	71	0
Pass-by/Div:	11	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	290	0	504	0	0	0	0	3113	261	0	1404	333
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	290	0	504	0	0	0	0	3113	0	0	1404	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	0	504	0	0	0	0	3113	0	0	1404	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	290	0	504	0	0	0	0	3113	0	0	1404	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.37	0.00	1.63	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	2389	0	2861	0	0	0	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.18	0.00	0.00	0.00	0.00	0.55	0.00	0.00	0.25	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.23	0.00	0.23	0.00	0.00	0.00	0.00	0.71	0.00	0.00	0.71	0.00
Volume/Cap:	0.53	0.00	0.77	0.00	0.00	0.00	0.00	0.77	0.00	0.00	0.35	0.00
Delay/Veh:	47.8	0.0	54.3	0.0	0.0	0.0	0.0	14.2	0.0	0.0	8.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.8	0.0	54.3	0.0	0.0	0.0	0.0	14.2	0.0	0.0	8.0	0.0
LOS by Move:	D	A	D-	A	A	A	A	B	A	A	A	A
HCM2k95thQ:	17	0	26	0	0	0	0	46	0	0	14	0

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

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Pacific Mall - Silicon Valley
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Existing plus Project - PM Peak Hour

Level Of Service Computation Report
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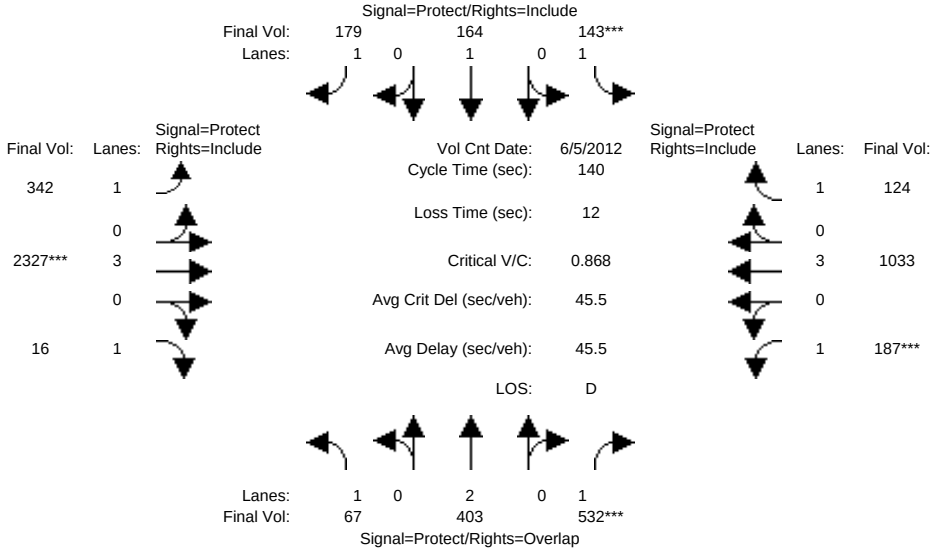
Existing PM

Intersection #13: Abel Street and SR-237



Street Name:	Abel Street						SR-237					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 5:00:00 PM												
Base Vol:	67	403	532	143	164	179	342	2327	16	187	1033	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	403	532	143	164	179	342	2327	16	187	1033	124
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	403	532	143	164	179	342	2327	16	187	1033	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	403	532	143	164	179	342	2327	16	187	1033	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	403	532	143	164	179	342	2327	16	187	1033	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	403	532	143	164	179	342	2327	16	187	1033	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.30	0.08	0.09	0.10	0.20	0.41	0.01	0.11	0.18	0.07
Crit Moves:			****	****				****		****		
Green/Cycle:	0.11	0.23	0.35	0.09	0.22	0.22	0.31	0.47	0.47	0.12	0.29	0.29
Volume/Cap:	0.36	0.47	0.87	0.87	0.40	0.47	0.63	0.87	0.02	0.87	0.63	0.25
Delay/Veh:	59.5	47.2	55.1	98.1	47.8	48.9	44.2	36.5	19.8	89.4	44.5	38.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.5	47.2	55.1	98.1	47.8	48.9	44.2	36.5	19.8	89.4	44.5	38.7
LOS by Move:	E+	D	E+	F	D	D	D	D+	B-	F	D	D+
HCM2k95thQ:	6	14	42	17	12	14	25	51	1	17	22	8

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

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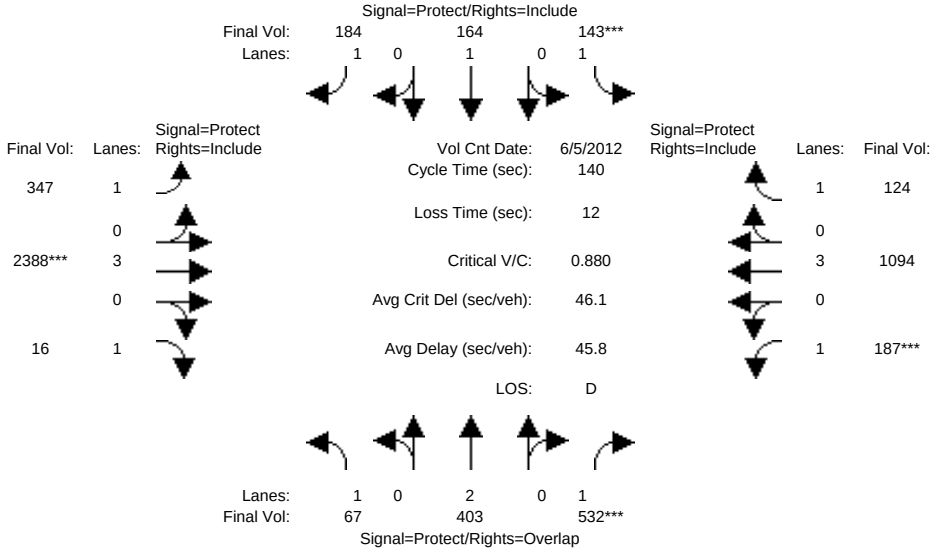
E+P PM

Intersection #13: Abel Street and SR-237



Street Name:	Abel Street						SR-237					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 5:00:00 PM												
Base Vol:	67	403	532	143	164	179	342	2327	16	187	1033	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	403	532	143	164	179	342	2327	16	187	1033	124
Added Vol:	0	0	0	0	0	5	5	61	0	0	61	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	403	532	143	164	184	347	2388	16	187	1094	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	403	532	143	164	184	347	2388	16	187	1094	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	403	532	143	164	184	347	2388	16	187	1094	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	403	532	143	164	184	347	2388	16	187	1094	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.30	0.08	0.09	0.11	0.20	0.42	0.01	0.11	0.19	0.07
Crit Moves:			****	****				****		****		
Green/Cycle:	0.10	0.22	0.35	0.09	0.21	0.21	0.30	0.48	0.48	0.12	0.29	0.29
Volume/Cap:	0.37	0.47	0.88	0.88	0.40	0.49	0.65	0.88	0.02	0.88	0.65	0.24
Delay/Veh:	60.0	47.6	57.1	101.1	47.9	49.2	45.3	36.8	19.4	92.2	44.1	37.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.0	47.6	57.1	101.1	47.9	49.2	45.3	36.8	19.4	92.2	44.1	37.8
LOS by Move:	E	D	E+	F	D	D	D	D+	B-	F	D	D+
HCM2k95thQ:	6	15	43	17	12	15	26	53	1	17	23	8

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

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Pacific Mall - Silicon Valley
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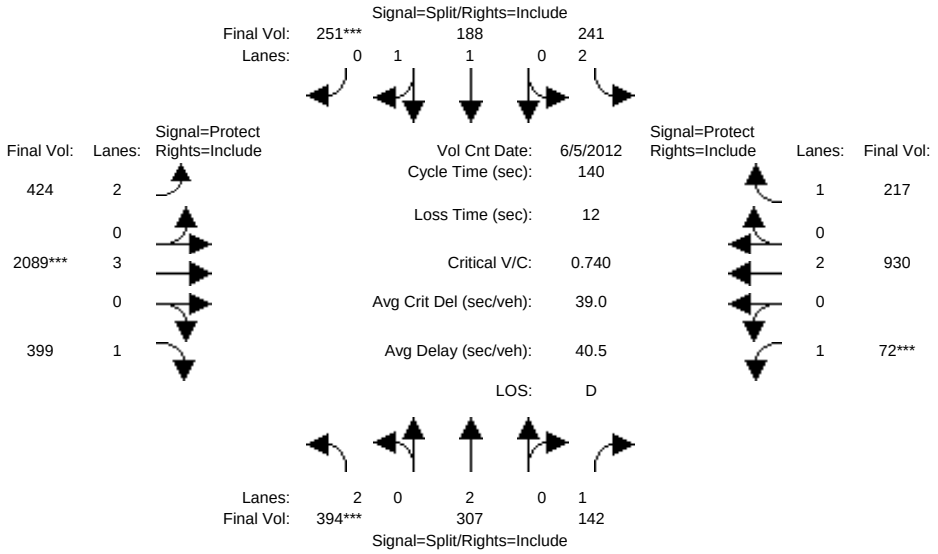
Existing plus Project - PM Peak Hour

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

Intersection #14: Milpitas Blvd and SR-237




```
Street Name:          Milpitas Blvd                          SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 4:55:00 PM
Base Vol:     394  307   142   241  188   251   424 2089   399    72  930   217
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  394  307   142   241  188   251   424 2089   399    72  930   217
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  394  307   142   241  188   251   424 2089   399    72  930   217
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   394  307   142   241  188   251   424 2089   399    72  930   217
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  394  307   142   241  188   251   424 2089   399    72  930   217
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  394  307   142   241  188   251   424 2089   399    72  930   217
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.83 1.00  0.92  0.83 1.00  0.92  0.92 1.00  0.92
Lanes:       2.00 2.00  1.00  2.00 1.00  1.00  2.00 3.00  1.00  1.00 2.00  1.00
Final Sat.:  3150 3800  1750  3150 1900  1750  3150 5700  1750  1750 3800  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.08  0.08  0.08 0.10  0.14  0.13 0.37  0.23  0.04 0.24  0.12
Crit Moves:  ****                         ****        ****        ****
Green/Cycle: 0.17 0.17  0.17  0.19 0.19  0.19  0.20 0.50  0.50  0.06 0.36  0.36
Volume/Cap:  0.74 0.48  0.48  0.39 0.51  0.74  0.69 0.74  0.46  0.74 0.69  0.35
Delay/Veh:   60.7 53.1  53.8  49.7 51.0  58.0  55.6 29.2  23.5  90.7 40.0  33.5
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  60.7 53.1  53.8  49.7 51.0  58.0  55.6 29.2  23.5  90.7 40.0  33.5
LOS by Move:    E   D-    D-     D    D    E+    E+    C     C     F    D    C-
HCM2k95thQ:    20   12    12    11   14    22    18   38    21     7   29    13
Note: Queue reported is the number of cars per lane.
```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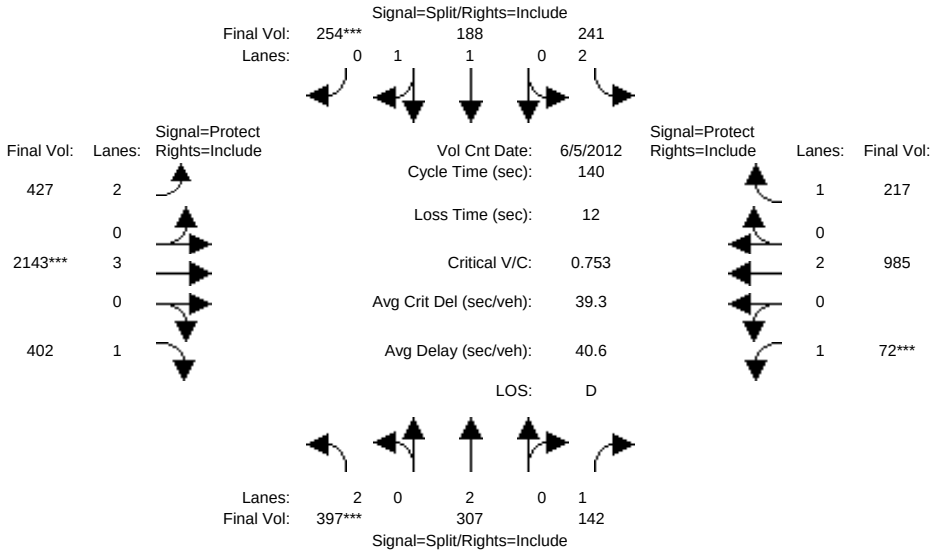
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P PM

Intersection #14: Milpitas Blvd and SR-237




```
Street Name:          Milpitas Blvd                        SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 4:55:00 PM
Base Vol:     394  307   142   241  188   251   424 2089   399    72  930   217
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  394  307   142   241  188   251   424 2089   399    72  930   217
Added Vol:      3    0     0     0    0     3     3   54     3     0   55     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  397  307   142   241  188   254   427 2143   402    72  985   217
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   397  307   142   241  188   254   427 2143   402    72  985   217
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  397  307   142   241  188   254   427 2143   402    72  985   217
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  397  307   142   241  188   254   427 2143   402    72  985   217
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.83 1.00  0.92  0.83 1.00  0.92  0.92 1.00  0.92
Lanes:       2.00 2.00  1.00  2.00 1.00  1.00  2.00 3.00  1.00  1.00 2.00  1.00
Final Sat.:  3150 3800  1750  3150 1900  1750  3150 5700  1750  1750 3800  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.08  0.08  0.08 0.10  0.15  0.14 0.38  0.23  0.04 0.26  0.12
Crit Moves:  ****                          ****        ****        ****
Green/Cycle: 0.17 0.17  0.17  0.19 0.19  0.19  0.19 0.50  0.50  0.05 0.36  0.36
Volume/Cap:  0.75 0.48  0.48  0.40 0.51  0.75  0.71 0.75  0.46  0.75 0.71  0.34
Delay/Veh:   61.6 53.4  54.1  49.8 51.1  58.8  57.1 29.3  23.2  93.3 40.0  32.7
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  61.6 53.4  54.1  49.8 51.1  58.8  57.1 29.3  23.2  93.3 40.0  32.7
LOS by Move:    E   D-     D-     D   D-    E+    E+    C     C     F    D    C-
HCM2k95thQ:    21   12     12    11   14    23    18   39    21     7   31    13
Note: Queue reported is the number of cars per lane.
```

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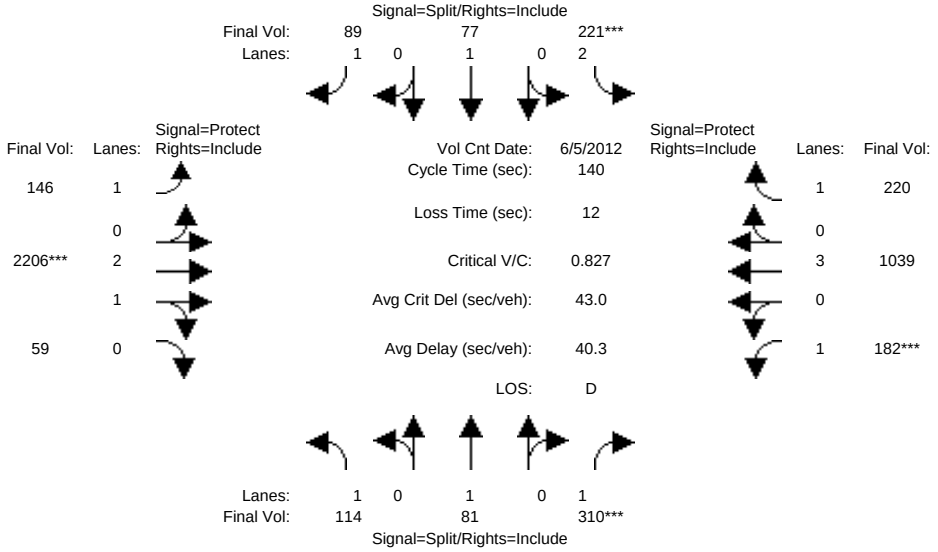
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #15: Hillview Drive and SR-237




```
Street Name:          Hillview Drive                        SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 5:00:00 PM
Base Vol:     114   81   310   221   77    89   146 2206    59   182 1039   220
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  114   81   310   221   77    89   146 2206    59   182 1039   220
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  114   81   310   221   77    89   146 2206    59   182 1039   220
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   114   81   310   221   77    89   146 2206    59   182 1039   220
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  114   81   310   221   77    89   146 2206    59   182 1039   220
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  114   81   310   221   77    89   146 2206    59   182 1039   220
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.83 1.00  0.92  0.92 0.98  0.95  0.92 1.00  0.92
Lanes:       1.00 1.00  1.00  2.00 1.00  1.00  1.00 2.92  0.08  1.00 3.00  1.00
Final Sat.:  1750 1900  1750  3150 1900  1750  1750 5454   146  1750 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.04  0.18  0.07 0.04  0.05  0.08 0.40  0.40  0.10 0.18  0.13
Crit Moves:              ****  ****                   ****        ****
Green/Cycle: 0.21 0.21  0.21  0.08 0.08  0.08  0.19 0.49  0.49  0.13 0.42  0.42
Volume/Cap:  0.30 0.20  0.83  0.83 0.48  0.60  0.43 0.83  0.83  0.83 0.43  0.30
Delay/Veh:   46.7 45.4  66.5  81.8 63.3  68.4  50.6 32.9  32.9  81.7 28.7  27.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  46.7 45.4  66.5  81.8 63.3  68.4  50.6 32.9  32.9  81.7 28.7  27.0
LOS by Move:    D    D     E     F    E     E     D   C-    C-     F    C     C
HCM2k95thQ:     9    6    28    15    7    10    11   45    45    19   19    13
Note: Queue reported is the number of cars per lane.
```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Level Of Service Computation Report
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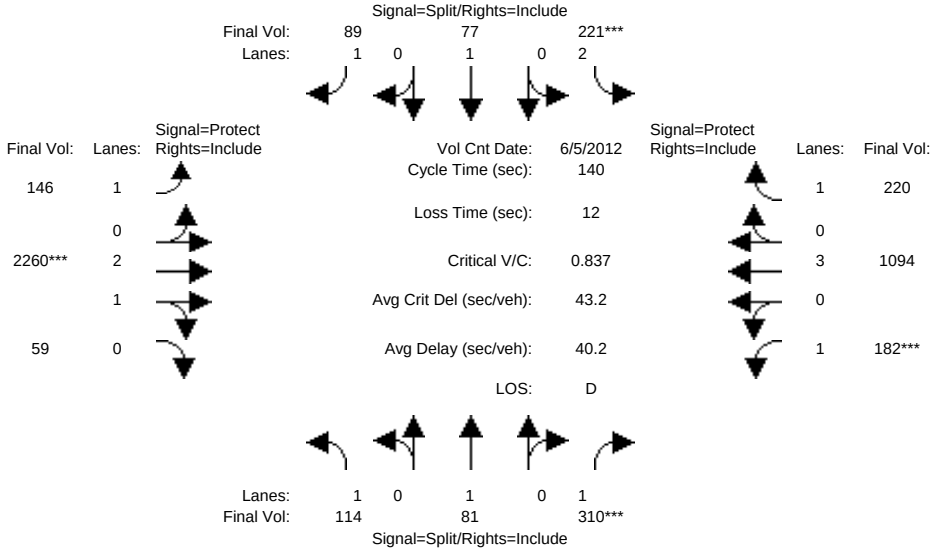
E+P PM

Intersection #15: Hillview Drive and SR-237




```
Street Name:          Hillview Drive                        SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 5:00:00 PM
Base Vol:     114   81   310   221   77    89   146 2206    59   182 1039   220
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  114   81   310   221   77    89   146 2206    59   182 1039   220
Added Vol:      0    0     0     0    0     0     0   54     0     0   55     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  114   81   310   221   77    89   146 2260    59   182 1094   220
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   114   81   310   221   77    89   146 2260    59   182 1094   220
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  114   81   310   221   77    89   146 2260    59   182 1094   220
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  114   81   310   221   77    89   146 2260    59   182 1094   220
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.83 1.00  0.92  0.92 0.98  0.95  0.92 1.00  0.92
Lanes:       1.00 1.00  1.00  2.00 1.00  1.00  1.00 2.92  0.08  1.00 3.00  1.00
Final Sat.:  1750 1900  1750  3150 1900  1750  1750 5457   142  1750 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.04  0.18  0.07 0.04  0.05  0.08 0.41  0.41  0.10 0.19  0.13
Crit Moves:              ****  ****                   ****        ****
Green/Cycle: 0.21 0.21  0.21  0.08 0.08  0.08  0.19 0.49  0.49  0.12 0.43  0.43
Volume/Cap:  0.31 0.20  0.84  0.84 0.48  0.61  0.44 0.84  0.84  0.84 0.44  0.29
Delay/Veh:   47.0 45.7  68.2  83.5 63.5  69.0  51.4 32.9  32.9  83.7 28.1  26.1
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  47.0 45.7  68.2  83.5 63.5  69.0  51.4 32.9  32.9  83.7 28.1  26.1
LOS by Move:    D    D     E     F    E     E    D-   C-    C-     F    C     C
HCM2k95thQ:     9    6    28    15    7    10    11   47    47    19   20    12
Note: Queue reported is the number of cars per lane.
```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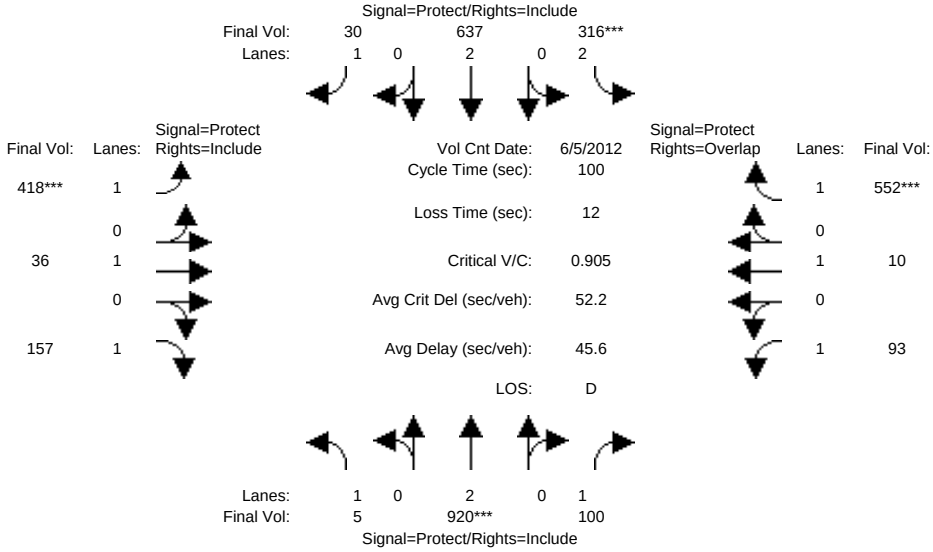
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

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

Intersection #16: McCarthy Blvd and Bellew Dr



Street Name:	McCarthy Blvd						Bellew Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 5:00:00 PM												
Base Vol:	5	920	100	316	637	30	418	36	157	93	10	552
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	920	100	316	637	30	418	36	157	93	10	552
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	920	100	316	637	30	418	36	157	93	10	552
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	920	100	316	637	30	418	36	157	93	10	552
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	920	100	316	637	30	418	36	157	93	10	552
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	920	100	316	637	30	418	36	157	93	10	552
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.06	0.10	0.17	0.02	0.24	0.02	0.09	0.05	0.01	0.32
Crit Moves:		****		****			****					****
Green/Cycle:	0.11	0.27	0.27	0.11	0.27	0.27	0.26	0.30	0.30	0.21	0.24	0.35
Volume/Cap:	0.03	0.90	0.21	0.90	0.63	0.06	0.90	0.06	0.30	0.26	0.02	0.90
Delay/Veh:	39.6	46.7	28.7	69.9	33.5	27.4	56.7	25.4	27.6	33.6	29.2	48.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.6	46.7	28.7	69.9	33.5	27.4	56.7	25.4	27.6	33.6	29.2	48.0
LOS by Move:	D	D	C	E	C-	C	E+	C	C	C-	C	D
HCM2k95thQ:	0	25	5	13	16	1	30	2	8	5	0	36

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

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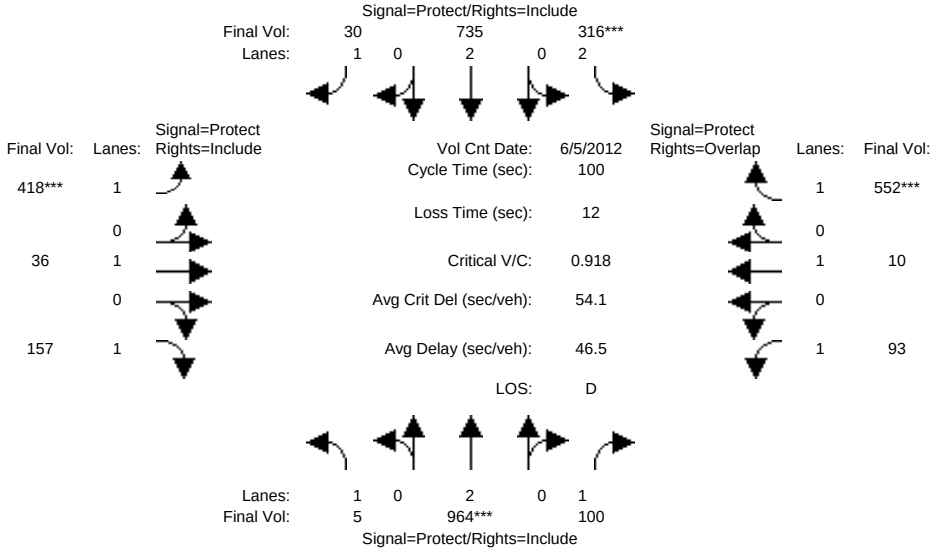
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P PM

Intersection #16: McCarthy Blvd and Bellew Dr



Street Name:	McCarthy Blvd						Bellew Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 5:00:00 PM												
Base Vol:	5	920	100	316	637	30	418	36	157	93	10	552
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	920	100	316	637	30	418	36	157	93	10	552
Added Vol:	0	44	0	0	91	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	7	0	0	0	0	0	0	0
Initial Fut:	5	964	100	316	735	30	418	36	157	93	10	552
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	964	100	316	735	30	418	36	157	93	10	552
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	964	100	316	735	30	418	36	157	93	10	552
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	964	100	316	735	30	418	36	157	93	10	552
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.06	0.10	0.19	0.02	0.24	0.02	0.09	0.05	0.01	0.32
Crit Moves:		****		****			****					****
Green/Cycle:	0.10	0.28	0.28	0.11	0.28	0.28	0.26	0.29	0.29	0.20	0.23	0.34
Volume/Cap:	0.03	0.92	0.21	0.92	0.68	0.06	0.92	0.07	0.31	0.26	0.02	0.92
Delay/Veh:	40.5	47.6	28.0	72.8	33.7	26.2	59.5	25.7	28.0	33.9	29.5	50.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.5	47.6	28.0	72.8	33.7	26.2	59.5	25.7	28.0	33.9	29.5	50.7
LOS by Move:	D	D	C	E	C-	C	E+	C	C	C-	C	D
HCM2k95thQ:	0	26	5	13	19	1	30	2	8	5	0	37

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

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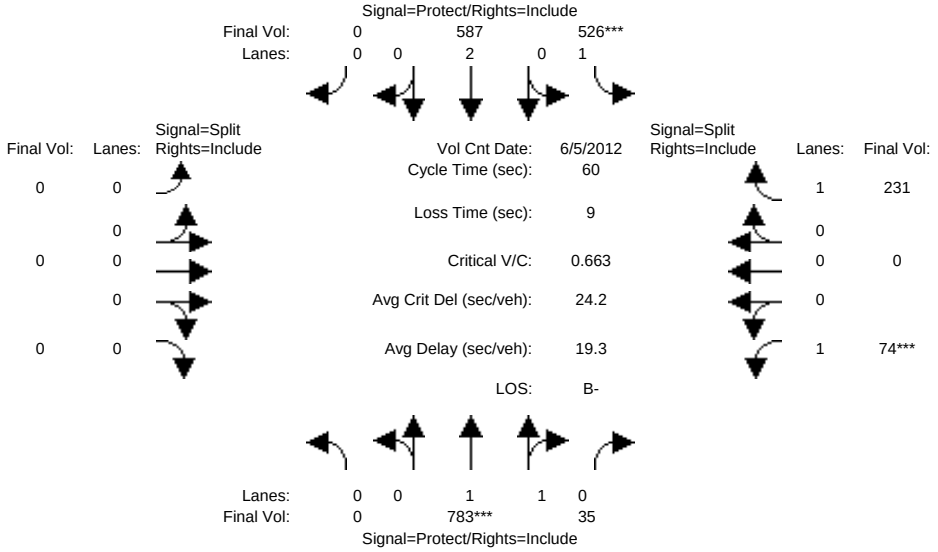
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

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

Intersection #17: McCarthy Blvd and Alder Dr



Street Name:	McCarthy Blvd						Barber Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 5:00:00 PM												
Base Vol:	0	783	35	526	587	0	0	0	0	74	0	231
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	783	35	526	587	0	0	0	0	74	0	231
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	783	35	526	587	0	0	0	0	74	0	231
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	783	35	526	587	0	0	0	0	74	0	231
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	783	35	526	587	0	0	0	0	74	0	231
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	783	35	526	587	0	0	0	0	74	0	231
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.91	0.09	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3542	158	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.22	0.30	0.15	0.00	0.00	0.00	0.00	0.04	0.00	0.13
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.28	0.28	0.38	0.65	0.00	0.00	0.00	0.00	0.20	0.00	0.20
Volume/Cap:	0.00	0.80	0.80	0.80	0.24	0.00	0.00	0.00	0.00	0.21	0.00	0.66
Delay/Veh:	0.0	24.8	24.8	23.7	4.4	0.0	0.0	0.0	0.0	20.4	0.0	26.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.8	24.8	23.7	4.4	0.0	0.0	0.0	0.0	20.4	0.0	26.9
LOS by Move:	A	C	C	C	A	A	A	A	A	C+	A	C
HCM2k95thQ:	0	15	15	18	4	0	0	0	0	2	0	9

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

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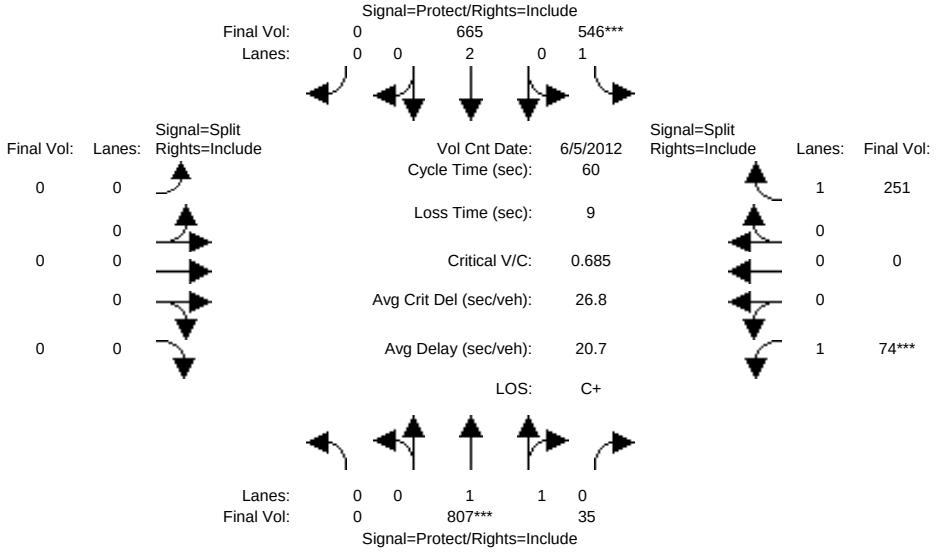
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P PM

Intersection #17: McCarthy Blvd and Alder Dr



Street Name:	McCarthy Blvd						Barber Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 5 Jun 2012 << 5:00:00 PM

Base Vol:	0	783	35	526	587	0	0	0	0	74	0	231
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	783	35	526	587	0	0	0	0	74	0	231
Added Vol:	0	24	0	20	71	0	0	0	0	0	0	20
Pass-by/Div:	0	0	0	0	7	0	0	0	0	0	0	0
Initial Fut:	0	807	35	546	665	0	0	0	0	74	0	251
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	807	35	546	665	0	0	0	0	74	0	251
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	807	35	546	665	0	0	0	0	74	0	251
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	807	35	546	665	0	0	0	0	74	0	251

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.91	0.09	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3546	154	1750	3800	0	0	0	0	1750	0	1750

Capacity Analysis Module:

Vol/Sat:	0.00	0.23	0.23	0.31	0.17	0.00	0.00	0.00	0.00	0.04	0.00	0.14
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.27	0.27	0.37	0.64	0.00	0.00	0.00	0.00	0.21	0.00	0.21
Volume/Cap:	0.00	0.84	0.84	0.84	0.27	0.00	0.00	0.00	0.00	0.20	0.00	0.68
Delay/Veh:	0.0	27.3	27.3	27.1	4.8	0.0	0.0	0.0	0.0	19.8	0.0	27.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	27.3	27.3	27.1	4.8	0.0	0.0	0.0	0.0	19.8	0.0	27.2
LOS by Move:	A	C	C	C	A	A	A	A	A	B-	A	C
HCM2k95thQ:	0	16	16	19	5	0	0	0	0	2	0	9

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

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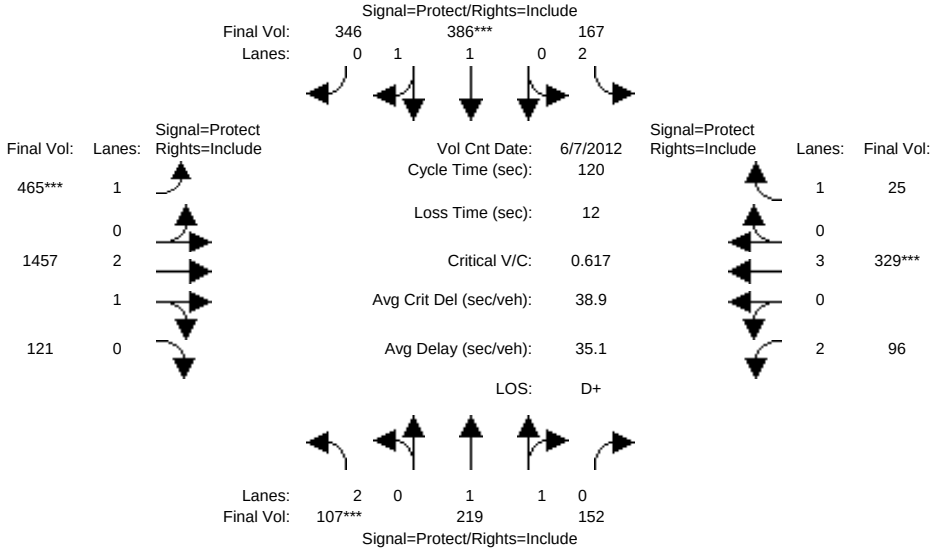
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

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

Intersection #18: McCarthy Blvd and Tasman Dr



Street Name:	McCarthy Blvd						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Jun 2012 << 5:00:00 PM												
Base Vol:	107	219	152	167	386	346	465	1457	121	96	329	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	219	152	167	386	346	465	1457	121	96	329	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	219	152	167	386	346	465	1457	121	96	329	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	219	152	167	386	346	465	1457	121	96	329	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	219	152	167	386	346	465	1457	121	96	329	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	219	152	167	386	346	465	1457	121	96	329	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.95	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	1.16	0.84	2.00	1.03	0.97	1.00	2.76	0.24	2.00	3.00	1.00
Final Sat.:	3150	2183	1515	3150	1950	1748	1750	5170	429	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.10	0.05	0.20	0.20	0.27	0.28	0.28	0.03	0.06	0.01
Crit Moves:	****				****		****				****	
Green/Cycle:	0.06	0.24	0.24	0.14	0.32	0.32	0.43	0.43	0.43	0.09	0.09	0.09
Volume/Cap:	0.58	0.42	0.42	0.38	0.62	0.62	0.62	0.65	0.65	0.34	0.62	0.15
Delay/Veh:	59.8	39.0	39.0	47.5	35.6	35.6	28.2	27.5	27.5	52.0	54.6	50.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.8	39.0	39.0	47.5	35.6	35.6	28.2	27.5	27.5	52.0	54.6	50.5
LOS by Move:	E+	D+	D+	D	D+	D+	C	C	C	D-	D-	D
HCM2k95thQ:	5	11	11	7	21	21	26	28	28	4	8	2

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

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Pacific Mall - Silicon Valley
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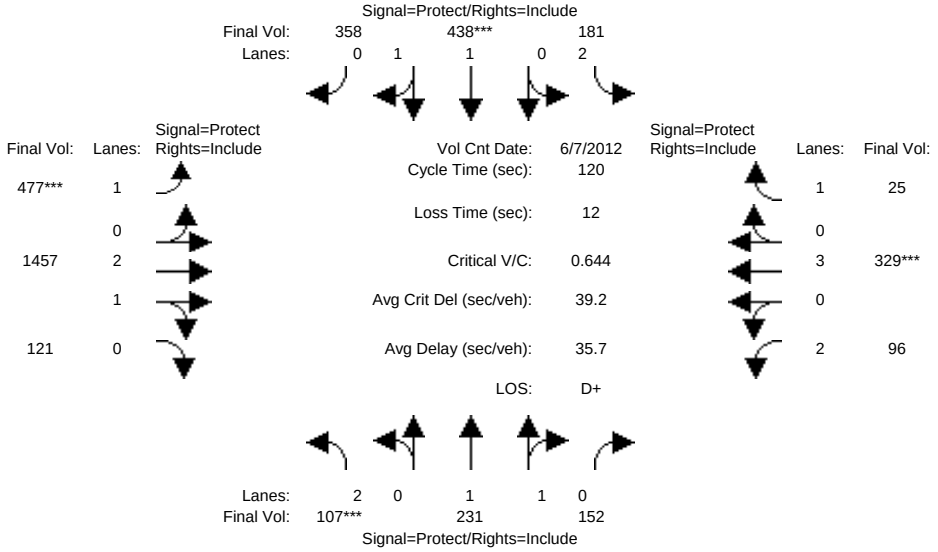
Existing plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P PM

Intersection #18: McCarthy Blvd and Tasman Dr



Street Name:	McCarthy Blvd						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Jun 2012 << 5:00:00 PM												
Base Vol:	107	219	152	167	386	346	465	1457	121	96	329	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	219	152	167	386	346	465	1457	121	96	329	25
Added Vol:	0	12	0	12	47	12	12	0	0	0	0	0
Pass-by/Div:	0	0	0	2	5	0	0	0	0	0	0	0
Initial Fut:	107	231	152	181	438	358	477	1457	121	96	329	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	231	152	181	438	358	477	1457	121	96	329	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	231	152	181	438	358	477	1457	121	96	329	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	231	152	181	438	358	477	1457	121	96	329	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.95	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	1.18	0.82	2.00	1.08	0.92	1.00	2.76	0.24	2.00	3.00	1.00
Final Sat.:	3150	2231	1468	3150	2035	1663	1750	5170	429	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.10	0.06	0.22	0.22	0.27	0.28	0.28	0.03	0.06	0.01
Crit Moves:	****				****		****				****	
Green/Cycle:	0.06	0.25	0.25	0.14	0.33	0.33	0.42	0.42	0.42	0.09	0.09	0.09
Volume/Cap:	0.58	0.41	0.41	0.41	0.65	0.65	0.65	0.67	0.67	0.35	0.65	0.16
Delay/Veh:	59.8	38.0	38.0	47.6	35.3	35.3	29.7	28.6	28.6	52.3	55.8	51.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.8	38.0	38.0	47.6	35.3	35.3	29.7	28.6	28.6	52.3	55.8	51.0
LOS by Move:	E+	D+	D+	D	D+	D+	C	C	C	D-	E+	D
HCM2k95thQ:	5	11	11	7	23	23	27	28	28	4	8	2

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

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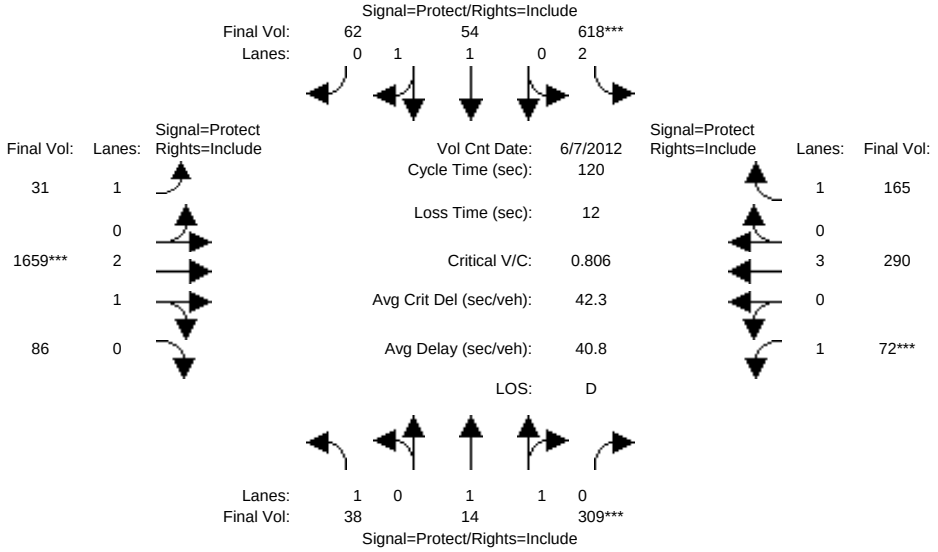
Existing plus Project - PM Peak Hour

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

Intersection #19: Tasman Dr and Alder Dr



Street Name:	Alder Dr						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Jun 2012 << 5:00:00 PM												
Base Vol:	38	14	309	618	54	62	31	1659	86	72	290	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	14	309	618	54	62	31	1659	86	72	290	165
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	14	309	618	54	62	31	1659	86	72	290	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	14	309	618	54	62	31	1659	86	72	290	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	14	309	618	54	62	31	1659	86	72	290	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	14	309	618	54	62	31	1659	86	72	290	165
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	2.85	0.15	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	1750	5324	276	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.18	0.20	0.03	0.04	0.02	0.31	0.31	0.04	0.05	0.09
Crit Moves:			****	****				****		****		
Green/Cycle:	0.19	0.22	0.22	0.24	0.27	0.27	0.17	0.38	0.38	0.06	0.27	0.27
Volume/Cap:	0.12	0.03	0.81	0.81	0.11	0.13	0.10	0.81	0.81	0.71	0.19	0.35
Delay/Veh:	40.5	37.0	56.7	49.7	33.0	33.2	42.4	35.6	35.6	75.6	33.5	35.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.5	37.0	56.7	49.7	33.0	33.2	42.4	35.6	35.6	75.6	33.5	35.5
LOS by Move:	D	D+	E+	D	C-	C-	D	D+	D+	E-	C-	D+
HCM2k95thQ:	3	1	25	24	3	4	2	33	33	6	5	10

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

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Pacific Mall - Silicon Valley
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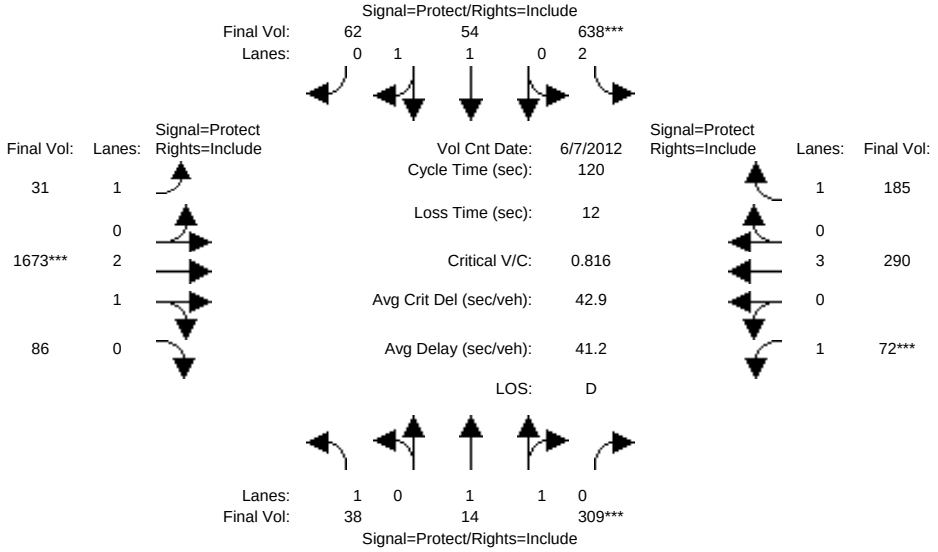
Existing plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P PM

Intersection #19: Tasman Dr and Alder Dr



Street Name:	Alder Dr						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Jun 2012 << 5:00:00 PM												
Base Vol:	38	14	309	618	54	62	31	1659	86	72	290	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	14	309	618	54	62	31	1659	86	72	290	165
Added Vol:	0	0	0	20	0	0	0	12	0	0	0	20
Pass-by/Div:	0	0	0	0	0	0	0	2	0	0	0	0
Initial Fut:	38	14	309	638	54	62	31	1673	86	72	290	185
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	14	309	638	54	62	31	1673	86	72	290	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	14	309	638	54	62	31	1673	86	72	290	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	14	309	638	54	62	31	1673	86	72	290	185
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	2.85	0.15	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	1750	5326	274	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.18	0.20	0.03	0.04	0.02	0.31	0.31	0.04	0.05	0.11
Crit Moves:			****	****				****		****		
Green/Cycle:	0.19	0.21	0.21	0.25	0.27	0.27	0.16	0.38	0.38	0.06	0.28	0.28
Volume/Cap:	0.11	0.03	0.82	0.82	0.10	0.13	0.11	0.82	0.82	0.71	0.18	0.37
Delay/Veh:	40.4	37.3	58.2	49.9	32.9	33.1	43.7	36.2	36.2	75.6	32.5	34.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.4	37.3	58.2	49.9	32.9	33.1	43.7	36.2	36.2	75.6	32.5	34.9
LOS by Move:	D	D+	E+	D	C-	C-	D	D+	D+	E-	C-	C-
HCM2k95thQ:	3	1	25	25	3	4	2	34	34	6	5	11

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

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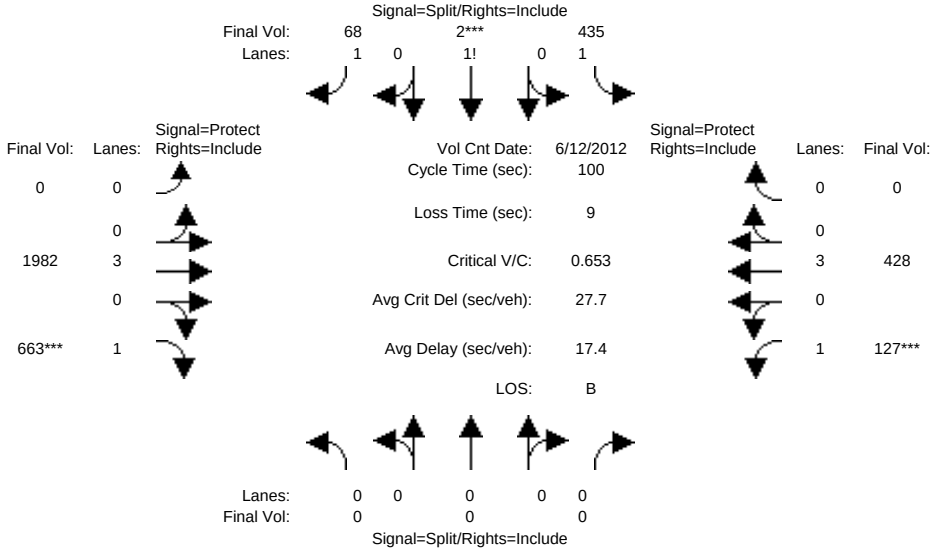
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

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

Intersection #20: I-880 SB Ramps and Tasman Dr

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Street Name:          I-880 SB Ramps                      Tasman Dr
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0    0     0    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Jun 2012 << 5:00:00 PM
Base Vol:       0    0     0   435    2    68     0 1982   663   127  428     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0   435    2    68     0 1982   663   127  428     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0   435    2    68     0 1982   663   127  428     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0     0   435    2    68     0 1982   663   127  428     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0   435    2    68     0 1982   663   127  428     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0    0     0   435    2    68     0 1982   663   127  428     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.93 0.95  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       0.00 0.00  0.00  1.86 0.01  1.13  0.00 3.00  1.00  1.00 3.00  0.00
Final Sat.:     0    0     0  3295   14  1988     0 5700  1750  1750 5700     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.13 0.14  0.03  0.00 0.35  0.38  0.07 0.08  0.00
Crit Moves:                          ****                    ****  ****
Green/Cycle: 0.00 0.00  0.00  0.22 0.22  0.22  0.00 0.58  0.58  0.11 0.69  0.00
Volume/Cap:  0.00 0.00  0.00  0.60 0.65  0.16  0.00 0.60  0.65  0.65 0.11  0.00
Delay/Veh:    0.0  0.0   0.0  36.4 37.6  31.6   0.0 13.8  15.7  50.3  5.2   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0  0.0   0.0  36.4 37.6  31.6   0.0 13.8  15.7  50.3  5.2   0.0
LOS by Move:    A    A     A    D+   D+     C     A    B     B     D    A     A
HCM2k95thQ:     0    0     0    15   16     3     0   22    25     8    3     0
Note: Queue reported is the number of cars per lane.
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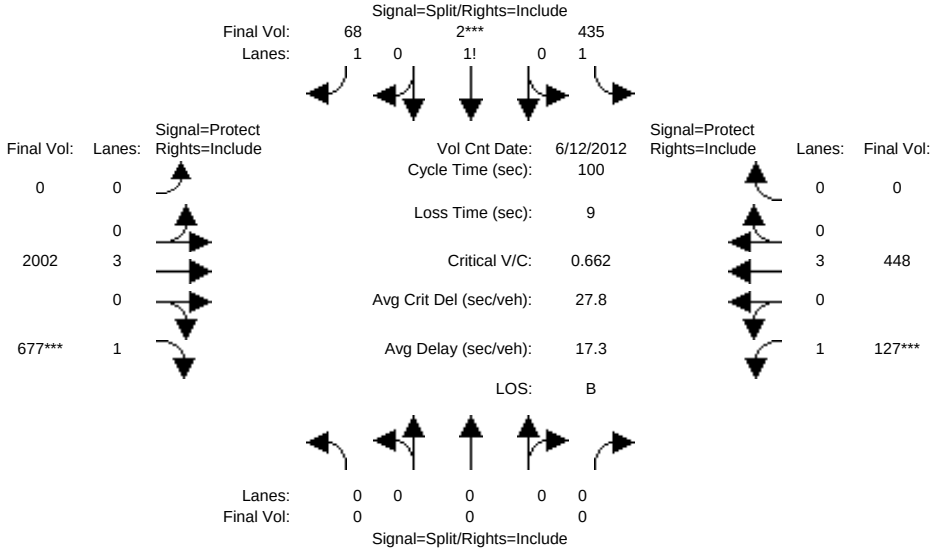
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P PM

Intersection #20: I-880 SB Ramps and Tasman Dr



Street Name:	I-880 SB Ramps						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Jun 2012 << 5:00:00 PM												
Base Vol:	0	0	0	435	2	68	0	1982	663	127	428	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	435	2	68	0	1982	663	127	428	0
Added Vol:	0	0	0	0	0	0	0	20	12	0	20	0
Pass-by/Div:	0	0	0	0	0	0	0	0	2	0	0	0
Initial Fut:	0	0	0	435	2	68	0	2002	677	127	448	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	435	2	68	0	2002	677	127	448	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	435	2	68	0	2002	677	127	448	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	435	2	68	0	2002	677	127	448	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.86	0.01	1.13	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	0	0	0	3295	14	1988	0	5700	1750	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.14	0.03	0.00	0.35	0.39	0.07	0.08	0.00
Crit Moves:					****				****	****		
Green/Cycle:	0.00	0.00	0.00	0.22	0.22	0.22	0.00	0.58	0.58	0.11	0.69	0.00
Volume/Cap:	0.00	0.00	0.00	0.61	0.66	0.16	0.00	0.60	0.66	0.66	0.11	0.00
Delay/Veh:	0.0	0.0	0.0	36.7	38.0	31.8	0.0	13.6	15.7	51.1	5.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	36.7	38.0	31.8	0.0	13.6	15.7	51.1	5.1	0.0
LOS by Move:	A	A	A	D+	D+	C	A	B	B	D-	A	A
HCM2k95thQ:	0	0	0	15	16	3	0	22	26	8	3	0

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

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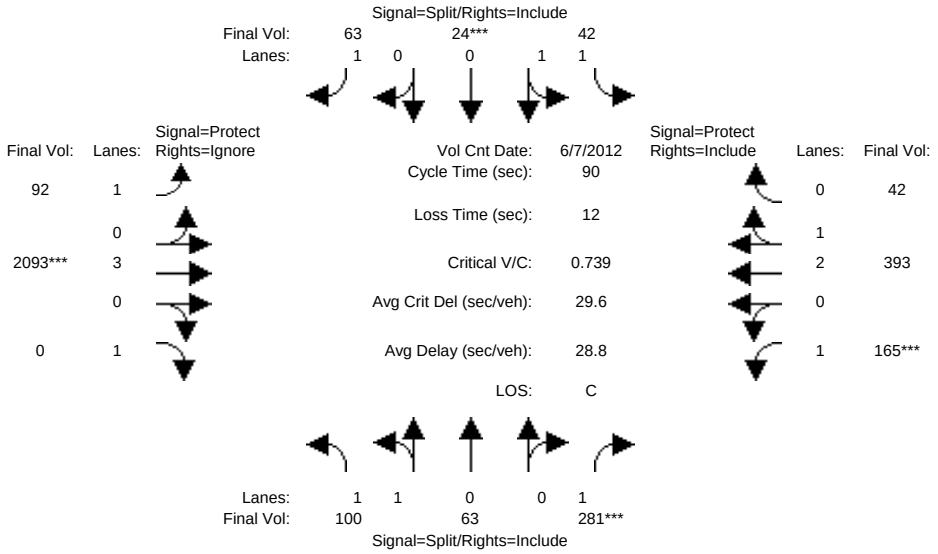
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

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

Intersection #21: Great Mall Pkwy and Thompson St



Street Name:	Thompson St						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Jun 2012 << 5:00:00 PM												
Base Vol:	100	63	281	42	24	63	92	2093	330	165	393	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	63	281	42	24	63	92	2093	330	165	393	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	63	281	42	24	63	92	2093	330	165	393	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	100	63	281	42	24	63	92	2093	0	165	393	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	63	281	42	24	63	92	2093	0	165	393	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	100	63	281	42	24	63	92	2093	0	165	393	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.24	0.76	1.00	1.28	0.72	1.00	1.00	3.00	1.00	1.00	2.70	0.30
Final Sat.:	2178	1372	1750	2259	1291	1750	1750	5700	1750	1750	5059	541
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.16	0.02	0.02	0.04	0.05	0.37	0.00	0.09	0.08	0.08
Crit Moves:			****		****			****		****		
Green/Cycle:	0.20	0.20	0.20	0.11	0.11	0.11	0.23	0.45	0.00	0.11	0.33	0.33
Volume/Cap:	0.24	0.24	0.82	0.17	0.17	0.32	0.23	0.82	0.00	0.82	0.24	0.24
Delay/Veh:	30.7	30.7	49.6	36.4	36.4	37.9	28.4	24.1	0.0	62.2	22.0	22.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.7	30.7	49.6	36.4	36.4	37.9	28.4	24.1	0.0	62.2	22.0	22.0
LOS by Move:	C	C	D	D+	D+	D+	C	C	A	E	C+	C+
HCM2k95thQ:	4	4	19	2	2	4	4	30	0	10	6	6

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

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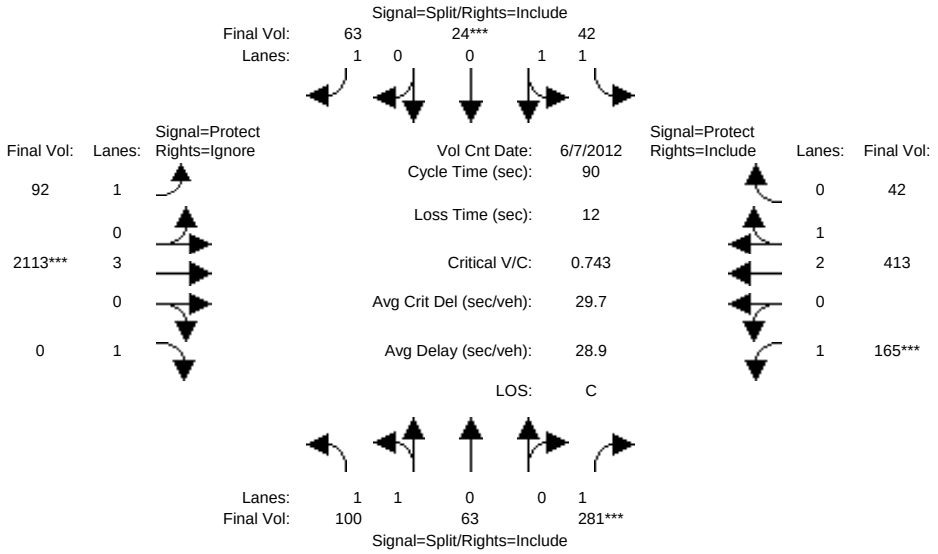
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P PM

Intersection #21: Great Mall Pkwy and Thompson St

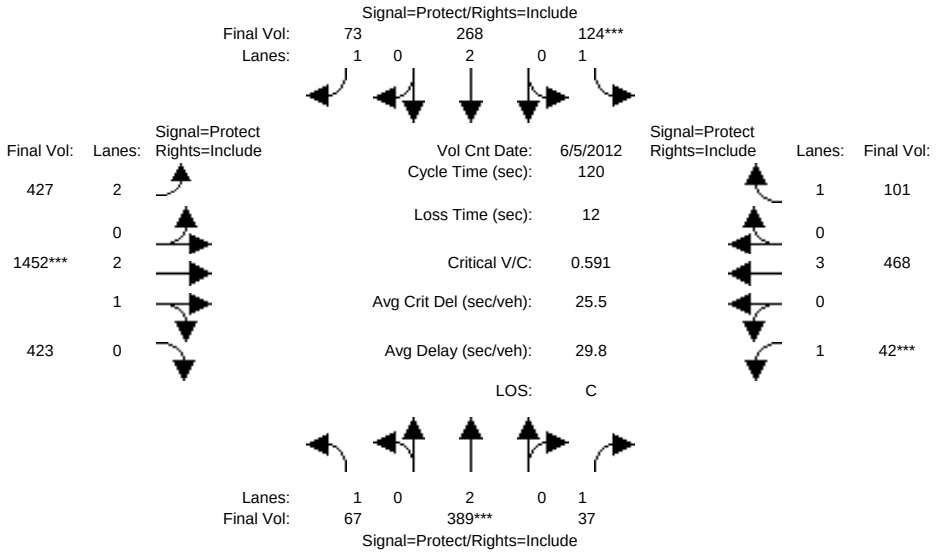



```
Street Name:           Thompson St                     Great Mall Pkwy
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 7 Jun 2012 << 5:00:00 PM
Base Vol:     100   63   281    42   24    63    92 2093   330   165  393    42
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  100   63   281    42   24    63    92 2093   330   165  393    42
Added Vol:      0    0     0     0    0     0     0   20     0     0   20     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  100   63   281    42   24    63    92 2113   330   165  413    42
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Volume:   100   63   281    42   24    63    92 2113     0   165  413    42
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  100   63   281    42   24    63    92 2113     0   165  413    42
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
FinalVolume:  100   63   281    42   24    63    92 2113     0   165  413    42
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.93 0.95  0.92  0.93 0.95  0.92  0.92 1.00  0.92  0.92 0.99  0.95
Lanes:       1.24 0.76  1.00  1.28 0.72  1.00  1.00 3.00  1.00  1.00 2.71  0.29
Final Sat.:  2178 1372  1750  2259 1291  1750  1750 5700  1750  1750 5082   517
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.05  0.16  0.02 0.02  0.04  0.05 0.37  0.00  0.09 0.08  0.08
Crit Moves:              ****        ****              ****        ****
Green/Cycle: 0.19 0.19  0.19  0.11 0.11  0.11  0.23 0.45  0.00  0.11 0.33  0.33
Volume/Cap:  0.24 0.24  0.83  0.17 0.17  0.32  0.23 0.83  0.00  0.83 0.25  0.25
Delay/Veh:   30.8 30.8  50.3  36.4 36.4  37.9  28.4 24.2   0.0  63.0 22.0  22.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  30.8 30.8  50.3  36.4 36.4  37.9  28.4 24.2   0.0  63.0 22.0  22.0
LOS by Move:    C    C     D    D+   D+    D+     C    C     A     E   C+    C+
HCM2k95thQ:     4    4    20     2    2     4     4   30     0    11    6     6
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

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

Intersection #22: Abel St and Great Mall Pkwy



Street Name:	Abel Street						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 5:00:00 PM												
Base Vol:	67	389	37	124	268	73	427	1452	423	42	468	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	389	37	124	268	73	427	1452	423	42	468	101
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	389	37	124	268	73	427	1452	423	42	468	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	389	37	124	268	73	427	1452	423	42	468	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	389	37	124	268	73	427	1452	423	42	468	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	389	37	124	268	73	427	1452	423	42	468	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.30	0.70	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	4335	1263	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.02	0.07	0.07	0.04	0.14	0.33	0.33	0.02	0.08	0.06
Crit Moves:		****		****				****		****		
Green/Cycle:	0.12	0.17	0.17	0.12	0.17	0.17	0.38	0.55	0.55	0.06	0.23	0.23
Volume/Cap:	0.32	0.60	0.12	0.60	0.42	0.25	0.36	0.60	0.60	0.41	0.35	0.25
Delay/Veh:	49.4	47.7	42.5	55.3	45.0	43.7	26.9	18.2	18.2	57.2	38.6	37.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.4	47.7	42.5	55.3	45.0	43.7	26.9	18.2	18.2	57.2	38.6	37.7
LOS by Move:	D	D	D	E+	D	D	C	B-	B-	E+	D+	D+
HCM2k95thQ:	5	14	3	11	9	5	12	26	26	3	9	6

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

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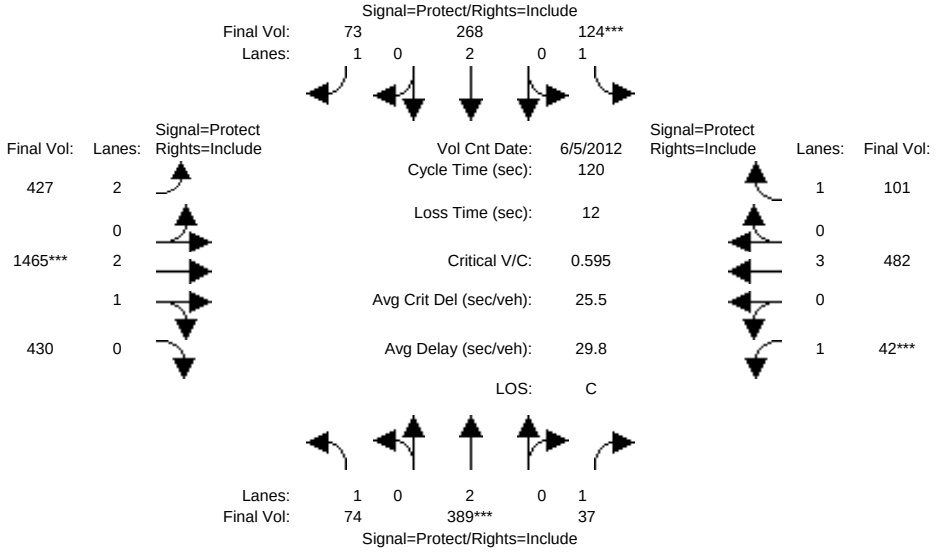
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P PM

Intersection #22: Abel St and Great Mall Pkwy



Street Name:	Abel Street						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 5:00:00 PM												
Base Vol:	67	389	37	124	268	73	427	1452	423	42	468	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	389	37	124	268	73	427	1452	423	42	468	101
Added Vol:	7	0	0	0	0	0	0	13	7	0	14	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	389	37	124	268	73	427	1465	430	42	482	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	389	37	124	268	73	427	1465	430	42	482	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	389	37	124	268	73	427	1465	430	42	482	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	389	37	124	268	73	427	1465	430	42	482	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.29	0.71	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	4328	1270	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.02	0.07	0.07	0.04	0.14	0.34	0.34	0.02	0.08	0.06
Crit Moves:		****		****				****		****		
Green/Cycle:	0.12	0.17	0.17	0.12	0.17	0.17	0.38	0.56	0.56	0.06	0.24	0.24
Volume/Cap:	0.36	0.61	0.13	0.61	0.42	0.25	0.36	0.61	0.61	0.41	0.36	0.24
Delay/Veh:	49.9	47.9	42.6	55.6	45.2	43.8	27.0	18.2	18.2	57.2	38.4	37.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.9	47.9	42.6	55.6	45.2	43.8	27.0	18.2	18.2	57.2	38.4	37.4
LOS by Move:	D	D	D	E+	D	D	C	B-	B-	E+	D+	D+
HCM2k95thQ:	6	14	3	11	9	5	12	26	26	3	9	6

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

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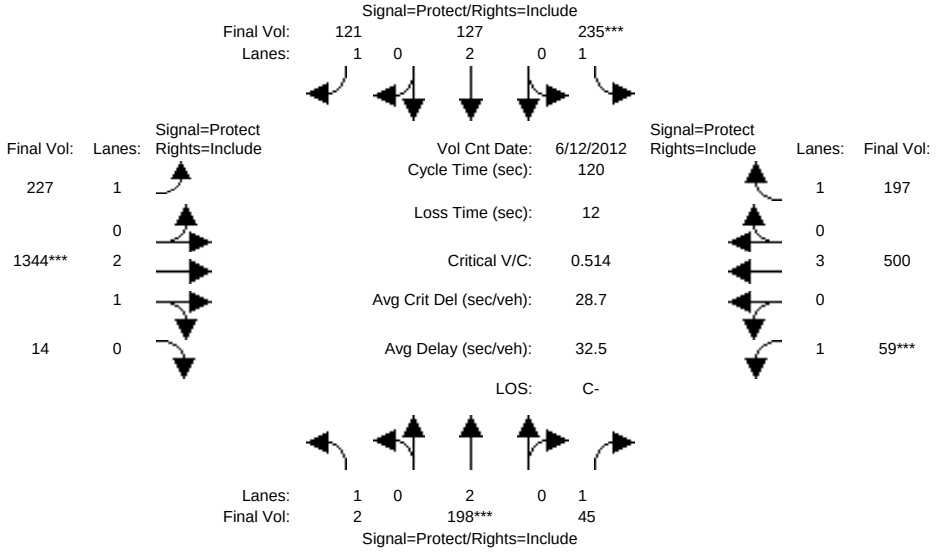
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

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

Intersection #23: Main St and Great Mall Pkwy



Street Name:	Main Street						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Jun 2012 << 5:00:00 PM												
Base Vol:	2	198	45	235	127	121	227	1344	14	59	500	197
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	198	45	235	127	121	227	1344	14	59	500	197
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	198	45	235	127	121	227	1344	14	59	500	197
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	198	45	235	127	121	227	1344	14	59	500	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	198	45	235	127	121	227	1344	14	59	500	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	198	45	235	127	121	227	1344	14	59	500	197
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.97	0.03	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5542	58	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.03	0.13	0.03	0.07	0.13	0.24	0.24	0.03	0.09	0.11
Crit Moves:		****		****				****		****		
Green/Cycle:	0.15	0.10	0.10	0.26	0.21	0.21	0.29	0.47	0.47	0.07	0.25	0.25
Volume/Cap:	0.01	0.51	0.25	0.51	0.16	0.32	0.45	0.51	0.51	0.51	0.35	0.45
Delay/Veh:	43.5	52.3	50.5	38.8	38.5	40.4	35.6	22.3	22.3	58.2	37.2	38.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.5	52.3	50.5	38.8	38.5	40.4	35.6	22.3	22.3	58.2	37.2	38.8
LOS by Move:	D	D-	D	D+	D+	D	D+	C+	C+	E+	D+	D+
HCM2k95thQ:	0	8	4	16	4	8	13	21	21	6	10	13

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

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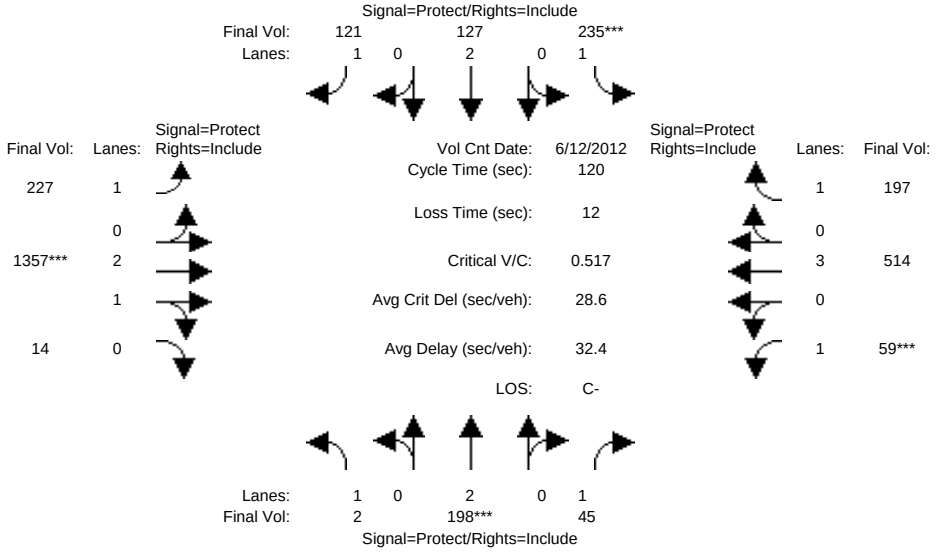
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P PM

Intersection #23: Main St and Great Mall Pkwy



Street Name:	Main Street						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Jun 2012 << 5:00:00 PM												
Base Vol:	2	198	45	235	127	121	227	1344	14	59	500	197
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	198	45	235	127	121	227	1344	14	59	500	197
Added Vol:	0	0	0	0	0	0	0	13	0	0	14	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	198	45	235	127	121	227	1357	14	59	514	197
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	198	45	235	127	121	227	1357	14	59	514	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	198	45	235	127	121	227	1357	14	59	514	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	198	45	235	127	121	227	1357	14	59	514	197
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.97	0.03	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5543	57	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.03	0.13	0.03	0.07	0.13	0.24	0.24	0.03	0.09	0.11
Crit Moves:		****		****				****		****		
Green/Cycle:	0.15	0.10	0.10	0.26	0.21	0.21	0.29	0.47	0.47	0.07	0.25	0.25
Volume/Cap:	0.01	0.52	0.25	0.52	0.16	0.33	0.45	0.52	0.52	0.52	0.36	0.45
Delay/Veh:	43.6	52.4	50.6	39.0	38.6	40.5	35.5	22.2	22.2	58.3	37.2	38.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.6	52.4	50.6	39.0	38.6	40.5	35.5	22.2	22.2	58.3	37.2	38.7
LOS by Move:	D	D-	D	D+	D+	D	D+	C+	C+	E+	D+	D+
HCM2k95thQ:	0	8	4	16	4	8	13	21	21	6	10	13

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

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Pacific Mall - Silicon Valley
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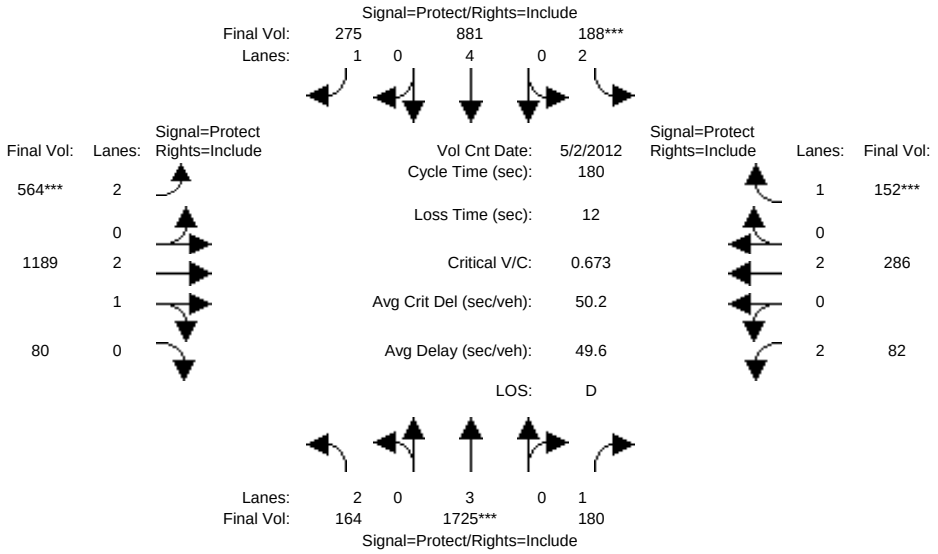
Existing plus Project - PM Peak Hour

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

Intersection #24: Great Mall Pkwy and Montague Expwy



Street Name:	Montague Expwy						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 May 2012 << 5:00:00 PM												
Base Vol:	164	1917	180	188	881	275	564	1189	80	82	286	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	164	1917	180	188	881	275	564	1189	80	82	286	152
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	164	1917	180	188	881	275	564	1189	80	82	286	152
User Adj:	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	164	1725	180	188	881	275	564	1189	80	82	286	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	1725	180	188	881	275	564	1189	80	82	286	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	1725	180	188	881	275	564	1189	80	82	286	152
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	4.00	1.00	2.00	2.80	0.20	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	7600	1750	3150	5246	353	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.30	0.10	0.06	0.12	0.16	0.18	0.23	0.23	0.03	0.08	0.09
Crit Moves:		****		****			****					****
Green/Cycle:	0.13	0.45	0.45	0.09	0.40	0.40	0.27	0.34	0.34	0.06	0.13	0.13
Volume/Cap:	0.39	0.67	0.23	0.67	0.29	0.39	0.67	0.67	0.67	0.45	0.58	0.67
Delay/Veh:	71.8	39.8	30.5	85.8	36.2	38.2	61.2	52.1	52.1	83.8	75.6	82.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.8	39.8	30.5	85.8	36.2	38.2	61.2	52.1	52.1	83.8	75.6	82.5
LOS by Move:	E	D	C	F	D+	D+	E	D-	D-	F	E-	F
HCM2k95thQ:	10	41	12	14	15	20	30	34	34	5	14	16

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

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Pacific Mall - Silicon Valley
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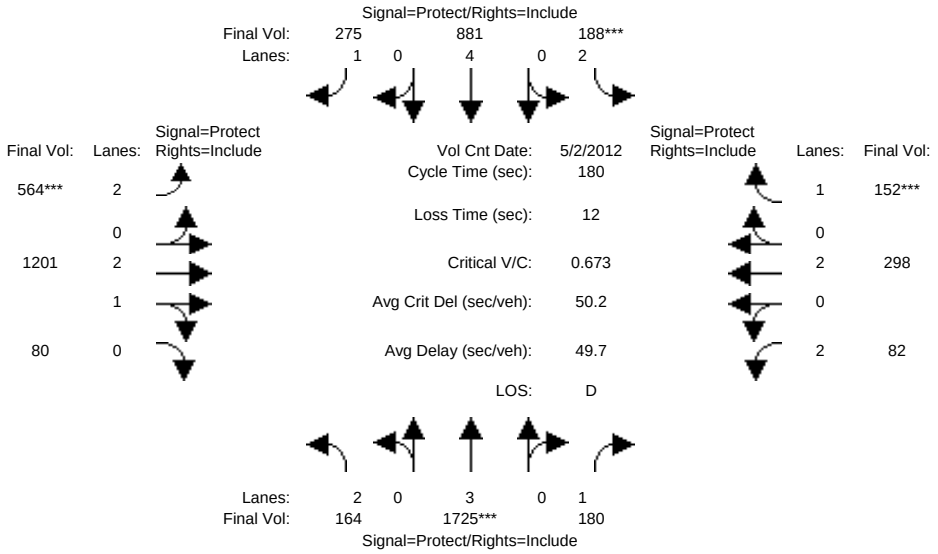
Existing plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P PM

Intersection #24: Great Mall Pkwy and Montague Expwy



Street Name:	Montague Expwy						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 May 2012 << 5:00:00 PM												
Base Vol:	164	1917	180	188	881	275	564	1189	80	82	286	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	164	1917	180	188	881	275	564	1189	80	82	286	152
Added Vol:	0	0	0	0	0	0	0	12	0	0	12	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	164	1917	180	188	881	275	564	1201	80	82	298	152
User Adj:	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	164	1725	180	188	881	275	564	1201	80	82	298	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	1725	180	188	881	275	564	1201	80	82	298	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	1725	180	188	881	275	564	1201	80	82	298	152
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	4.00	1.00	2.00	2.81	0.19	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	7600	1750	3150	5250	350	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.30	0.10	0.06	0.12	0.16	0.18	0.23	0.23	0.03	0.08	0.09
Crit Moves:		****		****			****					****
Green/Cycle:	0.13	0.45	0.45	0.09	0.40	0.40	0.27	0.34	0.34	0.06	0.13	0.13
Volume/Cap:	0.39	0.67	0.23	0.67	0.29	0.39	0.67	0.68	0.68	0.45	0.61	0.67
Delay/Veh:	71.8	39.8	30.5	85.8	36.2	38.2	61.2	52.2	52.2	83.9	76.3	82.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.8	39.8	30.5	85.8	36.2	38.2	61.2	52.2	52.2	83.9	76.3	82.5
LOS by Move:	E	D	C	F	D+	D+	E	D-	D-	F	E-	F
HCM2k95thQ:	10	41	12	14	15	20	30	35	35	5	14	16

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

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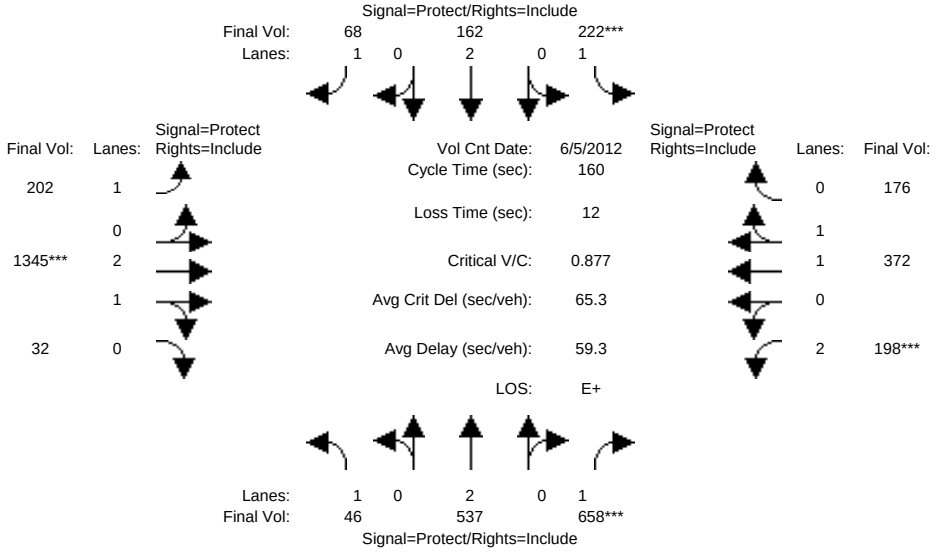
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

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

Intersection #25: Trade Zone and Capitol Ave



Street Name:	Trade Zone Blvd						Capitol Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 5:00:00 PM												
Base Vol:	46	537	658	222	162	68	202	1345	32	198	372	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	537	658	222	162	68	202	1345	32	198	372	176
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	537	658	222	162	68	202	1345	32	198	372	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	537	658	222	162	68	202	1345	32	198	372	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	537	658	222	162	68	202	1345	32	198	372	176
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	537	658	222	162	68	202	1345	32	198	372	176
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.83	0.99	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.93	0.07	2.00	1.34	0.66
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5470	130	3150	2511	1188
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.38	0.13	0.04	0.04	0.12	0.25	0.25	0.06	0.15	0.15
Crit Moves:			****	****				****		****		
Green/Cycle:	0.24	0.43	0.43	0.14	0.34	0.34	0.15	0.28	0.28	0.07	0.20	0.20
Volume/Cap:	0.11	0.33	0.88	0.88	0.13	0.12	0.75	0.88	0.88	0.88	0.75	0.75
Delay/Veh:	48.1	30.5	53.3	94.4	36.8	36.7	75.8	60.9	60.9	103.4	64.7	64.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.1	30.5	53.3	94.4	36.8	36.7	75.8	60.9	60.9	103.4	64.7	64.7
LOS by Move:	D	C	D-	F	D+	D+	E-	E	E	F	E	E
HCM2k95thQ:	4	16	54	25	5	5	19	37	37	15	25	25

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

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Pacific Mall - Silicon Valley
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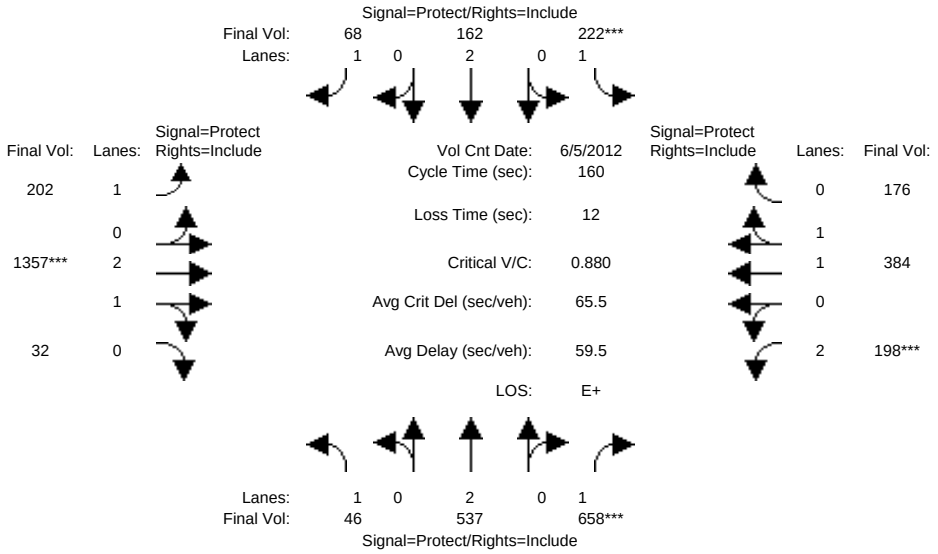
Existing plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P PM

Intersection #25: Trade Zone and Capitol Ave



Street Name:	Trade Zone Blvd						Capitol Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 5:00:00 PM												
Base Vol:	46	537	658	222	162	68	202	1345	32	198	372	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	537	658	222	162	68	202	1345	32	198	372	176
Added Vol:	0	0	0	0	0	0	0	12	0	0	12	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	537	658	222	162	68	202	1357	32	198	384	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	537	658	222	162	68	202	1357	32	198	384	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	537	658	222	162	68	202	1357	32	198	384	176
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	537	658	222	162	68	202	1357	32	198	384	176
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.83	0.99	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.93	0.07	2.00	1.35	0.65
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5471	129	3150	2536	1162
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.38	0.13	0.04	0.04	0.12	0.25	0.25	0.06	0.15	0.15
Crit Moves:			****	****				****		****		
Green/Cycle:	0.24	0.43	0.43	0.14	0.34	0.34	0.15	0.28	0.28	0.07	0.20	0.20
Volume/Cap:	0.11	0.33	0.88	0.88	0.13	0.12	0.76	0.88	0.88	0.88	0.76	0.76
Delay/Veh:	48.2	30.7	53.7	94.9	36.9	36.8	76.5	60.9	60.9	103.9	64.7	64.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.2	30.7	53.7	94.9	36.9	36.8	76.5	60.9	60.9	103.9	64.7	64.7
LOS by Move:	D	C	D-	F	D+	D+	E-	E	E	F	E	E
HCM2k95thQ:	4	16	54	25	5	5	19	38	38	15	26	26

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

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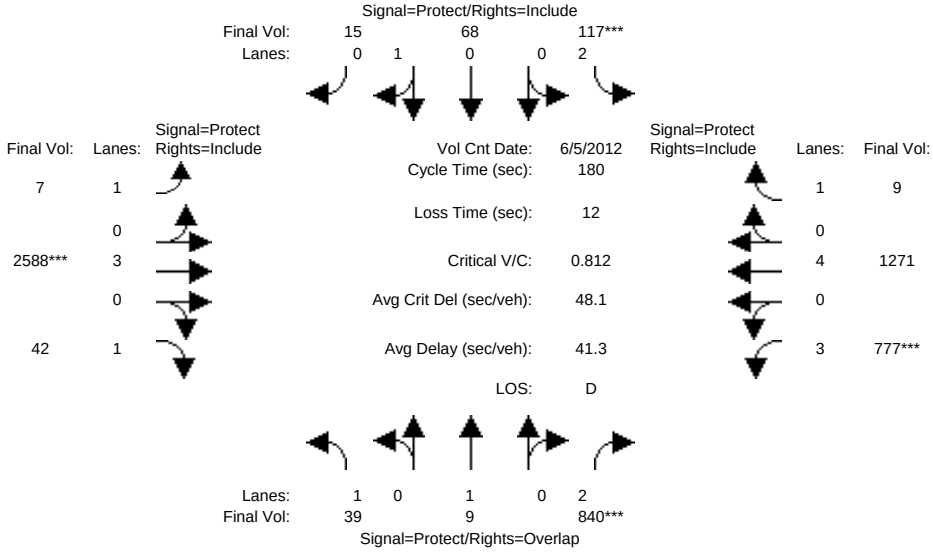
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

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

Intersection #26: Montague Expwy and Trimble Rd



Street Name:	Trimble Rd						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 5:00:00 PM												
Base Vol:	39	9	933	117	68	15	7	2588	47	777	1271	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	9	933	117	68	15	7	2588	47	777	1271	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	9	933	117	68	15	7	2588	47	777	1271	9
User Adj:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	9	840	117	68	15	7	2588	42	777	1271	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	9	840	117	68	15	7	2588	42	777	1271	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	9	840	117	68	15	7	2588	42	777	1271	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	0.95	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	2.00	2.00	0.82	0.18	1.00	3.00	1.00	3.00	4.00	1.00
Final Sat.:	1750	1900	3150	3150	1475	325	1750	5700	1750	4551	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.27	0.04	0.05	0.05	0.00	0.45	0.02	0.17	0.17	0.01
Crit Moves:			****	****				****		****		
Green/Cycle:	0.07	0.12	0.33	0.05	0.10	0.10	0.15	0.56	0.56	0.21	0.62	0.62
Volume/Cap:	0.33	0.04	0.81	0.81	0.48	0.48	0.03	0.81	0.04	0.81	0.27	0.01
Delay/Veh:	81.7	70.4	60.3	113.4	79.1	79.1	66.1	33.7	17.9	73.0	15.3	12.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.7	70.4	60.3	113.4	79.1	79.1	66.1	33.7	17.9	73.0	15.3	12.8
LOS by Move:	F	E	E	F	E-	E-	E	C-	B	E	B	B
HCM2k95thQ:	5	1	44	11	10	10	1	61	2	30	14	0

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

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Pacific Mall - Silicon Valley
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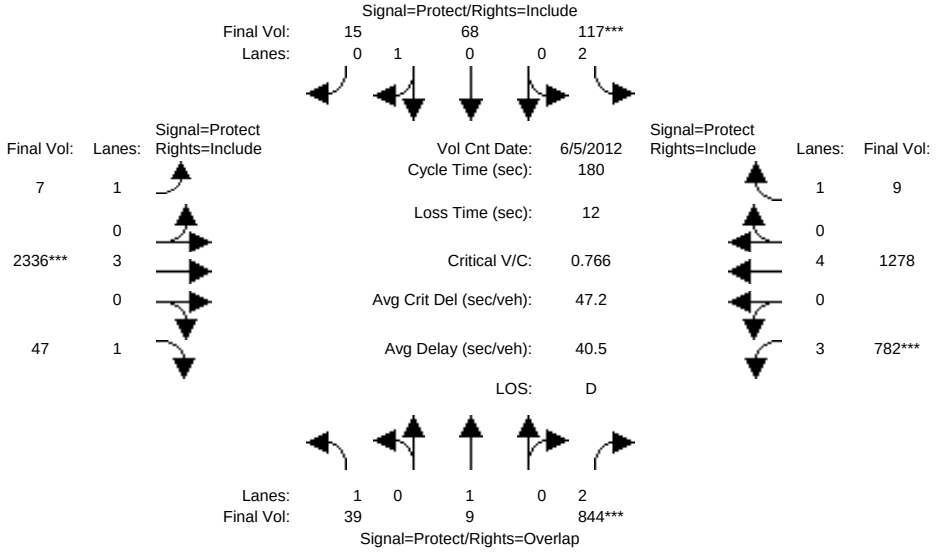
Existing plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P PM

Intersection #26: Montague Expwy and Trimble Rd



Street Name:	Trimble Rd						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 5:00:00 PM												
Base Vol:	39	9	933	117	68	15	7	2588	47	777	1271	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	9	933	117	68	15	7	2588	47	777	1271	9
Added Vol:	0	0	5	0	0	0	0	7	0	5	7	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	9	938	117	68	15	7	2595	47	782	1278	9
User Adj:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	9	844	117	68	15	7	2336	47	782	1278	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	9	844	117	68	15	7	2336	47	782	1278	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	9	844	117	68	15	7	2336	47	782	1278	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	0.95	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	2.00	2.00	0.82	0.18	1.00	3.00	1.00	3.00	4.00	1.00
Final Sat.:	1750	1900	3150	3150	1475	325	1750	5700	1750	4551	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.27	0.04	0.05	0.05	0.00	0.41	0.03	0.17	0.17	0.01
Crit Moves:			****	****				****		****		
Green/Cycle:	0.07	0.13	0.35	0.05	0.10	0.10	0.14	0.53	0.53	0.22	0.62	0.62
Volume/Cap:	0.31	0.04	0.77	0.77	0.45	0.45	0.03	0.77	0.05	0.77	0.27	0.01
Delay/Veh:	80.7	69.2	55.2	105.0	77.8	77.8	66.5	34.2	20.0	68.9	15.9	13.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.7	69.2	55.2	105.0	77.8	77.8	66.5	34.2	20.0	68.9	15.9	13.3
LOS by Move:	F	E	E+	F	E-	E-	E	C-	C+	E	B	B
HCM2k95thQ:	5	1	42	11	10	10	1	54	3	29	15	0

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

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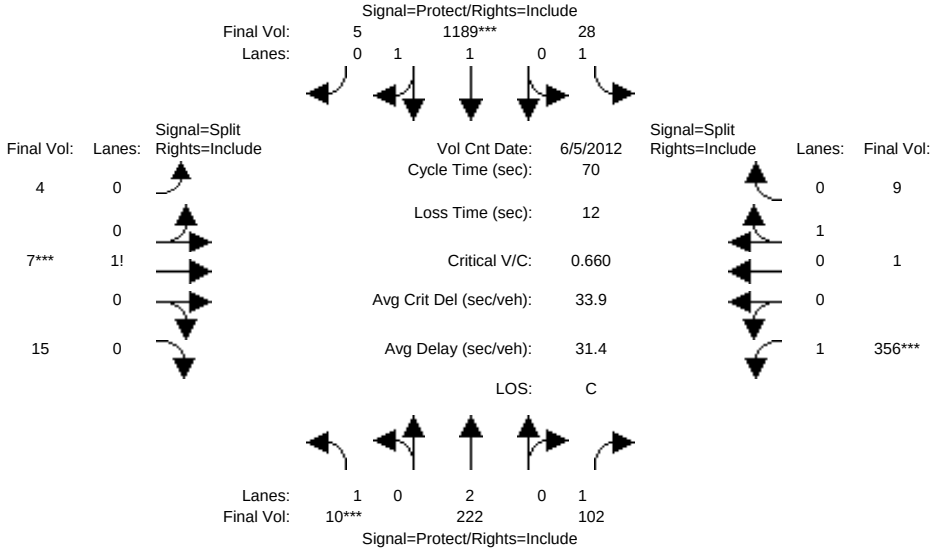
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

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

Intersection #27: McCarthy Blvd and Barber Ln



Street Name:	McCarthy Blvd						Barber Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 5:00:00 PM												
Base Vol:	10	222	102	28	1189	5	4	7	15	356	1	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	222	102	28	1189	5	4	7	15	356	1	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	222	102	28	1189	5	4	7	15	356	1	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	222	102	28	1189	5	4	7	15	356	1	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	222	102	28	1189	5	4	7	15	356	1	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	222	102	28	1189	5	4	7	15	356	1	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.99	0.01	0.15	0.27	0.58	1.00	0.10	0.90
Final Sat.:	1750	3800	1750	1750	3684	15	269	471	1010	1750	180	1620
Capacity Analysis Module:												
Vol/Sat:	0.01	0.06	0.06	0.02	0.32	0.32	0.01	0.01	0.01	0.20	0.01	0.01
Crit Moves:	****				****			****		****		
Green/Cycle:	0.10	0.27	0.27	0.19	0.36	0.36	0.14	0.14	0.14	0.23	0.23	0.23
Volume/Cap:	0.06	0.22	0.22	0.08	0.90	0.90	0.10	0.10	0.10	0.90	0.02	0.02
Delay/Veh:	28.7	19.9	20.0	23.5	29.7	29.7	26.3	26.3	26.3	48.8	21.1	21.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.7	19.9	20.0	23.5	29.7	29.7	26.3	26.3	26.3	48.8	21.1	21.1
LOS by Move:	C	B-	C+	C	C	C	C	C	C	D	C+	C+
HCM2k95thQ:	0	3	3	1	24	24	1	1	1	22	0	0

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

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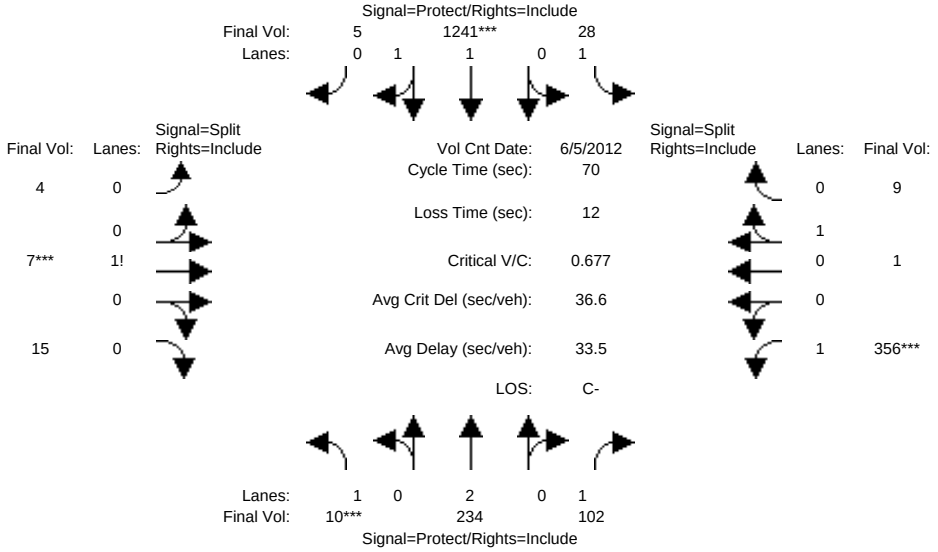
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P PM

Intersection #27: McCarthy Blvd and Barber Ln



Street Name:	McCarthy Blvd						Barber Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 5:00:00 PM												
Base Vol:	10	222	102	28	1189	5	4	7	15	356	1	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	222	102	28	1189	5	4	7	15	356	1	9
Added Vol:	0	12	0	0	47	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	5	0	0	0	0	0	0	0
Initial Fut:	10	234	102	28	1241	5	4	7	15	356	1	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	234	102	28	1241	5	4	7	15	356	1	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	234	102	28	1241	5	4	7	15	356	1	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	234	102	28	1241	5	4	7	15	356	1	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.99	0.01	0.15	0.27	0.58	1.00	0.10	0.90
Final Sat.:	1750	3800	1750	1750	3685	15	269	471	1010	1750	180	1620
Capacity Analysis Module:												
Vol/Sat:	0.01	0.06	0.06	0.02	0.34	0.34	0.01	0.01	0.01	0.20	0.01	0.01
Crit Moves:	****				****			****		****		
Green/Cycle:	0.10	0.27	0.27	0.19	0.37	0.37	0.14	0.14	0.14	0.22	0.22	0.22
Volume/Cap:	0.06	0.23	0.21	0.08	0.92	0.92	0.10	0.10	0.10	0.92	0.03	0.03
Delay/Veh:	28.7	19.8	19.8	23.4	31.9	31.9	26.3	26.3	26.3	53.9	21.4	21.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.7	19.8	19.8	23.4	31.9	31.9	26.3	26.3	26.3	53.9	21.4	21.4
LOS by Move:	C	B-	B-	C	C	C	C	C	C	D-	C+	C+
HCM2k95thQ:	0	4	3	1	26	26	1	1	1	23	0	0

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

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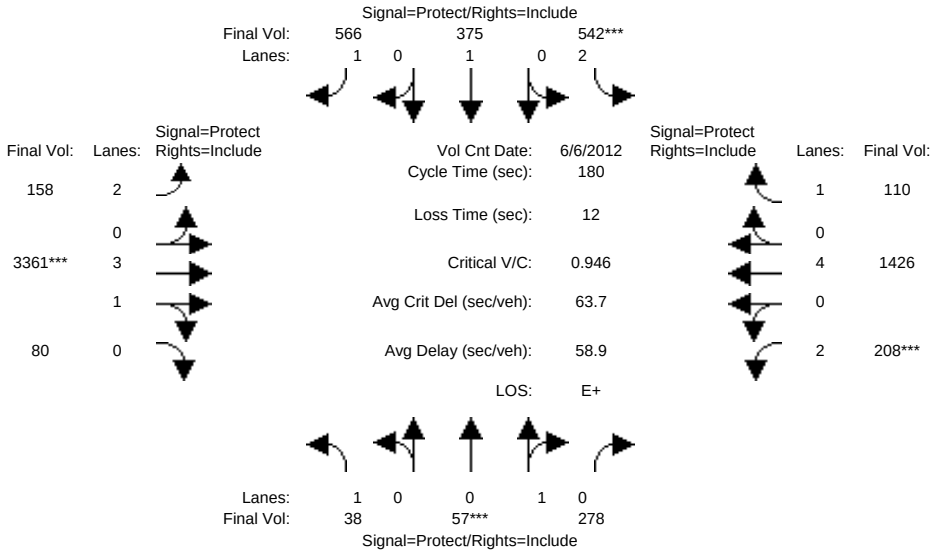
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

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

Intersection #28: McCarthy Blvd and Montague Expwy



Street Name:	McCarthy Blvd						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Jun 2012 << 5:00:00 PM												
Base Vol:	38	57	278	542	375	566	158	3361	80	208	1426	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	57	278	542	375	566	158	3361	80	208	1426	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	57	278	542	375	566	158	3361	80	208	1426	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	57	278	542	375	566	158	3361	80	208	1426	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	57	278	542	375	566	158	3361	80	208	1426	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	57	278	542	375	566	158	3361	80	208	1426	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.17	0.83	2.00	1.00	1.00	2.00	3.90	0.10	2.00	4.00	1.00
Final Sat.:	1750	306	1494	3150	1900	1750	3150	7325	174	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.19	0.17	0.20	0.32	0.05	0.46	0.46	0.07	0.19	0.06
Crit Moves:		****		****				****		****		
Green/Cycle:	0.04	0.20	0.20	0.18	0.34	0.34	0.12	0.48	0.48	0.07	0.44	0.44
Volume/Cap:	0.53	0.95	0.95	0.95	0.58	0.96	0.43	0.95	0.95	0.95	0.43	0.14
Delay/Veh:	92.4	105	105.3	97.6	50.5	84.9	74.7	50.4	50.4	129.0	35.1	30.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.4	105	105.3	97.6	50.5	84.9	74.7	50.4	50.4	129.0	35.1	30.4
LOS by Move:	F	F	F	F	D	F	E	D	D	F	D+	C
HCM2k95thQ:	6	38	38	31	28	53	9	71	71	18	23	7

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

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Pacific Mall - Silicon Valley
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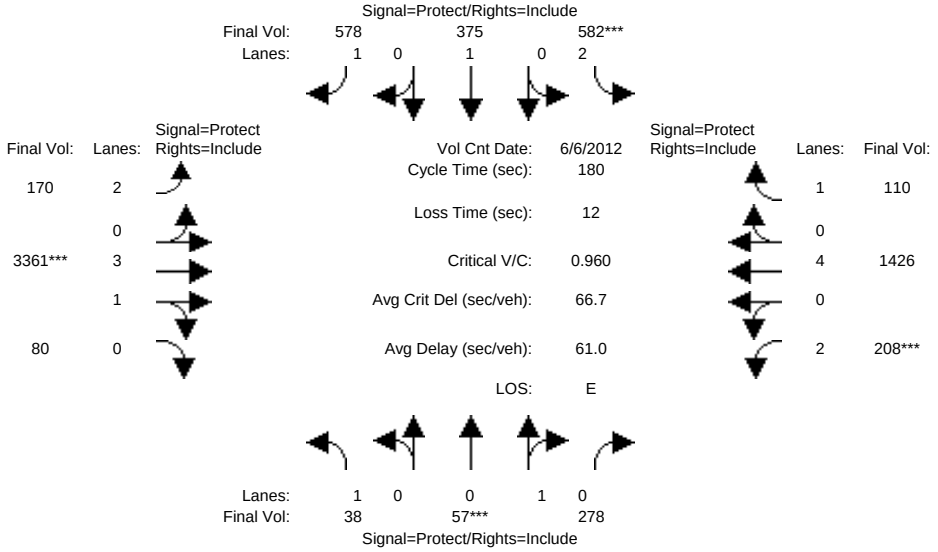
Existing plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P PM

Intersection #28: McCarthy Blvd and Montague Expwy



Street Name:	McCarthy Blvd						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Jun 2012 << 5:00:00 PM												
Base Vol:	38	57	278	542	375	566	158	3361	80	208	1426	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	57	278	542	375	566	158	3361	80	208	1426	110
Added Vol:	0	0	0	35	0	12	12	0	0	0	0	0
Pass-by/Div:	0	0	0	5	0	0	0	0	0	0	0	0
Initial Fut:	38	57	278	582	375	578	170	3361	80	208	1426	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	57	278	582	375	578	170	3361	80	208	1426	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	57	278	582	375	578	170	3361	80	208	1426	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	57	278	582	375	578	170	3361	80	208	1426	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.17	0.83	2.00	1.00	1.00	2.00	3.90	0.10	2.00	4.00	1.00
Final Sat.:	1750	306	1494	3150	1900	1750	3150	7325	174	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.19	0.18	0.20	0.33	0.05	0.46	0.46	0.07	0.19	0.06
Crit Moves:		****		****				****		****		
Green/Cycle:	0.04	0.19	0.19	0.19	0.35	0.35	0.12	0.48	0.48	0.07	0.42	0.42
Volume/Cap:	0.53	0.96	0.96	0.96	0.57	0.96	0.44	0.96	0.96	0.96	0.44	0.15
Delay/Veh:	92.3	109	109.3	98.7	49.2	83.4	74.1	53.1	53.1	133.1	36.8	31.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.3	109	109.3	98.7	49.2	83.4	74.1	53.1	53.1	133.1	36.8	31.9
LOS by Move:	F	F	F	F	D	F	E	D-	D-	F	D+	C
HCM2k95thQ:	6	39	39	33	27	53	10	74	74	18	24	8

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

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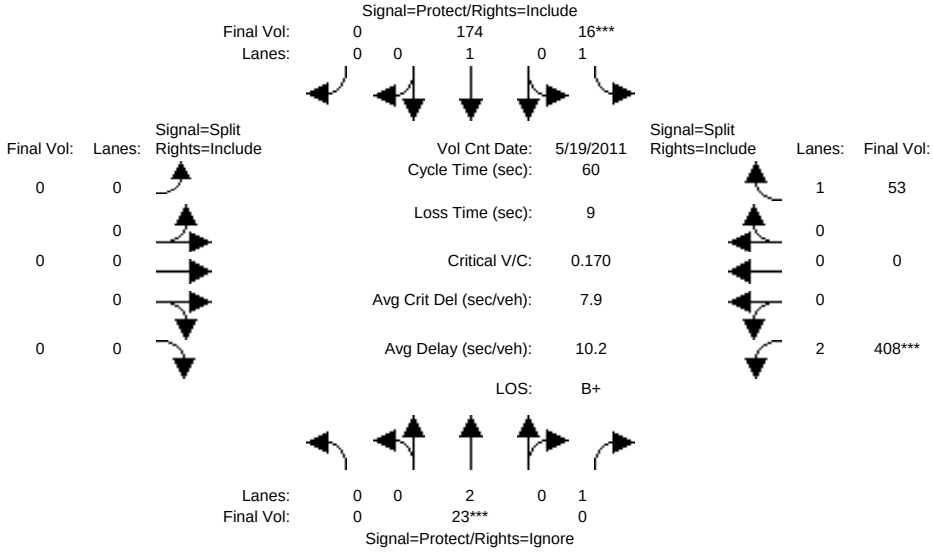
Existing plus Project - PM Peak Hour

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

Intersection #29: Zanker Rd and SR-237 WB Ramps

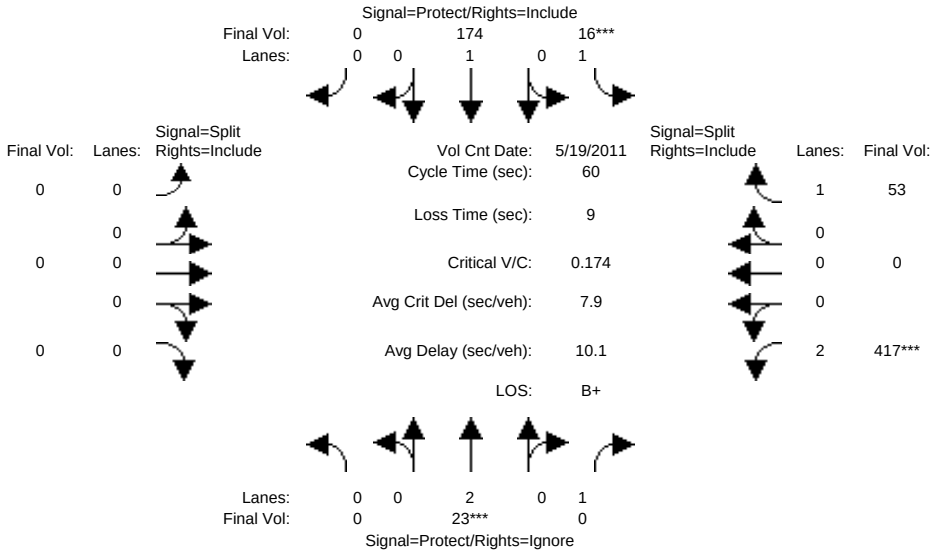



```
Street Name:            Zanker Rd                       SR-237 WB Ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     0    0     0    10   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 May 2011 << 5:00:00 PM
Base Vol:       0   23   667    16  174     0     0    0     0   408    0    53
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0   23   667    16  174     0     0    0     0   408    0    53
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0   23   667    16  174     0     0    0     0   408    0    53
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0   23     0    16  174     0     0    0     0   408    0    53
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0   23     0    16  174     0     0    0     0   408    0    53
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0   23     0    16  174     0     0    0     0   408    0    53
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.83 1.00  0.92
Lanes:       0.00 2.00  1.00  1.00 1.00  0.00  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     0 3800  1750  1750 1900     0     0    0     0  3150    0  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.01  0.00  0.01 0.09  0.00  0.00 0.00  0.00  0.13 0.00  0.03
Crit Moves:        ****        ****                             ****
Green/Cycle: 0.00 0.17  0.00  0.12 0.28  0.00  0.00 0.00  0.00  0.57 0.00  0.57
Volume/Cap:  0.00 0.04  0.00  0.08 0.32  0.00  0.00 0.00  0.00  0.23 0.00  0.05
Delay/Veh:    0.0 21.0   0.0  23.8 17.3   0.0   0.0  0.0   0.0   6.5  0.0   5.8
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0 21.0   0.0  23.8 17.3   0.0   0.0  0.0   0.0   6.5  0.0   5.8
LOS by Move:    A   C+     A     C    B     A     A    A     A     A    A     A
HCM2k95thQ:     0    0     0     1    6     0     0    0     0     5    0     1
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P PM

Intersection #29: Zanker Rd and SR-237 WB Ramps

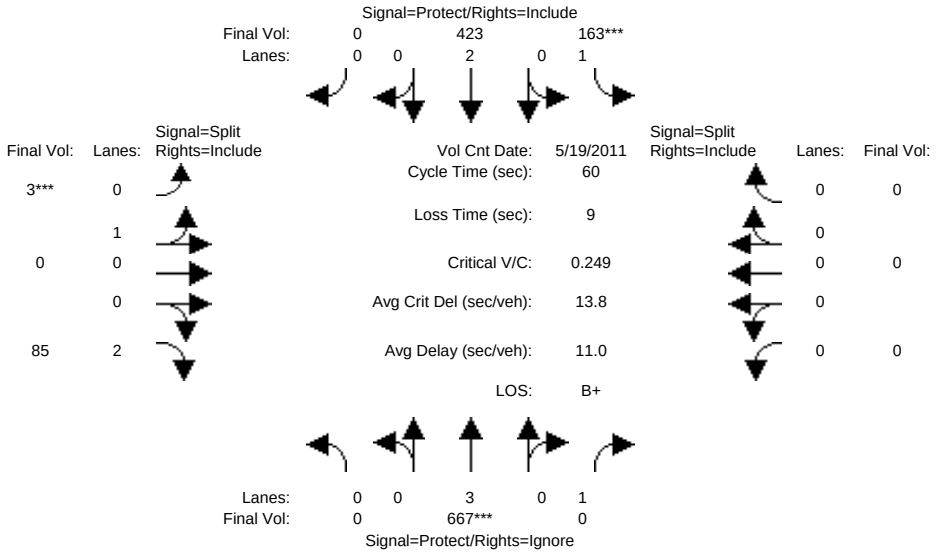



```
Street Name:            Zanker Rd                       SR-237 WB Ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     0    0     0    10   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 May 2011 << 5:00:00 PM
Base Vol:       0   23   667    16  174     0     0    0     0   408    0    53
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0   23   667    16  174     0     0    0     0   408    0    53
Added Vol:      0    0     0     0    0     0     0    0     0     9    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0   23   667    16  174     0     0    0     0   417    0    53
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0   23     0    16  174     0     0    0     0   417    0    53
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0   23     0    16  174     0     0    0     0   417    0    53
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0   23     0    16  174     0     0    0     0   417    0    53
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.83 1.00  0.92
Lanes:       0.00 2.00  1.00  1.00 1.00  0.00  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     0 3800  1750  1750 1900     0     0    0     0  3150    0  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.01  0.00  0.01 0.09  0.00  0.00 0.00  0.00  0.13 0.00  0.03
Crit Moves:        ****        ****                             ****
Green/Cycle: 0.00 0.17  0.00  0.12 0.28  0.00  0.00 0.00  0.00  0.57 0.00  0.57
Volume/Cap:  0.00 0.04  0.00  0.08 0.32  0.00  0.00 0.00  0.00  0.23 0.00  0.05
Delay/Veh:    0.0 21.0   0.0  23.8 17.3   0.0   0.0  0.0   0.0   6.6  0.0   5.8
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0 21.0   0.0  23.8 17.3   0.0   0.0  0.0   0.0   6.6  0.0   5.8
LOS by Move:    A   C+     A     C    B     A     A    A     A     A    A     A
HCM2k95thQ:     0    0     0     1    6     0     0    0     0     5    0     1
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

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

Intersection #30: Zanker Rd and SR-237 EB Ramps



Street Name:	Zanker Rd						SR-237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2011 << 5:00:00 PM												
Base Vol:	0	667	710	163	423	0	3	0	85	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	667	710	163	423	0	3	0	85	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	667	710	163	423	0	3	0	85	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	667	0	163	423	0	3	0	85	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	667	0	163	423	0	3	0	85	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	667	0	163	423	0	3	0	85	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.83	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	1750	3800	0	1800	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.00	0.09	0.11	0.00	0.00	0.00	0.03	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.38	0.00	0.30	0.68	0.00	0.17	0.00	0.17	0.00	0.00	0.00
Volume/Cap:	0.00	0.31	0.00	0.31	0.16	0.00	0.01	0.00	0.16	0.00	0.00	0.00
Delay/Veh:	0.0	13.1	0.0	16.4	3.4	0.0	20.9	0.0	21.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.1	0.0	16.4	3.4	0.0	20.9	0.0	21.6	0.0	0.0	0.0
LOS by Move:	A	B	A	B	A	A	C+	A	C+	A	A	A
HCM2k95thQ:	0	6	0	5	3	0	0	0	2	0	0	0

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

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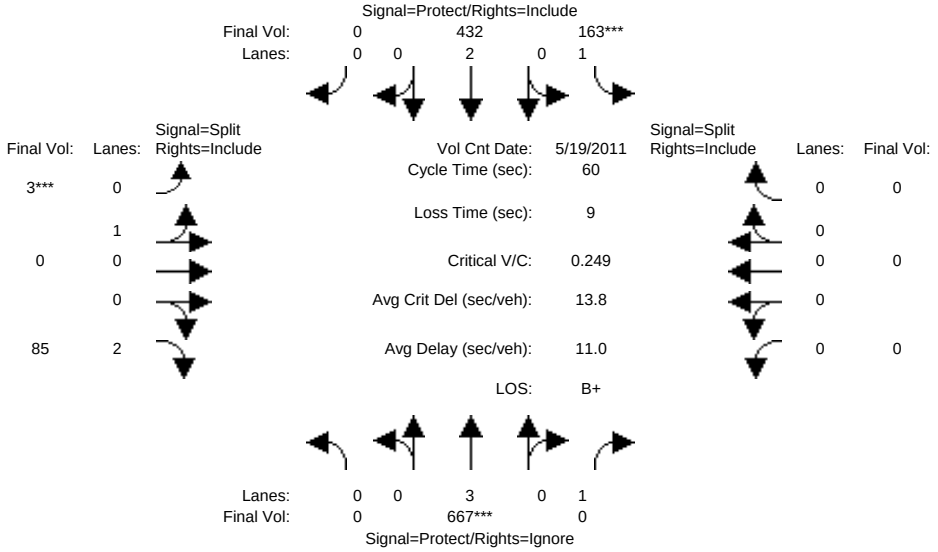
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P PM

Intersection #30: Zanker Rd and SR-237 EB Ramps



Street Name:	Zanker Rd						SR-237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2011 << 5:00:00 PM												
Base Vol:	0	667	710	163	423	0	3	0	85	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	667	710	163	423	0	3	0	85	0	0	0
Added Vol:	0	0	8	0	9	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	667	718	163	432	0	3	0	85	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	667	0	163	432	0	3	0	85	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	667	0	163	432	0	3	0	85	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	667	0	163	432	0	3	0	85	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.83	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	1750	3800	0	1800	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.00	0.09	0.11	0.00	0.00	0.00	0.03	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.38	0.00	0.30	0.68	0.00	0.17	0.00	0.17	0.00	0.00	0.00
Volume/Cap:	0.00	0.31	0.00	0.31	0.17	0.00	0.01	0.00	0.16	0.00	0.00	0.00
Delay/Veh:	0.0	13.1	0.0	16.4	3.4	0.0	20.9	0.0	21.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.1	0.0	16.4	3.4	0.0	20.9	0.0	21.6	0.0	0.0	0.0
LOS by Move:	A	B	A	B	A	A	C+	A	C+	A	A	A
HCM2k95thQ:	0	6	0	5	3	0	0	0	2	0	0	0

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

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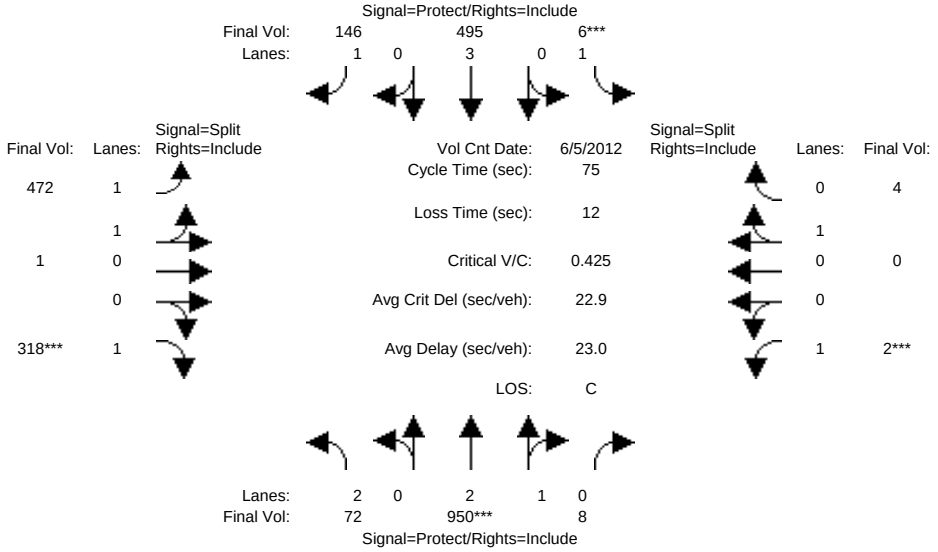
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

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

Intersection #31: Holger Way and Zanker Rd



Street Name:	Zanker Rd						Holger Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 5:00:00 PM												
Base Vol:	72	950	8	6	495	146	472	1	318	2	0	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	950	8	6	495	146	472	1	318	2	0	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	950	8	6	495	146	472	1	318	2	0	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	950	8	6	495	146	472	1	318	2	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	950	8	6	495	146	472	1	318	2	0	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	950	8	6	495	146	472	1	318	2	0	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.95
Lanes:	2.00	2.97	0.03	1.00	3.00	1.00	1.99	0.01	1.00	1.00	0.00	1.00
Final Sat.:	3150	5553	47	1750	5700	1750	3542	8	1750	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.17	0.00	0.09	0.08	0.13	0.13	0.18	0.00	0.00	0.00
Crit Moves:		****		****					****	****		
Green/Cycle:	0.16	0.30	0.30	0.09	0.23	0.23	0.32	0.32	0.32	0.13	0.00	0.13
Volume/Cap:	0.14	0.58	0.58	0.04	0.38	0.36	0.42	0.42	0.58	0.01	0.00	0.02
Delay/Veh:	27.2	22.8	22.8	31.0	24.5	24.8	20.5	20.5	22.9	28.2	0.0	28.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.2	22.8	22.8	31.0	24.5	24.8	20.5	20.5	22.9	28.2	0.0	28.3
LOS by Move:	C	C+	C+	C	C	C	C+	C+	C+	C	A	C
HCM2k95thQ:	2	13	13	0	6	6	10	10	14	0	0	0

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

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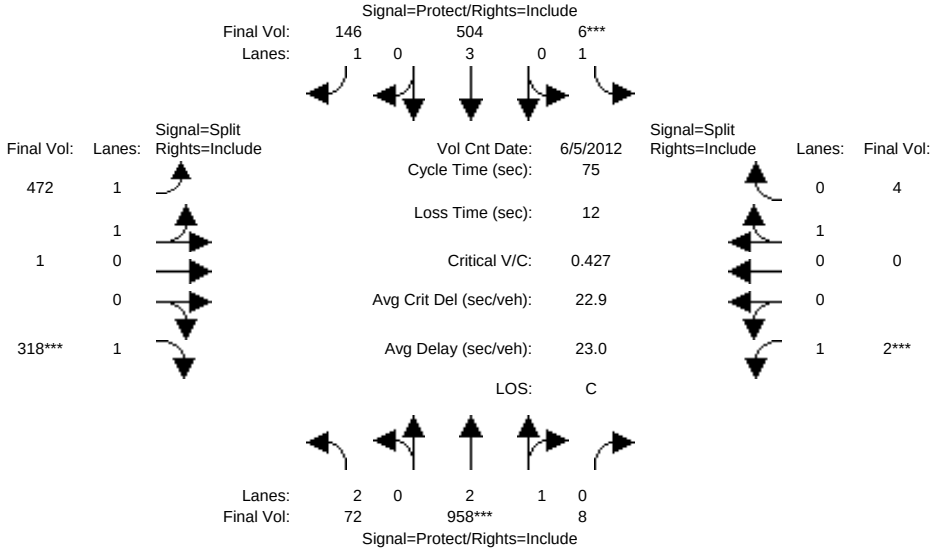
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P PM

Intersection #31: Holger Way and Zanker Rd



Street Name:	Zanker Rd						Holger Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 5:00:00 PM												
Base Vol:	72	950	8	6	495	146	472	1	318	2	0	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	950	8	6	495	146	472	1	318	2	0	4
Added Vol:	0	8	0	0	9	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	958	8	6	504	146	472	1	318	2	0	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	958	8	6	504	146	472	1	318	2	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	958	8	6	504	146	472	1	318	2	0	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	958	8	6	504	146	472	1	318	2	0	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.95
Lanes:	2.00	2.97	0.03	1.00	3.00	1.00	1.99	0.01	1.00	1.00	0.00	1.00
Final Sat.:	3150	5554	46	1750	5700	1750	3542	8	1750	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.17	0.00	0.09	0.08	0.13	0.13	0.18	0.00	0.00	0.00
Crit Moves:		****		****					****	****		
Green/Cycle:	0.16	0.30	0.30	0.09	0.23	0.23	0.31	0.31	0.31	0.13	0.00	0.13
Volume/Cap:	0.14	0.58	0.58	0.04	0.38	0.36	0.42	0.42	0.58	0.01	0.00	0.02
Delay/Veh:	27.1	22.8	22.8	31.0	24.5	24.8	20.6	20.6	23.1	28.2	0.0	28.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.1	22.8	22.8	31.0	24.5	24.8	20.6	20.6	23.1	28.2	0.0	28.3
LOS by Move:	C	C+	C+	C	C	C	C+	C+	C	C	A	C
HCM2k95thQ:	2	14	14	0	6	6	10	10	14	0	0	0

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

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Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

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

Intersection		Background AM				B+P AM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#1	McCarthy Blvd and Dixon Landing Rd	B	14.9	0.554	15.5	B	15.1	0.560	+ 0.006	15.7	+ 0.2
#2	I-880 SB Ramps and Dixon Landing Dr	A	7.5	0.383	9.7	A	7.5	0.384	+ 0.001	9.7	+ 0.0
#3	Dixon Landing Rd and California Cir	B	15.7	0.521	15.5	B	15.7	0.521	+ 0.000	15.5	+ 0.0
#4	California Cir and I-880 NB Ramps	B+	10.6	0.282	11.6	B+	10.6	0.284	+ 0.002	11.6	+ 0.0
#5	Dixon Landing Rd and Warm Springs Rd	F	248.2	1.532	294.2	F	248.5	1.535	+ 0.003	295.3	+ 1.1
#6	McCarthy Blvd and Ranch Drive (North)	C+	20.6	0.496	20.9	C+	20.7	0.497	+ 0.001	20.9	+ 0.0
#7	Ranch Drive and Project Entrance	B	15.8	0.134	16.0	B	15.8	0.255	+ 0.120	16.2	+ 0.2
#8	McCarthy Blvd and Ranch Dr (South)	B-	18.7	0.520	19.9	B-	19.9	0.548	+ 0.028	22.2	+ 2.4
#9	McCarthy Blvd and SR-237 WB Ramps	C	23.5	0.845	33.7	C	25.4	0.899	+ 0.054	38.6	+ 4.9
#10	McCarthy Blvd and SR-237 EB Ramps	C+	20.5	0.757	20.7	C+	20.7	0.771	+ 0.014	21.0	+ 0.3
#11	I-880 SB Ramps and SR-237	C+	20.5	0.779	22.3	C+	21.0	0.794	+ 0.016	22.9	+ 0.6
#12	I-880 NB Ramps and SR-237	C	23.5	0.809	27.6	C	24.2	0.823	+ 0.014	28.5	+ 0.9
#13	Abel Street and SR-237	D	49.0	0.914	54.1	D	49.6	0.921	+ 0.007	55.2	+ 1.1
#14	Milpitas Blvd and SR-237	E	65.4	1.043	85.0	E	67.1	1.052	+ 0.010	88.0	+ 2.9
#15	Hillview Drive and SR-237	C	28.7	0.632	22.4	C	28.6	0.638	+ 0.006	22.4	- 0.1
#16	McCarthy Blvd and Bellew Dr	C	26.2	0.704	28.5	C	26.4	0.713	+ 0.009	29.0	+ 0.5
#17	McCarthy Blvd and Alder Dr	D	45.9	0.791	50.9	D	47.8	0.804	+ 0.012	53.5	+ 2.6
#18	McCarthy Blvd and Tasman Dr	D	40.5	0.898	46.2	D	41.3	0.904	+ 0.007	47.4	+ 1.2
#19	Tasman Dr and Alder Dr	B-	18.4	0.751	29.4	B-	18.7	0.758	+ 0.007	29.9	+ 0.6
#20	I-880 SB Ramps and Tasman Dr	C+	22.5	0.885	23.7	C+	22.5	0.887	+ 0.002	23.8	+ 0.1
#21	Great Mall Pkwy and Thompson St	D	39.2	0.759	41.1	D	39.4	0.761	+ 0.002	41.4	+ 0.3
#22	Abel St and Great Mall Pkwy	D	42.2	0.722	43.6	D	42.3	0.724	+ 0.003	43.8	+ 0.1
#23	Main St and Great Mall Pkwy	C	24.0	0.451	18.6	C	24.0	0.453	+ 0.001	18.6	- 0.0
#24	Great Mall Pkwy and Montague Expwy	D-	51.8	0.893	71.3	D-	51.9	0.895	+ 0.002	71.5	+ 0.2
#25	Trade Zone and Capitol Ave	C-	32.4	0.702	29.1	C-	32.4	0.704	+ 0.002	29.2	+ 0.0
#26	Montague Expwy and Trimble Rd	C	28.9	0.658	45.7	C	28.9	0.660	+ 0.001	45.8	+ 0.0

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Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

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

Intersection		Background AM				B+P AM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#27	McCarthy Blvd and Barber Ln	B	16.3	0.327	14.4	B	16.4	0.329	+ 0.002	14.4	- 0.0
#28	McCarthy Blvd and Montague Expwy	D	44.0	0.980	50.5	D	45.4	0.986	+ 0.006	52.5	+ 2.0
#29	Zanker Rd and SR-237 WB Ramps	B	13.1	0.450	15.3	B	13.1	0.450	+ 0.000	15.3	+ 0.0
#30	Zanker Rd and SR-237 EB Ramps	B	15.8	0.575	17.8	B	15.8	0.575	+ 0.000	17.8	+ 0.0
#31	Holger Way and Zanker Rd	C+	21.1	0.431	24.6	C+	21.1	0.431	+ 0.000	24.6	+ 0.0

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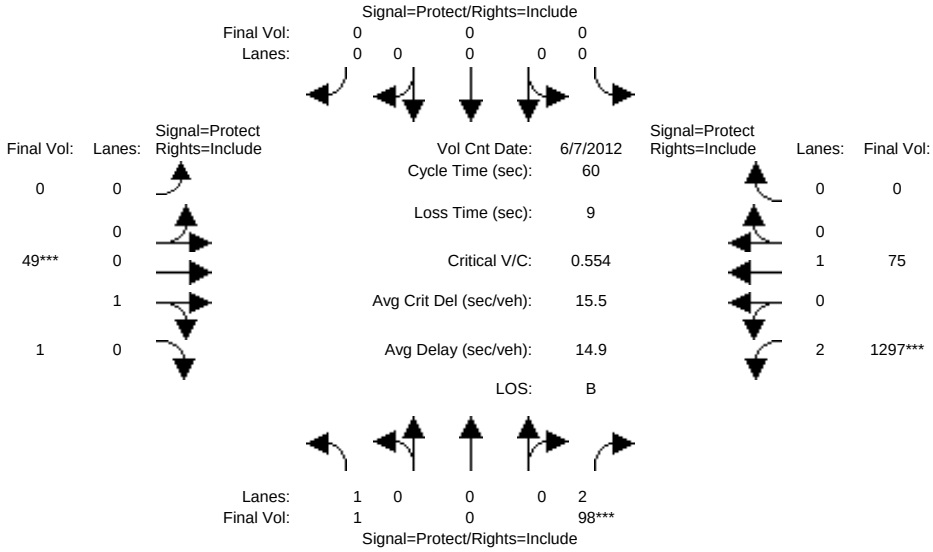
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

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

Intersection #1: McCarthy Blvd and Dixon Landing Rd



Street Name:	McCarthy Blvd						Dixon Landing Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	1	0	98	0	0	0	0	49	1	1297	75	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	98	0	0	0	0	49	1	1297	75	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	98	0	0	0	0	49	1	1297	75	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	0	98	0	0	0	0	49	1	1297	75	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	98	0	0	0	0	49	1	1297	75	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	0	98	0	0	0	0	49	1	1297	75	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	0.98	0.02	2.00	1.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	1764	36	3150	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.03	0.03	0.41	0.04	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.17	0.00	0.17	0.00	0.00	0.00	0.00	0.17	0.17	0.52	0.68	0.00
Volume/Cap:	0.00	0.00	0.19	0.00	0.00	0.00	0.00	0.17	0.17	0.80	0.06	0.00
Delay/Veh:	20.8	0.0	21.7	0.0	0.0	0.0	0.0	21.7	21.7	14.8	3.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.8	0.0	21.7	0.0	0.0	0.0	0.0	21.7	21.7	14.8	3.2	0.0
LOS by Move:	C+	A	C+	A	A	A	A	C+	C+	B	A	A
HCM2k95thQ:	0	0	2	0	0	0	0	2	2	22	1	0

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

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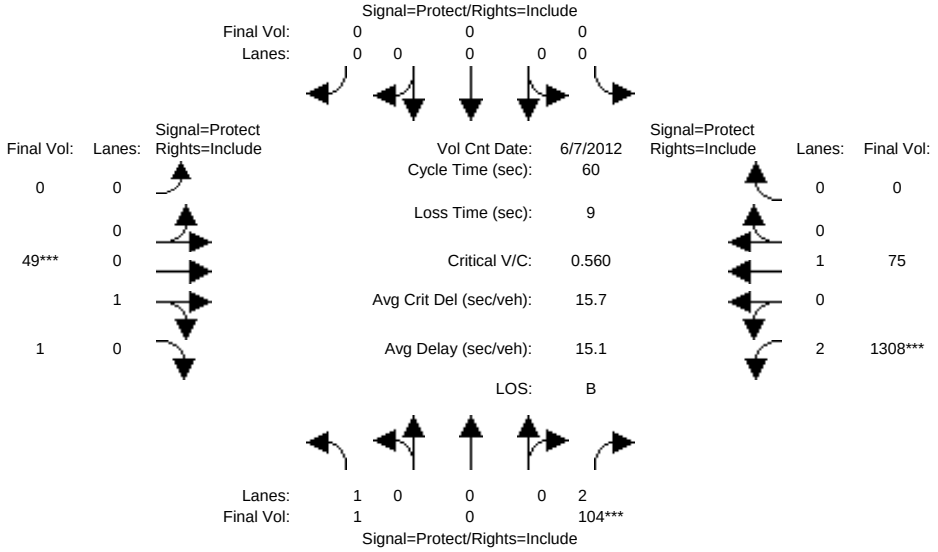
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #1: McCarthy Blvd and Dixon Landing Rd



Street Name:	McCarthy Blvd						Dixon Landing Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	1	0	98	0	0	0	0	49	1	1297	75	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	98	0	0	0	0	49	1	1297	75	0
Added Vol:	0	0	6	0	0	0	0	0	0	11	0	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	104	0	0	0	0	49	1	1308	75	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	0	104	0	0	0	0	49	1	1308	75	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	104	0	0	0	0	49	1	1308	75	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	0	104	0	0	0	0	49	1	1308	75	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	0.98	0.02	2.00	1.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	1764	36	3150	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.03	0.03	0.42	0.04	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.17	0.00	0.17	0.00	0.00	0.00	0.00	0.17	0.17	0.52	0.68	0.00
Volume/Cap:	0.00	0.00	0.20	0.00	0.00	0.00	0.00	0.17	0.17	0.80	0.06	0.00
Delay/Veh:	20.8	0.0	21.7	0.0	0.0	0.0	0.0	21.7	21.7	15.0	3.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.8	0.0	21.7	0.0	0.0	0.0	0.0	21.7	21.7	15.0	3.2	0.0
LOS by Move:	C+	A	C+	A	A	A	A	C+	C+	B	A	A
HCM2k95thQ:	0	0	2	0	0	0	0	2	2	22	1	0

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

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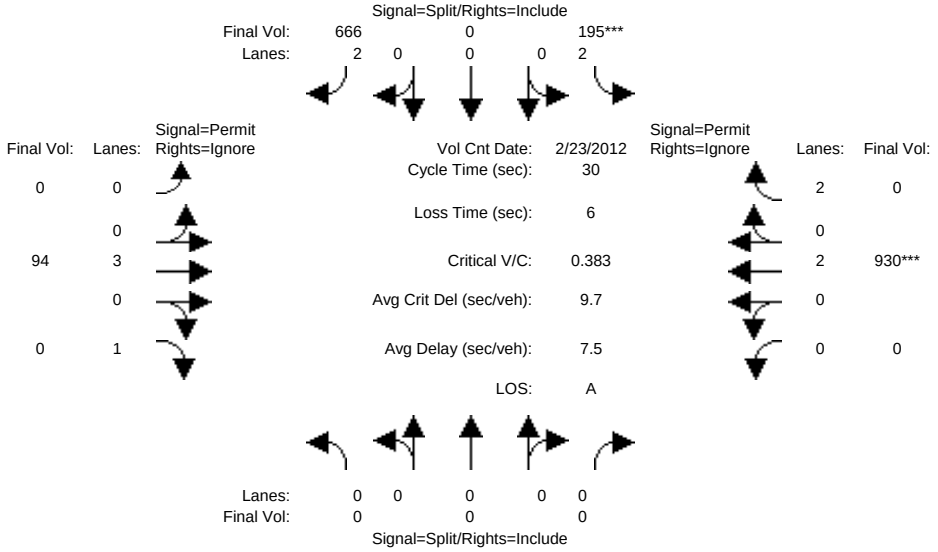
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

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

Intersection #2: I-880 SB Ramps and Dixon Landing Dr



Street Name:	I-880 SB Ramps						Dixon Landing Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Feb 2012 << 8:00:00 AM												
Base Vol:	0	0	0	195	0	666	0	94	90	0	930	1024
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	195	0	666	0	94	90	0	930	1024
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	195	0	666	0	94	90	0	930	1024
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	195	0	666	0	94	0	0	930	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	195	0	666	0	94	0	0	930	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	195	0	666	0	94	0	0	930	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	2.00	2.00
Final Sat.:	0	0	0	3150	0	3150	0	5700	1750	0	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.21	0.00	0.02	0.00	0.00	0.24	0.00
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.55	0.00	0.55	0.00	0.33	0.00	0.00	0.33	0.00
Volume/Cap:	0.00	0.00	0.00	0.11	0.00	0.38	0.00	0.05	0.00	0.00	0.73	0.00
Delay/Veh:	0.0	0.0	0.0	3.2	0.0	4.0	0.0	6.8	0.0	0.0	11.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	3.2	0.0	4.0	0.0	6.8	0.0	0.0	11.1	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	B+	A
HCM2k95thQ:	0	0	0	1	0	5	0	0	0	0	8	0

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

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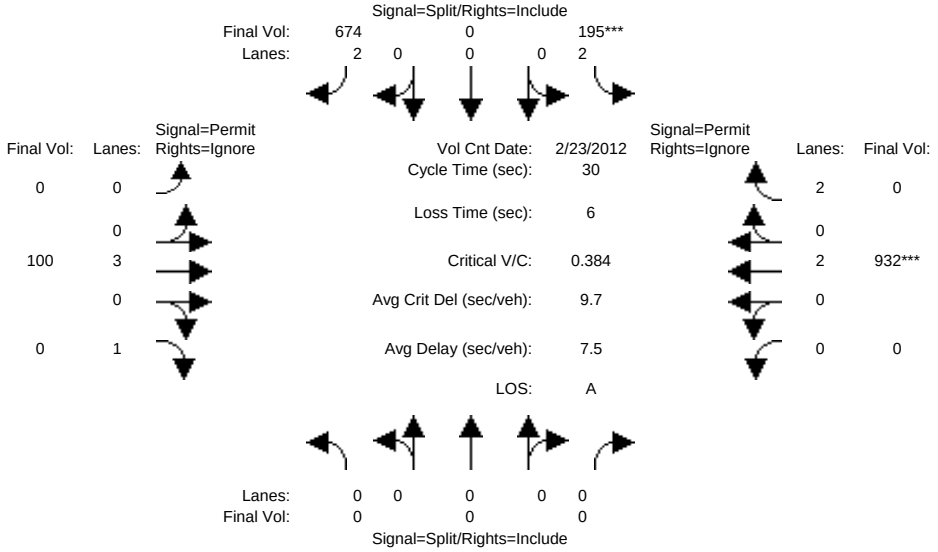
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #2: I-880 SB Ramps and Dixon Landing Dr



Street Name:	I-880 SB Ramps						Dixon Landing Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Feb 2012 << 8:00:00 AM												
Base Vol:	0	0	0	195	0	666	0	94	90	0	930	1024
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	195	0	666	0	94	90	0	930	1024
Added Vol:	0	0	0	0	0	8	0	6	0	0	2	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	195	0	674	0	100	90	0	932	1024
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	195	0	674	0	100	0	0	932	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	195	0	674	0	100	0	0	932	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	195	0	674	0	100	0	0	932	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	2.00	2.00
Final Sat.:	0	0	0	3150	0	3150	0	5700	1750	0	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.21	0.00	0.02	0.00	0.00	0.25	0.00
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.56	0.00	0.56	0.00	0.33	0.00	0.00	0.33	0.00
Volume/Cap:	0.00	0.00	0.00	0.11	0.00	0.38	0.00	0.05	0.00	0.00	0.74	0.00
Delay/Veh:	0.0	0.0	0.0	3.2	0.0	3.9	0.0	6.8	0.0	0.0	11.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	3.2	0.0	3.9	0.0	6.8	0.0	0.0	11.1	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	B+	A
HCM2k95thQ:	0	0	0	1	0	5	0	0	0	0	8	0

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

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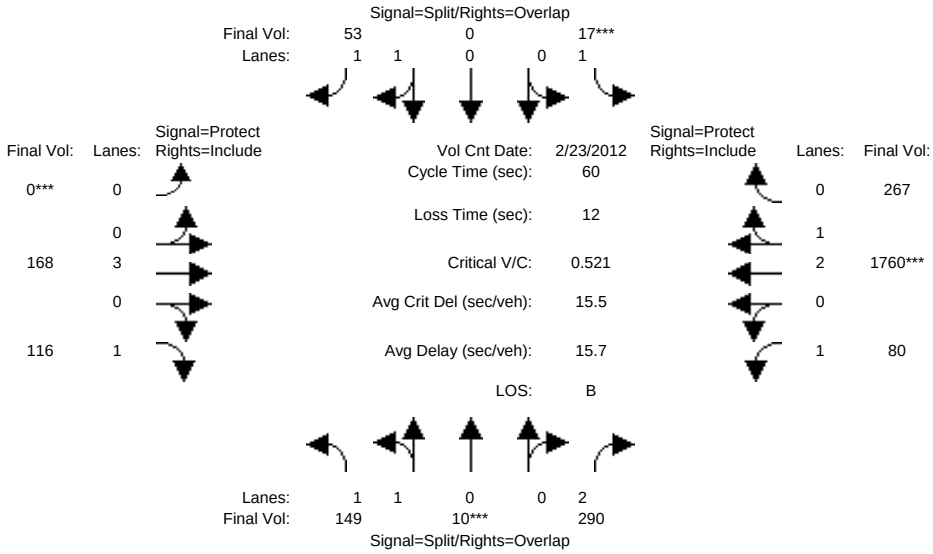
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

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

Intersection #3: Dixon Landing Rd and California Cir




```
Street Name:I-880 Northbound Ramps / Californ          Dixon Landing Rd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 23 Feb 2012 << 8:00:00 AM
Base Vol:     149   10   290    17    0    53     0  168   116    80 1760   267
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  149   10   290    17    0    53     0  168   116    80 1760   267
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  149   10   290    17    0    53     0  168   116    80 1760   267
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   149   10   290    17    0    53     0  168   116    80 1760   267
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  149   10   290    17    0    53     0  168   116    80 1760   267
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  149   10   290    17    0    53     0  168   116    80 1760   267
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.93 0.95  0.83  0.92 1.00  0.95  0.92 1.00  0.92  0.92 0.99  0.95
Lanes:       1.88 0.12  2.00  1.00 0.00  2.00  0.00 3.00  1.00  1.00 2.59  0.41
Final Sat.:  3327  223  3150  1750    0  3600     0 5700  1750  1750 4861   737
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.04  0.09  0.01 0.00  0.01  0.00 0.03  0.07  0.05 0.36  0.36
Crit Moves:        ****        ****              ****                   ****
Green/Cycle: 0.17 0.17  0.36  0.17 0.00  0.17  0.00 0.27  0.27  0.19 0.47  0.47
Volume/Cap:  0.27 0.27  0.26  0.06 0.00  0.09  0.00 0.11  0.24  0.24 0.78  0.78
Delay/Veh:   22.1 22.1  13.7  21.1  0.0  21.2   0.0 16.3  17.2  20.9 14.9  14.9
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  22.1 22.1  13.7  21.1  0.0  21.2   0.0 16.3  17.2  20.9 14.9  14.9
LOS by Move:   C+   C+     B    C+    A    C+     A    B     B    C+    B     B
HCM2k95thQ:     3    3     4     1    0     1     0    2     4     3   18    18
Note: Queue reported is the number of cars per lane.
```

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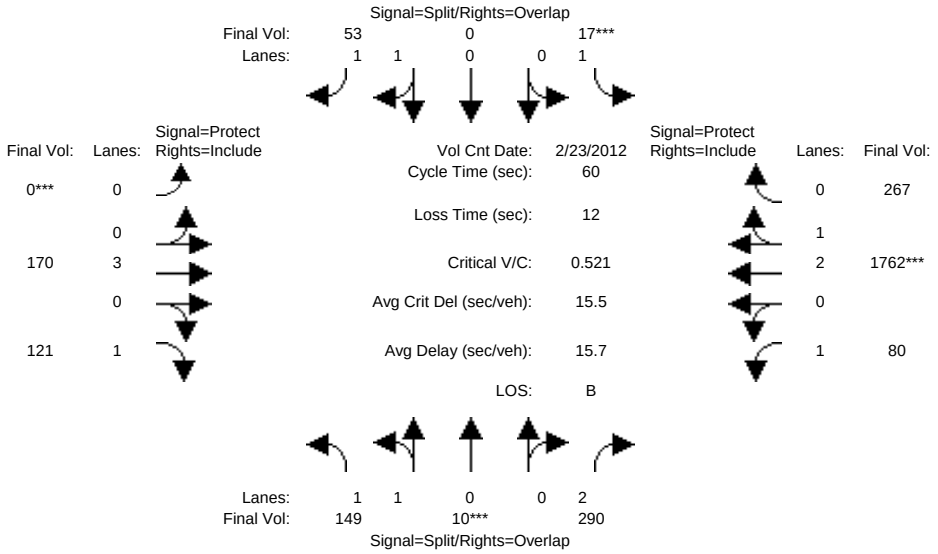
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #3: Dixon Landing Rd and California Cir




```
Street Name:I-880 Northbound Ramps / Californ          Dixon Landing Rd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 23 Feb 2012 << 8:00:00 AM
Base Vol:     149   10   290    17    0    53     0  168   116    80 1760   267
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  149   10   290    17    0    53     0  168   116    80 1760   267
Added Vol:      0    0     0     0    0     0     0    2     5     0    2     0
Pass-by Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  149   10   290    17    0    53     0  170   121    80 1762   267
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   149   10   290    17    0    53     0  170   121    80 1762   267
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  149   10   290    17    0    53     0  170   121    80 1762   267
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  149   10   290    17    0    53     0  170   121    80 1762   267
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.93 0.95  0.83  0.92 1.00  0.95  0.92 1.00  0.92  0.92 0.99  0.95
Lanes:       1.88 0.12  2.00  1.00 0.00  2.00  0.00 3.00  1.00  1.00 2.59  0.41
Final Sat.:  3327  223  3150  1750    0  3600     0 5700  1750  1750 4862   737
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.04  0.09  0.01 0.00  0.01  0.00 0.03  0.07  0.05 0.36  0.36
Crit Moves:        ****        ****              ****                   ****
Green/Cycle: 0.17 0.17  0.36  0.17 0.00  0.17  0.00 0.27  0.27  0.19 0.47  0.47
Volume/Cap:  0.27 0.27  0.26  0.06 0.00  0.09  0.00 0.11  0.25  0.24 0.78  0.78
Delay/Veh:   22.1 22.1  13.7  21.1  0.0  21.2   0.0 16.3  17.2  20.9 14.9  14.9
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  22.1 22.1  13.7  21.1  0.0  21.2   0.0 16.3  17.2  20.9 14.9  14.9
LOS by Move:   C+   C+     B    C+    A    C+     A    B     B    C+    B     B
HCM2k95thQ:     3    3     4     1    0     1     0    2     4     3   18    18
Note: Queue reported is the number of cars per lane.
```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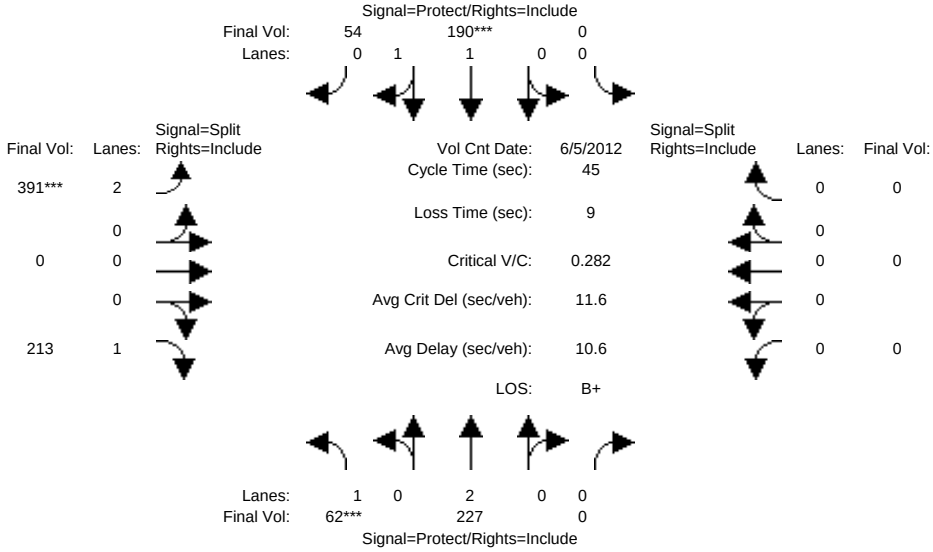
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

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

Intersection #4: California Cir and I-880 NB Ramps



Street Name:	California Cir						I-880 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 7:30:00 AM												
Base Vol:	62	227	0	0	190	54	391	0	213	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	227	0	0	190	54	391	0	213	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	227	0	0	190	54	391	0	213	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	227	0	0	190	54	391	0	213	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	227	0	0	190	54	391	0	213	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	227	0	0	190	54	391	0	213	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.55	0.45	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	2881	819	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.00	0.00	0.07	0.07	0.12	0.00	0.12	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.16	0.38	0.00	0.00	0.22	0.22	0.42	0.00	0.42	0.00	0.00	0.00
Volume/Cap:	0.23	0.16	0.00	0.00	0.29	0.29	0.29	0.00	0.29	0.00	0.00	0.00
Delay/Veh:	17.1	9.3	0.0	0.0	14.7	14.7	8.7	0.0	8.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.1	9.3	0.0	0.0	14.7	14.7	8.7	0.0	8.8	0.0	0.0	0.0
LOS by Move:	B	A	A	A	B	B	A	A	A	A	A	A
HCM2k95thQ:	2	2	0	0	3	3	5	0	5	0	0	0

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

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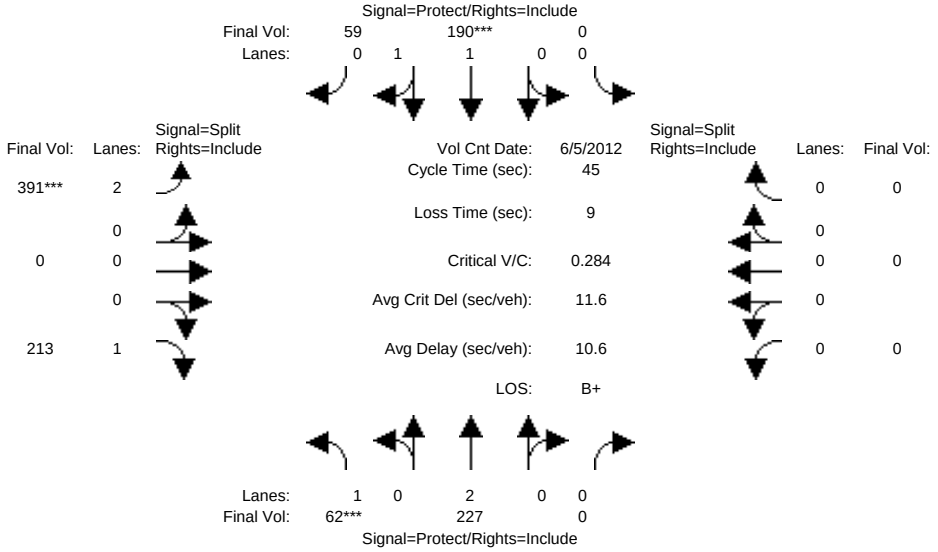
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #4: California Cir and I-880 NB Ramps



Street Name:	California Cir						I-880 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 7:30:00 AM												
Base Vol:	62	227	0	0	190	54	391	0	213	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	227	0	0	190	54	391	0	213	0	0	0
Added Vol:	0	0	0	0	0	5	0	0	0	0	0	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	227	0	0	190	59	391	0	213	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	227	0	0	190	59	391	0	213	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	227	0	0	190	59	391	0	213	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	227	0	0	190	59	391	0	213	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.51	0.49	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	2823	877	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.00	0.00	0.07	0.07	0.12	0.00	0.12	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.16	0.38	0.00	0.00	0.23	0.23	0.42	0.00	0.42	0.00	0.00	0.00
Volume/Cap:	0.23	0.16	0.00	0.00	0.30	0.30	0.30	0.00	0.29	0.00	0.00	0.00
Delay/Veh:	17.1	9.2	0.0	0.0	14.6	14.6	8.8	0.0	8.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.1	9.2	0.0	0.0	14.6	14.6	8.8	0.0	8.9	0.0	0.0	0.0
LOS by Move:	B	A	A	A	B	B	A	A	A	A	A	A
HCM2k95thQ:	2	2	0	0	3	3	5	0	5	0	0	0

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

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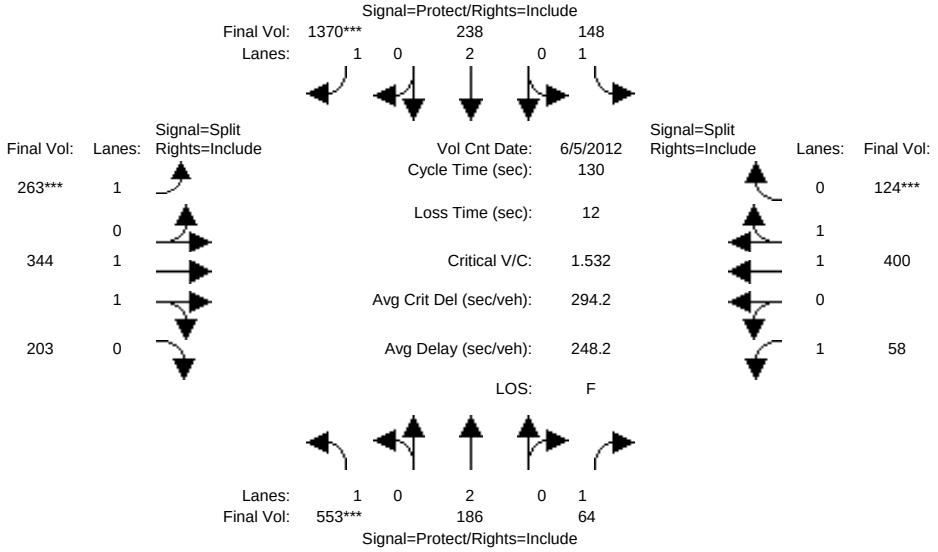
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

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

Intersection #5: Dixon Landing Rd and Warm Springs Rd



Street Name:	Warm Springs Rd						Dixon Landing Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 7:40:00 AM												
Base Vol:	553	186	64	148	238	1370	263	344	203	58	400	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	553	186	64	148	238	1370	263	344	203	58	400	124
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	553	186	64	148	238	1370	263	344	203	58	400	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	553	186	64	148	238	1370	263	344	203	58	400	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	553	186	64	148	238	1370	263	344	203	58	400	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	553	186	64	148	238	1370	263	344	203	58	400	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.24	0.76	1.00	1.51	0.49
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	2326	1373	1750	2824	875
Capacity Analysis Module:												
Vol/Sat:	0.32	0.05	0.04	0.08	0.06	0.78	0.15	0.15	0.15	0.03	0.14	0.14
Crit Moves:	****					****	****					****
Green/Cycle:	0.21	0.34	0.34	0.38	0.51	0.51	0.10	0.10	0.10	0.09	0.09	0.09
Volume/Cap:	1.53	0.14	0.11	0.23	0.12	1.53	1.53	1.51	1.51	0.36	1.53	1.53
Delay/Veh:	304.7	29.7	29.3	27.9	16.6	277.0	325.2	301	301.1	56.7	313	312.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	304.7	29.7	29.3	27.9	16.6	277.0	325.2	301	301.1	56.7	313	312.8
LOS by Move:	F	C	C	C	B	F	F	F	F	E+	F	F
HCM2k95thQ:	77	5	4	8	5	182	39	38	38	5	39	39

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

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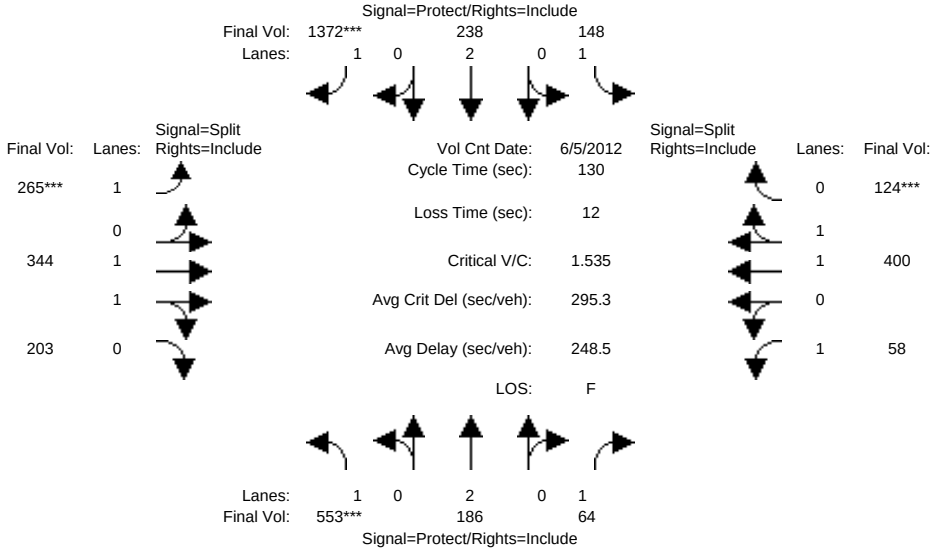
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #5: Dixon Landing Rd and Warm Springs Rd



Street Name:	Warm Springs Rd						Dixon Landing Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 7:40:00 AM												
Base Vol:	553	186	64	148	238	1370	263	344	203	58	400	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	553	186	64	148	238	1370	263	344	203	58	400	124
Added Vol:	0	0	0	0	0	2	2	0	0	0	0	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	553	186	64	148	238	1372	265	344	203	58	400	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	553	186	64	148	238	1372	265	344	203	58	400	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	553	186	64	148	238	1372	265	344	203	58	400	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	553	186	64	148	238	1372	265	344	203	58	400	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.24	0.76	1.00	1.51	0.49
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	2326	1373	1750	2824	875
Capacity Analysis Module:												
Vol/Sat:	0.32	0.05	0.04	0.08	0.06	0.78	0.15	0.15	0.15	0.03	0.14	0.14
Crit Moves:	****					****	****					****
Green/Cycle:	0.21	0.34	0.34	0.38	0.51	0.51	0.10	0.10	0.10	0.09	0.09	0.09
Volume/Cap:	1.53	0.14	0.11	0.23	0.12	1.53	1.53	1.50	1.50	0.36	1.53	1.53
Delay/Veh:	305.8	29.7	29.3	27.9	16.6	278.1	326.1	297	297.1	56.8	314	313.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	305.8	29.7	29.3	27.9	16.6	278.1	326.1	297	297.1	56.8	314	313.9
LOS by Move:	F	C	C	C	B	F	F	F	F	E+	F	F
HCM2k95thQ:	77	5	4	8	5	182	39	38	38	5	40	40

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

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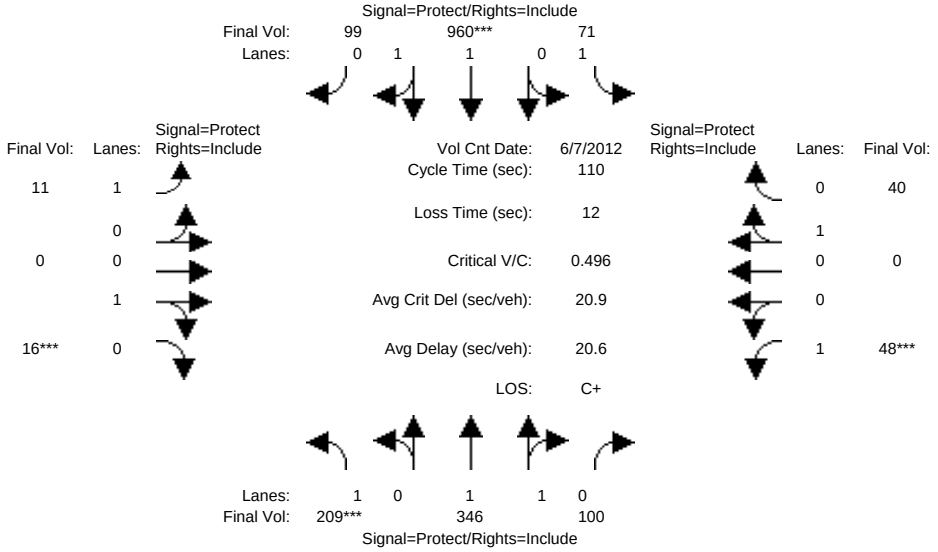
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

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

Intersection #6: McCarthy Blvd and Ranch Drive (North)

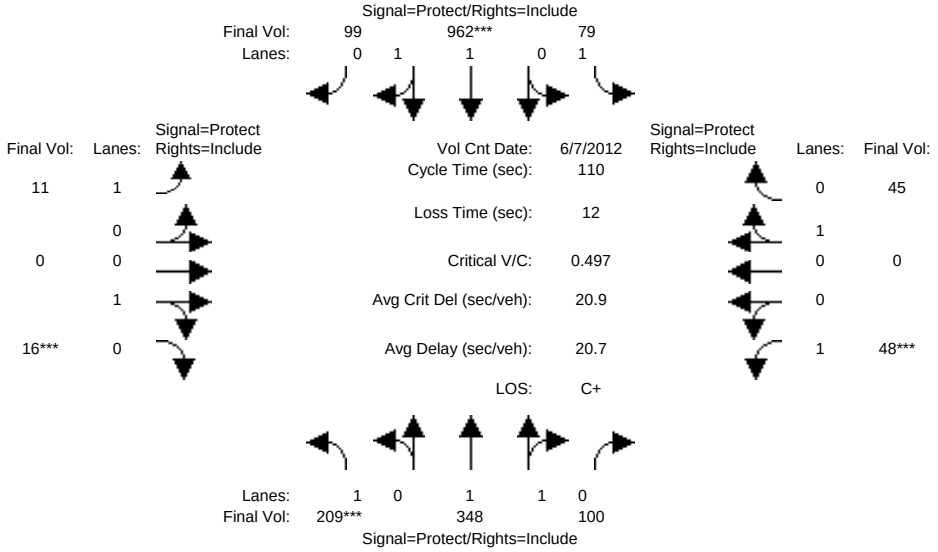



```
Street Name:          McCarthy Blvd                    Ranch Drive (North)
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     0    0     0    10   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 7 Jun 2012 << 8:00:00 AM
Base Vol:     209  346   100    71  960    99    11    0    16    48    0    40
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  209  346   100    71  960    99    11    0    16    48    0    40
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  209  346   100    71  960    99    11    0    16    48    0    40
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   209  346   100    71  960    99    11    0    16    48    0    40
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  209  346   100    71  960    99    11    0    16    48    0    40
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  209  346   100    71  960    99    11    0    16    48    0    40
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.98  0.95  0.92 0.98  0.95  0.92 1.00  0.95  0.92 1.00  0.95
Lanes:       1.00 1.54  0.46  1.00 1.81  0.19  1.00 0.00  1.00  1.00 0.00  1.00
Final Sat.:  1750 2870   829  1750 3354   346  1750    0  1800  1750    0  1800
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.12  0.12  0.04 0.29  0.29  0.01 0.00  0.01  0.03 0.00  0.02
Crit Moves:  ****                 ****                    ****  ****
Green/Cycle: 0.23 0.51  0.51  0.27 0.55  0.55  0.02 0.00  0.02  0.09 0.00  0.08
Volume/Cap:  0.52 0.24  0.24  0.15 0.52  0.52  0.26 0.00  0.37  0.30 0.00  0.26
Delay/Veh:   38.2 14.9  14.9  30.7 15.7  15.7  56.1  0.0  58.3  47.8  0.0  48.1
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  38.2 14.9  14.9  30.7 15.7  15.7  56.1  0.0  58.3  47.8  0.0  48.1
LOS by Move:   D+    B     B     C    B     B    E+    A    E+     D    A     D
HCM2k95thQ:    14    8     8     4   21    21     1    0     2     4    0     3
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #6: McCarthy Blvd and Ranch Drive (North)




```
Street Name:          McCarthy Blvd                    Ranch Drive (North)
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     0    0     0    10   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 7 Jun 2012 << 8:00:00 AM
Base Vol:     209  346   100    71  960    99    11    0    16    48    0    40
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  209  346   100    71  960    99    11    0    16    48    0    40
Added Vol:      0    2     0     8    2     0     0    0     0     0    0     5
Pass-by Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  209  348   100    79  962    99    11    0    16    48    0    45
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   209  348   100    79  962    99    11    0    16    48    0    45
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  209  348   100    79  962    99    11    0    16    48    0    45
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  209  348   100    79  962    99    11    0    16    48    0    45
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.98  0.95  0.92 0.98  0.95  0.92 1.00  0.95  0.92 1.00  0.95
Lanes:       1.00 1.54  0.46  1.00 1.81  0.19  1.00 0.00  1.00  1.00 0.00  1.00
Final Sat.:  1750 2873   826  1750 3355   345  1750    0  1800  1750    0  1800
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.12  0.12  0.05 0.29  0.29  0.01 0.00  0.01  0.03 0.00  0.03
Crit Moves:  ****                 ****                    ****  ****
Green/Cycle: 0.23 0.51  0.51  0.27 0.55  0.55  0.02 0.00  0.02  0.09 0.00  0.09
Volume/Cap:  0.52 0.24  0.24  0.17 0.52  0.52  0.29 0.00  0.41  0.30 0.00  0.29
Delay/Veh:   38.2 14.9  14.9  30.9 15.7  15.7  57.2  0.0  60.0  47.8  0.0  48.1
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  38.2 14.9  14.9  30.9 15.7  15.7  57.2  0.0  60.0  47.8  0.0  48.1
LOS by Move:   D+    B     B     C    B     B    E+    A    E+     D    A     D
HCM2k95thQ:    14    8     8     4   21    21     2    0     2     4    0     4
Note: Queue reported is the number of cars per lane.
```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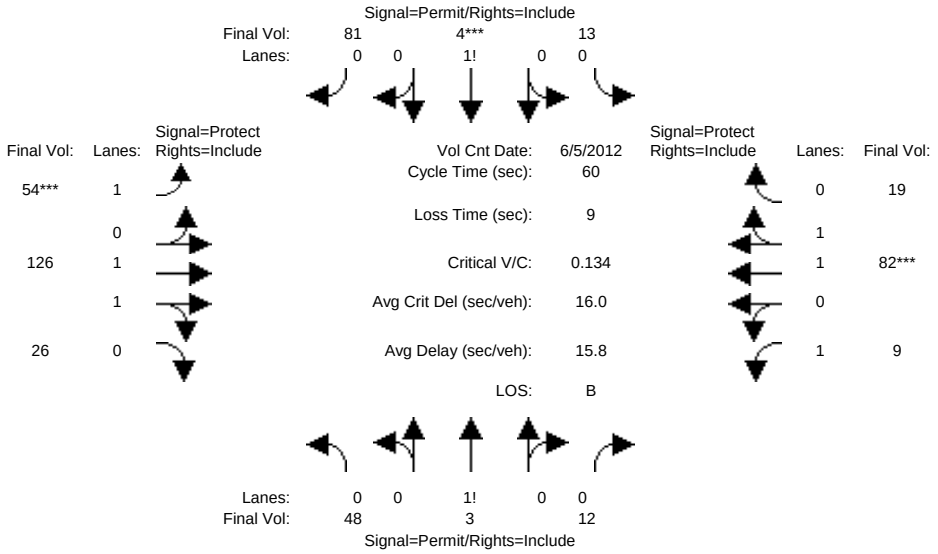
SJ12-1361
Background plus Project - AM Peak Hour

