

**APPENDIX D:
TRANSPORTATION IMPACT ANALYSIS**





HEXAGON TRANSPORTATION CONSULTANTS, INC.



Cupertino Village Boutique Hotel

Draft Transportation Impact Analysis



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Hexagon Transportation Consultants, Inc.

Hexagon Office: 4 North Second Street, Suite 400

San Jose, CA 95113

Hexagon Job Number: 18BJ04

Phone: 408.971.6100

Client Name: City of Cupertino

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Executive Summary

This study was conducted for the purpose of satisfying the requirements of the California Environmental Quality Act (CEQA) and identifying the potential transportation impacts related to the proposed boutique hotel project at 10765 N. Wolfe Road in the City of Cupertino, California. Located across from the Apple Campus 2, the project would demolish the existing 3,385 square-foot (s.f.) Duke of Edinburgh Restaurant and Pub and 10,044 s.f. of vacant commercial space and construct a 185-room boutique hotel, which would include a 2,502 s.f. restaurant and 5,568 s.f. of meeting space. The project would also remove the existing 66 surface parking stalls on the site and construct a subterranean parking garage comprised of 248 parking stalls. Access to the project site would be provided via Wolfe Road and Pruneridge Avenue.

The potential impacts of the project were evaluated in accordance with the standards set forth by the Cities of Cupertino, Sunnyvale and Santa Clara, as well as the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program (CMP). The study includes an analysis of weekday AM and PM peak hour traffic conditions for 13 signalized intersections and 4 freeway segments in the vicinity of the project site. The study also includes an analysis of site access, on-site circulation, vehicle queuing, and transit, bicycle and pedestrian access.

Based on trip generation rates recommended by the Institute of Transportation Engineers, it is estimated that the proposed project would generate 1,636 net new daily vehicle trips, with 96 net new trips occurring during the AM peak hour and 89 net new trips occurring during the PM peak hour.

Project Level of Service Analyses

The results of the intersection level of service analysis show that all but one of the study intersections would continue to operate at an acceptable level of service during both the AM and PM peak hours of traffic under background plus project conditions (see Table ES-1). The CMP intersection of Lawrence Expressway and Homestead Road would operate at an unacceptable LOS F during the PM peak hour under background plus project conditions. However, the project would not cause the intersection's critical-movement delay to increase by 4 or more seconds and the V/C to increase by 0.01 or more compared to background conditions. Therefore, the intersection impact is considered less than significant. Therefore, none of the study intersections would be significantly impacted by the project.

The results of the freeway segment analysis show that the project would not result in a significant increase in traffic volume (one percent or more of freeway capacity) on any of the study freeway segments currently operating at LOS F, and none of the freeway segments currently operating at LOS E or better would worsen to LOS F as a result of the project (see Table ES-2). Thus, based on CMP freeway impact criteria, none of the freeway segments would be significantly impacted by the project.

**Table ES-1
Intersection Level of Service Summary**

#	Intersection	Peak Hour	Count Date	Existing						Background						Future Growth Conditions	
				No Project		with Project				No Project		with Project				Future Growth Conditions	
				Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Incr. in Delay (sec)	Incr. in V/C	Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Incr. in Delay (sec)	Incr. in V/C	Avg. Delay (sec)	LOS
1	Wolfe Road and El Camino Real *	AM	3/28/18	53.6	D-	53.7	D-	0.0	0.001	55.3	E+	55.4	E+	0.0	0.001	57.3	E+
		PM	11/10/16	43.0	D	43.1	D	0.2	0.003	44.1	D	44.2	D	0.2	0.003	45.9	D
2	Wolfe Road and Fremont Avenue	AM	3/28/18	51.9	D-	52.1	D-	0.3	0.007	53.2	D-	53.3	D-	0.4	0.007	-	-
		PM	3/28/18	45.6	D	45.7	D	0.4	0.006	47.5	D	47.6	D	0.4	0.006	-	-
3	Wolfe Road and Marion Way	AM	3/28/18	10.6	B+	10.6	B+	0.0	0.003	10.5	B+	10.4	B+	0.0	0.003	-	-
		PM	3/28/18	15.9	B	15.9	B	0.0	0.004	15.9	B	15.9	B	0.0	0.004	-	-
4	Wolfe Road and Inverness Way	AM	3/28/18	12.5	B	12.5	B	0.0	0.003	12.5	B	12.5	B	0.0	0.003	-	-
		PM	3/28/18	15.2	B	15.2	B	0.0	0.003	15.3	B	15.3	B	0.0	0.003	-	-
5	De Anza Boulevard and Homestead Road *	AM	3/28/18	35.7	D+	35.7	D+	0.0	0.001	36.2	D+	36.3	D+	0.0	0.001	39.7	D
		PM	10/12/16	36.4	D+	36.5	D+	0.1	0.001	37.3	D+	37.3	D+	0.1	0.001	44.9	D
6	Wolfe Road and Homestead Road	AM	3/28/18	38.5	D+	38.6	D+	0.0	0.003	40.7	D	40.8	D	0.3	0.007	-	-
		PM	3/28/18	43.2	D	43.3	D	0.3	0.005	46.2	D	46.4	D	0.4	0.005	-	-
7	Lawrence Expressway and Homestead Road *	AM	3/28/18	69.7	E	69.7	E	0.2	0.002	72.3	E	72.4	E	0.2	0.002	81.3	F
		PM	10/6/16	74.8	E	74.9	E	0.1	0.001	82.1	F	82.3	F	0.5	0.002	100.3	F
8	Wolfe Road and Apple Park Way	AM	3/28/18	14.1	B	14.0	B	0.0	0.003	19.4	B-	19.4	B-	0.0	0.000	-	-
		PM	3/28/18	21.3	C+	21.3	C+	0.0	0.003	27.8	C	27.8	C	0.0	0.003	-	-
9	Wolfe Road and Pruneridge Avenue	AM	3/28/18	21.2	C+	22.8	C+	1.4	0.014	26.6	C	27.9	C	1.2	0.014	-	-
		PM	3/28/18	18.3	B-	20.6	C+	2.7	0.026	22.4	C+	24.5	C	2.7	0.026	-	-
10	Wolfe Road and I-280 Northbound Ramps *	AM	3/28/18	8.3	A	8.3	A	0.1	0.009	9.9	A	10.1	B+	0.3	0.009	12.0	B+
		PM	10/12/16	7.0	A	6.9	A	-0.1	0.007	6.9	A	6.9	A	0.0	0.007	7.8	A
11	Wolfe Road and I-280 Southbound Ramps *	AM	3/28/18	13.9	B	14.0	B	0.1	0.006	18.4	B-	18.8	B-	0.5	0.006	26.7	C
		PM	10/12/16	7.5	A	7.5	A	0.0	0.002	8.3	A	8.3	A	0.0	0.002	8.6	A
12	Wolfe Road and Vallco Parkway	AM	3/28/18	22.1	C+	22.0	C+	0.0	0.002	24.4	C	24.4	C	0.0	0.002	-	-
		PM	3/28/18	20.1	C+	20.1	C+	0.0	0.002	21.7	C+	21.7	C+	0.0	0.002	-	-
13	Wolfe Road and Stevens Creek Boulevard *	AM	3/28/18	39.9	D	40.0	D	0.2	0.005	40.8	D	40.9	D	0.2	0.005	42.6	D
		PM	10/12/16	39.9	D	40.0	D	0.1	0.002	40.7	D	40.7	D	0.1	0.002	43.4	D

Note:
 * Denotes the CMP designated Intersection
Bold indicates a substandard level of service.

**Table ES-2
Freeway Level of Service Summary**

Freeway	Segment	Direction	Peak Hour	Existing Plus Project Trips				Project Trips				Impact?	
				Mixed-Flow Lanes		HOV Lane		Total Volume	Mixed-Flow		HOV Lane		
				Capacity (vph)	LOS	Capacity (vph)	LOS		% Capacity	% Capacity			
I-280	SR 85 to De Anza Blvd	EB	AM	6900	C	1800	B	8	6	0.1%	2	0.1%	NO
			PM	6900	F	1800	F	5	4	0.1%	1	0.1%	NO
I-280	De Anza Blvd to Wolfe Rd	EB	AM	6900	C	1800	C	8	6	0.1%	2	0.1%	NO
			PM	6900	F	1800	D	5	4	0.1%	1	0.1%	NO
I-280	Wolfe Rd to Lawrence Expwy	EB	AM	6900	C	1800	B	10	8	0.1%	2	0.1%	NO
			PM	6900	F	1800	E	13	10	0.2%	3	0.2%	NO
I-280	Lawrence Expwy to Saratoga Ave	EB	AM	6900	D	1800	B	10	8	0.1%	2	0.1%	NO
			PM	6900	C	1800	B	13	10	0.2%	3	0.2%	NO
I-280	Saratoga Ave to Lawrence Expwy	WB	AM	6900	F	1800	F	14	11	0.2%	3	0.2%	NO
			PM	6900	C	1800	B	9	7	0.1%	2	0.1%	NO
I-280	Lawrence Expwy to Wolfe Rd	WB	AM	6900	F	1800	F	14	11	0.2%	3	0.2%	NO
			PM	6900	C	1800	B	9	7	0.1%	2	0.1%	NO
I-280	Wolfe Rd to De Anza Blvd	WB	AM	6900	F	1800	E	6	5	0.1%	1	0.1%	NO
			PM	6900	C	1800	A	8	6	0.1%	2	0.1%	NO
I-280	De Anza Blvd to SR 85	WB	AM	6900	F	1800	E	6	5	0.1%	1	0.1%	NO
			PM	6900	C	1800	A	8	6	0.1%	2	0.1%	NO

Notes:

¹ Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2016.

Bold indicates a substandard level of service.

Other Transportation Issues

No significant traffic operational issues are expected to occur as a result of the project. The project would include a comprehensive Transportation Demand Management (TDM) program that would promote sustainable modes of transportation and reduce the vehicular trips and parking demand generated by the project. The project would not have an adverse effect on the existing transit services, pedestrian facilities or bicycle facilities in the study area, nor would it conflict with any adopted plans or policies for new pedestrian or bicycle facilities.

Hexagon has the following recommendations related to site access, on-site circulation and parking:

- Provide a parking garage ramp with a larger radius to adequately serve inbound and outbound vehicles.
- Update the site plan to show the on-site trash area.
- Update the site plan to show at least 10 Class II bicycle parking spaces prior to the final design, to ensure the project conforms to the City's bicycle parking requirements.

1. Introduction

This report presents the results of the Transportation Impact Analysis (TIA) conducted for a proposed boutique hotel project at the Cupertino Village at 10765 N. Wolfe Road in the City of Cupertino, California (see Figure 1). Located across from the Apple Campus 2, the project would demolish the existing 3,385 square-foot (s.f.) Duke of Edinburgh Restaurant and Pub and 10,044 s.f. of vacant commercial space and construct a 185-room boutique hotel, which would include a 2,502 s.f. restaurant and 5,568 s.f. of meeting space (see Figure 2). The project would also remove the existing 66 surface parking stalls on the site and construct a subterranean parking garage comprised of 248 parking stalls. Access to the project site would be provided via Wolfe Road and Pruneridge Avenue.

Scope of Study

This study was conducted for the purpose of satisfying the requirements of the California Environmental Quality Act (CEQA) and identifying the potential transportation related impacts as a result of the proposed development. The potential impacts of the project were evaluated in accordance with the standards set forth by the Cities of Cupertino and Sunnyvale, as well as the Santa Clara Valley Transportation Authority (VTA). The VTA administers the Santa Clara County Congestion Management Program (CMP). For projects that would generate fewer than 100 net new peak hour vehicle trips, a CMP analysis is not required. Although the proposed project is expected to generate fewer than 100 net peak hour trips, a CMP analysis including a freeway analysis and future growth analysis was prepared because the calculated number of net new peak hour trips nearly meets the 100-trip threshold. The traffic study includes an analysis of AM and PM peak hour traffic conditions for 13 signalized intersections and 4 freeway segments near the project site. The study also includes an analysis of site access, on-site circulation, vehicle queuing, and transit, bicycle and pedestrian access.

Study Intersections

1. Wolfe Road and El Camino Real (CMP) (Sunnyvale)
2. Wolfe Road and Fremont Avenue (Sunnyvale)
3. Wolfe Road and Marion Way (Sunnyvale)
4. Wolfe Road and Inverness Avenue (Sunnyvale)
5. De Anza Boulevard and Homestead Road (CMP) (Cupertino)
6. Wolfe Road and Homestead Road (Cupertino)
7. Lawrence Expressway and Homestead Road (CMP) (Santa Clara)
8. Wolfe Road and Apple Park Way (Cupertino)
9. Wolfe Road and Pruneridge Avenue (Cupertino)
10. Wolfe Road and I-280 Northbound Ramps (CMP) (Cupertino)
11. Wolfe Road and I-280 Southbound Ramps (CMP) (Cupertino)
12. Wolfe Road and Vallco Parkway (Cupertino)
13. Wolfe Road and Stevens Creek Boulevard (CMP) (Cupertino)

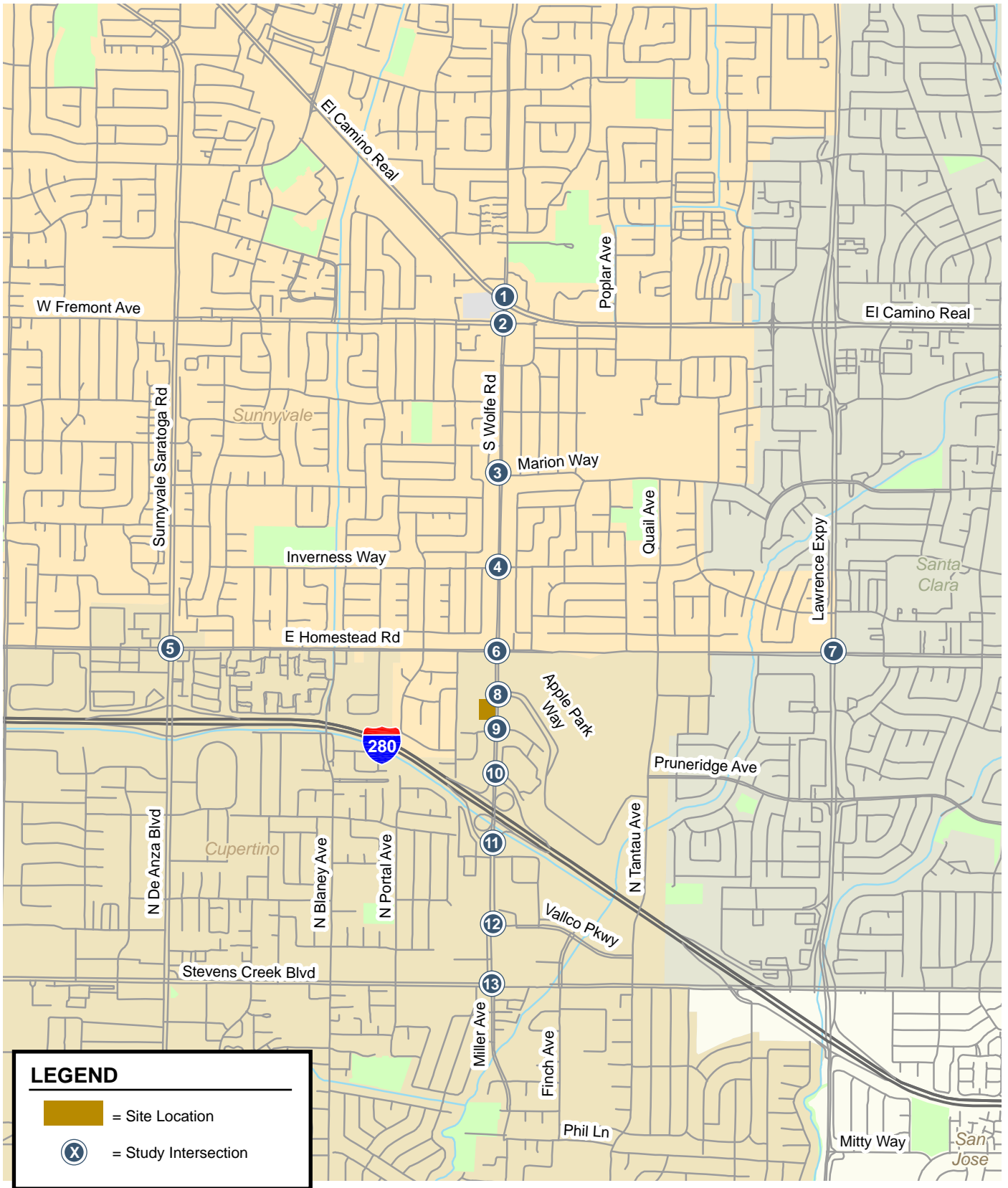


Figure 1
Site Location and Study Intersections



Figure 2
Project Site Plan

Study Freeway Segments

1. I-280, between SR 85 and De Anza Boulevard
2. I-280, between De Anza Boulevard and Wolfe Road
3. I-280, between Wolfe Road and Lawrence Expressway
4. I-280, between Lawrence Expressway and Saratoga Avenue

Traffic conditions at the study intersections were analyzed for both the weekday AM and PM peak hours of adjacent street traffic. The AM peak hour typically occurs between 7:00 AM and 10:00 AM and the PM peak hour typically occurs between 4:00 PM and 7:00 PM on a regular weekday. These are the peak commute hours during which most traffic congestion occurs on the roadways in the study area.

Traffic conditions were evaluated for the following scenarios:

Scenario 1: *Existing Conditions.* Existing traffic volumes at study intersections were based on traffic counts conducted in October and November of 2016, as well as March of 2018. The study intersections were evaluated with a level of service analysis using TRAFFIX software in accordance with the *2000 Highway Capacity Manual* methodology. Study freeway segments were analyzed in accordance with CMP methods. The new intersection count data are included in Appendix A.

Scenario 2: *Existing plus Project Conditions.* Existing traffic volumes with the project were estimated by adding to existing traffic volumes the additional traffic generated by the project. Existing plus project conditions were evaluated relative to existing conditions in order to determine the effects the project would have on the existing roadway network.

Scenario 3: *Background Conditions.* Background traffic volumes reflect traffic added by projected volumes from approved but not yet completed and/or occupied developments in the project area. The approved project trips and/or approved project information was obtained from the Cities of Cupertino, Sunnyvale and Santa Clara. The approved projects information are included in Appendix B.

Scenario 4: *Background plus Project Conditions.* Background traffic volumes with the project (hereafter called project traffic volumes) were estimated by adding to background traffic volumes the additional traffic generated by the project. Background plus project conditions were evaluated relative to background conditions in order to determine potential project impacts.

Scenario 5: *Future Growth Conditions.* The six CMP study intersections were evaluated for future growth conditions, as stipulated by the CMP guidelines. Future Growth traffic volumes represent traffic growth through the year 2021 (three-year horizon). Future Growth traffic volumes were estimated by applying an annual growth factor of 1.2 percent to the existing volumes, then adding trips from approved developments, as well as project-generated traffic.

Methodology

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

Data Requirements

The data required for the analysis were obtained from new traffic counts, the City of Cupertino, the City of Sunnyvale, the City of Santa Clara, the CMP Annual Monitoring Report, and field observations. The following data were collected from these sources:

- existing traffic volumes
- lane configurations
- intersection signal timing and phasing
- approved project information

Level of Service Standards and Analysis Methodologies

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

Signalized Study Intersections

The Cities of Cupertino, Sunnyvale and Santa Clara evaluate level of service at signalized intersections based on the *2000 Highway Capacity Manual* (HCM) level of service methodology using TRAFFIX software. This method evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. The correlation between average control delay and level of service at signalized intersections is shown in Table 1.

The Cities of Cupertino, Sunnyvale and Santa Clara level of service standard for signalized intersections is LOS D or better, except on roadways considered “regionally significant” within Sunnyvale and on CMP facilities within Santa Clara, which have a standard of LOS E. Of the four study intersections located in the City of Sunnyvale, one is designated a CMP intersection. The Santa Clara study intersection is also a CMP intersection.

CMP Intersections

The designated level of service methodology for the CMP also is the 2000 HCM operations method for signalized intersections, using TRAFFIX. The CMP level of service standard for signalized intersections within Sunnyvale and Santa Clara is LOS E or better. Within the City of Cupertino, the level of service standard for all signalized intersections, including CMP intersections, is LOS D or better.

The following six study intersections have been designated by VTA as CMP intersections:

1. Wolfe Road and El Camino Real (Sunnyvale)
5. De Anza Boulevard and Homestead Road (Cupertino)
7. Lawrence Expressway and Homestead Road (Santa Clara)
10. Wolfe Road and I-280 Northbound Ramps (Cupertino)
11. Wolfe Road and I-280 Southbound Ramps (Cupertino)
13. Wolfe Road and Stevens Creek Boulevard (Cupertino)

Table 1
Signalized Intersection Level of Service Definitions Based on Control Delay

Level of Service	Description	Average Control Delay Per Vehicle (sec.)
A	Signal progression is extremely favorable. Most vehicles arrive during the green phase and do not stop at all. Short cycle lengths may also contribute to the very low vehicle delay.	10.0 or less
B+	Operations characterized by good signal progression and/or short cycle lengths. More vehicles stop than with LOS A, causing higher levels of average vehicle delay.	10.1 to 12.0
B		12.1 to 18.0
B-		18.1 to 20.0
C+	Higher delays may result from fair signal progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, though may still pass through the intersection without stopping.	20.1 to 23.0
C		23.1 to 32.0
C-		32.1 to 35.0
D+	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable signal progression, long cycle lengths, or high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 39.0
D		39.1 to 51.0
D-		51.1 to 55.0
E+	This is considered to be the limit of acceptable delay. These high delay values generally indicate poor signal progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Individual cycle failures occur frequently.	55.1 to 60.0
E		60.1 to 75.0
E-		75.1 to 80.0
F	This level of delay is considered unacceptable by most drivers. This condition often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes of such delay levels.	greater than 80.0

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

Freeway Segments Analysis

As prescribed in the CMP technical guidelines, the level of service for freeway segments is estimated based on vehicle density. Density is calculated by the following formula:

$$D = V / (N * S)$$

where:

- D= density, in vehicles per mile per lane (vpmp/l)
- V= peak hour volume, in vehicles per hour (vph)
- N= number of travel lanes
- S= average travel speed, in miles per hour (mph)

The CMP specifies that a capacity of 2,300 vehicles per hour per lane (vphpl) be used for mixed-flow lane segments that are three lanes or wider in one direction, and a capacity of 2,200 vphpl for mixed-flow lane segments that are two lanes wide in one direction. A capacity of 1,800 vphpl was used for high occupancy vehicle (HOV) lanes. The CMP defines an acceptable level of service for freeway segments as LOS E or better. The correlation between vehicle density and level of service on freeway segments is shown in Table 2.

Table 2
Freeway Level of Service Based on Density

Level of Service	Description	Density (vehicles/mile/lane)
A	Average operating speeds at the free-flow speed generally prevail. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream.	11.0 or less
B	Speeds at the free-flow speed are generally maintained. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high.	11.1 to 18.0
C	Speeds at or near the free-flow speed of the freeway prevail. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more vigilance on the part of the driver.	18.1 to 26.0
D	Speeds begin to decline slightly with increased flows at this level. Freedom to maneuver within the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort levels.	26.1 to 46.0
E	At this level, the freeway operates at or near capacity. Operations in this level are volatile, because there are virtually no usable gaps in the traffic stream, leaving little room to maneuver within the traffic stream.	46.1 to 58.0
F	Vehicular flow breakdowns occur. Large queues form behind breakdown points.	greater than 58.0

Source: Santa Clara Valley Transportation Authority, Transportation Impact Analysis Guidelines, Updated March 2009 (Based on the *Highway Capacity Manual* (2000), Washington, D.C.).

Intersection Operations

The analysis of intersection level of service was supplemented with an analysis of traffic operations for intersections where the project would add a significant number of left turns. The operations analysis is based on vehicle queuing for high demand left-turn movements at intersections. Vehicle queues were estimated using a Poisson probability distribution, which estimates the probability of “n” vehicles for a vehicle movement using the following formula:

$$P(x=n) = \frac{\lambda^n e^{-\lambda}}{n!}$$

Where:

P (x=n) = probability of “n” vehicles in queue per lane

n = number of vehicles in the queue per lane

λ = average # of vehicles in the queue per lane (vehicles per hr per lane/signal cycles per hr)

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

The 95th percentile queue length value indicates that during the peak hour, a queue of this length or less would occur on 95 percent of the signal cycles. Or, a queue length longer than the 95th percentile queue would only occur on 5 percent of the signal cycles (about 3 cycles during the peak hour for a signal with a 60-second cycle length). Therefore, left-turn storage pocket designs based on the 95th percentile queue length would ensure that storage space would be exceeded only 5 percent of the time. The 95th percentile queue length is also known as the “design queue length.”

Significant Impact Criteria

Significance criteria are used to establish what constitutes an impact. For the purposes of this study, the criteria used to determine significant impacts on signalized intersections are based on the level of service standards from the Cities of Cupertino, Sunnyvale and Santa Clara. Project impacts also were analyzed according to the County Congestion Management Program (CMP) methodology for the CMP study intersections and freeway segments.

Definition of Significant Intersection Impacts

The project is said to create a significant adverse impact on traffic conditions at a signalized intersection in Cupertino, Sunnyvale or Santa Clara if for either peak hour:

1. The level of service at the intersection under background conditions drops below its respective level of service standard when project traffic is added, or
2. An intersection that operates below its respective level of service standard under background conditions experiences an increase in critical-movement delay of four (4) or more seconds and the volume-to-capacity ratio (V/C) increases by one percent (0.01) or more when project traffic is added.

An exception to this threshold applies when the addition of project traffic reduces the amount of average delay for critical movements (i.e. the change in average delay for critical movements is negative). In this case, the threshold of significance is an increase in the critical V/C value by 0.01 or more.

CMP Definition of Significant Intersection Impacts

The definition of a significant impact at a CMP intersection is the same as described above, except that the CMP standard for acceptable level of service is LOS E or better. Thus, a CMP intersection that operates at LOS F would fail to meet the CMP level of service standard.

A significant impact by the City of Cupertino, Sunnyvale, Santa Clara and CMP standards is said to be satisfactorily mitigated when measures are implemented that would restore intersection conditions to its level of service standard or to an average delay that eliminates the project impact.

Freeway Segment Impact Criteria

The CMP defines an acceptable level of service for freeway segments as LOS E or better. A project is said to create a significant impact on traffic conditions on a freeway segment if for either peak hour:

1. The level of service on the freeway segment degrades from an acceptable LOS E or better under existing conditions to an unacceptable LOS F with the addition of project trips, or
2. The level of service on the freeway segment is already operating at an unacceptable LOS F and the number of project trips added to the segment constitutes at least one percent of capacity of the segment.

A significant impact by CMP standards is said to be satisfactorily mitigated when measures are implemented that would restore freeway conditions to existing conditions or better.

Report Organization

The remainder of this report is divided into six chapters. Chapter 2 describes the existing roadway network, transit services, and pedestrian facilities. Chapter 3 presents the intersection operations under background conditions and describes the approved projects in the Cities of Cupertino, Sunnyvale and Santa Clara that would likely add traffic to the study area. Chapter 4 describes the methods used to estimate project-generated traffic and its impact on the transportation system. Chapter 5 describes the proposed Transportation Demand Management (TDM) plan. Chapter 6 describes the intersection operations under future growth conditions. Chapter 7 presents the analysis of other transportation related issues including transit, bicycle, and pedestrian facilities.

2. Existing Conditions

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

Existing Roadway Network

Regional access to the project site is provided via Interstate 280 (I-280) and El Camino Real (SR 82). Local access to the site is provided by Wolfe Road and Homestead Road. These roadways are described below.

I-280 is a north/south, eight-lane freeway that extends from US 101 in San Jose to I-80 in San Francisco. It is generally an east-west oriented eight-lane freeway in the vicinity of the project site. I-280 is eight lanes wide with three mixed-flow lanes and one high-occupancy vehicle (HOV) lane in each direction in the vicinity of the project site. I-280 provides site access via a full interchange at Wolfe Road.

El Camino Real (SR 82) is a four-lane roadway west of the project site that serves as a north-south route of travel along the Peninsula in the vicinity of the site. El Camino Real extends northward to San Francisco, and southward to San Jose. Access to the project site from El Camino Real is provided via Wolfe Road.

Wolfe Road is a north/south, four- to six-lane arterial that extends from Fair Oaks Avenue in Santa Clara south to Stevens Creek Boulevard, where it transitions into Miller Avenue (major collector street). In the vicinity of the project site, Wolfe Road is four lanes wide. According to the City of Cupertino's *General Plan: Community Vision 2015 – 2040*, an arterial distributes trips to commercial and residential areas and provides a balanced level of service between vehicles, bicycles, and pedestrians. Wolfe Road provides direct access to the project site, as well as to the I-280 interchange.

Homestead Road is an east/west arterial that extends from Lafayette Street in Santa Clara west through Cupertino to Los Altos, where it merges with Foothill Expressway. In the vicinity of the project site, Homestead Road is four- to five-lanes wide. As an arterial, Homestead Road distributes trips to commercial and residential areas and provides a balanced level of service between vehicles, bicycles, and pedestrians. Access from Homestead Road to the project site is provided via Wolfe Road.

Existing Pedestrian and Bicycle Facilities

Pedestrian facilities consist of sidewalks, crosswalks, and pedestrian signals at signalized intersections. In the vicinity of the project site, sidewalks exist along both sides of Wolfe Road and Homestead Road, providing pedestrian access to and from the project site; however, sidewalks are missing on Pruneridge Avenue along the project frontage. Marked crosswalks with pedestrian signal heads and push buttons are provided on most approaches of the signalized study intersections except the intersections along Wolfe Road at Apple Park Way, Pruneridge Avenue, and the I-280 northbound and southbound ramps. Marked crosswalks are provided along the following approaches of these study intersections:

- North, east, and west legs of the Wolfe Road/Apple Park Way intersection
- North, east, and west legs of the Wolfe Road/Pruneridge Avenue intersection
- West leg of the Wolfe Road/I-280 northbound ramps
- East leg of the Wolfe Road/I-280 southbound ramps

Although some sidewalk and crosswalk connections are missing, the overall network of sidewalks and crosswalks in the study area has adequate connectivity and provides pedestrians with safe routes to transit services and other points of interest in the vicinity of the project site.

Existing Bicycle Facilities

There are some bicycle facilities in the vicinity of the project site. The existing bicycle facilities within the study area are described below and are shown on Figure 3.

North-south bicycle connections in the study area include Class II bike lanes along Wolfe Road between Stevens Creek Boulevard and Fremont Avenue in Sunnyvale, where it transitions into a Class III bike route. Bike lanes are lanes on roadways designated for use by bicycles with special lane markings, pavement legends, and signage. Bike routes are existing streets that accommodate bicycles but are not separate from the existing travel lanes. Bike routes are typically designated only with signage or with painted shared lane markings (Sharrows) on a road that indicate to motorists that bicyclists may use the full travel lane.

East-west bicycle connections in the study area consist of Class II bike lanes along Homestead Road between Lafayette Street and Foothill Expressway, Stevens Creek Boulevard between Lawrence Expressway and California Oak Way, and along Vallco Parkway between Tantau Avenue and Wolfe Road. Bike routes are also present in the vicinity of the project site, along Marion Way between Oriole Avenue and Wolfe Road.

Existing Transit Service

Existing transit service near the project site (see Figure 4) is provided by the Santa Clara Valley Transportation Authority (VTA). The transit service routes that run through the study area are listed in Table 3, including their route description and commute hour headways.

Access to the existing bus service (Local Bus Routes 26 and 81) is provided via bus stops located near the northwestern and northeastern corners of the Wolfe Road/Apple Park Way intersection, approximately a two-minute walk (about 500 feet) to and from the project site. Additional bus service (Local Bus Routes 23, 101 and 182) is provided at the Vallco Shopping Center Park & Ride Lot, located less than a mile south of the project site. Local Bus Route 26 provides service to Vallco Shopping Center, allowing riders to connect to Routes 23, 101 and 182.

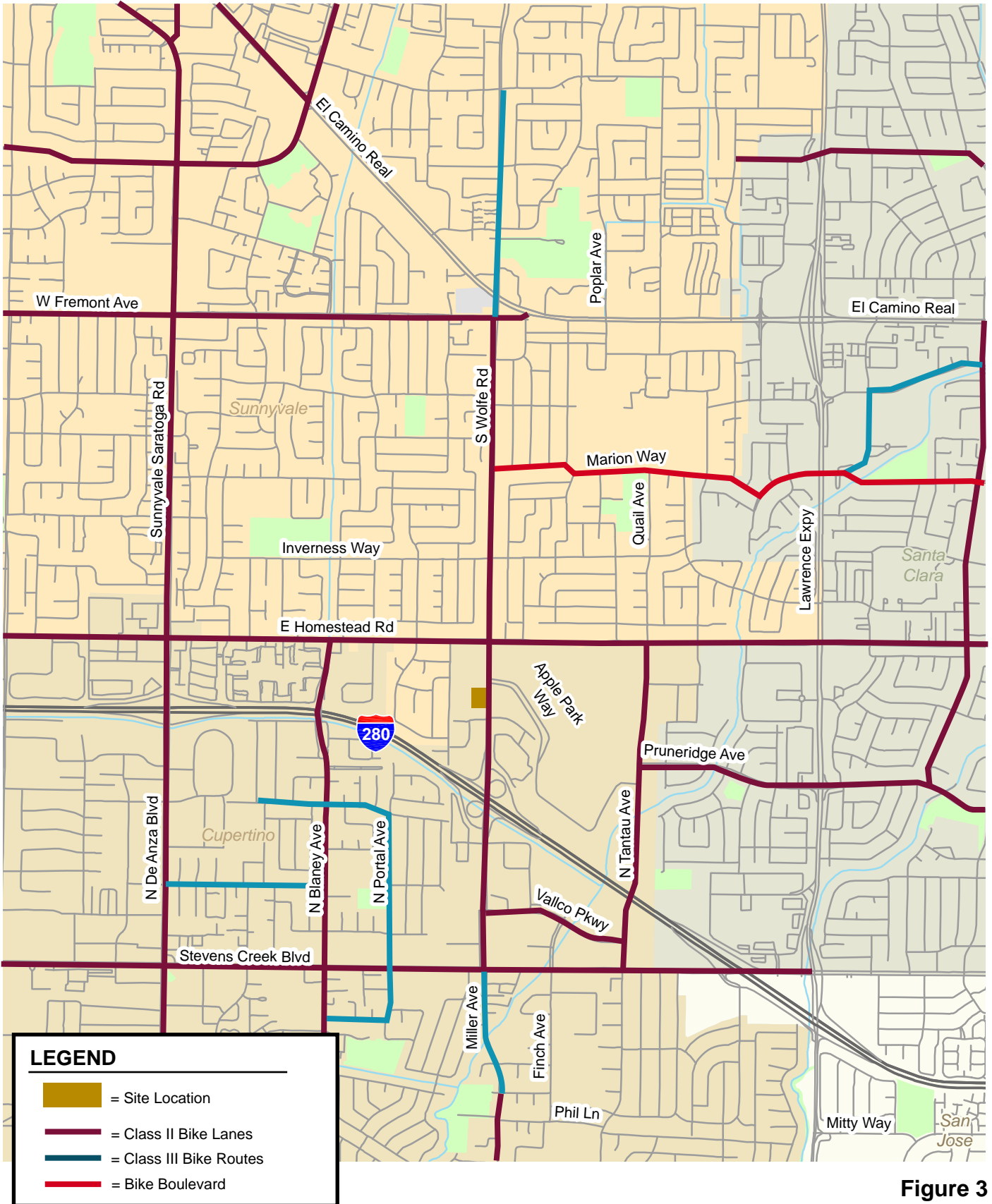


Figure 3
Existing Bicycle Facilities

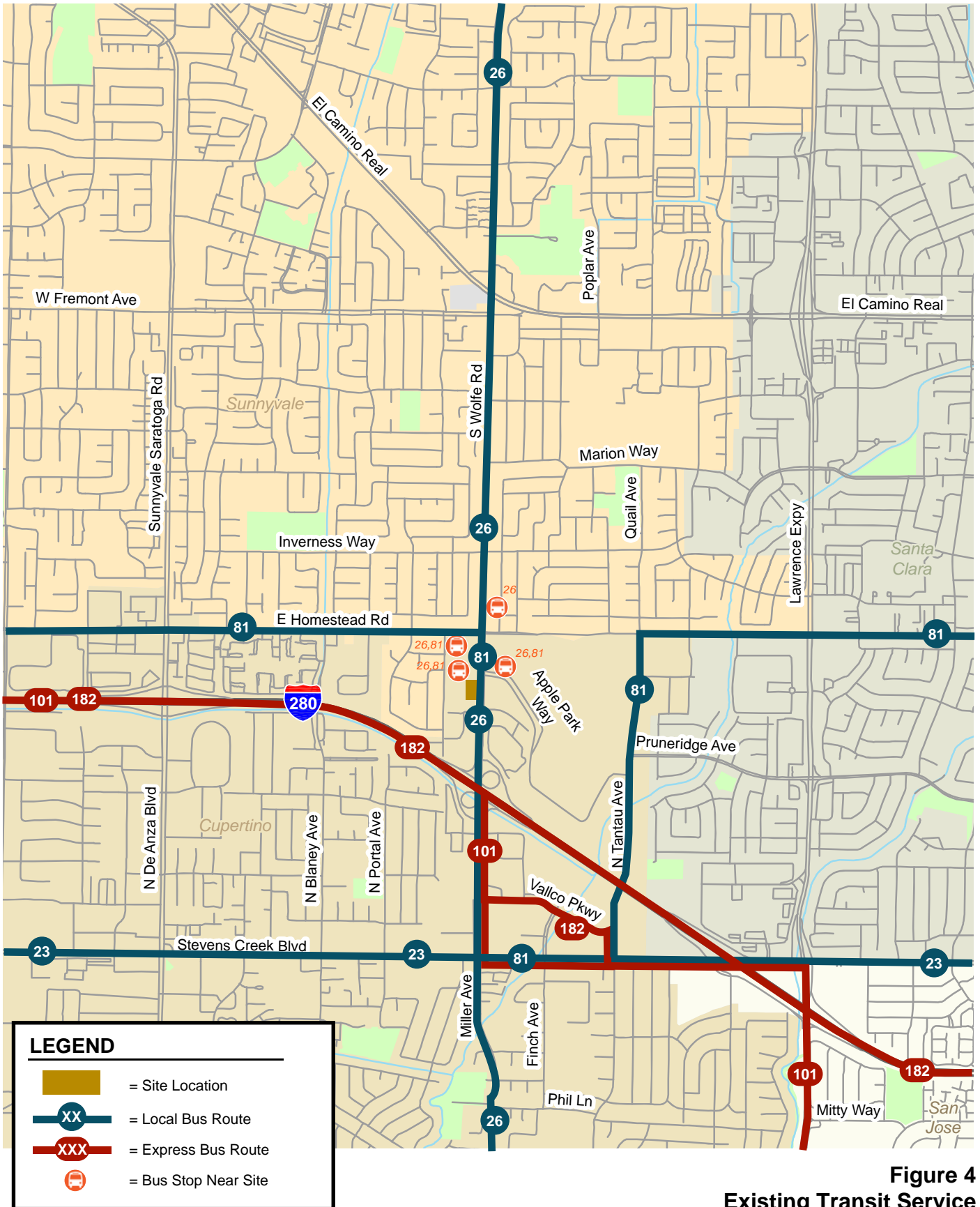


Figure 4
Existing Transit Service

Table 3
Existing Transit Service Near the Project Site

Transit Route	Route Description	Hours of Operation	Headway ¹
Local Route 26	Sunnyvale/Lockheed Martin Transit Center to Eastridge Transit Center	5:20 am - 11:20 pm	30 mins
Local Route 81	Moffett Field/Ames Center to San Jose State University	6:15 am - 9:05 pm	25 - 35 mins
Vallco Shopping Center Park & Ride Lot			
Local Route 23	De Anza College to Alum Rock Transit Center	5:20 am - 1:05 am (next day)	15 - 20 mins
Local Route 101	Page Mill Road/Hansen Way Intersection to Highway 85 Park & Ride Lot	6:20 am - 8:20 am 4:10 pm - 6:45 pm	N/A ²
Local Route 182	Page Mill Road/El Camino Real Park & Ride Lot to IBM/Bailey Avenue	7:30 am - 8:30 am 5:05 pm - 6:10 pm	N/A ³

Notes:

¹ Approximate headways during peak commute periods.

² Route 101 provides only northbound service (two trips) during the AM and only southbound service (two trips) during the PM.

³ Route 182 provides only southbound service (one trip) during the AM and only northbound service (one trip) during the PM.

Existing Intersection Lane Configurations and Traffic Volumes

The existing lane configurations at the study intersections were determined by observations in the field and are shown on Figure 5. Existing traffic volumes were obtained from peak hour counts collected on October 6th, October 12th, and November 10th of 2016, and March 28th of 2018. The existing peak-hour intersection volumes are shown on Figure 6.

New intersection turning-movement counts conducted for this analysis are presented in Appendix A.

Existing Intersection Levels of Service

The results of the intersection level of service analysis show that all but one of the study intersections currently operate at LOS D or better during both the AM and PM peak hours of traffic (see Table 4). The CMP intersection of Lawrence Expressway and Homestead Road currently operates at LOS E during both the AM and PM peak hours of traffic, which is considered acceptable when measured against the CMP standard (LOS E). Therefore, all the study intersections are currently operating at acceptable levels of service.

The intersection level of service calculation sheets are provided in Appendix C.

Cupertino Village Hotel - Transportation Impact Analysis

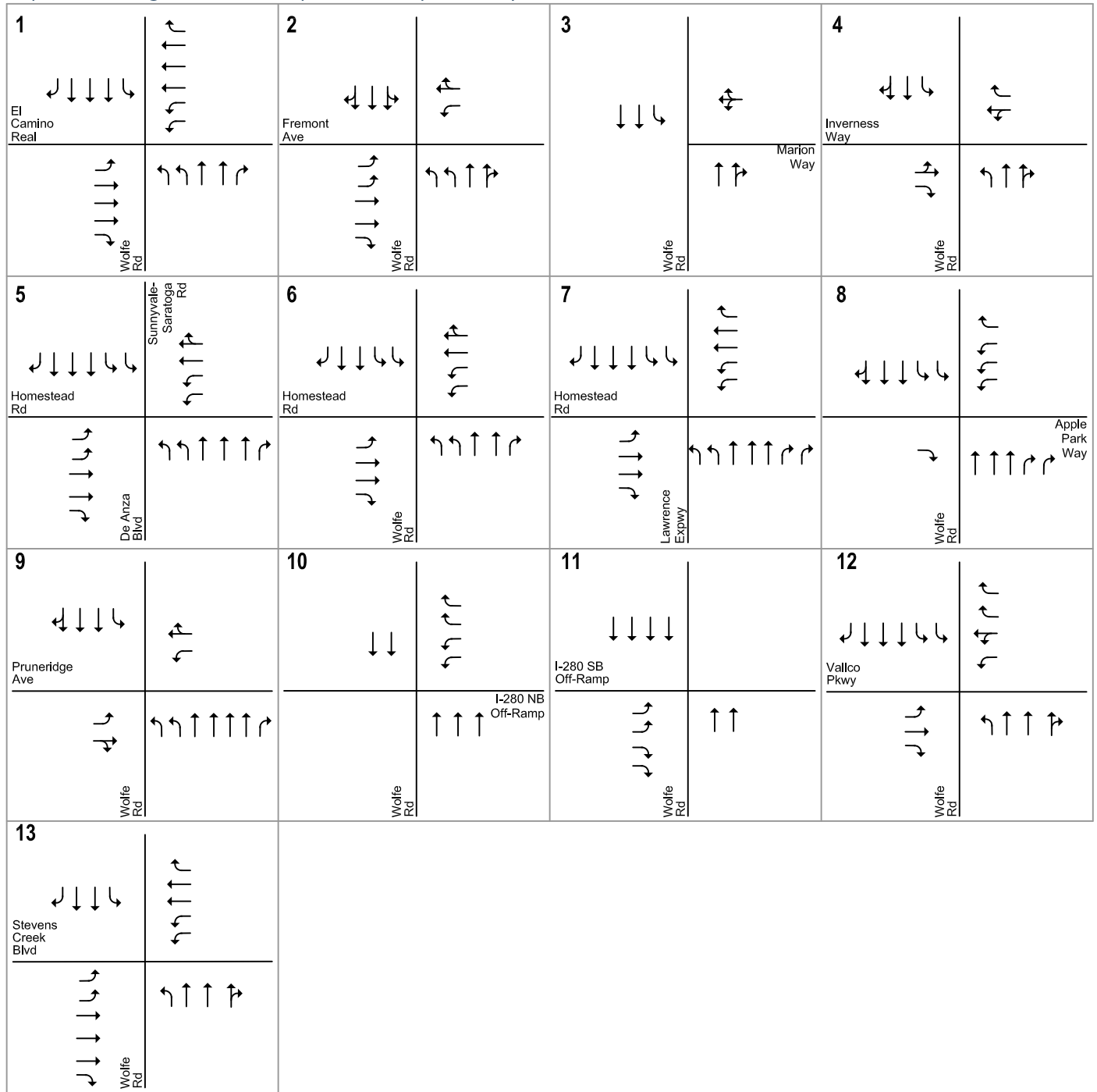
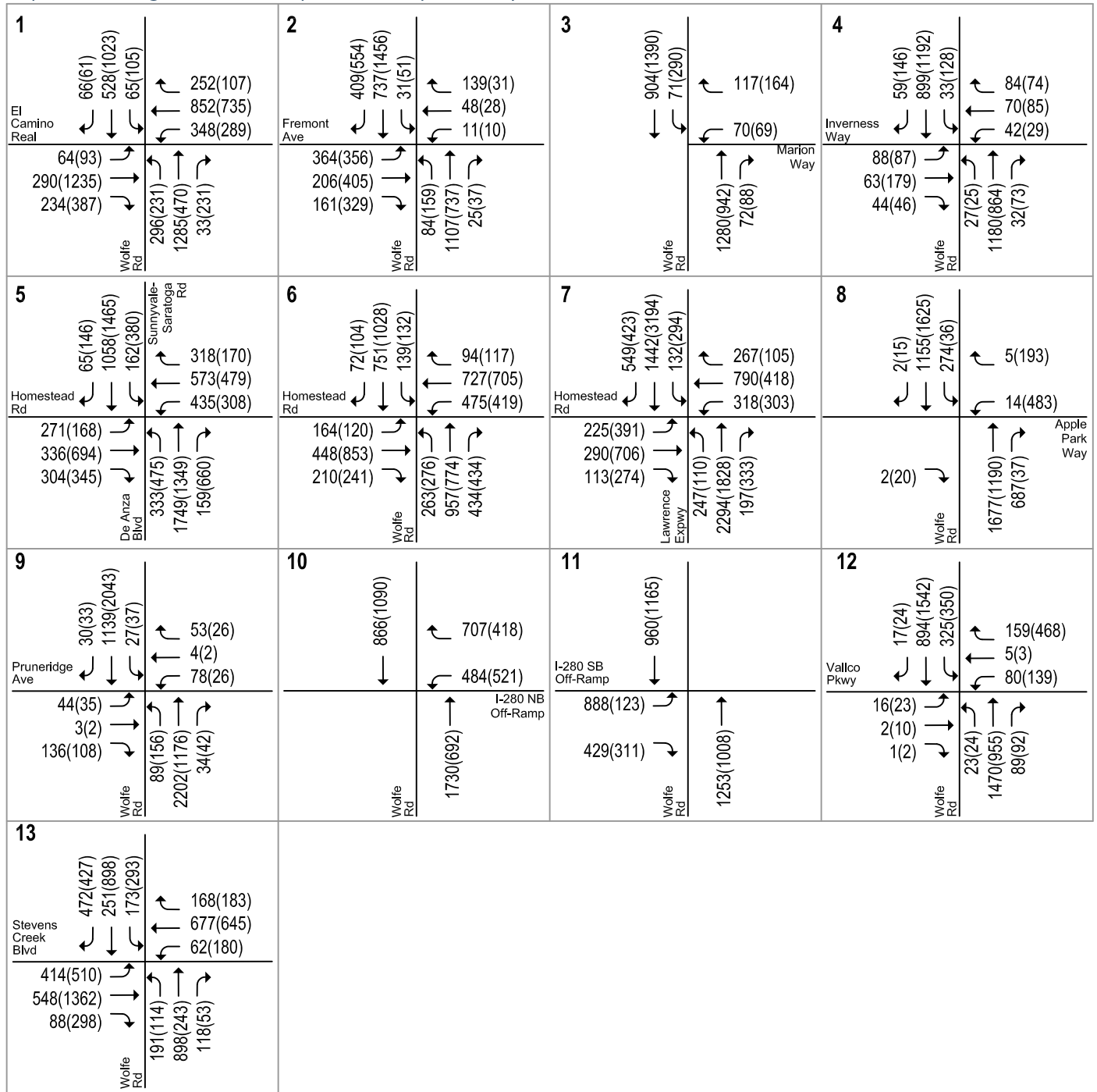


Figure 5
Existing Lane Configurations

Cupertino Village Hotel - Transportation Impact Analysis



LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 6
Existing Traffic Volumes

Table 4
Existing Intersection Levels of Service

Study Number	Intersection	Peak Hour	Count Date	Existing Conditions	
				Avg. Delay (sec)	LOS
1	Wolfe Road and El Camino Real *	AM	03/28/18	53.6	D-
		PM	11/10/16	43.0	D
2	Wolfe Road and Fremont Avenue	AM	03/28/18	51.9	D-
		PM	03/28/18	45.6	D
3	Wolfe Road and Marion Way	AM	03/28/18	10.6	B+
		PM	03/28/18	15.9	B
4	Wolfe Road and Inverness Way	AM	03/28/18	12.5	B
		PM	03/28/18	15.2	B
5	De Anza Boulevard and Homestead Road *	AM	03/28/18	35.7	D+
		PM	10/12/16	36.4	D+
6	Wolfe Road and Homestead Road	AM	03/28/18	38.5	D+
		PM	03/28/18	43.2	D
7	Lawrence Expressway and Homestead Road *	AM	03/28/18	69.7	E
		PM	10/06/16	74.8	E
8	Wolfe Road and Apple Park Way	AM	03/28/18	14.1	B
		PM	03/28/18	21.3	C+
9	Wolfe Road and Pruneridge Avenue	AM	03/28/18	21.2	C+
		PM	03/28/18	18.3	B-
10	Wolfe Road and I-280 Northbound Ramps *	AM	03/28/18	8.3	A
		PM	10/12/16	7.0	A
11	Wolfe Road and I-280 Southbound Ramps *	AM	03/28/18	13.9	B
		PM	10/12/16	7.5	A
12	Wolfe Road and Vallco Parkway	AM	03/28/18	22.1	C+
		PM	03/28/18	20.1	C+
13	Wolfe Road and Stevens Creek Boulevard *	AM	03/28/18	39.9	D
		PM	10/12/16	39.9	D

Note:
 * Denotes the CMP designated Intersection

Observed Traffic Conditions

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

Overall, most study intersections operated adequately during both the AM and PM peak hours of traffic, and the level of service analysis appears to accurately reflect actual existing traffic conditions. However, field observations showed that some operational problems currently occur during the AM and PM peak commute hours. These issues are described below.