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

Intersection #7: Ranch Drive and Project Entrance

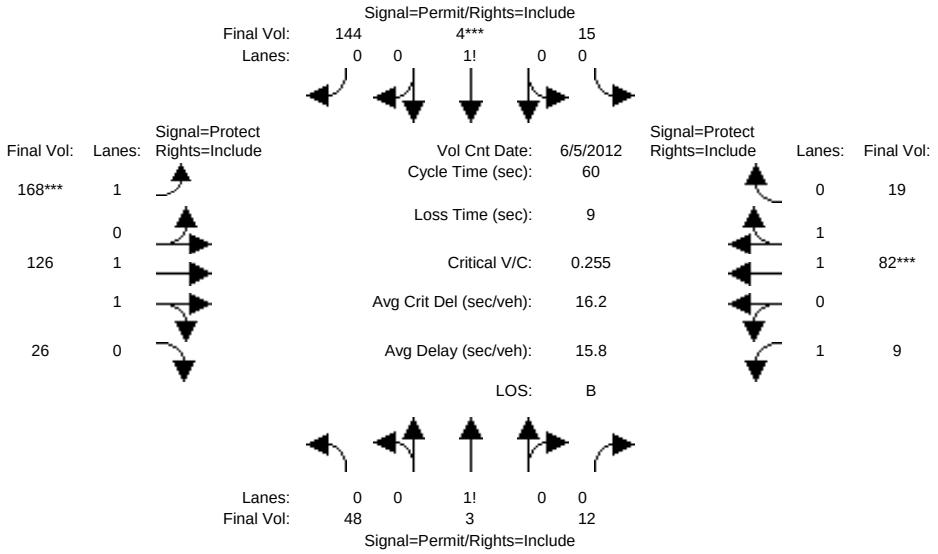



```
Street Name:         Project Entrance                    Ranch Drive
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM
Base Vol:      48    3    12    13    4    81    54  126    26     9   82    19
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   48    3    12    13    4    81    54  126    26     9   82    19
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   48    3    12    13    4    81    54  126    26     9   82    19
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    48    3    12    13    4    81    54  126    26     9   82    19
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   48    3    12    13    4    81    54  126    26     9   82    19
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   48    3    12    13    4    81    54  126    26     9   82    19
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.98  0.95  0.92 0.98  0.95
Lanes:       0.76 0.05  0.19  0.13 0.04  0.83  1.00 1.65  0.35  1.00 1.61  0.39
Final Sat.:  1333   83   333   232   71  1446  1750 3067   633  1750 3003   696
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.04  0.04  0.06 0.06  0.06  0.03 0.04  0.04  0.01 0.03  0.03
Crit Moves:                          ****        ****                 ****
Green/Cycle: 0.42 0.42  0.42  0.42 0.42  0.42  0.23 0.25  0.25  0.18 0.20  0.20
Volume/Cap:  0.09 0.09  0.09  0.13 0.13  0.13  0.13 0.16  0.16  0.03 0.13  0.13
Delay/Veh:   10.6 10.6  10.6  10.9 10.9  10.9  18.5 17.5  17.5  20.4 19.7  19.7
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  10.6 10.6  10.6  10.9 10.9  10.9  18.5 17.5  17.5  20.4 19.7  19.7
LOS by Move:   B+   B+    B+    B+   B+    B+    B-    B     B    C+   B-    B-
HCM2k95thQ:     2    2     2     3    3     3     2    2     2     0    2     2
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #7: Ranch Drive and Project Entrance




```
Street Name:         Project Entrance                    Ranch Drive
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM
Base Vol:      48    3    12    13    4    81    54  126    26     9   82    19
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   48    3    12    13    4    81    54  126    26     9   82    19
Added Vol:      0    0     0     0    0    59   109    0     0     0    0     0
Pass-by Div:    0    0     0     2    0     4     5    0     0     0    0     0
Initial Fut:   48    3    12    15    4   144   168  126    26     9   82    19
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    48    3    12    15    4   144   168  126    26     9   82    19
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   48    3    12    15    4   144   168  126    26     9   82    19
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   48    3    12    15    4   144   168  126    26     9   82    19
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.98  0.95  0.92 0.98  0.95
Lanes:       0.76 0.05  0.19  0.09 0.02  0.89  1.00 1.65  0.35  1.00 1.61  0.39
Final Sat.:  1333   83   333   161   43  1546  1750 3067   633  1750 3003   696
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.04  0.04  0.09 0.09  0.09  0.10 0.04  0.04  0.01 0.03  0.03
Crit Moves:                          ****        ****                 ****
Green/Cycle: 0.34 0.34  0.34  0.34 0.34  0.34  0.35 0.30  0.30  0.21 0.17  0.17
Volume/Cap:  0.11 0.11  0.11  0.28 0.28  0.28  0.28 0.14  0.14  0.02 0.16  0.16
Delay/Veh:   13.8 13.8  13.8  14.8 14.8  14.8  14.4 15.3  15.3  18.8 21.5  21.5
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  13.8 13.8  13.8  14.8 14.8  14.8  14.4 15.3  15.3  18.8 21.5  21.5
LOS by Move:    B    B     B     B    B     B     B    B     B    B-   C+    C+
HCM2k95thQ:     2    2     2     5    5     5     5    2     2     0    2     2
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
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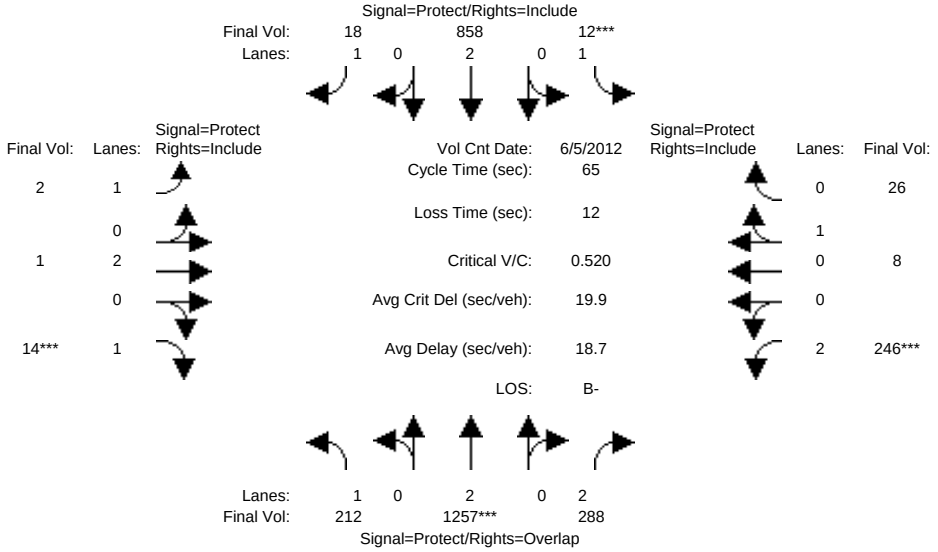
Background plus Project - AM Peak Hour

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

Intersection #8: McCarthy Blvd and Ranch Dr (South)




```
Street Name:          McCarthy Blvd                    Ranch Dr (South)
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM
Base Vol:     212 1257   288    12  858    18     2    1    14   246    8    26
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  212 1257   288    12  858    18     2    1    14   246    8    26
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  212 1257   288    12  858    18     2    1    14   246    8    26
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   212 1257   288    12  858    18     2    1    14   246    8    26
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  212 1257   288    12  858    18     2    1    14   246    8    26
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  212 1257   288    12  858    18     2    1    14   246    8    26
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.83  0.92 1.00  0.92  0.92 1.00  0.92  0.83 0.95  0.95
Lanes:       1.00 2.00  2.00  1.00 2.00  1.00  1.00 2.00  1.00  2.00 0.24  0.76
Final Sat.:  1750 3800  3150  1750 3800  1750  1750 3800  1750  3150  424  1376
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.33  0.09  0.01 0.23  0.01  0.00 0.00  0.01  0.08 0.02  0.02
Crit Moves:        ****        ****                        ****  ****
Green/Cycle: 0.19 0.45  0.55  0.11 0.36  0.36  0.11 0.15  0.15  0.11 0.15  0.15
Volume/Cap:  0.63 0.74  0.17  0.06 0.63  0.03  0.01 0.00  0.05  0.73 0.12  0.12
Delay/Veh:   27.7 16.7   7.2  26.2 18.1  13.4  25.9 23.3  23.5  35.7 23.9  23.9
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  27.7 16.7   7.2  26.2 18.1  13.4  25.9 23.3  23.5  35.7 23.9  23.9
LOS by Move:    C    B     A     C   B-     B     C    C     C    D+    C     C
HCM2k95thQ:     8   19     3     1   15     1     0    0     1     6    1     1
Note: Queue reported is the number of cars per lane.
```

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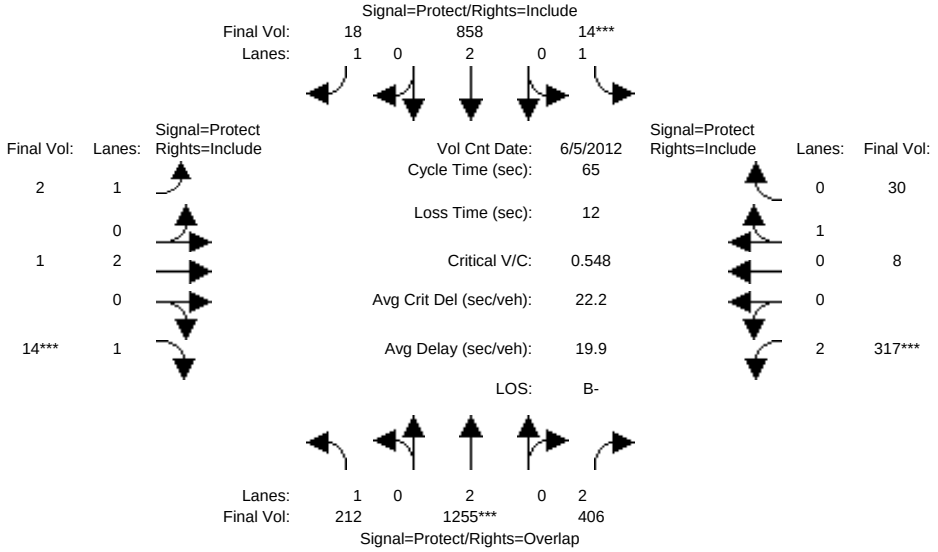
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #8: McCarthy Blvd and Ranch Dr (South)




```
Street Name:          McCarthy Blvd                    Ranch Dr (South)
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM
Base Vol:     212 1257   288    12  858    18     2    1    14   246    8    26
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  212 1257   288    12  858    18     2    1    14   246    8    26
Added Vol:      0    0   113     2    0     0     0    0     0    69    0     2
Pass-by Div:    0   -2     5     0    0     0     0    0     0     2    0     2
Initial Fut:  212 1255   406    14  858    18     2    1    14   317    8    30
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   212 1255   406    14  858    18     2    1    14   317    8    30
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  212 1255   406    14  858    18     2    1    14   317    8    30
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  212 1255   406    14  858    18     2    1    14   317    8    30
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.83  0.92 1.00  0.92  0.92 1.00  0.92  0.83 0.95  0.95
Lanes:       1.00 2.00  2.00  1.00 2.00  1.00  1.00 2.00  1.00  2.00 0.21  0.79
Final Sat.:  1750 3800  3150  1750 3800  1750  1750 3800  1750  3150  379  1421
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.33  0.13  0.01 0.23  0.01  0.00 0.00  0.01  0.10 0.02  0.02
Crit Moves:       ****        ****                        ****  ****
Green/Cycle: 0.19 0.42  0.55  0.11 0.35  0.35  0.12 0.15  0.15  0.13 0.17  0.17
Volume/Cap:  0.65 0.78  0.23  0.07 0.65  0.03  0.01 0.00  0.05  0.78 0.13  0.13
Delay/Veh:   29.2 18.5   7.5  26.3 19.1  14.0  25.4 23.3  23.5  36.6 23.3  23.3
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  29.2 18.5   7.5  26.3 19.1  14.0  25.4 23.3  23.5  36.6 23.3  23.3
LOS by Move:    C   B-     A     C   B-     B     C    C     C    D+    C     C
HCM2k95thQ:     9   20     5     1   16     1     0    0     1     8    1     1
Note: Queue reported is the number of cars per lane.
```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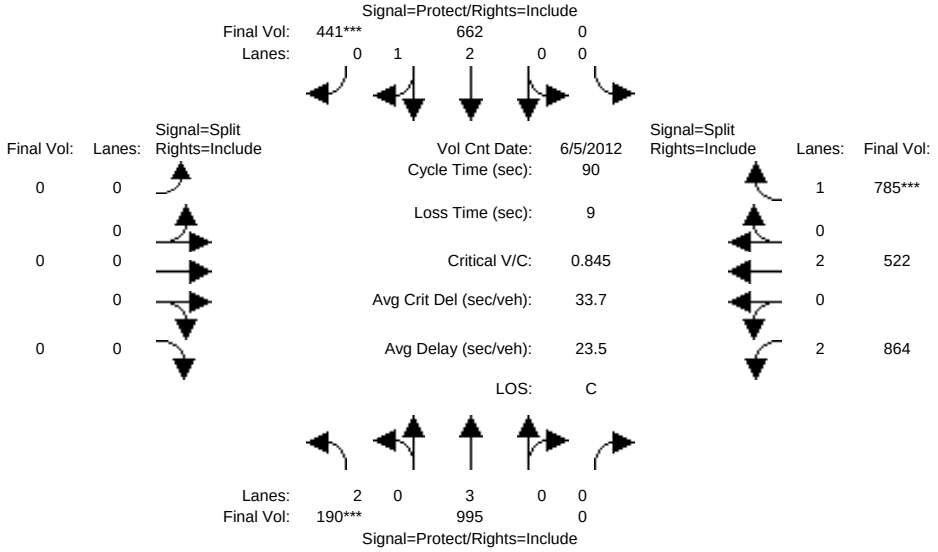
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

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

Intersection #9: McCarthy Blvd and SR-237 WB Ramps



Street Name:	McCarthy Blvd						SR-237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	190	995	0	0	662	441	0	0	0	864	522	785
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	995	0	0	662	441	0	0	0	864	522	785
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	995	0	0	662	441	0	0	0	864	522	785
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	995	0	0	662	441	0	0	0	864	522	785
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	995	0	0	662	441	0	0	0	864	522	785
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	995	0	0	662	441	0	0	0	864	522	785
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	2.00	1.00
Final Sat.:	3150	5700	0	0	3800	1750	0	0	0	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.17	0.00	0.00	0.17	0.25	0.00	0.00	0.00	0.27	0.14	0.45
Crit Moves:	****					****						****
Green/Cycle:	0.08	0.37	0.00	0.00	0.30	0.30	0.00	0.00	0.00	0.53	0.53	0.53
Volume/Cap:	0.78	0.47	0.00	0.00	0.59	0.85	0.00	0.00	0.00	0.52	0.26	0.85
Delay/Veh:	55.1	21.6	0.0	0.0	27.5	35.5	0.0	0.0	0.0	14.2	11.8	26.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.1	21.6	0.0	0.0	27.5	35.5	0.0	0.0	0.0	14.2	11.8	26.0
LOS by Move:	E+	C+	A	A	C	D+	A	A	A	B	B+	C
HCM2k95thQ:	6	12	0	0	14	23	0	0	0	17	7	34

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

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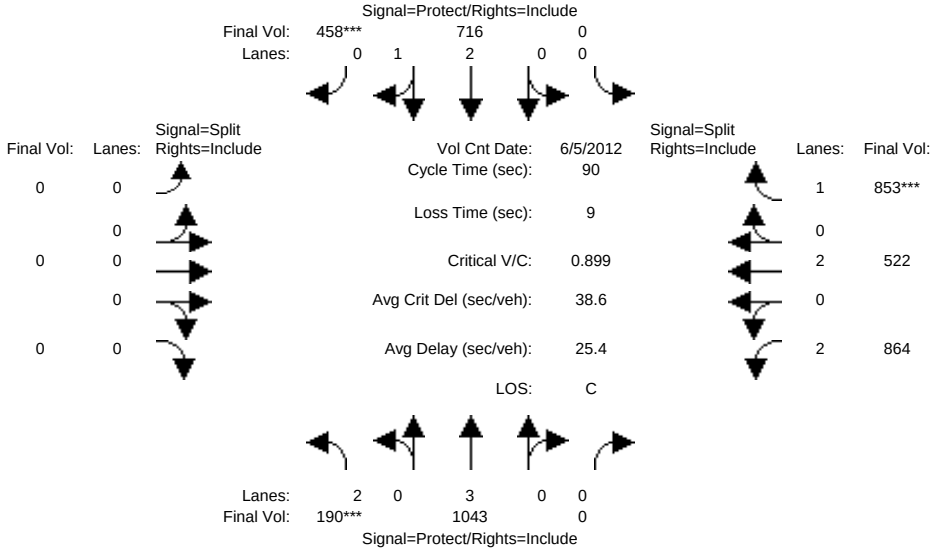
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #9: McCarthy Blvd and SR-237 WB Ramps



Street Name:	McCarthy Blvd						SR-237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	190	995	0	0	662	441	0	0	0	864	522	785
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	995	0	0	662	441	0	0	0	864	522	785
Added Vol:	0	47	0	0	53	16	0	0	0	0	0	66
Pass-by Div:	0	1	0	0	1	1	0	0	0	0	0	2
Initial Fut:	190	1043	0	0	716	458	0	0	0	864	522	853
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	1043	0	0	716	458	0	0	0	864	522	853
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	1043	0	0	716	458	0	0	0	864	522	853
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	1043	0	0	716	458	0	0	0	864	522	853
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	2.00	1.00
Final Sat.:	3150	5700	0	0	3800	1750	0	0	0	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.00	0.00	0.19	0.26	0.00	0.00	0.00	0.27	0.14	0.49
Crit Moves:	****					****						****
Green/Cycle:	0.08	0.37	0.00	0.00	0.29	0.29	0.00	0.00	0.00	0.53	0.53	0.53
Volume/Cap:	0.78	0.50	0.00	0.00	0.66	0.91	0.00	0.00	0.00	0.51	0.26	0.91
Delay/Veh:	55.1	22.4	0.0	0.0	29.1	40.8	0.0	0.0	0.0	13.7	11.3	31.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.1	22.4	0.0	0.0	29.1	40.8	0.0	0.0	0.0	13.7	11.3	31.8
LOS by Move:	E+	C+	A	A	C	D	A	A	A	B	B+	C
HCM2k95thQ:	6	13	0	0	16	26	0	0	0	16	7	40

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

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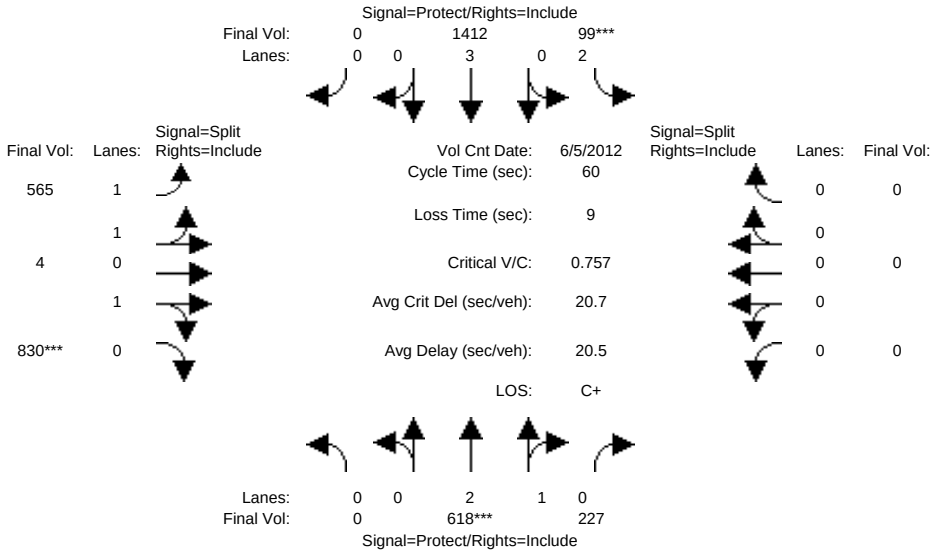
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

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

Intersection #10: McCarthy Blvd and SR-237 EB Ramps



Street Name:	McCarthy Blvd						SR-237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	0	618	227	99	1412	0	565	4	830	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	618	227	99	1412	0	565	4	830	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	618	227	99	1412	0	565	4	830	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	618	227	99	1412	0	565	4	830	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	618	227	99	1412	0	565	4	830	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	618	227	99	1412	0	565	4	830	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.83	1.00	0.92	0.93	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	2.16	0.84	2.00	3.00	0.00	1.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	4094	1504	3150	5700	0	3493	25	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.15	0.03	0.25	0.00	0.16	0.16	0.46	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.18	0.18	0.12	0.30	0.00	0.55	0.55	0.55	0.00	0.00	0.00
Volume/Cap:	0.00	0.83	0.83	0.27	0.83	0.00	0.29	0.29	0.83	0.00	0.00	0.00
Delay/Veh:	0.0	29.8	29.8	24.6	23.4	0.0	7.2	7.2	14.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	29.8	29.8	24.6	23.4	0.0	7.2	7.2	14.9	0.0	0.0	0.0
LOS by Move:	A	C	C	C	C	A	A	A	B	A	A	A
HCM2k95thQ:	0	11	11	2	16	0	6	6	28	0	0	0

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

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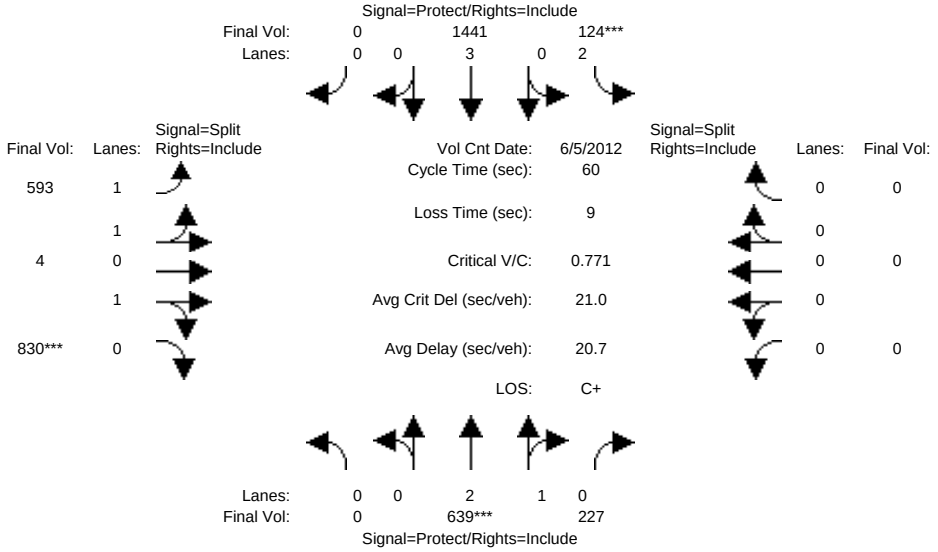
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #10: McCarthy Blvd and SR-237 EB Ramps



Street Name:	McCarthy Blvd						SR-237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	0	618	227	99	1412	0	565	4	830	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	618	227	99	1412	0	565	4	830	0	0	0
Added Vol:	0	21	0	25	28	0	27	0	0	0	0	0
Pass-by Div:	0	0	0	0	1	0	1	0	0	0	0	0
Initial Fut:	0	639	227	124	1441	0	593	4	830	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	639	227	124	1441	0	593	4	830	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	639	227	124	1441	0	593	4	830	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	639	227	124	1441	0	593	4	830	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.93	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	2.18	0.82	2.00	3.00	0.00	1.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	4130	1467	3150	5700	0	3497	24	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.15	0.04	0.25	0.00	0.17	0.17	0.46	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.18	0.18	0.12	0.30	0.00	0.55	0.55	0.55	0.00	0.00	0.00
Volume/Cap:	0.00	0.84	0.84	0.34	0.84	0.00	0.31	0.31	0.84	0.00	0.00	0.00
Delay/Veh:	0.0	29.9	29.9	24.9	23.5	0.0	7.4	7.4	15.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	29.9	29.9	24.9	23.5	0.0	7.4	7.4	15.2	0.0	0.0	0.0
LOS by Move:	A	C	C	C	C	A	A	A	B	A	A	A
HCM2k95thQ:	0	11	11	3	16	0	7	7	29	0	0	0

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

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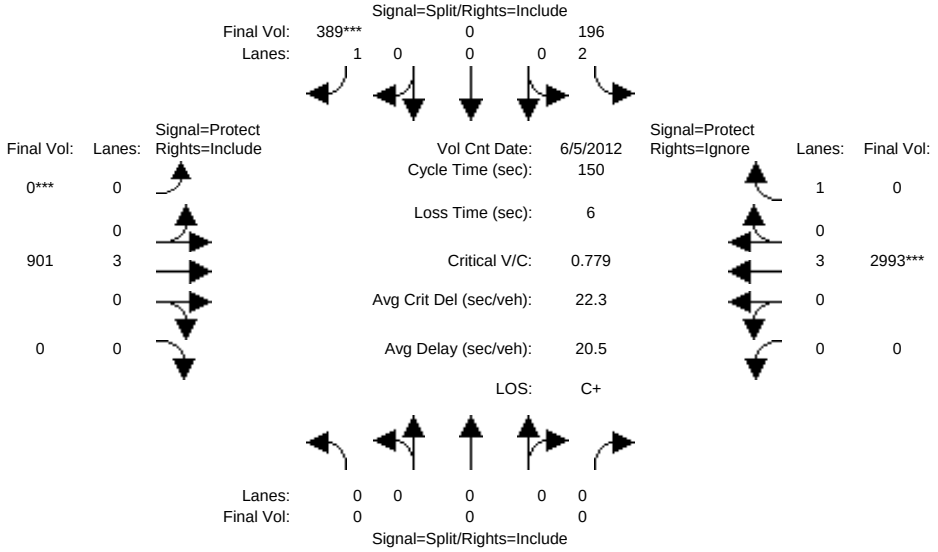
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

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

Intersection #11: I-880 SB Ramps and SR-237

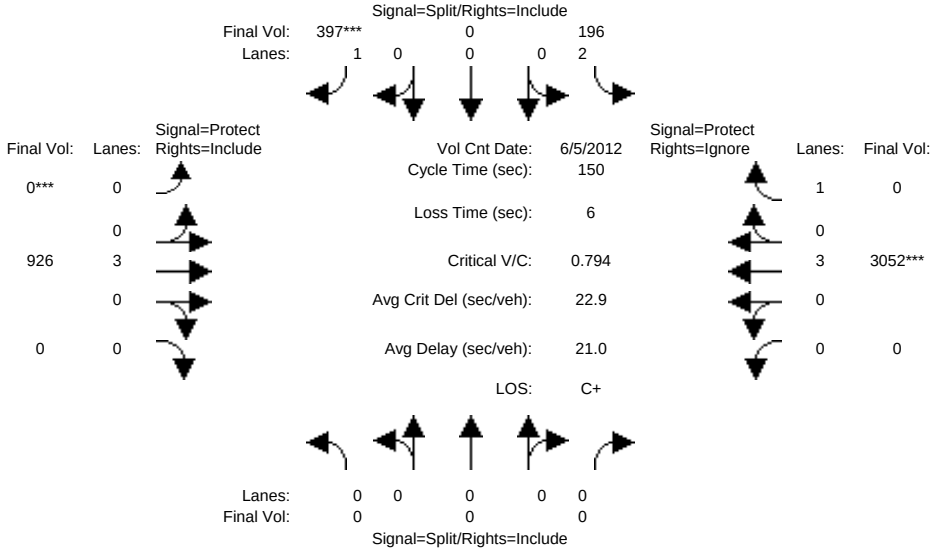



```
Street Name:          I-880 SB Ramps                        SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0    0     0   10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0  4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM
Base Vol:       0    0     0  196    0   389     0  901     0     0 2993   691
Growth Adj:  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0  196    0   389     0  901     0     0 2993   691
Added Vol:      0    0     0    0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0    0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0  196    0   389     0  901     0     0 2993   691
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Volume:     0    0     0  196    0   389     0  901     0     0 2993     0
Reduct Vol:     0    0     0    0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0  196    0   389     0  901     0     0 2993     0
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
FinalVolume:    0    0     0  196    0   389     0  901     0     0 2993     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900 1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92 0.83 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       0.00 0.00  0.00 2.00 0.00  1.00  0.00 3.00  0.00  0.00 3.00  1.00
Final Sat.:     0    0     0 3150    0  1750     0 5700     0     0 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00 0.06 0.00  0.22  0.00 0.16  0.00  0.00 0.53  0.00
Crit Moves:                              ****  ****                   ****
Green/Cycle: 0.00 0.00  0.00 0.29 0.00  0.29  0.00 0.67  0.00  0.00 0.67  0.00
Volume/Cap:  0.00 0.00  0.00 0.22 0.00  0.78  0.00 0.23  0.00  0.00 0.78  0.00
Delay/Veh:    0.0  0.0   0.0 40.9  0.0  56.9   0.0  9.5   0.0   0.0 17.8   0.0
User DelAdj: 1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0  0.0   0.0 40.9  0.0  56.9   0.0  9.5   0.0   0.0 17.8   0.0
LOS by Move:    A    A     A    D    A    E+     A    A     A     A    B     A
HCM2k95thQ:     0    0     0    8    0    33     0   10     0     0   49     0
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #11: I-880 SB Ramps and SR-237




```
Street Name:          I-880 SB Ramps                        SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0    0     0    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM
Base Vol:       0    0     0   196    0   389     0  901     0     0 2993   691
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0   196    0   389     0  901     0     0 2993   691
Added Vol:      0    0     0     0    0     8     0   25     0     0   58     0
Pass-by Div:    0    0     0     0    0     0     0    0     0     0    1     0
Initial Fut:    0    0     0   196    0   397     0  926     0     0 3052   691
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Volume:     0    0     0   196    0   397     0  926     0     0 3052     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0   196    0   397     0  926     0     0 3052     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
FinalVolume:    0    0     0   196    0   397     0  926     0     0 3052     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.83 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       0.00 0.00  0.00  2.00 0.00  1.00  0.00 3.00  0.00  0.00 3.00  1.00
Final Sat.:     0    0     0  3150    0  1750     0 5700     0     0 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.06 0.00  0.23  0.00 0.16  0.00  0.00 0.54  0.00
Crit Moves:                                ****  ****                  ****
Green/Cycle: 0.00 0.00  0.00  0.29 0.00  0.29  0.00 0.67  0.00  0.00 0.67  0.00
Volume/Cap:  0.00 0.00  0.00  0.22 0.00  0.79  0.00 0.24  0.00  0.00 0.79  0.00
Delay/Veh:    0.0  0.0   0.0  40.9  0.0  58.0   0.0  9.5   0.0   0.0 18.3   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0  0.0   0.0  40.9  0.0  58.0   0.0  9.5   0.0   0.0 18.3   0.0
LOS by Move:    A    A     A     D    A    E+     A    A     A     A   B-     A
HCM2k95thQ:     0    0     0     8    0    34     0   10     0     0   51     0
Note: Queue reported is the number of cars per lane.
```

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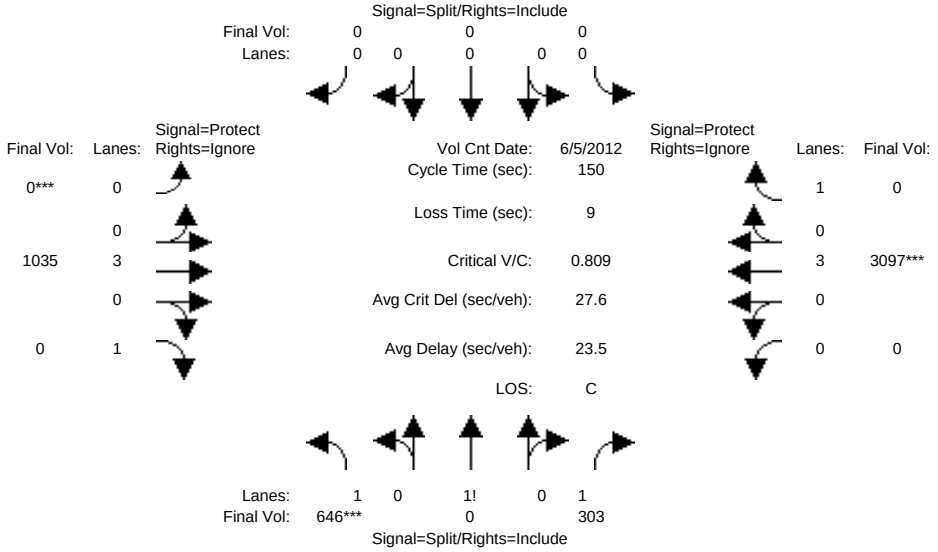
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #12: I-880 NB Ramps and SR-237

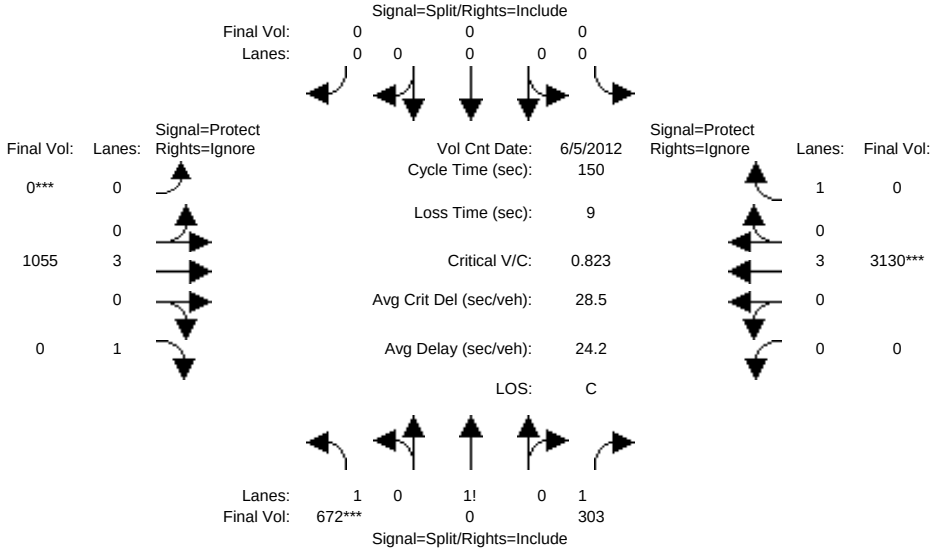



```
Street Name:          I-880 NB Ramps                        SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10     0    0     0     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM
Base Vol:     646    0   303     0    0     0     0 1035    87     0 3097   234
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  646    0   303     0    0     0     0 1035    87     0 3097   234
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  646    0   303     0    0     0     0 1035    87     0 3097   234
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Volume:   646    0   303     0    0     0     0 1035     0     0 3097     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  646    0   303     0    0     0     0 1035     0     0 3097     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
FinalVolume:  646    0   303     0    0     0     0 1035     0     0 3097     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.93 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.68 0.00  1.32  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:  2978    0  2314     0    0     0     0 5700  1750     0 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.22 0.00  0.13  0.00 0.00  0.00  0.00 0.18  0.00  0.00 0.54  0.00
Crit Moves:  ****                             ****                    ****
Green/Cycle: 0.27 0.00  0.27  0.00 0.00  0.00  0.00 0.67  0.00  0.00 0.67  0.00
Volume/Cap:  0.81 0.00  0.49  0.00 0.00  0.00  0.00 0.27  0.00  0.00 0.81  0.00
Delay/Veh:   55.6  0.0  46.4   0.0  0.0   0.0   0.0  9.9   0.0   0.0 19.1   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  55.6  0.0  46.4   0.0  0.0   0.0   0.0  9.9   0.0   0.0 19.1   0.0
LOS by Move:   E+    A     D     A    A     A     A    A     A     A   B-     A
HCM2k95thQ:    33    0    18     0    0     0     0   12     0     0   55     0
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #12: I-880 NB Ramps and SR-237

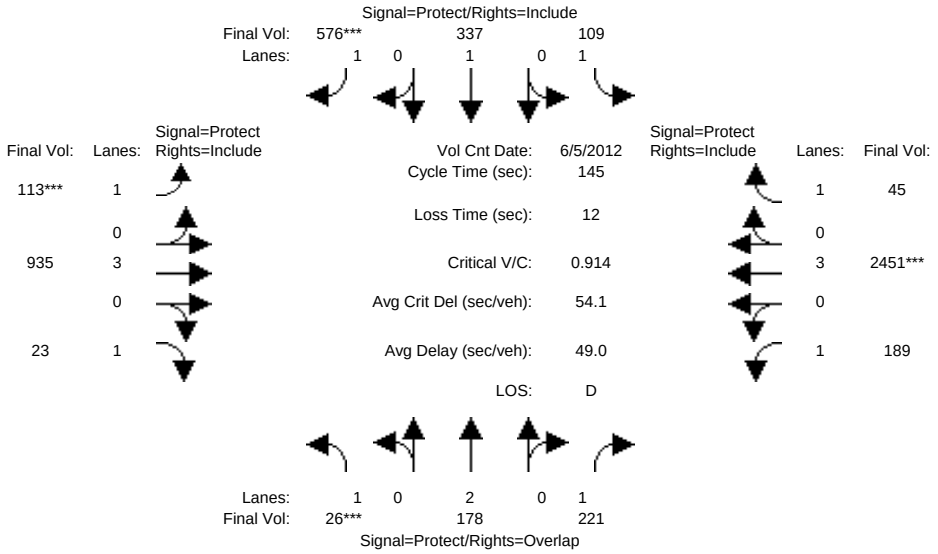



```
Street Name:          I-880 NB Ramps                        SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10     0    0     0     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM
Base Vol:     646    0   303     0    0     0     0 1035    87     0 3097   234
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  646    0   303     0    0     0     0 1035    87     0 3097   234
Added Vol:     25    0     0     0    0     0     0   20     5     0   33     0
Pass-by Div:    1    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  672    0   303     0    0     0     0 1055    92     0 3130   234
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Volume:   672    0   303     0    0     0     0 1055     0     0 3130     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  672    0   303     0    0     0     0 1055     0     0 3130     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
FinalVolume:  672    0   303     0    0     0     0 1055     0     0 3130     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.93 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.69 0.00  1.31  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:  2993    0  2299     0    0     0     0 5700  1750     0 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.22 0.00  0.13  0.00 0.00  0.00  0.00 0.19  0.00  0.00 0.55  0.00
Crit Moves:  ****                             ****                    ****
Green/Cycle: 0.27 0.00  0.27  0.00 0.00  0.00  0.00 0.67  0.00  0.00 0.67  0.00
Volume/Cap:  0.82 0.00  0.48  0.00 0.00  0.00  0.00 0.28  0.00  0.00 0.82  0.00
Delay/Veh:   55.9  0.0  45.9   0.0  0.0   0.0   0.0 10.2   0.0   0.0 20.0   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  55.9  0.0  45.9   0.0  0.0   0.0   0.0 10.2   0.0   0.0 20.0   0.0
LOS by Move:   E+    A     D     A    A     A     A   B+     A     A   B-     A
HCM2k95thQ:    34    0    18     0    0     0     0   12     0     0   57     0
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

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

Intersection #13: Abel Street and SR-237



Street Name:	Abel Street						SR-237					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 7:40:00 AM												
Base Vol:	26	178	221	109	337	576	113	935	23	189	2451	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	178	221	109	337	576	113	935	23	189	2451	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	178	221	109	337	576	113	935	23	189	2451	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	178	221	109	337	576	113	935	23	189	2451	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	178	221	109	337	576	113	935	23	189	2451	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	178	221	109	337	576	113	935	23	189	2451	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.05	0.13	0.06	0.18	0.33	0.06	0.16	0.01	0.11	0.43	0.03
Crit Moves:	****					****	****				****	
Green/Cycle:	0.05	0.21	0.41	0.19	0.35	0.35	0.07	0.31	0.31	0.21	0.45	0.45
Volume/Cap:	0.31	0.23	0.30	0.33	0.51	0.95	0.95	0.52	0.04	0.52	0.95	0.06
Delay/Veh:	68.7	47.9	28.6	51.6	38.2	70.3	133.3	41.0	34.5	52.5	46.5	22.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.7	47.9	28.6	51.6	38.2	70.3	133.3	41.0	34.5	52.5	46.5	22.2
LOS by Move:	E	D	C	D-	D+	E	F	D	C-	D-	D	C+
HCM2k95thQ:	3	7	13	9	21	50	16	21	2	14	52	2

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

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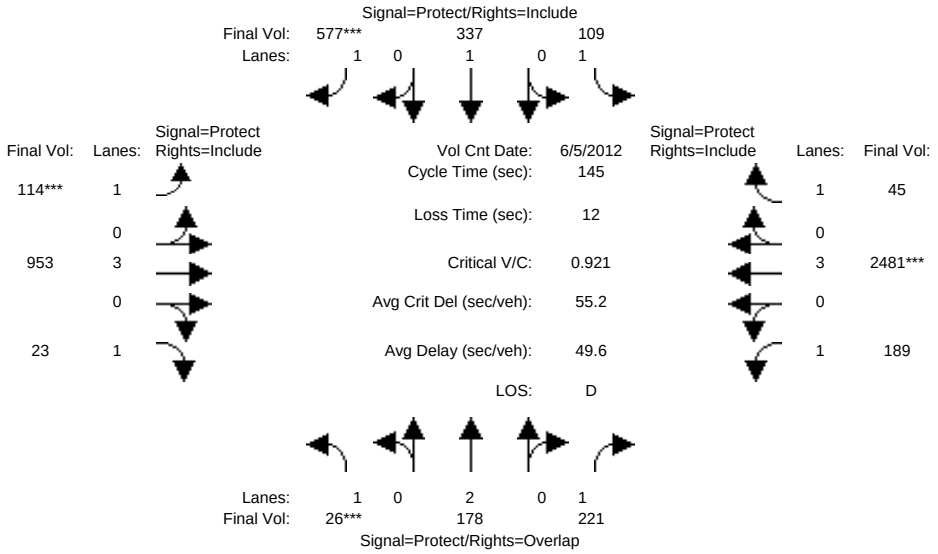
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #13: Abel Street and SR-237



Street Name:	Abel Street						SR-237					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 7:40:00 AM												
Base Vol:	26	178	221	109	337	576	113	935	23	189	2451	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	178	221	109	337	576	113	935	23	189	2451	45
Added Vol:	0	0	0	0	0	1	1	18	0	0	30	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	178	221	109	337	577	114	953	23	189	2481	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	178	221	109	337	577	114	953	23	189	2481	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	178	221	109	337	577	114	953	23	189	2481	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	178	221	109	337	577	114	953	23	189	2481	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.05	0.13	0.06	0.18	0.33	0.07	0.17	0.01	0.11	0.44	0.03
Crit Moves:	****					****	****				****	
Green/Cycle:	0.05	0.21	0.41	0.19	0.35	0.35	0.07	0.32	0.32	0.21	0.46	0.46
Volume/Cap:	0.31	0.23	0.31	0.33	0.51	0.96	0.96	0.53	0.04	0.53	0.96	0.06
Delay/Veh:	68.7	48.0	28.9	51.7	38.5	72.3	135.5	40.7	34.2	52.7	47.4	22.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.7	48.0	28.9	51.7	38.5	72.3	135.5	40.7	34.2	52.7	47.4	22.1
LOS by Move:	E	D	C	D-	D+	E	F	D	C-	D-	D	C+
HCM2k95thQ:	3	7	13	9	21	51	16	21	2	14	53	2

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

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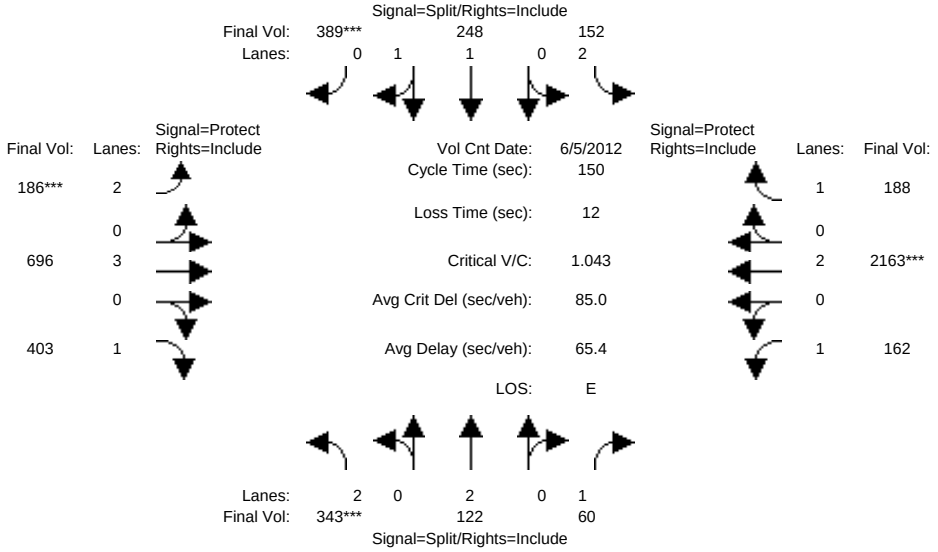
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

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

Intersection #14: Milpitas Blvd and SR-237

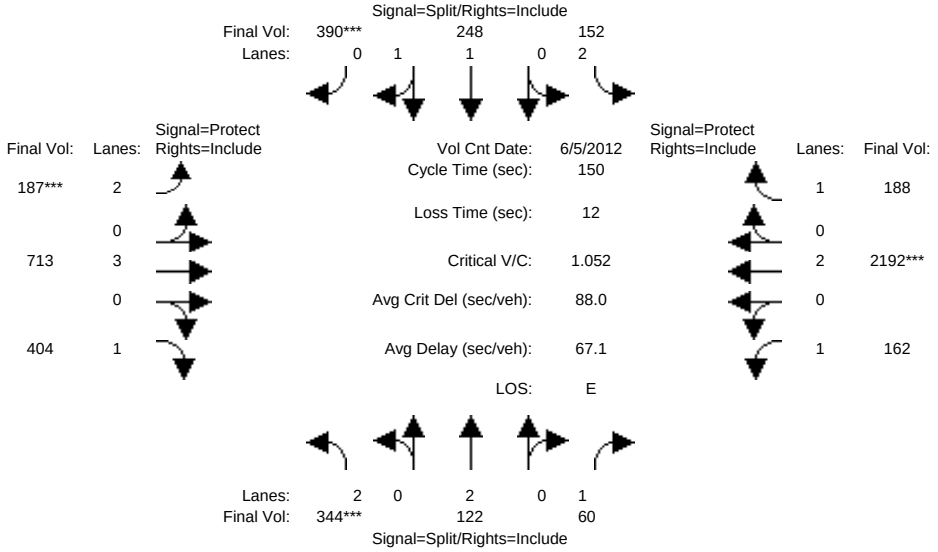



```
Street Name:          Milpitas Blvd                          SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM
Base Vol:     343  122    60   152  248   389   186  696   403   162 2163   188
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  343  122    60   152  248   389   186  696   403   162 2163   188
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  343  122    60   152  248   389   186  696   403   162 2163   188
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   343  122    60   152  248   389   186  696   403   162 2163   188
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  343  122    60   152  248   389   186  696   403   162 2163   188
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  343  122    60   152  248   389   186  696   403   162 2163   188
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.83 1.00  0.92  0.83 1.00  0.92  0.92 1.00  0.92
Lanes:       2.00 2.00  1.00  2.00 1.00  1.00  2.00 3.00  1.00  1.00 2.00  1.00
Final Sat.:  3150 3800  1750  3150 1900  1750  3150 5700  1750  1750 3800  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.03  0.03  0.05 0.13  0.22  0.06 0.12  0.23  0.09 0.57  0.11
Crit Moves:  ****                         ****  ****                    ****
Green/Cycle: 0.10 0.10  0.10  0.21 0.21  0.21  0.06 0.43  0.43  0.17 0.55  0.55
Volume/Cap:  1.04 0.31  0.33  0.23 0.61  1.04  1.04 0.28  0.54  0.54 1.04  0.20
Delay/Veh:  128.4 62.6  63.3  49.0 54.5 107.1 149.9 27.8  32.5  58.5 66.1  17.4
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh: 128.4 62.6  63.3  49.0 54.5 107.1 149.9 27.8  32.5  58.5 66.1  17.4
LOS by Move:    F    E     E     D   D-     F     F    C    C-    E+    E     B
HCM2k95thQ:    25    6     6     7   20    43    13   13    25    13   88     9
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #14: Milpitas Blvd and SR-237



Street Name:	Milpitas Blvd						SR-237					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	343	122	60	152	248	389	186	696	403	162	2163	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	343	122	60	152	248	389	186	696	403	162	2163	188
Added Vol:	1	0	0	0	0	1	1	17	1	0	29	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	344	122	60	152	248	390	187	713	404	162	2192	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	344	122	60	152	248	390	187	713	404	162	2192	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	344	122	60	152	248	390	187	713	404	162	2192	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	344	122	60	152	248	390	187	713	404	162	2192	188
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	1900	1750	3150	5700	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.03	0.03	0.05	0.13	0.22	0.06	0.13	0.23	0.09	0.58	0.11
Crit Moves:	****					****	****				****	
Green/Cycle:	0.10	0.10	0.10	0.21	0.21	0.21	0.06	0.43	0.43	0.17	0.55	0.55
Volume/Cap:	1.05	0.31	0.33	0.23	0.62	1.05	1.05	0.29	0.54	0.54	1.05	0.20
Delay/Veh:	131.4	62.7	63.5	49.1	54.7	110.2	152.8	27.8	32.3	58.4	69.1	17.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	131.4	62.7	63.5	49.1	54.7	110.2	152.8	27.8	32.3	58.4	69.1	17.3
LOS by Move:	F	E	E	D	D-	F	F	C	C-	E+	E	B
HCM2k95thQ:	26	6	6	7	20	43	13	13	25	13	90	9

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

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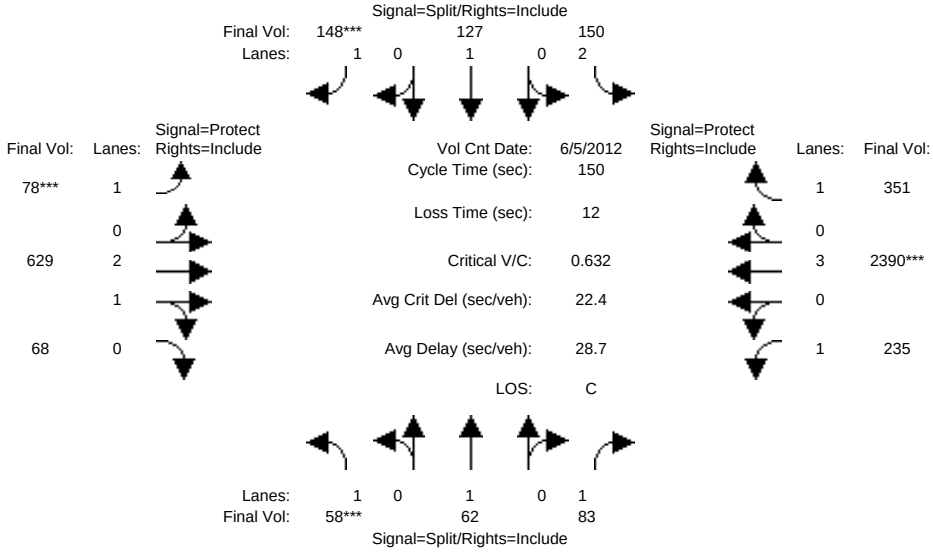
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

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

Intersection #15: Hillview Drive and SR-237




```
Street Name:          Hillview Drive                        SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 7:35:00 AM
Base Vol:      58   62    83   150  127   148    78  629    68   235 2390   351
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   58   62    83   150  127   148    78  629    68   235 2390   351
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   58   62    83   150  127   148    78  629    68   235 2390   351
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    58   62    83   150  127   148    78  629    68   235 2390   351
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   58   62    83   150  127   148    78  629    68   235 2390   351
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   58   62    83   150  127   148    78  629    68   235 2390   351
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.83 1.00  0.92  0.92 0.99  0.95  0.92 1.00  0.92
Lanes:       1.00 1.00  1.00  2.00 1.00  1.00  1.00 2.70  0.30  1.00 3.00  1.00
Final Sat.:  1750 1900  1750  3150 1900  1750  1750 5053   546  1750 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.03  0.05  0.05 0.07  0.08  0.04 0.12  0.12  0.13 0.42  0.20
Crit Moves:  ****                         ****  ****                   ****
Green/Cycle: 0.08 0.08  0.08  0.13 0.13  0.13  0.07 0.34  0.34  0.37 0.65  0.65
Volume/Cap:  0.44 0.43  0.63  0.37 0.51  0.65  0.65 0.36  0.36  0.36 0.65  0.31
Delay/Veh:   68.7 68.5  77.0  60.1 62.6  68.4  79.9 37.0  37.0  34.6 16.6  11.9
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  68.7 68.5  77.0  60.1 62.6  68.4  79.9 37.0  37.0  34.6 16.6  11.9
LOS by Move:    E    E    E-     E    E     E    E-   D+    D+    C-    B    B+
HCM2k95thQ:     6    6    10     8   11    15     8   15    15    16   37    14
Note: Queue reported is the number of cars per lane.
```

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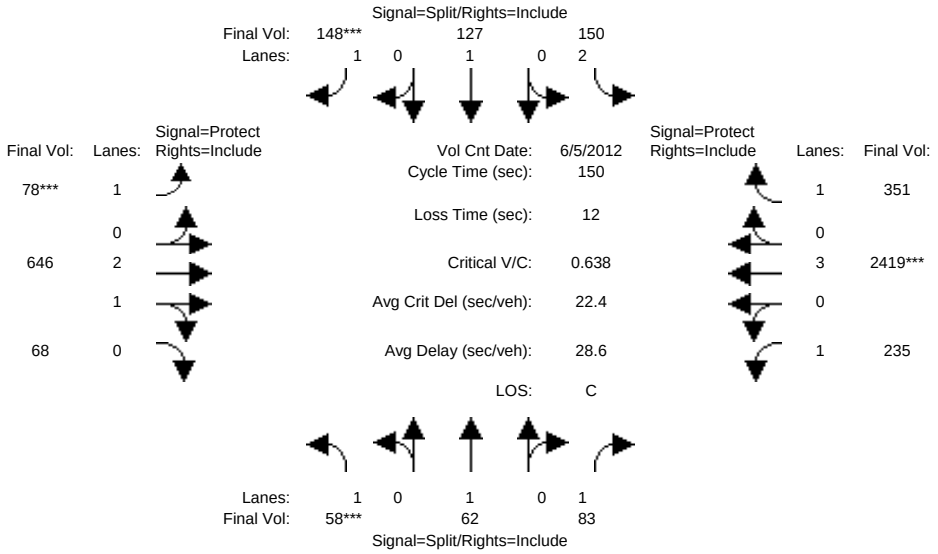
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #15: Hillview Drive and SR-237



Street Name:	Hillview Drive						SR-237					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 7:35:00 AM												
Base Vol:	58	62	83	150	127	148	78	629	68	235	2390	351
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	62	83	150	127	148	78	629	68	235	2390	351
Added Vol:	0	0	0	0	0	0	0	17	0	0	29	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	62	83	150	127	148	78	646	68	235	2419	351
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	62	83	150	127	148	78	646	68	235	2419	351
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	62	83	150	127	148	78	646	68	235	2419	351
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	62	83	150	127	148	78	646	68	235	2419	351
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	2.70	0.30	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	1750	5066	533	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.05	0.05	0.07	0.08	0.04	0.13	0.13	0.13	0.42	0.20
Crit Moves:	****					****	****				****	
Green/Cycle:	0.07	0.07	0.07	0.13	0.13	0.13	0.07	0.35	0.35	0.37	0.65	0.65
Volume/Cap:	0.45	0.44	0.64	0.37	0.52	0.65	0.65	0.37	0.37	0.37	0.65	0.31
Delay/Veh:	68.9	68.6	77.6	60.3	62.9	68.9	80.6	36.6	36.6	35.0	16.5	11.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.9	68.6	77.6	60.3	62.9	68.9	80.6	36.6	36.6	35.0	16.5	11.8
LOS by Move:	E	E	E-	E	E	E	F	D+	D+	D+	B	B+
HCM2k95thQ:	7	6	10	8	11	15	8	15	15	16	37	14

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

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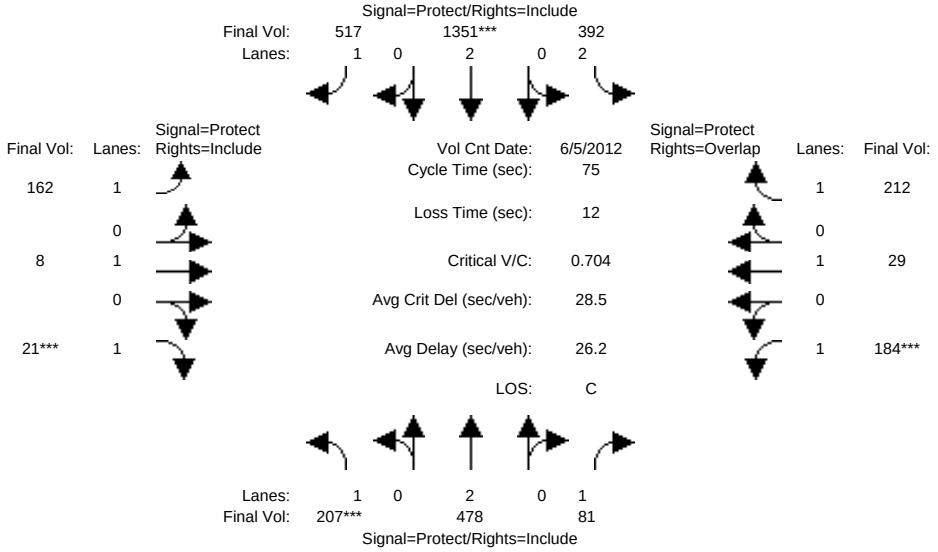
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

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

Intersection #16: McCarthy Blvd and Bellew Dr



Street Name:	McCarthy Blvd						Bellew Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM

Base Vol:	207	478	81	392	1351	517	162	8	21	184	29	212
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	207	478	81	392	1351	517	162	8	21	184	29	212
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	207	478	81	392	1351	517	162	8	21	184	29	212
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	207	478	81	392	1351	517	162	8	21	184	29	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	478	81	392	1351	517	162	8	21	184	29	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	207	478	81	392	1351	517	162	8	21	184	29	212

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat:	0.12	0.13	0.05	0.12	0.36	0.30	0.09	0.00	0.01	0.11	0.02	0.12
Crit Moves:	****				****				****	****		
Green/Cycle:	0.14	0.30	0.30	0.28	0.43	0.43	0.11	0.13	0.13	0.13	0.15	0.43
Volume/Cap:	0.82	0.42	0.15	0.45	0.82	0.68	0.86	0.03	0.09	0.82	0.10	0.28
Delay/Veh:	49.8	21.3	19.5	22.6	22.0	19.6	63.4	28.3	28.7	52.4	27.4	13.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.8	21.3	19.5	22.6	22.0	19.6	63.4	28.3	28.7	52.4	27.4	13.9
LOS by Move:	D	C+	B-	C+	C+	B-	E	C	C	D-	C	B
HCM2k95thQ:	11	8	3	8	24	18	13	0	1	13	1	7

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

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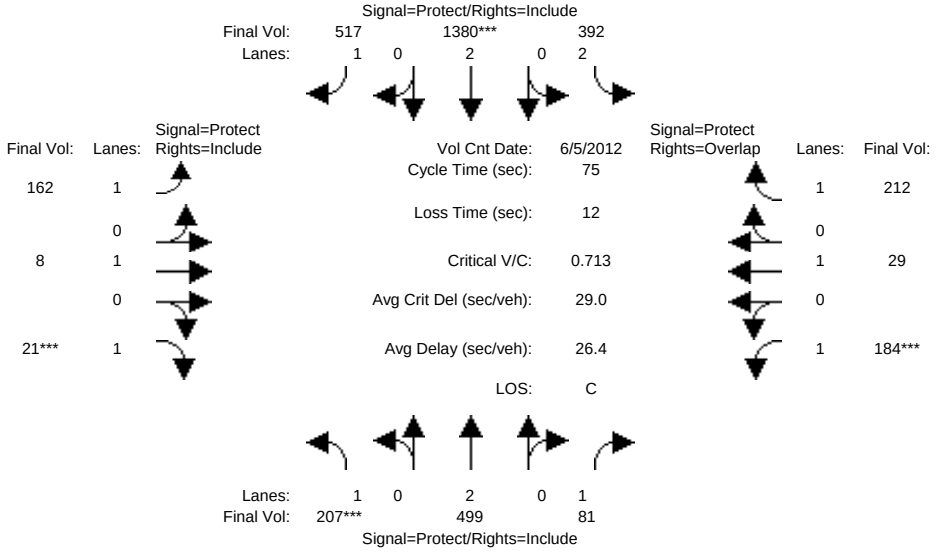
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #16: McCarthy Blvd and Bellew Dr



Street Name:	McCarthy Blvd						Bellew Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	207	478	81	392	1351	517	162	8	21	184	29	212
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	207	478	81	392	1351	517	162	8	21	184	29	212
Added Vol:	0	21	0	0	28	0	0	0	0	0	0	0
Pass-by Div:	0	0	0	0	1	0	0	0	0	0	0	0
Initial Fut:	207	499	81	392	1380	517	162	8	21	184	29	212
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	207	499	81	392	1380	517	162	8	21	184	29	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	499	81	392	1380	517	162	8	21	184	29	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	207	499	81	392	1380	517	162	8	21	184	29	212
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.13	0.05	0.12	0.36	0.30	0.09	0.00	0.01	0.11	0.02	0.12
Crit Moves:	****				****				****	****		
Green/Cycle:	0.14	0.30	0.30	0.28	0.44	0.44	0.11	0.13	0.13	0.13	0.15	0.43
Volume/Cap:	0.83	0.44	0.15	0.44	0.83	0.68	0.86	0.03	0.09	0.83	0.10	0.28
Delay/Veh:	51.6	21.4	19.4	22.6	22.3	19.2	64.6	28.3	28.7	54.3	27.5	13.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.6	21.4	19.4	22.6	22.3	19.2	64.6	28.3	28.7	54.3	27.5	13.9
LOS by Move:	D-	C+	B-	C+	C+	B-	E	C	C	D-	C	B
HCM2k95thQ:	11	9	3	8	25	18	13	0	1	14	1	7

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

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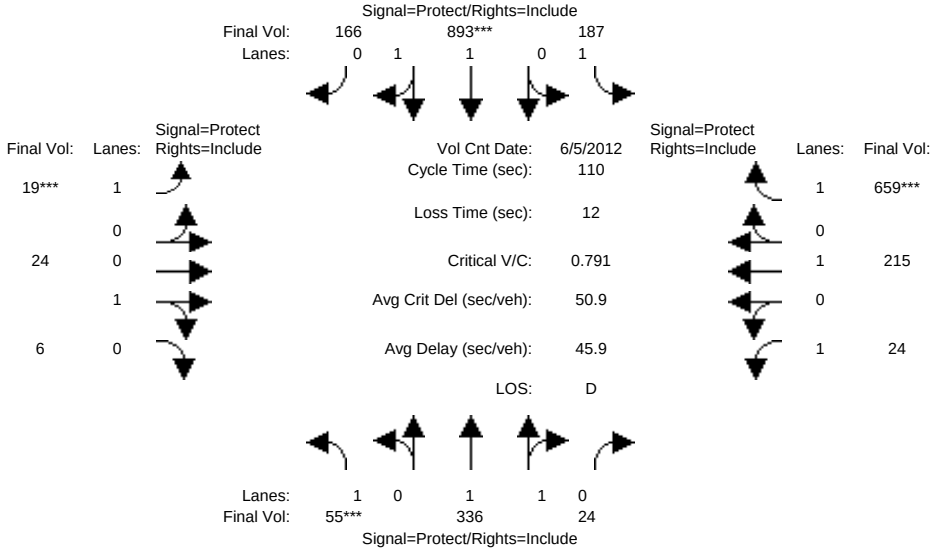
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

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

Intersection #17: McCarthy Blvd and Alder Dr



Street Name:	McCarthy Blvd						Barber Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	55	336	24	187	893	166	19	24	6	24	215	659
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	336	24	187	893	166	19	24	6	24	215	659
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	336	24	187	893	166	19	24	6	24	215	659
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	336	24	187	893	166	19	24	6	24	215	659
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	336	24	187	893	166	19	24	6	24	215	659
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	336	24	187	893	166	19	24	6	24	215	659
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	1.86	0.14	1.00	1.68	0.32	1.00	0.80	0.20	1.00	1.00	1.00
Final Sat.:	1750	3453	247	1750	3120	580	1750	1440	360	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.10	0.11	0.29	0.29	0.01	0.02	0.02	0.01	0.11	0.38
Crit Moves:	****				****		****					****
Green/Cycle:	0.09	0.19	0.19	0.21	0.31	0.31	0.09	0.25	0.25	0.25	0.40	0.40
Volume/Cap:	0.35	0.51	0.51	0.51	0.93	0.93	0.12	0.07	0.07	0.06	0.28	0.93
Delay/Veh:	48.2	40.7	40.7	39.9	50.9	50.9	46.3	31.8	31.8	31.7	22.3	51.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.2	40.7	40.7	39.9	50.9	50.9	46.3	31.8	31.8	31.7	22.3	51.1
LOS by Move:	D	D	D	D	D	D	D	C	C	C	C+	D-
HCM2k95thQ:	4	11	11	11	32	32	1	2	2	1	9	42

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

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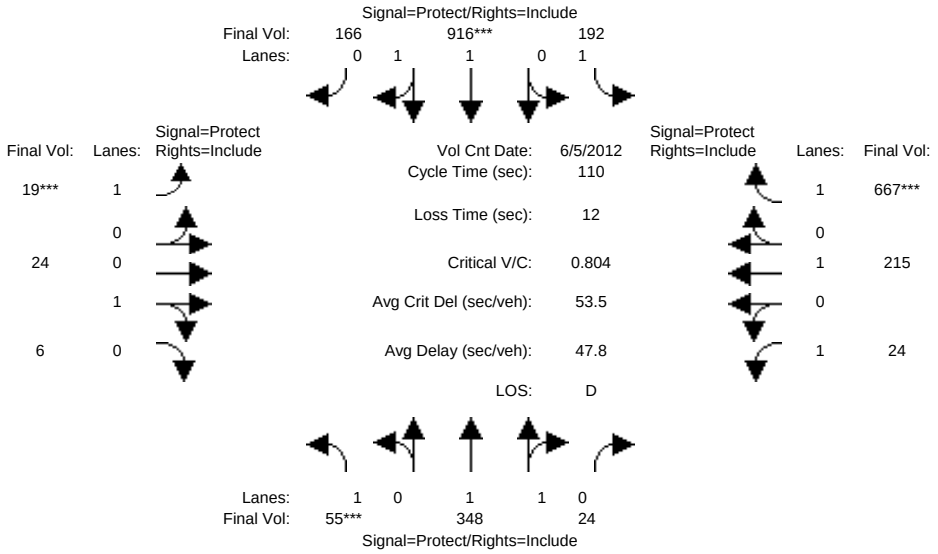
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #17: McCarthy Blvd and Alder Dr



Street Name:	McCarthy Blvd						Barber Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	55	336	24	187	893	166	19	24	6	24	215	659
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	336	24	187	893	166	19	24	6	24	215	659
Added Vol:	0	12	0	5	22	0	0	0	0	0	0	8
Pass-by Div:	0	0	0	0	1	0	0	0	0	0	0	0
Initial Fut:	55	348	24	192	916	166	19	24	6	24	215	667
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	348	24	192	916	166	19	24	6	24	215	667
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	348	24	192	916	166	19	24	6	24	215	667
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	348	24	192	916	166	19	24	6	24	215	667
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	1.87	0.13	1.00	1.68	0.32	1.00	0.80	0.20	1.00	1.00	1.00
Final Sat.:	1750	3461	239	1750	3132	568	1750	1440	360	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.10	0.11	0.29	0.29	0.01	0.02	0.02	0.01	0.11	0.38
Crit Moves:	****				****		****					****
Green/Cycle:	0.09	0.19	0.19	0.21	0.31	0.31	0.09	0.25	0.25	0.25	0.40	0.40
Volume/Cap:	0.35	0.53	0.53	0.53	0.95	0.95	0.12	0.07	0.07	0.06	0.28	0.95
Delay/Veh:	48.2	40.8	40.8	40.2	53.3	53.3	46.3	31.9	31.9	31.8	22.4	54.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.2	40.8	40.8	40.2	53.3	53.3	46.3	31.9	31.9	31.8	22.4	54.3
LOS by Move:	D	D	D	D	D-	D-	D	C	C	C	C+	D-
HCM2k95thQ:	4	11	11	11	33	33	1	2	2	1	9	44

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

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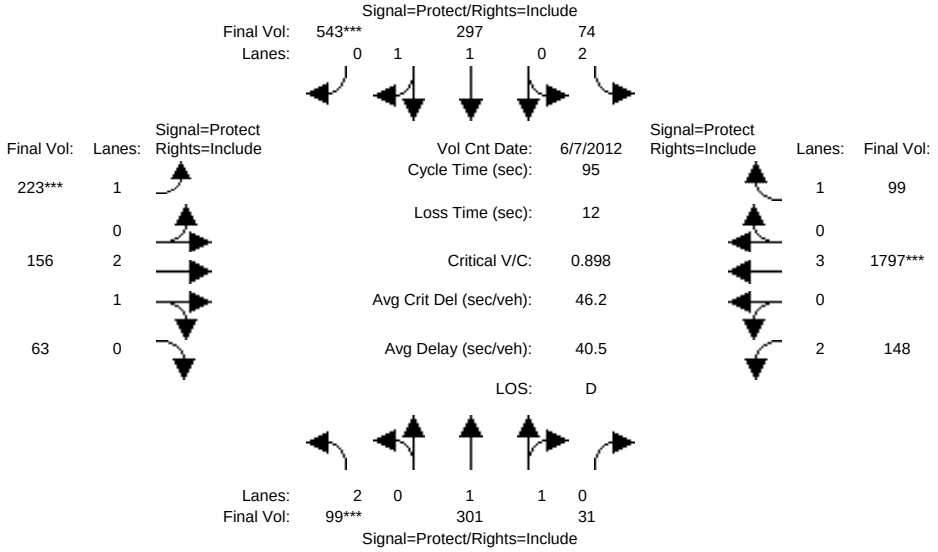
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

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

Intersection #18: McCarthy Blvd and Tasman Dr



Street Name:	McCarthy Blvd						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	99	301	31	74	297	543	223	156	63	148	1797	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	301	31	74	297	543	223	156	63	148	1797	99
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	301	31	74	297	543	223	156	63	148	1797	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	301	31	74	297	543	223	156	63	148	1797	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	301	31	74	297	543	223	156	63	148	1797	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	99	301	31	74	297	543	223	156	63	148	1797	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.95	0.83	1.00	0.92
Lanes:	2.00	1.81	0.19	2.00	1.00	1.00	1.00	2.11	0.89	2.00	3.00	1.00
Final Sat.:	3150	3354	345	3150	1900	1750	1750	3987	1610	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.09	0.02	0.16	0.31	0.13	0.04	0.04	0.05	0.32	0.06
Crit Moves:	****					****	****				****	
Green/Cycle:	0.07	0.24	0.24	0.17	0.33	0.33	0.14	0.28	0.28	0.19	0.33	0.33
Volume/Cap:	0.43	0.38	0.38	0.14	0.47	0.94	0.94	0.14	0.14	0.24	0.94	0.17
Delay/Veh:	43.3	30.6	30.6	34.0	25.5	48.5	83.1	25.9	25.9	32.6	40.6	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.3	30.6	30.6	34.0	25.5	48.5	83.1	25.9	25.9	32.6	40.6	22.4
LOS by Move:	D	C	C	C-	C	D	F	C	C	C-	D	C+
HCM2k95thQ:	3	8	8	2	12	29	20	3	3	4	33	4

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

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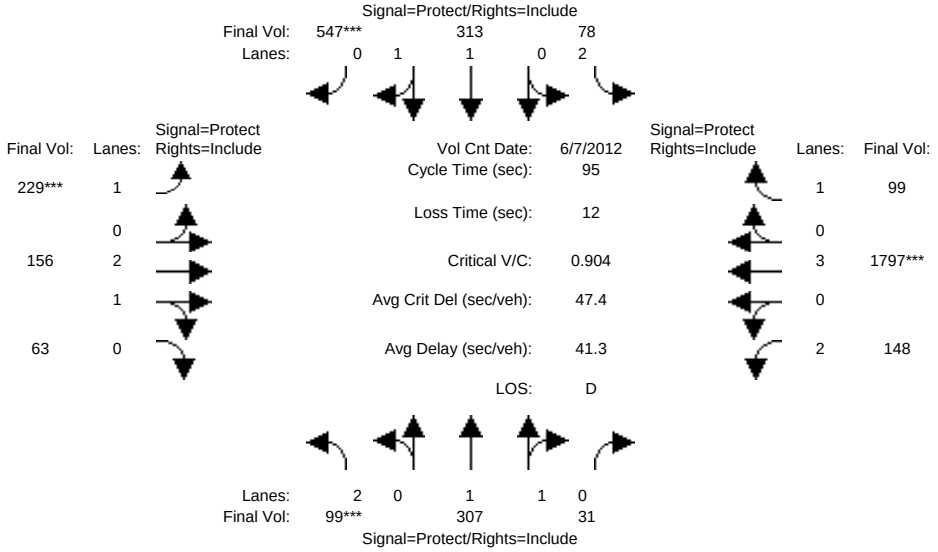
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #18: McCarthy Blvd and Tasman Dr



Street Name:	McCarthy Blvd						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	99	301	31	74	297	543	223	156	63	148	1797	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	301	31	74	297	543	223	156	63	148	1797	99
Added Vol:	0	6	0	4	15	4	6	0	0	0	0	0
Pass-by Div:	0	0	0	0	1	0	0	0	0	0	0	0
Initial Fut:	99	307	31	78	313	547	229	156	63	148	1797	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	307	31	78	313	547	229	156	63	148	1797	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	307	31	78	313	547	229	156	63	148	1797	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	99	307	31	78	313	547	229	156	63	148	1797	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.95	0.83	1.00	0.92
Lanes:	2.00	1.81	0.19	2.00	1.00	1.00	1.00	2.11	0.89	2.00	3.00	1.00
Final Sat.:	3150	3360	339	3150	1900	1750	1750	3987	1610	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.09	0.02	0.16	0.31	0.13	0.04	0.04	0.05	0.32	0.06
Crit Moves:	****					****	****				****	
Green/Cycle:	0.07	0.24	0.24	0.17	0.33	0.33	0.14	0.28	0.28	0.19	0.33	0.33
Volume/Cap:	0.43	0.39	0.39	0.15	0.50	0.95	0.95	0.14	0.14	0.24	0.95	0.17
Delay/Veh:	43.3	30.7	30.7	34.0	25.8	49.6	84.2	25.9	25.9	32.6	41.8	22.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.3	30.7	30.7	34.0	25.8	49.6	84.2	25.9	25.9	32.6	41.8	22.6
LOS by Move:	D	C	C	C-	C	D	F	C	C	C-	D	C+
HCM2k95thQ:	3	8	8	2	13	29	21	3	3	4	33	4

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

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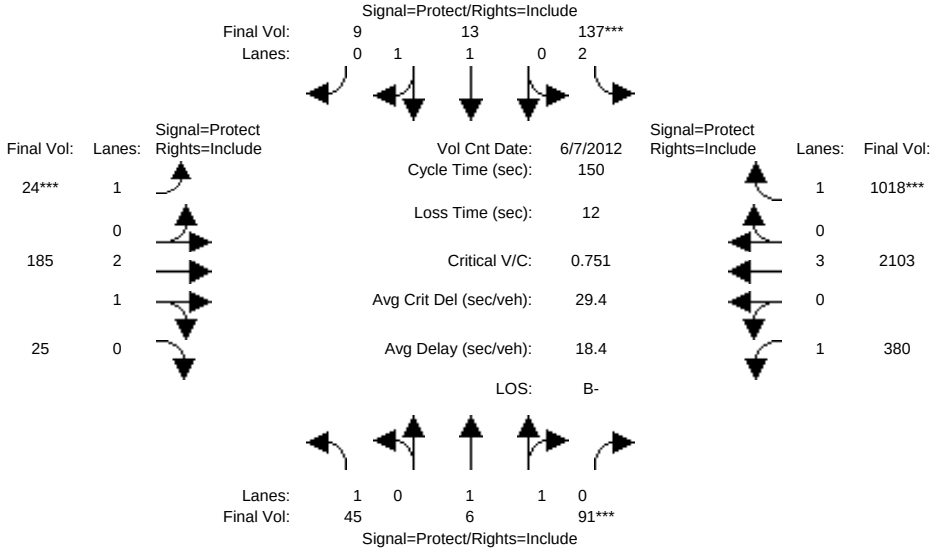
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

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

Intersection #19: Tasman Dr and Alder Dr



Street Name:	Alder Dr						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	45	6	91	137	13	9	24	185	25	380	2103	1018
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	6	91	137	13	9	24	185	25	380	2103	1018
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	6	91	137	13	9	24	185	25	380	2103	1018
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	6	91	137	13	9	24	185	25	380	2103	1018
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	6	91	137	13	9	24	185	25	380	2103	1018
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	6	91	137	13	9	24	185	25	380	2103	1018
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.99	0.95	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.16	0.84	1.00	2.63	0.37	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	2185	1513	1750	4932	667	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.05	0.04	0.01	0.01	0.01	0.04	0.04	0.22	0.37	0.58
Crit Moves:			****	****			****					****
Green/Cycle:	0.05	0.07	0.07	0.06	0.07	0.07	0.05	0.19	0.19	0.61	0.75	0.75
Volume/Cap:	0.51	0.05	0.78	0.78	0.08	0.08	0.29	0.20	0.20	0.36	0.49	0.78
Delay/Veh:	74.1	65.5	94.5	89.0	65.0	65.0	71.1	51.6	51.6	14.8	7.5	14.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.1	65.5	94.5	89.0	65.0	65.0	71.1	51.6	51.6	14.8	7.5	14.2
LOS by Move:	E	E	F	F	E	E	E	D-	D-	B	A	B
HCM2k95thQ:	6	1	12	7	1	1	2	5	5	16	22	47

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

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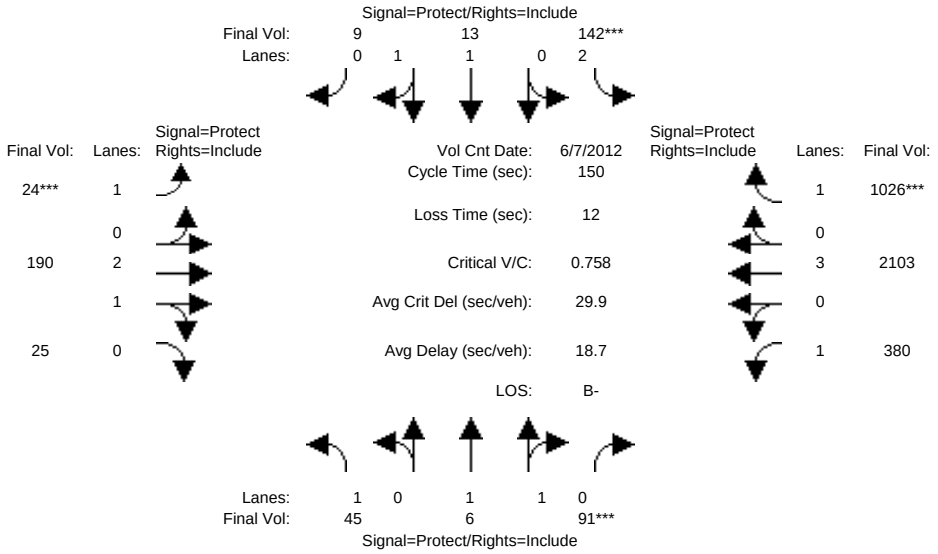
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #19: Tasman Dr and Alder Dr



Street Name:	Alder Dr						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	45	6	91	137	13	9	24	185	25	380	2103	1018
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	6	91	137	13	9	24	185	25	380	2103	1018
Added Vol:	0	0	0	5	0	0	0	4	0	0	0	8
Pass-by Div:	0	0	0	0	0	0	0	1	0	0	0	0
Initial Fut:	45	6	91	142	13	9	24	190	25	380	2103	1026
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	6	91	142	13	9	24	190	25	380	2103	1026
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	6	91	142	13	9	24	190	25	380	2103	1026
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	6	91	142	13	9	24	190	25	380	2103	1026
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.99	0.95	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.16	0.84	1.00	2.64	0.36	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	2185	1513	1750	4948	651	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.05	0.05	0.01	0.01	0.01	0.04	0.04	0.22	0.37	0.59
Crit Moves:			****	****			****					****
Green/Cycle:	0.05	0.07	0.07	0.06	0.07	0.07	0.05	0.19	0.19	0.61	0.75	0.75
Volume/Cap:	0.50	0.05	0.78	0.78	0.08	0.08	0.29	0.21	0.21	0.36	0.49	0.78
Delay/Veh:	73.8	65.5	95.3	89.3	65.0	65.0	71.1	51.7	51.7	14.9	7.6	14.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.8	65.5	95.3	89.3	65.0	65.0	71.1	51.7	51.7	14.9	7.6	14.6
LOS by Move:	E	E	F	F	E	E	E	D-	D-	B	A	B
HCM2k95thQ:	6	1	12	7	1	1	2	5	5	16	22	48

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

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Pacific Mall - Silicon Valley
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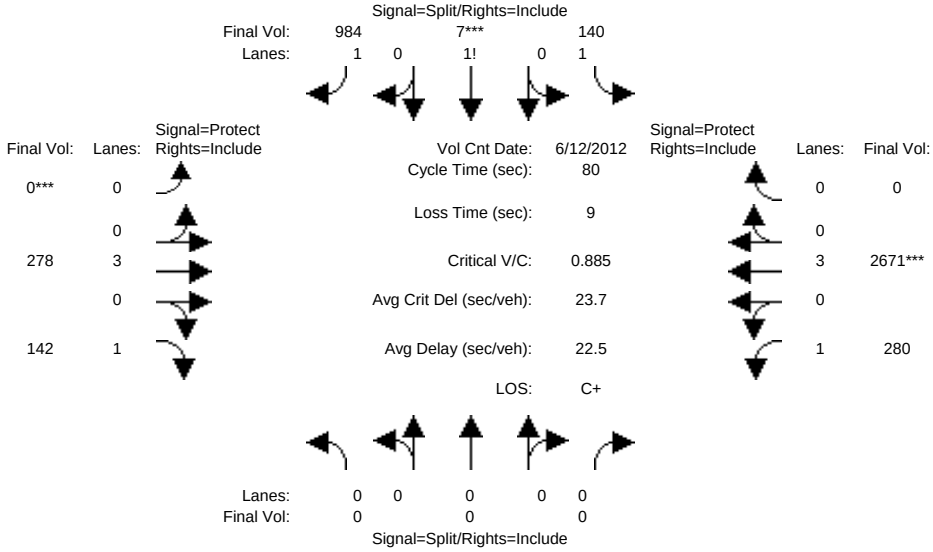
Background plus Project - AM Peak Hour

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

Intersection #20: I-880 SB Ramps and Tasman Dr

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Street Name:          I-880 SB Ramps                      Tasman Dr
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0    0     0   10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0  4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Jun 2012 << 8:00:00 AM
Base Vol:       0    0     0  140    7   984     0  278   142   280 2671     0
Growth Adj:  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0  140    7   984     0  278   142   280 2671     0
Added Vol:      0    0     0    0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0    0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0  140    7   984     0  278   142   280 2671     0
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0     0  140    7   984     0  278   142   280 2671     0
Reduct Vol:     0    0     0    0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0  140    7   984     0  278   142   280 2671     0
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0    0     0  140    7   984     0  278   142   280 2671     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900 1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92 0.92 0.95  0.95  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       0.00 0.00  0.00 1.13 0.01  1.86  0.00 3.00  1.00  1.00 3.00  0.00
Final Sat.:     0    0     0 1971   22  3351     0 5700  1750  1750 5700     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00 0.07 0.32  0.29  0.00 0.05  0.08  0.16 0.47  0.00
Crit Moves:                       ****        ****                   ****
Green/Cycle: 0.00 0.00  0.00 0.36 0.36  0.36  0.00 0.23  0.23  0.30 0.53  0.00
Volume/Cap:  0.00 0.00  0.00 0.20 0.89  0.82  0.00 0.21  0.35  0.54 0.89  0.00
Delay/Veh:    0.0  0.0   0.0 17.7 31.9  27.3   0.0 24.9  26.2  24.7 20.2   0.0
User DelAdj: 1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0  0.0   0.0 17.7 31.9  27.3   0.0 24.9  26.2  24.7 20.2   0.0
LOS by Move:    A    A     A     B    C     C     A    C     C     C   C+     A
HCM2k95thQ:     0    0     0     5   30    26     0    4     6    11   32     0
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
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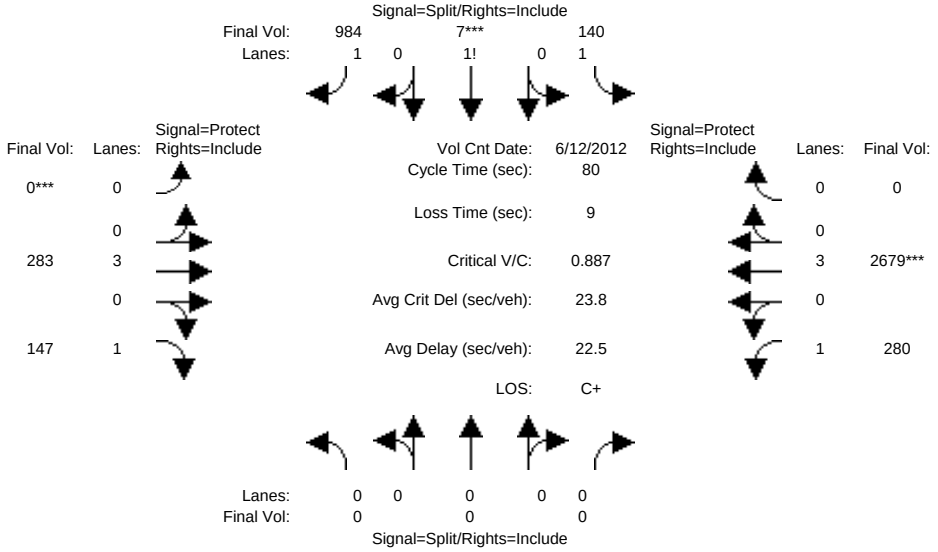
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #20: I-880 SB Ramps and Tasman Dr



Street Name:	I-880 SB Ramps						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Jun 2012 << 8:00:00 AM												
Base Vol:	0	0	0	140	7	984	0	278	142	280	2671	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	140	7	984	0	278	142	280	2671	0
Added Vol:	0	0	0	0	0	0	0	5	4	0	8	0
Pass-by Div:	0	0	0	0	0	0	0	0	1	0	0	0
Initial Fut:	0	0	0	140	7	984	0	283	147	280	2679	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	140	7	984	0	283	147	280	2679	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	140	7	984	0	283	147	280	2679	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	140	7	984	0	283	147	280	2679	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.13	0.01	1.86	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	0	0	0	1971	22	3351	0	5700	1750	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.32	0.29	0.00	0.05	0.08	0.16	0.47	0.00
Crit Moves:					****		****				****	
Green/Cycle:	0.00	0.00	0.00	0.36	0.36	0.36	0.00	0.23	0.23	0.30	0.53	0.00
Volume/Cap:	0.00	0.00	0.00	0.20	0.89	0.82	0.00	0.21	0.36	0.54	0.89	0.00
Delay/Veh:	0.0	0.0	0.0	17.8	32.0	27.4	0.0	24.9	26.3	24.6	20.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	17.8	32.0	27.4	0.0	24.9	26.3	24.6	20.3	0.0
LOS by Move:	A	A	A	B	C-	C	A	C	C	C	C+	A
HCM2k95thQ:	0	0	0	5	31	26	0	4	6	11	32	0

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

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Pacific Mall - Silicon Valley
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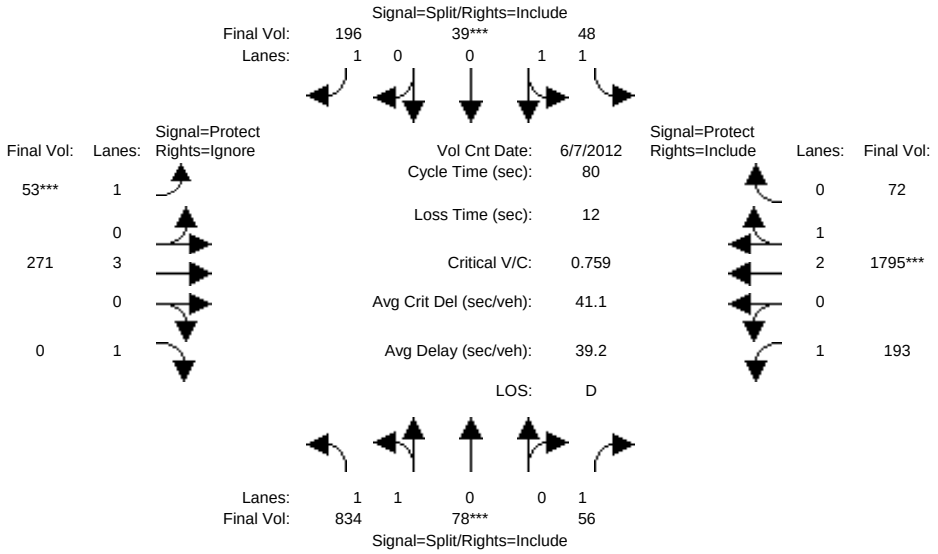
Background plus Project - AM Peak Hour

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

Intersection #21: Great Mall Pkwy and Thompson St



Street Name:	Thompson St						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	834	78	56	48	39	196	53	271	43	193	1795	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	834	78	56	48	39	196	53	271	43	193	1795	72
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	834	78	56	48	39	196	53	271	43	193	1795	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	834	78	56	48	39	196	53	271	0	193	1795	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	834	78	56	48	39	196	53	271	0	193	1795	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	834	78	56	48	39	196	53	271	0	193	1795	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.83	0.17	1.00	1.12	0.88	1.00	1.00	3.00	1.00	1.00	2.88	0.12
Final Sat.:	3246	304	1750	1958	1591	1750	1750	5700	1750	1750	5384	216
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.03	0.02	0.02	0.11	0.03	0.05	0.00	0.11	0.33	0.33
Crit Moves:		****			****		****				****	
Green/Cycle:	0.27	0.27	0.27	0.15	0.15	0.15	0.09	0.23	0.00	0.20	0.35	0.35
Volume/Cap:	0.96	0.96	0.12	0.17	0.17	0.76	0.35	0.21	0.00	0.54	0.96	0.96
Delay/Veh:	49.0	49.0	22.3	29.9	29.9	45.0	35.7	24.9	0.0	30.2	37.9	37.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.0	49.0	22.3	29.9	29.9	45.0	35.7	24.9	0.0	30.2	37.9	37.9
LOS by Move:	D	D	C+	C	C	D	D+	C	A	C	D+	D+
HCM2k95thQ:	30	30	2	2	2	13	3	4	0	9	30	30

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

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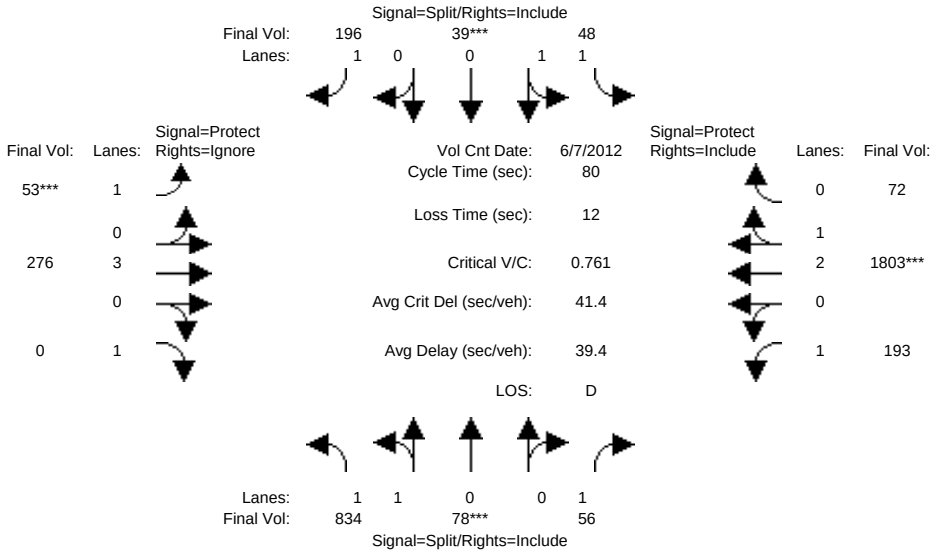
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #21: Great Mall Pkwy and Thompson St




```
Street Name:           Thompson St                     Great Mall Pkwy
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 7 Jun 2012 << 8:00:00 AM
Base Vol:     834   78    56    48   39   196    53  271    43   193 1795    72
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  834   78    56    48   39   196    53  271    43   193 1795    72
Added Vol:      0    0     0     0    0     0     0    5     0     0    8     0
Pass-by Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  834   78    56    48   39   196    53  276    43   193 1803    72
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Volume:   834   78    56    48   39   196    53  276     0   193 1803    72
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  834   78    56    48   39   196    53  276     0   193 1803    72
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
FinalVolume:  834   78    56    48   39   196    53  276     0   193 1803    72
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.93 0.95  0.92  0.92 0.95  0.92  0.92 1.00  0.92  0.92 0.98  0.95
Lanes:       1.83 0.17  1.00  1.12 0.88  1.00  1.00 3.00  1.00  1.00 2.88  0.12
Final Sat.:  3246  304  1750  1958 1591  1750  1750 5700  1750  1750 5385   215
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.26 0.26  0.03  0.02 0.02  0.11  0.03 0.05  0.00  0.11 0.33  0.33
Crit Moves:        ****             ****        ****                  ****
Green/Cycle: 0.27 0.27  0.27  0.15 0.15  0.15  0.09 0.23  0.00  0.20 0.35  0.35
Volume/Cap:  0.96 0.96  0.12  0.17 0.17  0.76  0.35 0.21  0.00  0.54 0.96  0.96
Delay/Veh:   49.4 49.4  22.3  30.0 30.0  45.2  35.7 24.9   0.0  30.1 38.1  38.1
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  49.4 49.4  22.3  30.0 30.0  45.2  35.7 24.9   0.0  30.1 38.1  38.1
LOS by Move:    D    D    C+     C    C     D    D+    C     A     C   D+    D+
HCM2k95thQ:    30   30     2     2    2    13     3    4     0     9   30    30
Note: Queue reported is the number of cars per lane.
```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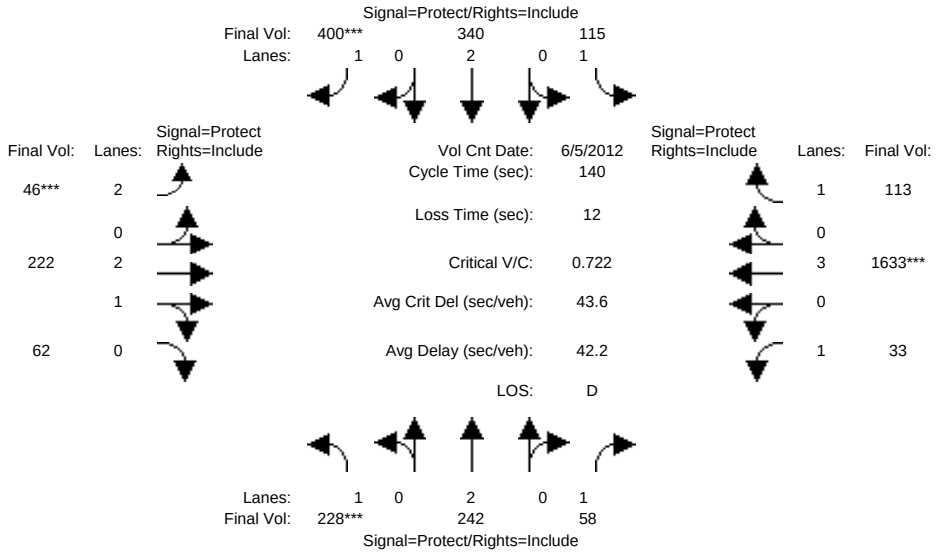
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

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

Intersection #22: Abel St and Great Mall Pkwy



Street Name:	Abel Street						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	228	242	58	115	340	400	46	222	62	33	1633	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	228	242	58	115	340	400	46	222	62	33	1633	113
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	228	242	58	115	340	400	46	222	62	33	1633	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	228	242	58	115	340	400	46	222	62	33	1633	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	228	242	58	115	340	400	46	222	62	33	1633	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	228	242	58	115	340	400	46	222	62	33	1633	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.32	0.68	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	4376	1222	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.06	0.03	0.07	0.09	0.23	0.01	0.05	0.05	0.02	0.29	0.06
Crit Moves:	****					****	****				****	
Green/Cycle:	0.17	0.25	0.25	0.23	0.31	0.31	0.05	0.26	0.26	0.18	0.38	0.38
Volume/Cap:	0.75	0.25	0.13	0.29	0.29	0.75	0.29	0.20	0.20	0.11	0.75	0.17
Delay/Veh:	64.5	42.2	40.8	44.8	37.2	49.4	65.1	41.0	41.0	48.3	38.7	28.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.5	42.2	40.8	44.8	37.2	49.4	65.1	41.0	41.0	48.3	38.7	28.5
LOS by Move:	E	D	D	D	D+	D	E	D	D	D	D+	C
HCM2k95thQ:	21	8	4	9	11	31	2	6	6	3	34	7

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

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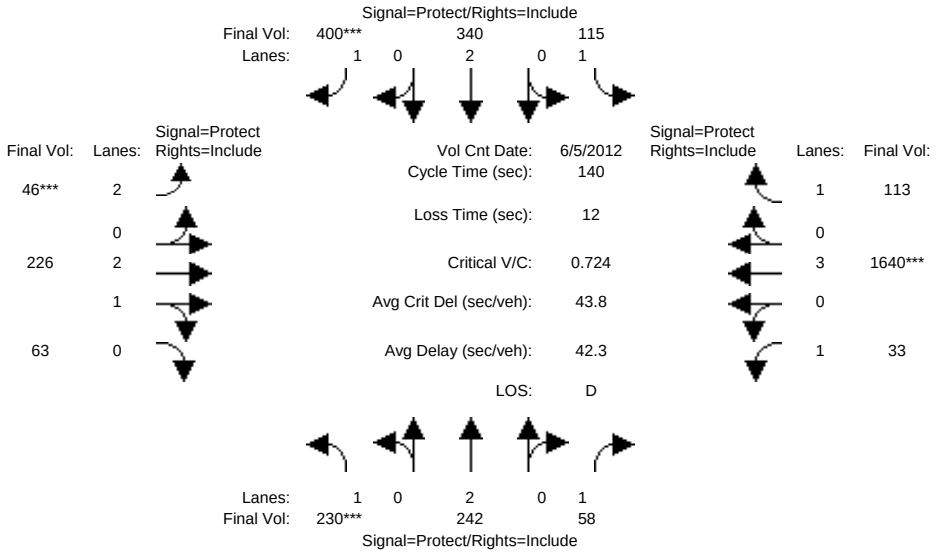
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #22: Abel St and Great Mall Pkwy



Street Name:	Abel Street						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	228	242	58	115	340	400	46	222	62	33	1633	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	228	242	58	115	340	400	46	222	62	33	1633	113
Added Vol:	2	0	0	0	0	0	0	4	1	0	7	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	230	242	58	115	340	400	46	226	63	33	1640	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	230	242	58	115	340	400	46	226	63	33	1640	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	242	58	115	340	400	46	226	63	33	1640	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	230	242	58	115	340	400	46	226	63	33	1640	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.32	0.68	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	4378	1220	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.06	0.03	0.07	0.09	0.23	0.01	0.05	0.05	0.02	0.29	0.06
Crit Moves:	****					****	****				****	
Green/Cycle:	0.18	0.25	0.25	0.23	0.30	0.30	0.05	0.26	0.26	0.18	0.38	0.38
Volume/Cap:	0.75	0.25	0.13	0.29	0.29	0.75	0.29	0.20	0.20	0.11	0.75	0.17
Delay/Veh:	64.6	42.2	40.8	44.8	37.3	49.7	65.1	41.0	41.0	48.3	38.8	28.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.6	42.2	40.8	44.8	37.3	49.7	65.1	41.0	41.0	48.3	38.8	28.5
LOS by Move:	E	D	D	D	D+	D	E	D	D	D	D+	C
HCM2k95thQ:	21	8	4	9	11	31	2	6	6	3	34	7

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

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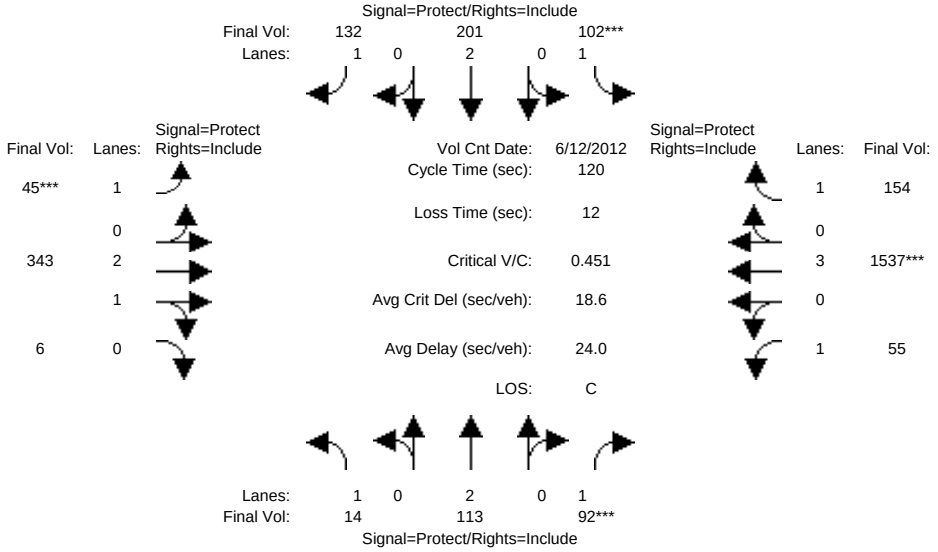
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

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

Intersection #23: Main St and Great Mall Pkwy




```
Street Name:            Main Street                     Great Mall Pkwy
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Jun 2012 << 7:55:00 AM
Base Vol:      14  113    92   102  201   132    45  343     6    55 1537   154
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   14  113    92   102  201   132    45  343     6    55 1537   154
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   14  113    92   102  201   132    45  343     6    55 1537   154
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    14  113    92   102  201   132    45  343     6    55 1537   154
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   14  113    92   102  201   132    45  343     6    55 1537   154
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   14  113    92   102  201   132    45  343     6    55 1537   154
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.92 0.98  0.95  0.92 1.00  0.92
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  1.00 2.95  0.05  1.00 3.00  1.00
Final Sat.:  1750 3800  1750  1750 3800  1750  1750 5504    96  1750 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.03  0.05  0.06 0.05  0.08  0.03 0.06  0.06  0.03 0.27  0.09
Crit Moves:              ****  ****              ****                  ****
Green/Cycle: 0.10 0.12  0.12  0.13 0.14  0.14  0.06 0.39  0.39  0.27 0.60  0.60
Volume/Cap:  0.08 0.26  0.45  0.45 0.37  0.52  0.44 0.16  0.16  0.12 0.45  0.15
Delay/Veh:   49.1 48.6  51.1  49.8 46.8  49.5  57.6 24.2  24.2  33.2 13.5  10.8
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  49.1 48.6  51.1  49.8 46.8  49.5  57.6 24.2  24.2  33.2 13.5  10.8
LOS by Move:    D    D    D-     D    D     D    E+    C     C    C-    B    B+
HCM2k95thQ:     1    4     8     8    7    11     4    5     5     3   19     5
Note: Queue reported is the number of cars per lane.
```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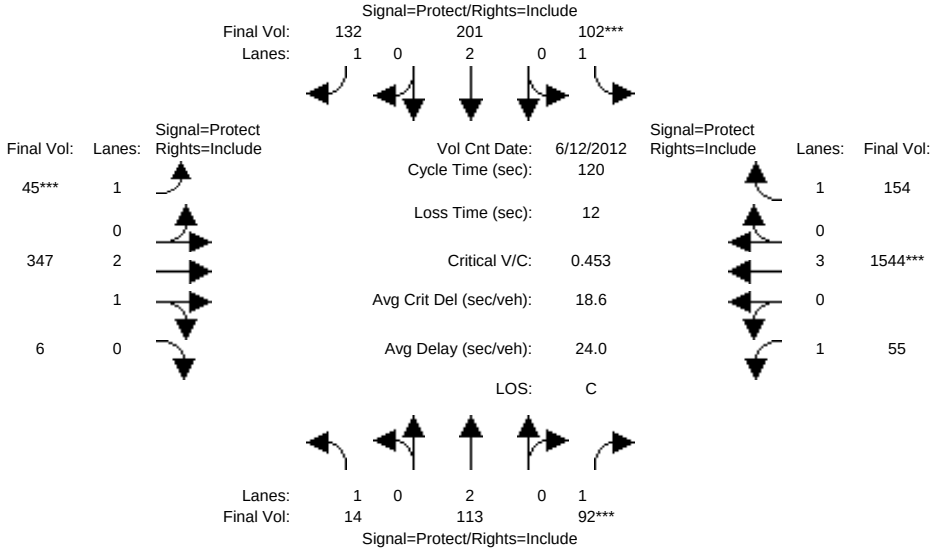
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #23: Main St and Great Mall Pkwy

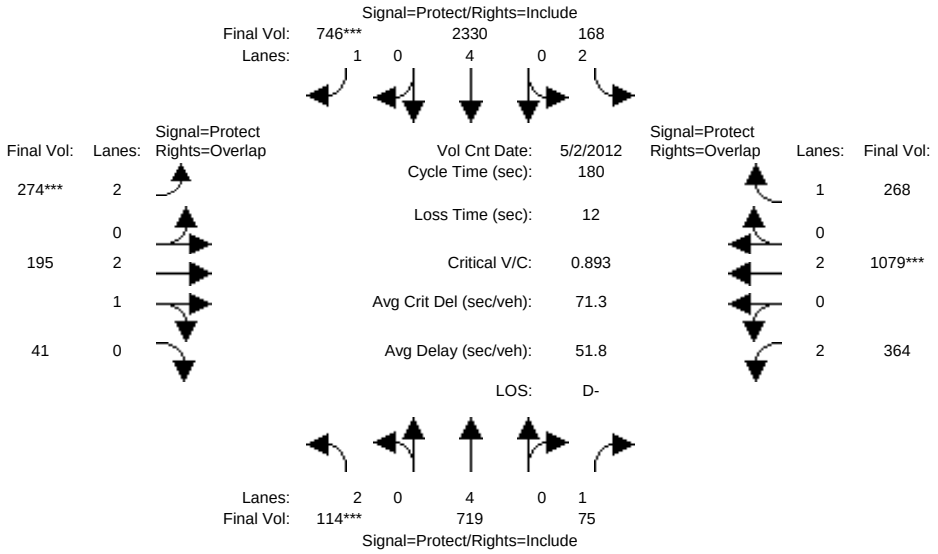



```
Street Name:            Main Street                     Great Mall Pkwy
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Jun 2012 << 7:55:00 AM
Base Vol:      14  113    92   102  201   132    45  343     6    55 1537   154
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   14  113    92   102  201   132    45  343     6    55 1537   154
Added Vol:      0    0     0     0    0     0     0    4     0     0    7     0
Pass-by Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   14  113    92   102  201   132    45  347     6    55 1544   154
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    14  113    92   102  201   132    45  347     6    55 1544   154
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   14  113    92   102  201   132    45  347     6    55 1544   154
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   14  113    92   102  201   132    45  347     6    55 1544   154
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.92 0.98  0.95  0.92 1.00  0.92
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  1.00 2.95  0.05  1.00 3.00  1.00
Final Sat.:  1750 3800  1750  1750 3800  1750  1750 5505    95  1750 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.03  0.05  0.06 0.05  0.08  0.03 0.06  0.06  0.03 0.27  0.09
Crit Moves:              ****  ****              ****                  ****
Green/Cycle: 0.10 0.12  0.12  0.13 0.14  0.14  0.06 0.39  0.39  0.27 0.60  0.60
Volume/Cap:  0.08 0.26  0.45  0.45 0.37  0.52  0.44 0.16  0.16  0.12 0.45  0.15
Delay/Veh:   49.1 48.6  51.1  49.8 46.9  49.6  57.6 24.2  24.2  33.1 13.4  10.7
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  49.1 48.6  51.1  49.8 46.9  49.6  57.6 24.2  24.2  33.1 13.4  10.7
LOS by Move:    D    D    D-     D    D     D    E+    C     C    C-    B    B+
HCM2k95thQ:     1    4     8     8    7    11     4    6     6     3   19     5
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

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

Intersection #24: Great Mall Pkwy and Montague Expwy



Street Name:	Montague Expwy						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 May 2012 << 8:00:00 AM												
Base Vol:	114	719	75	168	2330	746	274	195	41	364	1079	268
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	719	75	168	2330	746	274	195	41	364	1079	268
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	719	75	168	2330	746	274	195	41	364	1079	268
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	719	75	168	2330	746	274	195	41	364	1079	268
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	719	75	168	2330	746	274	195	41	364	1079	268
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	719	75	168	2330	746	274	195	41	364	1079	268
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.46	0.54	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	4626	973	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.04	0.05	0.31	0.43	0.09	0.04	0.04	0.12	0.28	0.15
Crit Moves:	****					****	****				****	
Green/Cycle:	0.04	0.33	0.33	0.19	0.48	0.48	0.10	0.13	0.18	0.28	0.32	0.50
Volume/Cap:	0.89	0.29	0.13	0.29	0.64	0.89	0.89	0.31	0.24	0.41	0.89	0.30
Delay/Veh:	134.5	44.5	42.2	63.2	35.8	54.8	106.6	70.6	64.0	53.0	67.2	26.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	134.5	44.5	42.2	63.2	35.8	54.8	106.6	70.6	64.0	53.0	67.2	26.3
LOS by Move:	F	D	D	E	D+	D-	F	E	E	D-	E	C
HCM2k95thQ:	11	13	6	9	39	66	21	8	7	17	46	16

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

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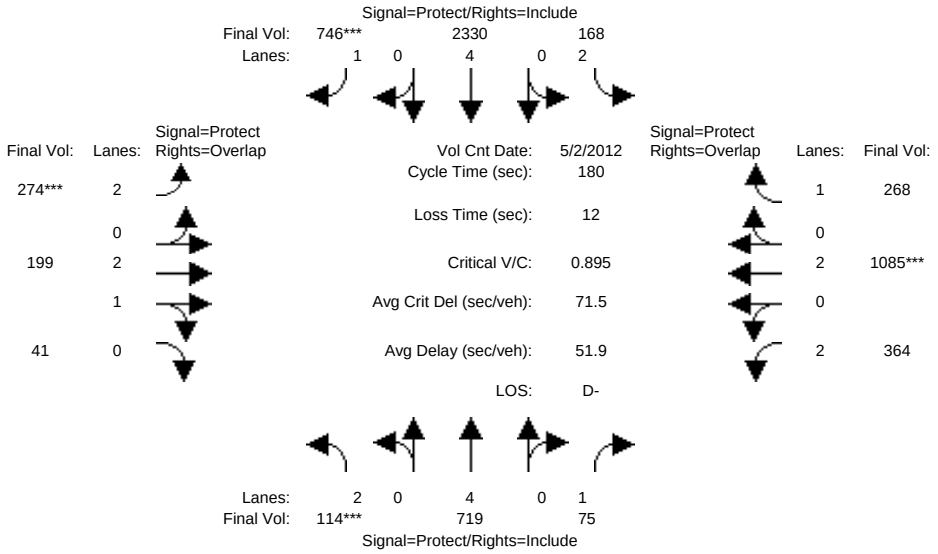
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #24: Great Mall Pkwy and Montague Expwy



Street Name:	Montague Expwy						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 May 2012 << 8:00:00 AM												
Base Vol:	114	719	75	168	2330	746	274	195	41	364	1079	268
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	719	75	168	2330	746	274	195	41	364	1079	268
Added Vol:	0	0	0	0	0	0	0	4	0	0	6	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	719	75	168	2330	746	274	199	41	364	1085	268
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	719	75	168	2330	746	274	199	41	364	1085	268
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	719	75	168	2330	746	274	199	41	364	1085	268
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	719	75	168	2330	746	274	199	41	364	1085	268
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.47	0.53	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	4642	956	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.04	0.05	0.31	0.43	0.09	0.04	0.04	0.12	0.29	0.15
Crit Moves:	****					****	****				****	
Green/Cycle:	0.04	0.33	0.33	0.19	0.48	0.48	0.10	0.14	0.18	0.28	0.32	0.51
Volume/Cap:	0.89	0.29	0.13	0.29	0.64	0.89	0.89	0.32	0.24	0.41	0.89	0.30
Delay/Veh:	135.0	44.6	42.2	63.2	36.0	55.1	106.9	70.6	64.0	52.9	67.2	26.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	135.0	44.6	42.2	63.2	36.0	55.1	106.9	70.6	64.0	52.9	67.2	26.2
LOS by Move:	F	D	D	E	D+	E+	F	E	E	D-	E	C
HCM2k95thQ:	11	13	6	9	39	66	21	8	8	17	47	16

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

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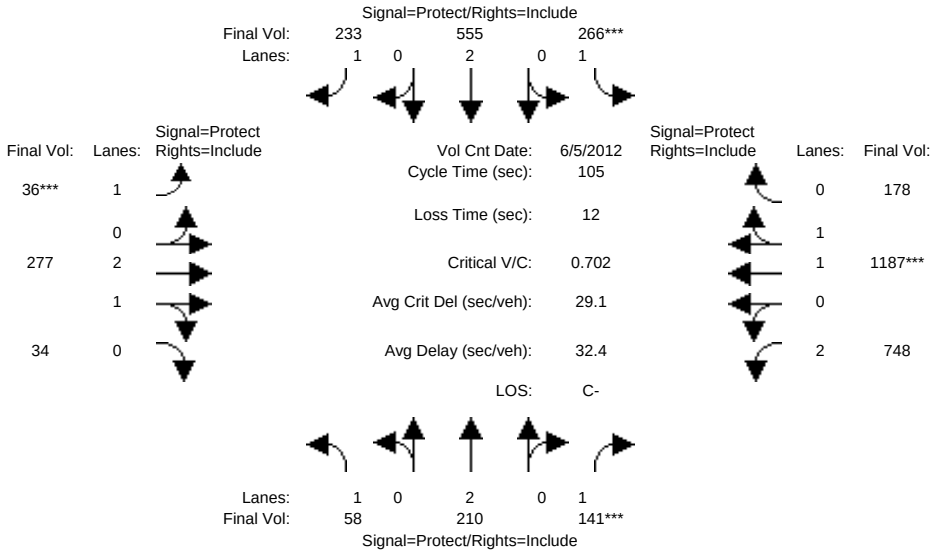
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

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

Intersection #25: Trade Zone and Capitol Ave

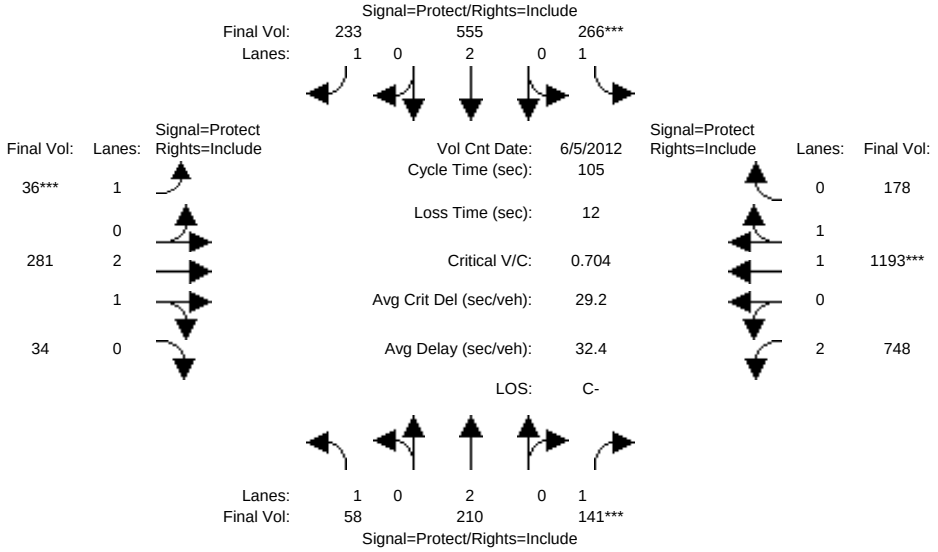



```
Street Name:         Trade Zone Blvd                    Capitol Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 7:35:00 AM
Base Vol:      58  210   141   266  555   233    36  277    34   748 1187   178
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   58  210   141   266  555   233    36  277    34   748 1187   178
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   58  210   141   266  555   233    36  277    34   748 1187   178
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    58  210   141   266  555   233    36  277    34   748 1187   178
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   58  210   141   266  555   233    36  277    34   748 1187   178
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   58  210   141   266  555   233    36  277    34   748 1187   178
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.92 0.99  0.95  0.83 0.98  0.95
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  1.00 2.66  0.34  2.00 1.73  0.27
Final Sat.:  1750 3800  1750  1750 3800  1750  1750 4987   612  3150 3217   482
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.06  0.08  0.15 0.15  0.13  0.02 0.06  0.06  0.24 0.37  0.37
Crit Moves:              ****  ****              ****                   ****
Green/Cycle: 0.10 0.11  0.11  0.21 0.22  0.22  0.07 0.16  0.16  0.41 0.50  0.50
Volume/Cap:  0.33 0.50  0.73  0.73 0.67  0.61  0.31 0.34  0.34  0.58 0.73  0.73
Delay/Veh:   45.2 45.0  58.9  46.5 39.8  40.0  48.2 39.2  39.2  25.0 22.2  22.2
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  45.2 45.0  58.9  46.5 39.8  40.0  48.2 39.2  39.2  25.0 22.2  22.2
LOS by Move:    D    D    E+     D    D     D     D    D     D     C   C+    C+
HCM2k95thQ:     4    8    12    19   17    15     2    6     6    21   32    32
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #25: Trade Zone and Capitol Ave



Street Name:	Trade Zone Blvd						Capitol Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 7:35:00 AM												
Base Vol:	58	210	141	266	555	233	36	277	34	748	1187	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	210	141	266	555	233	36	277	34	748	1187	178
Added Vol:	0	0	0	0	0	0	0	4	0	0	6	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	210	141	266	555	233	36	281	34	748	1193	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	210	141	266	555	233	36	281	34	748	1193	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	210	141	266	555	233	36	281	34	748	1193	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	210	141	266	555	233	36	281	34	748	1193	178
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.83	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.66	0.34	2.00	1.73	0.27
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	4995	604	3150	3219	480
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.08	0.15	0.15	0.13	0.02	0.06	0.06	0.24	0.37	0.37
Crit Moves:			****	****			****				****	
Green/Cycle:	0.10	0.11	0.11	0.21	0.22	0.22	0.07	0.16	0.16	0.41	0.50	0.50
Volume/Cap:	0.33	0.51	0.74	0.74	0.67	0.61	0.31	0.34	0.34	0.58	0.74	0.74
Delay/Veh:	45.2	45.1	59.2	46.7	39.9	40.1	48.2	39.2	39.2	24.9	22.2	22.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.2	45.1	59.2	46.7	39.9	40.1	48.2	39.2	39.2	24.9	22.2	22.2
LOS by Move:	D	D	E+	D	D	D	D	D	D	C	C+	C+
HCM2k95thQ:	4	8	12	19	17	15	2	6	6	21	32	32

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

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Pacific Mall - Silicon Valley
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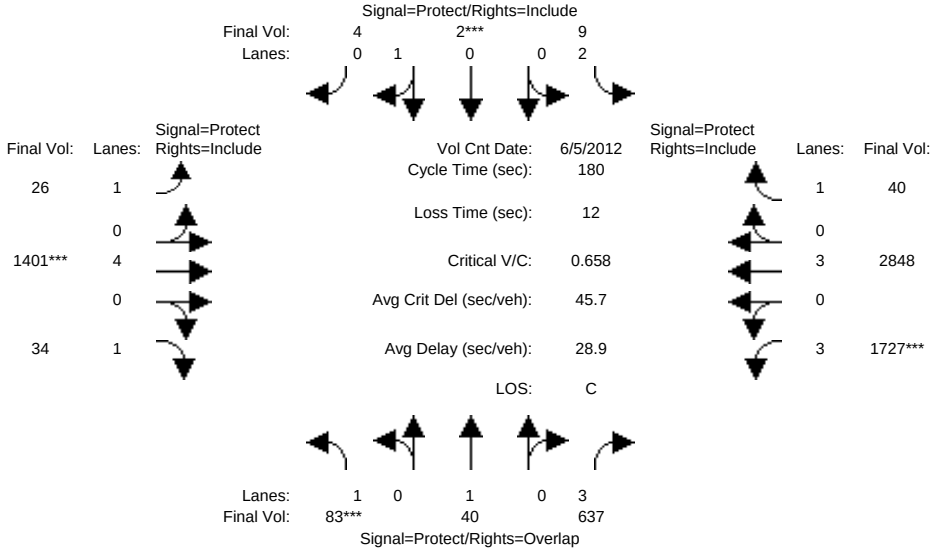
Background plus Project - AM Peak Hour

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

Intersection #26: Montague Expwy and Trimble Rd



Street Name:	Trimble Rd						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 7:55:00 AM												
Base Vol:	83	40	637	9	2	4	26	1401	34	1727	3164	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	40	637	9	2	4	26	1401	34	1727	3164	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	40	637	9	2	4	26	1401	34	1727	3164	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	40	637	9	2	4	26	1401	34	1727	2848	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	40	637	9	2	4	26	1401	34	1727	2848	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	40	637	9	2	4	26	1401	34	1727	2848	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.80	0.83	0.95	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	3.00	2.00	0.33	0.67	1.00	4.00	1.00	3.00	3.00	1.00
Final Sat.:	1750	1900	4551	3150	600	1200	1750	7600	1750	4551	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.02	0.14	0.00	0.00	0.00	0.01	0.18	0.02	0.38	0.50	0.02
Crit Moves:	****				****			****		****		
Green/Cycle:	0.07	0.07	0.62	0.05	0.06	0.06	0.06	0.26	0.26	0.54	0.75	0.75
Volume/Cap:	0.70	0.29	0.23	0.06	0.06	0.06	0.25	0.70	0.07	0.70	0.67	0.03
Delay/Veh:	98.6	80.2	15.3	81.4	80.8	80.8	82.3	60.7	49.7	30.9	11.5	5.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	98.6	80.2	15.3	81.4	80.8	80.8	82.3	60.7	49.7	30.9	11.5	5.7
LOS by Move:	F	F	B	F	F	F	F	E	D	C	B+	A
HCM2k95thQ:	12	5	12	1	1	1	3	31	3	44	40	1

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

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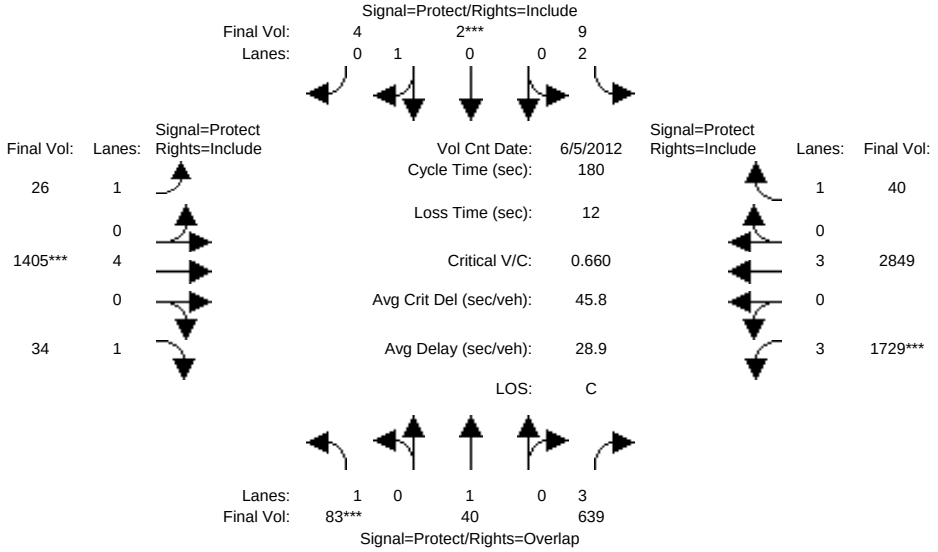
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #26: Montague Expwy and Trimble Rd



Street Name:	Trimble Rd						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 7:55:00 AM												
Base Vol:	83	40	637	9	2	4	26	1401	34	1727	3164	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	40	637	9	2	4	26	1401	34	1727	3164	40
Added Vol:	0	0	2	0	0	0	0	4	0	2	2	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	40	639	9	2	4	26	1405	34	1729	3166	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	40	639	9	2	4	26	1405	34	1729	2849	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	40	639	9	2	4	26	1405	34	1729	2849	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	40	639	9	2	4	26	1405	34	1729	2849	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.80	0.83	0.95	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	3.00	2.00	0.33	0.67	1.00	4.00	1.00	3.00	3.00	1.00
Final Sat.:	1750	1900	4551	3150	600	1200	1750	7600	1750	4551	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.02	0.14	0.00	0.00	0.00	0.01	0.18	0.02	0.38	0.50	0.02
Crit Moves:	****				****			****		****		
Green/Cycle:	0.07	0.07	0.62	0.05	0.06	0.06	0.06	0.27	0.27	0.54	0.75	0.75
Volume/Cap:	0.70	0.29	0.23	0.06	0.06	0.06	0.25	0.70	0.07	0.70	0.67	0.03
Delay/Veh:	98.7	80.2	15.4	81.5	80.8	80.8	82.3	60.7	49.6	31.0	11.5	5.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	98.7	80.2	15.4	81.5	80.8	80.8	82.3	60.7	49.6	31.0	11.5	5.7
LOS by Move:	F	F	B	F	F	F	F	E	D	C	B+	A
HCM2k95thQ:	12	5	12	1	1	1	3	31	3	44	40	1

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

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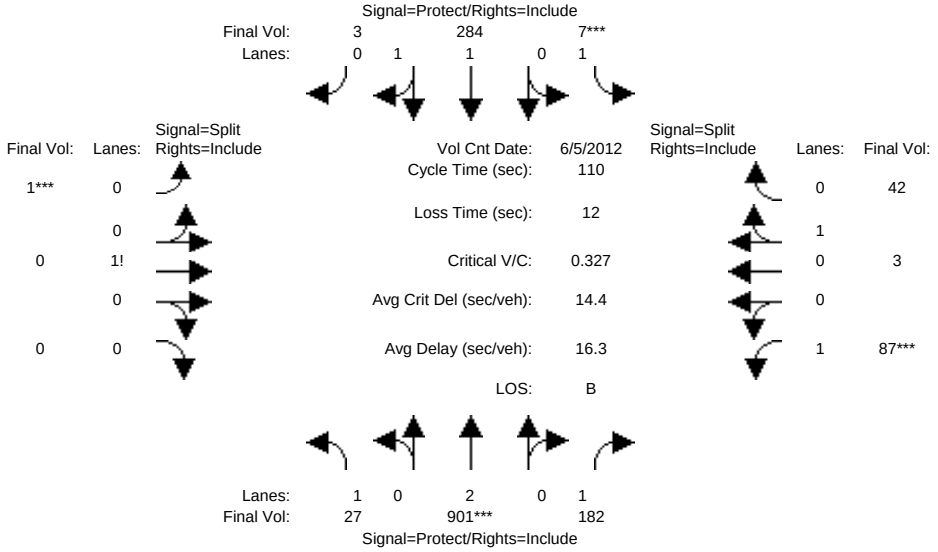
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

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

Intersection #27: McCarthy Blvd and Barber Ln



Street Name:	McCarthy Blvd						Barber Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	27	901	182	7	284	3	1	0	0	87	3	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	901	182	7	284	3	1	0	0	87	3	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	901	182	7	284	3	1	0	0	87	3	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	901	182	7	284	3	1	0	0	87	3	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	901	182	7	284	3	1	0	0	87	3	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	901	182	7	284	3	1	0	0	87	3	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.98	0.02	1.00	0.00	0.00	1.00	0.07	0.93
Final Sat.:	1750	3800	1750	1750	3661	39	1750	0	0	1750	120	1680
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.10	0.00	0.08	0.08	0.00	0.00	0.00	0.05	0.03	0.03
Crit Moves:		****		****			****			****		
Green/Cycle:	0.28	0.61	0.61	0.06	0.40	0.40	0.09	0.00	0.00	0.13	0.13	0.13
Volume/Cap:	0.06	0.39	0.17	0.06	0.20	0.20	0.01	0.00	0.00	0.39	0.20	0.20
Delay/Veh:	29.3	11.1	9.5	48.7	21.9	21.9	45.5	0.0	0.0	45.2	43.3	43.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.3	11.1	9.5	48.7	21.9	21.9	45.5	0.0	0.0	45.2	43.3	43.3
LOS by Move:	C	B+	A	D	C+	C+	D	A	A	D	D	D
HCM2k95thQ:	1	14	5	0	6	6	0	0	0	7	3	3

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

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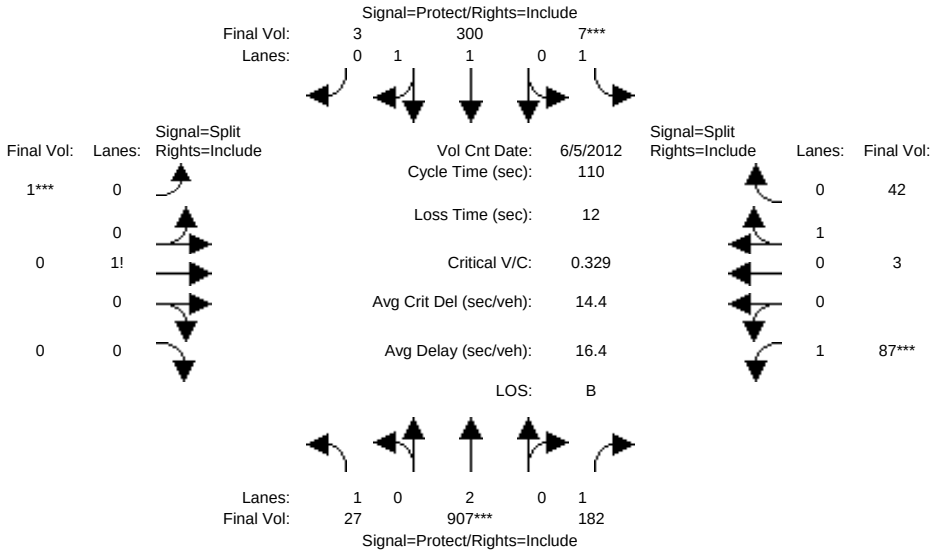
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #27: McCarthy Blvd and Barber Ln



Street Name:	McCarthy Blvd						Barber Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	27	901	182	7	284	3	1	0	0	87	3	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	901	182	7	284	3	1	0	0	87	3	42
Added Vol:	0	6	0	0	15	0	0	0	0	0	0	0
Pass-by Div:	0	0	0	0	1	0	0	0	0	0	0	0
Initial Fut:	27	907	182	7	300	3	1	0	0	87	3	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	907	182	7	300	3	1	0	0	87	3	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	907	182	7	300	3	1	0	0	87	3	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	907	182	7	300	3	1	0	0	87	3	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.98	0.02	1.00	0.00	0.00	1.00	0.07	0.93
Final Sat.:	1750	3800	1750	1750	3663	37	1750	0	0	1750	120	1680
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.10	0.00	0.08	0.08	0.00	0.00	0.00	0.05	0.03	0.03
Crit Moves:		****		****			****			****		
Green/Cycle:	0.28	0.61	0.61	0.06	0.40	0.40	0.09	0.00	0.00	0.13	0.13	0.13
Volume/Cap:	0.06	0.39	0.17	0.06	0.21	0.21	0.01	0.00	0.00	0.39	0.20	0.20
Delay/Veh:	29.2	11.1	9.4	48.7	21.9	21.9	45.5	0.0	0.0	45.3	43.4	43.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.2	11.1	9.4	48.7	21.9	21.9	45.5	0.0	0.0	45.3	43.4	43.4
LOS by Move:	C	B+	A	D	C+	C+	D	A	A	D	D	D
HCM2k95thQ:	1	14	5	0	7	7	0	0	0	7	3	3

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

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Pacific Mall - Silicon Valley
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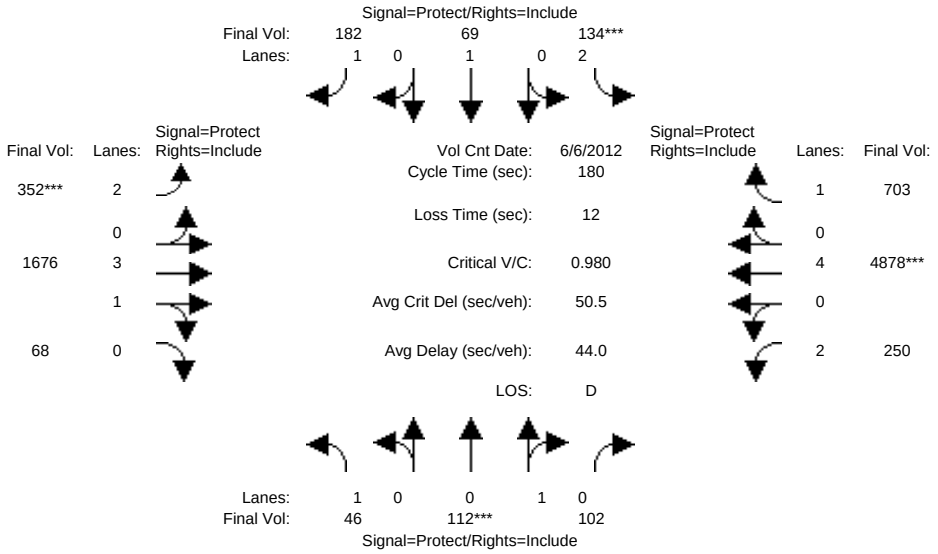
Background plus Project - AM Peak Hour

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

Intersection #28: McCarthy Blvd and Montague Expwy



Street Name:	McCarthy Blvd						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Jun 2012 << 7:50:00 AM												
Base Vol:	46	112	102	134	69	182	352	1676	68	250	4878	703
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	112	102	134	69	182	352	1676	68	250	4878	703
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	112	102	134	69	182	352	1676	68	250	4878	703
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	112	102	134	69	182	352	1676	68	250	4878	703
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	112	102	134	69	182	352	1676	68	250	4878	703
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	112	102	134	69	182	352	1676	68	250	4878	703
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.52	0.48	2.00	1.00	1.00	2.00	3.84	0.16	2.00	4.00	1.00
Final Sat.:	1750	942	858	3150	1900	1750	3150	7207	292	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.04	0.04	0.10	0.11	0.23	0.23	0.08	0.64	0.40
Crit Moves:		****		****			****				****	
Green/Cycle:	0.04	0.12	0.12	0.04	0.12	0.12	0.11	0.57	0.57	0.20	0.65	0.65
Volume/Cap:	0.59	0.98	0.98	0.98	0.30	0.87	0.98	0.41	0.41	0.41	0.98	0.61
Delay/Veh:	95.4	134	134.0	156.7	73.1	107.5	121.6	21.4	21.4	63.7	38.7	18.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.4	134	134.0	156.7	73.1	107.5	121.6	21.4	21.4	63.7	38.7	18.9
LOS by Move:	F	F	F	F	E	F	F	C+	C+	E	D+	B-
HCM2k95thQ:	7	28	28	11	7	21	23	23	23	14	105	39

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

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Pacific Mall - Silicon Valley
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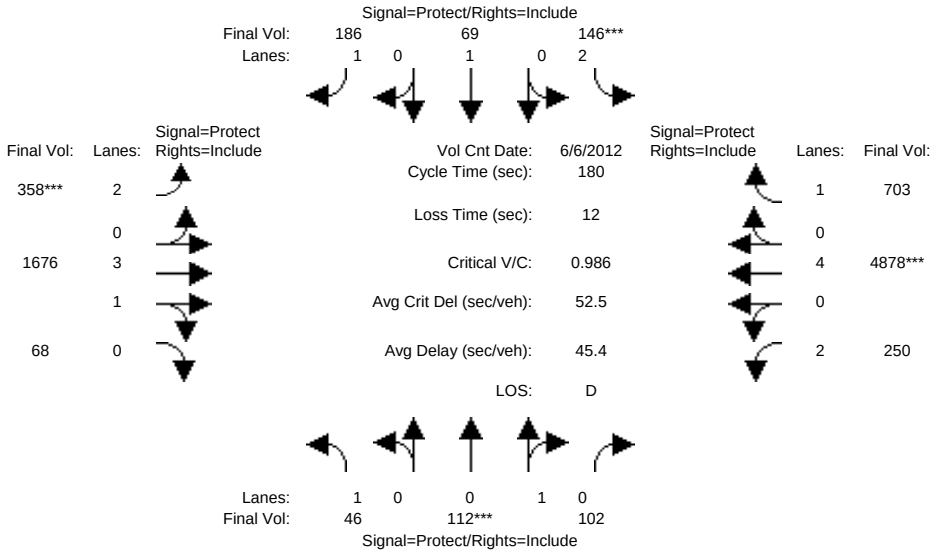
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #28: McCarthy Blvd and Montague Expwy



Street Name:	McCarthy Blvd						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Jun 2012 << 7:50:00 AM												
Base Vol:	46	112	102	134	69	182	352	1676	68	250	4878	703
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	112	102	134	69	182	352	1676	68	250	4878	703
Added Vol:	0	0	0	11	0	4	6	0	0	0	0	0
Pass-by Div:	0	0	0	1	0	0	0	0	0	0	0	0
Initial Fut:	46	112	102	146	69	186	358	1676	68	250	4878	703
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	112	102	146	69	186	358	1676	68	250	4878	703
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	112	102	146	69	186	358	1676	68	250	4878	703
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	112	102	146	69	186	358	1676	68	250	4878	703
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.52	0.48	2.00	1.00	1.00	2.00	3.84	0.16	2.00	4.00	1.00
Final Sat.:	1750	942	858	3150	1900	1750	3150	7207	292	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.05	0.04	0.11	0.11	0.23	0.23	0.08	0.64	0.40
Crit Moves:		****		****			****				****	
Green/Cycle:	0.04	0.12	0.12	0.05	0.12	0.12	0.12	0.57	0.57	0.19	0.65	0.65
Volume/Cap:	0.59	0.99	0.99	0.99	0.30	0.87	0.99	0.41	0.41	0.41	0.99	0.62
Delay/Veh:	95.3	136	136.1	155.4	72.6	106.5	123.0	21.6	21.6	63.8	40.6	19.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.3	136	136.1	155.4	72.6	106.5	123.0	21.6	21.6	63.8	40.6	19.4
LOS by Move:	F	F	F	F	E	F	F	C+	C+	E	D	B-
HCM2k95thQ:	7	29	29	12	7	21	24	23	23	14	107	40

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

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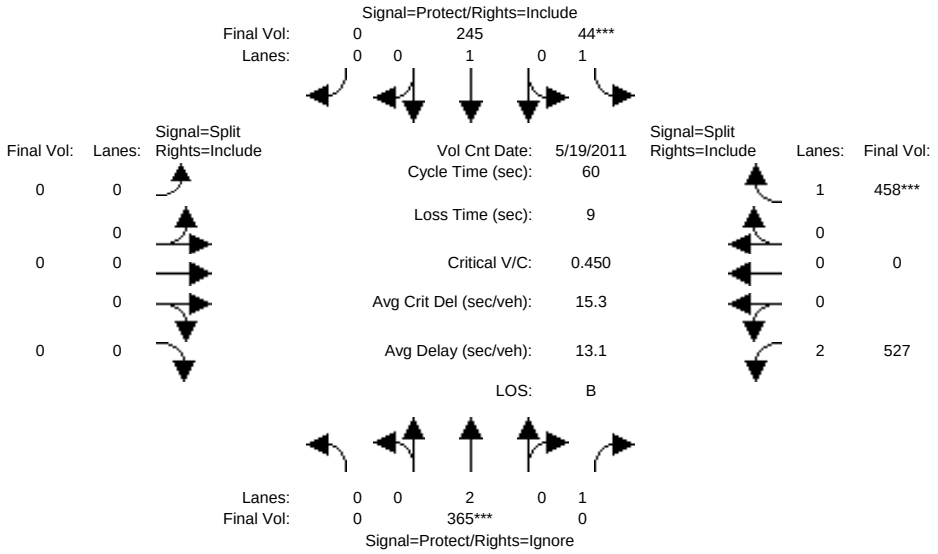
Background plus Project - AM Peak Hour

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

Intersection #29: Zanker Rd and SR-237 WB Ramps



Street Name:	Zanker Rd						SR-237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2011 << 8:00:00 AM												
Base Vol:	0	365	660	44	245	0	0	0	0	527	0	458
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	365	660	44	245	0	0	0	0	527	0	458
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	365	660	44	245	0	0	0	0	527	0	458
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	365	0	44	245	0	0	0	0	527	0	458
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	365	0	44	245	0	0	0	0	527	0	458
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	365	0	44	245	0	0	0	0	527	0	458
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	1900	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.00	0.03	0.13	0.00	0.00	0.00	0.00	0.17	0.00	0.26
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.20	0.00	0.12	0.31	0.00	0.00	0.00	0.00	0.54	0.00	0.54
Volume/Cap:	0.00	0.49	0.00	0.22	0.41	0.00	0.00	0.00	0.00	0.31	0.00	0.49
Delay/Veh:	0.0	21.9	0.0	24.5	16.7	0.0	0.0	0.0	0.0	7.8	0.0	9.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.9	0.0	24.5	16.7	0.0	0.0	0.0	0.0	7.8	0.0	9.1
LOS by Move:	A	C+	A	C	B	A	A	A	A	A	A	A
HCM2k95thQ:	0	6	0	2	8	0	0	0	0	7	0	12

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

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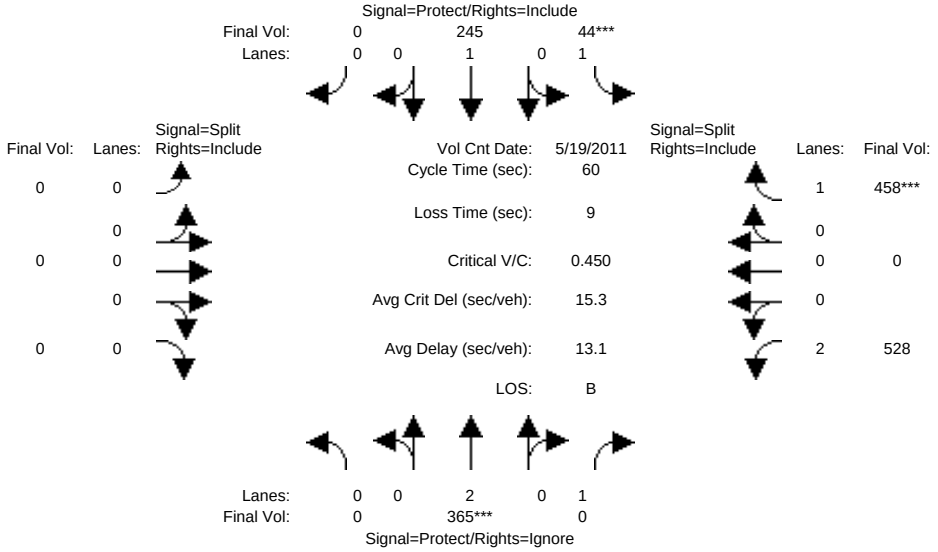
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #29: Zanker Rd and SR-237 WB Ramps

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Street Name:            Zanker Rd                       SR-237 WB Ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     0    0     0    10   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 May 2011 << 8:00:00 AM
Base Vol:       0  365   660    44  245     0     0    0     0   527    0   458
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  365   660    44  245     0     0    0     0   527    0   458
Added Vol:      0    0     0     0    0     0     0    0     0     1    0     0
Pass-by Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  365   660    44  245     0     0    0     0   528    0   458
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  365     0    44  245     0     0    0     0   528    0   458
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  365     0    44  245     0     0    0     0   528    0   458
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0  365     0    44  245     0     0    0     0   528    0   458
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.83 1.00  0.92
Lanes:       0.00 2.00  1.00  1.00 1.00  0.00  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     0 3800  1750  1750 1900     0     0    0     0  3150    0  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.10  0.00  0.03 0.13  0.00  0.00 0.00  0.00  0.17 0.00  0.26
Crit Moves:        ****        ****                                       ****
Green/Cycle: 0.00 0.20  0.00  0.12 0.31  0.00  0.00 0.00  0.00  0.54 0.00  0.54
Volume/Cap:  0.00 0.49  0.00  0.22 0.41  0.00  0.00 0.00  0.00  0.31 0.00  0.49
Delay/Veh:    0.0 21.9   0.0  24.5 16.7   0.0   0.0  0.0   0.0   7.9  0.0   9.1
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0 21.9   0.0  24.5 16.7   0.0   0.0  0.0   0.0   7.9  0.0   9.1
LOS by Move:    A   C+     A     C    B     A     A    A     A     A    A     A
HCM2k95thQ:     0    6     0     2    8     0     0    0     0     7    0    12
Note: Queue reported is the number of cars per lane.
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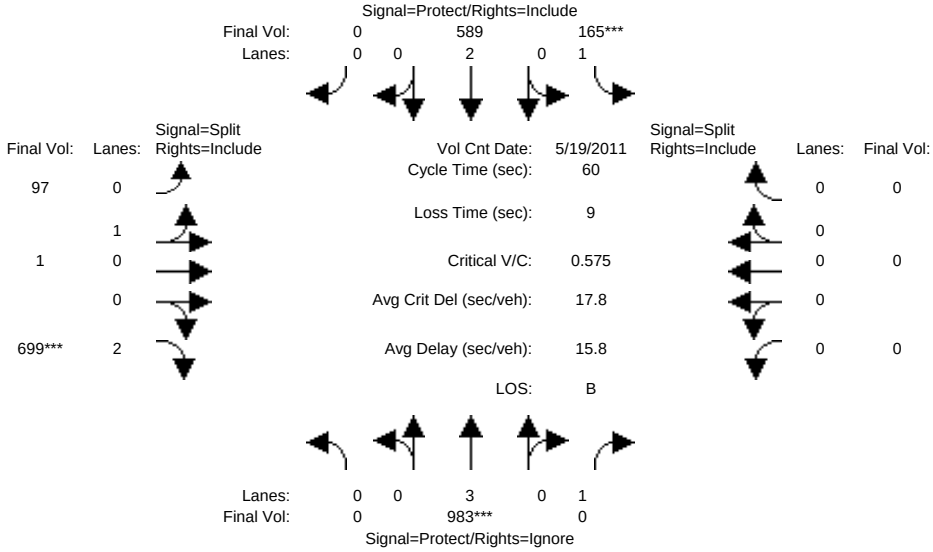
SJ12-1361
Background plus Project - AM Peak Hour

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

Intersection #30: Zanker Rd and SR-237 EB Ramps



Street Name:	Zanker Rd						SR-237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2011 << 8:00:00 AM												
Base Vol:	0	983	319	165	589	0	97	1	699	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	983	319	165	589	0	97	1	699	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	983	319	165	589	0	97	1	699	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	983	0	165	589	0	97	1	699	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	983	0	165	589	0	97	1	699	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	983	0	165	589	0	97	1	699	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.83	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	0.99	0.01	2.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	1750	3800	0	1782	18	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.00	0.09	0.16	0.00	0.05	0.05	0.22	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.30	0.00	0.16	0.46	0.00	0.39	0.39	0.39	0.00	0.00	0.00
Volume/Cap:	0.00	0.57	0.00	0.57	0.33	0.00	0.14	0.14	0.57	0.00	0.00	0.00
Delay/Veh:	0.0	18.2	0.0	26.0	10.3	0.0	12.1	12.1	15.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.2	0.0	26.0	10.3	0.0	12.1	12.1	15.2	0.0	0.0	0.0
LOS by Move:	A	B-	A	C	B+	A	B	B	B	A	A	A
HCM2k95thQ:	0	10	0	6	7	0	3	3	13	0	0	0

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

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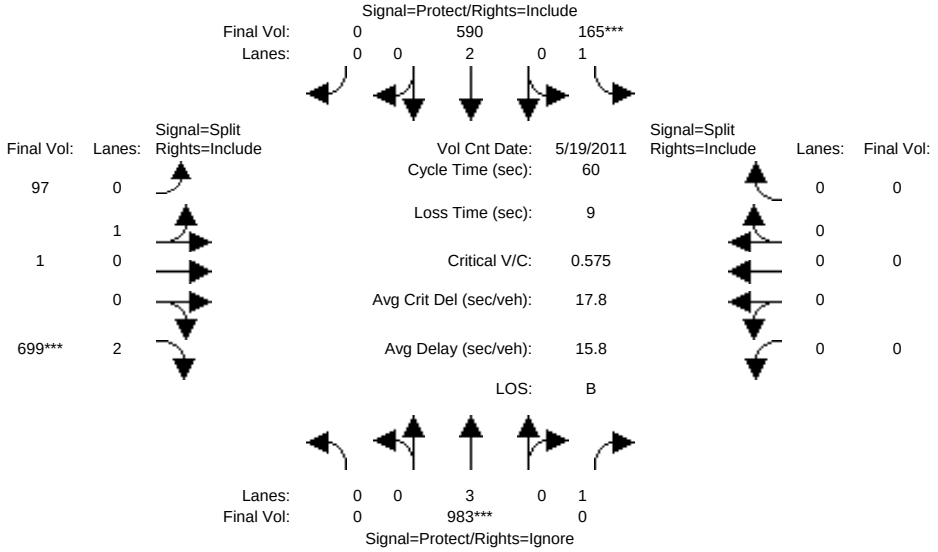
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #30: Zanker Rd and SR-237 EB Ramps



Street Name:	Zanker Rd						SR-237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2011 << 8:00:00 AM												
Base Vol:	0	983	319	165	589	0	97	1	699	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	983	319	165	589	0	97	1	699	0	0	0
Added Vol:	0	0	2	0	1	0	0	0	0	0	0	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	983	321	165	590	0	97	1	699	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	983	0	165	590	0	97	1	699	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	983	0	165	590	0	97	1	699	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	983	0	165	590	0	97	1	699	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.83	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	0.99	0.01	2.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	1750	3800	0	1782	18	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.00	0.09	0.16	0.00	0.05	0.05	0.22	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.30	0.00	0.16	0.46	0.00	0.39	0.39	0.39	0.00	0.00	0.00
Volume/Cap:	0.00	0.57	0.00	0.57	0.33	0.00	0.14	0.14	0.57	0.00	0.00	0.00
Delay/Veh:	0.0	18.2	0.0	26.0	10.3	0.0	12.1	12.1	15.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.2	0.0	26.0	10.3	0.0	12.1	12.1	15.2	0.0	0.0	0.0
LOS by Move:	A	B-	A	C	B+	A	B	B	B	A	A	A
HCM2k95thQ:	0	10	0	6	7	0	3	3	13	0	0	0

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

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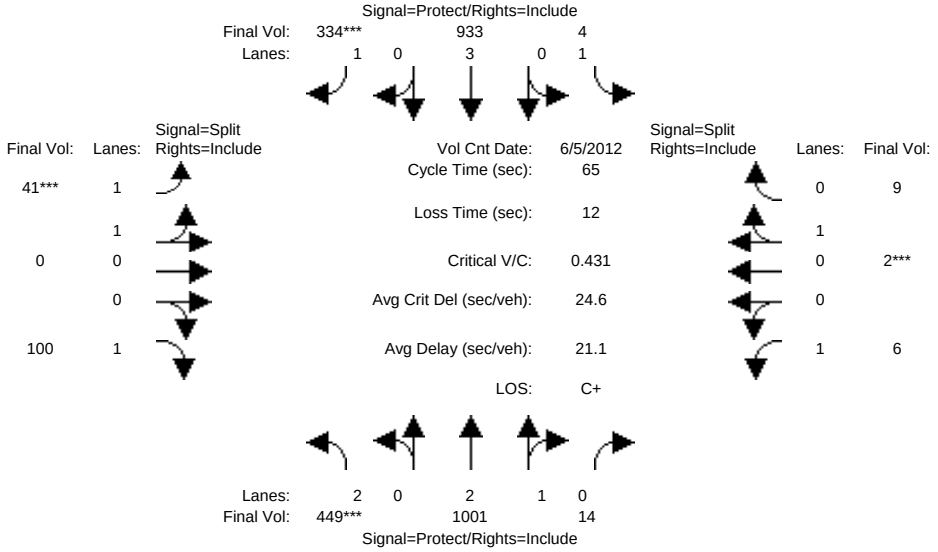
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

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

Intersection #31: Holger Way and Zanker Rd



Street Name:	Zanker Rd						Holger Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 7:55:00 AM												
Base Vol:	449	1001	14	4	933	334	41	0	100	6	2	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	449	1001	14	4	933	334	41	0	100	6	2	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	449	1001	14	4	933	334	41	0	100	6	2	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	449	1001	14	4	933	334	41	0	100	6	2	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	449	1001	14	4	933	334	41	0	100	6	2	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	449	1001	14	4	933	334	41	0	100	6	2	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.93	1.00	0.92	0.92	0.95	0.95
Lanes:	2.00	2.96	0.04	1.00	3.00	1.00	2.00	0.00	1.00	1.00	0.18	0.82
Final Sat.:	3150	5523	77	1750	5700	1750	3550	0	1750	1750	327	1473
Capacity Analysis Module:												
Vol/Sat:	0.14	0.18	0.18	0.00	0.16	0.19	0.01	0.00	0.06	0.00	0.01	0.01
Crit Moves:	****					****	****				****	
Green/Cycle:	0.22	0.32	0.32	0.19	0.29	0.29	0.15	0.00	0.15	0.15	0.15	0.15
Volume/Cap:	0.66	0.57	0.57	0.01	0.56	0.66	0.08	0.00	0.37	0.02	0.04	0.04
Delay/Veh:	25.6	18.9	18.9	21.4	20.0	23.3	23.6	0.0	25.5	23.4	23.5	23.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.6	18.9	18.9	21.4	20.0	23.3	23.6	0.0	25.5	23.4	23.5	23.5
LOS by Move:	C	B-	B-	C+	C+	C	C	A	C	C	C	C
HCM2k95thQ:	12	12	12	0	10	12	1	0	5	0	0	0

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

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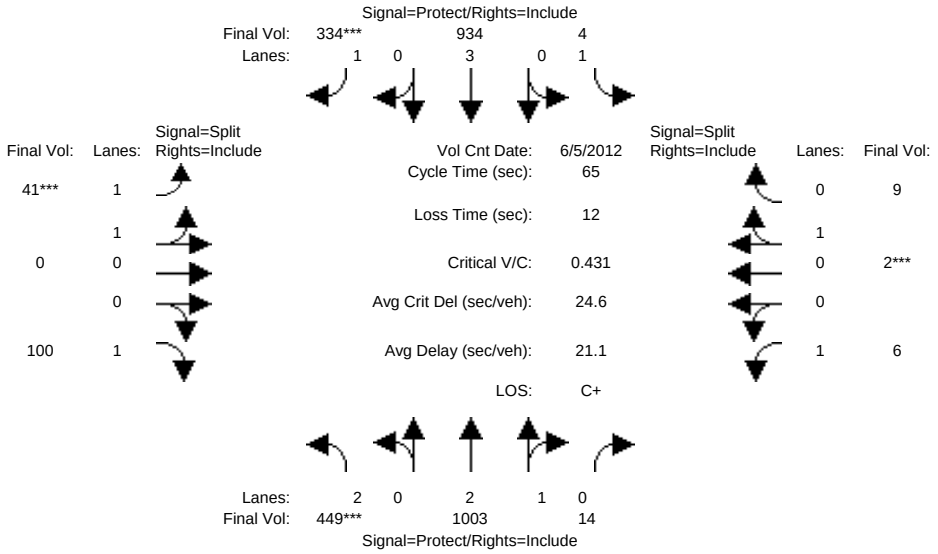
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #31: Holger Way and Zanker Rd



Street Name:	Zanker Rd						Holger Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 7:55:00 AM												
Base Vol:	449	1001	14	4	933	334	41	0	100	6	2	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	449	1001	14	4	933	334	41	0	100	6	2	9
Added Vol:	0	2	0	0	1	0	0	0	0	0	0	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	449	1003	14	4	934	334	41	0	100	6	2	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	449	1003	14	4	934	334	41	0	100	6	2	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	449	1003	14	4	934	334	41	0	100	6	2	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	449	1003	14	4	934	334	41	0	100	6	2	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.93	1.00	0.92	0.92	0.95	0.95
Lanes:	2.00	2.96	0.04	1.00	3.00	1.00	2.00	0.00	1.00	1.00	0.18	0.82
Final Sat.:	3150	5523	77	1750	5700	1750	3550	0	1750	1750	327	1473
Capacity Analysis Module:												
Vol/Sat:	0.14	0.18	0.18	0.00	0.16	0.19	0.01	0.00	0.06	0.00	0.01	0.01
Crit Moves:	****					****	****				****	
Green/Cycle:	0.22	0.32	0.32	0.19	0.29	0.29	0.15	0.00	0.15	0.15	0.15	0.15
Volume/Cap:	0.66	0.57	0.57	0.01	0.56	0.66	0.08	0.00	0.37	0.02	0.04	0.04
Delay/Veh:	25.6	18.9	18.9	21.4	20.0	23.3	23.6	0.0	25.5	23.4	23.5	23.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.6	18.9	18.9	21.4	20.0	23.3	23.6	0.0	25.5	23.4	23.5	23.5
LOS by Move:	C	B-	B-	C+	C+	C	C	A	C	C	C	C
HCM2k95thQ:	12	12	12	0	10	12	1	0	5	0	0	0

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

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Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

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

Intersection		Background PM				B+P PM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#1	McCarthy Blvd and Dixon Landing Rd	B-	18.8	0.710	18.8	B-	19.9	0.729	+ 0.018	19.9	+ 1.1
#2	I-880 SB Ramps and Dixon Landing Dr	A	6.5	0.505	6.6	A	6.5	0.510	+ 0.005	6.6	+ 0.0
#3	Dixon Landing Rd and California Cir	B	17.0	0.559	23.6	B	17.1	0.571	+ 0.012	24.0	+ 0.4
#4	California Cir and I-880 NB Ramps	B	15.8	0.629	17.0	B	15.9	0.632	+ 0.003	17.0	+ 0.0
#5	Dixon Landing Rd and Warm Springs Rd	F	84.0	1.134	129.6	F	85.4	1.139	+ 0.006	132.1	+ 2.6
#6	McCarthy Blvd and Ranch Drive (North)	C	29.1	0.644	27.5	C	30.3	0.673	+ 0.029	29.3	+ 1.8
#7	Ranch Drive and Project Entrance	B+	11.9	0.296	10.7	B	16.9	0.625	+ 0.328	18.1	+ 7.5
#8	McCarthy Blvd and Ranch Dr (South)	D	47.0	0.929	63.9	E	63.4	1.016	+ 0.088	93.6	+ 29.7
#9	McCarthy Blvd and SR-237 WB Ramps	D+	35.6	1.019	49.3	E	72.3	1.163	+ 0.144	103.1	+ 53.7
#10	McCarthy Blvd and SR-237 EB Ramps	C	23.9	0.938	34.0	C	27.3	0.959	+ 0.021	37.4	+ 3.4
#11	I-880 SB Ramps and SR-237	B	16.7	0.781	17.2	B	17.4	0.807	+ 0.026	18.5	+ 1.3
#12	I-880 NB Ramps and SR-237	B-	19.4	0.806	23.7	B-	18.6	0.801	- 0.005	23.0	- 0.8
#13	Abel Street and SR-237	D	49.2	0.934	51.0	D	50.1	0.945	+ 0.012	52.3	+ 1.4
#14	Milpitas Blvd and SR-237	D	42.7	0.821	43.0	D	43.0	0.834	+ 0.013	43.5	+ 0.5
#15	Hillview Drive and SR-237	D	43.1	0.885	47.3	D	43.6	0.902	+ 0.018	48.6	+ 1.2
#16	McCarthy Blvd and Bellew Dr	F	81.8	1.111	107.2	F	88.0	1.124	+ 0.013	111.9	+ 4.7
#17	McCarthy Blvd and Alder Dr	F	81.5	1.077	102.1	F	90.4	1.116	+ 0.039	117.3	+ 15.2
#18	McCarthy Blvd and Tasman Dr	D+	37.1	0.713	41.1	D+	37.8	0.737	+ 0.024	41.7	+ 0.6
#19	Tasman Dr and Alder Dr	F	90.6	1.098	103.3	F	94.9	1.113	+ 0.015	108.7	+ 5.4
#20	I-880 SB Ramps and Tasman Dr	C+	21.6	0.905	43.0	C+	21.7	0.912	+ 0.007	43.9	+ 0.8
#21	Great Mall Pkwy and Thompson St	C	31.9	0.819	33.2	C-	32.1	0.824	+ 0.005	33.5	+ 0.3
#22	Abel St and Great Mall Pkwy	C	31.4	0.682	27.8	C	31.4	0.686	+ 0.004	27.8	- 0.0
#23	Main St and Great Mall Pkwy	C-	32.4	0.595	29.1	C-	32.3	0.603	+ 0.008	29.0	- 0.1
#24	Great Mall Pkwy and Montague Expwy	E+	57.6	0.832	65.0	E+	57.8	0.832	+ 0.000	65.0	+ 0.0
#25	Trade Zone and Capitol Ave	E	67.4	0.954	75.7	E	68.3	0.961	+ 0.007	77.1	+ 1.3
#26	Montague Expwy and Trimble Rd	E	67.4	1.025	83.0	E	68.0	1.028	+ 0.003	83.8	+ 0.8