During the AM peak hour, congestion exists along Wolfe Road in the southbound direction that is not obvious from the intersection level of service calculations. However, vehicles are able to clear the study intersections within one signal cycle length. Conversely, during the PM peak hour congestion in the northbound direction exists along Wolfe Road between El Camino Real and the I-280 freeway ramps that also is not evident from the level of service calculations. Vehicle queues, however, are able to clear the study intersections along Wolfe Road within one signal cycle during the PM as well.

During the AM peak hour at the Wolfe Road/Fremont Avenue intersection, the eastbound left-turn vehicle queues were observed to spill out of the dual left-turn pocket and block the inside through lane.

During the AM and PM peak hours at the Wolfe Road/I-280 interchange, the ramp meters create some minor queuing issues on Wolfe Road.

The study intersections along El Camino Real and Lawrence Expressway carry relatively heavy traffic volumes throughout the region. During the AM and PM peak hours, the congestion along these roadways results in long vehicular queues, considerable delays for the minor streets (i.e. Wolfe Road and Homestead Road), and some turning movements not clearing within one signal cycle.

Existing Freeway Levels of Service

Traffic volumes for the study freeway segments were obtained from the 2016 CMP Annual Monitoring Report, which contains the most recent data collected for freeway segments located in Santa Clara County. The results of the analysis are summarized in Table 5. The results show that the following directional freeway segments currently operate at an unacceptable LOS F:

- I-280, eastbound between SR 85 and De Anza Boulevard – PM Peak Hour
- I-280, westbound between SR 85 and De Anza Boulevard – AM Peak Hour
- I-280, eastbound between De Anza Boulevard and Wolfe Road – PM Peak Hour
- I-280, westbound between De Anza Boulevard and Wolfe Road – AM Peak Hour
- I-280, eastbound between Wolfe Road and Lawrence Expressway – PM Peak Hour
- I-280, westbound between Wolfe Road and Lawrence Expressway – AM Peak Hour
- I-280, westbound between Lawrence Expressway and Saratoga Avenue – AM peak hour

Table 5
Existing Freeway Levels of Service

Freeway	Segment	Direction	Peak Hour	Mixed-Flow Lanes					HOV Lane				
				Avg. Speed ¹	# of Lanes	Volume ¹	Density	LOS	Avg. Speed ¹	# of Lanes	Volume ¹	Density	LOS
I-280	SR 85 to De Anza Blvd	EB	AM	66	3	4,360	22.0	C	67	1	810	12.1	B
			PM	12	3	3,820	106.0	F	20	1	1,660	83.0	F
I-280	De Anza Blvd to Wolfe Rd	EB	AM	66	3	4,360	22.0	C	66	1	1,460	22.1	C
			PM	32	3	5,860	61.0	F	60	1	2,520	42.0	D
I-280	Wolfe Rd to Lawrence Expwy	EB	AM	66	3	4,160	21.0	C	67	1	810	12.1	B
			PM	23	3	5,320	77.0	F	40	1	2,080	52.0	E
I-280	Lawrence Expwy to Saratoga Ave	EB	AM	59	3	6,550	37.0	D	67	1	940	14.0	B
			PM	66	3	5,310	26.0	C	70	1	1,050	15.0	B
I-280	Saratoga Ave to Lawrence Expwy	WB	AM	22	3	5,150	78.0	F	26	1	1,820	70.0	F
			PM	66	3	4,950	25.0	C	70	1	840	12.0	B
I-280	Lawrence Expwy to Wolfe Rd	WB	AM	25	3	5,400	72.0	F	26	1	1,820	70.0	F
			PM	66	3	5,310	26.0	C	70	1	980	14.0	B
I-280	Wolfe Rd to De Anza Blvd	WB	AM	24	3	5,400	75.0	F	45	1	2,160	48.0	E
			PM	66	3	5,310	26.0	C	70	1	700	10.0	A
I-280	De Anza Blvd to SR 85	WB	AM	23	3	5,250	76.1	F	47	1	2,170	46.2	E
			PM	66	3	5,310	26.0	C	70	1	700	10.0	A

Notes:

¹ Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2016.

Bold indicates a substandard level of service.

3. Background Conditions

This chapter describes background traffic conditions, which are defined as conditions just prior to completion of the proposed project. Traffic volumes for background conditions comprise volumes from existing traffic volumes plus traffic generated by other approved developments in the vicinity of the site. This chapter describes the planned roadway network, the procedure used to determine background traffic volumes, and the resulting traffic conditions.

Roadway Network and Traffic Volumes Under Background Conditions

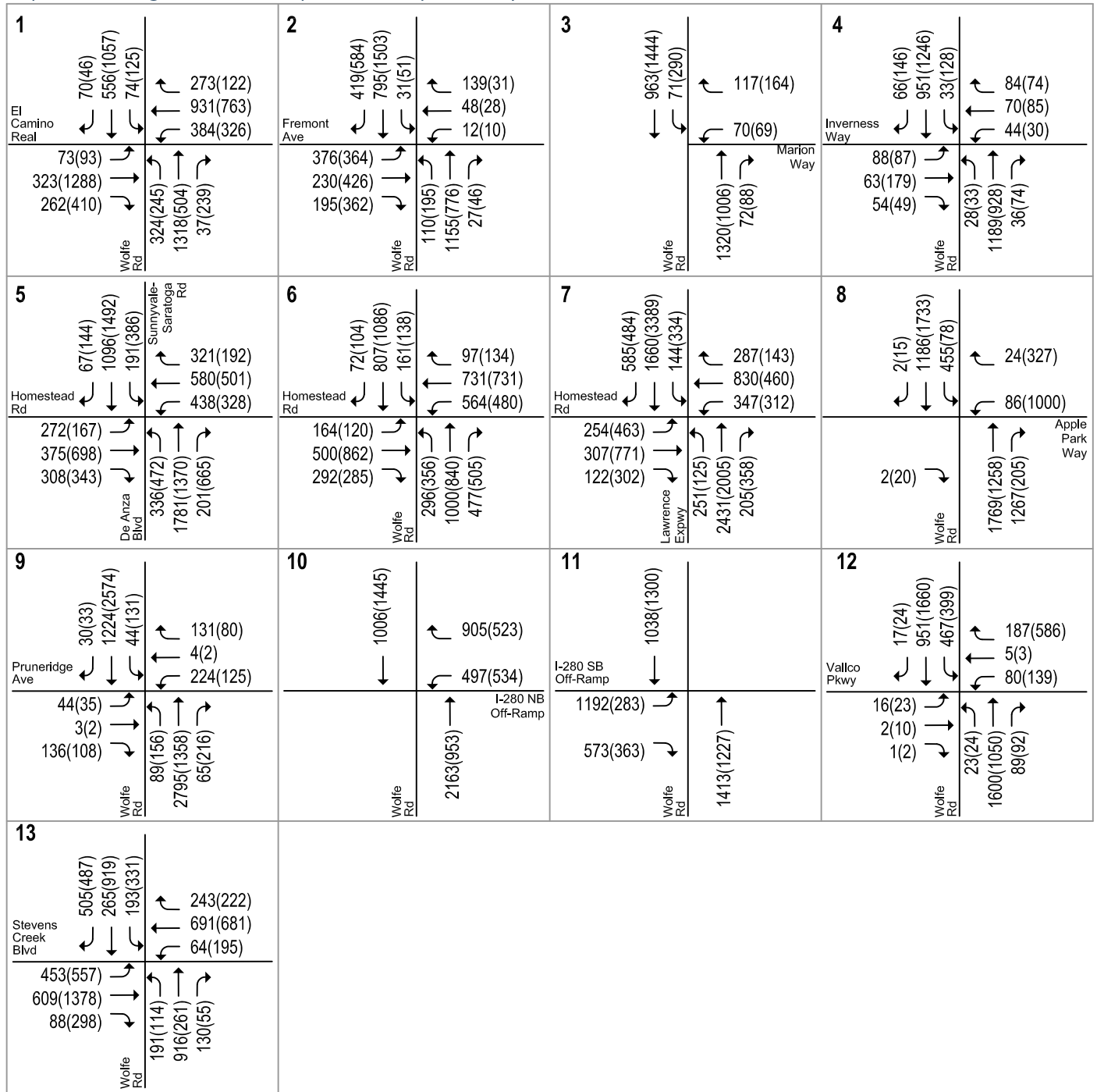
It is assumed in this analysis that the transportation network under background conditions would be the same as the existing transportation network because there are no planned and funded transportation improvements at the study intersections.

Background peak hour traffic volumes were estimated by adding to existing traffic volumes the trips generated by nearby approved but not yet completed or occupied projects (see Figure 7). Approved project information was obtained from the Cities of Cupertino, Sunnyvale, and Santa Clara's lists of approved projects (see Appendix B). Trip generation estimates for the approved projects were based on their respective traffic studies, if available. For relatively small projects that did not require a traffic study, trips were estimated based on ITE trip rates. The estimated trips from the approved projects were distributed and assigned throughout the study area based on the trip distribution assumptions present in the traffic studies or based on knowledge of travel patterns in the study area.

Background Intersection Levels of Service

The results of the level of service analysis show that most of the study intersections would continue to operate at LOS D or better during both the AM and PM peak hours of traffic under background conditions (see Table 6). The CMP intersections of Wolfe Road/El Camino Real and Lawrence Expressway/Homestead Road both would operate at LOS E during the AM peak hour of traffic, which is considered acceptable when measured against the CMP standard. However, the Lawrence Expressway and Homestead Road intersection would operate at an unacceptable LOS F during the PM peak hour due to additional traffic from approved developments in the study area. The intersection level of service calculation sheets are provided in Appendix C.

Cupertino Village Hotel - Transportation Impact Analysis



LEGEND

XX(X) = AM(PM) Peak-Hour Traffic Volumes

Figure 7
Background Traffic Volumes

Table 6
Background Intersection Levels of Service

Study Number	Intersection	Peak Hour	Existing Conditions		Background Conditions	
			Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS
1	Wolfe Road and El Camino Real *	AM	53.6	D-	55.3	E+
		PM	43.0	D	44.1	D
2	Wolfe Road and Fremont Avenue	AM	51.9	D-	53.2	D-
		PM	45.6	D	47.5	D
3	Wolfe Road and Marion Way	AM	10.6	B+	10.5	B+
		PM	15.9	B	15.9	B
4	Wolfe Road and Inverness Way	AM	12.5	B	12.5	B
		PM	15.2	B	15.3	B
5	De Anza Boulevard and Homestead Road *	AM	35.7	D+	36.2	D+
		PM	36.4	D+	37.3	D+
6	Wolfe Road and Homestead Road	AM	38.5	D+	40.7	D
		PM	43.2	D	46.2	D
7	Lawrence Expressway and Homestead Road *	AM	69.7	E	72.3	E
		PM	74.8	E	82.1	F
8	Wolfe Road and Apple Park Way	AM	14.1	B	19.4	B-
		PM	21.3	C+	27.8	C
9	Wolfe Road and Pruneridge Avenue	AM	21.2	C+	26.6	C
		PM	18.3	B-	22.4	C+
10	Wolfe Road and I-280 Northbound Ramps *	AM	8.3	A	9.9	A
		PM	7.0	A	6.9	A
11	Wolfe Road and I-280 Southbound Ramps *	AM	13.9	B	18.4	B-
		PM	7.5	A	8.3	A
12	Wolfe Road and Vallco Parkway	AM	22.1	C+	24.4	C
		PM	20.1	C+	21.7	C+
13	Wolfe Road and Stevens Creek Boulevard *	AM	39.9	D	40.8	D
		PM	39.9	D	40.7	D

Note:
 * Denotes the CMP designated Intersection
Bold indicates a substandard level of service.

4. Project Conditions

This chapter describes traffic conditions with the project and includes: (1) the method by which project traffic is estimated and (2) a level of service summary. Existing plus project conditions are represented by existing traffic conditions with the addition of traffic generated by the project. Existing plus project traffic conditions could potentially occur if the project were to be occupied prior to the other approved projects in the area. Background plus project conditions are represented by background traffic conditions with the addition of traffic generated by the project.

Transportation Network

The project description includes modifying the west leg of the Wolfe Road/Apple Park Way intersection to allow inbound right turns only. It is assumed in this analysis that the remaining transportation network under project conditions would be the same as the existing transportation network.

Project Trip Estimates

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

Trip Generation

Through empirical research, data have been collected that quantify the amount of traffic expected to be produced by common land uses. Thus, for the most common land uses there are standard trip generation rates that can be applied to help predict the future traffic increases that would result from a new development. The standard trip generation rates are published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*.

Project trip generation was estimated by applying to the size and use of the proposed development the appropriate trip generation rates obtained from the ITE *Trip Generation Manual, 10th Edition (2017)*. The average trip generation rates for Hotel (Land Use Category 310) were applied to the project. The ITE rates for this Hotel land use category include trips generated by ancillary uses/supporting facilities such as restaurants, fitness facilities, meeting rooms (for conferences, banquets, etc.), and cocktail lounges. Based on the ITE rates for Hotel, the proposed development would generate a total of 2,263 gross daily vehicle trips, with 115 gross trips occurring during the weekday AM peak hour and 135 gross trips occurring during the weekday PM peak hour (see Table 7).

Trip Reductions

In accordance with VTA's *Transportation Impact Analysis Guidelines* (October 2014, Section 8.2.1, "Standard Trip Reductions"), the project is eligible for some reductions from the baseline trip generation described above. The applicable trip reductions are described below.

Internal Mixed-Use Trip Reduction

Given that the project would provide convenient access to the adjacent Cupertino Village Shopping Center, the abundance of supporting retail uses are expected to reduce hotel-generated trips. Thus, in accordance with the 2014 VTA guidelines for projects with a mix of hotel and retail uses, a ten (10) percent trip reduction was applied to the baseline project trip estimates to account for the internalization of trips (i.e., walking trips) between the hotel and the adjacent shopping center uses.

TDM Plan

Projects that develop and implement a Transportation Demand Management (TDM) Plan are eligible for a trip reduction of up to five (5) percent. The project has proposed a robust TDM Plan comprised of design features, programs, and services that promote sustainable modes of transportation and reduce the vehicular trips and parking demand generated by the project. The TDM Plan will include pre-loaded transit passes and free bicycles for guests, as well as subsidized transit passes and a cash-out program for employees. Chapter 5 contains a detailed description of the proposed TDM Plan.

Shuttle Service

The project would offer a dedicated shuttle program for hotel employees and guests, which grants the project eligibility of a three (3) percent trip reduction per the VTA guidelines. The shuttle destinations would be determined based on hotel employee and guest preferences. It is initially thought that shuttles would serve the Mineta International Airport, downtown San Jose, Caltrain, and other major employment centers and destinations in the area. In addition, subject to availability, the proposed shuttle services would be available for local residents (see Chapter 5 for details).

Trip Reductions Not Applied

Although the Apple Campus 2 is located directly across the street from the project site, vehicle trip reductions related to the future usage of the hotel by Apple employees and business partners were not applied. Since future hotel usage by Apple and its associates would likely be substantial, the project trip generation estimates present a conservative (i.e., worst-case) estimate of new vehicular trips.

Existing Use Credit

The trips generated by the existing occupied restaurant and pub (Duke of Edinburgh Restaurant) on the site can be subtracted from the trip generation estimates for the hotel. The existing restaurant's trip generation was obtained from driveway counts conducted on March 27th, 2018. Based on the driveway counts, the existing restaurant is generating 22 vehicle trips during the weekday PM peak hour. The restaurant is not open in the morning on weekdays, so it is not generating any AM peak hour trips. The daily trips generated by the existing restaurant were estimated by multiplying the weekday PM peak hour trips by a factor of 10. Trip credits attributable to the existing vacant retail space on the site were not applied because the retail space has been vacant for too long and those past trips are not included in the existing traffic counts.

Net Project Trips

After applying the ITE trip rates, appropriate trip reductions, and existing site trip credits, the proposed hotel project would generate 1,636 net new daily vehicle trips, with 96 new trips occurring during the AM peak hour and 89 new trips occurring during the PM peak hour. Using the inbound/outbound splits contained in the ITE *Trip Generation Manual*, the project would produce 56 new inbound and 40 new

outbound trips during the AM peak hour, and 36 new inbound and 53 new outbound trips during the PM peak hour (See Table 7).

Table 7
Project Trip Generation Estimates

Land Use	Size	Daily		AM Peak Hour			PM Peak Hour				
		Rate	Trips	Rate	In	Out	Total	Rate	In	Out	Total
Proposed Uses											
Boutique Hotel ¹	185 rooms	12.23	2,263	0.62	67	48	115	0.73	66	69	135
Hotel and Retail Internal Mixed-Use Reduction (10%) ²			(226)		(6)	(5)	(11)		(7)	(7)	(14)
TDM Reduction for Financial Incentives (5%) ²			(113)		(3)	(2)	(5)		(3)	(3)	(6)
TDM Reduction for Dedicated Shuttle Program (3%) ²			(68)		(2)	(1)	(3)		(2)	(2)	(4)
Subtotal			1,856		56	40	96		54	57	111
Existing Uses											
Duke of Edinburgh Restaurant ³	3.39 ksf		(220)		-	-	-		(18)	(4)	(22)
Net Project Trips			1,636		56	40	96		36	53	89
Notes:											
KSF = 1,000 square feet											
¹ Trip generation based on average trip rates for Hotel (Land Use 310, Occ. Rooms) published in ITE's <i>Trip Generation Manual, 10th Edition, 2017</i> .											
² Trip reduction based on Standard Auto Trip Reduction Rates published in VTA's <i>Transportation Impact Analysis Guidelines, 2014</i> .											
³ Trip credits based on PM peak hour count conducted on March 27, 2018. Daily trip credit calculated by multiplying PM peak hour trips by a factor of 10.											

Trip Distribution and Assignment

The trip distribution pattern for the project was developed based on existing travel patterns on the surrounding roadway system and the locations of complementary land uses including airports. The peak hour vehicle trips generated by the project were assigned to the roadway network in accordance with the trip distribution pattern, with an emphasis on freeway access and project driveway location. Figure 8 shows the trip distribution pattern for the proposed hotel. Figure 9 shows the net project trip assignment at the study intersections.

Existing Plus Project Traffic Volumes

Project trips, as presented in Figure 9, were added to existing traffic volumes to obtain existing plus project traffic volumes. The existing plus project traffic volumes are shown on Figure 10.

Existing Plus Project Intersection Analysis

The results of the level of service analysis show that all the study intersections would operate at an acceptable level of service (LOS D or better for City-controlled intersections and LOS E or better for CMP intersections) during both the AM and PM peak hours of traffic if the proposed project were completed and operating today (see Table 8). This analysis is presented for informational purposes only, as the criteria that define a significant project impact at a signalized intersection in the Cities of Cupertino, Sunnyvale and Santa Clara are based on comparing background plus project conditions to background (baseline) conditions. The intersection level of service calculation sheets are included in Appendix C.

At four of the study intersections, the average vehicle delay under existing plus project conditions is shown to decrease slightly compared to existing conditions. This occurs because the average vehicle delay that is calculated is a weighted average of all movements at the intersection. Thus, when project trips are added to individual intersection movements with low vehicle delays, the average delay for the entire intersection as a whole can decrease.

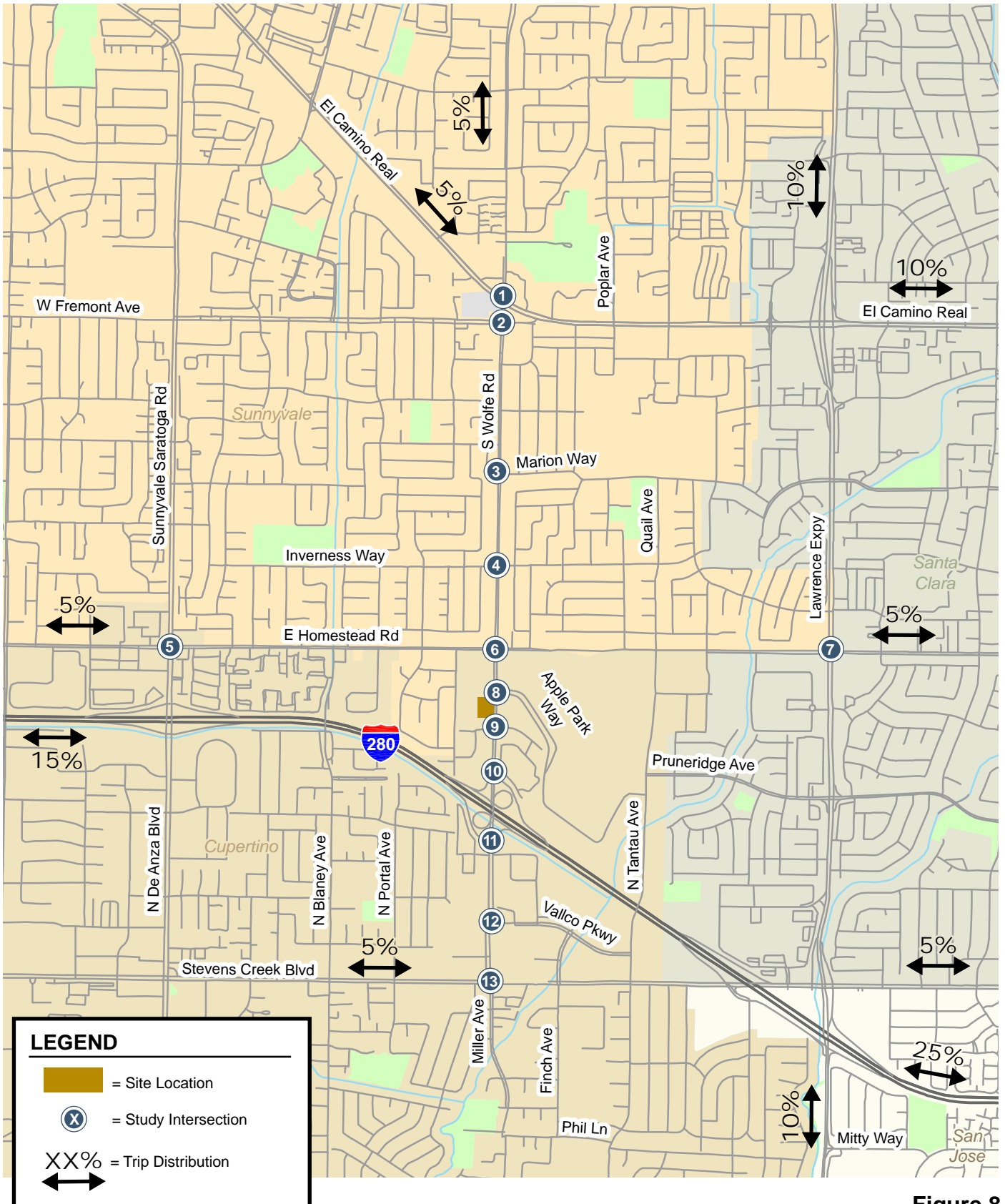
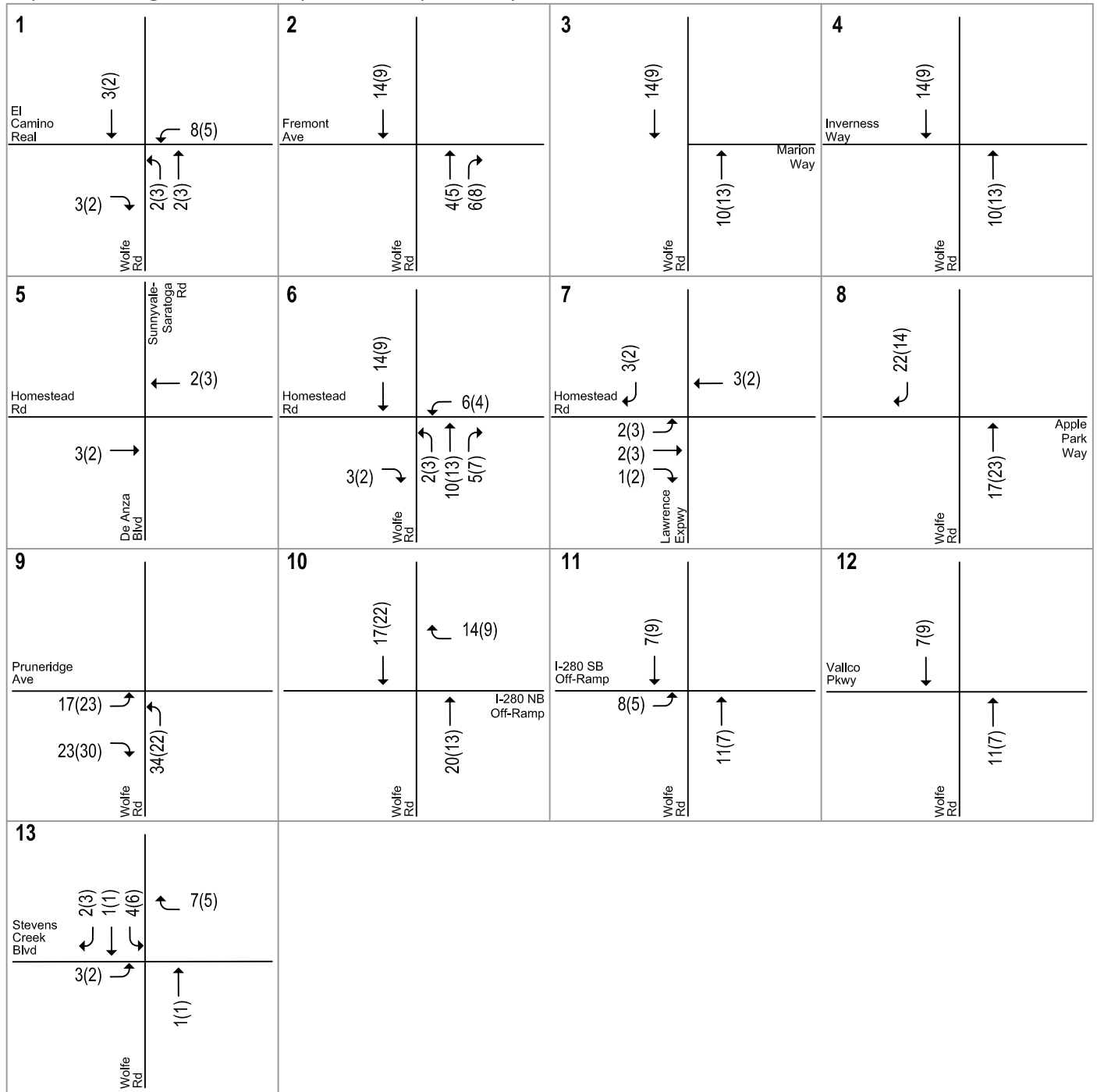


Figure 8
Project Trip Distribution

Cupertino Village Hotel - Transportation Impact Analysis

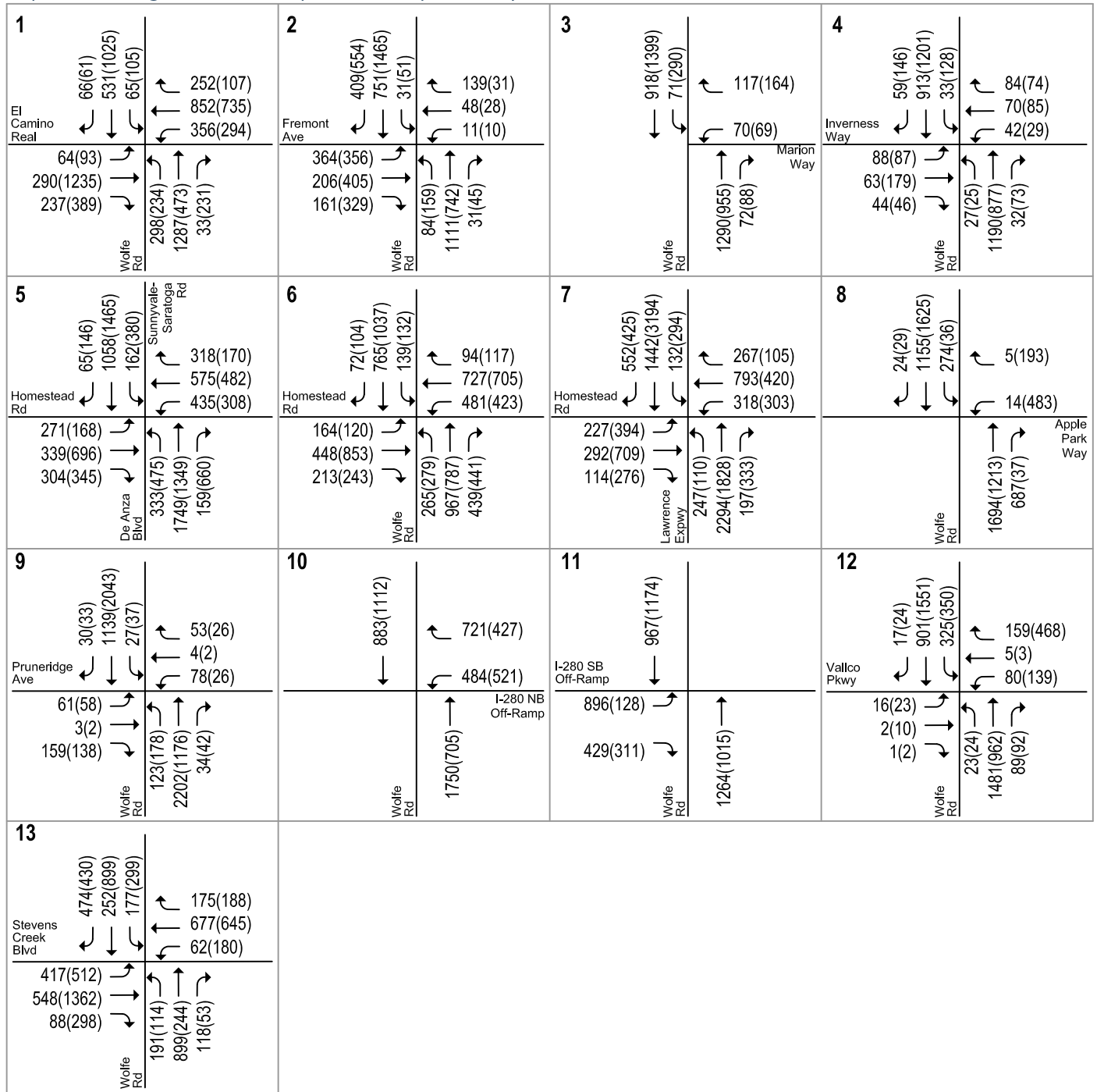


LEGEND

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

Figure 9
Net Project Trip Assignment

Cupertino Village Hotel - Transportation Impact Analysis



LEGEND

XX(X) = AM(PM) Peak-Hour Traffic Volumes

Figure 10
Existing Plus Project Traffic Volumes

Table 8
Existing Plus Project Intersection Levels of Service

Study Number	Intersection	Peak Hour	Existing Conditions				
			No Project		With Project		Incr. in Critical Delay
			Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	
1	Wolfe Road and El Camino Real *	AM	53.6	D-	53.7	D-	0.0
		PM	43.0	D	43.1	D	0.2
2	Wolfe Road and Fremont Avenue	AM	51.9	D-	52.1	D-	0.3
		PM	45.6	D	45.7	D	0.4
3	Wolfe Road and Marion Way	AM	10.6	B+	10.6	B+	0.0
		PM	15.9	B	15.9	B	0.0
4	Wolfe Road and Inverness Way	AM	12.5	B	12.5	B	0.0
		PM	15.2	B	15.2	B	0.0
5	De Anza Boulevard and Homestead Road *	AM	35.7	D+	35.7	D+	0.0
		PM	36.4	D+	36.5	D+	0.1
6	Wolfe Road and Homestead Road	AM	38.5	D+	38.6	D+	0.0
		PM	43.2	D	43.3	D	0.3
7	Lawrence Expressway and Homestead Road *	AM	69.7	E	69.7	E	0.2
		PM	74.8	E	74.9	E	0.1
8	Wolfe Road and Apple Park Way	AM	14.1	B	14.0	B	0.0
		PM	21.3	C+	21.3	C+	0.0
9	Wolfe Road and Pruneridge Avenue	AM	21.2	C+	22.8	C+	1.4
		PM	18.3	B-	20.6	C+	2.7
10	Wolfe Road and I-280 Northbound Ramps *	AM	8.3	A	8.3	A	0.1
		PM	7.0	A	6.9	A	-0.1
11	Wolfe Road and I-280 Southbound Ramps *	AM	13.9	B	14.0	B	0.1
		PM	7.5	A	7.5	A	0.0
12	Wolfe Road and Vallco Parkway	AM	22.1	C+	22.0	C+	0.0
		PM	20.1	C+	20.1	C+	0.0
13	Wolfe Road and Stevens Creek Boulevard *	AM	39.9	D	40.0	D	0.2
		PM	39.9	D	40.0	D	0.1

Note:
* Denotes the CMP designated Intersection

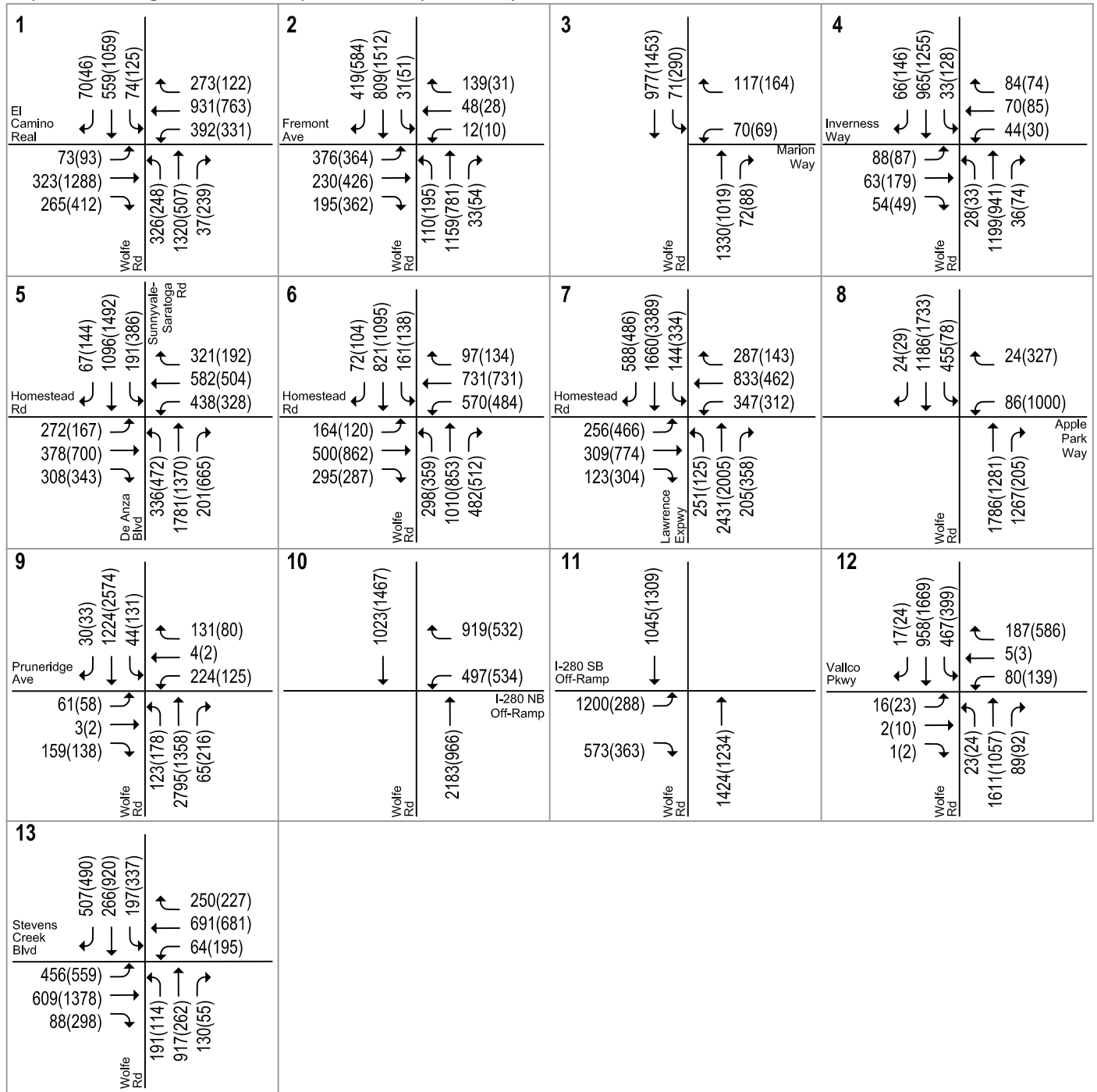
Background Plus Project Traffic Volumes

Project trips, as shown in Figure 9, were added to background traffic volumes to obtain background plus project traffic volumes. The background plus project traffic volumes at the study intersections are shown on Figure 11.

Background Plus Project Intersection Analysis

The results of the intersection level of service analysis show that all but one of the study intersections would continue to operate at an acceptable level of service (LOS D or better for City-controlled intersections and LOS E or better for CMP intersections) during both the AM and PM peak hours of traffic under background plus project conditions (see Table 9). The CMP intersection of Lawrence Expressway and Homestead Road would operate at an unacceptable LOS F during the PM peak hour under background plus project conditions. However, the project would not cause the intersection's critical-movement delay to increase by 4 or more seconds and the V/C to increase by 0.01 or more compared to background conditions. Therefore, the intersection impact is considered less than significant. Therefore, none of the study intersections would be significantly impacted by the project. The intersection level of service calculation sheets are provided in Appendix C.

Cupertino Village Hotel - Transportation Impact Analysis



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XX(YY) = AM(PM) Peak-Hour Traffic Volumes

Figure 11
Background Plus Project Traffic Volumes

Table 9
Background Plus Project Intersection Levels of Service

Study Number	Intersection	Peak Hour	Background Conditions					
			No Project		With Project			
			Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Critical Delay (sec)	Incr. In Crit. V/C
1	Wolfe Road and El Camino Real *	AM	55.3	E+	55.4	E+	0.0	0.001
		PM	44.1	D	44.2	D	0.2	0.003
2	Wolfe Road and Fremont Avenue	AM	53.2	D-	53.3	D-	0.4	0.007
		PM	47.5	D	47.6	D	0.4	0.006
3	Wolfe Road and Marion Way	AM	10.5	B+	10.4	B+	0.0	0.003
		PM	15.9	B	15.9	B	0.0	0.004
4	Wolfe Road and Inverness Way	AM	12.5	B	12.5	B	0.0	0.003
		PM	15.3	B	15.3	B	0.0	0.003
5	De Anza Boulevard and Homestead Road *	AM	36.2	D+	36.3	D+	0.0	0.001
		PM	37.3	D+	37.3	D+	0.1	0.001
6	Wolfe Road and Homestead Road	AM	40.7	D	40.8	D	0.3	0.007
		PM	46.2	D	46.4	D	0.4	0.005
7	Lawrence Expressway and Homestead Road *	AM	72.3	E	72.4	E	0.2	0.002
		PM	82.1	F	82.3	F	0.5	0.002
8	Wolfe Road and Apple Park Way	AM	19.4	B-	19.4	B-	0.0	0.000
		PM	27.8	C	27.8	C	0.0	0.003
9	Wolfe Road and Pruneridge Avenue	AM	26.6	C	27.9	C	1.2	0.014
		PM	22.4	C+	24.5	C	2.7	0.026
10	Wolfe Road and I-280 Northbound Ramps *	AM	9.9	A	10.1	B+	0.3	0.009
		PM	6.9	A	6.9	A	0.0	0.007
11	Wolfe Road and I-280 Southbound Ramps *	AM	18.4	B-	18.8	B-	0.5	0.006
		PM	8.3	A	8.3	A	0.0	0.002
12	Wolfe Road and Vallco Parkway	AM	24.4	C	24.4	C	0.0	0.002
		PM	21.7	C+	21.7	C+	0.0	0.002
13	Wolfe Road and Stevens Creek Boulevard *	AM	40.8	D	40.9	D	0.2	0.005
		PM	40.7	D	40.7	D	0.1	0.002

Note:
 * Denotes the CMP designated Intersection
Bold indicates a substandard level of service.

Freeway Segment Capacity Analysis

Traffic volumes on the study freeway segments with the project were estimated by adding project trips to the existing volumes obtained from the 2016 CMP Annual Monitoring Report. The results of the freeway segment analysis show that the project would not cause significant increases in traffic volumes (one percent or more of freeway capacity) on any of the study freeway segments currently operating at LOS F, and none of the study freeway segments currently operating at LOS E or better would worsen to LOS F as a result of the project (see Table 10). Therefore, based on CMP freeway impact criteria, none of the study freeway segments would be significantly impacted by the project.