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Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

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

Intersection		Background PM				B+P PM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#27	McCarthy Blvd and Barber Ln	D	39.5	0.715	45.4	D	47.2	0.745	+ 0.029	55.5	+ 10.1
#28	McCarthy Blvd and Montague Expwy	F	103.3	1.137	127.4	F	108.3	1.152	+ 0.015	134.1	+ 6.7
#29	Zanker Rd and SR-237 WB Ramps	B	16.4	0.720	16.3	B	16.5	0.723	+ 0.003	16.4	+ 0.1
#30	Zanker Rd and SR-237 EB Ramps	B	15.1	0.598	20.7	B	15.0	0.597	- 0.000	20.7	- 0.0
#31	Holger Way and Zanker Rd	C	24.9	0.513	25.0	C	24.9	0.519	+ 0.006	25.1	+ 0.1

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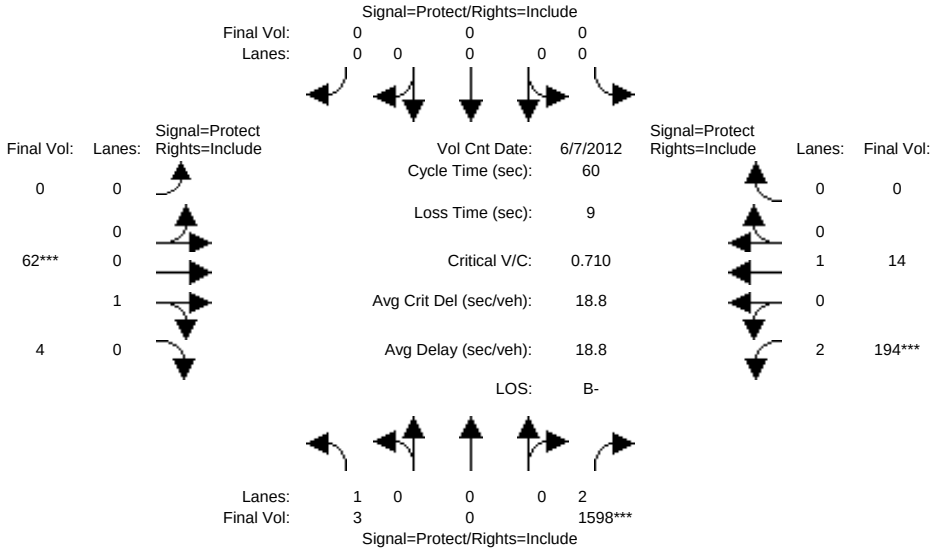
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

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

Intersection #1: McCarthy Blvd and Dixon Landing Rd



Street Name:	McCarthy Blvd						Dixon Landing Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	3	0	1598	0	0	0	0	62	4	194	14	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	0	1598	0	0	0	0	62	4	194	14	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	0	1598	0	0	0	0	62	4	194	14	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	0	1598	0	0	0	0	62	4	194	14	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	1598	0	0	0	0	62	4	194	14	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	0	1598	0	0	0	0	62	4	194	14	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	0.93	0.07	2.00	1.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	1776	115	3150	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.51	0.00	0.00	0.00	0.00	0.03	0.03	0.06	0.01	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.57	0.00	0.57	0.00	0.00	0.00	0.00	0.17	0.17	0.12	0.28	0.00
Volume/Cap:	0.00	0.00	0.90	0.00	0.00	0.00	0.00	0.21	0.21	0.53	0.03	0.00
Delay/Veh:	5.6	0.0	17.8	0.0	0.0	0.0	0.0	21.9	21.9	26.4	15.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.6	0.0	17.8	0.0	0.0	0.0	0.0	21.9	21.9	26.4	15.5	0.0
LOS by Move:	A	A	B	A	A	A	A	C+	C+	C	B	A
HCM2k95thQ:	0	0	29	0	0	0	0	3	3	4	0	0

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

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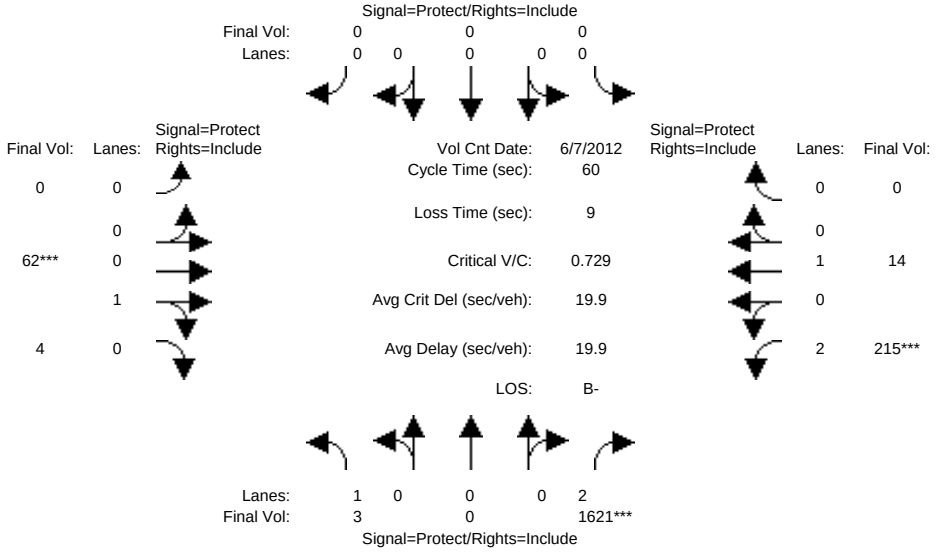
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #1: McCarthy Blvd and Dixon Landing Rd



Street Name:	McCarthy Blvd						Dixon Landing Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	3	0	1598	0	0	0	0	62	4	194	14	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	0	1598	0	0	0	0	62	4	194	14	0
Added Vol:	0	0	18	0	0	0	0	0	0	18	0	0
Pass-by Div:	0	0	5	0	0	0	0	0	0	3	0	0
Initial Fut:	3	0	1621	0	0	0	0	62	4	215	14	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	0	1621	0	0	0	0	62	4	215	14	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	1621	0	0	0	0	62	4	215	14	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	0	1621	0	0	0	0	62	4	215	14	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	0.94	0.06	2.00	1.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	1691	109	3150	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.51	0.00	0.00	0.00	0.00	0.04	0.04	0.07	0.01	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.57	0.00	0.57	0.00	0.00	0.00	0.00	0.17	0.17	0.12	0.28	0.00
Volume/Cap:	0.00	0.00	0.91	0.00	0.00	0.00	0.00	0.22	0.22	0.59	0.03	0.00
Delay/Veh:	5.6	0.0	18.8	0.0	0.0	0.0	0.0	22.0	22.0	27.6	15.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.6	0.0	18.8	0.0	0.0	0.0	0.0	22.0	22.0	27.6	15.5	0.0
LOS by Move:	A	A	B-	A	A	A	A	C+	C+	C	B	A
HCM2k95thQ:	0	0	30	0	0	0	0	3	3	5	0	0

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

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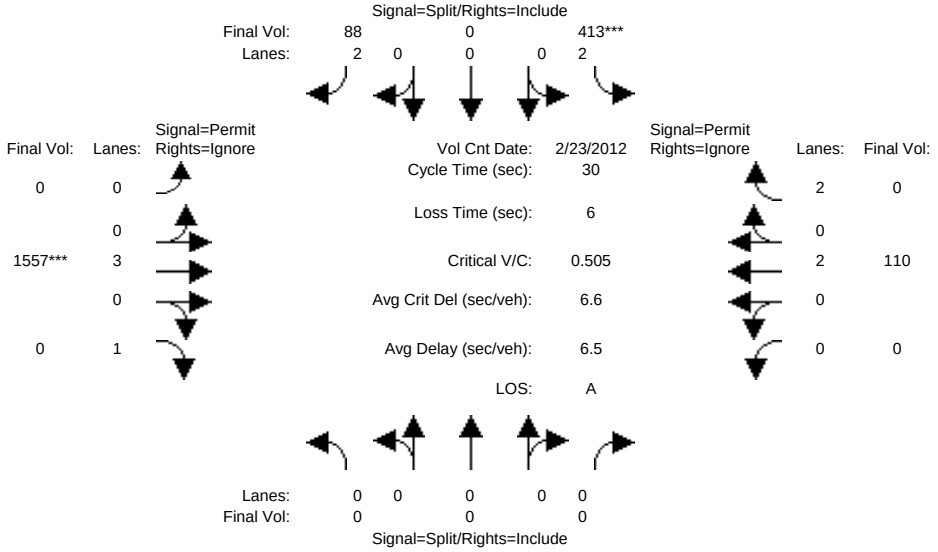
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

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

Intersection #2: I-880 SB Ramps and Dixon Landing Dr



Street Name:	I-880 SB Ramps						Dixon Landing Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Feb 2012 << 8:00:00 AM												
Base Vol:	0	0	0	413	0	88	0	1557	50	0	110	556
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	413	0	88	0	1557	50	0	110	556
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	413	0	88	0	1557	50	0	110	556
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	413	0	88	0	1557	0	0	110	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	413	0	88	0	1557	0	0	110	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	413	0	88	0	1557	0	0	110	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	2.00	2.00
Final Sat.:	0	0	0	3150	0	3150	0	5700	1750	0	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.03	0.00	0.27	0.00	0.00	0.03	0.00
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.00	0.33	0.00	0.33	0.00	0.47	0.00	0.00	0.47	0.00
Volume/Cap:	0.00	0.00	0.00	0.39	0.00	0.08	0.00	0.59	0.00	0.00	0.06	0.00
Delay/Veh:	0.0	0.0	0.0	7.9	0.0	6.9	0.0	6.2	0.0	0.0	4.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	7.9	0.0	6.9	0.0	6.2	0.0	0.0	4.4	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	5	0	1	0	7	0	0	1	0

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

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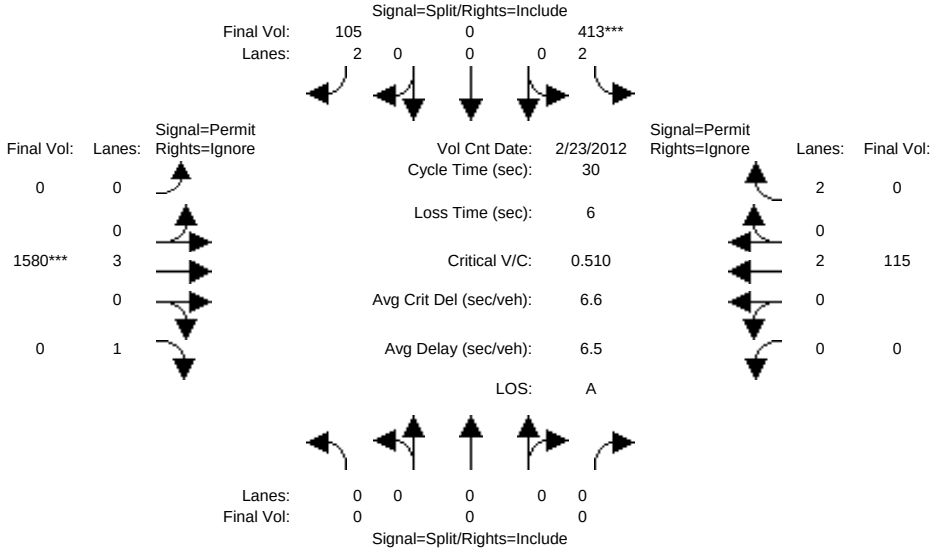
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #2: I-880 SB Ramps and Dixon Landing Dr



Street Name:	I-880 SB Ramps						Dixon Landing Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Feb 2012 << 8:00:00 AM												
Base Vol:	0	0	0	413	0	88	0	1557	50	0	110	556
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	413	0	88	0	1557	50	0	110	556
Added Vol:	0	0	0	0	0	14	0	18	0	0	5	0
Pass-by Div:	0	0	0	0	0	3	0	5	0	0	0	0
Initial Fut:	0	0	0	413	0	105	0	1580	50	0	115	556
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	413	0	105	0	1580	0	0	115	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	413	0	105	0	1580	0	0	115	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	413	0	105	0	1580	0	0	115	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	2.00	2.00
Final Sat.:	0	0	0	3150	0	3150	0	5700	1750	0	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.03	0.00	0.28	0.00	0.00	0.03	0.00
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.00	0.33	0.00	0.33	0.00	0.47	0.00	0.00	0.47	0.00
Volume/Cap:	0.00	0.00	0.00	0.39	0.00	0.10	0.00	0.59	0.00	0.00	0.06	0.00
Delay/Veh:	0.0	0.0	0.0	7.9	0.0	6.9	0.0	6.3	0.0	0.0	4.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	7.9	0.0	6.9	0.0	6.3	0.0	0.0	4.4	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	5	0	1	0	7	0	0	1	0

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

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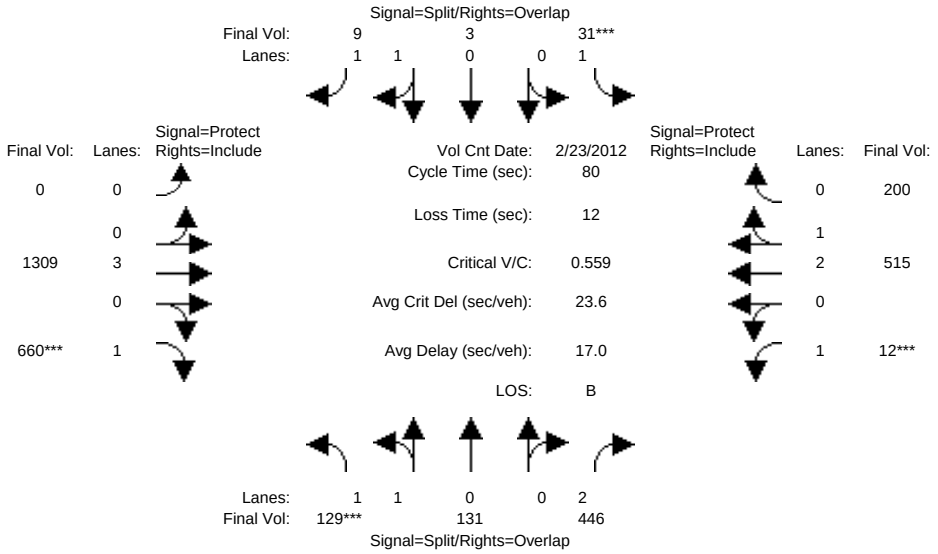
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

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

Intersection #3: Dixon Landing Rd and California Cir

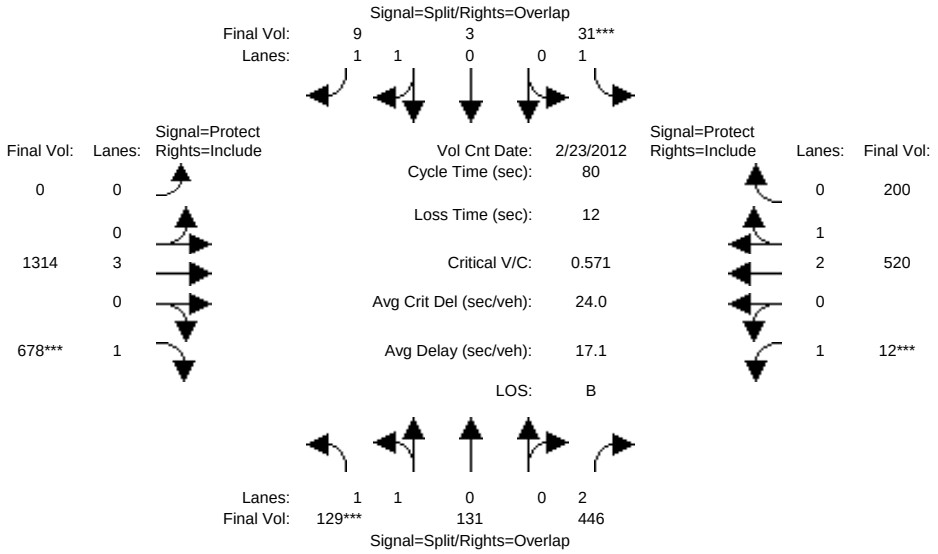



```
Street Name:I-880 Northbound Ramps / Californ          Dixon Landing Rd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 23 Feb 2012 << 8:00:00 AM
Base Vol:     129  131   446    31    3     9     0 1309   660    12  515   200
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  129  131   446    31    3     9     0 1309   660    12  515   200
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  129  131   446    31    3     9     0 1309   660    12  515   200
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   129  131   446    31    3     9     0 1309   660    12  515   200
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  129  131   446    31    3     9     0 1309   660    12  515   200
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  129  131   446    31    3     9     0 1309   660    12  515   200
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.83  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.00 1.00  2.00  1.00 0.47  1.53  0.00 3.00  1.00  1.00 2.11  0.89
Final Sat.:  1750 1900  3150  1750  893  2678     0 5700  1750  1750 4009  1557
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.07  0.14  0.02 0.00  0.00  0.00 0.23  0.38  0.01 0.13  0.13
Crit Moves:  ****              ****                          ****  ****
Green/Cycle: 0.13 0.13  0.21  0.13 0.13  0.13  0.00 0.51  0.51  0.09 0.60  0.60
Volume/Cap:  0.59 0.55  0.67  0.14 0.03  0.03  0.00 0.45  0.74  0.08 0.21  0.21
Delay/Veh:   35.2 34.3  31.5  31.5 30.8  30.8   0.0 12.5  18.5  33.8  7.4   7.4
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  35.2 34.3  31.5  31.5 30.8  30.8   0.0 12.5  18.5  33.8  7.4   7.4
LOS by Move:   D+   C-     C     C    C     C     A    B    B-    C-    A     A
HCM2k95thQ:     7    6    12     2    0     0     0   13    25     1    5     5
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #3: Dixon Landing Rd and California Cir

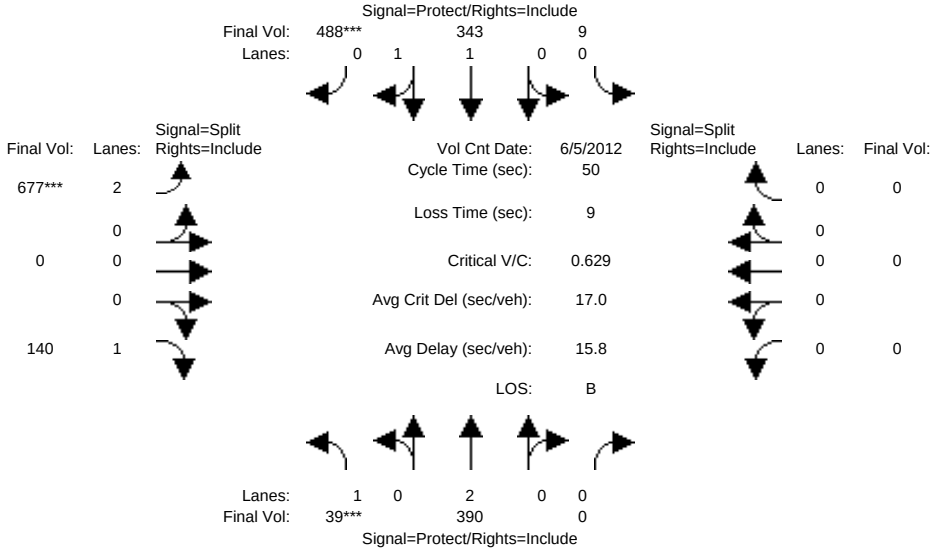



```
Street Name:I-880 Northbound Ramps / Californ          Dixon Landing Rd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 23 Feb 2012 << 8:00:00 AM
Base Vol:     129  131   446    31    3     9     0 1309   660    12  515   200
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  129  131   446    31    3     9     0 1309   660    12  515   200
Added Vol:      0    0     0     0    0     0     0    5    13     0    5     0
Pass-by Div:    0    0     0     0    0     0     0    0     5     0    0     0
Initial Fut:  129  131   446    31    3     9     0 1314   678    12  520   200
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   129  131   446    31    3     9     0 1314   678    12  520   200
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  129  131   446    31    3     9     0 1314   678    12  520   200
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  129  131   446    31    3     9     0 1314   678    12  520   200
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.83  0.92 0.95  0.95  0.92 1.00  0.92  0.92 1.00  0.95
Lanes:       1.00 1.00  2.00  1.00 0.50  1.50  0.00 3.00  1.00  1.00 2.14  0.86
Final Sat.:  1750 1900  3150  1750  900  2700     0 5700  1750  1750 4042  1555
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.07  0.14  0.02 0.00  0.00  0.00 0.23  0.39  0.01 0.13  0.13
Crit Moves:  ****              ****                          ****  ****
Green/Cycle: 0.13 0.13  0.21  0.13 0.13  0.13  0.00 0.51  0.51  0.09 0.60  0.60
Volume/Cap:  0.59 0.55  0.67  0.14 0.03  0.03  0.00 0.45  0.76  0.08 0.21  0.21
Delay/Veh:   35.2 34.3  31.5  31.5 30.8  30.8   0.0 12.5  19.2  33.8  7.4   7.4
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  35.2 34.3  31.5  31.5 30.8  30.8   0.0 12.5  19.2  33.8  7.4   7.4
LOS by Move:   D+   C-     C     C    C     C     A    B    B-    C-    A     A
HCM2k95thQ:     7    6    12     2    0     0     0   13    26     1    5     5
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

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

Intersection #4: California Cir and I-880 NB Ramps



Street Name:	California Cir						I-880 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 7:30:00 AM												
Base Vol:	39	390	0	9	343	488	677	0	140	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	390	0	9	343	488	677	0	140	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	390	0	9	343	488	677	0	140	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	390	0	9	343	488	677	0	140	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	390	0	9	343	488	677	0	140	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	390	0	9	343	488	677	0	140	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.03	0.97	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	48	1847	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.00	0.19	0.19	0.28	0.21	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****					****	****					
Green/Cycle:	0.14	0.27	0.00	0.25	0.38	0.38	0.30	0.00	0.30	0.00	0.00	0.00
Volume/Cap:	0.16	0.38	0.00	0.74	0.48	0.73	0.73	0.00	0.27	0.00	0.00	0.00
Delay/Veh:	19.2	15.0	0.0	19.7	11.9	15.5	18.7	0.0	13.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.2	15.0	0.0	19.7	11.9	15.5	18.7	0.0	13.8	0.0	0.0	0.0
LOS by Move:	B-	B	A	B-	B+	B	B-	A	B	A	A	A
HCM2k95thQ:	1	6	0	10	8	14	14	0	4	0	0	0

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

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Pacific Mall - Silicon Valley
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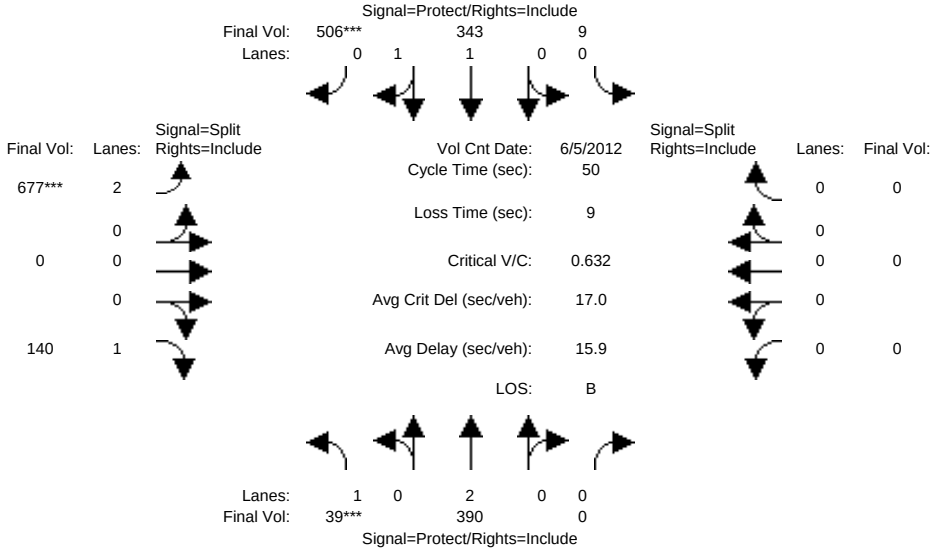
Background plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #4: California Cir and I-880 NB Ramps



Street Name:	California Cir						I-880 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 7:30:00 AM												
Base Vol:	39	390	0	9	343	488	677	0	140	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	390	0	9	343	488	677	0	140	0	0	0
Added Vol:	0	0	0	0	0	13	0	0	0	0	0	0
Pass-by Div:	0	0	0	0	0	5	0	0	0	0	0	0
Initial Fut:	39	390	0	9	343	506	677	0	140	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	390	0	9	343	506	677	0	140	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	390	0	9	343	506	677	0	140	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	390	0	9	343	506	677	0	140	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.03	0.97	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	46	1754	1800	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.00	0.20	0.20	0.28	0.21	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****					****	****					
Green/Cycle:	0.14	0.27	0.00	0.26	0.39	0.39	0.29	0.00	0.29	0.00	0.00	0.00
Volume/Cap:	0.16	0.39	0.00	0.75	0.51	0.73	0.73	0.00	0.27	0.00	0.00	0.00
Delay/Veh:	19.2	15.3	0.0	19.9	12.0	15.5	18.8	0.0	13.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.2	15.3	0.0	19.9	12.0	15.5	18.8	0.0	13.8	0.0	0.0	0.0
LOS by Move:	B-	B	A	B-	B+	B	B-	A	B	A	A	A
HCM2k95thQ:	1	6	0	11	9	14	14	0	4	0	0	0

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

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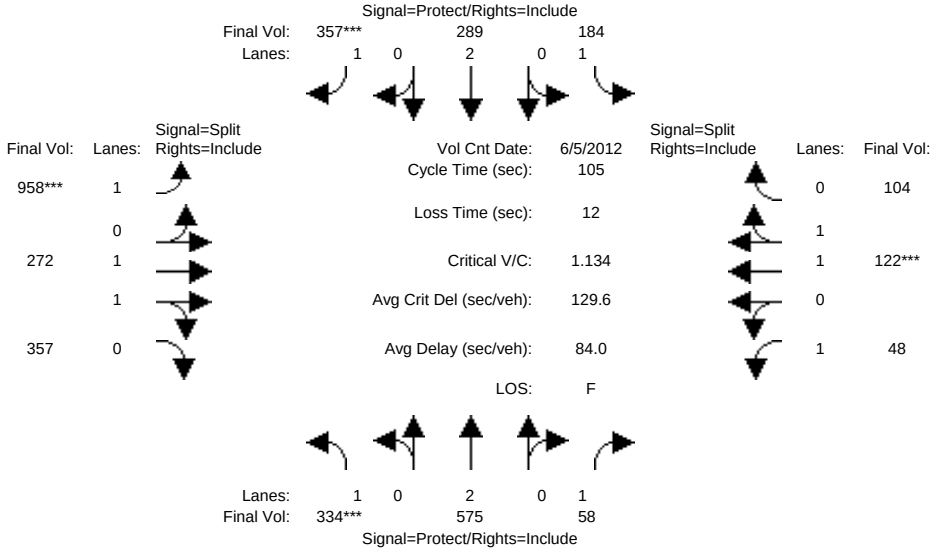
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #5: Dixon Landing Rd and Warm Springs Rd



Street Name:	Warm Springs Rd						Dixon Landing Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 7:40:00 AM												
Base Vol:	334	575	58	184	289	357	958	272	357	48	122	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	334	575	58	184	289	357	958	272	357	48	122	104
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	334	575	58	184	289	357	958	272	357	48	122	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	334	575	58	184	289	357	958	272	357	48	122	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	334	575	58	184	289	357	958	272	357	48	122	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	334	575	58	184	289	357	958	272	357	48	122	104
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.04	0.96
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1973	1682
Capacity Analysis Module:												
Vol/Sat:	0.19	0.15	0.03	0.11	0.08	0.20	0.55	0.14	0.20	0.03	0.06	0.06
Crit Moves:	****					****	****				****	
Green/Cycle:	0.16	0.20	0.20	0.14	0.17	0.17	0.46	0.46	0.46	0.10	0.10	0.10
Volume/Cap:	1.19	0.77	0.17	0.77	0.44	1.19	1.19	0.31	0.44	0.29	0.65	0.65
Delay/Veh:	160.2	45.1	35.4	58.4	39.5	158.1	127.0	18.0	19.5	45.1	50.1	50.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	160.2	45.1	35.4	58.4	39.5	158.1	127.0	18.0	19.5	45.1	50.1	50.1
LOS by Move:	F	D	D+	E+	D	F	F	B-	B-	D	D	D
HCM2k95thQ:	37	20	4	15	9	39	84	10	15	4	10	10

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

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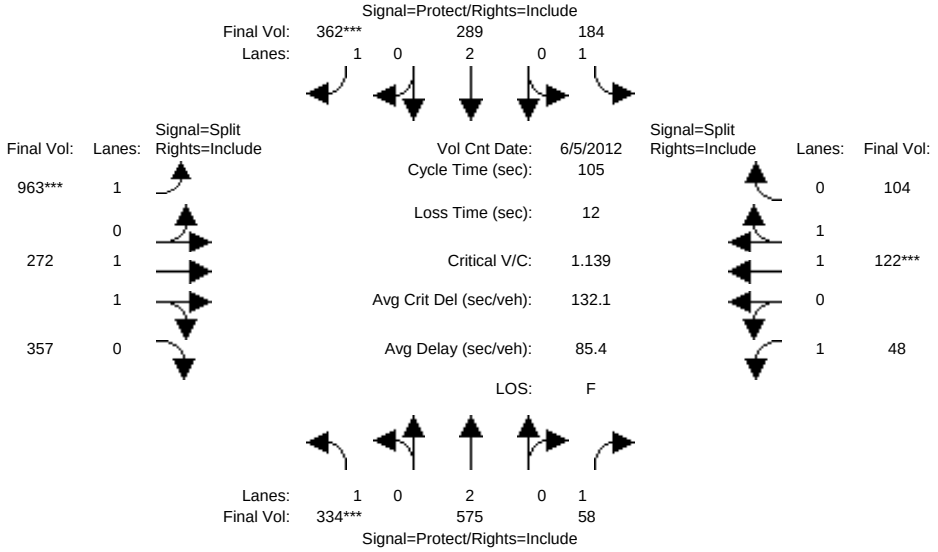
Background plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #5: Dixon Landing Rd and Warm Springs Rd



Street Name:	Warm Springs Rd						Dixon Landing Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 7:40:00 AM												
Base Vol:	334	575	58	184	289	357	958	272	357	48	122	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	334	575	58	184	289	357	958	272	357	48	122	104
Added Vol:	0	0	0	0	0	5	5	0	0	0	0	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	334	575	58	184	289	362	963	272	357	48	122	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	334	575	58	184	289	362	963	272	357	48	122	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	334	575	58	184	289	362	963	272	357	48	122	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	334	575	58	184	289	362	963	272	357	48	122	104
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.05	0.95
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1996	1702
Capacity Analysis Module:												
Vol/Sat:	0.19	0.15	0.03	0.11	0.08	0.21	0.55	0.14	0.20	0.03	0.06	0.06
Crit Moves:	****					****	****				****	
Green/Cycle:	0.16	0.20	0.20	0.14	0.17	0.17	0.46	0.46	0.46	0.10	0.10	0.10
Volume/Cap:	1.20	0.77	0.17	0.77	0.44	1.20	1.20	0.31	0.44	0.29	0.64	0.64
Delay/Veh:	163.1	45.1	35.4	58.3	39.4	160.6	130.0	18.0	19.5	45.1	49.8	49.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	163.1	45.1	35.4	58.3	39.4	160.6	130.0	18.0	19.5	45.1	49.8	49.8
LOS by Move:	F	D	D+	E+	D	F	F	B-	B-	D	D	D
HCM2k95thQ:	37	20	4	15	9	39	85	10	15	4	9	9

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

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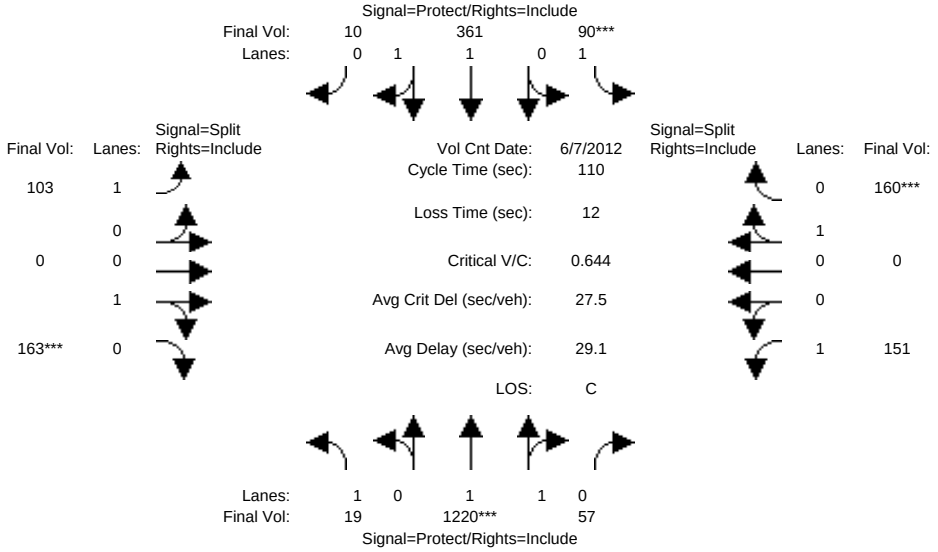
Background plus Project - PM Peak Hour

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

Intersection #6: McCarthy Blvd and Ranch Drive (North)




```
Street Name:          McCarthy Blvd                    Ranch Drive (North)
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     0    0     0    10   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 7 Jun 2012 << 8:00:00 AM
Base Vol:      19 1220    57    90  361    10   103    0   163   151    0   160
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   19 1220    57    90  361    10   103    0   163   151    0   160
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   19 1220    57    90  361    10   103    0   163   151    0   160
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    19 1220    57    90  361    10   103    0   163   151    0   160
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   19 1220    57    90  361    10   103    0   163   151    0   160
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   19 1220    57    90  361    10   103    0   163   151    0   160
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.00 1.90  0.10  1.00 1.94  0.06  1.00 0.00  1.00  1.00 0.00  1.00
Final Sat.:  1750 3617   169  1750 3689   102  1750    0  1750  1750    0  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.34  0.34  0.05 0.10  0.10  0.06 0.00  0.09  0.09 0.00  0.09
Crit Moves:       ****        ****                        ****              ****
Green/Cycle: 0.24 0.52  0.52  0.08 0.37  0.37  0.14 0.00  0.14  0.14 0.00  0.14
Volume/Cap:  0.05 0.64  0.64  0.64 0.27  0.27  0.41 0.00  0.64  0.61 0.00  0.64
Delay/Veh:   32.3 19.5  19.5  58.9 24.6  24.6  43.8  0.0  49.9  48.6  0.0  50.2
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  32.3 19.5  19.5  58.9 24.6  24.6  43.8  0.0  49.9  48.6  0.0  50.2
LOS by Move:   C-   B-    B-    E+    C     C     D    A     D     D    A     D
HCM2k95thQ:     1   28    28     7    8     8     7    0    13    12    0    13
Note: Queue reported is the number of cars per lane.
```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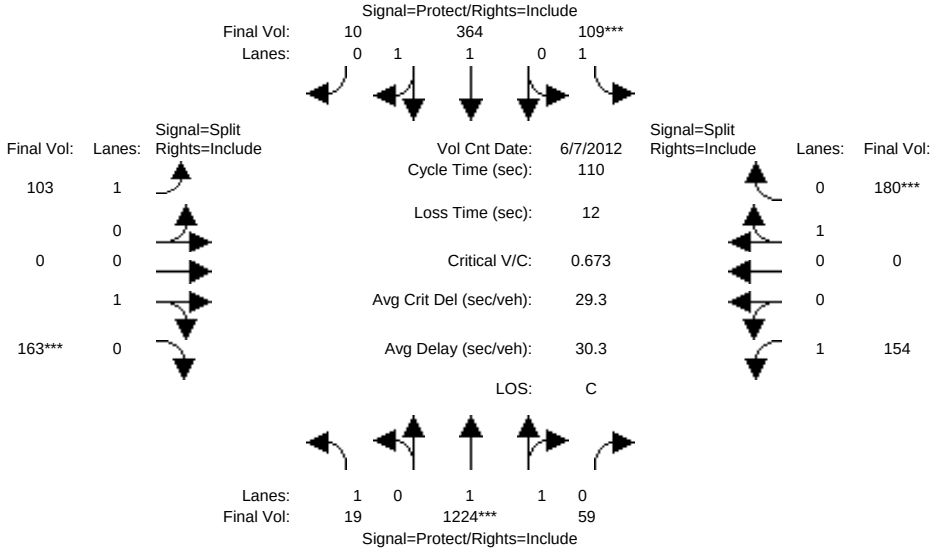
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #6: McCarthy Blvd and Ranch Drive (North)




```
Street Name:          McCarthy Blvd                    Ranch Drive (North)
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     0    0     0    10   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 7 Jun 2012 << 8:00:00 AM
Base Vol:      19 1220    57    90  361    10   103    0   163   151    0   160
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   19 1220    57    90  361    10   103    0   163   151    0   160
Added Vol:      0    5     0    14    5     0     0    0     0     0    0    13
Pass-by Div:    0   -1     2     5   -2     0     0    0     0     3    0     7
Initial Fut:   19 1224    59   109  364    10   103    0   163   154    0   180
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    19 1224    59   109  364    10   103    0   163   154    0   180
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   19 1224    59   109  364    10   103    0   163   154    0   180
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   19 1224    59   109  364    10   103    0   163   154    0   180
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.97  0.95  0.92 0.97  0.95  0.92 1.00  0.95  0.92 1.00  0.95
Lanes:       1.00 1.91  0.09  1.00 1.95  0.05  1.00 0.00  1.00  1.00 0.00  1.00
Final Sat.:  1750 3530   170  1750 3601    99  1750    0  1800  1750    0  1800
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.35  0.35  0.06 0.10  0.10  0.06 0.00  0.09  0.09 0.00  0.10
Crit Moves:       ****        ****                        ****              ****
Green/Cycle: 0.23 0.52  0.52  0.09 0.37  0.37  0.13 0.00  0.13  0.15 0.00  0.15
Volume/Cap:  0.05 0.67  0.67  0.67 0.27  0.27  0.44 0.00  0.67  0.59 0.00  0.67
Delay/Veh:   32.6 20.7  20.7  58.9 24.2  24.2  45.1  0.0  52.5  47.3  0.0  50.9
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  32.6 20.7  20.7  58.9 24.2  24.2  45.1  0.0  52.5  47.3  0.0  50.9
LOS by Move:   C-   C+    C+    E+    C     C     D    A    D-     D    A     D
HCM2k95thQ:     1   29    29     8    9     9     8    0    13    12    0    14
Note: Queue reported is the number of cars per lane.
```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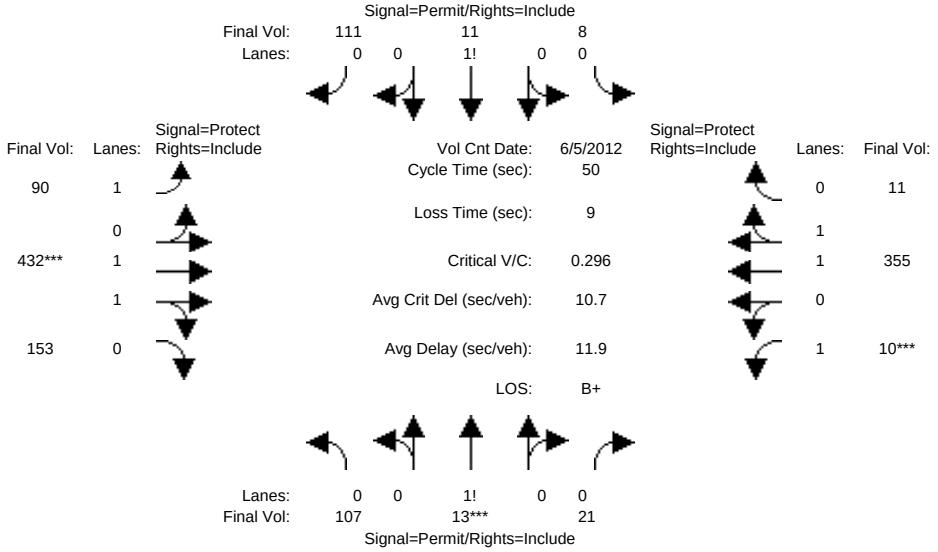
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

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

Intersection #7: Ranch Drive and Project Entrance



Street Name:	Project Entrance						Ranch Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	107	13	21	8	11	111	90	432	153	10	355	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	13	21	8	11	111	90	432	153	10	355	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	13	21	8	11	111	90	432	153	10	355	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	13	21	8	11	111	90	432	153	10	355	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	13	21	8	11	111	90	432	153	10	355	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	13	21	8	11	111	90	432	153	10	355	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.76	0.09	0.15	0.06	0.08	0.86	1.00	1.44	0.56	1.00	1.93	0.07
Final Sat.:	1338	163	263	108	149	1504	1750	2745	972	1750	3676	114
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.07	0.07	0.07	0.05	0.16	0.16	0.01	0.10	0.10
Crit Moves:		****						****		****		
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.24	0.45	0.45	0.14	0.35	0.35
Volume/Cap:	0.35	0.35	0.35	0.32	0.32	0.32	0.21	0.35	0.35	0.04	0.28	0.28
Delay/Veh:	16.7	16.7	16.7	16.5	16.5	16.5	15.3	9.1	9.1	18.7	11.9	11.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.7	16.7	16.7	16.5	16.5	16.5	15.3	9.1	9.1	18.7	11.9	11.9
LOS by Move:	B	B	B	B	B	B	B	A	A	B-	B+	B+
HCM2k95thQ:	5	5	5	4	4	4	2	6	6	0	5	5

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

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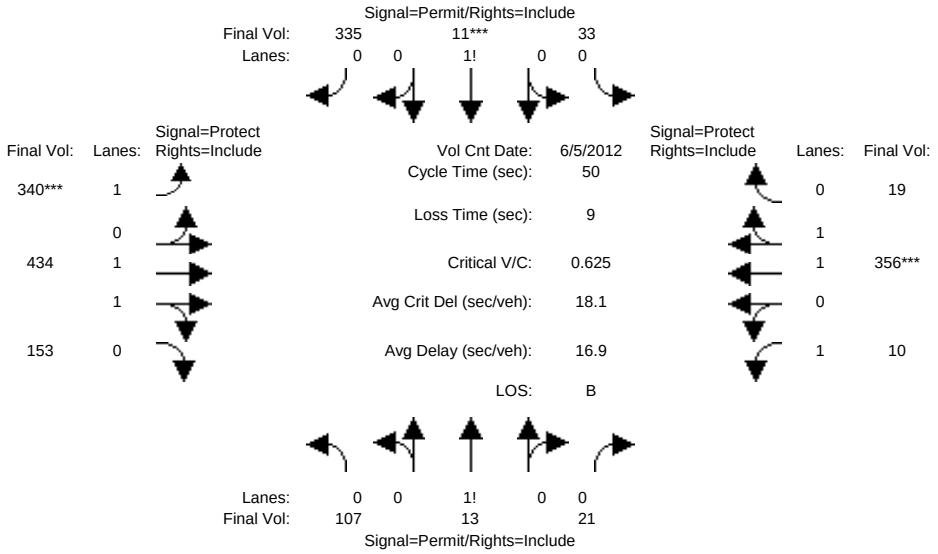
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #7: Ranch Drive and Project Entrance



Street Name:	Project Entrance						Ranch Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	107	13	21	8	11	111	90	432	153	10	355	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	13	21	8	11	111	90	432	153	10	355	11
Added Vol:	0	0	0	0	0	186	198	0	0	0	0	0
Pass-by Div:	0	0	0	25	0	38	52	2	0	0	1	8
Initial Fut:	107	13	21	33	11	335	340	434	153	10	356	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	13	21	33	11	335	340	434	153	10	356	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	13	21	33	11	335	340	434	153	10	356	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	13	21	33	11	335	340	434	153	10	356	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.76	0.09	0.15	0.09	0.03	0.88	1.00	1.46	0.54	1.00	1.90	0.10
Final Sat.:	1328	161	261	152	51	1547	1750	2735	964	1750	3512	187
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.22	0.22	0.22	0.19	0.16	0.16	0.01	0.10	0.10
Crit Moves:					****		****				****	
Green/Cycle:	0.33	0.33	0.33	0.33	0.33	0.33	0.29	0.29	0.29	0.20	0.20	0.20
Volume/Cap:	0.25	0.25	0.25	0.66	0.66	0.66	0.66	0.55	0.55	0.03	0.51	0.51
Delay/Veh:	12.5	12.5	12.5	17.4	17.4	17.4	18.7	15.6	15.6	16.0	18.4	18.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.5	12.5	12.5	17.4	17.4	17.4	18.7	15.6	15.6	16.0	18.4	18.4
LOS by Move:	B	B	B	B	B	B	B-	B	B	B	B-	B-
HCM2k95thQ:	4	4	4	13	13	13	10	8	8	0	7	7

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

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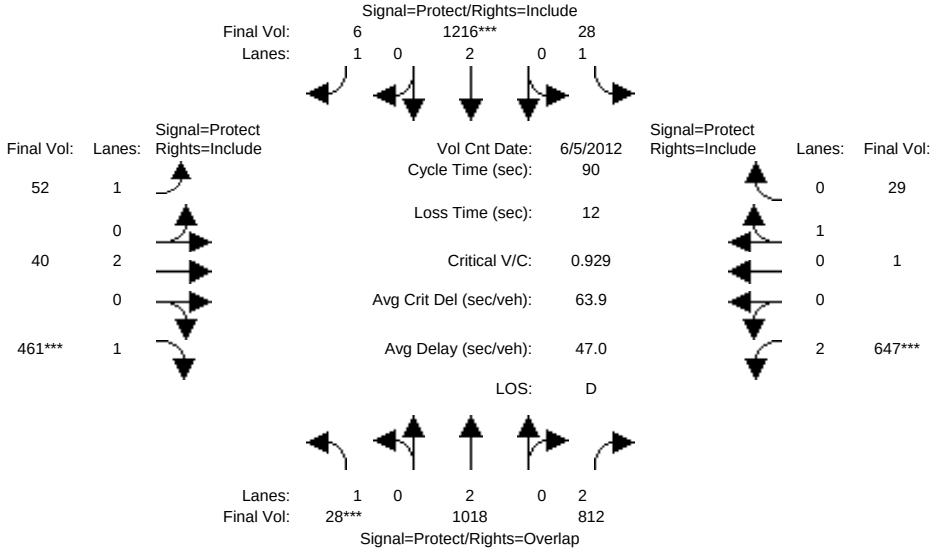
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

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

Intersection #8: McCarthy Blvd and Ranch Dr (South)



Street Name:	McCarthy Blvd						Ranch Dr (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	28	1018	812	28	1216	6	52	40	461	647	1	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	1018	812	28	1216	6	52	40	461	647	1	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	1018	812	28	1216	6	52	40	461	647	1	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	1018	812	28	1216	6	52	40	461	647	1	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	1018	812	28	1216	6	52	40	461	647	1	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	1018	812	28	1216	6	52	40	461	647	1	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	0.03	0.97
Final Sat.:	1750	3800	3150	1750	3800	1750	1750	3800	1750	3150	58	1696
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.26	0.02	0.32	0.00	0.03	0.01	0.26	0.21	0.02	0.02
Crit Moves:	****				****				****	****		
Green/Cycle:	0.08	0.31	0.51	0.09	0.32	0.32	0.19	0.26	0.26	0.21	0.28	0.28
Volume/Cap:	0.21	0.87	0.50	0.18	1.00	0.01	0.15	0.04	1.00	1.00	0.06	0.06
Delay/Veh:	39.6	36.6	14.6	38.5	56.4	20.9	30.4	24.7	75.0	71.1	24.1	24.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.6	36.6	14.6	38.5	56.4	20.9	30.4	24.7	75.0	71.1	24.1	24.1
LOS by Move:	D	D+	B	D+	E+	C+	C	C	E-	E	C	C
HCM2k95thQ:	2	26	16	2	40	0	3	1	35	25	1	1

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

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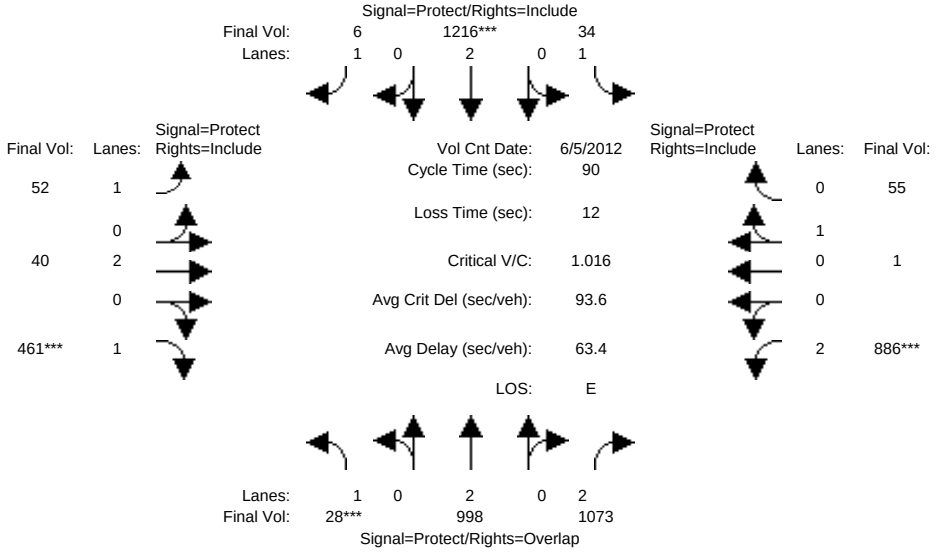
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #8: McCarthy Blvd and Ranch Dr (South)



Street Name:	McCarthy Blvd						Ranch Dr (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	28	1018	812	28	1216	6	52	40	461	647	1	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	1018	812	28	1216	6	52	40	461	647	1	29
Added Vol:	0	0	219	5	0	0	0	0	0	217	0	5
Pass-by Div:	0	-20	42	1	0	0	0	0	0	22	0	21
Initial Fut:	28	998	1073	34	1216	6	52	40	461	886	1	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	998	1073	34	1216	6	52	40	461	886	1	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	998	1073	34	1216	6	52	40	461	886	1	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	998	1073	34	1216	6	52	40	461	886	1	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	2.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	0.02	0.98
Final Sat.:	1750	3800	3150	1750	3800	1750	1750	3800	1750	3150	32	1768
Capacity Analysis Module:												
Vol/Sat:	0.02	0.26	0.34	0.02	0.32	0.00	0.03	0.01	0.26	0.28	0.03	0.03
Crit Moves:	****				****				****	****		
Green/Cycle:	0.08	0.29	0.54	0.08	0.29	0.29	0.20	0.24	0.24	0.26	0.29	0.29
Volume/Cap:	0.21	0.92	0.63	0.23	1.10	0.01	0.15	0.04	1.10	1.10	0.11	0.11
Delay/Veh:	39.6	43.7	15.1	39.3	89.1	22.6	29.5	26.3	106.6	94.6	23.3	23.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.6	43.7	15.1	39.3	89.1	22.6	29.5	26.3	106.6	94.6	23.3	23.3
LOS by Move:	D	D	B	D	F	C+	C	C	F	F	C	C
HCM2k95thQ:	2	27	22	2	45	0	3	1	39	37	2	2

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

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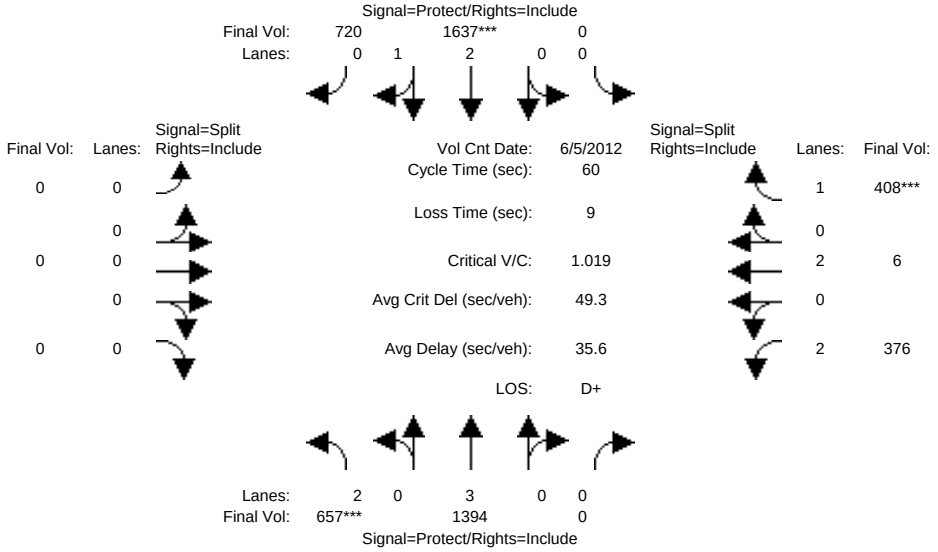
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

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

Intersection #9: McCarthy Blvd and SR-237 WB Ramps



Street Name:	McCarthy Blvd						SR-237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	657	1394	0	0	1637	720	0	0	0	376	6	408
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	657	1394	0	0	1637	720	0	0	0	376	6	408
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	657	1394	0	0	1637	720	0	0	0	376	6	408
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	657	1394	0	0	1637	720	0	0	0	376	6	408
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	657	1394	0	0	1637	720	0	0	0	376	6	408
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	657	1394	0	0	1637	720	0	0	0	376	6	408
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.03	0.97	0.00	0.00	0.00	2.00	2.00	1.00
Final Sat.:	3150	5700	0	0	3858	1697	0	0	0	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.24	0.00	0.00	0.42	0.42	0.00	0.00	0.00	0.12	0.00	0.23
Crit Moves:	****				****							****
Green/Cycle:	0.20	0.62	0.00	0.00	0.42	0.42	0.00	0.00	0.00	0.23	0.23	0.23
Volume/Cap:	1.02	0.39	0.00	0.00	1.02	1.02	0.00	0.00	0.00	0.52	0.01	1.02
Delay/Veh:	64.1	5.8	0.0	0.0	41.1	41.1	0.0	0.0	0.0	21.0	17.9	73.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.1	5.8	0.0	0.0	41.1	41.1	0.0	0.0	0.0	21.0	17.9	73.0
LOS by Move:	E	A	A	A	D	D	A	A	A	C+	B	E
HCM2k95thQ:	17	8	0	0	29	29	0	0	0	7	0	22

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

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Pacific Mall - Silicon Valley
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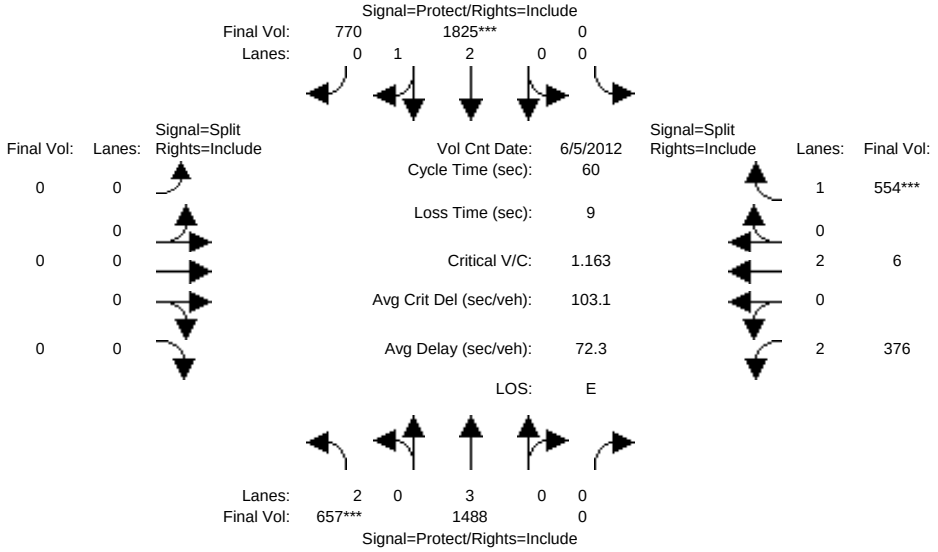
Background plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #9: McCarthy Blvd and SR-237 WB Ramps



Street Name:	McCarthy Blvd						SR-237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	657	1394	0	0	1637	720	0	0	0	376	6	408
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	657	1394	0	0	1637	720	0	0	0	376	6	408
Added Vol:	0	86	0	0	176	41	0	0	0	0	0	132
Pass-by Div:	0	8	0	0	12	9	0	0	0	0	0	14
Initial Fut:	657	1488	0	0	1825	770	0	0	0	376	6	554
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	657	1488	0	0	1825	770	0	0	0	376	6	554
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	657	1488	0	0	1825	770	0	0	0	376	6	554
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	657	1488	0	0	1825	770	0	0	0	376	6	554
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.08	0.92	0.00	0.00	0.00	2.00	2.00	1.00
Final Sat.:	3150	5700	0	0	3936	1661	0	0	0	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.26	0.00	0.00	0.46	0.46	0.00	0.00	0.00	0.12	0.00	0.32
Crit Moves:	****				****							****
Green/Cycle:	0.18	0.58	0.00	0.00	0.40	0.40	0.00	0.00	0.00	0.27	0.27	0.27
Volume/Cap:	1.16	0.45	0.00	0.00	1.16	1.16	0.00	0.00	0.00	0.44	0.01	1.16
Delay/Veh:	116.3	7.3	0.0	0.0	96.9	96.9	0.0	0.0	0.0	18.4	15.9	116.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	116.3	7.3	0.0	0.0	96.9	96.9	0.0	0.0	0.0	18.4	15.9	116.3
LOS by Move:	F	A	A	A	F	F	A	A	A	B-	B	F
HCM2k95thQ:	25	9	0	0	49	49	0	0	0	7	0	38

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

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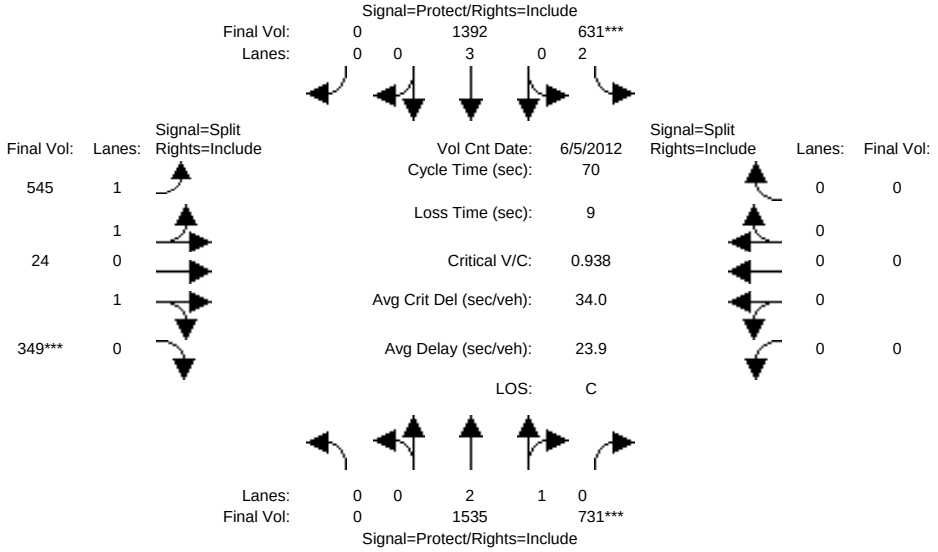
Background plus Project - PM Peak Hour

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

Intersection #10: McCarthy Blvd and SR-237 EB Ramps



Street Name:	McCarthy Blvd						SR-237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	0	1535	731	631	1392	0	545	24	349	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1535	731	631	1392	0	545	24	349	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1535	731	631	1392	0	545	24	349	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1535	731	631	1392	0	545	24	349	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1535	731	631	1392	0	545	24	349	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1535	731	631	1392	0	545	24	349	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	3.00	0.00	1.92	0.08	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	5700	0	3364	148	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.42	0.20	0.24	0.00	0.16	0.16	0.20	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.45	0.45	0.21	0.66	0.00	0.21	0.21	0.21	0.00	0.00	0.00
Volume/Cap:	0.00	0.91	0.94	0.94	0.37	0.00	0.76	0.76	0.94	0.00	0.00	0.00
Delay/Veh:	0.0	23.4	26.4	47.9	5.5	0.0	28.8	28.8	43.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	23.4	26.4	47.9	5.5	0.0	28.8	28.8	43.1	0.0	0.0	0.0
LOS by Move:	A	C	C	D	A	A	C	C	D	A	A	A
HCM2k95thQ:	0	25	27	15	8	0	16	16	23	0	0	0

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

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Pacific Mall - Silicon Valley
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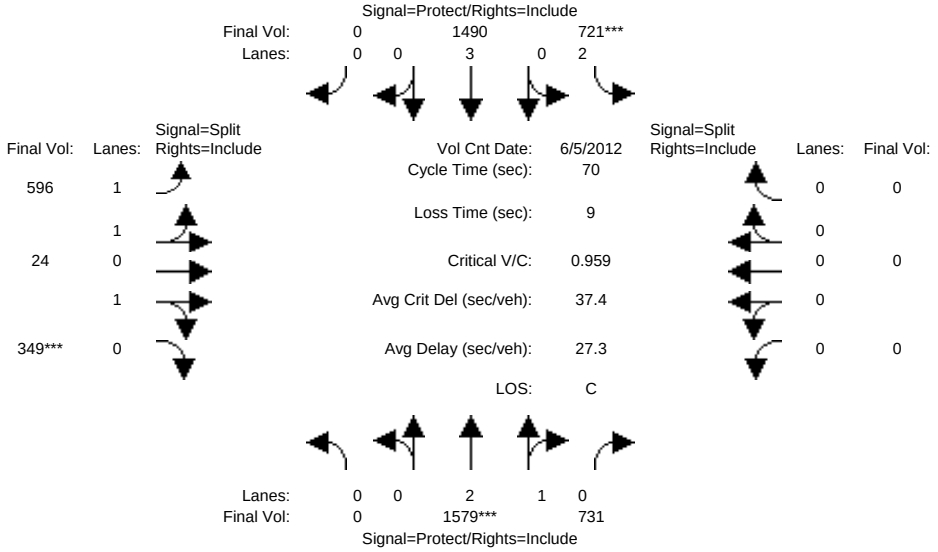
Background plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #10: McCarthy Blvd and SR-237 EB Ramps




```
Street Name:          McCarthy Blvd                    SR-237 EB Ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10    10   10    10     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM
Base Vol:       0 1535   731   631 1392     0   545   24   349     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 1535   731   631 1392     0   545   24   349     0    0     0
Added Vol:      0   44     0    85   91     0    43    0     0     0    0     0
Pass-by Div:    0    0     0     5    7     0     8    0     0     0    0     0
Initial Fut:    0 1579   731   721 1490     0   596   24   349     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 1579   731   721 1490     0   596   24   349     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1579   731   721 1490     0   596   24   349     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0 1579   731   721 1490     0   596   24   349     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.95  0.83 1.00  0.92  0.93 0.95  0.95  0.92 1.00  0.92
Lanes:       0.00 2.02  0.98  2.00 3.00  0.00  1.92 0.08  1.00  0.00 0.00  0.00
Final Sat.:     0 3826  1771  3150 5700     0  3411  137  1800     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.41  0.41  0.23 0.26  0.00  0.17 0.17  0.19  0.00 0.00  0.00
Crit Moves:        ****        ****                        ****
Green/Cycle: 0.00 0.43  0.43  0.24 0.67  0.00  0.20 0.20  0.20  0.00 0.00  0.00
Volume/Cap:  0.00 0.96  0.96  0.96 0.39  0.00  0.86 0.86  0.96  0.00 0.00  0.00
Delay/Veh:    0.0 29.7  29.7  49.4  5.3   0.0  34.1 34.1  46.7   0.0  0.0   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0 29.7  29.7  49.4  5.3   0.0  34.1 34.1  46.7   0.0  0.0   0.0
LOS by Move:    A    C     C     D    A     A    C-   C-     D     A    A     A
HCM2k95thQ:     0   27    27    17    9     0    19   19    23     0    0     0
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
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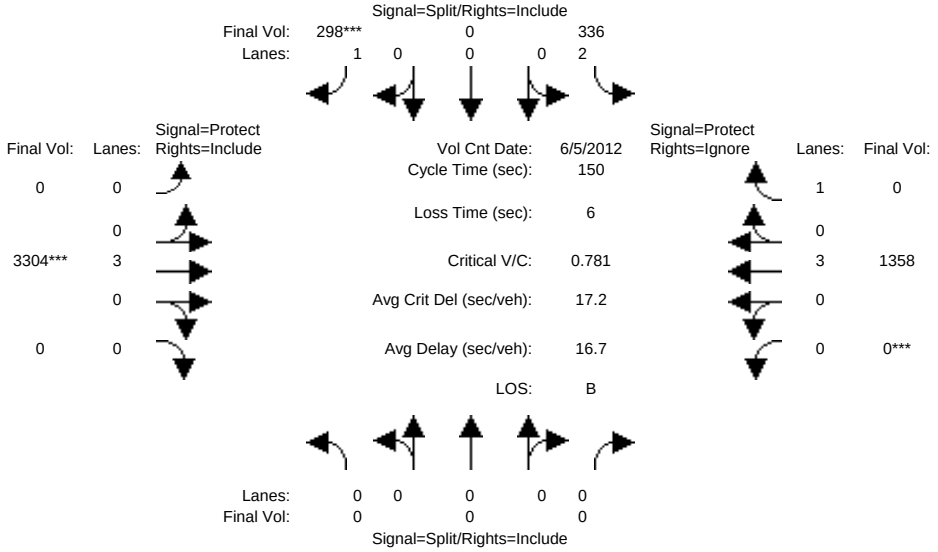
Background plus Project - PM Peak Hour

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

Intersection #11: I-880 SB Ramps and SR-237




```
Street Name:          I-880 SB Ramps                        SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0    0     0   10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0  4.0  4.0   4.0   4.0  4.0   4.0  4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM
Base Vol:       0    0     0  336    0   298     0 3304     0     0 1358   237
Growth Adj:  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0  336    0   298     0 3304     0     0 1358   237
Added Vol:      0    0     0    0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0    0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0  336    0   298     0 3304     0     0 1358   237
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Volume:     0    0     0  336    0   298     0 3304     0     0 1358     0
Reduct Vol:     0    0     0    0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0  336    0   298     0 3304     0     0 1358     0
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
FinalVolume:    0    0     0  336    0   298     0 3304     0     0 1358     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900 1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92 0.83 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       0.00 0.00  0.00 2.00 0.00  1.00  0.00 3.00  0.00  0.00 3.00  1.00
Final Sat.:     0    0     0 3150    0  1750     0 5700     0     0 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00 0.11 0.00  0.17  0.00 0.58  0.00  0.00 0.24  0.00
Crit Moves:                              ****        ****        ****
Green/Cycle: 0.00 0.00  0.00 0.22 0.00  0.22  0.00 0.74  0.00  0.00 0.74  0.00
Volume/Cap:  0.00 0.00  0.00 0.49 0.00  0.78  0.00 0.78  0.00  0.00 0.32  0.00
Delay/Veh:    0.0  0.0   0.0 51.9  0.0  65.3   0.0 12.9   0.0   0.0  6.6   0.0
User DelAdj: 1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0  0.0   0.0 51.9  0.0  65.3   0.0 12.9   0.0   0.0  6.6   0.0
LOS by Move:    A    A     A   D-    A     E     A    B     A     A    A     A
HCM2k95thQ:     0    0     0   16    0    27     0   49     0     0   13     0
Note: Queue reported is the number of cars per lane.
```

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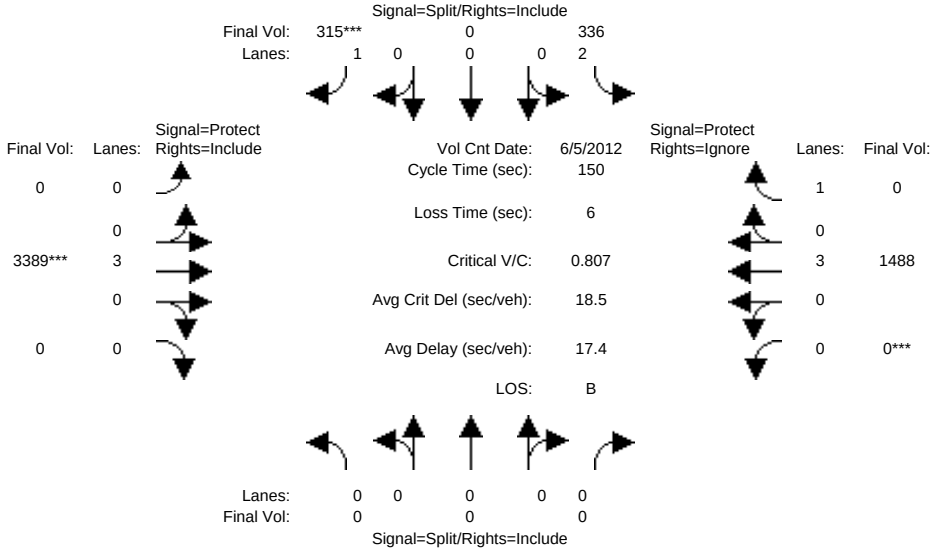
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #11: I-880 SB Ramps and SR-237

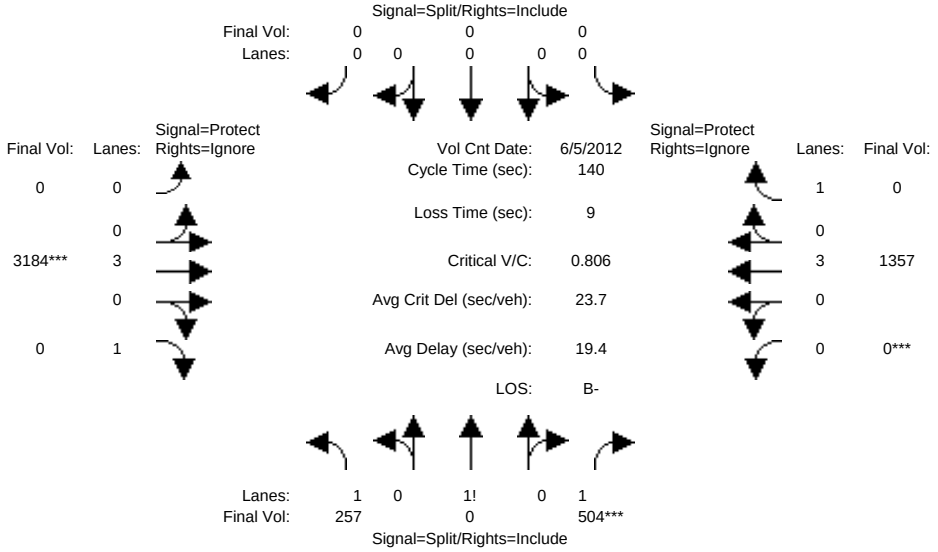



```
Street Name:          I-880 SB Ramps                        SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0    0     0    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM
Base Vol:       0    0     0   336    0   298     0 3304     0     0 1358   237
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0   336    0   298     0 3304     0     0 1358   237
Added Vol:      0    0     0     0    0    14     0   85     0     0  119     0
Pass-by Div:    0    0     0     0    0     3     0    0     0     0   11     0
Initial Fut:    0    0     0   336    0   315     0 3389     0     0 1488   237
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Volume:     0    0     0   336    0   315     0 3389     0     0 1488     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0   336    0   315     0 3389     0     0 1488     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
FinalVolume:    0    0     0   336    0   315     0 3389     0     0 1488     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.83 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       0.00 0.00  0.00  2.00 0.00  1.00  0.00 3.00  0.00  0.00 3.00  1.00
Final Sat.:     0    0     0  3150    0  1750     0 5700     0     0 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.11 0.00  0.18  0.00 0.59  0.00  0.00 0.26  0.00
Crit Moves:                                ****       ****        ****
Green/Cycle: 0.00 0.00  0.00  0.22 0.00  0.22  0.00 0.74  0.00  0.00 0.74  0.00
Volume/Cap:  0.00 0.00  0.00  0.48 0.00  0.81  0.00 0.81  0.00  0.00 0.35  0.00
Delay/Veh:    0.0  0.0   0.0  51.2  0.0  66.9   0.0 14.0   0.0   0.0  7.1   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0  0.0   0.0  51.2  0.0  66.9   0.0 14.0   0.0   0.0  7.1   0.0
LOS by Move:    A    A     A    D-    A     E     A    B     A     A    A     A
HCM2k95thQ:     0    0     0    15    0    29     0   52     0     0   15     0
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

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

Intersection #12: I-880 NB Ramps and SR-237

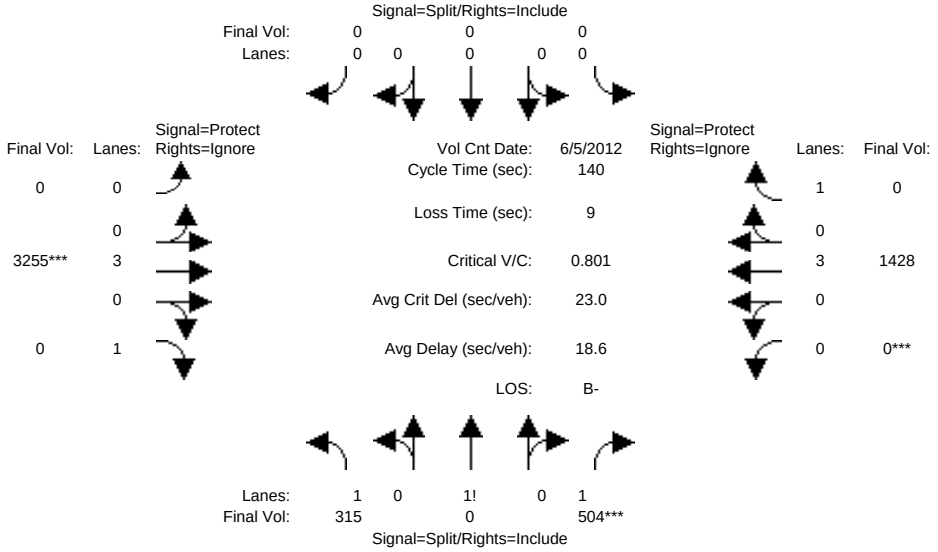



```
Street Name:          I-880 NB Ramps                        SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10     0    0     0     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM
Base Vol:     257    0   504     0    0     0     0 3184   373     0 1357   334
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  257    0   504     0    0     0     0 3184   373     0 1357   334
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  257    0   504     0    0     0     0 3184   373     0 1357   334
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Volume:   257    0   504     0    0     0     0 3184     0     0 1357     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  257    0   504     0    0     0     0 3184     0     0 1357     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
FinalVolume:  257    0   504     0    0     0     0 3184     0     0 1357     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.82 1.00  0.82  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.34 0.00  1.66  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:  2073    0  2576     0    0     0     0 5700  1750     0 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.00  0.20  0.00 0.00  0.00  0.00 0.56  0.00  0.00 0.24  0.00
Crit Moves:             ****                        ****        ****
Green/Cycle: 0.24 0.00  0.24  0.00 0.00  0.00  0.00 0.69  0.00  0.00 0.69  0.00
Volume/Cap:  0.51 0.00  0.81  0.00 0.00  0.00  0.00 0.81  0.00  0.00 0.34  0.00
Delay/Veh:   46.1  0.0  55.1   0.0  0.0   0.0   0.0 16.2   0.0   0.0  8.7   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  46.1  0.0  55.1   0.0  0.0   0.0   0.0 16.2   0.0   0.0  8.7   0.0
LOS by Move:    D    A    E+     A    A     A     A    B     A     A    A     A
HCM2k95thQ:    15    0    27     0    0     0     0   50     0     0   14     0
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #12: I-880 NB Ramps and SR-237




```
Street Name:          I-880 NB Ramps                        SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10     0    0     0     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM
Base Vol:     257    0   504     0    0     0     0 3184   373     0 1357   334
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  257    0   504     0    0     0     0 3184   373     0 1357   334
Added Vol:     47    0     0     0    0     0     0   71    13     0   71     0
Pass-by Div:   11    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  315    0   504     0    0     0     0 3255   386     0 1428   334
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Volume:   315    0   504     0    0     0     0 3255     0     0 1428     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  315    0   504     0    0     0     0 3255     0     0 1428     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
FinalVolume:  315    0   504     0    0     0     0 3255     0     0 1428     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.38 0.00  1.62  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:  2423    0  2827     0    0     0     0 5700  1750     0 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.00  0.18  0.00 0.00  0.00  0.00 0.57  0.00  0.00 0.25  0.00
Crit Moves:             ****                        ****        ****
Green/Cycle: 0.22 0.00  0.22  0.00 0.00  0.00  0.00 0.71  0.00  0.00 0.71  0.00
Volume/Cap:  0.58 0.00  0.80  0.00 0.00  0.00  0.00 0.80  0.00  0.00 0.35  0.00
Delay/Veh:   49.3  0.0  56.1   0.0  0.0   0.0   0.0 14.6   0.0   0.0  7.7   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  49.3  0.0  56.1   0.0  0.0   0.0   0.0 14.6   0.0   0.0  7.7   0.0
LOS by Move:    D    A    E+     A    A     A     A    B     A     A    A     A
HCM2k95thQ:    18    0    27     0    0     0     0   49     0     0   14     0
Note: Queue reported is the number of cars per lane.
```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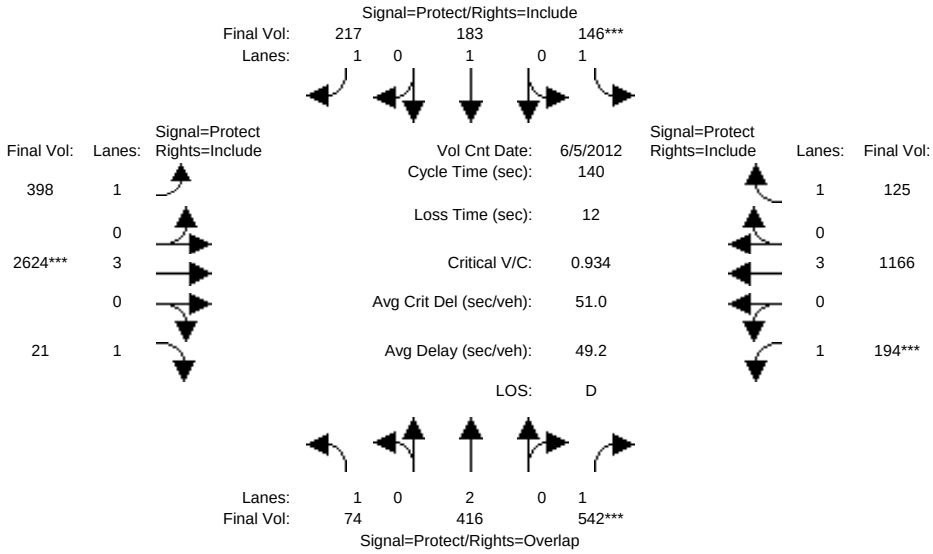
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

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

Intersection #13: Abel Street and SR-237



Street Name:	Abel Street						SR-237					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 7:40:00 AM												
Base Vol:	74	416	542	146	183	217	398	2624	21	194	1166	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	416	542	146	183	217	398	2624	21	194	1166	125
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	416	542	146	183	217	398	2624	21	194	1166	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	416	542	146	183	217	398	2624	21	194	1166	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	416	542	146	183	217	398	2624	21	194	1166	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	416	542	146	183	217	398	2624	21	194	1166	125
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.31	0.08	0.10	0.12	0.23	0.46	0.01	0.11	0.20	0.07
Crit Moves:			****	****				****		****		
Green/Cycle:	0.09	0.21	0.33	0.09	0.22	0.22	0.32	0.49	0.49	0.12	0.29	0.29
Volume/Cap:	0.49	0.51	0.93	0.93	0.45	0.58	0.71	0.93	0.02	0.93	0.71	0.25
Delay/Veh:	63.4	49.3	67.6	115.8	48.5	51.4	45.7	39.9	18.2	105.1	45.8	38.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.4	49.3	67.6	115.8	48.5	51.4	45.7	39.9	18.2	105.1	45.8	38.3
LOS by Move:	E	D	E	F	D	D-	D	D	B-	F	D	D+
HCM2k95thQ:	8	15	46	18	13	18	29	61	1	18	25	8

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

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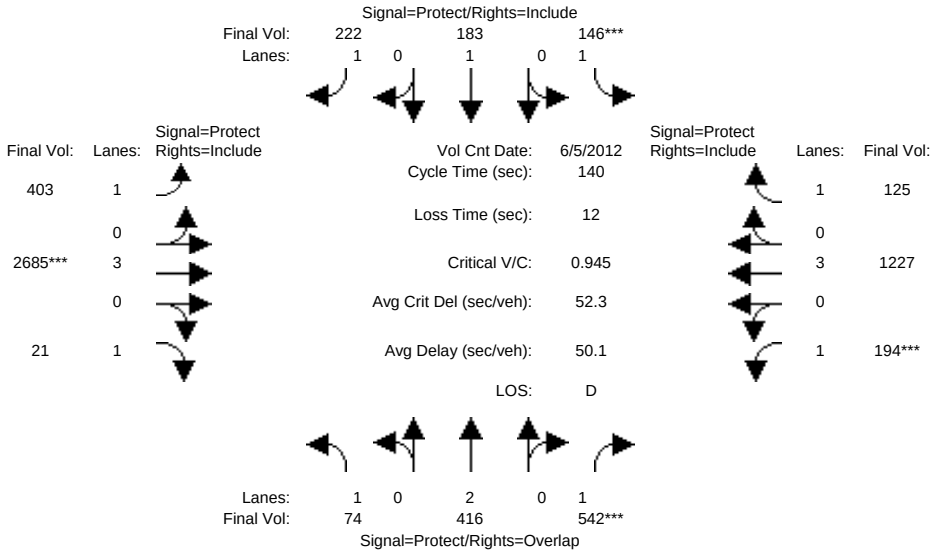
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #13: Abel Street and SR-237



Street Name:	Abel Street						SR-237					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 7:40:00 AM												
Base Vol:	74	416	542	146	183	217	398	2624	21	194	1166	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	416	542	146	183	217	398	2624	21	194	1166	125
Added Vol:	0	0	0	0	0	5	5	61	0	0	61	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	416	542	146	183	222	403	2685	21	194	1227	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	416	542	146	183	222	403	2685	21	194	1227	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	416	542	146	183	222	403	2685	21	194	1227	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	416	542	146	183	222	403	2685	21	194	1227	125
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.31	0.08	0.10	0.13	0.23	0.47	0.01	0.11	0.22	0.07
Crit Moves:			****	****				****		****		
Green/Cycle:	0.08	0.21	0.33	0.09	0.21	0.21	0.32	0.50	0.50	0.12	0.30	0.30
Volume/Cap:	0.50	0.52	0.95	0.95	0.45	0.59	0.72	0.95	0.02	0.95	0.72	0.24
Delay/Veh:	63.9	49.6	70.5	119.5	48.6	52.0	47.0	40.9	17.8	108.6	45.6	37.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.9	49.6	70.5	119.5	48.6	52.0	47.0	40.9	17.8	108.6	45.6	37.4
LOS by Move:	E	D	E	F	D	D-	D	D	B	F	D	D+
HCM2k95thQ:	8	15	47	19	13	18	30	64	1	18	27	8

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

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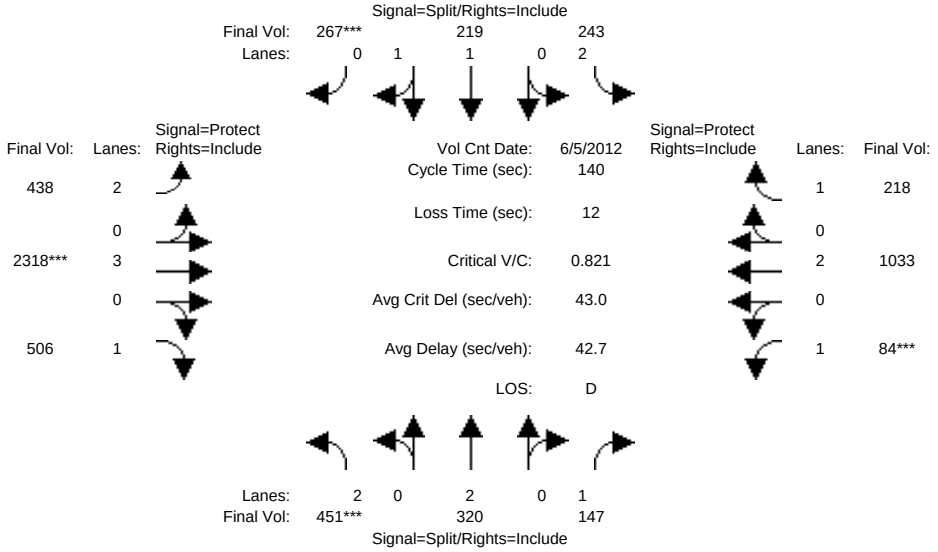
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

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

Intersection #14: Milpitas Blvd and SR-237




```
Street Name:          Milpitas Blvd                        SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM
Base Vol:     451  320   147   243  219   267   438 2318   506    84 1033   218
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  451  320   147   243  219   267   438 2318   506    84 1033   218
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  451  320   147   243  219   267   438 2318   506    84 1033   218
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   451  320   147   243  219   267   438 2318   506    84 1033   218
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  451  320   147   243  219   267   438 2318   506    84 1033   218
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  451  320   147   243  219   267   438 2318   506    84 1033   218
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.83 1.00  0.92  0.83 1.00  0.92  0.92 1.00  0.92
Lanes:       2.00 2.00  1.00  2.00 1.00  1.00  2.00 3.00  1.00  1.00 2.00  1.00
Final Sat.:  3150 3800  1750  3150 1900  1750  3150 5700  1750  1750 3800  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.08  0.08  0.08 0.12  0.15  0.14 0.41  0.29  0.05 0.27  0.12
Crit Moves:  ****                          ****        ****        ****
Green/Cycle: 0.17 0.17  0.17  0.19 0.19  0.19  0.19 0.50  0.50  0.06 0.37  0.37
Volume/Cap:  0.82 0.48  0.48  0.41 0.62  0.82  0.74 0.82  0.58  0.82 0.74  0.34
Delay/Veh:   65.2 52.7  53.3  50.8 54.0  63.7  58.7 32.1  26.1 104.0 40.8  32.4
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  65.2 52.7  53.3  50.8 54.0  63.7  58.7 32.1  26.1 104.0 40.8  32.4
LOS by Move:    E   D-    D-     D   D-     E    E+   C-     C     F    D    C-
HCM2k95thQ:    24   12    12    11   17    25    18   43    27     8   33    13
Note: Queue reported is the number of cars per lane.
```

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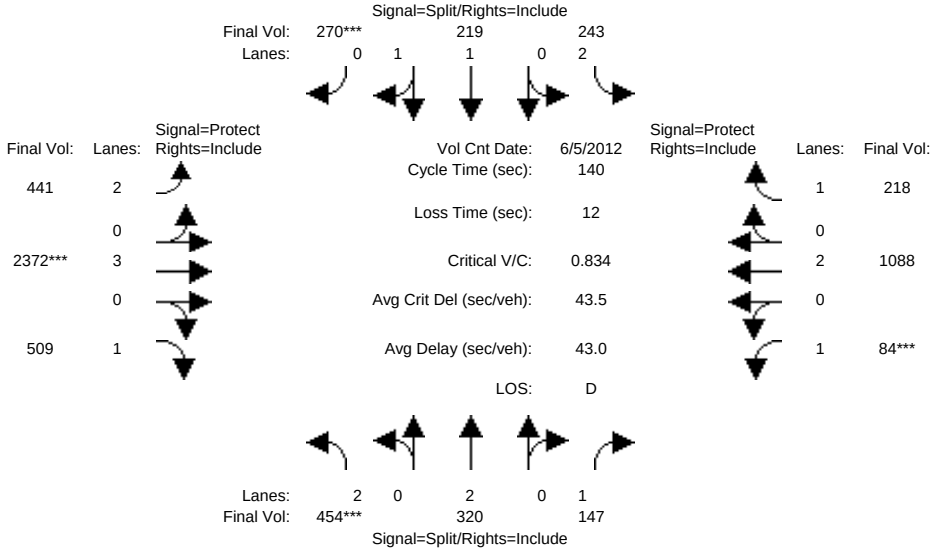
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #14: Milpitas Blvd and SR-237



Street Name:	Milpitas Blvd						SR-237					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	451	320	147	243	219	267	438	2318	506	84	1033	218
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	451	320	147	243	219	267	438	2318	506	84	1033	218
Added Vol:	3	0	0	0	0	3	3	54	3	0	55	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	454	320	147	243	219	270	441	2372	509	84	1088	218
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	454	320	147	243	219	270	441	2372	509	84	1088	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	454	320	147	243	219	270	441	2372	509	84	1088	218
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	454	320	147	243	219	270	441	2372	509	84	1088	218
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	1900	1750	3150	5700	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.08	0.08	0.08	0.12	0.15	0.14	0.42	0.29	0.05	0.29	0.12
Crit Moves:	****					****		****		****		
Green/Cycle:	0.17	0.17	0.17	0.18	0.18	0.18	0.18	0.50	0.50	0.06	0.37	0.37
Volume/Cap:	0.83	0.49	0.49	0.42	0.62	0.83	0.77	0.83	0.58	0.83	0.77	0.33
Delay/Veh:	66.6	52.9	53.5	50.9	54.1	65.0	60.5	32.4	25.8	107.5	41.0	31.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.6	52.9	53.5	50.9	54.1	65.0	60.5	32.4	25.8	107.5	41.0	31.7
LOS by Move:	E	D-	D-	D	D-	E	E	C-	C	F	D	C
HCM2k95thQ:	24	13	12	11	17	25	19	45	27	8	35	13

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

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Pacific Mall - Silicon Valley
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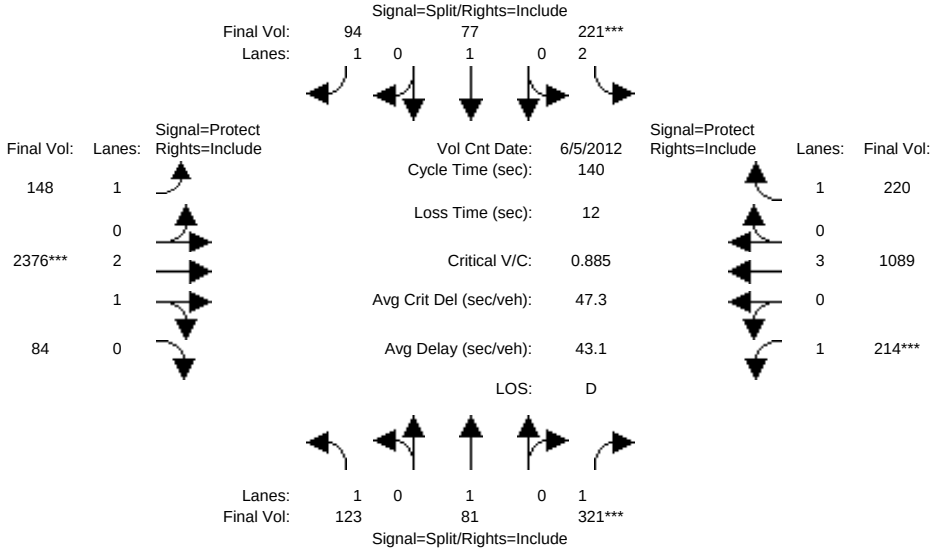
Background plus Project - PM Peak Hour

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

Intersection #15: Hillview Drive and SR-237




```
Street Name:          Hillview Drive                        SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 7:35:00 AM
Base Vol:     123   81   321   221   77    94   148 2376    84   214 1089   220
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  123   81   321   221   77    94   148 2376    84   214 1089   220
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  123   81   321   221   77    94   148 2376    84   214 1089   220
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   123   81   321   221   77    94   148 2376    84   214 1089   220
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  123   81   321   221   77    94   148 2376    84   214 1089   220
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  123   81   321   221   77    94   148 2376    84   214 1089   220
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.83 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.00 1.00  1.00  2.00 1.00  1.00  1.00 2.89  0.11  1.00 3.00  1.00
Final Sat.:  1750 1900  1750  3150 1900  1750  1750 5489   194  1750 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.04  0.18  0.07 0.04  0.05  0.08 0.43  0.43  0.12 0.19  0.13
Crit Moves:              ****  ****                   ****        ****
Green/Cycle: 0.21 0.21  0.21  0.08 0.08  0.08  0.19 0.49  0.49  0.14 0.44  0.44
Volume/Cap:  0.34 0.21  0.88  0.88 0.51  0.68  0.44 0.88  0.88  0.88 0.44  0.29
Delay/Veh:   47.9 46.2  75.7  92.7 64.8  75.3  50.8 36.0  36.0  88.8 27.7  25.8
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  47.9 46.2  75.7  92.7 64.8  75.3  50.8 36.0  36.0  88.8 27.7  25.8
LOS by Move:    D    D    E-     F    E    E-     D   D+    D+     F    C     C
HCM2k95thQ:    10    6    30    16    8    11    11   50    50    23   19    12
Note: Queue reported is the number of cars per lane.
```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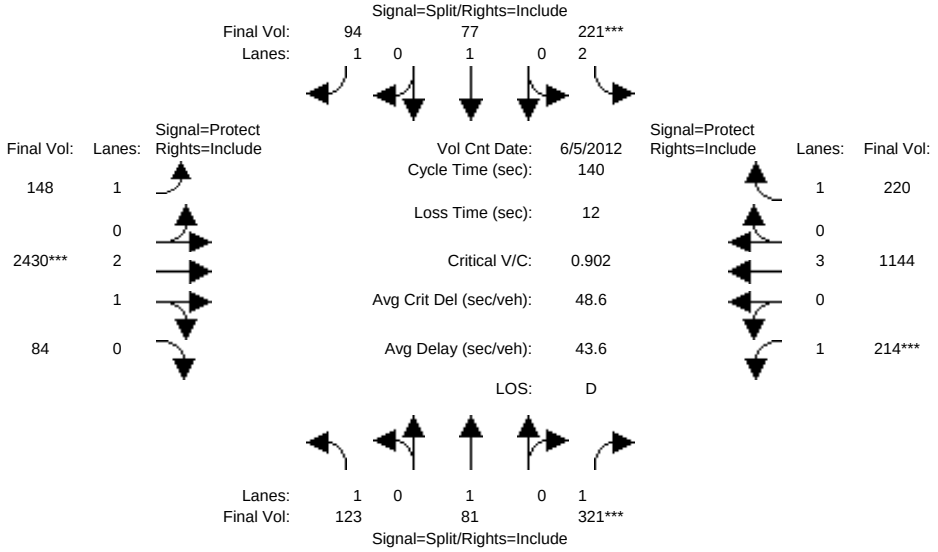
Background plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #15: Hillview Drive and SR-237




```
Street Name:          Hillview Drive                        SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 7:35:00 AM
Base Vol:     123   81   321   221   77    94   148 2376    84   214 1089   220
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  123   81   321   221   77    94   148 2376    84   214 1089   220
Added Vol:      0    0     0     0    0     0     0   54     0     0   55     0
Pass-by Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  123   81   321   221   77    94   148 2430    84   214 1144   220
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   123   81   321   221   77    94   148 2430    84   214 1144   220
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  123   81   321   221   77    94   148 2430    84   214 1144   220
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  123   81   321   221   77    94   148 2430    84   214 1144   220
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.83 1.00  0.92  0.92 0.98  0.95  0.92 1.00  0.92
Lanes:       1.00 1.00  1.00  2.00 1.00  1.00  1.00 2.90  0.10  1.00 3.00  1.00
Final Sat.:  1750 1900  1750  3150 1900  1750  1750 5413   187  1750 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.04  0.18  0.07 0.04  0.05  0.08 0.45  0.45  0.12 0.20  0.13
Crit Moves:              ****  ****                   ****        ****
Green/Cycle: 0.20 0.20  0.20  0.08 0.08  0.08  0.19 0.50  0.50  0.14 0.45  0.45
Volume/Cap:  0.35 0.21  0.90  0.90 0.52  0.69  0.45 0.90  0.90  0.90 0.45  0.28
Delay/Veh:   48.4 46.7  79.5  96.8 65.4  77.0  51.4 36.6  36.6  93.1 27.1  24.8
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  48.4 46.7  79.5  96.8 65.4  77.0  51.4 36.6  36.6  93.1 27.1  24.8
LOS by Move:    D    D    E-     F    E    E-    D-   D+    D+     F    C     C
HCM2k95thQ:    10    6    31    16    8    11    11   53    53    23   20    12
Note: Queue reported is the number of cars per lane.
```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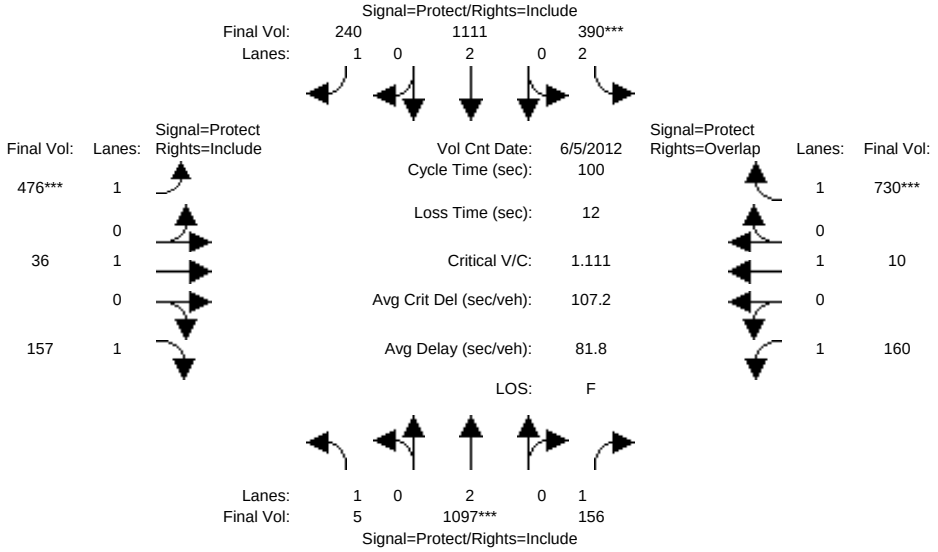
Background plus Project - PM Peak Hour

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

Intersection #16: McCarthy Blvd and Bellew Dr



Street Name:	McCarthy Blvd						Bellew Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	5	1097	156	390	1111	240	476	36	157	160	10	730
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	1097	156	390	1111	240	476	36	157	160	10	730
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	1097	156	390	1111	240	476	36	157	160	10	730
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	1097	156	390	1111	240	476	36	157	160	10	730
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	1097	156	390	1111	240	476	36	157	160	10	730
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	1097	156	390	1111	240	476	36	157	160	10	730
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.09	0.12	0.29	0.14	0.27	0.02	0.09	0.09	0.01	0.42
Crit Moves:		****		****			****					****
Green/Cycle:	0.07	0.26	0.26	0.11	0.30	0.30	0.24	0.27	0.27	0.24	0.26	0.38
Volume/Cap:	0.04	1.11	0.34	1.11	0.98	0.46	1.11	0.07	0.34	0.38	0.02	1.11
Delay/Veh:	43.3	101	30.5	125.9	55.7	29.1	115.0	27.5	30.0	32.1	27.2	100.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.3	101	30.5	125.9	55.7	29.1	115.0	27.5	30.0	32.1	27.2	100.9
LOS by Move:	D	F	C	F	E+	C	F	C	C	C-	C	F
HCM2k95thQ:	0	38	8	20	34	12	43	2	9	9	0	60

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

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Pacific Mall - Silicon Valley
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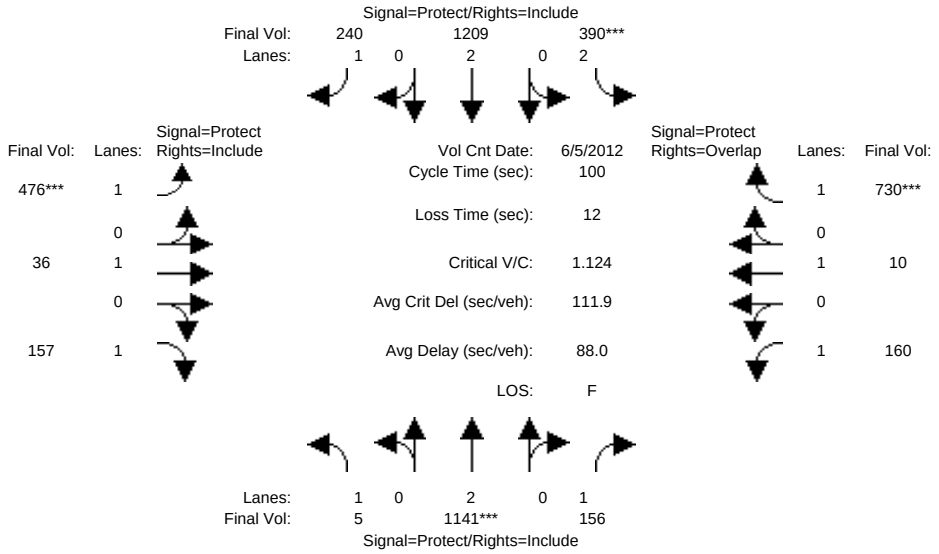
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #16: McCarthy Blvd and Bellew Dr



Street Name:	McCarthy Blvd						Bellew Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	5	1097	156	390	1111	240	476	36	157	160	10	730
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	1097	156	390	1111	240	476	36	157	160	10	730
Added Vol:	0	44	0	0	91	0	0	0	0	0	0	0
Pass-by Div:	0	0	0	0	7	0	0	0	0	0	0	0
Initial Fut:	5	1141	156	390	1209	240	476	36	157	160	10	730
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	1141	156	390	1209	240	476	36	157	160	10	730
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	1141	156	390	1209	240	476	36	157	160	10	730
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	1141	156	390	1209	240	476	36	157	160	10	730
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.09	0.12	0.32	0.14	0.27	0.02	0.09	0.09	0.01	0.42
Crit Moves:		****		****			****					****
Green/Cycle:	0.07	0.27	0.27	0.11	0.31	0.31	0.24	0.26	0.26	0.24	0.26	0.37
Volume/Cap:	0.04	1.12	0.33	1.12	1.04	0.45	1.12	0.07	0.34	0.38	0.02	1.12
Delay/Veh:	43.5	106	29.9	130.8	70.7	28.4	120.0	27.8	30.3	32.4	27.5	106.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.5	106	29.9	130.8	70.7	28.4	120.0	27.8	30.3	32.4	27.5	106.2
LOS by Move:	D	F	C	F	E	C	F	C	C	C-	C	F
HCM2k95thQ:	0	40	8	21	40	12	44	2	9	9	0	61

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

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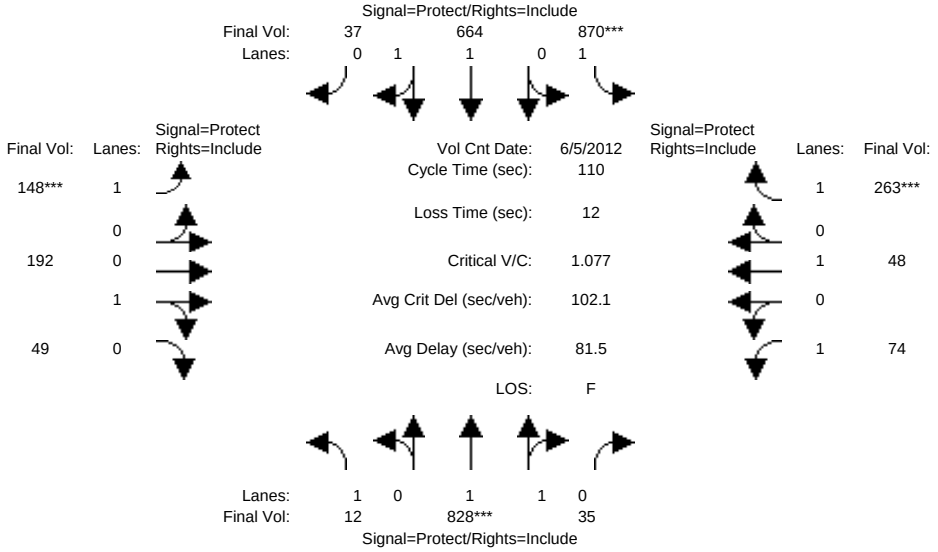
Background plus Project - PM Peak Hour

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

Intersection #17: McCarthy Blvd and Alder Dr



Street Name:	McCarthy Blvd						Barber Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	12	828	35	870	664	37	148	192	49	74	48	263
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	828	35	870	664	37	148	192	49	74	48	263
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	828	35	870	664	37	148	192	49	74	48	263
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	828	35	870	664	37	148	192	49	74	48	263
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	828	35	870	664	37	148	192	49	74	48	263
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	828	35	870	664	37	148	192	49	74	48	263
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.91	0.09	1.00	1.89	0.11	1.00	0.78	0.22	1.00	1.00	1.00
Final Sat.:	1750	3633	154	1750	3583	200	1750	1488	380	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.23	0.50	0.19	0.19	0.08	0.13	0.13	0.04	0.03	0.15
Crit Moves:		****		****			****					****
Green/Cycle:	0.22	0.21	0.21	0.45	0.44	0.44	0.09	0.13	0.13	0.09	0.14	0.14
Volume/Cap:	0.03	1.09	1.09	1.09	0.42	0.42	0.93	0.96	0.96	0.45	0.18	1.09
Delay/Veh:	33.9	104	104.4	90.7	21.0	21.0	100.7	94.0	94.0	49.0	42.3	132.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.9	104	104.4	90.7	21.0	21.0	100.7	94.0	94.0	49.0	42.3	132.9
LOS by Move:	C-	F	F	F	C+	C+	F	F	F	D	D	F
HCM2k95thQ:	1	35	35	63	14	14	16	22	22	5	3	25

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

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Pacific Mall - Silicon Valley
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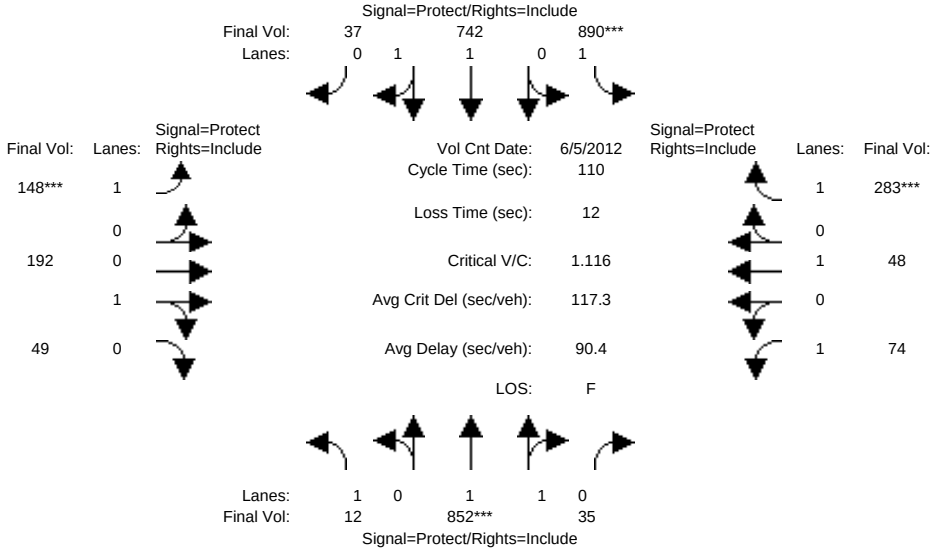
Background plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #17: McCarthy Blvd and Alder Dr



Street Name:	McCarthy Blvd						Barber Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	12	828	35	870	664	37	148	192	49	74	48	263
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	828	35	870	664	37	148	192	49	74	48	263
Added Vol:	0	24	0	20	71	0	0	0	0	0	0	20
Pass-by Div:	0	0	0	0	7	0	0	0	0	0	0	0
Initial Fut:	12	852	35	890	742	37	148	192	49	74	48	283
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	852	35	890	742	37	148	192	49	74	48	283
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	852	35	890	742	37	148	192	49	74	48	283
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	852	35	890	742	37	148	192	49	74	48	283
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	1.92	0.08	1.00	1.90	0.10	1.00	0.80	0.20	1.00	1.00	1.00
Final Sat.:	1750	3554	146	1750	3524	176	1750	1434	366	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.24	0.24	0.51	0.21	0.21	0.08	0.13	0.13	0.04	0.03	0.16
Crit Moves:		****		****			****					****
Green/Cycle:	0.20	0.21	0.21	0.45	0.46	0.46	0.09	0.14	0.14	0.09	0.14	0.14
Volume/Cap:	0.03	1.14	1.14	1.14	0.46	0.46	0.93	0.96	0.96	0.45	0.18	1.14
Delay/Veh:	35.6	121	120.6	107.6	20.6	20.6	100.7	94.0	94.0	49.1	41.8	146.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.6	121	120.6	107.6	20.6	20.6	100.7	94.0	94.0	49.1	41.8	146.4
LOS by Move:	D+	F	F	F	C+	C+	F	F	F	D	D	F
HCM2k95thQ:	1	39	39	69	16	16	16	23	23	5	3	28

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

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Pacific Mall - Silicon Valley
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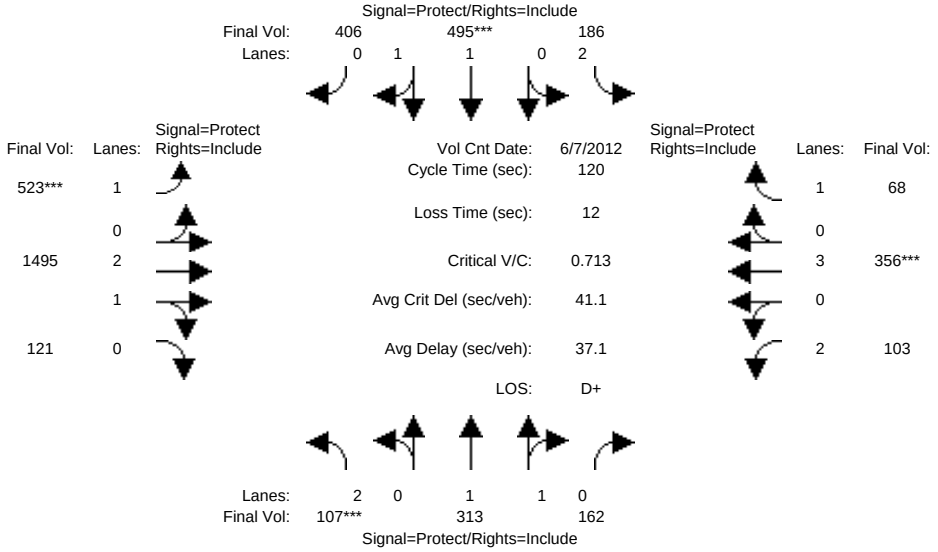
Background plus Project - PM Peak Hour

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

Intersection #18: McCarthy Blvd and Tasman Dr



Street Name:	McCarthy Blvd						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	107	313	162	186	495	406	523	1495	121	103	356	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	313	162	186	495	406	523	1495	121	103	356	68
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	313	162	186	495	406	523	1495	121	103	356	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	313	162	186	495	406	523	1495	121	103	356	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	313	162	186	495	406	523	1495	121	103	356	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	313	162	186	495	406	523	1495	121	103	356	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.28	0.72	2.00	1.06	0.94	1.00	2.76	0.24	2.00	3.00	1.00
Final Sat.:	3150	2433	1259	3150	2010	1649	1750	5240	424	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.13	0.06	0.25	0.25	0.30	0.29	0.29	0.03	0.06	0.04
Crit Moves:	****				****		****				****	
Green/Cycle:	0.06	0.27	0.27	0.13	0.34	0.34	0.41	0.42	0.42	0.08	0.09	0.09
Volume/Cap:	0.58	0.47	0.47	0.47	0.72	0.72	0.72	0.69	0.69	0.38	0.72	0.45
Delay/Veh:	59.8	36.7	36.7	49.6	36.7	36.7	33.0	29.5	29.5	52.9	58.6	54.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.8	36.7	36.7	49.6	36.7	36.7	33.0	29.5	29.5	52.9	58.6	54.2
LOS by Move:	E+	D+	D+	D	D+	D+	C-	C	C	D-	E+	D-
HCM2k95thQ:	5	14	14	7	26	26	31	29	29	4	9	5

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

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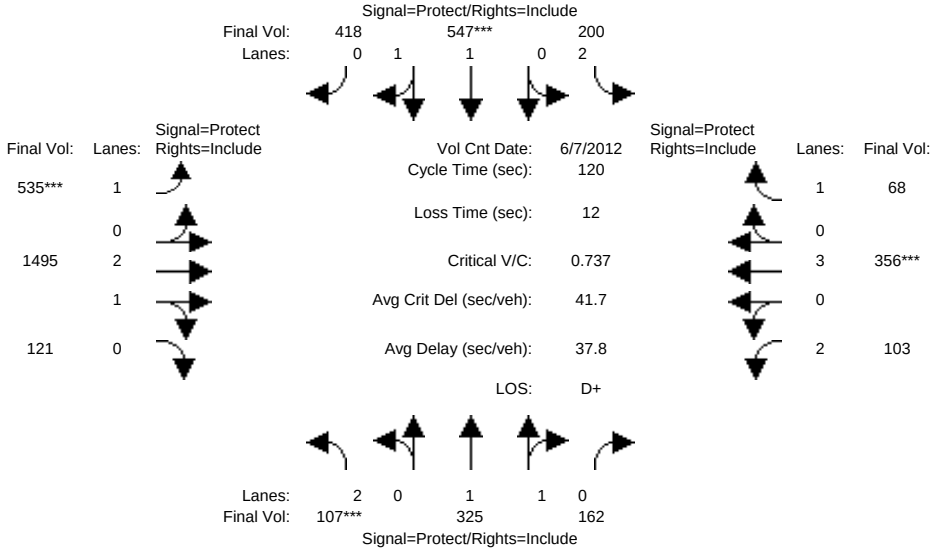
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #18: McCarthy Blvd and Tasman Dr



Street Name:	McCarthy Blvd						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 7 Jun 2012 << 8:00:00 AM

Base Vol:	107	313	162	186	495	406	523	1495	121	103	356	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	313	162	186	495	406	523	1495	121	103	356	68
Added Vol:	0	12	0	12	47	12	12	0	0	0	0	0
Pass-by Div:	0	0	0	2	5	0	0	0	0	0	0	0
Initial Fut:	107	325	162	200	547	418	535	1495	121	103	356	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	325	162	200	547	418	535	1495	121	103	356	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	325	162	200	547	418	535	1495	121	103	356	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	325	162	200	547	418	535	1495	121	103	356	68

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	1.32	0.68	2.00	1.11	0.89	1.00	2.77	0.23	2.00	3.00	1.00
Final Sat.:	3150	2468	1230	3150	2096	1602	1750	5180	419	3150	5700	1750

Capacity Analysis Module:

Vol/Sat:	0.03	0.13	0.13	0.06	0.26	0.26	0.31	0.29	0.29	0.03	0.06	0.04
Crit Moves:	****				****		****				****	
Green/Cycle:	0.06	0.27	0.27	0.13	0.35	0.35	0.41	0.41	0.41	0.08	0.08	0.08
Volume/Cap:	0.58	0.48	0.48	0.48	0.75	0.75	0.75	0.70	0.70	0.39	0.75	0.47
Delay/Veh:	59.8	36.7	36.7	49.1	36.8	36.8	34.5	30.4	30.4	53.2	60.2	54.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.8	36.7	36.7	49.1	36.8	36.8	34.5	30.4	30.4	53.2	60.2	54.8
LOS by Move:	E+	D+	D+	D	D+	D+	C-	C	C	D-	E	D-
HCM2k95thQ:	5	14	14	8	28	28	33	30	30	4	9	5

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

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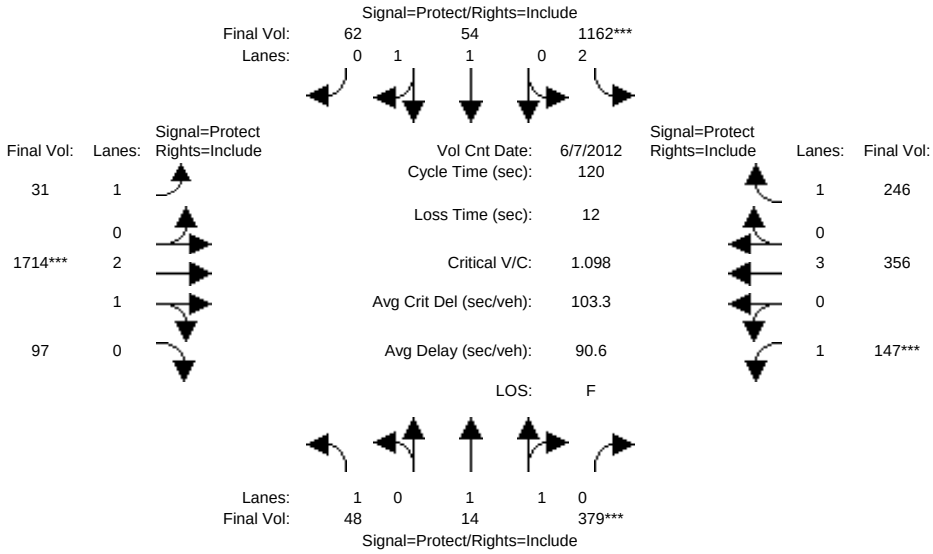
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

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

Intersection #19: Tasman Dr and Alder Dr



Street Name:	Alder Dr						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	48	14	379	1162	54	62	31	1714	97	147	356	246
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	14	379	1162	54	62	31	1714	97	147	356	246
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	14	379	1162	54	62	31	1714	97	147	356	246
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	14	379	1162	54	62	31	1714	97	147	356	246
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	14	379	1162	54	62	31	1714	97	147	356	246
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	14	379	1162	54	62	31	1714	97	147	356	246
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	2.83	0.17	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	1750	5370	304	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.22	0.37	0.03	0.04	0.02	0.32	0.32	0.08	0.06	0.14
Crit Moves:			****	****				****		****		
Green/Cycle:	0.22	0.20	0.20	0.34	0.31	0.31	0.11	0.29	0.29	0.08	0.26	0.26
Volume/Cap:	0.12	0.04	1.10	1.10	0.09	0.11	0.16	1.10	1.10	1.10	0.24	0.54
Delay/Veh:	37.7	39.0	124.9	98.5	29.1	29.4	49.1	96.8	96.8	162.1	35.2	39.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.7	39.0	124.9	98.5	29.1	29.4	49.1	96.8	96.8	162.1	35.2	39.6
LOS by Move:	D+	D+	F	F	C	C	D	F	F	F	D+	D
HCM2k95thQ:	3	1	39	56	3	3	2	48	48	16	7	16

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

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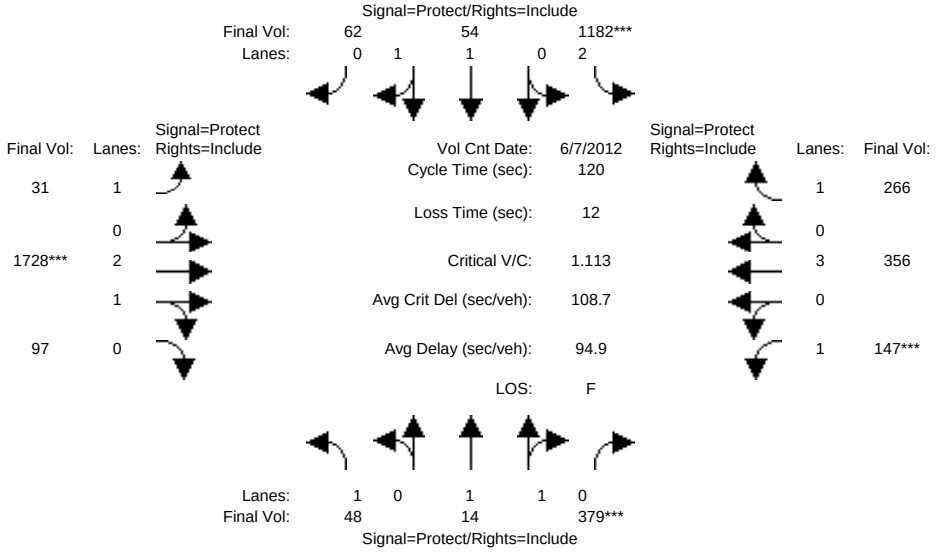
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #19: Tasman Dr and Alder Dr



Street Name:	Alder Dr						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	48	14	379	1162	54	62	31	1714	97	147	356	246
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	14	379	1162	54	62	31	1714	97	147	356	246
Added Vol:	0	0	0	20	0	0	0	12	0	0	0	20
Pass-by Div:	0	0	0	0	0	0	0	2	0	0	0	0
Initial Fut:	48	14	379	1182	54	62	31	1728	97	147	356	266
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	14	379	1182	54	62	31	1728	97	147	356	266
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	14	379	1182	54	62	31	1728	97	147	356	266
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	14	379	1182	54	62	31	1728	97	147	356	266
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	2.83	0.17	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	1750	5302	298	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.22	0.38	0.03	0.04	0.02	0.33	0.33	0.08	0.06	0.15
Crit Moves:			****	****				****		****		
Green/Cycle:	0.22	0.19	0.19	0.34	0.31	0.31	0.10	0.29	0.29	0.08	0.27	0.27
Volume/Cap:	0.13	0.04	1.11	1.11	0.09	0.11	0.17	1.11	1.11	1.11	0.23	0.57
Delay/Veh:	37.8	39.2	130.3	103.9	29.2	29.4	49.7	102	102.5	167.4	34.5	39.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.8	39.2	130.3	103.9	29.2	29.4	49.7	102	102.5	167.4	34.5	39.8
LOS by Move:	D+	D	F	F	C	C	D	F	F	F	C-	D
HCM2k95thQ:	3	1	40	58	3	3	2	50	50	16	7	17

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

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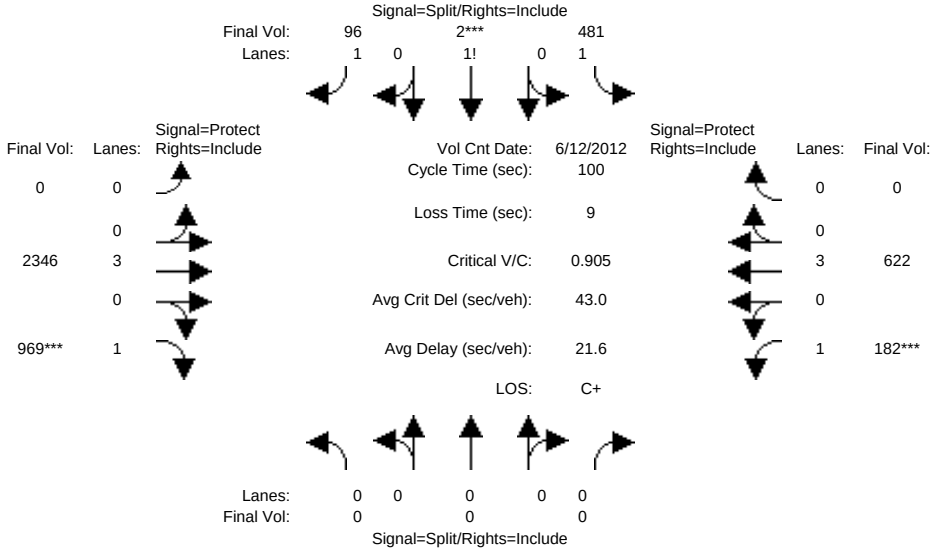
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

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

Intersection #20: I-880 SB Ramps and Tasman Dr



Street Name:	I-880 SB Ramps						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Jun 2012 << 8:00:00 AM												
Base Vol:	0	0	0	481	2	96	0	2346	969	182	622	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	481	2	96	0	2346	969	182	622	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	481	2	96	0	2346	969	182	622	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	481	2	96	0	2346	969	182	622	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	481	2	96	0	2346	969	182	622	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	481	2	96	0	2346	969	182	622	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.83	0.01	1.16	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	0	0	0	3200	12	2039	0	5700	1750	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.17	0.05	0.00	0.41	0.55	0.10	0.11	0.00
Crit Moves:					****				****	****		
Green/Cycle:	0.00	0.00	0.00	0.18	0.18	0.18	0.00	0.61	0.61	0.11	0.73	0.00
Volume/Cap:	0.00	0.00	0.00	0.82	0.91	0.26	0.00	0.67	0.91	0.91	0.15	0.00
Delay/Veh:	0.0	0.0	0.0	46.8	56.4	35.1	0.0	13.3	27.7	81.9	4.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	46.8	56.4	35.1	0.0	13.3	27.7	81.9	4.2	0.0
LOS by Move:	A	A	A	D	E+	D+	A	B	C	F	A	A
HCM2k95thQ:	0	0	0	20	23	5	0	26	43	13	4	0

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

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Pacific Mall - Silicon Valley
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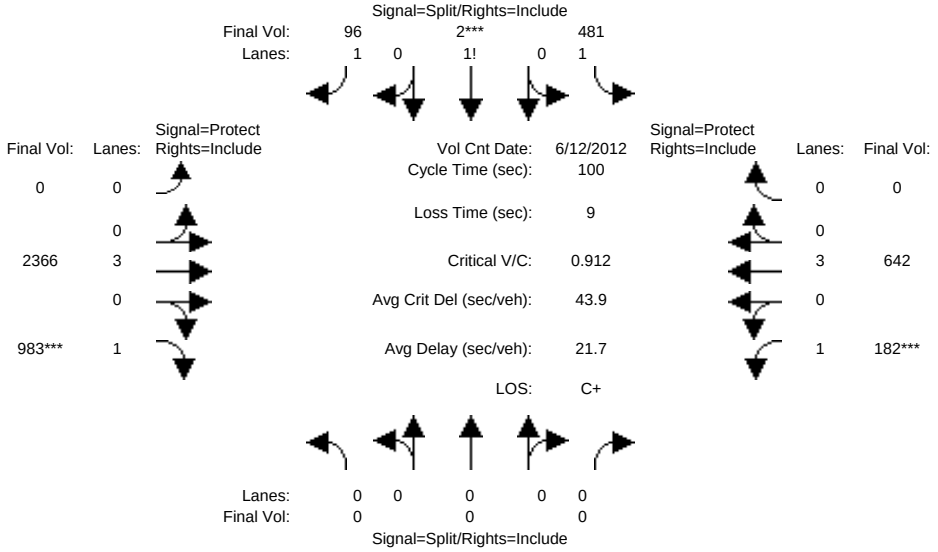
Background plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #20: I-880 SB Ramps and Tasman Dr



Street Name:	I-880 SB Ramps						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Jun 2012 << 8:00:00 AM												
Base Vol:	0	0	0	481	2	96	0	2346	969	182	622	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	481	2	96	0	2346	969	182	622	0
Added Vol:	0	0	0	0	0	0	0	20	12	0	20	0
Pass-by Div:	0	0	0	0	0	0	0	0	2	0	0	0
Initial Fut:	0	0	0	481	2	96	0	2366	983	182	642	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	481	2	96	0	2366	983	182	642	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	481	2	96	0	2366	983	182	642	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	481	2	96	0	2366	983	182	642	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.82	0.01	1.17	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	0	0	0	3241	12	2043	0	5700	1750	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.16	0.05	0.00	0.42	0.56	0.10	0.11	0.00
Crit Moves:					****				****	****		
Green/Cycle:	0.00	0.00	0.00	0.18	0.18	0.18	0.00	0.62	0.62	0.11	0.73	0.00
Volume/Cap:	0.00	0.00	0.00	0.82	0.91	0.26	0.00	0.67	0.91	0.91	0.15	0.00
Delay/Veh:	0.0	0.0	0.0	47.4	57.7	35.3	0.0	13.1	28.3	83.7	4.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	47.4	57.7	35.3	0.0	13.1	28.3	83.7	4.1	0.0
LOS by Move:	A	A	A	D	E+	D+	A	B	C	F	A	A
HCM2k95thQ:	0	0	0	20	23	5	0	26	44	14	4	0

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

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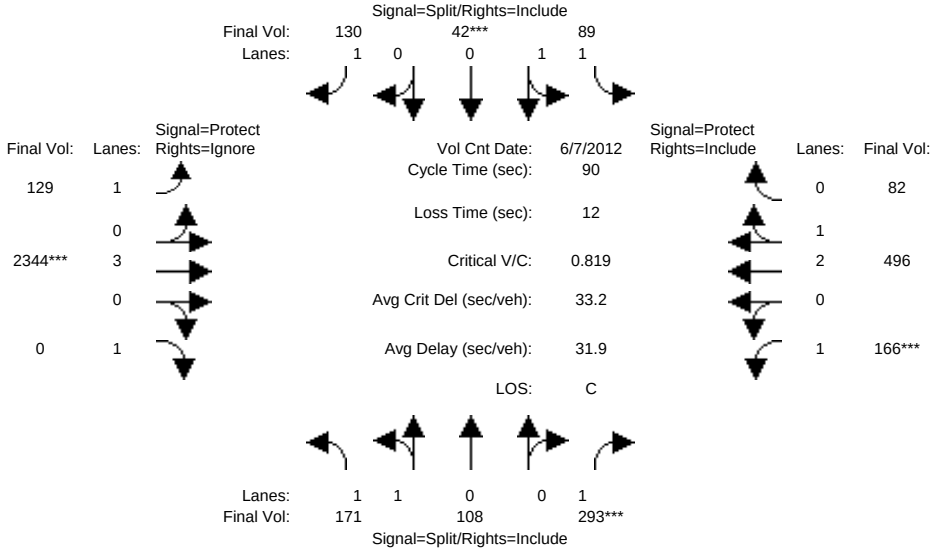
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

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

Intersection #21: Great Mall Pkwy and Thompson St



Street Name:	Thompson St						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	171	108	293	89	42	130	129	2344	406	166	496	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	171	108	293	89	42	130	129	2344	406	166	496	82
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	171	108	293	89	42	130	129	2344	406	166	496	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	171	108	293	89	42	130	129	2344	0	166	496	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	108	293	89	42	130	129	2344	0	166	496	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	171	108	293	89	42	130	129	2344	0	166	496	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.26	0.74	1.00	1.39	0.61	1.00	1.00	3.00	1.00	1.00	2.54	0.46
Final Sat.:	2213	1398	1750	2440	1151	1750	1750	5700	1750	1750	4833	799
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.17	0.04	0.04	0.07	0.07	0.41	0.00	0.09	0.10	0.10
Crit Moves:			****		****			****		****		
Green/Cycle:	0.19	0.19	0.19	0.11	0.11	0.11	0.23	0.46	0.00	0.11	0.33	0.33
Volume/Cap:	0.41	0.41	0.89	0.33	0.33	0.67	0.32	0.89	0.00	0.89	0.31	0.31
Delay/Veh:	32.6	32.6	60.3	37.4	37.4	47.1	29.0	26.4	0.0	76.9	22.3	22.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.6	32.6	60.3	37.4	37.4	47.1	29.0	26.4	0.0	76.9	22.3	22.3
LOS by Move:	C-	C-	E	D+	D+	D	C	C	A	E-	C+	C+
HCM2k95thQ:	8	8	22	4	4	10	6	35	0	11	8	8

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

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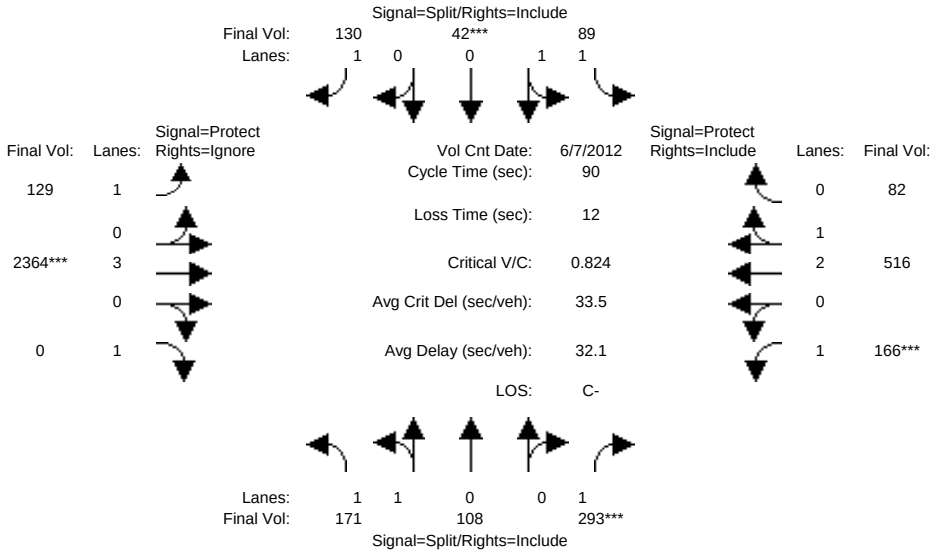
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #21: Great Mall Pkwy and Thompson St




```
Street Name:            Thompson St                     Great Mall Pkwy
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 7 Jun 2012 << 8:00:00 AM
Base Vol:     171  108   293    89   42   130   129 2344   406   166  496    82
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  171  108   293    89   42   130   129 2344   406   166  496    82
Added Vol:      0    0     0     0    0     0     0   20     0     0   20     0
Pass-by Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  171  108   293    89   42   130   129 2364   406   166  516    82
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Volume:   171  108   293    89   42   130   129 2364     0   166  516    82
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  171  108   293    89   42   130   129 2364     0   166  516    82
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
FinalVolume:  171  108   293    89   42   130   129 2364     0   166  516    82
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.93 0.95  0.92  0.93 0.95  0.92  0.92 1.00  0.92  0.92 0.99  0.95
Lanes:       1.24 0.76  1.00  1.37 0.63  1.00  1.00 3.00  1.00  1.00 2.57  0.43
Final Sat.:  2176 1374  1750  2412 1138  1750  1750 5700  1750  1750 4831   768
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.08  0.17  0.04 0.04  0.07  0.07 0.41  0.00  0.09 0.11  0.11
Crit Moves:              ****        ****              ****        ****
Green/Cycle: 0.19 0.19  0.19  0.11 0.11  0.11  0.23 0.46  0.00  0.11 0.33  0.33
Volume/Cap:  0.42 0.42  0.90  0.33 0.33  0.67  0.31 0.90  0.00  0.90 0.32  0.32
Delay/Veh:   32.7 32.7  61.3  37.4 37.4  47.1  28.9 26.7   0.0  78.1 22.4  22.4
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  32.7 32.7  61.3  37.4 37.4  47.1  28.9 26.7   0.0  78.1 22.4  22.4
LOS by Move:   C-   C-     E    D+   D+     D     C    C     A    E-   C+    C+
HCM2k95thQ:     8    8    22     4    4    10     6   36     0    11    8     8
Note: Queue reported is the number of cars per lane.
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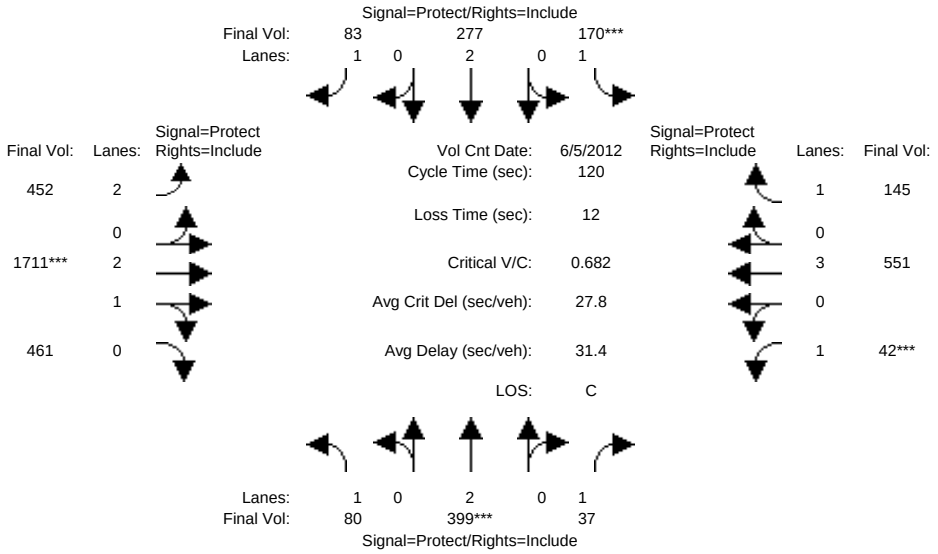
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

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

Intersection #22: Abel St and Great Mall Pkwy



Street Name:	Abel Street						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM

Base Vol:	80	399	37	170	277	83	452	1711	461	42	551	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	399	37	170	277	83	452	1711	461	42	551	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	399	37	170	277	83	452	1711	461	42	551	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	399	37	170	277	83	452	1711	461	42	551	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	399	37	170	277	83	452	1711	461	42	551	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	399	37	170	277	83	452	1711	461	42	551	145

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.32	0.68	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	4410	1188	1750	5700	1750

Capacity Analysis Module:

Vol/Sat:	0.05	0.11	0.02	0.10	0.07	0.05	0.14	0.39	0.39	0.02	0.10	0.08
Crit Moves:		****		****				****		****		
Green/Cycle:	0.12	0.15	0.15	0.14	0.17	0.17	0.37	0.55	0.55	0.06	0.25	0.25
Volume/Cap:	0.39	0.70	0.14	0.70	0.43	0.28	0.39	0.70	0.70	0.41	0.39	0.34
Delay/Veh:	50.0	52.4	44.6	58.2	45.1	44.0	28.4	20.3	20.3	57.2	37.9	37.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.0	52.4	44.6	58.2	45.1	44.0	28.4	20.3	20.3	57.2	37.9	37.6
LOS by Move:	D	D-	D	E+	D	D	C	C+	C+	E+	D+	D+
HCM2k95thQ:	7	16	3	15	10	6	13	32	32	3	11	9

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

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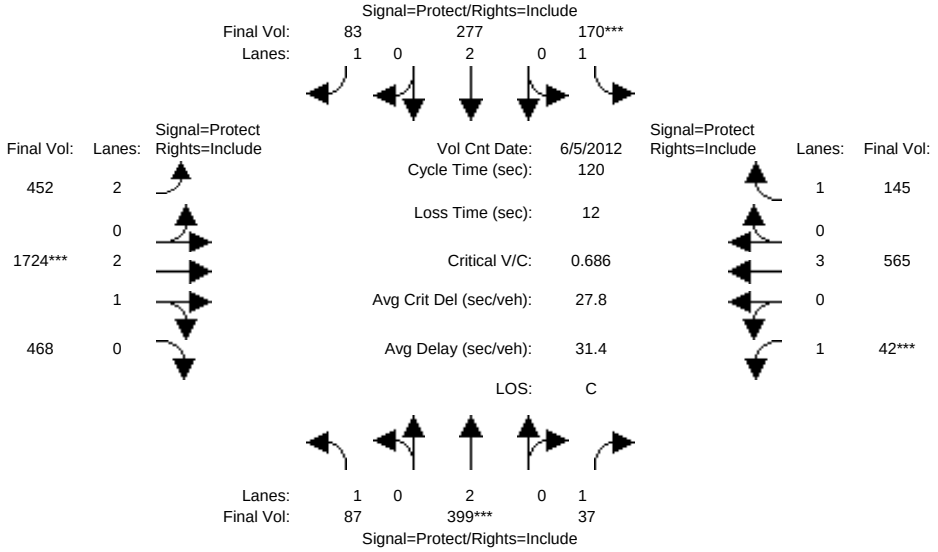
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #22: Abel St and Great Mall Pkwy



Street Name:	Abel Street						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	80	399	37	170	277	83	452	1711	461	42	551	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	399	37	170	277	83	452	1711	461	42	551	145
Added Vol:	7	0	0	0	0	0	0	13	7	0	14	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	399	37	170	277	83	452	1724	468	42	565	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	399	37	170	277	83	452	1724	468	42	565	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	399	37	170	277	83	452	1724	468	42	565	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	399	37	170	277	83	452	1724	468	42	565	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.34	0.66	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	4403	1195	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.02	0.10	0.07	0.05	0.14	0.39	0.39	0.02	0.10	0.08
Crit Moves:		****		****				****		****		
Green/Cycle:	0.12	0.15	0.15	0.14	0.17	0.17	0.36	0.56	0.56	0.06	0.25	0.25
Volume/Cap:	0.42	0.71	0.14	0.71	0.43	0.28	0.40	0.71	0.71	0.41	0.40	0.33
Delay/Veh:	50.5	52.6	44.7	58.6	45.2	44.1	28.7	20.3	20.3	57.2	37.6	37.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.5	52.6	44.7	58.6	45.2	44.1	28.7	20.3	20.3	57.2	37.6	37.2
LOS by Move:	D	D-	D	E+	D	D	C	C+	C+	E+	D+	D+
HCM2k95thQ:	7	16	3	15	10	6	13	32	32	3	11	9

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

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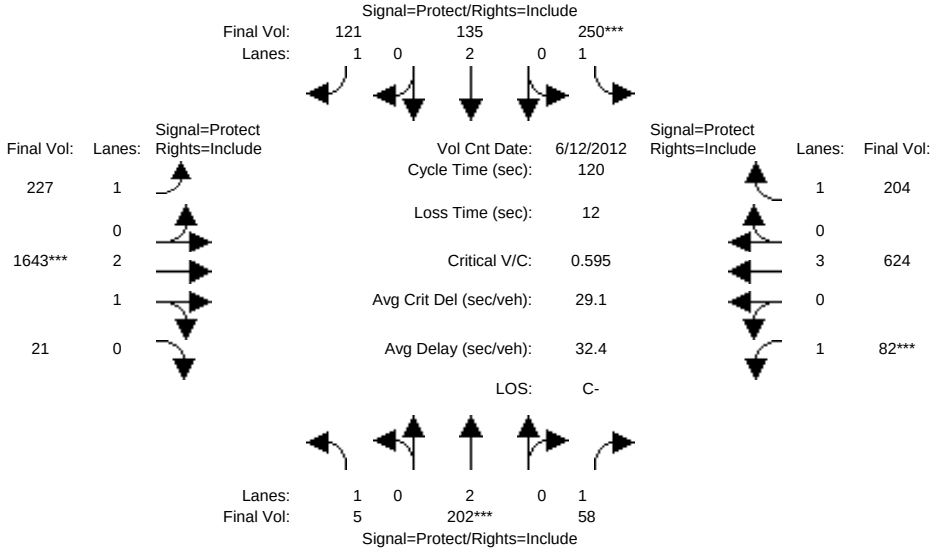
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

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

Intersection #23: Main St and Great Mall Pkwy




```
Street Name:            Main Street                     Great Mall Pkwy
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Jun 2012 << 7:55:00 AM
Base Vol:       5  202    58   250  135   121   227 1643    21    82  624   204
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    5  202    58   250  135   121   227 1643    21    82  624   204
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    5  202    58   250  135   121   227 1643    21    82  624   204
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     5  202    58   250  135   121   227 1643    21    82  624   204
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    5  202    58   250  135   121   227 1643    21    82  624   204
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    5  202    58   250  135   121   227 1643    21    82  624   204
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  1.00 2.96  0.04  1.00 3.00  1.00
Final Sat.:  1750 3800  1750  1750 3800  1750  1750 5622    72  1750 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.05  0.03  0.14 0.04  0.07  0.13 0.29  0.29  0.05 0.11  0.12
Crit Moves:        ****        ****                   ****        ****
Green/Cycle: 0.14 0.09  0.09  0.24 0.19  0.19  0.30 0.49  0.49  0.08 0.27  0.27
Volume/Cap:  0.02 0.59  0.37  0.59 0.18  0.36  0.43 0.59  0.59  0.59 0.41  0.43
Delay/Veh:   45.0 55.4  52.9  42.7 40.5  42.5  34.3 22.3  22.3  60.3 36.1  36.8
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  45.0 55.4  52.9  42.7 40.5  42.5  34.3 22.3  22.3  60.3 36.1  36.8
LOS by Move:    D   E+    D-     D    D     D    C-   C+    C+     E   D+    D+
HCM2k95thQ:     0    9     5    17    4     9    13   25    25     8   12    13
Note: Queue reported is the number of cars per lane.
```

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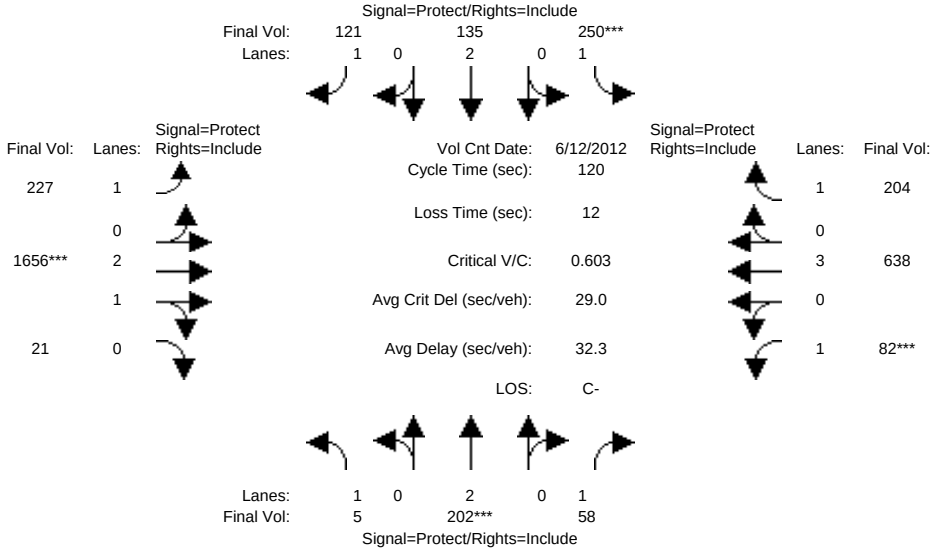
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #23: Main St and Great Mall Pkwy




```
Street Name:            Main Street                     Great Mall Pkwy
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Jun 2012 << 7:55:00 AM
Base Vol:       5  202    58   250  135   121   227 1643    21    82  624   204
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    5  202    58   250  135   121   227 1643    21    82  624   204
Added Vol:      0    0     0     0    0     0     0   13     0     0   14     0
Pass-by Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    5  202    58   250  135   121   227 1656    21    82  638   204
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     5  202    58   250  135   121   227 1656    21    82  638   204
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    5  202    58   250  135   121   227 1656    21    82  638   204
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    5  202    58   250  135   121   227 1656    21    82  638   204
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.92 0.98  0.95  0.92 1.00  0.92
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  1.00 2.96  0.04  1.00 3.00  1.00
Final Sat.:  1750 3800  1750  1750 3800  1750  1750 5530    70  1750 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.05  0.03  0.14 0.04  0.07  0.13 0.30  0.30  0.05 0.11  0.12
Crit Moves:        ****        ****                   ****        ****
Green/Cycle: 0.13 0.09  0.09  0.24 0.19  0.19  0.30 0.50  0.50  0.08 0.27  0.27
Volume/Cap:  0.02 0.60  0.38  0.60 0.19  0.36  0.43 0.60  0.60  0.60 0.41  0.43
Delay/Veh:   45.2 55.8  53.1  43.2 40.8  42.8  34.1 22.0  22.0  60.9 36.0  36.6
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  45.2 55.8  53.1  43.2 40.8  42.8  34.1 22.0  22.0  60.9 36.0  36.6
LOS by Move:    D   E+    D-     D    D     D    C-   C+    C+     E   D+    D+
HCM2k95thQ:     0    9     5    18    4     9    13   25    25     8   12    13
Note: Queue reported is the number of cars per lane.
```

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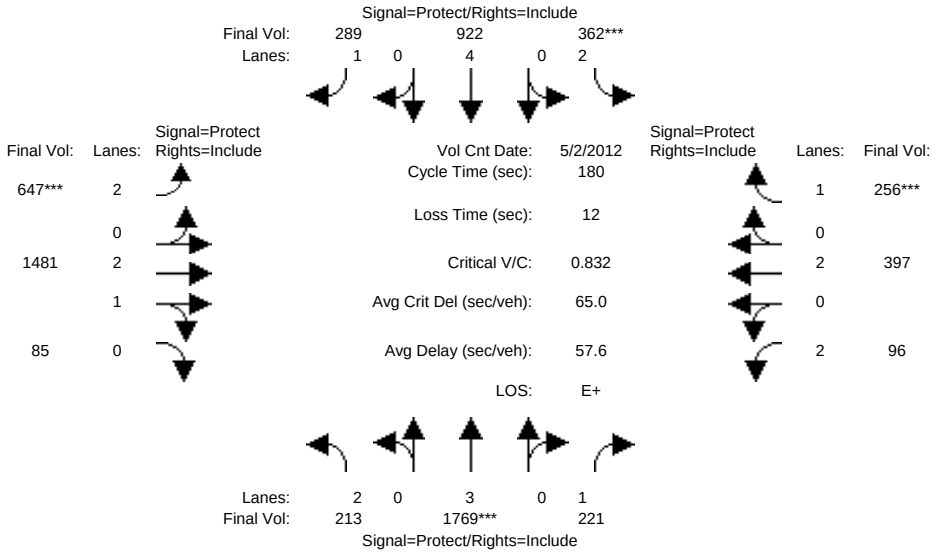
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

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

Intersection #24: Great Mall Pkwy and Montague Expwy



Street Name:	Montague Expwy						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 May 2012 << 8:00:00 AM												
Base Vol:	213	1965	221	362	922	289	647	1481	85	96	397	256
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	213	1965	221	362	922	289	647	1481	85	96	397	256
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	213	1965	221	362	922	289	647	1481	85	96	397	256
User Adj:	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	213	1769	221	362	922	289	647	1481	85	96	397	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	213	1769	221	362	922	289	647	1481	85	96	397	256
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	213	1769	221	362	922	289	647	1481	85	96	397	256
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	4.00	1.00	2.00	2.82	0.18	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	7600	1750	3150	5366	308	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.31	0.13	0.11	0.12	0.17	0.21	0.28	0.28	0.03	0.10	0.15
Crit Moves:		****		****			****					****
Green/Cycle:	0.15	0.37	0.37	0.14	0.36	0.36	0.25	0.37	0.37	0.05	0.18	0.18
Volume/Cap:	0.46	0.83	0.34	0.83	0.33	0.46	0.83	0.75	0.75	0.58	0.59	0.83
Delay/Veh:	70.7	54.3	40.8	88.4	41.7	44.3	71.9	50.8	50.8	88.7	69.7	88.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.7	54.3	40.8	88.4	41.7	44.3	71.9	50.8	50.8	88.7	69.7	88.9
LOS by Move:	E	D-	D	F	D	D	E	D	D	F	E	F
HCM2k95thQ:	13	49	17	25	17	23	37	42	42	6	17	25

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

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Pacific Mall - Silicon Valley
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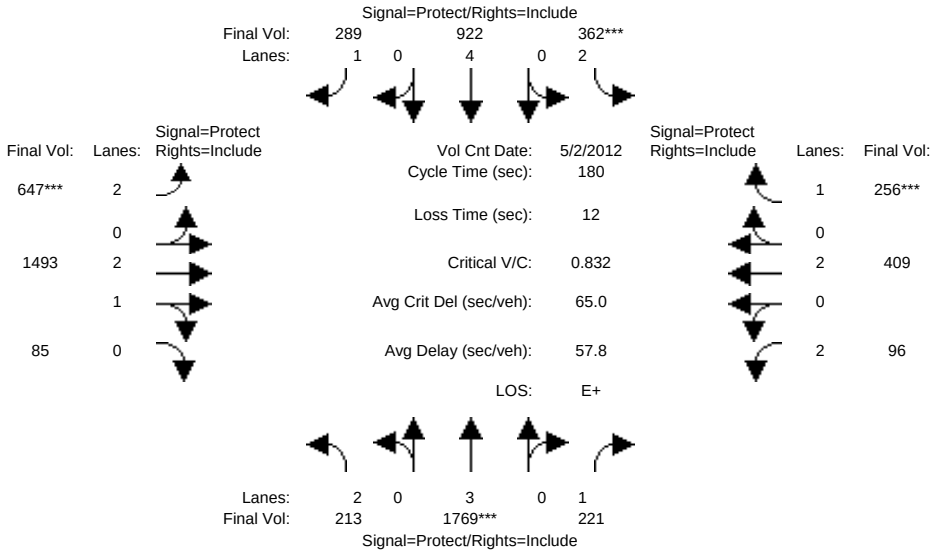
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #24: Great Mall Pkwy and Montague Expwy



Street Name:	Montague Expwy						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 May 2012 << 8:00:00 AM												
Base Vol:	213	1965	221	362	922	289	647	1481	85	96	397	256
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	213	1965	221	362	922	289	647	1481	85	96	397	256
Added Vol:	0	0	0	0	0	0	0	12	0	0	12	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	213	1965	221	362	922	289	647	1493	85	96	409	256
User Adj:	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	213	1769	221	362	922	289	647	1493	85	96	409	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	213	1769	221	362	922	289	647	1493	85	96	409	256
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	213	1769	221	362	922	289	647	1493	85	96	409	256
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	4.00	1.00	2.00	2.83	0.17	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	7600	1750	3150	5298	302	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.31	0.13	0.11	0.12	0.17	0.21	0.28	0.28	0.03	0.11	0.15
Crit Moves:		****		****			****					****
Green/Cycle:	0.15	0.37	0.37	0.14	0.36	0.36	0.25	0.37	0.37	0.05	0.18	0.18
Volume/Cap:	0.46	0.83	0.34	0.83	0.33	0.46	0.83	0.76	0.76	0.59	0.61	0.83
Delay/Veh:	70.7	54.3	40.8	88.4	41.7	44.3	71.9	51.2	51.2	89.5	70.2	88.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.7	54.3	40.8	88.4	41.7	44.3	71.9	51.2	51.2	89.5	70.2	88.9
LOS by Move:	E	D-	D	F	D	D	E	D-	D-	F	E	F
HCM2k95thQ:	13	49	17	25	17	23	37	43	43	6	18	25

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

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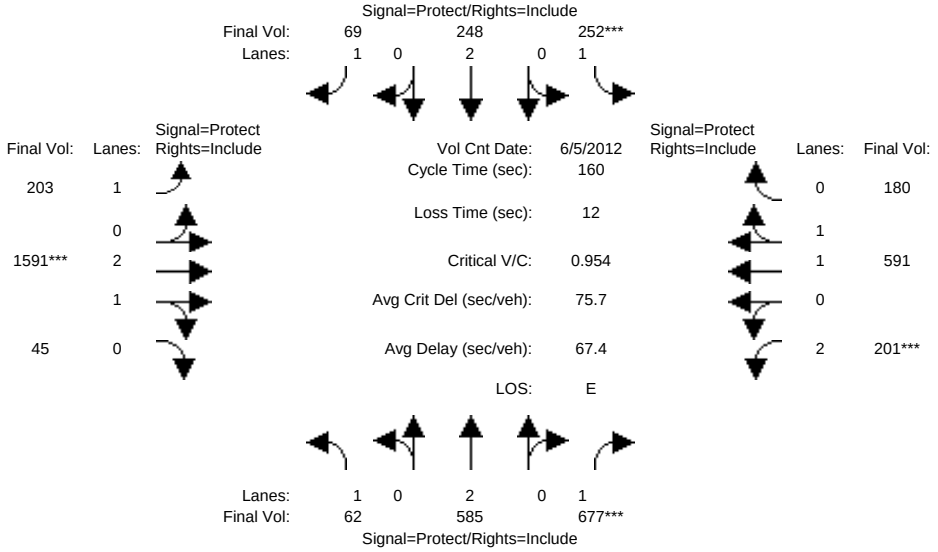
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

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

Intersection #25: Trade Zone and Capitol Ave



Street Name:	Trade Zone Blvd						Capitol Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 7:35:00 AM												
Base Vol:	62	585	677	252	248	69	203	1591	45	201	591	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	585	677	252	248	69	203	1591	45	201	591	180
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	585	677	252	248	69	203	1591	45	201	591	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	585	677	252	248	69	203	1591	45	201	591	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	585	677	252	248	69	203	1591	45	201	591	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	585	677	252	248	69	203	1591	45	201	591	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.91	0.09	2.00	1.50	0.50
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5530	156	3150	2856	870
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.39	0.14	0.07	0.04	0.12	0.29	0.29	0.06	0.21	0.21
Crit Moves:			****	****				****		****		
Green/Cycle:	0.22	0.41	0.41	0.15	0.33	0.33	0.13	0.30	0.30	0.07	0.24	0.24
Volume/Cap:	0.16	0.38	0.95	0.95	0.20	0.12	0.88	0.95	0.95	0.95	0.88	0.88
Delay/Veh:	50.2	33.6	69.1	110.1	38.1	37.1	97.2	67.3	67.3	123.2	68.7	68.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.2	33.6	69.1	110.1	38.1	37.1	97.2	67.3	67.3	123.2	68.7	68.7
LOS by Move:	D	C-	E	F	D+	D+	F	E	E	F	E	E
HCM2k95thQ:	5	18	62	30	8	5	20	45	45	17	36	36

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

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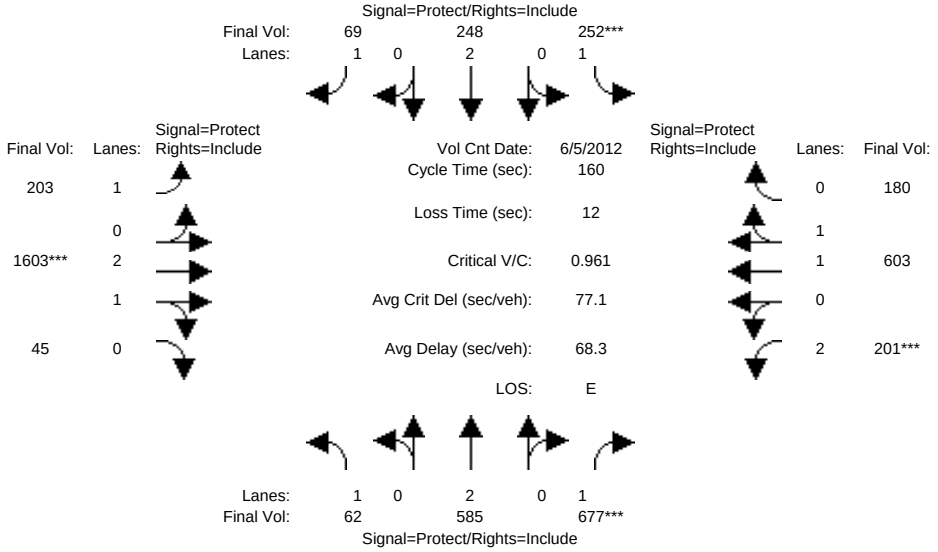
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #25: Trade Zone and Capitol Ave



Street Name:	Trade Zone Blvd						Capitol Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 7:35:00 AM												
Base Vol:	62	585	677	252	248	69	203	1591	45	201	591	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	585	677	252	248	69	203	1591	45	201	591	180
Added Vol:	0	0	0	0	0	0	0	12	0	0	12	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	585	677	252	248	69	203	1603	45	201	603	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	585	677	252	248	69	203	1603	45	201	603	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	585	677	252	248	69	203	1603	45	201	603	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	585	677	252	248	69	203	1603	45	201	603	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.92	0.08	2.00	1.53	0.47
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5447	153	3150	2849	850
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.39	0.14	0.07	0.04	0.12	0.29	0.29	0.06	0.21	0.21
Crit Moves:			****	****				****		****		
Green/Cycle:	0.22	0.40	0.40	0.15	0.33	0.33	0.13	0.31	0.31	0.07	0.24	0.24
Volume/Cap:	0.16	0.38	0.96	0.96	0.20	0.12	0.88	0.96	0.96	0.96	0.88	0.88
Delay/Veh:	50.4	33.9	71.2	112.3	38.4	37.4	97.9	68.2	68.2	125.4	68.5	68.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.4	33.9	71.2	112.3	38.4	37.4	97.9	68.2	68.2	125.4	68.5	68.5
LOS by Move:	D	C-	E	F	D+	D+	F	E	E	F	E	E
HCM2k95thQ:	5	18	62	30	8	5	20	46	46	17	36	36

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

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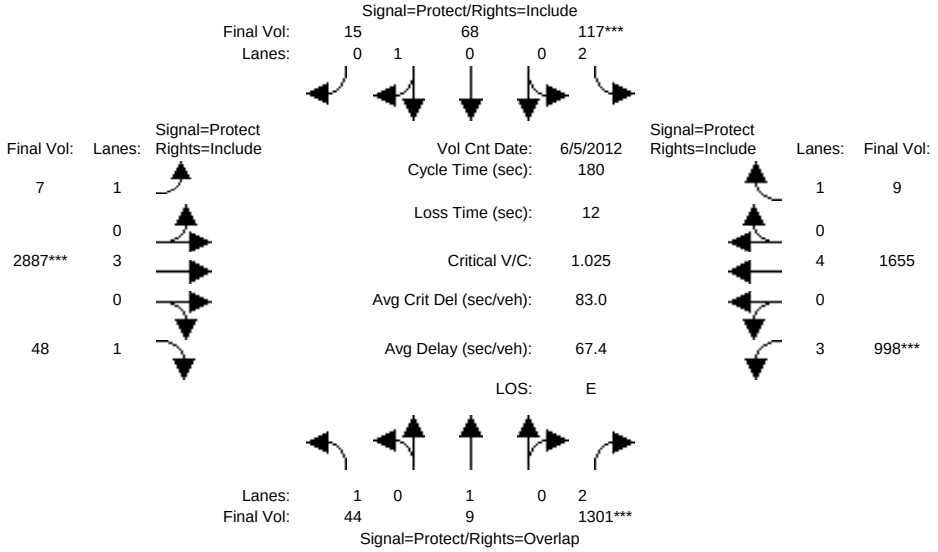
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

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

Intersection #26: Montague Expwy and Trimble Rd



Street Name:	Trimble Rd						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 7:55:00 AM												
Base Vol:	44	9	1445	117	68	15	7	3208	48	998	1655	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	9	1445	117	68	15	7	3208	48	998	1655	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	9	1445	117	68	15	7	3208	48	998	1655	9
User Adj:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	9	1301	117	68	15	7	2887	48	998	1655	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	9	1301	117	68	15	7	2887	48	998	1655	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	9	1301	117	68	15	7	2887	48	998	1655	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	1.00	0.92	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	2.00	2.00	0.81	0.19	1.00	3.00	1.00	3.00	4.00	1.00
Final Sat.:	1750	1900	3150	3150	1533	338	1750	5700	1750	4551	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.41	0.04	0.04	0.04	0.00	0.51	0.03	0.22	0.22	0.01
Crit Moves:			****	****				****		****		
Green/Cycle:	0.09	0.19	0.40	0.04	0.13	0.13	0.11	0.49	0.49	0.21	0.60	0.60
Volume/Cap:	0.27	0.03	1.03	0.96	0.33	0.33	0.04	1.03	0.06	1.03	0.36	0.01
Delay/Veh:	76.7	59.6	86.5	153.5	71.5	71.5	72.1	70.2	23.8	107.0	18.5	14.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.7	59.6	86.5	153.5	71.5	71.5	72.1	70.2	23.8	107.0	18.5	14.5
LOS by Move:	E-	E+	F	F	E	E	E	E	C	F	B-	B
HCM2k95thQ:	5	1	78	12	8	8	1	93	3	43	20	0