**Table 10
Freeway Segment Capacity Analysis**

Freeway	Segment	Direction	Peak Hour	Existing Plus Project Trips				Project Trips					Impact?
				Mixed-Flow Lanes		HOV Lane		Total Volume	Mixed-Flow		HOV Lane		
				Capacity (vph)	LOS	Capacity (vph)	LOS		Volume	Capacity %	Volume	Capacity %	
I-280	SR 85 to De Anza Blvd	EB	AM	6900	C	1800	B	8	6	0.1%	2	0.1%	NO
			PM	6900	F	1800	F	5	4	0.1%	1	0.1%	NO
I-280	De Anza Blvd to Wolfe Rd	EB	AM	6900	C	1800	C	8	6	0.1%	2	0.1%	NO
			PM	6900	F	1800	D	5	4	0.1%	1	0.1%	NO
I-280	Wolfe Rd to Lawrence Expwy	EB	AM	6900	C	1800	B	10	8	0.1%	2	0.1%	NO
			PM	6900	F	1800	E	13	10	0.2%	3	0.2%	NO
I-280	Lawrence Expwy to Saratoga Ave	EB	AM	6900	D	1800	B	10	8	0.1%	2	0.1%	NO
			PM	6900	C	1800	B	13	10	0.2%	3	0.2%	NO
I-280	Saratoga Ave to Lawrence Expwy	WB	AM	6900	F	1800	F	14	11	0.2%	3	0.2%	NO
			PM	6900	C	1800	B	9	7	0.1%	2	0.1%	NO
I-280	Lawrence Expwy to Wolfe Rd	WB	AM	6900	F	1800	F	14	11	0.2%	3	0.2%	NO
			PM	6900	C	1800	B	9	7	0.1%	2	0.1%	NO
I-280	Wolfe Rd to De Anza Blvd	WB	AM	6900	F	1800	E	6	5	0.1%	1	0.1%	NO
			PM	6900	C	1800	A	8	6	0.1%	2	0.1%	NO
I-280	De Anza Blvd to SR 85	WB	AM	6900	F	1800	E	6	5	0.1%	1	0.1%	NO
			PM	6900	C	1800	A	8	6	0.1%	2	0.1%	NO

Notes:

¹ Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2016.

Bold indicates a substandard level of service.

5. TDM Plan

Transportation Demand Management (TDM) is a combination of services, incentives, facilities, and actions that reduce single-occupant vehicle (SOV) trips to help relieve traffic congestion, parking demand, greenhouse gas emissions, and air pollution problems. The purpose of TDM is to (1) reduce the amount of trips generated by new developments; (2) promote more efficient utilization of existing transportation facilities and ensure that new developments are designed to maximize the potential for sustainable transportation usage; (3) reduce the parking demand generated by new developments and allow for a reduction in parking supply; and (4) establish an ongoing monitoring and enforcement program to guarantee the desired trip and parking reductions are achieved.

Project TDM Measures

The project is proposing to include a comprehensive transportation demand management program. The TDM measures to be implemented by the project include design features, programs, and services that promote sustainable modes of transportation and reduce the vehicular trips and parking demand generated by the project. Such measures encourage walking, biking, and use of transit and shuttles. Implementation of the proposed TDM measures are also designed to reduce project trips and parking demand by employees of the hotel. While the specific measures to be included in the proposed hotel's TDM Plan will be refined during the formal application review process, the preliminary measures are described below.

On-Site TDM Coordinator and Services

The proposed project will provide an on-site TDM coordinator, who will be responsible for implementing and managing the TDM plan. The TDM coordinator will be a point of contact for employees and guests should TDM-related questions arise. Hotel staff will also be trained to provide transit information to guests, as well as information regarding the other TDM measures. Hotel staff will be responsible for ensuring that guests are aware of all transportation options and how to fully utilize the TDM plan. The TDM coordinator and hotel staff will provide the following services and functions to ensure the TDM plan runs smoothly:

- Provide guests information at the time of check-in. The process will include information about public transit services, ridesharing services (e.g., Uber, Lyft, and Wingz), bicycle maps, the on-site bicycle-share program, the on-site car-sharing program, and the shuttle service.
- A summary of the TDM measures offered to all guests and employees.
- Manage the on-site bicycle-share program to ensure the bicycles remain in good condition.
- Manage the on-site car-share program to ensure the vehicles are used in the manner intended by the car-sharing service.

- Provide information to employees about subsidized transit passes and the financial incentive programs for employees who bike or walk to work.
- Conduct parking surveys annually to track actual parking demand and determine whether additional TDM measures, or another parking solution, is needed.

Information Board/Online Kiosk

The transportation coordinator will set up and maintain an on-site bulletin board and/or online kiosk with information regarding non-auto transportation alternatives. The transportation board/kiosk will display key transportation information included in the welcome packets. Additionally, transportation news and commuter alerts will be posted on the board/kiosk. The transportation coordinator will be responsible for adding new information to the board/kiosk to ensure the information remains current and informative. In addition to the guest information provided at the hotel, the initial hotel reservation confirmation email will include information on how to get to the hotel without a vehicle.

Information Packet for Guests and Employees

The hotel staff will provide hard copy information packets (“getting around the area” brochures) to all hotel guests when they first arrive at the building. Similarly, the transportation coordinator will provide “hard copy” information packets to all employees when they are first hired. Because all information will be available online, these packets need not be a comprehensive stack of papers about all services available, which guests tend to disregard anyway. Instead, the Hotel Guest Packet and New Employee Packet will provide a quick easy-to-read announcement of the most important features of the TDM program for guests/employees to know about immediately.

The information packets will include a message to guests that their hotel values alternative modes of transportation and takes their commitment to supporting alternative transportation options seriously. For example, it may include a flyer announcing the “online kiosk”, information about the transit subsidies, subsidies related to other TDM programs, and a ride-matching application.

Shuttle Service

The proposed project will offer free shuttles to employees and guests. The shuttle destinations will be determined/finalized based on employee and guest preferences. It is initially thought that shuttles will serve the Mineta International Airport, downtown San Jose, Caltrain, and other major employment centers and destinations in the area. Since the proposed project is a hotel, a portion of the guests will likely be traveling through the San Jose airport. Mineta International Airport is approximately 9.5 miles driving distance from the proposed project. With the option of using the free shuttle, the need for a car and a parking space will be reduced. In addition, subject to availability, the proposed shuttle services will be available for nearby residents and the general public.

On-Site Design Features

As part of the project’s TDM Plan, the proposed hotel will include design measures related to the physical attributes of the site and the proposed building. Such design measures encourage walking, biking, and use of transit. For the proposed project, these include:

- **Site Design.** To create a direct link to the adjacent pedestrian facilities and transit services along Wolfe Road, a building entrance will be located along the eastern frontage of the site. The project also proposes adding community amenities such as a high visibility crosswalk that connects to the Cupertino Village Shopping Center, and construction of a new sidewalk along the project frontage on Pruneridge Avenue.

- **Clean Air Vehicle Parking/Electric Vehicle Charging Stations.** The project will include two preferential parking spaces for low emitting/fuel efficient vehicles (see Chapter 6 for details). Designation of premium parking spaces for clean air/electric vehicles is an inexpensive way to encourage fuel efficient and environmentally friendly vehicles.
- **Bicycle Parking.** Providing secure bicycle parking encourages bicycle commuting and increases the parking supply available to guests. The set of plans indicate that the proposed project will include bike racks at street level adjacent to the eastern frontage (Wolfe Road) of the site, accessible to guests and employees (see Chapter 6 for details). The proposed bike racks and designated bike area should include at least 10 bicycle parking spaces.

Bicycle Resources

As part of the information available in the “online kiosk”, resources useful to cyclists will be included. For example, the local bikeways map will be posted for easy reference. The following resources are available to bicycle commuters through 511.org. These resources will be noted on the project’s online information center, in order to make guests and employees aware of them.

- Free Bike Buddy-matching
- Bicycle maps
- Bicycle safety tips
- Information about taking bikes on public transit
- Location and use of bike parking at transit stations
- Information on Bike to Work Day
- Tips on selecting a bike, commute gear, and clothing
- Links to bicycle organizations

Bicycle Share Program

The proposed project will provide on-site bicycles for guests to share. The bicycles will be stored in a secured common space that can be checked out by guests. Local destinations such as the Main Street Shopping Center and the Apple Park Visitor Center are a short bicycle ride away from the proposed project. Inclusion of a bike share program will likely reduce the need for guests to use a vehicle.

Car Share Program

The proposed project will provide on-site access to a car-sharing service such as Zipcar for hotel employees and guests. Vehicles will be located on-site allowing hotel employees and guests to reserve a car and come and go at their convenience. Vehicles can be reserved prior to visiting the hotel.

Transit Passes for Guests

Pre-loaded transit passes are an extremely effective means of encouraging hotel guests to use public transit rather than drive to their destinations. Transit passes allow guests to save money, as well as help them to avoid the stress of driving, particularly in unfamiliar areas. The hotel will provide guests with pre-loaded Clipper Cards¹ for easy transit access. The pre-loaded amount has not yet been determined.

¹ For additional info visit www.clippercard.com

Transit Passes for Employees

The hotel will provide employees with subsidized transit passes. Subsidized transit passes are effective at encouraging employees to use transit rather than drive to work. Transit passes allow employees to save money, as well as help them to avoid the stress of driving during commute periods. The project will provide their employees with financial incentives to utilize public transit (such as the Caltrain Go Pass² or Clipper Card³) when commuting to and from the project site. The transit subsidies are often set to the monthly maximum transit subsidy allowable under current federal legislation (\$125 per employee per month). There are several ways that the hotel can provide this subsidy. One option is for the hotel to fund a pre-tax salary payroll deduction for transit passes through a voucher program (Commuter Check or similar program). The hotel would receive a payroll tax savings as a benefit of this program. Another option is that the hotel could purchase transit passes and provide them to employees free of cost or discounted up to the monthly maximum transit subsidy allowable. Both of these program options would help make transit more financially attractive to employees than driving alone. The preferred subsidy option has not yet been determined.

Financial Incentives for Carpooling, Biking and Walking to Work (Employees)

In order to encourage employees of the proposed project to carpool or use alternative modes of transportation to get to work, a parking cash-out program for employees will be established. Employees who carpool or walk/bike to work at least 4 days per week will be eligible to receive a financial incentive for doing so. Employees who request a parking cash-out for carpooling or bicycling/walking to work will not be eligible to receive subsidized annual transit passes.

Participating employees will not be allowed to park in the project's parking garage on a daily basis. However, since there may be times when employees who primarily commute using alternative modes of transportation need to drive to work, employees who receive a financial incentive for carpooling or biking/walking to work (or who receive subsidized transit passes) should be allowed to park in the garage on such occasions. The maximum number of times those individuals may park in the garage could be set at twice a month, or some similar limit based on employee feedback from annual Employee Surveys.

On-Site Ride Matching Assistance (Employees)

The transportation coordinator will distribute a carpool/vanpool matching application to all hotel employees as part of the New Employee Information packets. The application will match employees who may be able to carpool or vanpool together. Some employees who may be reluctant to reach out to find carpool partners via the 511 RideMatch service (described in more detail below) may be more willing to fill out a form that will be administered by their transportation coordinator.

The 511 RideMatch service provides an interactive, on-demand system that helps commuters find carpools, vanpools or bicycle partners. This program should be promoted through the online kiosk. This free car and vanpool ride-matching service helps commuters find others with similar routes and travel patterns with whom they may share a ride. Registered users are provided with a list of other commuters near their employment or residential ZIP code, along with the closest cross street, email, phone number, and hours they are available to commute to and from work. Participants are then able to select and contact others with whom they wish to commute. The service also provides a list of existing car and

² For additional info visit www.caltrain.com/Fares/tickettypes

³ For additional info visit www.clippercard.com

vanpools in their residential area that may have vacancies. Ride-matching assistance is also available through a number of peer-to-peer matching programs, such as Zimride and TwoGo, which utilize social networks to match commuters.

Emergency Ride Home Program (Employees)

The purpose of an Emergency Ride Home program is to “guarantee” that employees need not worry about being stranded at work without a car in the event of illness, family emergency, or unexpected overtime if they carpool, vanpool, take transit, or bike or walk to work and require a ride home. By reassuring commuters who do not drive alone that they can have timely and paid transportation in the event of an emergency, this program removes one of the largest concerns expressed by most employees about using alternative modes of transportation. Hotel employees will be reimbursed for rides home via taxicab, Uber, Lyft, or other similar service in the event of an emergency.

Transportation Management Authority Membership

The purpose of a Transportation Management Authority (TMA) is to (1) oversee TDM program implementation within a specific area subject to the City’s General Plan, (2) arrange for shared parking, (3) market TDM services and programs, (4) coordinate TDM measures with other agencies, (5) coordinate with the City on annual trip generation monitoring, (6) submit an annual report to the City, and (7) consult on trip reduction options with its members. The hotel is willing to participate and pay its fair-share fees should a local TMA be established.

TDM Plan Monitoring and Reporting

The Cupertino Village Boutique Hotel will be responsible for ensuring that the TDM trip reduction measures are implemented. The designated on-site TDM coordinator will be responsible for implementing the ongoing TDM measures.

Driveway counts will be used to determine the actual AM and PM peak hour trip generation of the development. This information could be compared with the number of trips estimated for the project via the standard ITE trip generation rates contained in this Transportation Impact Analysis report.

The on-site TDM coordinator will conduct an annual survey of all hotel employees and guests to determine the TDM trip reduction measures being utilized, whether the TDM measures provided are effective, and whether employees and/or guests might prefer other TDM measures not being provided. The survey should be constructed as a general survey with questions such as work environment satisfaction to promote survey responses.

TDM Monitoring

The results of the driveway counts should be reported to the City of Cupertino annually, along with an assessment of whether the TDM measures implemented during the preceding year led to a reduction in trips and/or parking, compared to standard ITE trip generation rates, for the project as a whole. The annual report to the City should also include a brief summary of the TDM measures that were in place during the preceding year, with an explanation of any changes or new programs.

6. Future Growth Conditions

This chapter presents a summary of the traffic conditions that would occur under future growth conditions with the proposed project. Future growth conditions represent future traffic conditions with expected growth in the area. The expected future traffic growth was estimated by applying an annual growth factor to the existing counts over 3 years. Thus, future growth conditions reflect a horizon year of 2021.

Roadway Network and Traffic Volumes

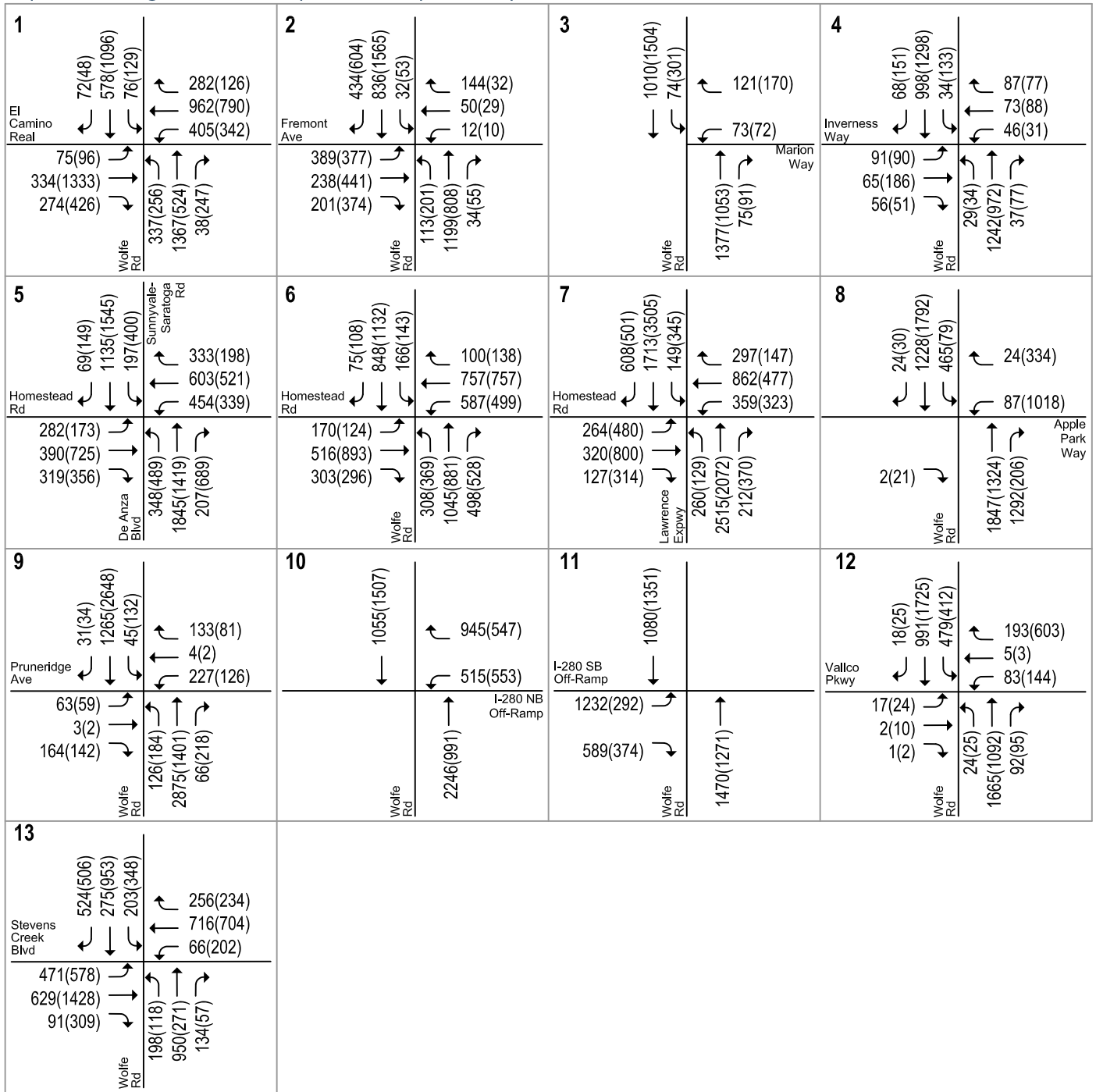
There is a planned improvement to the Wolfe Road/I-280 interchange that is currently in the environmental review phase with the preferred alternative yet to be decided. For the purpose of the future growth analysis, it was assumed that the transportation network under future growth conditions would be the same as described under project conditions.

The traffic volumes under future growth conditions for the study intersections were estimated by applying a 1.2 percent annual growth rate to the existing traffic counts, adding traffic from approved developments, and adding the project trips. The growth rate was applied to the study intersections through the year 2021 (three-year horizon). The future growth traffic volumes are shown on Figure 12.

Intersection Level of Service Analysis

The results of the intersection level of service analysis show that the CMP intersection of Lawrence Expressway and Homestead Road would operate at an unacceptable LOS F during both the AM and PM peak hours of traffic under future growth conditions (see Table 11). All other CMP study intersections would operate at an acceptable LOS E or better during the AM and PM peak hours. The intersection level of service calculation sheets are provided in Appendix C.

Cupertino Village Hotel - Transportation Impact Analysis



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XX(YY) = AM(PM) Peak-Hour Traffic Volumes

Figure 12
Future Growth Traffic Volumes

Table 11
Future Growth Intersection Levels of Service

Study Number	Intersection	Peak Hour	Future Growth Conditions	
			Avg. Delay (sec)	LOS
1	Wolfe Road and El Camino Real *	AM	57.3	E+
		PM	45.9	D
5	De Anza Boulevard and Homestead Road *	AM	39.7	D
		PM	44.9	D
7	Lawrence Expressway and Homestead Road *	AM	81.3	F
		PM	100.3	F
10	Wolfe Road and I-280 Northbound Ramps *	AM	12.0	B+
		PM	7.8	A
11	Wolfe Road and I-280 Southbound Ramps *	AM	26.7	C
		PM	8.6	A
13	Wolfe Road and Stevens Creek Boulevard *	AM	42.6	D
		PM	43.4	D

Note:
 * Denotes the CMP designated Intersection
Bold indicates a substandard level of service.

7. Other Transportation Issues

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

- Site access and circulation
- Truck access and circulation
- Parking
- Intersection queuing
- Potential impacts to pedestrian, bicycle, and transit facilities

Unlike the level of service impact methodology, which is adopted by the City Council, most of the analyses in this chapter are based on professional judgement in accordance with the standards and methods employed by the traffic engineering community. Although operational issues are not considered CEQA impacts, they do describe traffic conditions that are relevant to describing the project environment.

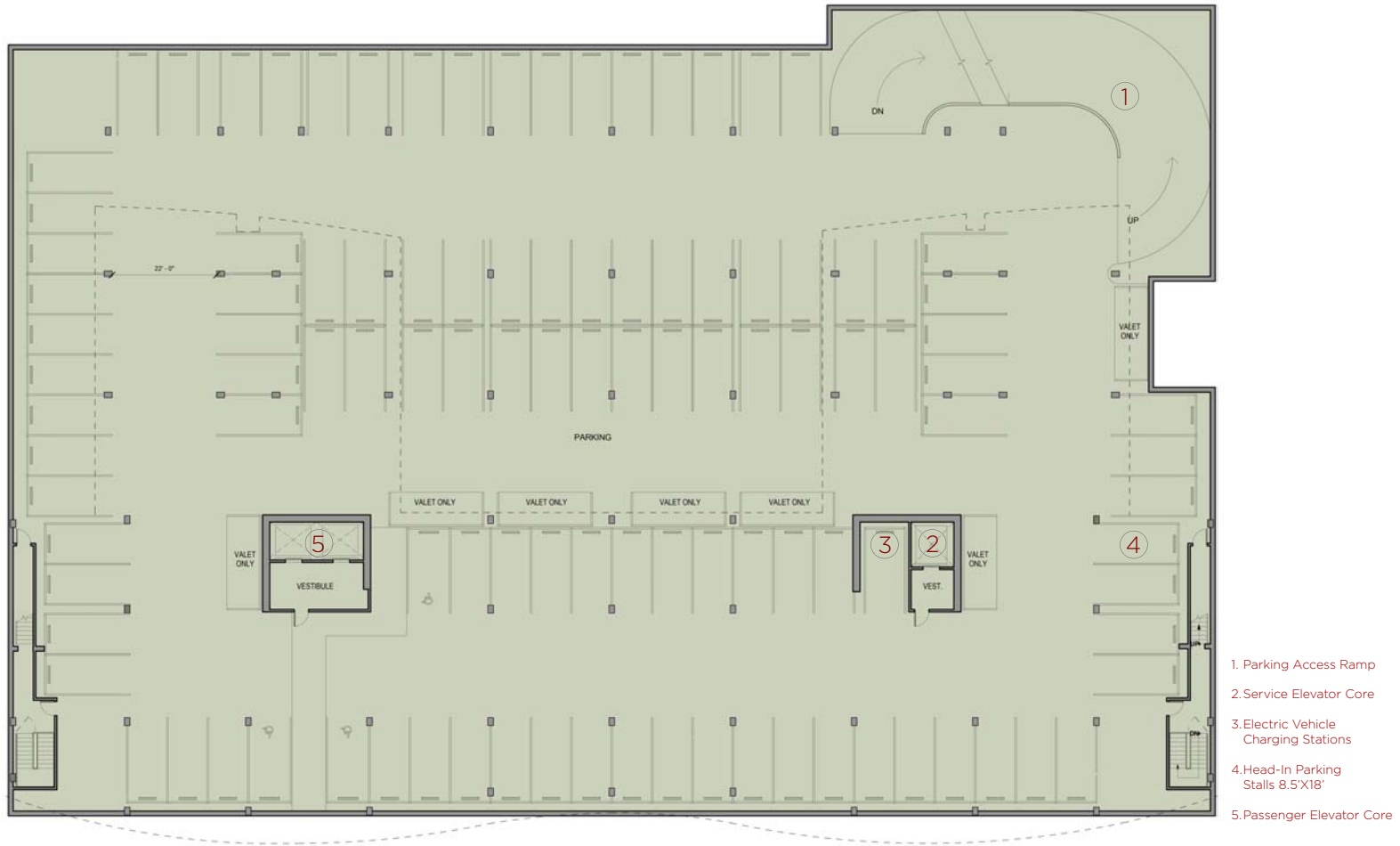
Site Access and On-Site Circulation

The site access and on-site circulation evaluation is based on the December 15, 2017 site plan prepared by Anderson Architects, Inc (see Figure 2). Site access was evaluated to determine the adequacy of the site's driveways with regard to the following: traffic volume, delays, vehicle queues, geometric design, and sight distance. Figure 13 and Figure 14 show the two below-grade parking garage levels. On-site vehicular circulation was reviewed in accordance with generally accepted traffic engineering standards and transportation planning principles.

Project Driveway Design

Vehicular access to the project site would be provided via a full-access driveway that connects to an existing parking aisle at the rear (west side) of the site. The parking aisle connects to Pruneridge Avenue and also to a partial-access (entry-only) driveway at the Wolfe Road/Apple Park Way intersection. The driveway would provide access to a surface drop-off/pick-up area adjacent to the building entrance, as well as to the underground parking garage.

Floor Plan: Level P1



- 1. Parking Access Ramp
- 2. Service Elevator Core
- 3. Electric Vehicle Charging Stations
- 4. Head-In Parking Stalls 8.5'X18'
- 5. Passenger Elevator Core



Cupertino Village Hotel | Cupertino, California



Planning Submittal - 12.08.17

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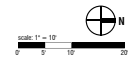
Figure 13
Parking Garage Below-Grade Level 1 Layout



Floor Plan: Level P2



- 1. Parking Access Ramp
- 2. Service Elevator Core
- 3. Electric Vehicle Charging Stations
- 4. Head-In Parking Stalls 8.5'X18'
- 5. Passenger Elevator Core



Cupertino Village Hotel | Cupertino, California



Planning Submittal - 12.08.17

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Figure 14
Parking Garage Below-Grade Level 2 Layout

Sight Distance

There are no existing trees or visual obstructions along the project frontage to obscure sight distance at the project driveways. The project access points should be free and clear of any obstructions to provide adequate sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and vehicles and bicycles traveling on Wolfe Road. Any landscaping and signage should be located in such a way to ensure an unobstructed view for drivers exiting the site.

Adequate sight distance (sight distance triangles) should be provided at the Pruneridge Avenue entrance and the inbound only north entrance in accordance with Caltrans standards. Sight distance triangles should be measured approximately 10 feet back from the traveled way. Providing the appropriate sight distance reduces the likelihood of a collision at an intersection and provides drivers with the ability to locate sufficient gaps in traffic. The minimum acceptable sight distance is often considered the Caltrans stopping sight distance. Sight distance requirements vary depending on the roadway speeds. Given that Wolfe Road has a posted speed limit of 35 mph, the Caltrans stopping sight distance is 300 feet (based on a design speed of 40 mph) for both entrances. Thus, a driver must be able to see 300 feet in both directions along Wolfe Road in order to stop and avoid a collision. Based on the project site plan, it can be concluded that the Pruneridge entrance and north project entrance would meet the Caltrans stopping sight distance standards.

Project Access Points

Given that the two project site access points are located at study intersections, these entrances were evaluated based on the intersection level of service analysis. Under background plus project conditions, the intersections providing access to the site would operate at LOS C or better during the AM and PM peak hours (see Chapter 5). Therefore, both entrances are expected to operate without excessive delays or queuing.

Wolfe Road/Pruneridge Avenue Intersection

This intersection would provide full-access to the site, allowing right and left inbound and outbound turns to and from Wolfe Road. The project-generated gross trips that are estimated to occur at this south entrance point are 34 inbound trips and 40 outbound trips during the AM peak hour, and 32 inbound trips and 57 outbound trips during the PM peak hour. Based on the traffic volumes near the project site and observations of existing traffic operations along Wolfe Road, vehicle queues are not expected to exceed a few (2-3) vehicles in length during the peak hours. Given that this entrance is positioned as the west leg of the Wolfe Road/Pruneridge Avenue intersection, inbound and outbound left-turning project trips are made under a protected left-turn signal.

Wolfe Road/Apple Park Way Intersection

Currently, the west leg of the Wolfe Road/Apple Park Way intersection allows only inbound and outbound right turns. However, the project is proposing to modify the west leg of the Wolfe Road/Apple Park Way intersection to allow only inbound right turns from Wolfe Road. The project-generated gross trips that are estimated to occur at the Wolfe Road/Apple Park Way intersection are 22 inbound trips during both the AM and PM peak hours. Based on the traffic volumes near the project site and turn-restrictions at this entrance, vehicle queuing issues are not expected to occur.

Secondary Access Option

Operations of a secondary site access option was evaluated at the request of City staff. The secondary site access option would consist of removing the right-turn only west leg at the Wolfe Road/Apple Park Way intersection entirely. City staff have indicated that this change might be desirable because the

current access at this entrance/exit is already restricted to right turns only, and illegal left turns have been observed. The incorporation of this modification would shift existing shopping center traffic currently utilizing this right-turn only driveway (2 inbound and 2 outbound trips during the AM, and 15 inbound and 20 outbound trips during the PM) to the other existing right-turn only shopping center driveway located just under 300 feet to the north. Since these volumes are so small, the shift would not have a noticeable effect on the driveway operations to the north.

Project-generated traffic entering the project site from the north (22 AM and PM inbound trips) would be shifted south to the west leg of the Wolfe Road/Pruneridge Avenue intersection. With implementation of this site access option, the level of service at the Wolfe Road/Pruneridge Avenue intersection would remain unchanged at LOS C or better during both peak hours under all traffic scenarios. Thus, with the secondary site access option, project site access would remain adequate.

On-Site Circulation

On-site vehicular circulation was reviewed in accordance with the City of Cupertino Zoning Code and generally accepted traffic engineering standards. Generally, the proposed site plan would provide vehicles with adequate connectivity through the parking areas. The project site plan shows a pick-up/drop-off area at the hotel entrance and also a connection to the garage ramp (see Figure 15).

The City's standard minimum width for two-way drive aisles is 22 feet wide where 90-degree parking is provided. This allows sufficient room for vehicles to back out of the parking spaces. According to the site plan, the project would provide 90-degree parking stalls as well as perpendicular stalls for valet services throughout both below-grade levels of the parking garage. The drive aisles throughout the parking garage measure 22 feet wide. Thus, adequate access to all parking stalls would be provided throughout the site.

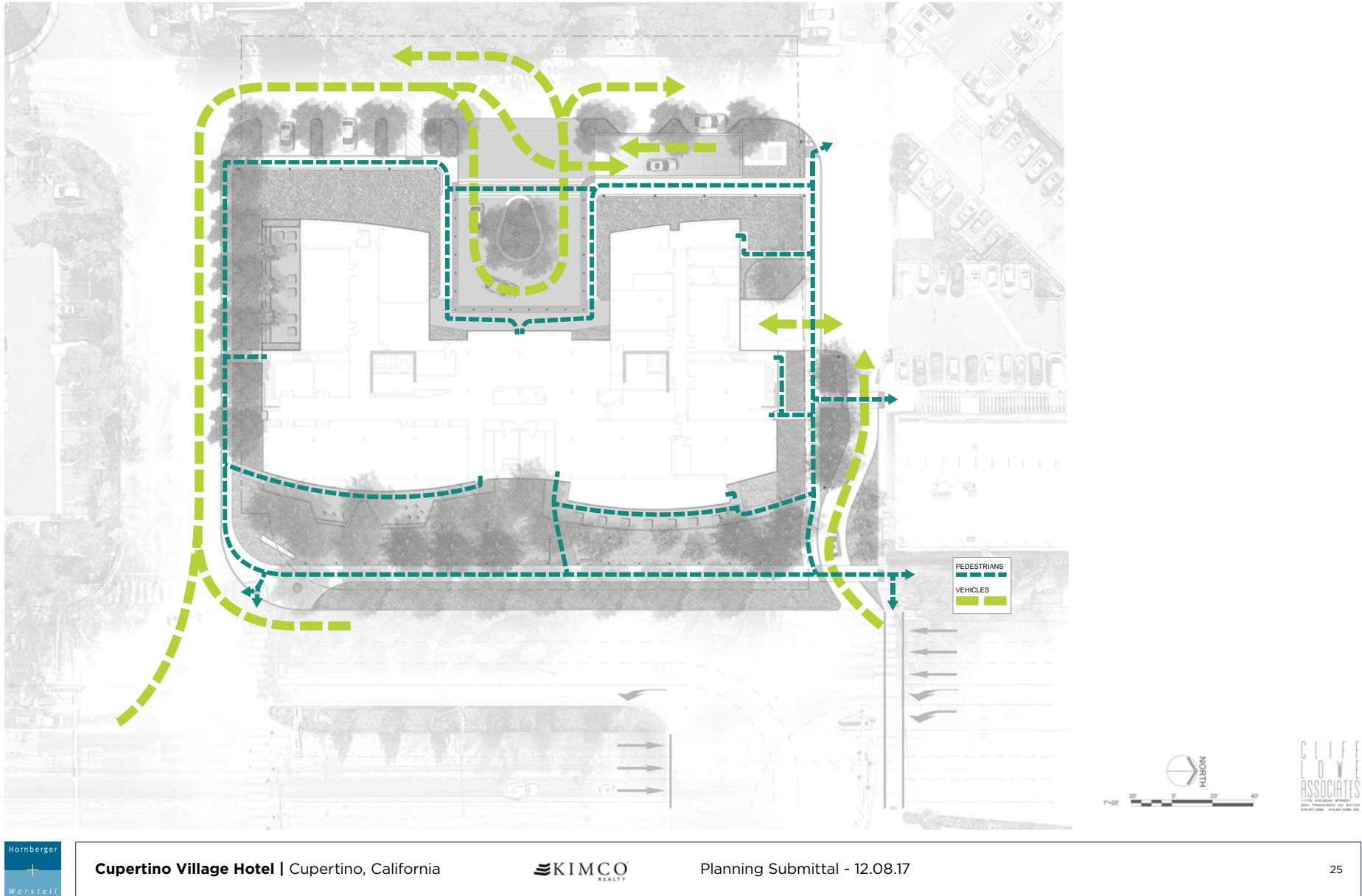
Parking Stall Dimensions

According to the site plan, the project proposes standard-size (8.5 feet wide by 18 feet long) parking stalls, which would meet the City's off-street parking design standard. Van accessibility is provided at 6 of the 7 ADA parking stall locations.

Parking Garage Vehicular Access and Circulation

The project site plan shows adequate vehicular circulation within the parking garage on both parking levels, with no dead-end drive aisles (see Figures 13 and 14). Vehicular access to the parking garage entrance/exit, as well as the second below-grade level, would be provided via a curved access ramp located at the northwestern corner of the project site. Based on the garage plans, the width of the ramp would be adequate to serve two-way traffic. The slope of the ramp is not indicated on the site plan but it appears the ramp slope would also be adequate (less than a 15% grade).

An analysis of vehicle access using the passenger vehicle turning-movement template shows the radius of the ramp is too tight and would not provide adequate vehicular access to the parking levels. Large passenger vehicles would require most of the ramp width to access the parking garage levels. Even small vehicles would have difficulty negotiating the sharp right turns and would encroach upon the opposing lane on the ramp, resulting in conflicts between inbound and outbound vehicles. Thus, a parking garage ramp with a larger radius is recommended to adequately serve inbound and outbound project vehicles.



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Figure 15
Vehicular and Pedestrian On-Site Circulation

Bike and Pedestrian On-site Circulation

The site plan shows adequate pedestrian circulation throughout the site, as well as between the site and the surrounding pedestrian facilities. The project would construct a continuous sidewalk around the perimeter of the hotel site. Along the northern and southern edges of the hotel building, the site plan shows pedestrian connections between the hotel and the outdoor dining and plaza areas, as well as a connection to the existing sidewalk on Wolfe Road (see Figure 15). Near the northeast corner of the project site the site plan shows a pedestrian connection to the adjacent Cupertino Village Shopping Center.

Pedestrian access between the parking structure and the on-site uses would be provided via elevators and a stairway on each parking level. The elevators would be located toward the center of the garage, while the stairways would be located in the northeast and southeast corners of the garage and would provide direct access to either the building's main lobby or to an exit corridor. Based on the proposed site plan, the project would provide adequate pedestrian circulation throughout the site, on all levels of the parking structure, and to the surrounding pedestrian facilities and Cupertino Village Shopping Center.

Truck Access and Circulation

The project plans show a designated loading area for delivery trucks located on the northern edge of the project site, adjacent to the Cupertino Village Shopping Center. A truck loading dock would be accessed through the loading area. The site plan was reviewed for truck access using truck turning-movement templates for a SU-30 truck type, which represents small emergency vehicles, garbage trucks, and small to medium delivery and moving trucks. Based on the current site plan configuration, the off-street loading space would measure 18 feet wide by 38 feet long by 14 feet high and would provide adequate access for SU-30 truck types.

The trash area is not shown on the site plan; however, it is assumed that garbage collection activities would occur at or near the off-street loading space. The site plan should be updated to show the trash area.

Parking Supply

The City of Cupertino Zoning Code (Section 19.124.040) states that hotel uses are required to provide one parking stall per room plus one parking stall per employee. The project as proposed would construct a 185-room hotel with up to 62 staff members, which would equate to a total parking requirement of 247 spaces ($185 + 62 = 247$). According to the project site plan, the project would provide a total of 248 parking spaces: 11 spaces at-grade west of the building entrance, 121 spaces on the first below-grade level of the garage, and 116 spaces on the second below-grade level of the garage. Of the 248 parking spaces provided, 16 spaces would be designated for valet services. Valet parking is typically restricted from general guest parking due to either nonstandard parking stall dimensions and/or access limitations. However, it is common for hotels to provide special parking arrangements such as valet parking to meet the required parking demand. Parking exceptions, including valet parking, are allowed with City approval per Section 19.124.060C of the Zoning Code.

Per the California Building Code (CBC) Table 11B-6, seven (7) ADA accessible spaces are required for projects with 201 to 300 parking spaces. Of the required accessible parking spaces, one van accessible space is required. The plans show a total of seven (7) accessible spaces, with three spaces located on each level of the parking garage and one space in the parking area west of the building area. Of the provided ADA accessible spaces, six (6) are shown to be designated van accessible. Therefore, the project would adhere to the CBC accessible parking provisions.

Shared Parking

The project's proximity to the Cupertino Village Shopping Center provides an opportunity for shared parking between the complementary land uses. A detailed shared parking analysis was prepared for the hotel project and adjacent Cupertino Village Shopping Center and is provided in Appendix D.

Bicycle Parking

According to the City's Bicycle Parking Standards (Chapter 19.124, Table 19.124.040(A)), the project is required to provide bicycle parking for the new building at a rate of one bicycle parking space per 20,000 square feet. This equates to a total requirement of 10 bicycle parking spaces, based on 207,605 square feet (per project site plan). The provided bicycle parking is also required to be a Class II facility, which the City defines as:

- A facility intended for short-term parking.
- A stationary object of which users can lock the frame and both wheels with a user-provided lock.
- A facility designed so that the lock is protected from physical assault.
- A facility that must accept U-shaped locks and padlocks.
- A facility within constant visual range of persons within the adjacent building or located at street floor level.

The project site plan shows bicycle parking located along the eastern edge of the project site. However, the project plans do not specify the number of bicycle spaces that would be available for the project. Therefore, the project site plan should be updated to show at least 10 Class II bicycle parking spaces prior to the final design, to ensure the project conforms to the City's Bicycle Parking Standards.

Intersection Queuing Analysis

The operations analysis is based on vehicle queuing for high-demand turn movements at the study intersections (see Table 12). The following nine (9) left-turn movements were examined as part of the queuing analysis for this project:

- Northbound and westbound left-turn at the Wolfe Road/El Camino Real intersection
- Northbound and westbound left-turn at the Wolfe Road/Homestead Road intersection
- Eastbound left-turn at the Lawrence Expressway/Homestead Road intersection
- Northbound and eastbound left-turn at the Wolfe Road/Pruneridge Avenue intersection
- Southbound and eastbound left-turn at the Wolfe Road/Stevens Creek Boulevard intersection

The estimated left-turn vehicle queue lengths were compared to the storage lengths of the existing left-turn pockets. The results of the queuing analysis show that all the left-turn movements that were analyzed would provide adequate storage for the estimated left-turn vehicle queues under all traffic scenarios.

**Table 12
Queuing Analysis Summary**

Measurement	Wolfe Road & El Camino Real				Wolfe Road & Homestead Road				Lawrence Expressway & Homestead Road		Wolfe Road & Pruneridge Avenue				Wolfe Road & Stevens Creek Boulevard			
	NBL		WBL		NBL		WBL		EBL		NBL		EBL		SBL		EBL	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Existing																		
Cycle/Delay ¹ (sec)	205	150	205	150	125	135	125	135	170	190	125	125	125	125	120	124	120	124
Volume (vphpl)	148	116	174	145	132	138	238	210	113	196	45	78	44	35	173	293	207	255
95th % Queue (veh/ln.)	13	9	15	10	8	9	13	13	9	16	4	6	4	3	10	16	11	14
95th % Queue (ft./ln.) ²	325	225	375	250	200	225	325	325	225	400	100	150	100	75	250	400	275	350
Storage (ft./ln.)	425	425	450	450	325	325	400	400	525	525	250	250	200	200	550	550	435	435
Adequate (Y/N)	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Existing Plus Project																		
Cycle/Delay ¹ (sec)	205	150	205	150	125	135	125	135	170	190	125	125	125	125	120	124	120	124
Volume (vphpl)	149	117	178	147	133	140	241	212	114	197	62	89	61	58	177	299	209	256
95th % Queue (veh/ln.)	14	9	16	10	8	9	13	13	9	16	5	6	5	5	10	16	12	14
95th % Queue (ft./ln.) ²	350	225	400	250	200	225	325	325	225	400	125	150	125	125	250	400	300	350
Storage (ft./ln.)	425	425	450	450	325	325	400	400	525	525	250	250	200	200	550	550	435	435
Adequate (Y/N)	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Background																		
Cycle/Delay ¹ (sec)	205	150	205	150	125	135	125	135	170	190	125	125	125	125	120	124	120	124
Volume (vphpl)	162	123	192	163	148	178	282	240	127	232	45	78	44	35	193	331	227	279
95th % Queue (veh/ln.)	14	9	17	11	9	11	15	14	10	18	4	6	4	3	11	17	12	15
95th % Queue (ft./ln.) ²	350	225	425	275	225	275	375	350	250	450	100	150	100	75	275	425	300	375
Storage (ft./ln.)	425	425	450	450	325	325	400	400	525	525	250	250	200	200	550	550	435	435
Adequate (Y/N)	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Background Plus Project																		
Cycle/Delay ¹ (sec)	205	150	205	150	125	135	125	135	170	190	125	125	125	125	120	124	120	124
Volume (vphpl)	163	124	196	166	149	180	285	242	128	233	62	89	61	58	197	337	228	280
95th % Queue (veh/ln.)	15	9	17	11	9	11	15	14	10	18	5	6	5	5	11	17	12	15
95th % Queue (ft./ln.) ²	375	225	425	275	225	275	375	350	250	450	125	150	125	125	275	425	300	375
Storage (ft./ln.)	425	425	450	450	325	325	400	400	525	525	250	250	200	200	550	550	435	435
Adequate (Y/N)	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

Notes:
 NBL = northbound left movement; SBL = southbound left movement; EBL = eastbound left movement; WBL = westbound left movement
¹ Vehicle queue calculations based on cycle length for signalized intersections.
² Assumes 25 Feet Per Vehicle Queued.

Pedestrian, Bicycle, and Transit Analysis

All new development projects in Cupertino should encourage multi-modal travel, consistent with the goals of the City’s General Plan. It is the goal of the General Plan that all development projects accommodate and encourage the use of non-automobile transportation modes to achieve Cupertino’s mobility goals and reduce travel demand and vehicle miles traveled. The newly adopted Pedestrian Transportation Plan establishes initiatives to foster a safe walking environment that promotes active living and connects to the other modes of transportation within the network. The adopted City Bicycle Transportation Plan establishes goals, policies and actions to make bicycling a daily part of life in Cupertino. The transportation plans include walk audits, traffic calming practices, a separated bikeways network, designated bike boulevards along neighborhood streets, and a Cupertino Loop Trail providing access around Cupertino separated from vehicular traffic. In order to further the goals of the City, pedestrian and bicycle facilities should be encouraged with new development projects.

Pedestrian Facilities

Pedestrian facilities in the study area consist of sidewalks, crosswalks, and pedestrian signals at signalized intersections (see Chapter 2 for details). The project is expected to increase the number of pedestrians using the sidewalks and crosswalks in the area. Project plans show existing sidewalks of approximately 8 feet in width backed by landscaping along its Wolfe Road frontage. The project would also construct a new 5-foot wide sidewalk along the southern frontage of the site. Although some sidewalk and crosswalk connections are missing along Pruneridge Avenue, the overall network of sidewalks and crosswalks in the study area has adequate connectivity and provides pedestrians with safe routes to transit services and other points of interest. Note that the project would not remove any pedestrian facilities, nor would it conflict with any adopted plans or policies for new pedestrian facilities.

Bicycle Facilities

There are some existing bike facilities in the immediate vicinity of the project site (see Chapter 2 for details). There are also many planned additional bicycle facilities in the study area, including buffered bike lanes along Wolfe Road, Homestead Road, and De Anza Boulevard, as well as developing a Class I bikeway along Blaney Avenue and the Cupertino Loop Trail south of I-280. The project would not remove any bicycle facilities, nor would it conflict with any adopted plans or policies for new bicycle facilities.

It should be noted that the VTA, in cooperation with the City of Cupertino and Caltrans, has plans to modify the Wolfe Road/I-280 interchange to improve traffic operations. The improvement project would include upgrading the existing pedestrian facilities and bicycle facilities at the interchange intersections, as well as modifying the existing on/off-ramps and widening the overcrossing.

Transit Services

The project site is well-served by VTA bus routes. The closest bus stops are located a two-minute walk (about 500 feet) to and from the project site, providing access to local bus routes 26 and 81. Additional bus routes are available at the Vallco Shopping Center Park & Ride Lot, located about a mile south of the project site (see Chapter 2 for details), and Bus Route 26 provides direct access to Vallco Shopping Center. The new transit trips generated by the project are not expected to create demand in excess of the transit service that is currently provided.

An evaluation of the effects of project traffic on transit vehicle delay also was completed. The analysis was completed for all transit routes that travel through the study intersections, utilizing information produced by the intersection level of service analysis. The analysis shows that the project would increase delay to some transit vehicles and result in a decrease in delay to other transit vehicles (see Table 13). The small increases in transit delay experienced by the bus routes that operate within the study area would be imperceptible. The small decreases in delay are attributed to the fact that the addition of project traffic sometimes causes a reallocation of green time, which causes a “reallocation” of delays. The VTA has not established policies or significance criteria related to transit vehicle delay. Therefore, this data is presented for informational purposes.

Table 13
Transit Delay Analysis Summary

Bus Route	Approx. Travel Time ¹		Background	Background Plus Project		
	min / sec		Delay in Study Area (sec) ²	Delay in Study Area (sec) ²	Change in Delay (sec)	% Change
Route 22						
Eastbound AM	116 /	6,960	88.5	88.9	0.4	0.01%
Eastbound PM	156 /	9,360	41.6	41.8	0.2	0.00%
Westbound AM	138 /	8,280	68.2	68.2	0.0	0.00%
Westbound PM	127 /	7,620	34.9	34.9	0.0	0.00%
Route 23						
Northbound AM	62 /	3,720	33.3	33.3	0.0	0.00%
Northbound PM	61 /	3,660	32.4	32.3	-0.1	0.00%
Southbound AM	85 /	5,100	42.2	42.3	0.1	0.00%
Southbound PM	88 /	5,280	46.3	46.3	0.0	0.00%
Route 26						
Northbound AM	107 /	6,420	278.1	281.1	3.0	0.04%
Northbound PM	122 /	7,320	312.7	313.7	1.0	0.01%
Southbound AM	119 /	7,140	239.2	240.3	1.1	0.01%
Southbound PM	119 /	7,140	229.8	232.4	2.6	0.04%
Route 55						
Northbound AM	61 /	3,660	21.1	21.2	0.1	0.00%
Northbound PM	67 /	4,020	14.1	14.1	0.0	0.00%
Southbound AM	60 /	3,600	29.3	29.3	0.0	0.00%
Southbound PM	63 /	3,780	24.1	24.1	0.0	0.00%
Route 81						
Eastbound AM	117 /	7,020	33.3	33.3	0.0	0.00%
Eastbound PM	121 /	7,260	32.4	32.3	-0.1	0.00%
Westbound AM	110 /	6,600	42.2	42.3	0.1	0.00%
Westbound PM	121 /	7,260	46.3	46.3	0.0	0.00%
Route 101						
Northbound AM	75 /	4,500	54.2	54.4	0.2	0.00%
Southbound PM	97 /	5,820	33.0	33.1	0.1	0.00%
Route 182						
Northbound PM	65 /	3,900	56.0	56.2	0.2	0.01%
Southbound AM	62 /	3,720	51.2	51.8	0.6	0.02%
Route 522						
Eastbound AM	96 /	5,760	88.5	88.9	0.4	0.01%
Eastbound PM	128 /	7,680	41.6	41.8	0.2	0.00%
Westbound AM	119 /	7,140	68.2	68.2	0.0	0.00%
Westbound PM	103 /	6,180	34.9	34.9	0.0	0.00%

Notes:

¹ Travel time based on the route's first and last stop. Scheduled times were drawn from VTA's Bus Schedule.

² Represents the total movement delay for all relevant study intersections added together.

**Cupertino Village Boutique Hotel TIA
Technical Appendices**

August 30, 2018

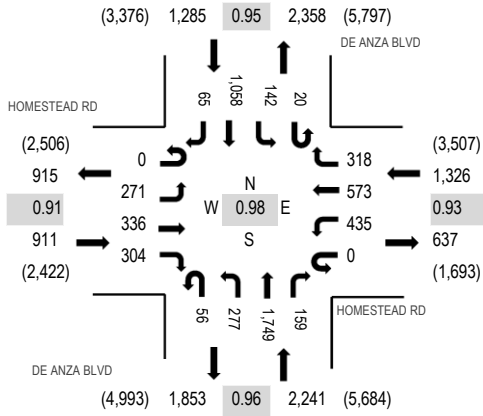
Appendix A
New Traffic Counts



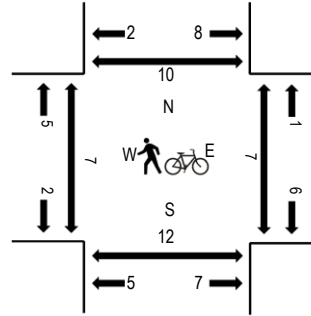
(303) 216-2439
www.alltrafficdata.net

Location: 1 DE ANZA BLVD & HOMESTEAD RD AM
Date and Start Time: Wednesday, March 28, 2018
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	HOMESTEAD RD Eastbound				HOMESTEAD RD Westbound				DE ANZA BLVD Northbound				DE ANZA BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	13	28	27	0	36	55	39	5	60	178	24	3	13	130	11	622	3,929	0	0	3	0
7:15 AM	0	22	39	65	2	77	93	59	16	95	200	24	3	23	154	9	881	4,732	1	1	0	2
7:30 AM	0	42	39	72	1	78	116	44	22	80	334	31	4	34	227	22	1,146	5,253	3	0	5	0
7:45 AM	0	89	79	92	0	104	153	75	19	58	353	24	9	26	185	14	1,280	5,580	5	3	1	1
8:00 AM	0	67	81	76	0	111	115	57	13	71	448	54	4	31	283	14	1,425	5,763	0	1	3	2
8:15 AM	0	54	78	65	0	97	127	76	12	67	455	34	8	30	283	16	1,402	5,739	0	3	1	3
8:30 AM	0	76	104	86	0	127	180	85	19	73	388	40	5	36	240	14	1,473	5,755	5	0	3	2
8:45 AM	0	74	73	77	0	100	151	100	12	66	458	31	3	45	252	21	1,463	5,563	2	3	4	3
9:00 AM	2	56	91	77	1	102	155	121	15	76	349	31	6	43	251	25	1,401	5,297	4	8	7	5
9:15 AM	1	55	95	102	1	117	122	92	21	78	382	54	4	36	237	21	1,418		4	0	2	2
9:30 AM	2	49	85	88	1	107	95	64	15	52	373	43	7	27	247	26	1,281		5	0	4	2
9:45 AM	2	45	81	73	0	123	89	59	16	61	302	52	8	28	240	18	1,197		4	3	4	3

Peak Rolling Hour Flow Rates

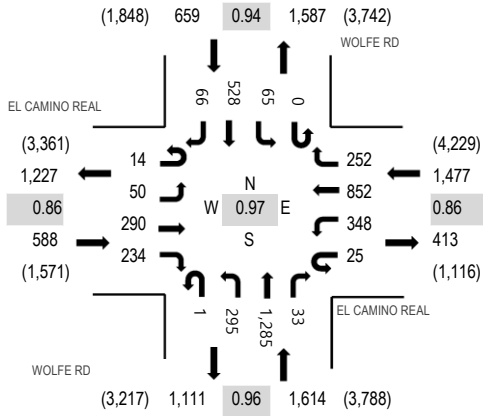
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	1	0	3	1	0	0	1	0	0	0	0	5	0	11
Lights	0	271	328	299	0	422	561	316	55	274	1,727	157	20	141	1,041	65	5,677
Mediums	0	0	8	4	0	10	11	2	1	2	22	2	0	1	12	0	75
Total	0	271	336	304	0	435	573	318	56	277	1,749	159	20	142	1,058	65	5,763



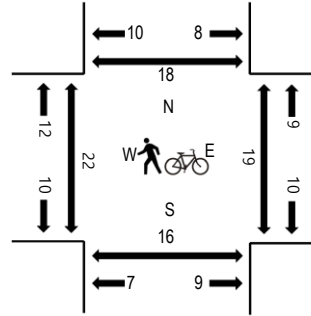
(303) 216-2439
www.alltrafficdata.net

Location: 2 WOLFE RD & EL CAMINO REAL AM
Date and Start Time: Wednesday, March 28, 2018
Peak Hour: 08:30 AM - 09:30 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	EL CAMINO REAL Eastbound				EL CAMINO REAL Westbound				WOLFE RD Northbound				WOLFE RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	1	4	50	29	2	76	135	27	0	33	92	1	0	13	92	9	564	3,203	2	0	0	2
7:15 AM	1	10	32	33	2	80	167	45	0	47	126	3	0	17	120	5	688	3,623	2	2	1	4
7:30 AM	1	5	55	45	3	120	233	50	0	70	170	6	0	30	113	12	913	3,940	14	8	10	3
7:45 AM	1	8	42	47	4	121	273	69	0	84	222	5	0	24	124	14	1,038	4,136	2	8	1	6
8:00 AM	4	5	78	52	3	93	218	82	0	66	258	5	0	8	106	6	984	4,217	4	10	3	5
8:15 AM	1	5	61	70	2	94	186	64	0	67	275	5	0	24	139	12	1,005	4,260	3	3	1	5
8:30 AM	7	12	75	60	6	94	207	48	0	80	339	3	0	16	150	12	1,109	4,338	7	1	4	2
8:45 AM	2	4	75	53	3	100	215	71	0	60	351	6	0	18	150	11	1,119	4,227	6	3	2	3
9:00 AM	4	24	82	65	6	89	180	71	1	71	277	13	0	9	114	21	1,027	4,016	3	9	8	5
9:15 AM	1	10	58	56	10	65	250	62	0	84	318	11	0	22	114	22	1,083		5	6	0	6
9:30 AM	0	16	78	63	3	92	177	63	0	59	277	14	0	11	124	21	998		6	2	0	7
9:45 AM	3	21	94	68	3	70	157	38	0	54	223	12	0	13	135	17	908		7	2	2	3

Peak Rolling Hour Flow Rates

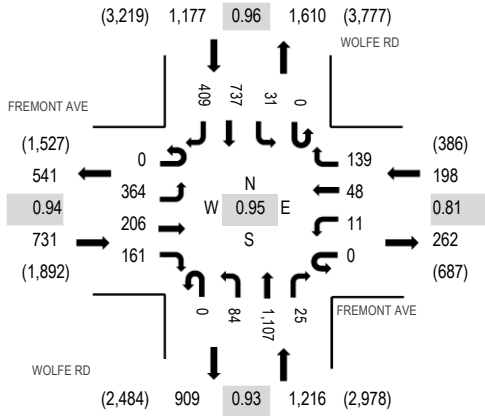
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	1	6
Lights	14	44	286	228	25	339	834	249	1	292	1,269	33	0	65	517	62	4,258
Mediums	0	6	2	6	0	9	15	3	0	3	16	0	0	0	11	3	74
Total	14	50	290	234	25	348	852	252	1	295	1,285	33	0	65	528	66	4,338



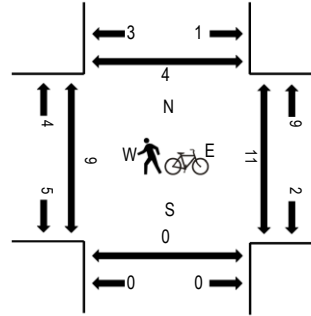
(303) 216-2439
www.alltrafficdata.net

Location: 3 WOLFE RD & FREMONT AVE AM
Date and Start Time: Wednesday, March 28, 2018
Peak Hour: 08:15 AM - 09:15 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	FREMONT AVE Eastbound				FREMONT AVE Westbound				WOLFE RD Northbound			WOLFE RD Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South	North
7:00 AM	1	28	21	17	0	0	6	4	0	24	82	7	0	4	102	91	387	2,285	3	0	0	1
7:15 AM	3	44	33	32	0	4	13	10	0	28	117	3	0	7	132	97	523	2,614	1	0	0	0
7:30 AM	1	70	51	42	0	1	6	13	0	41	200	8	0	16	177	83	709	2,884	0	5	0	0
7:45 AM	0	74	36	38	0	2	9	15	0	24	172	3	0	25	143	125	666	3,047	0	2	0	1
8:00 AM	0	80	45	40	0	2	6	24	0	29	226	8	0	4	142	110	716	3,236	2	2	0	3
8:15 AM	0	81	50	52	0	1	10	21	0	15	248	9	0	11	182	113	793	3,322	1	4	0	2
8:30 AM	0	93	58	46	0	0	13	38	0	25	291	3	0	11	189	105	872	3,230	2	1	0	0
8:45 AM	0	98	54	41	0	4	17	44	0	22	268	7	0	5	183	112	855	3,103	3	2	0	0
9:00 AM	0	92	44	22	0	6	8	36	0	22	300	6	0	4	183	79	802	2,954	3	3	0	1
9:15 AM	0	80	51	41	0	1	6	37	0	23	224	3	0	0	169	66	701		1	2	0	2
9:30 AM	2	108	41	45	0	0	3	13	0	24	225	6	0	5	207	66	745		2	2	0	2
9:45 AM	0	72	31	34	0	0	2	11	0	34	238	13	0	4	204	63	706		4	0	0	1

Peak Rolling Hour Flow Rates

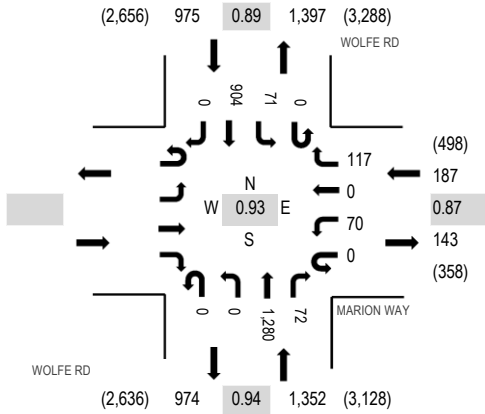
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	2	0	0	0	1	1	5
Lights	0	362	201	155	0	11	47	138	0	84	1,089	24	0	30	718	397	3,256
Mediums	0	2	4	6	0	0	1	1	0	0	16	1	0	1	18	11	61
Total	0	364	206	161	0	11	48	139	0	84	1,107	25	0	31	737	409	3,322



(303) 216-2439
www.alltrafficdata.net

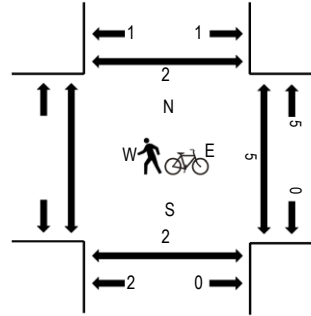
Location: 4 WOLFE RD & MARION WAY AM
Date and Start Time: Wednesday, March 28, 2018
Peak Hour: 08:15 AM - 09:15 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	MARION WAY				WOLFE RD				WOLFE RD				Total	Rolling Hour	Pedestrian Crossings						
	Eastbound		Westbound		Northbound		Southbound		Northbound		Southbound				West	East	South	North			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right					
7:00 AM					0	4	0	9	0	0	122	2	0	11	130	0	278	1,614	1	0	0
7:15 AM					0	7	0	19	0	0	134	18	0	12	148	0	338	1,867	0	1	1
7:30 AM					0	19	0	40	0	0	200	24	0	40	189	0	512	2,132	1	0	0
7:45 AM					0	12	0	28	0	0	224	11	0	14	197	0	486	2,295	0	0	0
8:00 AM					0	17	0	44	0	0	238	6	0	10	216	0	531	2,447	0	0	0
8:15 AM					0	17	0	35	0	0	310	7	0	14	220	0	603	2,514	2	2	0
8:30 AM					0	16	0	32	0	0	337	15	0	18	257	0	675	2,470	1	0	1
8:45 AM					0	18	0	22	0	0	328	31	0	25	214	0	638	2,329	0	0	0
9:00 AM					0	19	0	28	0	0	305	19	0	14	213	0	598	2,221	0	0	1
9:15 AM					0	23	0	31	0	0	249	13	0	10	233	0	559		0	0	2
9:30 AM					0	19	0	19	0	0	261	2	0	16	217	0	534		1	0	1
9:45 AM					0	4	0	16	0	0	257	15	0	11	227	0	530		0	0	0

Peak Rolling Hour Flow Rates

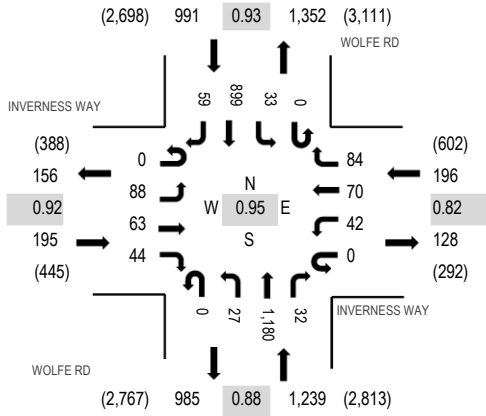
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks					0	0	0	0	0	0	3	0	0	0	1	0	4
Lights					0	70	0	117	0	0	1,250	72	0	71	877	0	2,457
Mediums					0	0	0	0	0	0	27	0	0	0	26	0	53
Total					0	70	0	117	0	0	1,280	72	0	71	904	0	2,514



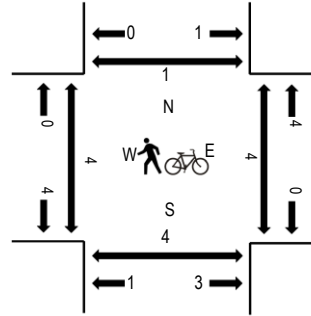
(303) 216-2439
www.alltrafficdata.net

Location: 5 WOLFE RD & INVERNESS WAY AM
Date and Start Time: Wednesday, March 28, 2018
Peak Hour: 08:15 AM - 09:15 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	INVERNESS WAY Eastbound				INVERNESS WAY Westbound				WOLFE RD Northbound				WOLFE RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	5	4	5	0	12	1	7	0	0	98	6	0	2	140	3	283	1,701	0	0	0	0
7:15 AM	0	4	2	6	0	17	15	20	0	1	138	6	0	1	160	4	374	2,006	1	0	0	0
7:30 AM	0	18	11	11	0	30	17	32	0	2	204	12	0	8	201	12	558	2,270	1	1	0	0
7:45 AM	0	15	7	11	0	19	13	26	0	3	169	11	0	7	200	5	486	2,399	1	0	0	0
8:00 AM	0	17	12	9	0	16	25	28	0	5	218	6	0	10	226	16	588	2,585	2	2	1	2
8:15 AM	0	26	12	11	0	12	19	21	0	4	286	4	0	9	220	14	638	2,621	0	2	1	0
8:30 AM	0	19	20	11	0	12	18	25	0	10	333	9	0	12	209	9	687	2,528	1	0	1	0
8:45 AM	0	21	18	14	0	8	15	28	0	4	284	11	0	7	236	26	672	2,396	0	2	2	0
9:00 AM	0	22	13	8	0	10	18	10	0	9	277	8	0	5	234	10	624	2,272	1	0	0	1
9:15 AM	0	21	8	8	0	13	18	20	0	4	217	2	0	3	217	14	545		0	0	1	2
9:30 AM	0	23	7	12	0	12	14	13	0	10	211	4	0	5	227	17	555		1	0	0	0
9:45 AM	0	11	10	13	0	11	15	12	0	6	232	9	0	11	206	12	548		1	0	1	0

Peak Rolling Hour Flow Rates

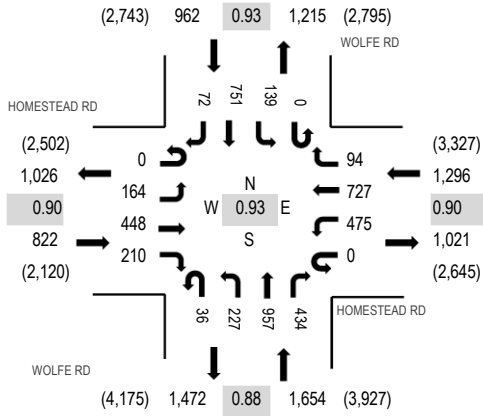
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4
Lights	0	88	63	42	0	42	70	84	0	27	1,151	31	0	31	870	59	2,558
Mediums	0	0	0	2	0	0	0	0	0	0	27	1	0	2	27	0	59
Total	0	88	63	44	0	42	70	84	0	27	1,180	32	0	33	899	59	2,621



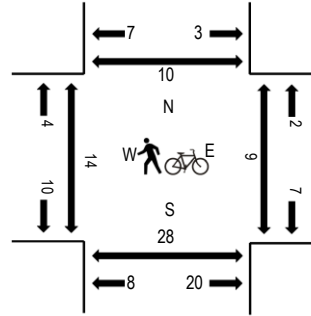
(303) 216-2439
www.alltrafficdata.net

Location: 6 WOLFE RD & HOMESTEAD RD AM
Date and Start Time: Wednesday, March 28, 2018
Peak Hour: 08:15 AM - 09:15 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	HOMESTEAD RD Eastbound				HOMESTEAD RD Westbound				WOLFE RD Northbound				WOLFE RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	7	50	24	0	77	82	8	8	20	87	44	0	18	125	12	562	3,269	0	0	6	1
7:15 AM	0	16	50	40	0	95	138	17	9	32	121	69	0	18	159	10	774	3,820	1	0	2	2
7:30 AM	0	24	90	48	0	121	173	15	6	37	161	65	0	24	175	12	951	4,140	1	1	0	1
7:45 AM	0	14	96	45	0	105	154	10	5	41	161	110	0	23	199	19	982	4,460	2	1	1	1
8:00 AM	1	23	112	64	0	119	139	12	7	39	216	112	0	31	219	19	1,113	4,733	2	1	1	2
8:15 AM	0	42	98	49	0	122	155	16	7	57	213	115	0	37	166	17	1,094	4,734	1	0	5	1
8:30 AM	0	43	116	64	0	131	168	29	13	61	285	114	0	33	199	15	1,271	4,715	5	3	5	6
8:45 AM	0	42	113	52	0	126	211	23	4	64	232	117	0	37	208	26	1,255	4,402	4	0	10	2
9:00 AM	0	37	121	45	0	96	193	26	12	45	227	88	0	32	178	14	1,114	4,115	2	5	4	1
9:15 AM	0	26	141	75	0	101	163	23	7	29	172	88	0	28	203	19	1,075		1	1	8	1
9:30 AM	0	33	99	40	0	88	113	25	10	41	177	97	0	27	192	16	958		4	7	11	1
9:45 AM	0	31	107	42	0	104	122	27	7	28	174	93	0	32	184	17	968		3	0	8	0

Peak Rolling Hour Flow Rates

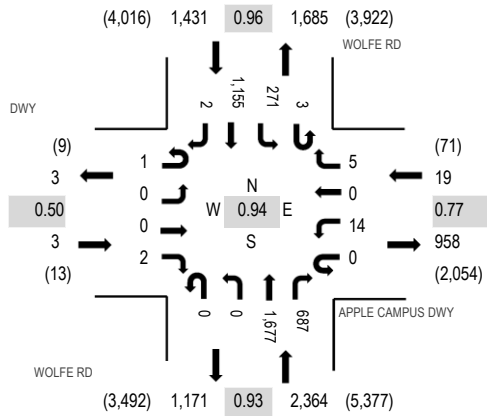
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	1	0	1	0	0	0	0	2	2	0	0	2	0	8
Lights	0	163	443	200	0	469	714	91	36	224	938	391	0	135	732	70	4,606
Mediums	0	1	5	9	0	5	13	3	0	3	17	41	0	4	17	2	120
Total	0	164	448	210	0	475	727	94	36	227	957	434	0	139	751	72	4,734



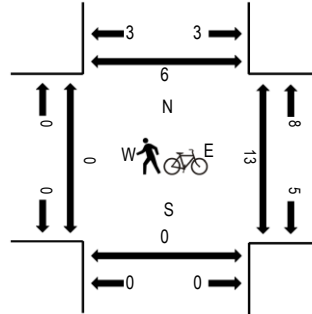
(303) 216-2439
www.alltrafficdata.net

Location: 7 WOLFE RD & APPLE CAMPUS DWY AM
Date and Start Time: Wednesday, March 28, 2018
Peak Hour: 08:15 AM - 09:15 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	DWY Eastbound				APPLE CAMPUS DWY Westbound				WOLFE RD Northbound				WOLFE RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	0	0	2	0	4	0	0	171	46	0	11	203	0	437	2,406	0	2	0	0
7:15 AM	0	0	0	0	0	4	0	0	0	0	204	54	3	17	234	1	517	2,812	0	2	0	2
7:30 AM	0	0	0	2	0	3	0	0	0	0	287	81	0	17	327	0	717	3,193	0	6	0	1
7:45 AM	0	0	0	0	0	2	0	0	0	0	285	89	0	40	319	0	735	3,485	0	3	0	1
8:00 AM	0	0	0	1	0	1	0	2	0	0	352	119	1	35	331	1	843	3,770	0	4	0	1
8:15 AM	0	0	0	1	0	3	0	0	0	0	416	123	0	58	297	0	898	3,817	0	7	0	2
8:30 AM	0	0	0	0	0	2	0	1	0	0	438	181	1	84	300	2	1,009	3,760	0	0	0	1
8:45 AM	0	0	0	1	0	4	0	3	0	0	423	212	2	83	292	0	1,020	3,541	0	3	0	2
9:00 AM	1	0	0	0	0	5	0	1	0	0	400	171	0	46	266	0	890	3,301	0	3	0	1
9:15 AM	0	0	0	0	1	7	0	1	0	0	287	149	5	82	308	1	841		0	6	0	0
9:30 AM	0	0	0	3	0	11	0	2	0	0	308	144	2	48	271	1	790		0	3	0	4
9:45 AM	0	0	0	4	0	10	0	2	0	0	319	118	2	45	278	2	780		0	0	0	1

Peak Rolling Hour Flow Rates

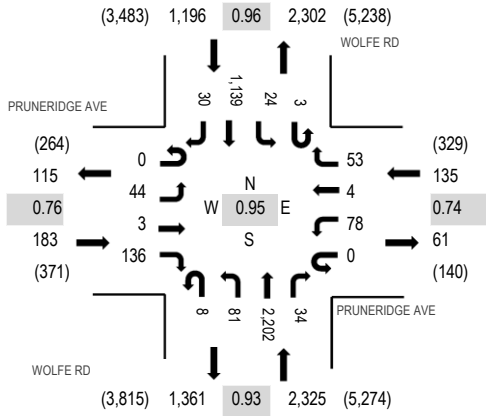
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	8
Lights	1	0	0	2	0	14	0	4	0	0	1,607	687	3	271	1,120	2	3,711
Mediums	0	0	0	0	0	0	0	1	0	0	66	0	0	0	31	0	98
Total	1	0	0	2	0	14	0	5	0	0	1,677	687	3	271	1,155	2	3,817



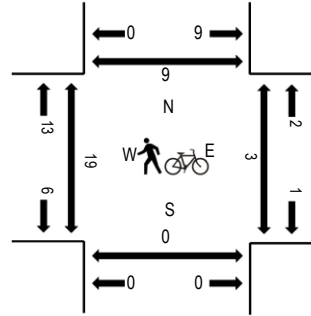
(303) 216-2439
www.alltrafficdata.net

Location: 8 WOLFE RD & PRUNERIDGE AVE
Date and Start Time: Wednesday, March 28, 2018
Peak Hour: 08:15 AM - 09:15 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	PRUNERIDGE AVE Eastbound				PRUNERIDGE AVE Westbound				WOLFE RD Northbound				WOLFE RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	2	1	6	0	2	1	6	1	9	201	4	0	1	188	3	425	2,410	0	0	0	2
7:15 AM	0	4	0	15	0	7	1	5	0	11	252	2	1	3	224	3	528	2,784	3	0	0	1
7:30 AM	0	6	0	17	0	12	1	7	1	10	322	2	2	6	321	4	711	3,159	2	2	0	3
7:45 AM	0	5	0	16	0	19	0	17	2	9	351	4	0	2	311	10	746	3,454	0	2	0	3
8:00 AM	0	6	0	25	0	7	0	24	1	10	410	6	0	8	297	5	799	3,690	0	0	0	2
8:15 AM	0	13	0	47	0	10	2	15	3	16	481	7	1	10	292	6	903	3,839	2	0	0	3
8:30 AM	0	11	2	33	0	18	1	9	2	19	585	11	0	5	296	14	1,006	3,743	9	2	0	1
8:45 AM	0	9	0	29	0	32	0	15	2	32	579	9	1	5	262	7	982	3,515	4	0	0	3
9:00 AM	0	11	1	27	0	18	1	14	1	14	557	7	1	4	289	3	948	3,357	4	1	0	1
9:15 AM	0	5	0	20	0	21	0	9	1	17	424	11	0	7	286	6	807		2	2	0	3
9:30 AM	0	12	1	18	0	19	0	11	2	20	397	9	1	4	282	2	778		1	4	0	1
9:45 AM	0	9	0	20	0	10	3	12	1	22	433	4	2	4	302	2	824		0	3	0	5

Peak Rolling Hour Flow Rates

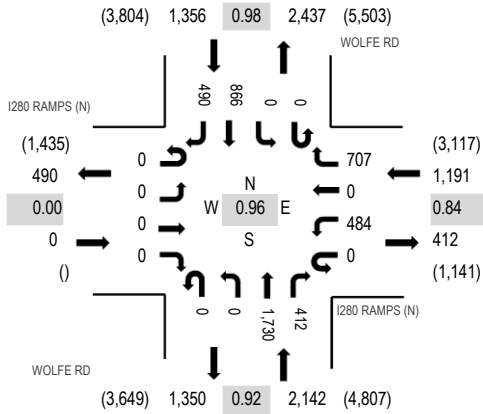
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	5	0	0	0	3	0	8
Lights	0	44	3	134	0	78	4	53	8	80	2,139	34	3	24	1,109	30	3,743
Mediums	0	0	0	2	0	0	0	0	0	1	58	0	0	0	27	0	88
Total	0	44	3	136	0	78	4	53	8	81	2,202	34	3	24	1,139	30	3,839



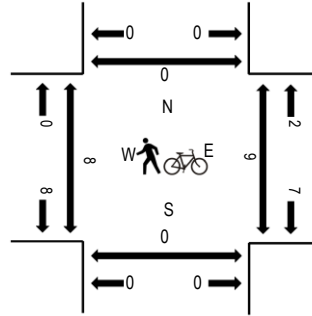
(303) 216-2439
www.alltrafficdata.net

Location: 9 WOLFE RD & I280 RAMPS (N) AM
Date and Start Time: Wednesday, March 28, 2018
Peak Hour: 08:15 AM - 09:15 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	I280 RAMPS (N) Eastbound				I280 RAMPS (N) Westbound				WOLFE RD Northbound				WOLFE RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	0	0	63	0	120	0	0	115	57	0	0	111	85	551	2,970	0	1	0	0
7:15 AM	0	0	0	0	0	57	0	72	0	0	183	68	0	0	159	87	626	3,384	1	1	0	0
7:30 AM	0	0	0	0	0	50	0	103	0	0	245	118	0	0	185	165	866	3,866	1	1	0	0
7:45 AM	0	0	0	0	0	68	0	130	0	0	266	115	0	0	223	125	927	4,220	0	2	0	0
8:00 AM	0	0	0	0	0	72	0	136	0	0	314	114	0	0	216	113	965	4,510	0	1	0	0
8:15 AM	0	0	0	0	0	97	0	143	0	0	414	105	0	0	256	93	1,108	4,689	1	1	0	0
8:30 AM	0	0	0	0	0	116	0	179	0	0	462	115	0	0	204	144	1,220	4,594	0	3	0	0
8:45 AM	0	0	0	0	0	125	0	187	0	0	491	89	0	0	207	118	1,217	4,375	0	2	0	0
9:00 AM	0	0	0	0	0	146	0	198	0	0	363	103	0	0	199	135	1,144	4,248	2	3	0	0
9:15 AM	0	0	0	0	0	145	0	169	0	0	299	72	0	0	215	113	1,013		1	3	0	0
9:30 AM	0	0	0	0	0	141	0	186	0	0	253	102	0	0	183	136	1,001		0	1	0	0
9:45 AM	0	0	0	0	0	200	0	214	0	0	261	83	0	0	211	121	1,090		1	1	0	0

Peak Rolling Hour Flow Rates

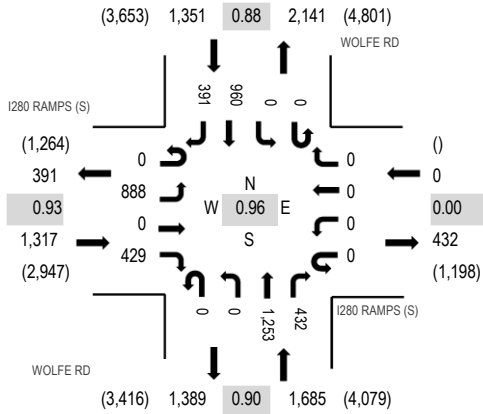
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	1	0	1	0	0	4	1	0	0	0	3	10
Lights	0	0	0	0	0	476	0	691	0	0	1,673	375	0	0	842	479	4,536
Mediums	0	0	0	0	0	7	0	15	0	0	53	36	0	0	24	8	143
Total	0	0	0	0	0	484	0	707	0	0	1,730	412	0	0	866	490	4,689



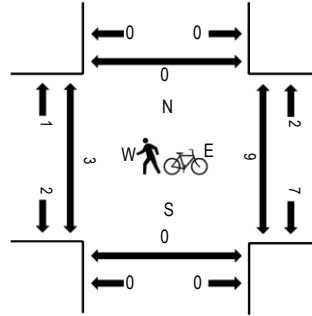
(303) 216-2439
www.alltrafficdata.net

Location: 10 WOLFE RD & I280 RAMPS (S) AM
Date and Start Time: Wednesday, March 28, 2018
Peak Hour: 08:15 AM - 09:15 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	I280 RAMPS (S) Eastbound				I280 RAMPS (S) Westbound				WOLFE RD Northbound			WOLFE RD Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South	North
7:00 AM	0	63	0	33	0	0	0	0	0	0	109	89	0	0	95	80	469	2,709	0	0	0	0
7:15 AM	0	88	0	49	0	0	0	0	0	0	163	88	0	0	110	106	604	3,127	1	3	0	0
7:30 AM	0	123	0	63	0	0	0	0	0	0	240	120	0	0	117	118	781	3,605	1	2	0	0
7:45 AM	0	140	0	61	0	0	0	0	0	0	241	122	0	0	162	129	855	3,951	0	3	0	0
8:00 AM	0	172	0	69	0	0	0	0	0	0	256	102	0	0	186	102	887	4,229	0	1	0	0
8:15 AM	0	223	0	103	0	0	0	0	0	0	296	106	0	0	247	107	1,082	4,353	0	1	0	0
8:30 AM	0	234	0	104	0	0	0	0	0	0	342	127	0	0	224	96	1,127	4,198	3	1	0	0
8:45 AM	0	231	0	123	0	0	0	0	0	0	349	98	0	0	238	94	1,133	3,933	0	2	0	0
9:00 AM	0	200	0	99	0	0	0	0	0	0	266	101	0	0	251	94	1,011	3,741	0	5	0	0
9:15 AM	0	160	0	119	0	0	0	0	0	0	210	77	0	0	229	132	927		3	3	0	0
9:30 AM	0	140	0	100	0	0	0	0	0	0	213	84	0	0	228	97	862		0	1	0	0
9:45 AM	0	146	0	104	0	0	0	0	0	0	196	84	0	0	302	109	941		3	1	0	0

Peak Rolling Hour Flow Rates

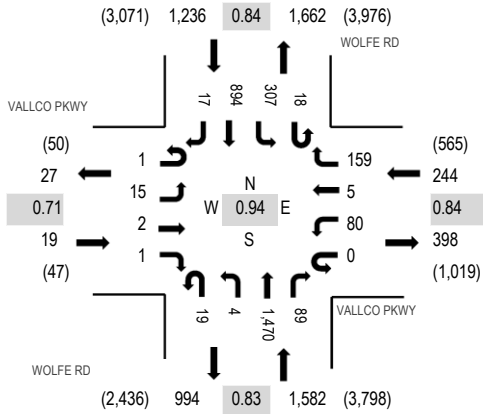
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	2	0	0	0	0	0	0	0	0	3	4	0	0	1	0	10
Lights	0	838	0	413	0	0	0	0	0	0	1,210	383	0	0	938	380	4,162
Mediums	0	48	0	16	0	0	0	0	0	0	40	45	0	0	21	11	181
Total	0	888	0	429	0	0	0	0	0	0	1,253	432	0	0	960	391	4,353



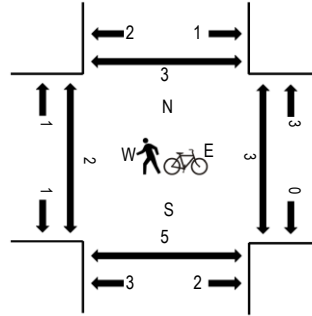
(303) 216-2439
www.alltrafficdata.net

Location: 11 WOLFE RD & VALLCO PKWY AM
Date and Start Time: Wednesday, March 28, 2018
Peak Hour: 08:15 AM - 09:15 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	VALLCO PKWY Eastbound				VALLCO PKWY Westbound				WOLFE RD Northbound				WOLFE RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	0	0	6	0	15	2	0	131	3	4	28	84	0	273	1,789	0	0	1	0
7:15 AM	0	3	2	0	0	11	0	30	0	0	181	11	1	17	114	2	372	2,134	1	0	2	0
7:30 AM	0	2	1	0	0	11	0	19	2	1	322	36	1	45	127	1	568	2,531	1	5	1	2
7:45 AM	0	2	1	0	0	7	0	26	4	0	308	12	1	33	182	0	576	2,782	1	1	1	0
8:00 AM	0	5	0	0	0	14	1	36	2	0	299	15	3	48	194	1	618	3,009	0	0	0	0
8:15 AM	0	4	0	0	0	25	2	29	4	0	355	18	3	57	263	9	769	3,081	1	0	1	0
8:30 AM	0	3	0	0	0	14	2	34	5	1	453	20	4	71	206	6	819	2,965	0	1	2	3
8:45 AM	1	2	1	1	0	27	1	45	6	2	377	28	4	93	213	2	803	2,793	1	2	1	0
9:00 AM	0	6	1	0	0	14	0	51	4	1	285	23	7	86	212	0	690	2,683	0	0	0	0
9:15 AM	0	2	0	0	0	11	0	31	1	0	279	25	1	86	213	4	653		2	2	0	1
9:30 AM	0	4	1	1	0	13	0	42	6	0	283	27	1	80	186	3	647		2	1	1	1
9:45 AM	0	2	2	0	0	12	3	33	3	0	240	23	7	125	236	7	693		6	1	5	0

Peak Rolling Hour Flow Rates

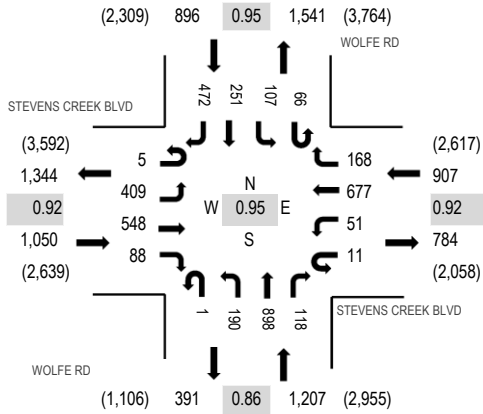
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	1	1	0	5	0	0	0	1	0	8
Lights	1	15	2	1	0	77	5	131	17	4	1,438	81	17	294	867	17	2,967
Mediums	0	0	0	0	0	3	0	27	1	0	27	8	1	13	26	0	106
Total	1	15	2	1	0	80	5	159	19	4	1,470	89	18	307	894	17	3,081



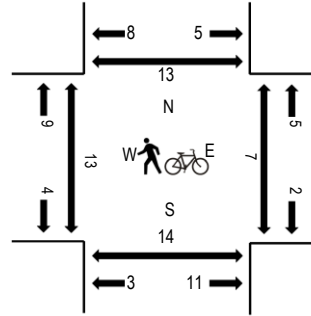
(303) 216-2439
www.alltrafficdata.net

Location: 12 WOLFE RD & STEVENS CREEK BLVD AM
Date and Start Time: Wednesday, March 28, 2018
Peak Hour: 08:15 AM - 09:15 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	STEVENS CREEK BLVD Eastbound				STEVENS CREEK BLVD Westbound				WOLFE RD Northbound				WOLFE RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	1	33	46	9	1	4	73	22	0	20	70	8	7	21	24	40	379	2,856	3	1	2	0
7:15 AM	1	33	156	33	0	25	122	52	0	23	99	13	11	24	35	50	677	3,317	0	2	13	3
7:30 AM	2	51	101	17	2	34	176	52	0	55	242	32	11	13	64	65	917	3,635	4	4	5	6
7:45 AM	3	56	83	15	1	13	212	38	0	49	215	22	10	27	63	76	883	3,769	5	1	5	3
8:00 AM	1	72	89	21	1	18	143	35	0	59	199	8	17	22	65	90	840	3,957	2	0	3	0
8:15 AM	0	72	130	27	1	15	193	41	0	37	218	26	18	22	96	99	995	4,060	3	0	1	0
8:30 AM	0	123	154	15	2	12	137	47	0	38	281	35	11	30	53	113	1,051	3,957	3	1	1	7
8:45 AM	1	105	133	29	5	18	206	39	0	59	234	30	20	31	55	106	1,071	3,910	1	3	3	1
9:00 AM	4	109	131	17	3	6	141	41	1	56	165	27	17	24	47	154	943	3,707	6	3	8	5
9:15 AM	2	87	152	16	2	14	151	54	0	35	145	20	15	36	54	109	892		5	1	5	9
9:30 AM	1	97	168	27	0	18	181	44	0	42	178	25	10	29	55	129	1,004		4	9	10	6
9:45 AM	0	79	122	15	0	14	157	51	0	37	127	25	11	25	62	143	868		3	1	4	10

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	3	3	0	0	1	3	1	0	0	0	1	0	0	0	2	14
Lights	5	395	529	88	11	47	653	155	1	186	889	117	66	103	243	455	3,943
Mediums	0	11	16	0	0	3	21	12	0	4	9	0	0	4	8	15	103
Total	5	409	548	88	11	51	677	168	1	190	898	118	66	107	251	472	4,060



(303) 216-2439
www.alltrafficdata.net

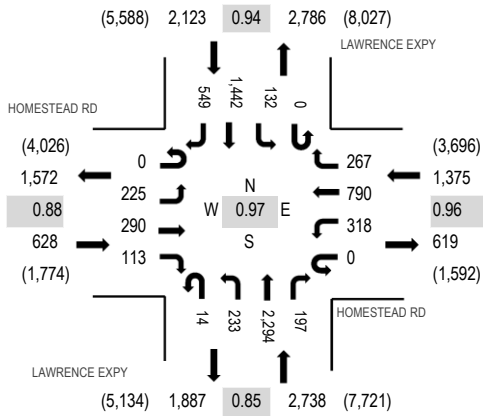
Location: 13 LAWRENCE EXPY & HOMESTEAD RD AM

Date and Start Time: Wednesday, March 28, 2018

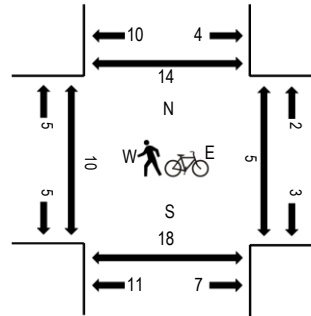
Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	HOMESTEAD RD Eastbound				HOMESTEAD RD Westbound				LAWRENCE EXPY Northbound				LAWRENCE EXPY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	36	25	14	0	71	113	41	0	24	410	26	0	17	216	53	1,046	5,501	4	1	0	1
7:15 AM	0	32	36	25	0	83	185	67	3	57	410	22	1	17	243	79	1,260	6,154	1	1	1	0
7:30 AM	0	65	45	25	0	79	166	77	1	60	547	41	0	18	380	100	1,604	6,672	0	5	4	0
7:45 AM	0	49	63	33	0	90	180	69	2	46	557	39	0	25	322	116	1,591	6,803	0	0	2	1
8:00 AM	0	68	68	23	0	92	171	68	6	65	650	37	0	49	295	107	1,699	6,864	0	1	2	3
8:15 AM	0	63	78	31	0	82	206	71	3	44	584	50	0	54	378	134	1,778	6,855	3	0	3	2
8:30 AM	0	44	73	33	0	78	190	71	2	54	586	48	0	18	386	152	1,735	6,651	4	1	6	8
8:45 AM	0	50	71	26	0	66	223	57	3	70	474	62	0	11	383	156	1,652	6,522	3	3	7	1
9:00 AM	0	45	72	29	0	52	196	56	0	63	719	46	1	20	263	128	1,690	6,414	3	0	3	1
9:15 AM	0	78	86	35	0	79	159	51	1	49	528	34	1	23	318	132	1,574		2	1	4	2
9:30 AM	1	68	90	23	0	71	143	56	1	27	558	47	0	26	364	131	1,606		3	0	5	1
9:45 AM	1	62	67	41	0	50	98	89	4	34	568	59	0	29	329	113	1,544		0	1	3	0

Peak Rolling Hour Flow Rates

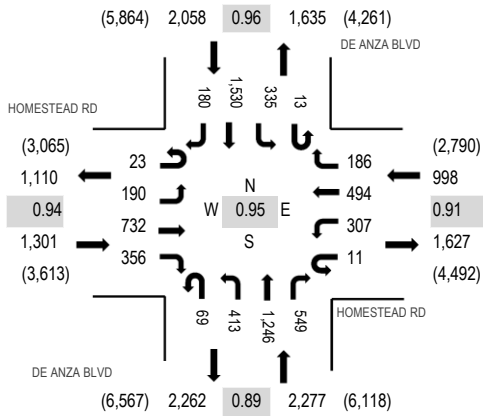
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	2	1	0	0	0	0	2	0	0	1	1	0	0	6	0	13
Lights	0	223	285	111	0	317	782	260	14	231	2,286	193	0	127	1,418	529	6,776
Mediums	0	0	4	2	0	1	8	5	0	2	7	3	0	5	18	20	75
Total	0	225	290	113	0	318	790	267	14	233	2,294	197	0	132	1,442	549	6,864



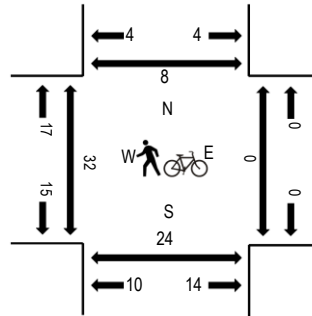
(303) 216-2439
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Location: 1 DE ANZA BLVD & HOMESTEAD RD PM
Date and Start Time: Wednesday, March 28, 2018
Peak Hour: 05:45 PM - 06:45 PM
Peak 15-Minutes: 06:15 PM - 06:30 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	HOMESTEAD RD Eastbound				HOMESTEAD RD Westbound				DE ANZA BLVD Northbound				DE ANZA BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	5	30	140	75	0	73	61	44	20	76	237	126	8	58	372	21	1,346	5,661	5	0	2	0
4:15 PM	7	55	149	73	1	71	109	32	20	75	188	111	3	47	402	42	1,385	5,806	1	0	2	1
4:30 PM	2	42	169	82	4	72	97	41	22	93	228	108	2	61	393	32	1,448	6,015	8	0	12	0
4:45 PM	6	46	178	66	4	62	114	49	20	108	225	113	7	56	406	22	1,482	6,126	3	0	3	5
5:00 PM	1	31	185	92	5	53	111	35	21	111	237	145	5	70	358	31	1,491	6,258	5	3	5	1
5:15 PM	5	52	165	63	1	65	122	49	23	97	271	133	6	81	421	40	1,594	6,441	3	0	5	0
5:30 PM	5	44	186	61	1	75	157	53	20	117	239	135	4	93	339	30	1,559	6,590	1	1	6	3
5:45 PM	5	40	157	79	1	75	136	35	15	125	287	136	3	105	365	50	1,614	6,634	14	0	1	2
6:00 PM	8	49	208	82	5	73	130	58	18	87	331	136	6	77	361	45	1,674	6,466	2	0	12	1
6:15 PM	9	43	195	102	1	76	113	49	21	101	366	157	2	74	403	31	1,743		4	0	5	0
6:30 PM	1	58	172	93	4	83	115	44	15	100	262	120	2	79	401	54	1,603		12	0	6	5
6:45 PM	4	44	162	87	2	66	118	45	21	107	273	121	1	55	311	29	1,446		4	4	9	3