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

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Pacific Mall - Silicon Valley
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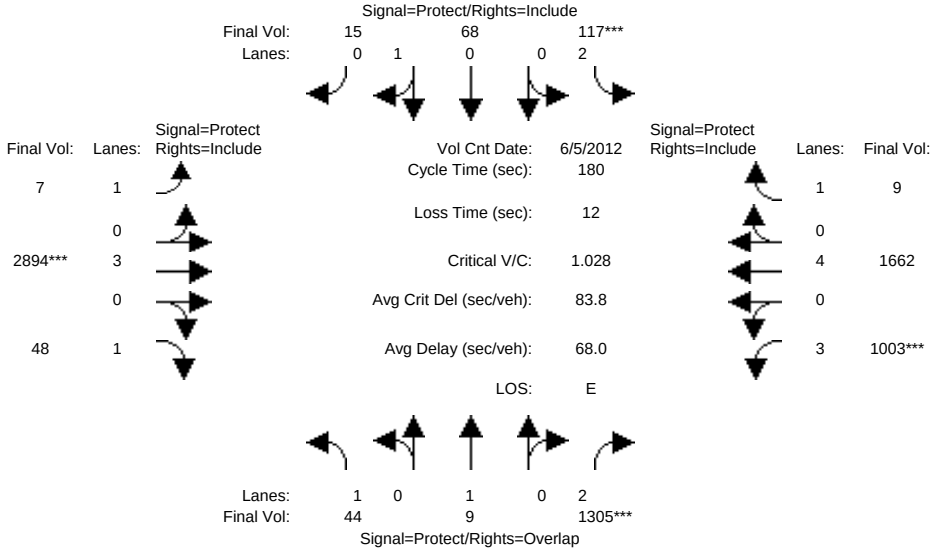
Background plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #26: Montague Expwy and Trimble Rd




```
Street Name:            Trimble Rd                      Montague Expwy
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 7:55:00 AM
Base Vol:      44    9  1445   117   68    15     7 3208    48   998 1655     9
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   44    9  1445   117   68    15     7 3208    48   998 1655     9
Added Vol:      0    0     5     0    0     0     0    7     0     5    7     0
Pass-by Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   44    9  1450   117   68    15     7 3215    48  1003 1662     9
User Adj:    1.00 1.00  0.90  1.00 1.00  1.00  1.00 0.90  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    44    9  1305   117   68    15     7 2894    48  1003 1662     9
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   44    9  1305   117   68    15     7 2894    48  1003 1662     9
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   44    9  1305   117   68    15     7 2894    48  1003 1662     9
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.83  0.83 0.95  0.95  0.92 1.00  0.92  0.80 1.00  0.92
Lanes:       1.00 1.00  2.00  2.00 0.82  0.18  1.00 3.00  1.00  3.00 4.00  1.00
Final Sat.:  1750 1900  3150  3150 1475   325  1750 5700  1750  4551 7600  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.00  0.41  0.04 0.05  0.05  0.00 0.51  0.03  0.22 0.22  0.01
Crit Moves:             ****  ****                   ****        ****
Green/Cycle: 0.09 0.19  0.40  0.04 0.13  0.13  0.11 0.49  0.49  0.21 0.60  0.60
Volume/Cap:  0.27 0.03  1.03  0.96 0.35  0.35  0.04 1.03  0.06  1.03 0.36  0.01
Delay/Veh:   76.8 59.6  87.3 153.5 71.7  71.7  72.2 71.2  23.9 107.8 18.5  14.5
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  76.8 59.6  87.3 153.5 71.7  71.7  72.2 71.2  23.9 107.8 18.5  14.5
LOS by Move:   E-   E+     F     F    E     E     E    E     C     F   B-     B
HCM2k95thQ:     5    1    78    12    9     9     1   93     3    44   20     0
Note: Queue reported is the number of cars per lane.
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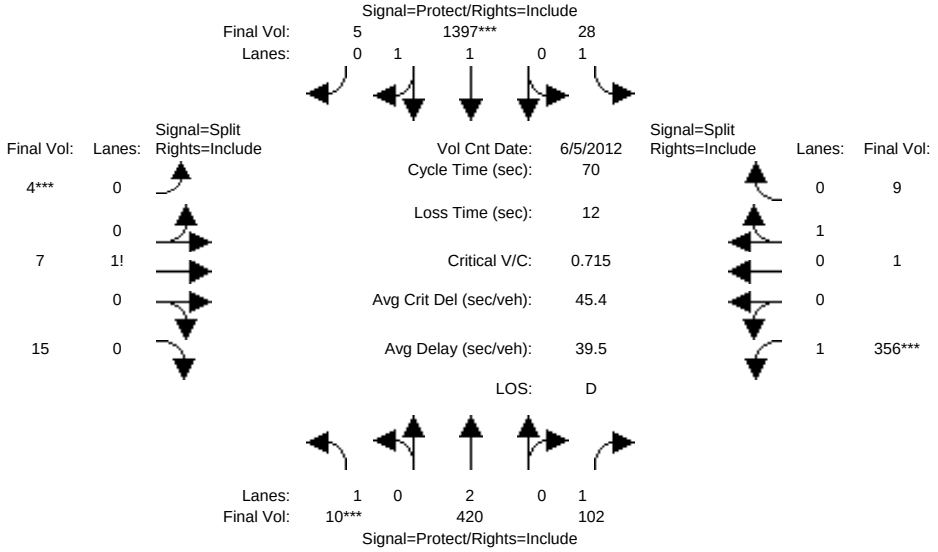
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

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

Intersection #27: McCarthy Blvd and Barber Ln



Street Name:	McCarthy Blvd						Barber Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	10	420	102	28	1397	5	4	7	15	356	1	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	420	102	28	1397	5	4	7	15	356	1	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	420	102	28	1397	5	4	7	15	356	1	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	420	102	28	1397	5	4	7	15	356	1	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	420	102	28	1397	5	4	7	15	356	1	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	420	102	28	1397	5	4	7	15	356	1	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.99	0.01	0.16	0.25	0.59	1.00	0.09	0.91
Final Sat.:	1750	3800	1750	1750	3785	14	275	481	1032	1750	176	1588
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.06	0.02	0.37	0.37	0.01	0.01	0.01	0.20	0.01	0.01
Crit Moves:	****				****		****			****		
Green/Cycle:	0.10	0.28	0.28	0.20	0.38	0.38	0.14	0.14	0.14	0.21	0.21	0.21
Volume/Cap:	0.06	0.39	0.21	0.08	0.98	0.98	0.10	0.10	0.10	0.98	0.03	0.03
Delay/Veh:	28.7	20.6	19.4	23.1	40.0	40.0	26.3	26.3	26.3	68.5	22.1	22.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.7	20.6	19.4	23.1	40.0	40.0	26.3	26.3	26.3	68.5	22.1	22.1
LOS by Move:	C	C+	B-	C	D	D	C	C	C	E	C+	C+
HCM2k95thQ:	0	7	3	1	30	30	1	1	1	25	0	0

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

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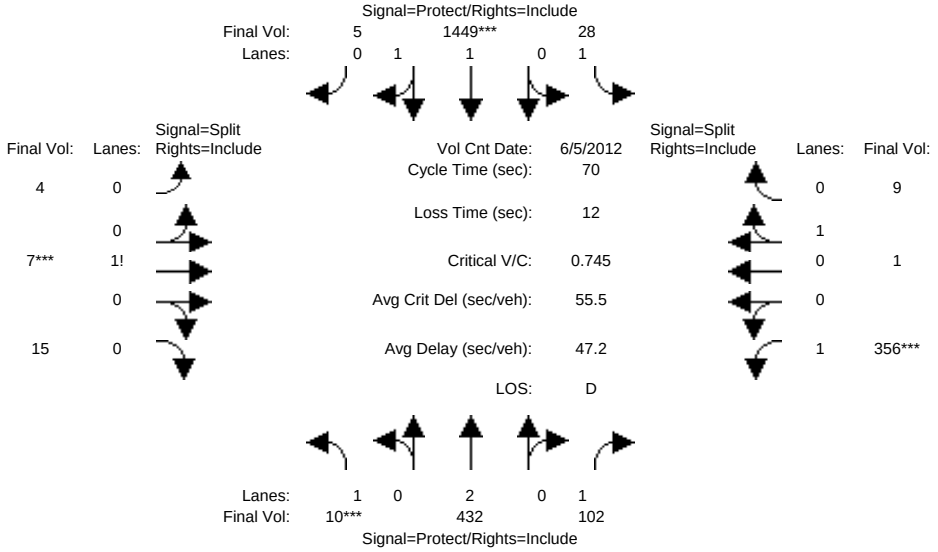
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #27: McCarthy Blvd and Barber Ln



Street Name:	McCarthy Blvd						Barber Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	10	420	102	28	1397	5	4	7	15	356	1	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	420	102	28	1397	5	4	7	15	356	1	9
Added Vol:	0	12	0	0	47	0	0	0	0	0	0	0
Pass-by Div:	0	0	0	0	5	0	0	0	0	0	0	0
Initial Fut:	10	432	102	28	1449	5	4	7	15	356	1	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	432	102	28	1449	5	4	7	15	356	1	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	432	102	28	1449	5	4	7	15	356	1	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	432	102	28	1449	5	4	7	15	356	1	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.99	0.01	0.15	0.27	0.58	1.00	0.10	0.90
Final Sat.:	1750	3800	1750	1750	3687	13	269	471	1010	1750	180	1620
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.06	0.02	0.39	0.39	0.01	0.01	0.01	0.20	0.01	0.01
Crit Moves:	****				****			****		****		
Green/Cycle:	0.10	0.29	0.29	0.20	0.39	0.39	0.14	0.14	0.14	0.20	0.20	0.20
Volume/Cap:	0.06	0.40	0.20	0.08	1.02	1.02	0.10	0.10	0.10	1.02	0.03	0.03
Delay/Veh:	28.7	20.4	19.2	22.9	50.0	50.0	26.3	26.3	26.3	80.9	22.6	22.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.7	20.4	19.2	22.9	50.0	50.0	26.3	26.3	26.3	80.9	22.6	22.6
LOS by Move:	C	C+	B-	C+	D	D	C	C	C	F	C+	C+
HCM2k95thQ:	0	7	3	1	35	35	1	1	1	26	0	0

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

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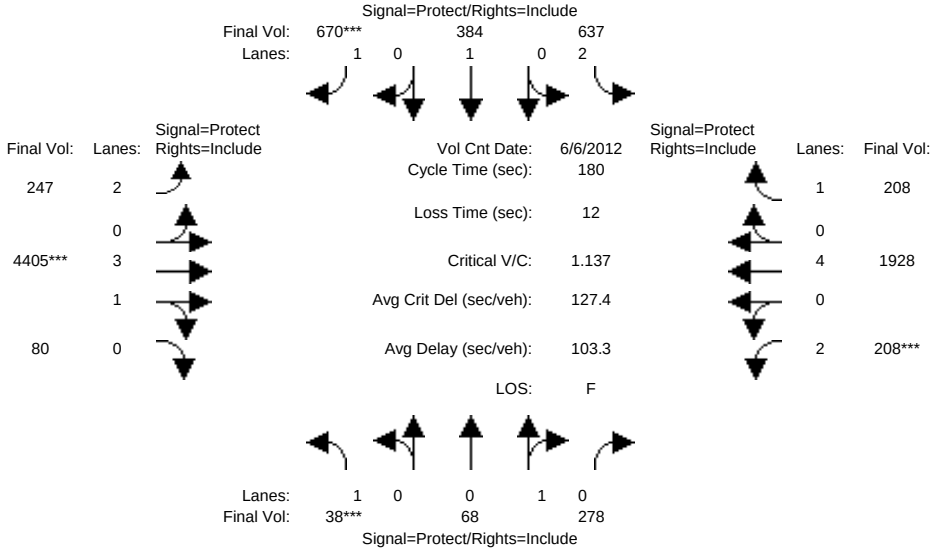
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

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

Intersection #28: McCarthy Blvd and Montague Expwy



Street Name:	McCarthy Blvd						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Jun 2012 << 7:50:00 AM												
Base Vol:	38	68	278	637	384	670	247	4405	80	208	1928	208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	68	278	637	384	670	247	4405	80	208	1928	208
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	68	278	637	384	670	247	4405	80	208	1928	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	68	278	637	384	670	247	4405	80	208	1928	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	68	278	637	384	670	247	4405	80	208	1928	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	68	278	637	384	670	247	4405	80	208	1928	208
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.18	0.82	2.00	1.00	1.00	2.00	3.92	0.08	2.00	4.00	1.00
Final Sat.:	1750	349	1428	3150	1900	1750	3150	7453	135	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.19	0.20	0.20	0.38	0.08	0.59	0.59	0.07	0.25	0.12
Crit Moves:	****					****		****		****		
Green/Cycle:	0.04	0.18	0.18	0.19	0.33	0.33	0.13	0.51	0.51	0.06	0.43	0.43
Volume/Cap:	0.56	1.08	1.08	1.08	0.61	1.16	0.59	1.16	1.16	1.16	0.59	0.28
Delay/Veh:	95.0	146	146.3	132.9	52.6	151.5	75.5	121	120.6	202.7	39.2	33.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.0	146	146.3	132.9	52.6	151.5	75.5	121	120.6	202.7	39.2	33.2
LOS by Move:	F	F	F	F	D-	F	E-	F	F	F	D	C-
HCM2k95thQ:	6	44	44	39	28	77	13	115	115	21	34	14

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

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Pacific Mall - Silicon Valley
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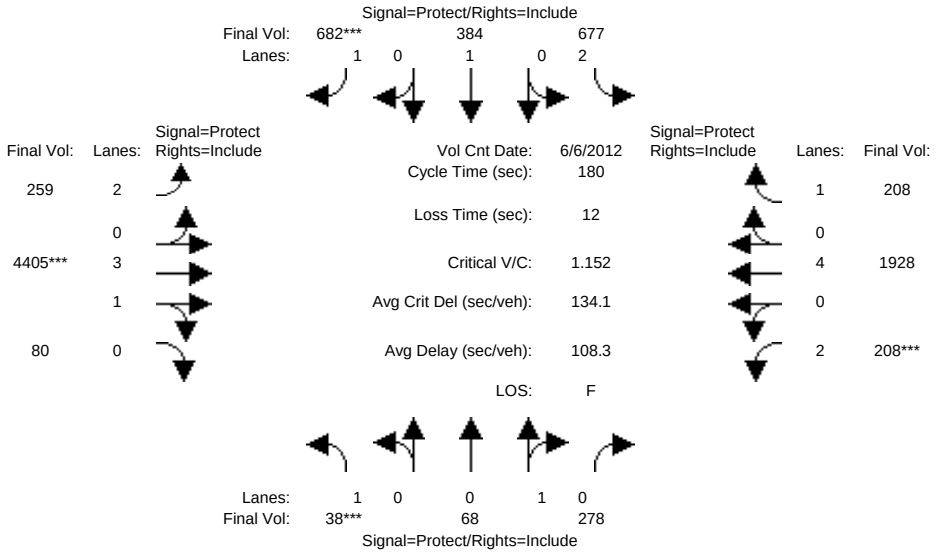
Background plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #28: McCarthy Blvd and Montague Expwy



Street Name:	McCarthy Blvd						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Jun 2012 << 7:50:00 AM												
Base Vol:	38	68	278	637	384	670	247	4405	80	208	1928	208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	68	278	637	384	670	247	4405	80	208	1928	208
Added Vol:	0	0	0	35	0	12	12	0	0	0	0	0
Pass-by Div:	0	0	0	5	0	0	0	0	0	0	0	0
Initial Fut:	38	68	278	677	384	682	259	4405	80	208	1928	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	68	278	677	384	682	259	4405	80	208	1928	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	68	278	677	384	682	259	4405	80	208	1928	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	68	278	677	384	682	259	4405	80	208	1928	208
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.20	0.80	2.00	1.00	1.00	2.00	3.93	0.07	2.00	4.00	1.00
Final Sat.:	1750	354	1446	3150	1900	1750	3150	7366	134	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.19	0.21	0.20	0.39	0.08	0.60	0.60	0.07	0.25	0.12
Crit Moves:	****					****		****		****		
Green/Cycle:	0.04	0.17	0.17	0.20	0.33	0.33	0.14	0.51	0.51	0.06	0.43	0.43
Volume/Cap:	0.56	1.10	1.10	1.10	0.61	1.18	0.60	1.18	1.18	1.18	0.60	0.28
Delay/Veh:	95.0	155	155.1	139.6	52.3	157.4	75.1	127	127.5	208.8	40.1	33.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.0	155	155.1	139.6	52.3	157.4	75.1	127	127.5	208.8	40.1	33.9
LOS by Move:	F	F	F	F	D-	F	E-	F	F	F	D	C-
HCM2k95thQ:	6	45	45	42	28	79	14	119	119	21	34	15

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

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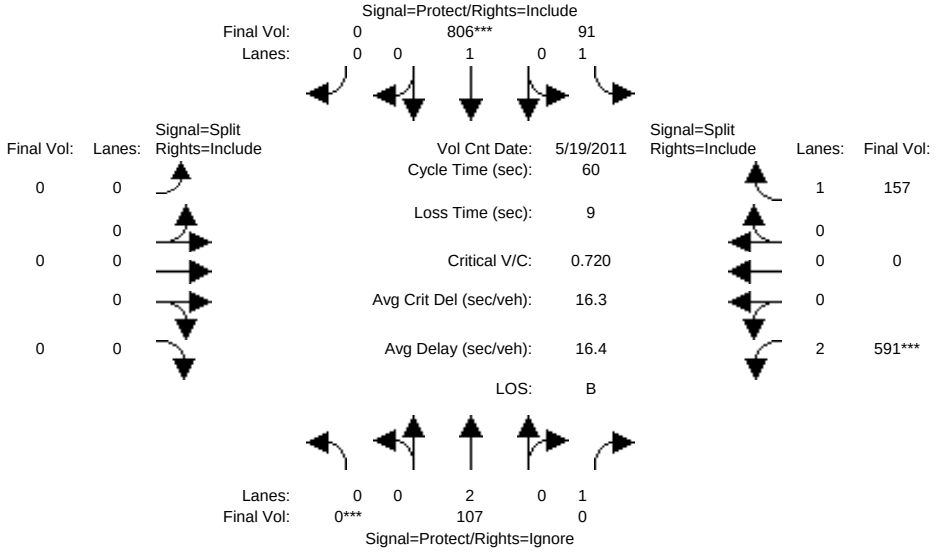
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

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

Intersection #29: Zanker Rd and SR-237 WB Ramps




```
Street Name:            Zanker Rd                       SR-237 WB Ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     0    0     0    10   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 May 2011 << 8:00:00 AM
Base Vol:       0  107   703    91  806     0     0    0     0   591    0   157
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  107   703    91  806     0     0    0     0   591    0   157
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  107   703    91  806     0     0    0     0   591    0   157
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  107     0    91  806     0     0    0     0   591    0   157
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  107     0    91  806     0     0    0     0   591    0   157
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0  107     0    91  806     0     0    0     0   591    0   157
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.83 1.00  0.92
Lanes:       0.00 2.00  1.00  1.00 1.00  0.00  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     0 3800  1750  1750 1900     0     0    0     0  3150    0  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.03  0.00  0.05 0.42  0.00  0.00 0.00  0.00  0.19 0.00  0.09
Crit Moves:  ****                  ****                        ****
Green/Cycle: 0.00 0.35  0.00  0.24 0.59  0.00  0.00 0.00  0.00  0.26 0.00  0.26
Volume/Cap:  0.00 0.08  0.00  0.21 0.72  0.00  0.00 0.00  0.00  0.72 0.00  0.34
Delay/Veh:    0.0 13.2   0.0  18.4 11.1   0.0   0.0  0.0   0.0  23.3  0.0  18.5
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0 13.2   0.0  18.4 11.1   0.0   0.0  0.0   0.0  23.3  0.0  18.5
LOS by Move:    A    B     A    B-   B+     A     A    A     A     C    A    B-
HCM2k95thQ:     0    1     0     3   22     0     0    0     0    15    0     6
Note: Queue reported is the number of cars per lane.
```

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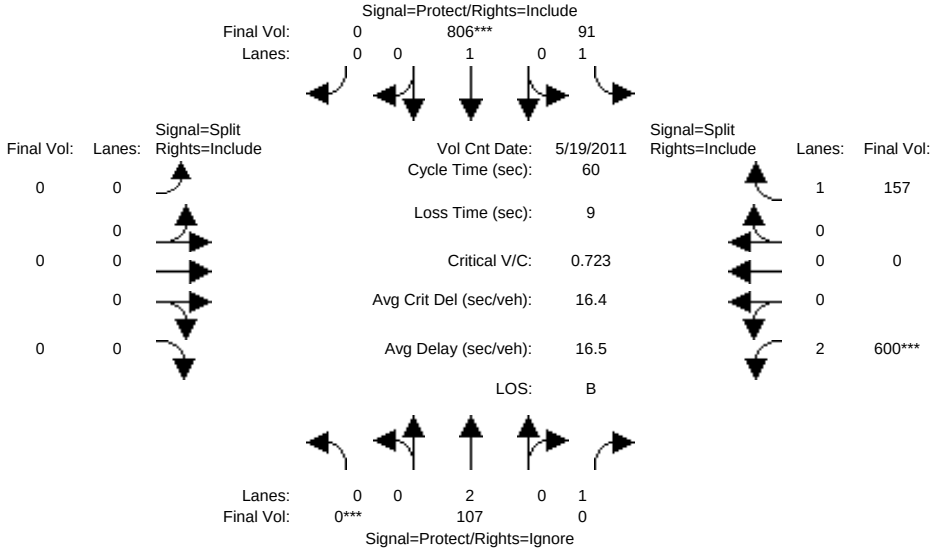
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #29: Zanker Rd and SR-237 WB Ramps

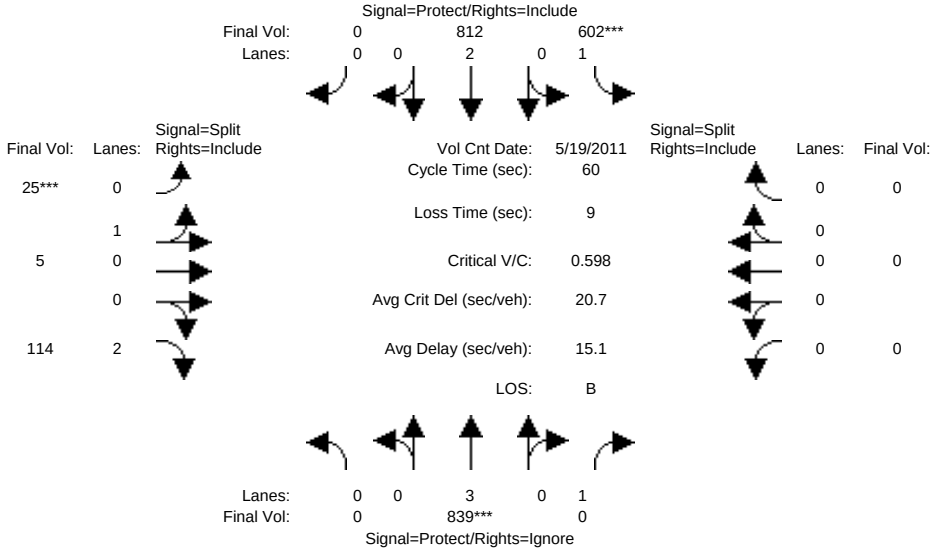



```
Street Name:            Zanker Rd                       SR-237 WB Ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     0    0     0    10   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 May 2011 << 8:00:00 AM
Base Vol:       0  107   703    91  806     0     0    0     0   591    0   157
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  107   703    91  806     0     0    0     0   591    0   157
Added Vol:      0    0     0     0    0     0     0    0     0     9    0     0
Pass-by Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  107   703    91  806     0     0    0     0   600    0   157
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  107     0    91  806     0     0    0     0   600    0   157
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  107     0    91  806     0     0    0     0   600    0   157
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0  107     0    91  806     0     0    0     0   600    0   157
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.83 1.00  0.92
Lanes:       0.00 2.00  1.00  1.00 1.00  0.00  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     0 3800  1750  1750 1900     0     0    0     0  3150    0  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.03  0.00  0.05 0.42  0.00  0.00 0.00  0.00  0.19 0.00  0.09
Crit Moves:  ****                   ****                        ****
Green/Cycle: 0.00 0.35  0.00  0.24 0.59  0.00  0.00 0.00  0.00  0.26 0.00  0.26
Volume/Cap:  0.00 0.08  0.00  0.22 0.72  0.00  0.00 0.00  0.00  0.72 0.00  0.34
Delay/Veh:    0.0 13.3   0.0  18.5 11.3   0.0   0.0  0.0   0.0  23.3  0.0  18.3
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0 13.3   0.0  18.5 11.3   0.0   0.0  0.0   0.0  23.3  0.0  18.3
LOS by Move:    A    B     A    B-   B+     A     A    A     A     C    A    B-
HCM2k95thQ:     0    1     0     3   22     0     0    0     0    15    0     6
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

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

Intersection #30: Zanker Rd and SR-237 EB Ramps



Street Name:	Zanker Rd						SR-237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2011 << 8:00:00 AM												
Base Vol:	0	839	849	602	812	0	25	5	114	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	839	849	602	812	0	25	5	114	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	839	849	602	812	0	25	5	114	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	839	0	602	812	0	25	5	114	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	839	0	602	812	0	25	5	114	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	839	0	602	812	0	25	5	114	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	0.84	0.16	2.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	1750	3800	0	1478	296	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.00	0.34	0.21	0.00	0.02	0.02	0.04	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.20	0.00	0.48	0.68	0.00	0.17	0.17	0.17	0.00	0.00	0.00
Volume/Cap:	0.00	0.72	0.00	0.72	0.31	0.00	0.10	0.10	0.22	0.00	0.00	0.00
Delay/Veh:	0.0	24.4	0.0	15.5	3.9	0.0	21.3	21.3	21.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.4	0.0	15.5	3.9	0.0	21.3	21.3	21.8	0.0	0.0	0.0
LOS by Move:	A	C	A	B	A	A	C+	C+	C+	A	A	A
HCM2k95thQ:	0	10	0	18	6	0	1	1	3	0	0	0

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

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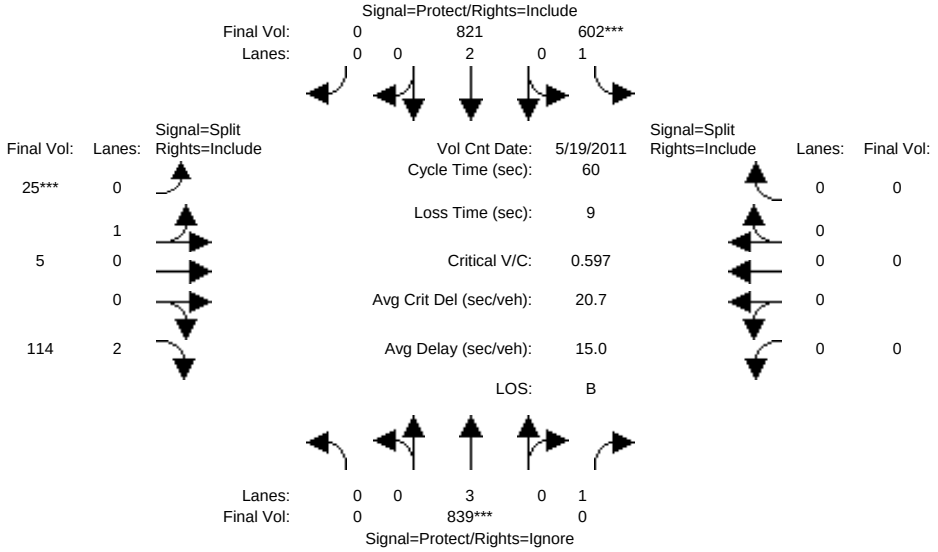
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #30: Zanker Rd and SR-237 EB Ramps



Street Name:	Zanker Rd						SR-237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2011 << 8:00:00 AM												
Base Vol:	0	839	849	602	812	0	25	5	114	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	839	849	602	812	0	25	5	114	0	0	0
Added Vol:	0	0	8	0	9	0	0	0	0	0	0	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	839	857	602	821	0	25	5	114	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	839	0	602	821	0	25	5	114	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	839	0	602	821	0	25	5	114	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	839	0	602	821	0	25	5	114	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.83	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	0.83	0.17	2.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	1750	3800	0	1500	300	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.00	0.34	0.22	0.00	0.02	0.02	0.04	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.20	0.00	0.48	0.68	0.00	0.17	0.17	0.17	0.00	0.00	0.00
Volume/Cap:	0.00	0.72	0.00	0.72	0.32	0.00	0.10	0.10	0.22	0.00	0.00	0.00
Delay/Veh:	0.0	24.4	0.0	15.5	3.9	0.0	21.3	21.3	21.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.4	0.0	15.5	3.9	0.0	21.3	21.3	21.8	0.0	0.0	0.0
LOS by Move:	A	C	A	B	A	A	C+	C+	C+	A	A	A
HCM2k95thQ:	0	9	0	18	6	0	1	1	3	0	0	0

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

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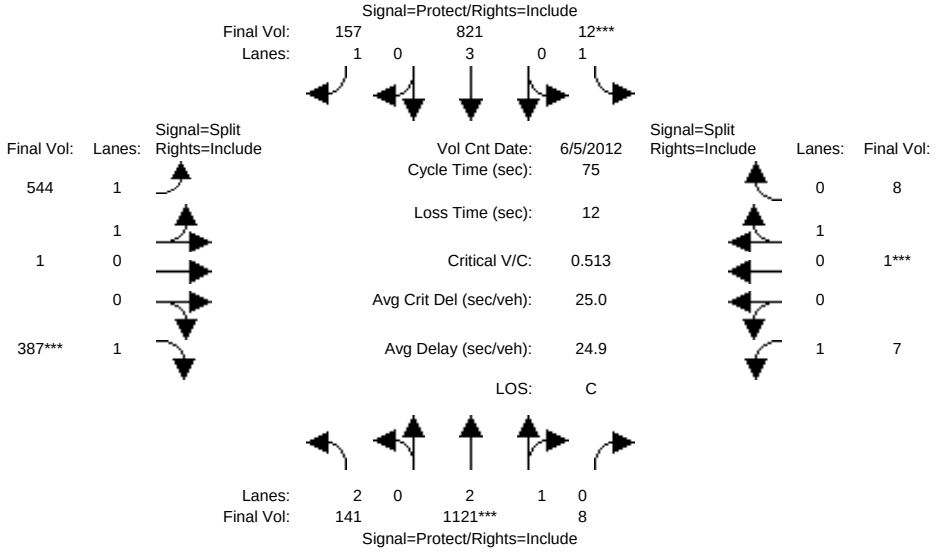
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

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

Intersection #31: Holger Way and Zanker Rd



Street Name:	Zanker Rd						Holger Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 7:55:00 AM												
Base Vol:	141	1121	8	12	821	157	544	1	387	7	1	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	1121	8	12	821	157	544	1	387	7	1	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	1121	8	12	821	157	544	1	387	7	1	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	1121	8	12	821	157	544	1	387	7	1	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	1121	8	12	821	157	544	1	387	7	1	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	141	1121	8	12	821	157	544	1	387	7	1	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.98	0.02	1.00	3.00	1.00	1.99	0.01	1.00	1.00	0.10	0.90
Final Sat.:	3150	5656	40	1750	5700	1750	3494	6	1750	1750	196	1569
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.20	0.01	0.14	0.09	0.16	0.16	0.22	0.00	0.01	0.01
Crit Moves:		****		****					****		****	
Green/Cycle:	0.15	0.29	0.29	0.09	0.23	0.23	0.32	0.32	0.32	0.13	0.13	0.13
Volume/Cap:	0.30	0.68	0.68	0.07	0.62	0.39	0.48	0.48	0.68	0.03	0.04	0.04
Delay/Veh:	28.7	24.8	24.8	31.2	26.7	24.9	20.7	20.7	25.5	28.3	28.4	28.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.7	24.8	24.8	31.2	26.7	24.9	20.7	20.7	25.5	28.3	28.4	28.4
LOS by Move:	C	C	C	C	C	C	C+	C+	C	C	C	C
HCM2k95thQ:	4	17	17	1	11	6	11	11	18	0	0	0

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

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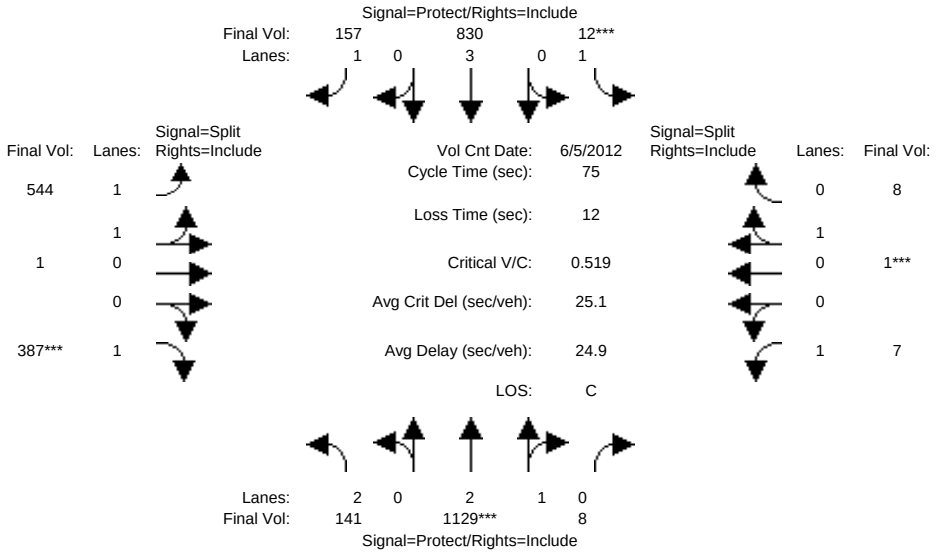
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #31: Holger Way and Zanker Rd



Street Name:	Zanker Rd						Holger Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 7:55:00 AM												
Base Vol:	141	1121	8	12	821	157	544	1	387	7	1	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	1121	8	12	821	157	544	1	387	7	1	8
Added Vol:	0	8	0	0	9	0	0	0	0	0	0	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	1129	8	12	830	157	544	1	387	7	1	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	1129	8	12	830	157	544	1	387	7	1	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	1129	8	12	830	157	544	1	387	7	1	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	141	1129	8	12	830	157	544	1	387	7	1	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.95	0.95
Lanes:	2.00	2.98	0.02	1.00	3.00	1.00	1.99	0.01	1.00	1.00	0.11	0.89
Final Sat.:	3150	5561	39	1750	5700	1750	3543	7	1750	1750	200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.20	0.01	0.15	0.09	0.15	0.15	0.22	0.00	0.01	0.01
Crit Moves:		****		****					****		****	
Green/Cycle:	0.15	0.29	0.29	0.09	0.24	0.24	0.32	0.32	0.32	0.13	0.13	0.13
Volume/Cap:	0.30	0.69	0.69	0.07	0.62	0.38	0.48	0.48	0.69	0.03	0.04	0.04
Delay/Veh:	28.6	24.8	24.8	31.2	26.5	24.6	20.8	20.8	26.0	28.3	28.4	28.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.6	24.8	24.8	31.2	26.5	24.6	20.8	20.8	26.0	28.3	28.4	28.4
LOS by Move:	C	C	C	C	C	C	C+	C+	C	C	C	C
HCM2k95thQ:	4	17	17	1	11	6	11	11	18	0	0	0

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

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Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

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

Intersection		Cumulative AM				C+P AM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#1	McCarthy Blvd and Dixon Landing Rd	F	158.9	0.931	163.7	F	161.3	0.939	+ 0.008	166.1	+ 2.4
#2	I-880 SB Ramps and Dixon Landing Dr	E	63.0	0.583	100.7	E	63.1	0.584	+ 0.001	101.3	+ 0.6
#3	Dixon Landing Rd and California Cir	B-	19.3	0.684	20.1	B-	19.6	0.687	+ 0.003	20.4	+ 0.3
#4	California Cir and I-880 NB Ramps	B+	10.9	0.407	11.8	B+	10.9	0.409	+ 0.002	11.8	+ 0.0
#5	Dixon Landing Rd and Warm Springs Rd	F	302.3	1.671	355.5	F	302.6	1.675	+ 0.004	357.2	+ 1.7
#6	McCarthy Blvd and Ranch Drive (North)	B	17.2	0.514	20.6	B	17.3	0.521	+ 0.007	20.6	- 0.0
#7	Ranch Drive and Project Entrance	B	15.8	0.134	16.0	B	15.8	0.255	+ 0.121	16.2	+ 0.2
#8	McCarthy Blvd and Ranch Dr (South)	D-	51.9	0.728	75.3	D-	52.1	0.756	+ 0.028	77.1	+ 1.9
#9	McCarthy Blvd and SR-237 WB Ramps	D+	36.3	1.030	69.1	D	43.3	1.084	+ 0.054	88.6	+ 19.5
#10	McCarthy Blvd and SR-237 EB Ramps	C+	20.5	0.795	22.4	B-	20.0	0.793	- 0.002	21.6	- 0.9
#11	I-880 SB Ramps and SR-237	C+	20.6	0.781	22.3	C+	21.0	0.796	+ 0.016	22.9	+ 0.6
#12	I-880 NB Ramps and SR-237	C	30.5	0.895	35.7	C	29.1	0.882	- 0.013	34.2	- 1.6
#13	Abel Street and SR-237	E+	56.2	0.961	65.6	E+	57.3	0.968	+ 0.007	67.3	+ 1.8
#14	Milpitas Blvd and SR-237	E	69.9	1.065	92.7	E	71.8	1.074	+ 0.010	95.9	+ 3.2
#15	Hillview Drive and SR-237	C	28.6	0.641	22.3	C	28.5	0.647	+ 0.006	22.3	- 0.1
#16	McCarthy Blvd and Bellew Dr	C	26.2	0.707	28.7	C	26.5	0.716	+ 0.009	29.3	+ 0.5
#17	McCarthy Blvd and Alder Dr	D	47.8	0.804	53.6	D	50.8	0.820	+ 0.016	57.8	+ 4.2
#18	McCarthy Blvd and Tasman Dr	D	41.2	0.905	47.5	D	42.1	0.911	+ 0.007	48.8	+ 1.3
#19	Tasman Dr and Alder Dr	B-	18.8	0.765	30.0	B-	19.1	0.772	+ 0.007	30.6	+ 0.6
#20	I-880 SB Ramps and Tasman Dr	C	23.2	0.900	24.8	C+	22.7	0.893	- 0.007	24.1	- 0.7
#21	Great Mall Pkwy and Thompson St	D	39.4	0.759	41.3	D	40.1	0.765	+ 0.006	42.2	+ 0.9
#22	Abel St and Great Mall Pkwy	D	42.3	0.727	43.7	D	42.4	0.729	+ 0.003	43.8	+ 0.1
#23	Main St and Great Mall Pkwy	C	23.9	0.455	18.5	C	23.9	0.457	+ 0.001	18.5	- 0.0
#24	Great Mall Pkwy and Montague Expwy	D-	52.3	0.902	72.5	D-	52.4	0.904	+ 0.002	72.8	+ 0.2
#25	Trade Zone and Capitol Ave	C-	32.4	0.699	29.0	C-	32.5	0.708	+ 0.008	29.2	+ 0.2
#26	Montague Expwy and Trimble Rd	C	29.1	0.665	46.1	C	29.1	0.666	+ 0.001	46.1	+ 0.0

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Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

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

Intersection		Cumulative AM				C+P AM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#27	McCarthy Blvd and Barber Ln	B	16.0	0.349	14.1	B	16.0	0.350	+ 0.002	14.1	- 0.0
#28	McCarthy Blvd and Montague Expwy	D	49.6	1.003	58.3	D-	51.5	1.011	+ 0.008	61.0	+ 2.7
#29	Zanker Rd and SR-237 WB Ramps	B	13.1	0.450	15.3	B	13.1	0.450	+ 0.000	15.3	+ 0.0
#30	Zanker Rd and SR-237 EB Ramps	B	15.8	0.575	17.8	B	15.8	0.575	+ 0.000	17.8	+ 0.0
#31	Holger Way and Zanker Rd	C+	21.1	0.431	24.6	C+	21.1	0.431	- 0.000	24.6	- 0.0

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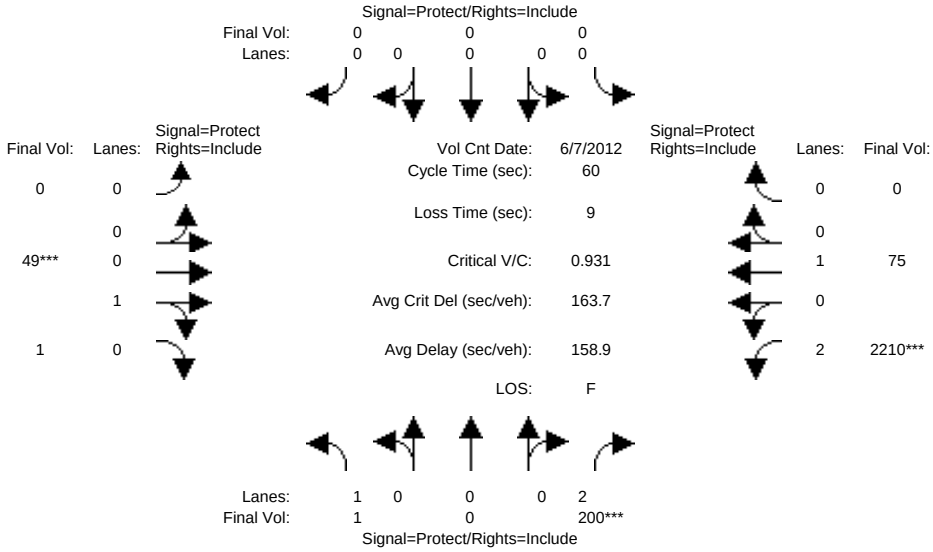
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

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

Intersection #1: McCarthy Blvd and Dixon Landing Rd



Street Name:	McCarthy Blvd						Dixon Landing Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	1	0	200	0	0	0	0	49	1	2210	75	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	200	0	0	0	0	49	1	2210	75	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	200	0	0	0	0	49	1	2210	75	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	0	200	0	0	0	0	49	1	2210	75	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	200	0	0	0	0	49	1	2210	75	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	0	200	0	0	0	0	49	1	2210	75	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	0.98	0.02	2.00	1.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	1859	38	3150	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.06	0.00	0.00	0.00	0.00	0.03	0.03	0.70	0.04	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.17	0.00	0.17	0.00	0.00	0.00	0.00	0.17	0.17	0.52	0.68	0.00
Volume/Cap:	0.00	0.00	0.38	0.00	0.00	0.00	0.00	0.16	0.16	1.36	0.06	0.00
Delay/Veh:	20.8	0.0	22.7	0.0	0.0	0.0	0.0	21.6	21.6	179.7	3.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.8	0.0	22.7	0.0	0.0	0.0	0.0	21.6	21.6	179.7	3.2	0.0
LOS by Move:	C+	A	C+	A	A	A	A	C+	C+	F	A	A
HCM2k95thQ:	0	0	4	0	0	0	0	2	2	100	1	0

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

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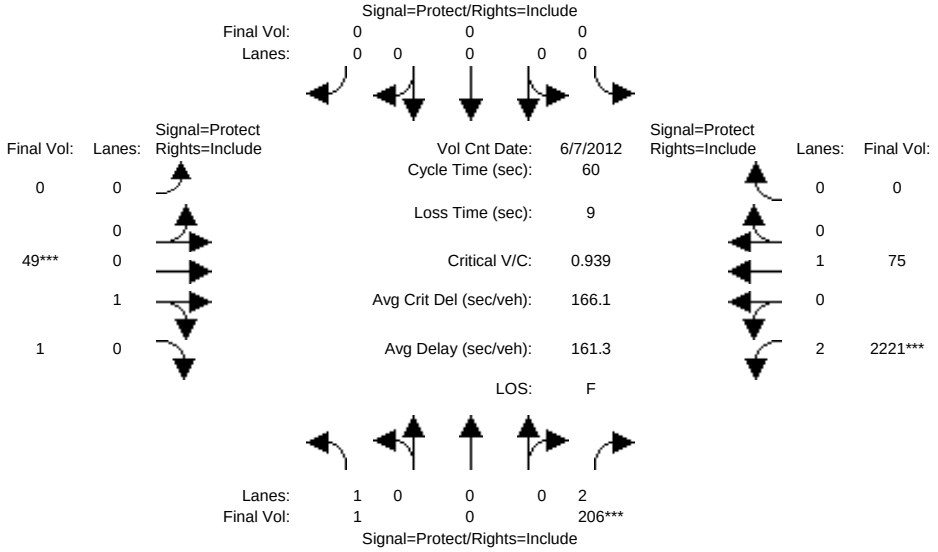
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #1: McCarthy Blvd and Dixon Landing Rd



Street Name:	McCarthy Blvd						Dixon Landing Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	1	0	200	0	0	0	0	49	1	2210	75	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	200	0	0	0	0	49	1	2210	75	0
Added Vol:	0	0	6	0	0	0	0	0	0	11	0	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	206	0	0	0	0	49	1	2221	75	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	0	206	0	0	0	0	49	1	2221	75	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	206	0	0	0	0	49	1	2221	75	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	0	206	0	0	0	0	49	1	2221	75	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	0.98	0.02	2.00	1.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	1764	36	3150	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.07	0.00	0.00	0.00	0.00	0.03	0.03	0.71	0.04	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.17	0.00	0.17	0.00	0.00	0.00	0.00	0.17	0.17	0.52	0.68	0.00
Volume/Cap:	0.00	0.00	0.39	0.00	0.00	0.00	0.00	0.17	0.17	1.36	0.06	0.00
Delay/Veh:	20.8	0.0	22.8	0.0	0.0	0.0	0.0	21.7	21.7	182.6	3.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.8	0.0	22.8	0.0	0.0	0.0	0.0	21.7	21.7	182.6	3.2	0.0
LOS by Move:	C+	A	C+	A	A	A	A	C+	C+	F	A	A
HCM2k95thQ:	0	0	4	0	0	0	0	2	2	102	1	0

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

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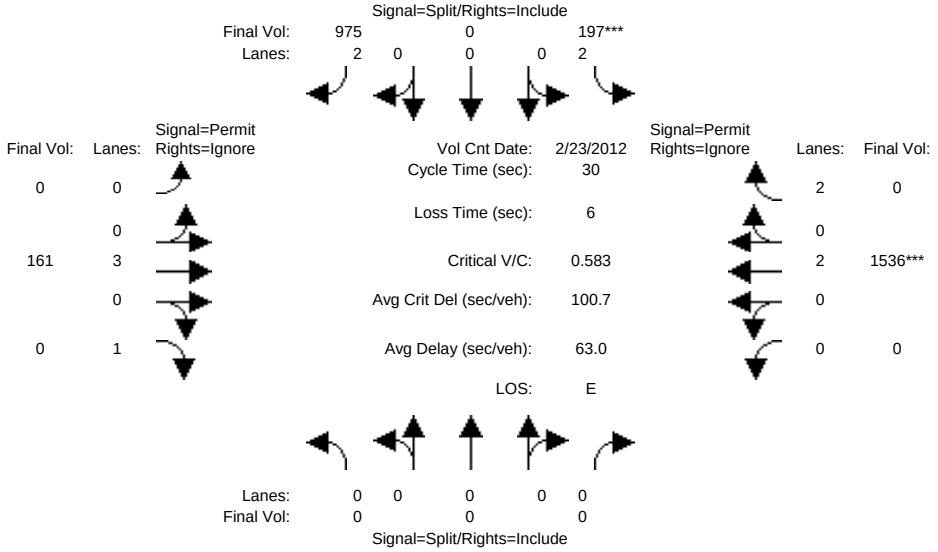
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

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

Intersection #2: I-880 SB Ramps and Dixon Landing Dr



Street Name:	I-880 SB Ramps						Dixon Landing Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Feb 2012 << 8:00:00 AM												
Base Vol:	0	0	0	197	0	975	0	161	125	0	1536	1024
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	197	0	975	0	161	125	0	1536	1024
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	197	0	975	0	161	125	0	1536	1024
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	197	0	975	0	161	0	0	1536	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	197	0	975	0	161	0	0	1536	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	197	0	975	0	161	0	0	1536	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	2.00	2.00
Final Sat.:	0	0	0	3150	0	3150	0	5700	1750	0	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.31	0.00	0.03	0.00	0.00	0.40	0.00
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.53	0.00	0.53	0.00	0.33	0.00	0.00	0.33	0.00
Volume/Cap:	0.00	0.00	0.00	0.12	0.00	0.58	0.00	0.08	0.00	0.00	1.21	0.00
Delay/Veh:	0.0	0.0	0.0	3.6	0.0	5.3	0.0	6.9	0.0	0.0	113	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	3.6	0.0	5.3	0.0	6.9	0.0	0.0	113	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	F	A
HCM2k95thQ:	0	0	0	1	0	9	0	1	0	0	39	0

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

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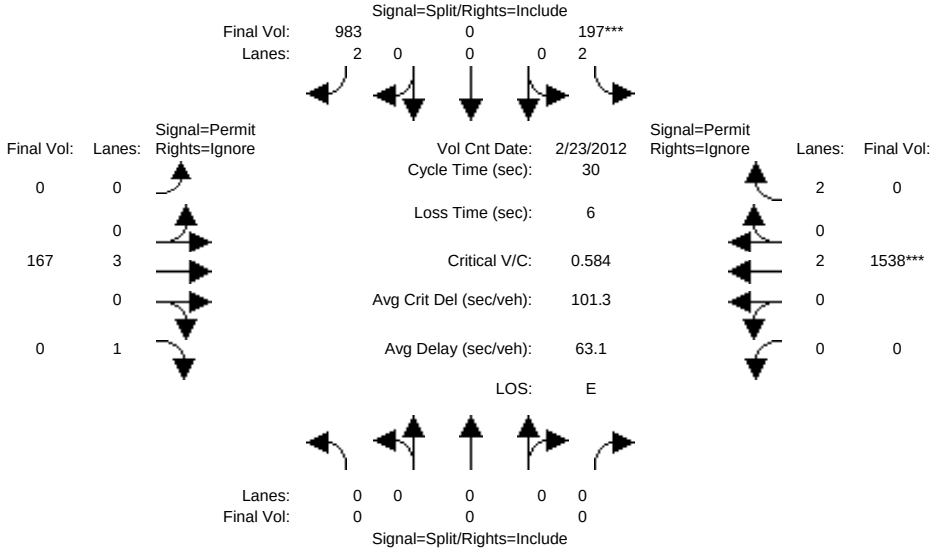
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #2: I-880 SB Ramps and Dixon Landing Dr



Street Name:	I-880 SB Ramps						Dixon Landing Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Feb 2012 << 8:00:00 AM												
Base Vol:	0	0	0	197	0	975	0	161	125	0	1536	1024
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	197	0	975	0	161	125	0	1536	1024
Added Vol:	0	0	0	0	0	8	0	6	0	0	2	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	197	0	983	0	167	125	0	1538	1024
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	197	0	983	0	167	0	0	1538	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	197	0	983	0	167	0	0	1538	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	197	0	983	0	167	0	0	1538	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	2.00	2.00
Final Sat.:	0	0	0	3150	0	3150	0	5700	1750	0	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.31	0.00	0.03	0.00	0.00	0.40	0.00
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.53	0.00	0.53	0.00	0.33	0.00	0.00	0.33	0.00
Volume/Cap:	0.00	0.00	0.00	0.12	0.00	0.58	0.00	0.09	0.00	0.00	1.21	0.00
Delay/Veh:	0.0	0.0	0.0	3.5	0.0	5.3	0.0	6.9	0.0	0.0	114	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	3.5	0.0	5.3	0.0	6.9	0.0	0.0	114	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	F	A
HCM2k95thQ:	0	0	0	1	0	9	0	1	0	0	40	0

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

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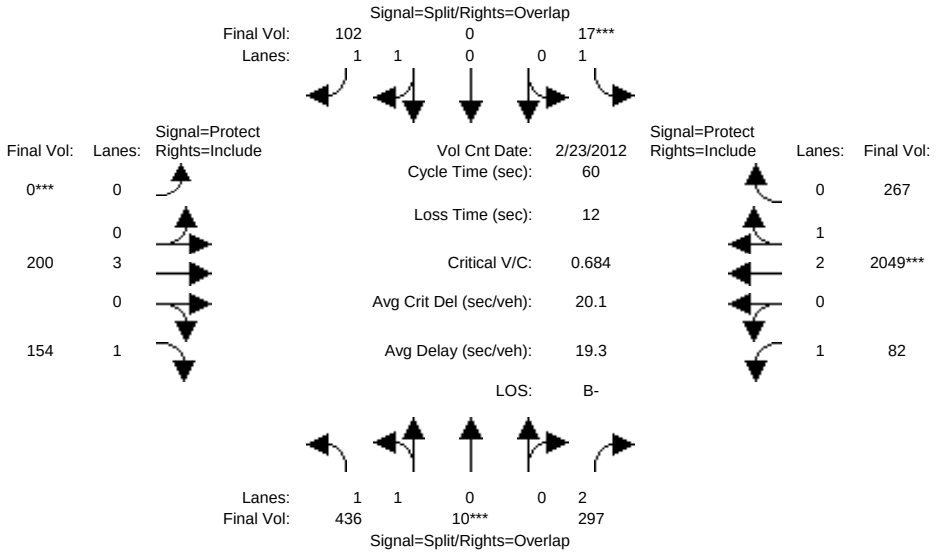
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

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

Intersection #3: Dixon Landing Rd and California Cir




```
Street Name:I-880 Northbound Ramps / Californ          Dixon Landing Rd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10   10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0  4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 23 Feb 2012 << 8:00:00 AM
Base Vol:     436   10   297   17    0   102     0  200   154    82 2049   267
Growth Adj:  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  436   10   297   17    0   102     0  200   154    82 2049   267
Added Vol:      0    0     0    0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0    0    0     0     0    0     0     0    0     0
Initial Fut:  436   10   297   17    0   102     0  200   154    82 2049   267
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   436   10   297   17    0   102     0  200   154    82 2049   267
Reduct Vol:     0    0     0    0    0     0     0    0     0     0    0     0
Reduced Vol:  436   10   297   17    0   102     0  200   154    82 2049   267
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  436   10   297   17    0   102     0  200   154    82 2049   267
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900 1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.83 0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.96 0.04  2.00 1.00 0.00  2.00  0.00 3.00  1.00  1.00 2.63  0.37
Final Sat.:  3428   79  3150 1750    0  3500     0 5700  1750  1750 4994   651
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.13  0.09 0.01 0.00  0.03  0.00 0.04  0.09  0.05 0.41  0.41
Crit Moves:        ****       ****             ****                   ****
Green/Cycle: 0.17 0.17  0.36 0.17 0.00  0.17  0.00 0.27  0.27  0.19 0.47  0.47
Volume/Cap:  0.76 0.76  0.26 0.06 0.00  0.17  0.00 0.13  0.32  0.24 0.88  0.88
Delay/Veh:   29.8 29.8  13.7 21.1  0.0  21.6   0.0 16.4  17.7  20.9 18.2  18.2
User DelAdj: 1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  29.8 29.8  13.7 21.1  0.0  21.6   0.0 16.4  17.7  20.9 18.2  18.2
LOS by Move:    C    C     B   C+    A    C+     A    B     B    C+   B-    B-
HCM2k95thQ:     9    9     5    1    0     2     0    2     5     3   22    22
Note: Queue reported is the number of cars per lane.
```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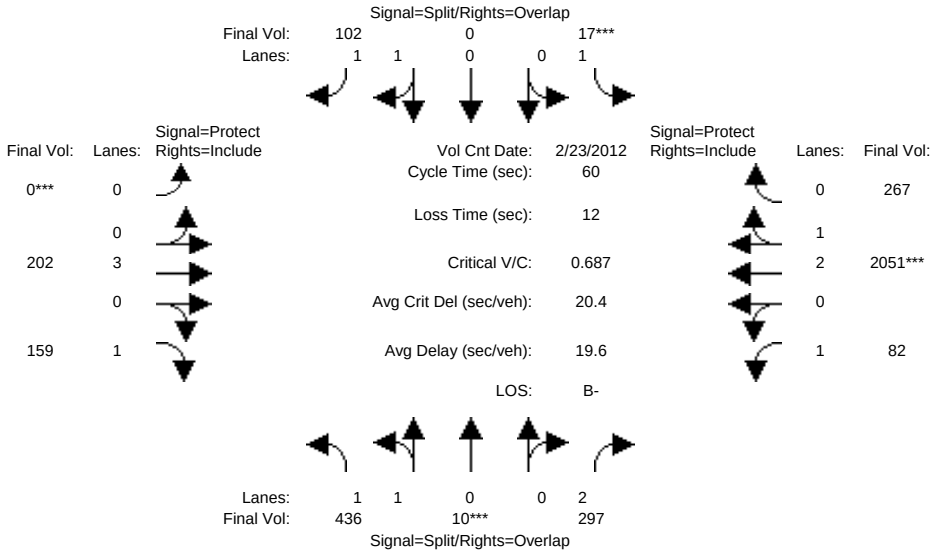
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #3: Dixon Landing Rd and California Cir




```
Street Name:I-880 Northbound Ramps / Californ          Dixon Landing Rd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 23 Feb 2012 << 8:00:00 AM
Base Vol:     436   10   297    17    0   102     0  200   154    82 2049   267
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  436   10   297    17    0   102     0  200   154    82 2049   267
Added Vol:      0    0     0     0    0     0     0    2     5     0    2     0
Pass-by Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  436   10   297    17    0   102     0  202   159    82 2051   267
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   436   10   297    17    0   102     0  202   159    82 2051   267
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  436   10   297    17    0   102     0  202   159    82 2051   267
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  436   10   297    17    0   102     0  202   159    82 2051   267
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.93 0.95  0.83  0.92 1.00  0.95  0.92 1.00  0.92  0.92 0.99  0.95
Lanes:       1.96 0.04  2.00  1.00 0.00  2.00  0.00 3.00  1.00  1.00 2.64  0.36
Final Sat.:  3470   80  3150  1750    0  3600     0 5700  1750  1750 4954   645
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.13  0.09  0.01 0.00  0.03  0.00 0.04  0.09  0.05 0.41  0.41
Crit Moves:        ****        ****              ****                   ****
Green/Cycle: 0.17 0.17  0.36  0.17 0.00  0.17  0.00 0.27  0.27  0.19 0.47  0.47
Volume/Cap:  0.75 0.75  0.26  0.06 0.00  0.17  0.00 0.13  0.33  0.24 0.89  0.89
Delay/Veh:   29.3 29.3  13.7  21.1  0.0  21.6   0.0 16.4  17.8  20.9 18.7  18.7
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  29.3 29.3  13.7  21.1  0.0  21.6   0.0 16.4  17.8  20.9 18.7  18.7
LOS by Move:    C    C     B    C+    A    C+     A    B     B    C+   B-    B-
HCM2k95thQ:     9    9     5     1    0     2     0    2     5     3   22    22
Note: Queue reported is the number of cars per lane.
```

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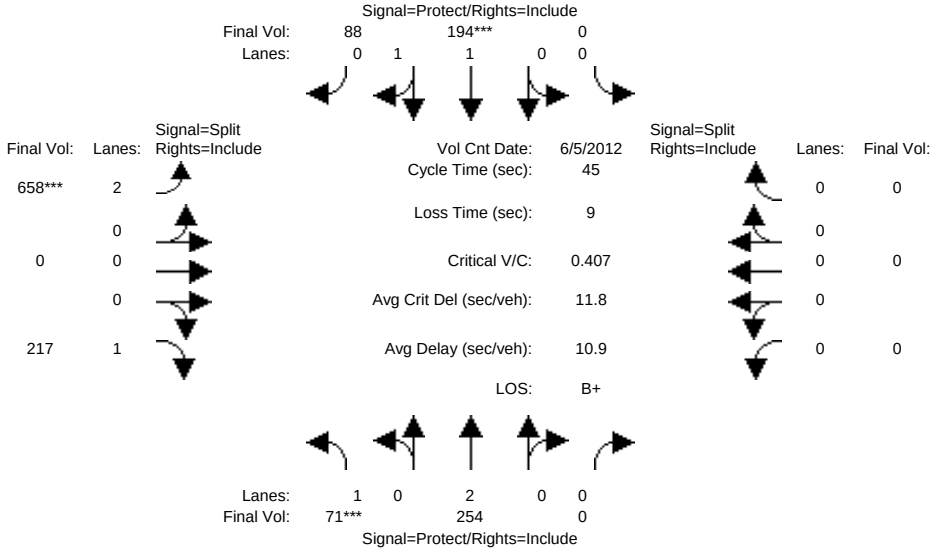
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

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

Intersection #4: California Cir and I-880 NB Ramps



Street Name:	California Cir						I-880 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 7:30:00 AM												
Base Vol:	71	254	0	0	194	88	658	0	217	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	254	0	0	194	88	658	0	217	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	254	0	0	194	88	658	0	217	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	254	0	0	194	88	658	0	217	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	254	0	0	194	88	658	0	217	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	254	0	0	194	88	658	0	217	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.34	0.66	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	2546	1155	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.00	0.00	0.08	0.08	0.21	0.00	0.12	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.16	0.38	0.00	0.00	0.22	0.22	0.42	0.00	0.42	0.00	0.00	0.00
Volume/Cap:	0.26	0.18	0.00	0.00	0.34	0.34	0.49	0.00	0.29	0.00	0.00	0.00
Delay/Veh:	17.2	9.4	0.0	0.0	15.0	15.0	9.8	0.0	8.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.2	9.4	0.0	0.0	15.0	15.0	9.8	0.0	8.8	0.0	0.0	0.0
LOS by Move:	B	A	A	A	B	B	A	A	A	A	A	A
HCM2k95thQ:	2	3	0	0	3	3	9	0	5	0	0	0

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

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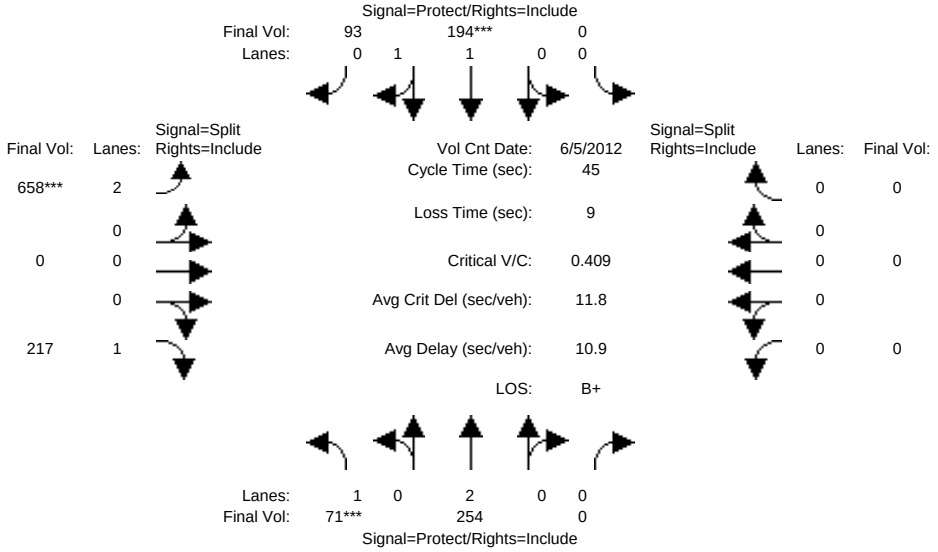
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #4: California Cir and I-880 NB Ramps



Street Name:	California Cir						I-880 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 7:30:00 AM												
Base Vol:	71	254	0	0	194	88	658	0	217	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	254	0	0	194	88	658	0	217	0	0	0
Added Vol:	0	0	0	0	0	5	0	0	0	0	0	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	254	0	0	194	93	658	0	217	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	254	0	0	194	93	658	0	217	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	254	0	0	194	93	658	0	217	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	254	0	0	194	93	658	0	217	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.33	0.67	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	2500	1199	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.00	0.00	0.08	0.08	0.21	0.00	0.12	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.16	0.38	0.00	0.00	0.22	0.22	0.42	0.00	0.42	0.00	0.00	0.00
Volume/Cap:	0.26	0.18	0.00	0.00	0.35	0.35	0.49	0.00	0.29	0.00	0.00	0.00
Delay/Veh:	17.2	9.4	0.0	0.0	15.0	15.0	9.8	0.0	8.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.2	9.4	0.0	0.0	15.0	15.0	9.8	0.0	8.8	0.0	0.0	0.0
LOS by Move:	B	A	A	A	B	B	A	A	A	A	A	A
HCM2k95thQ:	2	3	0	0	3	3	9	0	5	0	0	0

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

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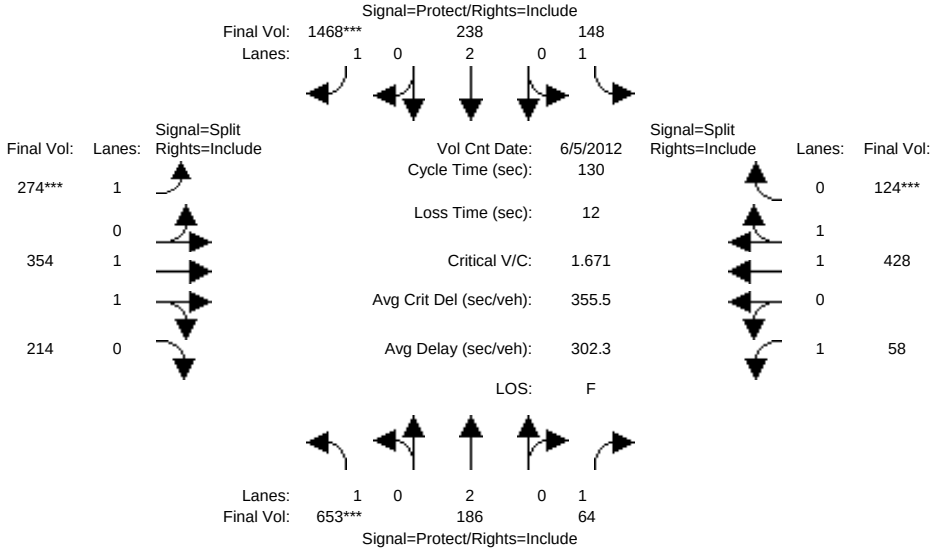
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

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

Intersection #5: Dixon Landing Rd and Warm Springs Rd



Street Name:	Warm Springs Rd						Dixon Landing Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 7:40:00 AM												
Base Vol:	653	186	64	148	238	1468	274	354	214	58	428	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	653	186	64	148	238	1468	274	354	214	58	428	124
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	653	186	64	148	238	1468	274	354	214	58	428	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	653	186	64	148	238	1468	274	354	214	58	428	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	653	186	64	148	238	1468	274	354	214	58	428	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	653	186	64	148	238	1468	274	354	214	58	428	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.21	0.79	1.00	1.52	0.48
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	2294	1387	1750	2891	837
Capacity Analysis Module:												
Vol/Sat:	0.37	0.05	0.04	0.08	0.06	0.84	0.16	0.15	0.15	0.03	0.15	0.15
Crit Moves:	****					****	****					****
Green/Cycle:	0.22	0.35	0.35	0.38	0.50	0.50	0.09	0.09	0.09	0.09	0.09	0.09
Volume/Cap:	1.67	0.14	0.11	0.22	0.12	1.67	1.67	1.65	1.65	0.37	1.67	1.67
Delay/Veh:	363.4	29.3	29.0	27.5	17.2	339.3	386.0	363	362.6	57.4	374	374.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	363.4	29.3	29.0	27.5	17.2	339.3	386.0	363	362.6	57.4	374	374.1
LOS by Move:	F	C	C	C	B	F	F	F	F	E+	F	F
HCM2k95thQ:	96	5	4	8	5	210	43	42	42	5	43	43

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

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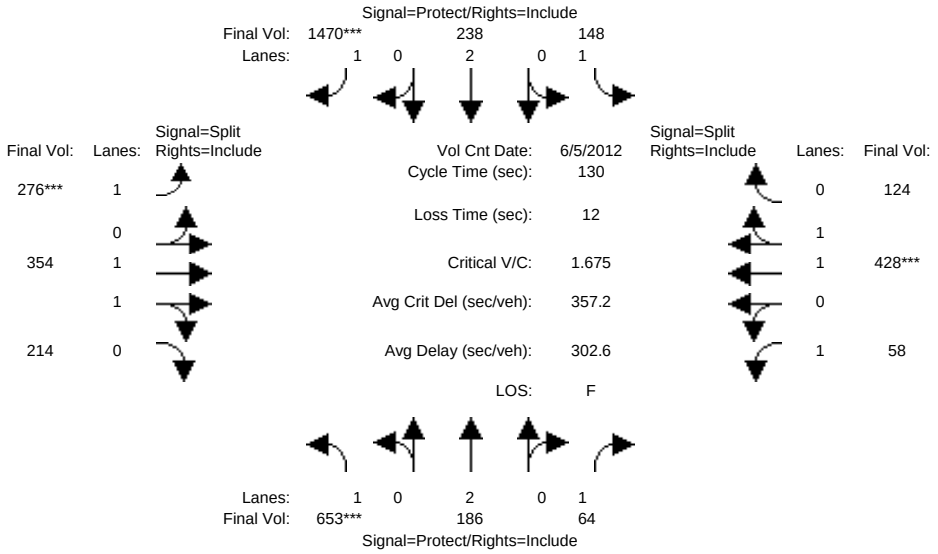
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #5: Dixon Landing Rd and Warm Springs Rd



Street Name:	Warm Springs Rd						Dixon Landing Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 7:40:00 AM												
Base Vol:	653	186	64	148	238	1468	274	354	214	58	428	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	653	186	64	148	238	1468	274	354	214	58	428	124
Added Vol:	0	0	0	0	0	2	2	0	0	0	0	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	653	186	64	148	238	1470	276	354	214	58	428	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	653	186	64	148	238	1470	276	354	214	58	428	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	653	186	64	148	238	1470	276	354	214	58	428	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	653	186	64	148	238	1470	276	354	214	58	428	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.23	0.77	1.00	1.54	0.46
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	2305	1393	1750	2868	831
Capacity Analysis Module:												
Vol/Sat:	0.37	0.05	0.04	0.08	0.06	0.84	0.16	0.15	0.15	0.03	0.15	0.15
Crit Moves:	****					****	****				****	
Green/Cycle:	0.22	0.35	0.35	0.38	0.50	0.50	0.09	0.09	0.09	0.09	0.09	0.09
Volume/Cap:	1.67	0.14	0.11	0.22	0.12	1.67	1.67	1.63	1.63	0.37	1.67	1.67
Delay/Veh:	365.2	29.4	29.0	27.5	17.3	341.0	387.5	356	355.5	57.3	376	375.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	365.2	29.4	29.0	27.5	17.3	341.0	387.5	356	355.5	57.3	376	375.8
LOS by Move:	F	C	C	C	B	F	F	F	F	E+	F	F
HCM2k95thQ:	97	5	4	8	5	211	44	42	42	5	44	44

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

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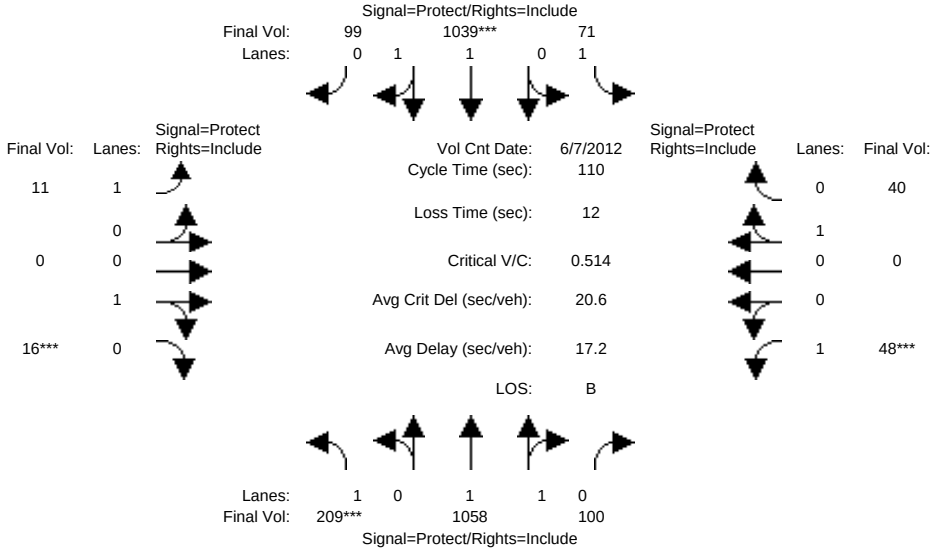
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

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

Intersection #6: McCarthy Blvd and Ranch Drive (North)




```
Street Name:          McCarthy Blvd                    Ranch Drive (North)
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     0    0     0    10   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 7 Jun 2012 << 8:00:00 AM
Base Vol:     209 1058   100    71 1039    99    11    0    16    48    0    40
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  209 1058   100    71 1039    99    11    0    16    48    0    40
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  209 1058   100    71 1039    99    11    0    16    48    0    40
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   209 1058   100    71 1039    99    11    0    16    48    0    40
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  209 1058   100    71 1039    99    11    0    16    48    0    40
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  209 1058   100    71 1039    99    11    0    16    48    0    40
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.00 1.81  0.19  1.00 1.81  0.19  1.00 0.00  1.00  1.00 0.00  1.00
Final Sat.:  1750 3446   326  1750 3444   328  1750    0  1750  1750    0  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.31  0.31  0.04 0.30  0.30  0.01 0.00  0.01  0.03 0.00  0.02
Crit Moves:  ****                 ****                    ****  ****
Green/Cycle: 0.22 0.65  0.65  0.13 0.56  0.56  0.02 0.00  0.02  0.09 0.00  0.08
Volume/Cap:  0.54 0.47  0.47  0.30 0.54  0.54  0.27 0.00  0.39  0.30 0.00  0.27
Delay/Veh:   39.3  9.9   9.9  43.7 15.5  15.5  56.4  0.0  59.1  47.8  0.0  48.1
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  39.3  9.9   9.9  43.7 15.5  15.5  56.4  0.0  59.1  47.8  0.0  48.1
LOS by Move:    D    A     A     D    B     B    E+    A    E+     D    A     D
HCM2k95thQ:    14   18    18     5   22    22     1    0     2     4    0     3
Note: Queue reported is the number of cars per lane.
```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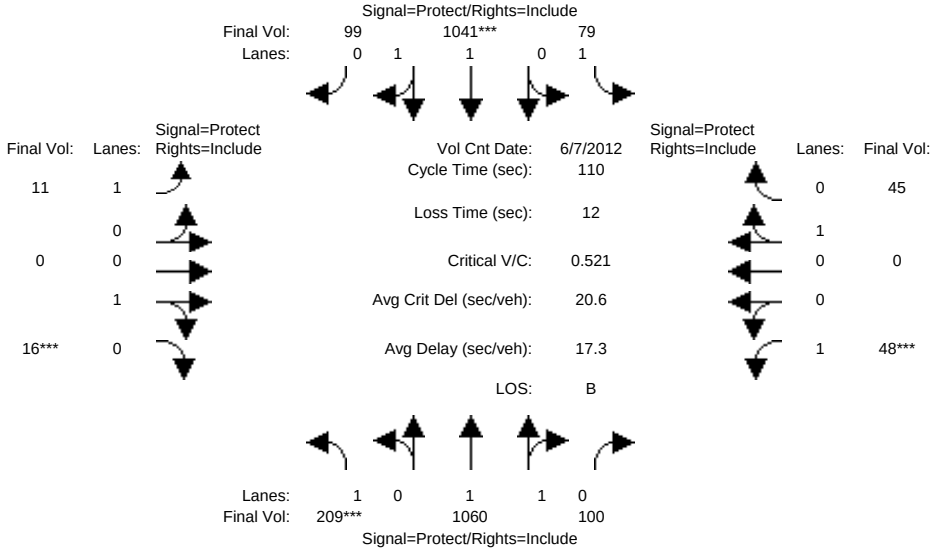
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #6: McCarthy Blvd and Ranch Drive (North)




```
Street Name:          McCarthy Blvd                    Ranch Drive (North)
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     0    0     0    10   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 7 Jun 2012 << 8:00:00 AM
Base Vol:     209 1058   100    71 1039    99    11    0    16    48    0    40
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  209 1058   100    71 1039    99    11    0    16    48    0    40
Added Vol:      0    2     0     8    2     0     0    0     0     0    0     5
Pass-by Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  209 1060   100    79 1041    99    11    0    16    48    0    45
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   209 1060   100    79 1041    99    11    0    16    48    0    45
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  209 1060   100    79 1041    99    11    0    16    48    0    45
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  209 1060   100    79 1041    99    11    0    16    48    0    45
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.98  0.95  0.92 0.98  0.95  0.92 1.00  0.95  0.92 1.00  0.95
Lanes:       1.00 1.82  0.18  1.00 1.82  0.18  1.00 0.00  1.00  1.00 0.00  1.00
Final Sat.:  1750 3381   319  1750 3378   321  1750    0  1800  1750    0  1800
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.31  0.31  0.05 0.31  0.31  0.01 0.00  0.01  0.03 0.00  0.03
Crit Moves:  ****                 ****                    ****  ****
Green/Cycle: 0.22 0.65  0.65  0.13 0.56  0.56  0.02 0.00  0.02  0.09 0.00  0.09
Volume/Cap:  0.55 0.48  0.48  0.34 0.55  0.55  0.29 0.00  0.41  0.30 0.00  0.29
Delay/Veh:   39.7  9.9   9.9  44.3 15.4  15.4  57.3  0.0  60.1  47.8  0.0  48.2
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  39.7  9.9   9.9  44.3 15.4  15.4  57.3  0.0  60.1  47.8  0.0  48.2
LOS by Move:    D    A     A     D    B     B    E+    A     E     D    A     D
HCM2k95thQ:    14   19    19     5   22    22     2    0     2     4    0     4
Note: Queue reported is the number of cars per lane.
```

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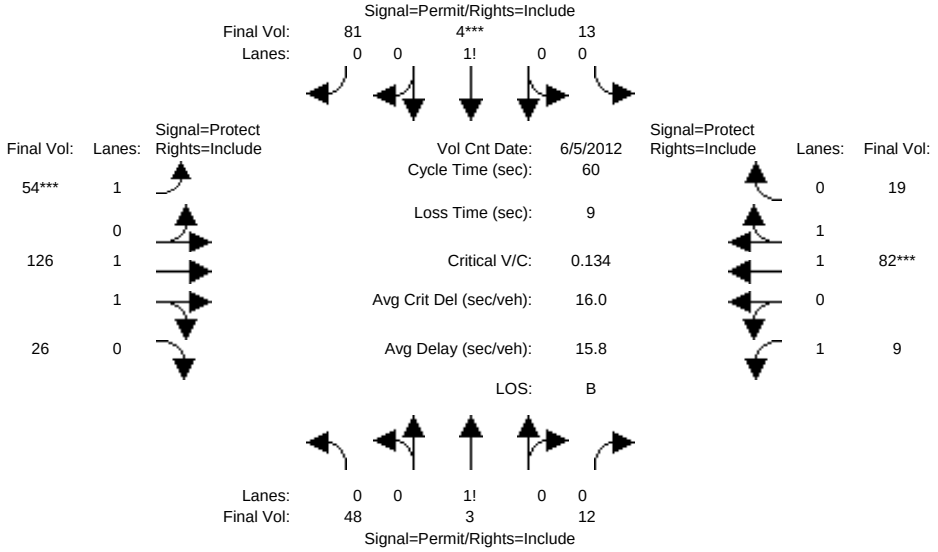
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

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

Intersection #7: Ranch Drive and Project Entrance



Street Name:	Project Entrance						Ranch Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	48	3	12	13	4	81	54	126	26	9	82	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	3	12	13	4	81	54	126	26	9	82	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	3	12	13	4	81	54	126	26	9	82	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	3	12	13	4	81	54	126	26	9	82	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	3	12	13	4	81	54	126	26	9	82	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	3	12	13	4	81	54	126	26	9	82	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.77	0.04	0.19	0.13	0.04	0.83	1.00	1.63	0.37	1.00	1.60	0.40
Final Sat.:	1338	84	335	233	72	1451	1750	3104	641	1750	3036	704
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.06	0.06	0.06	0.03	0.04	0.04	0.01	0.03	0.03
Crit Moves:					****		****				****	
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.23	0.25	0.25	0.18	0.20	0.20
Volume/Cap:	0.09	0.09	0.09	0.13	0.13	0.13	0.13	0.16	0.16	0.03	0.13	0.13
Delay/Veh:	10.6	10.6	10.6	10.9	10.9	10.9	18.5	17.5	17.5	20.4	19.7	19.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.6	10.6	10.6	10.9	10.9	10.9	18.5	17.5	17.5	20.4	19.7	19.7
LOS by Move:	B+	B+	B+	B+	B+	B+	B-	B	B	C+	B-	B-
HCM2k95thQ:	2	2	2	3	3	3	2	2	2	0	2	2

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

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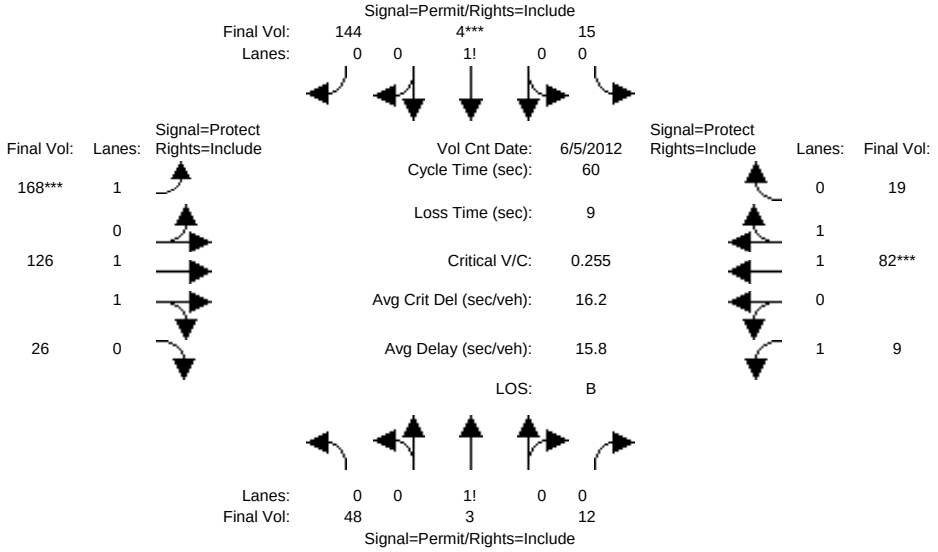
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #7: Ranch Drive and Project Entrance



Street Name:	Project Entrance						Ranch Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	48	3	12	13	4	81	54	126	26	9	82	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	3	12	13	4	81	54	126	26	9	82	19
Added Vol:	0	0	0	0	0	59	109	0	0	0	0	0
Pass-by Div:	0	0	0	2	0	4	5	0	0	0	0	0
Initial Fut:	48	3	12	15	4	144	168	126	26	9	82	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	3	12	15	4	144	168	126	26	9	82	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	3	12	15	4	144	168	126	26	9	82	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	3	12	15	4	144	168	126	26	9	82	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.76	0.05	0.19	0.09	0.02	0.89	1.00	1.65	0.35	1.00	1.61	0.39
Final Sat.:	1333	83	333	161	43	1546	1750	3067	633	1750	3003	696
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.09	0.09	0.09	0.10	0.04	0.04	0.01	0.03	0.03
Crit Moves:					****		****				****	
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.35	0.30	0.30	0.21	0.17	0.17
Volume/Cap:	0.11	0.11	0.11	0.28	0.28	0.28	0.28	0.14	0.14	0.02	0.16	0.16
Delay/Veh:	13.8	13.8	13.8	14.8	14.8	14.8	14.4	15.3	15.3	18.8	21.5	21.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.8	13.8	13.8	14.8	14.8	14.8	14.4	15.3	15.3	18.8	21.5	21.5
LOS by Move:	B	B	B	B	B	B	B	B	B	B-	C+	C+
HCM2k95thQ:	2	2	2	5	5	5	5	2	2	0	2	2

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

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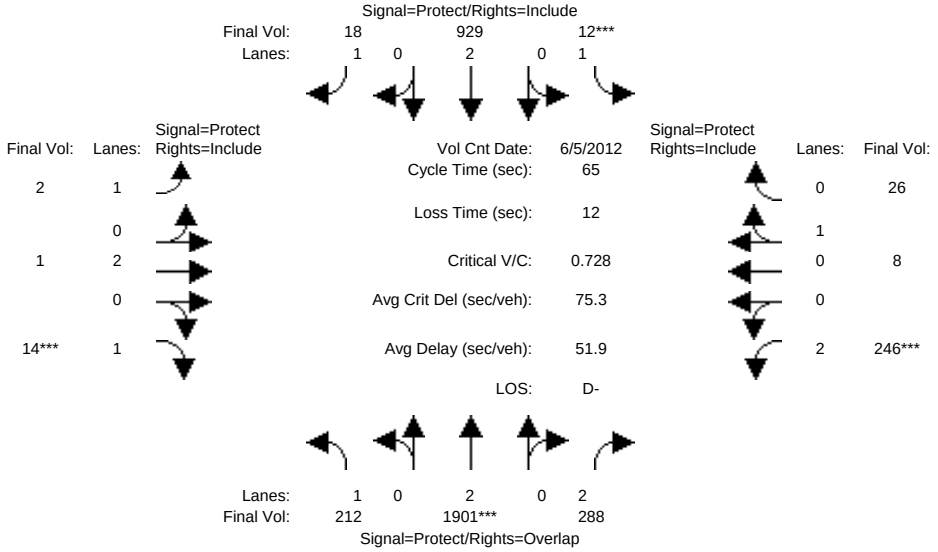
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

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

Intersection #8: McCarthy Blvd and Ranch Dr (South)



Street Name:	McCarthy Blvd						Ranch Dr (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	212	1901	288	12	929	18	2	1	14	246	8	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	212	1901	288	12	929	18	2	1	14	246	8	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	212	1901	288	12	929	18	2	1	14	246	8	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	212	1901	288	12	929	18	2	1	14	246	8	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	1901	288	12	929	18	2	1	14	246	8	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	212	1901	288	12	929	18	2	1	14	246	8	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	0.22	0.78
Final Sat.:	1750	3800	3150	1750	3800	1750	1750	3800	1750	3150	420	1364
Capacity Analysis Module:												
Vol/Sat:	0.12	0.50	0.09	0.01	0.24	0.01	0.00	0.00	0.01	0.08	0.02	0.02
Crit Moves:		****		****					****	****		
Green/Cycle:	0.18	0.45	0.55	0.11	0.37	0.37	0.11	0.15	0.15	0.11	0.15	0.15
Volume/Cap:	0.66	1.12	0.17	0.06	0.66	0.03	0.01	0.00	0.05	0.73	0.12	0.12
Delay/Veh:	29.7	81.1	7.2	26.2	18.2	13.0	25.9	23.3	23.5	35.7	23.9	23.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.7	81.1	7.2	26.2	18.2	13.0	25.9	23.3	23.5	35.7	23.9	23.9
LOS by Move:	C	F	A	C	B-	B	C	C	C	D+	C	C
HCM2k95thQ:	8	52	3	1	16	1	0	0	1	6	1	1

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

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Pacific Mall - Silicon Valley
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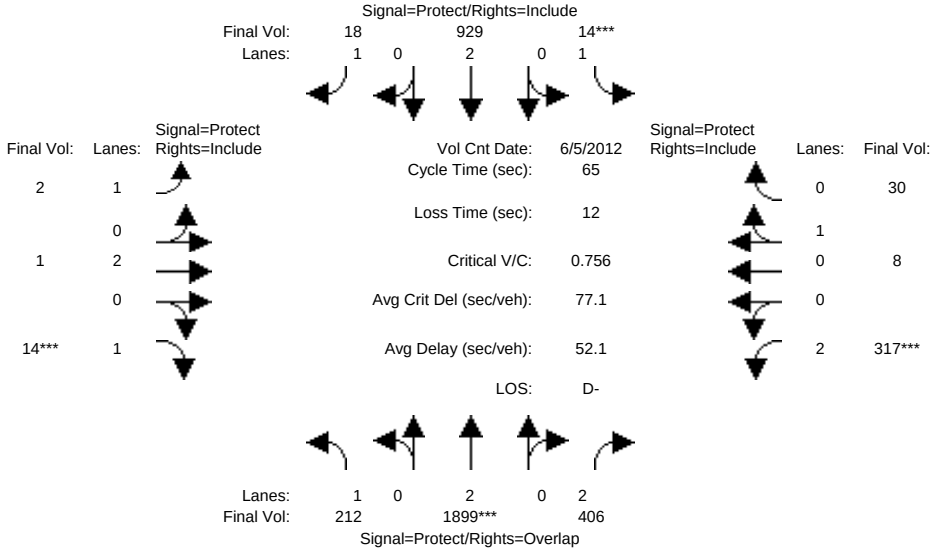
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #8: McCarthy Blvd and Ranch Dr (South)




```
Street Name:          McCarthy Blvd                    Ranch Dr (South)
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM
Base Vol:     212 1901   288    12  929    18     2    1    14   246    8    26
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  212 1901   288    12  929    18     2    1    14   246    8    26
Added Vol:      0    0   113     2    0     0     0    0     0    69    0     2
Pass-by Div:    0   -2     5     0    0     0     0    0     0     2    0     2
Initial Fut:  212 1899   406    14  929    18     2    1    14   317    8    30
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   212 1899   406    14  929    18     2    1    14   317    8    30
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  212 1899   406    14  929    18     2    1    14   317    8    30
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  212 1899   406    14  929    18     2    1    14   317    8    30
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.83  0.92 1.00  0.92  0.92 1.00  0.92  0.83 0.95  0.95
Lanes:       1.00 2.00  2.00  1.00 2.00  1.00  1.00 2.00  1.00  2.00 0.21  0.79
Final Sat.:  1750 3800  3150  1750 3800  1750  1750 3800  1750  3150  379  1421
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.50  0.13  0.01 0.24  0.01  0.00 0.00  0.01  0.10 0.02  0.02
Crit Moves:        ****        ****                        ****  ****
Green/Cycle: 0.18 0.45  0.55  0.11 0.37  0.37  0.11 0.15  0.15  0.11 0.15  0.15
Volume/Cap:  0.66 1.12  0.23  0.07 0.66  0.03  0.01 0.00  0.05  0.93 0.14  0.14
Delay/Veh:   29.7 80.6   7.5  26.3 18.2  13.0  25.9 23.3  23.5  61.1 24.0  24.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  29.7 80.6   7.5  26.3 18.2  13.0  25.9 23.3  23.5  61.1 24.0  24.0
LOS by Move:    C    F     A     C   B-     B     C    C     C     E    C     C
HCM2k95thQ:     8   52     5     1   16     1     0    0     1    10    1     1
Note: Queue reported is the number of cars per lane.
```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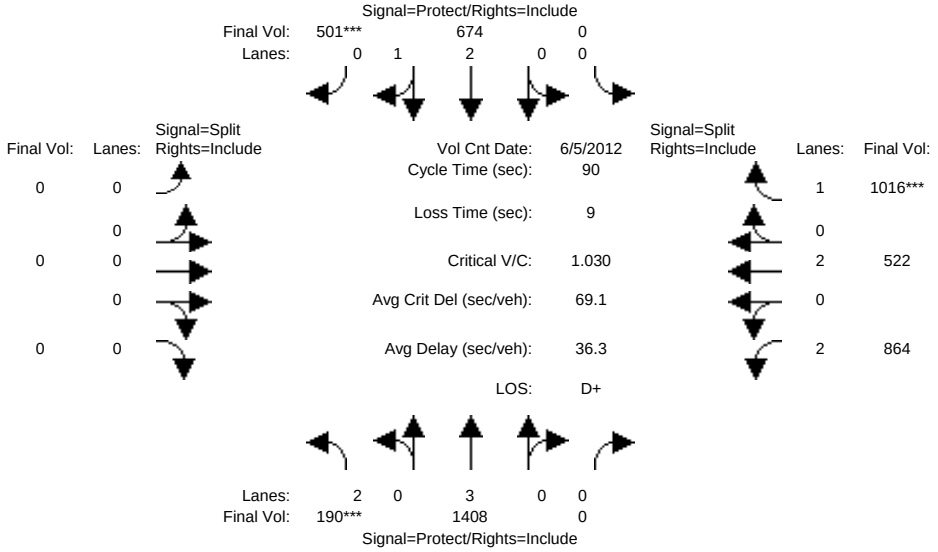
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

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

Intersection #9: McCarthy Blvd and SR-237 WB Ramps



Street Name:	McCarthy Blvd						SR-237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	190	1408	0	0	674	501	0	0	0	864	522	1016
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	1408	0	0	674	501	0	0	0	864	522	1016
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	1408	0	0	674	501	0	0	0	864	522	1016
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	1408	0	0	674	501	0	0	0	864	522	1016
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	1408	0	0	674	501	0	0	0	864	522	1016
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	1408	0	0	674	501	0	0	0	864	522	1016
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	2.00	1.00
Final Sat.:	3150	5700	0	0	3800	1750	0	0	0	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.25	0.00	0.00	0.18	0.29	0.00	0.00	0.00	0.27	0.14	0.58
Crit Moves:	****					****						****
Green/Cycle:	0.08	0.35	0.00	0.00	0.27	0.27	0.00	0.00	0.00	0.55	0.55	0.55
Volume/Cap:	0.78	0.71	0.00	0.00	0.65	1.05	0.00	0.00	0.00	0.50	0.25	1.05
Delay/Veh:	55.1	26.5	0.0	0.0	29.9	75.3	0.0	0.0	0.0	12.7	10.6	64.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.1	26.5	0.0	0.0	29.9	75.3	0.0	0.0	0.0	12.7	10.6	64.6
LOS by Move:	E+	C	A	A	C	E-	A	A	A	B	B+	E
HCM2k95thQ:	6	19	0	0	15	34	0	0	0	16	7	61

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

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Pacific Mall - Silicon Valley
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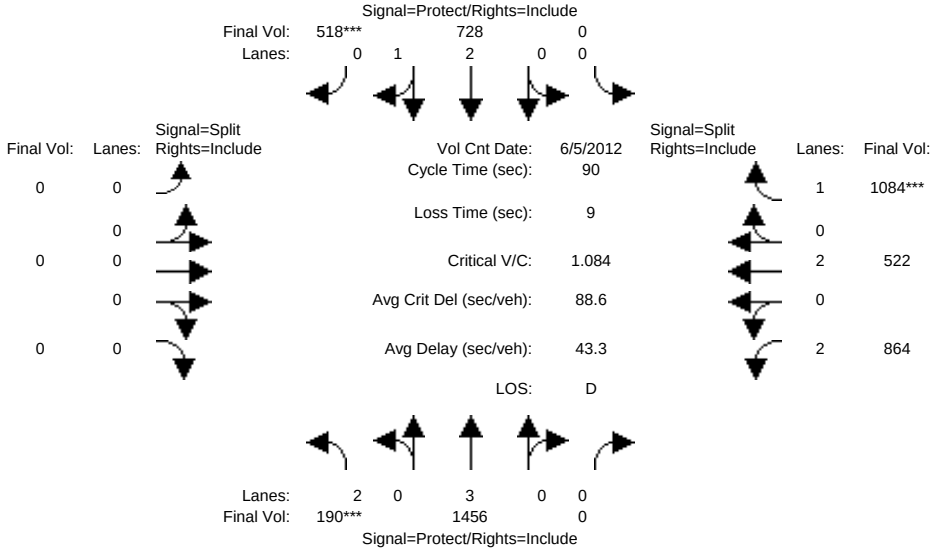
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #9: McCarthy Blvd and SR-237 WB Ramps



Street Name:	McCarthy Blvd						SR-237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	190	1408	0	0	674	501	0	0	0	864	522	1016
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	1408	0	0	674	501	0	0	0	864	522	1016
Added Vol:	0	47	0	0	53	16	0	0	0	0	0	66
Pass-by Div:	0	1	0	0	1	1	0	0	0	0	0	2
Initial Fut:	190	1456	0	0	728	518	0	0	0	864	522	1084
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	1456	0	0	728	518	0	0	0	864	522	1084
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	1456	0	0	728	518	0	0	0	864	522	1084
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	1456	0	0	728	518	0	0	0	864	522	1084
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	2.00	1.00
Final Sat.:	3150	5700	0	0	3800	1750	0	0	0	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.26	0.00	0.00	0.19	0.30	0.00	0.00	0.00	0.27	0.14	0.62
Crit Moves:	****					****						****
Green/Cycle:	0.08	0.34	0.00	0.00	0.27	0.27	0.00	0.00	0.00	0.56	0.56	0.56
Volume/Cap:	0.78	0.74	0.00	0.00	0.72	1.11	0.00	0.00	0.00	0.49	0.25	1.11
Delay/Veh:	55.1	27.6	0.0	0.0	31.5	96.7	0.0	0.0	0.0	12.4	10.3	85.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.1	27.6	0.0	0.0	31.5	96.7	0.0	0.0	0.0	12.4	10.3	85.2
LOS by Move:	E+	C	A	A	C	F	A	A	A	B	B+	F
HCM2k95thQ:	6	21	0	0	17	39	0	0	0	16	7	73

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

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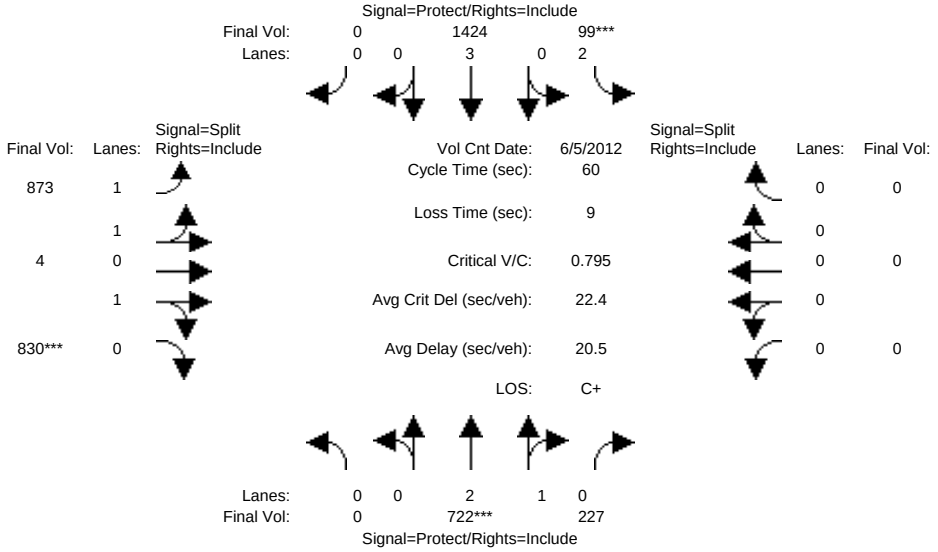
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

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

Intersection #10: McCarthy Blvd and SR-237 EB Ramps




```
Street Name:          McCarthy Blvd                    SR-237 EB Ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10    10   10    10     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM
Base Vol:       0  722   227    99 1424     0   873    4   830     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  722   227    99 1424     0   873    4   830     0    0     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  722   227    99 1424     0   873    4   830     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  722   227    99 1424     0   873    4   830     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  722   227    99 1424     0   873    4   830     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0  722   227    99 1424     0   873    4   830     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.83 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       0.00 2.24  0.76  2.00 3.00  0.00  1.99 0.01  1.00  0.00 0.00  0.00
Final Sat.:     0 4249  1336  3150 5700     0  3485   16  1750     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.17  0.17  0.03 0.25  0.00  0.25 0.25  0.47  0.00 0.00  0.00
Crit Moves:        ****        ****                        ****
Green/Cycle: 0.00 0.19  0.19  0.12 0.31  0.00  0.54 0.54  0.54  0.00 0.00  0.00
Volume/Cap:  0.00 0.88  0.88  0.27 0.81  0.00  0.46 0.46  0.88  0.00 0.00  0.00
Delay/Veh:    0.0 31.9  31.9  24.6 21.9   0.0   8.6  8.6  17.0   0.0  0.0   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0 31.9  31.9  24.6 21.9   0.0   8.6  8.6  17.0   0.0  0.0   0.0
LOS by Move:    A    C     C     C   C+     A     A    A     B     A    A     A
HCM2k95thQ:     0   13    13     2   16     0    11   11    32     0    0     0
Note: Queue reported is the number of cars per lane.
```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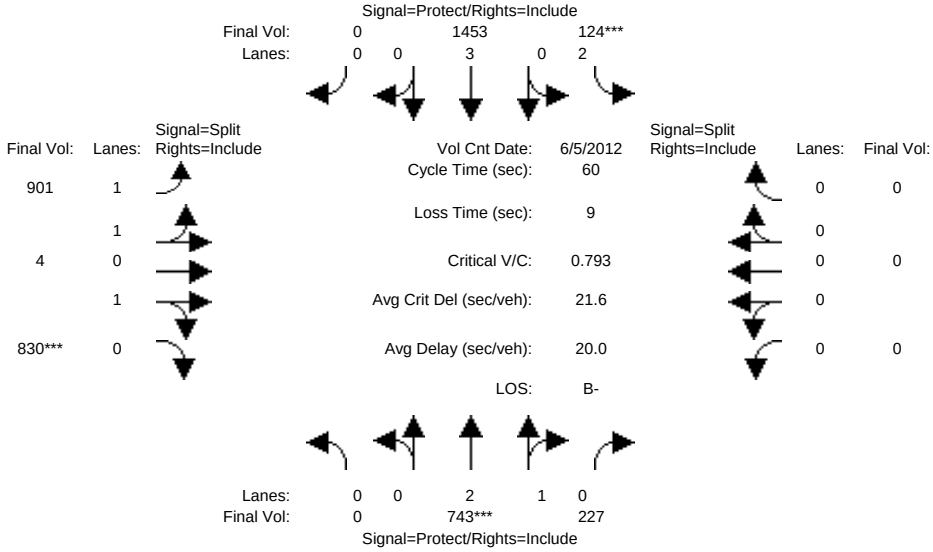
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #10: McCarthy Blvd and SR-237 EB Ramps




```
Street Name:          McCarthy Blvd                    SR-237 EB Ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10   10   10    10     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0  4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM
Base Vol:       0  722   227    99 1424     0  873    4   830     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  722   227    99 1424     0  873    4   830     0    0     0
Added Vol:      0   21     0    25   28     0   27    0     0     0    0     0
Pass-by Div:    0    0     0     0    1     0    1    0     0     0    0     0
Initial Fut:    0  743   227   124 1453     0  901    4   830     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  743   227   124 1453     0  901    4   830     0    0     0
Reduct Vol:     0    0     0     0    0     0    0    0     0     0    0     0
Reduced Vol:    0  743   227   124 1453     0  901    4   830     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0  743   227   124 1453     0  901    4   830     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900 1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.99  0.95  0.83 1.00  0.92 0.93 0.95  0.95  0.92 1.00  0.92
Lanes:       0.00 2.27  0.73  2.00 3.00  0.00 1.99 0.01  1.00  0.00 0.00  0.00
Final Sat.:     0 4288  1310  3150 5700     0 3520   16  1800     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.17  0.17  0.04 0.25  0.00 0.26 0.26  0.46  0.00 0.00  0.00
Crit Moves:        ****        ****                       ****
Green/Cycle: 0.00 0.20  0.20  0.12 0.32  0.00 0.53 0.53  0.53  0.00 0.00  0.00
Volume/Cap:  0.00 0.87  0.87  0.34 0.80  0.00 0.48 0.48  0.87  0.00 0.00  0.00
Delay/Veh:    0.0 30.4  30.4  24.9 21.5   0.0  8.9  8.9  16.4   0.0  0.0   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0 30.4  30.4  24.9 21.5   0.0  8.9  8.9  16.4   0.0  0.0   0.0
LOS by Move:    A    C     C     C   C+     A    A    A     B     A    A     A
HCM2k95thQ:     0   13    13     3   16     0   12   12    30     0    0     0
Note: Queue reported is the number of cars per lane.
```

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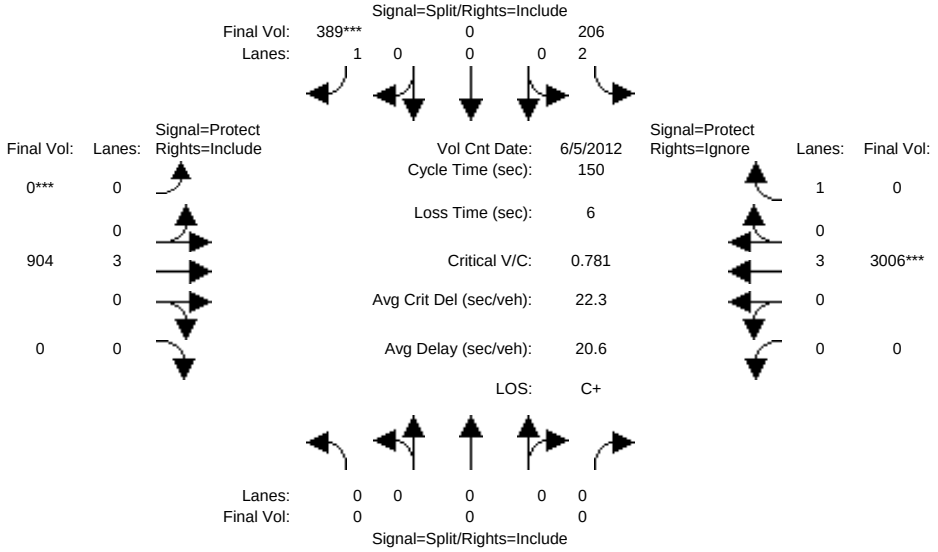
SJ12-1361
Cumulative plus Project - AM Peak Hour

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

Intersection #11: I-880 SB Ramps and SR-237

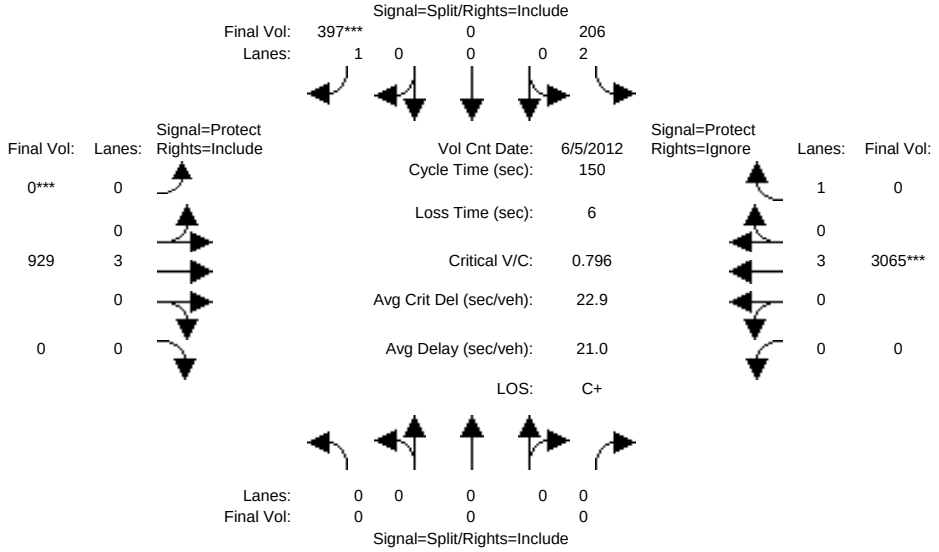



```
Street Name:          I-880 SB Ramps                        SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0    0     0   10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0  4.0  4.0   4.0   4.0  4.0   4.0  4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM
Base Vol:       0    0     0  206    0   389     0  904     0     0 3006   691
Growth Adj:  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0  206    0   389     0  904     0     0 3006   691
Added Vol:      0    0     0    0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0    0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0  206    0   389     0  904     0     0 3006   691
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Volume:     0    0     0  206    0   389     0  904     0     0 3006     0
Reduct Vol:     0    0     0    0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0  206    0   389     0  904     0     0 3006     0
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
FinalVolume:    0    0     0  206    0   389     0  904     0     0 3006     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900 1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92 0.83 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       0.00 0.00  0.00 2.00 0.00  1.00  0.00 3.00  0.00  0.00 3.00  1.00
Final Sat.:     0    0     0 3150    0  1750     0 5700     0     0 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00 0.07 0.00  0.22  0.00 0.16  0.00  0.00 0.53  0.00
Crit Moves:                              ****  ****                   ****
Green/Cycle: 0.00 0.00  0.00 0.28 0.00  0.28  0.00 0.68  0.00  0.00 0.68  0.00
Volume/Cap:  0.00 0.00  0.00 0.23 0.00  0.78  0.00 0.23  0.00  0.00 0.78  0.00
Delay/Veh:    0.0  0.0   0.0 41.2  0.0  57.1   0.0  9.4   0.0   0.0 17.8   0.0
User DelAdj: 1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0  0.0   0.0 41.2  0.0  57.1   0.0  9.4   0.0   0.0 17.8   0.0
LOS by Move:    A    A     A    D    A    E+     A    A     A     A    B     A
HCM2k95thQ:     0    0     0    8    0    33     0   10     0     0   48     0
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #11: I-880 SB Ramps and SR-237

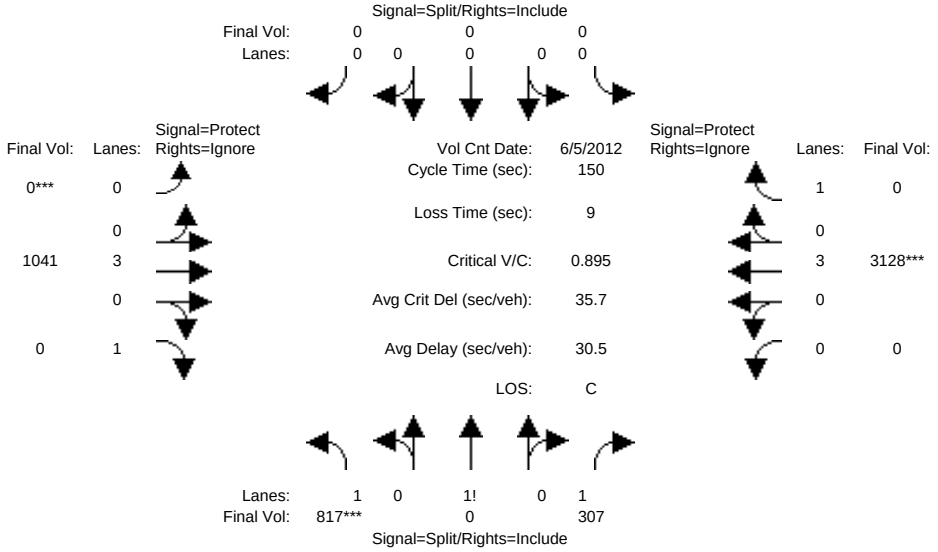



```
Street Name:          I-880 SB Ramps                        SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0    0     0    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM
Base Vol:       0    0     0   206    0   389     0  904     0     0 3006   691
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0   206    0   389     0  904     0     0 3006   691
Added Vol:      0    0     0     0    0     8     0   25     0     0   58     0
Pass-by Div:    0    0     0     0    0     0     0    0     0     0    1     0
Initial Fut:    0    0     0   206    0   397     0  929     0     0 3065   691
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Volume:     0    0     0   206    0   397     0  929     0     0 3065     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0   206    0   397     0  929     0     0 3065     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
FinalVolume:    0    0     0   206    0   397     0  929     0     0 3065     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.83 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       0.00 0.00  0.00  2.00 0.00  1.00  0.00 3.00  0.00  0.00 3.00  1.00
Final Sat.:     0    0     0  3150    0  1750     0 5700     0     0 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.07 0.00  0.23  0.00 0.16  0.00  0.00 0.54  0.00
Crit Moves:                                ****  ****                  ****
Green/Cycle: 0.00 0.00  0.00  0.28 0.00  0.28  0.00 0.68  0.00  0.00 0.68  0.00
Volume/Cap:  0.00 0.00  0.00  0.23 0.00  0.80  0.00 0.24  0.00  0.00 0.80  0.00
Delay/Veh:    0.0  0.0   0.0  41.2  0.0  58.3   0.0  9.5   0.0   0.0 18.3   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0  0.0   0.0  41.2  0.0  58.3   0.0  9.5   0.0   0.0 18.3   0.0
LOS by Move:    A    A     A     D    A    E+     A    A     A     A   B-     A
HCM2k95thQ:     0    0     0     8    0    34     0   10     0     0   50     0
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

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

Intersection #12: I-880 NB Ramps and SR-237




```
Street Name:          I-880 NB Ramps                        SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10     0    0     0     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM
Base Vol:     817    0   307     0    0     0     0 1041    87     0 3128   234
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  817    0   307     0    0     0     0 1041    87     0 3128   234
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  817    0   307     0    0     0     0 1041    87     0 3128   234
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Volume:   817    0   307     0    0     0     0 1041     0     0 3128     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  817    0   307     0    0     0     0 1041     0     0 3128     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
FinalVolume:  817    0   307     0    0     0     0 1041     0     0 3128     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.85 1.00  0.85  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.73 0.00  1.27  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:  2797    0  2062     0    0     0     0 5700  1750     0 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.29 0.00  0.15  0.00 0.00  0.00  0.00 0.18  0.00  0.00 0.55  0.00
Crit Moves:  ****                              ****                    ****
Green/Cycle: 0.33 0.00  0.33  0.00 0.00  0.00  0.00 0.61  0.00  0.00 0.61  0.00
Volume/Cap:  0.89 0.00  0.46  0.00 0.00  0.00  0.00 0.30  0.00  0.00 0.89  0.00
Delay/Veh:   56.6  0.0  40.1   0.0  0.0   0.0   0.0 13.8   0.0   0.0 28.2   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  56.6  0.0  40.1   0.0  0.0   0.0   0.0 13.8   0.0   0.0 28.2   0.0
LOS by Move:   E+    A     D     A    A     A     A    B     A     A    C     A
HCM2k95thQ:    42    0    18     0    0     0     0   14     0     0   67     0
Note: Queue reported is the number of cars per lane.
```

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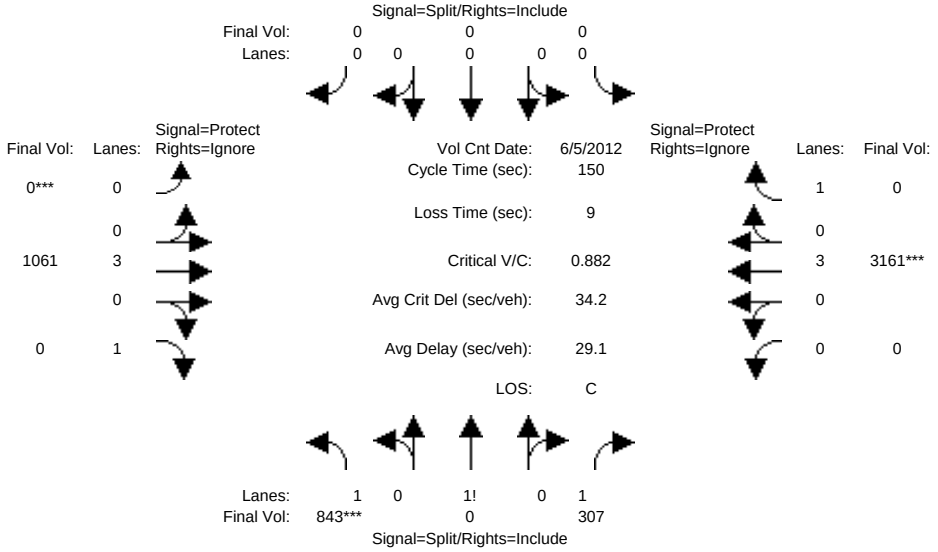
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #12: I-880 NB Ramps and SR-237




```
Street Name:          I-880 NB Ramps                        SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10     0    0     0     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM
Base Vol:     817    0   307     0    0     0     0 1041    87     0 3128   234
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  817    0   307     0    0     0     0 1041    87     0 3128   234
Added Vol:     25    0     0     0    0     0     0   20     5     0   33     0
Pass-by Div:    1    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  843    0   307     0    0     0     0 1061    92     0 3161   234
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Volume:   843    0   307     0    0     0     0 1061     0     0 3161     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  843    0   307     0    0     0     0 1061     0     0 3161     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
FinalVolume:  843    0   307     0    0     0     0 1061     0     0 3161     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.93 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.73 0.00  1.27  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:  3071    0  2222     0    0     0     0 5700  1750     0 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.27 0.00  0.14  0.00 0.00  0.00  0.00 0.19  0.00  0.00 0.55  0.00
Crit Moves:  ****                             ****                    ****
Green/Cycle: 0.31 0.00  0.31  0.00 0.00  0.00  0.00 0.63  0.00  0.00 0.63  0.00
Volume/Cap:  0.88 0.00  0.44  0.00 0.00  0.00  0.00 0.30  0.00  0.00 0.88  0.00
Delay/Veh:   56.4  0.0  41.4   0.0  0.0   0.0   0.0 12.7   0.0   0.0 26.1   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  56.4  0.0  41.4   0.0  0.0   0.0   0.0 12.7   0.0   0.0 26.1   0.0
LOS by Move:   E+    A     D     A    A     A     A    B     A     A    C     A
HCM2k95thQ:    42    0    18     0    0     0     0   14     0     0   66     0
Note: Queue reported is the number of cars per lane.
```

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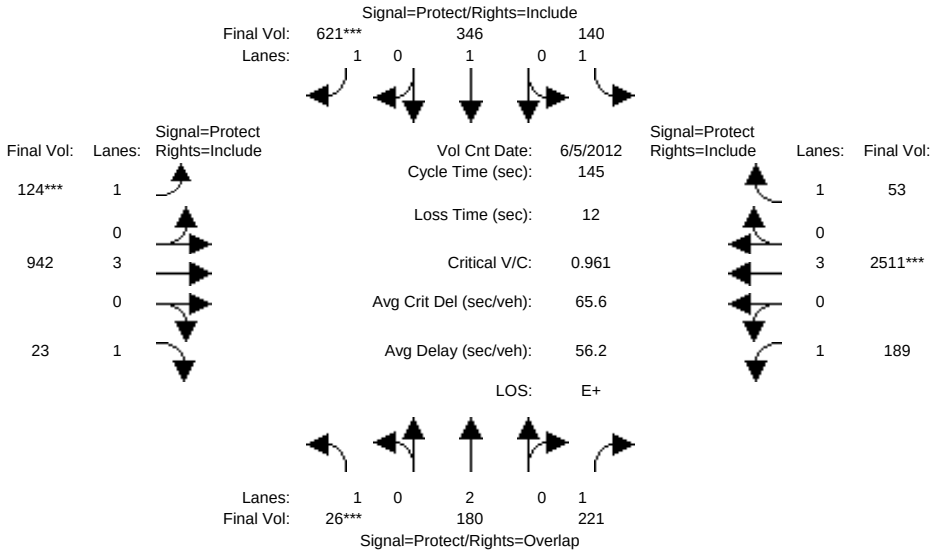
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

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

Intersection #13: Abel Street and SR-237



Street Name:	Abel Street						SR-237					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 7:40:00 AM												
Base Vol:	26	180	221	140	346	621	124	942	23	189	2511	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	180	221	140	346	621	124	942	23	189	2511	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	180	221	140	346	621	124	942	23	189	2511	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	180	221	140	346	621	124	942	23	189	2511	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	180	221	140	346	621	124	942	23	189	2511	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	180	221	140	346	621	124	942	23	189	2511	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.05	0.13	0.08	0.18	0.35	0.07	0.17	0.01	0.11	0.44	0.03
Crit Moves:	****					****	****				****	
Green/Cycle:	0.05	0.19	0.39	0.22	0.36	0.36	0.07	0.31	0.31	0.20	0.44	0.44
Volume/Cap:	0.31	0.25	0.32	0.37	0.51	1.00	1.00	0.53	0.04	0.53	1.00	0.07
Delay/Veh:	68.7	50.5	31.2	48.9	37.4	81.8	147.0	41.6	35.0	53.2	57.5	23.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.7	50.5	31.2	48.9	37.4	81.8	147.0	41.6	35.0	53.2	57.5	23.3
LOS by Move:	E	D	C	D	D+	F	F	D	C-	D-	E+	C
HCM2k95thQ:	3	7	14	11	22	57	18	21	2	14	57	3

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

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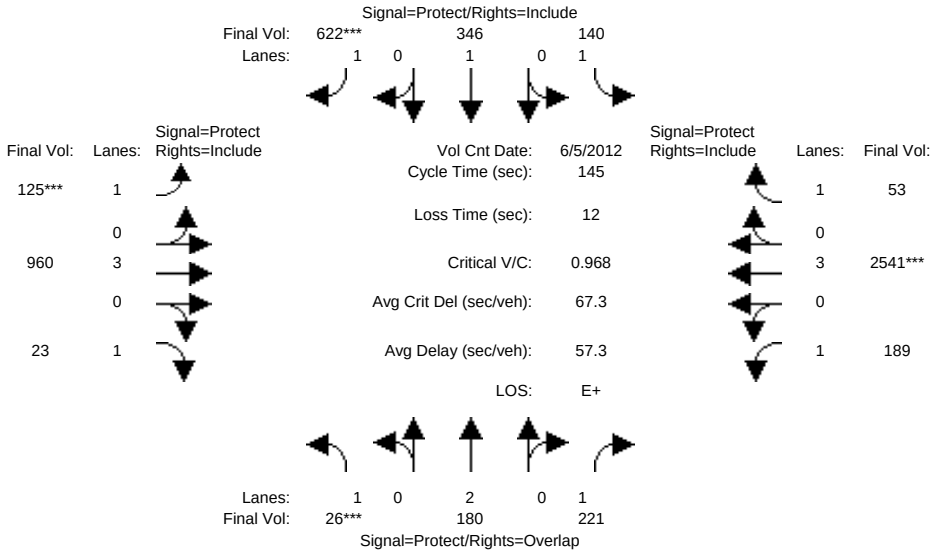
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #13: Abel Street and SR-237

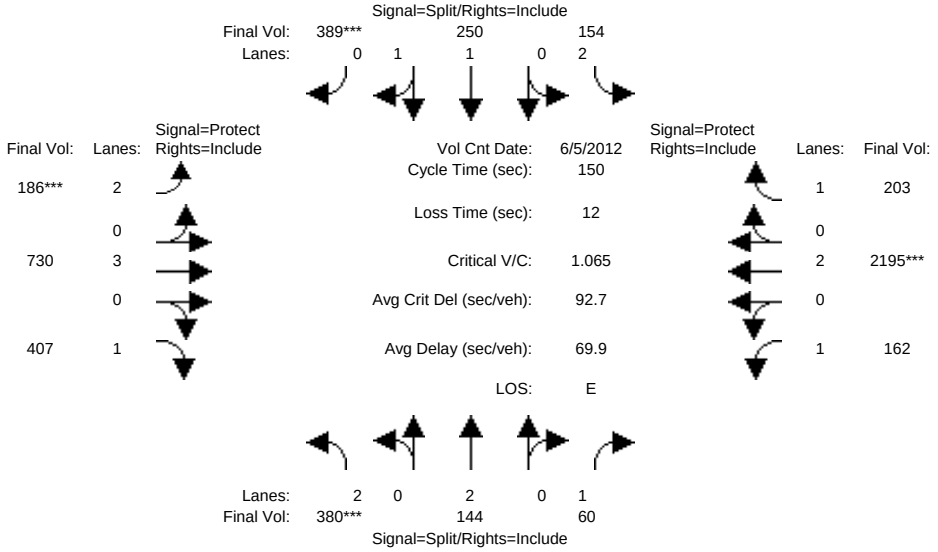



```
Street Name:           Abel Street                          SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 7:40:00 AM
Base Vol:      26  180   221   140  346   621   124  942    23   189 2511    53
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   26  180   221   140  346   621   124  942    23   189 2511    53
Added Vol:      0    0     0     0    0     1     1   18     0     0   30     0
Pass-by Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   26  180   221   140  346   622   125  960    23   189 2541    53
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    26  180   221   140  346   622   125  960    23   189 2541    53
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   26  180   221   140  346   622   125  960    23   189 2541    53
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   26  180   221   140  346   622   125  960    23   189 2541    53
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.00 2.00  1.00  1.00 1.00  1.00  1.00 3.00  1.00  1.00 3.00  1.00
Final Sat.:  1750 3800  1750  1750 1900  1750  1750 5700  1750  1750 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.05  0.13  0.08 0.18  0.36  0.07 0.17  0.01  0.11 0.45  0.03
Crit Moves:  ****                         ****  ****                  ****
Green/Cycle: 0.05 0.19  0.39  0.22 0.35  0.35  0.07 0.31  0.31  0.20 0.44  0.44
Volume/Cap:  0.31 0.25  0.33  0.37 0.51  1.00  1.00 0.54  0.04  0.54 1.00  0.07
Delay/Veh:   68.7 50.6  31.4  49.1 37.7  84.0 149.1 41.4  34.6  53.5 59.2  23.2
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  68.7 50.6  31.4  49.1 37.7  84.0 149.1 41.4  34.6  53.5 59.2  23.2
LOS by Move:    E    D     C     D   D+     F     F    D    C-    D-   E+     C
HCM2k95thQ:     3    7    14    11   22    58    18   21     2    14   59     3
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

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

Intersection #14: Milpitas Blvd and SR-237




```
Street Name:          Milpitas Blvd                          SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM
Base Vol:     380  144    60   154  250   389   186  730   407   162 2195   203
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  380  144    60   154  250   389   186  730   407   162 2195   203
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  380  144    60   154  250   389   186  730   407   162 2195   203
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   380  144    60   154  250   389   186  730   407   162 2195   203
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  380  144    60   154  250   389   186  730   407   162 2195   203
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  380  144    60   154  250   389   186  730   407   162 2195   203
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.83 1.00  0.92  0.83 1.00  0.92  0.92 1.00  0.92
Lanes:       2.00 2.00  1.00  2.00 1.00  1.00  2.00 3.00  1.00  1.00 2.00  1.00
Final Sat.:  3150 3800  1750  3150 1900  1750  3150 5700  1750  1750 3800  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.04  0.03  0.05 0.13  0.22  0.06 0.13  0.23  0.09 0.58  0.12
Crit Moves:  ****                         ****  ****                   ****
Green/Cycle: 0.11 0.11  0.11  0.21 0.21  0.21  0.06 0.43  0.43  0.17 0.54  0.54
Volume/Cap:  1.06 0.33  0.30  0.23 0.63  1.06  1.06 0.30  0.54  0.54 1.06  0.21
Delay/Veh:  132.4 61.8  61.9  49.6 55.4 114.5 157.2 28.2  32.8  59.0 74.0  17.9
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh: 132.4 61.8  61.9  49.6 55.4 114.5 157.2 28.2  32.8  59.0 74.0  17.9
LOS by Move:    F    E     E     D   E+     F     F    C    C-    E+    E     B
HCM2k95thQ:    28    7     6     7   20    44    13   13    26    14   92    10
Note: Queue reported is the number of cars per lane.
```

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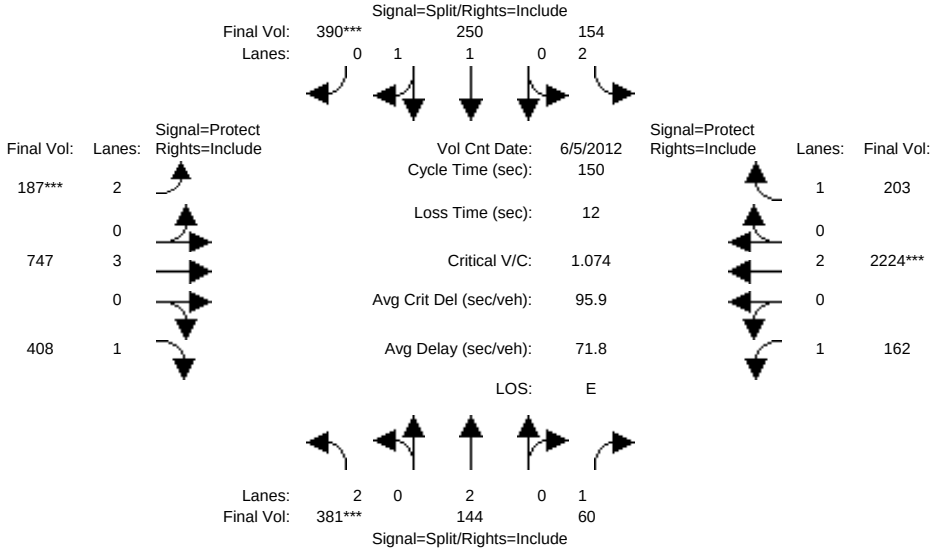
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #14: Milpitas Blvd and SR-237




```
Street Name:          Milpitas Blvd                        SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM
Base Vol:     380  144    60   154  250   389   186  730   407   162 2195   203
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  380  144    60   154  250   389   186  730   407   162 2195   203
Added Vol:      1    0     0     0    0     1     1   17     1     0   29     0
Pass-by Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  381  144    60   154  250   390   187  747   408   162 2224   203
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   381  144    60   154  250   390   187  747   408   162 2224   203
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  381  144    60   154  250   390   187  747   408   162 2224   203
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  381  144    60   154  250   390   187  747   408   162 2224   203
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.83 1.00  0.92  0.83 1.00  0.92  0.92 1.00  0.92
Lanes:       2.00 2.00  1.00  2.00 1.00  1.00  2.00 3.00  1.00  1.00 2.00  1.00
Final Sat.:  3150 3800  1750  3150 1900  1750  3150 5700  1750  1750 3800  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.04  0.03  0.05 0.13  0.22  0.06 0.13  0.23  0.09 0.59  0.12
Crit Moves:  ****                         ****  ****                   ****
Green/Cycle: 0.11 0.11  0.11  0.21 0.21  0.21  0.06 0.43  0.43  0.17 0.54  0.54
Volume/Cap:  1.07 0.34  0.30  0.24 0.63  1.07  1.07 0.31  0.54  0.54 1.07  0.21
Delay/Veh:  135.6 61.9  62.0  49.7 55.6 117.9 160.3 28.2  32.7  58.9 77.3  17.7
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh: 135.6 61.9  62.0  49.7 55.6 117.9 160.3 28.2  32.7  58.9 77.3  17.7
LOS by Move:    F    E     E     D   E+     F     F    C    C-    E+   E-     B
HCM2k95thQ:    28    7     6     7   20    44    13   14    26    13   94    10
Note: Queue reported is the number of cars per lane.
```

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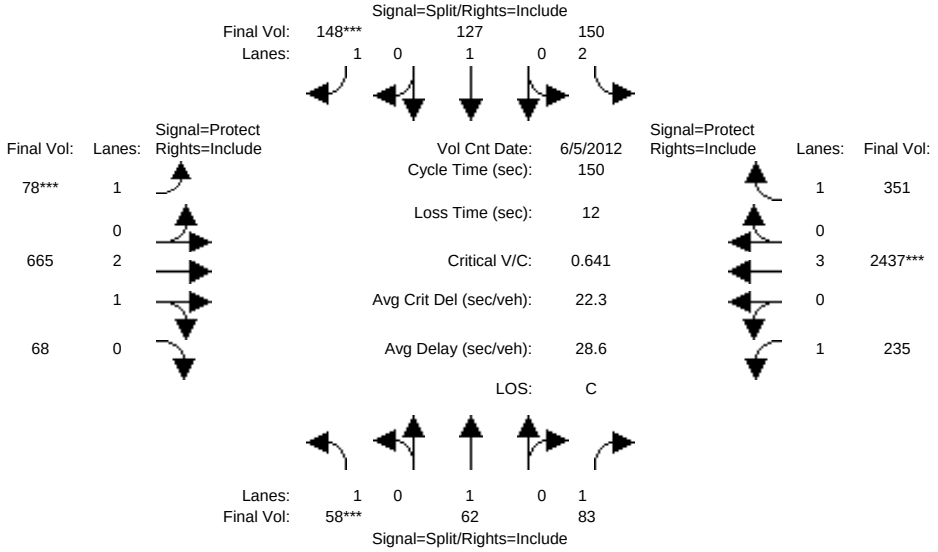
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

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

Intersection #15: Hillview Drive and SR-237

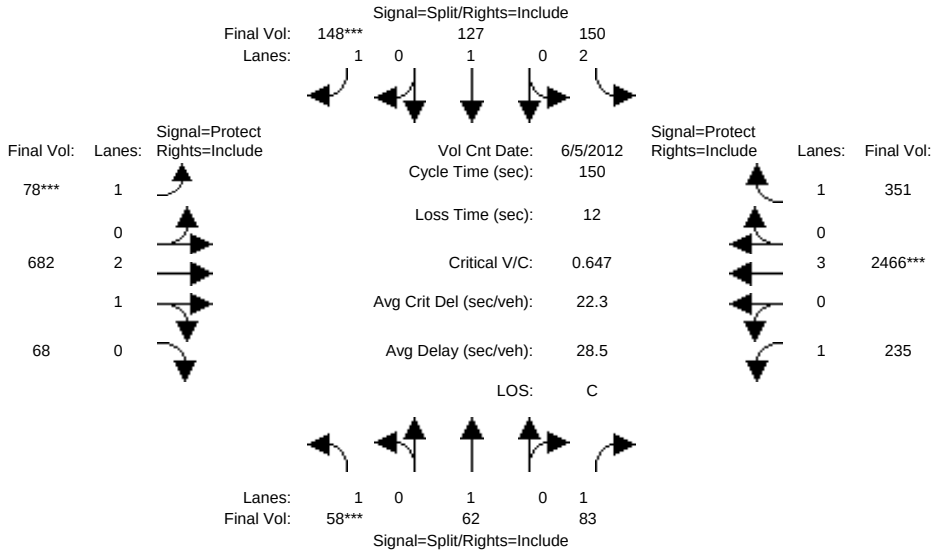



```
Street Name:          Hillview Drive                        SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 7:35:00 AM
Base Vol:      58   62    83   150  127   148    78  665    68   235 2437   351
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   58   62    83   150  127   148    78  665    68   235 2437   351
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   58   62    83   150  127   148    78  665    68   235 2437   351
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    58   62    83   150  127   148    78  665    68   235 2437   351
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   58   62    83   150  127   148    78  665    68   235 2437   351
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   58   62    83   150  127   148    78  665    68   235 2437   351
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.83 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.00 1.00  1.00  2.00 1.00  1.00  1.00 2.70  0.30  1.00 3.00  1.00
Final Sat.:  1750 1900  1750  3150 1900  1750  1750 5130   525  1750 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.03  0.05  0.05 0.07  0.08  0.04 0.13  0.13  0.13 0.43  0.20
Crit Moves:  ****                         ****  ****                   ****
Green/Cycle: 0.07 0.07  0.07  0.13 0.13  0.13  0.07 0.35  0.35  0.37 0.65  0.65
Volume/Cap:  0.45 0.44  0.64  0.37 0.52  0.66  0.66 0.37  0.37  0.37 0.66  0.31
Delay/Veh:   69.0 68.7  77.9  60.4 63.0  69.2  81.0 36.3  36.3  35.3 16.5  11.7
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  69.0 68.7  77.9  60.4 63.0  69.2  81.0 36.3  36.3  35.3 16.5  11.7
LOS by Move:    E    E    E-     E    E     E     F   D+    D+    D+    B    B+
HCM2k95thQ:     7    6    10     8   11    15     8   15    15    16   38    14
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #15: Hillview Drive and SR-237




```
Street Name:          Hillview Drive                        SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 7:35:00 AM
Base Vol:      58   62    83   150  127   148    78  665    68   235 2437   351
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   58   62    83   150  127   148    78  665    68   235 2437   351
Added Vol:      0    0     0     0    0     0     0   17     0     0   29     0
Pass-by Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   58   62    83   150  127   148    78  682    68   235 2466   351
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    58   62    83   150  127   148    78  682    68   235 2466   351
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   58   62    83   150  127   148    78  682    68   235 2466   351
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   58   62    83   150  127   148    78  682    68   235 2466   351
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.83 1.00  0.92  0.92 0.99  0.95  0.92 1.00  0.92
Lanes:       1.00 1.00  1.00  2.00 1.00  1.00  1.00 2.72  0.28  1.00 3.00  1.00
Final Sat.:  1750 1900  1750  3150 1900  1750  1750 5092   508  1750 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.03  0.05  0.05 0.07  0.08  0.04 0.13  0.13  0.13 0.43  0.20
Crit Moves:  ****                         ****  ****                   ****
Green/Cycle: 0.07 0.07  0.07  0.13 0.13  0.13  0.07 0.36  0.36  0.36 0.65  0.65
Volume/Cap:  0.45 0.44  0.65  0.37 0.52  0.66  0.66 0.37  0.37  0.37 0.66  0.31
Delay/Veh:   69.1 68.8  78.5  60.5 63.3  69.7  81.7 35.7  35.7  35.9 16.5  11.5
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  69.1 68.8  78.5  60.5 63.3  69.7  81.7 35.7  35.7  35.9 16.5  11.5
LOS by Move:    E    E    E-     E    E     E     F   D+    D+    D+    B    B+
HCM2k95thQ:     7    6    10     8   12    15     8   16    16    16   38    14
Note: Queue reported is the number of cars per lane.
```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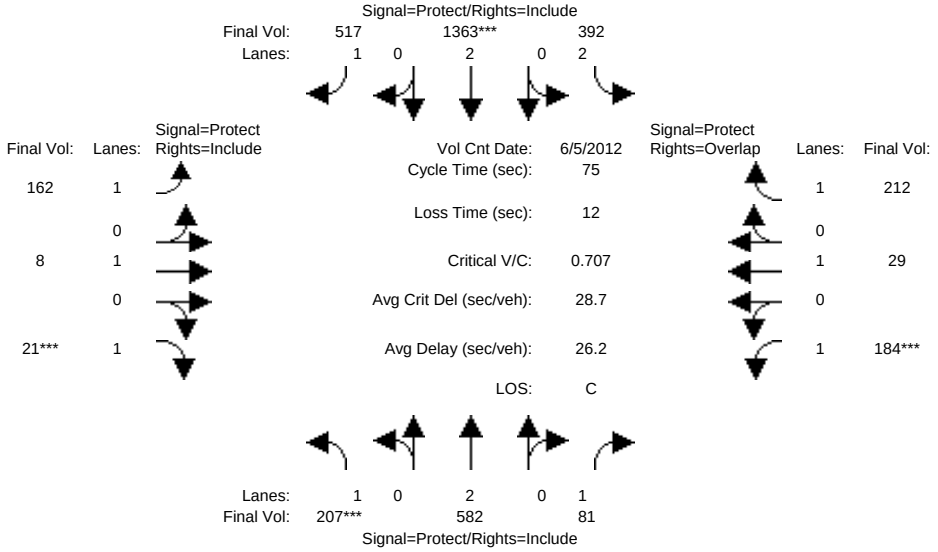
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

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

Intersection #16: McCarthy Blvd and Bellew Dr



Street Name:	McCarthy Blvd						Bellew Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	207	582	81	392	1363	517	162	8	21	184	29	212
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	207	582	81	392	1363	517	162	8	21	184	29	212
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	207	582	81	392	1363	517	162	8	21	184	29	212
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	207	582	81	392	1363	517	162	8	21	184	29	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	582	81	392	1363	517	162	8	21	184	29	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	207	582	81	392	1363	517	162	8	21	184	29	212
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.15	0.05	0.12	0.36	0.30	0.09	0.00	0.01	0.11	0.02	0.12
Crit Moves:	****				****				****	****		
Green/Cycle:	0.14	0.32	0.32	0.26	0.44	0.44	0.11	0.13	0.13	0.13	0.15	0.41
Volume/Cap:	0.82	0.48	0.14	0.48	0.82	0.68	0.86	0.03	0.09	0.82	0.10	0.29
Delay/Veh:	50.5	20.8	18.3	23.9	22.1	19.4	63.9	28.3	28.7	53.2	27.4	14.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.5	20.8	18.3	23.9	22.1	19.4	63.9	28.3	28.7	53.2	27.4	14.9
LOS by Move:	D	C+	B-	C	C+	B-	E	C	C	D-	C	B
HCM2k95thQ:	11	10	3	9	24	18	13	0	1	13	1	7

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

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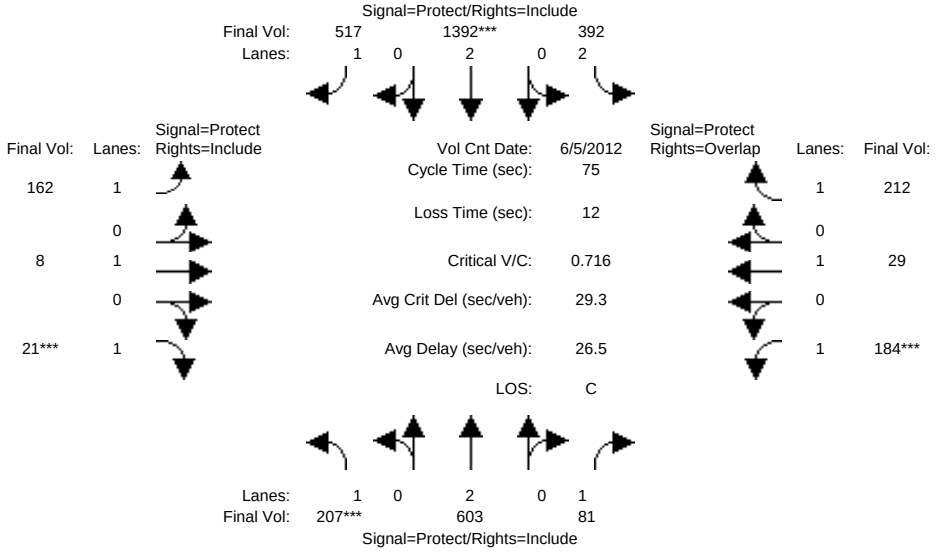
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #16: McCarthy Blvd and Bellew Dr



Street Name:	McCarthy Blvd						Bellew Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	207	582	81	392	1363	517	162	8	21	184	29	212
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	207	582	81	392	1363	517	162	8	21	184	29	212
Added Vol:	0	21	0	0	28	0	0	0	0	0	0	0
Pass-by Div:	0	0	0	0	1	0	0	0	0	0	0	0
Initial Fut:	207	603	81	392	1392	517	162	8	21	184	29	212
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	207	603	81	392	1392	517	162	8	21	184	29	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	603	81	392	1392	517	162	8	21	184	29	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	207	603	81	392	1392	517	162	8	21	184	29	212
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.16	0.05	0.12	0.37	0.30	0.09	0.00	0.01	0.11	0.02	0.12
Crit Moves:	****				****				****	****		
Green/Cycle:	0.14	0.33	0.33	0.26	0.44	0.44	0.11	0.13	0.13	0.13	0.15	0.41
Volume/Cap:	0.83	0.49	0.14	0.49	0.83	0.67	0.87	0.03	0.09	0.83	0.10	0.30
Delay/Veh:	52.3	20.6	18.0	24.2	22.4	19.1	65.1	28.3	28.7	55.1	27.5	15.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.3	20.6	18.0	24.2	22.4	19.1	65.1	28.3	28.7	55.1	27.5	15.2
LOS by Move:	D-	C+	B-	C	C+	B-	E	C	C	E+	C	B
HCM2k95thQ:	11	10	3	9	25	18	13	0	1	14	1	7

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

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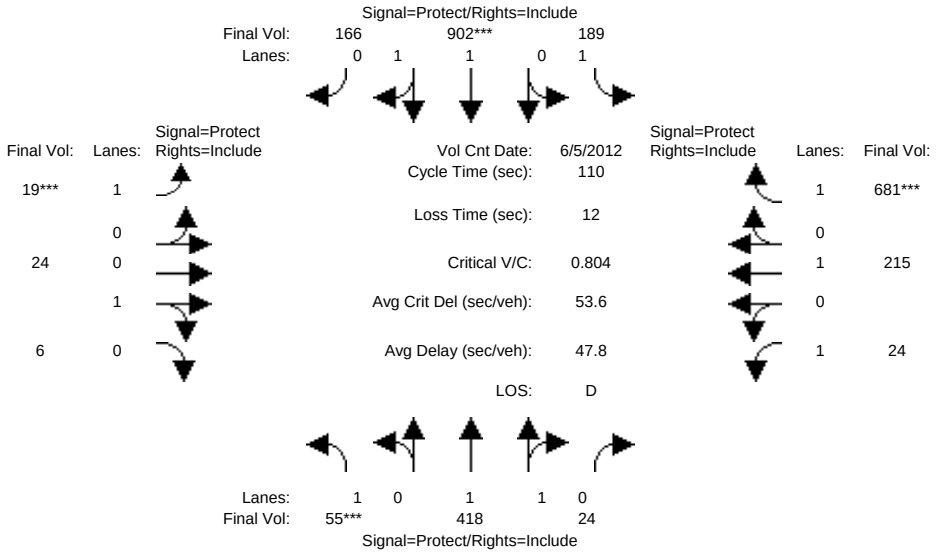
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

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

Intersection #17: McCarthy Blvd and Alder Dr



Street Name:	McCarthy Blvd						Barber Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	55	418	24	189	902	166	19	24	6	24	215	681
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	418	24	189	902	166	19	24	6	24	215	681
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	418	24	189	902	166	19	24	6	24	215	681
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	418	24	189	902	166	19	24	6	24	215	681
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	418	24	189	902	166	19	24	6	24	215	681
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	418	24	189	902	166	19	24	6	24	215	681
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.88	0.12	1.00	1.67	0.33	1.00	0.79	0.21	1.00	1.00	1.00
Final Sat.:	1750	3577	205	1750	3167	583	1750	1494	374	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.11	0.28	0.28	0.01	0.02	0.02	0.01	0.11	0.39
Crit Moves:	****				****		****					****
Green/Cycle:	0.09	0.20	0.20	0.19	0.30	0.30	0.09	0.25	0.25	0.25	0.41	0.41
Volume/Cap:	0.35	0.58	0.58	0.58	0.95	0.95	0.12	0.06	0.06	0.05	0.28	0.95
Delay/Veh:	48.2	40.6	40.6	43.2	54.0	54.0	46.3	31.5	31.5	31.4	21.8	53.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.2	40.6	40.6	43.2	54.0	54.0	46.3	31.5	31.5	31.4	21.8	53.6
LOS by Move:	D	D	D	D	D-	D-	D	C	C	C	C+	D-
HCM2k95thQ:	4	13	13	12	32	32	1	2	2	1	9	44

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

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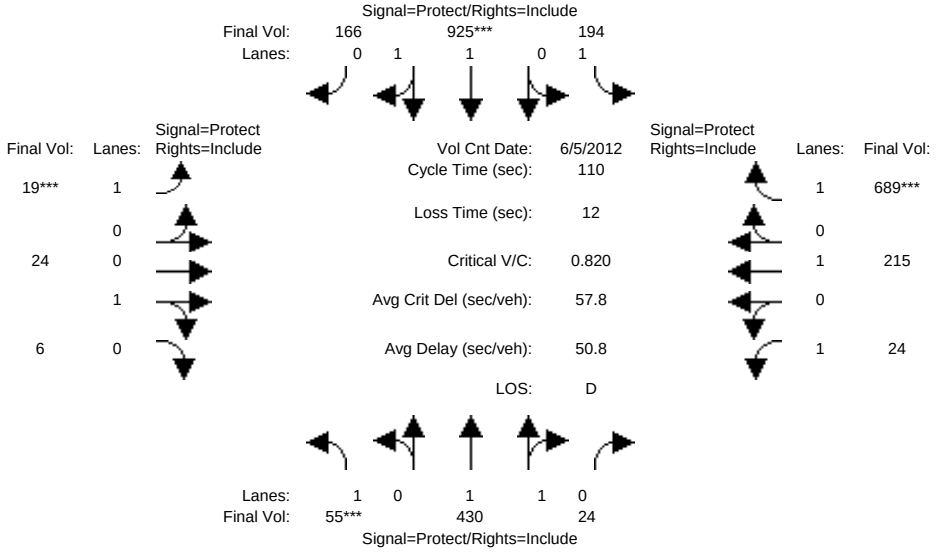
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #17: McCarthy Blvd and Alder Dr



Street Name:	McCarthy Blvd						Barber Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	55	418	24	189	902	166	19	24	6	24	215	681
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	418	24	189	902	166	19	24	6	24	215	681
Added Vol:	0	12	0	5	22	0	0	0	0	0	0	8
Pass-by Div:	0	0	0	0	1	0	0	0	0	0	0	0
Initial Fut:	55	430	24	194	925	166	19	24	6	24	215	689
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	430	24	194	925	166	19	24	6	24	215	689
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	430	24	194	925	166	19	24	6	24	215	689
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	430	24	194	925	166	19	24	6	24	215	689
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	1.89	0.11	1.00	1.69	0.31	1.00	0.80	0.20	1.00	1.00	1.00
Final Sat.:	1750	3504	196	1750	3137	563	1750	1440	360	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.11	0.29	0.29	0.01	0.02	0.02	0.01	0.11	0.39
Crit Moves:	****				****		****					****
Green/Cycle:	0.09	0.21	0.21	0.19	0.30	0.30	0.09	0.25	0.25	0.25	0.41	0.41
Volume/Cap:	0.35	0.59	0.59	0.59	0.97	0.97	0.12	0.07	0.07	0.06	0.28	0.97
Delay/Veh:	48.2	40.6	40.6	43.7	58.0	58.0	46.3	31.7	31.7	31.6	22.1	58.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.2	40.6	40.6	43.7	58.0	58.0	46.3	31.7	31.7	31.6	22.1	58.7
LOS by Move:	D	D	D	D	E+	E+	D	C	C	C	C+	E+
HCM2k95thQ:	4	13	13	12	34	34	1	2	2	1	9	46

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

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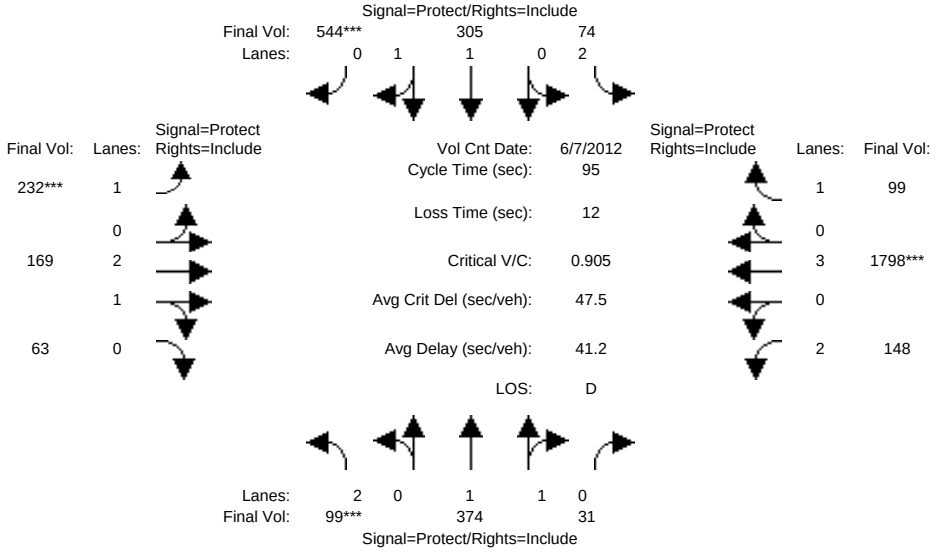
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

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

Intersection #18: McCarthy Blvd and Tasman Dr



Street Name:	McCarthy Blvd						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 7 Jun 2012 << 8:00:00 AM

Base Vol:	99	374	31	74	305	544	232	169	63	148	1798	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	374	31	74	305	544	232	169	63	148	1798	99
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	374	31	74	305	544	232	169	63	148	1798	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	374	31	74	305	544	232	169	63	148	1798	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	374	31	74	305	544	232	169	63	148	1798	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	99	374	31	74	305	544	232	169	63	148	1798	99

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.83	0.17	2.00	1.00	1.00	1.00	2.14	0.86	2.00	3.00	1.00
Final Sat.:	3150	3486	289	3150	1900	1750	1750	4058	1513	3150	5700	1750

Capacity Analysis Module:

Vol/Sat:	0.03	0.11	0.11	0.02	0.16	0.31	0.13	0.04	0.04	0.05	0.32	0.06
Crit Moves:	****					****	****				****	
Green/Cycle:	0.07	0.24	0.24	0.16	0.33	0.33	0.14	0.28	0.28	0.19	0.33	0.33
Volume/Cap:	0.43	0.45	0.45	0.14	0.49	0.95	0.95	0.15	0.15	0.24	0.95	0.17
Delay/Veh:	43.3	31.3	31.3	34.2	25.8	49.9	83.9	25.9	25.9	32.5	41.8	22.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.3	31.3	31.3	34.2	25.8	49.9	83.9	25.9	25.9	32.5	41.8	22.6
LOS by Move:	D	C	C	C-	C	D	F	C	C	C-	D	C+
HCM2k95thQ:	3	10	10	2	13	29	21	4	4	4	33	4

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

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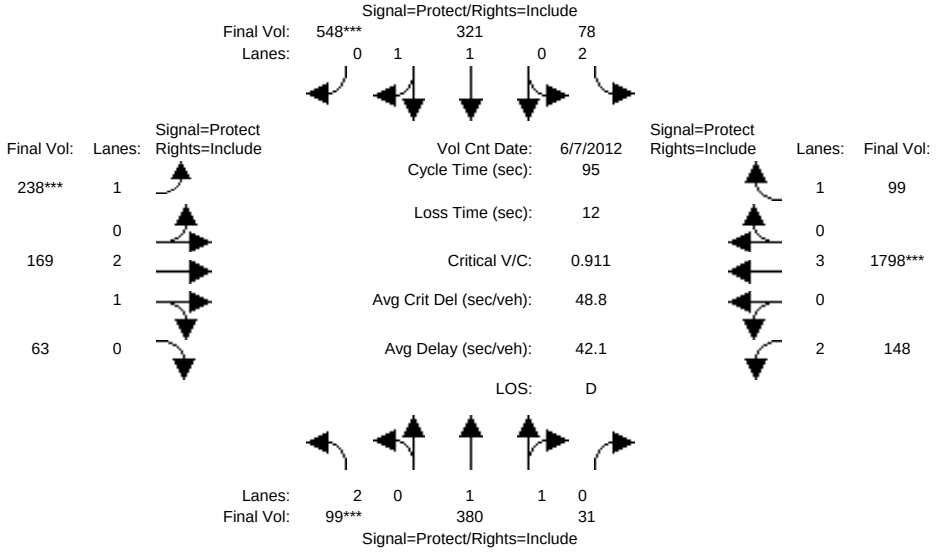
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #18: McCarthy Blvd and Tasman Dr



Street Name:	McCarthy Blvd						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	99	374	31	74	305	544	232	169	63	148	1798	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	374	31	74	305	544	232	169	63	148	1798	99
Added Vol:	0	6	0	4	15	4	6	0	0	0	0	0
Pass-by Div:	0	0	0	0	1	0	0	0	0	0	0	0
Initial Fut:	99	380	31	78	321	548	238	169	63	148	1798	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	380	31	78	321	548	238	169	63	148	1798	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	380	31	78	321	548	238	169	63	148	1798	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	99	380	31	78	321	548	238	169	63	148	1798	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.95	0.83	1.00	0.92
Lanes:	2.00	1.84	0.16	2.00	1.00	1.00	1.00	2.16	0.84	2.00	3.00	1.00
Final Sat.:	3150	3421	279	3150	1900	1750	1750	4077	1520	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.11	0.02	0.17	0.31	0.14	0.04	0.04	0.05	0.32	0.06
Crit Moves:	****					****	****				****	
Green/Cycle:	0.07	0.24	0.24	0.16	0.33	0.33	0.14	0.28	0.28	0.19	0.33	0.33
Volume/Cap:	0.43	0.46	0.46	0.15	0.52	0.96	0.96	0.15	0.15	0.24	0.96	0.17
Delay/Veh:	43.3	31.1	31.1	34.5	26.1	51.1	85.1	25.9	25.9	32.5	43.1	22.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.3	31.1	31.1	34.5	26.1	51.1	85.1	25.9	25.9	32.5	43.1	22.7
LOS by Move:	D	C	C	C-	C	D-	F	C	C	C-	D	C+
HCM2k95thQ:	3	10	10	2	13	29	21	4	4	4	34	4

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

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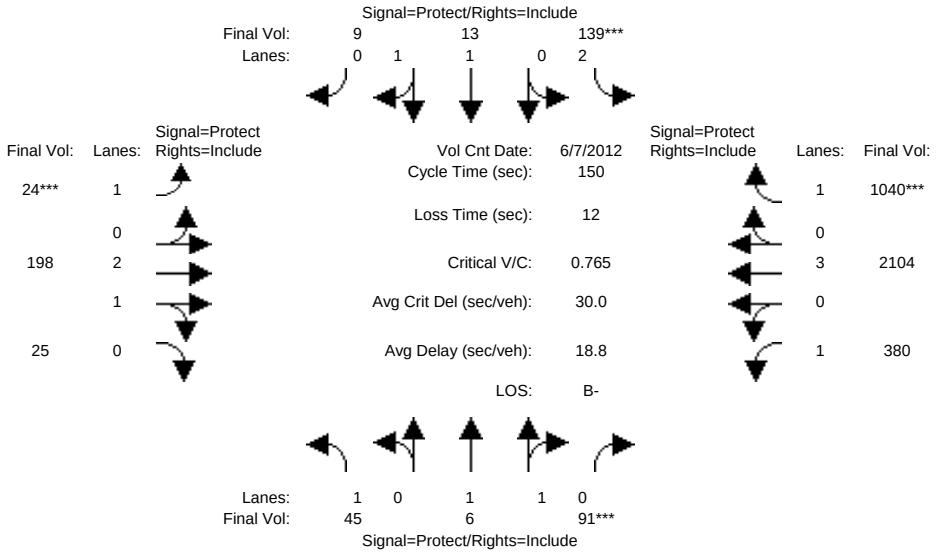
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

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

Intersection #19: Tasman Dr and Alder Dr



Street Name:	Alder Dr						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	45	6	91	139	13	9	24	198	25	380	2104	1040
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	6	91	139	13	9	24	198	25	380	2104	1040
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	6	91	139	13	9	24	198	25	380	2104	1040
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	6	91	139	13	9	24	198	25	380	2104	1040
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	6	91	139	13	9	24	198	25	380	2104	1040
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	6	91	139	13	9	24	198	25	380	2104	1040
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.14	0.86	1.00	2.64	0.36	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	2169	1502	1750	5013	633	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.05	0.04	0.01	0.01	0.01	0.04	0.04	0.22	0.37	0.59
Crit Moves:			****	****			****					****
Green/Cycle:	0.05	0.07	0.07	0.06	0.07	0.07	0.05	0.19	0.19	0.61	0.75	0.75
Volume/Cap:	0.51	0.05	0.78	0.79	0.08	0.08	0.29	0.21	0.21	0.36	0.49	0.79
Delay/Veh:	74.3	65.5	95.3	91.1	65.1	65.1	71.1	51.7	51.7	14.8	7.5	14.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.3	65.5	95.3	91.1	65.1	65.1	71.1	51.7	51.7	14.8	7.5	14.8
LOS by Move:	E	E	F	F	E	E	E	D-	D-	B	A	B
HCM2k95thQ:	6	1	12	7	1	1	2	6	6	16	22	49

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

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Pacific Mall - Silicon Valley
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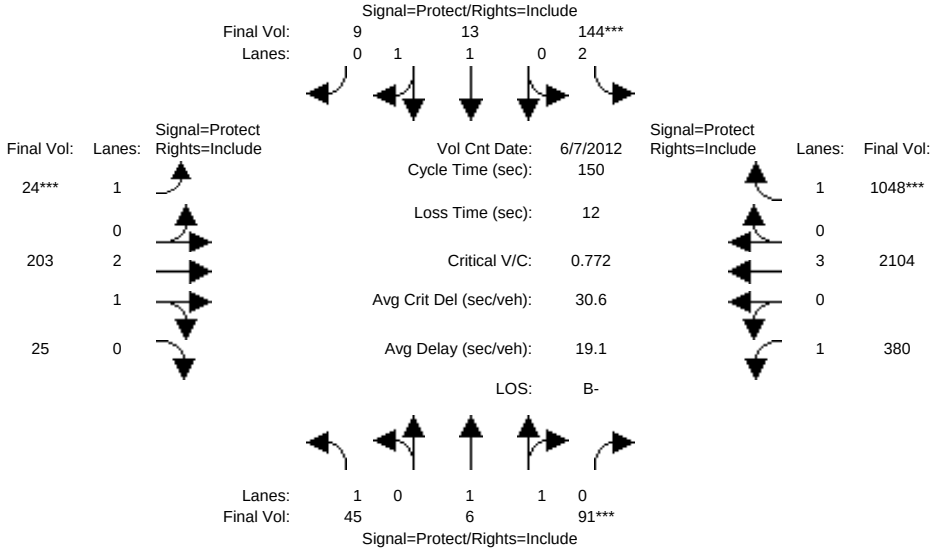
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #19: Tasman Dr and Alder Dr



Street Name:	Alder Dr						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	45	6	91	139	13	9	24	198	25	380	2104	1040
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	6	91	139	13	9	24	198	25	380	2104	1040
Added Vol:	0	0	0	5	0	0	0	4	0	0	0	8
Pass-by Div:	0	0	0	0	0	0	0	1	0	0	0	0
Initial Fut:	45	6	91	144	13	9	24	203	25	380	2104	1048
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	6	91	144	13	9	24	203	25	380	2104	1048
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	6	91	144	13	9	24	203	25	380	2104	1048
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	6	91	144	13	9	24	203	25	380	2104	1048
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.99	0.95	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.16	0.84	1.00	2.66	0.34	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	2185	1513	1750	4985	614	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.05	0.05	0.01	0.01	0.01	0.04	0.04	0.22	0.37	0.60
Crit Moves:			****	****			****					****
Green/Cycle:	0.05	0.07	0.07	0.06	0.07	0.07	0.05	0.19	0.19	0.61	0.75	0.75
Volume/Cap:	0.50	0.05	0.78	0.80	0.08	0.08	0.29	0.22	0.22	0.36	0.49	0.80
Delay/Veh:	73.9	65.5	95.3	91.6	65.0	65.0	71.1	51.8	51.8	14.8	7.6	15.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.9	65.5	95.3	91.6	65.0	65.0	71.1	51.8	51.8	14.8	7.6	15.3
LOS by Move:	E	E	F	F	E	E	E	D-	D-	B	A	B
HCM2k95thQ:	6	1	12	7	1	1	2	6	6	16	22	50

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

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Cumulative plus Project - AM Peak Hour

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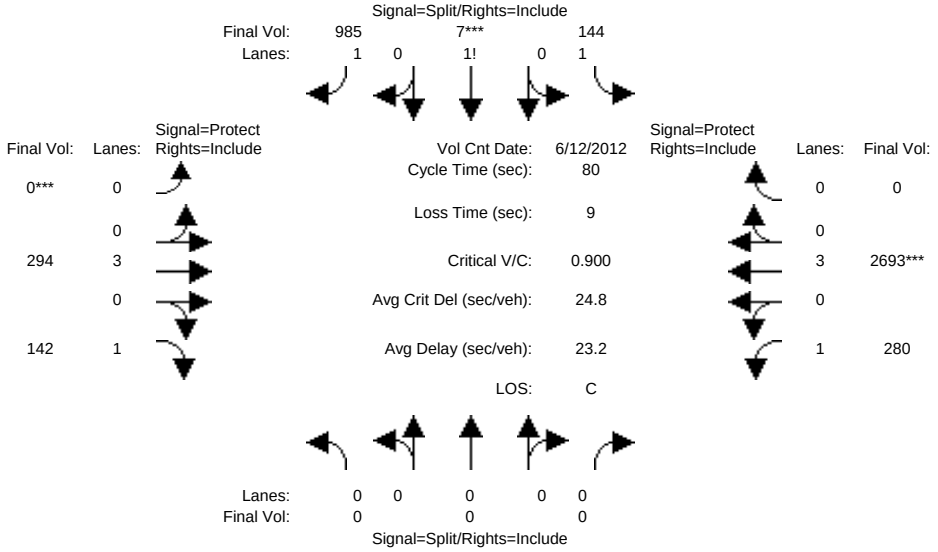
Cumulative AM

Intersection #20: I-880 SB Ramps and Tasman Dr



Street Name:	I-880 SB Ramps						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Jun 2012 << 8:00:00 AM												
Base Vol:	0	0	0	144	7	985	0	294	142	280	2693	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	144	7	985	0	294	142	280	2693	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	144	7	985	0	294	142	280	2693	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	144	7	985	0	294	142	280	2693	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	144	7	985	0	294	142	280	2693	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	144	7	985	0	294	142	280	2693	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.13	0.01	1.86	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	0	0	0	1971	21	3260	0	5700	1750	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.33	0.30	0.00	0.05	0.08	0.16	0.47	0.00
Crit Moves:					****		****				****	
Green/Cycle:	0.00	0.00	0.00	0.36	0.36	0.36	0.00	0.23	0.23	0.29	0.52	0.00
Volume/Cap:	0.00	0.00	0.00	0.20	0.90	0.83	0.00	0.22	0.35	0.54	0.90	0.00
Delay/Veh:	0.0	0.0	0.0	17.6	33.1	27.9	0.0	25.1	26.3	24.9	21.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	17.6	33.1	27.9	0.0	25.1	26.3	24.9	21.3	0.0
LOS by Move:	A	A	A	B	C-	C	A	C	C	C	C+	A
HCM2k95thQ:	0	0	0	5	32	27	0	4	6	11	32	0