Peak Rolling Hour Flow Rates

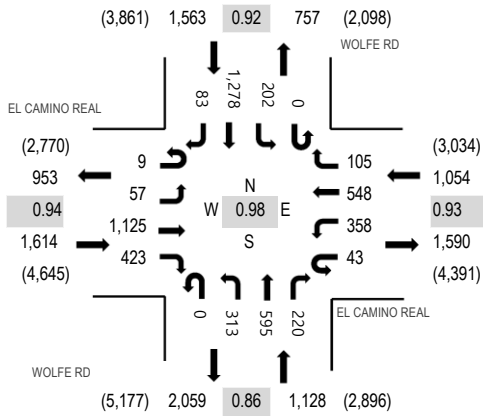
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	23	190	730	352	11	302	490	186	69	413	1,236	539	13	334	1,518	180	6,586
Mediums	0	0	2	4	0	5	4	0	0	0	10	10	0	1	12	0	48
Total	23	190	732	356	11	307	494	186	69	413	1,246	549	13	335	1,530	180	6,634



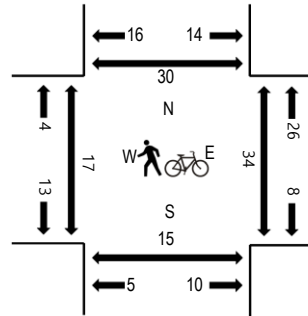
(303) 216-2439
www.alltrafficdata.net

Location: 2 WOLFE RD & EL CAMINO REAL PM
Date and Start Time: Wednesday, March 28, 2018
Peak Hour: 05:15 PM - 06:15 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	EL CAMINO REAL Eastbound				EL CAMINO REAL Westbound				WOLFE RD Northbound				WOLFE RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	8	17	253	103	6	66	129	24	0	66	107	26	0	35	133	22	995	4,289	1	1	0	0
4:15 PM	4	11	263	95	8	61	132	31	0	48	110	19	0	47	218	29	1,076	4,555	1	5	3	5
4:30 PM	3	13	269	101	8	67	110	23	0	70	104	28	0	42	220	22	1,080	4,757	3	5	1	4
4:45 PM	3	22	234	97	7	68	158	23	0	69	106	36	0	55	237	23	1,138	5,045	0	4	0	3
5:00 PM	6	22	291	106	7	78	175	25	0	59	132	62	0	40	237	21	1,261	5,268	5	11	6	9
5:15 PM	4	17	279	99	12	86	125	23	0	63	138	47	0	43	323	19	1,278	5,359	3	6	4	6
5:30 PM	1	10	316	115	12	85	145	24	0	66	157	51	0	38	326	22	1,368	5,311	6	6	7	14
5:45 PM	1	17	262	108	10	83	151	32	0	90	171	69	0	47	297	23	1,361	5,145	5	21	4	5
6:00 PM	3	13	268	101	9	104	127	26	0	94	129	53	0	74	332	19	1,352	4,879	2	0	0	3
6:15 PM	3	22	274	95	12	75	116	42	0	73	138	42	0	47	267	24	1,230		4	3	3	10
6:30 PM	5	14	257	116	14	88	154	35	0	47	138	44	0	50	214	26	1,202		8	2	5	5
6:45 PM	2	15	221	86	12	74	117	35	0	73	132	39	0	53	216	20	1,095		5	2	6	8

Peak Rolling Hour Flow Rates

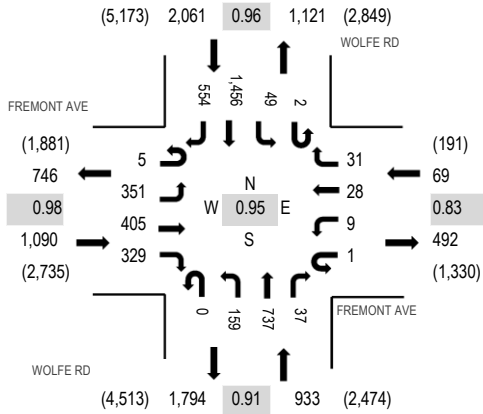
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3
Lights	9	56	1,109	420	42	357	540	104	0	313	589	218	0	202	1,271	81	5,311
Mediums	0	1	14	3	1	1	7	1	0	0	6	2	0	0	7	2	45
Total	9	57	1,125	423	43	358	548	105	0	313	595	220	0	202	1,278	83	5,359



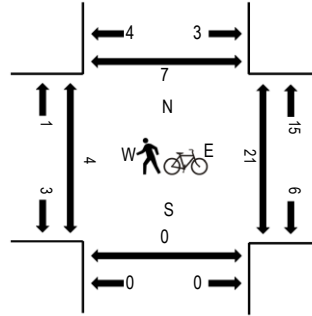
(303) 216-2439
www.alltrafficdata.net

Location: 3 WOLFE RD & FREMONT AVE PM
Date and Start Time: Wednesday, March 28, 2018
Peak Hour: 05:15 PM - 06:15 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	FREMONT AVE Eastbound				FREMONT AVE Westbound				WOLFE RD Northbound				WOLFE RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	1	60	74	60	0	3	6	6	0	25	111	14	0	11	202	88	661	3,070	2	4	0	3
4:15 PM	0	54	68	56	0	0	2	9	0	28	123	15	0	12	293	80	740	3,292	9	4	0	2
4:30 PM	0	65	84	90	0	0	9	5	0	34	152	19	0	7	283	87	835	3,564	2	2	0	0
4:45 PM	2	60	85	90	0	1	8	4	0	28	143	11	1	17	270	114	834	3,822	1	2	0	1
5:00 PM	1	72	74	96	0	2	6	15	0	43	138	16	0	11	291	118	883	3,996	3	4	0	4
5:15 PM	0	82	110	73	1	3	7	12	0	37	170	8	0	9	368	132	1,012	4,153	1	3	0	1
5:30 PM	1	84	97	97	0	1	8	8	0	38	222	12	0	8	381	136	1,093	4,046	3	1	0	4
5:45 PM	3	85	103	82	0	1	3	5	0	41	189	7	1	13	319	156	1,008	3,775	0	16	0	0
6:00 PM	1	100	95	77	0	4	10	6	0	43	156	10	1	19	388	130	1,040	3,507	0	1	0	2
6:15 PM	0	71	80	29	0	0	13	11	0	47	201	20	1	14	306	112	905		0	3	0	1
6:30 PM	2	65	92	25	0	1	10	3	0	25	168	14	0	6	306	105	822		4	2	0	2
6:45 PM	0	65	72	52	0	2	5	1	0	30	124	12	0	10	261	106	740		0	1	0	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	5	349	404	328	1	9	28	31	0	158	731	37	1	49	1,450	554	4,135
Mediums	0	2	1	1	0	0	0	0	0	1	6	0	1	0	6	0	18
Total	5	351	405	329	1	9	28	31	0	159	737	37	2	49	1,456	554	4,153

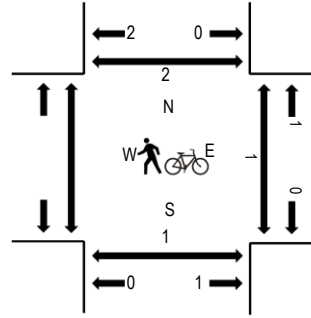
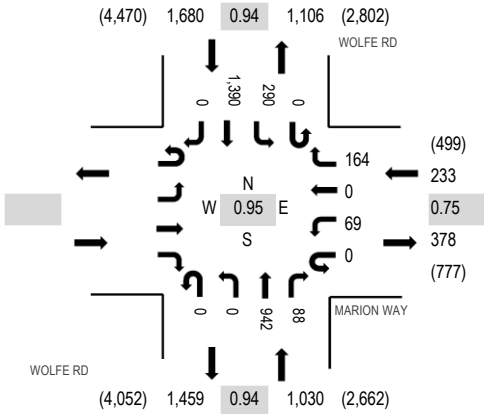


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Location: 4 WOLFE RD & MARION WAY PM
Date and Start Time: Wednesday, March 28, 2018
Peak Hour: 05:15 PM - 06:15 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles

Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	MARION WAY				WOLFE RD				WOLFE RD				Total	Rolling Hour	Pedestrian Crossings						
	Eastbound		Westbound		Northbound		Southbound		Northbound		Southbound				West	East	South	North			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right					
4:00 PM					0	8	0	15	0	0	171	6	0	20	225	0	445	2,214	0	0	0
4:15 PM					0	11	0	19	0	0	157	14	0	49	310	0	560	2,467	1	0	0
4:30 PM					0	17	0	33	0	0	200	18	0	43	297	0	608	2,617	1	0	0
4:45 PM					0	17	0	23	0	0	172	21	0	39	329	0	601	2,786	1	1	0
5:00 PM					0	7	0	38	0	0	195	23	0	53	382	0	698	2,931	1	1	0
5:15 PM					0	22	0	34	0	0	223	22	0	56	353	0	710	2,943	0	0	0
5:30 PM					0	13	0	31	0	0	257	16	0	78	382	0	777	2,863	0	0	0
5:45 PM					0	16	0	39	0	0	244	30	0	100	317	0	746	2,690	1	0	1
6:00 PM					0	18	0	60	0	0	218	20	0	56	338	0	710	2,486	0	1	0
6:15 PM					0	13	0	25	0	0	216	15	0	23	338	0	630		1	0	2
6:30 PM					0	9	0	14	0	0	221	11	0	22	327	0	604		0	0	0
6:45 PM					0	4	0	13	0	0	184	8	0	34	299	0	542		0	1	1

Peak Rolling Hour Flow Rates

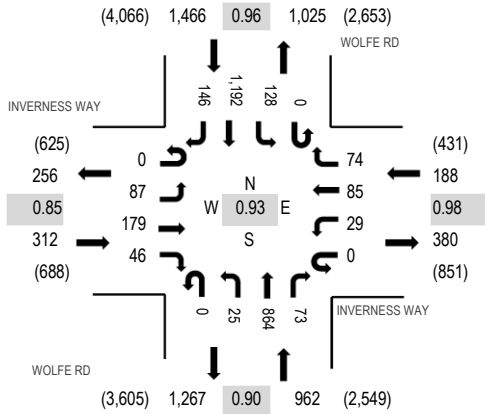
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks					0	1	0	0	0	0	0	0	0	0	0	0	1
Lights					0	68	0	164	0	0	934	88	0	290	1,380	0	2,924
Mediums					0	0	0	0	0	0	8	0	0	0	10	0	18
Total					0	69	0	164	0	0	942	88	0	290	1,390	0	2,943



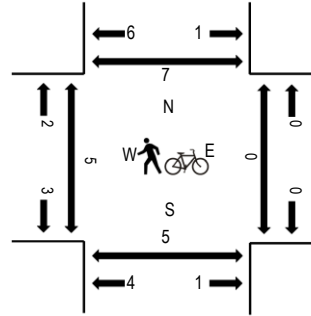
(303) 216-2439
www.alltrafficdata.net

Location: 5 WOLFE RD & INVERNESS WAY PM
Date and Start Time: Wednesday, March 28, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	INVERNESS WAY Eastbound				INVERNESS WAY Westbound				WOLFE RD Northbound				WOLFE RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	8	9	6	0	3	7	12	0	0	145	9	0	17	260	19	495	2,291	0	0	0	0
4:15 PM	0	3	16	9	0	5	8	7	0	3	168	17	0	18	249	16	519	2,481	0	1	2	0
4:30 PM	0	15	22	12	0	12	18	9	0	3	166	13	0	23	306	17	616	2,702	0	0	1	0
4:45 PM	0	13	35	7	0	8	9	12	0	4	203	17	0	21	302	30	661	2,806	5	0	0	2
5:00 PM	0	23	29	16	0	5	20	18	0	6	184	24	0	26	306	28	685	2,928	0	0	0	1
5:15 PM	0	16	39	10	0	9	18	21	0	12	217	15	0	32	318	33	740	2,917	1	0	1	1
5:30 PM	0	28	49	15	0	9	23	16	0	4	217	17	0	31	272	39	720	2,876	1	0	0	4
5:45 PM	0	20	62	5	0	6	24	19	0	3	246	17	0	39	296	46	783	2,739	3	0	1	1
6:00 PM	0	13	41	12	0	9	31	8	0	0	188	12	0	20	295	45	674	2,515	4	1	0	0
6:15 PM	0	22	37	10	0	9	16	11	0	2	226	16	0	24	283	43	699		1	1	0	0
6:30 PM	0	17	22	9	0	1	17	7	0	3	180	10	0	23	268	26	583		2	1	1	2
6:45 PM	0	8	21	9	0	2	17	5	0	6	182	14	0	14	252	29	559		1	0	1	1

Peak Rolling Hour Flow Rates

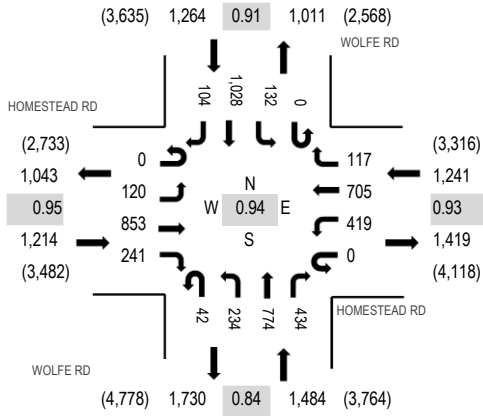
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	87	179	46	0	29	85	73	0	25	859	73	0	128	1,185	146	2,915
Mediums	0	0	0	0	0	0	0	1	0	0	5	0	0	0	7	0	13
Total	0	87	179	46	0	29	85	74	0	25	864	73	0	128	1,192	146	2,928



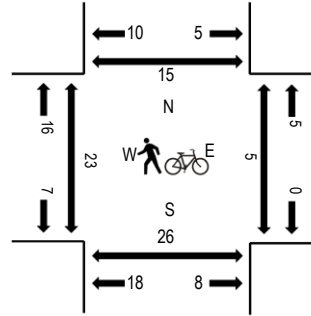
(303) 216-2439
www.alltrafficdata.net

Location: 6 WOLFE RD & HOMESTEAD RD PM
Date and Start Time: Wednesday, March 28, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	HOMESTEAD RD Eastbound				HOMESTEAD RD Westbound				WOLFE RD Northbound				WOLFE RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	26	225	37	0	77	108	20	13	38	100	80	0	43	194	20	981	4,301	2	1	5	0
4:15 PM	0	29	171	37	0	78	143	30	11	35	125	60	0	25	240	29	1,013	4,551	0	0	3	3
4:30 PM	0	32	218	48	0	94	132	30	11	35	145	72	0	35	264	20	1,136	4,858	1	5	6	0
4:45 PM	0	26	235	51	0	111	134	31	12	52	149	74	0	53	223	20	1,171	5,108	6	4	13	4
5:00 PM	0	31	234	60	0	118	169	27	10	40	149	91	0	36	243	23	1,231	5,203	5	1	7	3
5:15 PM	0	26	217	56	0	101	173	23	8	61	205	107	0	37	272	34	1,320	5,163	7	1	8	4
5:30 PM	0	34	196	62	0	116	188	31	11	63	235	131	0	33	262	24	1,386	5,115	1	2	0	0
5:45 PM	0	29	206	63	0	84	175	36	13	70	185	105	0	26	251	23	1,266	4,856	2	1	2	8
6:00 PM	0	30	224	59	0	107	165	27	9	46	126	94	0	29	243	32	1,191	4,693	3	1	6	4
6:15 PM	0	23	213	37	0	83	158	31	12	62	181	120	1	47	269	35	1,272		3	2	8	2
6:30 PM	0	20	205	58	0	93	150	35	9	53	142	96	0	34	212	20	1,127		7	2	6	3
6:45 PM	0	26	203	35	0	85	134	19	7	46	153	112	0	31	229	23	1,103		1	4	3	4

Peak Rolling Hour Flow Rates

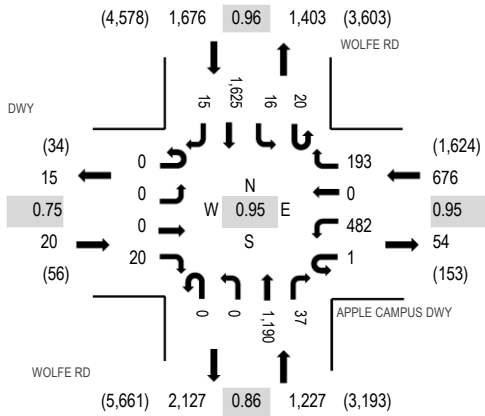
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	0	120	846	237	0	415	702	116	42	230	767	404	0	129	1,023	104	5,135
Mediums	0	0	7	3	0	4	3	1	0	4	7	30	0	3	5	0	67
Total	0	120	853	241	0	419	705	117	42	234	774	434	0	132	1,028	104	5,203



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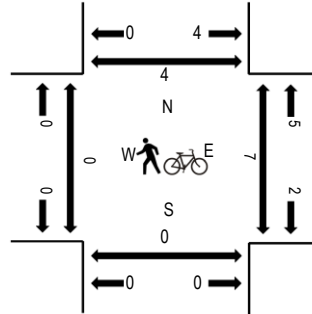
Location: 7 WOLFE RD & APPLE CAMPUS DWY PM
Date and Start Time: Wednesday, March 28, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	DWY Eastbound				APPLE CAMPUS DWY Westbound				WOLFE RD Northbound				WOLFE RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	0	9	0	54	0	17	0	0	217	6	4	7	290	4	608	2,710	0	1	0	1
4:15 PM	0	0	0	2	0	60	0	21	0	0	186	11	3	4	337	2	626	2,976	0	0	0	1
4:30 PM	0	0	0	2	0	80	0	24	0	0	250	6	3	11	378	2	756	3,247	0	0	0	0
4:45 PM	0	0	0	4	0	85	0	27	0	0	239	7	6	5	346	1	720	3,438	0	1	0	1
5:00 PM	0	0	0	7	0	115	0	46	0	0	259	10	2	3	430	2	874	3,599	0	1	0	1
5:15 PM	0	0	0	3	1	123	0	54	0	0	291	4	6	3	410	2	897	3,521	0	4	0	2
5:30 PM	0	0	0	5	0	118	0	49	0	0	348	10	6	5	399	7	947	3,437	0	0	0	0
5:45 PM	0	0	0	5	0	126	0	44	0	0	292	13	6	5	386	4	881	3,305	0	1	0	0
6:00 PM	0	0	0	7	0	96	0	41	0	0	233	6	3	4	403	3	796	3,142	0	2	0	1
6:15 PM	0	0	0	3	1	99	0	49	0	0	264	6	3	4	384	0	813		0	1	0	0
6:30 PM	0	0	0	6	0	114	1	43	0	0	262	11	4	3	367	4	815		0	3	0	2
6:45 PM	0	0	0	3	1	102	0	33	0	0	259	3	9	3	303	2	718		0	5	0	1

Peak Rolling Hour Flow Rates

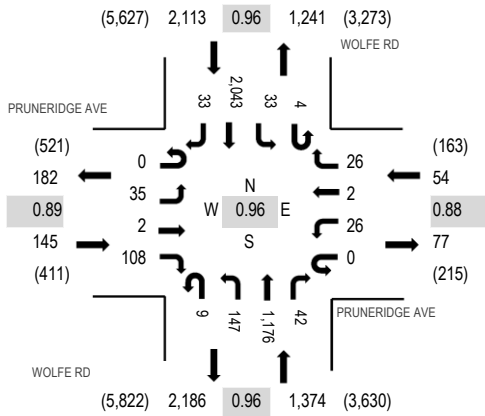
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Lights	0	0	0	20	1	482	0	193	0	0	1,156	37	20	16	1,610	15	3,550
Mediums	0	0	0	0	0	0	0	0	0	0	34	0	0	0	14	0	48
Total	0	0	0	20	1	482	0	193	0	0	1,190	37	20	16	1,625	15	3,599



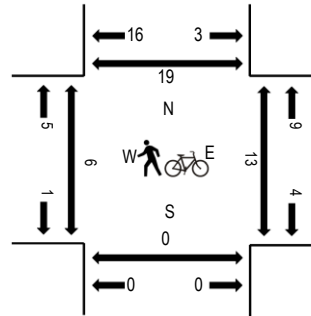
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Location: 8 WOLFE RD & PRUNERIDGE AVE PM
Date and Start Time: Wednesday, March 28, 2018
Peak Hour: 05:15 PM - 06:15 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	PRUNERIDGE AVE Eastbound				PRUNERIDGE AVE Westbound				WOLFE RD Northbound				WOLFE RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	6	1	11	0	4	0	11	4	25	199	10	3	1	336	4	615	2,846	0	0	0	0
4:15 PM	0	7	2	30	0	3	1	8	2	38	188	6	1	5	377	6	674	3,036	2	0	0	1
4:30 PM	0	11	2	31	0	4	1	8	3	24	224	8	0	4	415	10	745	3,282	1	4	0	4
4:45 PM	0	8	1	15	0	6	0	6	2	29	253	12	2	4	466	8	812	3,444	2	1	0	2
5:00 PM	0	7	0	24	0	6	0	8	2	34	218	6	2	7	485	6	805	3,593	1	4	0	16
5:15 PM	0	11	0	22	0	4	0	8	2	35	275	12	0	4	534	13	920	3,686	1	1	0	2
5:30 PM	0	11	1	30	0	8	0	7	1	32	311	12	0	10	473	11	907	3,655	2	5	0	3
5:45 PM	0	5	1	29	0	7	2	6	4	44	312	8	1	10	524	8	961	3,592	1	2	0	12
6:00 PM	0	8	0	27	0	7	0	5	2	36	278	10	3	9	512	1	898	3,392	1	5	0	2
6:15 PM	1	8	2	27	0	7	1	9	2	40	300	16	0	10	460	6	889		2	3	0	4
6:30 PM	0	9	0	23	0	4	0	12	1	37	260	7	2	10	471	8	844		2	4	0	4
6:45 PM	1	14	0	25	0	4	1	5	3	50	243	10	0	14	383	8	761		5	4	0	8

Peak Rolling Hour Flow Rates

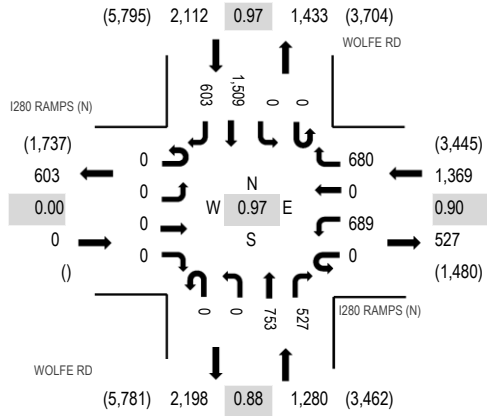
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	35	2	108	0	26	2	26	9	147	1,144	42	4	33	2,028	33	3,639
Mediums	0	0	0	0	0	0	0	0	0	0	32	0	0	0	15	0	47
Total	0	35	2	108	0	26	2	26	9	147	1,176	42	4	33	2,043	33	3,686



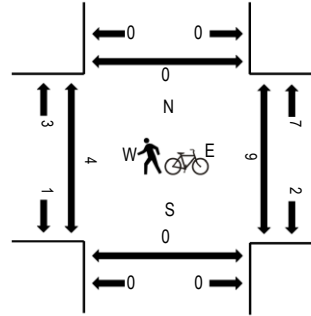
Location: 9 WOLFE RD & I280 RAMPS (N) PM
 Date and Start Time: Wednesday, March 28, 2018
 Peak Hour: 05:30 PM - 06:30 PM
 Peak 15-Minutes: 05:30 PM - 05:45 PM

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Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	I280 RAMPS (N) Eastbound				I280 RAMPS (N) Westbound				WOLFE RD Northbound				WOLFE RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	0	0	0	123	0	106	0	0	141	128	0	0	230	121	849	3,625	1	1	0	0
4:15 PM	0	0	0	0	0	95	0	100	0	0	130	82	0	0	295	115	817	3,830	0	1	0	0
4:30 PM	0	0	0	0	0	112	0	140	0	0	133	120	0	0	318	132	955	4,197	1	3	0	0
4:45 PM	0	0	0	0	0	117	0	154	0	0	143	103	0	0	341	146	1,004	4,469	3	1	1	0
5:00 PM	0	0	0	0	0	125	0	110	0	0	165	139	0	0	364	151	1,054	4,682	2	0	0	0
5:15 PM	0	0	0	0	0	149	0	160	0	0	170	145	0	0	384	176	1,184	4,753	2	0	0	0
5:30 PM	0	0	0	0	0	168	0	186	0	0	224	138	0	0	380	131	1,227	4,761	1	2	0	0
5:45 PM	0	0	0	0	0	182	0	200	0	0	173	101	0	0	373	188	1,217	4,606	0	1	0	0
6:00 PM	0	0	0	0	0	139	0	137	0	0	154	149	0	0	399	147	1,125	4,395	1	4	0	0
6:15 PM	0	0	0	0	0	200	0	157	0	0	202	139	0	0	357	137	1,192		2	1	0	0
6:30 PM	0	0	0	0	0	165	0	137	0	0	167	105	0	0	333	165	1,072		0	2	0	0
6:45 PM	0	0	0	0	0	148	0	135	0	0	180	131	0	0	284	128	1,006		1	1	0	0

Peak Rolling Hour Flow Rates

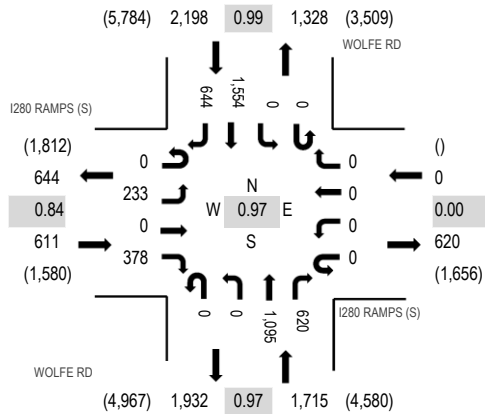
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Lights	0	0	0	0	0	681	0	662	0	0	741	491	0	0	1,498	596	4,669
Mediums	0	0	0	0	0	8	0	18	0	0	12	36	0	0	10	7	91
Total	0	0	0	0	0	689	0	680	0	0	753	527	0	0	1,509	603	4,761



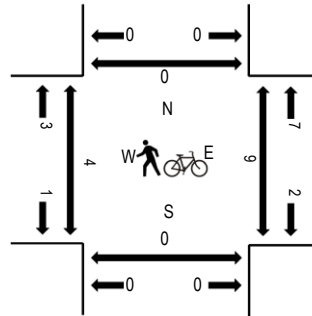
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Location: 10 WOLFE RD & I280 RAMPS (S) PM
Date and Start Time: Wednesday, March 28, 2018
Peak Hour: 05:30 PM - 06:30 PM
Peak 15-Minutes: 06:15 PM - 06:30 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	I280 RAMPS (S) Eastbound				I280 RAMPS (S) Westbound				WOLFE RD Northbound			WOLFE RD Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South	North
4:00 PM	0	36	0	71	0	0	0	0	0	0	233	119	0	0	264	89	812	3,395	1	3	0	0
4:15 PM	0	42	0	73	0	0	0	0	0	0	170	128	0	0	246	144	803	3,580	0	1	0	0
4:30 PM	0	32	0	69	0	0	0	0	0	0	220	121	0	0	275	156	873	3,853	0	2	0	0
4:45 PM	0	37	0	80	0	0	0	0	0	0	209	123	0	0	320	138	907	4,103	2	2	0	0
5:00 PM	0	42	0	73	0	0	0	0	0	0	262	130	0	0	307	183	997	4,312	1	3	0	1
5:15 PM	0	49	0	88	0	0	0	0	0	0	266	139	0	0	369	165	1,076	4,431	3	1	0	0
5:30 PM	0	50	0	89	0	0	0	0	0	0	312	124	0	0	400	148	1,123	4,524	1	0	0	0
5:45 PM	0	65	0	88	0	0	0	0	0	0	257	151	0	0	388	167	1,116	4,388	0	2	0	0
6:00 PM	0	43	0	94	0	0	0	0	0	0	260	181	0	0	370	168	1,116	4,237	2	4	0	0
6:15 PM	0	75	0	107	0	0	0	0	0	0	266	164	0	0	396	161	1,169	4,237	1	1	0	0
6:30 PM	0	54	0	84	0	0	0	0	0	0	218	133	0	0	339	159	987	4,103	0	2	0	0
6:45 PM	0	60	0	79	0	0	0	0	0	0	251	143	0	0	298	134	965	4,007	1	1	0	0

Peak Rolling Hour Flow Rates

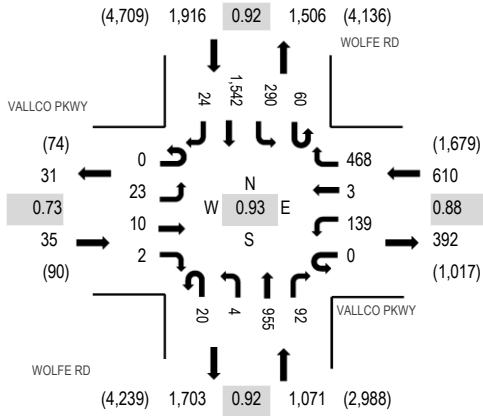
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Lights	0	228	0	369	0	0	0	0	0	0	1,048	615	0	0	1,543	636	4,439
Mediums	0	5	0	9	0	0	0	0	0	0	47	5	0	0	11	7	84
Total	0	233	0	378	0	0	0	0	0	0	1,095	620	0	0	1,554	644	4,524



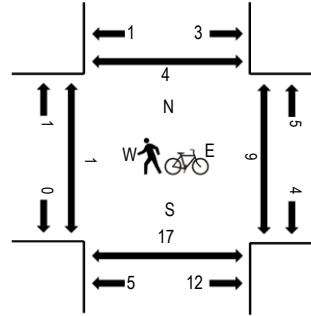
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Location: 11 WOLFE RD & VALLCO PKWY PM
Date and Start Time: Wednesday, March 28, 2018
Peak Hour: 05:30 PM - 06:30 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	VALLCO PKWY Eastbound				VALLCO PKWY Westbound				WOLFE RD Northbound				WOLFE RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	10	1	1	0	33	0	109	4	0	201	24	7	39	238	2	669	2,624	0	3	6	2
4:15 PM	0	5	4	1	0	19	2	66	13	2	183	22	8	44	206	2	577	2,707	0	0	2	0
4:30 PM	0	1	3	1	0	26	0	89	4	0	202	23	12	51	240	3	655	2,967	0	3	2	1
4:45 PM	0	2	2	0	0	25	0	88	6	1	208	18	11	57	298	7	723	3,289	2	2	0	1
5:00 PM	0	2	3	0	0	37	0	109	7	1	247	13	10	58	262	3	752	3,469	3	5	4	0
5:15 PM	0	2	2	2	0	46	1	128	7	0	227	15	8	53	343	3	837	3,565	4	2	2	4
5:30 PM	0	4	4	1	0	41	0	114	7	1	260	27	18	77	419	4	977	3,632	1	1	1	2
5:45 PM	0	9	2	1	0	30	0	111	6	1	245	26	14	86	363	9	903	3,479	0	6	3	0
6:00 PM	0	5	3	0	0	28	0	112	2	2	223	22	14	58	371	8	848	3,373	0	1	3	0
6:15 PM	0	5	1	0	0	40	3	131	5	0	227	17	14	69	389	3	904		0	1	10	2
6:30 PM	0	5	3	0	0	31	1	111	3	1	203	22	12	82	338	12	824		0	3	0	1
6:45 PM	0	4	1	0	0	35	0	113	4	0	241	15	6	70	306	2	797		2	0	1	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	23	10	2	0	135	3	435	20	4	945	85	58	280	1,534	24	3,558
Mediums	0	0	0	0	0	4	0	33	0	0	10	7	2	10	8	0	74
Total	0	23	10	2	0	139	3	468	20	4	955	92	60	290	1,542	24	3,632



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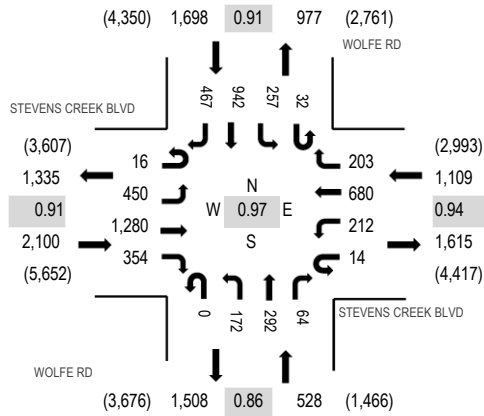
Location: 12 WOLFE RD & STEVENS CREEK BLVD PM

Date and Start Time: Wednesday, March 28, 2018

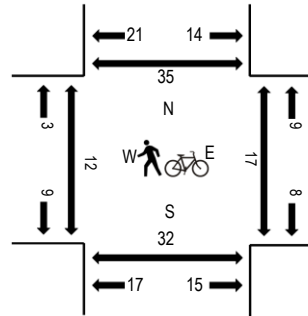
Peak Hour: 05:30 PM - 06:30 PM

Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	STEVENS CREEK BLVD Eastbound				STEVENS CREEK BLVD Westbound				WOLFE RD Northbound				WOLFE RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	1	105	216	63	4	30	121	37	0	40	79	20	6	55	132	112	1,021	4,167	5	0	8	1
4:15 PM	1	106	270	43	7	30	144	46	1	37	48	19	7	55	129	87	1,030	4,333	4	10	14	4
4:30 PM	3	90	224	53	4	35	125	52	0	26	55	14	7	53	128	94	963	4,619	0	10	14	0
4:45 PM	3	104	270	62	9	44	169	41	0	40	66	21	7	49	174	94	1,153	5,057	2	4	7	1
5:00 PM	4	99	317	83	5	42	131	55	0	33	78	21	10	46	167	96	1,187	5,304	3	11	11	9
5:15 PM	5	121	340	90	5	64	160	55	1	42	52	20	5	62	190	104	1,316	5,387	6	7	9	4
5:30 PM	5	102	301	81	2	66	173	46	0	51	87	19	7	69	265	127	1,401	5,435	5	2	5	8
5:45 PM	2	120	362	99	1	50	190	47	0	47	74	10	8	57	219	114	1,400	5,259	0	6	8	11
6:00 PM	5	107	286	79	6	39	136	57	0	35	77	24	6	76	240	97	1,270	4,990	3	6	7	14
6:15 PM	4	121	331	95	5	57	181	53	0	39	54	11	11	55	218	129	1,364		2	1	9	2
6:30 PM	7	101	269	80	2	48	136	46	0	32	49	22	20	57	239	117	1,225		5	1	10	11
6:45 PM	4	106	275	37	4	36	149	48	0	39	70	13	13	54	167	116	1,131		2	6	7	4

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	16	441	1,269	354	14	211	670	200	0	172	289	64	32	255	938	459	5,384
Mediums	0	9	11	0	0	1	10	3	0	0	3	0	0	2	4	8	51
Total	16	450	1,280	354	14	212	680	203	0	172	292	64	32	257	942	467	5,435



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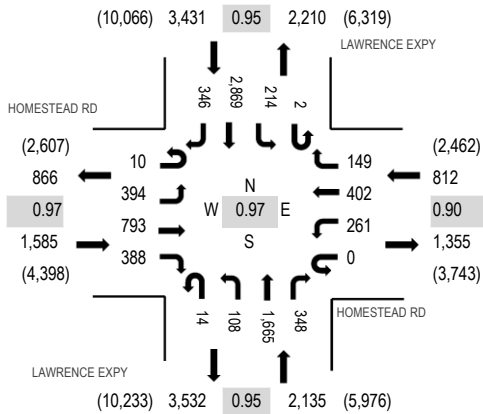
Location: 13 LAWRENCE EXPY & HOMESTEAD RD PM

Date and Start Time: Wednesday, March 28, 2018

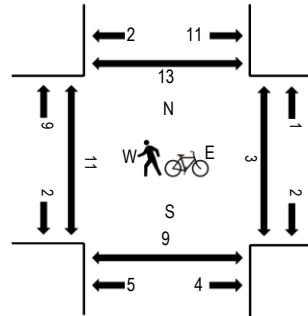
Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	HOMESTEAD RD Eastbound				HOMESTEAD RD Westbound				LAWRENCE EXPY Northbound				LAWRENCE EXPY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	102	168	97	0	59	70	44	4	29	349	57	0	49	661	53	1,742	7,601	3	1	2	3
4:15 PM	0	101	170	90	0	57	102	33	4	33	376	62	0	50	797	68	1,943	7,752	2	0	3	2
4:30 PM	2	112	148	108	0	53	67	41	2	37	368	63	0	58	769	77	1,905	7,865	1	1	4	3
4:45 PM	0	86	204	96	0	65	94	43	2	29	376	83	1	63	784	85	2,011	7,963	0	1	2	0
5:00 PM	2	106	192	109	0	71	97	33	4	27	392	76	0	51	646	87	1,893	7,937	5	0	1	4
5:15 PM	3	108	201	94	0	69	115	45	5	17	446	97	1	42	735	78	2,056	7,907	3	0	5	7
5:30 PM	5	94	196	89	0	56	96	28	3	35	451	92	0	58	704	96	2,003	7,717	3	2	1	2
5:45 PM	1	97	202	85	0	75	118	45	1	38	426	91	0	60	675	71	1,985	7,582	5	3	5	6
6:00 PM	2	93	165	80	0	74	129	47	1	34	346	87	1	61	663	80	1,863	7,364	1	0	4	2
6:15 PM	3	104	144	80	0	60	117	44	2	49	365	70	1	53	667	107	1,866		5	3	8	6
6:30 PM	2	92	164	69	0	53	87	55	3	38	381	73	3	64	676	108	1,868		2	0	3	4
6:45 PM	3	93	172	64	0	85	100	35	1	19	355	77	0	80	586	97	1,767		2	0	5	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2
Lights	10	385	786	388	0	261	397	146	14	107	1,652	345	2	213	2,861	344	7,911
Mediums	0	9	7	0	0	0	5	3	0	1	12	3	0	1	7	2	50
Total	10	394	793	388	0	261	402	149	14	108	1,665	348	2	214	2,869	346	7,963

Appendix B
Lists of Approved Projects

Upcoming Projects in Cupertino, March 2018

Project Name	Location/Uses	Additional Description	Tentative Time Frame/Status
Main Street (Sandhill Properties)	NW of Tantau/SCB (Mixed Use)	<ul style="list-style-type: none"> ❖ 180 room hotel, 260Ks.f. office, up to 130.5Ks.f. retail and 120 apt units. ❖ List of retailers: Lazy Dog, Philz Coffee, Eureka!, Alexander's, Pieology, Rootstock, 85 Degrees, Capezio, Howard's Shoes, Oren's Hummus, Panino Giusto, Meet Fresh, Tea Chansii, AT&T, Chef Hung, Target, Meriwest, Pressed Juicery, Orange Theory 	<ul style="list-style-type: none"> ❖ Apartments estimated to be completed early 2018 ❖ Hotel, bar and banquet rooms open ❖ Orange Theory open ❖ TCO for "The Loft" apartments and the Marriott bar and conference facilities
AT&T Wireless	21060 Homestead Rd (Office Bldg)	DP, ASA & Height EXC for a 75 foot mono-eucalyptus	<ul style="list-style-type: none"> ❖ Application filed 10/26/11. ❖ Application on hold at applicant request.
Nineteen800 (Rosebowl)	N. Wolfe/ Vallco Pkwy (Mixed use)	Residential (204 units) and retail (45Ks.f.).	<ul style="list-style-type: none"> ❖ Tenants: Vitality Bowls, Kula Sushi, Doppio Zero, The Kebab Shop,, Atlas Health, Nosh Café, Steins ❖ Stout Burgers building permits under review ❖ Boiling Point, Jin Tea Shop, and Koja Kitchen building permits issued
Foothill Live/Work	10121 N Foothill Blvd	DP, ASA, Z, TM, and TR to construct 6 townhomes (5 w/ detached work spaces)	<ul style="list-style-type: none"> ❖ PC recommended approval on 4/22/14. CC approved on 05/20/14. ❖ Completed and finalized
Hyatt House (Vallco – behind JC Penney)	S-W of I-280 & Wolfe Rd (Hotel/Restaurant/Bar)	148-room hotel with restaurant and bar and conference room space	<ul style="list-style-type: none"> ❖ Building permits for site work, podium and hotel issued. ❖ Construction started
Verizon Wireless	10300 Torre Avenue (Wireless facility)	DP, ASA & Height EXC for a new wireless facility	<ul style="list-style-type: none"> ❖ Appeal of PC decision denied by CC on 10/06/15. ❖ Lease approved by CC on 01/19/16 ❖ Facility is active
GPA Authorization	City-wide	Proposed procedures for process of GPA applications www.cupertino.org/gpaauthorization	<ul style="list-style-type: none"> ❖ Project plans posted at: www.cupertino.org/gpaauthorization ❖ GPA Authorization for Cupertino Hotel (Goodyear Tires Site) and Cupertino Village Boutique hotel ❖ The Oaks GPA Authorization resubmittal withdrawn

Project Name	Location/Uses	Additional Description	Tentative Time Frame/Status
Economic Development Strategic Plan (EDSP)	City-wide	<ul style="list-style-type: none"> ❖ Research and develop criteria for converting underutilized retail space to incubator or co-working uses ❖ Research the potential to establish a Makers Space/Innovation District ❖ Research and develop policies for regulating mobile services (goods and services sold from a truck) in Cupertino. 	<ul style="list-style-type: none"> ❖ Expected outreach meetings with stakeholders to continue in Spring.
Apple	NE of Pruneridge & Wolfe Rd (Office/R&D)	Replace 2.6Ms.f. with 3.4M s.f.: 2.82M s.f. office, 1,000 seat auditorium, Fitness Center & Parking & 600Ks.f. R&D offices.	<ul style="list-style-type: none"> ❖ Phase 1: TCO for A1 wedge levels B2, B1, L1, L2, L3 and L4 ❖ Phase 2 construction underway. ❖ TCO for Visitor Center, Theater, Tantau Reception, Tantau 9 & 10 ❖ Tantau bridge improvements completed, pending Public Works Review ❖ Rolling occupancy Winter through Spring 2018 ❖ Prelim review North Tantau Site B revision
Foothill Apartments	10310 N. Foothill Blvd.	Construct 15 apartment units at an existing vacant residentially zoned site.	<ul style="list-style-type: none"> ❖ Building permits issued ❖ Construction started
The Hamptons (HE site)	10900 & 10950 Pruneridge Ave	Replace 342 apartment units with 942 apartment units	<ul style="list-style-type: none"> ❖ CC approved on 07/05/16 ❖ Project on hold by Applicant
Marina Plaza (HE site)	10118-10122 Bandley Street	188 apartment units, with approximately 22,600 s.f. of retail, and a 122 room hotel	<ul style="list-style-type: none"> ❖ CC approved on 09/06/16
Vallco Special Area Specific Plan (HE site)	10123 N. Vallco Vallco Shopping District, Hyatt Hotel, parking lot	Adopt a Specific Plan for the Vallco Special Area	<ul style="list-style-type: none"> ❖ Visit www.cupertino.org/vallco and http://envisionvallco.org/ for updates ❖ 02/05/18, project kickoff meeting ❖ 2/6/18 community interviews ❖ 02/22/18, EIR scoping meeting ❖ 3/13/18, existing conditions presentation ❖ Charrettes week of April 9th and May 21st
Target Remodel	20745 Stevens Creek Blvd.	ASA to allow exterior modification, site and landscape improvements	<ul style="list-style-type: none"> ❖ PC approved on 09/27/16 ❖ New ASA under review
The Forum	23500 Cristo Rey Drive	DP and ASA to allow additions and renovations to the existing senior community care facility	<ul style="list-style-type: none"> ❖ Draft EIR circulation began 12/13/17 ❖ ERC scheduled for 01/18/18 ❖ PC to be scheduled for March 2018 and CC April 2018

TIA Land Use Data 03/16/2018

TIA Information based on Major Development Update

Project Type	Planning Permit File No.	Address	Cross Street	Description	Proposed SF/Un	Proposed Use(s)	Planning Permit Type	Project Status/Planning Notes
Commercial	2017-7633	1010 Sunnyvale-Saratoga Rd.	E. Remington Dr.	Allow construction of a 18,600 sq. ft. commercial building for child care use (240 children)	18,600 sq. ft.	Child care with 240 children	ER SDP	Approved by PC on 11/27/17. Building permit active (Plan Check)
Commercial	2015-7399	777 Sunnyvale-Saratoga Rd.	S. Mathilda Ave.	Allow an approximately 11,600 square foot new commercial building (grocery store) on existing commercial site. The project replaces a portion (approx. 7,600 s.f.) of the Orchard Supply Hardware building and storage area.	11,600 sq. ft.	Retail	SDP	Project approved by Zoning Administrator. Project appealed to Planning Commission. Appeal
Commercial	2015-7303	795 S. Fair Oaks Ave.	E. El Camino Real	182 room, 5-story hotel	182 5-story	Hotel rooms	ER SDP VAR	Under Construction
Commercial	2016-7898	830 E. El Camino Real	Maria Ln.	Demolish an existing single story restaurant (Crazy Buffet) and construct a new 127-unit, four-story hotel with underground parking garage on a 2.56-acre parcel.	127 room	Hotel	SDP ER	Approved by Planning Commission 4/24/17.
Commercial	2014-7633	861 E. El Camino Real	Wolfe	Allow a 162-room hotel (Hampton Inn), including underground parking	162 Room	Hotel	SDP VAR	Approved by City Council on 4/5/16.
Mixed Use	2014-7373 (Previous 2013-7528 & 2014-7093)	871 and 895 E. Fremont Ave.	E El Camino Real	Redevelopment of a 5.49-acre site with 138 residential units (39 townhomes and 99 apartments) plus 6,934 square feet of retail/office use with surface and underground parking. Project involves Rezoning of 895 E. Fremont Ave. from C-1/ECR to R-3/ECR and preparation of an Environmental Impact Report (EIR).	39 99 6,934 sq. ft.	Townhomes Apartments Retail/Office	RZ ER SDP TM	Approved by the City Council on 12/13/16. EIR certified by the City Council on 12/13/16.
Residential	2016-7293	1008 E. El Camino Real	Poplar	Rezoning the property at 1314-1320 Poplar Ave. from R-1/ECR (Low Density Residential/Precise Plan for El Camino Real) to C-2/ECR (Highway Business Commercial/Precise Plan for El Camino Real) and redevelop former mobile home park (Conversion Impact Report certified and closure approved in January 2016) and existing duplex property comprising a project site of 2.1 acres into a 108-unit, 5-story mixed income (20% of units will be affordable to very low income households) rental housing complex with associated site improvements.	108	Apartments	ER RZ SDP	PC recommended approval on 6/26/17. CC approved on 7/25/17. In Building Plan Check review

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5402 Great America Pkwy	Approved	3 Com/Cognac Great America	Existing office use redeveloped to 278,000 sf of office/research & development	0	-	278,000	-	-
2350 Mission College Blvd	Approved	2350 Mission College Boulevard Office Retail	300,000 sf of office in two buildings and a 6 story parking garage; 6,000 square feet of retail	0	-	300,000	-	6,000
4301, 4401, 4551 Great America Pkwy	Approved	Sobrato Office Development	Rezone from PD & PD[ML] to construct (2) 12-story office buildings totaling 718,000 sq.ft. & (1) four-story parking garage on a developed property w/ (2) 300,000 sq.ft. existing office buildings that are to remain	0	-	1,318,000	-	-
900 Kiely Blvd	Completed/Occupied	Fairfield Development	781 housing units, 57 SFD, 68 row houses, 116 townhouses/ 552 apartments (Modification to current PD-MC approval allowing additional 21 apartment units	781	-	-	-	-
2620-2727 Augustine Dr	Approved	Augustine Bowers Industrial Campus / Equity Office	1,969,600 sf of office and up to 35,000 sf of retail	0	-	1,969,600	-	35,000
2600 San Tomas Expy 2800 San Tomas Expy 2400 Condensa St	Approved	NVIDIA	1,200,000 sf of office and high-tech lab buidlings replacing approx. 690,000 sf of office space. Revised DA	0	-	1,200,000	-	-
Mission College Blvd	Completed/Occupied	Mission College Master Plan	427,000 sq. ft.	0	427,000	-	-	-
5010 Old Ironsides Dr	Approved	(formerly Yahoo! Campus) 2016 LeEcco owned property	Phased development of a 3,060,000 sq.ft. office/R&D campus consisting of 13 six-story buildings, three commons buildings, surface parking & two levels of below grade parking	0	-	3,060,000	-	-
2875 Lakeside Dr	Completed/Occupied	Marriot Townplace Suites	Rezone from Commercial Park (CP) to Planned Development (PD) to facilitate the development of a 107 room extended stay hotel with at-grade podium parking	0	63,837	-	-	-
3333 Scott Blvd	Completed/Occupied	Menlo Equities Office Park	Lot Line Adjustment and Architectural Review to facilitate the development of 735,000 square foot (5 buildings) office space	0	-	735,000	-	-
5403 Stevens Creek Blvd	Approved	Mellon Bank /Perry Airellaga	General Plan Amendment from Low Intensity Office R&D to High Intensity Office R&D, Rezone from CT to PD & Architectural Review to construct (2) 6-story office buildings totalling 375,000 sq.ft. & (1) parking structure w/1281 spaces (2 below & 4 above) & 38 surface parking spaces in conjunction w/ demo of existing one-story commercial building (IHOP Restaurant)		-	375,000	-	-
3137 Forbes Ave	Approved	Calvary Southern Baptist Church	Use Permit Amendment to U.417 to allow Sunday School classrooms and a weekday day care in the existing church facility in conjunction with construction of a new 2-story building, 14,000+ sq.ft. and parking, landscaping improvements	0	-	-	14,000	-
1043 Alviso St	Completed/Occupied	Santa Clara University	Rezone properties from CT & B to PD to construct a a 4-story parking garage and 3-story Art & Art History building in conjunction with removal/demo/relocation of (e) structures on the project site (CEQ2011-01129) including historically significant structures.	1	44,111	-	-	-

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3499 The Alameda	Completed/Occupied	6 Single family project (formerly 9 unit townhome condominium project)	Rezoning to PD from ML to facilitate development of six single family homes	6	-	-	-	-
4306 Fillmore St	Completed/Occupied	James Redfield	Rezoning single family property to PD to allow lot split and building of second new SFD on smaller lots. Tentative parcel map application	2	-	-	-	-
1079 Alviso St	Approved	SCU Steve Brodie	Rezoning of one parcel to allow Larrder House relocation	0	-	2,000	-	-
2200 Lawson Ln	Approved	Sobrato	Amend PD zoning (PLN2007-06379) and Development Agreement (PLN2008-06880) for approved office R&D campus to increase building sq.ft. of allowable office space from 516,000 to 613,800 sq.ft.	0	-	613,800	-	-
3000 Bowers Ave	Approved	Office Building	New (2) 5-story 150,000 sq.ft. office buildings, (1) 2-story 17,400 sq.ft. amenity building, and 6 story parking structure with a total of 1,200 parking spaces in conjunction with demolition of an existing 100,042 sq.ft. 2-story office building	0	-	67,358	-	-
2585 El Camino Real	Completed/Occupied	Silicon Valley Builders	GPA #76 from Community Mixed Use to High Density Residential 60 condo for sale units (CEQ2013-01157)	60	-	-	-	-
555 Saratoga Ave	Approved	Silicon Valley Builders	3-story condominium project with 13 units	13	-	-	-	-
4880 Great America Pkwy	Approved	Brad Krouskup	New 171,000 sq. ft. office building and new site improvements and two level parking garage	0	-	171,000	-	-
2611, 2621, 2635, 2645, 2655 El Camino Real	Completed/Occupied	Elaine Breeze/Urban Planning Group	Application to allow development of a multi-family residential project (183 units) on 5 parcels including former Russels Furniture property and El Real Nursery site	183	-	-	-	-
3515-3585 Monroe St	Completed/Occupied	Irvine Co.	New project submitted by Irvine Co. 825 housing units and 40,000 square feet of retail	825	-	-	-	40,000
2620 Augustine Dr	Approved	Irvine Co.	General Plan Amendment #80 from High Intensity Office/R&D to Community Commercial [Retail Center] and Light Industrial to High Intensity Office/R&D [Office Phase II & III]; Rezone from Planned Development (PD) to Planned Development (PD) [Retail Center], and from Light Industrial (ML) to Commercial Park (CP) [Office Phase II & III] to allow the construction of up to 1,243,300 square feet of office space and up to 125,000 square feet of retail space for a total (inclusive of Office Phase I) of up to 2,000,100 square feet of development; Approval of Development Agreement Amendment No. 2	0	-	1,862,100	-	1,380,000
3303 Scott Blvd	Completed/Occupied	Applied Materials	New three-story office building at approximately 78,000 square feet. Design review and initial study required.	0	-	78,000	-	-
1460 Monroe St	Approved	Silicon Sage Builders	Rezone from CT to PD to construct a 4-story mixed use development with 6726 sq.ft. of ground floor retail and 28 residential units above; 43 surface parking spaces	28	-	5,528	-	6,726
45 Buckingham Dr	Completed/Occupied	Prometheus	Four-story 222 unit multi-family residential development with wrap parking structure w/ 375 on-site parking spaces in conjunction w/ demo of (e) commercial building (CEQ2013-01157)	222	-	-	-	-

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3051 Homestead Rd	Completed/Occupied	David Tymn for Mozart Dev.	Application for Rezone from A to PD for the demolition of an existing s.f. residence, and replacement with 8 detached homes	8	-	-	-	-
4301 Great America Pkwy	Approved	SOBRATO	Rezone from PD & PD[ML] to PD to construct two high rise office buildings and one parking structure (CEQ2007-01051)construct up to 718,000 square feet of new office space in up to 1,018,000 square feet of office development; up to two, five-level parking structures with up to 3,360 total parking spaces;	0	-	1,018,000	-	-
865 Pomeroy Ave	Approved	Dennis Chargin	Rezoning application to allow an additional 20-1 bedroom apartment units within an existing apartment complex with 51 current units	71	-	-	-	-
3001 Coronado Dr	Approved	Tiemo Miehner/coresite	Architectural Review to amend the previously approved CoreSite Campus master plan with two three story 92147 square foot buildings and other improvements such as bio-swales, parking, and landscaping.	0	-	-	204,870	-
2620 Augustine Dr	Approved	Irvine Co.	125,000 square foot retail center (adjustment to PD with office campus)	0	-	1,862,100	-	138,000
5450 Great America Pkwy	Approved	BNP Leasing Corp	Architectural review for Phase 2 of approved 6-story office building on an existing office/R&D site with 3 office buildings subgrade and surface parking (certified EIR).	0	-	513,325	-	-
166 Saratoga Ave	Completed/Occupied	Charles McKeag	Submission for GPA, Rezone and AC to allow 33 unit residential project (phase I) on 1.74 acre site. Total building area 54K sq. ft.	33	-	-	-	-
2520 Augustine Dr 3333 Octavius Dr	Approved	Irvine Co. Carlene Matchniff	Santa Clara Square Office Project (Phase II and III- see a. Two additional parcels are proposed to be added to the recently approved SCSQ Project. Addendum to the EIR and Amendment to Development Agreement is part of this proposal. The Office Sites proposed will not exceed the 2009 Project. Office Phase II and III are proposed to consist of 6-8 story office buildings with associated surface and structured parking at a ratio of 3.3/1000. Vesting Tentative Parcel Map proposal combines 6 parcels to create 3 parcels (See Drawings). Street bulb at Augustine Drive and Octavius Drive is proposed to be replaced with standard curb.	0	-	1,727,100	-	138,000
1313 Franklin St 1052 Monroe St 1358 Benton St	Approved	Silicon Valley Builders	Multifamily Residential project with 46 units and 16K or retail space and 4 stories	44	-	-	-	16,700
3001, 3032 Coronado Dr	Approved	Tiemo Mehner	AC and DA for two new data centers along with vacation of a portion of Coronado Drive	0	-	-	201,350	-
750 Walsh Ave	Completed/Occupied	DH family Partnership	New 57K industrial warehouse building and surface parking and site improvements	0	-	17,596	57,000	-
2930 Corvin Dr	Approved	TI and ARC	Architectural Review to convert an existing industrial building into a data center [2.5MW energy use]	0	-	-	20,000	-
4090 Network Cir	Completed/Occupied	Oracle	Construction of one new 3-story building and one new single story building with associated site improvements to an existing office campus.	0	-	-	-	-
3303 Scott Blvd	Completed/Occupied	Applied Materials	78,000 square foot building with underground parking/Repalced with proposal for service commercial use in existing building (10-1-13)	0	-	78,000	-	-

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A	pproved	Mehdi Shemirizi	Rezone to PD to allow a mixed use project with 12 residential apartments and 1,000 sq ft of retail on a approx. 15,000 square foot lot	12	-	-	-	1,000
3333 Scott Blvd	Completed/Occupied	Jane Vaughn	Expansion of previous approval from to allow 581,000 additional sq ft of office buildings for a total of 1.316m sq.ft	0	-	1,350,713	-	-
1701 Lawrence Rd	Approved	JOMA Studio architects	Rezone from PD (R3-18D) to PD to redevelopment of an existing developed parcel with 9 attached sfr (CEQA to be determined)	9	-	-	-	-
990 Wren Ave	Approved	Eli Engleman	Rezone from R1-6L to PD to construct 5 new detached 2-story single family residences w/attached garage in conjunction with demo of existing sfr (PLN2014-10385 Map & CEQ2014-01177)	5	-	-	-	-
3700 El Camino Real	Approved	Essex Property Trust	Gateway Santa Clara (formerly Kohls Site) Mixed use development- Redevelopment of entire site 87K retail/commercial and 476 housing units (apartments)	476	-	-	-	87,000
455 El Camino Real	Completed/Occupied	SCU Steve Brodie	Re-use of existing office building for SCU for graduate studies off-campus instruction/occupation	0	-	75,000	-	-
3345 Scott Blvd	Approved	Menlo Equities	Amendment to approved project - Modification to site plan and building height of to be constructed 6-story Building D.	0	-	244,880	-	-
2950 Lakeside Dr	Approved	Rashik Patel T2	New 7 story hotel with 188 rooms	0	94,200	-	55,500	-
2820 Northwestern Pkwy	Completed/Occupied	Spencer Myers/Vantage Data Center	Architectural Review to allow a two-story 42,900 square foot addition to an existing two-story industrial building, housing data modules, electrical rooms and office. Project includes maintenance and installation of landscaping and other on-site improvements	0	-	-	42,900	-
2600 Augustine	Approved	Irvine	Santa Clara Square Mixed Use Project - - phased project 100+ acres 2,000 rental housing units 40,000 sf retail added 30 acres parks/open	1800	-	-	-	-
3000 Bowers Ave	Approved	Sobrato	(2) 5-story 150,000 sq.ft.office buildings, (1) 2-story 17,400 sq.ft. amenity building 6 story parking structure with a total of 1,200 parking spaces in conjunction with demolition of an existing 100,042 sq.ft. 2-story office building to allow construction of (2) 165,000 sq.ft. 5-story office buildings and (1) 5-story parking structure and surface parking totaling 991 parking spaces (amended project does not include an amenity building)	0	-	300,000	-	-
100 N Winchester Blvd	Approved	Santana Atrium Professional Center	92 unit senior apartment home community with onsite clubhouse and recreational amenities.	92	-	-	-	-
820 Civic Center Dr	Approved	Michael Fischer	application for a 3 unit Townhome development (retention of one historic home- total of four units)	3	-	-	-	-
2855 Stevens Creek Blvd	Completed/Occupied	Westfield Valley Fair	15K Chase bank bldg. near SCB and Winchester intersection	0	15,000	-	-	-

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1055 Helen Ave	Approved	Mehdi Sadri	Rezone from R1-6L to PD & Architectural Review to construct a 4 unit townhome project w/ private street (Tentative Parcel Map PLN2015-11358)	4	-	-	-	-
3535 Garrett Dr	Completed/Occupied	Menlo Equities	Architectural Review for new eight story office and three level parking structure; Variance for increase in building height to 150'	0	-	150,000	115,400	-
3033 Scott Blvd	Approved	MCA	Expansion of activities at Muslim Community Association to include new high school student base, administrative offices. Director of Planning and Inspection administrative approval an increase of 150 students. Use Permit for further expansion on hold. Initial Study/MND/MMRP prepared.	0	-	-	-	-
575 Benton St	Approved	Irvine	Mission Towne Center Mission Town Center- 5-story mixed use project consisting ground floor 25,942 sf commercial space and 318 apartments on approximately 6.42 acres	417	25,942	-	-	-
3607 Kifer Rd	Approved	Lennar Commercial	Use Permit to construct off-site 5-level parking structure at 3697 Tahoe Way and 5-story 199,460 sq.ft. office building at 3607 Kifer Rd as part of an existing off campus in conjunction with a Modification to increase maximum building height of the proposed office building to 87.5' and Architectural Review of the project	0	-	199,460	-	-
1871 Bellomy St	Approved	Jason and Linda Chen	Variance and AC approval for large duplex unit development	2	-	-	-	-
2855 Stevens Creek Blvd	Approved	Westfield Valley Fair	New 10 screen Movie Theater complex and new retail tenant space	0	-	-	-	25,000
1525 Alviso St	Approved	City Ventures (Pulte Homes purchased project)	Application for 40 unit townhouse project- 3 stories (next to Mission Inn motel)- application following preapplication	40	-	-	-	-
555 Reed St 2100-2160 De La Cruz Blvd 2000-2070 De La Cruz Blvd	Completed/Occupied	Xeres Dupont Fabros	New 110,175 square foot data center building connecting the existing 421,095 square foot data center building along with associated site improvements	0	-	-	-	-
1627 Monroe St	Approved	Samir Sharma	Architectural Review to construct 3 new two-story residences; Rezone from R1-6L to PD; Tentative Parcel Map to subdivide one lot into 3 lots	3	-	-	-	-
1777 Laurelwood Rd	Approved	Ray Hashimoto /HMH for River of Life Church	New 35K sanctuary structure adjacent to existing building to allow full congregation to attend one service.	0	-	-	35,000	-
3215 Stevens Creek Blvd	Approved	Oscar Bakhtiari	Use Permit Expansion of an existing car dealership with new replacement construction of a 2-story 45,778 sq.ft. showroom/service facility & integrated parking structure w/ Modification to increase maximum building height to 40'2". Outdoor display. Project involves demolition of 1-story showroom/service facility and surface parking lot	0	-	-	-	-
820 Civic Center Dr	Approved	Michael Fischer	Amendment to approved 3 unit Townhome development (retention of one historic home- total of four units) and amendment to approve a 5th single family unit	3	-	-	-	-
5155 5120 Stars And Stripes Dr	Approved	Related	City Place -Related Co project for redevelopment of five parcels that include Santa Clara Golf & Tennis Club, BMX track, Fire Station #10, and former City landfill and two parcels on other side of Stars and Stripes (formerly for Montana Lowe project) directly across from Levi's Stadium. Master Development totals of 9.2M square feet and proposes 5.7M sq ft office; 1.1M sq ft retail; 1,360 mixed density residential units; 700 hotel rooms; 250K restaurant uses; 190K entertainment space	1360	990,000	5,700,000	-	1,100,000

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1627 Monroe St	Approved	Samir Sharma	3 new two-story residences; Rezone from R1-6L to PD; Tentative Parcel Map to subdivide one lot into 3 lots	3	-	-	-	-
4935 Stevens Creek Blvd	Approved	Bright Horizons/Camas J. Steinmetz	Demolition of existing car wash and construct a new two-story child care center Approx 18K building.	0	-	-	-	-
3155 Stevens Creek Blvd	Approved	Oscar Bakhtiari	Rezoning of one parcel from A to CT to allow for expansion of car dealership. Zoning must be approved to allow commercial use.	0	-	-	-	-
3226 Scott Blvd	Approved	Courtney Bauer	Architectural Review and ZA Modification to allow the demolition of the existing industrial building and development of a new 230,500 square foot office building with 93,640 parking structure and other onsite improvements.	0	-	-	-	-
2880 Northwestern Pkwy	Approved	Vantage Data Centers 4 LLC	Architectural review of proposed 108,858 square foot, 4-story Vantage V5 building. Proposal is for a new data center and involves parcel line changes.	0	-	-	108,858	-
2041 Mission College Blvd	Approved	Washington Holdings/Kelly Snyder	Build 5 new retail buildings totaling 24,000 sq. ft., a 5-story 175-room hotel, and various site improvements; Tentative Parcel Map to subdivide two parcels into three parcels	0	115,000	-	-	25,000
3100-3200 Coronado Dr	Approved	Irvine Company	Proposal for new office structures (2) totaling 245,000 and new parking garage	0	-	245,000	-	-
1550 Space Park Dr	Approved	Bourns	New 65,000 sq. ft. two story data center on an 89,000 sq. ft. lot.	0	-	-	65,000	-
1479, 1485 Bellomy St	Completed/Occupied	Julie Salinas	Rezone from R1-6L to PD to allow a lot split for two existing homes on a 7K R1-6L lot	0	-	-	-	-
4525 Stevens Creek Blvd	Approved	Enterprise/Paul Hernandez	New outdoor auto sales - Enterprise Rent-a-Car New Construction of a 6,300 sq. ft. showroom building and site improvements	0	-	-	-	6,300
2895 Northwestern Pkwy	Approved	Scott Chappelle/Vantage Data Centers	Vantage 6 (V6) 69,025 sq.ft. (total both floors) new two story data center building with rooftop mechanical equipment, with Initial Study and/or Negative Declaration.	0	-	-	69,025	-
1890 El Camino Real	Approved	Pinn Bros	56 for sale units condo units (no commercial removed from project by CC and reduced project by 4 units)	56	-	-	-	-
1990 El Camino Real	Approved	Leah Lombardi for Chick-fil-A	Use Permit to demo the existing drive-through restaurant (McDonald) and construct a new drive-through restaurant (Chick-fil-A) with on- and off-site improvement. The new tenant (Chick-fil-A) also proposes an indoor play area and a total of 36 outdoor seats in an existing patio.	0	5,000	-	-	-
1 Great America Pkwy	Approved	Cedar Fair	PD rezone to allow 140,000 new retail for open access to general public and year round operation of park	0	140,000	-	-	-
651, 725, and 825 Mathew St	Approved	Vantage	New Data Center campus- Vantage 420,000 sq. ft. Total in up to 4 buildings with electrical substation	0	-	-	420,000	-
3375 Scott Blvd	Approved	John Duquette	New six story office buildin 237,104 sf, 4 story parking structure with 14,000 sq.ft. amenity building (2 story building attached to garage for employee cafe and/or fitness center, etc.)	0	-	212,400	-	-
2250 El Camino Real	Pending	Sobrato	Pre-application for 55 apartments- 3 floors over podium parking (Western Motel site)	55	10,595	-	-	-
1530, 1540 Pomeroy Ave	Pending	Omid Shakeri	Rezoning of two different parcels (see also 1540 Pomeroy) from R1-6L for 1530 to PD and from A for 1540 to PD, one project, with Tentative Subdivision Map for 8 Townhome units and Lot A common lot.	8	-	-	-	-
1205 Coleman Ave	Pending	Hunter Storm Properties	New multi-family residential project on former BAE site, up to 1360 residential units, approximately 15,000-25,000 square feet of community-serving retail and restaurant space, and amenities.	1360	-	-	-	25,000
917 Warburton Ave	Approved	Samir Sharma	6 unit single family homes - subdivision map to allow for sale housing	6	-	-	-	-

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967 Warburton Ave	Approved	Robert Botham	Rezone from Light Industrial (ML) to Planned Development (PD) to construct (4) detached two-story single family residences on a lot with an existing single family residence to be retained (Subdivision Tentative Map to create 5 for-sale single family lots & 1 common lot PL.N2016-12065)	5	-	-	-	-
3001 Tasman Dr	Pending	Mike Hodges/Bixby Land Co	New 4-story core and shell building and two new parking structures and associated site improvements	0	-	558,753	-	-
3305 Kifer Rd	Approved	Leah Draeger/True Life Co.	Development of 45 attached townhomes and stacked flats with 109 parking spaces and open space as part of the Lawrence Station Area Plan . 7.5 acre site project. The environmental review for this project will be covered under the LSAP EIR	45	-	-	-	-
3069 Lawrence Expy	Pending	Westlake Urban/Gaye Quinn	Proposal for 333 unit multi-family development; Tentative Subdivision Map 3.82 acres	333	-	-	-	-
3023 Homestead Rd	Approved	Kurt Keegan	Application to subdivide one lot into four lots and construct three new 1,900 sq. ft. detached homes, and move the existing listed resource onto lot four	4	-	-	-	-
3501 El Camino Real	Pending	Prometheus/ Nathan Tuttle	Pre-application for the development of 100,000 square foot shopping center into a mixed use development including 80,000-86,000 sqft retail and up to 700 apartments	700	-	-	-	86,000
3505 and 3485 Kifer Road; 2985, 2951, 2901, 2900 and 2960 Gordon Avenue; 3060, 2960, 3045 and 3049 Copper Road; and 3570 Ryder Street	Approved	Johnathon Fearn/Summerhill Homes	Development of 996 residential units with 37,000 square foot retail and associated open space, landscaping, parking and other improvements as part of the Lawrence Station Area Plan.	996	-	-	839,884	37,000
2891 Homestead Rd	pending	Anthony Ho	Pre-zone a 0.39 acre site to PD pending annexation, for the construction of 8 townhouses on a podium over subterranean parking area	10	-	-	-	-
2490, 2500 El Camino Real	pending	Lou Mariani; Miles Barber	Proposal for 332 market rate residential units and 66 senior residential units totaling 398 dwelling units, a 306-room hotel with a 6,000 square foot restaurant comprising 205,197 square feet of commercial space on a 7.14 acre site	398	206,000	-	-	-
909 Kiely Blvd	pending	Swim Center at Central Park	International Swim Center (ISC) proposal at Central Park CIP project #3172: project includes the following components: ISC, Community Recreation Center, Swimming Hall of Fame	0	-	-	-	-
90 North Winchester Boulevard (1834 Worthington Circle)	pending	CORE	Portion of former BAREC site (approx 6 acres). Amendment to Existing PD allowing 165 senior affordable units; 419 mixed income apts.' up to 584 housing units with 50% of units affordable, and up to 25,000 site serving commercial. Up to 1.5 acre open space	359	-	-	-	-
281 Serena Way	pending	Hanna Smolich / Bi Yun Liu	Conversion of SFD to daycare operation/ GPA and rezone needed	0	-	-	-	-
1500 Duane	Approved	Richard Pedley	Arch review to allow the a 949 square foot addition and modifaicon of the existing 68,499 square foot warehouse building to convert a vacant warehouse to a new 69,448 square foot data center.	0	-	-	70,437	-
2904 Corvin	pending	Concentric	121 residential units 5-story multi-family with	121	-	-	-	-

Santa Clara Project as of 1/23/2018

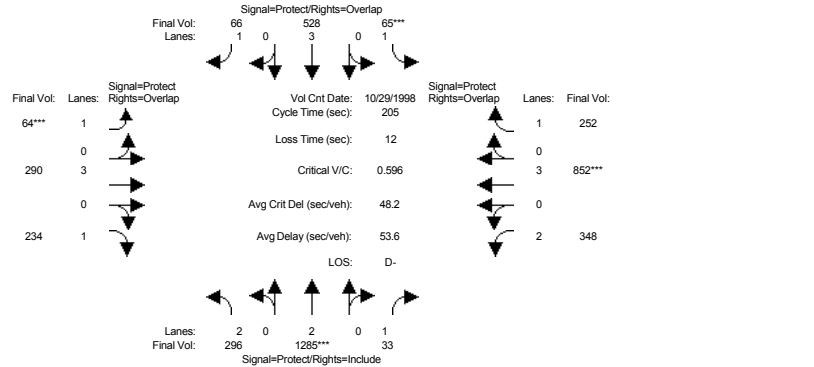
Street Number & Street Name	Status of Entitlement	Applicant	Tidemark Description	Net Amount of Dwelling Units	Net Commercial (non-office) SQ. FT.	Net Existing Office SQ. FT.	Net Industrial SQ. FT.	Net Retail SQ. FT.
3905 Freedom Circle	Pending	Greystar	A new mixed-use development w/following uses: Office (606,968 square feet; Residential 1018 units; Commercial 18,653 square feet Publicly Accessible Open Space (2.5 acres). 16.58 acres of land bounded by Freedom Circle, Mission College Boulevard, Highway 101, and the San Thomas Aquino Creek. The existing site consists of 17,000 square feet Pedro's restaurant and a surface parking lot (APN 104-40-020), and 13.5 acres of vacant land.	1018	18,653	606,968	-	-
2305 Mission College	Pending	Aligned Data Centers	Architectural review to allow a demolition of an existing office building and construct a new 495,660 square foot two-story data center, including generator yard, equipment yard, underground water storage, parking for 75 cars (with land banking), and a new SVP substation.	0	-	-	495,660	-
3625 Peterson Way	Pending	Boston Properties	Pre-application for construction of 2- 8 story steel frame class A office buildings a total of 672,000 square feet with adjacent 4 level above grade parking structure with 1834 parking stalls. Existing 260,000 sq. ft. building to be demolished	0	-	618,931	-	-
3402 El Camino Real	Pending	John Vidovich	Rezoning of a 2.27 acre site that was recently burned down, and redevelop a mixed-use project with 66 apartment units, 9,440 square feet of retail, amenities on the third floor, surface parking, and two-level garage parking.	66	9,900	-	-	-
575 Benton	Pending	Prometheus	(New MTC project proposal) GPA, Rezoning to PD to construct a mixed-use residential development project that consist of 355 apartment units, and approx. 26,000 square feet of retail with 697 parking spaces	355	14,000	-	-	-
1647 Lafayette	Pending	ROEM	Pre-ap review for new 4,800 sq.ft. office building, 2 stories; above grade parking podium with 16 parking spaces, zoned CT (Note: General Plan designation is Very Low Density Residential).	0	-	-	-	-
2780 El Camino Real	Pending	Prometheus RE group (Marilyn Ponte)	General Plan Amendment from Regional Commercial to Medium Density Residential; Rezone from CC to PD & Architectural Review for 58- 3 story townhomes	58	-	-	-	-
1530 and 1540 Pomeroy	Pending	Omid Shakeri	Rezoning of a 0.48 acre site from Low Density Multiple Dwelling (R3-18D) and Agriculture (A) to Planned Development (PD) to construct eight attached townhomes with Tentative Subdivision Map for eight private residential lots and one common lot for driveway and guest parking areas. 1540 Pomeroy (A), 1530 Pomeroy (R3-18D) (CEQ2017-01036)	0	-	-	-	-
1700 Russell Ave	Approved	Air Products	Use Permit to expand an existing air separation and gas production facility to increase the production of hydrogen for delivery to hydrogen fueling facilities (CEQ2017-01030)	0	-	-	-	-
1990 El Camino Real	Approved	Chik-fil-A	Building façade upgrade, site improvement, and an addition of 1,790 square foot basement to an existing 3,234 square foot drive-through restaurant (McDonald). The new tenant (Chick-fil-A) also proposes a total of 80 outdoor seats in an existing patio.	0	-	-	-	-
1375 El Camino Real	Pending	SCS Development	53 townhomes inclusive of 8 live work units	0	-	-	-	-
2232 El Camino Real	Approved	Summerhill	Rezoning a 2.74 acre project site to PD for a four-story mixed-use project with 151 senior apartment homes, 17,909 square foot of commercial space, and 277 parking spaces provided in a wrapped parking structure and parking lot.	151	-	-	-	10,000
1575 Pomeroy	Pending	Kurt Anderson and Nick Speno	Preliminary Review for a four-story 122 unit senior living apartment community					

Santa Clara Project as of 1/23/2018

Street Number & Street Name	Status of Entitlement	Applicant	Tidemark Description	Net Amount of Dwelling Units	Net Commercial (non-office) SQ. FT.	Net Existing Office SQ. FT.	Net Industrial SQ. FT.	Net Retail SQ. FT.
3045 Stender	Pending	Tiemo Mehner	Arch review for new 4-story 175,670 s.f. data center building with rooftop mechanical equipment. The project includes demolition of the existing single-story building.	0	-	-	-	-
1800 De La Cruz	Pending	Linda Evans	Use Permit for tenant improvements to an existing building in the heavy Industrial Area (MH) for conversion into a dog day care and boarding facility with covered outdoor activity area, landscape improvements and a new trash enclosure.	0	-	-	-	-
1150 Walsh	Pending	Raging Wire/NTT	Proposed 248,000 square foot data center and substation					
1725 De La Cruz	Pending	Silicon Valley Taproom	Use Permit to conversion of an existing 2,535 square foot light industrial building suite into a restaurant and tap room with a distilled spirits (Type 47 ABC) alcoholic beverage service license, 70 indoor seats and 12 outdoor patio seats, and to allow occasional indoor events live entertainment	0	-	-	-	-
500 El Camino Real	Approved	Santa Clara University	Architectural review of four-story, 368 bed dormitory (South Residence Hall)	0	-	-	-	-
2788 San Tomas Expressway	Pending	Saris Regis for NVIDIA	Architectural review for a new 754,100 square-foot office building and a trellis; PHASE 2 of DA and allowed area additional 300K added to to Phase II originally planned for Phase III on other parcel.	0	-	754,100	-	-
2961 Corvin	Pending	Summerhill	Development application for 38 townhomes on .27 acre site consistent with LSAP. Tentative Subdivision Map filed.	38	-	-	-	-
3005 Democracy	Pending	Ghenzan	General Plan Amendment from the High-Intensity Office/Research and Development (R&D) to a new designation allowing high-intensity mixed use development, including residential and office. 48.6 acre site. Former Yahoo office campus approval.	0	-	-	-	-
3035 El Camino Real	Pending	Hayden Land Corp.	Pre-application for 48 residential units (6 of which live-work units)	48	-	-	-	-
1900 Warburton	Pending	Samir Sharma	Rezone from General Office (OG) to Planned Development (PD) to construct 13 attached condo units in two buildings with a shared driveway on a 0.55 acre site	13	-	-	-	-
500 El Camino Real	Pending	SCU	Architectural review of STEM complex (a 273,429 sq.ft. 4-story building over basement) and demolition of 4 buildings totaling 130,993 sq.ft. (Murphy Hall, Bannan Engineering Labs, Bannan Engineering, & Bannan Hall) approved as part of the 5-year Master Plan Use Permit project (PLN2014-10779 and certified EIR CEQ2014-01184)	0	-	-	-	-

Appendix C
Intersection Level of Service Calculations

Intersection #1: Wolfe Rd/El Camino Real (SR 82)



Street Name:	Wolfe Road				El Camino Real				
	North Bound		South Bound		East Bound		West Bound		
Approach:	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

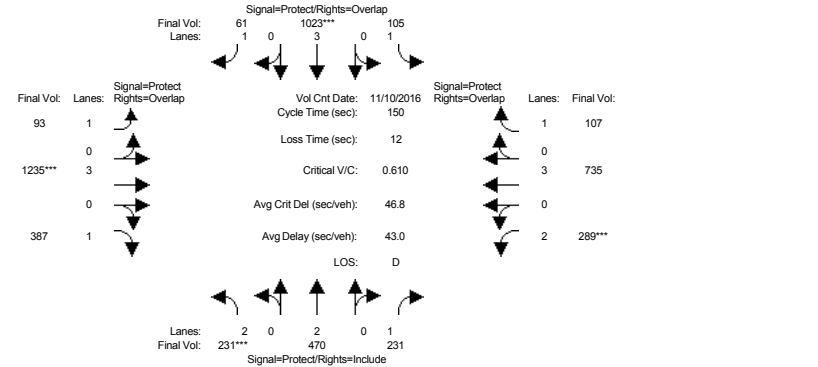
Volume Module:	>>	Count	Date:	29 Oct 1998	<<							
Base Vol:	296	1285	33	65	528	66	64	290	234	348	852	252
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	296	1285	33	65	528	66	64	290	234	348	852	252
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	296	1285	33	65	528	66	64	290	234	348	852	252
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	296	1285	33	65	528	66	64	290	234	348	852	252
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	296	1285	33	65	528	66	64	290	234	348	852	252
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	296	1285	33	65	528	66	64	290	234	348	852	252

Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	5700	1750	3150	5700	1750

Capacity Analysis Module:	Vol/Sat:	0.09	0.34	0.02	0.04	0.09	0.04	0.04	0.05	0.13	0.11	0.15	0.14
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	65.0	116	116.3	12.8	64.1	76.6	12.6	20.2	85.1	43.8	51.4	64.2	
Volume/Cap:	0.30	0.60	0.03	0.60	0.30	0.10	0.60	0.52	0.32	0.52	0.60	0.46	
Uniform Del:	52.8	29.0	19.6	93.6	53.4	41.8	93.7	87.8	40.4	71.3	67.7	56.5	
IncrementDel:	0.2	0.5	0.0	8.7	0.1	0.1	8.8	0.8	0.3	0.7	0.7	0.6	
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Delay/Veh:	52.9	29.5	19.6	102.3	53.5	41.8	102.6	88.6	40.7	72.0	68.4	57.1	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	52.9	29.5	19.6	102.3	53.5	41.8	102.6	88.6	40.7	72.0	68.4	57.1	
LOS by Move:	D-	C	B-	F	D-	D	F	F	D	E	E	E+	
HCM2kAvgQ:	8	25	1	5	8	3	5	6	10	12	16	13	

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

Intersection #1: Wolfe Rd/El Camino Real (SR 82)



Street Name:	Wolfe Road				El Camino Real				
	North Bound		South Bound		East Bound		West Bound		
Approach:	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

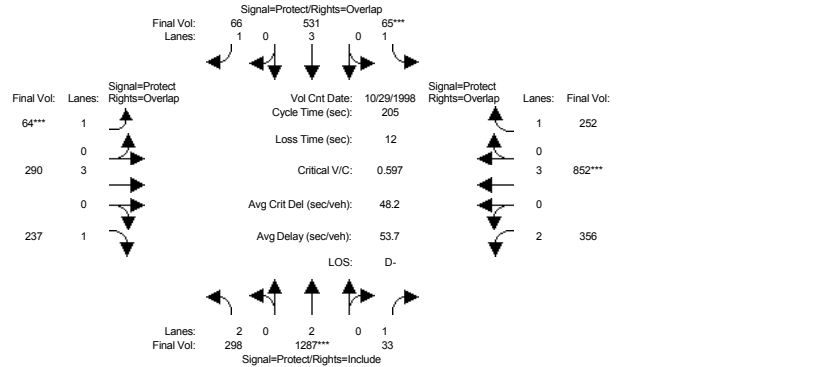
Volume Module:	>>	Count	Date:	10 Nov 2016	<<	5:15 - 6:15 PM						
Base Vol:	231	470	231	105	1023	61	93	1235	387	289	735	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	231	470	231	105	1023	61	93	1235	387	289	735	107
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	231	470	231	105	1023	61	93	1235	387	289	735	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	470	231	105	1023	61	93	1235	387	289	735	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	470	231	105	1023	61	93	1235	387	289	735	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	231	470	231	105	1023	61	93	1235	387	289	735	107

Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	5700	1750	3150	5700	1750

Capacity Analysis Module:	Vol/Sat:	0.07	0.12	0.13	0.06	0.18	0.03	0.05	0.22	0.09	0.13	0.06
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	18.0	42.7	42.7	19.4	44.1	66.3	22.1	53.3	71.3	22.6	53.7	73.1
Volume/Cap:	0.61	0.43	0.46	0.46	0.61	0.08	0.36	0.61	0.47	0.61	0.36	0.13
Uniform Del:	62.6	43.8	44.2	60.5	45.5	24.2	57.6	39.8	26.5	59.6	35.5	21.0
IncrementDel:	2.9	0.3	0.7	1.5	0.7	0.0	0.9	0.5	0.4	2.3	0.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	65.5	44.0	44.9	62.0	46.2	24.3	58.4	40.4	26.9	61.9	35.6	21.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.5	44.0	44.9	62.0	46.2	24.3	58.4	40.4	26.9	61.9	35.6	21.0
LOS by Move:	E	D	D	E	D	C	E+	D	C	E	D+	C+
HCM2kAvgQ:	6	8	9	5	14	2	4	16	13	8	8	3

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

Intersection #1: Wolfe Rd/El Camino Real (SR 82)



Street Name:	Wolfe Road				El Camino Real							
	North Bound		South Bound		East Bound		West Bound					
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

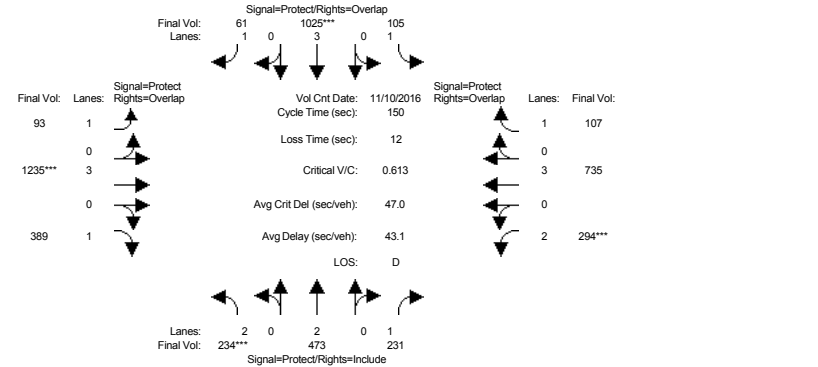
Volume Module:	>>	Count	Date:	29 Oct 1998	<<							
Base Vol:	296	1285	33	65	528	66	64	290	234	348	852	252
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	296	1285	33	65	528	66	64	290	234	348	852	252
Added Vol:	2	2	0	0	3	0	0	0	3	8	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	298	1287	33	65	531	66	64	290	237	356	852	252
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	298	1287	33	65	531	66	64	290	237	356	852	252
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	298	1287	33	65	531	66	64	290	237	356	852	252
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	298	1287	33	65	531	66	64	290	237	356	852	252

Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	5700	1750	3150	5700	1750

Capacity Analysis Module:	Vol/Sat:	0.09	0.34	0.02	0.04	0.09	0.04	0.04	0.05	0.14	0.11	0.15	0.14
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****	
Green Time:	65.0	116	116.3	12.8	64.1	76.6	12.6	19.8	84.9	44.1	51.3	64.1	
Volume/Cap:	0.30	0.60	0.03	0.60	0.30	0.10	0.60	0.53	0.33	0.53	0.60	0.46	
Uniform Del:	52.8	29.0	19.5	93.6	53.4	41.8	93.8	88.1	40.7	71.2	67.7	56.6	
IncrementDel:	0.2	0.5	0.0	8.7	0.1	0.1	8.9	0.9	0.3	0.8	0.7	0.6	
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Delay/Veh:	52.9	29.5	19.6	102.4	53.5	41.8	102.6	89.0	41.0	72.0	68.4	57.2	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	52.9	29.5	19.6	102.4	53.5	41.8	102.6	89.0	41.0	72.0	68.4	57.2	
LOS by Move:	D-	C	B-	F	D-	D	F	F	D	E	E	E+	
HCM2kAvgQ:	8	25	1	5	8	3	5	6	10	12	16	13	

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

Intersection #1: Wolfe Rd/El Camino Real (SR 82)



Street Name:	Wolfe Road				El Camino Real							
	North Bound		South Bound		East Bound		West Bound					
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

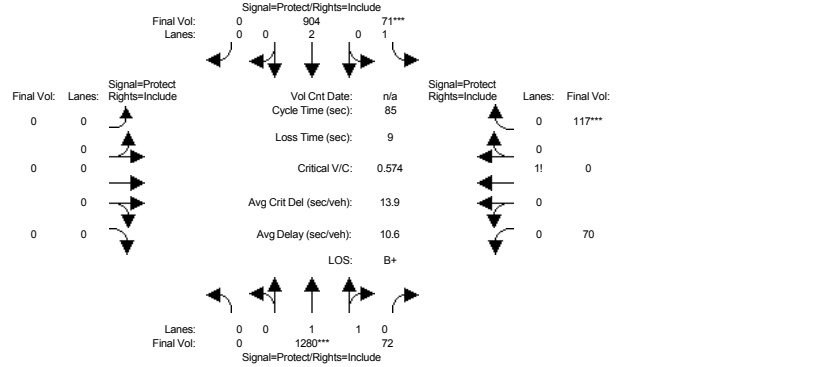
Volume Module:	>>	Count	Date:	10 Nov 2016	<<	5:15 - 6:15 PM						
Base Vol:	231	470	231	105	1023	61	93	1235	387	289	735	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	231	470	231	105	1023	61	93	1235	387	289	735	107
Added Vol:	3	3	0	0	2	0	0	0	2	5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	234	473	231	105	1025	61	93	1235	389	294	735	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	234	473	231	105	1025	61	93	1235	389	294	735	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	473	231	105	1025	61	93	1235	389	294	735	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	234	473	231	105	1025	61	93	1235	389	294	735	107

Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	5700	1750	3150	5700	1750

Capacity Analysis Module:	Vol/Sat:	0.07	0.12	0.13	0.06	0.18	0.03	0.05	0.22	0.22	0.09	0.13	0.06
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****	
Green Time:	18.2	42.7	42.7	19.4	44.0	66.1	22.1	53.0	71.2	22.8	53.7	73.1	
Volume/Cap:	0.61	0.44	0.46	0.46	0.61	0.08	0.36	0.61	0.47	0.61	0.36	0.13	
Uniform Del:	62.6	43.8	44.2	60.5	45.7	24.3	57.6	40.0	26.6	59.5	35.5	21.0	
IncrementDel:	2.9	0.3	0.7	1.5	0.7	0.0	0.9	0.6	0.4	2.4	0.1	0.1	
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Delay/Veh:	65.5	44.1	44.9	62.0	46.4	24.3	58.4	40.6	27.0	61.8	35.6	21.0	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	65.5	44.1	44.9	62.0	46.4	24.3	58.4	40.6	27.0	61.8	35.6	21.0	
LOS by Move:	E	D	D	E	D	C	E+	D	C	E	D+	C+	
HCM2kAvgQ:	6	8	9	5	14	2	4	16	13	8	8	3	

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

Intersection #3: Wolfe Rd/Marion Wy



Street Name:	Wolfe Road				Marion Way							
	North Bound		South Bound		East Bound		West Bound					
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	7	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

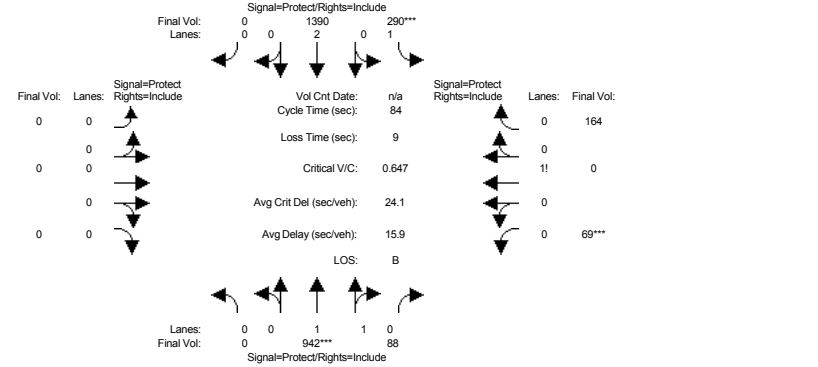
Volume Module:												
Base Vol:	0	1280	72	71	904	0	0	0	0	70	0	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1280	72	71	904	0	0	0	0	70	0	117
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1280	72	71	904	0	0	0	0	70	0	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1280	72	71	904	0	0	0	0	70	0	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1280	72	71	904	0	0	0	0	70	0	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1280	72	71	904	0	0	0	0	70	0	117

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	0.92	0.92
Lanes:	0.00	1.89	0.11	1.00	2.00	0.00	0.00	0.00	0.00	0.37	0.00	0.63
Final Sat.:	0	3503	197	1750	3800	0	0	0	0	655	0	1095

Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.37	0.04	0.24	0.00	0.00	0.00	0.00	0.11	0.00	0.11
Crit Moves:	****			****						****		
Green Time:	0.0	53.4	53.4	7.0	60.4	0.0	0.0	0.0	0.0	15.6	0.0	15.6
Volume/Cap:	0.00	0.58	0.58	0.49	0.33	0.00	0.00	0.00	0.00	0.58	0.00	0.58
Uniform Del:	0.0	9.3	9.3	37.3	4.7	0.0	0.0	0.0	0.0	31.7	0.0	31.7
IncrementDel:	0.0	0.4	0.4	2.6	0.1	0.0	0.0	0.0	0.0	2.7	0.0	2.7
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	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	9.6	9.6	39.9	4.7	0.0	0.0	0.0	0.0	34.4	0.0	34.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.6	9.6	39.9	4.7	0.0	0.0	0.0	0.0	34.4	0.0	34.4
LOS by Move:	A	A	A	D	A	A	A	A	A	C-	A	C-
HCM2kAvgQ:	0	10	10	2	4	0	0	0	0	6	0	6