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

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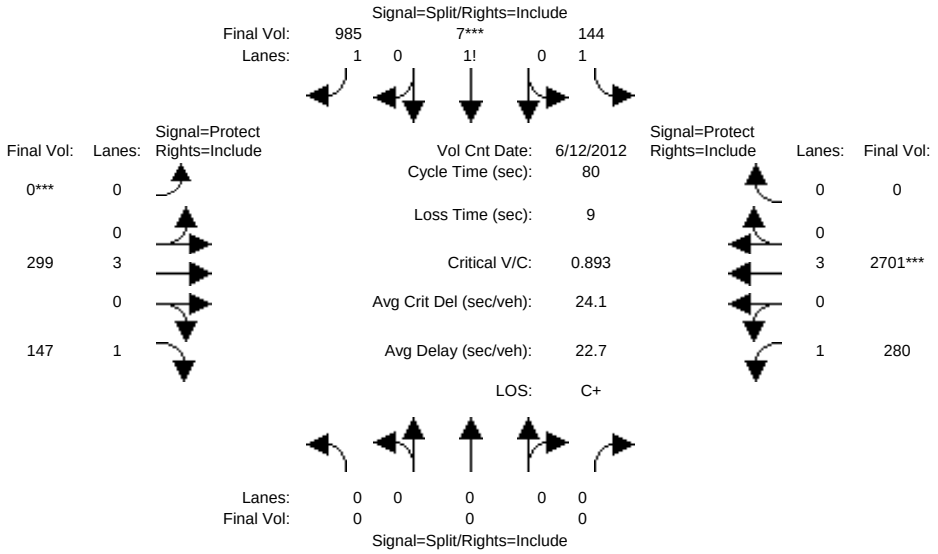
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #20: I-880 SB Ramps and Tasman Dr



Street Name:	I-880 SB Ramps						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Jun 2012 << 8:00:00 AM												
Base Vol:	0	0	0	144	7	985	0	294	142	280	2693	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	144	7	985	0	294	142	280	2693	0
Added Vol:	0	0	0	0	0	0	0	5	4	0	8	0
Pass-by Div:	0	0	0	0	0	0	0	0	1	0	0	0
Initial Fut:	0	0	0	144	7	985	0	299	147	280	2701	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	144	7	985	0	299	147	280	2701	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	144	7	985	0	299	147	280	2701	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	144	7	985	0	299	147	280	2701	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.13	0.01	1.86	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	0	0	0	1976	22	3346	0	5700	1750	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.32	0.29	0.00	0.05	0.08	0.16	0.47	0.00
Crit Moves:					****		****				****	
Green/Cycle:	0.00	0.00	0.00	0.36	0.36	0.36	0.00	0.23	0.23	0.30	0.53	0.00
Volume/Cap:	0.00	0.00	0.00	0.20	0.89	0.83	0.00	0.23	0.36	0.54	0.89	0.00
Delay/Veh:	0.0	0.0	0.0	17.9	32.6	27.7	0.0	24.9	26.3	24.6	20.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	17.9	32.6	27.7	0.0	24.9	26.3	24.6	20.6	0.0
LOS by Move:	A	A	A	B	C-	C	A	C	C	C	C+	A
HCM2k95thQ:	0	0	0	5	31	27	0	4	6	11	32	0

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

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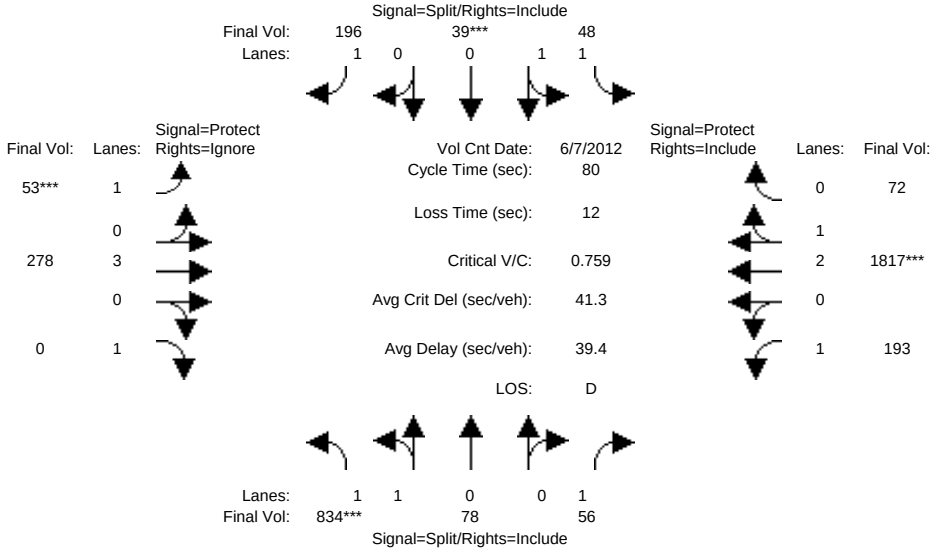
Cumulative plus Project - AM Peak Hour

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

Intersection #21: Great Mall Pkwy and Thompson St




```
Street Name:           Thompson St                     Great Mall Pkwy
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 7 Jun 2012 << 8:00:00 AM
Base Vol:     834   78    56    48   39   196    53  278    56   193 1817    72
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  834   78    56    48   39   196    53  278    56   193 1817    72
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  834   78    56    48   39   196    53  278    56   193 1817    72
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Volume:   834   78    56    48   39   196    53  278     0   193 1817    72
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  834   78    56    48   39   196    53  278     0   193 1817    72
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
FinalVolume:  834   78    56    48   39   196    53  278     0   193 1817    72
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.84 0.16  1.00  1.14 0.86  1.00  1.00 3.00  1.00  1.00 2.88  0.12
Final Sat.:  3222  301  1750  2002 1627  1750  1750 5700  1750  1750 5465   217
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.26 0.26  0.03  0.02 0.02  0.11  0.03 0.05  0.00  0.11 0.33  0.33
Crit Moves:  ****                 ****        ****                 ****
Green/Cycle: 0.27 0.27  0.27  0.15 0.15  0.15  0.09 0.23  0.00  0.20 0.35  0.35
Volume/Cap:  0.96 0.96  0.12  0.16 0.16  0.76  0.35 0.21  0.00  0.54 0.96  0.96
Delay/Veh:   49.2 49.2  22.2  29.9 29.9  45.1  35.7 25.0   0.0  30.3 38.1  38.1
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  49.2 49.2  22.2  29.9 29.9  45.1  35.7 25.0   0.0  30.3 38.1  38.1
LOS by Move:    D    D    C+     C    C     D    D+    C     A     C   D+    D+
HCM2k95thQ:    30   30     2     2    2    13     3    4     0     9   30    30
Note: Queue reported is the number of cars per lane.
```

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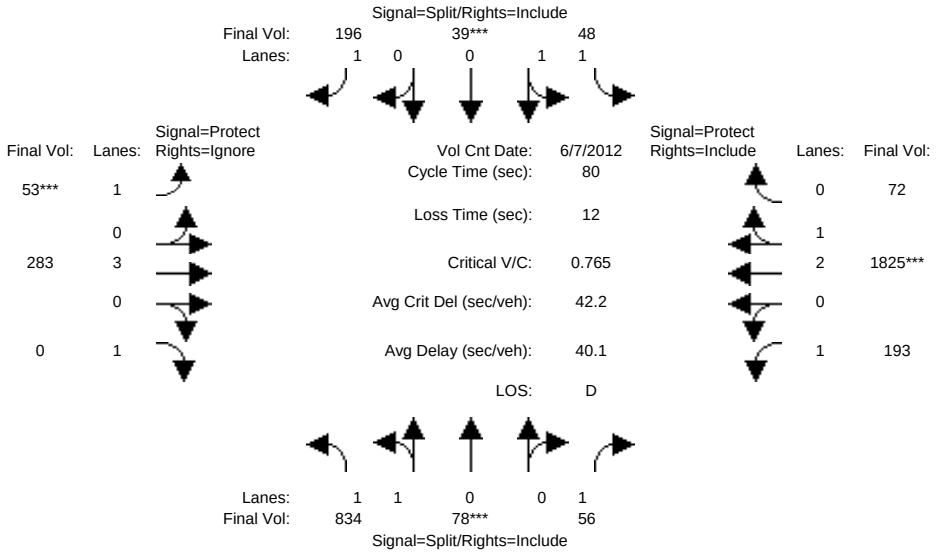
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #21: Great Mall Pkwy and Thompson St




```
Street Name:           Thompson St                      Great Mall Pkwy
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 7 Jun 2012 << 8:00:00 AM
Base Vol:     834   78    56    48   39   196    53  278    56   193 1817    72
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  834   78    56    48   39   196    53  278    56   193 1817    72
Added Vol:      0    0     0     0    0     0     0    5     0     0    8     0
Pass-by Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  834   78    56    48   39   196    53  283    56   193 1825    72
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Volume:   834   78    56    48   39   196    53  283     0   193 1825    72
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  834   78    56    48   39   196    53  283     0   193 1825    72
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
FinalVolume:  834   78    56    48   39   196    53  283     0   193 1825    72
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.93 0.95  0.92  0.92 0.95  0.92  0.92 1.00  0.92  0.92 0.98  0.95
Lanes:       1.83 0.17  1.00  1.12 0.88  1.00  1.00 3.00  1.00  1.00 2.88  0.12
Final Sat.:  3246  304  1750  1958 1591  1750  1750 5700  1750  1750 5387   213
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.26 0.26  0.03  0.02 0.02  0.11  0.03 0.05  0.00  0.11 0.34  0.34
Crit Moves:        ****             ****        ****                  ****
Green/Cycle: 0.27 0.27  0.27  0.15 0.15  0.15  0.09 0.23  0.00  0.21 0.35  0.35
Volume/Cap:  0.97 0.97  0.12  0.17 0.17  0.77  0.35 0.21  0.00  0.54 0.97  0.97
Delay/Veh:   50.6 50.6  22.4  30.0 30.0  45.7  35.7 24.9   0.0  30.0 38.9  38.9
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  50.6 50.6  22.4  30.0 30.0  45.7  35.7 24.9   0.0  30.0 38.9  38.9
LOS by Move:    D    D    C+     C    C     D    D+    C     A     C   D+    D+
HCM2k95thQ:    30   30     2     2    2    13     3    4     0     9   30    30
Note: Queue reported is the number of cars per lane.
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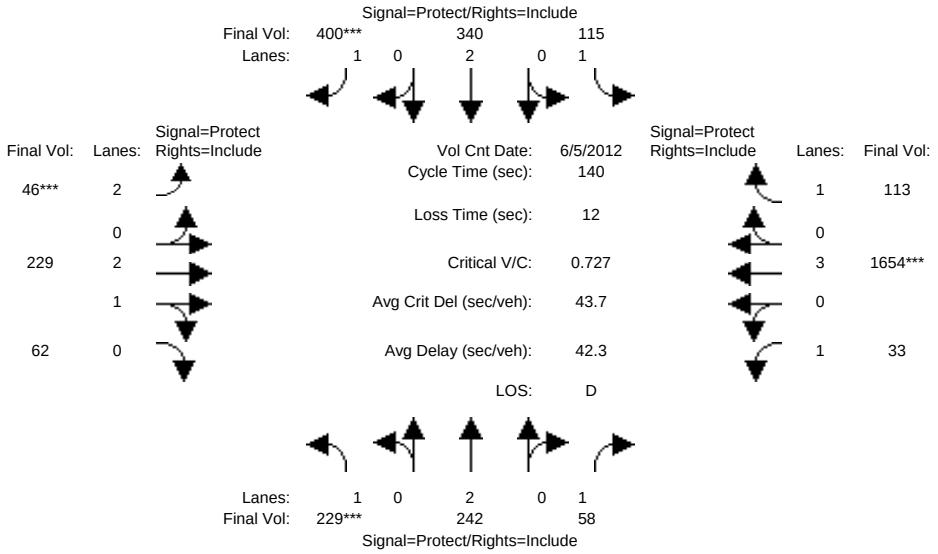
SJ12-1361
Cumulative plus Project - AM Peak Hour

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

Intersection #22: Abel St and Great Mall Pkwy



Street Name:	Abel Street						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	229	242	58	115	340	400	46	229	62	33	1654	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	229	242	58	115	340	400	46	229	62	33	1654	113
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	229	242	58	115	340	400	46	229	62	33	1654	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	229	242	58	115	340	400	46	229	62	33	1654	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	229	242	58	115	340	400	46	229	62	33	1654	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	229	242	58	115	340	400	46	229	62	33	1654	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.31	0.69	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	4398	1199	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.06	0.03	0.07	0.09	0.23	0.01	0.05	0.05	0.02	0.29	0.06
Crit Moves:	****					****	****				****	
Green/Cycle:	0.17	0.25	0.25	0.23	0.30	0.30	0.05	0.26	0.26	0.18	0.39	0.39
Volume/Cap:	0.75	0.26	0.13	0.29	0.29	0.75	0.29	0.20	0.20	0.11	0.75	0.17
Delay/Veh:	65.0	42.3	41.0	44.9	37.4	49.9	65.1	40.9	40.9	48.2	38.7	28.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.0	42.3	41.0	44.9	37.4	49.9	65.1	40.9	40.9	48.2	38.7	28.3
LOS by Move:	E	D	D	D	D+	D	E	D	D	D	D+	C
HCM2k95thQ:	21	8	4	9	11	31	2	6	6	3	35	7

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

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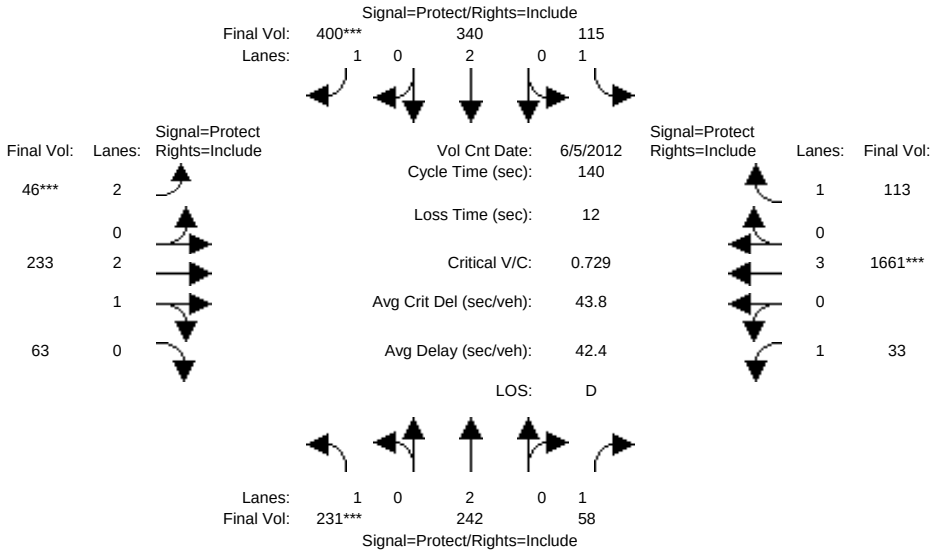
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #22: Abel St and Great Mall Pkwy



Street Name:	Abel Street						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	229	242	58	115	340	400	46	229	62	33	1654	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	229	242	58	115	340	400	46	229	62	33	1654	113
Added Vol:	2	0	0	0	0	0	0	4	1	0	7	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	231	242	58	115	340	400	46	233	63	33	1661	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	231	242	58	115	340	400	46	233	63	33	1661	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	242	58	115	340	400	46	233	63	33	1661	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	231	242	58	115	340	400	46	233	63	33	1661	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.33	0.67	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	4400	1198	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.06	0.03	0.07	0.09	0.23	0.01	0.05	0.05	0.02	0.29	0.06
Crit Moves:	****					****	****				****	
Green/Cycle:	0.18	0.25	0.25	0.23	0.30	0.30	0.05	0.26	0.26	0.18	0.39	0.39
Volume/Cap:	0.75	0.26	0.13	0.29	0.30	0.75	0.29	0.21	0.21	0.10	0.75	0.17
Delay/Veh:	65.1	42.3	41.0	44.9	37.5	50.2	65.1	40.9	40.9	48.2	38.7	28.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.1	42.3	41.0	44.9	37.5	50.2	65.1	40.9	40.9	48.2	38.7	28.3
LOS by Move:	E	D	D	D	D+	D	E	D	D	D	D+	C
HCM2k95thQ:	21	8	4	9	11	31	2	6	6	3	35	7

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

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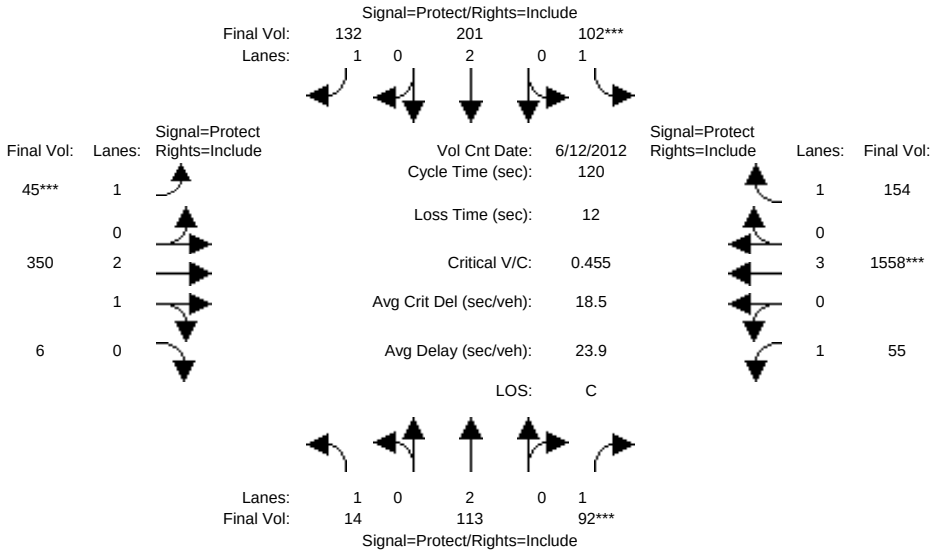
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

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

Intersection #23: Main St and Great Mall Pkwy



Street Name:	Main Street						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Jun 2012 << 7:55:00 AM												
Base Vol:	14	113	92	102	201	132	45	350	6	55	1558	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	113	92	102	201	132	45	350	6	55	1558	154
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	113	92	102	201	132	45	350	6	55	1558	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	113	92	102	201	132	45	350	6	55	1558	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	113	92	102	201	132	45	350	6	55	1558	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	113	92	102	201	132	45	350	6	55	1558	154
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.95	0.05	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5596	96	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.05	0.06	0.05	0.08	0.03	0.06	0.06	0.03	0.27	0.09
Crit Moves:			****	****			****				****	
Green/Cycle:	0.10	0.12	0.12	0.13	0.14	0.14	0.06	0.39	0.39	0.27	0.60	0.60
Volume/Cap:	0.08	0.26	0.46	0.46	0.37	0.53	0.44	0.16	0.16	0.12	0.46	0.15
Delay/Veh:	49.2	48.7	51.2	50.0	47.0	49.8	57.6	24.1	24.1	33.1	13.4	10.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.2	48.7	51.2	50.0	47.0	49.8	57.6	24.1	24.1	33.1	13.4	10.7
LOS by Move:	D	D	D-	D	D	D	E+	C	C	C-	B	B+
HCM2k95thQ:	1	4	8	8	7	11	4	5	5	3	19	5

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

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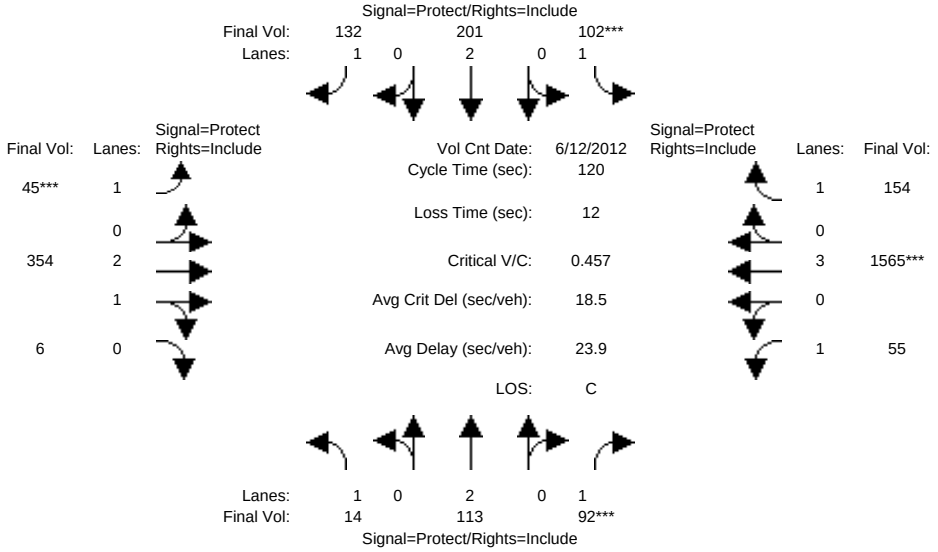
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #23: Main St and Great Mall Pkwy




```
Street Name:            Main Street                     Great Mall Pkwy
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Jun 2012 << 7:55:00 AM
Base Vol:      14  113    92   102  201   132    45  350     6    55 1558   154
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   14  113    92   102  201   132    45  350     6    55 1558   154
Added Vol:      0    0     0     0    0     0     0    4     0     0    7     0
Pass-by Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   14  113    92   102  201   132    45  354     6    55 1565   154
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    14  113    92   102  201   132    45  354     6    55 1565   154
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   14  113    92   102  201   132    45  354     6    55 1565   154
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   14  113    92   102  201   132    45  354     6    55 1565   154
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.92 0.98  0.95  0.92 1.00  0.92
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  1.00 2.95  0.05  1.00 3.00  1.00
Final Sat.:  1750 3800  1750  1750 3800  1750  1750 5506    93  1750 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.03  0.05  0.06 0.05  0.08  0.03 0.06  0.06  0.03 0.27  0.09
Crit Moves:              ****  ****              ****                  ****
Green/Cycle: 0.10 0.11  0.11  0.13 0.14  0.14  0.06 0.39  0.39  0.27 0.60  0.60
Volume/Cap:  0.08 0.26  0.46  0.46 0.37  0.53  0.44 0.17  0.17  0.12 0.46  0.15
Delay/Veh:   49.2 48.8  51.3  50.0 47.0  49.9  57.6 24.1  24.1  33.0 13.4  10.6
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  49.2 48.8  51.3  50.0 47.0  49.9  57.6 24.1  24.1  33.0 13.4  10.6
LOS by Move:    D    D    D-     D    D     D    E+    C     C    C-    B    B+
HCM2k95thQ:     1    4     8     8    7    11     4    6     6     3   19     5
Note: Queue reported is the number of cars per lane.
```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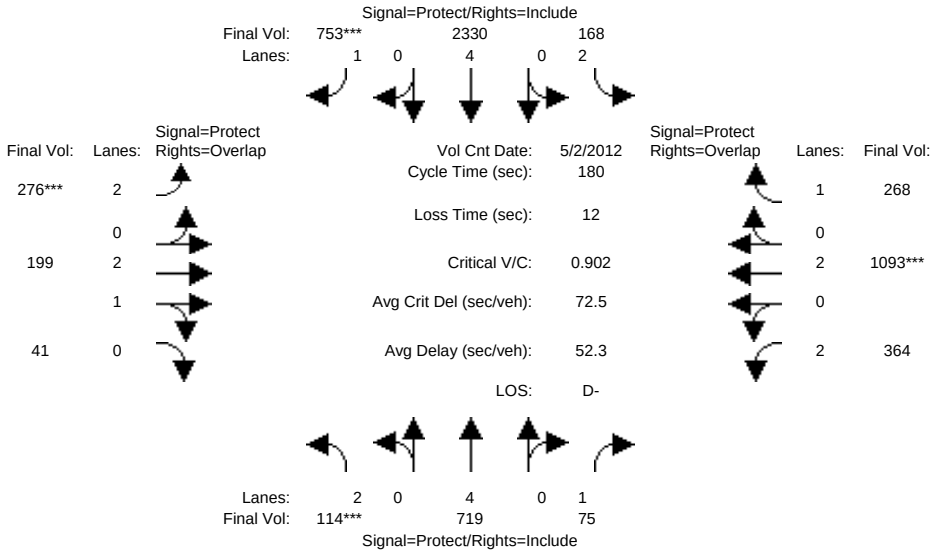
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

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

Intersection #24: Great Mall Pkwy and Montague Expwy

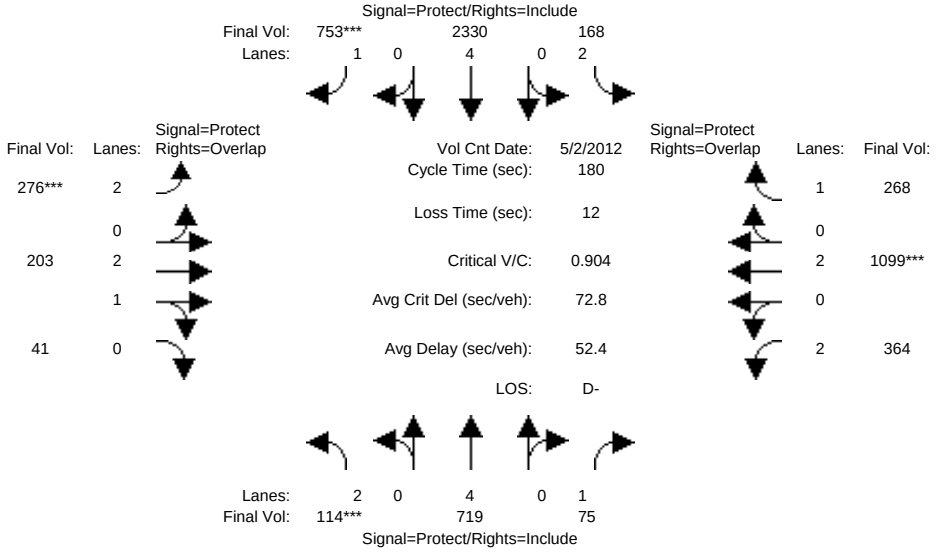



```
Street Name:          Montague Expwy                    Great Mall Pkwy
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 2 May 2012 << 8:00:00 AM
Base Vol:     114  719    75   168 2330   753   276  199    41   364 1093   268
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  114  719    75   168 2330   753   276  199    41   364 1093   268
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  114  719    75   168 2330   753   276  199    41   364 1093   268
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   114  719    75   168 2330   753   276  199    41   364 1093   268
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  114  719    75   168 2330   753   276  199    41   364 1093   268
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  114  719    75   168 2330   753   276  199    41   364 1093   268
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.83 1.00  0.92  0.83 1.00  0.92  0.83 1.00  0.92
Lanes:       2.00 4.00  1.00  2.00 4.00  1.00  2.00 2.45  0.55  2.00 2.00  1.00
Final Sat.:  3150 7600  1750  3150 7600  1750  3150 4660   958  3150 3800  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.09  0.04  0.05 0.31  0.43  0.09 0.04  0.04  0.12 0.29  0.15
Crit Moves:  ****                         ****  ****                   ****
Green/Cycle: 0.04 0.33  0.33  0.19 0.48  0.48  0.10 0.14  0.18  0.28 0.32  0.51
Volume/Cap:  0.90 0.29  0.13  0.29 0.64  0.90  0.90 0.32  0.24  0.41 0.90  0.30
Delay/Veh:  137.2 44.6  42.2  63.2 35.9  56.1 108.3 70.6  64.1  52.9 68.1  26.2
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh: 137.2 44.6  42.2  63.2 35.9  56.1 108.3 70.6  64.1  52.9 68.1  26.2
LOS by Move:    F    D     D     E   D+    E+     F    E     E    D-    E     C
HCM2k95thQ:    11   13     6     9   39    68    21    8     8    17   47    16
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #24: Great Mall Pkwy and Montague Expwy

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Street Name:          Montague Expwy                    Great Mall Pkwy
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 2 May 2012 << 8:00:00 AM
Base Vol:     114  719    75   168 2330   753   276  199    41   364 1093   268
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  114  719    75   168 2330   753   276  199    41   364 1093   268
Added Vol:      0    0     0     0    0     0     0    4     0     0    6     0
Pass-by Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  114  719    75   168 2330   753   276  203    41   364 1099   268
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   114  719    75   168 2330   753   276  203    41   364 1099   268
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  114  719    75   168 2330   753   276  203    41   364 1099   268
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  114  719    75   168 2330   753   276  203    41   364 1099   268
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.83 1.00  0.92  0.83 0.99  0.95  0.83 1.00  0.92
Lanes:       2.00 4.00  1.00  2.00 4.00  1.00  2.00 2.48  0.52  2.00 2.00  1.00
Final Sat.:  3150 7600  1750  3150 7600  1750  3150 4660   939  3150 3800  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.09  0.04  0.05 0.31  0.43  0.09 0.04  0.04  0.12 0.29  0.15
Crit Moves:  ****                         ****  ****                   ****
Green/Cycle: 0.04 0.33  0.33  0.19 0.48  0.48  0.10 0.14  0.18  0.28 0.32  0.51
Volume/Cap:  0.90 0.29  0.13  0.29 0.64  0.90  0.90 0.32  0.25  0.41 0.90  0.30
Delay/Veh:  137.7 44.7  42.3  63.2 36.0  56.5 108.7 70.6  64.1  52.8 68.1  26.1
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh: 137.7 44.7  42.3  63.2 36.0  56.5 108.7 70.6  64.1  52.8 68.1  26.1
LOS by Move:    F    D     D     E   D+    E+     F    E     E    D-    E     C
HCM2k95thQ:    11   13     6     9   39    68    21    8     8    17   47    16
Note: Queue reported is the number of cars per lane.
```


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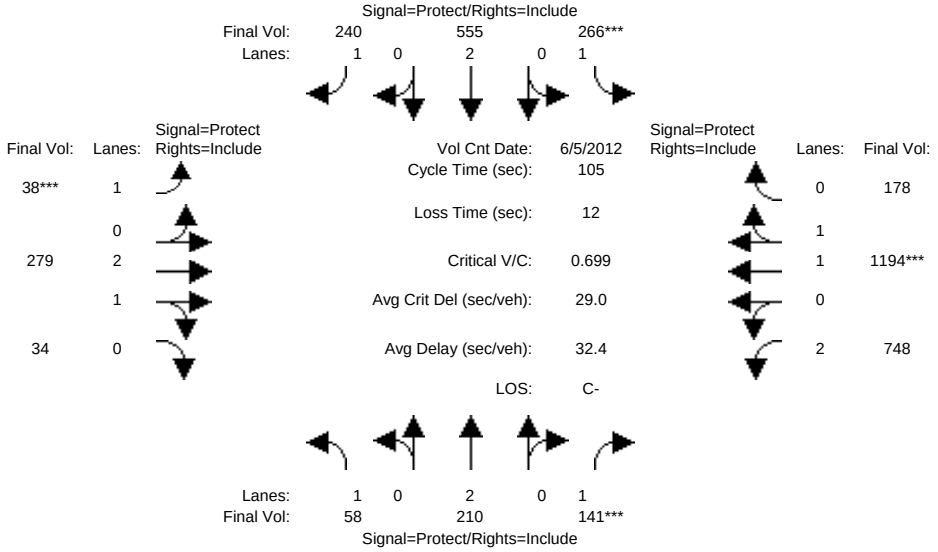
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

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

Intersection #25: Trade Zone and Capitol Ave



Street Name:	Trade Zone Blvd						Capitol Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 7:35:00 AM												
Base Vol:	58	210	141	266	555	240	38	279	34	748	1194	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	210	141	266	555	240	38	279	34	748	1194	178
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	210	141	266	555	240	38	279	34	748	1194	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	210	141	266	555	240	38	279	34	748	1194	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	210	141	266	555	240	38	279	34	748	1194	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	210	141	266	555	240	38	279	34	748	1194	178
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.65	0.35	2.00	1.72	0.28
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5034	613	3150	3271	488
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.08	0.15	0.15	0.14	0.02	0.06	0.06	0.24	0.37	0.37
Crit Moves:			****	****			****				****	
Green/Cycle:	0.10	0.11	0.11	0.21	0.22	0.22	0.07	0.16	0.16	0.40	0.50	0.50
Volume/Cap:	0.33	0.50	0.73	0.73	0.67	0.63	0.33	0.34	0.34	0.59	0.73	0.73
Delay/Veh:	45.1	44.9	58.4	46.1	39.6	40.4	48.4	39.2	39.2	25.1	22.1	22.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.1	44.9	58.4	46.1	39.6	40.4	48.4	39.2	39.2	25.1	22.1	22.1
LOS by Move:	D	D	E+	D	D	D	D	D	D	C	C+	C+
HCM2k95thQ:	4	8	12	19	17	16	3	6	6	21	32	32

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

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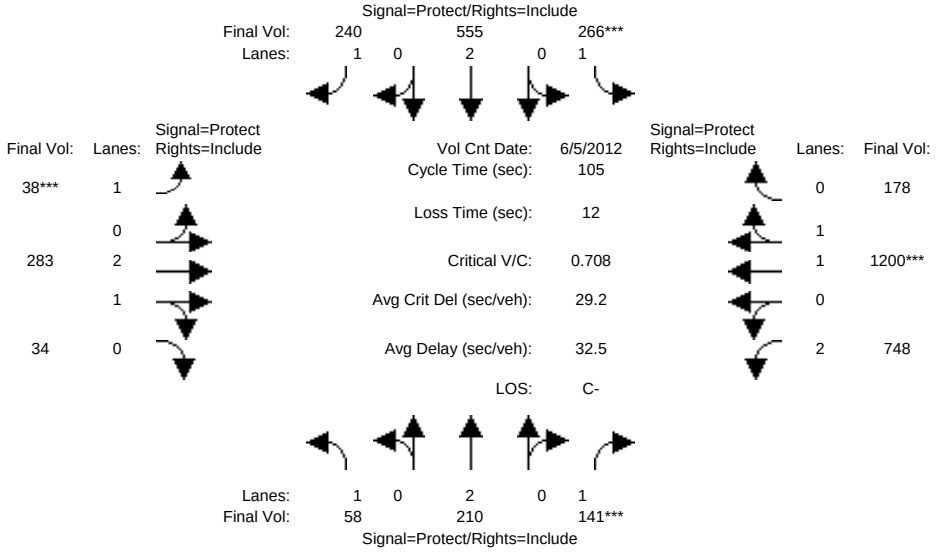
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #25: Trade Zone and Capitol Ave



Street Name:	Trade Zone Blvd						Capitol Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 7:35:00 AM												
Base Vol:	58	210	141	266	555	240	38	279	34	748	1194	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	210	141	266	555	240	38	279	34	748	1194	178
Added Vol:	0	0	0	0	0	0	0	4	0	0	6	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	210	141	266	555	240	38	283	34	748	1200	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	210	141	266	555	240	38	283	34	748	1200	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	210	141	266	555	240	38	283	34	748	1200	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	210	141	266	555	240	38	283	34	748	1200	178
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.83	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.67	0.33	2.00	1.73	0.27
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	4999	600	3150	3222	478
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.08	0.15	0.15	0.14	0.02	0.06	0.06	0.24	0.37	0.37
Crit Moves:			****	****			****				****	
Green/Cycle:	0.10	0.11	0.11	0.21	0.22	0.22	0.07	0.16	0.16	0.41	0.50	0.50
Volume/Cap:	0.34	0.51	0.74	0.74	0.68	0.63	0.33	0.35	0.35	0.58	0.74	0.74
Delay/Veh:	45.3	45.1	59.5	46.9	40.0	40.9	48.4	39.2	39.2	24.9	22.2	22.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.3	45.1	59.5	46.9	40.0	40.9	48.4	39.2	39.2	24.9	22.2	22.2
LOS by Move:	D	D	E+	D	D	D	D	D	D	C	C+	C+
HCM2k95thQ:	4	8	12	19	17	16	3	6	6	21	32	32

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

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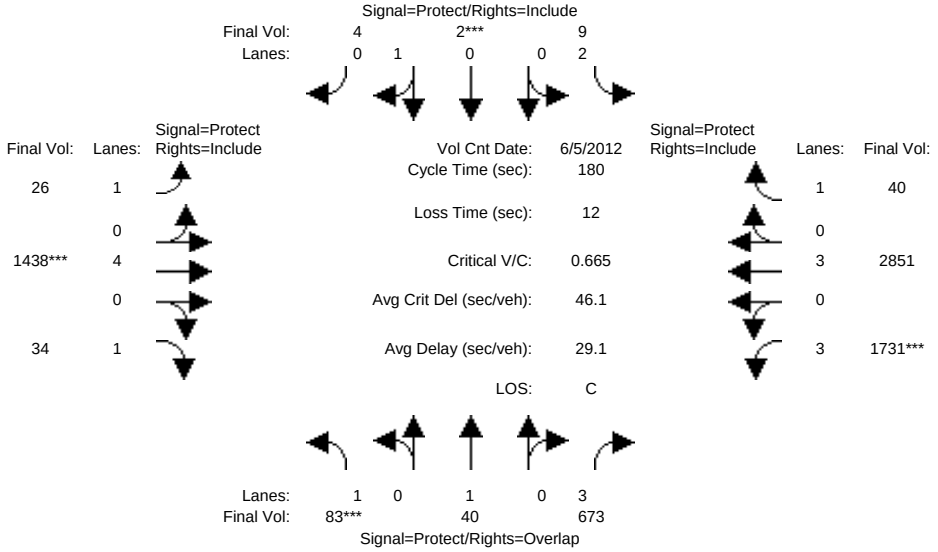
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

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

Intersection #26: Montague Expwy and Trimble Rd



Street Name:	Trimble Rd						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 7:55:00 AM												
Base Vol:	83	40	673	9	2	4	26	1438	34	1731	3168	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	40	673	9	2	4	26	1438	34	1731	3168	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	40	673	9	2	4	26	1438	34	1731	3168	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	40	673	9	2	4	26	1438	34	1731	2851	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	40	673	9	2	4	26	1438	34	1731	2851	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	40	673	9	2	4	26	1438	34	1731	2851	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.80	0.83	1.00	0.92	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	3.00	2.00	0.32	0.68	1.00	4.00	1.00	3.00	3.00	1.00
Final Sat.:	1750	1900	4551	3150	599	1198	1750	7600	1750	4551	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.02	0.15	0.00	0.00	0.00	0.01	0.19	0.02	0.38	0.50	0.02
Crit Moves:	****				****			****		****		
Green/Cycle:	0.07	0.07	0.61	0.05	0.06	0.06	0.06	0.27	0.27	0.54	0.75	0.75
Volume/Cap:	0.70	0.29	0.24	0.06	0.06	0.06	0.25	0.70	0.07	0.70	0.67	0.03
Delay/Veh:	99.5	80.3	15.8	81.5	80.8	80.8	82.3	60.4	49.1	31.5	11.5	5.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.5	80.3	15.8	81.5	80.8	80.8	82.3	60.4	49.1	31.5	11.5	5.7
LOS by Move:	F	F	B	F	F	F	F	E	D	C	B+	A
HCM2k95thQ:	12	5	13	1	1	1	3	31	3	44	40	1

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

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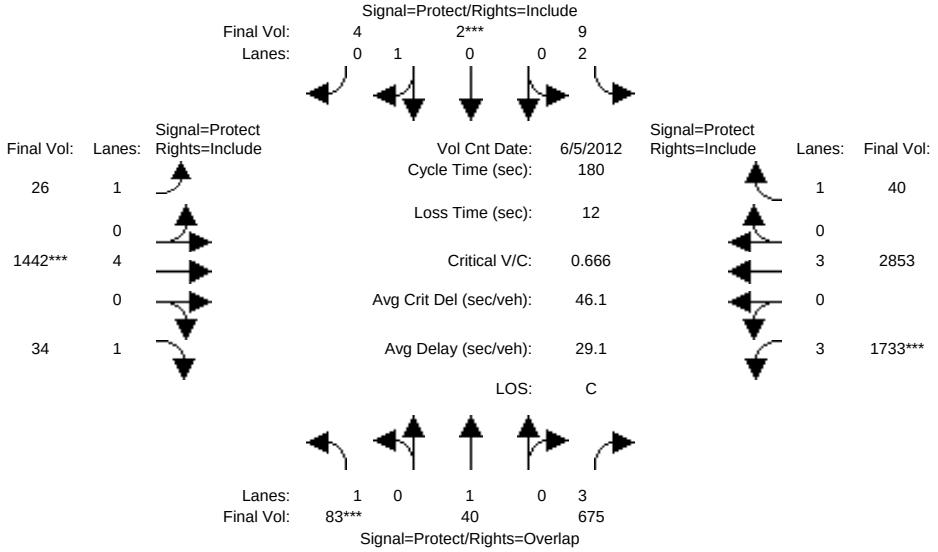
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #26: Montague Expwy and Trimble Rd



Street Name:	Trimble Rd						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 7:55:00 AM												
Base Vol:	83	40	673	9	2	4	26	1438	34	1731	3168	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	40	673	9	2	4	26	1438	34	1731	3168	40
Added Vol:	0	0	2	0	0	0	0	4	0	2	2	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	40	675	9	2	4	26	1442	34	1733	3170	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	40	675	9	2	4	26	1442	34	1733	2853	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	40	675	9	2	4	26	1442	34	1733	2853	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	40	675	9	2	4	26	1442	34	1733	2853	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.80	0.83	0.95	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	3.00	2.00	0.33	0.67	1.00	4.00	1.00	3.00	3.00	1.00
Final Sat.:	1750	1900	4551	3150	600	1200	1750	7600	1750	4551	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.02	0.15	0.00	0.00	0.00	0.01	0.19	0.02	0.38	0.50	0.02
Crit Moves:	****				****			****		****		
Green/Cycle:	0.07	0.07	0.61	0.05	0.06	0.06	0.06	0.27	0.27	0.54	0.75	0.75
Volume/Cap:	0.70	0.29	0.24	0.06	0.06	0.06	0.25	0.70	0.07	0.70	0.67	0.03
Delay/Veh:	99.7	80.3	15.9	81.5	80.8	80.8	82.3	60.4	49.0	31.6	11.5	5.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.7	80.3	15.9	81.5	80.8	80.8	82.3	60.4	49.0	31.6	11.5	5.7
LOS by Move:	F	F	B	F	F	F	F	E	D	C	B+	A
HCM2k95thQ:	12	5	13	1	1	1	3	32	3	44	40	1

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

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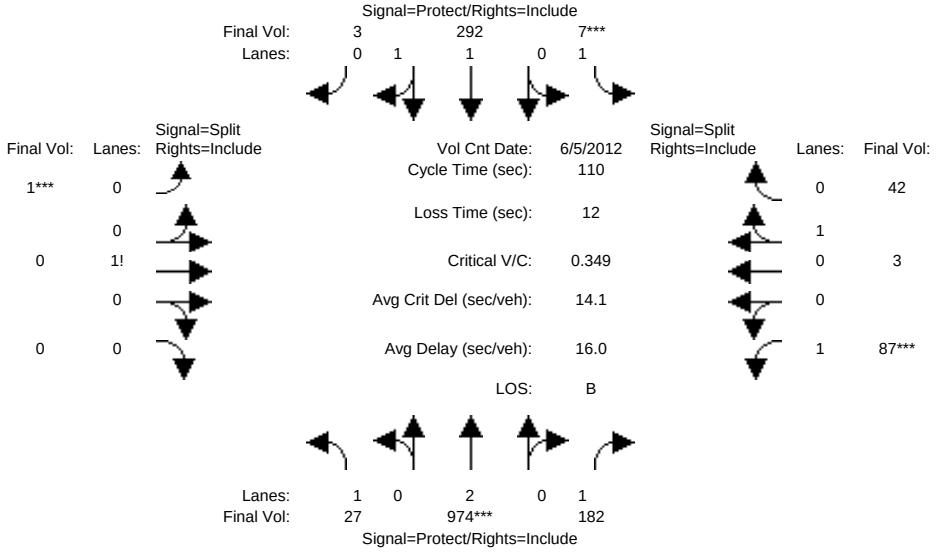
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

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

Intersection #27: McCarthy Blvd and Barber Ln



Street Name:	McCarthy Blvd						Barber Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	27	974	182	7	292	3	1	0	0	87	3	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	974	182	7	292	3	1	0	0	87	3	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	974	182	7	292	3	1	0	0	87	3	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	974	182	7	292	3	1	0	0	87	3	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	974	182	7	292	3	1	0	0	87	3	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	974	182	7	292	3	1	0	0	87	3	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.98	0.02	1.00	0.00	0.00	1.00	0.06	0.94
Final Sat.:	1750	3800	1750	1750	3758	39	1750	0	0	1750	117	1642
Capacity Analysis Module:												
Vol/Sat:	0.02	0.26	0.10	0.00	0.08	0.08	0.00	0.00	0.00	0.05	0.03	0.03
Crit Moves:		****		****			****			****		
Green/Cycle:	0.28	0.62	0.62	0.06	0.40	0.40	0.09	0.00	0.00	0.12	0.12	0.12
Volume/Cap:	0.06	0.42	0.17	0.06	0.19	0.19	0.01	0.00	0.00	0.42	0.21	0.21
Delay/Veh:	29.0	11.0	9.1	48.7	21.5	21.5	45.5	0.0	0.0	46.2	44.3	44.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.0	11.0	9.1	48.7	21.5	21.5	45.5	0.0	0.0	46.2	44.3	44.3
LOS by Move:	C	B+	A	D	C+	C+	D	A	A	D	D	D
HCM2k95thQ:	1	15	5	0	6	6	0	0	0	7	3	3

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

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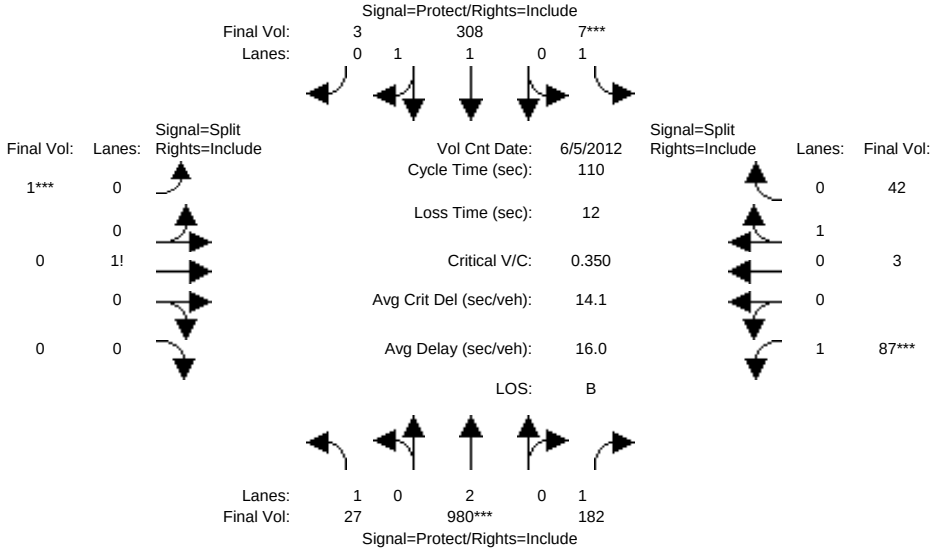
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #27: McCarthy Blvd and Barber Ln



Street Name:	McCarthy Blvd						Barber Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	27	974	182	7	292	3	1	0	0	87	3	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	974	182	7	292	3	1	0	0	87	3	42
Added Vol:	0	6	0	0	15	0	0	0	0	0	0	0
Pass-by Div:	0	0	0	0	1	0	0	0	0	0	0	0
Initial Fut:	27	980	182	7	308	3	1	0	0	87	3	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	980	182	7	308	3	1	0	0	87	3	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	980	182	7	308	3	1	0	0	87	3	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	980	182	7	308	3	1	0	0	87	3	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.98	0.02	1.00	0.00	0.00	1.00	0.07	0.93
Final Sat.:	1750	3800	1750	1750	3664	36	1750	0	0	1750	120	1680
Capacity Analysis Module:												
Vol/Sat:	0.02	0.26	0.10	0.00	0.08	0.08	0.00	0.00	0.00	0.05	0.03	0.03
Crit Moves:		****		****			****			****		
Green/Cycle:	0.28	0.62	0.62	0.06	0.40	0.40	0.09	0.00	0.00	0.12	0.12	0.12
Volume/Cap:	0.06	0.42	0.17	0.06	0.21	0.21	0.01	0.00	0.00	0.42	0.21	0.21
Delay/Veh:	29.0	11.0	9.1	48.7	21.6	21.6	45.5	0.0	0.0	46.3	44.3	44.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.0	11.0	9.1	48.7	21.6	21.6	45.5	0.0	0.0	46.3	44.3	44.3
LOS by Move:	C	B+	A	D	C+	C+	D	A	A	D	D	D
HCM2k95thQ:	1	15	5	0	7	7	0	0	0	7	3	3

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

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Pacific Mall - Silicon Valley
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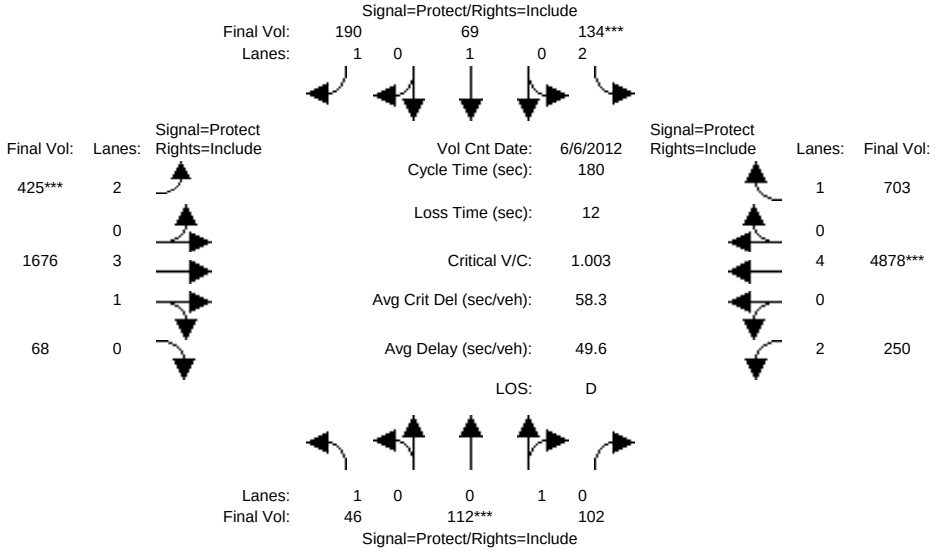
Cumulative plus Project - AM Peak Hour

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

Intersection #28: McCarthy Blvd and Montague Expwy



Street Name:	McCarthy Blvd						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Jun 2012 << 7:50:00 AM												
Base Vol:	46	112	102	134	69	190	425	1676	68	250	4878	703
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	112	102	134	69	190	425	1676	68	250	4878	703
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	112	102	134	69	190	425	1676	68	250	4878	703
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	112	102	134	69	190	425	1676	68	250	4878	703
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	112	102	134	69	190	425	1676	68	250	4878	703
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	112	102	134	69	190	425	1676	68	250	4878	703
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.50	0.50	2.00	1.00	1.00	2.00	3.83	0.17	2.00	4.00	1.00
Final Sat.:	1750	955	870	3150	1900	1750	3150	7279	295	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.04	0.04	0.11	0.13	0.23	0.23	0.08	0.64	0.40
Crit Moves:		****		****			****				****	
Green/Cycle:	0.04	0.12	0.12	0.04	0.12	0.12	0.13	0.58	0.58	0.20	0.64	0.64
Volume/Cap:	0.63	1.00	1.00	1.00	0.31	0.93	1.00	0.40	0.40	0.40	1.00	0.63
Delay/Veh:	100.6	142	142.0	165.0	73.6	121.2	122.5	21.1	21.1	63.2	46.2	20.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	100.6	142	142.0	165.0	73.6	121.2	122.5	21.1	21.1	63.2	46.2	20.7
LOS by Move:	F	F	F	F	E	F	F	C+	C+	E	D	C+
HCM2k95thQ:	7	29	29	11	7	23	28	23	23	14	111	41

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

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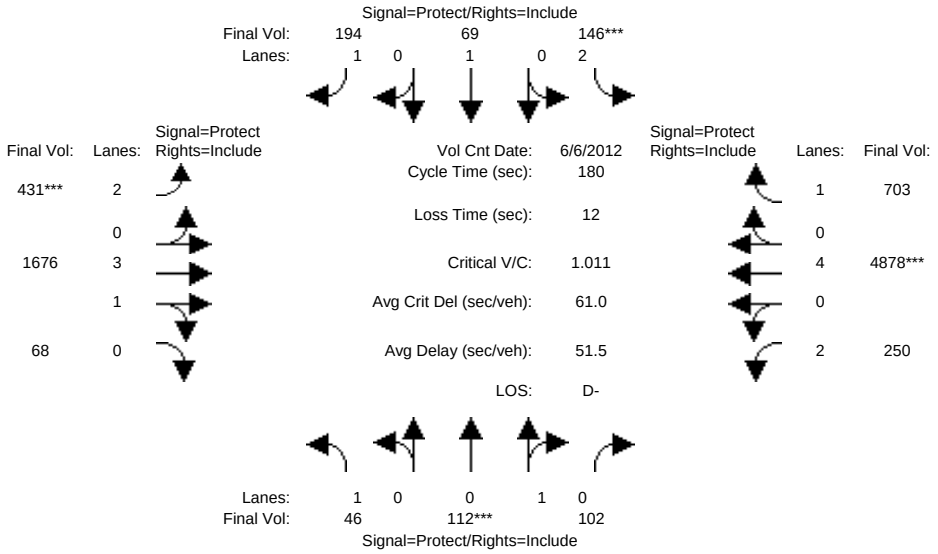
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #28: McCarthy Blvd and Montague Expwy



Street Name:	McCarthy Blvd						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Jun 2012 << 7:50:00 AM												
Base Vol:	46	112	102	134	69	190	425	1676	68	250	4878	703
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	112	102	134	69	190	425	1676	68	250	4878	703
Added Vol:	0	0	0	11	0	4	6	0	0	0	0	0
Pass-by Div:	0	0	0	1	0	0	0	0	0	0	0	0
Initial Fut:	46	112	102	146	69	194	431	1676	68	250	4878	703
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	112	102	146	69	194	431	1676	68	250	4878	703
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	112	102	146	69	194	431	1676	68	250	4878	703
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	112	102	146	69	194	431	1676	68	250	4878	703
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.52	0.48	2.00	1.00	1.00	2.00	3.84	0.16	2.00	4.00	1.00
Final Sat.:	1750	942	858	3150	1900	1750	3150	7207	292	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.05	0.04	0.11	0.14	0.23	0.23	0.08	0.64	0.40
Crit Moves:		****		****			****				****	
Green/Cycle:	0.04	0.12	0.12	0.05	0.12	0.12	0.14	0.57	0.57	0.20	0.63	0.63
Volume/Cap:	0.62	1.01	1.01	1.01	0.30	0.92	1.01	0.41	0.41	0.41	1.01	0.63
Delay/Veh:	99.7	144	144.2	163.8	72.9	117.7	124.3	21.3	21.3	63.6	48.7	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.7	144	144.2	163.8	72.9	117.7	124.3	21.3	21.3	63.6	48.7	21.3
LOS by Move:	F	F	F	F	E	F	F	C+	C+	E	D	C+
HCM2k95thQ:	7	29	29	12	7	23	28	23	23	14	112	41

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

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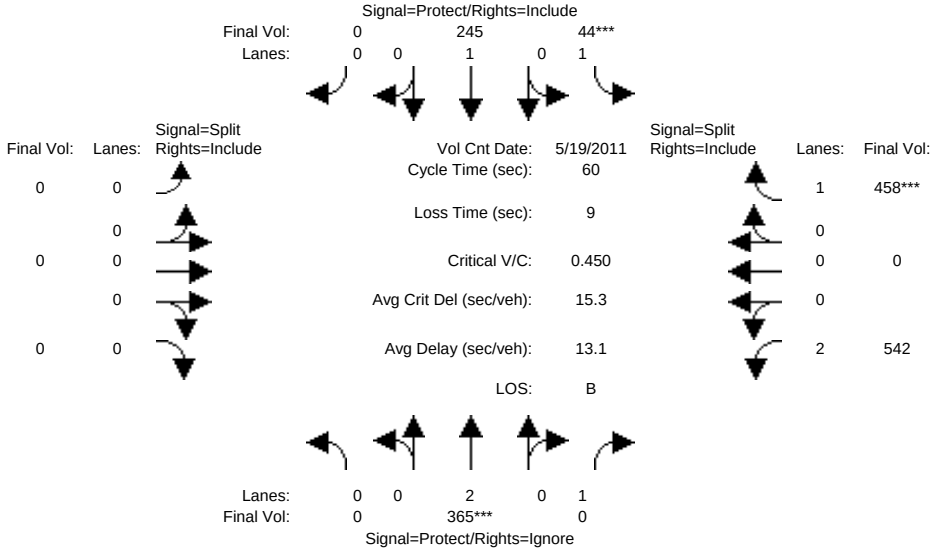
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

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

Intersection #29: Zanker Rd and SR-237 WB Ramps

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Street Name:            Zanker Rd                       SR-237 WB Ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     0    0     0    10   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 May 2011 << 8:00:00 AM
Base Vol:       0  365   660    44  245     0     0    0     0   542    0   458
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  365   660    44  245     0     0    0     0   542    0   458
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  365   660    44  245     0     0    0     0   542    0   458
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  365     0    44  245     0     0    0     0   542    0   458
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  365     0    44  245     0     0    0     0   542    0   458
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0  365     0    44  245     0     0    0     0   542    0   458
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.83 1.00  0.92
Lanes:       0.00 2.00  1.00  1.00 1.00  0.00  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     0 3800  1750  1750 1900     0     0    0     0  3150    0  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.10  0.00  0.03 0.13  0.00  0.00 0.00  0.00  0.17 0.00  0.26
Crit Moves:        ****        ****                                       ****
Green/Cycle: 0.00 0.20  0.00  0.12 0.31  0.00  0.00 0.00  0.00  0.54 0.00  0.54
Volume/Cap:  0.00 0.49  0.00  0.22 0.41  0.00  0.00 0.00  0.00  0.32 0.00  0.49
Delay/Veh:    0.0 21.9   0.0  24.5 16.7   0.0   0.0  0.0   0.0   7.9  0.0   9.1
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0 21.9   0.0  24.5 16.7   0.0   0.0  0.0   0.0   7.9  0.0   9.1
LOS by Move:    A   C+     A     C    B     A     A    A     A     A    A     A
HCM2k95thQ:     0    6     0     2    8     0     0    0     0     7    0    12
Note: Queue reported is the number of cars per lane.
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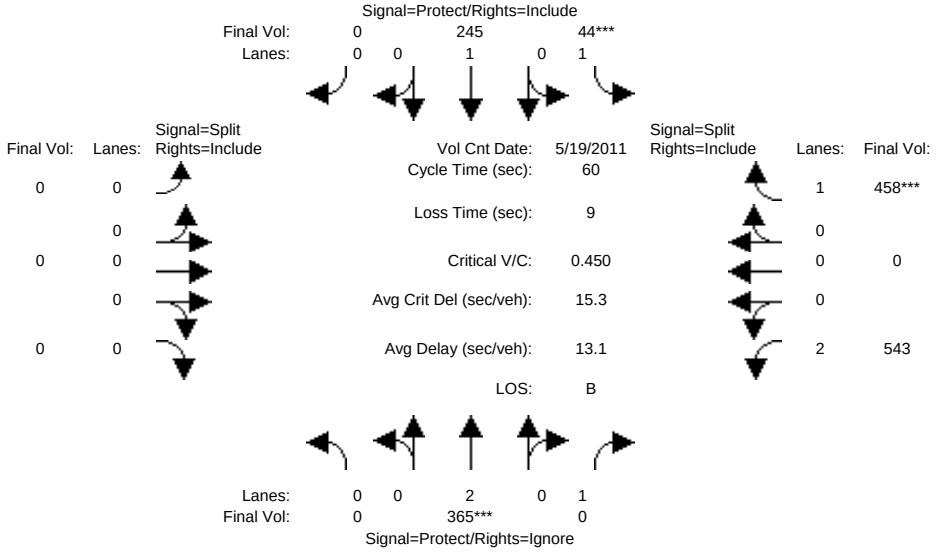
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #29: Zanker Rd and SR-237 WB Ramps



Street Name:	Zanker Rd						SR-237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2011 << 8:00:00 AM												
Base Vol:	0	365	660	44	245	0	0	0	0	542	0	458
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	365	660	44	245	0	0	0	0	542	0	458
Added Vol:	0	0	0	0	0	0	0	0	0	1	0	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	365	660	44	245	0	0	0	0	543	0	458
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	365	0	44	245	0	0	0	0	543	0	458
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	365	0	44	245	0	0	0	0	543	0	458
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	365	0	44	245	0	0	0	0	543	0	458
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	1900	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.00	0.03	0.13	0.00	0.00	0.00	0.00	0.17	0.00	0.26
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.20	0.00	0.12	0.31	0.00	0.00	0.00	0.00	0.54	0.00	0.54
Volume/Cap:	0.00	0.49	0.00	0.22	0.41	0.00	0.00	0.00	0.00	0.32	0.00	0.49
Delay/Veh:	0.0	21.9	0.0	24.5	16.7	0.0	0.0	0.0	0.0	7.9	0.0	9.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.9	0.0	24.5	16.7	0.0	0.0	0.0	0.0	7.9	0.0	9.1
LOS by Move:	A	C+	A	C	B	A	A	A	A	A	A	A
HCM2k95thQ:	0	6	0	2	8	0	0	0	0	7	0	12

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

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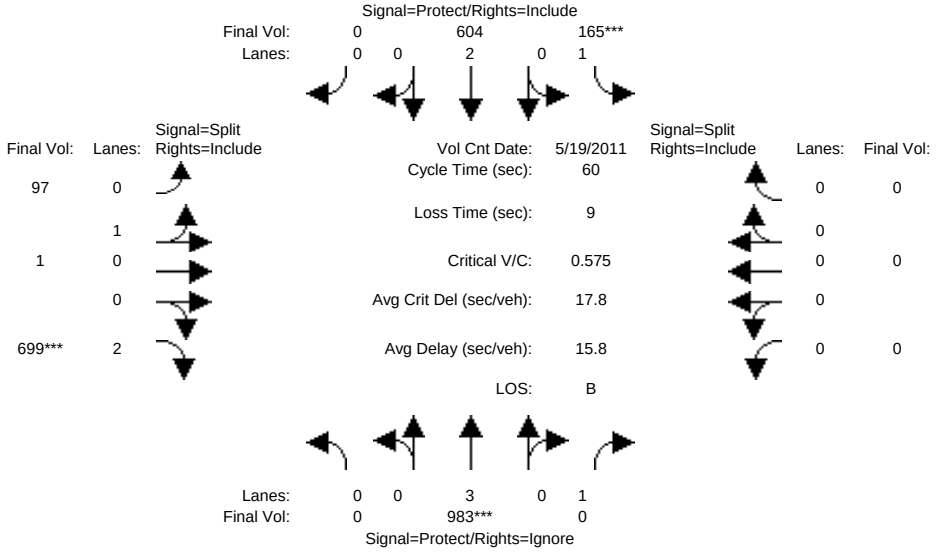
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

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

Intersection #30: Zanker Rd and SR-237 EB Ramps



Street Name:	Zanker Rd						SR-237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2011 << 8:00:00 AM												
Base Vol:	0	983	396	165	604	0	97	1	699	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	983	396	165	604	0	97	1	699	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	983	396	165	604	0	97	1	699	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	983	0	165	604	0	97	1	699	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	983	0	165	604	0	97	1	699	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	983	0	165	604	0	97	1	699	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	0.99	0.01	2.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	1750	3800	0	1734	18	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.00	0.09	0.16	0.00	0.06	0.06	0.22	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.30	0.00	0.16	0.46	0.00	0.39	0.39	0.39	0.00	0.00	0.00
Volume/Cap:	0.00	0.57	0.00	0.57	0.34	0.00	0.14	0.14	0.57	0.00	0.00	0.00
Delay/Veh:	0.0	18.2	0.0	26.0	10.4	0.0	12.1	12.1	15.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.2	0.0	26.0	10.4	0.0	12.1	12.1	15.2	0.0	0.0	0.0
LOS by Move:	A	B-	A	C	B+	A	B	B	B	A	A	A
HCM2k95thQ:	0	10	0	6	7	0	3	3	13	0	0	0

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

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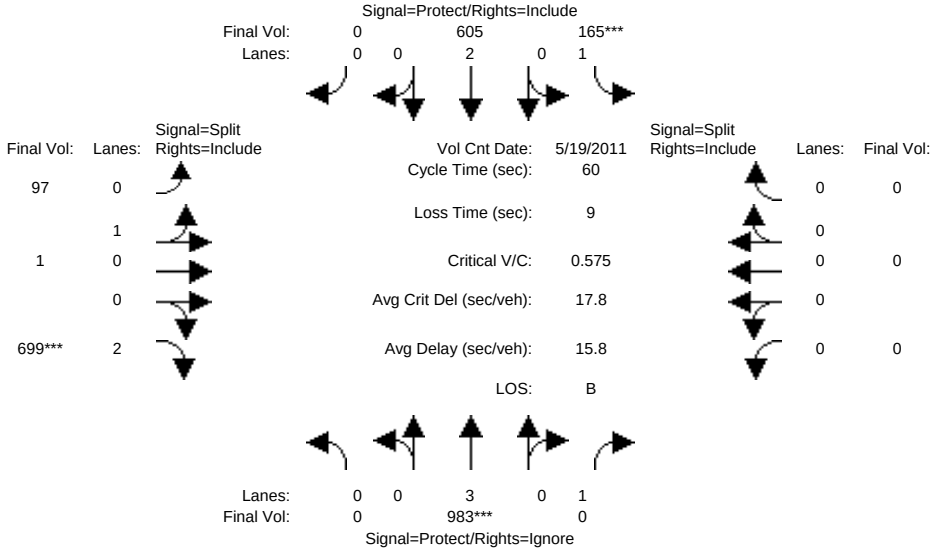
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #30: Zanker Rd and SR-237 EB Ramps



Street Name:	Zanker Rd						SR-237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2011 << 8:00:00 AM												
Base Vol:	0	983	396	165	604	0	97	1	699	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	983	396	165	604	0	97	1	699	0	0	0
Added Vol:	0	0	2	0	1	0	0	0	0	0	0	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	983	398	165	605	0	97	1	699	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	983	0	165	605	0	97	1	699	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	983	0	165	605	0	97	1	699	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	983	0	165	605	0	97	1	699	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.83	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	0.99	0.01	2.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	1750	3800	0	1782	18	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.00	0.09	0.16	0.00	0.05	0.05	0.22	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.30	0.00	0.16	0.46	0.00	0.39	0.39	0.39	0.00	0.00	0.00
Volume/Cap:	0.00	0.57	0.00	0.57	0.34	0.00	0.14	0.14	0.57	0.00	0.00	0.00
Delay/Veh:	0.0	18.2	0.0	26.0	10.4	0.0	12.1	12.1	15.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.2	0.0	26.0	10.4	0.0	12.1	12.1	15.2	0.0	0.0	0.0
LOS by Move:	A	B-	A	C	B+	A	B	B	B	A	A	A
HCM2k95thQ:	0	10	0	6	7	0	3	3	13	0	0	0

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

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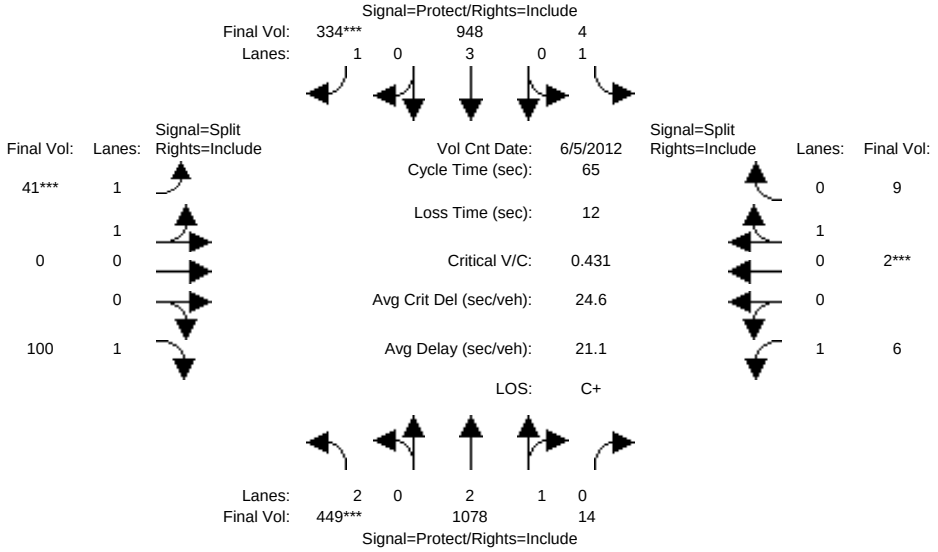
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

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

Intersection #31: Holger Way and Zanker Rd



Street Name:	Zanker Rd						Holger Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 7:55:00 AM												
Base Vol:	449	1078	14	4	948	334	41	0	100	6	2	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	449	1078	14	4	948	334	41	0	100	6	2	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	449	1078	14	4	948	334	41	0	100	6	2	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	449	1078	14	4	948	334	41	0	100	6	2	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	449	1078	14	4	948	334	41	0	100	6	2	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	449	1078	14	4	948	334	41	0	100	6	2	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.96	0.04	1.00	3.00	1.00	2.00	0.00	1.00	1.00	0.17	0.83
Final Sat.:	3150	5621	73	1750	5700	1750	3500	0	1750	1750	323	1453
Capacity Analysis Module:												
Vol/Sat:	0.14	0.19	0.19	0.00	0.17	0.19	0.01	0.00	0.06	0.00	0.01	0.01
Crit Moves:	****					****	****				****	
Green/Cycle:	0.22	0.33	0.33	0.18	0.29	0.29	0.15	0.00	0.15	0.15	0.15	0.15
Volume/Cap:	0.66	0.59	0.59	0.01	0.57	0.66	0.08	0.00	0.37	0.02	0.04	0.04
Delay/Veh:	25.6	18.8	18.8	21.8	20.1	23.3	23.6	0.0	25.5	23.4	23.5	23.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.6	18.8	18.8	21.8	20.1	23.3	23.6	0.0	25.5	23.4	23.5	23.5
LOS by Move:	C	B-	B-	C+	C+	C	C	A	C	C	C	C
HCM2k95thQ:	12	13	13	0	10	12	1	0	5	0	0	0

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

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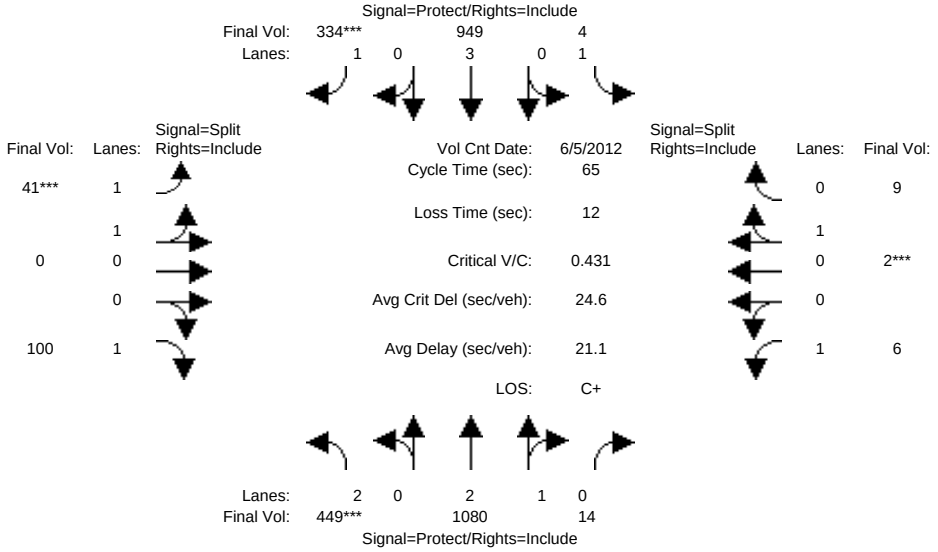
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #31: Holger Way and Zanker Rd



Street Name:	Zanker Rd						Holger Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 5 Jun 2012 << 7:55:00 AM

Base Vol:	449	1078	14	4	948	334	41	0	100	6	2	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	449	1078	14	4	948	334	41	0	100	6	2	9
Added Vol:	0	2	0	0	1	0	0	0	0	0	0	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	449	1080	14	4	949	334	41	0	100	6	2	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	449	1080	14	4	949	334	41	0	100	6	2	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	449	1080	14	4	949	334	41	0	100	6	2	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	449	1080	14	4	949	334	41	0	100	6	2	9

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.93	1.00	0.92	0.92	0.95	0.95
Lanes:	2.00	2.96	0.04	1.00	3.00	1.00	2.00	0.00	1.00	1.00	0.18	0.82
Final Sat.:	3150	5528	72	1750	5700	1750	3550	0	1750	1750	327	1473

Capacity Analysis Module:

Vol/Sat:	0.14	0.20	0.20	0.00	0.17	0.19	0.01	0.00	0.06	0.00	0.01	0.01
Crit Moves:	****					****	****				****	
Green/Cycle:	0.22	0.33	0.33	0.18	0.29	0.29	0.15	0.00	0.15	0.15	0.15	0.15
Volume/Cap:	0.66	0.60	0.60	0.01	0.57	0.66	0.08	0.00	0.37	0.02	0.04	0.04
Delay/Veh:	25.6	18.8	18.8	21.9	20.1	23.3	23.6	0.0	25.5	23.4	23.5	23.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.6	18.8	18.8	21.9	20.1	23.3	23.6	0.0	25.5	23.4	23.5	23.5
LOS by Move:	C	B-	B-	C+	C+	C	C	A	C	C	C	C
HCM2k95thQ:	12	13	13	0	10	12	1	0	5	0	0	0

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

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Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

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

Intersection		Cumulative PM				C+P PM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#1	McCarthy Blvd and Dixon Landing Rd	F	152.7	1.042	153.6	F	157.4	1.061	+ 0.018	158.3	+ 4.7
#2	I-880 SB Ramps and Dixon Landing Dr	A	8.0	0.624	8.2	A	8.1	0.629	+ 0.005	8.4	+ 0.1
#3	Dixon Landing Rd and California Cir	C	27.9	0.764	56.0	C	29.6	0.778	+ 0.014	61.0	+ 5.0
#4	California Cir and I-880 NB Ramps	C	27.7	0.832	36.0	C	27.4	0.829	- 0.002	35.2	- 0.8
#5	Dixon Landing Rd and Warm Springs Rd	F	97.7	1.204	156.4	F	99.2	1.210	+ 0.006	159.1	+ 2.7
#6	McCarthy Blvd and Ranch Drive (North)	C	26.6	0.664	27.3	C	27.6	0.694	+ 0.030	29.3	+ 1.9
#7	Ranch Drive and Project Entrance	B+	11.9	0.296	10.7	B	16.9	0.625	+ 0.328	18.1	+ 7.5
#8	McCarthy Blvd and Ranch Dr (South)	F	83.2	1.100	126.3	F	105.9	1.187	+ 0.088	167.3	+ 41.0
#9	McCarthy Blvd and SR-237 WB Ramps	E-	78.2	1.336	175.2	F	109.7	1.468	+ 0.132	233.9	+ 58.6
#10	McCarthy Blvd and SR-237 EB Ramps	C	23.9	0.938	33.9	C	27.6	0.961	+ 0.023	37.7	+ 3.8
#11	I-880 SB Ramps and SR-237	B	17.3	0.784	17.2	B	18.0	0.809	+ 0.026	18.6	+ 1.3
#12	I-880 NB Ramps and SR-237	C+	20.2	0.819	24.7	B-	19.3	0.813	- 0.006	23.8	- 0.9
#13	Abel Street and SR-237	D-	52.0	0.954	54.5	D-	53.1	0.966	+ 0.012	56.3	+ 1.8
#14	Milpitas Blvd and SR-237	D	42.9	0.829	43.3	D	43.4	0.843	+ 0.013	43.9	+ 0.6
#15	Hillview Drive and SR-237	D	43.3	0.894	47.9	D	43.9	0.912	+ 0.018	49.3	+ 1.4
#16	McCarthy Blvd and Bellew Dr	F	86.6	1.114	108.2	F	95.2	1.127	+ 0.013	112.9	+ 4.7
#17	McCarthy Blvd and Alder Dr	F	84.2	1.093	108.0	F	93.2	1.132	+ 0.039	123.7	+ 15.7
#18	McCarthy Blvd and Tasman Dr	D+	37.9	0.737	41.7	D+	38.6	0.761	+ 0.024	42.5	+ 0.8
#19	Tasman Dr and Alder Dr	F	92.6	1.105	105.8	F	96.9	1.120	+ 0.015	111.3	+ 5.5
#20	I-880 SB Ramps and Tasman Dr	C+	22.8	0.919	45.4	C+	22.9	0.925	+ 0.007	46.3	+ 0.9
#21	Great Mall Pkwy and Thompson St	C-	32.5	0.830	33.9	C-	32.7	0.834	+ 0.005	34.3	+ 0.3
#22	Abel St and Great Mall Pkwy	C	31.3	0.692	27.7	C	31.3	0.696	+ 0.004	27.7	+ 0.0
#23	Main St and Great Mall Pkwy	C-	32.1	0.604	28.8	C-	32.1	0.612	+ 0.008	28.8	- 0.1
#24	Great Mall Pkwy and Montague Expwy	E+	57.9	0.838	65.5	E+	58.1	0.838	+ 0.000	65.5	+ 0.0
#25	Trade Zone and Capitol Ave	E	68.4	0.957	76.2	E	69.4	0.964	+ 0.007	77.6	+ 1.4
#26	Montague Expwy and Trimble Rd	E	67.5	1.027	83.5	E	68.1	1.029	+ 0.003	84.3	+ 0.9

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Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

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

Intersection		Cumulative PM				C+P PM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#27	McCarthy Blvd and Barber Ln	D	44.7	0.736	52.2	D-	53.7	0.765	+ 0.030	63.8	+ 11.7
#28	McCarthy Blvd and Montague Expwy	F	113.1	1.177	146.2	F	117.9	1.191	+ 0.015	153.0	+ 6.8
#29	Zanker Rd and SR-237 WB Ramps	B	17.8	0.764	18.1	B	17.9	0.767	+ 0.003	18.2	+ 0.1
#30	Zanker Rd and SR-237 EB Ramps	B	14.6	0.598	20.7	B	14.6	0.597	- 0.000	20.7	- 0.0
#31	Holger Way and Zanker Rd	C	25.0	0.515	25.1	C	25.0	0.521	+ 0.006	25.2	+ 0.1

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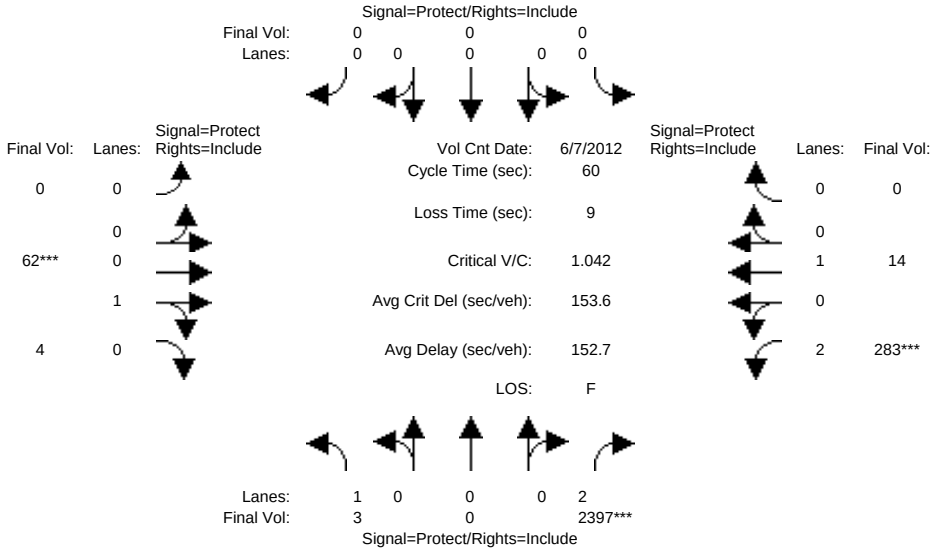
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

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

Intersection #1: McCarthy Blvd and Dixon Landing Rd



Street Name:	McCarthy Blvd						Dixon Landing Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	3	0	2397	0	0	0	0	62	4	283	14	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	0	2397	0	0	0	0	62	4	283	14	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	0	2397	0	0	0	0	62	4	283	14	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	0	2397	0	0	0	0	62	4	283	14	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	2397	0	0	0	0	62	4	283	14	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	0	2397	0	0	0	0	62	4	283	14	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	0.93	0.07	2.00	1.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	1776	115	3150	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.76	0.00	0.00	0.00	0.00	0.03	0.03	0.09	0.01	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.57	0.00	0.57	0.00	0.00	0.00	0.00	0.17	0.17	0.12	0.28	0.00
Volume/Cap:	0.00	0.00	1.34	0.00	0.00	0.00	0.00	0.21	0.21	0.77	0.03	0.00
Delay/Veh:	5.6	0.0	171.1	0.0	0.0	0.0	0.0	21.9	21.9	35.3	15.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.6	0.0	171.1	0.0	0.0	0.0	0.0	21.9	21.9	35.3	15.5	0.0
LOS by Move:	A	A	F	A	A	A	A	C+	C+	D+	B	A
HCM2k95thQ:	0	0	108	0	0	0	0	3	3	7	0	0

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

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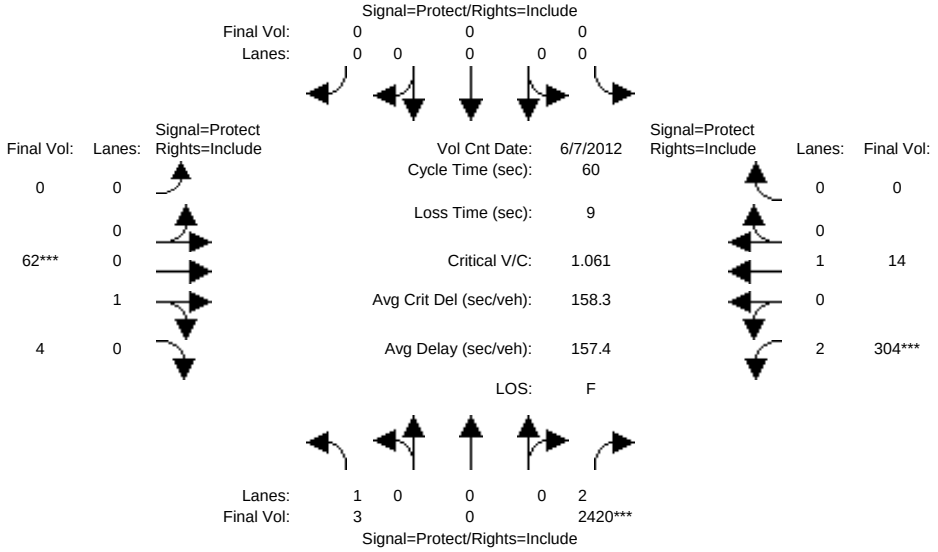
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #1: McCarthy Blvd and Dixon Landing Rd



Street Name:	McCarthy Blvd						Dixon Landing Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	3	0	2397	0	0	0	0	62	4	283	14	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	0	2397	0	0	0	0	62	4	283	14	0
Added Vol:	0	0	18	0	0	0	0	0	0	18	0	0
Pass-by Div:	0	0	5	0	0	0	0	0	0	3	0	0
Initial Fut:	3	0	2420	0	0	0	0	62	4	304	14	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	0	2420	0	0	0	0	62	4	304	14	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	2420	0	0	0	0	62	4	304	14	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	0	2420	0	0	0	0	62	4	304	14	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	0.94	0.06	2.00	1.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	1691	109	3150	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.77	0.00	0.00	0.00	0.00	0.04	0.04	0.10	0.01	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.57	0.00	0.57	0.00	0.00	0.00	0.00	0.17	0.17	0.12	0.28	0.00
Volume/Cap:	0.00	0.00	1.36	0.00	0.00	0.00	0.00	0.22	0.22	0.83	0.03	0.00
Delay/Veh:	5.6	0.0	176.8	0.0	0.0	0.0	0.0	22.0	22.0	40.2	15.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.6	0.0	176.8	0.0	0.0	0.0	0.0	22.0	22.0	40.2	15.5	0.0
LOS by Move:	A	A	F	A	A	A	A	C+	C+	D	B	A
HCM2k95thQ:	0	0	111	0	0	0	0	3	3	8	0	0

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

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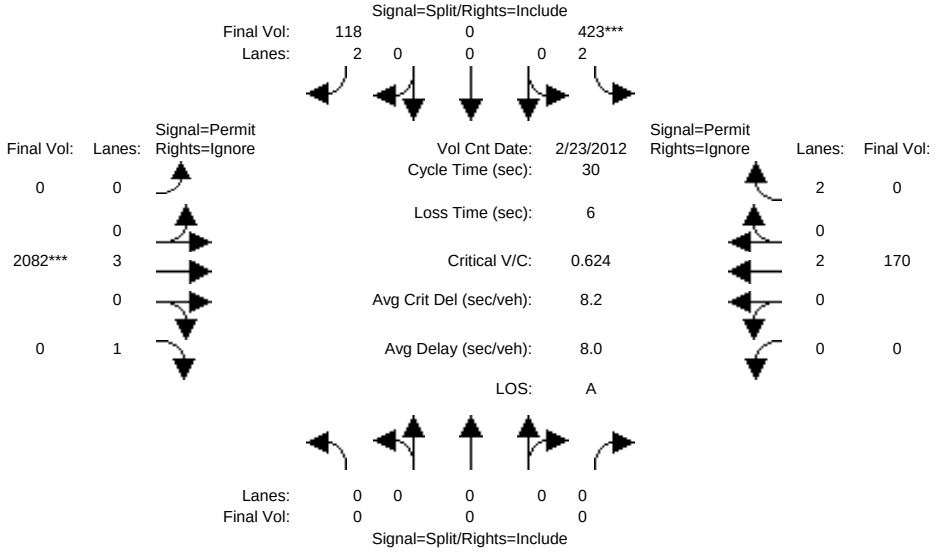
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

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

Intersection #2: I-880 SB Ramps and Dixon Landing Dr



Street Name:	I-880 SB Ramps						Dixon Landing Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Feb 2012 << 8:00:00 AM												
Base Vol:	0	0	0	423	0	118	0	2082	326	0	170	556
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	423	0	118	0	2082	326	0	170	556
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	423	0	118	0	2082	326	0	170	556
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	423	0	118	0	2082	0	0	170	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	423	0	118	0	2082	0	0	170	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	423	0	118	0	2082	0	0	170	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	2.00	2.00
Final Sat.:	0	0	0	3150	0	3150	0	5700	1750	0	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.04	0.00	0.37	0.00	0.00	0.04	0.00
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.00	0.33	0.00	0.33	0.00	0.47	0.00	0.00	0.47	0.00
Volume/Cap:	0.00	0.00	0.00	0.40	0.00	0.11	0.00	0.78	0.00	0.00	0.10	0.00
Delay/Veh:	0.0	0.0	0.0	8.0	0.0	7.0	0.0	8.3	0.0	0.0	4.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	8.0	0.0	7.0	0.0	8.3	0.0	0.0	4.5	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	5	0	1	0	12	0	0	1	0

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

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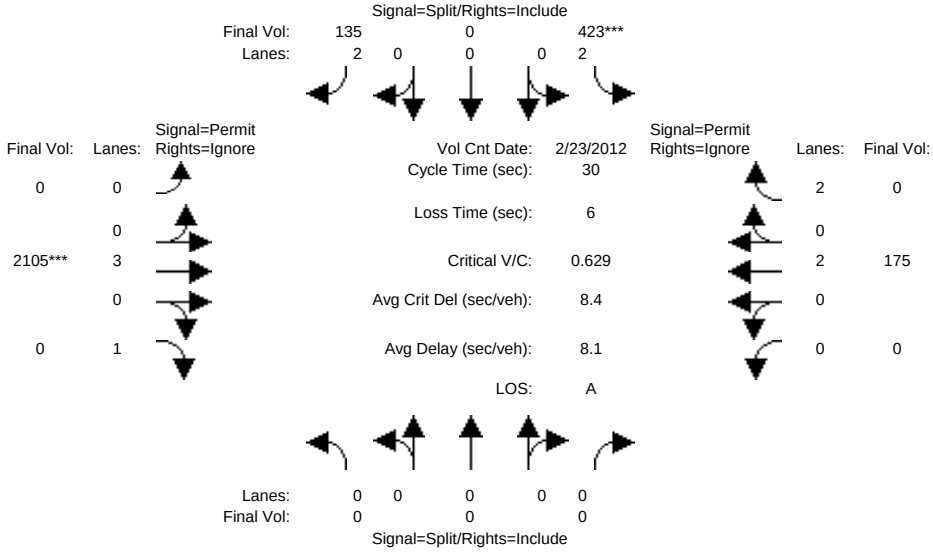
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #2: I-880 SB Ramps and Dixon Landing Dr



Street Name:	I-880 SB Ramps						Dixon Landing Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Feb 2012 << 8:00:00 AM												
Base Vol:	0	0	0	423	0	118	0	2082	326	0	170	556
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	423	0	118	0	2082	326	0	170	556
Added Vol:	0	0	0	0	0	14	0	18	0	0	5	0
Pass-by Div:	0	0	0	0	0	3	0	5	0	0	0	0
Initial Fut:	0	0	0	423	0	135	0	2105	326	0	175	556
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	423	0	135	0	2105	0	0	175	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	423	0	135	0	2105	0	0	175	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	423	0	135	0	2105	0	0	175	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	2.00	2.00
Final Sat.:	0	0	0	3150	0	3150	0	5700	1750	0	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.04	0.00	0.37	0.00	0.00	0.05	0.00
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.00	0.33	0.00	0.33	0.00	0.47	0.00	0.00	0.47	0.00
Volume/Cap:	0.00	0.00	0.00	0.40	0.00	0.13	0.00	0.79	0.00	0.00	0.10	0.00
Delay/Veh:	0.0	0.0	0.0	8.0	0.0	7.0	0.0	8.4	0.0	0.0	4.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	8.0	0.0	7.0	0.0	8.4	0.0	0.0	4.5	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	5	0	1	0	12	0	0	1	0

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

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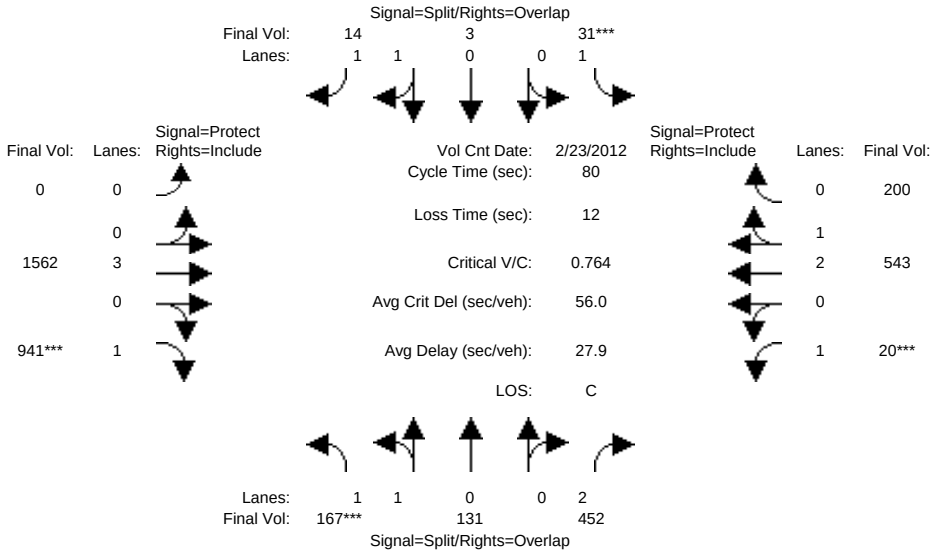
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

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

Intersection #3: Dixon Landing Rd and California Cir



Street Name:I-880 Northbound Ramps / Californ Dixon Landing Rd

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Feb 2012 << 8:00:00 AM												
Base Vol:	167	131	452	31	3	14	0	1562	941	20	543	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	131	452	31	3	14	0	1562	941	20	543	200
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	131	452	31	3	14	0	1562	941	20	543	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	131	452	31	3	14	0	1562	941	20	543	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	131	452	31	3	14	0	1562	941	20	543	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	167	131	452	31	3	14	0	1562	941	20	543	200
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.16	0.84	2.00	1.00	0.33	1.67	0.00	3.00	1.00	1.00	2.14	0.86
Final Sat.:	2032	1594	3150	1750	626	2923	0	5700	1750	1750	4072	1500
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.14	0.02	0.00	0.00	0.00	0.27	0.54	0.01	0.13	0.13
Crit Moves:	****			****					****	****		
Green/Cycle:	0.13	0.13	0.21	0.13	0.13	0.13	0.00	0.51	0.51	0.09	0.60	0.60
Volume/Cap:	0.66	0.66	0.68	0.14	0.04	0.04	0.00	0.53	1.05	0.13	0.22	0.22
Delay/Veh:	36.9	36.9	31.7	31.5	30.8	30.8	0.0	13.3	63.3	34.1	7.4	7.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.9	36.9	31.7	31.5	30.8	30.8	0.0	13.3	63.3	34.1	7.4	7.4
LOS by Move:	D+	D+	C	C	C	C	A	B	E	C-	A	A
HCM2k95thQ:	8	8	12	2	0	0	0	15	52	1	6	6

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

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Pacific Mall - Silicon Valley
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Cumulative plus Project - PM Peak Hour

Level Of Service Computation Report
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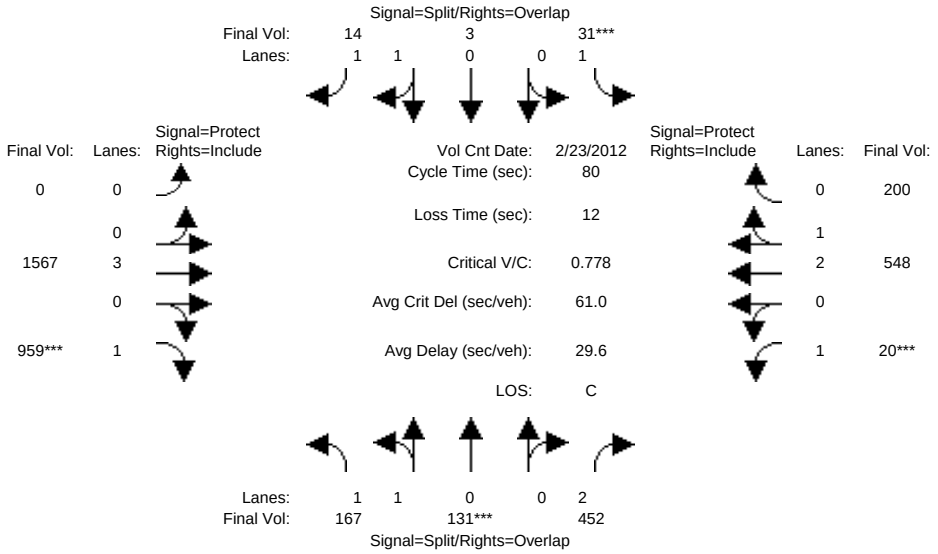
C+P PM

Intersection #3: Dixon Landing Rd and California Cir




```
Street Name:I-880 Northbound Ramps / Californ          Dixon Landing Rd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 23 Feb 2012 << 8:00:00 AM
Base Vol:     167  131   452    31    3    14     0 1562   941    20  543   200
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  167  131   452    31    3    14     0 1562   941    20  543   200
Added Vol:      0    0     0     0    0     0     0    5    13     0    5     0
Pass-by Div:    0    0     0     0    0     0     0    0     5     0    0     0
Initial Fut:  167  131   452    31    3    14     0 1567   959    20  548   200
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   167  131   452    31    3    14     0 1567   959    20  548   200
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  167  131   452    31    3    14     0 1567   959    20  548   200
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  167  131   452    31    3    14     0 1567   959    20  548   200
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.95  0.83  0.92 0.95  0.95  0.92 1.00  0.92  0.92 1.00  0.95
Lanes:       1.13 0.87  2.00  1.00 0.35  1.65  0.00 3.00  1.00  1.00 2.17  0.83
Final Sat.:  1989 1560  3150  1750  635  2965     0 5700  1750  1750 4101  1497
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.08  0.14  0.02 0.00  0.00  0.00 0.27  0.55  0.01 0.13  0.13
Crit Moves:        ****        ****                        ****  ****
Green/Cycle: 0.13 0.13  0.21  0.13 0.13  0.13  0.00 0.51  0.51  0.09 0.60  0.60
Volume/Cap:  0.67 0.67  0.68  0.14 0.04  0.04  0.00 0.54  1.07  0.13 0.22  0.22
Delay/Veh:   37.4 37.4  31.7  31.5 30.8  30.8   0.0 13.3  69.9  34.1  7.4   7.4
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  37.4 37.4  31.7  31.5 30.8  30.8   0.0 13.3  69.9  34.1  7.4   7.4
LOS by Move:   D+   D+     C     C    C     C     A    B     E    C-    A     A
HCM2k95thQ:     8    8    12     2    0     0     0   15    56     1    6     6
Note: Queue reported is the number of cars per lane.
```

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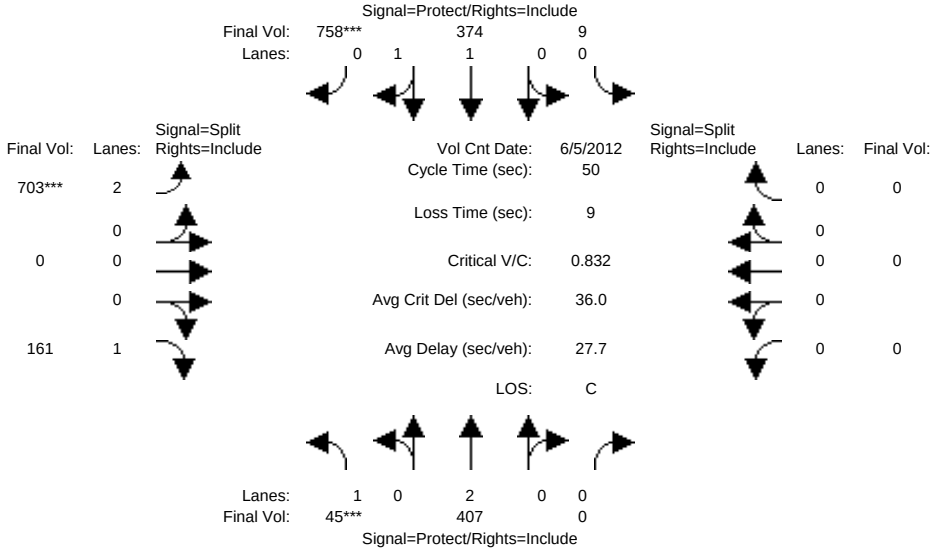
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #4: California Cir and I-880 NB Ramps



Street Name:	California Cir						I-880 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 7:30:00 AM												
Base Vol:	45	407	0	9	374	758	703	0	161	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	407	0	9	374	758	703	0	161	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	407	0	9	374	758	703	0	161	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	407	0	9	374	758	703	0	161	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	407	0	9	374	758	703	0	161	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	407	0	9	374	758	703	0	161	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.03	0.97	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	45	1852	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.00	0.20	0.20	0.43	0.22	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****					****	****					
Green/Cycle:	0.14	0.29	0.00	0.30	0.45	0.45	0.23	0.00	0.23	0.00	0.00	0.00
Volume/Cap:	0.18	0.37	0.00	0.68	0.45	0.97	0.97	0.00	0.40	0.00	0.00	0.00
Delay/Veh:	19.3	14.2	0.0	16.7	9.6	31.8	44.0	0.0	16.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.3	14.2	0.0	16.7	9.6	31.8	44.0	0.0	16.9	0.0	0.0	0.0
LOS by Move:	B-	B	A	B	A	C	D	A	B	A	A	A
HCM2k95thQ:	2	6	0	11	8	28	22	0	5	0	0	0

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

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Pacific Mall - Silicon Valley
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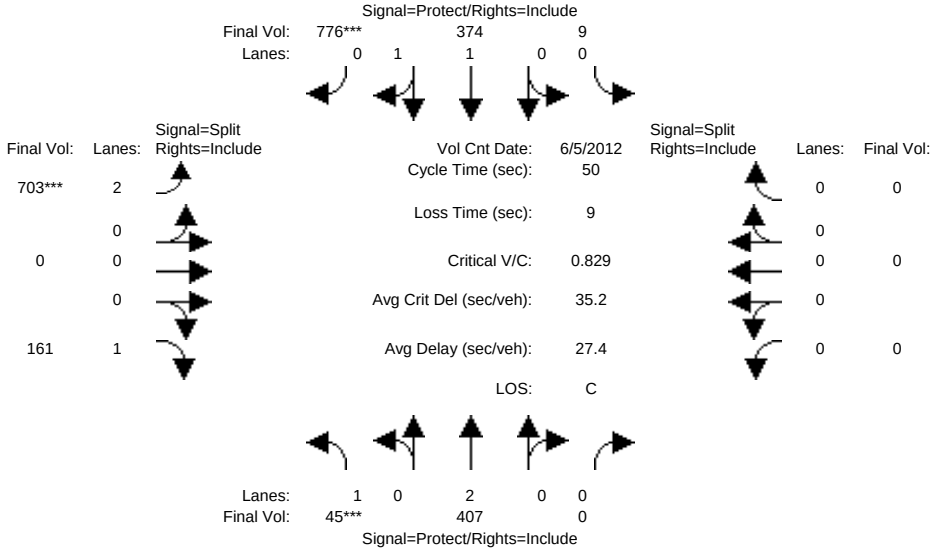
Cumulative plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #4: California Cir and I-880 NB Ramps



Street Name:	California Cir						I-880 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 7:30:00 AM												
Base Vol:	45	407	0	9	374	758	703	0	161	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	407	0	9	374	758	703	0	161	0	0	0
Added Vol:	0	0	0	0	0	13	0	0	0	0	0	0
Pass-by Div:	0	0	0	0	0	5	0	0	0	0	0	0
Initial Fut:	45	407	0	9	374	776	703	0	161	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	407	0	9	374	776	703	0	161	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	407	0	9	374	776	703	0	161	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	407	0	9	374	776	703	0	161	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.02	0.98	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	42	1758	1800	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.00	0.21	0.21	0.43	0.22	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****					****	****					
Green/Cycle:	0.14	0.28	0.00	0.30	0.45	0.45	0.23	0.00	0.23	0.00	0.00	0.00
Volume/Cap:	0.18	0.38	0.00	0.70	0.47	0.96	0.96	0.00	0.40	0.00	0.00	0.00
Delay/Veh:	19.3	14.5	0.0	16.8	9.8	31.0	43.3	0.0	16.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.3	14.5	0.0	16.8	9.8	31.0	43.3	0.0	16.9	0.0	0.0	0.0
LOS by Move:	B-	B	A	B	A	C	D	A	B	A	A	A
HCM2k95thQ:	2	6	0	11	9	28	22	0	5	0	0	0

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

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Pacific Mall - Silicon Valley
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Cumulative plus Project - PM Peak Hour

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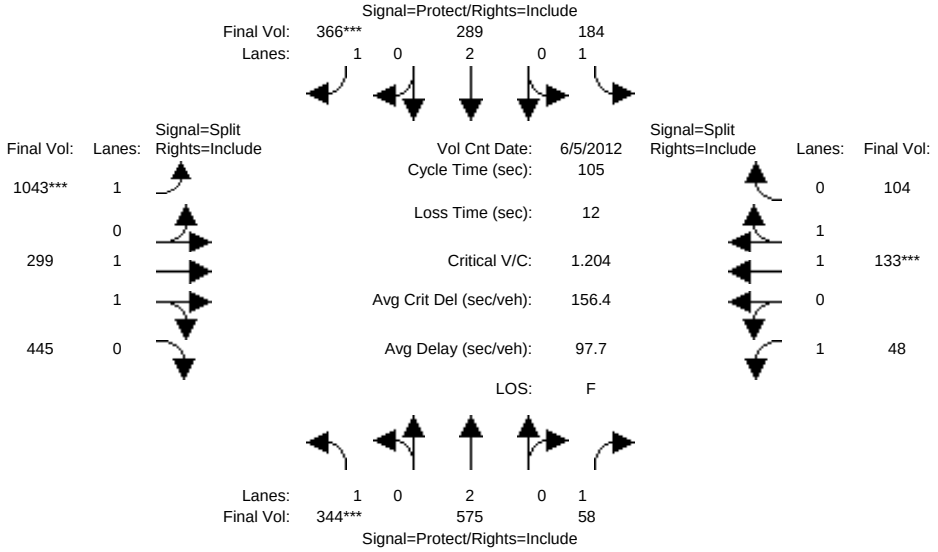
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #5: Dixon Landing Rd and Warm Springs Rd



Street Name:	Warm Springs Rd						Dixon Landing Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 7:40:00 AM												
Base Vol:	344	575	58	184	289	366	1043	299	445	48	133	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	344	575	58	184	289	366	1043	299	445	48	133	104
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	344	575	58	184	289	366	1043	299	445	48	133	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	344	575	58	184	289	366	1043	299	445	48	133	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	344	575	58	184	289	366	1043	299	445	48	133	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	344	575	58	184	289	366	1043	299	445	48	133	104
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.08	0.92
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	2055	1607
Capacity Analysis Module:												
Vol/Sat:	0.20	0.15	0.03	0.11	0.08	0.21	0.60	0.16	0.25	0.03	0.06	0.06
Crit Moves:	****					****	****				****	
Green/Cycle:	0.16	0.19	0.19	0.13	0.17	0.17	0.47	0.47	0.47	0.10	0.10	0.10
Volume/Cap:	1.27	0.80	0.18	0.80	0.46	1.27	1.27	0.33	0.54	0.29	0.68	0.68
Delay/Veh:	190.5	47.1	36.0	62.2	40.2	188.6	157.7	17.6	20.2	45.1	51.3	51.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	190.5	47.1	36.0	62.2	40.2	188.6	157.7	17.6	20.2	45.1	51.3	51.3
LOS by Move:	F	D	D+	E	D	F	F	B	C+	D	D-	D-
HCM2k95thQ:	40	20	4	16	9	42	99	11	20	4	10	10

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

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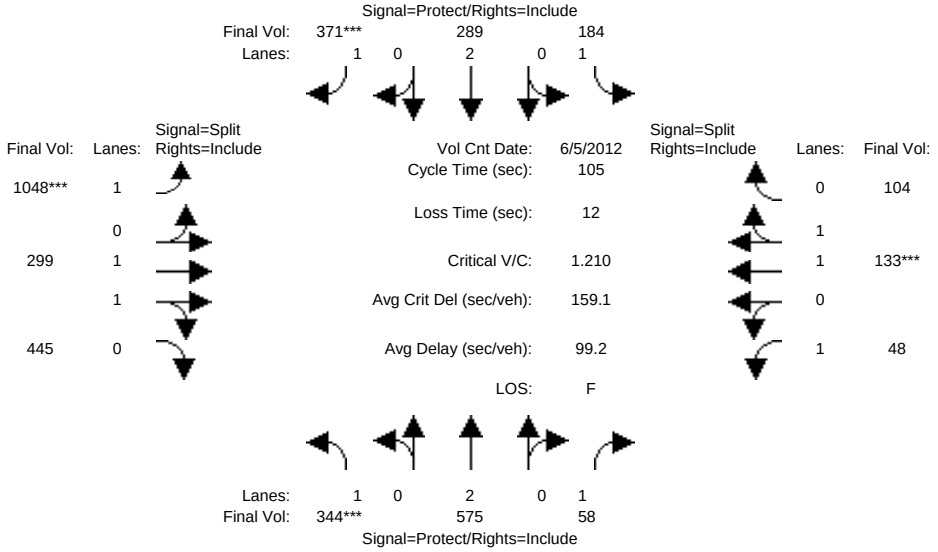
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #5: Dixon Landing Rd and Warm Springs Rd



Street Name:	Warm Springs Rd						Dixon Landing Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 7:40:00 AM												
Base Vol:	344	575	58	184	289	366	1043	299	445	48	133	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	344	575	58	184	289	366	1043	299	445	48	133	104
Added Vol:	0	0	0	0	0	5	5	0	0	0	0	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	344	575	58	184	289	371	1048	299	445	48	133	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	344	575	58	184	289	371	1048	299	445	48	133	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	344	575	58	184	289	371	1048	299	445	48	133	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	344	575	58	184	289	371	1048	299	445	48	133	104
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.10	0.90
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	2075	1623
Capacity Analysis Module:												
Vol/Sat:	0.20	0.15	0.03	0.11	0.08	0.21	0.60	0.16	0.25	0.03	0.06	0.06
Crit Moves:	****					****	****				****	
Green/Cycle:	0.15	0.19	0.19	0.13	0.17	0.17	0.47	0.47	0.47	0.10	0.10	0.10
Volume/Cap:	1.27	0.80	0.18	0.80	0.46	1.27	1.27	0.33	0.54	0.29	0.67	0.67
Delay/Veh:	193.6	47.0	36.0	62.0	40.0	191.3	160.8	17.6	20.2	45.1	51.0	51.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	193.6	47.0	36.0	62.0	40.0	191.3	160.8	17.6	20.2	45.1	51.0	51.0
LOS by Move:	F	D	D+	E	D	F	F	B	C+	D	D	D
HCM2k95thQ:	40	20	4	16	9	43	100	11	20	4	10	10

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

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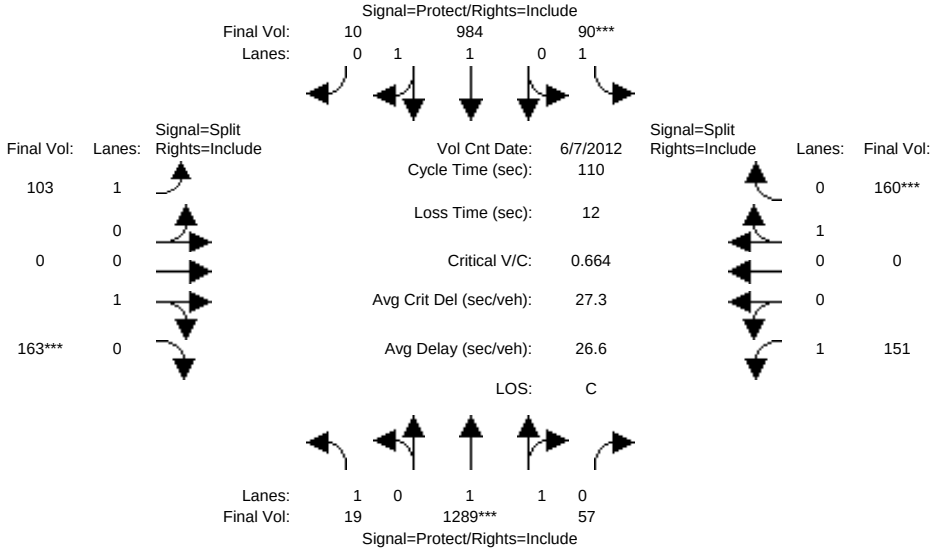
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

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

Intersection #6: McCarthy Blvd and Ranch Drive (North)




```
Street Name:          McCarthy Blvd                    Ranch Drive (North)
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     0    0     0    10   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 7 Jun 2012 << 8:00:00 AM
Base Vol:      19 1289    57    90  984    10   103    0   163   151    0   160
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   19 1289    57    90  984    10   103    0   163   151    0   160
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   19 1289    57    90  984    10   103    0   163   151    0   160
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    19 1289    57    90  984    10   103    0   163   151    0   160
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   19 1289    57    90  984    10   103    0   163   151    0   160
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   19 1289    57    90  984    10   103    0   163   151    0   160
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.00 1.91  0.09  1.00 1.98  0.02  1.00 0.00  1.00  1.00 0.00  1.00
Final Sat.:  1750 3626   160  1750 3759    38  1750    0  1750  1750    0  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.36  0.36  0.05 0.26  0.26  0.06 0.00  0.09  0.09 0.00  0.09
Crit Moves:       ****        ****                        ****              ****
Green/Cycle: 0.12 0.54  0.54  0.08 0.49  0.49  0.14 0.00  0.14  0.14 0.00  0.14
Volume/Cap:  0.09 0.66  0.66  0.66 0.53  0.53  0.42 0.00  0.66  0.63 0.00  0.66
Delay/Veh:   43.3 19.3  19.3  61.1 19.4  19.4  44.4  0.0  51.5  49.9  0.0  51.8
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  43.3 19.3  19.3  61.1 19.4  19.4  44.4  0.0  51.5  49.9  0.0  51.8
LOS by Move:    D   B-    B-     E   B-    B-     D    A    D-     D    A    D-
HCM2k95thQ:     1   29    29     7   21    21     8    0    13    12    0    13
Note: Queue reported is the number of cars per lane.
```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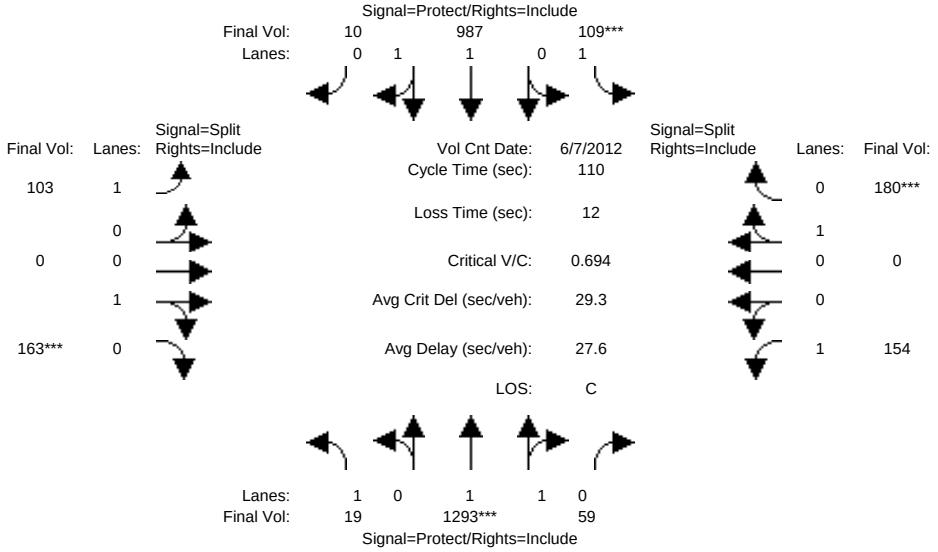
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #6: McCarthy Blvd and Ranch Drive (North)



Street Name:	McCarthy Blvd						Ranch Drive (North)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	19	1289	57	90	984	10	103	0	163	151	0	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	1289	57	90	984	10	103	0	163	151	0	160
Added Vol:	0	5	0	14	5	0	0	0	0	0	0	13
Pass-by Div:	0	-1	2	5	-2	0	0	0	0	3	0	7
Initial Fut:	19	1293	59	109	987	10	103	0	163	154	0	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	1293	59	109	987	10	103	0	163	154	0	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	1293	59	109	987	10	103	0	163	154	0	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	1293	59	109	987	10	103	0	163	154	0	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	1.00	0.95	0.92	1.00	0.95
Lanes:	1.00	1.91	0.09	1.00	1.98	0.02	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1750	3538	161	1750	3663	37	1750	0	1800	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.37	0.37	0.06	0.27	0.27	0.06	0.00	0.09	0.09	0.00	0.10
Crit Moves:		****		****					****			****
Green/Cycle:	0.12	0.53	0.53	0.09	0.50	0.50	0.13	0.00	0.13	0.14	0.00	0.14
Volume/Cap:	0.09	0.69	0.69	0.69	0.54	0.54	0.45	0.00	0.69	0.61	0.00	0.69
Delay/Veh:	43.5	20.5	20.5	61.2	19.3	19.3	45.6	0.0	54.4	48.5	0.0	52.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.5	20.5	20.5	61.2	19.3	19.3	45.6	0.0	54.4	48.5	0.0	52.7
LOS by Move:	D	C+	C+	E	B-	B-	D	A	D-	D	A	D-
HCM2k95thQ:	1	31	31	8	21	21	8	0	13	12	0	14

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

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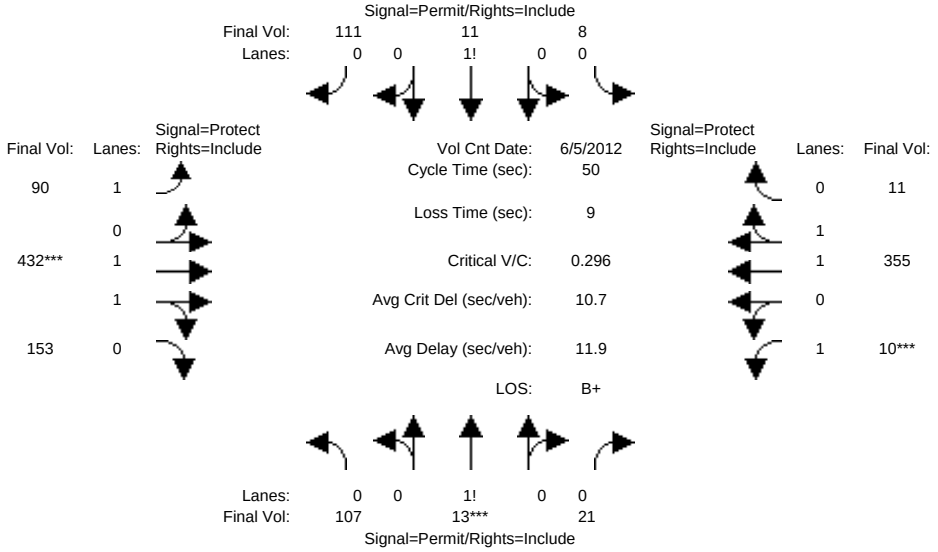
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

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

Intersection #7: Ranch Drive and Project Entrance



Street Name:	Project Entrance						Ranch Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	107	13	21	8	11	111	90	432	153	10	355	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	13	21	8	11	111	90	432	153	10	355	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	13	21	8	11	111	90	432	153	10	355	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	13	21	8	11	111	90	432	153	10	355	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	13	21	8	11	111	90	432	153	10	355	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	13	21	8	11	111	90	432	153	10	355	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.76	0.09	0.15	0.06	0.08	0.86	1.00	1.44	0.56	1.00	1.93	0.07
Final Sat.:	1338	163	263	108	149	1504	1750	2745	972	1750	3676	114
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.07	0.07	0.07	0.05	0.16	0.16	0.01	0.10	0.10
Crit Moves:		****						****		****		
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.24	0.45	0.45	0.14	0.35	0.35
Volume/Cap:	0.35	0.35	0.35	0.32	0.32	0.32	0.21	0.35	0.35	0.04	0.28	0.28
Delay/Veh:	16.7	16.7	16.7	16.5	16.5	16.5	15.3	9.1	9.1	18.7	11.9	11.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.7	16.7	16.7	16.5	16.5	16.5	15.3	9.1	9.1	18.7	11.9	11.9
LOS by Move:	B	B	B	B	B	B	B	A	A	B-	B+	B+
HCM2k95thQ:	5	5	5	4	4	4	2	6	6	0	5	5

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

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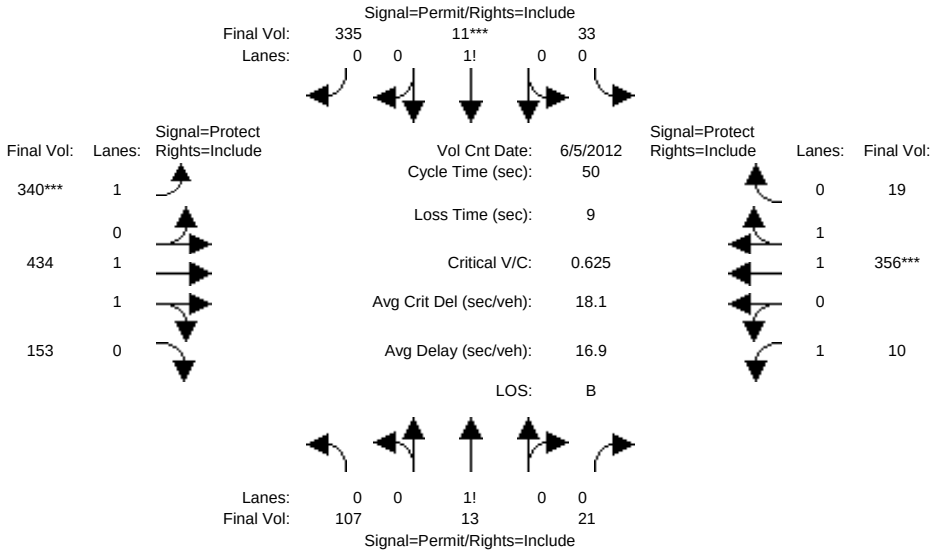
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #7: Ranch Drive and Project Entrance



Street Name:	Project Entrance						Ranch Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	107	13	21	8	11	111	90	432	153	10	355	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	13	21	8	11	111	90	432	153	10	355	11
Added Vol:	0	0	0	0	0	186	198	0	0	0	0	0
Pass-by Div:	0	0	0	25	0	38	52	2	0	0	1	8
Initial Fut:	107	13	21	33	11	335	340	434	153	10	356	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	13	21	33	11	335	340	434	153	10	356	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	13	21	33	11	335	340	434	153	10	356	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	13	21	33	11	335	340	434	153	10	356	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.76	0.09	0.15	0.09	0.03	0.88	1.00	1.46	0.54	1.00	1.90	0.10
Final Sat.:	1328	161	261	152	51	1547	1750	2735	964	1750	3512	187
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.22	0.22	0.22	0.19	0.16	0.16	0.01	0.10	0.10
Crit Moves:					****		****				****	
Green/Cycle:	0.33	0.33	0.33	0.33	0.33	0.33	0.29	0.29	0.29	0.20	0.20	0.20
Volume/Cap:	0.25	0.25	0.25	0.66	0.66	0.66	0.66	0.55	0.55	0.03	0.51	0.51
Delay/Veh:	12.5	12.5	12.5	17.4	17.4	17.4	18.7	15.6	15.6	16.0	18.4	18.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.5	12.5	12.5	17.4	17.4	17.4	18.7	15.6	15.6	16.0	18.4	18.4
LOS by Move:	B	B	B	B	B	B	B-	B	B	B	B-	B-
HCM2k95thQ:	4	4	4	13	13	13	10	8	8	0	7	7

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

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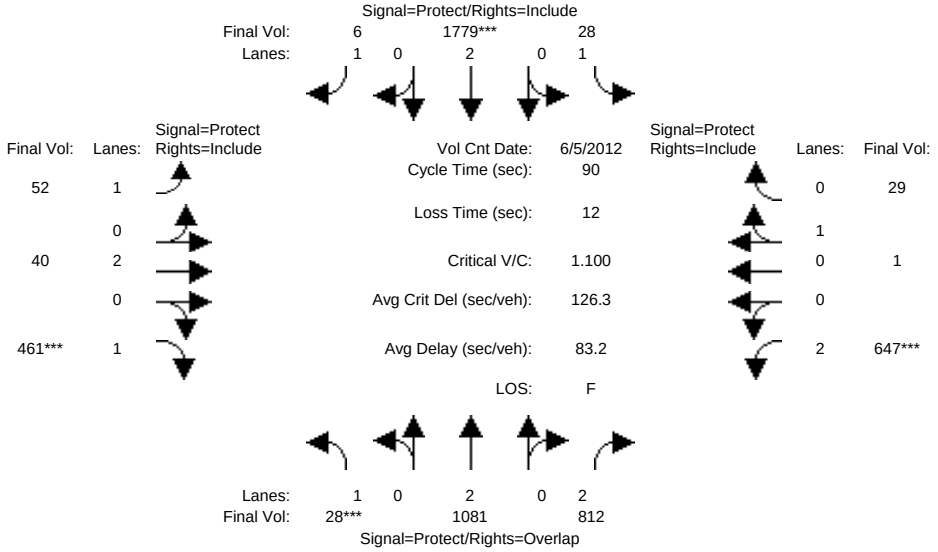
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

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

Intersection #8: McCarthy Blvd and Ranch Dr (South)



Street Name:	McCarthy Blvd						Ranch Dr (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	28	1081	812	28	1779	6	52	40	461	647	1	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	1081	812	28	1779	6	52	40	461	647	1	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	1081	812	28	1779	6	52	40	461	647	1	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	1081	812	28	1779	6	52	40	461	647	1	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	1081	812	28	1779	6	52	40	461	647	1	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	1081	812	28	1779	6	52	40	461	647	1	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	0.03	0.97
Final Sat.:	1750	3800	3150	1750	3800	1750	1750	3800	1750	3150	58	1696
Capacity Analysis Module:												
Vol/Sat:	0.02	0.28	0.26	0.02	0.47	0.00	0.03	0.01	0.26	0.21	0.02	0.02
Crit Moves:	****				****				****	****		
Green/Cycle:	0.08	0.37	0.54	0.10	0.39	0.39	0.16	0.22	0.22	0.17	0.23	0.23
Volume/Cap:	0.21	0.77	0.47	0.16	1.19	0.01	0.18	0.05	1.19	1.19	0.07	0.07
Delay/Veh:	39.6	27.5	12.8	37.4	119	16.6	32.8	27.6	142.5	139.0	27.1	27.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.6	27.5	12.8	37.4	119	16.6	32.8	27.6	142.5	139.0	27.1	27.1
LOS by Move:	D	C	B	D+	F	B	C-	C	F	F	C	C
HCM2k95thQ:	2	24	15	2	69	0	3	1	44	33	1	1

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

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Pacific Mall - Silicon Valley
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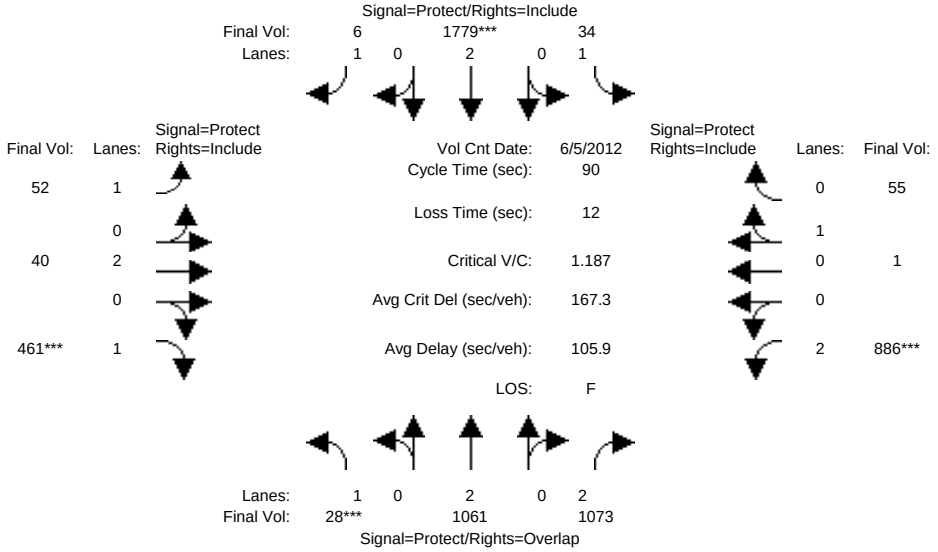
Cumulative plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #8: McCarthy Blvd and Ranch Dr (South)



Street Name:	McCarthy Blvd						Ranch Dr (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	28	1081	812	28	1779	6	52	40	461	647	1	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	1081	812	28	1779	6	52	40	461	647	1	29
Added Vol:	0	0	219	5	0	0	0	0	0	217	0	5
Pass-by Div:	0	-20	42	1	0	0	0	0	0	22	0	21
Initial Fut:	28	1061	1073	34	1779	6	52	40	461	886	1	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	1061	1073	34	1779	6	52	40	461	886	1	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	1061	1073	34	1779	6	52	40	461	886	1	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	1061	1073	34	1779	6	52	40	461	886	1	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	2.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	0.02	0.98
Final Sat.:	1750	3800	3150	1750	3800	1750	1750	3800	1750	3150	32	1768
Capacity Analysis Module:												
Vol/Sat:	0.02	0.28	0.34	0.02	0.47	0.00	0.03	0.01	0.26	0.28	0.03	0.03
Crit Moves:	****				****				****	****		
Green/Cycle:	0.08	0.35	0.57	0.10	0.36	0.36	0.17	0.21	0.21	0.22	0.25	0.25
Volume/Cap:	0.21	0.81	0.60	0.20	1.28	0.01	0.17	0.05	1.28	1.28	0.12	0.12
Delay/Veh:	39.6	30.5	13.5	38.1	162	18.2	31.9	28.8	183.2	173.8	26.3	26.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.6	30.5	13.5	38.1	162	18.2	31.9	28.8	183.2	173.8	26.3	26.3
LOS by Move:	D	C	B	D+	F	B-	C	C	F	F	C	C
HCM2k95thQ:	2	25	21	2	78	0	3	1	48	48	2	2

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

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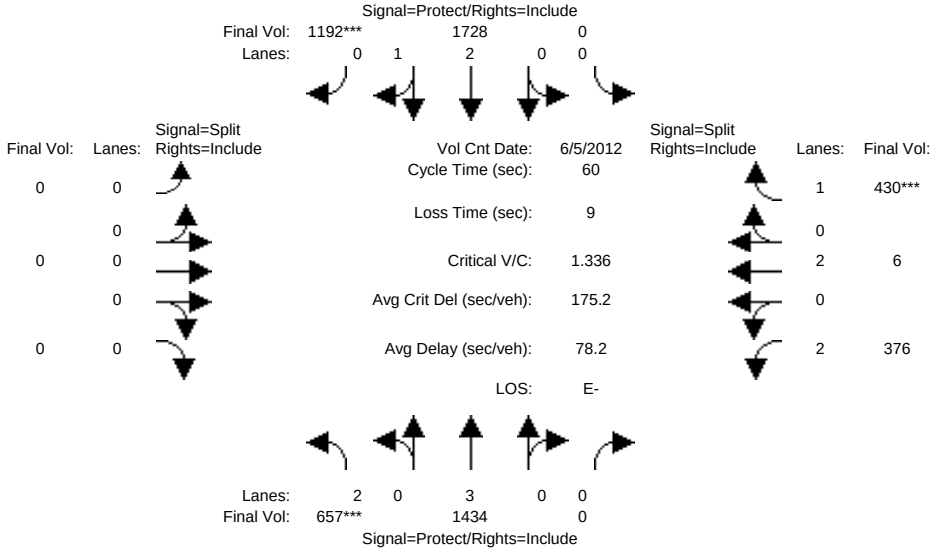
Cumulative plus Project - PM Peak Hour

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

Intersection #9: McCarthy Blvd and SR-237 WB Ramps



Street Name:	McCarthy Blvd						SR-237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	657	1434	0	0	1728	1192	0	0	0	376	6	430
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	657	1434	0	0	1728	1192	0	0	0	376	6	430
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	657	1434	0	0	1728	1192	0	0	0	376	6	430
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	657	1434	0	0	1728	1192	0	0	0	376	6	430
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	657	1434	0	0	1728	1192	0	0	0	376	6	430
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	657	1434	0	0	1728	1192	0	0	0	376	6	430
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	2.00	1.00
Final Sat.:	3150	5700	0	0	3800	1750	0	0	0	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.25	0.00	0.00	0.45	0.68	0.00	0.00	0.00	0.12	0.00	0.25
Crit Moves:	****					****						****
Green/Cycle:	0.16	0.67	0.00	0.00	0.51	0.51	0.00	0.00	0.00	0.18	0.18	0.18
Volume/Cap:	1.34	0.38	0.00	0.00	0.89	1.34	0.00	0.00	0.00	0.65	0.01	1.34
Delay/Veh:	189.8	4.5	0.0	0.0	16.7	169.0	0.0	0.0	0.0	25.3	20.0	195.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	189.8	4.5	0.0	0.0	16.7	169.0	0.0	0.0	0.0	25.3	20.0	195.3
LOS by Move:	F	A	A	A	B	F	A	A	A	C	C+	F
HCM2k95thQ:	33	7	0	0	24	95	0	0	0	8	0	39

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

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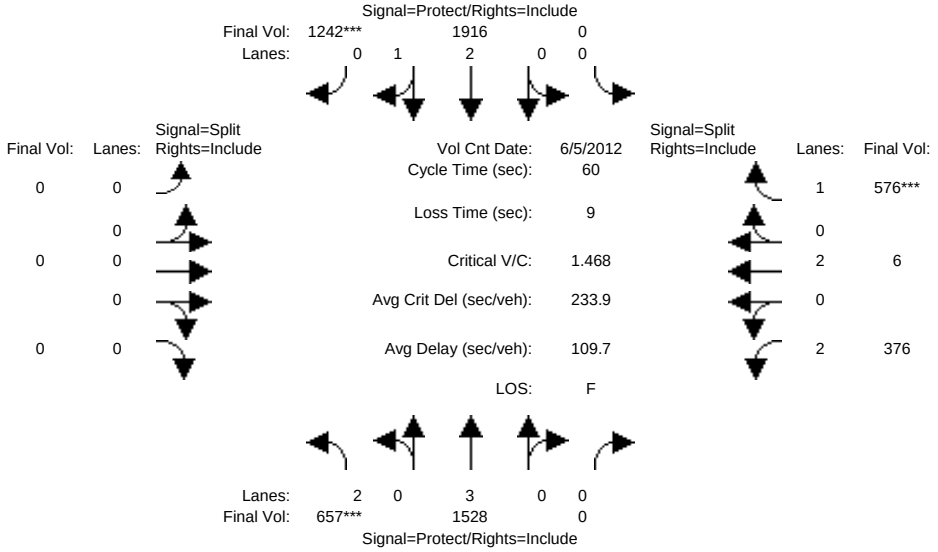
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #9: McCarthy Blvd and SR-237 WB Ramps



Street Name:	McCarthy Blvd						SR-237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	657	1434	0	0	1728	1192	0	0	0	376	6	430
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	657	1434	0	0	1728	1192	0	0	0	376	6	430
Added Vol:	0	86	0	0	176	41	0	0	0	0	0	132
Pass-by Div:	0	8	0	0	12	9	0	0	0	0	0	14
Initial Fut:	657	1528	0	0	1916	1242	0	0	0	376	6	576
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	657	1528	0	0	1916	1242	0	0	0	376	6	576
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	657	1528	0	0	1916	1242	0	0	0	376	6	576
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	657	1528	0	0	1916	1242	0	0	0	376	6	576
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	2.00	1.00
Final Sat.:	3150	5700	0	0	3800	1750	0	0	0	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.27	0.00	0.00	0.50	0.71	0.00	0.00	0.00	0.12	0.00	0.33
Crit Moves:	****					****						****
Green/Cycle:	0.14	0.63	0.00	0.00	0.48	0.48	0.00	0.00	0.00	0.22	0.22	0.22
Volume/Cap:	1.47	0.43	0.00	0.00	1.04	1.47	0.00	0.00	0.00	0.53	0.01	1.47
Delay/Veh:	248.1	5.8	0.0	0.0	44.3	228.5	0.0	0.0	0.0	21.3	18.1	247.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	248.1	5.8	0.0	0.0	44.3	228.5	0.0	0.0	0.0	21.3	18.1	247.2
LOS by Move:	F	A	A	A	D	F	A	A	A	C+	B-	F
HCM2k95thQ:	38	9	0	0	37	115	0	0	0	7	0	57

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

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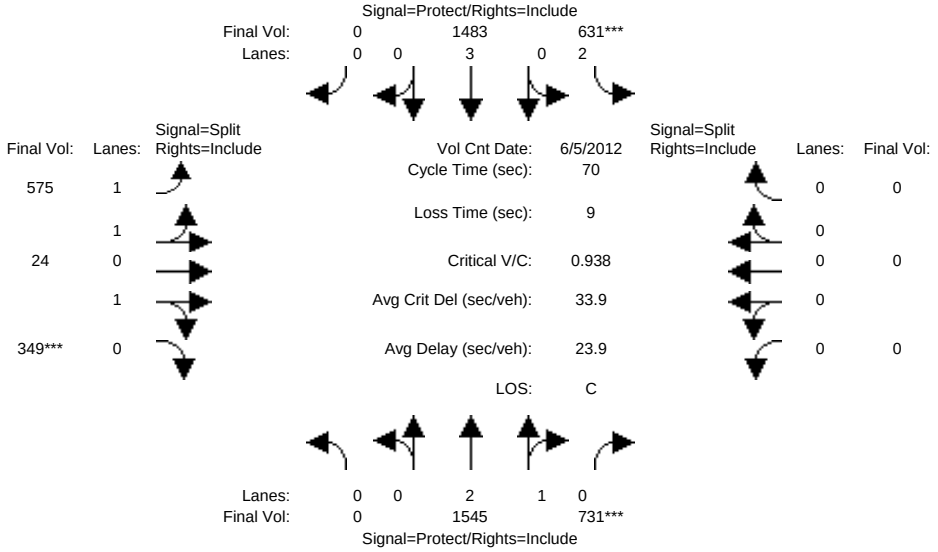
Cumulative plus Project - PM Peak Hour

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

Intersection #10: McCarthy Blvd and SR-237 EB Ramps



Street Name:	McCarthy Blvd						SR-237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	0	1545	731	631	1483	0	575	24	349	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1545	731	631	1483	0	575	24	349	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1545	731	631	1483	0	575	24	349	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1545	731	631	1483	0	575	24	349	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1545	731	631	1483	0	575	24	349	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1545	731	631	1483	0	575	24	349	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	3.00	0.00	1.93	0.07	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	5700	0	3370	141	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.42	0.20	0.26	0.00	0.17	0.17	0.20	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.45	0.45	0.21	0.66	0.00	0.21	0.21	0.21	0.00	0.00	0.00
Volume/Cap:	0.00	0.91	0.94	0.94	0.39	0.00	0.80	0.80	0.94	0.00	0.00	0.00
Delay/Veh:	0.0	23.8	26.4	47.9	5.6	0.0	30.2	30.2	42.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	23.8	26.4	47.9	5.6	0.0	30.2	30.2	42.7	0.0	0.0	0.0
LOS by Move:	A	C	C	D	A	A	C	C	D	A	A	A
HCM2k95thQ:	0	26	27	16	9	0	17	17	23	0	0	0

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

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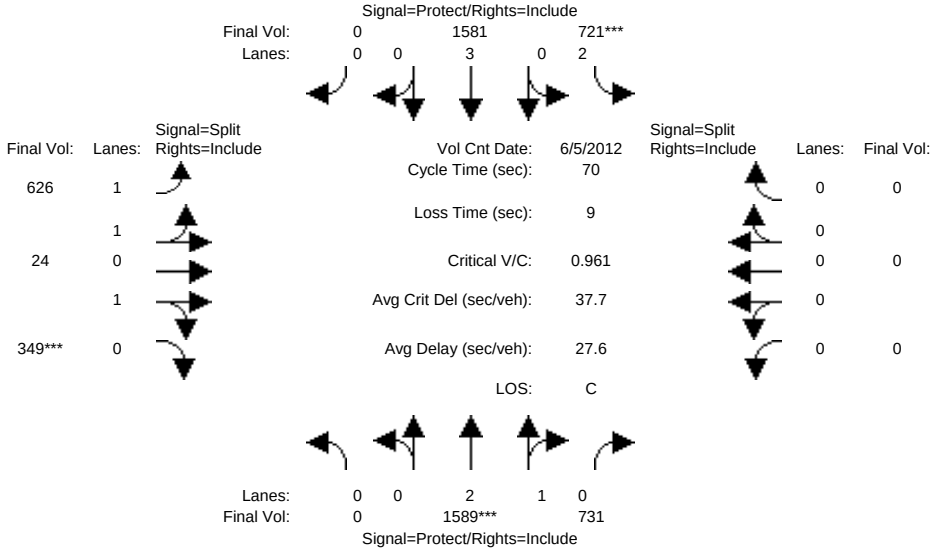
Cumulative plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #10: McCarthy Blvd and SR-237 EB Ramps

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Street Name:          McCarthy Blvd                    SR-237 EB Ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10    10   10    10     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM
Base Vol:       0 1545   731   631 1483     0   575   24   349     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 1545   731   631 1483     0   575   24   349     0    0     0
Added Vol:      0   44     0    85   91     0    43    0     0     0    0     0
Pass-by Div:    0    0     0     5    7     0     8    0     0     0    0     0
Initial Fut:    0 1589   731   721 1581     0   626   24   349     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 1589   731   721 1581     0   626   24   349     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1589   731   721 1581     0   626   24   349     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0 1589   731   721 1581     0   626   24   349     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.95  0.83 1.00  0.92  0.93 0.95  0.95  0.92 1.00  0.92
Lanes:       0.00 2.02  0.98  2.00 3.00  0.00  1.93 0.07  1.00  0.00 0.00  0.00
Final Sat.:     0 3833  1763  3150 5700     0  3418  131  1800     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.41  0.41  0.23 0.28  0.00  0.18 0.18  0.19  0.00 0.00  0.00
Crit Moves:        ****        ****                        ****
Green/Cycle: 0.00 0.43  0.43  0.24 0.67  0.00  0.20 0.20  0.20  0.00 0.00  0.00
Volume/Cap:  0.00 0.96  0.96  0.96 0.41  0.00  0.91 0.91  0.96  0.00 0.00  0.00
Delay/Veh:    0.0 30.0  30.0  49.9  5.4   0.0  38.2 38.2  46.8   0.0  0.0   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0 30.0  30.0  49.9  5.4   0.0  38.2 38.2  46.8   0.0  0.0   0.0
LOS by Move:    A    C     C     D    A     A    D+   D+     D     A    A     A
HCM2k95thQ:     0   28    28    17    9     0    21   21    23     0    0     0
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
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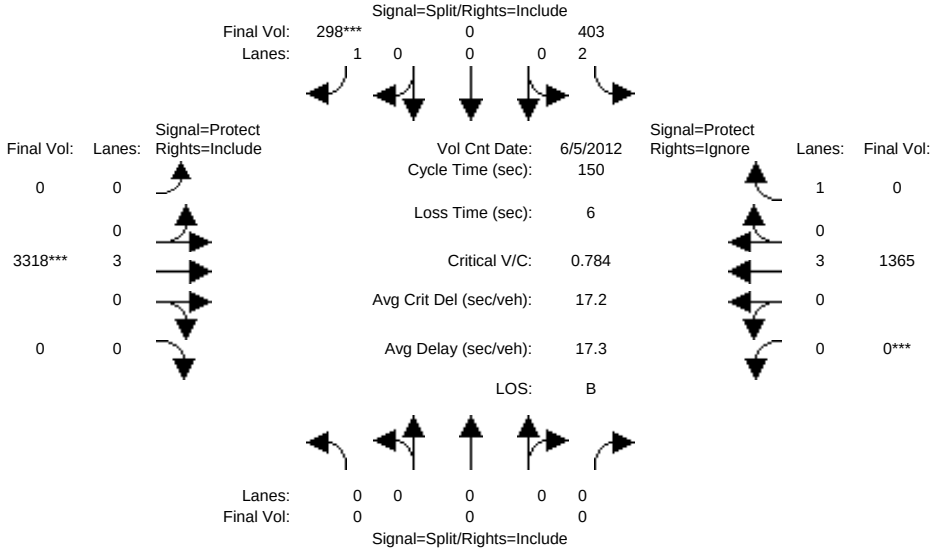
Cumulative plus Project - PM Peak Hour

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

Intersection #11: I-880 SB Ramps and SR-237




```
Street Name:          I-880 SB Ramps                        SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0    0     0   10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0  4.0  4.0   4.0   4.0  4.0   4.0  4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM
Base Vol:       0    0     0  403    0   298     0 3318     0     0 1365   237
Growth Adj:  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0  403    0   298     0 3318     0     0 1365   237
Added Vol:      0    0     0    0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0    0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0  403    0   298     0 3318     0     0 1365   237
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Volume:     0    0     0  403    0   298     0 3318     0     0 1365     0
Reduct Vol:     0    0     0    0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0  403    0   298     0 3318     0     0 1365     0
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
FinalVolume:    0    0     0  403    0   298     0 3318     0     0 1365     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900 1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92 0.83 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       0.00 0.00  0.00 2.00 0.00  1.00  0.00 3.00  0.00  0.00 3.00  1.00
Final Sat.:     0    0     0 3150    0  1750     0 5700     0     0 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00 0.13 0.00  0.17  0.00 0.58  0.00  0.00 0.24  0.00
Crit Moves:                              ****        ****        ****
Green/Cycle: 0.00 0.00  0.00 0.22 0.00  0.22  0.00 0.74  0.00  0.00 0.74  0.00
Volume/Cap:  0.00 0.00  0.00 0.59 0.00  0.78  0.00 0.78  0.00  0.00 0.32  0.00
Delay/Veh:    0.0  0.0   0.0 54.0  0.0  65.6   0.0 12.9   0.0   0.0  6.6   0.0
User DelAdj: 1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0  0.0   0.0 54.0  0.0  65.6   0.0 12.9   0.0   0.0  6.6   0.0
LOS by Move:    A    A     A    D-    A     E     A    B     A     A    A     A
HCM2k95thQ:     0    0     0   19    0    27     0   49     0     0   13     0
Note: Queue reported is the number of cars per lane.
```

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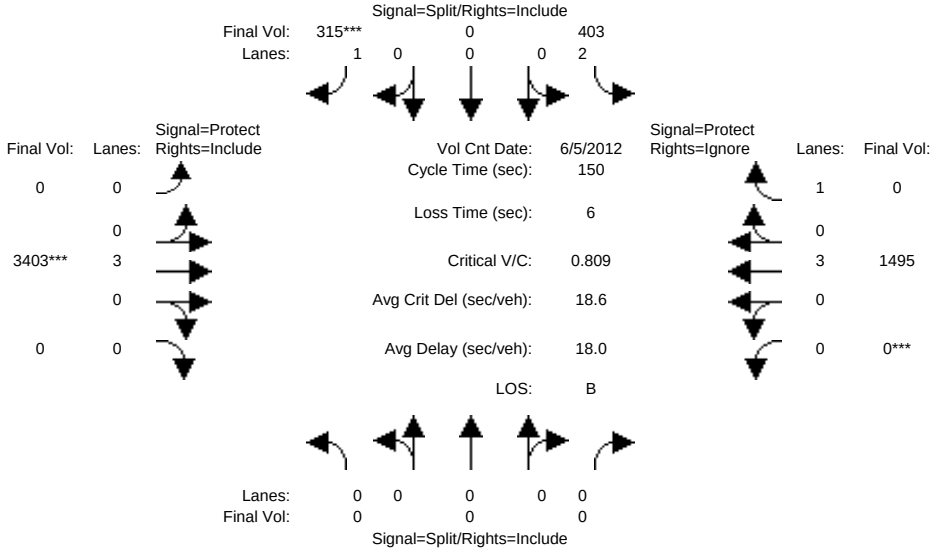
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #11: I-880 SB Ramps and SR-237




```
Street Name:          I-880 SB Ramps                        SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0    0     0    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM
Base Vol:       0    0     0   403    0   298     0 3318     0     0 1365   237
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0   403    0   298     0 3318     0     0 1365   237
Added Vol:      0    0     0     0    0    14     0   85     0     0  119     0
Pass-by Div:    0    0     0     0    0     3     0    0     0     0   11     0
Initial Fut:    0    0     0   403    0   315     0 3403     0     0 1495   237
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Volume:     0    0     0   403    0   315     0 3403     0     0 1495     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0   403    0   315     0 3403     0     0 1495     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
FinalVolume:    0    0     0   403    0   315     0 3403     0     0 1495     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.83 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       0.00 0.00  0.00  2.00 0.00  1.00  0.00 3.00  0.00  0.00 3.00  1.00
Final Sat.:     0    0     0  3150    0  1750     0 5700     0     0 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.13 0.00  0.18  0.00 0.60  0.00  0.00 0.26  0.00
Crit Moves:                                ****        ****        ****
Green/Cycle: 0.00 0.00  0.00  0.22 0.00  0.22  0.00 0.74  0.00  0.00 0.74  0.00
Volume/Cap:  0.00 0.00  0.00  0.58 0.00  0.81  0.00 0.81  0.00  0.00 0.36  0.00
Delay/Veh:    0.0  0.0   0.0  53.2  0.0  67.3   0.0 14.1   0.0   0.0  7.1   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0  0.0   0.0  53.2  0.0  67.3   0.0 14.1   0.0   0.0  7.1   0.0
LOS by Move:    A    A     A    D-    A     E     A    B     A     A    A     A
HCM2k95thQ:     0    0     0    19    0    29     0   51     0     0   15     0
Note: Queue reported is the number of cars per lane.
```

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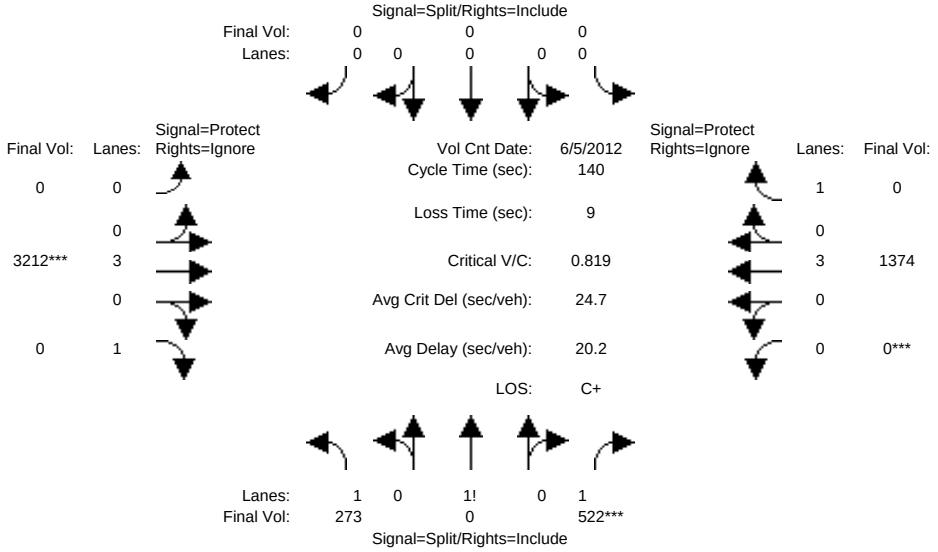
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

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

Intersection #12: I-880 NB Ramps and SR-237



Street Name:	I-880 NB Ramps						SR-237					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	273	0	522	0	0	0	0	3212	373	0	1374	334
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	273	0	522	0	0	0	0	3212	373	0	1374	334
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	273	0	522	0	0	0	0	3212	373	0	1374	334
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	273	0	522	0	0	0	0	3212	0	0	1374	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	0	522	0	0	0	0	3212	0	0	1374	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	273	0	522	0	0	0	0	3212	0	0	1374	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.82	1.00	0.82	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.34	0.00	1.66	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	2082	0	2568	0	0	0	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.20	0.00	0.00	0.00	0.00	0.56	0.00	0.00	0.24	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.69	0.00	0.00	0.69	0.00
Volume/Cap:	0.53	0.00	0.82	0.00	0.00	0.00	0.00	0.82	0.00	0.00	0.35	0.00
Delay/Veh:	45.9	0.0	55.3	0.0	0.0	0.0	0.0	17.1	0.0	0.0	9.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.9	0.0	55.3	0.0	0.0	0.0	0.0	17.1	0.0	0.0	9.1	0.0
LOS by Move:	D	A	E+	A	A	A	A	B	A	A	A	A
HCM2k95thQ:	16	0	28	0	0	0	0	51	0	0	15	0

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

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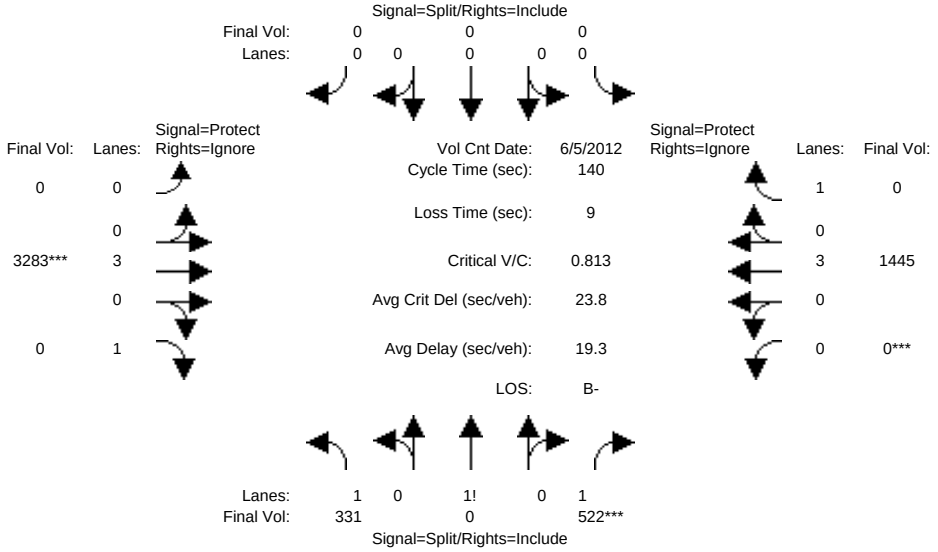
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #12: I-880 NB Ramps and SR-237



Street Name:	I-880 NB Ramps						SR-237					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	273	0	522	0	0	0	0	3212	373	0	1374	334
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	273	0	522	0	0	0	0	3212	373	0	1374	334
Added Vol:	47	0	0	0	0	0	0	71	13	0	71	0
Pass-by Div:	11	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	331	0	522	0	0	0	0	3283	386	0	1445	334
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	331	0	522	0	0	0	0	3283	0	0	1445	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	331	0	522	0	0	0	0	3283	0	0	1445	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	331	0	522	0	0	0	0	3283	0	0	1445	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.39	0.00	1.61	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	2429	0	2821	0	0	0	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.19	0.00	0.00	0.00	0.00	0.58	0.00	0.00	0.25	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.23	0.00	0.23	0.00	0.00	0.00	0.00	0.71	0.00	0.00	0.71	0.00
Volume/Cap:	0.60	0.00	0.81	0.00	0.00	0.00	0.00	0.81	0.00	0.00	0.36	0.00
Delay/Veh:	49.1	0.0	56.2	0.0	0.0	0.0	0.0	15.4	0.0	0.0	8.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.1	0.0	56.2	0.0	0.0	0.0	0.0	15.4	0.0	0.0	8.0	0.0
LOS by Move:	D	A	E+	A	A	A	A	B	A	A	A	A
HCM2k95thQ:	19	0	28	0	0	0	0	50	0	0	15	0

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

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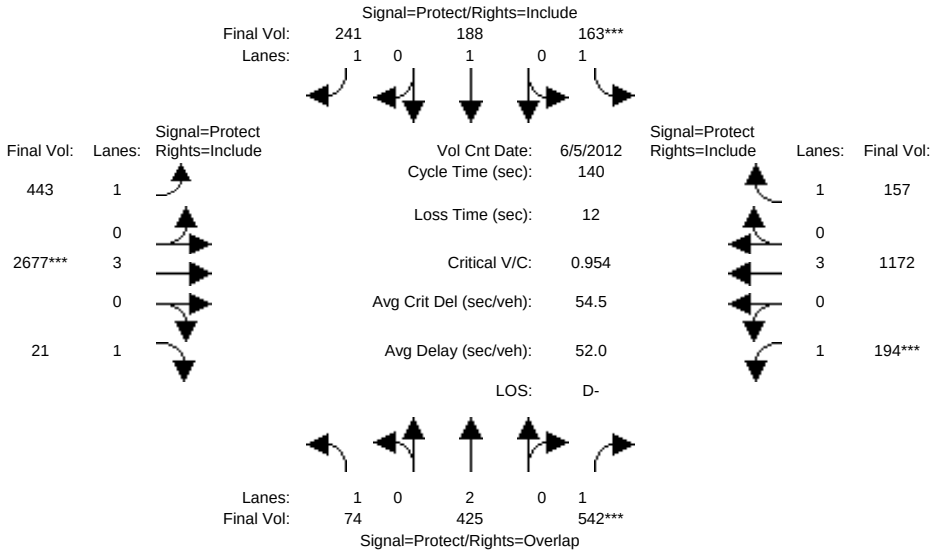
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

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

Intersection #13: Abel Street and SR-237



Street Name:	Abel Street						SR-237					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 7:40:00 AM												
Base Vol:	74	425	542	163	188	241	443	2677	21	194	1172	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	425	542	163	188	241	443	2677	21	194	1172	157
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	425	542	163	188	241	443	2677	21	194	1172	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	425	542	163	188	241	443	2677	21	194	1172	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	425	542	163	188	241	443	2677	21	194	1172	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	425	542	163	188	241	443	2677	21	194	1172	157
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.31	0.09	0.10	0.14	0.25	0.47	0.01	0.11	0.21	0.09
Crit Moves:			****	****				****		****		
Green/Cycle:	0.08	0.21	0.32	0.10	0.22	0.22	0.34	0.49	0.49	0.12	0.27	0.27
Volume/Cap:	0.52	0.54	0.95	0.95	0.44	0.61	0.75	0.95	0.02	0.95	0.75	0.33
Delay/Veh:	65.0	50.1	73.0	118.2	47.5	51.7	46.9	42.8	18.3	111.5	48.8	41.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.0	50.1	73.0	118.2	47.5	51.7	46.9	42.8	18.3	111.5	48.8	41.1
LOS by Move:	E	D	E	F	D	D-	D	D	B-	F	D	D
HCM2k95thQ:	8	16	48	20	13	19	33	65	1	18	26	11

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

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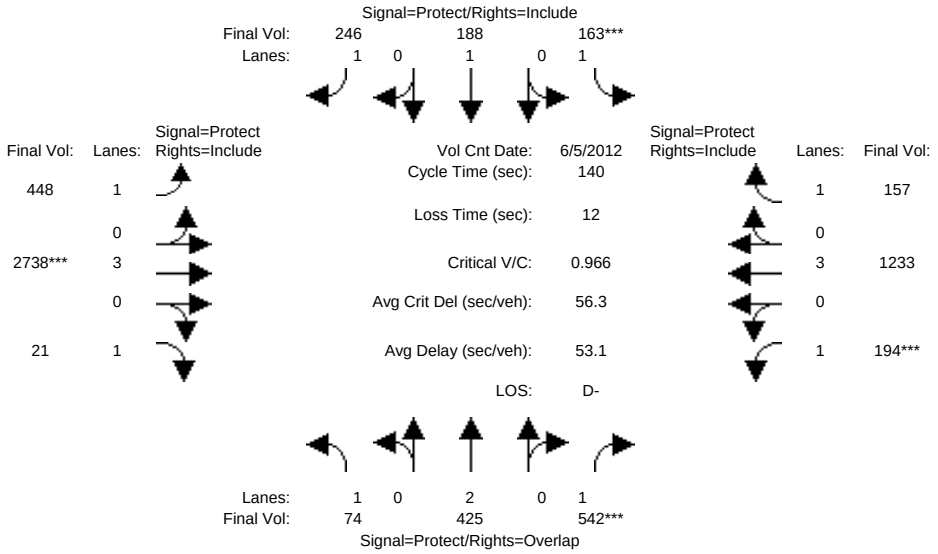
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #13: Abel Street and SR-237



Street Name:	Abel Street						SR-237					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 7:40:00 AM												
Base Vol:	74	425	542	163	188	241	443	2677	21	194	1172	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	425	542	163	188	241	443	2677	21	194	1172	157
Added Vol:	0	0	0	0	0	5	5	61	0	0	61	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	425	542	163	188	246	448	2738	21	194	1233	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	425	542	163	188	246	448	2738	21	194	1233	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	425	542	163	188	246	448	2738	21	194	1233	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	425	542	163	188	246	448	2738	21	194	1233	157
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.31	0.09	0.10	0.14	0.26	0.48	0.01	0.11	0.22	0.09
Crit Moves:			****	****				****		****		
Green/Cycle:	0.08	0.21	0.32	0.10	0.22	0.22	0.33	0.50	0.50	0.11	0.28	0.28
Volume/Cap:	0.53	0.54	0.97	0.97	0.44	0.63	0.77	0.97	0.02	0.97	0.77	0.32
Delay/Veh:	65.9	50.5	76.3	122.0	47.6	52.5	48.3	44.3	17.9	115.2	48.7	40.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.9	50.5	76.3	122.0	47.6	52.5	48.3	44.3	17.9	115.2	48.7	40.2
LOS by Move:	E	D	E-	F	D	D-	D	D	B	F	D	D
HCM2k95thQ:	8	16	48	20	13	20	34	67	1	18	28	10

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

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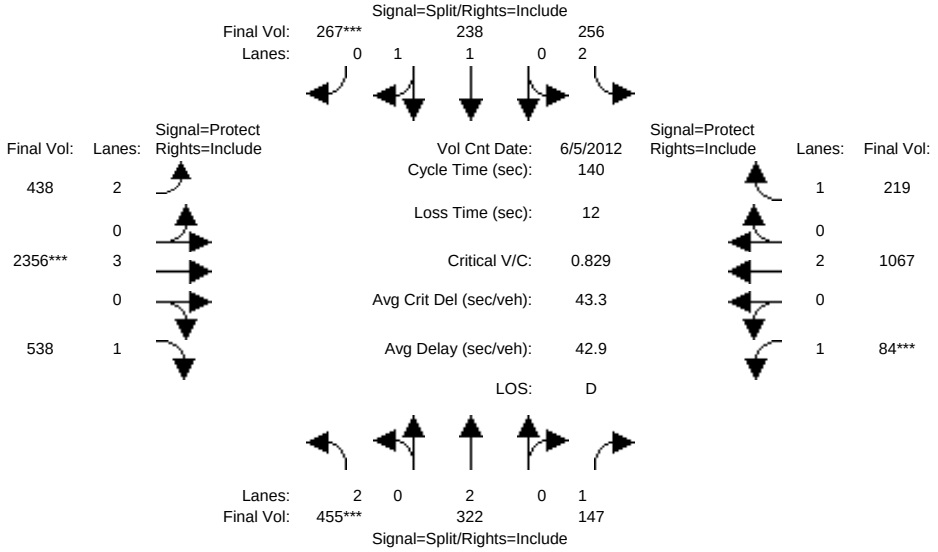
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

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

Intersection #14: Milpitas Blvd and SR-237




```
Street Name:          Milpitas Blvd                          SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM
Base Vol:     455  322   147   256  238   267   438 2356   538    84 1067   219
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  455  322   147   256  238   267   438 2356   538    84 1067   219
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  455  322   147   256  238   267   438 2356   538    84 1067   219
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   455  322   147   256  238   267   438 2356   538    84 1067   219
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  455  322   147   256  238   267   438 2356   538    84 1067   219
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  455  322   147   256  238   267   438 2356   538    84 1067   219
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.83 1.00  0.92  0.83 1.00  0.92  0.92 1.00  0.92
Lanes:       2.00 2.00  1.00  2.00 1.00  1.00  2.00 3.00  1.00  1.00 2.00  1.00
Final Sat.:  3150 3800  1750  3150 1900  1750  3150 5700  1750  1750 3800  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.08  0.08  0.08 0.13  0.15  0.14 0.41  0.31  0.05 0.28  0.13
Crit Moves:  ****                         ****        ****        ****
Green/Cycle: 0.17 0.17  0.17  0.18 0.18  0.18  0.18 0.50  0.50  0.06 0.37  0.37
Volume/Cap:  0.83 0.49  0.48  0.44 0.68  0.83  0.75 0.83  0.62  0.83 0.75  0.34
Delay/Veh:   66.0 52.7  53.3  51.3 55.9  64.3  59.7 32.2  26.8 106.2 40.8  31.9
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  66.0 52.7  53.3  51.3 55.9  64.3  59.7 32.2  26.8 106.2 40.8  31.9
LOS by Move:    E   D-    D-    D-   E+     E    E+   C-     C     F    D     C
HCM2k95thQ:    24   13    12    12   19    25    18   44    29     8   34    13
Note: Queue reported is the number of cars per lane.
```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Pacific Mall - Silicon Valley
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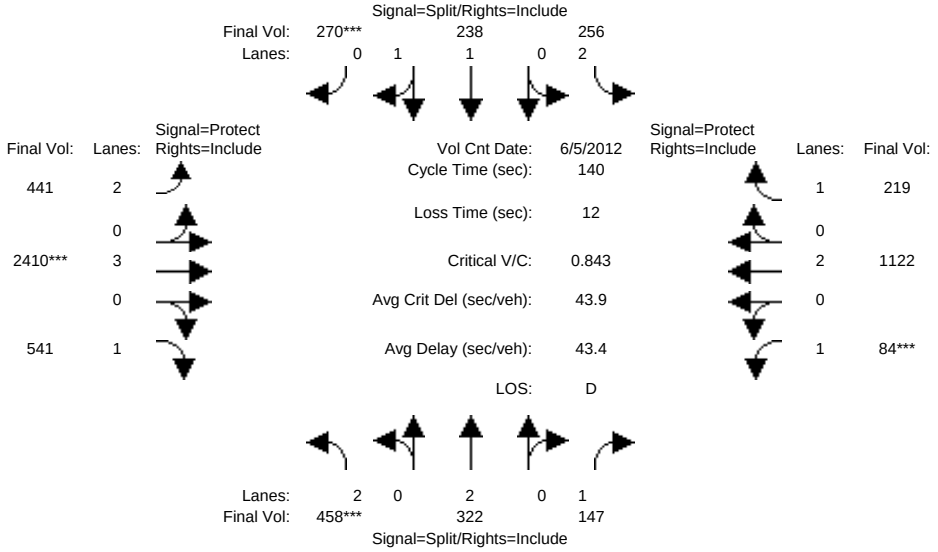
Cumulative plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #14: Milpitas Blvd and SR-237

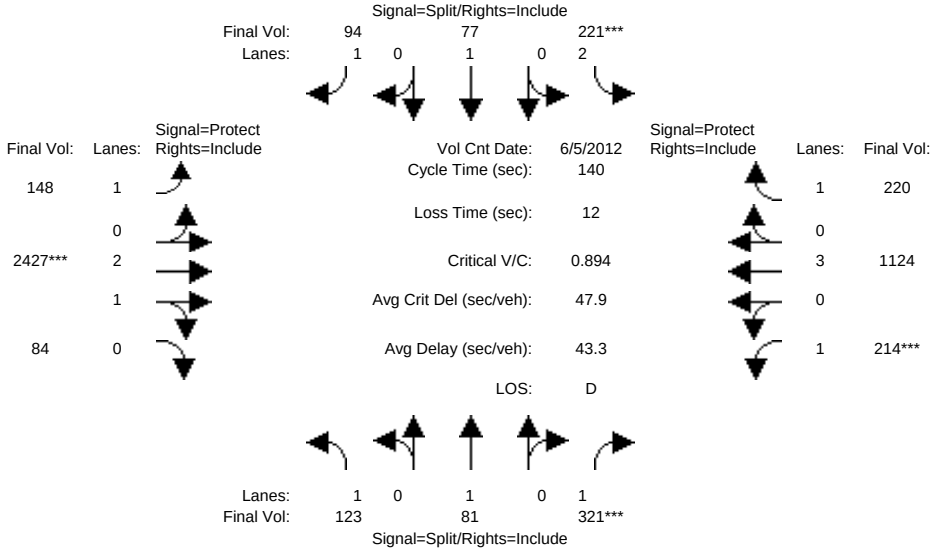



```
Street Name:          Milpitas Blvd                          SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM
Base Vol:     455  322   147   256  238   267   438 2356   538    84 1067   219
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  455  322   147   256  238   267   438 2356   538    84 1067   219
Added Vol:      3    0     0     0    0     3     3   54     3     0   55     0
Pass-by Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  458  322   147   256  238   270   441 2410   541    84 1122   219
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   458  322   147   256  238   270   441 2410   541    84 1122   219
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  458  322   147   256  238   270   441 2410   541    84 1122   219
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  458  322   147   256  238   270   441 2410   541    84 1122   219
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.83 1.00  0.92  0.83 1.00  0.92  0.92 1.00  0.92
Lanes:       2.00 2.00  1.00  2.00 1.00  1.00  2.00 3.00  1.00  1.00 2.00  1.00
Final Sat.:  3150 3800  1750  3150 1900  1750  3150 5700  1750  1750 3800  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.15 0.08  0.08  0.08 0.13  0.15  0.14 0.42  0.31  0.05 0.30  0.13
Crit Moves:  ****                          ****        ****        ****
Green/Cycle: 0.17 0.17  0.17  0.18 0.18  0.18  0.18 0.50  0.50  0.06 0.38  0.38
Volume/Cap:  0.84 0.49  0.49  0.44 0.68  0.84  0.78 0.84  0.62  0.84 0.78  0.33
Delay/Veh:   67.5 52.9  53.6  51.4 56.1  65.7  61.6 32.6  26.5 109.9 41.1  31.2
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  67.5 52.9  53.6  51.4 56.1  65.7  61.6 32.6  26.5 109.9 41.1  31.2
LOS by Move:    E   D-    D-    D-   E+     E     E   C-     C     F    D     C
HCM2k95thQ:    25   13    12    12   19    26    19   45    29     9   36    13
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

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

Intersection #15: Hillview Drive and SR-237




```
Street Name:          Hillview Drive                        SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 7:35:00 AM
Base Vol:     123   81   321   221   77    94   148 2427    84   214 1124   220
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  123   81   321   221   77    94   148 2427    84   214 1124   220
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  123   81   321   221   77    94   148 2427    84   214 1124   220
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   123   81   321   221   77    94   148 2427    84   214 1124   220
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  123   81   321   221   77    94   148 2427    84   214 1124   220
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  123   81   321   221   77    94   148 2427    84   214 1124   220
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.83 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.00 1.00  1.00  2.00 1.00  1.00  1.00 2.89  0.11  1.00 3.00  1.00
Final Sat.:  1750 1900  1750  3150 1900  1750  1750 5494   190  1750 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.04  0.18  0.07 0.04  0.05  0.08 0.44  0.44  0.12 0.20  0.13
Crit Moves:              ****  ****                   ****        ****
Green/Cycle: 0.21 0.21  0.21  0.08 0.08  0.08  0.19 0.49  0.49  0.14 0.44  0.44
Volume/Cap:  0.34 0.21  0.89  0.89 0.52  0.68  0.45 0.89  0.89  0.89 0.45  0.28
Delay/Veh:   48.1 46.5  77.7  94.9 65.1  76.2  51.2 36.3  36.3  91.2 27.3  25.2
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  48.1 46.5  77.7  94.9 65.1  76.2  51.2 36.3  36.3  91.2 27.3  25.2
LOS by Move:    D    D    E-     F    E    E-    D-   D+    D+     F    C     C
HCM2k95thQ:    10    6    31    16    8    11    11   52    52    23   20    12
Note: Queue reported is the number of cars per lane.
```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Pacific Mall - Silicon Valley
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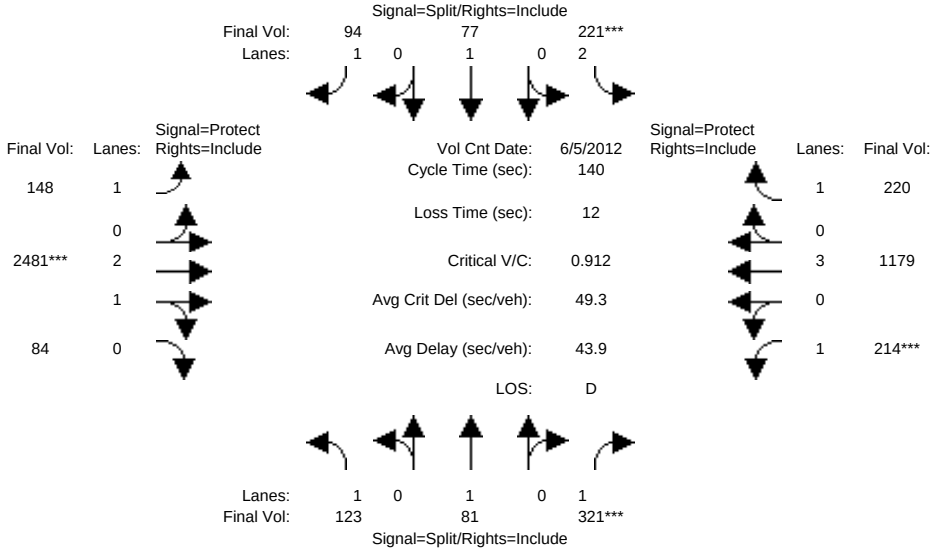
Cumulative plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #15: Hillview Drive and SR-237




```
Street Name:          Hillview Drive                        SR-237
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 7:35:00 AM
Base Vol:     123   81   321   221   77    94   148 2427    84   214 1124   220
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  123   81   321   221   77    94   148 2427    84   214 1124   220
Added Vol:      0    0     0     0    0     0     0   54     0     0   55     0
Pass-by Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  123   81   321   221   77    94   148 2481    84   214 1179   220
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   123   81   321   221   77    94   148 2481    84   214 1179   220
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  123   81   321   221   77    94   148 2481    84   214 1179   220
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  123   81   321   221   77    94   148 2481    84   214 1179   220
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.83 1.00  0.92  0.92 0.98  0.95  0.92 1.00  0.92
Lanes:       1.00 1.00  1.00  2.00 1.00  1.00  1.00 2.90  0.10  1.00 3.00  1.00
Final Sat.:  1750 1900  1750  3150 1900  1750  1750 5416   183  1750 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.04  0.18  0.07 0.04  0.05  0.08 0.46  0.46  0.12 0.21  0.13
Crit Moves:              ****  ****                   ****        ****
Green/Cycle: 0.20 0.20  0.20  0.08 0.08  0.08  0.18 0.50  0.50  0.13 0.45  0.45
Volume/Cap:  0.35 0.21  0.91  0.91 0.53  0.70  0.46 0.91  0.91  0.91 0.46  0.28
Delay/Veh:   48.7 46.9  81.8  99.2 65.7  78.0  51.9 37.1  37.1  95.7 26.7  24.3
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  48.7 46.9  81.8  99.2 65.7  78.0  51.9 37.1  37.1  95.7 26.7  24.3
LOS by Move:    D    D     F     F    E    E-    D-   D+    D+     F    C     C
HCM2k95thQ:    10    6    31    16    8    11    11   54    54    23   21    12
Note: Queue reported is the number of cars per lane.
```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Pacific Mall - Silicon Valley
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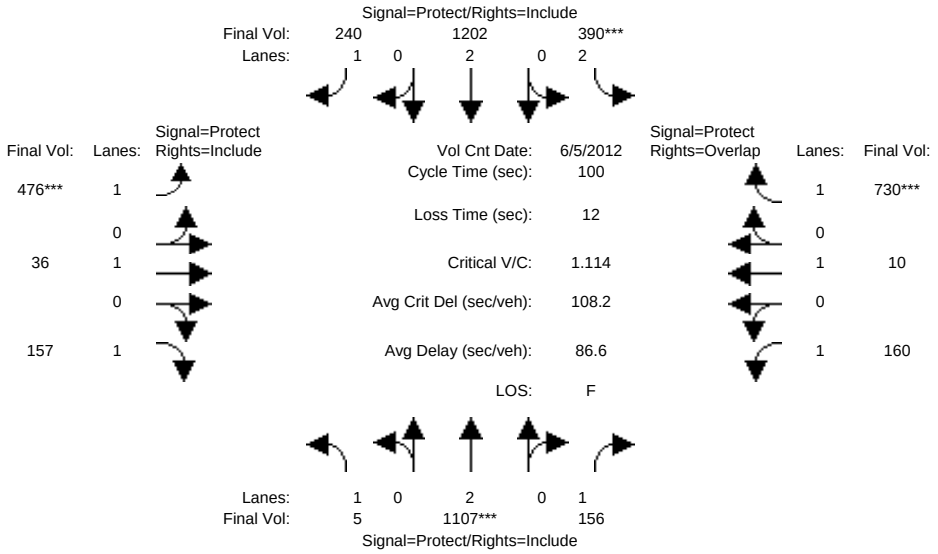
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #16: McCarthy Blvd and Bellew Dr



Street Name:	McCarthy Blvd						Bellew Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	5	1107	156	390	1202	240	476	36	157	160	10	730
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	1107	156	390	1202	240	476	36	157	160	10	730
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	1107	156	390	1202	240	476	36	157	160	10	730
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	1107	156	390	1202	240	476	36	157	160	10	730
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	1107	156	390	1202	240	476	36	157	160	10	730
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	1107	156	390	1202	240	476	36	157	160	10	730
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.09	0.12	0.32	0.14	0.27	0.02	0.09	0.09	0.01	0.42
Crit Moves:		****		****			****					****
Green/Cycle:	0.07	0.26	0.26	0.11	0.30	0.30	0.24	0.27	0.27	0.24	0.26	0.37
Volume/Cap:	0.04	1.11	0.34	1.11	1.05	0.45	1.11	0.07	0.34	0.38	0.02	1.11
Delay/Veh:	43.5	102	30.4	127.0	74.1	28.8	116.1	27.6	30.1	32.2	27.3	102.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.5	102	30.4	127.0	74.1	28.8	116.1	27.6	30.1	32.2	27.3	102.1
LOS by Move:	D	F	C	F	E	C	F	C	C	C-	C	F
HCM2k95thQ:	0	38	8	20	41	12	43	2	9	9	0	60

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

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Pacific Mall - Silicon Valley
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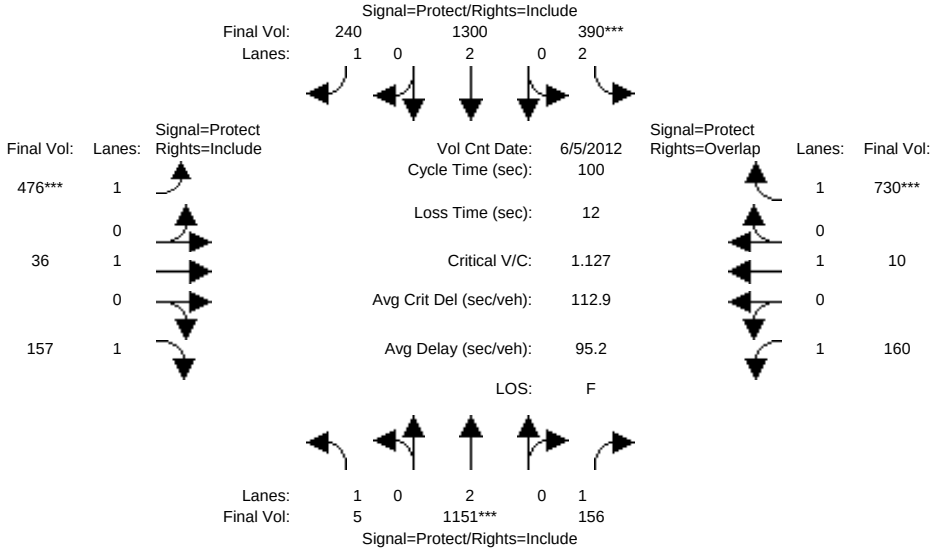
Cumulative plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #16: McCarthy Blvd and Bellew Dr



Street Name:	McCarthy Blvd						Bellew Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	5	1107	156	390	1202	240	476	36	157	160	10	730
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	1107	156	390	1202	240	476	36	157	160	10	730
Added Vol:	0	44	0	0	91	0	0	0	0	0	0	0
Pass-by Div:	0	0	0	0	7	0	0	0	0	0	0	0
Initial Fut:	5	1151	156	390	1300	240	476	36	157	160	10	730
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	1151	156	390	1300	240	476	36	157	160	10	730
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	1151	156	390	1300	240	476	36	157	160	10	730
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	1151	156	390	1300	240	476	36	157	160	10	730
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.09	0.12	0.34	0.14	0.27	0.02	0.09	0.09	0.01	0.42
Crit Moves:		****		****			****					****
Green/Cycle:	0.07	0.27	0.27	0.11	0.31	0.31	0.24	0.26	0.26	0.24	0.26	0.37
Volume/Cap:	0.04	1.13	0.33	1.13	1.11	0.44	1.13	0.07	0.34	0.38	0.02	1.13
Delay/Veh:	43.5	107	29.8	132.0	96.0	28.3	121.2	27.8	30.4	32.4	27.5	107.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.5	107	29.8	132.0	96.0	28.3	121.2	27.8	30.4	32.4	27.5	107.4
LOS by Move:	D	F	C	F	F	C	F	C	C	C-	C	F
HCM2k95thQ:	0	40	8	21	48	12	44	2	9	9	0	61

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

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Pacific Mall - Silicon Valley
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Cumulative plus Project - PM Peak Hour

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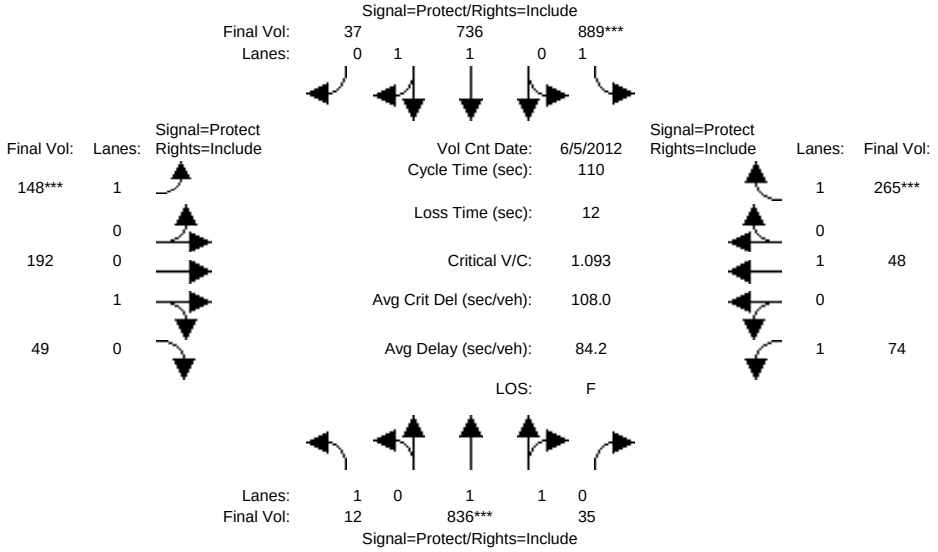
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #17: McCarthy Blvd and Alder Dr



Street Name:	McCarthy Blvd						Barber Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	12	836	35	889	736	37	148	192	49	74	48	265
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	836	35	889	736	37	148	192	49	74	48	265
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	836	35	889	736	37	148	192	49	74	48	265
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	836	35	889	736	37	148	192	49	74	48	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	836	35	889	736	37	148	192	49	74	48	265
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	836	35	889	736	37	148	192	49	74	48	265
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.91	0.09	1.00	1.90	0.10	1.00	0.78	0.22	1.00	1.00	1.00
Final Sat.:	1750	3635	152	1750	3603	181	1750	1488	380	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.23	0.51	0.20	0.20	0.08	0.13	0.13	0.04	0.03	0.15
Crit Moves:		****		****			****					****
Green/Cycle:	0.20	0.21	0.21	0.46	0.46	0.46	0.09	0.13	0.13	0.09	0.14	0.14
Volume/Cap:	0.03	1.11	1.11	1.11	0.44	0.44	0.93	0.97	0.97	0.45	0.19	1.11
Delay/Veh:	35.1	111	111.0	97.0	20.4	20.4	100.7	95.5	95.5	49.1	42.4	139.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.1	111	111.0	97.0	20.4	20.4	100.7	95.5	95.5	49.1	42.4	139.1
LOS by Move:	D+	F	F	F	C+	C+	F	F	F	D	D	F
HCM2k95thQ:	1	36	36	66	15	15	16	23	23	5	3	26

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

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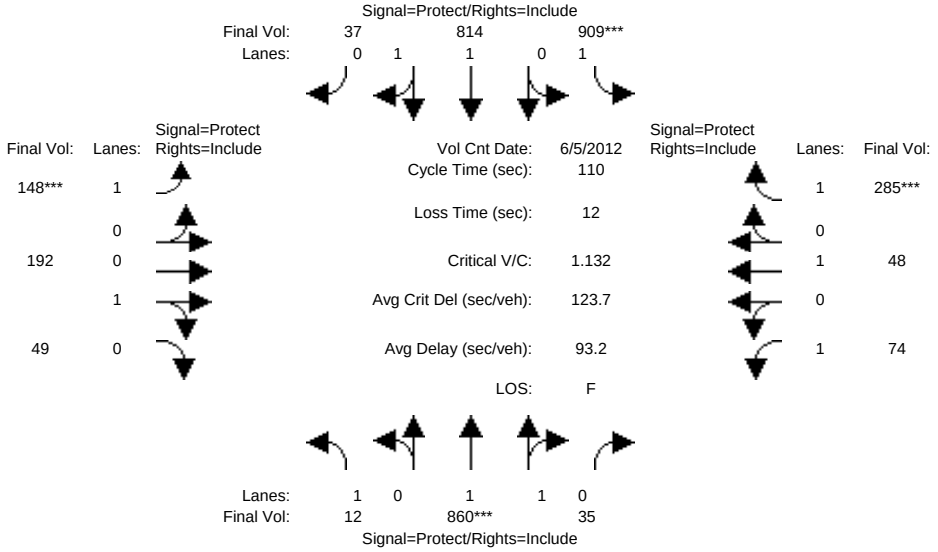
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #17: McCarthy Blvd and Alder Dr



Street Name:	McCarthy Blvd						Barber Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	12	836	35	889	736	37	148	192	49	74	48	265
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	836	35	889	736	37	148	192	49	74	48	265
Added Vol:	0	24	0	20	71	0	0	0	0	0	0	20
Pass-by Div:	0	0	0	0	7	0	0	0	0	0	0	0
Initial Fut:	12	860	35	909	814	37	148	192	49	74	48	285
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	860	35	909	814	37	148	192	49	74	48	285
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	860	35	909	814	37	148	192	49	74	48	285
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	860	35	909	814	37	148	192	49	74	48	285
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	1.92	0.08	1.00	1.91	0.09	1.00	0.80	0.20	1.00	1.00	1.00
Final Sat.:	1750	3555	145	1750	3539	161	1750	1434	366	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.24	0.24	0.52	0.23	0.23	0.08	0.13	0.13	0.04	0.03	0.16
Crit Moves:		****		****			****					****
Green/Cycle:	0.19	0.21	0.21	0.45	0.47	0.47	0.09	0.14	0.14	0.09	0.14	0.14
Volume/Cap:	0.04	1.16	1.16	1.16	0.49	0.49	0.93	0.97	0.97	0.45	0.18	1.16
Delay/Veh:	36.7	128	127.7	114.3	20.1	20.1	100.7	95.5	95.5	49.1	42.0	153.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.7	128	127.7	114.3	20.1	20.1	100.7	95.5	95.5	49.1	42.0	153.0
LOS by Move:	D+	F	F	F	C+	C+	F	F	F	D	D	F
HCM2k95thQ:	1	40	40	73	17	17	16	23	23	5	3	29

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

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Pacific Mall - Silicon Valley
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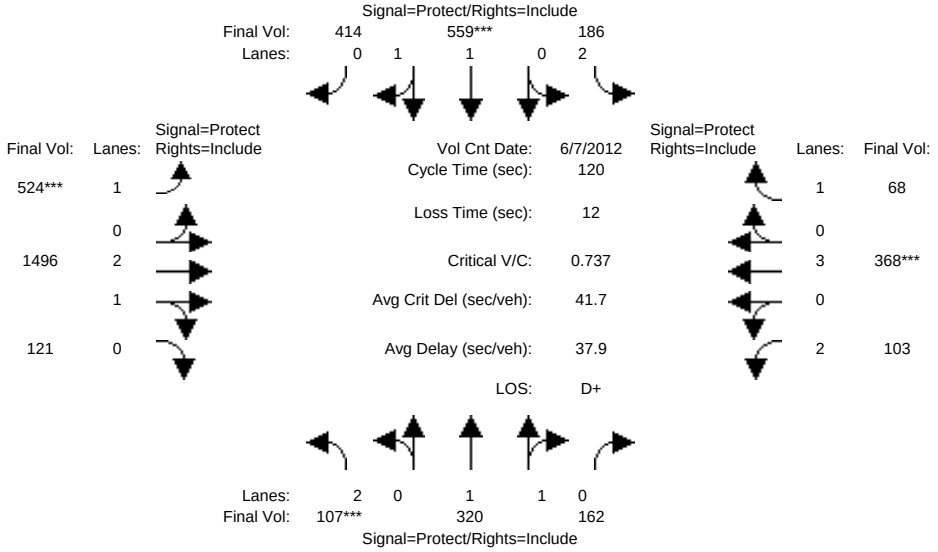
Cumulative plus Project - PM Peak Hour

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

Intersection #18: McCarthy Blvd and Tasman Dr



Street Name:	McCarthy Blvd						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	107	320	162	186	559	414	524	1496	121	103	368	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	320	162	186	559	414	524	1496	121	103	368	68
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	320	162	186	559	414	524	1496	121	103	368	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	320	162	186	559	414	524	1496	121	103	368	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	320	162	186	559	414	524	1496	121	103	368	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	320	162	186	559	414	524	1496	121	103	368	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.29	0.71	2.00	1.11	0.89	1.00	2.76	0.24	2.00	3.00	1.00
Final Sat.:	3150	2452	1241	3150	2106	1560	1750	5240	424	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.13	0.06	0.27	0.27	0.30	0.29	0.29	0.03	0.06	0.04
Crit Moves:	****				****		****				****	
Green/Cycle:	0.06	0.28	0.28	0.13	0.35	0.35	0.40	0.40	0.40	0.08	0.09	0.09
Volume/Cap:	0.58	0.46	0.46	0.46	0.75	0.75	0.75	0.71	0.71	0.40	0.75	0.45
Delay/Veh:	59.8	35.6	35.6	49.2	36.4	36.4	35.2	30.8	30.8	53.2	59.8	54.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.8	35.6	35.6	49.2	36.4	36.4	35.2	30.8	30.8	53.2	59.8	54.2
LOS by Move:	E+	D+	D+	D	D+	D+	D+	C	C	D-	E+	D-
HCM2k95thQ:	5	14	14	7	28	28	32	30	30	4	9	5

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

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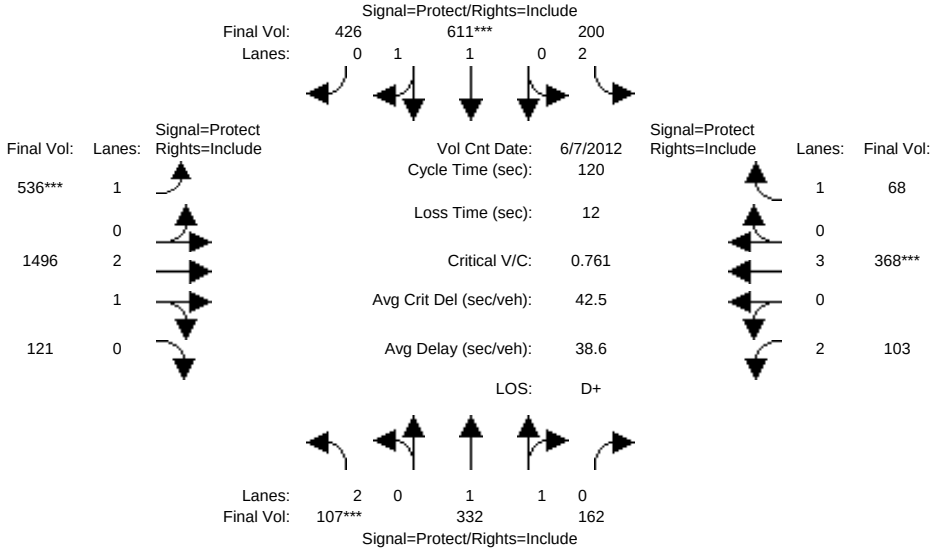
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #18: McCarthy Blvd and Tasman Dr



Street Name:	McCarthy Blvd						Tasman Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	107	320	162	186	559	414	524	1496	121	103	368	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	320	162	186	559	414	524	1496	121	103	368	68
Added Vol:	0	12	0	12	47	12	12	0	0	0	0	0
Pass-by Div:	0	0	0	2	5	0	0	0	0	0	0	0
Initial Fut:	107	332	162	200	611	426	536	1496	121	103	368	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	332	162	200	611	426	536	1496	121	103	368	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	332	162	200	611	426	536	1496	121	103	368	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	332	162	200	611	426	536	1496	121	103	368	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	1.33	0.67	2.00	1.16	0.84	1.00	2.77	0.23	2.00	3.00	1.00
Final Sat.:	3150	2486	1213	3150	2179	1519	1750	5180	419	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.13	0.06	0.28	0.28	0.31	0.29	0.29	0.03	0.06	0.04
Crit Moves:	****				****		****				****	
Green/Cycle:	0.06	0.29	0.29	0.14	0.36	0.36	0.40	0.40	0.40	0.08	0.08	0.08
Volume/Cap:	0.58	0.47	0.47	0.47	0.77	0.77	0.77	0.72	0.72	0.41	0.77	0.47
Delay/Veh:	59.8	35.7	35.7	48.7	36.8	36.8	37.0	31.7	31.7	53.5	61.6	54.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.8	35.7	35.7	48.7	36.8	36.8	37.0	31.7	31.7	53.5	61.6	54.8
LOS by Move:	E+	D+	D+	D	D+	D+	D+	C	C	D-	E	D-
HCM2k95thQ:	5	14	14	8	30	30	34	31	31	4	9	5

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

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Pacific Mall - Silicon Valley
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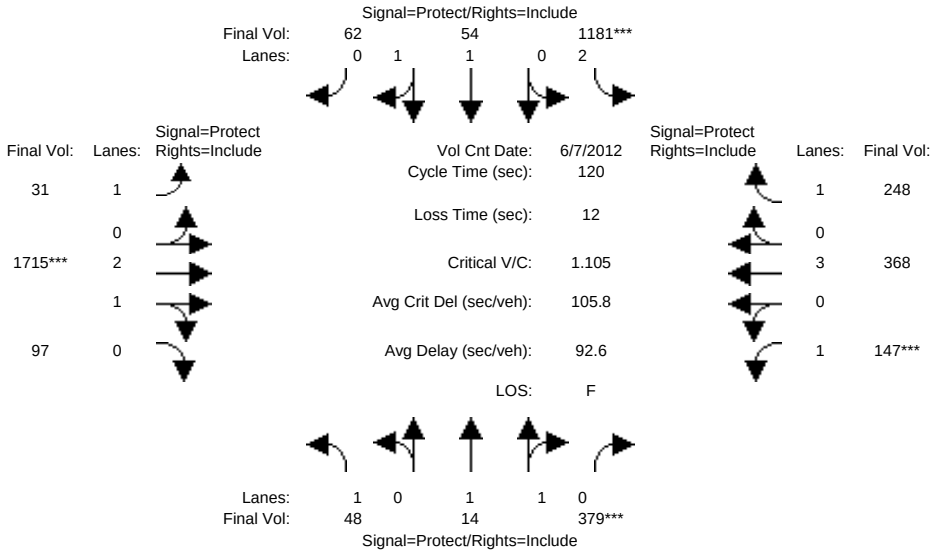
Cumulative plus Project - PM Peak Hour

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

Intersection #19: Tasman Dr and Alder Dr



Street Name:	Alder Dr						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	48	14	379	1181	54	62	31	1715	97	147	368	248
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	14	379	1181	54	62	31	1715	97	147	368	248
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	14	379	1181	54	62	31	1715	97	147	368	248
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	14	379	1181	54	62	31	1715	97	147	368	248
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	14	379	1181	54	62	31	1715	97	147	368	248
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	14	379	1181	54	62	31	1715	97	147	368	248
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	2.83	0.17	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	1750	5370	304	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.22	0.37	0.03	0.04	0.02	0.32	0.32	0.08	0.06	0.14
Crit Moves:			****	****				****		****		
Green/Cycle:	0.22	0.20	0.20	0.34	0.31	0.31	0.11	0.29	0.29	0.08	0.26	0.26
Volume/Cap:	0.12	0.04	1.11	1.11	0.09	0.11	0.17	1.11	1.11	1.11	0.25	0.55
Delay/Veh:	37.6	39.1	127.5	100.8	29.0	29.3	49.2	99.7	99.7	164.6	35.4	39.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.6	39.1	127.5	100.8	29.0	29.3	49.2	99.7	99.7	164.6	35.4	39.9
LOS by Move:	D+	D	F	F	C	C	D	F	F	F	D+	D
HCM2k95thQ:	3	1	39	57	3	3	2	49	49	16	7	16

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

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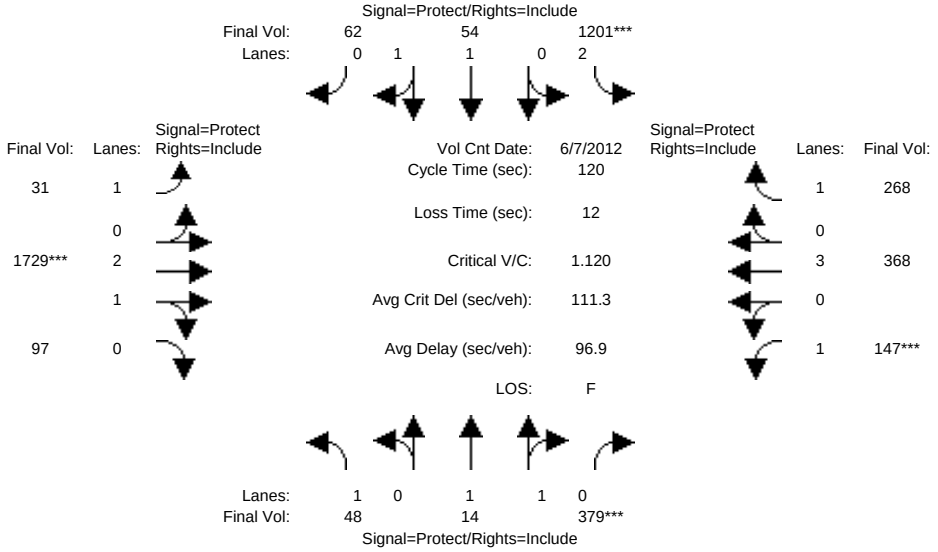
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #19: Tasman Dr and Alder Dr



Street Name:	Alder Dr						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	48	14	379	1181	54	62	31	1715	97	147	368	248
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	14	379	1181	54	62	31	1715	97	147	368	248
Added Vol:	0	0	0	20	0	0	0	12	0	0	0	20
Pass-by Div:	0	0	0	0	0	0	0	2	0	0	0	0
Initial Fut:	48	14	379	1201	54	62	31	1729	97	147	368	268
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	14	379	1201	54	62	31	1729	97	147	368	268
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	14	379	1201	54	62	31	1729	97	147	368	268
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	14	379	1201	54	62	31	1729	97	147	368	268
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	2.83	0.17	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	1750	5302	297	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.22	0.38	0.03	0.04	0.02	0.33	0.33	0.08	0.06	0.15
Crit Moves:			****	****				****		****		
Green/Cycle:	0.22	0.19	0.19	0.34	0.31	0.31	0.10	0.29	0.29	0.08	0.27	0.27
Volume/Cap:	0.12	0.04	1.12	1.12	0.09	0.11	0.18	1.12	1.12	1.12	0.24	0.58
Delay/Veh:	37.7	39.3	132.9	106.2	29.1	29.3	49.8	105	105.4	169.9	34.7	40.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.7	39.3	132.9	106.2	29.1	29.3	49.8	105	105.4	169.9	34.7	40.1
LOS by Move:	D+	D	F	F	C	C	D	F	F	F	C-	D
HCM2k95thQ:	3	1	40	59	3	3	2	51	51	17	7	17

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

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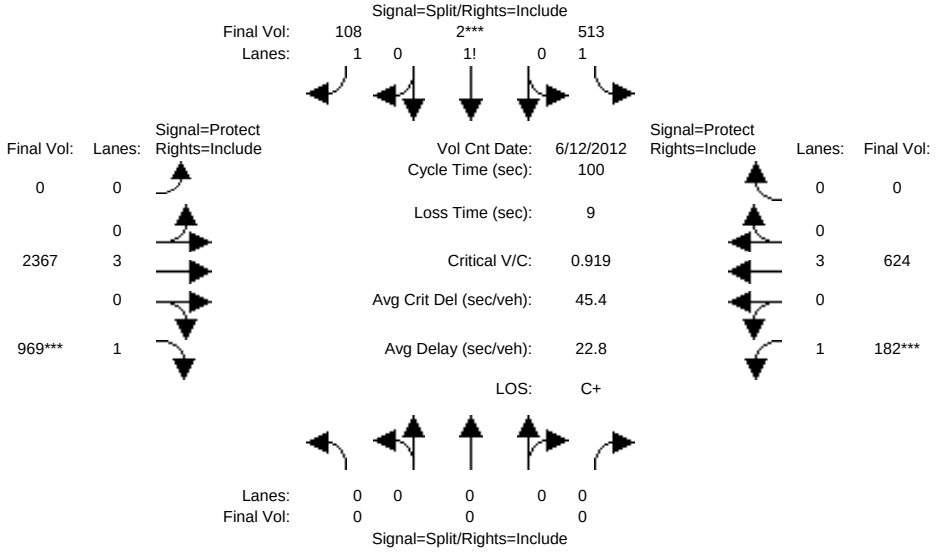
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

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

Intersection #20: I-880 SB Ramps and Tasman Dr



Street Name:	I-880 SB Ramps						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Jun 2012 << 8:00:00 AM												
Base Vol:	0	0	0	513	2	108	0	2367	969	182	624	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	513	2	108	0	2367	969	182	624	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	513	2	108	0	2367	969	182	624	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	513	2	108	0	2367	969	182	624	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	513	2	108	0	2367	969	182	624	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	513	2	108	0	2367	969	182	624	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.82	0.01	1.17	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	0	0	0	3187	11	2053	0	5700	1750	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.18	0.05	0.00	0.42	0.55	0.10	0.11	0.00
Crit Moves:					****				****	****		
Green/Cycle:	0.00	0.00	0.00	0.19	0.19	0.19	0.00	0.60	0.60	0.11	0.72	0.00
Volume/Cap:	0.00	0.00	0.00	0.83	0.92	0.27	0.00	0.69	0.92	0.92	0.15	0.00
Delay/Veh:	0.0	0.0	0.0	46.3	57.2	34.3	0.0	14.1	30.2	85.7	4.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	46.3	57.2	34.3	0.0	14.1	30.2	85.7	4.6	0.0
LOS by Move:	A	A	A	D	E+	C-	A	B	C	F	A	A
HCM2k95thQ:	0	0	0	21	25	6	0	26	44	14	4	0

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

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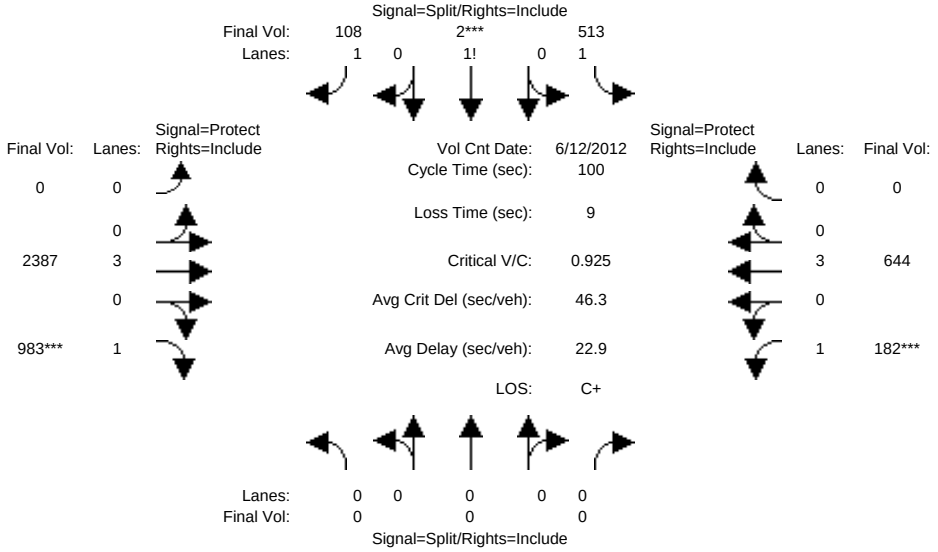
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #20: I-880 SB Ramps and Tasman Dr



Street Name:	I-880 SB Ramps						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Jun 2012 << 8:00:00 AM												
Base Vol:	0	0	0	513	2	108	0	2367	969	182	624	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	513	2	108	0	2367	969	182	624	0
Added Vol:	0	0	0	0	0	0	0	20	12	0	20	0
Pass-by Div:	0	0	0	0	0	0	0	0	2	0	0	0
Initial Fut:	0	0	0	513	2	108	0	2387	983	182	644	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	513	2	108	0	2387	983	182	644	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	513	2	108	0	2387	983	182	644	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	513	2	108	0	2387	983	182	644	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.82	0.01	1.17	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	0	0	0	3228	11	2056	0	5700	1750	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.18	0.05	0.00	0.42	0.56	0.10	0.11	0.00
Crit Moves:					****				****	****		
Green/Cycle:	0.00	0.00	0.00	0.19	0.19	0.19	0.00	0.61	0.61	0.11	0.72	0.00
Volume/Cap:	0.00	0.00	0.00	0.83	0.93	0.28	0.00	0.69	0.93	0.93	0.16	0.00
Delay/Veh:	0.0	0.0	0.0	46.9	58.5	34.6	0.0	13.9	30.9	87.5	4.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	46.9	58.5	34.6	0.0	13.9	30.9	87.5	4.5	0.0
LOS by Move:	A	A	A	D	E+	C-	A	B	C	F	A	A
HCM2k95thQ:	0	0	0	21	25	6	0	27	45	14	4	0

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

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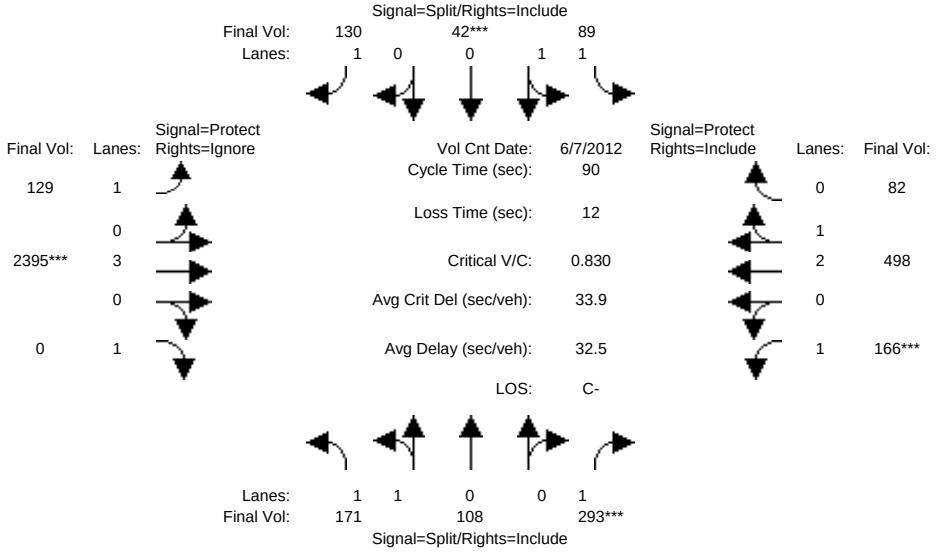
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

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

Intersection #21: Great Mall Pkwy and Thompson St



Street Name:	Thompson St						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	171	108	293	89	42	130	129	2395	407	166	498	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	171	108	293	89	42	130	129	2395	407	166	498	82
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	171	108	293	89	42	130	129	2395	407	166	498	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	171	108	293	89	42	130	129	2395	0	166	498	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	108	293	89	42	130	129	2395	0	166	498	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	171	108	293	89	42	130	129	2395	0	166	498	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.26	0.74	1.00	1.39	0.61	1.00	1.00	3.00	1.00	1.00	2.55	0.45
Final Sat.:	2213	1398	1750	2440	1151	1750	1750	5700	1750	1750	4836	796
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.17	0.04	0.04	0.07	0.07	0.42	0.00	0.09	0.10	0.10
Crit Moves:			****		****			****		****		
Green/Cycle:	0.19	0.19	0.19	0.11	0.11	0.11	0.23	0.47	0.00	0.11	0.34	0.34
Volume/Cap:	0.42	0.42	0.90	0.33	0.33	0.67	0.31	0.90	0.00	0.90	0.31	0.31
Delay/Veh:	32.8	32.8	62.9	37.4	37.4	47.1	28.9	27.0	0.0	80.0	22.3	22.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.8	32.8	62.9	37.4	37.4	47.1	28.9	27.0	0.0	80.0	22.3	22.3
LOS by Move:	C-	C-	E	D+	D+	D	C	C	A	F	C+	C+
HCM2k95thQ:	8	8	22	4	4	10	6	36	0	11	8	8

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

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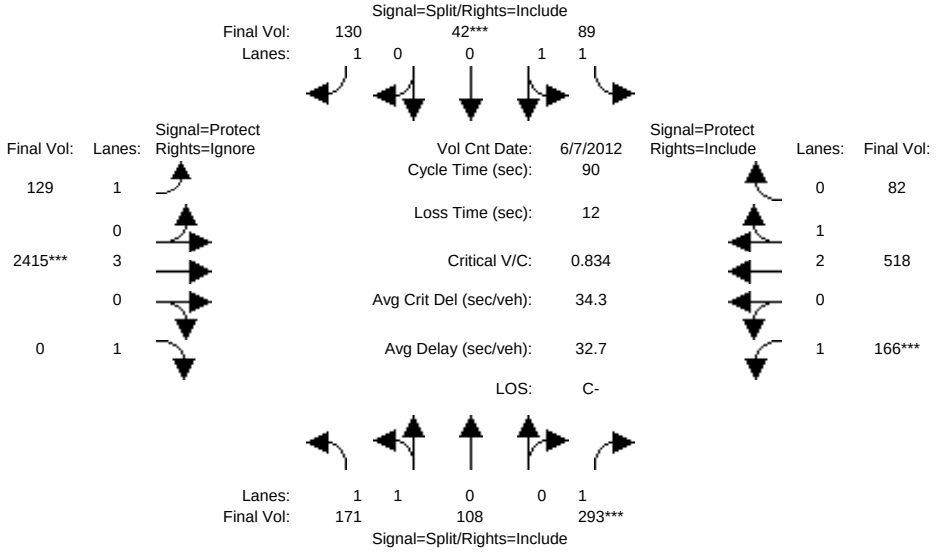
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #21: Great Mall Pkwy and Thompson St




```
Street Name:           Thompson St                     Great Mall Pkwy
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 7 Jun 2012 << 8:00:00 AM
Base Vol:     171  108   293    89   42   130   129 2395   407   166  498    82
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  171  108   293    89   42   130   129 2395   407   166  498    82
Added Vol:      0    0     0     0    0     0     0   20     0     0   20     0
Pass-by Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  171  108   293    89   42   130   129 2415   407   166  518    82
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Volume:   171  108   293    89   42   130   129 2415     0   166  518    82
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  171  108   293    89   42   130   129 2415     0   166  518    82
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
FinalVolume:  171  108   293    89   42   130   129 2415     0   166  518    82
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.93 0.95  0.92  0.93 0.95  0.92  0.92 1.00  0.92  0.92 0.99  0.95
Lanes:       1.24 0.76  1.00  1.37 0.63  1.00  1.00 3.00  1.00  1.00 2.57  0.43
Final Sat.:  2176 1374  1750  2412 1138  1750  1750 5700  1750  1750 4834   765
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.08  0.17  0.04 0.04  0.07  0.07 0.42  0.00  0.09 0.11  0.11
Crit Moves:              ****        ****              ****        ****
Green/Cycle: 0.18 0.18  0.18  0.11 0.11  0.11  0.24 0.47  0.00  0.10 0.34  0.34
Volume/Cap:  0.43 0.43  0.91  0.33 0.33  0.67  0.31 0.91  0.00  0.91 0.32  0.32
Delay/Veh:   32.9 32.9  63.9  37.4 37.4  47.1  28.9 27.3   0.0  81.3 22.3  22.3
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  32.9 32.9  63.9  37.4 37.4  47.1  28.9 27.3   0.0  81.3 22.3  22.3
LOS by Move:   C-   C-     E    D+   D+     D     C    C     A     F   C+    C+
HCM2k95thQ:     8    8    22     4    4    10     6   37     0    11    8     8
Note: Queue reported is the number of cars per lane.
```

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Pacific Mall - Silicon Valley
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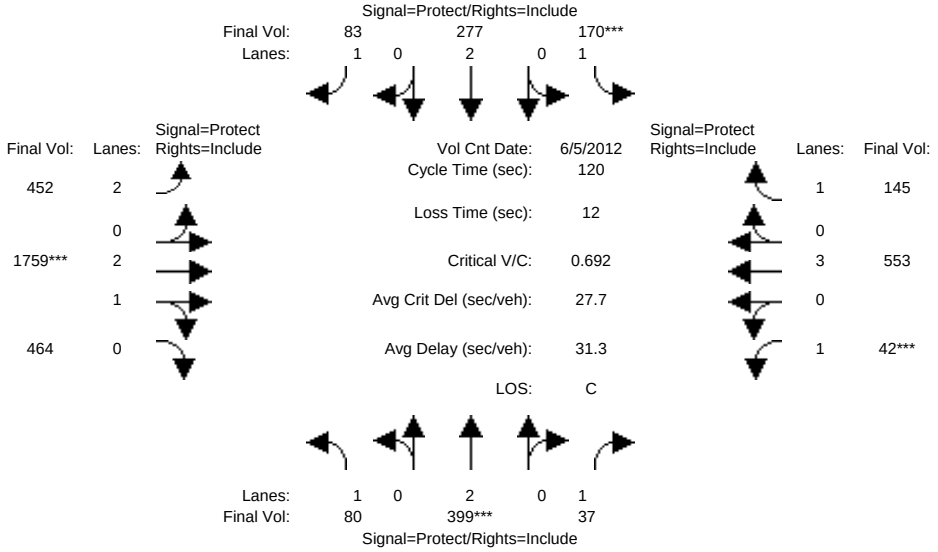
Cumulative plus Project - PM Peak Hour

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

Intersection #22: Abel St and Great Mall Pkwy



Street Name:	Abel Street						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	80	399	37	170	277	83	452	1759	464	42	553	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	399	37	170	277	83	452	1759	464	42	553	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	399	37	170	277	83	452	1759	464	42	553	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	399	37	170	277	83	452	1759	464	42	553	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	399	37	170	277	83	452	1759	464	42	553	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	399	37	170	277	83	452	1759	464	42	553	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.33	0.67	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	4432	1168	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.02	0.10	0.07	0.05	0.14	0.40	0.40	0.02	0.10	0.08
Crit Moves:		****		****				****		****		
Green/Cycle:	0.12	0.15	0.15	0.14	0.17	0.17	0.37	0.56	0.56	0.06	0.25	0.25
Volume/Cap:	0.39	0.71	0.14	0.71	0.44	0.28	0.39	0.71	0.71	0.41	0.39	0.33
Delay/Veh:	50.3	53.0	44.8	59.2	45.4	44.2	28.2	20.3	20.3	57.2	37.7	37.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.3	53.0	44.8	59.2	45.4	44.2	28.2	20.3	20.3	57.2	37.7	37.4
LOS by Move:	D	D-	D	E+	D	D	C	C+	C+	E+	D+	D+
HCM2k95thQ:	7	16	3	15	10	6	13	33	33	3	11	9

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

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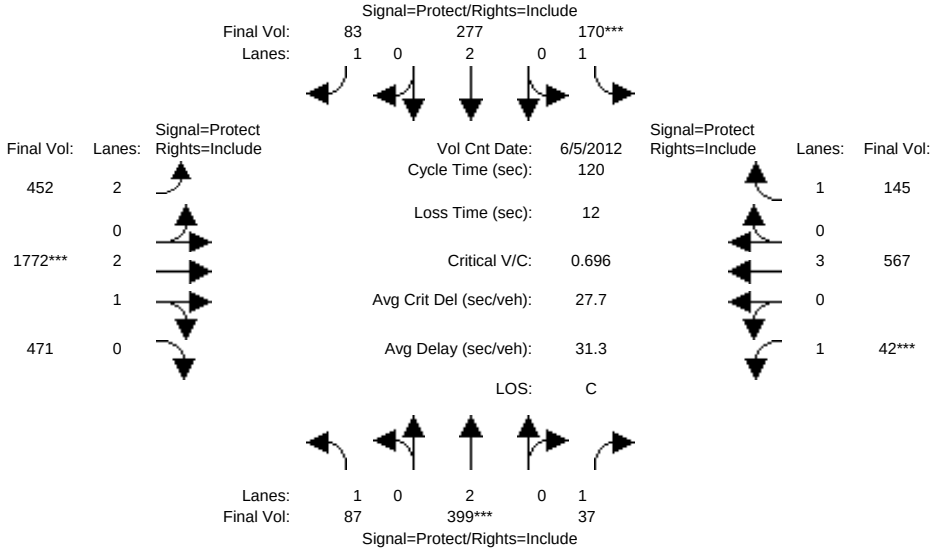
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #22: Abel St and Great Mall Pkwy



Street Name:	Abel Street						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	80	399	37	170	277	83	452	1759	464	42	553	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	399	37	170	277	83	452	1759	464	42	553	145
Added Vol:	7	0	0	0	0	0	0	13	7	0	14	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	399	37	170	277	83	452	1772	471	42	567	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	399	37	170	277	83	452	1772	471	42	567	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	399	37	170	277	83	452	1772	471	42	567	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	399	37	170	277	83	452	1772	471	42	567	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.35	0.65	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	4424	1174	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.02	0.10	0.07	0.05	0.14	0.40	0.40	0.02	0.10	0.08
Crit Moves:		****		****				****		****		
Green/Cycle:	0.12	0.15	0.15	0.14	0.17	0.17	0.36	0.56	0.56	0.06	0.25	0.25
Volume/Cap:	0.43	0.72	0.14	0.72	0.44	0.29	0.39	0.72	0.72	0.41	0.39	0.33
Delay/Veh:	50.8	53.3	44.9	59.6	45.5	44.4	28.5	20.2	20.2	57.2	37.4	37.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.8	53.3	44.9	59.6	45.5	44.4	28.5	20.2	20.2	57.2	37.4	37.0
LOS by Move:	D	D-	D	E+	D	D	C	C+	C+	E+	D+	D+
HCM2k95thQ:	7	16	3	15	10	6	13	33	33	3	11	9

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

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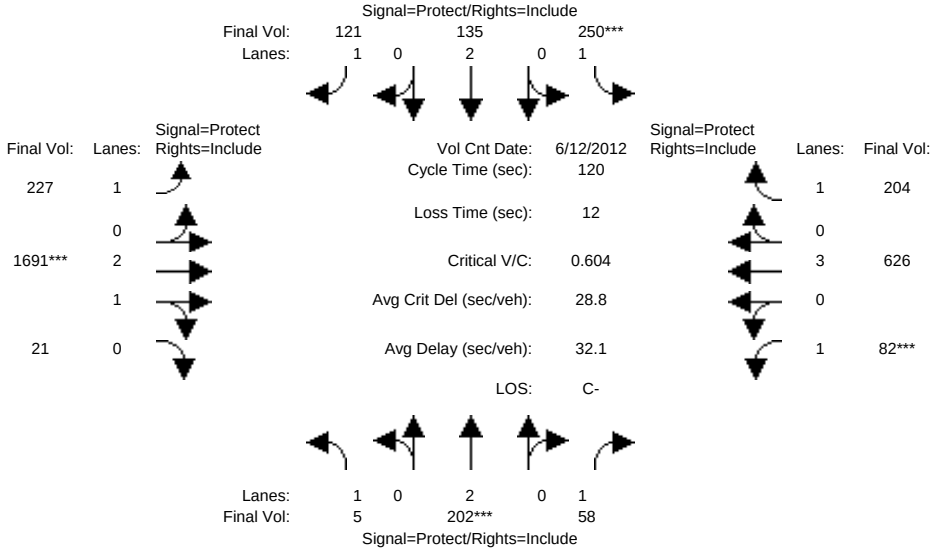
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

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

Intersection #23: Main St and Great Mall Pkwy




```
Street Name:            Main Street                     Great Mall Pkwy
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Jun 2012 << 7:55:00 AM
Base Vol:       5  202    58   250  135   121   227 1691    21    82  626   204
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    5  202    58   250  135   121   227 1691    21    82  626   204
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    5  202    58   250  135   121   227 1691    21    82  626   204
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     5  202    58   250  135   121   227 1691    21    82  626   204
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    5  202    58   250  135   121   227 1691    21    82  626   204
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    5  202    58   250  135   121   227 1691    21    82  626   204
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  1.00 2.96  0.04  1.00 3.00  1.00
Final Sat.:  1750 3800  1750  1750 3800  1750  1750 5624    70  1750 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.05  0.03  0.14 0.04  0.07  0.13 0.30  0.30  0.05 0.11  0.12
Crit Moves:        ****        ****                   ****        ****
Green/Cycle: 0.13 0.09  0.09  0.24 0.19  0.19  0.30 0.50  0.50  0.08 0.27  0.27
Volume/Cap:  0.02 0.60  0.38  0.60 0.19  0.36  0.43 0.60  0.60  0.60 0.40  0.43
Delay/Veh:   45.2 55.8  53.2  43.3 40.9  42.9  34.0 22.0  22.0  61.1 35.9  36.6
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  45.2 55.8  53.2  43.3 40.9  42.9  34.0 22.0  22.0  61.1 35.9  36.6
LOS by Move:    D   E+    D-     D    D     D    C-   C+    C+     E   D+    D+
HCM2k95thQ:     0    9     5    18    4     9    13   26    26     8   12    13
Note: Queue reported is the number of cars per lane.
```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Pacific Mall - Silicon Valley
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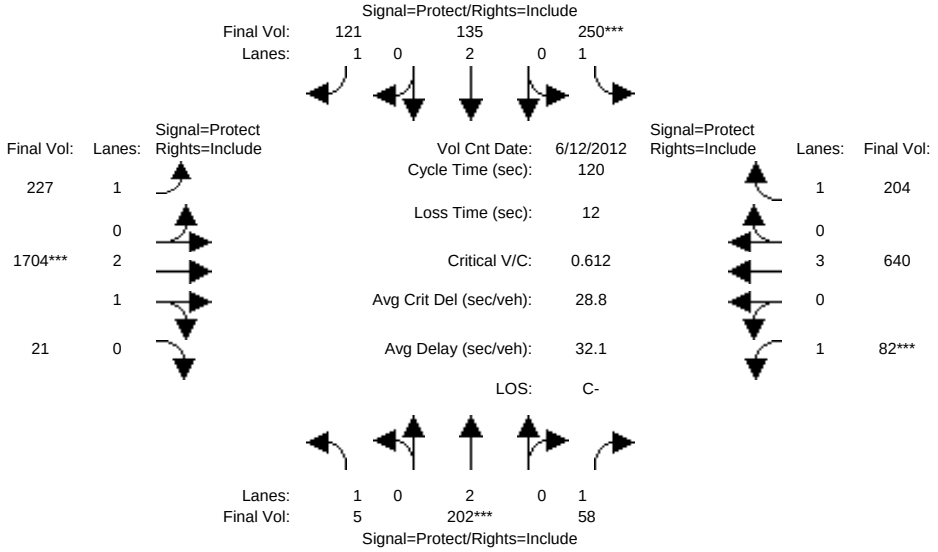
Cumulative plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #23: Main St and Great Mall Pkwy




```
Street Name:            Main Street                     Great Mall Pkwy
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Jun 2012 << 7:55:00 AM
Base Vol:       5  202    58   250  135   121   227 1691    21    82  626   204
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    5  202    58   250  135   121   227 1691    21    82  626   204
Added Vol:      0    0     0     0    0     0     0   13     0     0   14     0
Pass-by Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    5  202    58   250  135   121   227 1704    21    82  640   204
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     5  202    58   250  135   121   227 1704    21    82  640   204
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    5  202    58   250  135   121   227 1704    21    82  640   204
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    5  202    58   250  135   121   227 1704    21    82  640   204
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.92 0.98  0.95  0.92 1.00  0.92
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  1.00 2.96  0.04  1.00 3.00  1.00
Final Sat.:  1750 3800  1750  1750 3800  1750  1750 5532    68  1750 5700  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.05  0.03  0.14 0.04  0.07  0.13 0.31  0.31  0.05 0.11  0.12
Crit Moves:        ****        ****                   ****        ****
Green/Cycle: 0.13 0.09  0.09  0.23 0.19  0.19  0.31 0.50  0.50  0.08 0.27  0.27
Volume/Cap:  0.02 0.61  0.38  0.61 0.19  0.37  0.42 0.61  0.61  0.61 0.41  0.42
Delay/Veh:   45.4 56.2  53.3  43.9 41.1  43.2  33.8 21.8  21.8  61.8 35.8  36.4
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  45.4 56.2  53.3  43.9 41.1  43.2  33.8 21.8  21.8  61.8 35.8  36.4
LOS by Move:    D   E+    D-     D    D     D    C-   C+    C+     E   D+    D+
HCM2k95thQ:     0    9     5    18    4     9    13   26    26     8   12    13
Note: Queue reported is the number of cars per lane.
```

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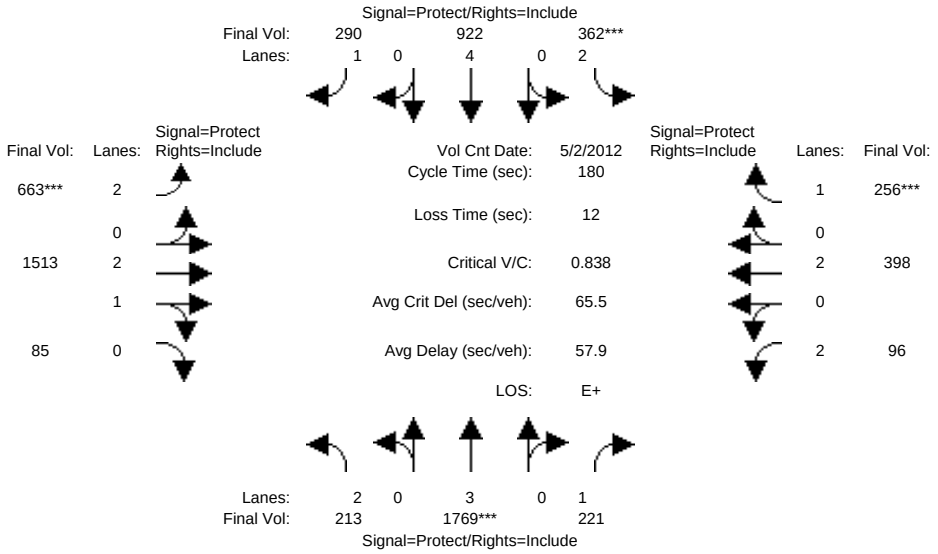
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

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

Intersection #24: Great Mall Pkwy and Montague Expwy



Street Name:	Montague Expwy						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 May 2012 << 8:00:00 AM												
Base Vol:	213	1965	221	362	922	290	663	1513	85	96	398	256
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	213	1965	221	362	922	290	663	1513	85	96	398	256
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	213	1965	221	362	922	290	663	1513	85	96	398	256
User Adj:	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	213	1769	221	362	922	290	663	1513	85	96	398	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	213	1769	221	362	922	290	663	1513	85	96	398	256
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	213	1769	221	362	922	290	663	1513	85	96	398	256
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	4.00	1.00	2.00	2.83	0.17	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	7600	1750	3150	5372	302	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.31	0.13	0.11	0.12	0.17	0.21	0.28	0.28	0.03	0.10	0.15
Crit Moves:		****		****			****					****
Green/Cycle:	0.15	0.37	0.37	0.14	0.36	0.36	0.25	0.37	0.37	0.05	0.17	0.17
Volume/Cap:	0.46	0.84	0.34	0.84	0.34	0.46	0.84	0.75	0.75	0.59	0.60	0.84
Delay/Veh:	70.9	54.9	41.2	89.2	42.0	44.7	71.8	50.6	50.6	89.1	70.0	89.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.9	54.9	41.2	89.2	42.0	44.7	71.8	50.6	50.6	89.1	70.0	89.9
LOS by Move:	E	D-	D	F	D	D	E	D	D	F	E	F
HCM2k95thQ:	13	50	17	25	17	23	38	43	43	6	18	25

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

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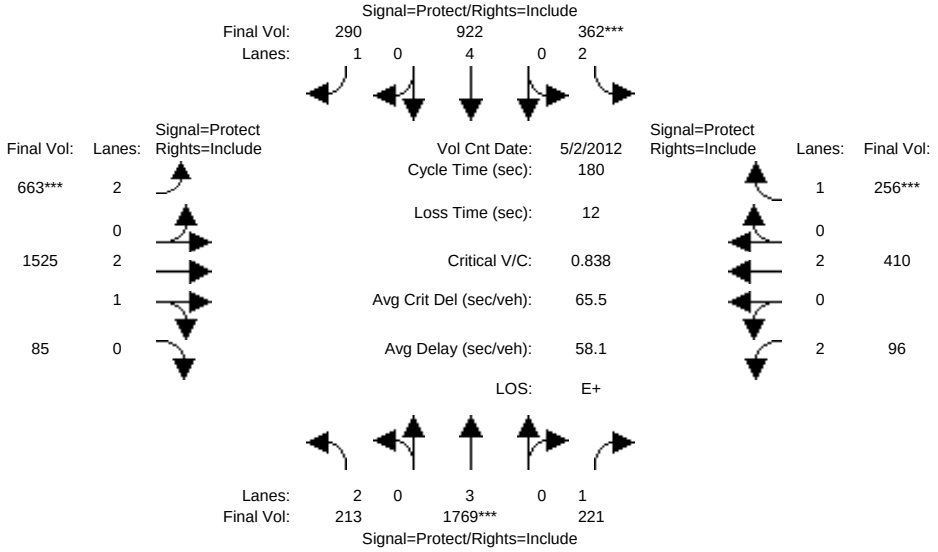
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #24: Great Mall Pkwy and Montague Expwy



Street Name:	Montague Expwy						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 May 2012 << 8:00:00 AM												
Base Vol:	213	1965	221	362	922	290	663	1513	85	96	398	256
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	213	1965	221	362	922	290	663	1513	85	96	398	256
Added Vol:	0	0	0	0	0	0	0	12	0	0	12	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	213	1965	221	362	922	290	663	1525	85	96	410	256
User Adj:	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	213	1769	221	362	922	290	663	1525	85	96	410	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	213	1769	221	362	922	290	663	1525	85	96	410	256
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	213	1769	221	362	922	290	663	1525	85	96	410	256
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	4.00	1.00	2.00	2.84	0.16	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	7600	1750	3150	5304	296	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.31	0.13	0.11	0.12	0.17	0.21	0.29	0.29	0.03	0.11	0.15
Crit Moves:		****		****			****					****
Green/Cycle:	0.15	0.37	0.37	0.14	0.36	0.36	0.25	0.38	0.38	0.05	0.17	0.17
Volume/Cap:	0.46	0.84	0.34	0.84	0.34	0.46	0.84	0.77	0.77	0.60	0.62	0.84
Delay/Veh:	70.9	54.9	41.2	89.2	42.0	44.7	71.8	51.1	51.1	89.9	70.5	89.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.9	54.9	41.2	89.2	42.0	44.7	71.8	51.1	51.1	89.9	70.5	89.9
LOS by Move:	E	D-	D	F	D	D	E	D-	D-	F	E	F
HCM2k95thQ:	13	50	17	25	17	23	38	44	44	6	18	25

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

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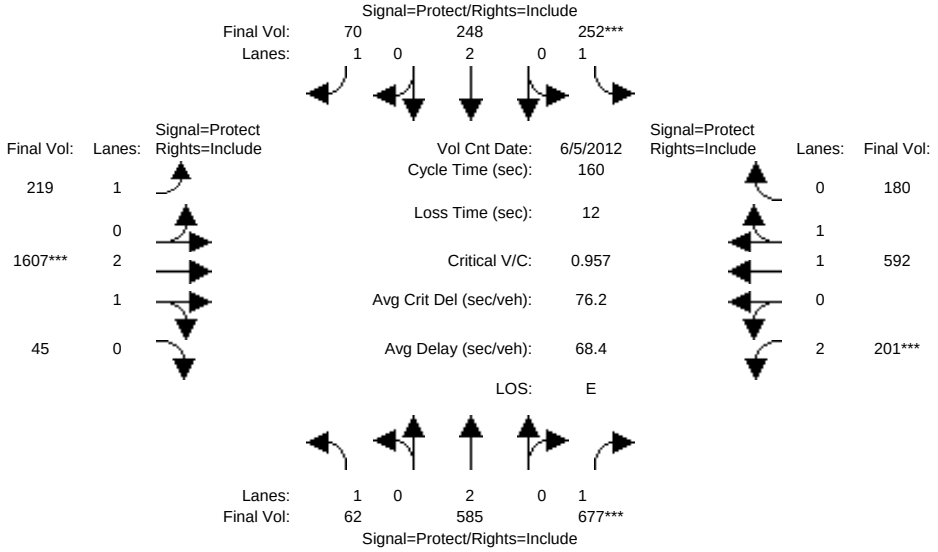
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

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

Intersection #25: Trade Zone and Capitol Ave



Street Name:	Trade Zone Blvd						Capitol Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 7:35:00 AM												
Base Vol:	62	585	677	252	248	70	219	1607	45	201	592	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	585	677	252	248	70	219	1607	45	201	592	180
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	585	677	252	248	70	219	1607	45	201	592	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	585	677	252	248	70	219	1607	45	201	592	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	585	677	252	248	70	219	1607	45	201	592	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	585	677	252	248	70	219	1607	45	201	592	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.91	0.09	2.00	1.50	0.50
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5532	155	3150	2856	869
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.39	0.14	0.07	0.04	0.13	0.29	0.29	0.06	0.21	0.21
Crit Moves:			****	****				****		****		
Green/Cycle:	0.22	0.40	0.40	0.15	0.33	0.33	0.14	0.30	0.30	0.07	0.23	0.23
Volume/Cap:	0.16	0.38	0.96	0.96	0.20	0.12	0.90	0.96	0.96	0.96	0.90	0.90
Delay/Veh:	50.3	33.7	70.0	111.0	38.3	37.3	99.6	67.6	67.6	124.2	71.9	71.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.3	33.7	70.0	111.0	38.3	37.3	99.6	67.6	67.6	124.2	71.9	71.9
LOS by Move:	D	C-	E	F	D+	D+	F	E	E	F	E	E
HCM2k95thQ:	5	18	62	30	8	5	22	46	46	17	36	36

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

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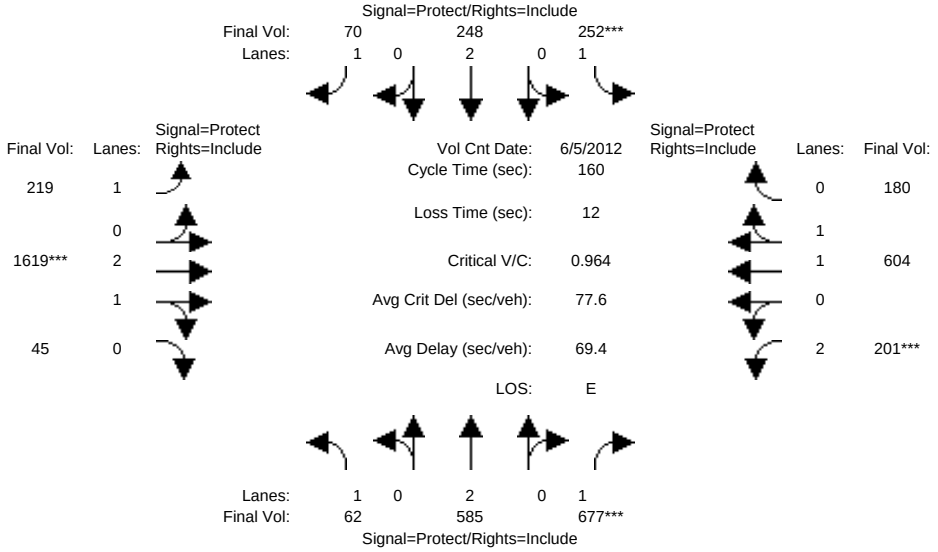
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #25: Trade Zone and Capitol Ave




```
Street Name:         Trade Zone Blvd                    Capitol Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 7:35:00 AM
Base Vol:      62  585   677   252  248    70   219 1607    45   201  592   180
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   62  585   677   252  248    70   219 1607    45   201  592   180
Added Vol:      0    0     0     0    0     0     0   12     0     0   12     0
Pass-by Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   62  585   677   252  248    70   219 1619    45   201  604   180
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    62  585   677   252  248    70   219 1619    45   201  604   180
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   62  585   677   252  248    70   219 1619    45   201  604   180
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   62  585   677   252  248    70   219 1619    45   201  604   180
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.92 0.98  0.95  0.83 0.98  0.95
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  1.00 2.92  0.08  2.00 1.53  0.47
Final Sat.:  1750 3800  1750  1750 3800  1750  1750 5448   151  3150 2849   850
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.15  0.39  0.14 0.07  0.04  0.13 0.30  0.30  0.06 0.21  0.21
Crit Moves:              ****  ****                   ****        ****
Green/Cycle: 0.22 0.40  0.40  0.15 0.33  0.33  0.14 0.31  0.31  0.07 0.24  0.24
Volume/Cap:  0.16 0.38  0.96  0.96 0.20  0.12  0.90 0.96  0.96  0.96 0.90  0.90
Delay/Veh:   50.5 34.1  72.1 113.2 38.5  37.5 100.3 68.6  68.6 126.4 71.7  71.7
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  50.5 34.1  72.1 113.2 38.5  37.5 100.3 68.6  68.6 126.4 71.7  71.7
LOS by Move:    D   C-     E     F   D+    D+     F    E     E     F    E     E
HCM2k95thQ:     5   18    63    30    8     5    22   47    47    17   37    37
Note: Queue reported is the number of cars per lane.
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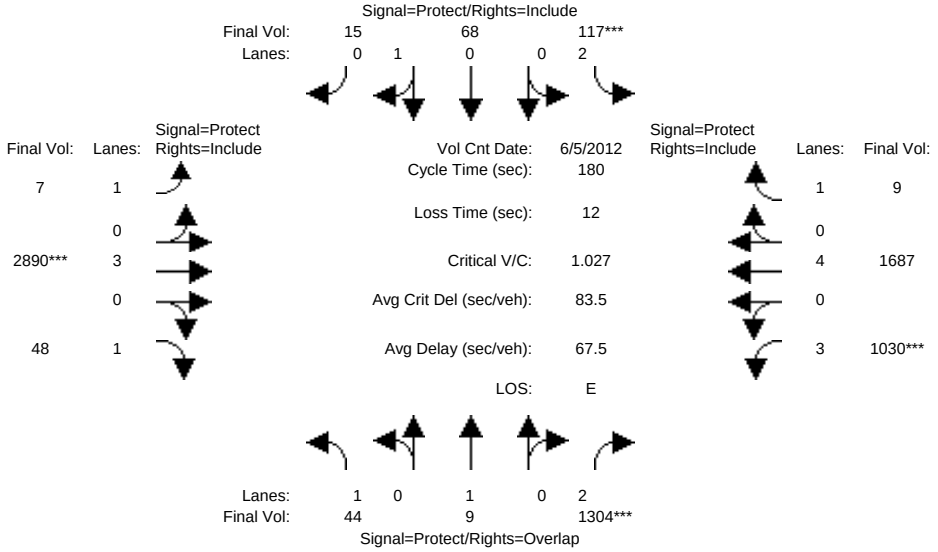
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

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

Intersection #26: Montague Expwy and Trimble Rd



Street Name:	Trimble Rd						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 7:55:00 AM												
Base Vol:	44	9	1448	117	68	15	7	3212	48	1030	1687	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	9	1448	117	68	15	7	3212	48	1030	1687	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	9	1448	117	68	15	7	3212	48	1030	1687	9
User Adj:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	9	1304	117	68	15	7	2890	48	1030	1687	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	9	1304	117	68	15	7	2890	48	1030	1687	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	9	1304	117	68	15	7	2890	48	1030	1687	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	1.00	0.92	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	2.00	2.00	0.81	0.19	1.00	3.00	1.00	3.00	4.00	1.00
Final Sat.:	1750	1900	3150	3150	1533	338	1750	5700	1750	4551	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.41	0.04	0.04	0.04	0.00	0.51	0.03	0.23	0.22	0.01
Crit Moves:			****	****				****		****		
Green/Cycle:	0.09	0.18	0.40	0.04	0.13	0.13	0.11	0.49	0.49	0.22	0.61	0.61
Volume/Cap:	0.28	0.03	1.03	0.96	0.34	0.34	0.04	1.03	0.06	1.03	0.37	0.01
Delay/Veh:	77.2	60.5	87.0	153.5	72.1	72.1	72.3	70.8	23.9	106.5	18.0	14.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.2	60.5	87.0	153.5	72.1	72.1	72.3	70.8	23.9	106.5	18.0	14.0
LOS by Move:	E-	E	F	F	E	E	E	E	C	F	B	B
HCM2k95thQ:	5	1	78	12	9	9	1	93	3	45	20	0

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

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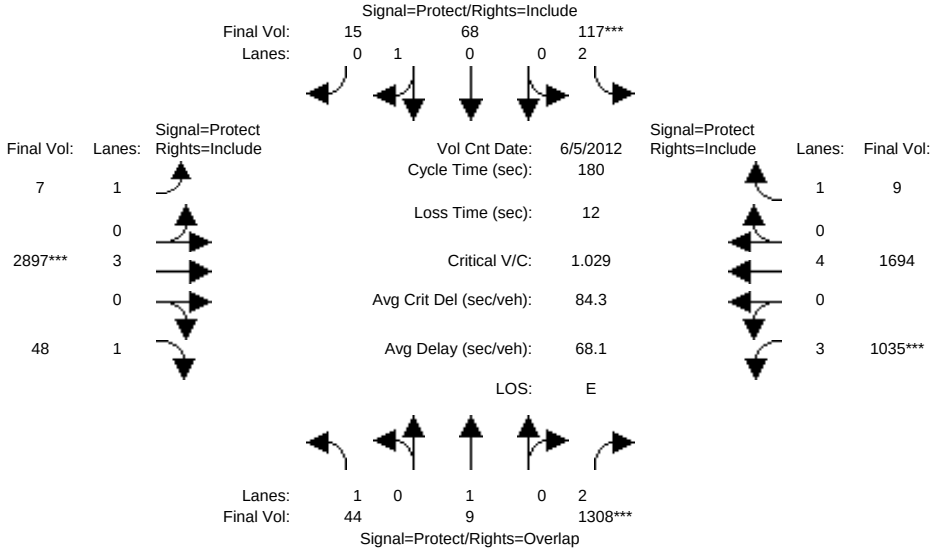
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #26: Montague Expwy and Trimble Rd



Street Name:	Trimble Rd						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 7:55:00 AM												
Base Vol:	44	9	1448	117	68	15	7	3212	48	1030	1687	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	9	1448	117	68	15	7	3212	48	1030	1687	9
Added Vol:	0	0	5	0	0	0	0	7	0	5	7	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	9	1453	117	68	15	7	3219	48	1035	1694	9
User Adj:	1.00	1.00	0.90	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	9	1308	117	68	15	7	2897	48	1035	1694	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	9	1308	117	68	15	7	2897	48	1035	1694	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	9	1308	117	68	15	7	2897	48	1035	1694	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	0.95	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	2.00	2.00	0.82	0.18	1.00	3.00	1.00	3.00	4.00	1.00
Final Sat.:	1750	1900	3150	3150	1475	325	1750	5700	1750	4551	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.42	0.04	0.05	0.05	0.00	0.51	0.03	0.23	0.22	0.01
Crit Moves:			****	****				****		****		
Green/Cycle:	0.09	0.18	0.40	0.04	0.13	0.13	0.11	0.49	0.49	0.22	0.61	0.61
Volume/Cap:	0.28	0.03	1.03	0.96	0.35	0.35	0.04	1.03	0.06	1.03	0.37	0.01
Delay/Veh:	77.2	60.5	87.8	153.5	72.4	72.4	72.3	71.7	23.9	107.3	18.0	14.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.2	60.5	87.8	153.5	72.4	72.4	72.3	71.7	23.9	107.3	18.0	14.0
LOS by Move:	E-	E	F	F	E	E	E	E	C	F	B	B
HCM2k95thQ:	5	1	78	12	9	9	1	93	3	45	20	0

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

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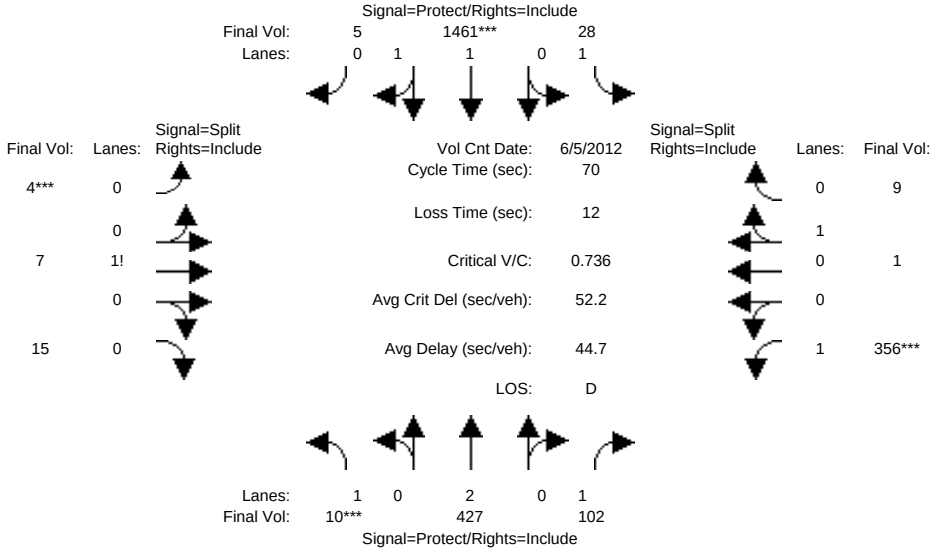
Cumulative PM

Intersection #27: McCarthy Blvd and Barber Ln



Street Name:	McCarthy Blvd						Barber Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	10	427	102	28	1461	5	4	7	15	356	1	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	427	102	28	1461	5	4	7	15	356	1	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	427	102	28	1461	5	4	7	15	356	1	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	427	102	28	1461	5	4	7	15	356	1	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	427	102	28	1461	5	4	7	15	356	1	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	427	102	28	1461	5	4	7	15	356	1	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.99	0.01	0.16	0.25	0.59	1.00	0.09	0.91
Final Sat.:	1750	3800	1750	1750	3786	13	275	481	1032	1750	176	1588
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.06	0.02	0.39	0.39	0.01	0.01	0.01	0.20	0.01	0.01
Crit Moves:	****				****		****			****		
Green/Cycle:	0.10	0.28	0.28	0.20	0.38	0.38	0.14	0.14	0.14	0.20	0.20	0.20
Volume/Cap:	0.06	0.40	0.20	0.08	1.01	1.01	0.10	0.10	0.10	1.01	0.03	0.03
Delay/Veh:	28.7	20.4	19.2	22.9	46.7	46.7	26.3	26.3	26.3	77.3	22.4	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.7	20.4	19.2	22.9	46.7	46.7	26.3	26.3	26.3	77.3	22.4	22.4
LOS by Move:	C	C+	B-	C+	D	D	C	C	C	E-	C+	C+
HCM2k95thQ:	0	7	3	1	33	33	1	1	1	26	0	0

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

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Cumulative plus Project - PM Peak Hour

Level Of Service Computation Report
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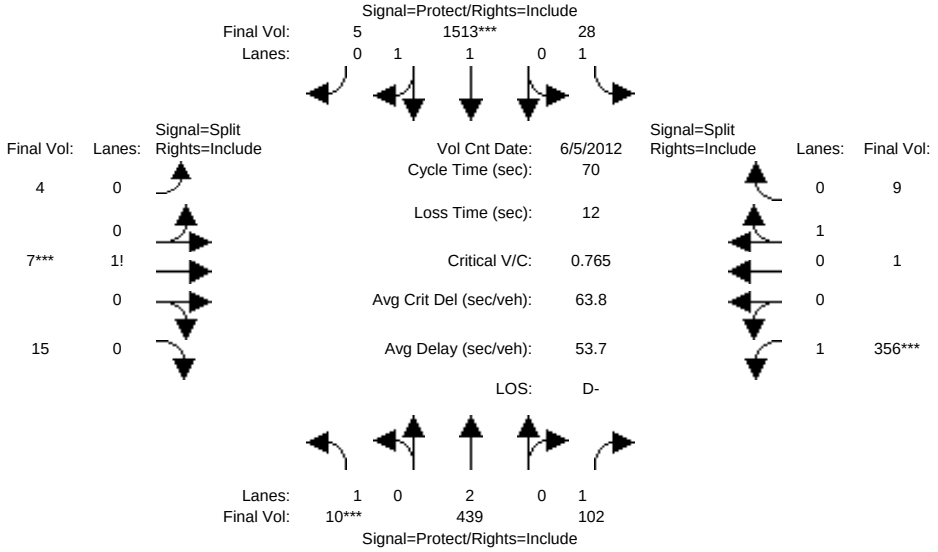
C+P PM

Intersection #27: McCarthy Blvd and Barber Ln



Street Name:	McCarthy Blvd						Barber Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	10	427	102	28	1461	5	4	7	15	356	1	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	427	102	28	1461	5	4	7	15	356	1	9
Added Vol:	0	12	0	0	47	0	0	0	0	0	0	0
Pass-by Div:	0	0	0	0	5	0	0	0	0	0	0	0
Initial Fut:	10	439	102	28	1513	5	4	7	15	356	1	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	439	102	28	1513	5	4	7	15	356	1	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	439	102	28	1513	5	4	7	15	356	1	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	439	102	28	1513	5	4	7	15	356	1	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.99	0.01	0.15	0.27	0.58	1.00	0.10	0.90
Final Sat.:	1750	3800	1750	1750	3688	12	269	471	1010	1750	180	1620
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.06	0.02	0.41	0.41	0.01	0.01	0.01	0.20	0.01	0.01
Crit Moves:	****				****			****		****		
Green/Cycle:	0.10	0.29	0.29	0.20	0.39	0.39	0.14	0.14	0.14	0.19	0.19	0.19
Volume/Cap:	0.06	0.40	0.20	0.08	1.05	1.05	0.10	0.10	0.10	1.05	0.03	0.03
Delay/Veh:	28.7	20.2	19.0	22.7	58.5	58.5	26.3	26.3	26.3	90.1	22.9	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.7	20.2	19.0	22.7	58.5	58.5	26.3	26.3	26.3	90.1	22.9	22.9
LOS by Move:	C	C+	B-	C+	E+	E+	C	C	C	F	C+	C+
HCM2k95thQ:	0	7	3	1	38	38	1	1	1	27	0	0

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

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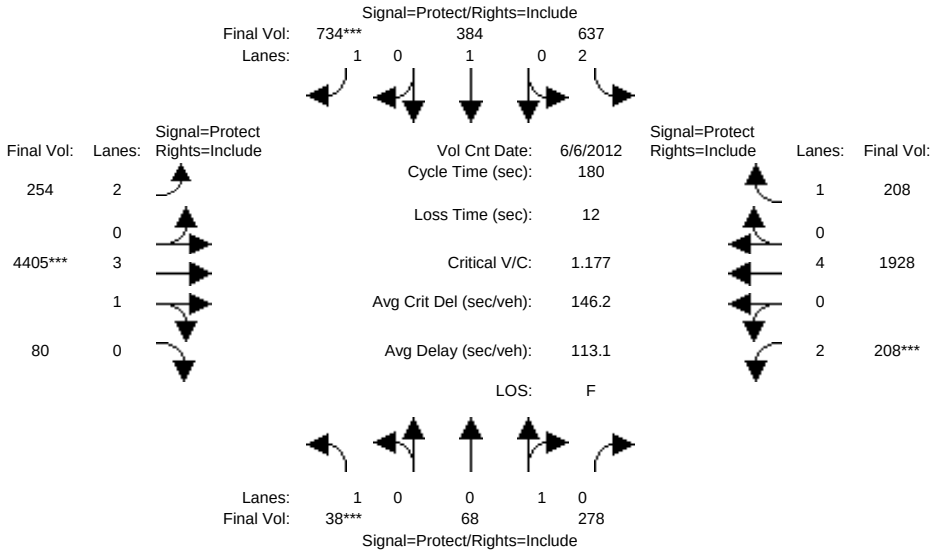
Cumulative plus Project - PM Peak Hour

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

Intersection #28: McCarthy Blvd and Montague Expwy



Street Name:	McCarthy Blvd						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Jun 2012 << 7:50:00 AM												
Base Vol:	38	68	278	637	384	734	254	4405	80	208	1928	208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	68	278	637	384	734	254	4405	80	208	1928	208
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	68	278	637	384	734	254	4405	80	208	1928	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	68	278	637	384	734	254	4405	80	208	1928	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	68	278	637	384	734	254	4405	80	208	1928	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	68	278	637	384	734	254	4405	80	208	1928	208
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.18	0.82	2.00	1.00	1.00	2.00	3.92	0.08	2.00	4.00	1.00
Final Sat.:	1750	349	1428	3150	1900	1750	3150	7453	135	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.19	0.20	0.20	0.42	0.08	0.59	0.59	0.07	0.25	0.12
Crit Moves:	****					****		****		****		
Green/Cycle:	0.04	0.19	0.19	0.20	0.35	0.35	0.13	0.49	0.49	0.05	0.41	0.41
Volume/Cap:	0.56	1.02	1.02	1.02	0.58	1.20	0.61	1.20	1.20	1.20	0.61	0.29
Delay/Veh:	95.0	128	128.3	114.7	49.2	165.2	76.5	140	140.2	218.8	41.7	35.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.0	128	128.3	114.7	49.2	165.2	76.5	140	140.2	218.8	41.7	35.3
LOS by Move:	F	F	F	F	D	F	E-	F	F	F	D	D+
HCM2k95thQ:	6	42	42	36	28	87	14	121	121	21	35	15

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

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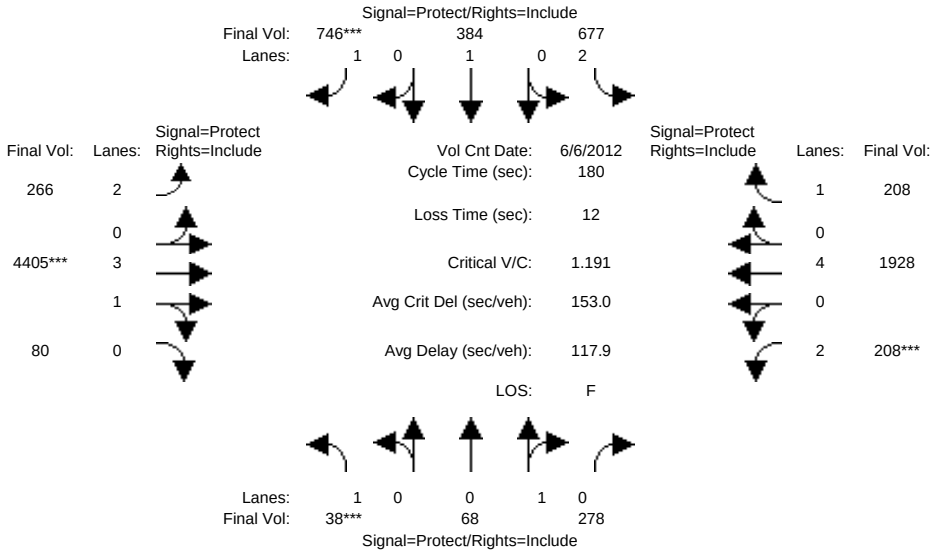
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #28: McCarthy Blvd and Montague Expwy



Street Name:	McCarthy Blvd						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Jun 2012 << 7:50:00 AM												
Base Vol:	38	68	278	637	384	734	254	4405	80	208	1928	208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	68	278	637	384	734	254	4405	80	208	1928	208
Added Vol:	0	0	0	35	0	12	12	0	0	0	0	0
Pass-by Div:	0	0	0	5	0	0	0	0	0	0	0	0
Initial Fut:	38	68	278	677	384	746	266	4405	80	208	1928	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	68	278	677	384	746	266	4405	80	208	1928	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	68	278	677	384	746	266	4405	80	208	1928	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	68	278	677	384	746	266	4405	80	208	1928	208
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.20	0.80	2.00	1.00	1.00	2.00	3.93	0.07	2.00	4.00	1.00
Final Sat.:	1750	354	1446	3150	1900	1750	3150	7366	134	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.19	0.21	0.20	0.43	0.08	0.60	0.60	0.07	0.25	0.12
Crit Moves:	****					****		****		****		
Green/Cycle:	0.04	0.18	0.18	0.21	0.35	0.35	0.14	0.49	0.49	0.05	0.41	0.41
Volume/Cap:	0.56	1.05	1.05	1.05	0.58	1.22	0.62	1.22	1.22	1.22	0.62	0.29
Delay/Veh:	95.0	136	136.1	120.1	49.0	171.4	76.2	147	147.1	225.0	42.6	35.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.0	136	136.1	120.1	49.0	171.4	76.2	147	147.1	225.0	42.6	35.9
LOS by Move:	F	F	F	F	D	F	E-	F	F	F	D	D+
HCM2k95thQ:	6	43	43	39	28	90	14	125	125	22	35	15

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

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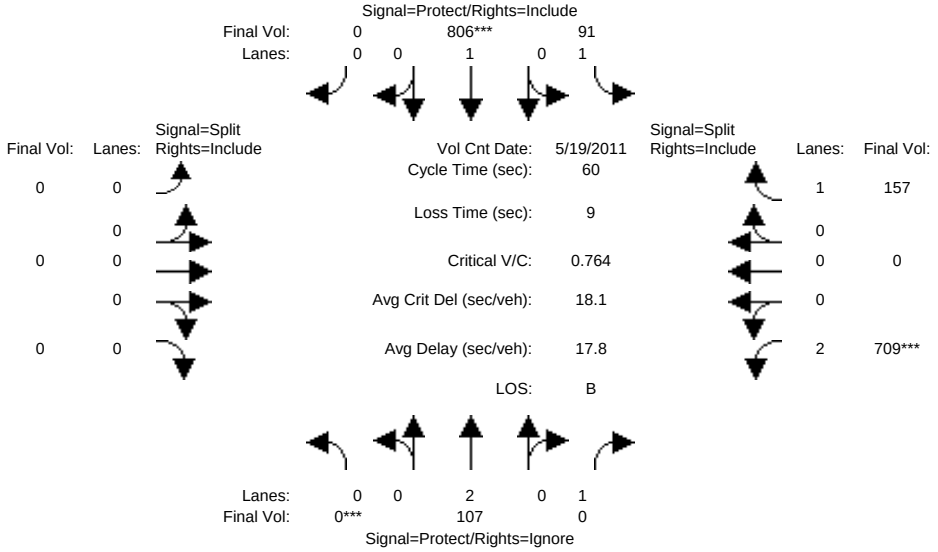
Cumulative plus Project - PM Peak Hour

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

Intersection #29: Zanker Rd and SR-237 WB Ramps



Street Name:	Zanker Rd						SR-237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2011 << 8:00:00 AM												
Base Vol:	0	107	703	91	806	0	0	0	0	709	0	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	107	703	91	806	0	0	0	0	709	0	157
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	107	703	91	806	0	0	0	0	709	0	157
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	107	0	91	806	0	0	0	0	709	0	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	107	0	91	806	0	0	0	0	709	0	157
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	107	0	91	806	0	0	0	0	709	0	157
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	1900	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.00	0.05	0.42	0.00	0.00	0.00	0.00	0.23	0.00	0.09
Crit Moves:	****				****					****		
Green/Cycle:	0.00	0.33	0.00	0.23	0.56	0.00	0.00	0.00	0.00	0.29	0.00	0.29
Volume/Cap:	0.00	0.09	0.00	0.23	0.76	0.00	0.00	0.00	0.00	0.76	0.00	0.30
Delay/Veh:	0.0	14.0	0.0	19.1	13.7	0.0	0.0	0.0	0.0	23.1	0.0	16.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.0	0.0	19.1	13.7	0.0	0.0	0.0	0.0	23.1	0.0	16.7
LOS by Move:	A	B	A	B-	B	A	A	A	A	C	A	B
HCM2k95thQ:	0	1	0	3	24	0	0	0	0	17	0	5

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

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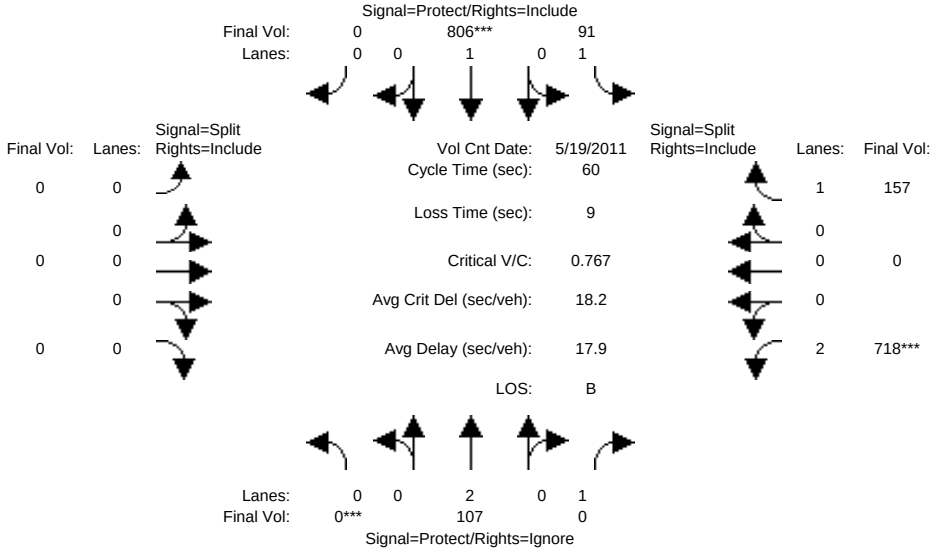
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #29: Zanker Rd and SR-237 WB Ramps




```
Street Name:            Zanker Rd                       SR-237 WB Ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     0    0     0    10   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 May 2011 << 8:00:00 AM
Base Vol:       0  107   703    91  806     0     0    0     0   709    0   157
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  107   703    91  806     0     0    0     0   709    0   157
Added Vol:      0    0     0     0    0     0     0    0     0     9    0     0
Pass-by Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  107   703    91  806     0     0    0     0   718    0   157
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  107     0    91  806     0     0    0     0   718    0   157
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  107     0    91  806     0     0    0     0   718    0   157
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0  107     0    91  806     0     0    0     0   718    0   157
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.83 1.00  0.92
Lanes:       0.00 2.00  1.00  1.00 1.00  0.00  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     0 3800  1750  1750 1900     0     0    0     0  3150    0  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.03  0.00  0.05 0.42  0.00  0.00 0.00  0.00  0.23 0.00  0.09
Crit Moves:  ****                  ****                        ****
Green/Cycle: 0.00 0.33  0.00  0.23 0.55  0.00  0.00 0.00  0.00  0.30 0.00  0.30
Volume/Cap:  0.00 0.09  0.00  0.23 0.77  0.00  0.00 0.00  0.00  0.77 0.00  0.30
Delay/Veh:    0.0 14.1   0.0  19.2 13.9   0.0   0.0  0.0   0.0  23.1  0.0  16.6
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0 14.1   0.0  19.2 13.9   0.0   0.0  0.0   0.0  23.1  0.0  16.6
LOS by Move:    A    B     A    B-    B     A     A    A     A     C    A     B
HCM2k95thQ:     0    1     0     3   24     0     0    0     0    17    0     5
Note: Queue reported is the number of cars per lane.
```

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Pacific Mall - Silicon Valley
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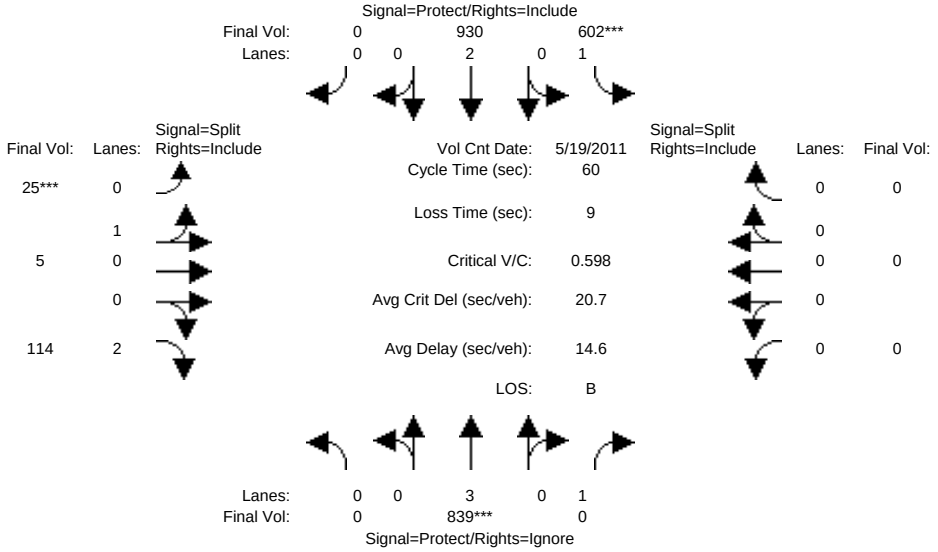
Cumulative plus Project - PM Peak Hour

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

Intersection #30: Zanker Rd and SR-237 EB Ramps



Street Name:	Zanker Rd						SR-237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2011 << 8:00:00 AM												
Base Vol:	0	839	857	602	930	0	25	5	114	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	839	857	602	930	0	25	5	114	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	839	857	602	930	0	25	5	114	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	839	0	602	930	0	25	5	114	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	839	0	602	930	0	25	5	114	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	839	0	602	930	0	25	5	114	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	0.84	0.16	2.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	1750	3800	0	1478	296	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.00	0.34	0.24	0.00	0.02	0.02	0.04	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.20	0.00	0.48	0.68	0.00	0.17	0.17	0.17	0.00	0.00	0.00
Volume/Cap:	0.00	0.72	0.00	0.72	0.36	0.00	0.10	0.10	0.22	0.00	0.00	0.00
Delay/Veh:	0.0	24.4	0.0	15.5	4.1	0.0	21.3	21.3	21.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.4	0.0	15.5	4.1	0.0	21.3	21.3	21.8	0.0	0.0	0.0
LOS by Move:	A	C	A	B	A	A	C+	C+	C+	A	A	A
HCM2k95thQ:	0	10	0	17	7	0	1	1	3	0	0	0

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

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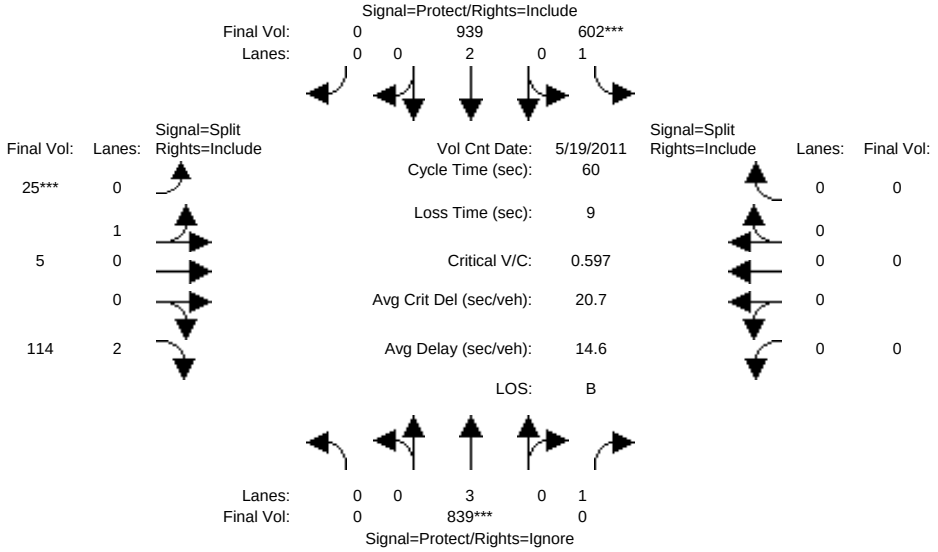
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #30: Zanker Rd and SR-237 EB Ramps



Street Name:	Zanker Rd						SR-237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2011 << 8:00:00 AM												
Base Vol:	0	839	857	602	930	0	25	5	114	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	839	857	602	930	0	25	5	114	0	0	0
Added Vol:	0	0	8	0	9	0	0	0	0	0	0	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	839	865	602	939	0	25	5	114	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	839	0	602	939	0	25	5	114	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	839	0	602	939	0	25	5	114	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	839	0	602	939	0	25	5	114	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.83	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	0.83	0.17	2.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	1750	3800	0	1500	300	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.00	0.34	0.25	0.00	0.02	0.02	0.04	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.20	0.00	0.48	0.68	0.00	0.17	0.17	0.17	0.00	0.00	0.00
Volume/Cap:	0.00	0.72	0.00	0.72	0.36	0.00	0.10	0.10	0.22	0.00	0.00	0.00
Delay/Veh:	0.0	24.4	0.0	15.5	4.1	0.0	21.3	21.3	21.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.4	0.0	15.5	4.1	0.0	21.3	21.3	21.8	0.0	0.0	0.0
LOS by Move:	A	C	A	B	A	A	C+	C+	C+	A	A	A
HCM2k95thQ:	0	9	0	17	7	0	1	1	3	0	0	0

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

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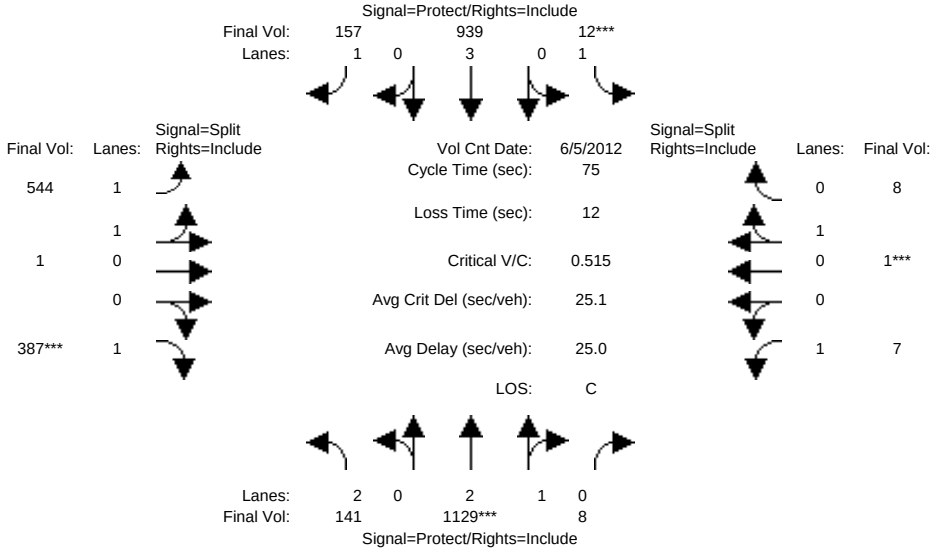
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

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

Intersection #31: Holger Way and Zanker Rd



Street Name:	Zanker Rd						Holger Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 7:55:00 AM												
Base Vol:	141	1129	8	12	939	157	544	1	387	7	1	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	1129	8	12	939	157	544	1	387	7	1	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	1129	8	12	939	157	544	1	387	7	1	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	1129	8	12	939	157	544	1	387	7	1	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	1129	8	12	939	157	544	1	387	7	1	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	141	1129	8	12	939	157	544	1	387	7	1	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.98	0.02	1.00	3.00	1.00	1.99	0.01	1.00	1.00	0.10	0.90
Final Sat.:	3150	5656	40	1750	5700	1750	3494	6	1750	1750	196	1569
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.20	0.01	0.16	0.09	0.16	0.16	0.22	0.00	0.01	0.01
Crit Moves:		****		****					****		****	
Green/Cycle:	0.14	0.29	0.29	0.09	0.25	0.25	0.32	0.32	0.32	0.13	0.13	0.13
Volume/Cap:	0.32	0.69	0.69	0.07	0.67	0.37	0.48	0.48	0.69	0.03	0.04	0.04
Delay/Veh:	29.5	24.8	24.8	31.2	26.9	24.0	20.7	20.7	25.6	28.3	28.4	28.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.5	24.8	24.8	31.2	26.9	24.0	20.7	20.7	25.6	28.3	28.4	28.4
LOS by Move:	C	C	C	C	C	C	C+	C+	C	C	C	C
HCM2k95thQ:	4	17	17	1	13	6	11	11	18	0	0	0

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

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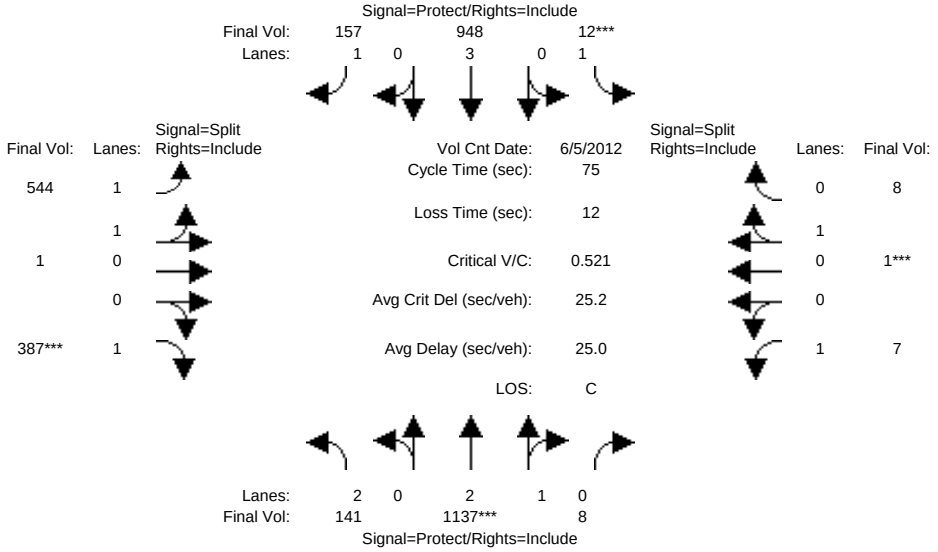
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #31: Holger Way and Zanker Rd



Street Name:	Zanker Rd						Holger Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 7:55:00 AM												
Base Vol:	141	1129	8	12	939	157	544	1	387	7	1	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	1129	8	12	939	157	544	1	387	7	1	8
Added Vol:	0	8	0	0	9	0	0	0	0	0	0	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	1137	8	12	948	157	544	1	387	7	1	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	1137	8	12	948	157	544	1	387	7	1	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	1137	8	12	948	157	544	1	387	7	1	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	141	1137	8	12	948	157	544	1	387	7	1	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.95	0.95
Lanes:	2.00	2.98	0.02	1.00	3.00	1.00	1.99	0.01	1.00	1.00	0.11	0.89
Final Sat.:	3150	5561	39	1750	5700	1750	3543	7	1750	1750	200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.20	0.01	0.17	0.09	0.15	0.15	0.22	0.00	0.01	0.01
Crit Moves:		****		****					****		****	
Green/Cycle:	0.14	0.29	0.29	0.09	0.25	0.25	0.32	0.32	0.32	0.13	0.13	0.13
Volume/Cap:	0.32	0.69	0.69	0.07	0.67	0.36	0.48	0.48	0.69	0.03	0.04	0.04
Delay/Veh:	29.5	24.8	24.8	31.2	26.7	23.8	20.9	20.9	26.1	28.3	28.4	28.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.5	24.8	24.8	31.2	26.7	23.8	20.9	20.9	26.1	28.3	28.4	28.4
LOS by Move:	C	C	C	C	C	C	C+	C+	C	C	C	C
HCM2k95thQ:	4	17	17	1	13	6	11	11	18	0	0	0

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

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Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

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

Intersection		Existing AM LOS	Existing AM Avg Del (sec)	Existing AM Crit V/C	Existing AM Avg Crit Del (sec)	E+P AM LOS	E+P AM Avg Del (sec)	E+P AM Crit V/C	E+P AM Crit V/C Change	E+P AM Avg Crit Del (sec)	E+P AM Avg Crit Del Change
#1	McCarthy Blvd and Dixon Landing Rd	B+	11.3	0.422	11.9	B+	11.5	0.430	+ 0.008	12.0	+ 0.1
#7	Ranch Drive and Project Entrance	B	13.7	0.075	15.4	B+	11.6	0.119	+ 0.043	14.3	- 1.1
#8	McCarthy Blvd and Ranch Dr (South)	B	17.7	0.413	18.8	B-	18.3	0.441	+ 0.028	20.0	+ 1.2
#9	McCarthy Blvd and SR-237 WB Ramps	B-	19.3	0.557	22.4	B-	19.5	0.611	+ 0.054	23.7	+ 1.4
#16	McCarthy Blvd and Bellew Dr	C+	21.7	0.593	23.4	C+	21.7	0.602	+ 0.009	23.6	+ 0.1
#17	McCarthy Blvd and Alder Dr	B	13.2	0.553	14.6	B	13.4	0.569	+ 0.015	14.9	+ 0.3
#19	Tasman Dr and Alder Dr	B	13.4	0.469	18.5	B	13.5	0.476	+ 0.007	18.8	+ 0.3
#28	McCarthy Blvd and Montague Expwy	C-	32.9	0.789	32.9	C-	33.4	0.796	+ 0.008	33.7	+ 0.8

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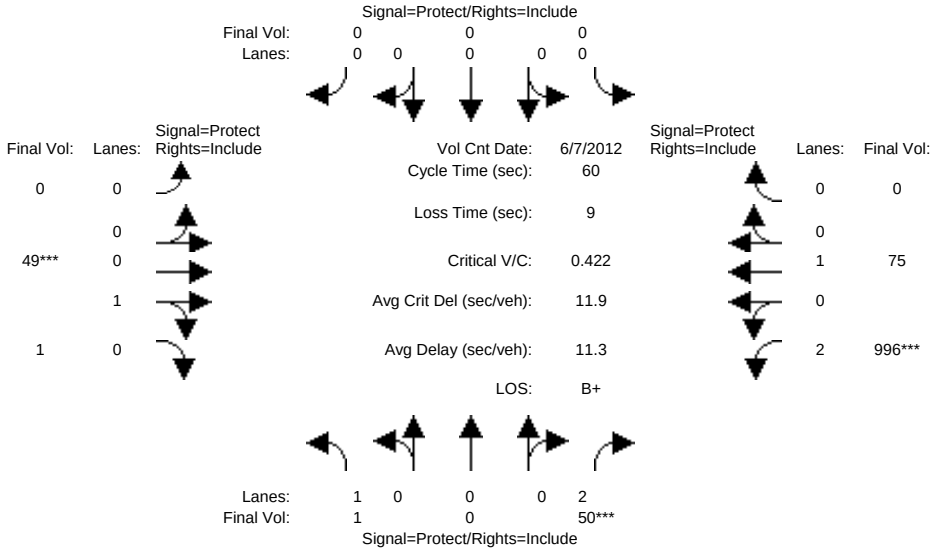
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

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

Intersection #1: McCarthy Blvd and Dixon Landing Rd



Street Name:	McCarthy Blvd						Dixon Landing Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	1	0	50	0	0	0	0	49	1	996	75	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	50	0	0	0	0	49	1	996	75	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	50	0	0	0	0	49	1	996	75	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	0	50	0	0	0	0	49	1	996	75	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	50	0	0	0	0	49	1	996	75	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	0	50	0	0	0	0	49	1	996	75	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	0.98	0.02	2.00	1.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	1859	38	3150	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.03	0.03	0.32	0.04	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.17	0.00	0.17	0.00	0.00	0.00	0.00	0.17	0.17	0.52	0.68	0.00
Volume/Cap:	0.00	0.00	0.10	0.00	0.00	0.00	0.00	0.16	0.16	0.61	0.06	0.00
Uniform Del:	20.8	0.0	21.2	0.0	0.0	0.0	0.0	21.4	21.4	10.2	3.1	0.0
IncremntDel:	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.2	0.2	0.7	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	20.8	0.0	21.2	0.0	0.0	0.0	0.0	21.6	21.6	10.9	3.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.8	0.0	21.2	0.0	0.0	0.0	0.0	21.6	21.6	10.9	3.2	0.0
LOS by Move:	C+	A	C+	A	A	A	A	C+	C+	B+	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	1	1	8	0	0

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

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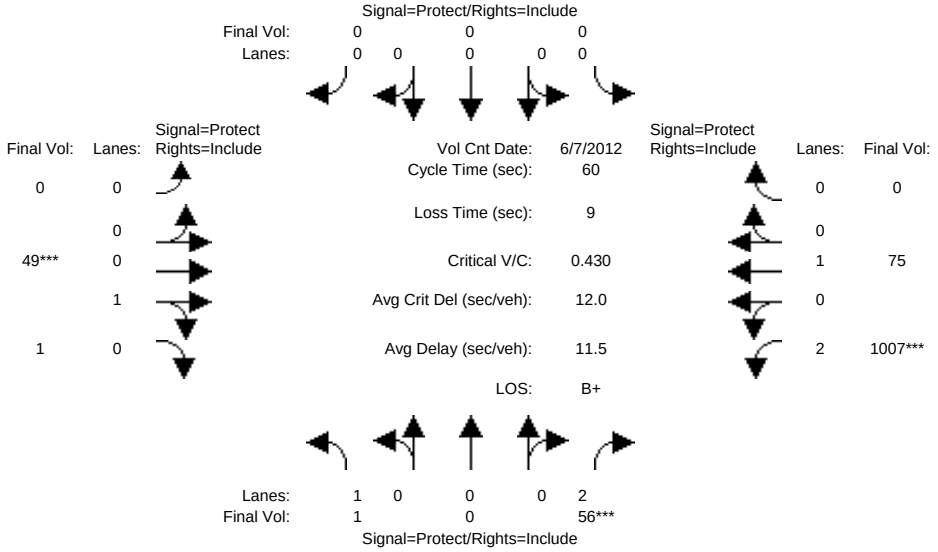
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P AM

Intersection #1: McCarthy Blvd and Dixon Landing Rd




```
Street Name:          McCarthy Blvd                    Dixon Landing Rd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 7 Jun 2012 << 8:00:00 AM
Base Vol:       1    0    50     0    0     0     0   49     1   996   75     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    1    0    50     0    0     0     0   49     1   996   75     0
Added Vol:      0    0     6     0    0     0     0    0     0    11    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    1    0    56     0    0     0     0   49     1  1007   75     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     1    0    56     0    0     0     0   49     1  1007   75     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    1    0    56     0    0     0     0   49     1  1007   75     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    1    0    56     0    0     0     0   49     1  1007   75     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.83  0.92 1.00  0.92  0.92 0.95  0.95  0.83 1.00  0.92
Lanes:       1.00 0.00  2.00  0.00 0.00  0.00  0.00 0.98  0.02  2.00 1.00  0.00
Final Sat.:  1750    0  3150     0    0     0     0 1764    36  3150 1900     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.02  0.00 0.00  0.00  0.00 0.03  0.03  0.32 0.04  0.00
Crit Moves:              ****                          ****        ****
Green/Cycle: 0.17 0.00  0.17  0.00 0.00  0.00  0.00 0.17  0.17  0.52 0.68  0.00
Volume/Cap:  0.00 0.00  0.11  0.00 0.00  0.00  0.00 0.17  0.17  0.62 0.06  0.00
Delay/Veh:   20.8  0.0  21.3   0.0  0.0   0.0   0.0 21.7  21.7  11.0  3.2   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  20.8  0.0  21.3   0.0  0.0   0.0   0.0 21.7  21.7  11.0  3.2   0.0
LOS by Move:   C+    A    C+     A    A     A     A   C+    C+    B+    A     A
HCM2kAvgQ:      0    0     1     0    0     0     0    1     1     8    0     0
Note: Queue reported is the number of cars per lane.
```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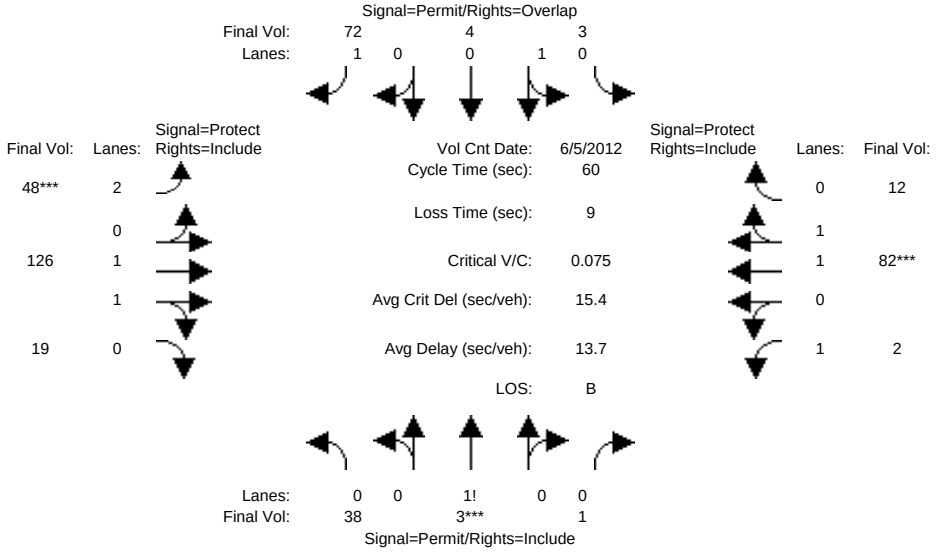
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

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

Intersection #7: Ranch Drive and Project Entrance




```
Street Name:         Project Entrance                    Ranch Drive
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM
Base Vol:      38    3     1     3    4    72    48  126    19     2   82    12
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   38    3     1     3    4    72    48  126    19     2   82    12
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   38    3     1     3    4    72    48  126    19     2   82    12
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    38    3     1     3    4    72    48  126    19     2   82    12
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   38    3     1     3    4    72    48  126    19     2   82    12
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   38    3     1     3    4    72    48  126    19     2   82    12
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.83 1.00  0.92  0.92 1.00  0.92
Lanes:       0.91 0.07  0.02  0.45 0.55  1.00  2.00 1.72  0.28  1.00 1.73  0.27
Final Sat.:  1592  126    42   785 1047  1750  3150 3265   492  1750 3279   480
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.02  0.02  0.00 0.00  0.04  0.02 0.04  0.04  0.00 0.03  0.03
Crit Moves:        ****                        ****                    ****
Green/Cycle: 0.32 0.32  0.32  0.32 0.32  0.52  0.20 0.31  0.31  0.22 0.33  0.33
Volume/Cap:  0.08 0.08  0.08  0.01 0.01  0.08  0.08 0.12  0.12  0.01 0.08  0.08
Uniform Del: 14.4 14.4  14.4  14.1 14.1   7.3  19.4 14.7  14.7  18.3 13.7  13.7
IncremntDel:  0.1  0.1   0.1   0.0  0.0   0.0   0.1  0.0   0.0   0.0  0.0   0.0
InitQueuDel:  0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Delay Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Delay/Veh:   14.4 14.4  14.4  14.1 14.1   7.3  19.4 14.7  14.7  18.3 13.8  13.8
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  14.4 14.4  14.4  14.1 14.1   7.3  19.4 14.7  14.7  18.3 13.8  13.8
LOS by Move:    B    B     B     B    B     A    B-    B     B    B-    B     B
HCM2kAvgQ:      1    1     1     0    0     1     0    1     1     0    1     1
Note: Queue reported is the number of cars per lane.
```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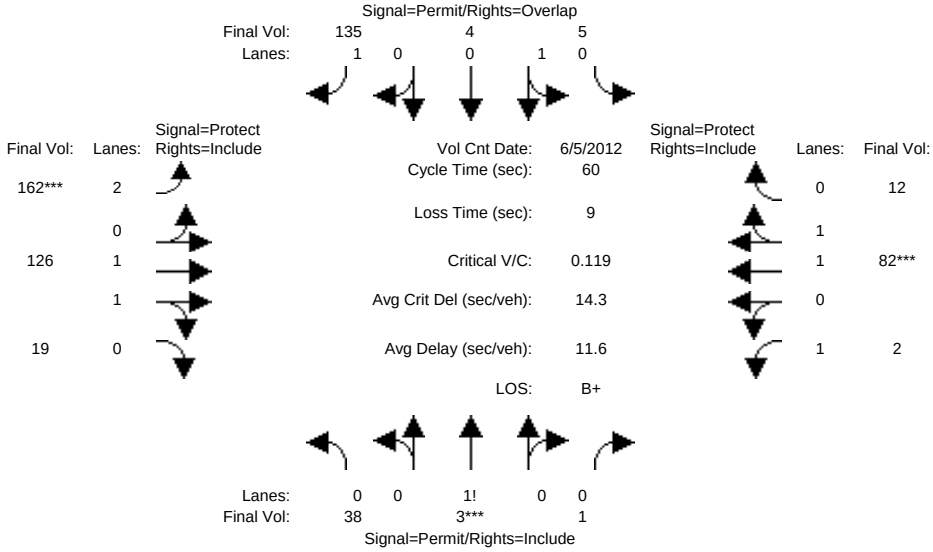
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P AM

Intersection #7: Ranch Drive and Project Entrance



Street Name:	Project Entrance						Ranch Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	38	3	1	3	4	72	48	126	19	2	82	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	3	1	3	4	72	48	126	19	2	82	12
Added Vol:	0	0	0	0	0	59	109	0	0	0	0	0
Pass-by/Div:	0	0	0	2	0	4	5	0	0	0	0	0
Initial Fut:	38	3	1	5	4	135	162	126	19	2	82	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	3	1	5	4	135	162	126	19	2	82	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	3	1	5	4	135	162	126	19	2	82	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	3	1	5	4	135	162	126	19	2	82	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.83	0.98	0.95	0.92	0.98	0.95
Lanes:	0.91	0.07	0.02	0.56	0.44	1.00	2.00	1.73	0.27	1.00	1.74	0.26
Final Sat.:	1583	125	42	1000	800	1750	3150	3215	485	1750	3227	472
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.01	0.01	0.08	0.05	0.04	0.04	0.00	0.03	0.03
Crit Moves:		****					****				****	
Green/Cycle:	0.20	0.20	0.20	0.20	0.20	0.64	0.43	0.38	0.38	0.27	0.21	0.21
Volume/Cap:	0.12	0.12	0.12	0.02	0.02	0.12	0.12	0.10	0.10	0.00	0.12	0.12
Delay/Veh:	19.7	19.7	19.7	19.2	19.2	4.4	10.2	12.0	12.0	16.2	19.1	19.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.7	19.7	19.7	19.2	19.2	4.4	10.2	12.0	12.0	16.2	19.1	19.1
LOS by Move:	B-	B-	B-	B-	B-	A	B+	B+	B+	B	B-	B-
HCM2kAvgQ:	1	1	1	0	0	1	1	1	1	0	1	1

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

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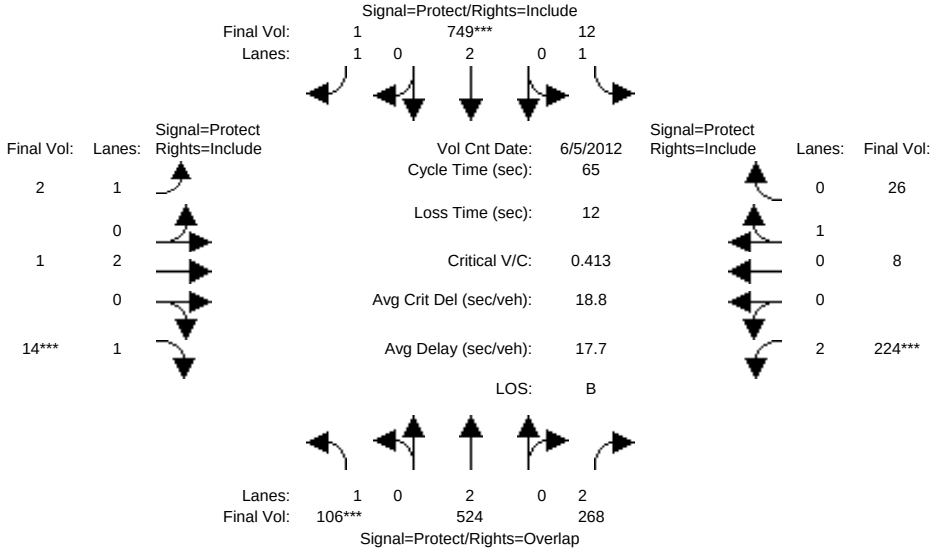
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

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

Intersection #8: McCarthy Blvd and Ranch Dr (South)



Street Name:	McCarthy Blvd						Ranch Dr (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM

Base Vol:	106	524	268	12	749	1	2	1	14	224	8	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	524	268	12	749	1	2	1	14	224	8	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	524	268	12	749	1	2	1	14	224	8	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	524	268	12	749	1	2	1	14	224	8	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	524	268	12	749	1	2	1	14	224	8	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	524	268	12	749	1	2	1	14	224	8	26

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	0.22	0.78
Final Sat.:	1750	3800	3150	1750	3800	1750	1750	3800	1750	3150	420	1364

Capacity Analysis Module:

Vol/Sat:	0.06	0.14	0.09	0.01	0.20	0.00	0.00	0.00	0.01	0.07	0.02	0.02
Crit Moves:	****				****				****	****		
Green/Cycle:	0.12	0.30	0.45	0.21	0.40	0.40	0.12	0.15	0.15	0.14	0.17	0.17
Volume/Cap:	0.50	0.45	0.19	0.03	0.50	0.00	0.01	0.00	0.05	0.50	0.11	0.11
Uniform Del:	26.7	18.2	10.8	20.2	14.7	11.8	25.1	23.3	23.5	25.7	22.6	22.6
IncremntDel:	1.8	0.3	0.1	0.0	0.3	0.0	0.0	0.0	0.1	0.9	0.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	28.5	18.5	10.9	20.3	15.0	11.8	25.1	23.3	23.5	26.6	22.7	22.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.5	18.5	10.9	20.3	15.0	11.8	25.1	23.3	23.5	26.6	22.7	22.7
LOS by Move:	C	B-	B+	C+	B	B+	C	C	C	C	C+	C+
HCM2kAvgQ:	2	4	2	0	6	0	0	0	0	3	1	1

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

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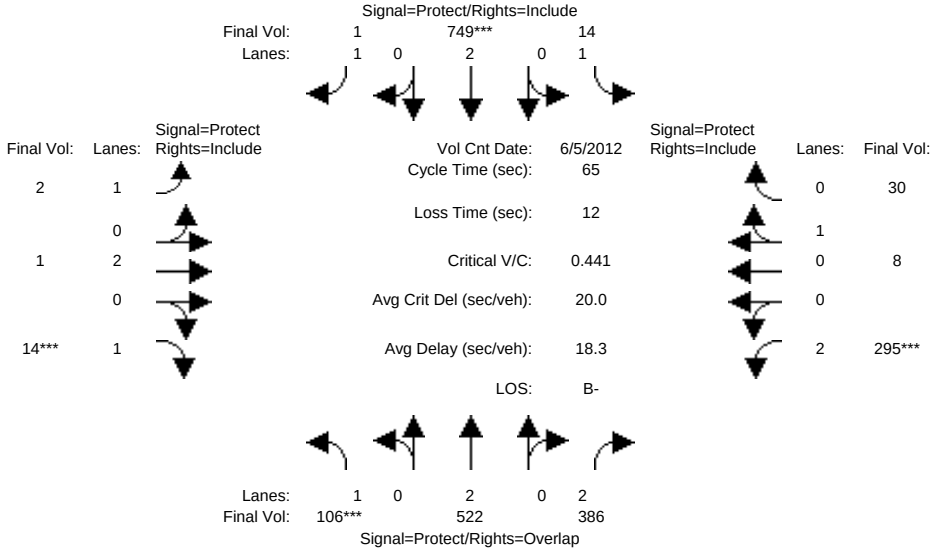
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P AM

Intersection #8: McCarthy Blvd and Ranch Dr (South)




```
Street Name:          McCarthy Blvd                    Ranch Dr (South)
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM
Base Vol:     106  524   268    12  749     1     2    1    14   224    8    26
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  106  524   268    12  749     1     2    1    14   224    8    26
Added Vol:      0    0   113     2    0     0     0    0     0    69    0     2
Pass-by/Div:    0   -2     5     0    0     0     0    0     0     2    0     2
Initial Fut:  106  522   386    14  749     1     2    1    14   295    8    30
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   106  522   386    14  749     1     2    1    14   295    8    30
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  106  522   386    14  749     1     2    1    14   295    8    30
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  106  522   386    14  749     1     2    1    14   295    8    30
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.83  0.92 1.00  0.92  0.92 1.00  0.92  0.83 0.95  0.95
Lanes:       1.00 2.00  2.00  1.00 2.00  1.00  1.00 2.00  1.00  2.00 0.21  0.79
Final Sat.:  1750 3800  3150  1750 3800  1750  1750 3800  1750  3150  379  1421
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.14  0.12  0.01 0.20  0.00  0.00 0.00  0.01  0.09 0.02  0.02
Crit Moves:  ****                 ****                    ****  ****
Green/Cycle: 0.11 0.29  0.46  0.20 0.37  0.37  0.14 0.15  0.15  0.18 0.19  0.19
Volume/Cap:  0.53 0.48  0.27  0.04 0.53  0.00  0.01 0.00  0.05  0.53 0.11  0.11
Delay/Veh:   29.9 19.6  10.8  21.0 16.4  12.9  24.3 23.3  23.5  25.3 21.7  21.7
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  29.9 19.6  10.8  21.0 16.4  12.9  24.3 23.3  23.5  25.3 21.7  21.7
LOS by Move:    C   B-    B+    C+    B     B     C    C     C     C   C+    C+
HCM2kAvgQ:      2    4     3     0    6     0     0    0     0     3    1     1
Note: Queue reported is the number of cars per lane.
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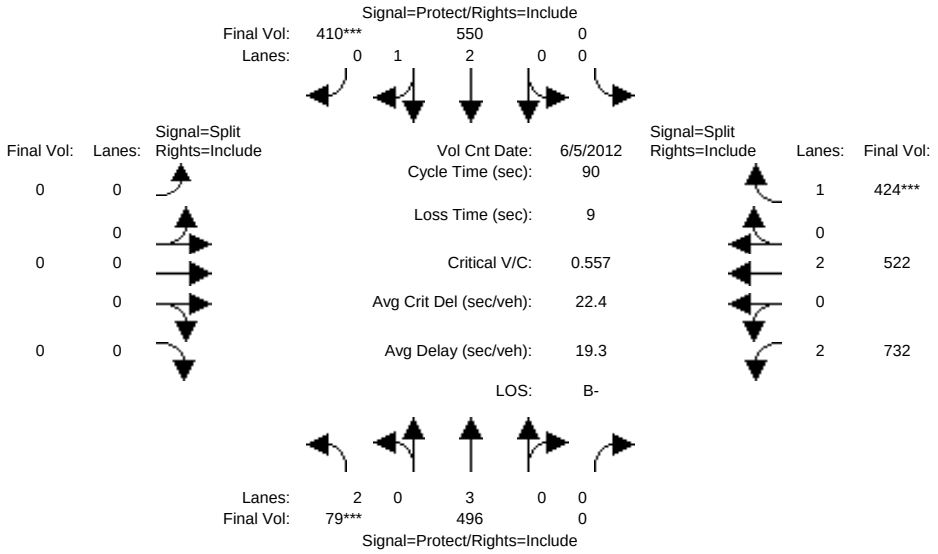
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

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

Intersection #9: McCarthy Blvd and SR-237 WB Ramps



Street Name:	McCarthy Blvd						SR-237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	79	496	0	0	550	410	0	0	0	732	522	424
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	496	0	0	550	410	0	0	0	732	522	424
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	496	0	0	550	410	0	0	0	732	522	424
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	496	0	0	550	410	0	0	0	732	522	424
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	496	0	0	550	410	0	0	0	732	522	424
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	496	0	0	550	410	0	0	0	732	522	424
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	2.00	1.00
Final Sat.:	3150	5700	0	0	3800	1750	0	0	0	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.00	0.00	0.14	0.23	0.00	0.00	0.00	0.23	0.14	0.24
Crit Moves:	****					****						****
Green/Cycle:	0.08	0.48	0.00	0.00	0.40	0.40	0.00	0.00	0.00	0.42	0.42	0.42
Volume/Cap:	0.32	0.18	0.00	0.00	0.36	0.58	0.00	0.00	0.00	0.56	0.33	0.58
Uniform Del:	39.3	13.2	0.0	0.0	18.7	20.9	0.0	0.0	0.0	19.9	17.7	20.1
IncremntDel:	0.8	0.0	0.0	0.0	0.1	0.5	0.0	0.0	0.0	0.5	0.1	1.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	40.0	13.3	0.0	0.0	18.8	21.4	0.0	0.0	0.0	20.4	17.8	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.0	13.3	0.0	0.0	18.8	21.4	0.0	0.0	0.0	20.4	17.8	21.3
LOS by Move:	D	B	A	A	B-	C+	A	A	A	C+	B	C+
HCM2kAvgQ:	1	2	0	0	5	9	0	0	0	9	5	9

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

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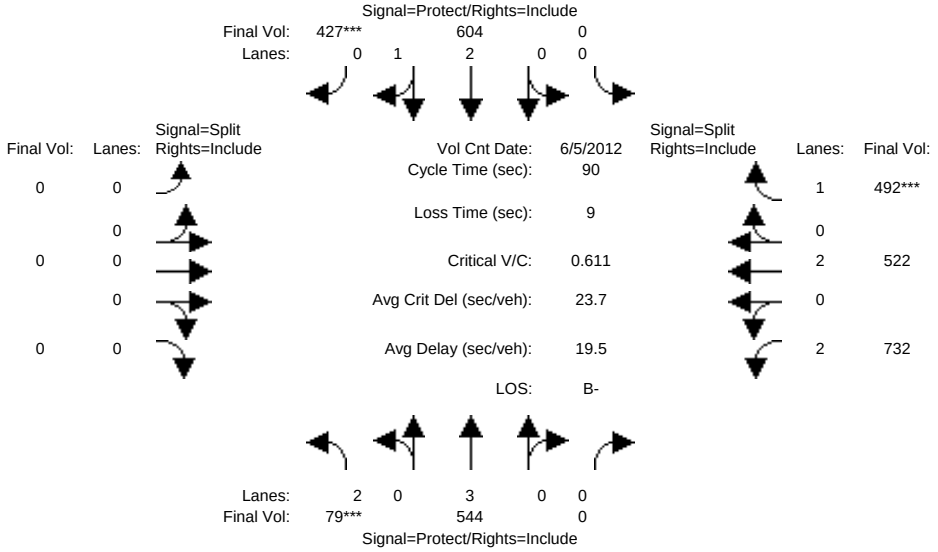
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P AM

Intersection #9: McCarthy Blvd and SR-237 WB Ramps



Street Name:	McCarthy Blvd						SR-237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	79	496	0	0	550	410	0	0	0	732	522	424
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	496	0	0	550	410	0	0	0	732	522	424
Added Vol:	0	47	0	0	53	16	0	0	0	0	0	66
Pass-by/Div:	0	1	0	0	1	1	0	0	0	0	0	2
Initial Fut:	79	544	0	0	604	427	0	0	0	732	522	492
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	544	0	0	604	427	0	0	0	732	522	492
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	544	0	0	604	427	0	0	0	732	522	492
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	544	0	0	604	427	0	0	0	732	522	492
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	2.00	1.00
Final Sat.:	3150	5700	0	0	3800	1750	0	0	0	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.00	0.00	0.16	0.24	0.00	0.00	0.00	0.23	0.14	0.28
Crit Moves:	****					****						****
Green/Cycle:	0.08	0.46	0.00	0.00	0.38	0.38	0.00	0.00	0.00	0.44	0.44	0.44
Volume/Cap:	0.32	0.21	0.00	0.00	0.42	0.64	0.00	0.00	0.00	0.53	0.31	0.64
Delay/Veh:	40.0	14.6	0.0	0.0	20.5	23.6	0.0	0.0	0.0	18.8	16.5	21.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.0	14.6	0.0	0.0	20.5	23.6	0.0	0.0	0.0	18.8	16.5	21.4
LOS by Move:	D	B	A	A	C+	C	A	A	A	B-	B	C+
HCM2kAvgQ:	1	3	0	0	6	10	0	0	0	9	4	11

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

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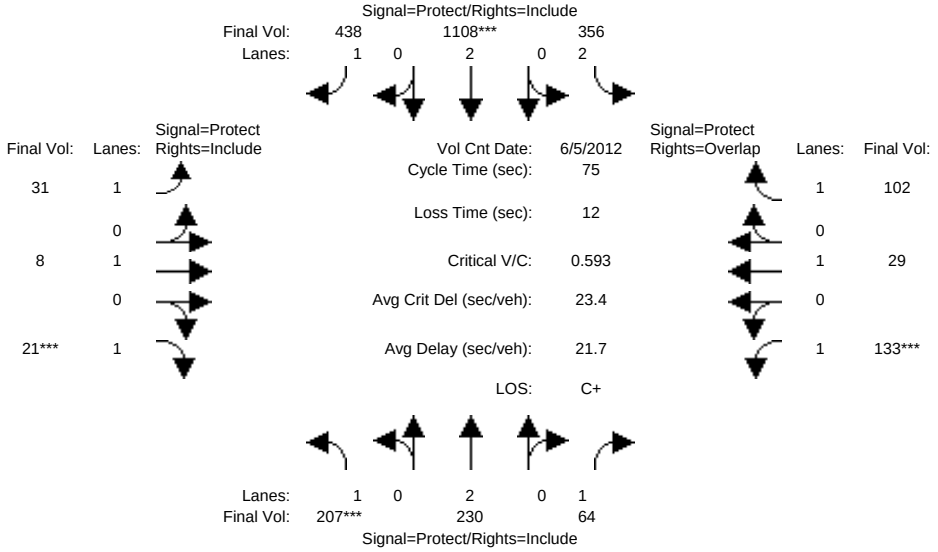
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

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

Intersection #16: McCarthy Blvd and Bellew Dr



Street Name:	McCarthy Blvd						Bellew Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	207	230	64	356	1108	438	31	8	21	133	29	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	207	230	64	356	1108	438	31	8	21	133	29	102
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	207	230	64	356	1108	438	31	8	21	133	29	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	207	230	64	356	1108	438	31	8	21	133	29	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	230	64	356	1108	438	31	8	21	133	29	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	207	230	64	356	1108	438	31	8	21	133	29	102
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.06	0.04	0.11	0.29	0.25	0.02	0.00	0.01	0.08	0.02	0.06
Crit Moves:	****				****				****	****		
Green/Cycle:	0.17	0.32	0.32	0.27	0.42	0.42	0.10	0.13	0.13	0.11	0.14	0.42
Volume/Cap:	0.69	0.19	0.11	0.41	0.69	0.59	0.18	0.03	0.09	0.69	0.11	0.14
Uniform Del:	29.2	18.3	17.9	22.3	17.6	16.6	30.9	28.3	28.5	32.1	27.9	13.5
IncremntDel:	6.5	0.1	0.1	0.3	1.3	1.3	0.5	0.1	0.2	9.9	0.2	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	35.7	18.4	17.9	22.6	18.8	17.9	31.4	28.3	28.7	42.1	28.1	13.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.7	18.4	17.9	22.6	18.8	17.9	31.4	28.3	28.7	42.1	28.1	13.6
LOS by Move:	D+	B-	B	C+	B-	B	C	C	C	D	C	B
HCM2kAvgQ:	5	2	1	4	10	8	1	0	1	5	1	2

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

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Pacific Mall - Silicon Valley
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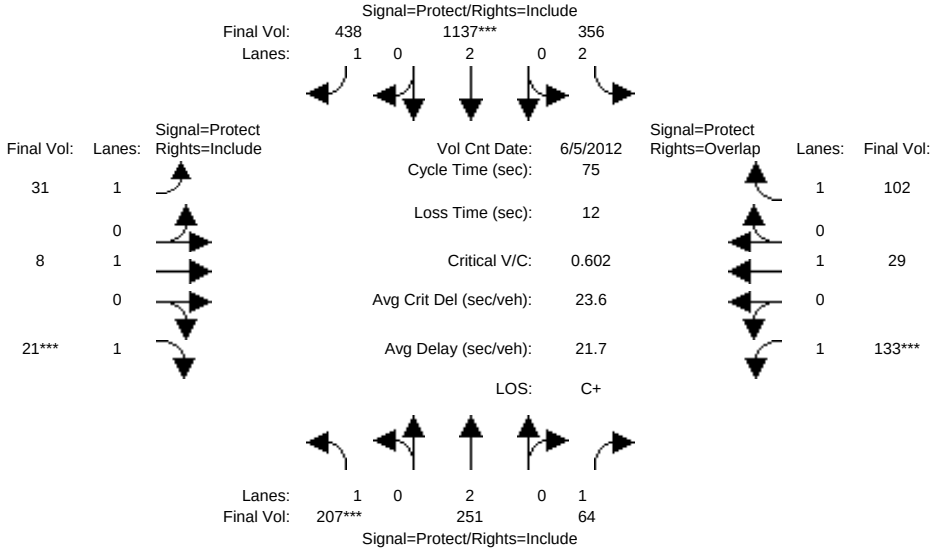
Existing plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P AM

Intersection #16: McCarthy Blvd and Bellew Dr



Street Name:	McCarthy Blvd						Bellew Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	207	230	64	356	1108	438	31	8	21	133	29	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	207	230	64	356	1108	438	31	8	21	133	29	102
Added Vol:	0	21	0	0	28	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	1	0	0	0	0	0	0	0
Initial Fut:	207	251	64	356	1137	438	31	8	21	133	29	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	207	251	64	356	1137	438	31	8	21	133	29	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	251	64	356	1137	438	31	8	21	133	29	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	207	251	64	356	1137	438	31	8	21	133	29	102
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.07	0.04	0.11	0.30	0.25	0.02	0.00	0.01	0.08	0.02	0.06
Crit Moves:	****				****				****	****		
Green/Cycle:	0.17	0.32	0.32	0.27	0.43	0.43	0.10	0.13	0.13	0.11	0.14	0.42
Volume/Cap:	0.70	0.20	0.11	0.41	0.70	0.58	0.18	0.03	0.09	0.70	0.11	0.14
Delay/Veh:	36.5	18.5	17.9	22.6	18.8	17.5	31.4	28.3	28.7	43.1	28.2	13.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.5	18.5	17.9	22.6	18.8	17.5	31.4	28.3	28.7	43.1	28.2	13.6
LOS by Move:	D+	B-	B	C+	B-	B	C	C	C	D	C	B
HCM2kAvgQ:	5	2	1	4	10	8	1	0	1	5	1	2

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

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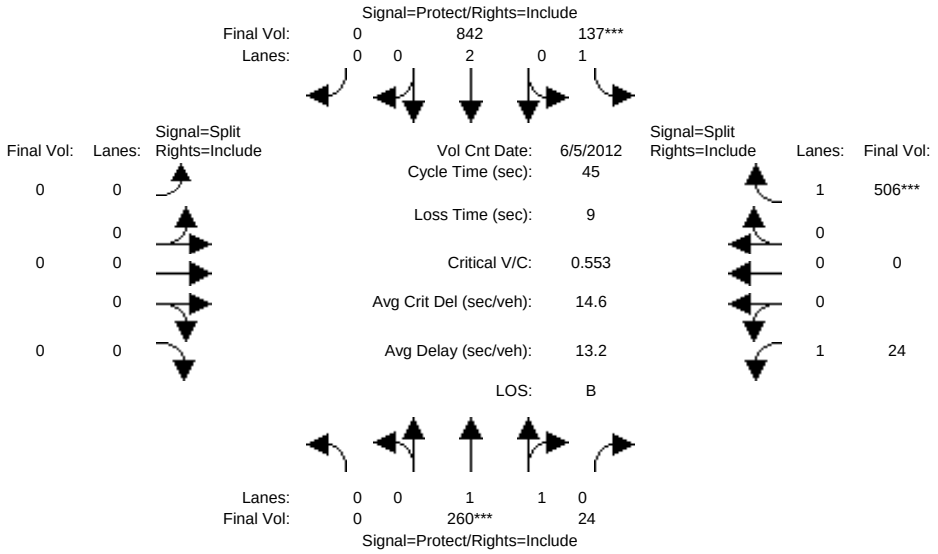
Existing AM

Intersection #17: McCarthy Blvd and Alder Dr



Street Name:	McCarthy Blvd						Barber Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	0	260	24	137	842	0	0	0	0	24	0	506
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	260	24	137	842	0	0	0	0	24	0	506
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	260	24	137	842	0	0	0	0	24	0	506
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	260	24	137	842	0	0	0	0	24	0	506
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	260	24	137	842	0	0	0	0	24	0	506
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	260	24	137	842	0	0	0	0	24	0	506
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.82	0.18	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3454	319	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.08	0.08	0.22	0.00	0.00	0.00	0.00	0.01	0.00	0.29
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.22	0.22	0.16	0.38	0.00	0.00	0.00	0.00	0.42	0.00	0.42
Volume/Cap:	0.00	0.34	0.34	0.50	0.59	0.00	0.00	0.00	0.00	0.03	0.00	0.68
Uniform Del:	0.0	14.7	14.7	17.4	11.2	0.0	0.0	0.0	0.0	7.6	0.0	10.6
IncremntDel:	0.0	0.2	0.2	1.5	0.6	0.0	0.0	0.0	0.0	0.0	0.0	2.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	15.0	15.0	18.9	11.8	0.0	0.0	0.0	0.0	7.6	0.0	13.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.0	15.0	18.9	11.8	0.0	0.0	0.0	0.0	7.6	0.0	13.2
LOS by Move:	A	B	B	B-	B+	A	A	A	A	A	A	B
HCM2kAvgQ:	0	2	2	2	5	0	0	0	0	0	0	6

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

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Pacific Mall - Silicon Valley
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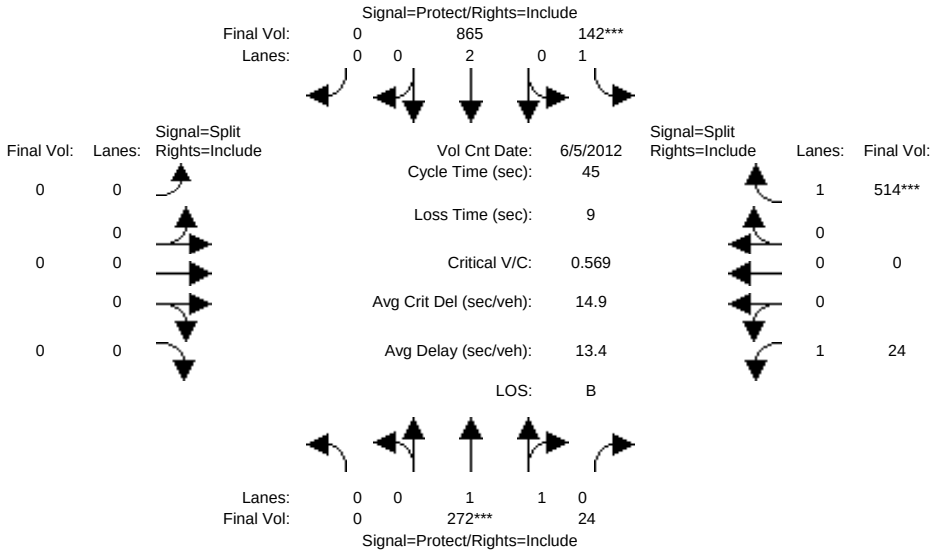
Existing plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P AM

Intersection #17: McCarthy Blvd and Alder Dr



Street Name:	McCarthy Blvd						Barber Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	0	260	24	137	842	0	0	0	0	24	0	506
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	260	24	137	842	0	0	0	0	24	0	506
Added Vol:	0	12	0	5	22	0	0	0	0	0	0	8
Pass-by/Div:	0	0	0	0	1	0	0	0	0	0	0	0
Initial Fut:	0	272	24	142	865	0	0	0	0	24	0	514
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	272	24	142	865	0	0	0	0	24	0	514
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	272	24	142	865	0	0	0	0	24	0	514
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	272	24	142	865	0	0	0	0	24	0	514
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.83	0.17	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3400	300	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.08	0.08	0.23	0.00	0.00	0.00	0.00	0.01	0.00	0.29
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.22	0.22	0.16	0.38	0.00	0.00	0.00	0.00	0.42	0.00	0.42
Volume/Cap:	0.00	0.36	0.36	0.52	0.60	0.00	0.00	0.00	0.00	0.03	0.00	0.70
Delay/Veh:	0.0	15.1	15.1	19.3	12.0	0.0	0.0	0.0	0.0	7.6	0.0	13.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.1	15.1	19.3	12.0	0.0	0.0	0.0	0.0	7.6	0.0	13.5
LOS by Move:	A	B	B	B-	B	A	A	A	A	A	A	B
HCM2kAvgQ:	0	2	2	2	5	0	0	0	0	0	0	6

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

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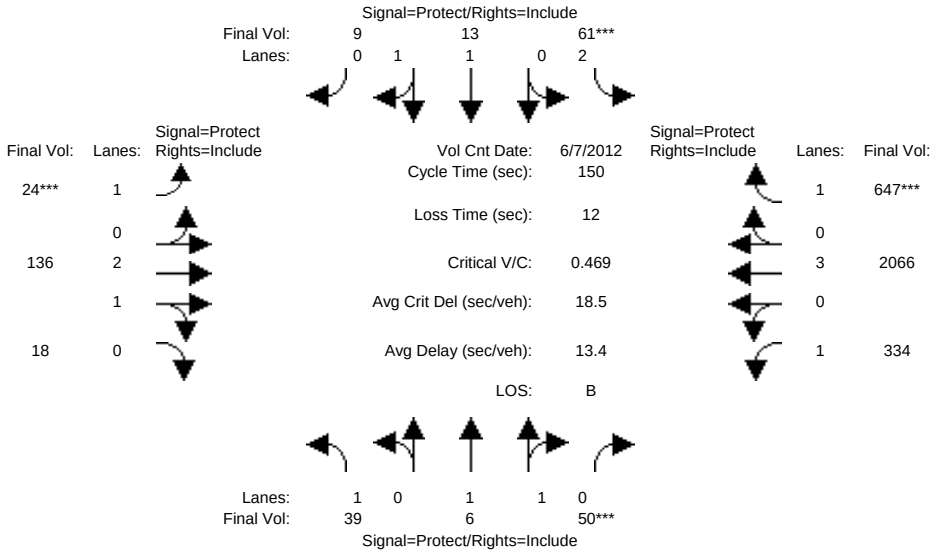
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

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

Intersection #19: Tasman Dr and Alder Dr



Street Name:	Alder Dr						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	39	6	50	61	13	9	24	136	18	334	2066	647
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	6	50	61	13	9	24	136	18	334	2066	647
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	6	50	61	13	9	24	136	18	334	2066	647
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	6	50	61	13	9	24	136	18	334	2066	647
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	6	50	61	13	9	24	136	18	334	2066	647
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	6	50	61	13	9	24	136	18	334	2066	647
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.14	0.86	1.00	2.62	0.38	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	2169	1502	1750	4984	660	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.03	0.02	0.01	0.01	0.01	0.03	0.03	0.19	0.36	0.37
Crit Moves:			****	****			****					****
Green/Cycle:	0.05	0.07	0.07	0.05	0.07	0.07	0.05	0.21	0.21	0.60	0.76	0.76
Volume/Cap:	0.48	0.05	0.43	0.41	0.09	0.09	0.29	0.13	0.13	0.32	0.48	0.49
Uniform Del:	69.7	65.5	67.3	69.5	65.7	65.7	69.1	48.3	48.3	15.0	6.8	6.9
IncremntDel:	4.4	0.0	2.3	1.9	0.2	0.2	2.0	0.1	0.1	0.2	0.1	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	74.1	65.6	69.5	71.4	65.9	65.9	71.1	48.3	48.3	15.2	6.9	7.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.1	65.6	69.5	71.4	65.9	65.9	71.1	48.3	48.3	15.2	6.9	7.1
LOS by Move:	E	E	E	E	E	E	E	D	D	B	A	A
HCM2kAvgQ:	3	0	3	2	0	0	1	2	2	8	11	12

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

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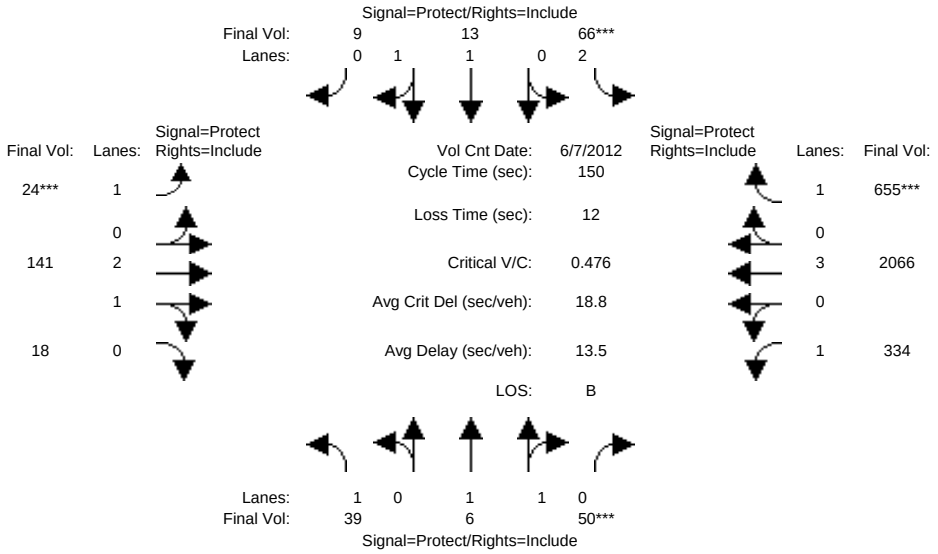
Existing plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P AM

Intersection #19: Tasman Dr and Alder Dr



Street Name:	Alder Dr						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	39	6	50	61	13	9	24	136	18	334	2066	647
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	6	50	61	13	9	24	136	18	334	2066	647
Added Vol:	0	0	0	5	0	0	0	4	0	0	0	8
Pass-by/Div:	0	0	0	0	0	0	0	1	0	0	0	0
Initial Fut:	39	6	50	66	13	9	24	141	18	334	2066	655
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	6	50	66	13	9	24	141	18	334	2066	655
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	6	50	66	13	9	24	141	18	334	2066	655
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	6	50	66	13	9	24	141	18	334	2066	655
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.99	0.95	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.16	0.84	1.00	2.65	0.35	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	2185	1513	1750	4965	634	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.03	0.02	0.01	0.01	0.01	0.03	0.03	0.19	0.36	0.37
Crit Moves:			****	****			****					****
Green/Cycle:	0.05	0.07	0.07	0.05	0.07	0.07	0.05	0.21	0.21	0.60	0.76	0.76
Volume/Cap:	0.48	0.05	0.43	0.45	0.09	0.09	0.29	0.14	0.14	0.32	0.48	0.49
Delay/Veh:	74.1	65.6	69.5	71.8	65.9	65.9	71.1	48.4	48.4	15.2	6.9	7.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.1	65.6	69.5	71.8	65.9	65.9	71.1	48.4	48.4	15.2	6.9	7.2
LOS by Move:	E	E	E	E	E	E	E	D	D	B	A	A
HCM2kAvgQ:	3	0	3	2	0	0	1	2	2	8	11	12

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

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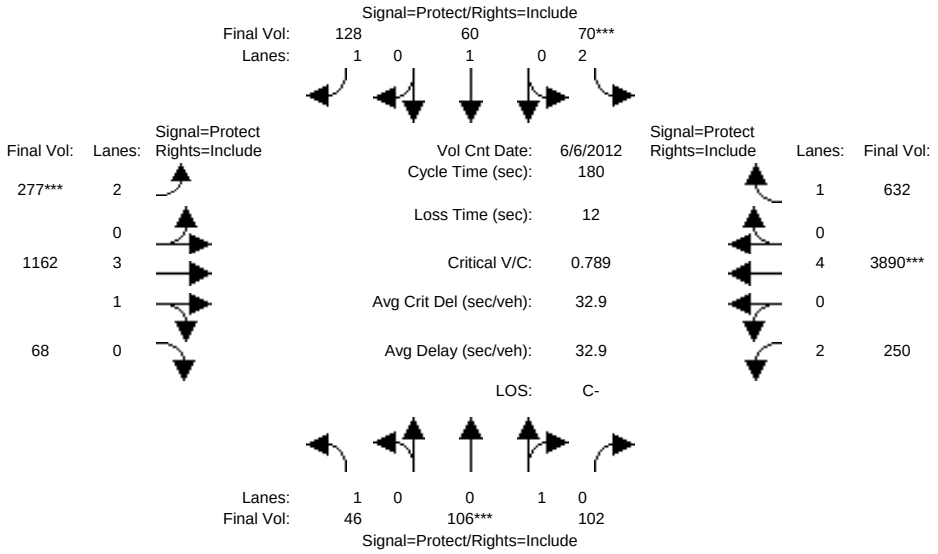
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

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

Intersection #28: McCarthy Blvd and Montague Expwy



Street Name:	McCarthy Blvd						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Jun 2012 << 7:50:00 AM												
Base Vol:	46	106	102	70	60	128	277	1162	68	250	3890	632
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	106	102	70	60	128	277	1162	68	250	3890	632
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	106	102	70	60	128	277	1162	68	250	3890	632
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	106	102	70	60	128	277	1162	68	250	3890	632
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	106	102	70	60	128	277	1162	68	250	3890	632
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	106	102	70	60	128	277	1162	68	250	3890	632
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.49	0.51	2.00	1.00	1.00	2.00	3.76	0.24	2.00	4.00	1.00
Final Sat.:	1750	929	894	3150	1900	1750	3150	7146	418	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.11	0.02	0.03	0.07	0.09	0.16	0.16	0.08	0.51	0.36
Crit Moves:		****		****			****				****	
Green/Cycle:	0.06	0.14	0.14	0.04	0.12	0.12	0.11	0.51	0.51	0.25	0.64	0.64
Volume/Cap:	0.42	0.80	0.80	0.57	0.27	0.62	0.80	0.32	0.32	0.32	0.80	0.56
Uniform Del:	81.1	74.6	74.6	85.0	72.2	75.4	78.1	26.3	26.3	55.5	23.7	18.1
IncremntDel:	2.5	15.8	15.8	6.3	0.6	5.5	12.2	0.0	0.0	0.2	1.0	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	83.7	90.4	90.4	91.4	72.8	80.9	90.4	26.4	26.4	55.7	24.7	18.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.7	90.4	90.4	91.4	72.8	80.9	90.4	26.4	26.4	55.7	24.7	18.8
LOS by Move:	F	F	F	F	E	F	F	C	C	E+	C	B-
HCM2kAvgQ:	3	13	13	2	3	7	9	10	10	7	39	21

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

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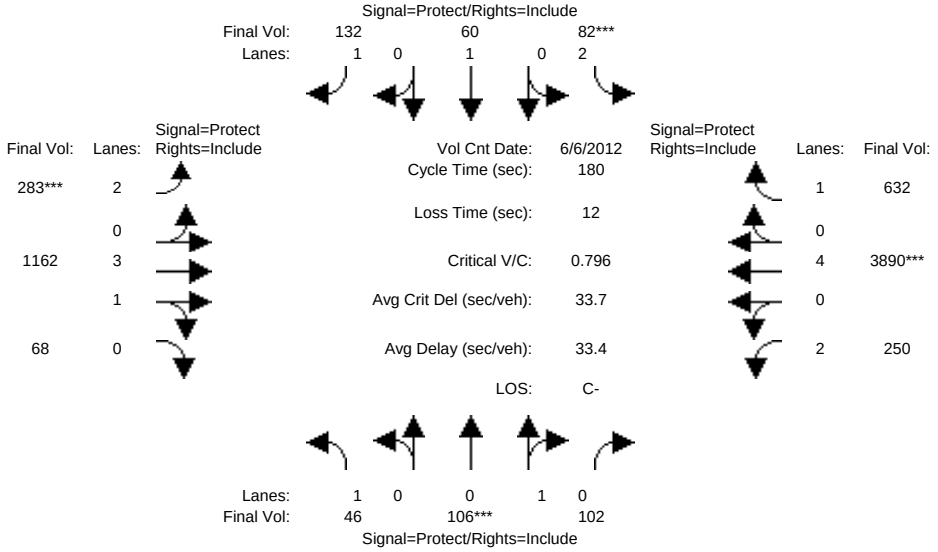
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P AM