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

Intersection #3: Wolfe Rd/Marion Wy



Street Name:	Wolfe Road				Marion Way							
	North Bound		South Bound		East Bound		West Bound					
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	7	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

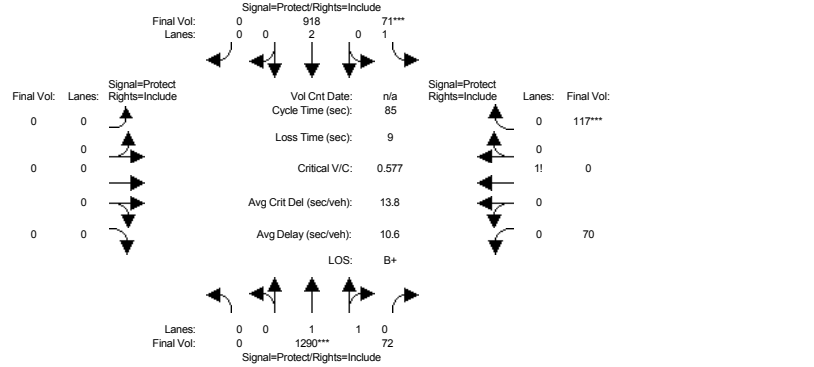
Volume Module:												
Base Vol:	0	942	88	290	1390	0	0	0	0	69	0	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	942	88	290	1390	0	0	0	0	69	0	164
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	942	88	290	1390	0	0	0	0	69	0	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	942	88	290	1390	0	0	0	0	69	0	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	942	88	290	1390	0	0	0	0	69	0	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	942	88	290	1390	0	0	0	0	69	0	164

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	0.92	0.92
Lanes:	0.00	1.82	0.18	1.00	2.00	0.00	0.00	0.00	0.00	0.30	0.00	0.70
Final Sat.:	0	3384	316	1750	3800	0	0	0	0	518	0	1232

Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.17	0.37	0.00	0.00	0.00	0.00	0.13	0.00	0.13
Crit Moves:	****			****						****		
Green Time:	0.0	36.2	36.2	21.5	57.7	0.0	0.0	0.0	0.0	17.3	0.0	17.3
Volume/Cap:	0.00	0.65	0.65	0.65	0.53	0.00	0.00	0.00	0.00	0.65	0.00	0.65
Uniform Del:	0.0	18.9	18.9	27.8	6.5	0.0	0.0	0.0	0.0	30.6	0.0	30.6
IncrementDel:	0.0	0.9	0.9	3.3	0.2	0.0	0.0	0.0	0.0	4.0	0.0	4.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	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	19.8	19.8	31.1	6.7	0.0	0.0	0.0	0.0	34.6	0.0	34.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.8	19.8	31.1	6.7	0.0	0.0	0.0	0.0	34.6	0.0	34.6
LOS by Move:	A	B-	B-	C	A	A	A	A	A	C-	A	C-
HCM2kAvgQ:	0	11	11	7	9	0	0	0	0	7	0	7

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

Intersection #3: Wolfe Rd/Marion Wy



Street Name:	Wolfe Road				Marion Way							
	North Bound		South Bound		East Bound		West Bound					
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	7	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

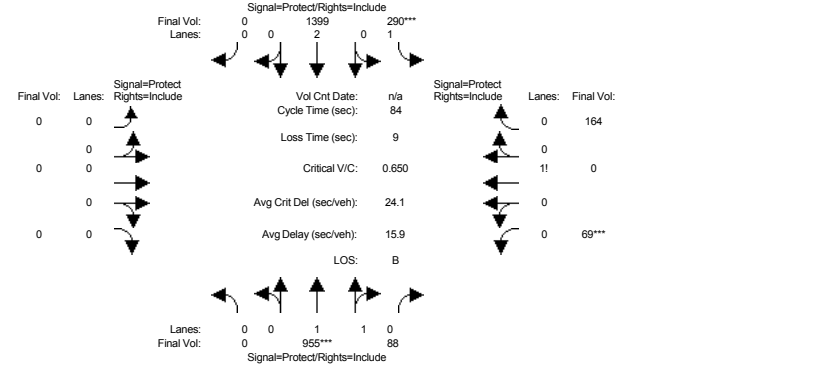
Volume Module:												
Base Vol:	0	1280	72	71	904	0	0	0	0	70	0	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1280	72	71	904	0	0	0	0	70	0	117
Added Vol:	0	10	0	0	14	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1290	72	71	918	0	0	0	0	70	0	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1290	72	71	918	0	0	0	0	70	0	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1290	72	71	918	0	0	0	0	70	0	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1290	72	71	918	0	0	0	0	70	0	117

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	0.92	0.92
Lanes:	0.00	1.89	0.11	1.00	2.00	0.00	0.00	0.00	0.00	0.37	0.00	0.63
Final Sat.:	0	3504	196	1750	3800	0	0	0	0	655	0	1095

Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.37	0.04	0.24	0.00	0.00	0.00	0.00	0.11	0.00	0.11
Crit Moves:	****			****			****			****		
Green Time:	0.0	53.5	53.5	7.0	60.5	0.0	0.0	0.0	0.0	15.5	0.0	15.5
Volume/Cap:	0.00	0.59	0.59	0.49	0.34	0.00	0.00	0.00	0.00	0.59	0.00	0.59
Uniform Del:	0.0	9.3	9.3	37.3	4.7	0.0	0.0	0.0	0.0	31.8	0.0	31.8
IncrementDel:	0.0	0.4	0.4	2.6	0.1	0.0	0.0	0.0	0.0	2.8	0.0	2.8
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	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	9.6	9.6	39.9	4.7	0.0	0.0	0.0	0.0	34.6	0.0	34.6
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	9.6	9.6	39.9	4.7	0.0	0.0	0.0	0.0	34.6	0.0	34.6
LOS by Move:	A	A	A	D	A	A	A	A	A	C-	A	C-
HCM2kAvgQ:	0	11	11	2	5	0	0	0	0	6	0	6

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

Intersection #3: Wolfe Rd/Marion Wy



Street Name:	Wolfe Road				Marion Way							
	North Bound		South Bound		East Bound		West Bound					
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	7	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

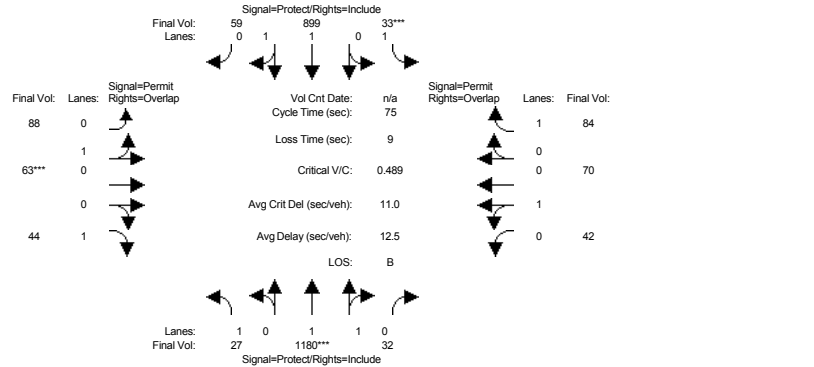
Volume Module:												
Base Vol:	0	942	88	290	1390	0	0	0	0	69	0	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	942	88	290	1390	0	0	0	0	69	0	164
Added Vol:	0	13	0	0	9	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	955	88	290	1399	0	0	0	0	69	0	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	955	88	290	1399	0	0	0	0	69	0	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	955	88	290	1399	0	0	0	0	69	0	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	955	88	290	1399	0	0	0	0	69	0	164

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	0.92	0.92
Lanes:	0.00	1.83	0.17	1.00	2.00	0.00	0.00	0.00	0.00	0.30	0.00	0.70
Final Sat.:	0	3388	312	1750	3800	0	0	0	0	518	0	1232

Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.17	0.37	0.00	0.00	0.00	0.00	0.13	0.00	0.13
Crit Moves:	****			****			****			****		
Green Time:	0.0	36.4	36.4	21.4	57.8	0.0	0.0	0.0	0.0	17.2	0.0	17.2
Volume/Cap:	0.00	0.65	0.65	0.65	0.53	0.00	0.00	0.00	0.00	0.65	0.00	0.65
Uniform Del:	0.0	18.8	18.8	28.0	6.5	0.0	0.0	0.0	0.0	30.6	0.0	30.6
IncrementDel:	0.0	1.0	1.0	3.4	0.2	0.0	0.0	0.0	0.0	4.2	0.0	4.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	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	19.7	19.7	31.3	6.7	0.0	0.0	0.0	0.0	34.8	0.0	34.8
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	19.7	19.7	31.3	6.7	0.0	0.0	0.0	0.0	34.8	0.0	34.8
LOS by Move:	A	B-	B-	C	A	A	A	A	A	C-	A	C-
HCM2kAvgQ:	0	11	11	7	9	0	0	0	0	7	0	7

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

Intersection #4: Wolfe Rd/Inverness Wy



Street Name:	Wolfe Road				Inverness Way					
	North Bound		South Bound		East Bound		West Bound			
Approach:	L	T	R	L	T	R	L	T	R	
Min. Green:	7	10	10	7	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

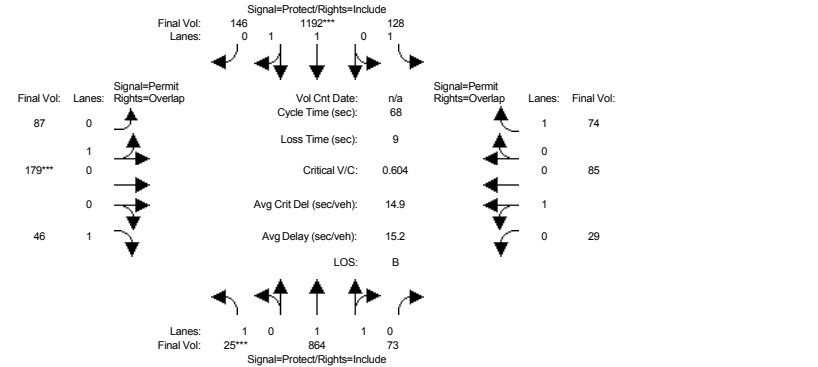
Volume Module:	Wolfe Road		Inverness Way	
	North Bound	South Bound	East Bound	West Bound
Base Vol:	27	1180	32	33
Growth Adj:	1.00	1.00	1.00	1.00
Initial Bse:	27	1180	32	33
Added Vol:	0	0	0	0
PasserByVol:	0	0	0	0
Initial Fut:	27	1180	32	33
User Adj:	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00
PHF Volume:	27	1180	32	33
Reduct Vol:	0	0	0	0
Reduced Vol:	27	1180	32	33
PCE Adj:	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00
Final Volume:	27	1180	32	33

Saturation Flow Module:	Wolfe Road		Inverness Way	
	North Bound	South Bound	East Bound	West Bound
Sat/Lane:	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92
Lanes:	1.00	1.95	0.05	1.00
Final Sat.:	1750	3602	98	1750

Capacity Analysis Module:	Wolfe Road		Inverness Way	
	North Bound	South Bound	East Bound	West Bound
Vol/Sat:	0.02	0.33	0.02	0.26
Crit Moves:	****	****	****	****
Green Time:	14.3	47.0	7.0	39.7
Volume/Cap:	0.08	0.52	0.20	0.49
Uniform Del:	24.9	7.8	31.4	11.2
IncrementDel:	0.1	0.2	0.6	0.2
InitQueueDel:	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00
Delay/Veh:	25.1	8.0	32.0	11.4
User DelAdj:	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.1	8.0	32.0	11.4
LOS by Move:	C	A	A	C
HCM2kAvgQ:	1	8	1	7

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

Intersection #4: Wolfe Rd/Inverness Wy



Street Name:	Wolfe Road				Inverness Way					
	North Bound		South Bound		East Bound		West Bound			
Approach:	L	T	R	L	T	R	L	T	R	
Min. Green:	7	10	10	7	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

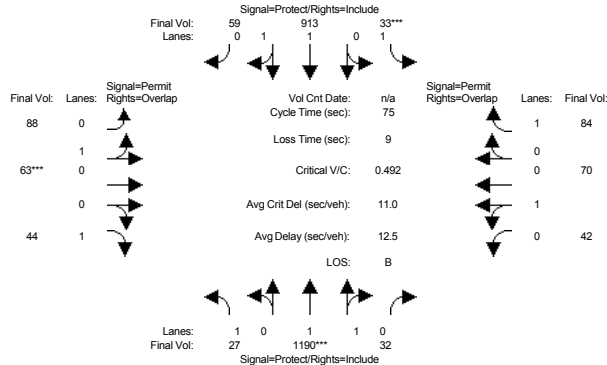
Volume Module:	Wolfe Road		Inverness Way	
	North Bound	South Bound	East Bound	West Bound
Base Vol:	25	864	73	128
Growth Adj:	1.00	1.00	1.00	1.00
Initial Bse:	25	864	73	128
Added Vol:	0	0	0	0
PasserByVol:	0	0	0	0
Initial Fut:	25	864	73	128
User Adj:	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00
PHF Volume:	25	864	73	128
Reduct Vol:	0	0	0	0
Reduced Vol:	25	864	73	128
PCE Adj:	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00
Final Volume:	25	864	73	128

Saturation Flow Module:	Wolfe Road		Inverness Way	
	North Bound	South Bound	East Bound	West Bound
Sat/Lane:	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92
Lanes:	1.00	1.84	0.16	1.00
Final Sat.:	1750	3412	288	1750

Capacity Analysis Module:	Wolfe Road		Inverness Way	
	North Bound	South Bound	East Bound	West Bound
Vol/Sat:	0.01	0.25	0.25	0.07
Crit Moves:	****	****	****	****
Green Time:	7.0	31.2	31.2	12.7
Volume/Cap:	0.14	0.55	0.55	0.39
Uniform Del:	27.8	13.3	13.3	24.3
IncrementDel:	0.4	0.4	0.4	0.8
InitQueueDel:	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00
Delay/Veh:	28.1	13.7	13.7	25.0
User DelAdj:	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.1	13.7	13.7	25.0
LOS by Move:	C	B	B	C
HCM2kAvgQ:	0	7	7	2

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

Intersection #4: Wolfe Rd/Inverness Wy



Street Name:	Wolfe Road						Inverness Way														
	North Bound			South Bound			East Bound			West Bound											
Approach:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

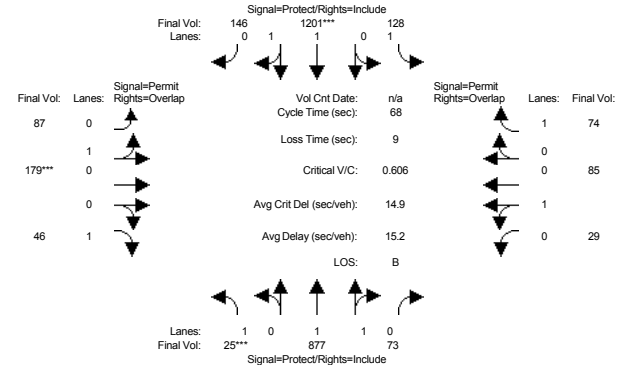
Volume Module:		North Bound		South Bound		East Bound		West Bound	
Base Vol:	27	1180	32	33	899	59	88	63	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	1180	32	33	899	59	88	63	44
Added Vol:	0	10	0	0	14	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0
Initial Fut:	27	1190	32	33	913	59	88	63	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	1190	32	33	913	59	88	63	44
Reduct Vol:	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	1190	32	33	913	59	88	63	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	27	1190	32	33	913	59	88	63	44

Saturation Flow Module:		North Bound		South Bound		East Bound		West Bound	
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.95	0.95	0.92
Lanes:	1.00	1.95	0.05	1.00	1.88	0.12	0.58	0.42	1.00
Final Sat.:	1750	3603	97	1750	3475	225	1049	751	1750

Capacity Analysis Module:		North Bound		South Bound		East Bound		West Bound	
Vol/Sat:	0.02	0.33	0.33	0.02	0.26	0.26	0.08	0.08	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****
Green Time:	14.2	47.0	47.0	7.0	39.9	39.9	12.0	12.0	26.1
Volume/Cap:	0.08	0.53	0.53	0.20	0.49	0.49	0.53	0.53	0.07
Uniform Del:	25.1	7.8	7.8	31.4	11.2	11.2	28.9	28.9	16.3
IncrementDel:	0.1	0.2	0.2	0.6	0.2	0.2	1.8	1.8	0.1
InitQueueDel:	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
Delay/Veh:	25.2	8.0	8.0	32.0	11.3	11.3	30.7	30.7	16.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.2	8.0	8.0	32.0	11.3	11.3	30.7	30.7	16.4
LOS by Move:	C	A	A	C-	B+	B+	C	C	B
HCM2kAvgQ:	1	8	8	1	7	7	4	4	1

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

Intersection #4: Wolfe Rd/Inverness Wy



Street Name:	Wolfe Road						Inverness Way														
	North Bound			South Bound			East Bound			West Bound											
Approach:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

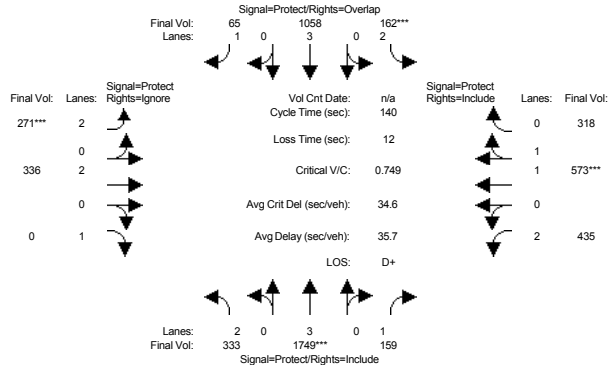
Volume Module:		North Bound		South Bound		East Bound		West Bound	
Base Vol:	25	864	73	128	1192	146	87	179	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	864	73	128	1192	146	87	179	46
Added Vol:	0	13	0	0	9	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0
Initial Fut:	25	877	73	128	1201	146	87	179	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	877	73	128	1201	146	87	179	46
Reduct Vol:	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	877	73	128	1201	146	87	179	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	25	877	73	128	1201	146	87	179	46

Saturation Flow Module:		North Bound		South Bound		East Bound		West Bound	
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92
Lanes:	1.00	1.84	0.16	1.00	1.78	0.22	0.33	0.67	1.00
Final Sat.:	1750	3415	284	1750	3299	401	589	1211	1750

Capacity Analysis Module:		North Bound		South Bound		East Bound		West Bound	
Vol/Sat:	0.01	0.26	0.26	0.07	0.36	0.36	0.15	0.15	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****
Green Time:	7.0	31.4	31.4	12.6	37.0	37.0	15.0	15.0	22.0
Volume/Cap:	0.14	0.56	0.56	0.40	0.67	0.67	0.67	0.67	0.08
Uniform Del:	27.8	13.3	13.3	24.4	11.1	11.1	24.2	24.2	16.0
IncrementDel:	0.4	0.4	0.4	0.8	0.9	0.9	4.4	4.4	0.1
InitQueueDel:	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
Delay/Veh:	28.1	13.7	13.7	25.2	12.0	12.0	28.6	28.6	16.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.1	13.7	13.7	25.2	12.0	12.0	28.6	28.6	16.0
LOS by Move:	C	B	B	C	B	B	C	C	B
HCM2kAvgQ:	0	7	7	2	10	10	7	7	1

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

Intersection #5: De Anza Blvd/Homestead Rd



Street Name:	De Anza Boulevard						Homestead Road					
	North Bound			South Bound			East Bound		West Bound			
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

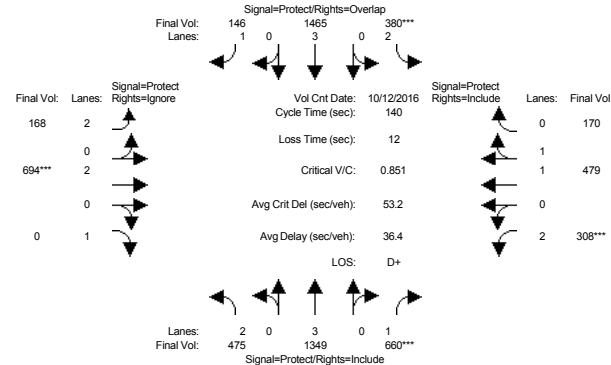
Volume Module:	De Anza Boulevard			Homestead Road								
Base Vol:	333	1749	159	162	1058	65	271	336	304	435	573	318
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	333	1749	159	162	1058	65	271	336	304	435	573	318
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	333	1749	159	162	1058	65	271	336	304	435	573	318
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:	333	1749	159	162	1058	65	271	336	304	435	573	318
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	333	1749	159	162	1058	65	271	336	304	435	573	318
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:	333	1749	159	162	1058	65	271	336	304	435	573	318

Saturation Flow Module:	De Anza Boulevard			Homestead Road								
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	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.27	0.73
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2378	1320

Capacity Analysis Module:	De Anza Boulevard			Homestead Road								
Vol/Sat:	0.11	0.31	0.09	0.05	0.19	0.04	0.09	0.09	0.00	0.14	0.24	0.24
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	24.3	57.3	57.3	9.6	42.6	58.7	16.1	23.8	0.0	37.2	45.0	45.0
Volume/Cap:	0.61	0.75	0.22	0.75	0.61	0.09	0.75	0.52	0.00	0.52	0.75	0.75
Uniform Del:	53.5	35.2	26.9	64.0	41.6	24.5	60.0	52.9	0.0	43.8	42.5	42.5
IncrementDel:	2.0	1.4	0.2	13.5	0.6	0.1	8.4	0.8	0.0	0.6	2.7	2.7
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.86	0.54	0.54	0.95	0.71	0.52	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	48.0	20.3	14.6	74.4	30.1	12.8	68.5	53.6	0.0	44.3	45.2	45.2
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:	48.0	20.3	14.6	74.4	30.1	12.8	68.5	53.6	0.0	44.3	45.2	45.2
LOS by Move:	D	C+	B	E	C	B	E	D-	A	D	D	D
HCM2kAvqQ:	8	17	3	6	11	1	8	7	0	8	15	15

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

Intersection #5: De Anza Blvd/Homestead Rd



Street Name:	De Anza Boulevard						Homestead Road					
	North Bound			South Bound			East Bound		West Bound			
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

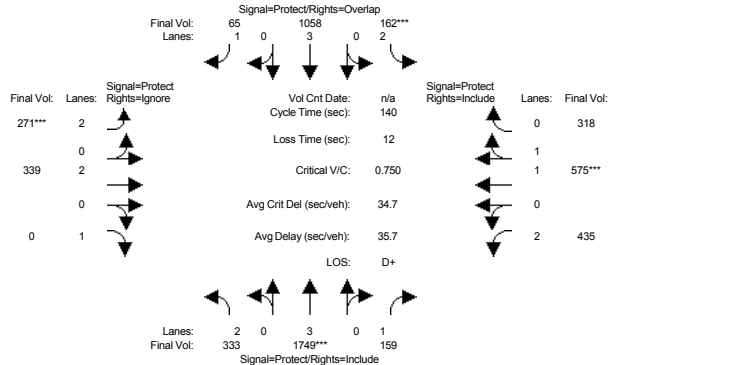
Volume Module:	De Anza Boulevard			Homestead Road							
Base Vol:	146	1465	380	1465	146	168	694	345	308	479	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	1465	380	1465	146	168	694	345	308	479	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	1465	380	1465	146	168	694	345	308	479	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	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
PHF Volume:	146	1465	380	1465	146	168	694	345	308	479	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	1465	380	1465	146	168	694	345	308	479	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	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
FinalVolume:	146	1465	380	1465	146	168	694	345	308	479	170

Saturation Flow Module:	De Anza Boulevard			Homestead Road								
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	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.46	0.54
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2730	969

Capacity Analysis Module:	De Anza Boulevard			Homestead Road								
Vol/Sat:	0.15	0.24	0.38	0.12	0.26	0.08	0.05	0.18	0.00	0.10	0.18	0.18
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	30.3	62.0	62.0	19.8	51.6	62.4	10.8	30.0	0.0	16.1	35.4	35.4
Volume/Cap:	0.70	0.53	0.85	0.85	0.70	0.19	0.69	0.85	0.00	0.85	0.69	0.69
Uniform Del:	50.6	28.4	34.9	58.6	37.6	23.5	63.0	52.8	0.0	60.8	47.4	47.4
IncrementDel:	3.2	0.2	8.9	14.4	1.0	0.1	8.5	8.5	0.0	17.2	2.3	2.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.82	0.47	0.47	0.89	0.61	0.46	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	44.5	13.6	25.3	66.6	24.0	11.0	71.5	61.4	0.0	78.0	49.7	49.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.5	13.6	25.3	66.6	24.0	11.0	71.5	61.4	0.0	78.0	49.7	49.7
LOS by Move:	D	B	C	E	C	B+	E	E	A	E-	D	D
HCM2kAvqQ:	12	9	24	12	15	2	6	16	0	8	12	12

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

Intersection #5: De Anza Blvd/Homestead Rd



Street Name:	De Anza Boulevard						Homestead Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

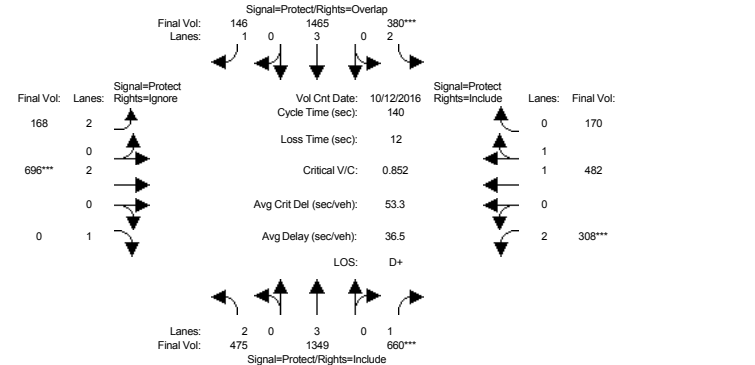
Volume Module:	De Anza Boulevard						Homestead Road					
Base Vol:	333	1749	159	162	1058	65	271	336	304	435	573	318
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	333	1749	159	162	1058	65	271	336	304	435	573	318
Added Vol:	0	0	0	0	0	0	0	3	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	333	1749	159	162	1058	65	271	339	304	435	575	318
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:	333	1749	159	162	1058	65	271	339	0	435	575	318
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	333	1749	159	162	1058	65	271	339	0	435	575	318
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	333	1749	159	162	1058	65	271	339	0	435	575	318

Saturation Flow Module:	De Anza Boulevard						Homestead Road					
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	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.27	0.73
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2381	1317

Capacity Analysis Module:	De Anza Boulevard						Homestead Road					
Vol/Sat:	0.11	0.31	0.09	0.05	0.19	0.04	0.09	0.09	0.00	0.14	0.24	0.24
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	24.3	57.3	57.3	9.6	42.6	58.7	16.1	24.0	0.0	37.1	45.1	45.1
Volume/Cap:	0.61	0.75	0.22	0.75	0.61	0.09	0.75	0.52	0.00	0.52	0.75	0.75
Uniform Del:	53.5	35.3	26.9	64.0	41.6	24.5	60.0	52.8	0.0	43.8	42.4	42.4
IncrementDel:	2.0	1.4	0.2	13.6	0.6	0.1	8.5	0.8	0.0	0.6	2.7	2.7
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.86	0.54	0.54	0.95	0.71	0.52	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	48.0	20.4	14.6	74.5	30.1	12.8	68.5	53.5	0.0	44.4	45.1	45.1
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:	48.0	20.4	14.6	74.5	30.1	12.8	68.5	53.5	0.0	44.4	45.1	45.1
LOS by Move:	D	C+	B	E	C	B	E	D-	A	D	D	D
HCM2kAvgQ:	8	17	3	6	11	1	8	7	0	8	15	15

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

Intersection #5: De Anza Blvd/Homestead Rd



Street Name:	De Anza Boulevard						Homestead Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

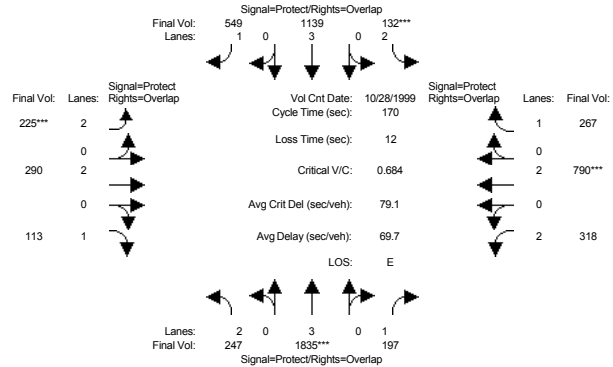
Volume Module:	De Anza Boulevard						Homestead Road					
Base Vol:	475	1349	660	380	1465	146	168	694	345	308	479	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	475	1349	660	380	1465	146	168	694	345	308	479	170
Added Vol:	0	0	0	0	0	0	0	2	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	475	1349	660	380	1465	146	168	696	345	308	482	170
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:	475	1349	660	380	1465	146	168	696	0	308	482	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	475	1349	660	380	1465	146	168	696	0	308	482	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	475	1349	660	380	1465	146	168	696	0	308	482	170

Saturation Flow Module:	De Anza Boulevard						Homestead Road					
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	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.46	0.54
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2735	964

Capacity Analysis Module:	De Anza Boulevard						Homestead Road					
Vol/Sat:	0.15	0.24	0.38	0.12	0.26	0.08	0.05	0.18	0.00	0.10	0.18	0.18
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	30.3	62.0	62.0	19.8	51.6	62.3	10.7	30.1	0.0	16.1	35.5	35.5
Volume/Cap:	0.70	0.53	0.85	0.85	0.70	0.19	0.70	0.85	0.00	0.85	0.70	0.70
Uniform Del:	50.7	28.5	34.9	58.7	37.6	23.5	63.0	52.8	0.0	60.8	47.4	47.4
IncrementDel:	3.2	0.2	9.0	14.5	1.1	0.1	8.6	8.6	0.0	17.3	2.3	2.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.82	0.47	0.47	0.89	0.61	0.47	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	44.5	13.6	25.4	66.7	24.0	11.1	71.6	61.4	0.0	78.1	49.7	49.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.5	13.6	25.4	66.7	24.0	11.1	71.6	61.4	0.0	78.1	49.7	49.7
LOS by Move:	D	B	C	E	C	B+	E	E	A	E-	D	D
HCM2kAvgQ:	12	9	24	12	15	2	6	16	0	8	12	12

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

Intersection #7: Lawrence Expwy/Homestead Rd



Street Name:	Lawrence Expressway						Homestead Road					
	North Bound			South Bound			East Bound		West Bound			
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	86	86	30	97	97	27	46	46	27	46	46
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

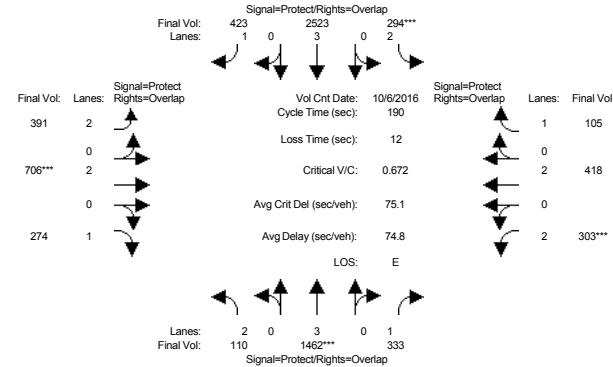
Volume Module:	>>	Count	Date:	28 Oct 1999	<<	7:00-9:00
Base Vol:	247	2294	197	132	1442	549
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	247	2294	197	132	1442	549
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	247	2294	197	132	1442	549
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	247	1835	197	132	1139	549
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	247	1835	197	132	1139	549
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	247	1835	197	132	1139	549

Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:	Vol/Sat:	0.08	0.32	0.11	0.04	0.20	0.31	0.07	0.08	0.06	0.10	0.21	0.15
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****	
Green Time:	15.4	72.7	95.6	25.4	82.8	105.6	22.8	38.9	54.3	22.8	38.9	64.3	
Volume/Cap:	0.87	0.75	0.20	0.28	0.41	0.51	0.53	0.33	0.20	0.75	0.91	0.40	
Uniform Del:	90.2	48.5	21.7	75.9	33.1	21.0	81.1	64.7	49.8	83.8	75.4	45.9	
IncrementDel:	23.5	1.4	0.1	0.3	0.1	0.4	1.3	0.2	0.2	7.4	13.3	0.4	
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Delay Adj:	1.07	1.50	1.86	1.12	1.63	2.09	1.00	1.00	1.00	1.00	1.00	1.00	
Delay/Veh:	119.7	74.1	40.4	85.1	54.1	44.4	82.4	64.9	50.0	91.2	88.7	46.3	
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:	119.7	74.1	40.4	85.1	54.1	44.4	82.4	64.9	50.0	91.2	88.7	46.3	
LOS by Move:	F	E	D	F	D	D	F	E	D	F	F	D	
HCM2kAvgQ:	11	36	10	5	20	30	7	7	5	13	26	13	

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

Intersection #7: Lawrence Expwy/Homestead Rd



Street Name:	Lawrence Expressway						Homestead Road					
	North Bound			South Bound			East Bound		West Bound			
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	86	86	30	97	97	27	46	46	27	46	46
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

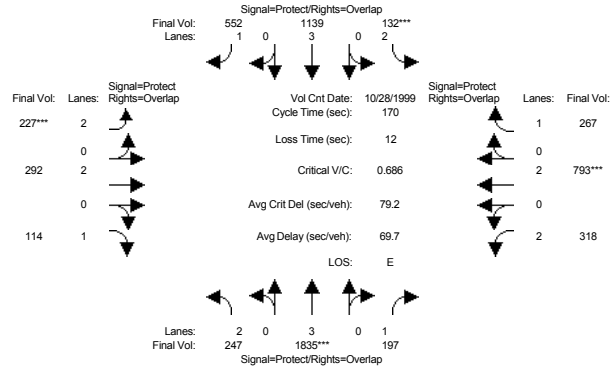
Volume Module:	>>	Count	Date:	6 Oct 2016	<<	5:15 - 6:15 PM
Base Vol:	110	1828	333	294	3194	423
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1828	333	294	3194	423
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	110	1828	333	294	3194	423
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1462	333	294	2523	423
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	110	1462	333	294	2523	423
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	110	1462	333	294	2523	423

Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:	Vol/Sat:	0.03	0.26	0.19	0.09	0.44	0.24	0.12	0.19	0.16	0.10	0.11	0.06
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****	
Green Time:	17.2	81.3	106.8	28.4	92.5	118.0	25.5	43.5	60.6	25.5	43.5	71.8	
Volume/Cap:	0.39	0.60	0.34	0.63	0.91	0.39	0.92	0.81	0.49	0.72	0.48	0.16	
Uniform Del:	86.2	44.3	23.8	80.2	47.5	19.0	86.0	73.4	55.2	83.3	67.2	41.3	
IncrementDel:	0.9	0.4	0.2	2.6	5.0	0.2	25.9	5.8	0.7	5.8	0.4	0.1	
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Delay Adj:	1.07	1.50	1.86	1.12	1.63	2.09	1.00	1.00	1.00	1.00	1.00	1.00	
Delay/Veh:	92.8	66.7	44.4	92.3	82.5	40.1	111.9	79.2	55.9	89.1	67.6	41.5	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	92.8	66.7	44.4	92.3	82.5	40.1	111.9	79.2	55.9	89.1	67.6	41.5	
LOS by Move:	F	E	D	F	F	D	F	E	D	F	E	D	
HCM2kAvgQ:	4	27	18	11	52	23	15	20	14	12	11	4	

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

Intersection #7: Lawrence Expwy/Homestead Rd



Street Name:	Lawrence Expressway						Homestead Road					
	North Bound			South Bound			East Bound		West Bound			
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	86	86	30	97	97	27	46	46	27	46	46
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

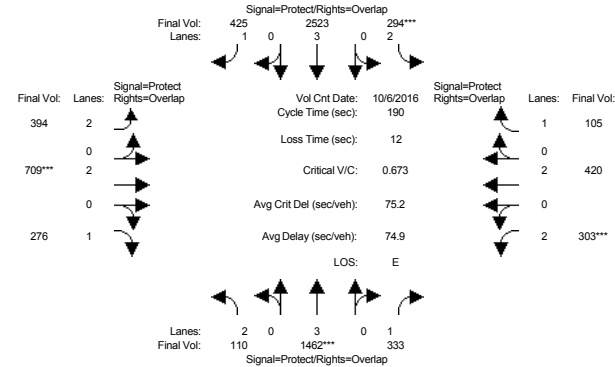
Volume Module:	>>	Count	Date:	28 Oct 1999	<<	7:00-9:00
Base Vol:	247	2294	197	132	1442	549
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	247	2294	197	132	1442	549
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	247	2294	197	132	1442	552
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	247	1835	197	132	1139	552
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	247	1835	197	132	1139	552
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	247	1835	197	132	1139	552

Saturation Flow Module:	Sat/Lane:	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
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800

Capacity Analysis Module:	Vol/Sat:	0.08	0.32	0.11	0.04	0.20	0.32	0.07	0.08	0.07	0.10	0.21	0.15
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****	
Green Time:	15.4	72.7	95.6	25.4	82.8	105.6	22.8	38.9	54.3	22.8	38.9	64.3	
Volume/Cap:	0.87	0.75	0.20	0.28	0.41	0.51	0.54	0.34	0.20	0.75	0.91	0.40	
Uniform Del:	90.2	48.5	21.7	75.9	33.1	21.1	81.2	64.7	49.8	83.8	75.5	45.9	
IncrementDel:	23.5	1.4	0.1	0.3	0.1	0.4	1.4	0.2	0.2	7.4	13.7	0.4	
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Delay Adj:	1.07	1.50	1.86	1.12	1.63	2.09	1.00	1.00	1.00	1.00	1.00	1.00	
Delay/Veh:	119.7	74.1	40.4	85.1	54.1	44.5	82.5	65.0	50.0	91.2	89.2	46.3	
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:	119.7	74.1	40.4	85.1	54.1	44.5	82.5	65.0	50.0	91.2	89.2	46.3	
LOS by Move:	F	E	D	F	D	D	F	E	D	F	F	D	
HCM2kAvgQ:	11	36	10	5	20	31	8	7	5	13	27	13	

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

Intersection #7: Lawrence Expwy/Homestead Rd



Street Name:	Lawrence Expressway						Homestead Road					
	North Bound			South Bound			East Bound		West Bound			
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	86	86	30	97	97	27	46	46	27	46	46
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

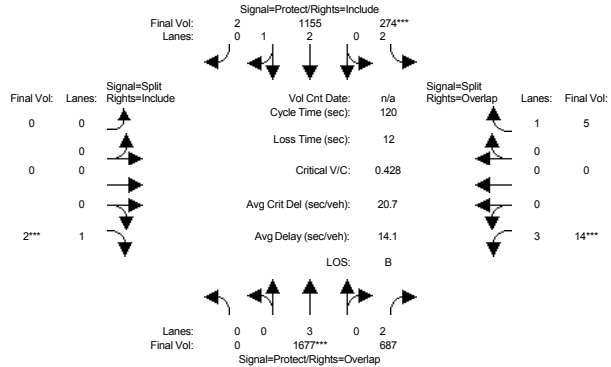
Volume Module:	>>	Count	Date:	6 Oct 2016	<<	5:15 - 6:15 PM
Base Vol:	110	1828	333	294	3194	423
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1828	333	294	3194	423
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	110	1828	333	294	3194	425
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1462	333	294	2523	425
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	110	1462	333	294	2523	425
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	110	1462	333	294	2523	425

Saturation Flow Module:	Sat/Lane:	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
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800

Capacity Analysis Module:	Vol/Sat:	0.03	0.26	0.19	0.09	0.44	0.24	0.13	0.19	0.16	0.10	0.11	0.06
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****	
Green Time:	17.2	81.3	106.8	28.4	92.5	118.0	25.5	43.5	60.6	25.5	43.5	71.8	
Volume/Cap:	0.39	0.60	0.34	0.63	0.91	0.39	0.93	0.82	0.49	0.72	0.48	0.16	
Uniform Del:	86.2	44.3	23.8	80.2	47.5	19.1	86.1	73.5	55.3	83.3	67.2	41.3	
IncrementDel:	0.9	0.4	0.2	2.6	5.0	0.2	27.2	6.0	0.7	5.8	0.4	0.1	
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Delay Adj:	1.07	1.50	1.86	1.12	1.63	2.09	1.00	1.00	1.00	1.00	1.00	1.00	
Delay/Veh:	92.8	66.7	44.4	92.3	82.5	40.1	113.3	79.5	56.0	89.1	67.6	41.5	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	92.8	66.7	44.4	92.3	82.5	40.1	113.3	79.5	56.0	89.1	67.6	41.5	
LOS by Move:	F	E	D	F	F	D	F	E	D	F	E	D	
HCM2kAvgQ:	4	27	18	11	52	23	15	20	14	12	11	4	

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

Intersection #8: Wolfe Rd/Apple Park Wy



Street Name:	Wolfe Road				Apple Park Way							
	North Bound		South Bound		East Bound		West Bound					
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

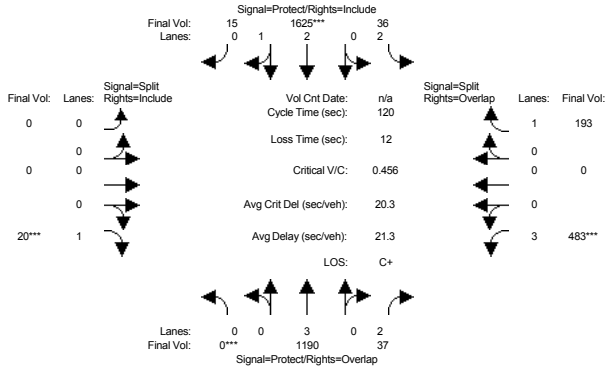
Volume Module:												
	Wolfe Rd NB			Wolfe Rd SB			Apple Park Way EB			Apple Park Way WB		
Base Vol:	0	1677	687	274	1155	2	0	0	2	14	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1677	687	274	1155	2	0	0	2	14	0	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1677	687	274	1155	2	0	0	2	14	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1677	687	274	1155	2	0	0	2	14	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1677	687	274	1155	2	0	0	2	14	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1677	687	274	1155	2	0	0	2	14	0	5

Saturation Flow Module:												
Sat/Lane:	Wolfe Rd NB			Wolfe Rd SB			Apple Park Way EB			Apple Park Way WB		
Adjustment:	0.92	1.00	0.83	0.83	0.98	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	0.00	3.00	2.00	2.00	2.99	0.01	0.00	0.00	1.00	3.00	0.00	1.00
Final Sat.:	0	5700	3150	3150	5590	10	0	0	1750	4551	0	1750

Capacity Analysis Module:												
Vol/Sat:	Wolfe Rd NB			Wolfe Rd SB			Apple Park Way EB			Apple Park Way WB		
Crit Moves:	****			****			****			****		
Green Time:	0.0	67.9	77.9	20.1	88.0	88.0	0.0	0.0	10.0	10.0	0.0	30.1
Volume/Cap:	0.00	0.52	0.34	0.52	0.28	0.28	0.00	0.00	0.01	0.04	0.00	0.01
Uniform Del:	0.0	16.0	9.4	45.6	5.4	5.4	0.0	0.0	50.5	50.6	0.0	33.8
IncrementDel:	0.0	0.2	0.1	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	0.0	16.2	9.5	46.5	5.4	5.4	0.0	0.0	50.5	50.6	0.0	33.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.2	9.5	46.5	5.4	5.4	0.0	0.0	50.5	50.6	0.0	33.8
LOS by Move:	A	B	A	D	A	A	A	A	D	D	A	C
HCM2kAvgQ:	0	12	7	5	5	5	0	0	0	0	0	0

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

Intersection #8: Wolfe Rd/Apple Park Wy



Street Name:	Wolfe Road				Apple Park Way							
	North Bound		South Bound		East Bound		West Bound					
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

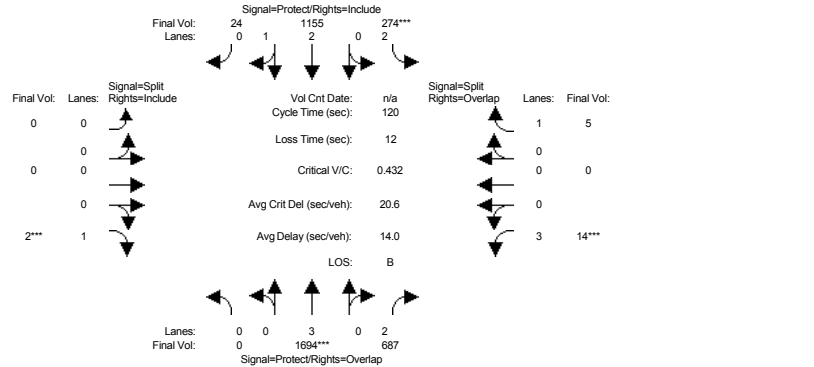
Volume Module:												
	Wolfe Rd NB			Wolfe Rd SB			Apple Park Way EB			Apple Park Way WB		
Base Vol:	0	1190	37	36	1625	15	0	0	20	483	0	193
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1190	37	36	1625	15	0	0	20	483	0	193
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1190	37	36	1625	15	0	0	20	483	0	193
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1190	37	36	1625	15	0	0	20	483	0	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1190	37	36	1625	15	0	0	20	483	0	193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1190	37	36	1625	15	0	0	20	483	0	193

Saturation Flow Module:												
Sat/Lane:	Wolfe Rd NB			Wolfe Rd SB			Apple Park Way EB			Apple Park Way WB		
Adjustment:	0.92	1.00	0.83	0.83	0.98	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	0.00	3.00	2.00	2.00	2.97	0.03	0.00	0.00	1.00	3.00	0.00	1.00
Final Sat.:	0	5700	3150	3150	5549	51	0	0	1750	4551	0	1750