Intersection #28: McCarthy Blvd and Montague Expwy



Street Name:	McCarthy Blvd						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Jun 2012 << 7:50:00 AM												
Base Vol:	46	106	102	70	60	128	277	1162	68	250	3890	632
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	106	102	70	60	128	277	1162	68	250	3890	632
Added Vol:	0	0	0	11	0	4	6	0	0	0	0	0
Pass-by/Div:	0	0	0	1	0	0	0	0	0	0	0	0
Initial Fut:	46	106	102	82	60	132	283	1162	68	250	3890	632
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	106	102	82	60	132	283	1162	68	250	3890	632
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	106	102	82	60	132	283	1162	68	250	3890	632
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	106	102	82	60	132	283	1162	68	250	3890	632
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.51	0.49	2.00	1.00	1.00	2.00	3.77	0.23	2.00	4.00	1.00
Final Sat.:	1750	917	883	3150	1900	1750	3150	7085	415	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.03	0.03	0.08	0.09	0.16	0.16	0.08	0.51	0.36
Crit Moves:		****		****			****				****	
Green/Cycle:	0.06	0.14	0.14	0.04	0.12	0.12	0.11	0.51	0.51	0.24	0.64	0.64
Volume/Cap:	0.42	0.80	0.80	0.67	0.26	0.62	0.80	0.32	0.32	0.32	0.80	0.57
Delay/Veh:	83.9	90.8	90.8	98.8	72.5	81.0	90.3	26.4	26.4	56.0	25.1	19.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.9	90.8	90.8	98.8	72.5	81.0	90.3	26.4	26.4	56.0	25.1	19.1
LOS by Move:	F	F	F	F	E	F	F	C	C	E+	C	B-
HCM2kAvgQ:	3	13	13	3	3	7	10	10	10	7	40	21

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

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Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

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

Intersection		???				Existing MID				E+P MID						???			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#7	Ranch Drive and Project Entrance	?	xx.x	x.xxx	xx.x	B	17.7	0.466	16.7	B-	19.1	0.590	+ 0.124	19.1	+ 2.3	?	xx.x	x.xxx	xx.x
#8	McCarthy Blvd and Ranch Dr (South)	?	xx.x	x.xxx	xx.x	C	24.1	0.639	29.4	C	24.8	0.763	+ 0.123	30.4	+ 1.0	?	xx.x	x.xxx	xx.x
#9	McCarthy Blvd and SR-237 WB Ramps	?	xx.x	x.xxx	xx.x	C	25.8	0.884	32.6	E+	55.8	1.080	+ 0.196	76.5	+ 43.9	?	xx.x	x.xxx	xx.x

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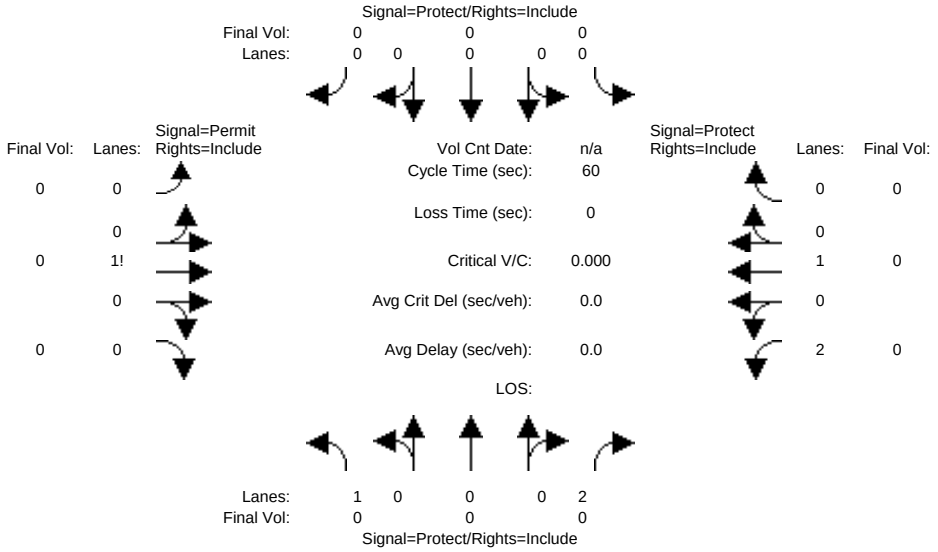
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

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

Intersection #1: McCarthy Blvd and Dixon Landing Rd



Street Name:	McCarthy Blvd						Dixon Landing Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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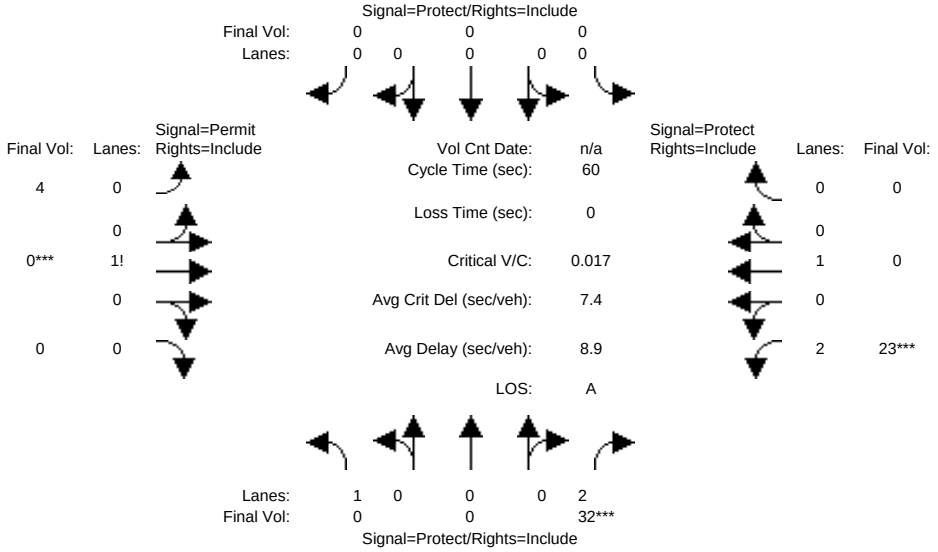
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P MID

Intersection #1: McCarthy Blvd and Dixon Landing Rd



Street Name:	McCarthy Blvd						Dixon Landing Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	25	0	0	0	0	0	0	23	0	0
Pass-by/Div:	0	0	7	0	0	0	4	0	0	0	0	0
Initial Fut:	0	0	32	0	0	0	4	0	0	23	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	32	0	0	0	4	0	0	23	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	32	0	0	0	4	0	0	23	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	32	0	0	0	4	0	0	23	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	1.00	0.00	0.00	2.00	1.00	0.00
Final Sat.:	1750	0	3150	0	0	0	1750	0	0	3150	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.00	0.00	0.58	0.00	0.00	0.00	0.00	0.00	0.00	0.42	0.00	0.00
Volume/Cap:	0.00	0.00	0.02	0.00	0.00	0.00	0.03	0.00	0.00	0.02	0.00	0.00
Delay/Veh:	0.0	0.0	5.3	0.0	0.0	0.0	30.1	0.0	0.0	10.2	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	5.3	0.0	0.0	0.0	30.1	0.0	0.0	10.2	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	A	B+	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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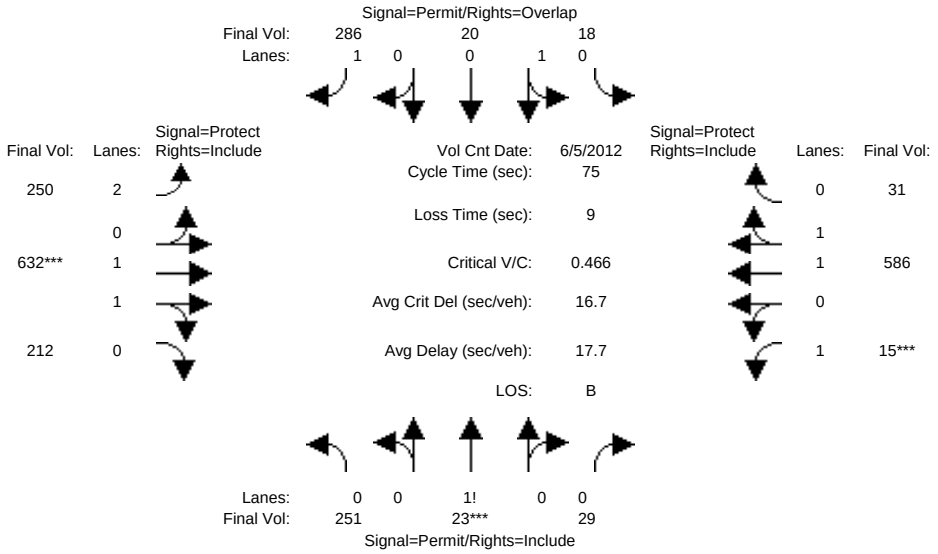
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

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

Intersection #7: Ranch Drive and Project Entrance



Street Name:	Project Entrance						Ranch Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 12:15:00 PM												
Base Vol:	251	23	29	18	20	286	250	632	212	15	586	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	251	23	29	18	20	286	250	632	212	15	586	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	251	23	29	18	20	286	250	632	212	15	586	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	251	23	29	18	20	286	250	632	212	15	586	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	251	23	29	18	20	286	250	632	212	15	586	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	251	23	29	18	20	286	250	632	212	15	586	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.83	0.98	0.95	0.92	0.98	0.95
Lanes:	0.83	0.08	0.09	0.47	0.53	1.00	2.00	1.48	0.52	1.00	1.90	0.10
Final Sat.:	1450	133	167	853	947	1750	3150	2770	929	1750	3514	186
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.02	0.02	0.16	0.08	0.23	0.23	0.01	0.17	0.17
Crit Moves:		****						****		****		
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.53	0.19	0.45	0.45	0.09	0.35	0.35
Volume/Cap:	0.51	0.51	0.51	0.06	0.06	0.31	0.41	0.51	0.51	0.09	0.48	0.48
Delay/Veh:	20.5	20.5	20.5	16.8	16.8	9.9	26.9	15.1	15.1	31.3	19.5	19.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.5	20.5	20.5	16.8	16.8	9.9	26.9	15.1	15.1	31.3	19.5	19.5
LOS by Move:	C+	C+	C+	B	B	A	C	B	B	C	B-	B-
HCM2kAvgQ:	6	6	6	1	1	4	3	7	7	0	6	6

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

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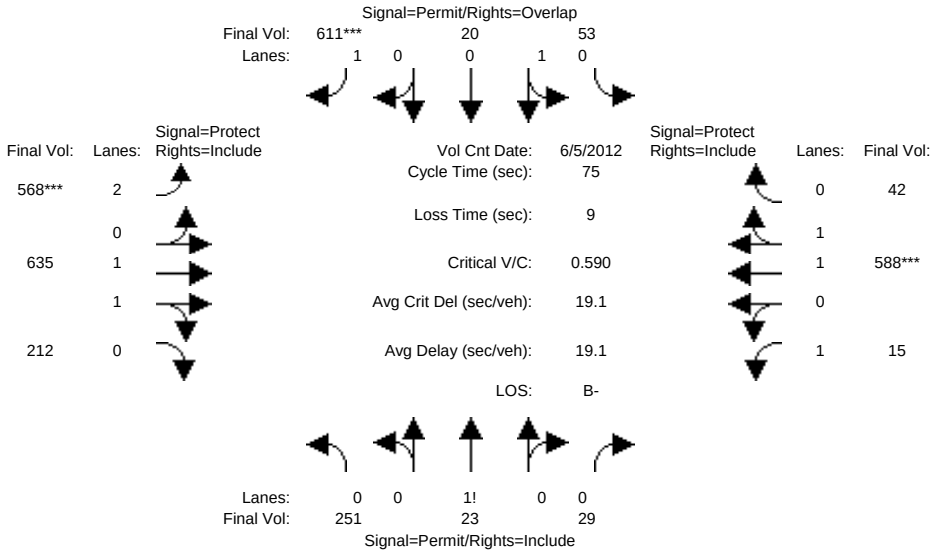
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P MID

Intersection #7: Ranch Drive and Project Entrance



Street Name:	Project Entrance						Ranch Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 12:15:00 PM												
Base Vol:	251	23	29	18	20	286	250	632	212	15	586	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	251	23	29	18	20	286	250	632	212	15	586	31
Added Vol:	0	0	0	0	0	273	253	0	0	0	0	0
Pass-by/Div:	0	0	0	35	0	52	65	3	0	0	2	11
Initial Fut:	251	23	29	53	20	611	568	635	212	15	588	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	251	23	29	53	20	611	568	635	212	15	588	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	251	23	29	53	20	611	568	635	212	15	588	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	251	23	29	53	20	611	568	635	212	15	588	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.83	0.98	0.95	0.92	0.98	0.95
Lanes:	0.83	0.08	0.09	0.73	0.27	1.00	2.00	1.49	0.51	1.00	1.86	0.14
Final Sat.:	1450	133	167	1307	493	1750	3150	2773	926	1750	3453	247
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.04	0.04	0.35	0.18	0.23	0.23	0.01	0.17	0.17
Crit Moves:						****	****				****	
Green/Cycle:	0.29	0.29	0.29	0.29	0.29	0.59	0.31	0.42	0.42	0.17	0.29	0.29
Volume/Cap:	0.61	0.61	0.61	0.14	0.14	0.59	0.59	0.54	0.54	0.05	0.59	0.59
Delay/Veh:	25.2	25.2	25.2	20.1	20.1	10.5	23.0	16.6	16.6	26.0	23.8	23.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.2	25.2	25.2	20.1	20.1	10.5	23.0	16.6	16.6	26.0	23.8	23.8
LOS by Move:	C	C	C	C+	C+	B+	C	B	B	C	C	C
HCM2kAvgQ:	7	7	7	1	1	10	7	7	7	0	7	7

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

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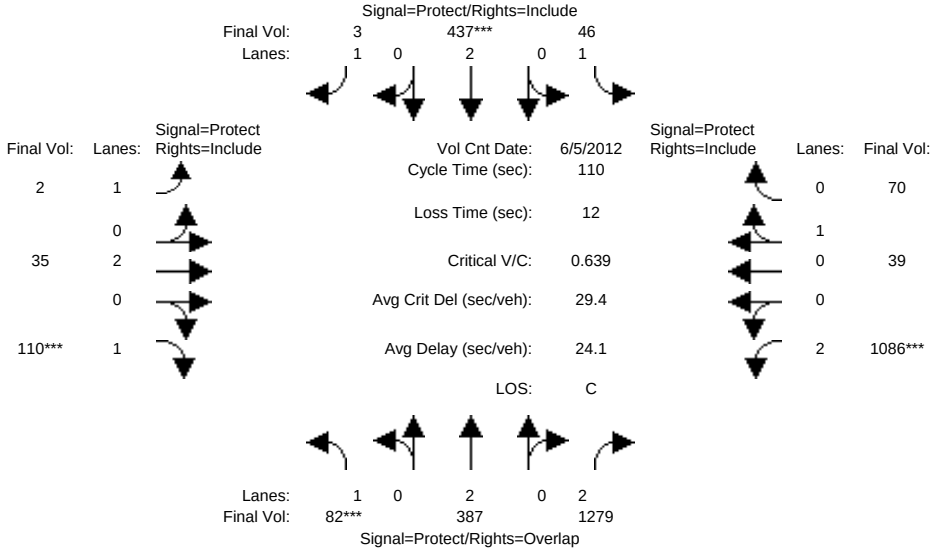
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

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

Intersection #8: McCarthy Blvd and Ranch Dr (South)



Street Name:	McCarthy Blvd						Ranch Dr (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 12:10:00 PM												
Base Vol:	82	387	1279	46	437	3	2	35	110	1086	39	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	387	1279	46	437	3	2	35	110	1086	39	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	387	1279	46	437	3	2	35	110	1086	39	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	387	1279	46	437	3	2	35	110	1086	39	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	387	1279	46	437	3	2	35	110	1086	39	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	387	1279	46	437	3	2	35	110	1086	39	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	2.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	0.36	0.64
Final Sat.:	1750	3800	3150	1750	3800	1750	1750	3800	1750	3150	644	1156
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.41	0.03	0.12	0.00	0.00	0.01	0.06	0.34	0.06	0.06
Crit Moves:	****				****				****	****		
Green/Cycle:	0.07	0.16	0.70	0.10	0.18	0.18	0.26	0.10	0.10	0.54	0.38	0.38
Volume/Cap:	0.64	0.65	0.58	0.27	0.64	0.01	0.00	0.09	0.64	0.64	0.16	0.16
Delay/Veh:	59.9	46.3	9.0	46.9	43.8	37.1	29.9	45.2	55.5	18.6	23.0	23.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.9	46.3	9.0	46.9	43.8	37.1	29.9	45.2	55.5	18.6	23.0	23.0
LOS by Move:	E+	D	A	D	D	D+	C	D	E+	B-	C+	C+
HCM2kAvgQ:	3	6	13	2	8	0	0	1	5	15	2	2

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

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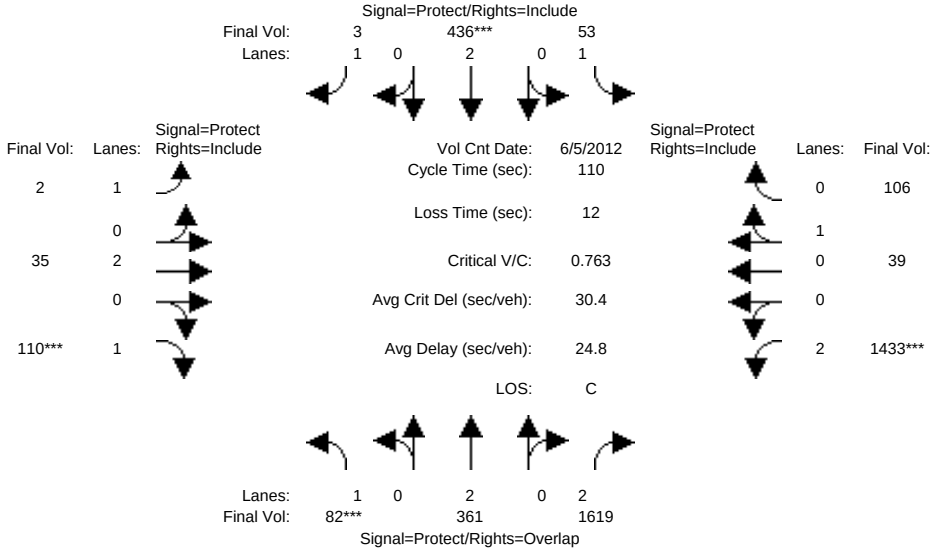
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P MID

Intersection #8: McCarthy Blvd and Ranch Dr (South)



Street Name:	McCarthy Blvd						Ranch Dr (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 12:10:00 PM												
Base Vol:	82	387	1279	46	437	3	2	35	110	1086	39	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	387	1279	46	437	3	2	35	110	1086	39	70
Added Vol:	0	0	286	6	0	0	0	0	0	317	0	7
Pass-by/Div:	0	-26	54	1	-1	0	0	0	0	30	0	29
Initial Fut:	82	361	1619	53	436	3	2	35	110	1433	39	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	361	1619	53	436	3	2	35	110	1433	39	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	361	1619	53	436	3	2	35	110	1433	39	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	361	1619	53	436	3	2	35	110	1433	39	106
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	2.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	0.27	0.73
Final Sat.:	1750	3800	3150	1750	3800	1750	1750	3800	1750	3150	484	1316
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.51	0.03	0.11	0.00	0.00	0.01	0.06	0.45	0.08	0.08
Crit Moves:	****				****				****	****		
Green/Cycle:	0.06	0.13	0.71	0.09	0.15	0.15	0.28	0.09	0.09	0.59	0.40	0.40
Volume/Cap:	0.74	0.75	0.72	0.36	0.77	0.01	0.00	0.10	0.69	0.77	0.20	0.20
Delay/Veh:	73.0	52.7	10.3	48.9	51.7	40.0	28.6	46.0	60.8	19.2	21.7	21.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.0	52.7	10.3	48.9	51.7	40.0	28.6	46.0	60.8	19.2	21.7	21.7
LOS by Move:	E	D-	B+	D	D-	D	C	D	E	B-	C+	C+
HCM2kAvgQ:	3	6	20	2	9	0	0	1	5	22	3	3

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

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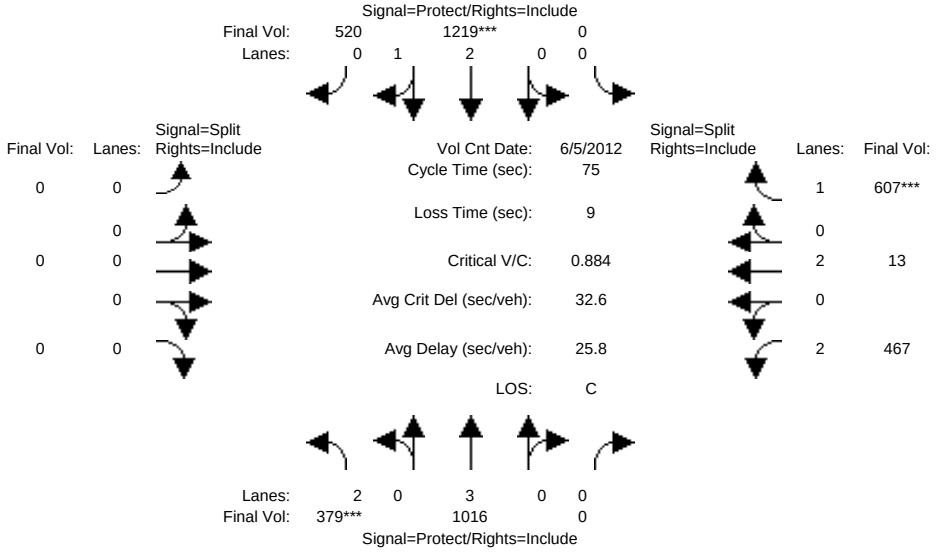
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

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

Intersection #9: McCarthy Blvd and SR-237 WB Ramps

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Street Name:          McCarthy Blvd                    SR-237 WB Ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     0    0     0    10   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 12:20:00 PM
Base Vol:     379 1016     0     0 1219   520     0    0     0   467   13   607
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  379 1016     0     0 1219   520     0    0     0   467   13   607
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  379 1016     0     0 1219   520     0    0     0   467   13   607
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   379 1016     0     0 1219   520     0    0     0   467   13   607
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  379 1016     0     0 1219   520     0    0     0   467   13   607
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  379 1016     0     0 1219   520     0    0     0   467   13   607
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.92 1.00  0.95  0.92 1.00  0.92  0.83 1.00  0.92
Lanes:       2.00 3.00  0.00  0.00 2.07  0.93  0.00 0.00  0.00  2.00 2.00  1.00
Final Sat.:  3150 5700     0     0 3923  1674     0    0     0  3150 3800  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.18  0.00  0.00 0.31  0.31  0.00 0.00  0.00  0.15 0.00  0.35
Crit Moves:  ****                   ****                                   ****
Green/Cycle: 0.14 0.49  0.00  0.00 0.35  0.35  0.00 0.00  0.00  0.39 0.39  0.39
Volume/Cap:  0.88 0.37  0.00  0.00 0.88  0.88  0.00 0.00  0.00  0.38 0.01  0.88
Delay/Veh:   50.9 12.1   0.0   0.0 28.0  28.0   0.0  0.0   0.0  16.4 13.9  34.2
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  50.9 12.1   0.0   0.0 28.0  28.0   0.0  0.0   0.0  16.4 13.9  34.2
LOS by Move:    D    B     A     A    C     C     A    A     A     B    B    C-
HCM2kAvgQ:      6    5     0     0   14    14     0    0     0     4    0    16
Note: Queue reported is the number of cars per lane.
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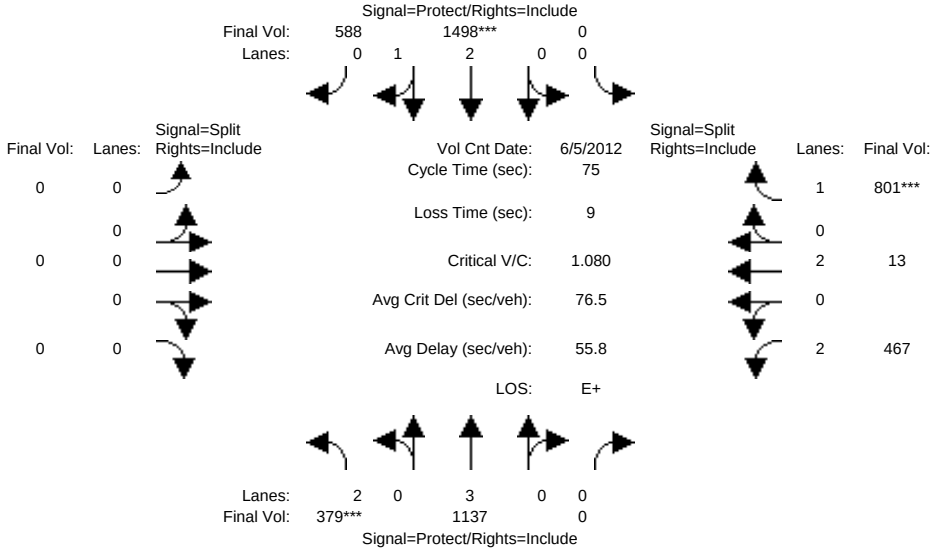
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P MID

Intersection #9: McCarthy Blvd and SR-237 WB Ramps



Street Name:	McCarthy Blvd						SR-237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 12:20:00 PM												
Base Vol:	379	1016	0	0	1219	520	0	0	0	467	13	607
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	379	1016	0	0	1219	520	0	0	0	467	13	607
Added Vol:	0	110	0	0	262	56	0	0	0	0	0	176
Pass-by/Div:	0	11	0	0	17	12	0	0	0	0	0	18
Initial Fut:	379	1137	0	0	1498	588	0	0	0	467	13	801
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	379	1137	0	0	1498	588	0	0	0	467	13	801
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	379	1137	0	0	1498	588	0	0	0	467	13	801
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	379	1137	0	0	1498	588	0	0	0	467	13	801
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.12	0.88	0.00	0.00	0.00	2.00	2.00	1.00
Final Sat.:	3150	5700	0	0	4019	1578	0	0	0	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.20	0.00	0.00	0.37	0.37	0.00	0.00	0.00	0.15	0.00	0.46
Crit Moves:	****				****							****
Green/Cycle:	0.11	0.46	0.00	0.00	0.34	0.34	0.00	0.00	0.00	0.42	0.42	0.42
Volume/Cap:	1.08	0.44	0.00	0.00	1.08	1.08	0.00	0.00	0.00	0.35	0.01	1.08
Delay/Veh:	104.5	14.0	0.0	0.0	70.6	70.6	0.0	0.0	0.0	14.8	12.5	78.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	104.5	14.0	0.0	0.0	70.6	70.6	0.0	0.0	0.0	14.8	12.5	78.5
LOS by Move:	F	B	A	A	E	E	A	A	A	B	B	E-
HCM2kAvgQ:	8	6	0	0	24	24	0	0	0	4	0	31

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

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Pacific Mall - Silicon Valley
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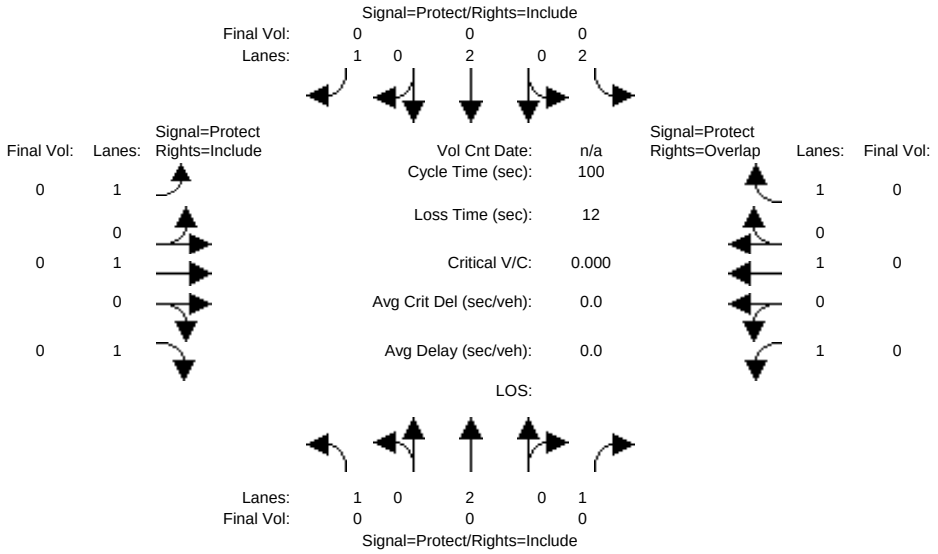
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing MID

Intersection #16: McCarthy Blvd and Bellew Dr



Street Name:	McCarthy Blvd						Bellew Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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Level Of Service Computation Report
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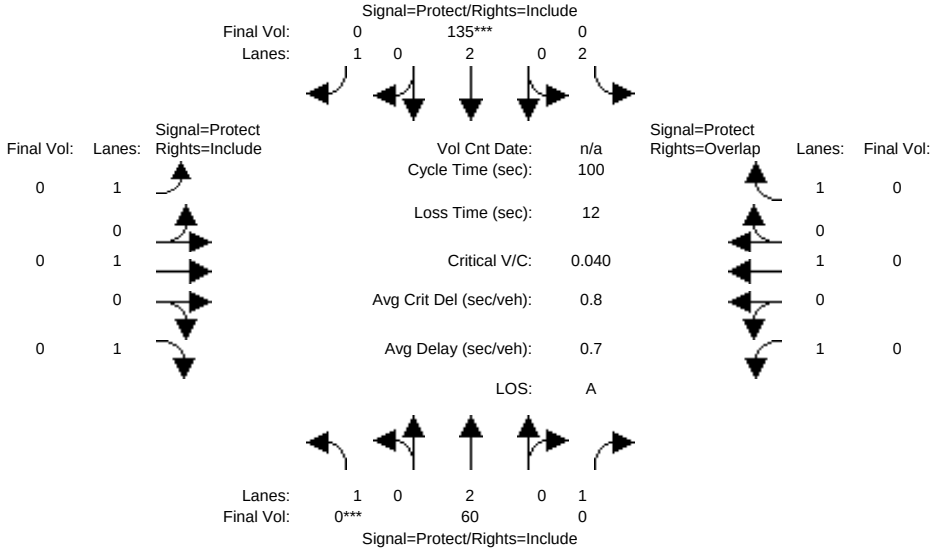
E+P MID

Intersection #16: McCarthy Blvd and Bellew Dr



Street Name:	McCarthy Blvd						Bellew Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	60	0	0	135	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	60	0	0	135	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	60	0	0	135	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	60	0	0	135	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	60	0	0	135	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							
Green/Cycle:	0.00	0.88	0.00	0.00	0.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.02	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.7	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.7	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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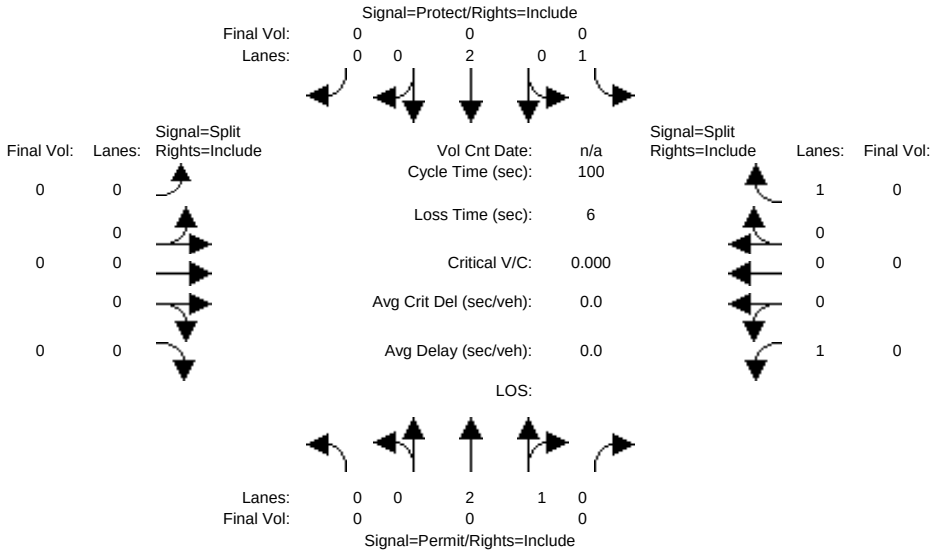
Existing plus Project - Midday Peak Hour

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

Intersection #17: McCarthy Blvd and Alder Dr



Street Name:	McCarthy Blvd						Barber Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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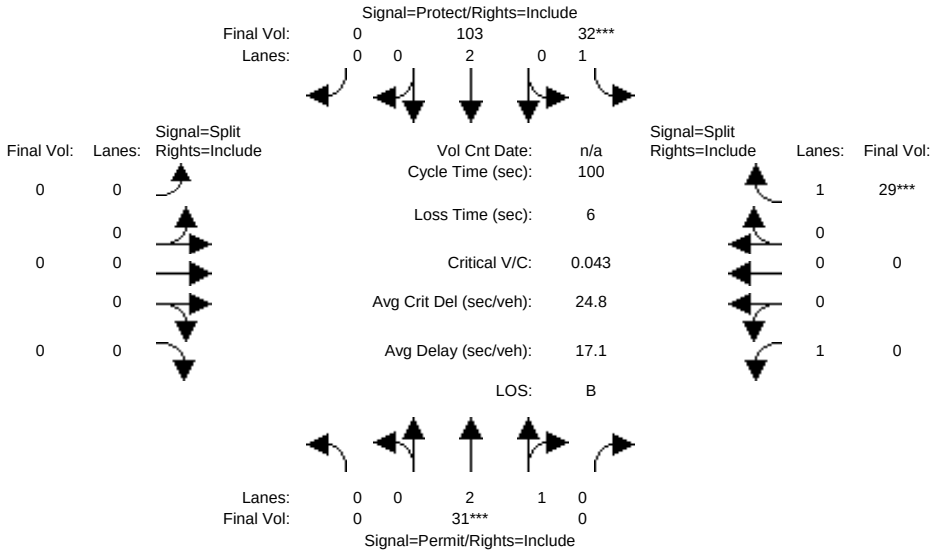
2000 HCM Operations (Future Volume Alternative)
E+P MID

Intersection #17: McCarthy Blvd and Alder Dr



Street Name:	McCarthy Blvd						Barber Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	31	0	32	103	0	0	0	0	0	0	29
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	31	0	32	103	0	0	0	0	0	0	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	31	0	32	103	0	0	0	0	0	0	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	31	0	32	103	0	0	0	0	0	0	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	31	0	32	103	0	0	0	0	0	0	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5600	0	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.00	0.02	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.02
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.13	0.00	0.43	0.55	0.00	0.00	0.00	0.00	0.00	0.00	0.39
Volume/Cap:	0.00	0.04	0.00	0.04	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.04
Delay/Veh:	0.0	38.2	0.0	16.8	10.2	0.0	0.0	0.0	0.0	0.0	0.0	19.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	38.2	0.0	16.8	10.2	0.0	0.0	0.0	0.0	0.0	0.0	19.2
LOS by Move:	A	D+	A	B	B+	A	A	A	A	A	A	B-
HCM2kAvgQ:	0	0	0	1	1	0	0	0	0	0	0	1

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

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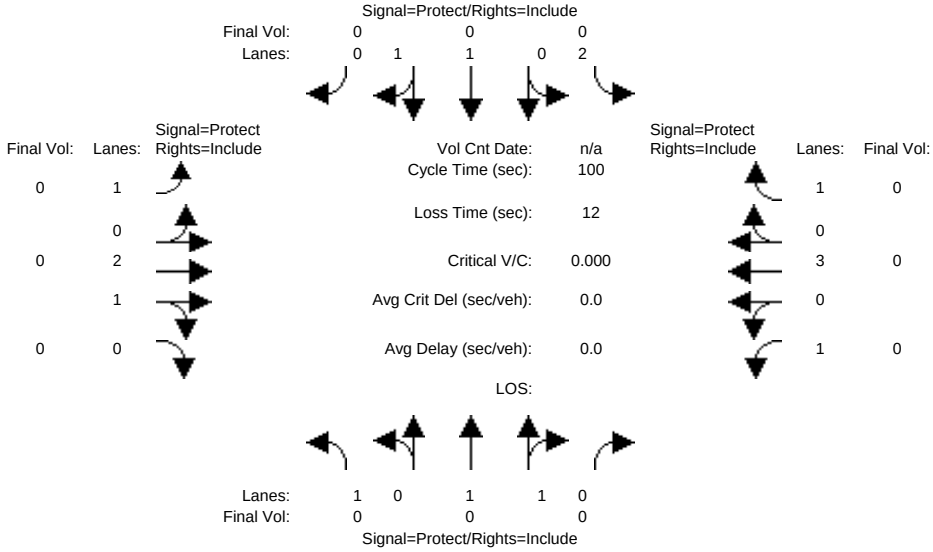
Existing plus Project - Midday Peak Hour

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

Intersection #19: Tasman Dr and Alder Dr



Street Name:	Alder Dr						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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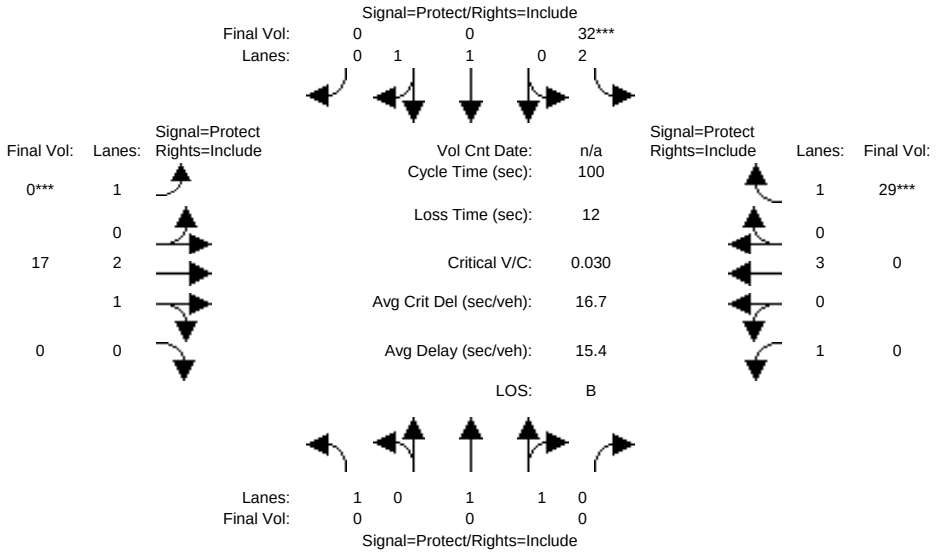
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P MID

Intersection #19: Tasman Dr and Alder Dr



Street Name:	Alder Dr						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	32	0	0	0	17	0	0	0	29
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	32	0	0	0	17	0	0	0	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	32	0	0	0	17	0	0	0	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	32	0	0	0	17	0	0	0	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	32	0	0	0	17	0	0	0	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	2.00	2.00	0.00	1.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	1750	3800	0	3150	3800	0	1750	5600	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02
Crit Moves:				****			****					****
Green/Cycle:	0.00	0.00	0.00	0.33	0.00	0.00	0.00	0.55	0.00	0.00	0.00	0.55
Volume/Cap:	0.00	0.00	0.00	0.03	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.03
Delay/Veh:	0.0	0.0	0.0	22.4	0.0	0.0	0.0	10.4	0.0	0.0	0.0	10.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	22.4	0.0	0.0	0.0	10.4	0.0	0.0	0.0	10.5
LOS by Move:	A	A	A	C+	A	A	A	B+	A	A	A	B+
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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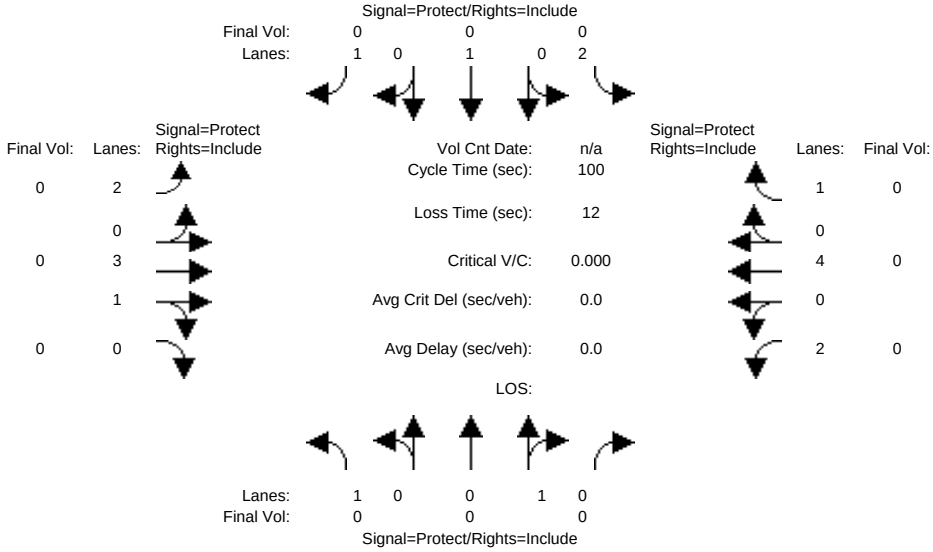
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

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

Intersection #28: McCarthy Blvd and Montague Expwy



Street Name:	McCarthy Blvd						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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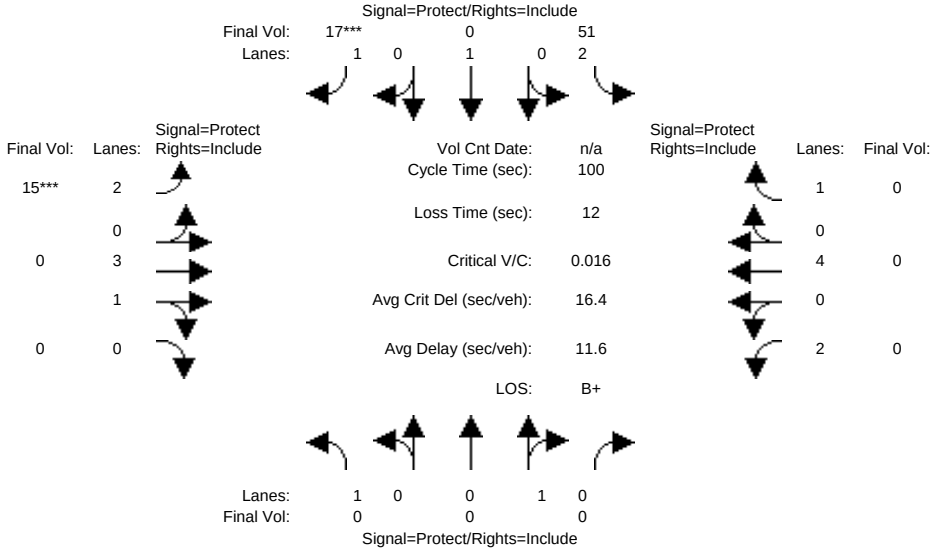
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P MID

Intersection #28: McCarthy Blvd and Montague Expwy



Street Name:	McCarthy Blvd						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	51	0	17	15	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	51	0	17	15	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	51	0	17	15	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	51	0	17	15	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	51	0	17	15	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.00	0.00	2.00	1.00	1.00	2.00	4.00	0.00	2.00	4.00	1.00
Final Sat.:	1750	1900	0	3150	1900	1750	3150	7600	0	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:						****	****					
Green/Cycle:	0.00	0.00	0.00	0.59	0.00	0.59	0.29	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.03	0.00	0.02	0.02	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	8.5	0.0	8.5	25.4	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	8.5	0.0	8.5	25.4	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

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

		???				Existing PM				E+P PM						???			
Intersection		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1	McCarthy Blvd and Dixon Landing Rd	?	xx.x	x.xxx	xx.x	B	13.1	0.588	13.1	B	13.5	0.605	+ 0.016	13.5	+ 0.4	?	xx.x	x.xxx	xx.x
#7	Ranch Drive and Project Entrance	?	xx.x	x.xxx	xx.x	B+	11.7	0.290	10.4	B	16.8	0.619	+ 0.329	18.0	+ 7.6	?	xx.x	x.xxx	xx.x
#8	McCarthy Blvd and Ranch Dr (South)	?	xx.x	x.xxx	xx.x	C	30.8	0.770	38.1	D+	35.2	0.856	+ 0.085	46.8	+ 8.7	?	xx.x	x.xxx	xx.x
#9	McCarthy Blvd and SR-237 WB Ramps	?	xx.x	x.xxx	xx.x	B	16.5	0.756	21.5	C+	22.8	0.904	+ 0.148	30.3	+ 8.8	?	xx.x	x.xxx	xx.x
#16	McCarthy Blvd and Bellew Dr	?	xx.x	x.xxx	xx.x	D	45.6	0.905	52.2	D	46.5	0.918	+ 0.013	54.1	+ 1.8	?	xx.x	x.xxx	xx.x
#17	McCarthy Blvd and Alder Dr	?	xx.x	x.xxx	xx.x	B-	19.3	0.663	24.2	C+	20.7	0.685	+ 0.021	26.8	+ 2.6	?	xx.x	x.xxx	xx.x
#19	Tasman Dr and Alder Dr	?	xx.x	x.xxx	xx.x	D	40.8	0.806	42.3	D	41.2	0.816	+ 0.010	42.9	+ 0.6	?	xx.x	x.xxx	xx.x
#28	McCarthy Blvd and Montague Expwy	?	xx.x	x.xxx	xx.x	E+	58.9	0.946	63.7	E	61.0	0.960	+ 0.014	66.7	+ 3.0	?	xx.x	x.xxx	xx.x

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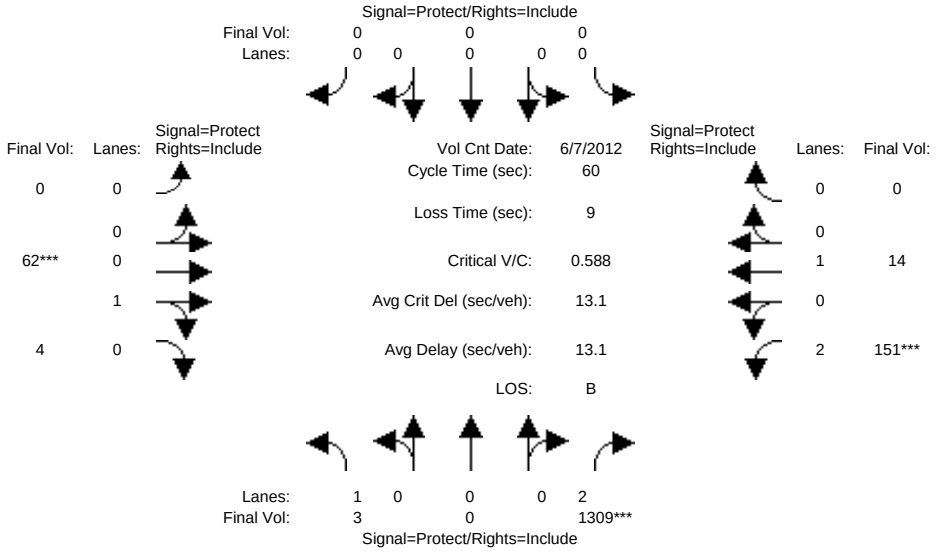
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

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

Intersection #1: McCarthy Blvd and Dixon Landing Rd



Street Name:	McCarthy Blvd						Dixon Landing Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Jun 2012 << 4:55:00 PM												
Base Vol:	3	0	1309	0	0	0	0	62	4	151	14	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	0	1309	0	0	0	0	62	4	151	14	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	0	1309	0	0	0	0	62	4	151	14	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	0	1309	0	0	0	0	62	4	151	14	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	1309	0	0	0	0	62	4	151	14	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	0	1309	0	0	0	0	62	4	151	14	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	0.94	0.06	2.00	1.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	1691	109	3150	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.42	0.00	0.00	0.00	0.00	0.04	0.04	0.05	0.01	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.57	0.00	0.57	0.00	0.00	0.00	0.00	0.17	0.17	0.12	0.28	0.00
Volume/Cap:	0.00	0.00	0.73	0.00	0.00	0.00	0.00	0.22	0.22	0.41	0.03	0.00
Delay/Veh:	5.6	0.0	11.2	0.0	0.0	0.0	0.0	22.0	22.0	25.3	15.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.6	0.0	11.2	0.0	0.0	0.0	0.0	22.0	22.0	25.3	15.5	0.0
LOS by Move:	A	A	B+	A	A	A	A	C+	C+	C	B	A
HCM2kAvgQ:	0	0	11	0	0	0	0	1	1	2	0	0

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

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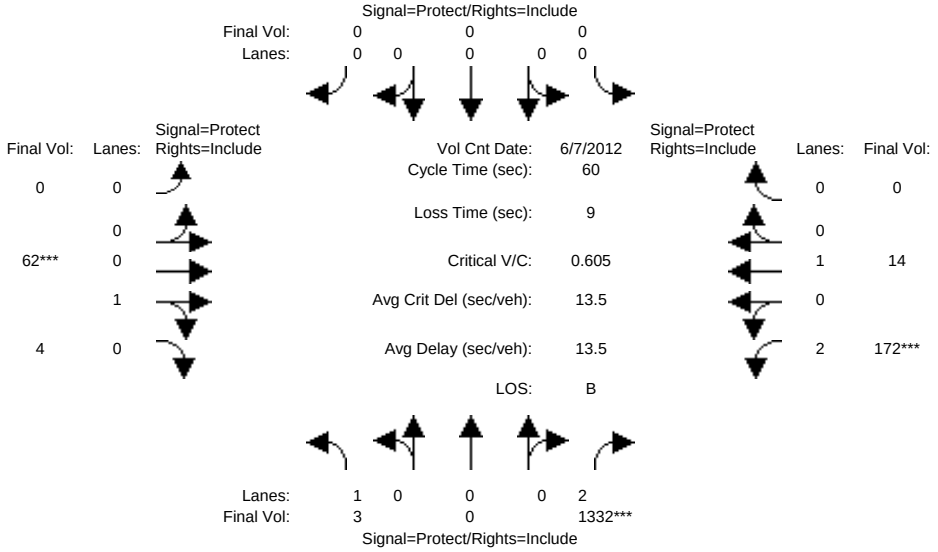
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P PM

Intersection #1: McCarthy Blvd and Dixon Landing Rd



Street Name:	McCarthy Blvd						Dixon Landing Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Jun 2012 << 4:55:00 PM												
Base Vol:	3	0	1309	0	0	0	0	62	4	151	14	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	0	1309	0	0	0	0	62	4	151	14	0
Added Vol:	0	0	18	0	0	0	0	0	0	18	0	0
Pass-by/Div:	0	0	5	0	0	0	0	0	0	3	0	0
Initial Fut:	3	0	1332	0	0	0	0	62	4	172	14	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	0	1332	0	0	0	0	62	4	172	14	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	1332	0	0	0	0	62	4	172	14	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	0	1332	0	0	0	0	62	4	172	14	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	0.94	0.06	2.00	1.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	1691	109	3150	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.42	0.00	0.00	0.00	0.00	0.04	0.04	0.05	0.01	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.57	0.00	0.57	0.00	0.00	0.00	0.00	0.17	0.17	0.12	0.28	0.00
Volume/Cap:	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.22	0.22	0.47	0.03	0.00
Delay/Veh:	5.6	0.0	11.5	0.0	0.0	0.0	0.0	22.0	22.0	25.7	15.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.6	0.0	11.5	0.0	0.0	0.0	0.0	22.0	22.0	25.7	15.5	0.0
LOS by Move:	A	A	B+	A	A	A	A	C+	C+	C	B	A
HCM2kAvgQ:	0	0	11	0	0	0	0	1	1	2	0	0

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

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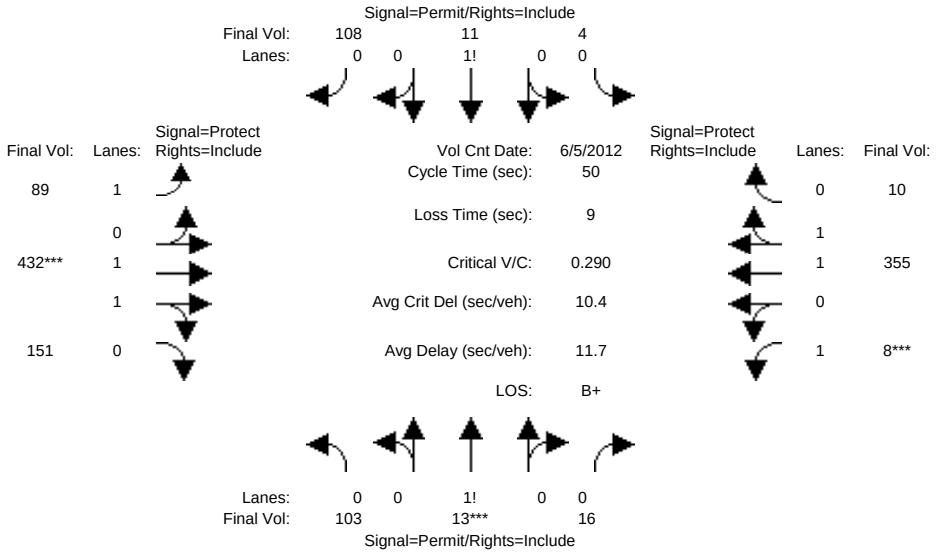
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

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

Intersection #7: Ranch Drive and Project Entrance



Street Name:	Project Entrance						Ranch Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 5:00:00 PM												
Base Vol:	103	13	16	4	11	108	89	432	151	8	355	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	13	16	4	11	108	89	432	151	8	355	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	13	16	4	11	108	89	432	151	8	355	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	13	16	4	11	108	89	432	151	8	355	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	13	16	4	11	108	89	432	151	8	355	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	103	13	16	4	11	108	89	432	151	8	355	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.78	0.10	0.12	0.03	0.09	0.88	1.00	1.47	0.53	1.00	1.94	0.06
Final Sat.:	1366	172	212	57	157	1537	1750	2741	958	1750	3599	101
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.07	0.07	0.07	0.05	0.16	0.16	0.00	0.10	0.10
Crit Moves:		****						****		****		
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.25	0.46	0.46	0.14	0.35	0.35
Volume/Cap:	0.34	0.34	0.34	0.32	0.32	0.32	0.21	0.34	0.34	0.03	0.28	0.28
Delay/Veh:	17.0	17.0	17.0	16.8	16.8	16.8	15.2	8.8	8.8	18.6	11.7	11.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.0	17.0	17.0	16.8	16.8	16.8	15.2	8.8	8.8	18.6	11.7	11.7
LOS by Move:	B	B	B	B	B	B	B	A	A	B-	B+	B+
HCM2kAvgQ:	2	2	2	2	2	2	1	3	3	0	2	2

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

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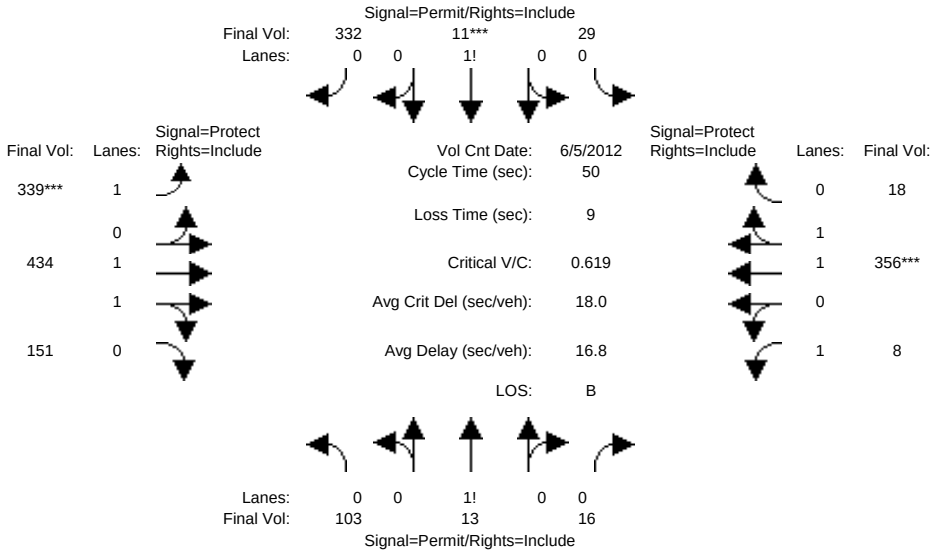
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P PM

Intersection #7: Ranch Drive and Project Entrance

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Street Name:         Project Entrance                    Ranch Drive
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 5:00:00 PM
Base Vol:     103   13    16     4   11   108    89  432   151     8  355    10
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  103   13    16     4   11   108    89  432   151     8  355    10
Added Vol:      0    0     0     0    0   186   198    0     0     0    0     0
Pass-by/Div:    0    0     0    25    0    38    52    2     0     0    1     8
Initial Fut:  103   13    16    29   11   332   339  434   151     8  356    18
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   103   13    16    29   11   332   339  434   151     8  356    18
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  103   13    16    29   11   332   339  434   151     8  356    18
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  103   13    16    29   11   332   339  434   151     8  356    18
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.98  0.95  0.92 0.98  0.95
Lanes:       0.78 0.10  0.12  0.08 0.03  0.89  1.00 1.47  0.53  1.00 1.90  0.10
Final Sat.:  1366  172   212   136   52  1562  1750 2744   955  1750 3522   178
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.08  0.08  0.21 0.21  0.21  0.19 0.16  0.16  0.00 0.10  0.10
Crit Moves:                          ****        ****                 ****
Green/Cycle: 0.32 0.32  0.32  0.32 0.32  0.32  0.30 0.29  0.29  0.20 0.20  0.20
Volume/Cap:  0.23 0.23  0.23  0.66 0.66  0.66  0.66 0.54  0.54  0.02 0.51  0.51
Delay/Veh:   12.6 12.6  12.6  17.3 17.3  17.3  18.4 15.5  15.5  15.9 18.4  18.4
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  12.6 12.6  12.6  17.3 17.3  17.3  18.4 15.5  15.5  15.9 18.4  18.4
LOS by Move:    B    B     B     B    B     B    B-    B     B     B   B-    B-
HCM2kAvgQ:      2    2     2     7    7     7     5    4     4     0    3     3
Note: Queue reported is the number of cars per lane.
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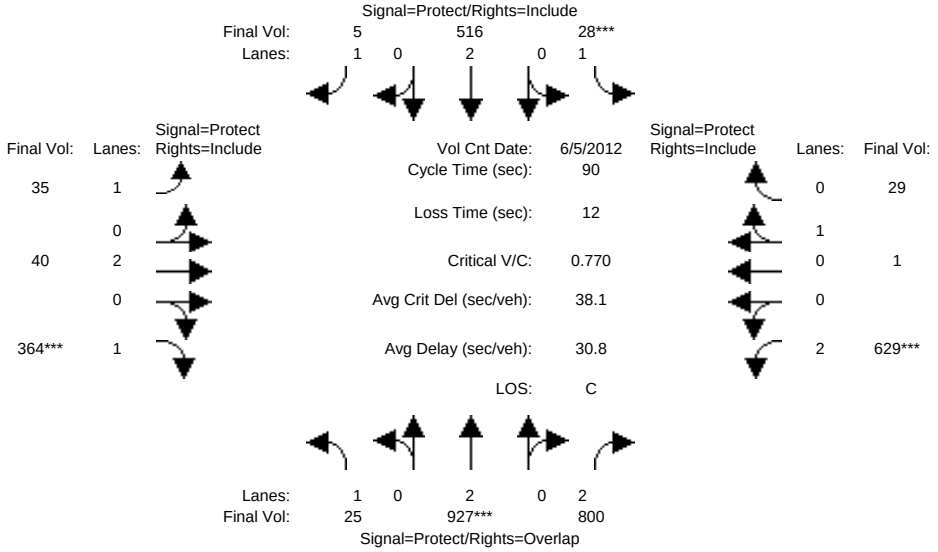
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

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

Intersection #8: McCarthy Blvd and Ranch Dr (South)



Street Name:	McCarthy Blvd						Ranch Dr (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 5:00:00 PM												
Base Vol:	25	927	800	28	516	5	35	40	364	629	1	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	927	800	28	516	5	35	40	364	629	1	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	927	800	28	516	5	35	40	364	629	1	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	927	800	28	516	5	35	40	364	629	1	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	927	800	28	516	5	35	40	364	629	1	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	927	800	28	516	5	35	40	364	629	1	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	2.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	0.03	0.97
Final Sat.:	1750	3800	3150	1750	3800	1750	1750	3800	1750	3150	60	1740
Capacity Analysis Module:												
Vol/Sat:	0.01	0.24	0.25	0.02	0.14	0.00	0.02	0.01	0.21	0.20	0.02	0.02
Crit Moves:		****		****					****	****		
Green/Cycle:	0.14	0.30	0.54	0.08	0.24	0.24	0.20	0.25	0.25	0.24	0.29	0.29
Volume/Cap:	0.11	0.83	0.47	0.21	0.57	0.01	0.10	0.04	0.83	0.83	0.06	0.06
Delay/Veh:	34.3	34.7	13.1	39.6	31.2	26.3	29.3	25.5	43.9	39.7	23.1	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.3	34.7	13.1	39.6	31.2	26.3	29.3	25.5	43.9	39.7	23.1	23.1
LOS by Move:	C-	C-	B	D	C	C	C	C	D	D	C	C
HCM2kAvgQ:	1	13	8	1	7	0	1	0	13	11	1	1

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

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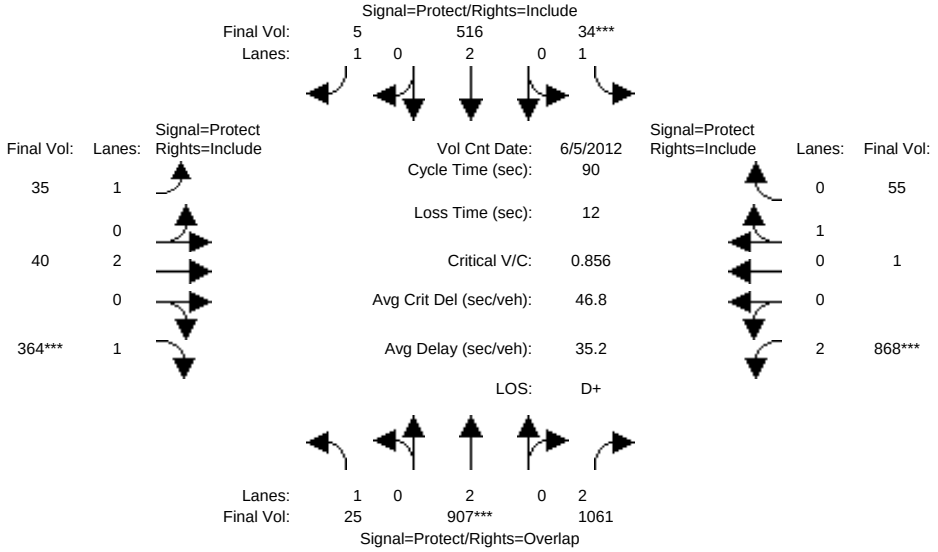
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P PM

Intersection #8: McCarthy Blvd and Ranch Dr (South)



Street Name:	McCarthy Blvd						Ranch Dr (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 5:00:00 PM												
Base Vol:	25	927	800	28	516	5	35	40	364	629	1	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	927	800	28	516	5	35	40	364	629	1	29
Added Vol:	0	0	219	5	0	0	0	0	0	217	0	5
Pass-by/Div:	0	-20	42	1	0	0	0	0	0	22	0	21
Initial Fut:	25	907	1061	34	516	5	35	40	364	868	1	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	907	1061	34	516	5	35	40	364	868	1	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	907	1061	34	516	5	35	40	364	868	1	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	907	1061	34	516	5	35	40	364	868	1	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	2.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	0.02	0.98
Final Sat.:	1750	3800	3150	1750	3800	1750	1750	3800	1750	3150	32	1768
Capacity Analysis Module:												
Vol/Sat:	0.01	0.24	0.34	0.02	0.14	0.00	0.02	0.01	0.21	0.28	0.03	0.03
Crit Moves:		****		****					****	****		
Green/Cycle:	0.12	0.26	0.56	0.08	0.22	0.22	0.22	0.23	0.23	0.30	0.31	0.31
Volume/Cap:	0.12	0.92	0.60	0.25	0.63	0.01	0.09	0.05	0.92	0.92	0.10	0.10
Delay/Veh:	35.3	45.1	13.6	40.0	33.7	27.8	28.2	27.2	59.4	43.6	22.1	22.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.3	45.1	13.6	40.0	33.7	27.8	28.2	27.2	59.4	43.6	22.1	22.1
LOS by Move:	D+	D	B	D	C-	C	C	C	E+	D	C+	C+
HCM2kAvgQ:	1	14	11	1	7	0	1	0	15	16	1	1

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

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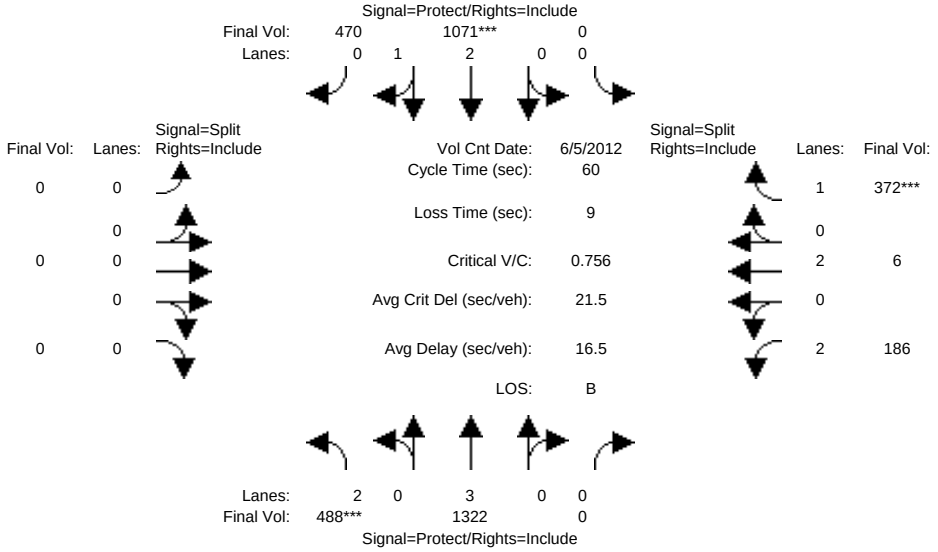
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

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

Intersection #9: McCarthy Blvd and SR-237 WB Ramps



Street Name:	McCarthy Blvd						SR-237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 4:50:00 PM												
Base Vol:	488	1322	0	0	1071	470	0	0	0	186	6	372
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	488	1322	0	0	1071	470	0	0	0	186	6	372
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	488	1322	0	0	1071	470	0	0	0	186	6	372
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	488	1322	0	0	1071	470	0	0	0	186	6	372
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	488	1322	0	0	1071	470	0	0	0	186	6	372
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	488	1322	0	0	1071	470	0	0	0	186	6	372
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.05	0.95	0.00	0.00	0.00	2.00	2.00	1.00
Final Sat.:	3150	5700	0	0	3890	1707	0	0	0	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.23	0.00	0.00	0.28	0.28	0.00	0.00	0.00	0.06	0.00	0.21
Crit Moves:	****				****							****
Green/Cycle:	0.20	0.57	0.00	0.00	0.36	0.36	0.00	0.00	0.00	0.28	0.28	0.28
Volume/Cap:	0.76	0.41	0.00	0.00	0.76	0.76	0.00	0.00	0.00	0.21	0.01	0.76
Delay/Veh:	27.6	7.3	0.0	0.0	18.4	18.4	0.0	0.0	0.0	16.6	15.5	26.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.6	7.3	0.0	0.0	18.4	18.4	0.0	0.0	0.0	16.6	15.5	26.3
LOS by Move:	C	A	A	A	B-	B-	A	A	A	B	B	C
HCM2kAvgQ:	5	4	0	0	9	9	0	0	0	2	0	7

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

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Pacific Mall - Silicon Valley
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Existing plus Project - PM Peak Hour

Level Of Service Computation Report
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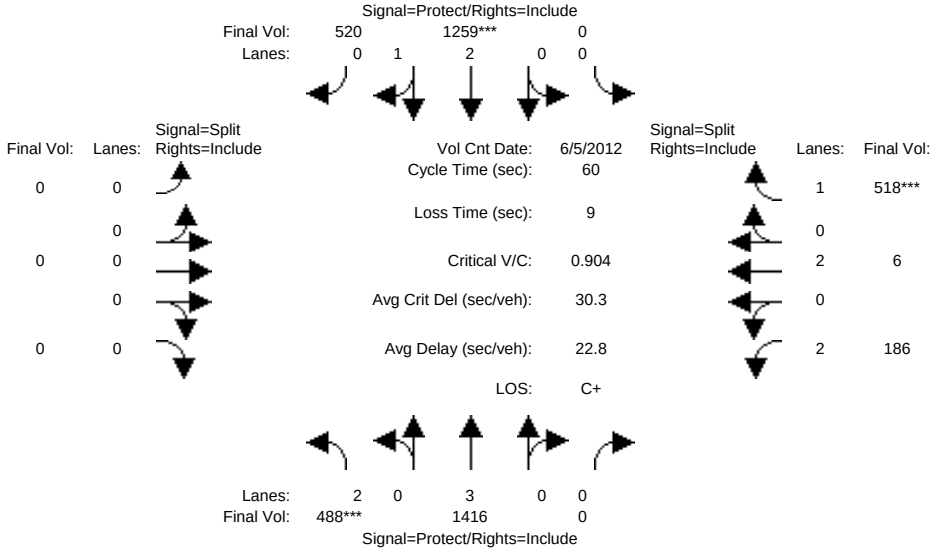
E+P PM

Intersection #9: McCarthy Blvd and SR-237 WB Ramps



Street Name:	McCarthy Blvd						SR-237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 4:50:00 PM												
Base Vol:	488	1322	0	0	1071	470	0	0	0	186	6	372
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	488	1322	0	0	1071	470	0	0	0	186	6	372
Added Vol:	0	86	0	0	176	41	0	0	0	0	0	132
Pass-by/Div:	0	8	0	0	12	9	0	0	0	0	0	14
Initial Fut:	488	1416	0	0	1259	520	0	0	0	186	6	518
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	488	1416	0	0	1259	520	0	0	0	186	6	518
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	488	1416	0	0	1259	520	0	0	0	186	6	518
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	488	1416	0	0	1259	520	0	0	0	186	6	518
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.09	0.91	0.00	0.00	0.00	2.00	2.00	1.00
Final Sat.:	3150	5700	0	0	3961	1636	0	0	0	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.25	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.06	0.00	0.30
Crit Moves:	****				****							****
Green/Cycle:	0.17	0.52	0.00	0.00	0.35	0.35	0.00	0.00	0.00	0.33	0.33	0.33
Volume/Cap:	0.90	0.48	0.00	0.00	0.90	0.90	0.00	0.00	0.00	0.18	0.00	0.90
Delay/Veh:	43.0	9.2	0.0	0.0	24.9	24.9	0.0	0.0	0.0	14.5	13.6	37.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.0	9.2	0.0	0.0	24.9	24.9	0.0	0.0	0.0	14.5	13.6	37.1
LOS by Move:	D	A	A	A	C	C	A	A	A	B	B	D+
HCM2kAvgQ:	6	5	0	0	12	12	0	0	0	1	0	12

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

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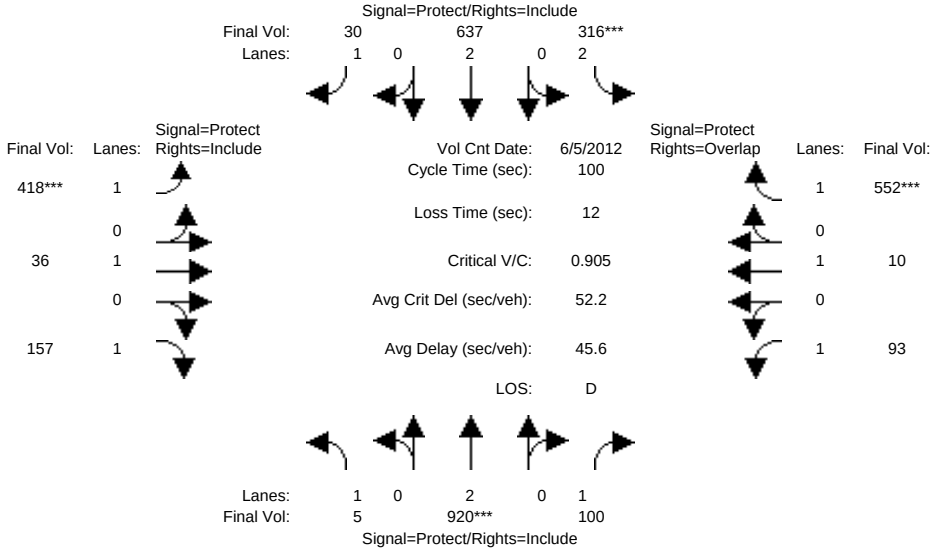
Existing PM

Intersection #16: McCarthy Blvd and Bellew Dr



Street Name:	McCarthy Blvd						Bellew Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 5 Jun 2012 << 5:00:00 PM

Base Vol:	5	920	100	316	637	30	418	36	157	93	10	552
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	920	100	316	637	30	418	36	157	93	10	552
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	920	100	316	637	30	418	36	157	93	10	552
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	920	100	316	637	30	418	36	157	93	10	552
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	920	100	316	637	30	418	36	157	93	10	552
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	920	100	316	637	30	418	36	157	93	10	552

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat:	0.00	0.24	0.06	0.10	0.17	0.02	0.24	0.02	0.09	0.05	0.01	0.32
Crit Moves:		****		****			****					****
Green/Cycle:	0.11	0.27	0.27	0.11	0.27	0.27	0.26	0.30	0.30	0.21	0.24	0.35
Volume/Cap:	0.03	0.90	0.21	0.90	0.63	0.06	0.90	0.06	0.30	0.26	0.02	0.90
Delay/Veh:	39.6	46.7	28.7	69.9	33.5	27.4	56.7	25.4	27.6	33.6	29.2	48.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.6	46.7	28.7	69.9	33.5	27.4	56.7	25.4	27.6	33.6	29.2	48.0
LOS by Move:	D	D	C	E	C-	C	E+	C	C	C-	C	D
HCM2kAvgQ:	0	14	2	7	9	1	17	1	4	3	0	21

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

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Pacific Mall - Silicon Valley
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Existing plus Project - PM Peak Hour

Level Of Service Computation Report
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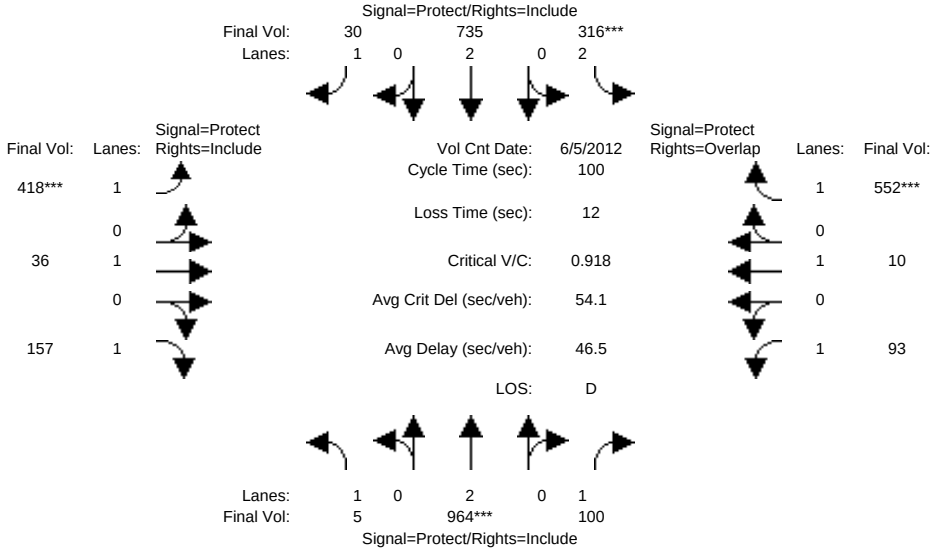
E+P PM

Intersection #16: McCarthy Blvd and Bellew Dr



Street Name:	McCarthy Blvd						Bellew Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 5:00:00 PM												
Base Vol:	5	920	100	316	637	30	418	36	157	93	10	552
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	920	100	316	637	30	418	36	157	93	10	552
Added Vol:	0	44	0	0	91	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	7	0	0	0	0	0	0	0
Initial Fut:	5	964	100	316	735	30	418	36	157	93	10	552
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	964	100	316	735	30	418	36	157	93	10	552
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	964	100	316	735	30	418	36	157	93	10	552
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	964	100	316	735	30	418	36	157	93	10	552
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.06	0.10	0.19	0.02	0.24	0.02	0.09	0.05	0.01	0.32
Crit Moves:		****		****			****					****
Green/Cycle:	0.10	0.28	0.28	0.11	0.28	0.28	0.26	0.29	0.29	0.20	0.23	0.34
Volume/Cap:	0.03	0.92	0.21	0.92	0.68	0.06	0.92	0.07	0.31	0.26	0.02	0.92
Delay/Veh:	40.5	47.6	28.0	72.8	33.7	26.2	59.5	25.7	28.0	33.9	29.5	50.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.5	47.6	28.0	72.8	33.7	26.2	59.5	25.7	28.0	33.9	29.5	50.7
LOS by Move:	D	D	C	E	C-	C	E+	C	C	C-	C	D
HCM2kAvgQ:	0	15	2	7	10	1	18	1	4	3	0	22

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

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Pacific Mall - Silicon Valley
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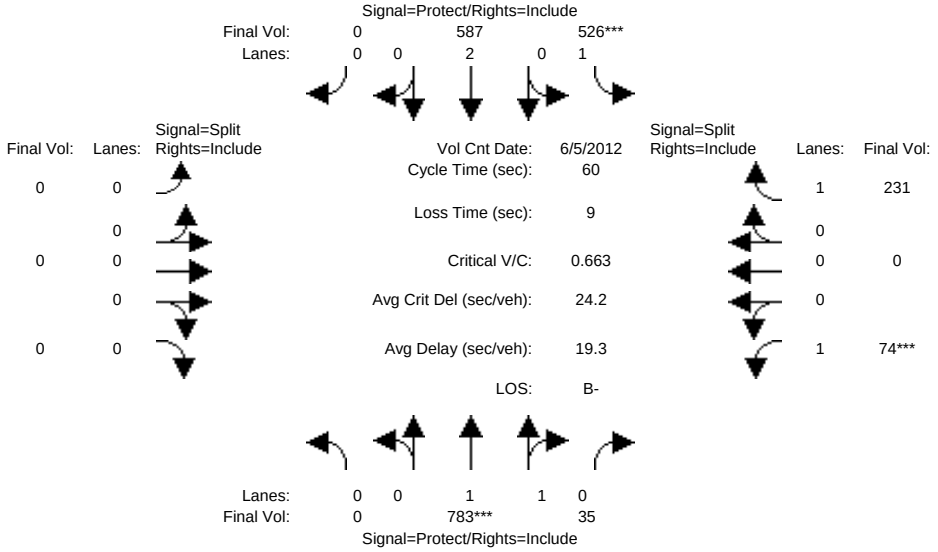
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #17: McCarthy Blvd and Alder Dr



Street Name:	McCarthy Blvd						Barber Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 5:00:00 PM												
Base Vol:	0	783	35	526	587	0	0	0	0	74	0	231
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	783	35	526	587	0	0	0	0	74	0	231
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	783	35	526	587	0	0	0	0	74	0	231
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	783	35	526	587	0	0	0	0	74	0	231
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	783	35	526	587	0	0	0	0	74	0	231
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	783	35	526	587	0	0	0	0	74	0	231
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.91	0.09	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3542	158	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.22	0.30	0.15	0.00	0.00	0.00	0.00	0.04	0.00	0.13
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.28	0.28	0.38	0.65	0.00	0.00	0.00	0.00	0.20	0.00	0.20
Volume/Cap:	0.00	0.80	0.80	0.80	0.24	0.00	0.00	0.00	0.00	0.21	0.00	0.66
Delay/Veh:	0.0	24.8	24.8	23.7	4.4	0.0	0.0	0.0	0.0	20.4	0.0	26.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.8	24.8	23.7	4.4	0.0	0.0	0.0	0.0	20.4	0.0	26.9
LOS by Move:	A	C	C	C	A	A	A	A	A	C+	A	C
HCM2kAvgQ:	0	8	8	10	2	0	0	0	0	1	0	4

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

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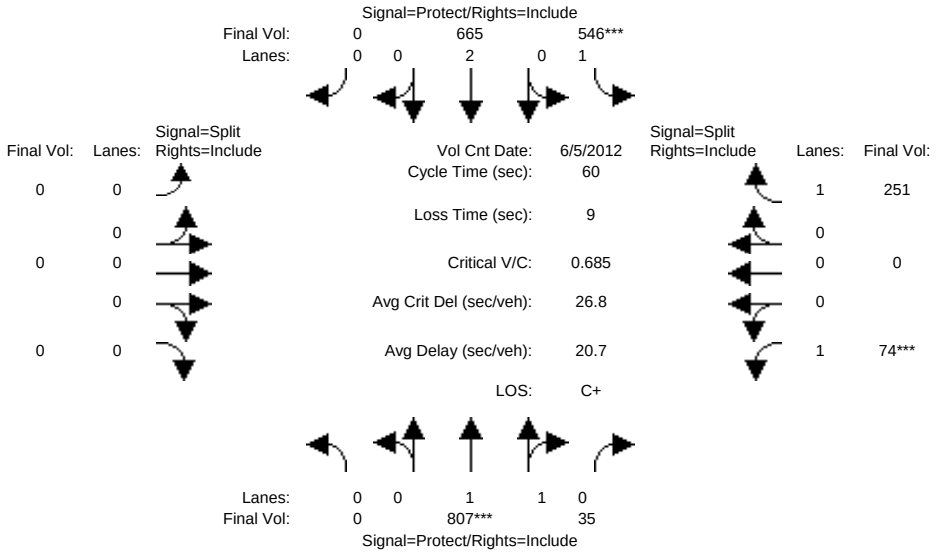
Existing plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P PM

Intersection #17: McCarthy Blvd and Alder Dr



Street Name:	McCarthy Blvd						Barber Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 5:00:00 PM												
Base Vol:	0	783	35	526	587	0	0	0	0	74	0	231
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	783	35	526	587	0	0	0	0	74	0	231
Added Vol:	0	24	0	20	71	0	0	0	0	0	0	20
Pass-by/Div:	0	0	0	0	7	0	0	0	0	0	0	0
Initial Fut:	0	807	35	546	665	0	0	0	0	74	0	251
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	807	35	546	665	0	0	0	0	74	0	251
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	807	35	546	665	0	0	0	0	74	0	251
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	807	35	546	665	0	0	0	0	74	0	251
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.91	0.09	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3546	154	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.31	0.17	0.00	0.00	0.00	0.00	0.04	0.00	0.14
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.27	0.27	0.37	0.64	0.00	0.00	0.00	0.00	0.21	0.00	0.21
Volume/Cap:	0.00	0.84	0.84	0.84	0.27	0.00	0.00	0.00	0.00	0.20	0.00	0.68
Delay/Veh:	0.0	27.3	27.3	27.1	4.8	0.0	0.0	0.0	0.0	19.8	0.0	27.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	27.3	27.3	27.1	4.8	0.0	0.0	0.0	0.0	19.8	0.0	27.2
LOS by Move:	A	C	C	C	A	A	A	A	A	B-	A	C
HCM2kAvgQ:	0	8	8	10	3	0	0	0	0	1	0	5

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

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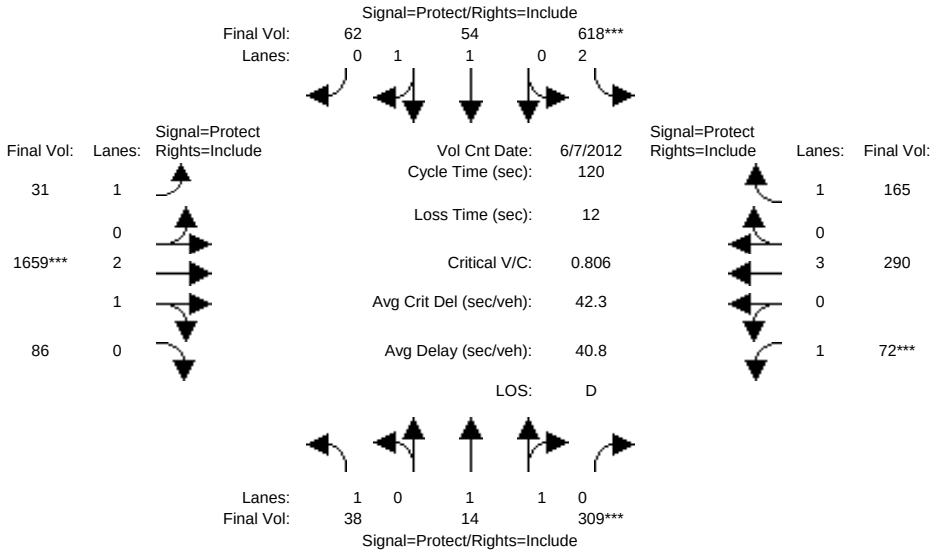
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

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

Intersection #19: Tasman Dr and Alder Dr



Street Name:	Alder Dr						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Jun 2012 << 5:00:00 PM												
Base Vol:	38	14	309	618	54	62	31	1659	86	72	290	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	14	309	618	54	62	31	1659	86	72	290	165
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	14	309	618	54	62	31	1659	86	72	290	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	14	309	618	54	62	31	1659	86	72	290	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	14	309	618	54	62	31	1659	86	72	290	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	14	309	618	54	62	31	1659	86	72	290	165
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	2.85	0.15	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	1750	5324	276	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.18	0.20	0.03	0.04	0.02	0.31	0.31	0.04	0.05	0.09
Crit Moves:			****	****				****		****		
Green/Cycle:	0.19	0.22	0.22	0.24	0.27	0.27	0.17	0.38	0.38	0.06	0.27	0.27
Volume/Cap:	0.12	0.03	0.81	0.81	0.11	0.13	0.10	0.81	0.81	0.71	0.19	0.35
Delay/Veh:	40.5	37.0	56.7	49.7	33.0	33.2	42.4	35.6	35.6	75.6	33.5	35.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.5	37.0	56.7	49.7	33.0	33.2	42.4	35.6	35.6	75.6	33.5	35.5
LOS by Move:	D	D+	E+	D	C-	C-	D	D+	D+	E-	C-	D+
HCM2kAvgQ:	1	0	14	14	1	2	1	20	20	3	3	5

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

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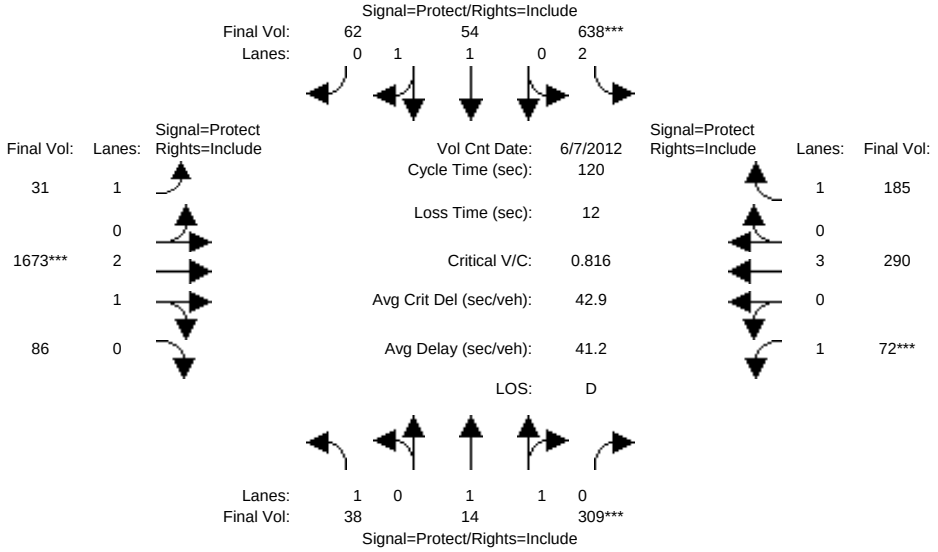
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P PM

Intersection #19: Tasman Dr and Alder Dr



Street Name:	Alder Dr						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Jun 2012 << 5:00:00 PM												
Base Vol:	38	14	309	618	54	62	31	1659	86	72	290	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	14	309	618	54	62	31	1659	86	72	290	165
Added Vol:	0	0	0	20	0	0	0	12	0	0	0	20
Pass-by/Div:	0	0	0	0	0	0	0	2	0	0	0	0
Initial Fut:	38	14	309	638	54	62	31	1673	86	72	290	185
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	14	309	638	54	62	31	1673	86	72	290	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	14	309	638	54	62	31	1673	86	72	290	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	14	309	638	54	62	31	1673	86	72	290	185
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	2.85	0.15	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	1750	5326	274	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.18	0.20	0.03	0.04	0.02	0.31	0.31	0.04	0.05	0.11
Crit Moves:			****	****				****		****		
Green/Cycle:	0.19	0.21	0.21	0.25	0.27	0.27	0.16	0.38	0.38	0.06	0.28	0.28
Volume/Cap:	0.11	0.03	0.82	0.82	0.10	0.13	0.11	0.82	0.82	0.71	0.18	0.37
Delay/Veh:	40.4	37.3	58.2	49.9	32.9	33.1	43.7	36.2	36.2	75.6	32.5	34.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.4	37.3	58.2	49.9	32.9	33.1	43.7	36.2	36.2	75.6	32.5	34.9
LOS by Move:	D	D+	E+	D	C-	C-	D	D+	D+	E-	C-	C-
HCM2kAvgQ:	1	0	14	14	1	2	1	20	20	3	3	6

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

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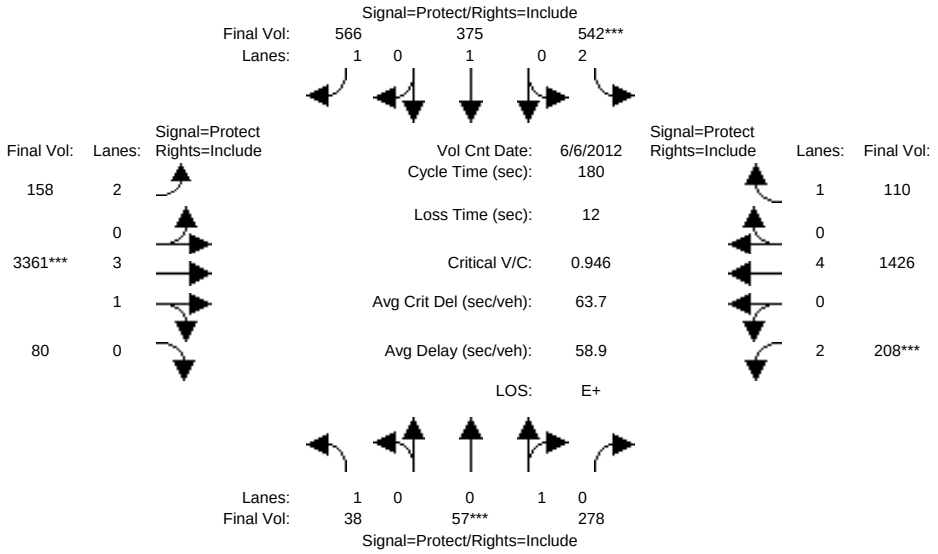
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

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

Intersection #28: McCarthy Blvd and Montague Expwy



Street Name:	McCarthy Blvd						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Jun 2012 << 5:00:00 PM												
Base Vol:	38	57	278	542	375	566	158	3361	80	208	1426	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	57	278	542	375	566	158	3361	80	208	1426	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	57	278	542	375	566	158	3361	80	208	1426	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	57	278	542	375	566	158	3361	80	208	1426	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	57	278	542	375	566	158	3361	80	208	1426	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	57	278	542	375	566	158	3361	80	208	1426	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.17	0.83	2.00	1.00	1.00	2.00	3.90	0.10	2.00	4.00	1.00
Final Sat.:	1750	306	1494	3150	1900	1750	3150	7325	174	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.19	0.17	0.20	0.32	0.05	0.46	0.46	0.07	0.19	0.06
Crit Moves:		****		****				****		****		
Green/Cycle:	0.04	0.20	0.20	0.18	0.34	0.34	0.12	0.48	0.48	0.07	0.44	0.44
Volume/Cap:	0.53	0.95	0.95	0.95	0.58	0.96	0.43	0.95	0.95	0.95	0.43	0.14
Delay/Veh:	92.4	105	105.3	97.6	50.5	84.9	74.7	50.4	50.4	129.0	35.1	30.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.4	105	105.3	97.6	50.5	84.9	74.7	50.4	50.4	129.0	35.1	30.4
LOS by Move:	F	F	F	F	D	F	E	D	D	F	D+	C
HCM2kAvgQ:	3	23	23	18	16	33	5	46	46	10	13	4

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

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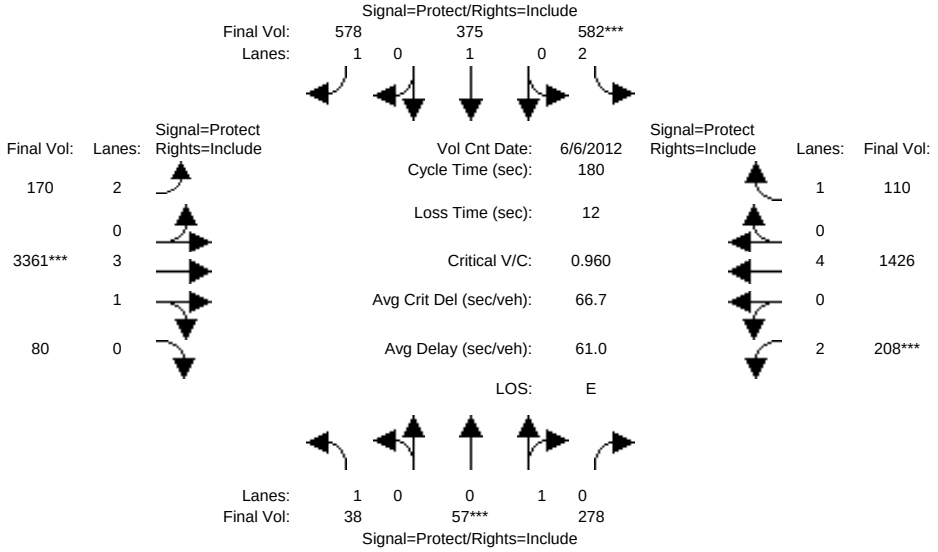
Pacific Mall - Silicon Valley
SJ12-1361
Existing plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
E+P PM

Intersection #28: McCarthy Blvd and Montague Expwy



Street Name:	McCarthy Blvd						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Jun 2012 << 5:00:00 PM												
Base Vol:	38	57	278	542	375	566	158	3361	80	208	1426	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	57	278	542	375	566	158	3361	80	208	1426	110
Added Vol:	0	0	0	35	0	12	12	0	0	0	0	0
Pass-by/Div:	0	0	0	5	0	0	0	0	0	0	0	0
Initial Fut:	38	57	278	582	375	578	170	3361	80	208	1426	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	57	278	582	375	578	170	3361	80	208	1426	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	57	278	582	375	578	170	3361	80	208	1426	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	57	278	582	375	578	170	3361	80	208	1426	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.17	0.83	2.00	1.00	1.00	2.00	3.90	0.10	2.00	4.00	1.00
Final Sat.:	1750	306	1494	3150	1900	1750	3150	7325	174	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.19	0.18	0.20	0.33	0.05	0.46	0.46	0.07	0.19	0.06
Crit Moves:		****		****				****		****		
Green/Cycle:	0.04	0.19	0.19	0.19	0.35	0.35	0.12	0.48	0.48	0.07	0.42	0.42
Volume/Cap:	0.53	0.96	0.96	0.96	0.57	0.96	0.44	0.96	0.96	0.96	0.44	0.15
Delay/Veh:	92.3	109	109.3	98.7	49.2	83.4	74.1	53.1	53.1	133.1	36.8	31.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.3	109	109.3	98.7	49.2	83.4	74.1	53.1	53.1	133.1	36.8	31.9
LOS by Move:	F	F	F	F	D	F	E	D-	D-	F	D+	C
HCM2kAvgQ:	3	23	23	19	16	33	5	48	48	10	13	4

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

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Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

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

Intersection		Background AM				B+P AM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#1	McCarthy Blvd and Dixon Landing Rd	B	14.9	0.554	15.5	B	15.1	0.560	+ 0.006	15.7	+ 0.2
#7	Ranch Drive and Project Entrance	B	15.8	0.134	16.0	B	12.5	0.137	+ 0.003	15.3	- 0.7
#8	McCarthy Blvd and Ranch Dr (South)	B-	18.7	0.520	19.9	B-	19.5	0.548	+ 0.028	22.2	+ 2.4
#9	McCarthy Blvd and SR-237 WB Ramps	C	23.5	0.845	33.7	C+	20.9	0.663	- 0.183	24.9	- 8.8
#16	McCarthy Blvd and Bellew Dr	C	26.2	0.704	28.5	C	25.0	0.717	+ 0.014	29.0	+ 0.5
#17	McCarthy Blvd and Alder Dr	D	45.9	0.791	50.9	D	47.2	0.804	+ 0.012	53.5	+ 2.6
#19	Tasman Dr and Alder Dr	B-	18.4	0.751	29.4	B	17.6	0.743	- 0.008	27.6	- 1.7
#28	McCarthy Blvd and Montague Expwy	D	44.0	0.980	50.5	D+	39.0	0.951	- 0.029	43.7	- 6.7

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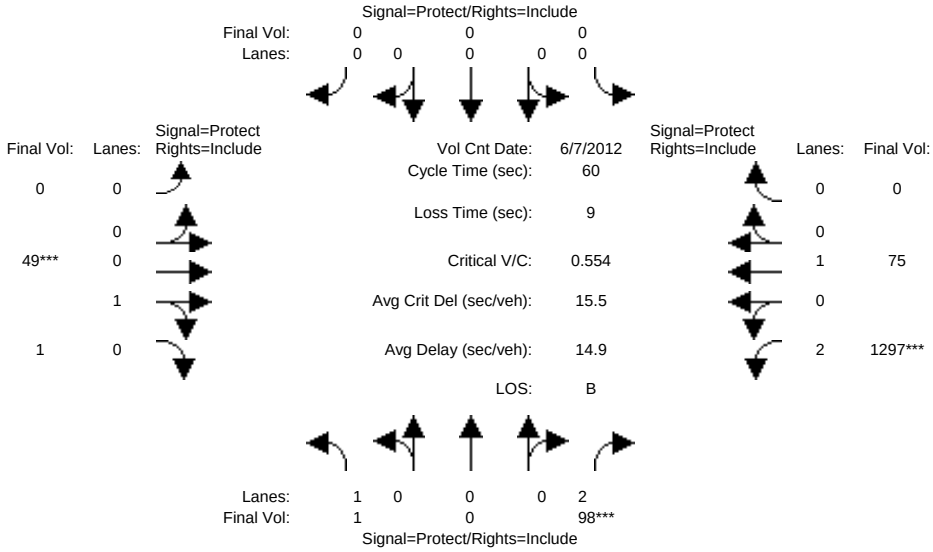
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

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

Intersection #1: McCarthy Blvd and Dixon Landing Rd



Street Name:	McCarthy Blvd						Dixon Landing Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	1	0	98	0	0	0	0	49	1	1297	75	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	98	0	0	0	0	49	1	1297	75	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	98	0	0	0	0	49	1	1297	75	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	0	98	0	0	0	0	49	1	1297	75	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	98	0	0	0	0	49	1	1297	75	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	0	98	0	0	0	0	49	1	1297	75	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	0.98	0.02	2.00	1.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	1764	36	3150	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.03	0.03	0.41	0.04	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.17	0.00	0.17	0.00	0.00	0.00	0.00	0.17	0.17	0.52	0.68	0.00
Volume/Cap:	0.00	0.00	0.19	0.00	0.00	0.00	0.00	0.17	0.17	0.80	0.06	0.00
Delay/Veh:	20.8	0.0	21.7	0.0	0.0	0.0	0.0	21.7	21.7	14.8	3.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.8	0.0	21.7	0.0	0.0	0.0	0.0	21.7	21.7	14.8	3.2	0.0
LOS by Move:	C+	A	C+	A	A	A	A	C+	C+	B	A	A
HCM2kAvgQ:	0	0	1	0	0	0	0	1	1	12	0	0

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

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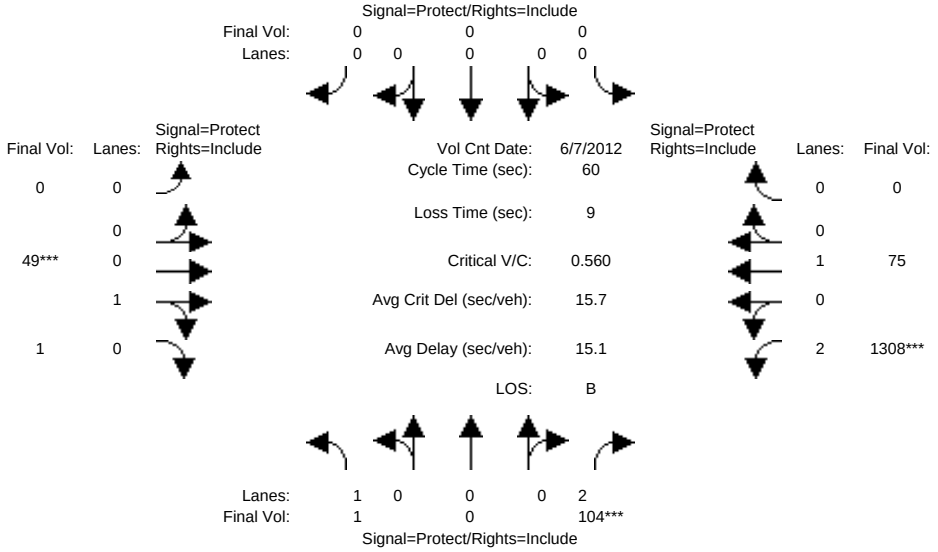
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #1: McCarthy Blvd and Dixon Landing Rd



Street Name:	McCarthy Blvd						Dixon Landing Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	1	0	98	0	0	0	0	49	1	1297	75	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	98	0	0	0	0	49	1	1297	75	0
Added Vol:	0	0	6	0	0	0	0	0	0	11	0	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	104	0	0	0	0	49	1	1308	75	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	0	104	0	0	0	0	49	1	1308	75	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	104	0	0	0	0	49	1	1308	75	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	0	104	0	0	0	0	49	1	1308	75	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	0.98	0.02	2.00	1.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	1764	36	3150	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.03	0.03	0.42	0.04	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.17	0.00	0.17	0.00	0.00	0.00	0.00	0.17	0.17	0.52	0.68	0.00
Volume/Cap:	0.00	0.00	0.20	0.00	0.00	0.00	0.00	0.17	0.17	0.80	0.06	0.00
Delay/Veh:	20.8	0.0	21.7	0.0	0.0	0.0	0.0	21.7	21.7	15.0	3.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.8	0.0	21.7	0.0	0.0	0.0	0.0	21.7	21.7	15.0	3.2	0.0
LOS by Move:	C+	A	C+	A	A	A	A	C+	C+	B	A	A
HCM2kAvgQ:	0	0	1	0	0	0	0	1	1	12	0	0

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

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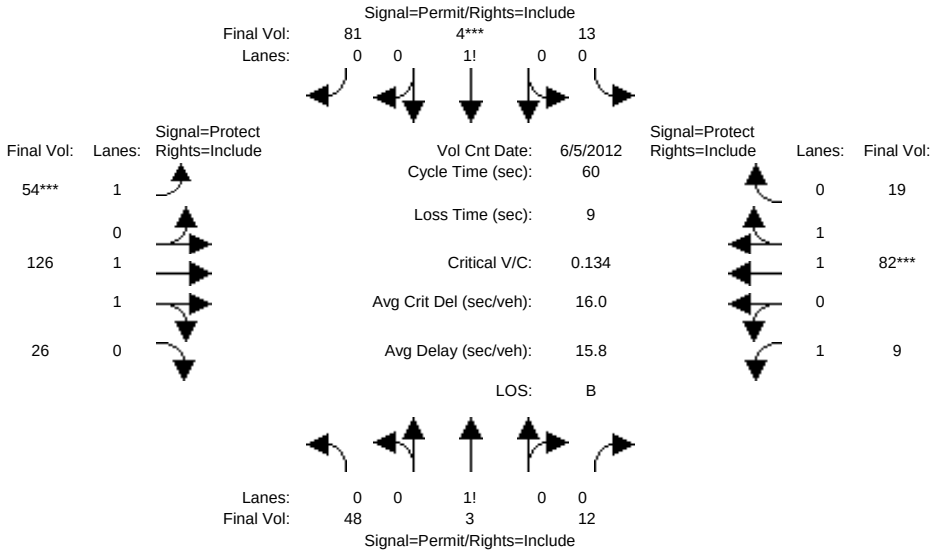
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

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

Intersection #7: Ranch Drive and Project Entrance

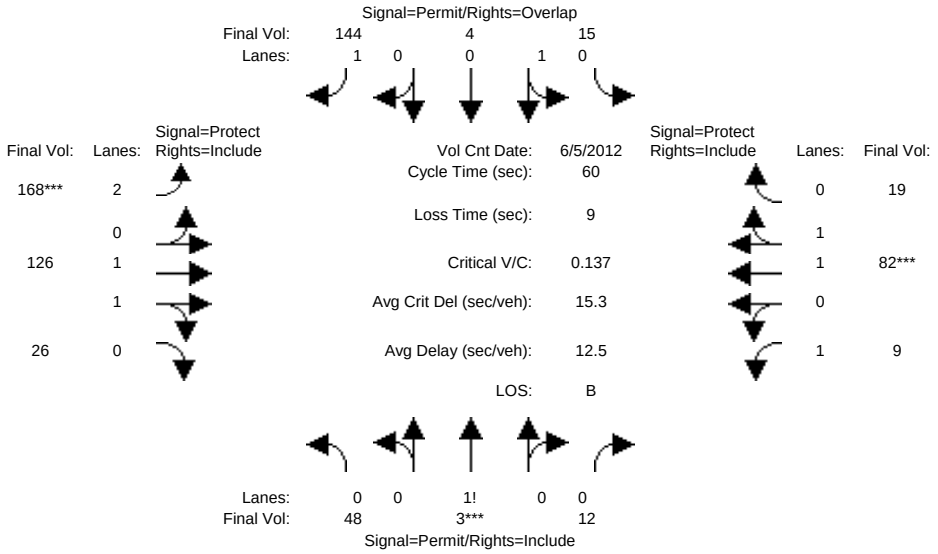



```
Street Name:         Project Entrance                    Ranch Drive
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM
Base Vol:      48    3    12    13    4    81    54  126    26     9   82    19
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   48    3    12    13    4    81    54  126    26     9   82    19
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   48    3    12    13    4    81    54  126    26     9   82    19
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    48    3    12    13    4    81    54  126    26     9   82    19
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   48    3    12    13    4    81    54  126    26     9   82    19
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   48    3    12    13    4    81    54  126    26     9   82    19
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.98  0.95  0.92 0.98  0.95
Lanes:       0.76 0.05  0.19  0.13 0.04  0.83  1.00 1.65  0.35  1.00 1.61  0.39
Final Sat.:  1333   83   333   232   71  1446  1750 3067   633  1750 3003   696
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.04  0.04  0.06 0.06  0.06  0.03 0.04  0.04  0.01 0.03  0.03
Crit Moves:                          ****        ****                 ****
Green/Cycle: 0.42 0.42  0.42  0.42 0.42  0.42  0.23 0.25  0.25  0.18 0.20  0.20
Volume/Cap:  0.09 0.09  0.09  0.13 0.13  0.13  0.13 0.16  0.16  0.03 0.13  0.13
Delay/Veh:   10.6 10.6  10.6  10.9 10.9  10.9  18.5 17.5  17.5  20.4 19.7  19.7
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  10.6 10.6  10.6  10.9 10.9  10.9  18.5 17.5  17.5  20.4 19.7  19.7
LOS by Move:   B+   B+    B+    B+   B+    B+    B-    B     B    C+   B-    B-
HCM2kAvgQ:      1    1     1     1    1     1     1    1     1     0    1     1
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #7: Ranch Drive and Project Entrance



Street Name:	Project Entrance						Ranch Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	48	3	12	13	4	81	54	126	26	9	82	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	3	12	13	4	81	54	126	26	9	82	19
Added Vol:	0	0	0	0	0	59	109	0	0	0	0	0
Pass-by Div:	0	0	0	2	0	4	5	0	0	0	0	0
Initial Fut:	48	3	12	15	4	144	168	126	26	9	82	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	3	12	15	4	144	168	126	26	9	82	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	3	12	15	4	144	168	126	26	9	82	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	3	12	15	4	144	168	126	26	9	82	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.83	0.98	0.95	0.92	0.98	0.95
Lanes:	0.76	0.05	0.19	0.79	0.21	1.00	2.00	1.65	0.35	1.00	1.61	0.39
Final Sat.:	1333	83	333	1421	379	1750	3150	3067	633	1750	3003	696
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.01	0.01	0.08	0.05	0.04	0.04	0.01	0.03	0.03
Crit Moves:		****					****				****	
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.65	0.39	0.35	0.35	0.24	0.20	0.20
Volume/Cap:	0.14	0.14	0.14	0.04	0.04	0.13	0.14	0.12	0.12	0.02	0.14	0.14
Delay/Veh:	17.1	17.1	17.1	16.5	16.5	4.0	11.9	13.4	13.4	17.3	19.9	19.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.1	17.1	17.1	16.5	16.5	4.0	11.9	13.4	13.4	17.3	19.9	19.9
LOS by Move:	B	B	B	B	B	A	B+	B	B	B	B-	B-
HCM2kAvgQ:	1	1	1	0	0	1	1	1	1	0	1	1

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

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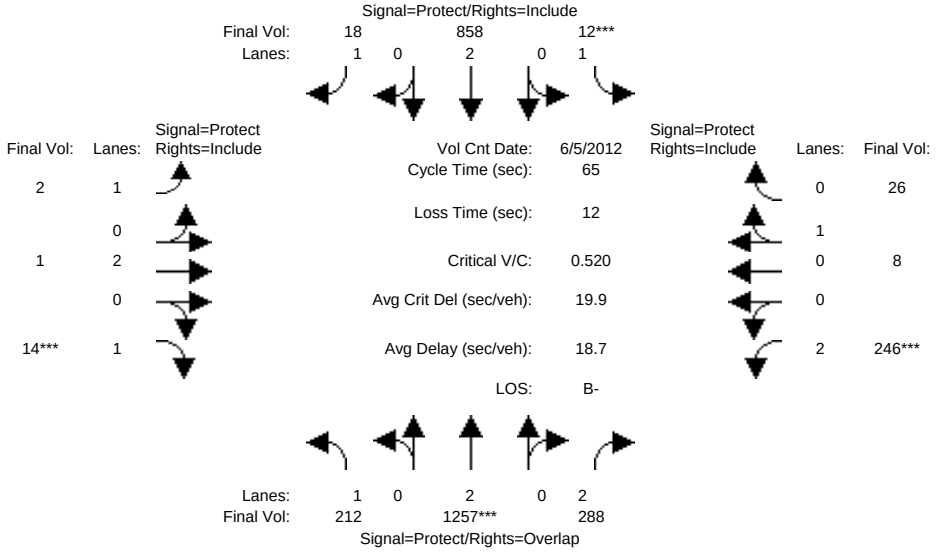
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

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

Intersection #8: McCarthy Blvd and Ranch Dr (South)




```
Street Name:          McCarthy Blvd                    Ranch Dr (South)
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM
Base Vol:     212 1257   288    12  858    18     2    1    14   246    8    26
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  212 1257   288    12  858    18     2    1    14   246    8    26
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  212 1257   288    12  858    18     2    1    14   246    8    26
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   212 1257   288    12  858    18     2    1    14   246    8    26
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  212 1257   288    12  858    18     2    1    14   246    8    26
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  212 1257   288    12  858    18     2    1    14   246    8    26
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.83  0.92 1.00  0.92  0.92 1.00  0.92  0.83 0.95  0.95
Lanes:       1.00 2.00  2.00  1.00 2.00  1.00  1.00 2.00  1.00  2.00 0.24  0.76
Final Sat.:  1750 3800  3150  1750 3800  1750  1750 3800  1750  3150  424  1376
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.33  0.09  0.01 0.23  0.01  0.00 0.00  0.01  0.08 0.02  0.02
Crit Moves:        ****        ****                        ****  ****
Green/Cycle: 0.19 0.45  0.55  0.11 0.36  0.36  0.11 0.15  0.15  0.11 0.15  0.15
Volume/Cap:  0.63 0.74  0.17  0.06 0.63  0.03  0.01 0.00  0.05  0.73 0.12  0.12
Delay/Veh:   27.7 16.7   7.2  26.2 18.1  13.4  25.9 23.3  23.5  35.7 23.9  23.9
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  27.7 16.7   7.2  26.2 18.1  13.4  25.9 23.3  23.5  35.7 23.9  23.9
LOS by Move:    C    B     A     C   B-     B     C    C     C    D+    C     C
HCM2kAvgQ:      4   11     2     0    8     0     0    0     0     3    1     1
Note: Queue reported is the number of cars per lane.
```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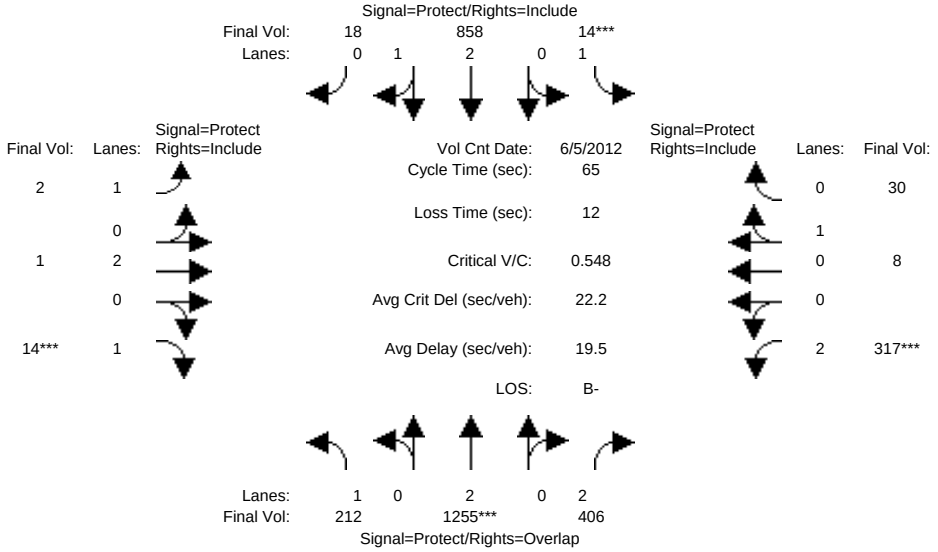
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #8: McCarthy Blvd and Ranch Dr (South)




```
Street Name:          McCarthy Blvd                    Ranch Dr (South)
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM
Base Vol:     212 1257   288    12  858    18     2    1    14   246    8    26
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  212 1257   288    12  858    18     2    1    14   246    8    26
Added Vol:      0    0   113     2    0     0     0    0     0    69    0     2
Pass-by Div:    0   -2     5     0    0     0     0    0     0     2    0     2
Initial Fut:  212 1255   406    14  858    18     2    1    14   317    8    30
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   212 1255   406    14  858    18     2    1    14   317    8    30
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  212 1255   406    14  858    18     2    1    14   317    8    30
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  212 1255   406    14  858    18     2    1    14   317    8    30
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.83  0.92 0.98  0.95  0.92 1.00  0.92  0.83 0.95  0.95
Lanes:       1.00 2.00  2.00  1.00 2.94  0.06  1.00 2.00  1.00  2.00 0.21  0.79
Final Sat.:  1750 3800  3150  1750 5485   115  1750 3800  1750  3150  379  1421
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.33  0.13  0.01 0.16  0.16  0.00 0.00  0.01  0.10 0.02  0.02
Crit Moves:        ****        ****                        ****  ****
Green/Cycle: 0.23 0.42  0.55  0.11 0.30  0.30  0.12 0.15  0.15  0.13 0.17  0.17
Volume/Cap:  0.52 0.78  0.23  0.07 0.52  0.52  0.01 0.00  0.05  0.78 0.13  0.13
Delay/Veh:   23.0 18.5   7.5  26.3 19.2  19.2  25.4 23.3  23.5  36.6 23.3  23.3
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  23.0 18.5   7.5  26.3 19.2  19.2  25.4 23.3  23.5  36.6 23.3  23.3
LOS by Move:    C   B-     A     C   B-     B-     C    C     C    D+    C     C
HCM2kAvgQ:      4   11     2     0    6     6     0    0     0     4    1     1
Note: Queue reported is the number of cars per lane.
```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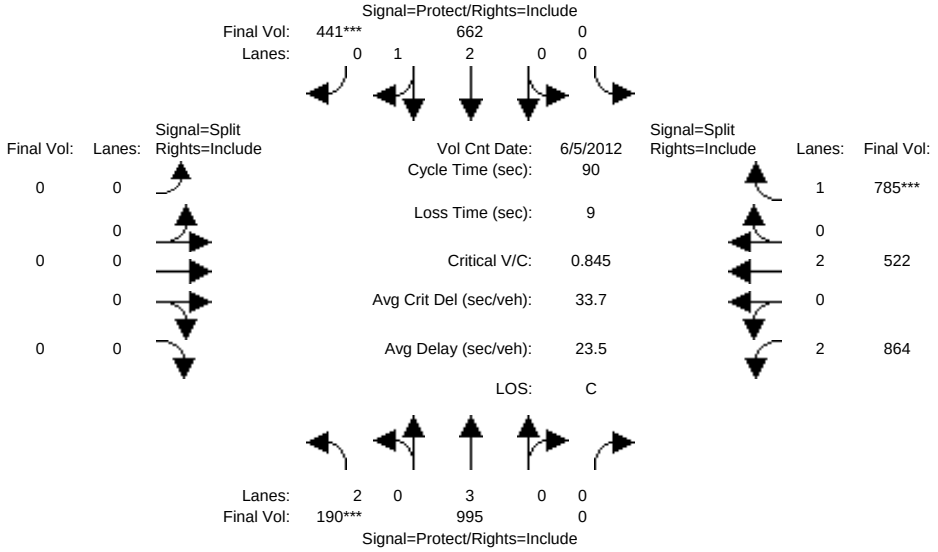
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

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

Intersection #9: McCarthy Blvd and SR-237 WB Ramps



Street Name:	McCarthy Blvd						SR-237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	190	995	0	0	662	441	0	0	0	864	522	785
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	995	0	0	662	441	0	0	0	864	522	785
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	995	0	0	662	441	0	0	0	864	522	785
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	995	0	0	662	441	0	0	0	864	522	785
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	995	0	0	662	441	0	0	0	864	522	785
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	995	0	0	662	441	0	0	0	864	522	785
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	2.00	1.00
Final Sat.:	3150	5700	0	0	3800	1750	0	0	0	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.17	0.00	0.00	0.17	0.25	0.00	0.00	0.00	0.27	0.14	0.45
Crit Moves:	****					****						****
Green/Cycle:	0.08	0.37	0.00	0.00	0.30	0.30	0.00	0.00	0.00	0.53	0.53	0.53
Volume/Cap:	0.78	0.47	0.00	0.00	0.59	0.85	0.00	0.00	0.00	0.52	0.26	0.85
Delay/Veh:	55.1	21.6	0.0	0.0	27.5	35.5	0.0	0.0	0.0	14.2	11.8	26.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.1	21.6	0.0	0.0	27.5	35.5	0.0	0.0	0.0	14.2	11.8	26.0
LOS by Move:	E+	C+	A	A	C	D+	A	A	A	B	B+	C
HCM2kAvgQ:	3	7	0	0	8	13	0	0	0	9	4	20

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

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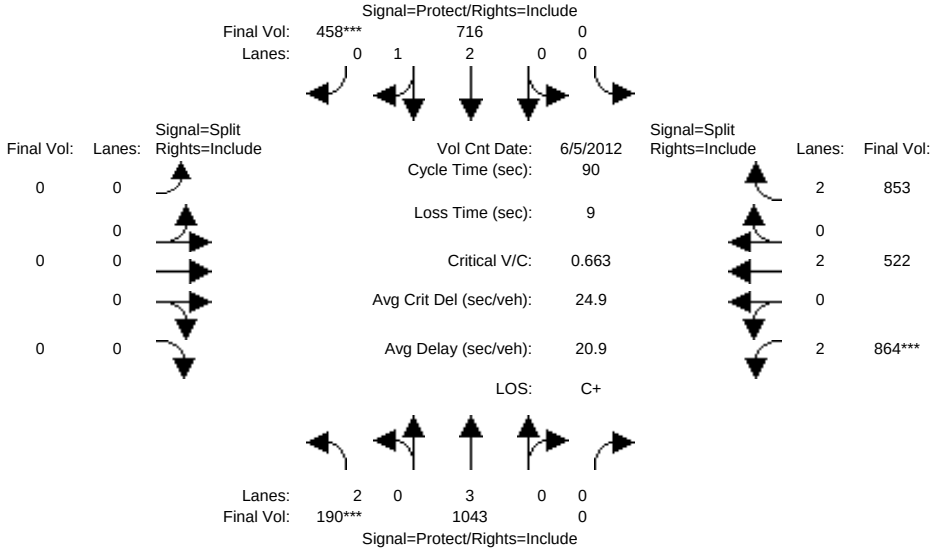
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #9: McCarthy Blvd and SR-237 WB Ramps



Street Name:	McCarthy Blvd						SR-237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	190	995	0	0	662	441	0	0	0	864	522	785
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	995	0	0	662	441	0	0	0	864	522	785
Added Vol:	0	47	0	0	53	16	0	0	0	0	0	66
Pass-by Div:	0	1	0	0	1	1	0	0	0	0	0	2
Initial Fut:	190	1043	0	0	716	458	0	0	0	864	522	853
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	1043	0	0	716	458	0	0	0	864	522	853
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	1043	0	0	716	458	0	0	0	864	522	853
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	1043	0	0	716	458	0	0	0	864	522	853
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	2.00	2.00
Final Sat.:	3150	5700	0	0	3800	1750	0	0	0	3150	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.00	0.00	0.19	0.26	0.00	0.00	0.00	0.27	0.14	0.27
Crit Moves:	****					****				****		
Green/Cycle:	0.09	0.49	0.00	0.00	0.39	0.39	0.00	0.00	0.00	0.41	0.41	0.41
Volume/Cap:	0.66	0.38	0.00	0.00	0.48	0.66	0.00	0.00	0.00	0.66	0.33	0.65
Delay/Veh:	45.3	14.6	0.0	0.0	20.4	23.3	0.0	0.0	0.0	22.6	18.0	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.3	14.6	0.0	0.0	20.4	23.3	0.0	0.0	0.0	22.6	18.0	22.4
LOS by Move:	D	B	A	A	C+	C	A	A	A	C+	B-	C+
HCM2kAvgQ:	3	6	0	0	7	11	0	0	0	11	5	11

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

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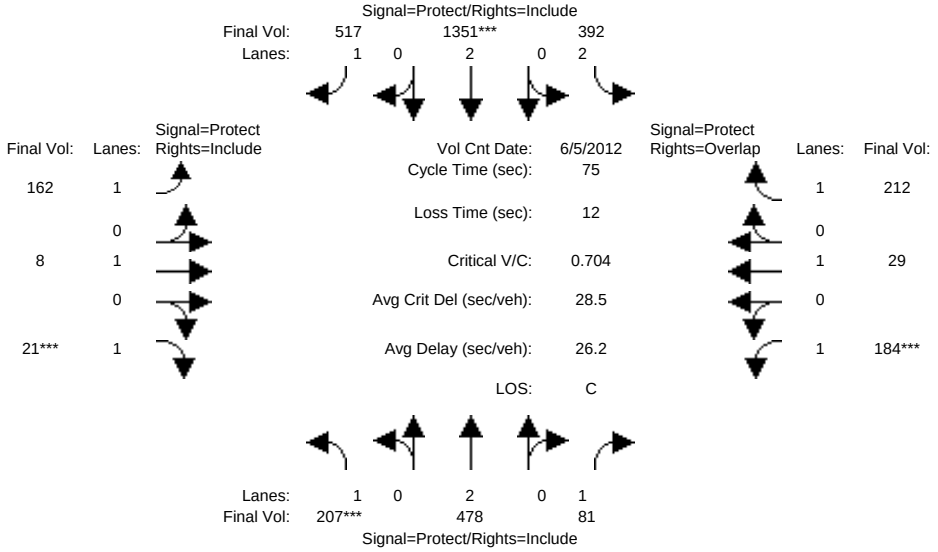
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

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

Intersection #16: McCarthy Blvd and Bellew Dr



Street Name:	McCarthy Blvd						Bellew Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	207	478	81	392	1351	517	162	8	21	184	29	212
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	207	478	81	392	1351	517	162	8	21	184	29	212
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	207	478	81	392	1351	517	162	8	21	184	29	212
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	207	478	81	392	1351	517	162	8	21	184	29	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	478	81	392	1351	517	162	8	21	184	29	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	207	478	81	392	1351	517	162	8	21	184	29	212
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.13	0.05	0.12	0.36	0.30	0.09	0.00	0.01	0.11	0.02	0.12
Crit Moves:	****				****				****	****		
Green/Cycle:	0.14	0.30	0.30	0.28	0.43	0.43	0.11	0.13	0.13	0.13	0.15	0.43
Volume/Cap:	0.82	0.42	0.15	0.45	0.82	0.68	0.86	0.03	0.09	0.82	0.10	0.28
Delay/Veh:	49.8	21.3	19.5	22.6	22.0	19.6	63.4	28.3	28.7	52.4	27.4	13.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.8	21.3	19.5	22.6	22.0	19.6	63.4	28.3	28.7	52.4	27.4	13.9
LOS by Move:	D	C+	B-	C+	C+	B-	E	C	C	D-	C	B
HCM2kAvgQ:	5	4	1	4	13	10	7	0	1	7	1	3

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

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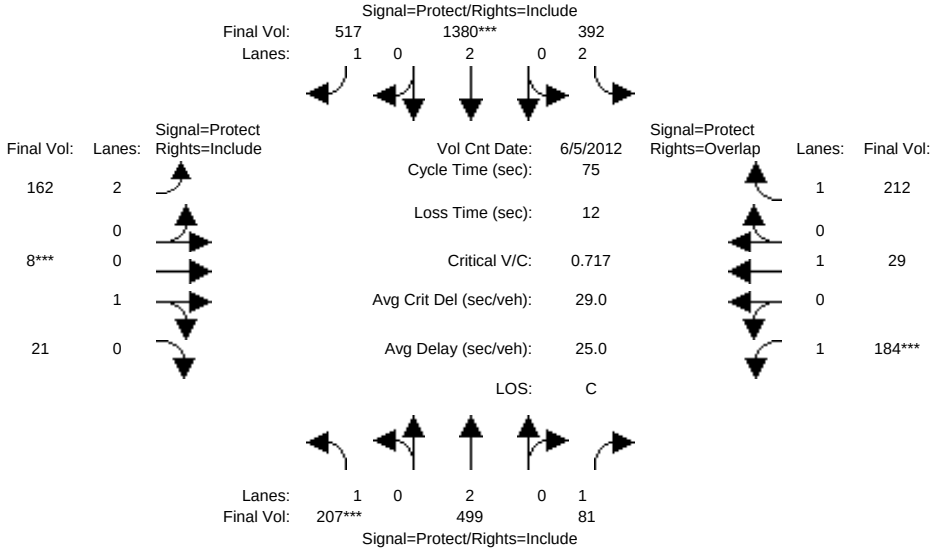
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #16: McCarthy Blvd and Bellew Dr



Street Name:	McCarthy Blvd						Bellew Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	207	478	81	392	1351	517	162	8	21	184	29	212
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	207	478	81	392	1351	517	162	8	21	184	29	212
Added Vol:	0	21	0	0	28	0	0	0	0	0	0	0
Pass-by Div:	0	0	0	0	1	0	0	0	0	0	0	0
Initial Fut:	207	499	81	392	1380	517	162	8	21	184	29	212
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	207	499	81	392	1380	517	162	8	21	184	29	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	499	81	392	1380	517	162	8	21	184	29	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	207	499	81	392	1380	517	162	8	21	184	29	212
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	0.28	0.72	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	3150	497	1303	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.13	0.05	0.12	0.36	0.30	0.05	0.02	0.02	0.11	0.02	0.12
Crit Moves:	****				****			****		****		
Green/Cycle:	0.14	0.30	0.30	0.28	0.44	0.44	0.11	0.13	0.13	0.13	0.15	0.43
Volume/Cap:	0.83	0.44	0.15	0.44	0.83	0.68	0.48	0.12	0.12	0.83	0.10	0.28
Delay/Veh:	51.6	21.4	19.4	22.6	22.3	19.2	32.6	28.9	28.9	54.3	27.5	13.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.6	21.4	19.4	22.6	22.3	19.2	32.6	28.9	28.9	54.3	27.5	13.9
LOS by Move:	D-	C+	B-	C+	C+	B-	C-	C	C	D-	C	B
HCM2kAvgQ:	6	5	1	4	14	10	3	1	1	7	1	3

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

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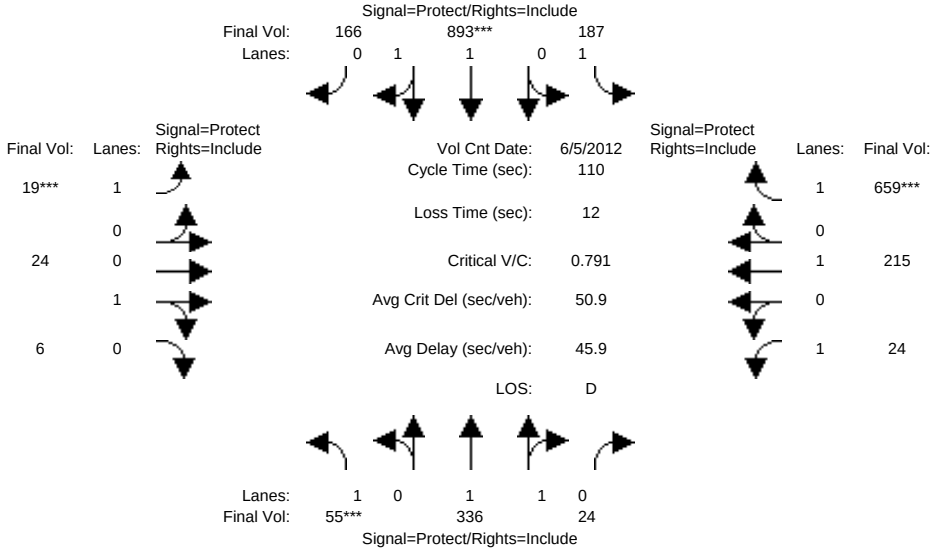
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

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

Intersection #17: McCarthy Blvd and Alder Dr



Street Name:	McCarthy Blvd						Barber Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	55	336	24	187	893	166	19	24	6	24	215	659
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	336	24	187	893	166	19	24	6	24	215	659
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	336	24	187	893	166	19	24	6	24	215	659
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	336	24	187	893	166	19	24	6	24	215	659
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	336	24	187	893	166	19	24	6	24	215	659
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	336	24	187	893	166	19	24	6	24	215	659
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	1.86	0.14	1.00	1.68	0.32	1.00	0.80	0.20	1.00	1.00	1.00
Final Sat.:	1750	3453	247	1750	3120	580	1750	1440	360	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.10	0.11	0.29	0.29	0.01	0.02	0.02	0.01	0.11	0.38
Crit Moves:	****				****		****					****
Green/Cycle:	0.09	0.19	0.19	0.21	0.31	0.31	0.09	0.25	0.25	0.25	0.40	0.40
Volume/Cap:	0.35	0.51	0.51	0.51	0.93	0.93	0.12	0.07	0.07	0.06	0.28	0.93
Delay/Veh:	48.2	40.7	40.7	39.9	50.9	50.9	46.3	31.8	31.8	31.7	22.3	51.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.2	40.7	40.7	39.9	50.9	50.9	46.3	31.8	31.8	31.7	22.3	51.1
LOS by Move:	D	D	D	D	D	D	D	C	C	C	C+	D-
HCM2kAvgQ:	2	5	5	6	19	19	1	1	1	1	5	26

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

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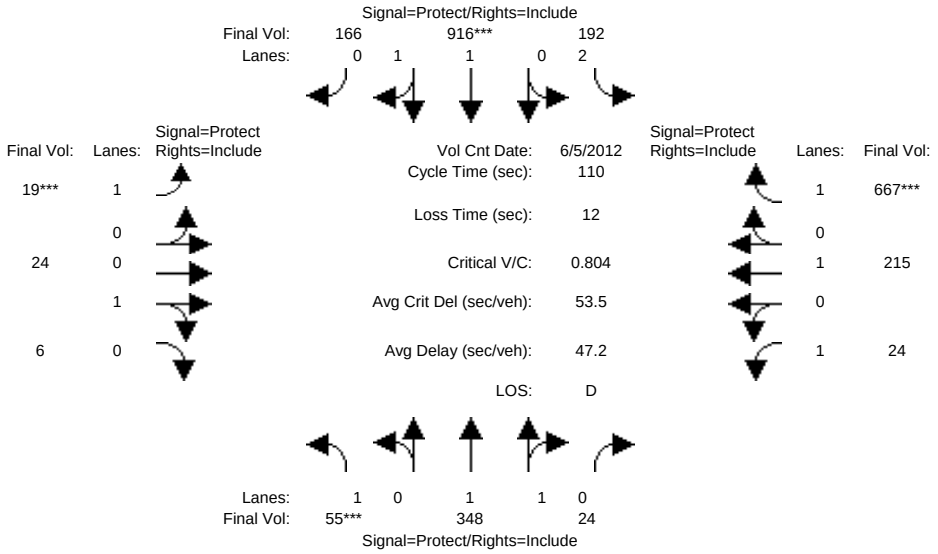
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #17: McCarthy Blvd and Alder Dr



Street Name:	McCarthy Blvd						Barber Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	55	336	24	187	893	166	19	24	6	24	215	659
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	336	24	187	893	166	19	24	6	24	215	659
Added Vol:	0	12	0	5	22	0	0	0	0	0	0	8
Pass-by Div:	0	0	0	0	1	0	0	0	0	0	0	0
Initial Fut:	55	348	24	192	916	166	19	24	6	24	215	667
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	348	24	192	916	166	19	24	6	24	215	667
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	348	24	192	916	166	19	24	6	24	215	667
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	348	24	192	916	166	19	24	6	24	215	667
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.98	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	1.87	0.13	2.00	1.68	0.32	1.00	0.80	0.20	1.00	1.00	1.00
Final Sat.:	1750	3461	239	3150	3132	568	1750	1440	360	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.10	0.06	0.29	0.29	0.01	0.02	0.02	0.01	0.11	0.38
Crit Moves:	****				****		****					****
Green/Cycle:	0.09	0.24	0.24	0.15	0.31	0.31	0.09	0.25	0.25	0.25	0.40	0.40
Volume/Cap:	0.35	0.41	0.41	0.39	0.95	0.95	0.12	0.07	0.07	0.06	0.28	0.95
Delay/Veh:	48.2	35.2	35.2	42.4	53.3	53.3	46.3	31.9	31.9	31.8	22.4	54.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.2	35.2	35.2	42.4	53.3	53.3	46.3	31.9	31.9	31.8	22.4	54.3
LOS by Move:	D	D+	D+	D	D-	D-	D	C	C	C	C+	D-
HCM2kAvgQ:	2	5	5	3	19	19	1	1	1	1	5	27

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

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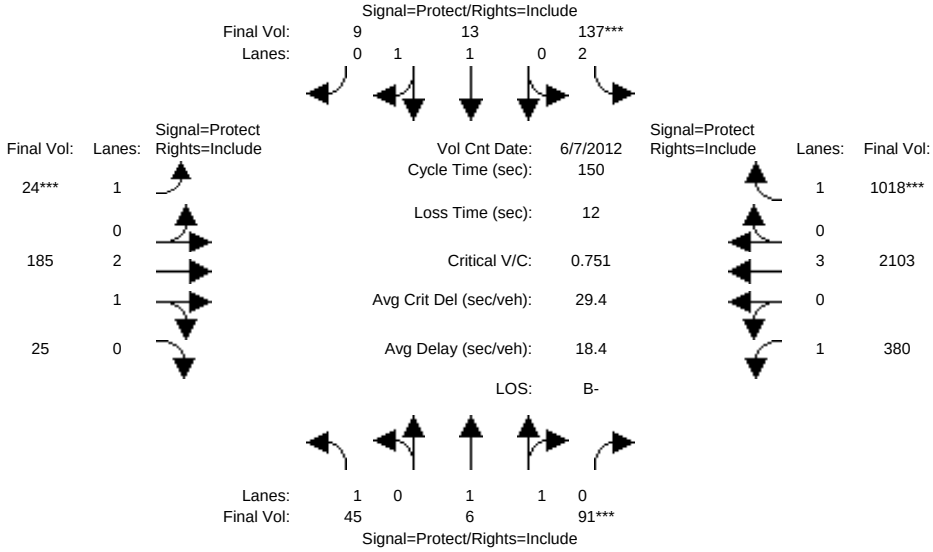
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

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

Intersection #19: Tasman Dr and Alder Dr



Street Name:	Alder Dr						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	45	6	91	137	13	9	24	185	25	380	2103	1018
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	6	91	137	13	9	24	185	25	380	2103	1018
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	6	91	137	13	9	24	185	25	380	2103	1018
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	6	91	137	13	9	24	185	25	380	2103	1018
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	6	91	137	13	9	24	185	25	380	2103	1018
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	6	91	137	13	9	24	185	25	380	2103	1018
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.99	0.95	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.16	0.84	1.00	2.63	0.37	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	2185	1513	1750	4932	667	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.05	0.04	0.01	0.01	0.01	0.04	0.04	0.22	0.37	0.58
Crit Moves:			****	****			****					****
Green/Cycle:	0.05	0.07	0.07	0.06	0.07	0.07	0.05	0.19	0.19	0.61	0.75	0.75
Volume/Cap:	0.51	0.05	0.78	0.78	0.08	0.08	0.29	0.20	0.20	0.36	0.49	0.78
Delay/Veh:	74.1	65.5	94.5	89.0	65.0	65.0	71.1	51.6	51.6	14.8	7.5	14.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.1	65.5	94.5	89.0	65.0	65.0	71.1	51.6	51.6	14.8	7.5	14.2
LOS by Move:	E	E	F	F	E	E	E	D-	D-	B	A	B
HCM2kAvgQ:	3	0	6	4	0	0	1	3	3	9	12	29

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

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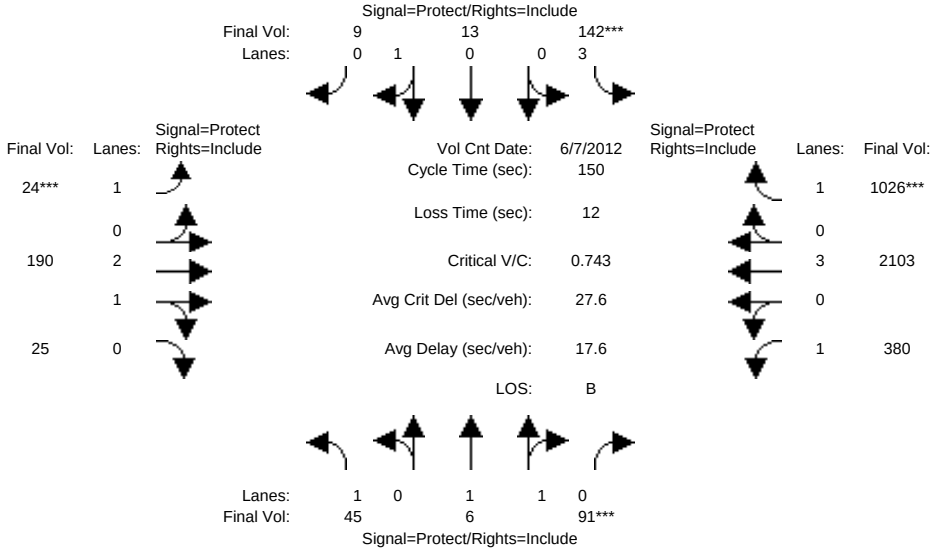
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #19: Tasman Dr and Alder Dr



Street Name:	Alder Dr						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	45	6	91	137	13	9	24	185	25	380	2103	1018
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	6	91	137	13	9	24	185	25	380	2103	1018
Added Vol:	0	0	0	5	0	0	0	4	0	0	0	8
Pass-by Div:	0	0	0	0	0	0	0	1	0	0	0	0
Initial Fut:	45	6	91	142	13	9	24	190	25	380	2103	1026
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	6	91	142	13	9	24	190	25	380	2103	1026
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	6	91	142	13	9	24	190	25	380	2103	1026
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	6	91	142	13	9	24	190	25	380	2103	1026
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.80	0.95	0.95	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	3.00	0.59	0.41	1.00	2.64	0.36	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	4551	1064	736	1750	4948	651	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.05	0.03	0.01	0.01	0.01	0.04	0.04	0.22	0.37	0.59
Crit Moves:			****	****			****					****
Green/Cycle:	0.05	0.07	0.07	0.05	0.07	0.07	0.05	0.19	0.19	0.62	0.76	0.76
Volume/Cap:	0.55	0.05	0.77	0.67	0.18	0.18	0.29	0.20	0.20	0.35	0.49	0.77
Delay/Veh:	77.5	65.5	93.8	78.3	66.8	66.8	71.1	51.4	51.4	14.3	7.0	13.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.5	65.5	93.8	78.3	66.8	66.8	71.1	51.4	51.4	14.3	7.0	13.4
LOS by Move:	E-	E	F	E-	E	E	E	D-	D-	B	A	B
HCM2kAvgQ:	3	0	6	3	1	1	1	3	3	9	12	28

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

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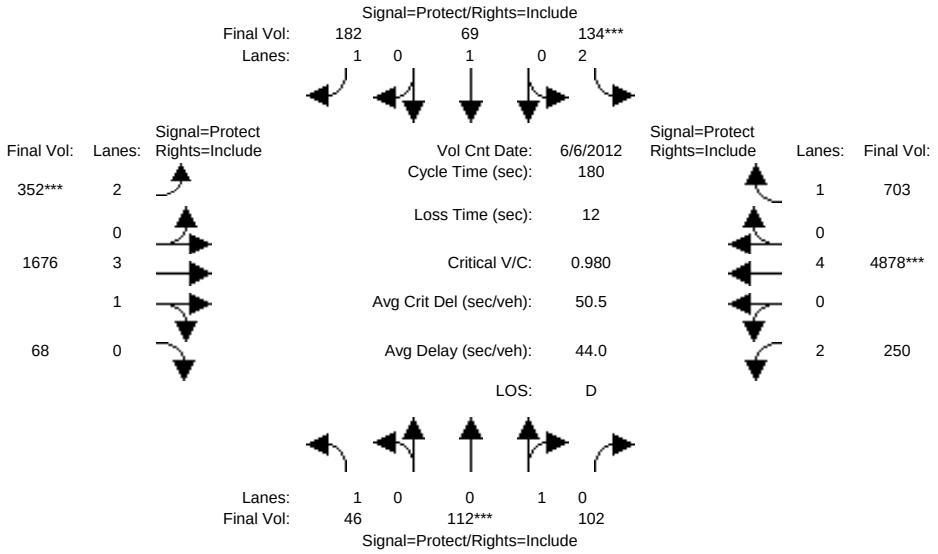
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

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

Intersection #28: McCarthy Blvd and Montague Expwy



Street Name:	McCarthy Blvd						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Jun 2012 << 7:50:00 AM												
Base Vol:	46	112	102	134	69	182	352	1676	68	250	4878	703
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	112	102	134	69	182	352	1676	68	250	4878	703
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	112	102	134	69	182	352	1676	68	250	4878	703
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	112	102	134	69	182	352	1676	68	250	4878	703
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	112	102	134	69	182	352	1676	68	250	4878	703
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	112	102	134	69	182	352	1676	68	250	4878	703
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.52	0.48	2.00	1.00	1.00	2.00	3.84	0.16	2.00	4.00	1.00
Final Sat.:	1750	942	858	3150	1900	1750	3150	7207	292	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.04	0.04	0.10	0.11	0.23	0.23	0.08	0.64	0.40
Crit Moves:		****		****			****				****	
Green/Cycle:	0.04	0.12	0.12	0.04	0.12	0.12	0.11	0.57	0.57	0.20	0.65	0.65
Volume/Cap:	0.59	0.98	0.98	0.98	0.30	0.87	0.98	0.41	0.41	0.41	0.98	0.61
Delay/Veh:	95.4	134	134.0	156.7	73.1	107.5	121.6	21.4	21.4	63.7	38.7	18.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.4	134	134.0	156.7	73.1	107.5	121.6	21.4	21.4	63.7	38.7	18.9
LOS by Move:	F	F	F	F	E	F	F	C+	C+	E	D+	B-
HCM2kAvgQ:	4	16	16	5	3	12	13	13	13	7	70	24

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

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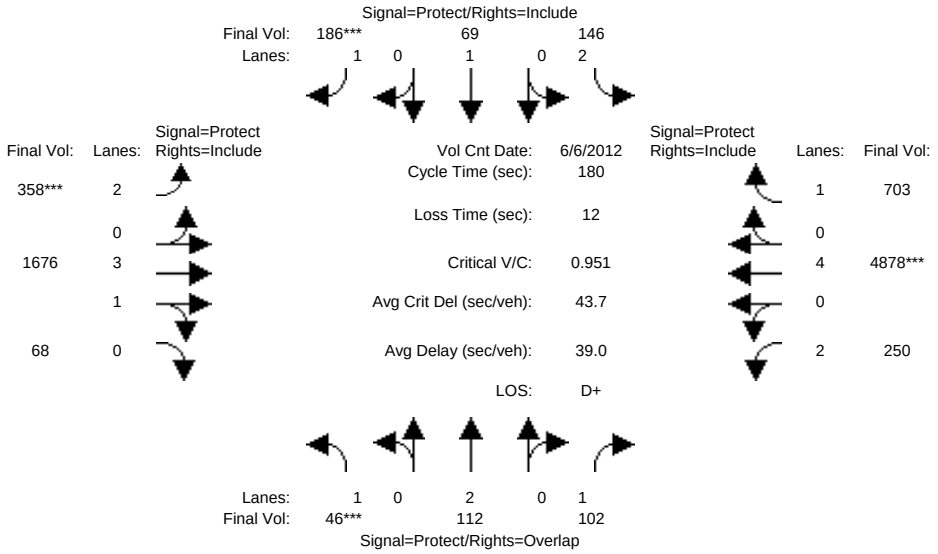
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P AM

Intersection #28: McCarthy Blvd and Montague Expwy



Street Name:	McCarthy Blvd						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Jun 2012 << 7:50:00 AM												
Base Vol:	46	112	102	134	69	182	352	1676	68	250	4878	703
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	112	102	134	69	182	352	1676	68	250	4878	703
Added Vol:	0	0	0	11	0	4	6	0	0	0	0	0
Pass-by Div:	0	0	0	1	0	0	0	0	0	0	0	0
Initial Fut:	46	112	102	146	69	186	358	1676	68	250	4878	703
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	112	102	146	69	186	358	1676	68	250	4878	703
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	112	102	146	69	186	358	1676	68	250	4878	703
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	112	102	146	69	186	358	1676	68	250	4878	703
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	2.00	3.84	0.16	2.00	4.00	1.00
Final Sat.:	1750	3800	1750	3150	1900	1750	3150	7207	292	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.06	0.05	0.04	0.11	0.11	0.23	0.23	0.08	0.64	0.40
Crit Moves:	****					****	****				****	
Green/Cycle:	0.04	0.08	0.28	0.07	0.11	0.11	0.12	0.58	0.58	0.20	0.67	0.67
Volume/Cap:	0.68	0.36	0.21	0.68	0.33	0.96	0.96	0.40	0.40	0.40	0.96	0.60
Delay/Veh:	109.2	79.0	49.6	90.8	74.8	133.7	116.0	20.3	20.3	63.1	34.4	17.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	109.2	79.0	49.6	90.8	74.8	133.7	116.0	20.3	20.3	63.1	34.4	17.7
LOS by Move:	F	E-	D	F	E	F	F	C+	C+	E	C-	B
HCM2kAvgQ:	4	3	4	5	3	13	13	12	12	7	67	23

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

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Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

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

Intersection		Background PM				B+P PM					
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change
#1	McCarthy Blvd and Dixon Landing Rd	B-	18.8	0.710	18.8	B-	19.9	0.729	+ 0.018	19.9	+ 1.1
#7	Ranch Drive and Project Entrance	B+	11.9	0.296	10.7	B	12.6	0.353	+ 0.057	14.5	+ 3.9
#8	McCarthy Blvd and Ranch Dr (South)	D	47.0	0.929	63.9	D	49.3	0.954	+ 0.025	70.9	+ 7.0
#9	McCarthy Blvd and SR-237 WB Ramps	D+	35.6	1.019	49.3	C	30.9	0.998	- 0.021	41.7	- 7.6
#16	McCarthy Blvd and Bellew Dr	F	81.8	1.111	107.2	D-	53.1	0.987	- 0.124	65.7	- 41.5
#17	McCarthy Blvd and Alder Dr	F	81.5	1.077	102.1	D	43.3	0.863	- 0.215	48.9	- 53.2
#19	Tasman Dr and Alder Dr	F	90.6	1.098	103.3	E	60.1	0.985	- 0.114	66.3	- 37.0
#28	McCarthy Blvd and Montague Expwy	F	103.3	1.137	127.4	F	101.4	1.152	+ 0.015	134.1	+ 6.7

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Pacific Mall - Silicon Valley
SJ12-1361
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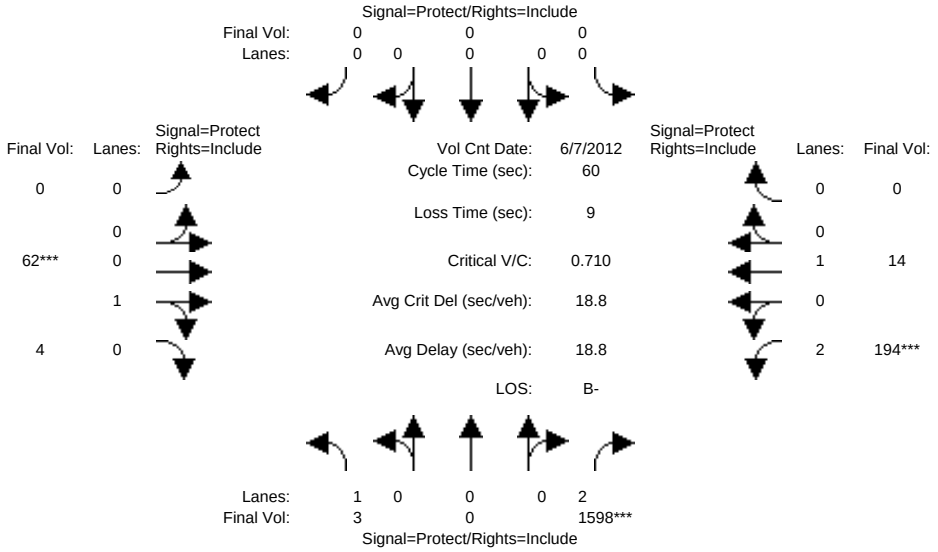
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #1: McCarthy Blvd and Dixon Landing Rd



Street Name:	McCarthy Blvd						Dixon Landing Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	3	0	1598	0	0	0	0	62	4	194	14	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	0	1598	0	0	0	0	62	4	194	14	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	0	1598	0	0	0	0	62	4	194	14	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	0	1598	0	0	0	0	62	4	194	14	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	1598	0	0	0	0	62	4	194	14	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	0	1598	0	0	0	0	62	4	194	14	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	0.93	0.07	2.00	1.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	1776	115	3150	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.51	0.00	0.00	0.00	0.00	0.03	0.03	0.06	0.01	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.57	0.00	0.57	0.00	0.00	0.00	0.00	0.17	0.17	0.12	0.28	0.00
Volume/Cap:	0.00	0.00	0.90	0.00	0.00	0.00	0.00	0.21	0.21	0.53	0.03	0.00
Delay/Veh:	5.6	0.0	17.8	0.0	0.0	0.0	0.0	21.9	21.9	26.4	15.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.6	0.0	17.8	0.0	0.0	0.0	0.0	21.9	21.9	26.4	15.5	0.0
LOS by Move:	A	A	B	A	A	A	A	C+	C+	C	B	A
HCM2kAvgQ:	0	0	17	0	0	0	0	1	1	2	0	0

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

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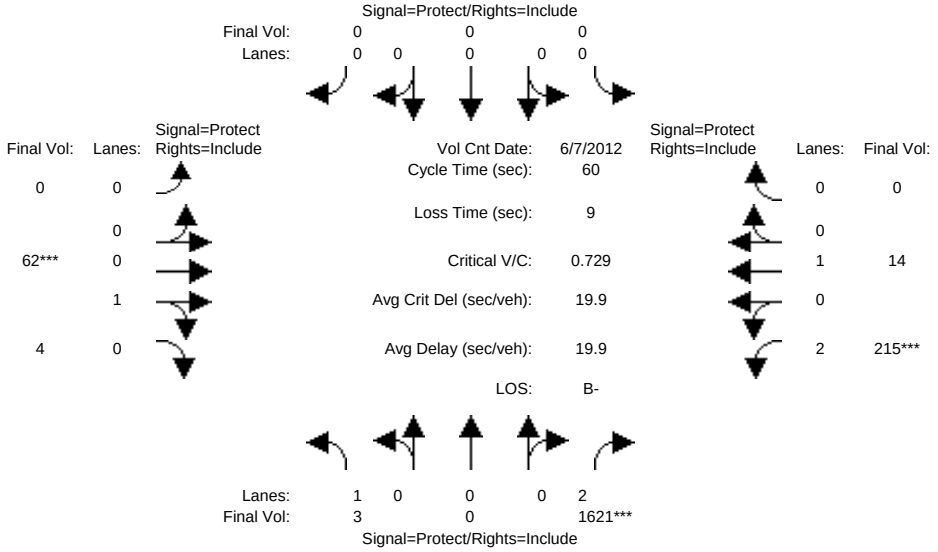
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #1: McCarthy Blvd and Dixon Landing Rd

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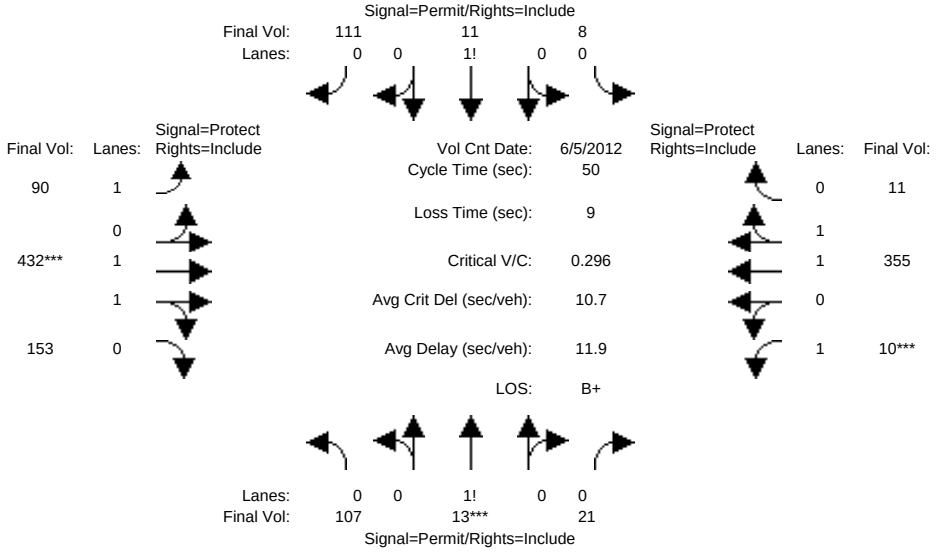
Street Name:          McCarthy Blvd                    Dixon Landing Rd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10   10   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0  4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 7 Jun 2012 << 8:00:00 AM
Base Vol:       3    0  1598     0    0     0    0   62     4   194   14     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    3    0  1598     0    0     0    0   62     4   194   14     0
Added Vol:      0    0    18     0    0     0    0    0     0    18    0     0
Pass-by Div:    0    0     5     0    0     0    0    0     0     3    0     0
Initial Fut:    3    0  1621     0    0     0    0   62     4   215   14     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     3    0  1621     0    0     0    0   62     4   215   14     0
Reduct Vol:     0    0     0     0    0     0    0    0     0     0    0     0
Reduced Vol:    3    0  1621     0    0     0    0   62     4   215   14     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    3    0  1621     0    0     0    0   62     4   215   14     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900 1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.83  0.92 1.00  0.92 0.92 0.95  0.95  0.83 1.00  0.92
Lanes:       1.00 0.00  2.00  0.00 0.00  0.00 0.00 0.94  0.06  2.00 1.00  0.00
Final Sat.:  1750    0  3150     0    0     0    0 1691   109  3150 1900     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.51  0.00 0.00  0.00 0.00 0.04  0.04  0.07 0.01  0.00
Crit Moves:             ****                        ****        ****
Green/Cycle: 0.57 0.00  0.57  0.00 0.00  0.00 0.00 0.17  0.17  0.12 0.28  0.00
Volume/Cap:  0.00 0.00  0.91  0.00 0.00  0.00 0.00 0.22  0.22  0.59 0.03  0.00
Delay/Veh:    5.6  0.0  18.8   0.0  0.0   0.0  0.0 22.0  22.0  27.6 15.5   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   5.6  0.0  18.8   0.0  0.0   0.0  0.0 22.0  22.0  27.6 15.5   0.0
LOS by Move:    A    A    B-     A    A     A    A   C+    C+     C    B     A
HCM2kAvgQ:      0    0    18     0    0     0    0    1     1     2    0     0
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

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

Intersection #7: Ranch Drive and Project Entrance



Street Name:	Project Entrance						Ranch Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	107	13	21	8	11	111	90	432	153	10	355	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	13	21	8	11	111	90	432	153	10	355	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	13	21	8	11	111	90	432	153	10	355	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	13	21	8	11	111	90	432	153	10	355	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	13	21	8	11	111	90	432	153	10	355	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	13	21	8	11	111	90	432	153	10	355	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.76	0.09	0.15	0.06	0.08	0.86	1.00	1.44	0.56	1.00	1.93	0.07
Final Sat.:	1338	163	263	108	149	1504	1750	2745	972	1750	3676	114
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.07	0.07	0.07	0.05	0.16	0.16	0.01	0.10	0.10
Crit Moves:		****						****		****		
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.24	0.45	0.45	0.14	0.35	0.35
Volume/Cap:	0.35	0.35	0.35	0.32	0.32	0.32	0.21	0.35	0.35	0.04	0.28	0.28
Delay/Veh:	16.7	16.7	16.7	16.5	16.5	16.5	15.3	9.1	9.1	18.7	11.9	11.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.7	16.7	16.7	16.5	16.5	16.5	15.3	9.1	9.1	18.7	11.9	11.9
LOS by Move:	B	B	B	B	B	B	B	A	A	B-	B+	B+
HCM2kAvgQ:	2	2	2	2	2	2	1	3	3	0	2	2

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

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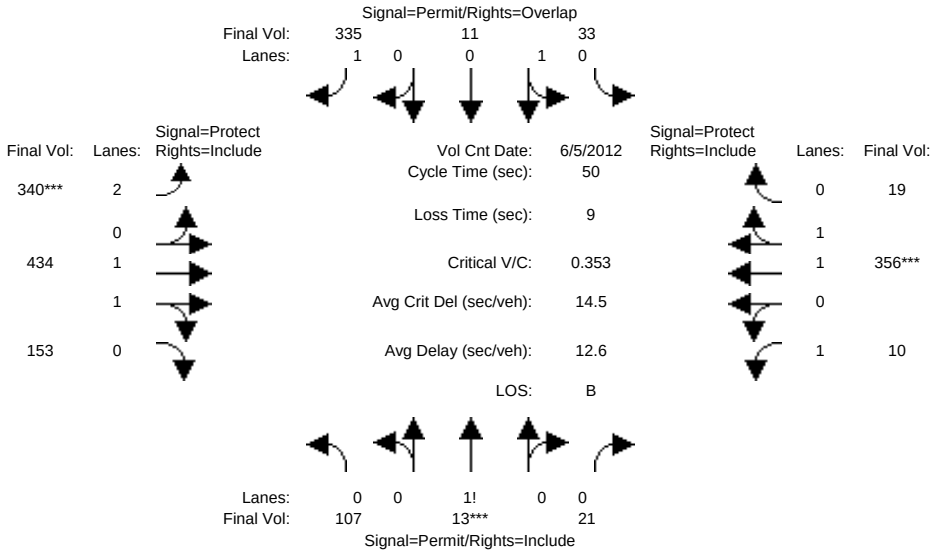
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #7: Ranch Drive and Project Entrance



Street Name:	Project Entrance						Ranch Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	107	13	21	8	11	111	90	432	153	10	355	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	13	21	8	11	111	90	432	153	10	355	11
Added Vol:	0	0	0	0	0	186	198	0	0	0	0	0
Pass-by Div:	0	0	0	25	0	38	52	2	0	0	1	8
Initial Fut:	107	13	21	33	11	335	340	434	153	10	356	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	13	21	33	11	335	340	434	153	10	356	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	13	21	33	11	335	340	434	153	10	356	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	13	21	33	11	335	340	434	153	10	356	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.83	0.98	0.95	0.92	0.98	0.95
Lanes:	0.76	0.09	0.15	0.75	0.25	1.00	2.00	1.46	0.54	1.00	1.90	0.10
Final Sat.:	1328	161	261	1350	450	1750	3150	2735	964	1750	3512	187
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.02	0.02	0.19	0.11	0.16	0.16	0.01	0.10	0.10
Crit Moves:		****					****				****	
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.53	0.31	0.35	0.35	0.24	0.29	0.29
Volume/Cap:	0.35	0.35	0.35	0.11	0.11	0.36	0.35	0.46	0.46	0.02	0.35	0.35
Delay/Veh:	16.8	16.8	16.8	15.4	15.4	7.0	13.7	12.9	12.9	14.4	14.4	14.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.8	16.8	16.8	15.4	15.4	7.0	13.7	12.9	12.9	14.4	14.4	14.4
LOS by Move:	B	B	B	B	B	A	B	B	B	B	B	B
HCM2kAvgQ:	2	2	2	1	1	3	2	4	4	0	3	3

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

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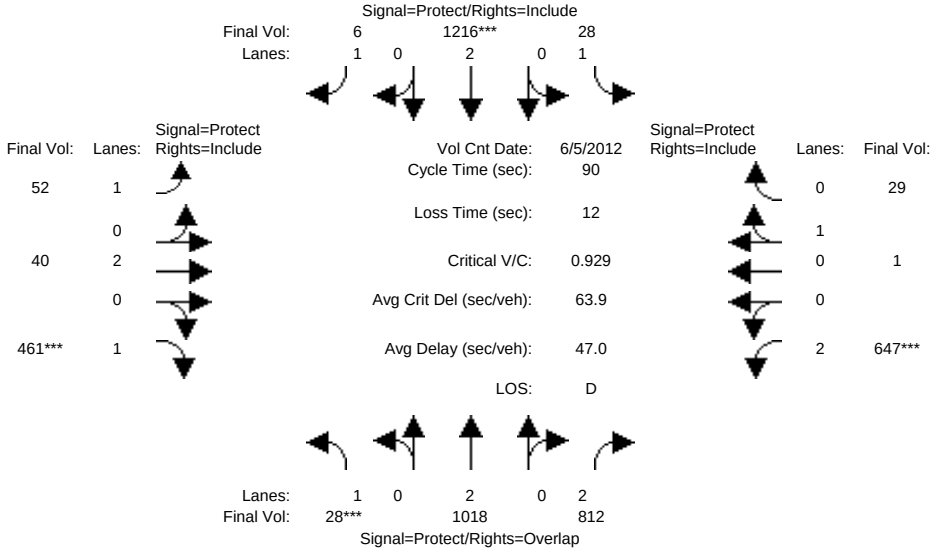
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

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

Intersection #8: McCarthy Blvd and Ranch Dr (South)



Street Name:	McCarthy Blvd						Ranch Dr (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	28	1018	812	28	1216	6	52	40	461	647	1	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	1018	812	28	1216	6	52	40	461	647	1	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	1018	812	28	1216	6	52	40	461	647	1	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	1018	812	28	1216	6	52	40	461	647	1	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	1018	812	28	1216	6	52	40	461	647	1	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	1018	812	28	1216	6	52	40	461	647	1	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	0.03	0.97
Final Sat.:	1750	3800	3150	1750	3800	1750	1750	3800	1750	3150	58	1696
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.26	0.02	0.32	0.00	0.03	0.01	0.26	0.21	0.02	0.02
Crit Moves:	****				****				****	****		
Green/Cycle:	0.08	0.31	0.51	0.09	0.32	0.32	0.19	0.26	0.26	0.21	0.28	0.28
Volume/Cap:	0.21	0.87	0.50	0.18	1.00	0.01	0.15	0.04	1.00	1.00	0.06	0.06
Delay/Veh:	39.6	36.6	14.6	38.5	56.4	20.9	30.4	24.7	75.0	71.1	24.1	24.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.6	36.6	14.6	38.5	56.4	20.9	30.4	24.7	75.0	71.1	24.1	24.1
LOS by Move:	D	D+	B	D+	E+	C+	C	C	E-	E	C	C
HCM2kAvgQ:	1	14	9	1	24	0	1	0	20	14	1	1

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

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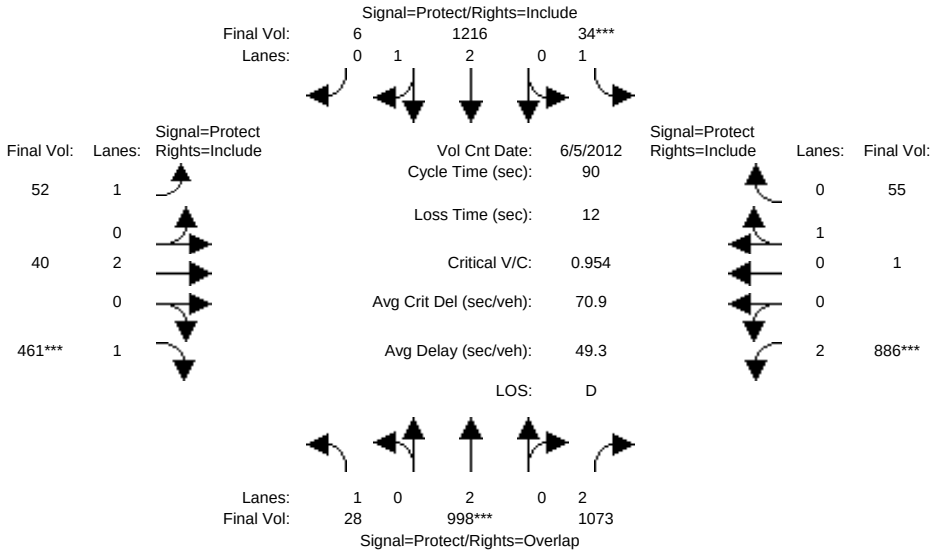
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #8: McCarthy Blvd and Ranch Dr (South)



Street Name:	McCarthy Blvd						Ranch Dr (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	28	1018	812	28	1216	6	52	40	461	647	1	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	1018	812	28	1216	6	52	40	461	647	1	29
Added Vol:	0	0	219	5	0	0	0	0	0	217	0	5
Pass-by Div:	0	-20	42	1	0	0	0	0	0	22	0	21
Initial Fut:	28	998	1073	34	1216	6	52	40	461	886	1	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	998	1073	34	1216	6	52	40	461	886	1	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	998	1073	34	1216	6	52	40	461	886	1	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	998	1073	34	1216	6	52	40	461	886	1	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	0.98	0.95	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	2.00	2.00	1.00	2.98	0.02	1.00	2.00	1.00	2.00	0.02	0.98
Final Sat.:	1750	3800	3150	1750	5572	27	1750	3800	1750	3150	32	1768
Capacity Analysis Module:												
Vol/Sat:	0.02	0.26	0.34	0.02	0.22	0.22	0.03	0.01	0.26	0.28	0.03	0.03
Crit Moves:		****		****					****	****		
Green/Cycle:	0.09	0.26	0.53	0.08	0.25	0.25	0.22	0.26	0.26	0.27	0.31	0.31
Volume/Cap:	0.18	1.02	0.64	0.25	0.89	0.89	0.14	0.04	1.02	1.02	0.10	0.10
Delay/Veh:	38.6	68.3	15.8	40.0	39.9	39.9	28.4	25.1	81.9	69.3	22.0	22.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.6	68.3	15.8	40.0	39.9	39.9	28.4	25.1	81.9	69.3	22.0	22.0
LOS by Move:	D+	E	B	D	D	D	C	C	F	E	C+	C+
HCM2kAvgQ:	1	18	13	1	15	15	1	0	21	20	1	1

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

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Pacific Mall - Silicon Valley
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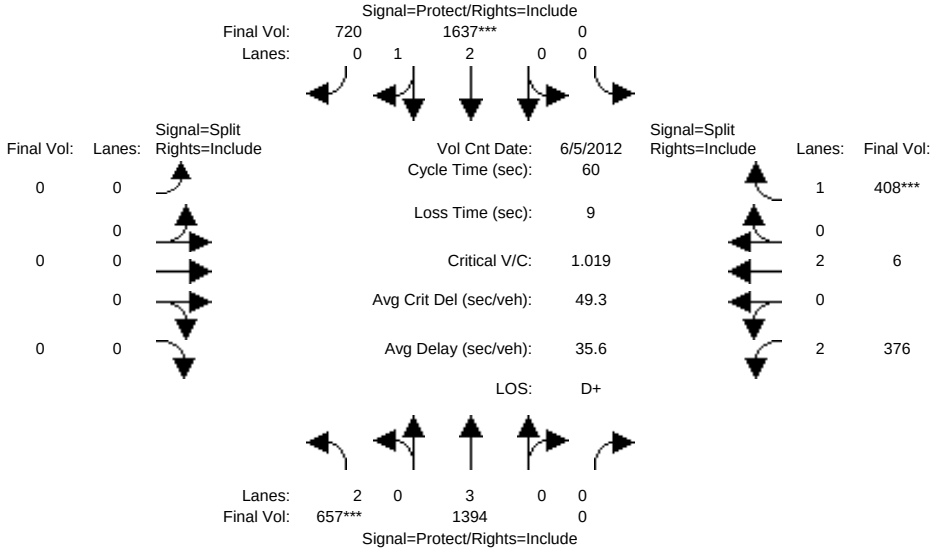
Background plus Project - PM Peak Hour

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

Intersection #9: McCarthy Blvd and SR-237 WB Ramps



Street Name:	McCarthy Blvd						SR-237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	657	1394	0	0	1637	720	0	0	0	376	6	408
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	657	1394	0	0	1637	720	0	0	0	376	6	408
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	657	1394	0	0	1637	720	0	0	0	376	6	408
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	657	1394	0	0	1637	720	0	0	0	376	6	408
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	657	1394	0	0	1637	720	0	0	0	376	6	408
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	657	1394	0	0	1637	720	0	0	0	376	6	408
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.03	0.97	0.00	0.00	0.00	2.00	2.00	1.00
Final Sat.:	3150	5700	0	0	3858	1697	0	0	0	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.24	0.00	0.00	0.42	0.42	0.00	0.00	0.00	0.12	0.00	0.23
Crit Moves:	****				****							****
Green/Cycle:	0.20	0.62	0.00	0.00	0.42	0.42	0.00	0.00	0.00	0.23	0.23	0.23
Volume/Cap:	1.02	0.39	0.00	0.00	1.02	1.02	0.00	0.00	0.00	0.52	0.01	1.02
Delay/Veh:	64.1	5.8	0.0	0.0	41.1	41.1	0.0	0.0	0.0	21.0	17.9	73.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.1	5.8	0.0	0.0	41.1	41.1	0.0	0.0	0.0	21.0	17.9	73.0
LOS by Move:	E	A	A	A	D	D	A	A	A	C+	B	E
HCM2kAvgQ:	9	4	0	0	17	17	0	0	0	4	0	12

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

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Pacific Mall - Silicon Valley
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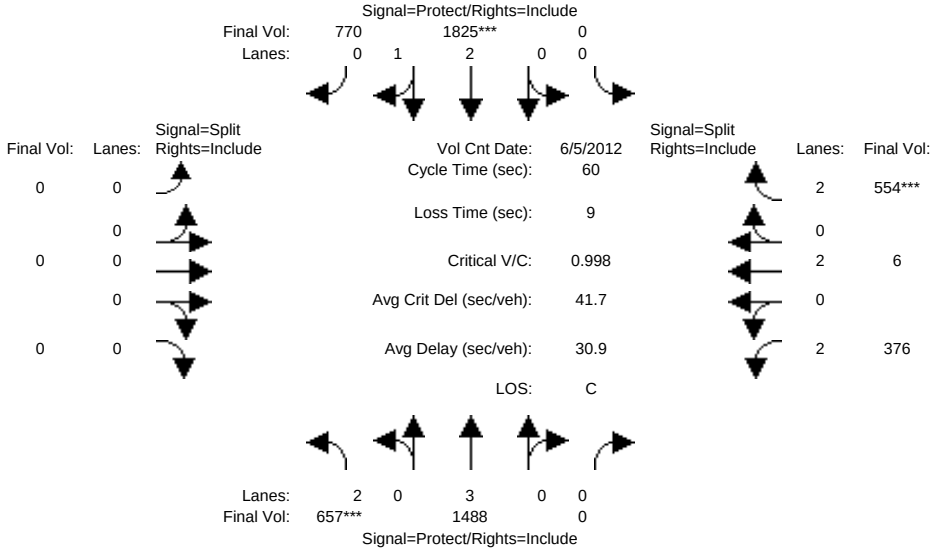
Background plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #9: McCarthy Blvd and SR-237 WB Ramps



Street Name:	McCarthy Blvd						SR-237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	657	1394	0	0	1637	720	0	0	0	376	6	408
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	657	1394	0	0	1637	720	0	0	0	376	6	408
Added Vol:	0	86	0	0	176	41	0	0	0	0	0	132
Pass-by Div:	0	8	0	0	12	9	0	0	0	0	0	14
Initial Fut:	657	1488	0	0	1825	770	0	0	0	376	6	554
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	657	1488	0	0	1825	770	0	0	0	376	6	554
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	657	1488	0	0	1825	770	0	0	0	376	6	554
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	657	1488	0	0	1825	770	0	0	0	376	6	554
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	2.00	3.00	0.00	0.00	2.08	0.92	0.00	0.00	0.00	2.00	2.00	2.00
Final Sat.:	3150	5700	0	0	3936	1661	0	0	0	3150	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.21	0.26	0.00	0.00	0.46	0.46	0.00	0.00	0.00	0.12	0.00	0.18
Crit Moves:	****				****							****
Green/Cycle:	0.21	0.67	0.00	0.00	0.46	0.46	0.00	0.00	0.00	0.18	0.18	0.18
Volume/Cap:	1.00	0.39	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.68	0.01	1.00
Delay/Veh:	58.2	4.4	0.0	0.0	33.1	33.1	0.0	0.0	0.0	26.5	20.4	62.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.2	4.4	0.0	0.0	33.1	33.1	0.0	0.0	0.0	26.5	20.4	62.3
LOS by Move:	E+	A	A	A	C-	C-	A	A	A	C	C+	E
HCM2kAvgQ:	8	4	0	0	19	19	0	0	0	4	0	9

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

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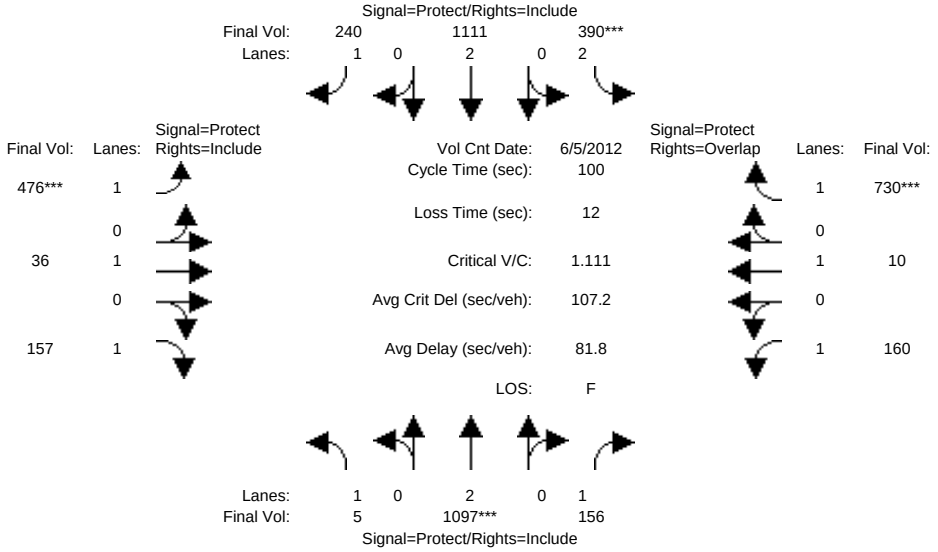
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

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

Intersection #16: McCarthy Blvd and Bellew Dr



Street Name:	McCarthy Blvd						Bellew Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	5	1097	156	390	1111	240	476	36	157	160	10	730
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	1097	156	390	1111	240	476	36	157	160	10	730
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	1097	156	390	1111	240	476	36	157	160	10	730
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	1097	156	390	1111	240	476	36	157	160	10	730
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	1097	156	390	1111	240	476	36	157	160	10	730
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	1097	156	390	1111	240	476	36	157	160	10	730
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.09	0.12	0.29	0.14	0.27	0.02	0.09	0.09	0.01	0.42
Crit Moves:		****		****			****					****
Green/Cycle:	0.07	0.26	0.26	0.11	0.30	0.30	0.24	0.27	0.27	0.24	0.26	0.38
Volume/Cap:	0.04	1.11	0.34	1.11	0.98	0.46	1.11	0.07	0.34	0.38	0.02	1.11
Delay/Veh:	43.3	101	30.5	125.9	55.7	29.1	115.0	27.5	30.0	32.1	27.2	100.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.3	101	30.5	125.9	55.7	29.1	115.0	27.5	30.0	32.1	27.2	100.9
LOS by Move:	D	F	C	F	E+	C	F	C	C	C-	C	F
HCM2kAvgQ:	0	23	4	11	20	6	26	1	4	5	0	38

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

Pacific Mall - Silicon Valley
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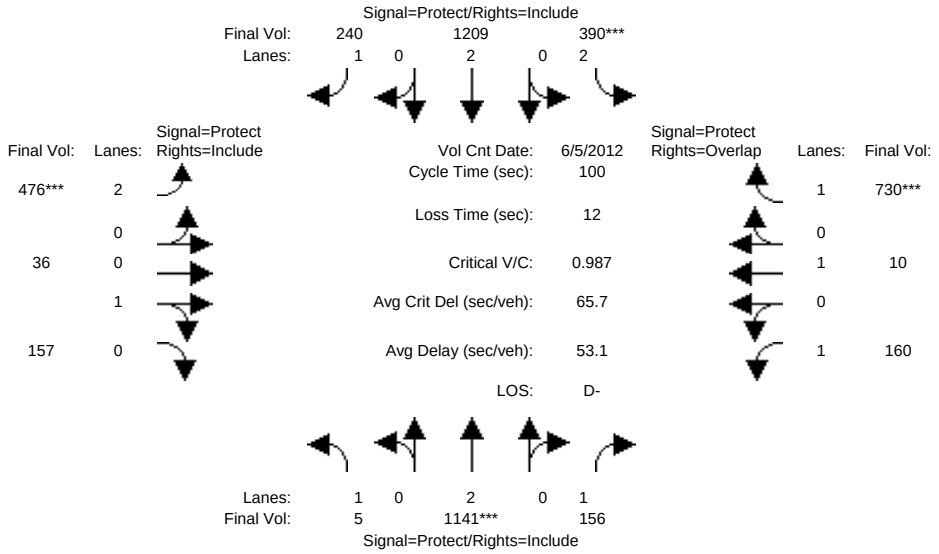
Background plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #16: McCarthy Blvd and Bellew Dr



Street Name:	McCarthy Blvd						Bellew Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	5	1097	156	390	1111	240	476	36	157	160	10	730
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	1097	156	390	1111	240	476	36	157	160	10	730
Added Vol:	0	44	0	0	91	0	0	0	0	0	0	0
Pass-by Div:	0	0	0	0	7	0	0	0	0	0	0	0
Initial Fut:	5	1141	156	390	1209	240	476	36	157	160	10	730
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	1141	156	390	1209	240	476	36	157	160	10	730
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	1141	156	390	1209	240	476	36	157	160	10	730
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	1141	156	390	1209	240	476	36	157	160	10	730
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	0.19	0.81	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	3150	336	1464	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.09	0.12	0.32	0.14	0.15	0.11	0.11	0.09	0.01	0.42
Crit Moves:		****		****			****					****
Green/Cycle:	0.08	0.30	0.30	0.13	0.35	0.35	0.15	0.24	0.24	0.21	0.30	0.42
Volume/Cap:	0.04	0.99	0.29	0.99	0.90	0.39	0.99	0.44	0.44	0.44	0.02	0.99
Delay/Veh:	42.8	57.8	26.9	85.3	39.6	24.7	79.7	32.8	32.8	35.4	24.8	58.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.8	57.8	26.9	85.3	39.6	24.7	79.7	32.8	32.8	35.4	24.8	58.3
LOS by Move:	D	E+	C	F	D	C	E-	C-	C-	D+	C	E+
HCM2kAvgQ:	0	19	4	9	19	6	14	6	6	5	0	31

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

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Pacific Mall - Silicon Valley
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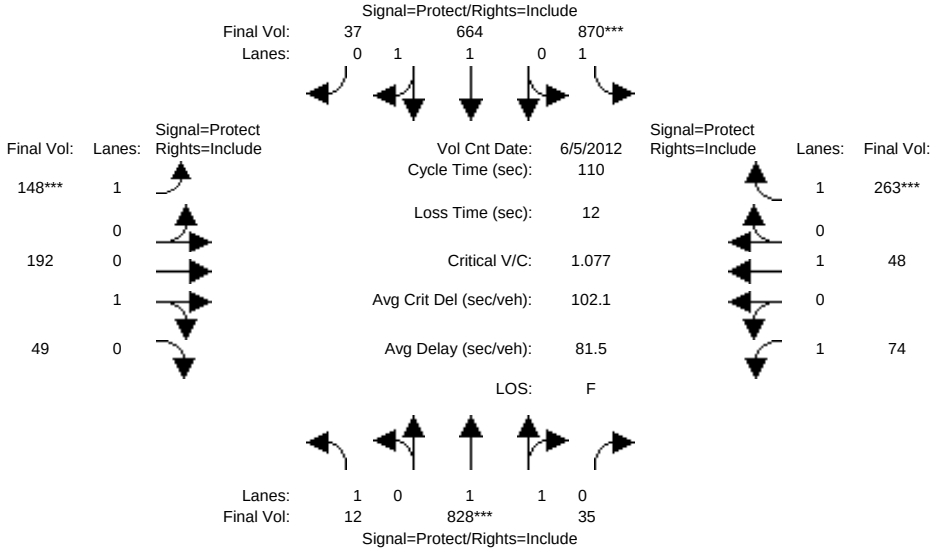
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #17: McCarthy Blvd and Alder Dr



Street Name:	McCarthy Blvd						Barber Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	12	828	35	870	664	37	148	192	49	74	48	263
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	828	35	870	664	37	148	192	49	74	48	263
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	828	35	870	664	37	148	192	49	74	48	263
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	828	35	870	664	37	148	192	49	74	48	263
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	828	35	870	664	37	148	192	49	74	48	263
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	828	35	870	664	37	148	192	49	74	48	263
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.91	0.09	1.00	1.89	0.11	1.00	0.78	0.22	1.00	1.00	1.00
Final Sat.:	1750	3633	154	1750	3583	200	1750	1488	380	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.23	0.50	0.19	0.19	0.08	0.13	0.13	0.04	0.03	0.15
Crit Moves:		****		****			****					****
Green/Cycle:	0.22	0.21	0.21	0.45	0.44	0.44	0.09	0.13	0.13	0.09	0.14	0.14
Volume/Cap:	0.03	1.09	1.09	1.09	0.42	0.42	0.93	0.96	0.96	0.45	0.18	1.09
Delay/Veh:	33.9	104	104.4	90.7	21.0	21.0	100.7	94.0	94.0	49.0	42.3	132.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.9	104	104.4	90.7	21.0	21.0	100.7	94.0	94.0	49.0	42.3	132.9
LOS by Move:	C-	F	F	F	C+	C+	F	F	F	D	D	F
HCM2kAvgQ:	0	21	21	40	7	7	9	12	12	3	1	14

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

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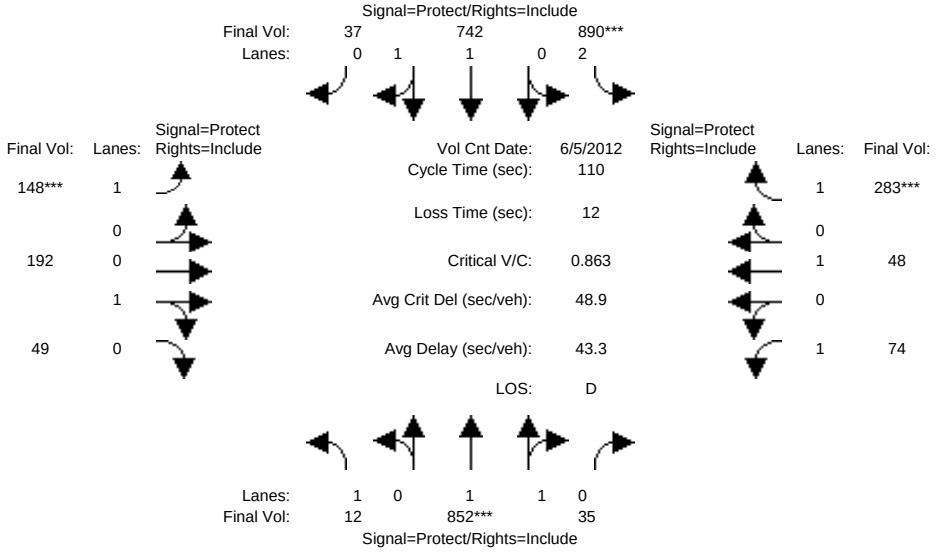
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #17: McCarthy Blvd and Alder Dr



Street Name:	McCarthy Blvd						Barber Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	12	828	35	870	664	37	148	192	49	74	48	263
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	828	35	870	664	37	148	192	49	74	48	263
Added Vol:	0	24	0	20	71	0	0	0	0	0	0	20
Pass-by Div:	0	0	0	0	7	0	0	0	0	0	0	0
Initial Fut:	12	852	35	890	742	37	148	192	49	74	48	283
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	852	35	890	742	37	148	192	49	74	48	283
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	852	35	890	742	37	148	192	49	74	48	283
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	852	35	890	742	37	148	192	49	74	48	283
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.83	0.97	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	1.92	0.08	2.00	1.90	0.10	1.00	0.80	0.20	1.00	1.00	1.00
Final Sat.:	1750	3554	146	3150	3524	176	1750	1434	366	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.24	0.24	0.28	0.21	0.21	0.08	0.13	0.13	0.04	0.03	0.16
Crit Moves:		****		****			****					****
Green/Cycle:	0.18	0.28	0.28	0.33	0.42	0.42	0.10	0.17	0.17	0.12	0.19	0.19
Volume/Cap:	0.04	0.86	0.86	0.86	0.50	0.50	0.86	0.79	0.79	0.37	0.13	0.86
Delay/Veh:	37.1	45.4	45.4	42.3	23.5	23.5	82.3	56.5	56.5	46.1	37.4	63.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.1	45.4	45.4	42.3	23.5	23.5	82.3	56.5	56.5	46.1	37.4	63.6
LOS by Move:	D+	D	D	D	C	C	F	E+	E+	D	D+	E
HCM2kAvgQ:	0	16	16	16	9	9	8	10	10	2	1	11

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

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Pacific Mall - Silicon Valley
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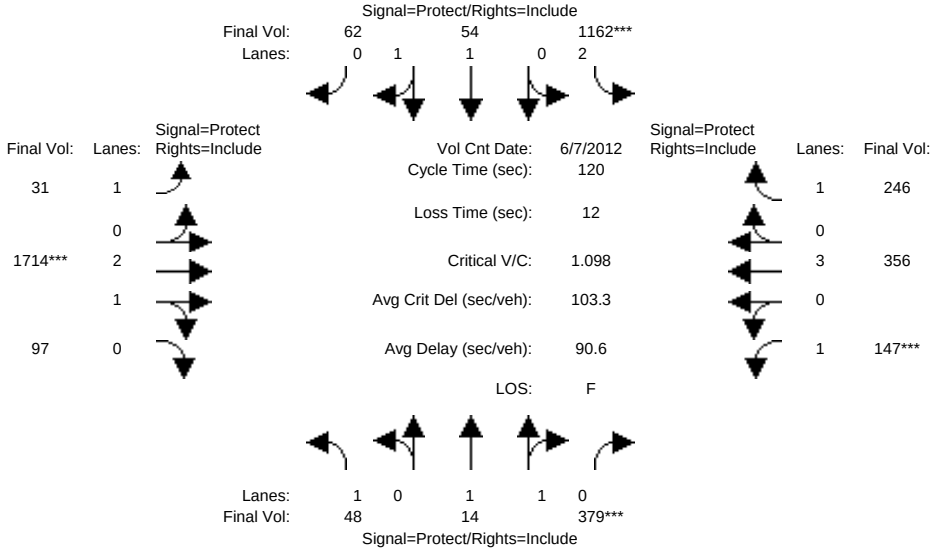
Background plus Project - PM Peak Hour

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

Intersection #19: Tasman Dr and Alder Dr



Street Name:	Alder Dr						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	48	14	379	1162	54	62	31	1714	97	147	356	246
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	14	379	1162	54	62	31	1714	97	147	356	246
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	14	379	1162	54	62	31	1714	97	147	356	246
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	14	379	1162	54	62	31	1714	97	147	356	246
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	14	379	1162	54	62	31	1714	97	147	356	246
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	14	379	1162	54	62	31	1714	97	147	356	246
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	2.83	0.17	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	1750	5370	304	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.22	0.37	0.03	0.04	0.02	0.32	0.32	0.08	0.06	0.14
Crit Moves:			****	****				****		****		
Green/Cycle:	0.22	0.20	0.20	0.34	0.31	0.31	0.11	0.29	0.29	0.08	0.26	0.26
Volume/Cap:	0.12	0.04	1.10	1.10	0.09	0.11	0.16	1.10	1.10	1.10	0.24	0.54
Delay/Veh:	37.7	39.0	124.9	98.5	29.1	29.4	49.1	96.8	96.8	162.1	35.2	39.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.7	39.0	124.9	98.5	29.1	29.4	49.1	96.8	96.8	162.1	35.2	39.6
LOS by Move:	D+	D+	F	F	C	C	D	F	F	F	D+	D
HCM2kAvgQ:	2	0	24	35	1	2	1	30	30	9	3	8

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

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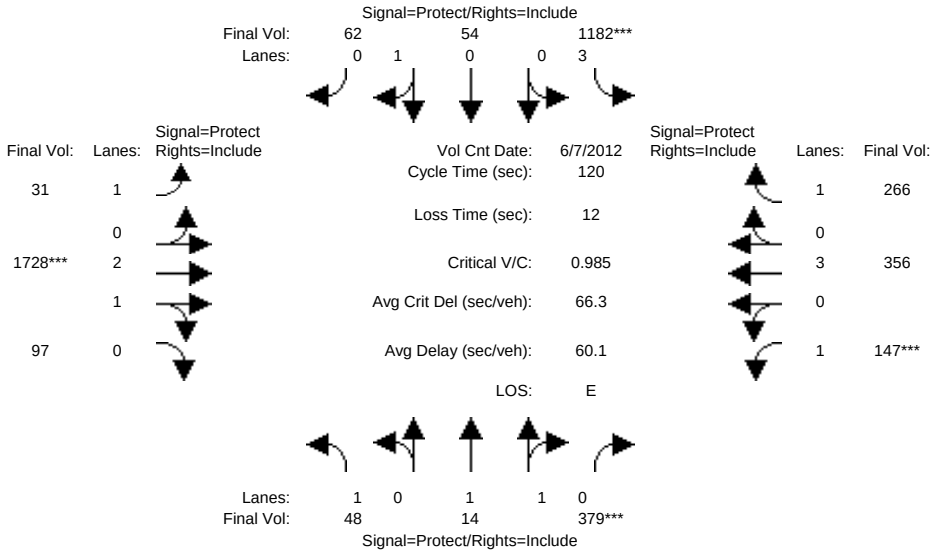
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #19: Tasman Dr and Alder Dr



Street Name:	Alder Dr						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	48	14	379	1162	54	62	31	1714	97	147	356	246
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	14	379	1162	54	62	31	1714	97	147	356	246
Added Vol:	0	0	0	20	0	0	0	12	0	0	0	20
Pass-by Div:	0	0	0	0	0	0	0	2	0	0	0	0
Initial Fut:	48	14	379	1182	54	62	31	1728	97	147	356	266
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	14	379	1182	54	62	31	1728	97	147	356	266
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	14	379	1182	54	62	31	1728	97	147	356	266
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	14	379	1182	54	62	31	1728	97	147	356	266
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.80	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	3.00	0.47	0.53	1.00	2.83	0.17	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	4551	838	962	1750	5302	298	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.22	0.26	0.06	0.06	0.02	0.33	0.33	0.08	0.06	0.15
Crit Moves:			****	****				****		****		
Green/Cycle:	0.20	0.22	0.22	0.26	0.28	0.28	0.12	0.33	0.33	0.09	0.30	0.30
Volume/Cap:	0.14	0.03	0.98	0.98	0.23	0.23	0.15	0.98	0.98	0.98	0.21	0.51
Delay/Veh:	39.7	36.8	87.4	66.2	33.1	33.1	48.1	57.2	57.2	123.6	31.3	35.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.7	36.8	87.4	66.2	33.1	33.1	48.1	57.2	57.2	123.6	31.3	35.4
LOS by Move:	D	D+	F	E	C-	C-	D	E+	E+	F	C	D+
HCM2kAvgQ:	2	0	20	21	3	3	1	25	25	7	3	9

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

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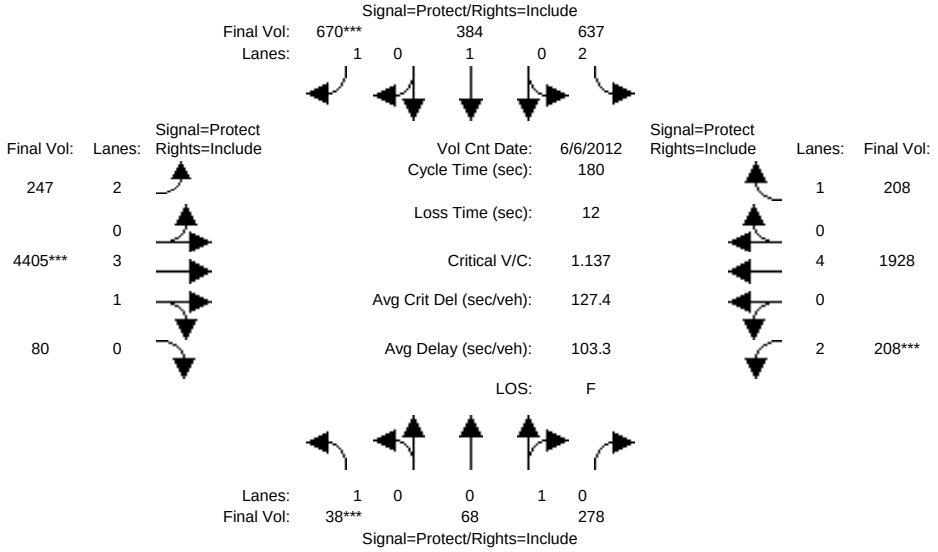
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

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

Intersection #28: McCarthy Blvd and Montague Expwy



Street Name:	McCarthy Blvd						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Jun 2012 << 7:50:00 AM												
Base Vol:	38	68	278	637	384	670	247	4405	80	208	1928	208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	68	278	637	384	670	247	4405	80	208	1928	208
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	68	278	637	384	670	247	4405	80	208	1928	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	68	278	637	384	670	247	4405	80	208	1928	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	68	278	637	384	670	247	4405	80	208	1928	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	68	278	637	384	670	247	4405	80	208	1928	208
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.18	0.82	2.00	1.00	1.00	2.00	3.92	0.08	2.00	4.00	1.00
Final Sat.:	1750	349	1428	3150	1900	1750	3150	7453	135	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.19	0.20	0.20	0.38	0.08	0.59	0.59	0.07	0.25	0.12
Crit Moves:	****					****		****		****		
Green/Cycle:	0.04	0.18	0.18	0.19	0.33	0.33	0.13	0.51	0.51	0.06	0.43	0.43
Volume/Cap:	0.56	1.08	1.08	1.08	0.61	1.16	0.59	1.16	1.16	1.16	0.59	0.28
Delay/Veh:	95.0	146	146.3	132.9	52.6	151.5	75.5	121	120.6	202.7	39.2	33.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.0	146	146.3	132.9	52.6	151.5	75.5	121	120.6	202.7	39.2	33.2
LOS by Move:	F	F	F	F	D-	F	E-	F	F	F	D	C-
HCM2kAvgQ:	3	27	27	24	16	50	7	76	76	11	20	8

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

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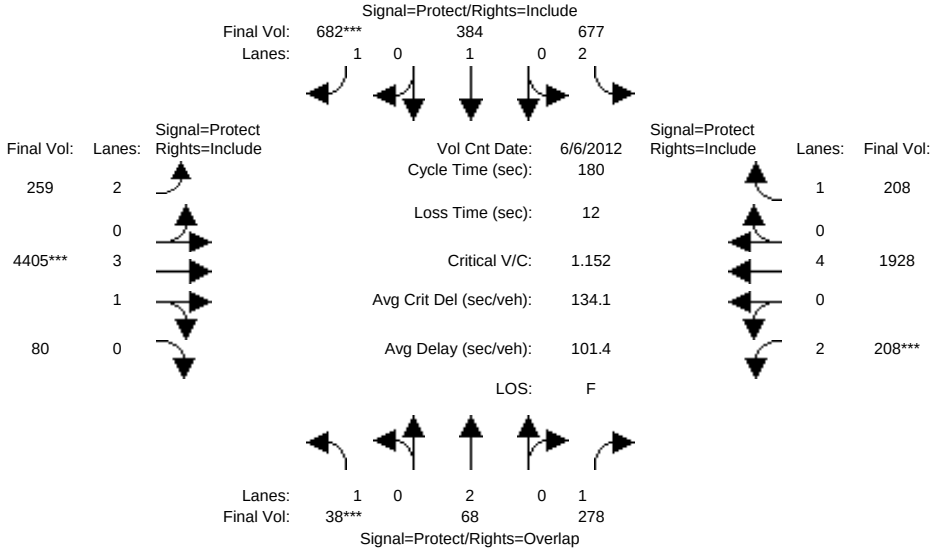
Pacific Mall - Silicon Valley
SJ12-1361
Background plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
B+P PM

Intersection #28: McCarthy Blvd and Montague Expwy



Street Name:	McCarthy Blvd						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Jun 2012 << 7:50:00 AM												
Base Vol:	38	68	278	637	384	670	247	4405	80	208	1928	208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	68	278	637	384	670	247	4405	80	208	1928	208
Added Vol:	0	0	0	35	0	12	12	0	0	0	0	0
Pass-by Div:	0	0	0	5	0	0	0	0	0	0	0	0
Initial Fut:	38	68	278	677	384	682	259	4405	80	208	1928	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	68	278	677	384	682	259	4405	80	208	1928	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	68	278	677	384	682	259	4405	80	208	1928	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	68	278	677	384	682	259	4405	80	208	1928	208
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	2.00	3.93	0.07	2.00	4.00	1.00
Final Sat.:	1750	3800	1750	3150	1900	1750	3150	7366	134	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.16	0.21	0.20	0.39	0.08	0.60	0.60	0.07	0.25	0.12
Crit Moves:	****					****		****		****		
Green/Cycle:	0.04	0.11	0.17	0.26	0.33	0.33	0.14	0.51	0.51	0.06	0.43	0.43
Volume/Cap:	0.56	0.16	0.95	0.83	0.61	1.18	0.60	1.18	1.18	1.18	0.60	0.28
Delay/Veh:	95.0	72.5	112.8	70.4	52.3	157.4	75.1	127	127.5	208.8	40.1	33.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.0	72.5	112.8	70.4	52.3	157.4	75.1	127	127.5	208.8	40.1	33.9
LOS by Move:	F	E	F	E	D-	F	E-	F	F	F	D	C-
HCM2kAvgQ:	3	2	20	20	16	51	7	79	79	12	20	8

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

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Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

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

Intersection		Cumulative AM LOS	Cumulative AM Avg Del (sec)	Cumulative AM Crit V/C	Cumulative AM Avg Crit Del (sec)	C+P AM LOS	C+P AM Avg Del (sec)	C+P AM Crit V/C	C+P AM Crit V/C Change	C+P AM Avg Crit Del (sec)	C+P AM Avg Crit Del Change
#1	McCarthy Blvd and Dixon Landing Rd	F	158.9	0.931	163.7	D	43.6	0.885	- 0.046	44.8	- 118.8
#7	Ranch Drive and Project Entrance	B	15.8	0.134	16.0	B	12.4	0.137	+ 0.003	15.3	- 0.7
#8	McCarthy Blvd and Ranch Dr (South)	D-	51.9	0.728	75.3	D-	51.8	0.756	+ 0.028	77.1	+ 1.9
#9	McCarthy Blvd and SR-237 WB Ramps	D+	36.3	1.030	69.1	C+	22.1	0.778	- 0.252	28.0	- 41.1
#16	McCarthy Blvd and Bellew Dr	C	26.2	0.707	28.7	C+	22.6	0.637	- 0.070	30.5	+ 1.7
#17	McCarthy Blvd and Alder Dr	D	47.8	0.804	53.6	D	49.0	0.816	+ 0.012	56.6	+ 2.9
#19	Tasman Dr and Alder Dr	B-	18.8	0.765	30.0	B	18.0	0.757	- 0.009	28.2	- 1.9
#28	McCarthy Blvd and Montague Expwy	D	49.6	1.003	58.3	D	45.2	0.981	- 0.022	53.1	- 5.2

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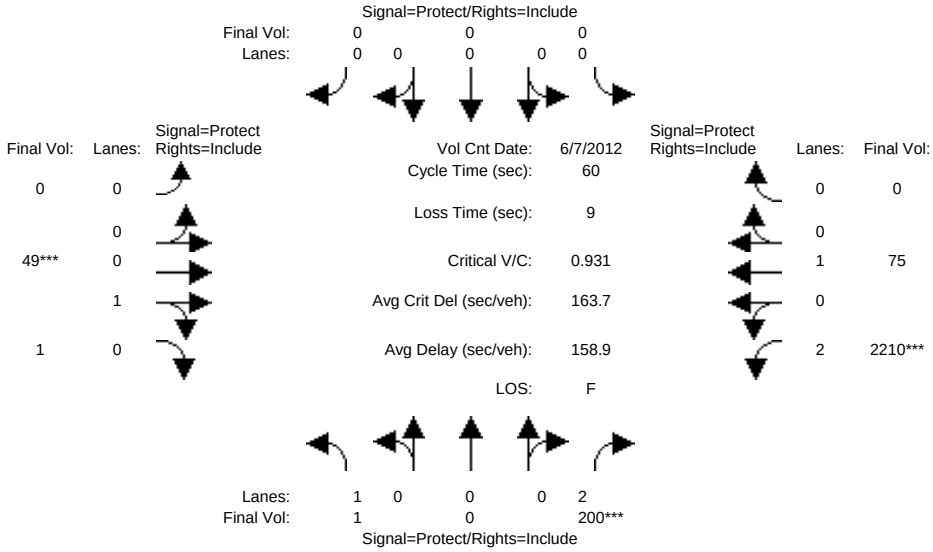
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

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

Intersection #1: McCarthy Blvd and Dixon Landing Rd



Street Name:	McCarthy Blvd						Dixon Landing Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	1	0	200	0	0	0	0	49	1	2210	75	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	200	0	0	0	0	49	1	2210	75	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	200	0	0	0	0	49	1	2210	75	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	0	200	0	0	0	0	49	1	2210	75	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	200	0	0	0	0	49	1	2210	75	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	0	200	0	0	0	0	49	1	2210	75	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	0.98	0.02	2.00	1.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	1859	38	3150	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.06	0.00	0.00	0.00	0.00	0.03	0.03	0.70	0.04	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.17	0.00	0.17	0.00	0.00	0.00	0.00	0.17	0.17	0.52	0.68	0.00
Volume/Cap:	0.00	0.00	0.38	0.00	0.00	0.00	0.00	0.16	0.16	1.36	0.06	0.00
Delay/Veh:	20.8	0.0	22.7	0.0	0.0	0.0	0.0	21.6	21.6	179.7	3.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.8	0.0	22.7	0.0	0.0	0.0	0.0	21.6	21.6	179.7	3.2	0.0
LOS by Move:	C+	A	C+	A	A	A	A	C+	C+	F	A	A
HCM2kAvgQ:	0	0	2	0	0	0	0	1	1	66	0	0

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

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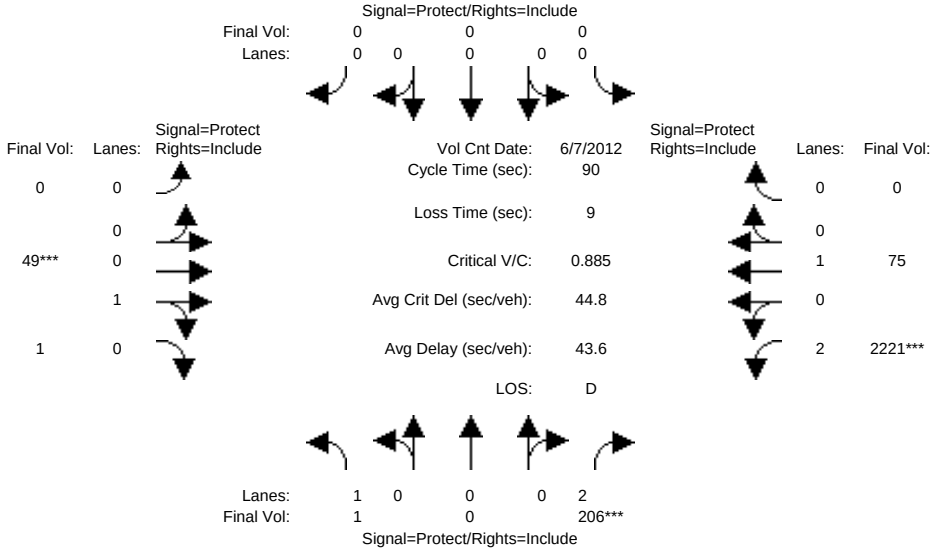
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #1: McCarthy Blvd and Dixon Landing Rd



Street Name:	McCarthy Blvd						Dixon Landing Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	1	0	200	0	0	0	0	49	1	2210	75	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	200	0	0	0	0	49	1	2210	75	0
Added Vol:	0	0	6	0	0	0	0	0	0	11	0	0
Pass-by Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	206	0	0	0	0	49	1	2221	75	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	0	206	0	0	0	0	49	1	2221	75	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	206	0	0	0	0	49	1	2221	75	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	0	206	0	0	0	0	49	1	2221	75	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	0.98	0.02	2.00	1.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	1859	38	3150	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.07	0.00	0.00	0.00	0.00	0.03	0.03	0.71	0.04	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.11	0.00	0.11	0.00	0.00	0.00	0.00	0.11	0.11	0.68	0.79	0.00
Volume/Cap:	0.01	0.00	0.59	0.00	0.00	0.00	0.00	0.24	0.24	1.04	0.05	0.00
Delay/Veh:	35.6	0.0	40.7	0.0	0.0	0.0	0.0	37.1	37.1	45.4	2.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.6	0.0	40.7	0.0	0.0	0.0	0.0	37.1	37.1	45.4	2.1	0.0
LOS by Move:	D+	A	D	A	A	A	A	D+	D+	D	A	A
HCM2kAvgQ:	0	0	3	0	0	0	0	1	1	41	0	0

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

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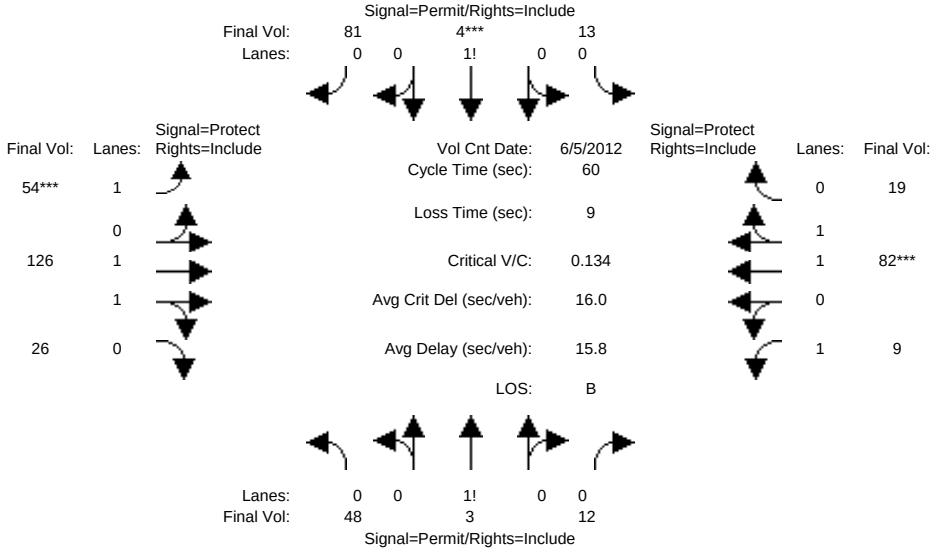
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

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

Intersection #7: Ranch Drive and Project Entrance



Street Name:	Project Entrance						Ranch Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	48	3	12	13	4	81	54	126	26	9	82	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	3	12	13	4	81	54	126	26	9	82	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	3	12	13	4	81	54	126	26	9	82	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	3	12	13	4	81	54	126	26	9	82	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	3	12	13	4	81	54	126	26	9	82	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	3	12	13	4	81	54	126	26	9	82	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.77	0.04	0.19	0.13	0.04	0.83	1.00	1.63	0.37	1.00	1.60	0.40
Final Sat.:	1338	84	335	233	72	1451	1750	3104	641	1750	3036	704
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.06	0.06	0.06	0.03	0.04	0.04	0.01	0.03	0.03
Crit Moves:					****		****				****	
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.23	0.25	0.25	0.18	0.20	0.20
Volume/Cap:	0.09	0.09	0.09	0.13	0.13	0.13	0.13	0.16	0.16	0.03	0.13	0.13
Delay/Veh:	10.6	10.6	10.6	10.9	10.9	10.9	18.5	17.5	17.5	20.4	19.7	19.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.6	10.6	10.6	10.9	10.9	10.9	18.5	17.5	17.5	20.4	19.7	19.7
LOS by Move:	B+	B+	B+	B+	B+	B+	B-	B	B	C+	B-	B-
HCM2kAvgQ:	1	1	1	1	1	1	1	1	1	0	1	1

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

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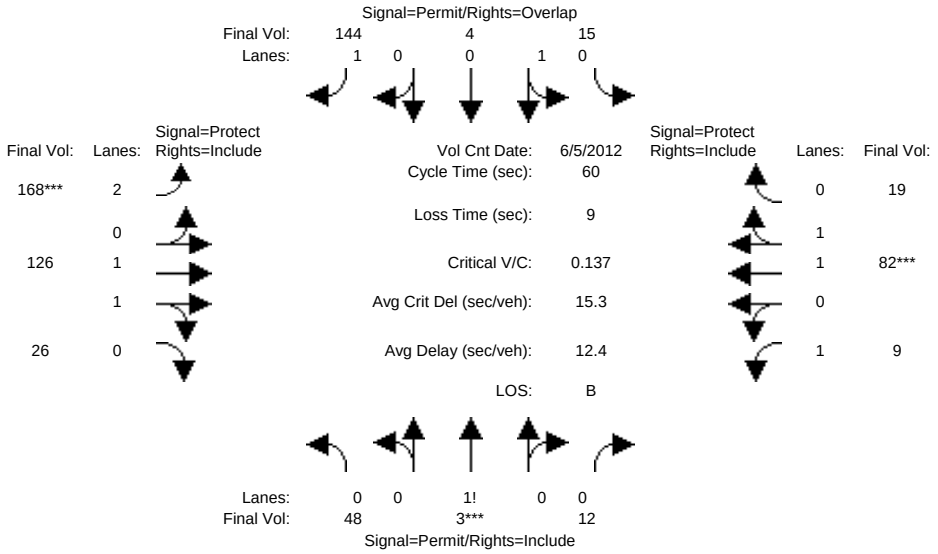
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #7: Ranch Drive and Project Entrance



Street Name:	Project Entrance						Ranch Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	48	3	12	13	4	81	54	126	26	9	82	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	3	12	13	4	81	54	126	26	9	82	19
Added Vol:	0	0	0	0	0	59	109	0	0	0	0	0
Pass-by Div:	0	0	0	2	0	4	5	0	0	0	0	0
Initial Fut:	48	3	12	15	4	144	168	126	26	9	82	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	3	12	15	4	144	168	126	26	9	82	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	3	12	15	4	144	168	126	26	9	82	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	3	12	15	4	144	168	126	26	9	82	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.77	0.04	0.19	0.80	0.20	1.00	2.00	1.63	0.37	1.00	1.60	0.40
Final Sat.:	1338	84	335	1405	375	1750	3150	3104	641	1750	3036	704
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.01	0.01	0.08	0.05	0.04	0.04	0.01	0.03	0.03
Crit Moves:		****					****				****	
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.65	0.39	0.35	0.35	0.24	0.20	0.20
Volume/Cap:	0.14	0.14	0.14	0.04	0.04	0.13	0.14	0.12	0.12	0.02	0.14	0.14
Delay/Veh:	17.1	17.1	17.1	16.5	16.5	4.0	11.8	13.4	13.4	17.3	19.9	19.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.1	17.1	17.1	16.5	16.5	4.0	11.8	13.4	13.4	17.3	19.9	19.9
LOS by Move:	B	B	B	B	B	A	B+	B	B	B	B-	B-
HCM2kAvgQ:	1	1	1	0	0	1	1	1	1	0	1	1

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

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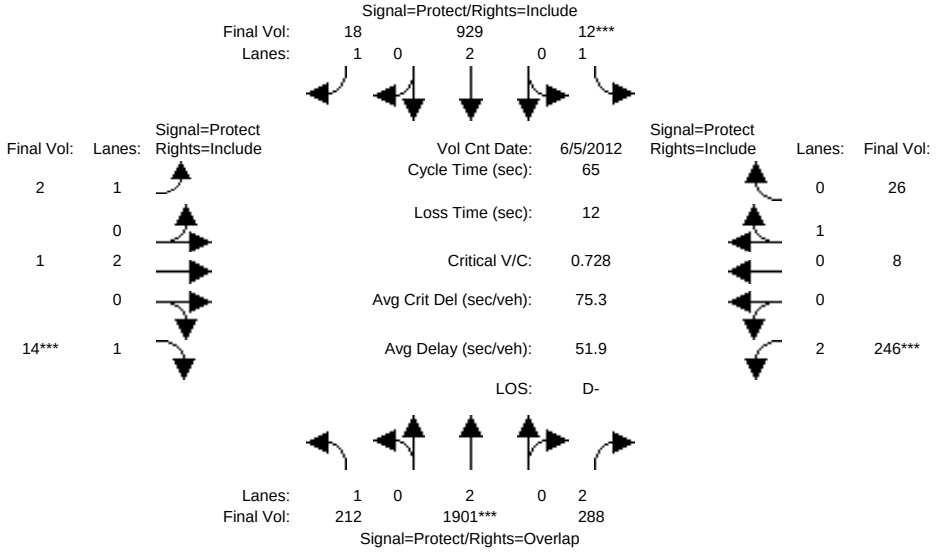
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

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

Intersection #8: McCarthy Blvd and Ranch Dr (South)

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Street Name:          McCarthy Blvd                    Ranch Dr (South)
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM
Base Vol:     212 1901   288    12  929    18     2    1    14   246    8    26
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  212 1901   288    12  929    18     2    1    14   246    8    26
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  212 1901   288    12  929    18     2    1    14   246    8    26
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   212 1901   288    12  929    18     2    1    14   246    8    26
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  212 1901   288    12  929    18     2    1    14   246    8    26
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  212 1901   288    12  929    18     2    1    14   246    8    26
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.83  0.92 1.00  0.92  0.92 1.00  0.92  0.83 1.00  0.92
Lanes:       1.00 2.00  2.00  1.00 2.00  1.00  1.00 2.00  1.00  2.00 0.22  0.78
Final Sat.:  1750 3800  3150  1750 3800  1750  1750 3800  1750  3150  420  1364
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.50  0.09  0.01 0.24  0.01  0.00 0.00  0.01  0.08 0.02  0.02
Crit Moves:        ****        ****                        ****  ****
Green/Cycle: 0.18 0.45  0.55  0.11 0.37  0.37  0.11 0.15  0.15  0.11 0.15  0.15
Volume/Cap:  0.66 1.12  0.17  0.06 0.66  0.03  0.01 0.00  0.05  0.73 0.12  0.12
Delay/Veh:   29.7 81.1   7.2  26.2 18.2  13.0  25.9 23.3  23.5  35.7 23.9  23.9
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  29.7 81.1   7.2  26.2 18.2  13.0  25.9 23.3  23.5  35.7 23.9  23.9
LOS by Move:    C    F     A     C   B-     B     C    C     C    D+    C     C
HCM2kAvgQ:      4   33     2     0    9     0     0    0     0     3    1     1
Note: Queue reported is the number of cars per lane.
```
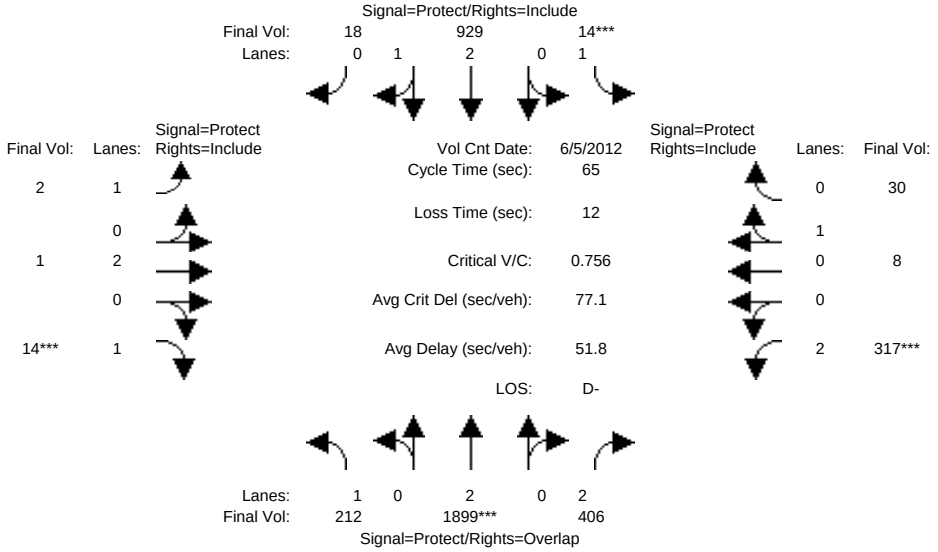

Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #8: McCarthy Blvd and Ranch Dr (South)

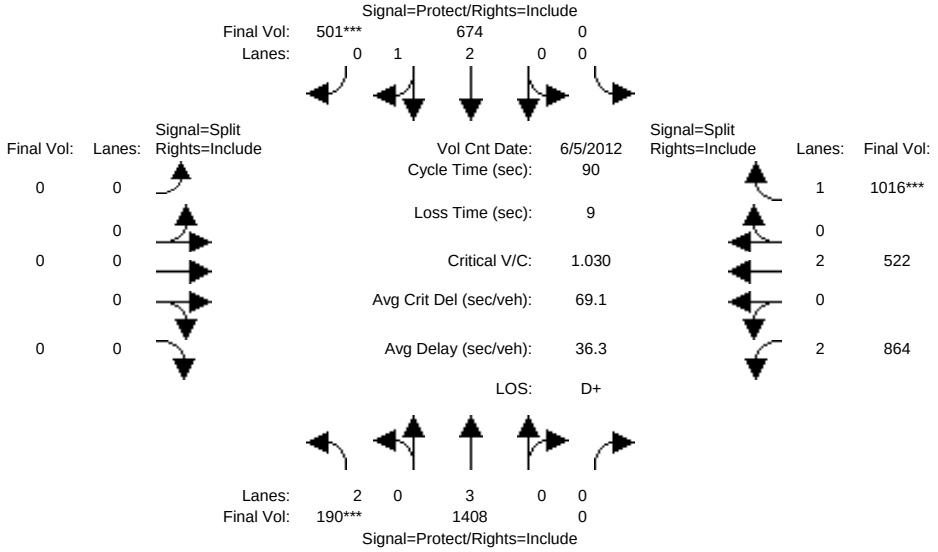



```
Street Name:          McCarthy Blvd                    Ranch Dr (South)
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM
Base Vol:     212 1901   288    12  929    18     2    1    14   246    8    26
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  212 1901   288    12  929    18     2    1    14   246    8    26
Added Vol:      0    0   113     2    0     0     0    0     0    69    0     2
Pass-by Div:    0   -2     5     0    0     0     0    0     0     2    0     2
Initial Fut:  212 1899   406    14  929    18     2    1    14   317    8    30
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   212 1899   406    14  929    18     2    1    14   317    8    30
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  212 1899   406    14  929    18     2    1    14   317    8    30
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  212 1899   406    14  929    18     2    1    14   317    8    30
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.83  0.92 1.00  0.92  0.92 1.00  0.92  0.83 1.00  0.92
Lanes:       1.00 2.00  2.00  1.00 2.94  0.06  1.00 2.00  1.00  2.00 0.20  0.80
Final Sat.:  1750 3800  3150  1750 5583   108  1750 3800  1750  3150  375  1405
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.50  0.13  0.01 0.17  0.17  0.00 0.00  0.01  0.10 0.02  0.02
Crit Moves:        ****        ****                        ****  ****
Green/Cycle: 0.23 0.45  0.55  0.11 0.32  0.32  0.11 0.15  0.15  0.11 0.15  0.15
Volume/Cap:  0.52 1.12  0.23  0.07 0.52  0.52  0.01 0.00  0.05  0.93 0.14  0.14
Delay/Veh:   22.9 80.6   7.5  26.3 18.3  18.3  25.9 23.3  23.5  61.1 24.0  24.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  22.9 80.6   7.5  26.3 18.3  18.3  25.9 23.3  23.5  61.1 24.0  24.0
LOS by Move:   C+    F     A     C   B-    B-     C    C     C     E    C     C
HCM2kAvgQ:      4   33     2     0    6     6     0    0     0     5    1     1
Note: Queue reported is the number of cars per lane.
```

Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

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

Intersection #9: McCarthy Blvd and SR-237 WB Ramps




```
Street Name:          McCarthy Blvd                    SR-237 WB Ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     0    0     0    10   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM
Base Vol:     190 1408     0     0  674   501     0    0     0   864  522  1016
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  190 1408     0     0  674   501     0    0     0   864  522  1016
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Pass-by/Div:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  190 1408     0     0  674   501     0    0     0   864  522  1016
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   190 1408     0     0  674   501     0    0     0   864  522  1016
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  190 1408     0     0  674   501     0    0     0   864  522  1016
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  190 1408     0     0  674   501     0    0     0   864  522  1016
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.83 1.00  0.92
Lanes:       2.00 3.00  0.00  0.00 2.00  1.00  0.00 0.00  0.00  2.00 2.00  1.00
Final Sat.:  3150 5700     0     0 3800  1750     0    0     0  3150 3800  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.25  0.00  0.00 0.18  0.29  0.00 0.00  0.00  0.27 0.14  0.58
Crit Moves:  ****                         ****                              ****
Green/Cycle: 0.08 0.35  0.00  0.00 0.27  0.27  0.00 0.00  0.00  0.55 0.55  0.55
Volume/Cap:  0.78 0.71  0.00  0.00 0.65  1.05  0.00 0.00  0.00  0.50 0.25  1.05
Delay/Veh:   55.1 26.5   0.0   0.0 29.9  75.3   0.0  0.0   0.0  12.7 10.6  64.6
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  55.1 26.5   0.0   0.0 29.9  75.3   0.0  0.0   0.0  12.7 10.6  64.6
LOS by Move:   E+    C     A     A    C    E-     A    A     A     B   B+     E
HCM2kAvgQ:      3   11     0     0    8    20     0    0     0     8    4    39
Note: Queue reported is the number of cars per lane.
```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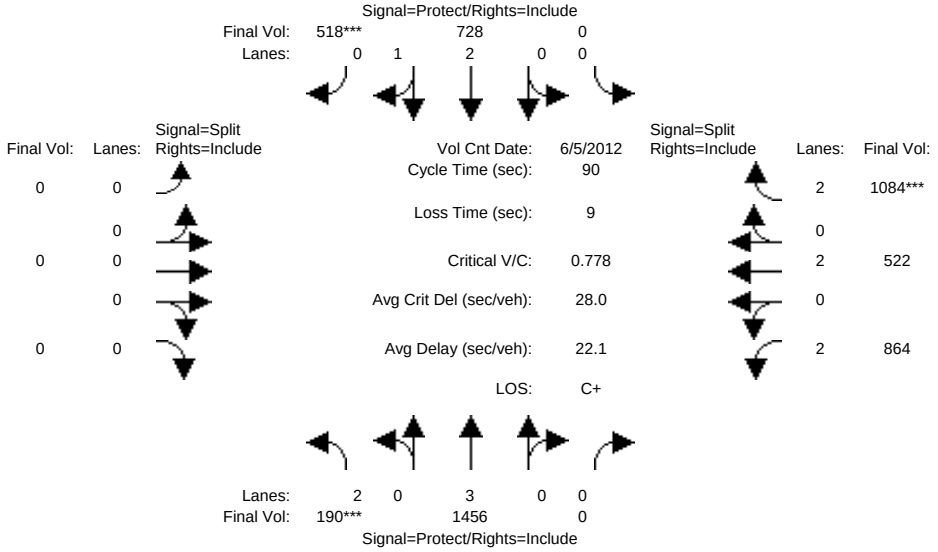
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #9: McCarthy Blvd and SR-237 WB Ramps



Street Name:	McCarthy Blvd						SR-237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	190	1408	0	0	674	501	0	0	0	864	522	1016
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	1408	0	0	674	501	0	0	0	864	522	1016
Added Vol:	0	47	0	0	53	16	0	0	0	0	0	66
Pass-by Div:	0	1	0	0	1	1	0	0	0	0	0	2
Initial Fut:	190	1456	0	0	728	518	0	0	0	864	522	1084
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	1456	0	0	728	518	0	0	0	864	522	1084
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	1456	0	0	728	518	0	0	0	864	522	1084
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	1456	0	0	728	518	0	0	0	864	522	1084
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	2.00	2.00
Final Sat.:	3150	5700	0	0	3800	1750	0	0	0	3150	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.06	0.26	0.00	0.00	0.19	0.30	0.00	0.00	0.00	0.27	0.14	0.34
Crit Moves:	****					****						****
Green/Cycle:	0.08	0.46	0.00	0.00	0.38	0.38	0.00	0.00	0.00	0.44	0.44	0.44
Volume/Cap:	0.78	0.56	0.00	0.00	0.50	0.78	0.00	0.00	0.00	0.62	0.31	0.78
Delay/Veh:	55.1	18.0	0.0	0.0	21.6	27.1	0.0	0.0	0.0	20.2	16.3	24.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.1	18.0	0.0	0.0	21.6	27.1	0.0	0.0	0.0	20.2	16.3	24.2
LOS by Move:	E+	B-	A	A	C+	C	A	A	A	C+	B	C
HCM2kAvgQ:	3	9	0	0	7	14	0	0	0	11	4	15

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

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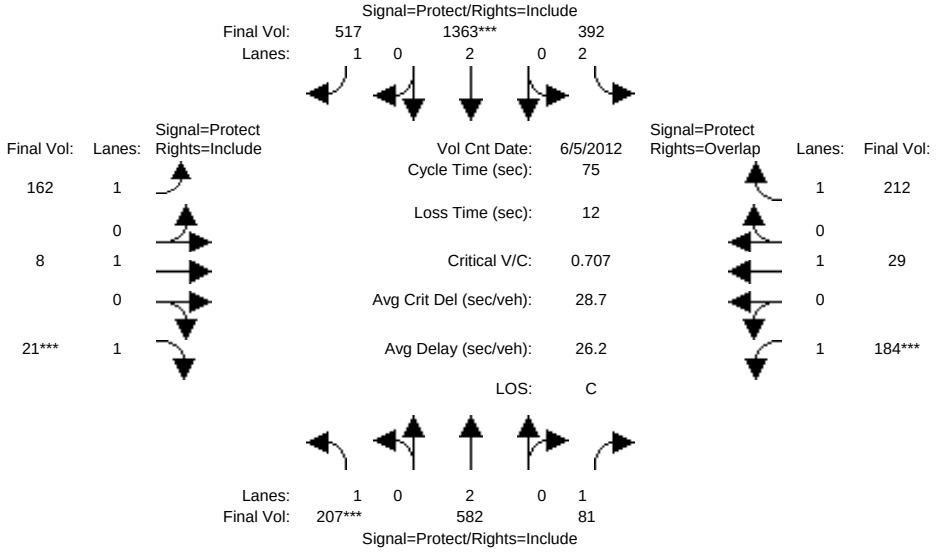
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

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

Intersection #16: McCarthy Blvd and Bellew Dr



Street Name:	McCarthy Blvd						Bellew Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	207	582	81	392	1363	517	162	8	21	184	29	212
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	207	582	81	392	1363	517	162	8	21	184	29	212
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	207	582	81	392	1363	517	162	8	21	184	29	212
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	207	582	81	392	1363	517	162	8	21	184	29	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	582	81	392	1363	517	162	8	21	184	29	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	207	582	81	392	1363	517	162	8	21	184	29	212
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.15	0.05	0.12	0.36	0.30	0.09	0.00	0.01	0.11	0.02	0.12
Crit Moves:	****				****				****	****		
Green/Cycle:	0.14	0.32	0.32	0.26	0.44	0.44	0.11	0.13	0.13	0.13	0.15	0.41
Volume/Cap:	0.82	0.48	0.14	0.48	0.82	0.68	0.86	0.03	0.09	0.82	0.10	0.29
Delay/Veh:	50.5	20.8	18.3	23.9	22.1	19.4	63.9	28.3	28.7	53.2	27.4	14.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.5	20.8	18.3	23.9	22.1	19.4	63.9	28.3	28.7	53.2	27.4	14.9
LOS by Move:	D	C+	B-	C	C+	B-	E	C	C	D-	C	B
HCM2kAvgQ:	5	5	1	4	14	10	7	0	1	7	1	4

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

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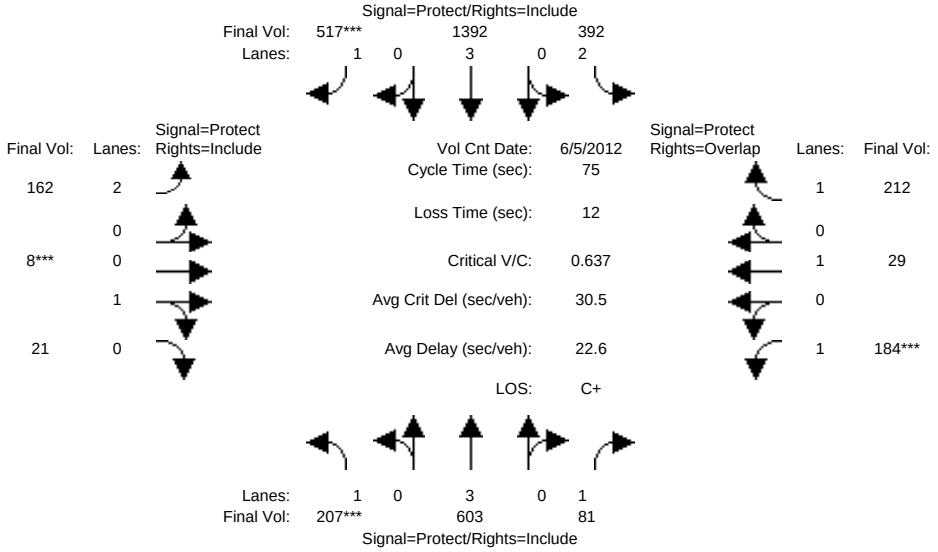
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #16: McCarthy Blvd and Bellew Dr



Street Name:	McCarthy Blvd						Bellew Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	207	582	81	392	1363	517	162	8	21	184	29	212
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	207	582	81	392	1363	517	162	8	21	184	29	212
Added Vol:	0	21	0	0	28	0	0	0	0	0	0	0
Pass-by Div:	0	0	0	0	1	0	0	0	0	0	0	0
Initial Fut:	207	603	81	392	1392	517	162	8	21	184	29	212
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	207	603	81	392	1392	517	162	8	21	184	29	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	603	81	392	1392	517	162	8	21	184	29	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	207	603	81	392	1392	517	162	8	21	184	29	212
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	0.26	0.74	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	494	1295	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.11	0.05	0.12	0.24	0.30	0.05	0.02	0.02	0.11	0.02	0.12
Crit Moves:	****					****		****		****		
Green/Cycle:	0.16	0.29	0.29	0.27	0.40	0.40	0.11	0.13	0.13	0.14	0.16	0.43
Volume/Cap:	0.73	0.36	0.16	0.46	0.61	0.73	0.45	0.12	0.12	0.73	0.09	0.28
Delay/Veh:	39.5	21.2	19.9	23.1	18.2	23.0	31.9	28.9	28.9	41.5	26.8	13.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.5	21.2	19.9	23.1	18.2	23.0	31.9	28.9	28.9	41.5	26.8	13.8
LOS by Move:	D	C+	B-	C	B-	C	C	C	C	D	C	B
HCM2kAvgQ:	5	4	1	4	8	11	3	1	1	6	1	3

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

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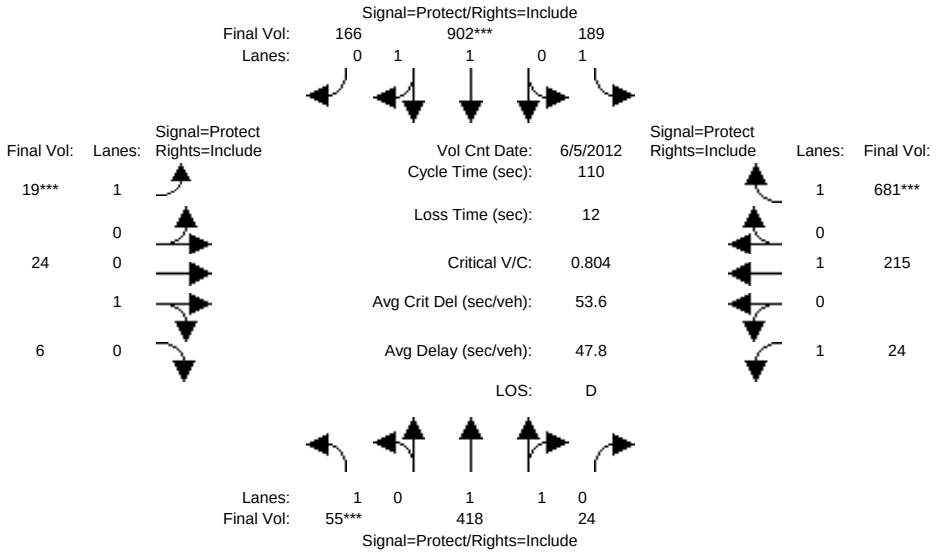
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

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

Intersection #17: McCarthy Blvd and Alder Dr



Street Name:	McCarthy Blvd						Barber Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	55	418	24	189	902	166	19	24	6	24	215	681
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	418	24	189	902	166	19	24	6	24	215	681
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	418	24	189	902	166	19	24	6	24	215	681
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	418	24	189	902	166	19	24	6	24	215	681
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	418	24	189	902	166	19	24	6	24	215	681
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	418	24	189	902	166	19	24	6	24	215	681
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.88	0.12	1.00	1.67	0.33	1.00	0.79	0.21	1.00	1.00	1.00
Final Sat.:	1750	3577	205	1750	3167	583	1750	1494	374	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.11	0.28	0.28	0.01	0.02	0.02	0.01	0.11	0.39
Crit Moves:	****				****		****					****
Green/Cycle:	0.09	0.20	0.20	0.19	0.30	0.30	0.09	0.25	0.25	0.25	0.41	0.41
Volume/Cap:	0.35	0.58	0.58	0.58	0.95	0.95	0.12	0.06	0.06	0.05	0.28	0.95
Delay/Veh:	48.2	40.6	40.6	43.2	54.0	54.0	46.3	31.5	31.5	31.4	21.8	53.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.2	40.6	40.6	43.2	54.0	54.0	46.3	31.5	31.5	31.4	21.8	53.6
LOS by Move:	D	D	D	D	D-	D-	D	C	C	C	C+	D-
HCM2kAvgQ:	2	7	7	6	19	19	1	1	1	1	5	27

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

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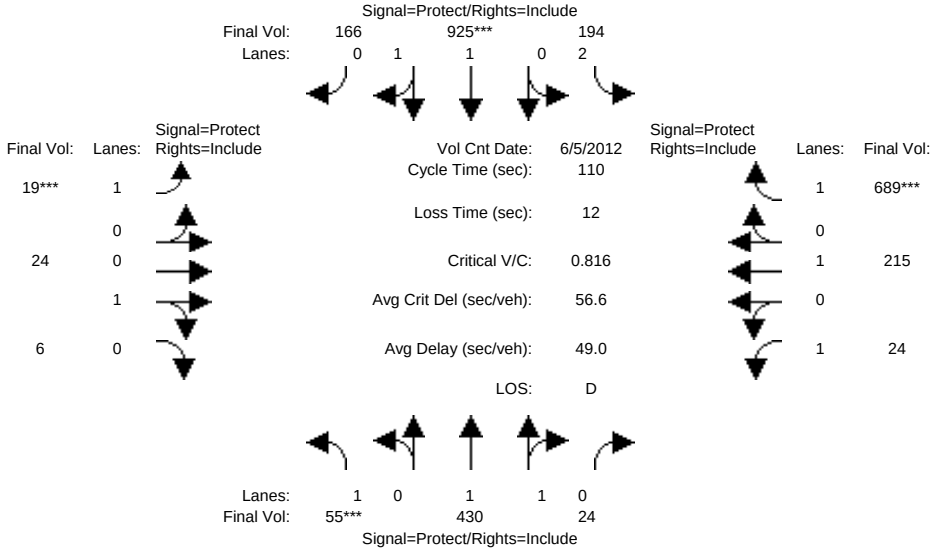
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #17: McCarthy Blvd and Alder Dr



Street Name:	McCarthy Blvd						Barber Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	55	418	24	189	902	166	19	24	6	24	215	681
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	418	24	189	902	166	19	24	6	24	215	681
Added Vol:	0	12	0	5	22	0	0	0	0	0	0	8
Pass-by Div:	0	0	0	0	1	0	0	0	0	0	0	0
Initial Fut:	55	430	24	194	925	166	19	24	6	24	215	689
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	430	24	194	925	166	19	24	6	24	215	689
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	430	24	194	925	166	19	24	6	24	215	689
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	430	24	194	925	166	19	24	6	24	215	689
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.89	0.11	2.00	1.67	0.33	1.00	0.79	0.21	1.00	1.00	1.00
Final Sat.:	1750	3583	200	3150	3180	571	1750	1494	374	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.06	0.29	0.29	0.01	0.02	0.02	0.01	0.11	0.39
Crit Moves:	****				****		****					****
Green/Cycle:	0.09	0.26	0.26	0.14	0.30	0.30	0.09	0.25	0.25	0.25	0.41	0.41
Volume/Cap:	0.35	0.47	0.47	0.45	0.97	0.97	0.12	0.06	0.06	0.05	0.28	0.97
Delay/Veh:	48.2	34.9	34.9	44.5	56.8	56.8	46.3	31.6	31.6	31.5	21.9	57.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.2	34.9	34.9	44.5	56.8	56.8	46.3	31.6	31.6	31.5	21.9	57.1
LOS by Move:	D	C-	C-	D	E+	E+	D	C	C	C	C+	E+
HCM2kAvgQ:	2	6	6	4	21	21	1	1	1	1	5	28

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

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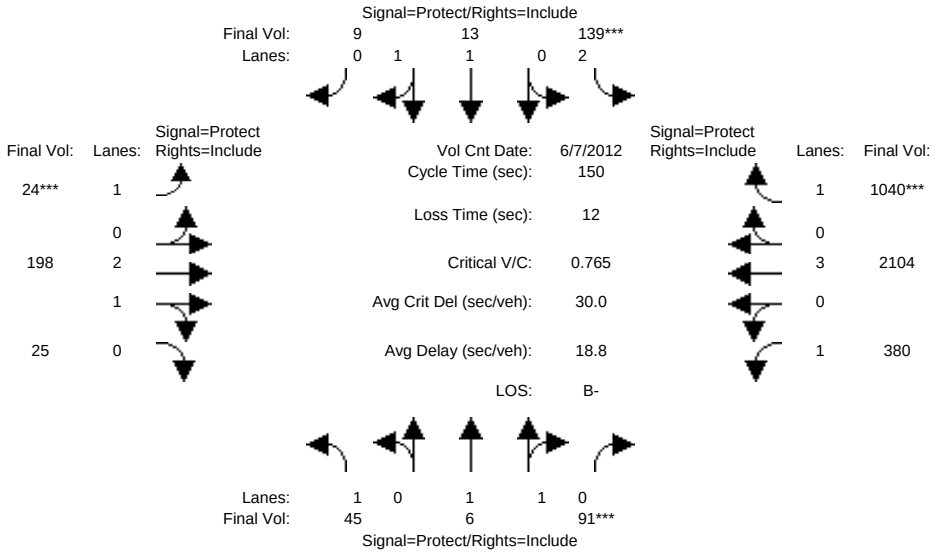
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

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

Intersection #19: Tasman Dr and Alder Dr



Street Name:	Alder Dr						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	45	6	91	139	13	9	24	198	25	380	2104	1040
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	6	91	139	13	9	24	198	25	380	2104	1040
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	6	91	139	13	9	24	198	25	380	2104	1040
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	6	91	139	13	9	24	198	25	380	2104	1040
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	6	91	139	13	9	24	198	25	380	2104	1040
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	6	91	139	13	9	24	198	25	380	2104	1040
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.14	0.86	1.00	2.64	0.36	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	2169	1502	1750	5013	633	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.05	0.04	0.01	0.01	0.01	0.04	0.04	0.22	0.37	0.59
Crit Moves:			****	****			****					****
Green/Cycle:	0.05	0.07	0.07	0.06	0.07	0.07	0.05	0.19	0.19	0.61	0.75	0.75
Volume/Cap:	0.51	0.05	0.78	0.79	0.08	0.08	0.29	0.21	0.21	0.36	0.49	0.79
Delay/Veh:	74.3	65.5	95.3	91.1	65.1	65.1	71.1	51.7	51.7	14.8	7.5	14.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.3	65.5	95.3	91.1	65.1	65.1	71.1	51.7	51.7	14.8	7.5	14.8
LOS by Move:	E	E	F	F	E	E	E	D-	D-	B	A	B
HCM2kAvgQ:	3	0	6	4	0	0	1	3	3	9	12	30

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

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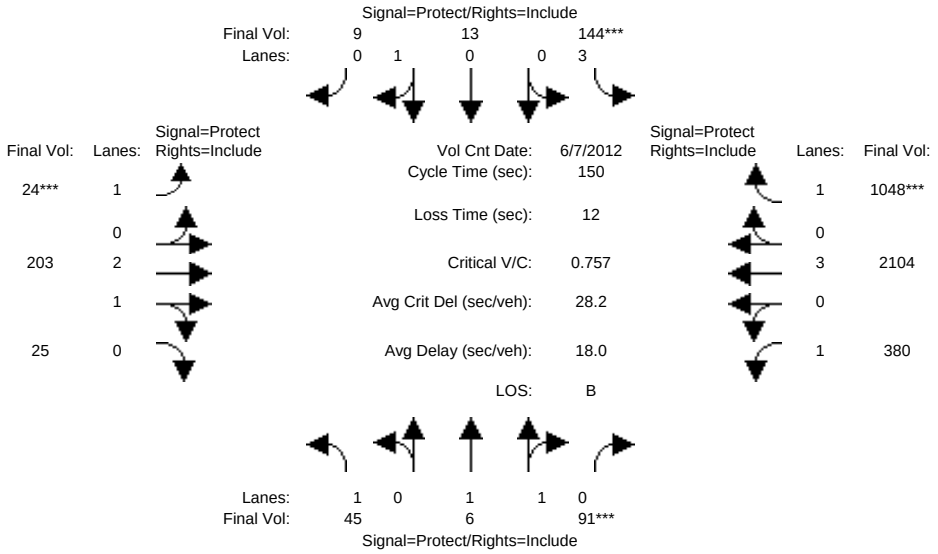
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #19: Tasman Dr and Alder Dr



Street Name:	Alder Dr						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	45	6	91	139	13	9	24	198	25	380	2104	1040
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	6	91	139	13	9	24	198	25	380	2104	1040
Added Vol:	0	0	0	5	0	0	0	4	0	0	0	8
Pass-by Div:	0	0	0	0	0	0	0	1	0	0	0	0
Initial Fut:	45	6	91	144	13	9	24	203	25	380	2104	1048
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	6	91	144	13	9	24	203	25	380	2104	1048
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	6	91	144	13	9	24	203	25	380	2104	1048
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	6	91	144	13	9	24	203	25	380	2104	1048
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.80	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	3.00	0.57	0.43	1.00	2.65	0.35	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	4551	1085	751	1750	5028	619	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.05	0.03	0.01	0.01	0.01	0.04	0.04	0.22	0.37	0.60
Crit Moves:			****	****			****					****
Green/Cycle:	0.05	0.07	0.07	0.05	0.07	0.07	0.05	0.19	0.19	0.62	0.76	0.76
Volume/Cap:	0.55	0.05	0.78	0.68	0.18	0.18	0.29	0.21	0.21	0.35	0.49	0.79
Delay/Veh:	77.8	65.5	95.3	78.9	66.8	66.8	71.1	51.4	51.4	14.2	6.9	14.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.8	65.5	95.3	78.9	66.8	66.8	71.1	51.4	51.4	14.2	6.9	14.0
LOS by Move:	E-	E	F	E-	E	E	E	D-	D-	B	A	B
HCM2kAvgQ:	3	0	6	3	1	1	1	3	3	9	11	30

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

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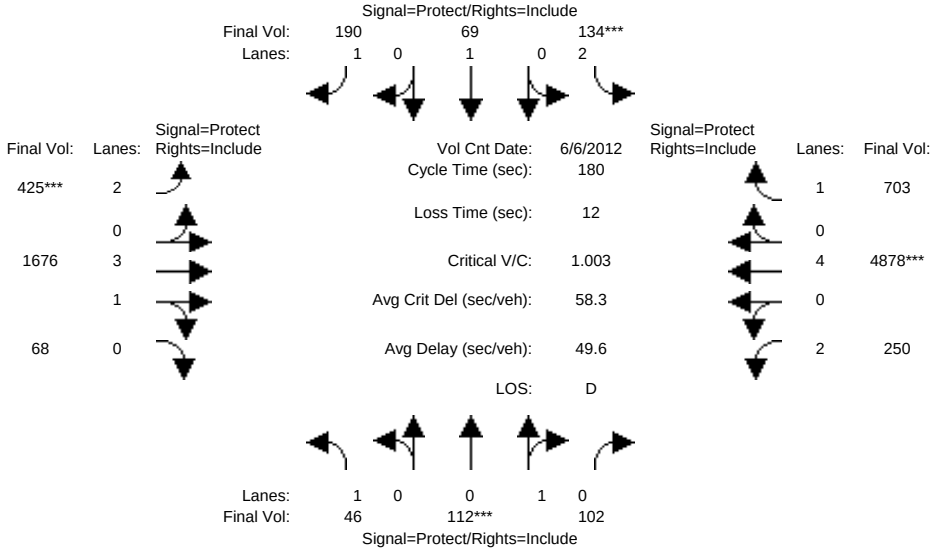
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

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

Intersection #28: McCarthy Blvd and Montague Expwy



Street Name:	McCarthy Blvd						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Jun 2012 << 7:50:00 AM												
Base Vol:	46	112	102	134	69	190	425	1676	68	250	4878	703
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	112	102	134	69	190	425	1676	68	250	4878	703
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by/Div:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	112	102	134	69	190	425	1676	68	250	4878	703
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	112	102	134	69	190	425	1676	68	250	4878	703
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	112	102	134	69	190	425	1676	68	250	4878	703
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	112	102	134	69	190	425	1676	68	250	4878	703
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.50	0.50	2.00	1.00	1.00	2.00	3.83	0.17	2.00	4.00	1.00
Final Sat.:	1750	955	870	3150	1900	1750	3150	7279	295	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.04	0.04	0.11	0.13	0.23	0.23	0.08	0.64	0.40
Crit Moves:		****		****			****				****	
Green/Cycle:	0.04	0.12	0.12	0.04	0.12	0.12	0.13	0.58	0.58	0.20	0.64	0.64
Volume/Cap:	0.63	1.00	1.00	1.00	0.31	0.93	1.00	0.40	0.40	0.40	1.00	0.63
Delay/Veh:	100.6	142	142.0	165.0	73.6	121.2	122.5	21.1	21.1	63.2	46.2	20.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	100.6	142	142.0	165.0	73.6	121.2	122.5	21.1	21.1	63.2	46.2	20.7
LOS by Move:	F	F	F	F	E	F	F	C+	C+	E	D	C+
HCM2kAvgQ:	4	16	16	6	3	13	16	13	13	7	74	25

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

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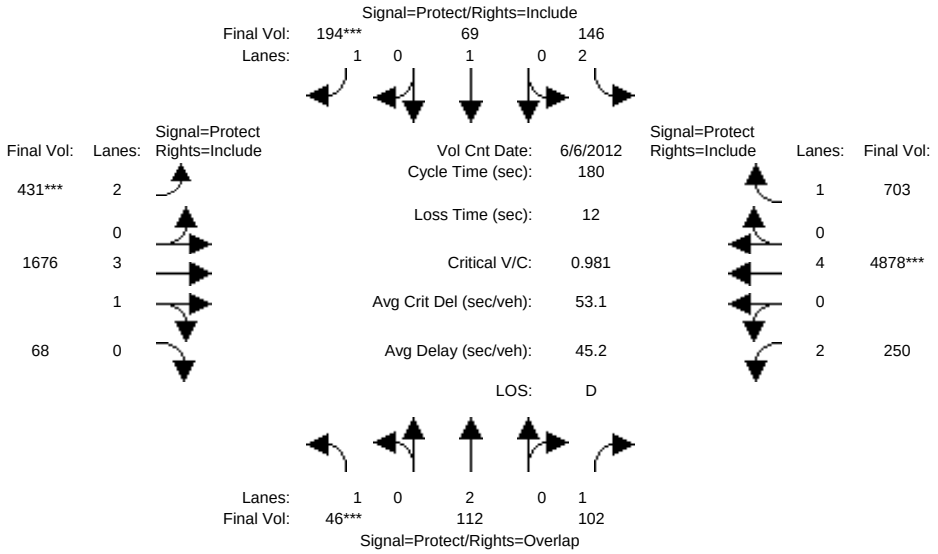
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P AM

Intersection #28: McCarthy Blvd and Montague Expwy



Street Name:	McCarthy Blvd						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Jun 2012 << 7:50:00 AM												
Base Vol:	46	112	102	134	69	190	425	1676	68	250	4878	703
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	112	102	134	69	190	425	1676	68	250	4878	703
Added Vol:	0	0	0	11	0	4	6	0	0	0	0	0
Pass-by Div:	0	0	0	1	0	0	0	0	0	0	0	0
Initial Fut:	46	112	102	146	69	194	431	1676	68	250	4878	703
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	112	102	146	69	194	431	1676	68	250	4878	703
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	112	102	146	69	194	431	1676	68	250	4878	703
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	112	102	146	69	194	431	1676	68	250	4878	703
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	2.00	3.83	0.17	2.00	4.00	1.00
Final Sat.:	1750	3800	1750	3150	1900	1750	3150	7279	295	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.06	0.05	0.04	0.11	0.14	0.23	0.23	0.08	0.64	0.40
Crit Moves:	****					****	****				****	
Green/Cycle:	0.04	0.08	0.28	0.07	0.11	0.11	0.14	0.58	0.58	0.20	0.65	0.65
Volume/Cap:	0.68	0.36	0.21	0.68	0.33	0.99	0.99	0.40	0.40	0.40	0.99	0.62
Delay/Veh:	109.2	78.9	49.4	90.3	74.6	142.7	119.3	20.5	20.5	62.9	43.2	20.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	109.2	78.9	49.4	90.3	74.6	142.7	119.3	20.5	20.5	62.9	43.2	20.0
LOS by Move:	F	E-	D	F	E	F	F	C+	C+	E	D	C+
HCM2kAvgQ:	4	3	4	5	3	14	16	12	12	7	72	24

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

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Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

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

Intersection		Cumulative PM LOS	Cumulative PM Avg Del (sec)	Cumulative PM Crit V/C	Cumulative PM Avg Crit Del (sec)	C+P PM LOS	C+P PM Avg Del (sec)	C+P PM Crit V/C	C+P PM Crit V/C Change	C+P PM Avg Crit Del (sec)	C+P PM Avg Crit Del Change
#1	McCarthy Blvd and Dixon Landing Rd	F	152.7	1.042	153.6	D-	53.8	0.982	- 0.060	54.0	- 99.6
#7	Ranch Drive and Project Entrance	B+	11.9	0.296	10.7	B	12.6	0.353	+ 0.057	14.5	+ 3.9
#8	McCarthy Blvd and Ranch Dr (South)	F	83.2	1.100	126.3	E	65.8	1.015	- 0.085	90.0	- 36.2
#9	McCarthy Blvd and SR-237 WB Ramps	E-	78.2	1.336	175.2	E	71.7	1.295	- 0.040	164.8	- 10.5
#16	McCarthy Blvd and Bellew Dr	F	86.6	1.114	108.2	D	40.6	0.875	- 0.239	45.3	- 62.9
#17	McCarthy Blvd and Alder Dr	F	84.2	1.093	108.0	D	43.5	0.873	- 0.220	49.9	- 58.1
#19	Tasman Dr and Alder Dr	F	92.6	1.105	105.8	E	61.0	0.990	- 0.116	67.5	- 38.4
#28	McCarthy Blvd and Montague Expwy	F	113.1	1.177	146.2	F	112.6	1.191	+ 0.015	153.0	+ 6.8

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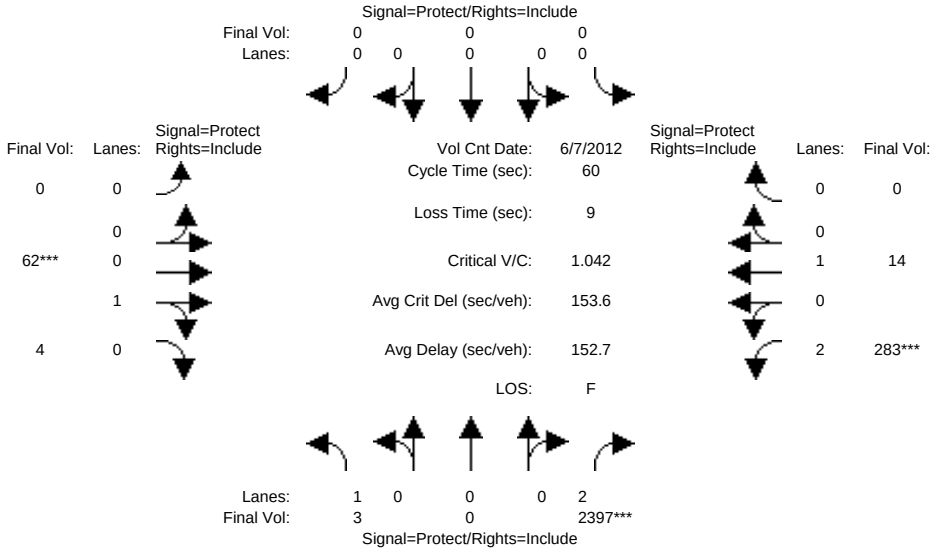
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

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

Intersection #1: McCarthy Blvd and Dixon Landing Rd



Street Name:	McCarthy Blvd						Dixon Landing Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	3	0	2397	0	0	0	0	62	4	283	14	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	0	2397	0	0	0	0	62	4	283	14	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	0	2397	0	0	0	0	62	4	283	14	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	0	2397	0	0	0	0	62	4	283	14	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	2397	0	0	0	0	62	4	283	14	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	0	2397	0	0	0	0	62	4	283	14	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	0.93	0.07	2.00	1.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	1776	115	3150	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.76	0.00	0.00	0.00	0.00	0.03	0.03	0.09	0.01	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.57	0.00	0.57	0.00	0.00	0.00	0.00	0.17	0.17	0.12	0.28	0.00
Volume/Cap:	0.00	0.00	1.34	0.00	0.00	0.00	0.00	0.21	0.21	0.77	0.03	0.00
Delay/Veh:	5.6	0.0	171.1	0.0	0.0	0.0	0.0	21.9	21.9	35.3	15.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.6	0.0	171.1	0.0	0.0	0.0	0.0	21.9	21.9	35.3	15.5	0.0
LOS by Move:	A	A	F	A	A	A	A	C+	C+	D+	B	A
HCM2kAvgQ:	0	0	72	0	0	0	0	1	1	3	0	0

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

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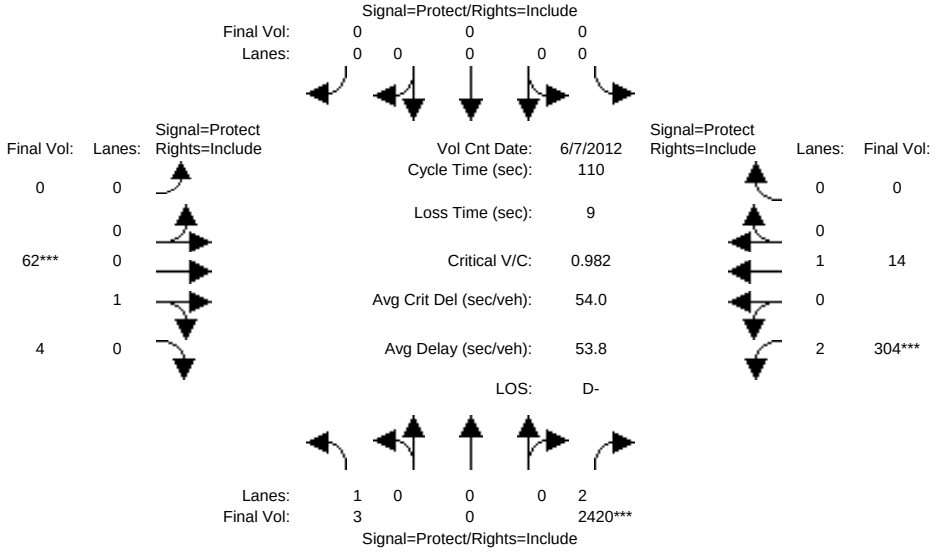
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #1: McCarthy Blvd and Dixon Landing Rd



Street Name:	McCarthy Blvd						Dixon Landing Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	3	0	2397	0	0	0	0	62	4	283	14	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	0	2397	0	0	0	0	62	4	283	14	0
Added Vol:	0	0	18	0	0	0	0	0	0	18	0	0
Pass-by Div:	0	0	5	0	0	0	0	0	0	3	0	0
Initial Fut:	3	0	2420	0	0	0	0	62	4	304	14	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	0	2420	0	0	0	0	62	4	304	14	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	2420	0	0	0	0	62	4	304	14	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	0	2420	0	0	0	0	62	4	304	14	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	0.94	0.06	2.00	1.00	0.00
Final Sat.:	1750	0	3150	0	0	0	0	1691	109	3150	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.77	0.00	0.00	0.00	0.00	0.04	0.04	0.10	0.01	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.73	0.00	0.73	0.00	0.00	0.00	0.00	0.09	0.09	0.09	0.18	0.00
Volume/Cap:	0.00	0.00	1.05	0.00	0.00	0.00	0.00	0.40	0.40	1.05	0.04	0.00
Delay/Veh:	3.9	0.0	46.4	0.0	0.0	0.0	0.0	48.8	48.8	115.0	37.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.9	0.0	46.4	0.0	0.0	0.0	0.0	48.8	48.8	115.0	37.0	0.0
LOS by Move:	A	A	D	A	A	A	A	D	D	F	D+	A
HCM2kAvgQ:	0	0	60	0	0	0	0	3	3	9	0	0

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

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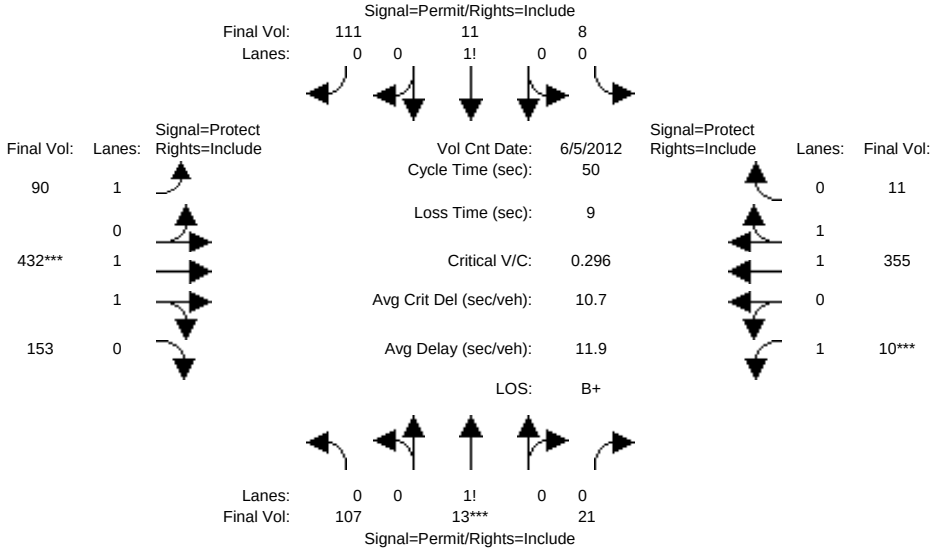
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

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

Intersection #7: Ranch Drive and Project Entrance



Street Name:	Project Entrance						Ranch Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	107	13	21	8	11	111	90	432	153	10	355	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	13	21	8	11	111	90	432	153	10	355	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	13	21	8	11	111	90	432	153	10	355	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	13	21	8	11	111	90	432	153	10	355	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	13	21	8	11	111	90	432	153	10	355	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	13	21	8	11	111	90	432	153	10	355	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.76	0.09	0.15	0.06	0.08	0.86	1.00	1.44	0.56	1.00	1.93	0.07
Final Sat.:	1338	163	263	108	149	1504	1750	2745	972	1750	3676	114
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.07	0.07	0.07	0.05	0.16	0.16	0.01	0.10	0.10
Crit Moves:		****						****		****		
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.24	0.45	0.45	0.14	0.35	0.35
Volume/Cap:	0.35	0.35	0.35	0.32	0.32	0.32	0.21	0.35	0.35	0.04	0.28	0.28
Delay/Veh:	16.7	16.7	16.7	16.5	16.5	16.5	15.3	9.1	9.1	18.7	11.9	11.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.7	16.7	16.7	16.5	16.5	16.5	15.3	9.1	9.1	18.7	11.9	11.9
LOS by Move:	B	B	B	B	B	B	B	A	A	B-	B+	B+
HCM2kAvgQ:	2	2	2	2	2	2	1	3	3	0	2	2

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

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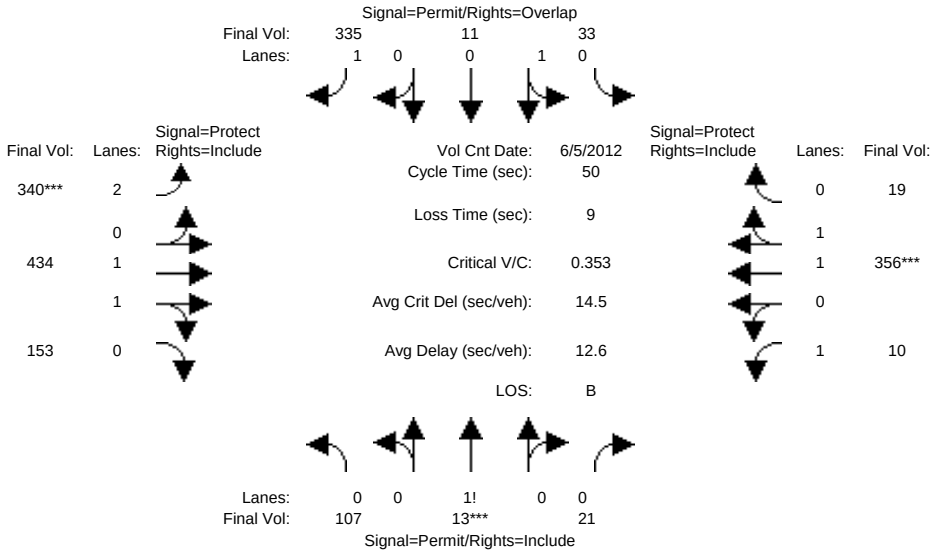
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #7: Ranch Drive and Project Entrance



Street Name:	Project Entrance						Ranch Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	107	13	21	8	11	111	90	432	153	10	355	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	13	21	8	11	111	90	432	153	10	355	11
Added Vol:	0	0	0	0	0	186	198	0	0	0	0	0
Pass-by Div:	0	0	0	25	0	38	52	2	0	0	1	8
Initial Fut:	107	13	21	33	11	335	340	434	153	10	356	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	13	21	33	11	335	340	434	153	10	356	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	13	21	33	11	335	340	434	153	10	356	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	13	21	33	11	335	340	434	153	10	356	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.83	0.98	0.95	0.92	0.98	0.95
Lanes:	0.76	0.09	0.15	0.75	0.25	1.00	2.00	1.46	0.54	1.00	1.90	0.10
Final Sat.:	1328	161	261	1350	450	1750	3150	2735	964	1750	3512	187
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.02	0.02	0.19	0.11	0.16	0.16	0.01	0.10	0.10
Crit Moves:		****					****				****	
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.53	0.31	0.35	0.35	0.24	0.29	0.29
Volume/Cap:	0.35	0.35	0.35	0.11	0.11	0.36	0.35	0.46	0.46	0.02	0.35	0.35
Delay/Veh:	16.8	16.8	16.8	15.4	15.4	7.0	13.7	12.9	12.9	14.4	14.4	14.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.8	16.8	16.8	15.4	15.4	7.0	13.7	12.9	12.9	14.4	14.4	14.4
LOS by Move:	B	B	B	B	B	A	B	B	B	B	B	B
HCM2kAvgQ:	2	2	2	1	1	3	2	4	4	0	3	3

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

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Pacific Mall - Silicon Valley
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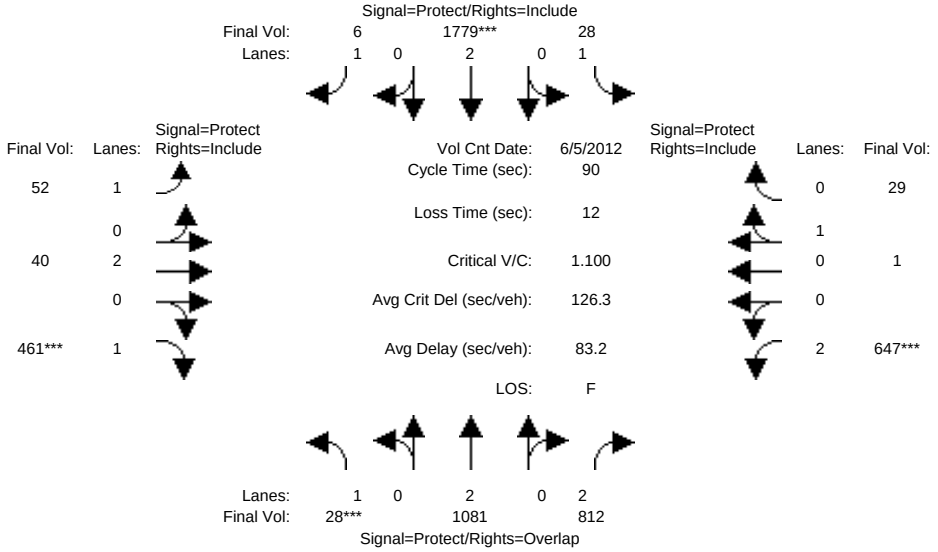
Cumulative plus Project - PM Peak Hour

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

Intersection #8: McCarthy Blvd and Ranch Dr (South)



Street Name:	McCarthy Blvd						Ranch Dr (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	28	1081	812	28	1779	6	52	40	461	647	1	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	1081	812	28	1779	6	52	40	461	647	1	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	1081	812	28	1779	6	52	40	461	647	1	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	1081	812	28	1779	6	52	40	461	647	1	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	1081	812	28	1779	6	52	40	461	647	1	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	1081	812	28	1779	6	52	40	461	647	1	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	0.03	0.97
Final Sat.:	1750	3800	3150	1750	3800	1750	1750	3800	1750	3150	58	1696
Capacity Analysis Module:												
Vol/Sat:	0.02	0.28	0.26	0.02	0.47	0.00	0.03	0.01	0.26	0.21	0.02	0.02
Crit Moves:	****				****				****	****		
Green/Cycle:	0.08	0.37	0.54	0.10	0.39	0.39	0.16	0.22	0.22	0.17	0.23	0.23
Volume/Cap:	0.21	0.77	0.47	0.16	1.19	0.01	0.18	0.05	1.19	1.19	0.07	0.07
Delay/Veh:	39.6	27.5	12.8	37.4	119	16.6	32.8	27.6	142.5	139.0	27.1	27.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.6	27.5	12.8	37.4	119	16.6	32.8	27.6	142.5	139.0	27.1	27.1
LOS by Move:	D	C	B	D+	F	B	C-	C	F	F	C	C
HCM2kAvgQ:	1	13	8	1	45	0	1	0	27	19	1	1

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

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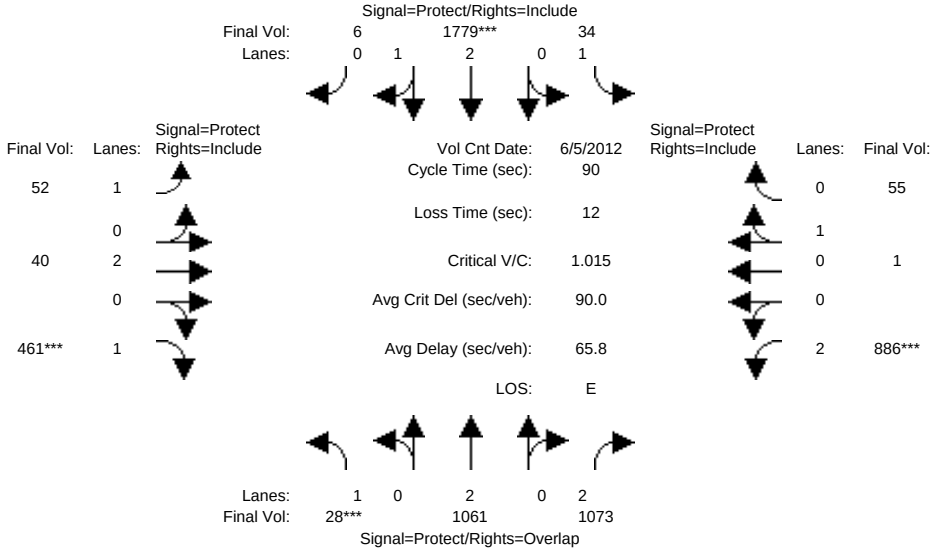
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #8: McCarthy Blvd and Ranch Dr (South)



Street Name:	McCarthy Blvd						Ranch Dr (South)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	28	1081	812	28	1779	6	52	40	461	647	1	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	1081	812	28	1779	6	52	40	461	647	1	29
Added Vol:	0	0	219	5	0	0	0	0	0	217	0	5
Pass-by Div:	0	-20	42	1	0	0	0	0	0	22	0	21
Initial Fut:	28	1061	1073	34	1779	6	52	40	461	886	1	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	1061	1073	34	1779	6	52	40	461	886	1	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	1061	1073	34	1779	6	52	40	461	886	1	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	1061	1073	34	1779	6	52	40	461	886	1	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	0.98	0.95	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	2.00	2.00	1.00	2.99	0.01	1.00	2.00	1.00	2.00	0.02	0.98
Final Sat.:	1750	3800	3150	1750	5581	19	1750	3800	1750	3150	32	1768
Capacity Analysis Module:												
Vol/Sat:	0.02	0.28	0.34	0.02	0.32	0.32	0.03	0.01	0.26	0.28	0.03	0.03
Crit Moves:	****				****				****	****		
Green/Cycle:	0.08	0.29	0.55	0.08	0.29	0.29	0.20	0.24	0.24	0.26	0.29	0.29
Volume/Cap:	0.21	0.97	0.62	0.24	1.09	1.09	0.15	0.04	1.09	1.09	0.11	0.11
Delay/Veh:	39.6	51.3	14.8	39.7	84.7	84.7	29.5	26.2	106.0	94.0	23.3	23.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.6	51.3	14.8	39.7	84.7	84.7	29.5	26.2	106.0	94.0	23.3	23.3
LOS by Move:	D	D-	B	D	F	F	C	C	F	F	C	C
HCM2kAvgQ:	1	18	12	1	28	28	1	0	24	22	1	1

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

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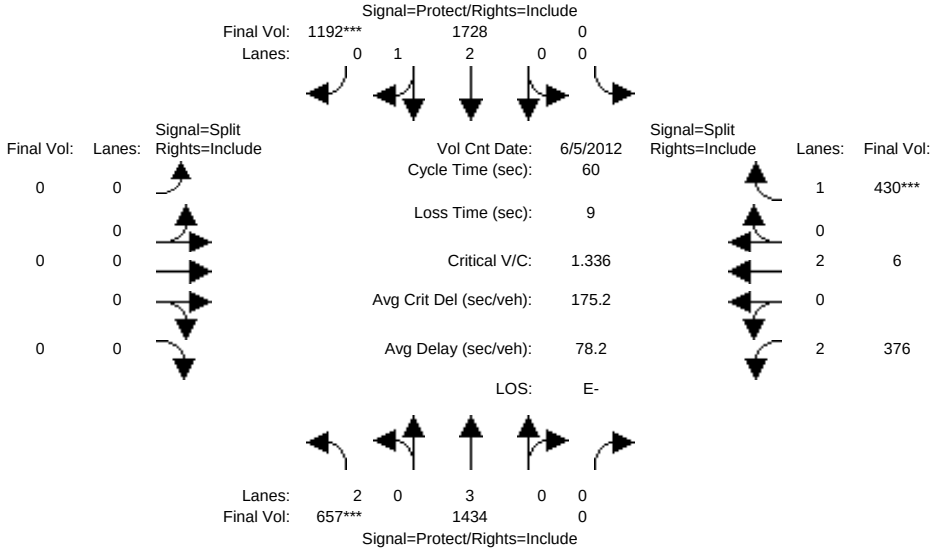
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

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

Intersection #9: McCarthy Blvd and SR-237 WB Ramps



Street Name:	McCarthy Blvd						SR-237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	657	1434	0	0	1728	1192	0	0	0	376	6	430
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	657	1434	0	0	1728	1192	0	0	0	376	6	430
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	657	1434	0	0	1728	1192	0	0	0	376	6	430
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	657	1434	0	0	1728	1192	0	0	0	376	6	430
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	657	1434	0	0	1728	1192	0	0	0	376	6	430
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	657	1434	0	0	1728	1192	0	0	0	376	6	430
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	2.00	1.00
Final Sat.:	3150	5700	0	0	3800	1750	0	0	0	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.25	0.00	0.00	0.45	0.68	0.00	0.00	0.00	0.12	0.00	0.25
Crit Moves:	****					****						****
Green/Cycle:	0.16	0.67	0.00	0.00	0.51	0.51	0.00	0.00	0.00	0.18	0.18	0.18
Volume/Cap:	1.34	0.38	0.00	0.00	0.89	1.34	0.00	0.00	0.00	0.65	0.01	1.34
Delay/Veh:	189.8	4.5	0.0	0.0	16.7	169.0	0.0	0.0	0.0	25.3	20.0	195.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	189.8	4.5	0.0	0.0	16.7	169.0	0.0	0.0	0.0	25.3	20.0	195.3
LOS by Move:	F	A	A	A	B	F	A	A	A	C	C+	F
HCM2kAvgQ:	19	4	0	0	13	62	0	0	0	4	0	23

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

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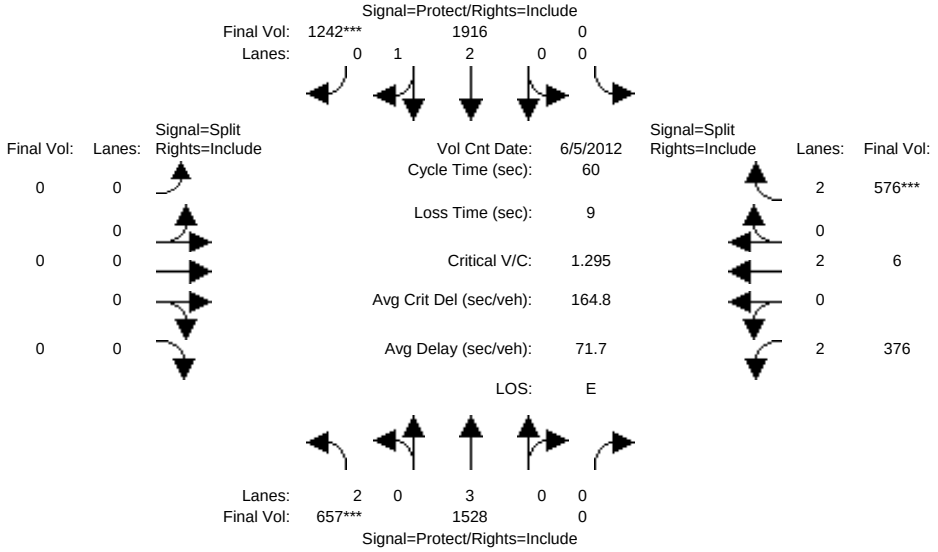
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #9: McCarthy Blvd and SR-237 WB Ramps

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Street Name:          McCarthy Blvd                    SR-237 WB Ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     0    0     0    10   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM
Base Vol:     657 1434     0     0 1728  1192     0    0     0   376    6   430
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  657 1434     0     0 1728  1192     0    0     0   376    6   430
Added Vol:      0   86     0     0  176    41     0    0     0     0    0   132
Pass-by Div:    0    8     0     0   12     9     0    0     0     0    0    14
Initial Fut:  657 1528     0     0 1916  1242     0    0     0   376    6   576
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   657 1528     0     0 1916  1242     0    0     0   376    6   576
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  657 1528     0     0 1916  1242     0    0     0   376    6   576
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  657 1528     0     0 1916  1242     0    0     0   376    6   576
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.83 1.00  0.83
Lanes:       2.00 3.00  0.00  0.00 2.00  1.00  0.00 0.00  0.00  2.00 2.00  2.00
Final Sat.:  3150 5700     0     0 3800  1750     0    0     0  3150 3800  3150
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.21 0.27  0.00  0.00 0.50  0.71  0.00 0.00  0.00  0.12 0.00  0.18
Crit Moves:  ****                         ****                              ****
Green/Cycle: 0.16 0.68  0.00  0.00 0.53  0.53  0.00 0.00  0.00  0.17 0.17  0.17
Volume/Cap:  1.34 0.39  0.00  0.00 0.95  1.34  0.00 0.00  0.00  0.72 0.01  1.10
Delay/Veh:  193.3  4.2   0.0   0.0 21.2 171.8   0.0  0.0   0.0  28.4 20.9  93.4
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh: 193.3  4.2   0.0   0.0 21.2 171.8   0.0  0.0   0.0  28.4 20.9  93.4
LOS by Move:    F    A     A     A   C+     F     A    A     A     C   C+     F
HCM2kAvgQ:     19    4     0     0   16    66     0    0     0     4    0    12
Note: Queue reported is the number of cars per lane.
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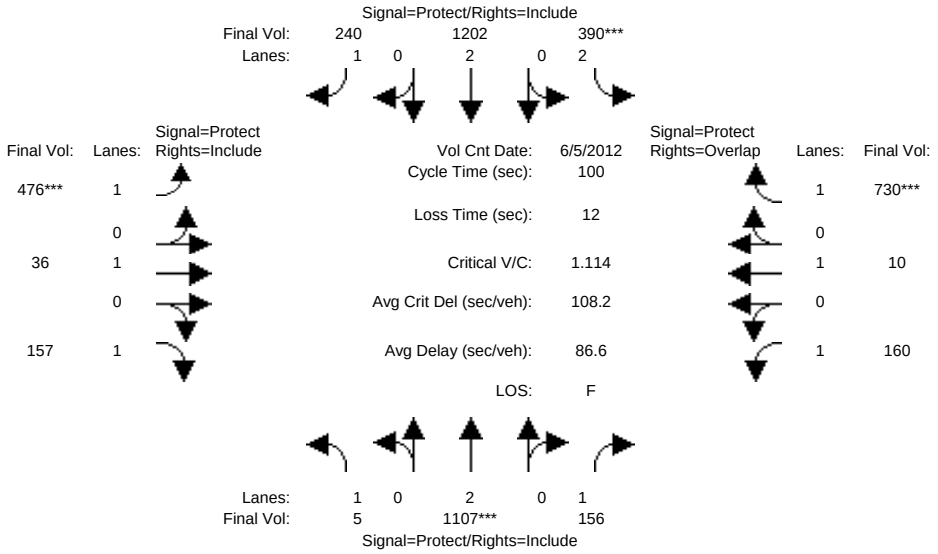
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

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

Intersection #16: McCarthy Blvd and Bellew Dr



Street Name:	McCarthy Blvd						Bellew Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM

Base Vol:	5	1107	156	390	1202	240	476	36	157	160	10	730
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	1107	156	390	1202	240	476	36	157	160	10	730
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	1107	156	390	1202	240	476	36	157	160	10	730
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	1107	156	390	1202	240	476	36	157	160	10	730
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	1107	156	390	1202	240	476	36	157	160	10	730
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	1107	156	390	1202	240	476	36	157	160	10	730

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat:	0.00	0.29	0.09	0.12	0.32	0.14	0.27	0.02	0.09	0.09	0.01	0.42
Crit Moves:		****		****			****					****
Green/Cycle:	0.07	0.26	0.26	0.11	0.30	0.30	0.24	0.27	0.27	0.24	0.26	0.37
Volume/Cap:	0.04	1.11	0.34	1.11	1.05	0.45	1.11	0.07	0.34	0.38	0.02	1.11
Delay/Veh:	43.5	102	30.4	127.0	74.1	28.8	116.1	27.6	30.1	32.2	27.3	102.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.5	102	30.4	127.0	74.1	28.8	116.1	27.6	30.1	32.2	27.3	102.1
LOS by Move:	D	F	C	F	E	C	F	C	C	C-	C	F
HCM2kAvgQ:	0	23	4	11	25	6	26	1	4	5	0	38

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

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Pacific Mall - Silicon Valley
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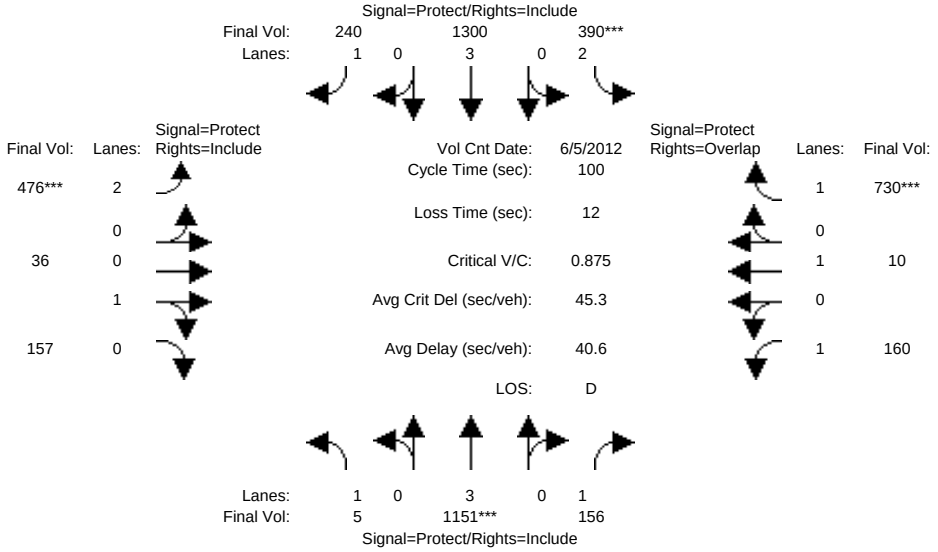
Cumulative plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #16: McCarthy Blvd and Bellew Dr



Street Name:	McCarthy Blvd						Bellew Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	5	1107	156	390	1202	240	476	36	157	160	10	730
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	1107	156	390	1202	240	476	36	157	160	10	730
Added Vol:	0	44	0	0	91	0	0	0	0	0	0	0
Pass-by Div:	0	0	0	0	7	0	0	0	0	0	0	0
Initial Fut:	5	1151	156	390	1300	240	476	36	157	160	10	730
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	1151	156	390	1300	240	476	36	157	160	10	730
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	1151	156	390	1300	240	476	36	157	160	10	730
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	1151	156	390	1300	240	476	36	157	160	10	730
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	0.19	0.81	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	336	1464	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.09	0.12	0.23	0.14	0.15	0.11	0.11	0.09	0.01	0.42
Crit Moves:		****		****			****					****
Green/Cycle:	0.09	0.23	0.23	0.14	0.28	0.28	0.17	0.27	0.27	0.23	0.34	0.48
Volume/Cap:	0.03	0.88	0.39	0.88	0.80	0.48	0.88	0.39	0.39	0.39	0.02	0.88
Delay/Veh:	41.8	43.9	33.1	59.4	36.1	30.4	55.0	30.0	30.0	32.9	22.2	33.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.8	43.9	33.1	59.4	36.1	30.4	55.0	30.0	30.0	32.9	22.2	33.7
LOS by Move:	D	D	C-	E+	D+	C	E+	C	C	C-	C+	C-
HCM2kAvgQ:	0	11	4	8	13	6	12	5	5	5	0	25

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

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Pacific Mall - Silicon Valley
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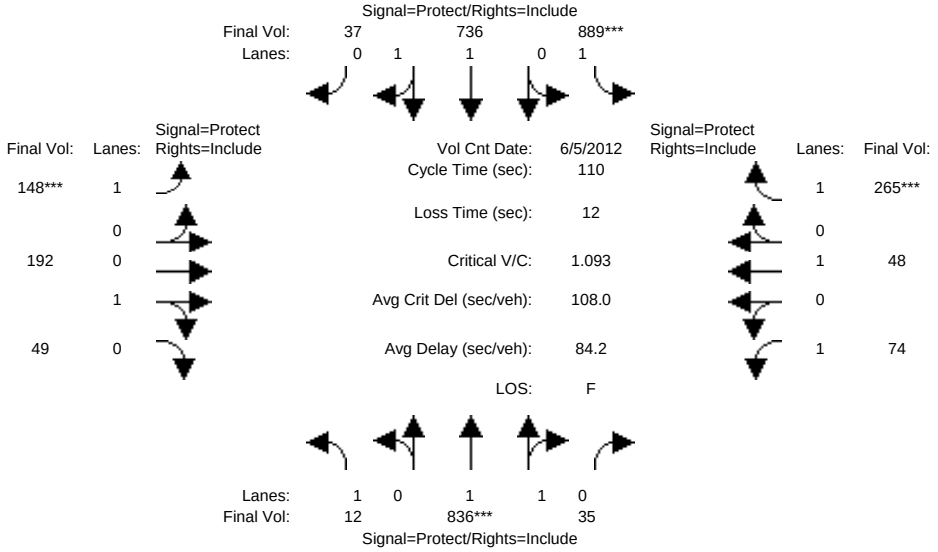
Cumulative plus Project - PM Peak Hour

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

Intersection #17: McCarthy Blvd and Alder Dr



Street Name:	McCarthy Blvd						Barber Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	12	836	35	889	736	37	148	192	49	74	48	265
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	836	35	889	736	37	148	192	49	74	48	265
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	836	35	889	736	37	148	192	49	74	48	265
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	836	35	889	736	37	148	192	49	74	48	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	836	35	889	736	37	148	192	49	74	48	265
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	836	35	889	736	37	148	192	49	74	48	265
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.91	0.09	1.00	1.90	0.10	1.00	0.78	0.22	1.00	1.00	1.00
Final Sat.:	1750	3635	152	1750	3603	181	1750	1488	380	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.23	0.51	0.20	0.20	0.08	0.13	0.13	0.04	0.03	0.15
Crit Moves:		****		****			****					****
Green/Cycle:	0.20	0.21	0.21	0.46	0.46	0.46	0.09	0.13	0.13	0.09	0.14	0.14
Volume/Cap:	0.03	1.11	1.11	1.11	0.44	0.44	0.93	0.97	0.97	0.45	0.19	1.11
Delay/Veh:	35.1	111	111.0	97.0	20.4	20.4	100.7	95.5	95.5	49.1	42.4	139.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.1	111	111.0	97.0	20.4	20.4	100.7	95.5	95.5	49.1	42.4	139.1
LOS by Move:	D+	F	F	F	C+	C+	F	F	F	D	D	F
HCM2kAvgQ:	0	21	21	42	8	8	9	13	13	3	1	15

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

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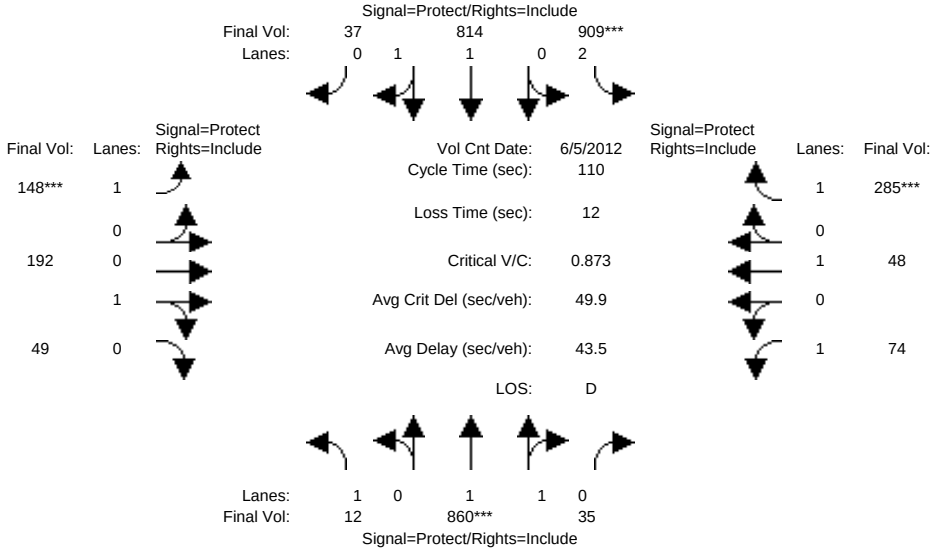
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #17: McCarthy Blvd and Alder Dr



Street Name:	McCarthy Blvd						Barber Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Jun 2012 << 8:00:00 AM												
Base Vol:	12	836	35	889	736	37	148	192	49	74	48	265
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	836	35	889	736	37	148	192	49	74	48	265
Added Vol:	0	24	0	20	71	0	0	0	0	0	0	20
Pass-by Div:	0	0	0	0	7	0	0	0	0	0	0	0
Initial Fut:	12	860	35	909	814	37	148	192	49	74	48	285
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	860	35	909	814	37	148	192	49	74	48	285
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	860	35	909	814	37	148	192	49	74	48	285
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	860	35	909	814	37	148	192	49	74	48	285
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.83	0.97	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	1.92	0.08	2.00	1.91	0.09	1.00	0.80	0.20	1.00	1.00	1.00
Final Sat.:	1750	3555	145	3150	3539	161	1750	1434	366	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.24	0.24	0.29	0.23	0.23	0.08	0.13	0.13	0.04	0.03	0.16
Crit Moves:		****		****			****					****
Green/Cycle:	0.17	0.28	0.28	0.33	0.44	0.44	0.10	0.17	0.17	0.11	0.19	0.19
Volume/Cap:	0.04	0.87	0.87	0.87	0.53	0.53	0.87	0.79	0.79	0.37	0.14	0.87
Delay/Veh:	38.0	46.3	46.3	42.9	23.1	23.1	84.8	57.2	57.2	46.2	37.5	65.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.0	46.3	46.3	42.9	23.1	23.1	84.8	57.2	57.2	46.2	37.5	65.4
LOS by Move:	D+	D	D	D	C	C	F	E+	E+	D	D+	E
HCM2kAvgQ:	0	16	16	17	10	10	8	10	10	2	1	11

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

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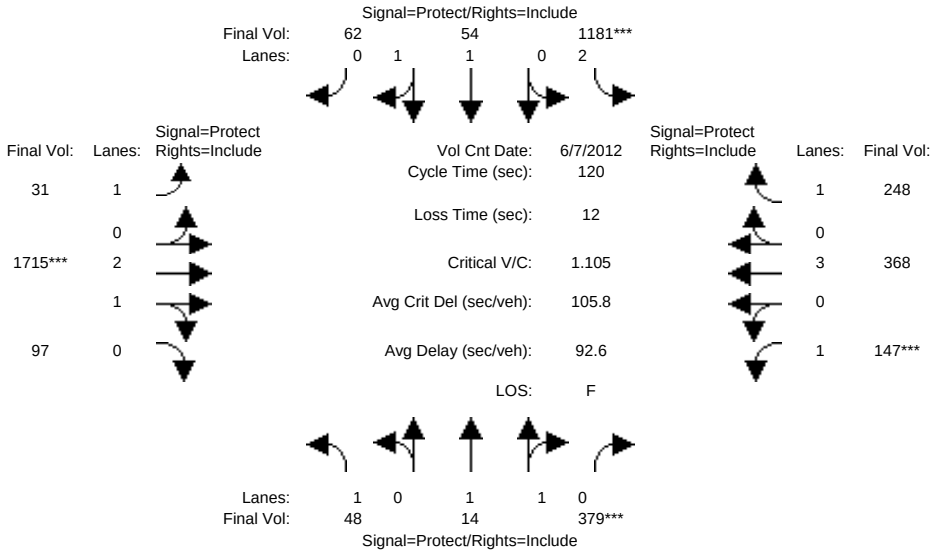
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

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

Intersection #19: Tasman Dr and Alder Dr



Street Name:	Alder Dr						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	48	14	379	1181	54	62	31	1715	97	147	368	248
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	14	379	1181	54	62	31	1715	97	147	368	248
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	14	379	1181	54	62	31	1715	97	147	368	248
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	14	379	1181	54	62	31	1715	97	147	368	248
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	14	379	1181	54	62	31	1715	97	147	368	248
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	14	379	1181	54	62	31	1715	97	147	368	248
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	2.83	0.17	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	1750	5370	304	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.22	0.37	0.03	0.04	0.02	0.32	0.32	0.08	0.06	0.14
Crit Moves:			****	****				****		****		
Green/Cycle:	0.22	0.20	0.20	0.34	0.31	0.31	0.11	0.29	0.29	0.08	0.26	0.26
Volume/Cap:	0.12	0.04	1.11	1.11	0.09	0.11	0.17	1.11	1.11	1.11	0.25	0.55
Delay/Veh:	37.6	39.1	127.5	100.8	29.0	29.3	49.2	99.7	99.7	164.6	35.4	39.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.6	39.1	127.5	100.8	29.0	29.3	49.2	99.7	99.7	164.6	35.4	39.9
LOS by Move:	D+	D	F	F	C	C	D	F	F	F	D+	D
HCM2kAvgQ:	2	0	24	36	1	2	1	30	30	9	3	8

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

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Pacific Mall - Silicon Valley
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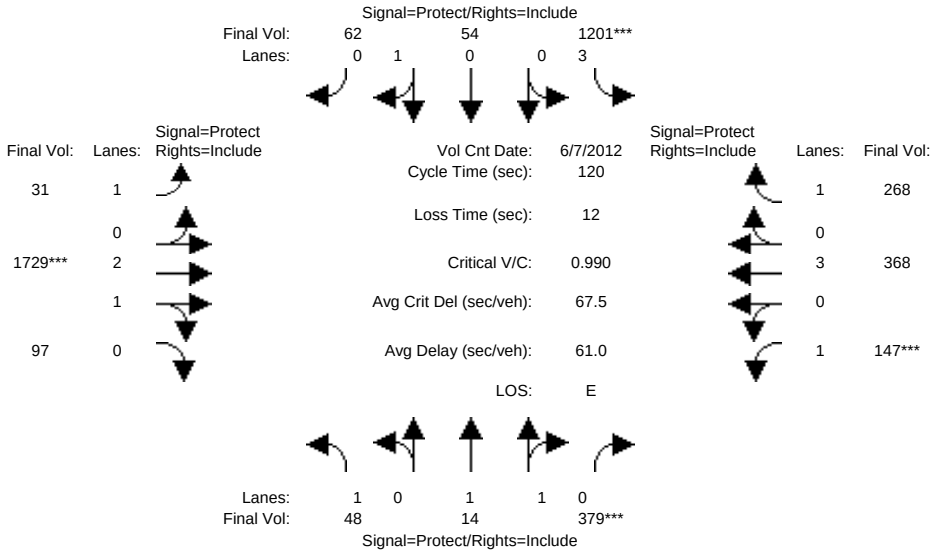
Cumulative plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #19: Tasman Dr and Alder Dr



Street Name:	Alder Dr						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Jun 2012 << 8:00:00 AM												
Base Vol:	48	14	379	1181	54	62	31	1715	97	147	368	248
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	14	379	1181	54	62	31	1715	97	147	368	248
Added Vol:	0	0	0	20	0	0	0	12	0	0	0	20
Pass-by Div:	0	0	0	0	0	0	0	2	0	0	0	0
Initial Fut:	48	14	379	1201	54	62	31	1729	97	147	368	268
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	14	379	1201	54	62	31	1729	97	147	368	268
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	14	379	1201	54	62	31	1729	97	147	368	268
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	14	379	1201	54	62	31	1729	97	147	368	268
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.80	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	3.00	0.47	0.53	1.00	2.83	0.17	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	4551	838	962	1750	5302	297	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.22	0.26	0.06	0.06	0.02	0.33	0.33	0.08	0.06	0.15
Crit Moves:			****	****				****		****		
Green/Cycle:	0.20	0.22	0.22	0.27	0.29	0.29	0.11	0.33	0.33	0.08	0.30	0.30
Volume/Cap:	0.14	0.03	0.99	0.99	0.23	0.23	0.15	0.99	0.99	0.99	0.22	0.51
Delay/Veh:	39.7	36.9	89.0	67.1	33.0	33.0	48.3	58.5	58.5	125.4	31.5	35.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.7	36.9	89.0	67.1	33.0	33.0	48.3	58.5	58.5	125.4	31.5	35.5
LOS by Move:	D	D+	F	E	C-	C-	D	E+	E+	F	C	D+
HCM2kAvgQ:	2	0	21	22	3	3	1	26	26	8	3	9

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

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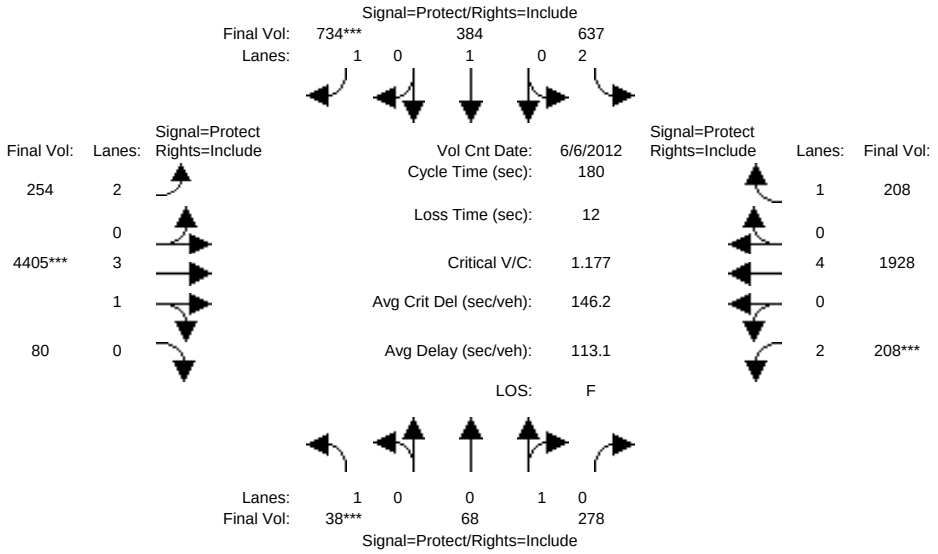
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

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

Intersection #28: McCarthy Blvd and Montague Expwy



Street Name:	McCarthy Blvd						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Jun 2012 << 7:50:00 AM												
Base Vol:	38	68	278	637	384	734	254	4405	80	208	1928	208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	68	278	637	384	734	254	4405	80	208	1928	208
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	68	278	637	384	734	254	4405	80	208	1928	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	68	278	637	384	734	254	4405	80	208	1928	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	68	278	637	384	734	254	4405	80	208	1928	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	68	278	637	384	734	254	4405	80	208	1928	208
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.18	0.82	2.00	1.00	1.00	2.00	3.92	0.08	2.00	4.00	1.00
Final Sat.:	1750	349	1428	3150	1900	1750	3150	7453	135	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.19	0.20	0.20	0.42	0.08	0.59	0.59	0.07	0.25	0.12
Crit Moves:	****					****		****		****		
Green/Cycle:	0.04	0.19	0.19	0.20	0.35	0.35	0.13	0.49	0.49	0.05	0.41	0.41
Volume/Cap:	0.56	1.02	1.02	1.02	0.58	1.20	0.61	1.20	1.20	1.20	0.61	0.29
Delay/Veh:	95.0	128	128.3	114.7	49.2	165.2	76.5	140	140.2	218.8	41.7	35.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.0	128	128.3	114.7	49.2	165.2	76.5	140	140.2	218.8	41.7	35.3
LOS by Move:	F	F	F	F	D	F	E-	F	F	F	D	D+
HCM2kAvgQ:	3	26	26	21	16	57	7	80	80	12	20	8

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

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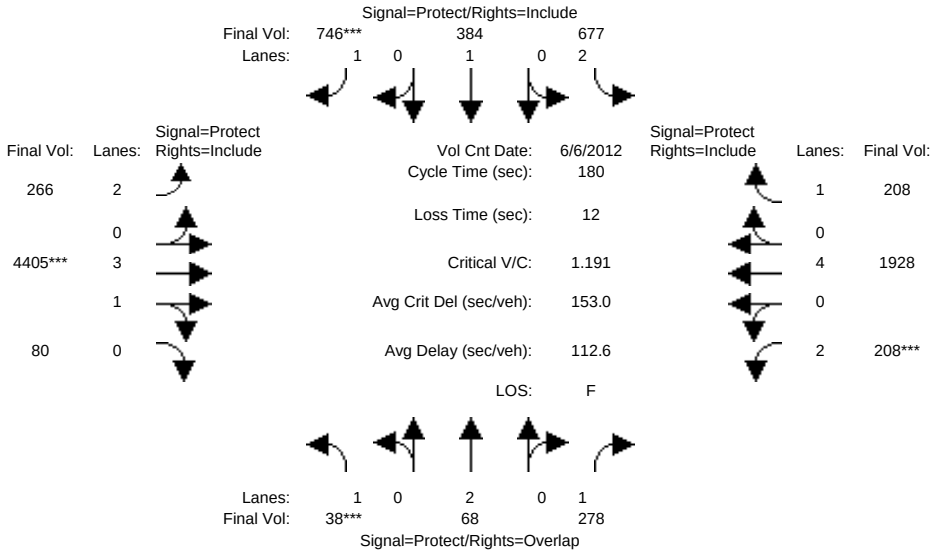
Pacific Mall - Silicon Valley
SJ12-1361
Cumulative plus Project - PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
C+P PM

Intersection #28: McCarthy Blvd and Montague Expwy



Street Name:	McCarthy Blvd						Montague Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Jun 2012 << 7:50:00 AM												
Base Vol:	38	68	278	637	384	734	254	4405	80	208	1928	208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	68	278	637	384	734	254	4405	80	208	1928	208
Added Vol:	0	0	0	35	0	12	12	0	0	0	0	0
Pass-by Div:	0	0	0	5	0	0	0	0	0	0	0	0
Initial Fut:	38	68	278	677	384	746	266	4405	80	208	1928	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	68	278	677	384	746	266	4405	80	208	1928	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	68	278	677	384	746	266	4405	80	208	1928	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	68	278	677	384	746	266	4405	80	208	1928	208
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	2.00	3.93	0.07	2.00	4.00	1.00
Final Sat.:	1750	3800	1750	3150	1900	1750	3150	7366	134	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.16	0.21	0.20	0.43	0.08	0.60	0.60	0.07	0.25	0.12
Crit Moves:	****					****		****		****		
Green/Cycle:	0.04	0.12	0.17	0.27	0.35	0.35	0.14	0.49	0.49	0.05	0.41	0.41
Volume/Cap:	0.56	0.15	0.93	0.79	0.58	1.22	0.62	1.22	1.22	1.22	0.62	0.29
Delay/Veh:	95.0	71.6	106.8	65.9	49.0	171.4	76.2	147	147.1	225.0	42.6	35.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.0	71.6	106.8	65.9	49.0	171.4	76.2	147	147.1	225.0	42.6	35.9
LOS by Move:	F	E	F	E	D	F	E-	F	F	F	D	D+
HCM2kAvgQ:	3	2	20	19	16	59	8	83	83	12	21	8

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

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APPENDIX C:
TRIP GENERATION SURVEY DATA

APPENDIX C TRIP GENERATION SURVEY DATA

Location	Size	Morning				Midday				Evening				Midday /Morning	Midday /Evening
		In	Out	Total	Rate	In	Out	Total	Rate	In	Out	Total	Rate		
Surveyed Volumes and Rates															
Ranch 99	162.2 ksf	50	24	74	**0.46**	534	816	1,350	**8.32**	359	294	653	**4.03**	**18.09**	**2.06**
		67%	33%			40%	60%			55%	45%				
Grand Century	170 ksf	204	98	302	**1.78**	598	505	1,103	**6.49**	375	360	735	**4.32**	**3.65**	**1.50**
		68%	32%			54%	46%			51%	49%				
Average	166.1 ksf	128	60	188	**1.13**	577	650	1,227	**7.39**	368	326	694	**4.18**	**6.54**	**1.77**
		68%	33%			47%	53%			53%	47%				
Beverley Heritage Hotel	236 Total Rooms	20	115	135	**0.57**	40	41	81	**0.34**	61	61	122	**0.52**	**0.60**	**0.65**
		15%	85%			50%	50%			50%	50%				
ITE Trip Generation Rates															
Ranch 99	162.2 ksf	126	80	206	**1.26**	622	933	1,555	***9.59***[1]	434	452	886	**5.42**		
		61%	39%			*40%*[3]	*60%*			49%	51%				
Grand Century	170 ksf	129	82	211	**1.24**	868	739	1,607	***9.45***[1]	445	463	908	**5.34**		
		61%	39%			*54%*[2]	*46%*			49%	51%				
Beverley Heritage Hotel	236 Total Rooms	81	51	132	**0.56**	45	45	90	***0.38***[2]	74	65	139	**0.59**		
		61%	39%			*50%*[2]	*50%*			53%	47%				

Notes:

Ranch 99 driveway survey conducted on Tuesday, 6/5/12 and Wednesday, 6/6/12.
Grand Century driveway survey conducted on Tuesday, 6/5/12 and Wednesday, 6/6/12.
Beverley Heritage Hotel driveway survey conducted on Tuesday, 6/5/12 and Wednesday, 6/6/12.

1. Applied the Average Rate from Mid to Evening Survey Proportion
2. Applied the Mid to Evening Survey Proportion
3. Survey Split

APPENDIX D:
FREEWAY CAPACITY ANALYSIS

Appendix D - Freeway Capacity Analysis

Freeway	Segment	Direction	Peak Hour	Lanes		Capacity[1]		Project Trips		Project Impact		>=1% of Capacity?	
				Mixed Flow	HOV	Mixed Flow	HOV	Mixed Flow	HOV	Mixed Flow	HOV	Mixed Flow	HOV
SR 237	N. First St to Zanker Rd	EB	AM	2	1	4600	1650	20	4	0.43%	0.24%	NO	NO
			PM	2	1	4600	1650	29	5	0.63%	0.30%	NO	NO
SR 237	Zanker Rd to McCarthy Blvd	EB	AM	2	1	4600	1650	24	3	0.52%	0.18%	NO	NO
			PM	2	1	4600	1650	37	6	0.80%	0.36%	NO	NO
SR 237	McCarthy Blvd to I-880	EB	AM	2	1	4600	1650	25	0	0.54%	0.00%	NO	NO
			PM	2	1	4600	1650	90	0	1.96%	0.00%	**YES**	NO
SR 237	I-880 to McCarthy Blvd	WB	AM	3		6900		68	0	0.99%		NO	
			PM	3		6900		146	0	2.12%		**YES**	
SR 237	McCarthy Blvd to Zanker Rd	WB	AM	2	1	5520	1650	14	2	0.25%	0.12%	NO	NO
			PM	2	1	5520	1650	35	6	0.63%	0.36%	NO	NO
SR 237	Zanker Rd to N. First St	WB	AM	2	1	4600	1650	12	2	0.26%	0.12%	NO	NO
			PM	2	1	4600	1650	28	5	0.61%	0.30%	NO	NO
I-680	Berryessa Rd to Hostetter Rd	NB	AM	4		9200		19	0	0.21%		NO	
			PM	4		9200		36	0	0.39%		NO	
I-680	Hostetter Rd to Capitol Ave	NB	AM	4		9200		19	0	0.21%		NO	
			PM	4		9200		36	0	0.39%		NO	
I-680	Capitol Ave to Montague Expwy	NB	AM	4		9200		19	0	0.21%		NO	
			PM	4		9200		36	0	0.39%		NO	
I-680	Montague Expwy to Yosemite Dr	NB	AM	4		9200		19	0	0.21%		NO	
			PM	4		9200		36	0	0.39%		NO	
I-680	Yosemite Dr to Calaveras Blvd / SR 237	NB	AM	4		8050		19	0	0.24%		NO	
			PM	4		8050		36	0	0.45%		NO	
I-680	Calaveras Blvd / SR 237 to Jacklin Rd	NB	AM	3		6900		6	0	0.09%		NO	
			PM	3		6900		19	0	0.28%		NO	
I-680	Jacklin Rd to Scott Creek Rd	NB	AM	3		6900		6	0	0.09%		NO	
			PM	3		6900		19	0	0.28%		NO	
I-680	Scott Creek Rd to Jacklin Rd	SB	AM	3	1	6900	1650	9	1	0.13%	0.06%	NO	NO
			PM	3	1	6900	1650	18	1	0.26%	0.06%	NO	NO
I-680	Jacklin Rd to Calaveras Blvd / SR 237	SB	AM	3	1	6900	1650	9	1	0.13%	0.06%	NO	NO
			PM	3	1	6900	1650	18	1	0.26%	0.06%	NO	NO
I-680	Calaveras Blvd / SR 237 to Yosemite Dr	SB	AM	4		9200		11	0	0.12%		NO	
			PM	4		9200		35	0	0.38%		NO	
I-680	Yosemite Dr to Montague Expwy	SB	AM	4		9200		11	0	0.12%		NO	
			PM	4		9200		35	0	0.38%		NO	
I-680	Montague Expwy to Capitol Ave	SB	AM	4		9200		11	0	0.12%		NO	
			PM	4		9200		35	0	0.38%		NO	
I-680	Capitol Ave to Hostetter Rd	SB	AM	4		9200		11	0	0.12%		NO	
			PM	4		9200		35	0	0.38%		NO	
I-680	Hostetter Rd to Berryessa Rd	SB	AM	4		9200		11	0	0.12%		NO	
			PM	4		9200		35	0	0.38%		NO	
I-880	E. Brokaw Rd to Montague Expwy	NB	AM	3		6900		25	0	0.36%		NO	
			PM	3		6900		47	0	0.68%		NO	
I-880	Montague Expwy to Great Mall Pkwy	NB	AM	3		6900		25	0	0.36%		NO	
			PM	3		6900		47	0	0.68%		NO	
I-880	Great Mall Pkwy to SR 237	NB	AM	3		6900		25	0	0.36%		NO	
			PM	3		6900		47	0	0.68%		NO	
I-880	SR 237 to Dixon Landing	NB	AM	4	1	8280	1650	4	1	0.05%	0.06%	NO	NO
			PM	4	1	8280	1650	11	2	0.13%	0.12%	NO	NO
I-880	Dixon Landing to Mission Blvd	NB	AM	4	1	9200	1650	8	2	0.09%	0.12%	NO	NO
			PM	4	1	9200	1650	23	4	0.25%	0.24%	NO	NO
I-880	Mission Blvd to Dixon Landing	SB	AM	4	1	9200	1650	14	2	0.15%	0.12%	NO	NO
			PM	4	1	9200	1650	23	4	0.25%	0.24%	NO	NO
I-880	Dixon Landing to SR 237	SB	AM	4	1	9200	1650	7	1	0.08%	0.06%	NO	NO
			PM	4	1	9200	1650	12	2	0.13%	0.12%	NO	NO
I-880	SR 237 to Great Mall Pkwy	SB	AM	3		6900		0	0	0.00%		NO	
			PM	3		6900		0	0	0.00%		NO	
I-880	Great Mall Pkwy to Montague Expwy	SB	AM	3		6900		4	0	0.06%		NO	
			PM	3		6900		12	0	0.17%		NO	
I-880	Montague Expwy to E. Brokaw Rd	SB	AM	3		6900		15	0	0.22%		NO	
			PM	3		6900		47	0	0.68%		NO	

Notes:

1. Information from VTA's *Monitoring & Conformance Report 2011*

APPENDIX E:
APPROVED AND PENDING TRIP INVENTORY LIST

APPROVED AND PENDING PROJECT LIST

Project	Size
Approved Projects	
Shea Residential	204 Residential Units
Sinclair Horizon Residential Project	82 Residential Units
Walmart Expansion	150,000 s.f. of Retail
Robson Homes	88 Residential Units
Piper Montague	942 Residential Units
Murphy Ranch Residential Project	659 Residential Units
Landmark Towers Mixed Use Project	375 Condo Units, 148,000 s.f. of Retail
Contour	134 Residential Units
Elmwood Residential & Commercial	722 Residential Units, 180,000 s.f. Auto Dealer
Campus at McCarthy Ranch	1,000,000 s.f. of Office Space
Peery Arriaga	238,400 s.f. of Office Space
Pending Projects	
Preston Properties	220 Residential Units
Waterstone Properties	84 Residential Units
McCarthy Ranch	1,200,000 s.f. of Office Space

Source: City of Milpitas ATI List, September, 2012.

APPENDIX F:
SHARED PARKING ANALYSIS WORKSHEETS

Description: Shared Parking between Hotel and Mall

ksf = thousand square feet

Projected Parking Supply:	1610				Mode Adjustment				Noncaptive Ratio			
			Max Parking Spaces		Weekday		Weekend		Weekday		Weekend	
Land Use	**Quantity**		**Weekday**	**Weekend**	**Daytime**	**Evening**	**Daytime**	**Evening**	**Daytime**	**Evening**	**Daytime**	**Evening**
Retail	292,000	sf GLA	847	934	100%	100%	100%	100%	100%	100%	100%	100%
Employee			204	234	100%	100%	100%	100%	100%	100%	100%	100%
Hotel-Leisure	250	rooms	225	250	100%	100%	100%	100%	100%	100%	100%	100%
Employee			63	45	100%	100%	100%	100%	100%	100%	100%	100%
Subtotal Customer/Guest Spaces			1072	1184								
Subtotal Employee/Resident Spaces			267	279								
Subtotal Reserved Spaces			0	0								
Total Parking Spaces			1339	1463								

Time-of-Day Factors for Weekday Demand																				
		6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
Shopping Center-Typical	Customer	1%	5%	15%	35%	65%	85%	95%	100%	95%	90%	90%	95%	95%	95%	80%	50%	30%	10%	0%
December	Customer	1%	5%	15%	30%	55%	75%	90%	100%	100%	100%	95%	85%	80%	75%	65%	50%	30%	10%	0%
Late December	Customer	1%	5%	10%	20%	40%	65%	90%	100%	100%	100%	95%	85%	70%	55%	40%	25%	15%	5%	0%
	Employee	10%	15%	40%	75%	85%	95%	100%	100%	100%	100%	100%	95%	95%	95%	90%	75%	40%	15%	0%
Hotel-Leisure	Guest	95%	95%	90%	80%	70%	70%	65%	65%	70%	70%	75%	80%	85%	85%	90%	95%	95%	100%	100%
Restaurant/Lounge	Customer		10%	30%	10%	10%	5%	100%	100%	33%	10%	10%	30%	55%	60%	70%	67%	60%	40%	30%
Conference Ctr/Banquet (20 to 50 sq	Customer			30%	60%	60%	60%	65%	65%	65%	65%	65%	100%	100%	100%	100%	100%	50%		
Convention Space (>50 sq ft/guest ro	Customer			50%	100%	100%	100%	100%	100%	100%	100%	100%	100%	50%	30%	30%	10%			
	Employee	5%	30%	90%	90%	100%	100%	100%	100%	100%	100%	90%	70%	40%	20%	20%	20%	20%	10%	5%

Time-of-Day Factors for Weekend Demand																				
		6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
Shopping Center-Typical	Customer	1%	5%	10%	30%	50%	65%	80%	90%	100%	100%	95%	90%	80%	75%	65%	50%	35%	15%	0%
December	Customer	1%	5%	10%	35%	60%	70%	85%	95%	100%	100%	95%	90%	80%	75%	65%	50%	35%	15%	0%
Late December	Customer	1%	5%	10%	20%	40%	60%	80%	95%	100%	100%	95%	85%	70%	60%	50%	30%	20%	10%	0%
	Employee	10%	15%	40%	75%	85%	95%	100%	100%	100%	100%	100%	95%	85%	80%	75%	65%	45%	15%	0%
Hotel-Leisure	Guest	95%	95%	90%	80%	70%	70%	65%	65%	70%	70%	75%	80%	85%	85%	90%	95%	95%	100%	100%
Restaurant/Lounge	Customer		10%	30%	10%	10%	5%	100%	100%	33%	10%	10%	30%	55%	60%	70%	67%	60%	40%	30%
Conference Ctr/Banquet (20 to 50 sq	Customer			30%	60%	60%	60%	65%	65%	65%	65%	65%	100%	100%	100%	100%	100%	50%		
Convention Space (>50 sq ft/guest ro	Customer			50%	100%	100%	100%	100%	100%	100%	100%	100%	100%	50%	30%	30%	10%			
	Employee	5%	30%	90%	90%	100%	100%	100%	100%	100%	100%	90%	75%	60%	55%	55%	55%	45%	45%	30%

2/4/2013

Project: Pacific Mall
Description: Shared Parking between Hotel and Mall

December

Weekday Estimated Peak-Hour Parking Demand

	Monthly Adj.	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM	Overall Pk 2 PM	AM Peak Hr 11 AM	PM Peak Hr 2 PM	Eve Peak Hr 6 PM
Retail	100%	8	42	127	254	466	635	762	847	847	847	805	720	678	635	551	424	254	85	-	847	635	847	678
Employee	100%	20	31	82	153	173	194	204	204	204	204	204	194	194	194	184	153	82	31	-	204	194	204	194
Hotel-Leisure	50%	107	107	101	90	79	79	73	73	79	79	84	90	96	96	101	107	107	113	113	79	79	79	96
Employee	100%	3	19	57	57	63	63	63	63	63	63	57	44	25	13	13	13	13	6	3	63	63	63	25
TOTAL DEMAND	Customer	115	149	228	344	545	714	835	920	926	926	889	810	774	731	652	531	361	198	113	926	714	926	774
	Employee	23	50	139	210	236	257	267	267	267	267	261	238	219	207	197	166	95	37	3	267	257	267	219
	Reserved	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		138	199	367	554	781	971	1,102	1,187	1,193	1,193	1,150	1,048	993	938	849	697	456	235	116	1,193	971	1,193	993
ULI base data have been modified from default values.																					1,193	971	1,193	993

Footnote(s):

December

Weekend Estimated Peak-Hour Parking Demand

		6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM	Overall Pk 2 PM	AM Peak Hr 11 AM	PM Peak Hr 2 PM	Eve Peak Hr 6 PM
Retail	100%	9	47	93	327	560	654	794	887	934	934	887	841	747	701	607	467	327	140	-	934	654	934	747
Employee	100%	23	35	94	176	199	222	234	234	234	234	234	222	199	187	176	152	105	35	-	234	222	234	199
Hotel-Leisure	50%	119	119	113	100	88	88	81	81	88	88	94	100	106	106	113	119	119	125	125	88	88	88	106
Employee	100%	2	14	41	41	45	45	45	45	45	45	41	34	27	25	25	25	20	20	14	45	45	45	27
TOTAL DEMAND	Customer	128	166	206	427	648	742	875	968	1,022	1,022	981	941	853	807	720	586	446	265	125	1,022	742	1,022	853
	Employee	25	49	135	217	244	267	279	279	279	279	275	256	226	212	201	177	125	55	14	279	267	279	226
	Reserved	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		153	215	341	644	892	1,009	1,154	1,247	1,301	1,301	1,256	1,197	1,079	1,019	921	763	571	320	139	1,301	1,009	1,301	1,079
ULI base data have been modified from default values.																					1,301	1,009	1,301	1,079

2/4/2013

Project: Pacific Mall
Description: Shared Parking between Hotel and Mall

SHARED PARKING DEMAND SUMMARY

PEAK MONTH: DECEMBER -- PEAK PERIOD: 2 PM, WEEKEND

			Weekday					Weekend					Weekday			Weekend		
	Project Data				Non-					Non-			Peak Hr Adj	Peak Mo Adj	Estimated Parking	Peak Hr Adj	Peak Mo Adj	Estimated Parking
Land Use	**Quantity**	**Unit**	**Base Rate**	**Mode Adj**	**Captive Ratio**	**Project Rate**	**Unit**	**Base Rate**	**Mode Adj**	**Captive Ratio**	**Project Rate**	**Unit**	**2 PM**	**December**	**Demand**	**2 PM**	**December**	**Demand**
Retail	292,000	sf GLA	2.90	1.00	1.00	2.90	/ksf GLA	3.20	1.00	1.00	3.20	/ksf GLA	1.00	1.00	847	1.00	1.00	934
Employee			0.70	1.00	1.00	0.70	/ksf GLA	0.80	1.00	1.00	0.80	/ksf GLA	1.00	1.00	204	1.00	1.00	234
Hotel-Leisure	250	rooms	0.90	1.00	1.00	0.90	/rooms	1.00	1.00	1.00	1.00	/rooms	0.70	0.50	79	0.70	0.50	88
Employee			0.25	1.00	1.00	0.25	/rooms	0.18	1.00	1.00	0.18	/rooms	1.00	1.00	63	1.00	1.00	45
Residential, Rental, Shared Spaces		units	1.50	1.00	1.00	1.50	/unit	1.50	1.00	1.00	1.50	/unit	0.70	1.00	0	0.70	1.00	0
Reserved		sp/unit	0	1.00	1.00	0	/unit	0	1.00	1.00	0	/unit	1.00	1.00	0	1.00	1.00	0
Guest		units	0	1.00	1.00	0	/unit	0	1.00	1.00	0	/unit	0.20	1.00	0	0.20	1.00	0
Reserved		sp/unit	0.00	1.00	1.00	0.00	/unit	0.00	1.00	1.00	0.00	/unit	1.00	1.00	0	1.00	1.00	0
Guest		units	0.25	1.00	1.00	0.25	/unit	0.25	1.00	1.00	0.00	/unit	0.20	1.00	0	0.20	1.00	0
Employee			3.50	1.00	1.00	3.50	/ksf GLA	0.35	1.00	1.00	0.35	/ksf GLA	1.00	1.00	0	0.60	1.00	0
													Customer		926	Customer		1022
													Employee		267	Employee		279
													Reserved		0	Reserved		0
													Total		1193	Total		1301
													Live/Work Credit			Live/Work Credit		
													Total		1193	Total		1301

APPENDIX G:
IMMEDIATE IMPLEMENTATION ACTION LIST
AND
SAMPLE TDM MEASURES

Congestion Management Program
Deficiency Plan Guidelines
Immediate Implementation Action List

A. Bicycle and Pedestrian Actions

A-2.....Bike Lockers, Racks, and Facilities at Transit Centers
A-3.....Improve Roadside Bicycle Facilities
A-4.....Improve Pedestrian Facilities

B. Public Transit

B-3.....Shuttle
B-8.....Bus Stop Improvements

C. Carpooling, Bus Pooling, Van Pooling, Taxi Pooling

(All actions on deferred list, pending adoption of the Countywide Deficiency Plan.)

D. High Occupancy Vehicle (HOV) Facilities

(All actions on deferred list, pending adoption of the Countywide Deficiency Plan.)

E. Transportation Demand Management (TDM) Programs

E-2.....Public Information Programs

F. Traffic Flow Improvements

F-2.....Peak-Hour Parking and Delivery Restrictions
F-3.....Traffic Signal Timing and Synchronization Program
F-4.....Traffic Flow Improvements in Urban Areas

G. Site Design Guidelines for New Development

G-1.....HOV Parking Preference Program
G-2.....Bike Facilities at Development Projects
G-3.....Building Orientation Placement at Employment Sites
G-4.....Pedestrian Circulation System
G-5.....Bike Storage at Residential Development Projects
G-6.....Shuttle Service (New Development)
G-7.....Transit Stop Improvements
G-8.....Multi-Tenant Complex TDM Program

H. Land-Use Program

(All actions on deferred list, pending adoption of the Countywide Deficiency Plan.)

Sample TDM Measures

The list of transportation demand management measures below is based on strategies described in a report titled *Quantifying Greenhouse Gas Mitigation Measures: A Resource for Local Government to Assess Emission Reductions from Greenhouse Gas Mitigation Measures* by the California Air Pollution Control Officers Association (CAPCOA) (August, 2010) to reduce vehicle trips. This list does not suggest that other measures should not be considered, or that they might not be effective or quantifiable; on the contrary, there are many options and approaches to reduce vehicle trips.

- Commute trip reduction programs
- Transit Fare Subsidy
- Employee Parking Cash-Out
- Workplace Parking Pricing
- Alternative Work Schedules & Telecommute
- Commute Trip Reduction Marketing
- Employer Sponsored Vanpool/Shuttle
- Ride Share Program
- Bike Share Program
- End of Trip Facilities