Capacity Analysis Module:												
Vol/Sat:	Wolfe Rd NB			Wolfe Rd SB			Apple Park Way EB			Apple Park Way WB		
Crit Moves:	****			****			****			****		
Green Time:	0.0	56.2	82.3	15.7	71.9	71.9	0.0	0.0	10.0	26.1	0.0	41.8
Volume/Cap:	0.00	0.45	0.02	0.09	0.49	0.49	0.00	0.00	0.14	0.49	0.00	0.32
Uniform Del:	0.0	21.4	6.0	45.8	13.6	13.6	0.0	0.0	51.0	41.1	0.0	28.7
IncrementDel:	0.0	0.1	0.0	0.1	0.1	0.1	0.0	0.0	0.4	0.4	0.0	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	0.0	21.5	6.0	45.9	13.7	13.7	0.0	0.0	51.4	41.5	0.0	29.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.5	6.0	45.9	13.7	13.7	0.0	0.0	51.4	41.5	0.0	29.0
LOS by Move:	A	C+	A	D	B	B	A	A	D-	D	A	C
HCM2kAvgQ:	0	9	0	1	11	11	0	0	1	7	0	6

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

Intersection #8: Wolfe Rd/Apple Park Wy



Street Name:	Wolfe Road				Apple Park Way					
	North Bound		South Bound		East Bound		West Bound			
Approach:	L	T	R	L	T	R	L	T	R	
Min. Green:	0	10	10	7	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

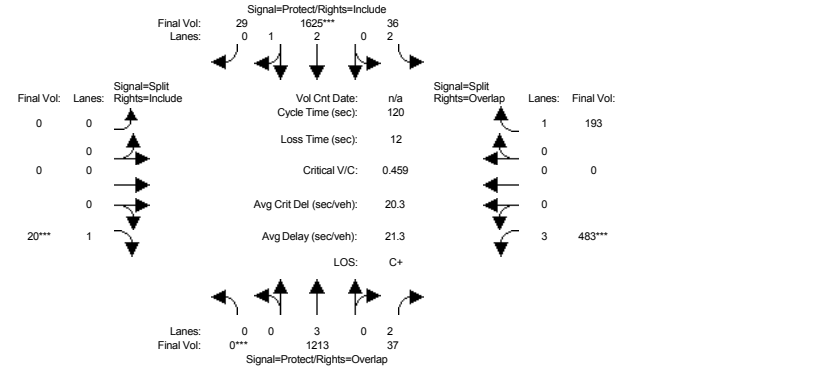
Volume Module:	Wolfe Road		Apple Park Way	
	North Bound	South Bound	East Bound	West Bound
Base Vol:	0	1677	687	274
Growth Adj:	1.00	1.00	1.00	1.00
Initial Bse:	0	1677	687	274
Added Vol:	0	17	0	0
PasserByVol:	0	0	0	0
Initial Fut:	0	1694	687	274
User Adj:	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00
PHF Volume:	0	1694	687	274
Reduct Vol:	0	0	0	0
Reduced Vol:	0	1694	687	274
PCE Adj:	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00
Final Volume:	0	1694	687	274

Saturation Flow Module:	Wolfe Road		Apple Park Way	
	North Bound	South Bound	East Bound	West Bound
Sat/Lane:	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.98
Lanes:	0.00	3.00	2.00	2.94
Final Sat.:	0	5700	3150	5486

Capacity Analysis Module:	Wolfe Road		Apple Park Way	
	North Bound	South Bound	East Bound	West Bound
Vol/Sat:	0.00	0.30	0.22	0.09
Crit Moves:	****	****	****	****
Green Time:	0.0	68.1	78.1	19.9
Volume/Cap:	0.00	0.52	0.34	0.52
Uniform Del:	0.0	16.0	9.4	45.7
IncrementDel:	0.0	0.2	0.1	1.0
InitQueueDel:	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00
Delay/Veh:	0.0	16.1	9.5	46.7
User DelAdj:	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.1	9.5	46.7
LOS by Move:	A	B	A	D
HCM2kAvgQ:	0	12	7	5

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

Intersection #8: Wolfe Rd/Apple Park Wy



Street Name:	Wolfe Road				Apple Park Way					
	North Bound		South Bound		East Bound		West Bound			
Approach:	L	T	R	L	T	R	L	T	R	
Min. Green:	0	10	10	7	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

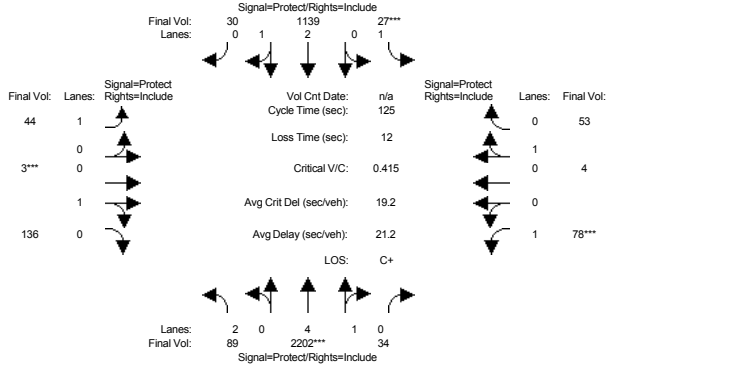
Volume Module:	Wolfe Road		Apple Park Way	
	North Bound	South Bound	East Bound	West Bound
Base Vol:	0	1190	37	36
Growth Adj:	1.00	1.00	1.00	1.00
Initial Bse:	0	1190	37	36
Added Vol:	0	23	0	0
PasserByVol:	0	0	0	0
Initial Fut:	0	1213	37	36
User Adj:	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00
PHF Volume:	0	1213	37	36
Reduct Vol:	0	0	0	0
Reduced Vol:	0	1213	37	36
PCE Adj:	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00
Final Volume:	0	1213	37	36

Saturation Flow Module:	Wolfe Road		Apple Park Way	
	North Bound	South Bound	East Bound	West Bound
Sat/Lane:	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.98
Lanes:	0.00	3.00	2.00	2.95
Final Sat.:	0	5700	3150	5502

Capacity Analysis Module:	Wolfe Road		Apple Park Way	
	North Bound	South Bound	East Bound	West Bound
Vol/Sat:	0.00	0.21	0.01	0.01
Crit Moves:	****	****	****	****
Green Time:	0.0	56.6	82.5	15.5
Volume/Cap:	0.00	0.45	0.02	0.09
Uniform Del:	0.0	21.3	5.9	46.0
IncrementDel:	0.0	0.1	0.0	0.1
InitQueueDel:	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00
Delay/Veh:	0.0	21.4	5.9	46.1
User DelAdj:	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.4	5.9	46.1
LOS by Move:	A	C+	A	D
HCM2kAvgQ:	0	10	0	1

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

Intersection #9: Wolfe Rd/Pruneridge Ave



Street Name:	Wolfe Road						Pruneridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

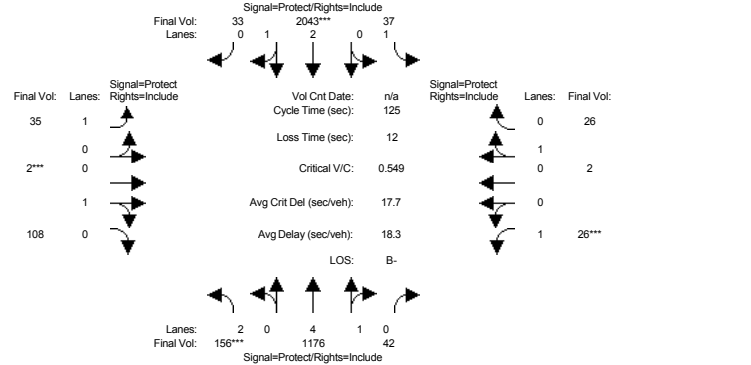
Volume Module:	Wolfe Road NB			Wolfe Road SB			Pruneridge Ave EB			Pruneridge Ave WB		
Base Vol:	89	2202	34	27	1139	30	44	3	136	78	4	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	2202	34	27	1139	30	44	3	136	78	4	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	2202	34	27	1139	30	44	3	136	78	4	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:	89	2202	34	27	1139	30	44	3	136	78	4	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	2202	34	27	1139	30	44	3	136	78	4	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
Final Volume:	89	2202	34	27	1139	30	44	3	136	78	4	53

Saturation Flow Module:	Wolfe Road NB			Wolfe Road SB			Pruneridge Ave EB			Pruneridge Ave WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	2.00	4.92	0.08	1.00	2.92	0.08	1.00	0.02	0.98	1.00	0.07	0.93
Final Sat.:	3150	9257	143	1750	5456	144	1750	39	1761	1750	126	1674

Capacity Analysis Module:	Wolfe Road NB			Wolfe Road SB			Pruneridge Ave EB			Pruneridge Ave WB		
Vol/Sat:	0.03	0.24	0.24	0.02	0.21	0.21	0.03	0.08	0.08	0.04	0.03	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	16.3	70.1	70.1	7.0	60.8	60.8	14.8	22.8	22.8	13.1	21.1	21.1
Volume/Cap:	0.22	0.42	0.42	0.28	0.43	0.43	0.21	0.42	0.42	0.42	0.19	0.19
Uniform Del:	48.6	15.8	15.8	56.6	20.8	20.8	49.8	45.3	45.3	52.4	44.6	44.6
IncrementDel:	0.3	0.1	0.1	1.5	0.1	0.1	0.5	0.9	0.9	1.6	0.3	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	48.9	15.9	15.9	58.1	20.9	20.9	50.4	46.2	46.2	54.0	44.9	44.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.9	15.9	15.9	58.1	20.9	20.9	50.4	46.2	46.2	54.0	44.9	44.9
LOS by Move:	D	B	B	E+	C+	C+	D	D	D	D-	D	D
HCM2kAvgQ:	2	10	10	1	10	10	2	5	5	3	2	2

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

Intersection #9: Wolfe Rd/Pruneridge Ave



Street Name:	Wolfe Road						Pruneridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

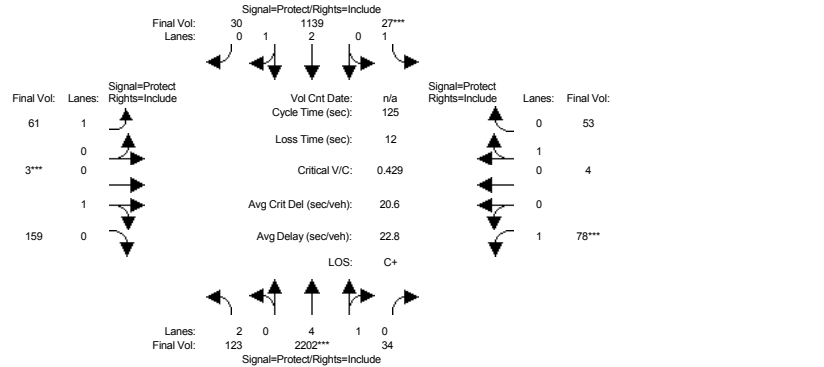
Volume Module:	Wolfe Road NB			Wolfe Road SB			Pruneridge Ave EB			Pruneridge Ave WB		
Base Vol:	156	1176	42	37	2043	33	35	2	108	26	2	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	1176	42	37	2043	33	35	2	108	26	2	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	156	1176	42	37	2043	33	35	2	108	26	2	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:	156	1176	42	37	2043	33	35	2	108	26	2	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	1176	42	37	2043	33	35	2	108	26	2	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
Final Volume:	156	1176	42	37	2043	33	35	2	108	26	2	26

Saturation Flow Module:	Wolfe Road NB			Wolfe Road SB			Pruneridge Ave EB			Pruneridge Ave WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	2.00	4.82	0.18	1.00	2.95	0.05	1.00	0.02	0.98	1.00	0.07	0.93
Final Sat.:	3150	9075	324	1750	5511	89	1750	33	1767	1750	129	1671

Capacity Analysis Module:	Wolfe Road NB			Wolfe Road SB			Pruneridge Ave EB			Pruneridge Ave WB		
Vol/Sat:	0.05	0.13	0.13	0.02	0.37	0.37	0.02	0.06	0.06	0.01	0.02	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	10.9	64.6	64.6	27.9	81.6	81.6	8.4	13.5	13.5	7.0	12.0	12.0
Volume/Cap:	0.57	0.25	0.25	0.09	0.57	0.57	0.30	0.57	0.57	0.27	0.16	0.16
Uniform Del:	54.8	16.8	16.8	38.5	12.0	12.0	55.5	53.0	53.0	56.5	51.9	51.9
IncrementDel:	2.8	0.0	0.0	0.1	0.2	0.2	1.4	3.9	3.9	1.5	0.4	0.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	57.6	16.8	16.8	38.6	12.2	12.2	56.9	56.9	56.9	58.0	52.3	52.3
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:	57.6	16.8	16.8	38.6	12.2	12.2	56.9	56.9	56.9	58.0	52.3	52.3
LOS by Move:	E+	B	B	D+	B	B	E+	E+	E+	E+	D-	D-
HCM2kAvgQ:	4	5	5	1	15	15	2	5	5	1	1	1

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

Intersection #9: Wolfe Rd/Pruneridge Ave



Street Name:	Wolfe Road						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

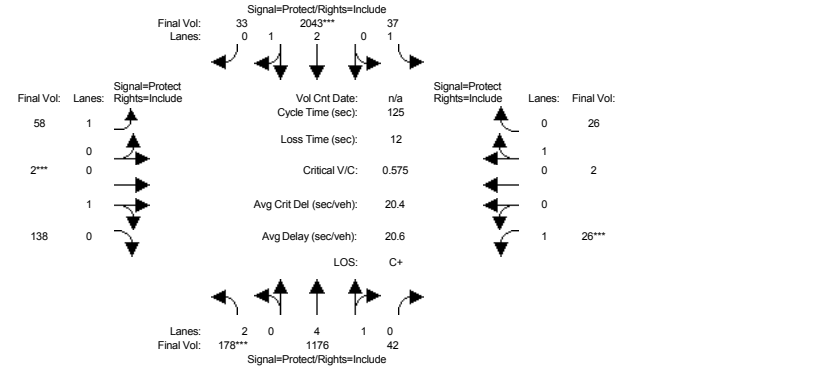
Volume Module:	Wolfe Road			Pruneridge Avenue		
	North	South	West	East	South	North
Base Vol:	89	2202	34	27	1139	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	2202	34	27	1139	30
Added Vol:	34	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	123	2202	34	27	1139	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	123	2202	34	27	1139	30
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	123	2202	34	27	1139	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	123	2202	34	27	1139	30

Saturation Flow Module:	Wolfe Road			Pruneridge Avenue		
	North	South	West	East	South	North
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	0.98	0.95
Lanes:	2.00	4.92	0.08	1.00	2.92	0.08
Final Sat.:	3150	9257	143	1750	5456	144

Capacity Analysis Module:	Wolfe Road			Pruneridge Avenue		
	North	South	West	East	South	North
Vol/Sat:	0.04	0.24	0.24	0.02	0.21	0.21
Crit Moves:	****	****	****	****	****	****
Green Time:	15.8	67.7	67.7	7.0	58.9	58.9
Volume/Cap:	0.31	0.44	0.44	0.28	0.44	0.44
Uniform Del:	49.6	17.2	17.2	56.6	22.1	22.1
IncrementDel:	0.4	0.1	0.1	1.5	0.1	0.1
InitQueueDel:	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
Delay/Veh:	50.1	17.3	17.3	58.1	22.2	22.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.1	17.3	17.3	58.1	22.2	22.2
LOS by Move:	D	B	B	E+	C+	C+
HCM2kAvgQ:	3	10	10	1	10	10

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

Intersection #9: Wolfe Rd/Pruneridge Ave



Street Name:	Wolfe Road						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

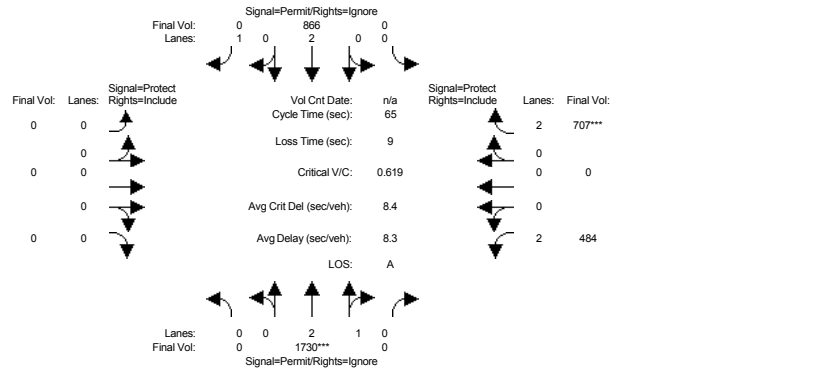
Volume Module:	Wolfe Road			Pruneridge Avenue		
	North	South	West	East	South	North
Base Vol:	156	1176	42	37	2043	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	1176	42	37	2043	33
Added Vol:	22	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	178	1176	42	37	2043	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	178	1176	42	37	2043	33
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	178	1176	42	37	2043	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	178	1176	42	37	2043	33

Saturation Flow Module:	Wolfe Road			Pruneridge Avenue		
	North	South	West	East	South	North
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	0.98	0.95
Lanes:	2.00	4.82	0.18	1.00	2.95	0.05
Final Sat.:	3150	9075	324	1750	5511	89

Capacity Analysis Module:	Wolfe Road			Pruneridge Avenue		
	North	South	West	East	South	North
Vol/Sat:	0.06	0.13	0.13	0.02	0.37	0.37
Crit Moves:	****	****	****	****	****	****
Green Time:	11.9	62.6	62.6	27.1	77.8	77.8
Volume/Cap:	0.60	0.26	0.26	0.10	0.60	0.60
Uniform Del:	54.3	17.9	17.9	39.2	14.2	14.2
IncrementDel:	3.2	0.0	0.0	0.1	0.3	0.3
InitQueueDel:	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
Delay/Veh:	57.5	17.9	17.9	39.3	14.4	14.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.5	17.9	17.9	39.3	14.4	14.4
LOS by Move:	E+	B	B	D	B	B
HCM2kAvgQ:	5	5	5	1	16	16

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

Intersection #10: Wolfe Rd/I-280 NB Ramps



Street Name:	Wolfe Road						I-280 Northbound Ramps					
	North Bound			South Bound			East Bound		West Bound			
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

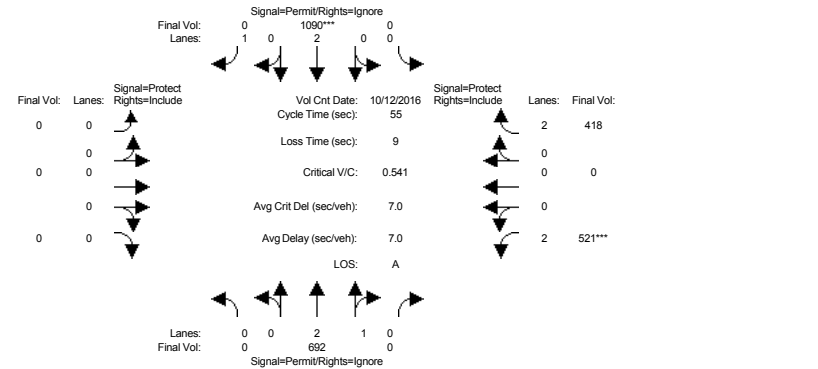
Volume Module:	Count											
	North Bound			South Bound			East Bound		West Bound			
Base Vol:	0	1730	412	0	866	490	0	0	0	484	0	707
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1730	412	0	866	490	0	0	0	484	0	707
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1730	412	0	866	490	0	0	0	484	0	707
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1730	0	0	866	0	0	0	0	484	0	707
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1730	0	0	866	0	0	0	0	484	0	707
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1730	0	0	866	0	0	0	0	484	0	707

Saturation Flow Module:	Sat/Lane											
	North Bound			South Bound			East Bound		West Bound			
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5600	0	0	3800	1750	0	0	0	3150	0	3150

Capacity Analysis Module:	Vol/Sat											
	North Bound			South Bound			East Bound		West Bound			
Vol/Sat:	0.00	0.31	0.00	0.00	0.23	0.00	0.00	0.00	0.00	0.15	0.00	0.22
Crit Moves:	****			****			****		****			
Green Time:	0.0	32.4	0.0	0.0	32.4	0.0	0.0	0.0	0.0	23.6	0.0	23.6
Volume/Cap:	0.00	0.62	0.00	0.00	0.46	0.00	0.00	0.00	0.00	0.42	0.00	0.62
Uniform Del:	0.0	11.8	0.0	0.0	10.6	0.0	0.0	0.0	0.0	15.6	0.0	17.0
IncrementDel:	0.0	0.4	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.3	0.0	1.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.34	0.00	0.00	0.34	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	4.4	0.0	0.0	3.7	0.0	0.0	0.0	0.0	15.9	0.0	18.1
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	4.4	0.0	0.0	3.7	0.0	0.0	0.0	0.0	15.9	0.0	18.1
LOS by Move:	A	A	A	A	A	A	A	A	A	B	A	B
HCM2kAvgQ:	0	5	0	0	3	0	0	0	0	5	0	8

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

Intersection #10: Wolfe Rd/I-280 NB Ramps



Street Name:	Wolfe Road						I-280 Northbound Ramps					
	North Bound			South Bound			East Bound		West Bound			
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

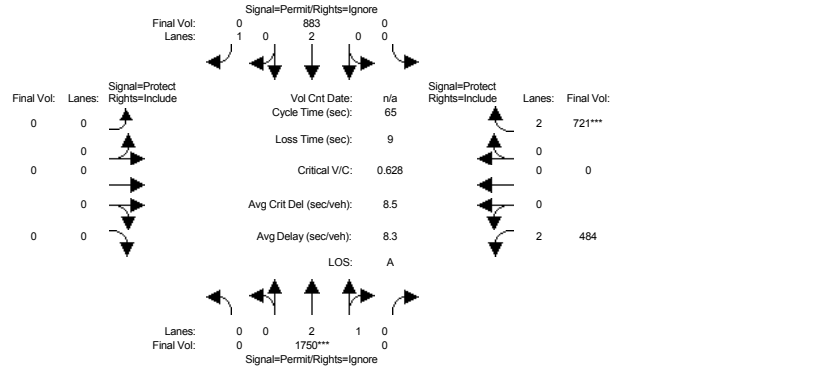
Volume Module:	Count											
	North Bound			South Bound			East Bound		West Bound			
Base Vol:	0	692	484	0	1090	512	0	0	0	521	0	418
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	692	484	0	1090	512	0	0	0	521	0	418
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	692	484	0	1090	512	0	0	0	521	0	418
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	692	0	0	1090	0	0	0	0	521	0	418
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	692	0	0	1090	0	0	0	0	521	0	418
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	692	0	0	1090	0	0	0	0	521	0	418

Saturation Flow Module:	Sat/Lane											
	North Bound			South Bound			East Bound		West Bound			
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5600	0	0	3800	1750	0	0	0	3150	0	3150

Capacity Analysis Module:	Vol/Sat											
	North Bound			South Bound			East Bound		West Bound			
Vol/Sat:	0.00	0.12	0.00	0.00	0.29	0.00	0.00	0.00	0.00	0.17	0.00	0.13
Crit Moves:	****			****			****		****			
Green Time:	0.0	29.2	0.0	0.0	29.2	0.0	0.0	0.0	0.0	16.8	0.0	16.8
Volume/Cap:	0.00	0.23	0.00	0.00	0.54	0.00	0.00	0.00	0.00	0.54	0.00	0.43
Uniform Del:	0.0	6.9	0.0	0.0	8.5	0.0	0.0	0.0	0.0	15.9	0.0	15.3
IncrementDel:	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.6	0.0	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.25	0.00	0.00	0.25	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	1.7	0.0	0.0	2.4	0.0	0.0	0.0	0.0	16.5	0.0	15.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	1.7	0.0	0.0	2.4	0.0	0.0	0.0	0.0	16.5	0.0	15.6
LOS by Move:	A	A	A	A	A	A	A	A	A	B	A	B
HCM2kAvgQ:	0	1	0	0	3	0	0	0	0	5	0	4

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

Intersection #10: Wolfe Rd/I-280 NB Ramps



Street Name:	Wolfe Road						I-280 Northbound Ramps					
	North Bound			South Bound			East Bound		West Bound			
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

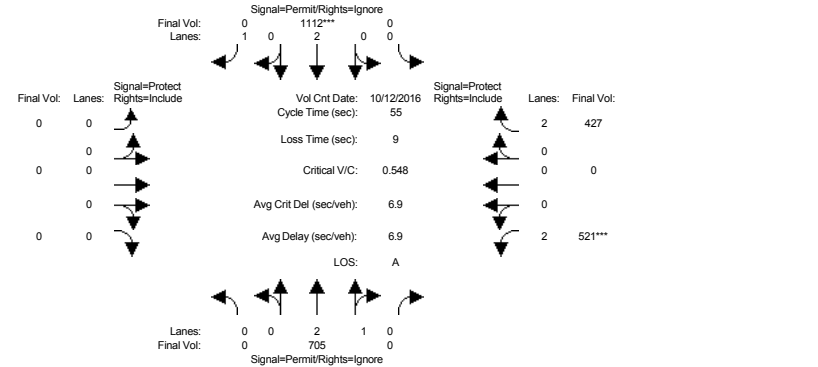
Volume Module:												
Base Vol:	0	1730	412	0	866	490	0	0	0	484	0	707
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1730	412	0	866	490	0	0	0	484	0	707
Added Vol:	0	20	0	0	17	0	0	0	0	0	0	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1750	412	0	883	490	0	0	0	484	0	721
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1750	0	0	883	0	0	0	0	484	0	721
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1750	0	0	883	0	0	0	0	484	0	721
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1750	0	0	883	0	0	0	0	484	0	721

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	0.83	1.00	0.83
Lanes:	0.00	3.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5600	0	0	3800	1750	0	0	0	3150	0	3150

Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.00	0.00	0.23	0.00	0.00	0.00	0.00	0.15	0.00	0.23
Crit Moves:	****											
Green Time:	0.0	32.3	0.0	0.0	32.3	0.0	0.0	0.0	0.0	23.7	0.0	23.7
Volume/Cap:	0.00	0.63	0.00	0.00	0.47	0.00	0.00	0.00	0.00	0.42	0.00	0.63
Uniform Del:	0.0	11.9	0.0	0.0	10.7	0.0	0.0	0.0	0.0	15.5	0.0	17.0
IncrementDel:	0.0	0.5	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.3	0.0	1.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.34	0.00	0.00	0.34	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	4.5	0.0	0.0	3.8	0.0	0.0	0.0	0.0	15.8	0.0	18.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.5	0.0	0.0	3.8	0.0	0.0	0.0	0.0	15.8	0.0	18.2
LOS by Move:	A	A	A	A	A	A	A	A	A	B	A	B
HCM2kAvgQ:	0	5	0	0	3	0	0	0	0	5	0	8

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

Intersection #10: Wolfe Rd/I-280 NB Ramps



Street Name:	Wolfe Road						I-280 Northbound Ramps					
	North Bound			South Bound			East Bound		West Bound			
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

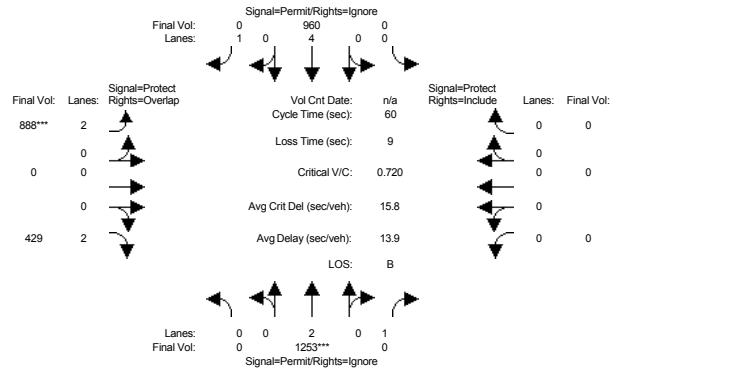
Volume Module:												
Base Vol:	0	692	484	0	1090	512	0	0	0	521	0	418
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	692	484	0	1090	512	0	0	0	521	0	418
Added Vol:	0	13	0	0	22	0	0	0	0	0	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	705	484	0	1112	512	0	0	0	521	0	427
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	705	0	0	1112	0	0	0	0	521	0	427
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	705	0	0	1112	0	0	0	0	521	0	427
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	705	0	0	1112	0	0	0	0	521	0	427

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	0.83	1.00	0.83
Lanes:	0.00	3.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5600	0	0	3800	1750	0	0	0	3150	0	3150

Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.00	0.00	0.29	0.00	0.00	0.00	0.00	0.17	0.00	0.14
Crit Moves:	****											
Green Time:	0.0	29.4	0.0	0.0	29.4	0.0	0.0	0.0	0.0	16.6	0.0	16.6
Volume/Cap:	0.00	0.24	0.00	0.00	0.55	0.00	0.00	0.00	0.00	0.55	0.00	0.45
Uniform Del:	0.0	6.8	0.0	0.0	8.4	0.0	0.0	0.0	0.0	16.1	0.0	15.5
IncrementDel:	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.7	0.0	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.23	0.00	0.00	0.23	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	1.6	0.0	0.0	2.3	0.0	0.0	0.0	0.0	16.7	0.0	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	1.6	0.0	0.0	2.3	0.0	0.0	0.0	0.0	16.7	0.0	15.8
LOS by Move:	A	A	A	A	A	A	A	A	A	B	A	B
HCM2kAvgQ:	0	1	0	0	3	0	0	0	0	5	0	4

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

Intersection #11: Wolfe Rd/I-280 SB Ramps



Street Name:	Wolfe Road						I-280 Southbound Ramps					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

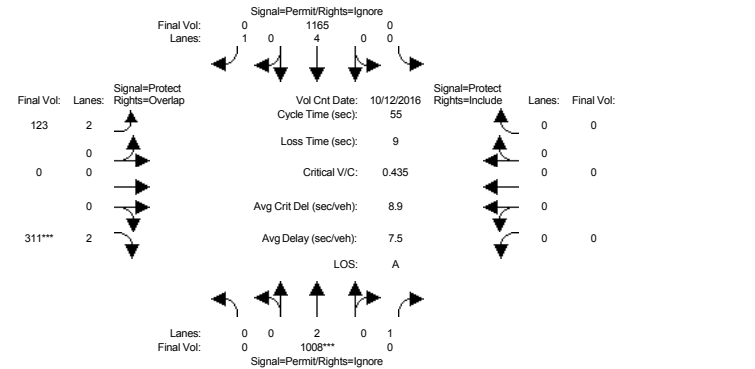
Volume Module:												
	Wolfe Rd NB			Wolfe Rd SB			I-280 EB			I-280 WB		
Base Vol:	0	1253	432	0	960	391	888	0	429	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1253	432	0	960	391	888	0	429	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1253	432	0	960	391	888	0	429	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1253	0	0	960	0	888	0	429	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1253	0	0	960	0	888	0	429	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1253	0	0	960	0	888	0	429	0	0	0

Saturation Flow Module:												
Sat/Lane:	Wolfe Rd NB			Wolfe Rd SB			I-280 EB			I-280 WB		
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	0	7600	1750	3150	0	3150	0	0	0

Capacity Analysis Module:												
Vol/Sat:	Wolfe Rd NB			Wolfe Rd SB			I-280 EB			I-280 WB		
Crit Moves:	****			****			****			****		
Green Time:	0.0	27.5	0.0	0.0	27.5	0.0	23.5	0.0	23.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.72	0.00	0.00	0.28	0.00	0.72	0.00	0.35	0.00	0.00	0.00
Uniform Del:	0.0	13.1	0.0	0.0	10.1	0.0	15.5	0.0	12.8	0.0	0.0	0.0
IncrementDel:	0.0	1.5	0.0	0.0	0.0	0.0	2.1	0.0	0.2	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	14.6	0.0	0.0	10.1	0.0	17.5	0.0	13.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.6	0.0	0.0	10.1	0.0	17.5	0.0	13.0	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B+	A	B	A	B	A	A	A
HCM2kAvqQ:	0	7	0	0	2	0	10	0	4	0	0	0

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

Intersection #11: Wolfe Rd/I-280 SB Ramps



Street Name:	Wolfe Road						I-280 Southbound Ramps					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

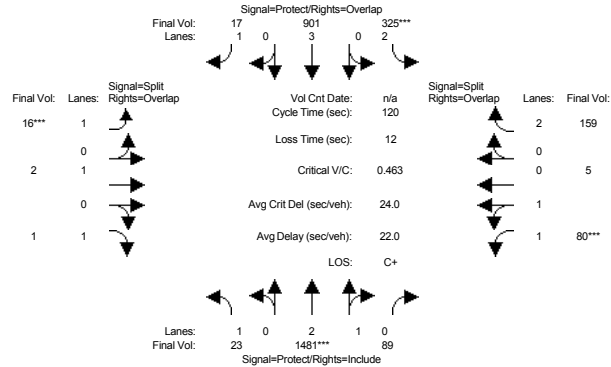
Volume Module:												
	Wolfe Rd NB			Wolfe Rd SB			I-280 EB			I-280 WB		
Base Vol:	0	1008	606	0	1165	418	123	0	311	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1008	606	0	1165	418	123	0	311	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1008	606	0	1165	418	123	0	311	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1008	0	0	1165	0	123	0	311	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1008	0	0	1165	0	123	0	311	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1008	0	0	1165	0	123	0	311	0	0	0

Saturation Flow Module:												
Sat/Lane:	Wolfe Rd NB			Wolfe Rd SB			I-280 EB			I-280 WB		
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	0	7600	1750	3150	0	3150	0	0	0

Capacity Analysis Module:												
Vol/Sat:	Wolfe Rd NB			Wolfe Rd SB			I-280 EB			I-280 WB		
Crit Moves:	****			****			****			****		
Green Time:	0.0	33.5	0.0	0.0	33.5	0.0	12.5	0.0	12.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.44	0.00	0.00	0.25	0.00	0.17	0.00	0.44	0.00	0.00	0.00
Uniform Del:	0.0	5.7	0.0	0.0	5.0	0.0	17.1	0.0	18.2	0.0	0.0	0.0
IncrementDel:	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.4	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	5.8	0.0	0.0	5.0	0.0	17.2	0.0	18.7	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	5.8	0.0	0.0	5.0	0.0	17.2	0.0	18.7	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	B	A	B-	A	A	A
HCM2kAvqQ:	0	0	0	0	0	0	1	0	3	0	0	0

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

Intersection #12: Wolfe Rd/Vallico Pkwy



Street Name:	Wolfe Road						Vallico Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

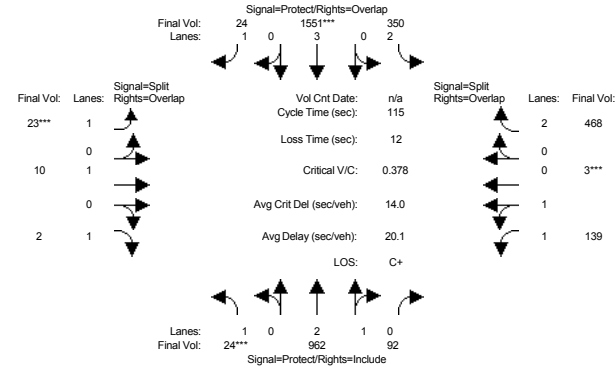
Volume Module:												
Base Vol:	23	1470	89	325	894	17	16	2	1	80	5	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	1470	89	325	894	17	16	2	1	80	5	159
Added Vol:	0	11	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	1481	89	325	901	17	16	2	1	80	5	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	1481	89	325	901	17	16	2	1	80	5	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	1481	89	325	901	17	16	2	1	80	5	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	23	1481	89	325	901	17	16	2	1	80	5	159

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	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.83
Lanes:	1.00	2.82	0.18	2.00	3.00	1.00	1.00	1.00	1.00	1.88	0.12	2.00
Final Sat.:	1750	5282	317	3150	5700	1750	1750	1900	1750	3341	209	3150

Capacity Analysis Module:												
Vol/Sat:	0.01	0.28	0.28	0.10	0.16	0.01	0.01	0.00	0.00	0.02	0.02	0.05
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	23.7	64.3	64.3	23.7	64.3	74.3	10.0	10.0	33.7	10.0	10.0	33.7
Volume/Cap:	0.07	0.52	0.52	0.52	0.30	0.02	0.11	0.01	0.00	0.29	0.29	0.18
Uniform Del:	39.1	17.9	17.9	43.1	15.4	8.8	50.9	50.5	31.0	51.7	51.7	32.7
IncrementDel:	0.1	0.2	0.2	0.8	0.1	0.0	0.3	0.0	0.0	0.5	0.5	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	39.2	18.1	18.1	43.9	15.4	8.8	51.2	50.5	31.0	52.2	52.2	32.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.2	18.1	18.1	43.9	15.4	8.8	51.2	50.5	31.0	52.2	52.2	32.8
LOS by Move:	D	B-	B-	D	B	A	D-	D	C	D-	D-	C-
HCM2kAvgQ:	1	12	12	6	6	0	1	0	0	2	2	3

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

Intersection #12: Wolfe Rd/Vallico Pkwy



Street Name:	Wolfe Road						Vallico Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

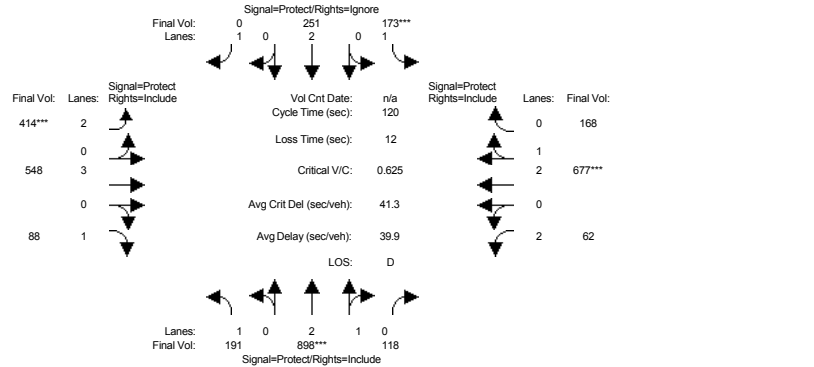
Volume Module:												
Base Vol:	24	955	92	350	1542	24	23	10	2	139	3	468
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	955	92	350	1542	24	23	10	2	139	3	468
Added Vol:	0	7	0	0	9	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	962	92	350	1551	24	23	10	2	139	3	468
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	962	92	350	1551	24	23	10	2	139	3	468
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	962	92	350	1551	24	23	10	2	139	3	468
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	24	962	92	350	1551	24	23	10	2	139	3	468

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	0.93	0.95	0.83
Lanes:	1.00	2.73	0.27	2.00	3.00	1.00	1.00	1.00	1.00	1.96	0.04	2.00
Final Sat.:	1750	5111	489	3150	5700	1750	1750	1900	1750	3475	75	3150

Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.19	0.11	0.27	0.01	0.01	0.01	0.00	0.04	0.04	0.15
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	7.0	51.5	51.5	30.4	75.0	85.0	10.0	10.0	17.0	11.0	11.0	41.5
Volume/Cap:	0.23	0.42	0.42	0.42	0.42	0.02	0.15	0.06	0.01	0.42	0.42	0.41
Uniform Del:	51.4	21.6	21.6	35.0	9.6	4.0	48.6	48.2	41.8	49.0	49.0	27.6
IncrementDel:	1.1	0.1	0.1	0.3	0.1	0.0	0.5	0.2	0.0	0.8	0.8	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	52.5	21.7	21.7	35.3	9.6	4.0	49.0	48.3	41.8	49.8	49.8	27.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.5	21.7	21.7	35.3	9.6	4.0	49.0	48.3	41.8	49.8	49.8	27.9
LOS by Move:	D-	C+	C+	D+	A	A	D	D	D	D	D	C
HCM2kAvgQ:	1	8	8	6	9	0	1	0	0	3	3	7

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

Intersection #13: Wolfe Rd/Stevens Creek Blvd



Street Name:	Wolfe Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

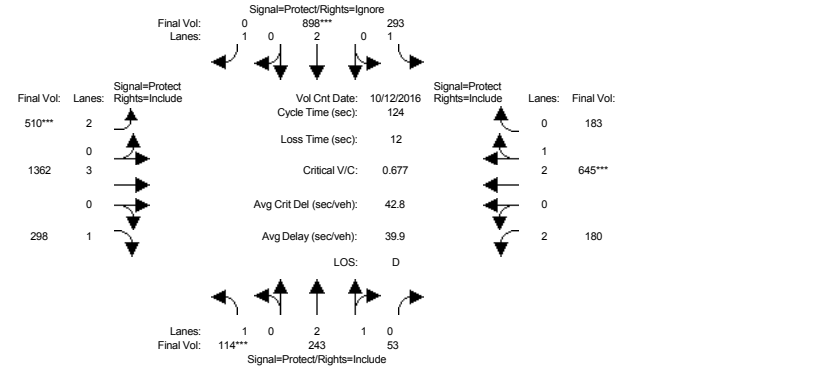
Volume Module:												
Base Vol:	191	898	118	173	251	472	414	548	88	62	677	168
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	191	898	118	173	251	472	414	548	88	62	677	168
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	191	898	118	173	251	472	414	548	88	62	677	168
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	191	898	118	173	251	0	414	548	88	62	677	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	898	118	173	251	0	414	548	88	62	677	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	191	898	118	173	251	0	414	548	88	62	677	168

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	1.00	2.64	0.36	1.00	2.00	1.00	2.00	3.00	1.00	2.00	2.38	0.62
Final Sat.:	1750	4949	650	1750	3800	1750	3150	5700	1750	3150	4485	1113

Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.18	0.10	0.07	0.00	0.13	0.10	0.05	0.02	0.15	0.15
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	30.5	34.8	34.8	19.0	23.3	0.0	25.2	33.7	33.7	20.5	29.0	29.0
Volume/Cap:	0.43	0.63	0.63	0.63	0.34	0.00	0.63	0.34	0.18	0.12	0.63	0.63
Uniform Del:	37.5	36.9	36.9	47.2	41.7	0.0	43.1	34.3	32.7	42.1	40.7	40.7
IncrementDel:	0.7	0.8	0.8	4.4	0.3	0.0	1.9	0.1	0.2	0.1	0.9	0.9
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	38.1	37.7	37.7	51.6	42.0	0.0	45.0	34.4	32.8	42.2	41.6	41.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.1	37.7	37.7	51.6	42.0	0.0	45.0	34.4	32.8	42.2	41.6	41.6
LOS by Move:	D+	D+	D+	D-	D	A	D	C-	C-	D	D	D
HCM2kAvqQ:	6	11	11	6	4	0	8	4	2	1	9	9

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

Intersection #13: Wolfe Rd/Stevens Creek Blvd



Street Name:	Wolfe Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

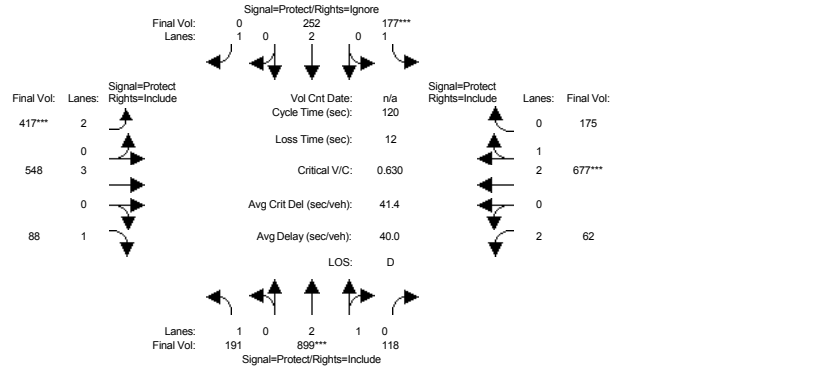
Volume Module:												
Base Vol:	114	243	53	293	898	427	510	1362	298	180	645	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	243	53	293	898	427	510	1362	298	180	645	183
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	243	53	293	898	427	510	1362	298	180	645	183
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	243	53	293	898	0	510	1362	298	180	645	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	243	53	293	898	0	510	1362	298	180	645	183
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	114	243	53	293	898	0	510	1362	298	180	645	183

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	1.00	2.44	0.56	1.00	2.00	1.00	2.00	3.00	1.00	2.00	2.31	0.69
Final Sat.:	1750	4596	1002	1750	3800	1750	3150	5700	1750	3150	4361	1237

Capacity Analysis Module:												
Vol/Sat:	0.07	0.05	0.05	0.17	0.24	0.00	0.16	0.24	0.17	0.06	0.15	0.15
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	11.9	18.0	18.0	37.3	43.3	0.0	29.7	45.8	45.8	11.0	27.1	27.1
Volume/Cap:	0.68	0.37	0.37	0.56	0.68	0.00	0.68	0.65	0.46	0.65	0.68	0.68
Uniform Del:	54.2	47.9	47.9	36.4	34.4	0.0	42.8	32.4	29.7	54.7	44.4	44.4
IncrementDel:	10.5	0.3	0.3	1.3	1.4	0.0	2.5	0.7	0.5	5.2	1.5	1.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	64.7	48.2	48.2	37.8	35.8	0.0	45.3	33.1	30.2	59.9	46.0	46.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.7	48.2	48.2	37.8	35.8	0.0	45.3	33.1	30.2	59.9	46.0	46.0
LOS by Move:	E	D	D	D+	D+	A	D	C-	C	E+	D	D
HCM2kAvqQ:	6	4	4	9	13	0	11	12	7	5	10	10

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

Intersection #13: Wolfe Rd/Stevens Creek Blvd



Street Name:	Wolfe Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

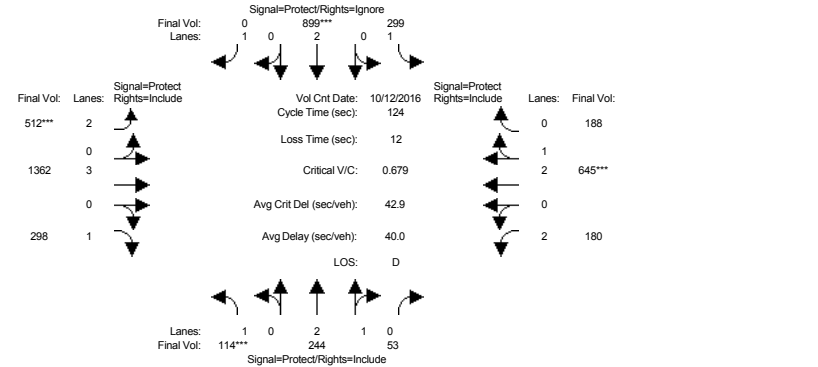
Volume Module:												
Base Vol:	191	898	118	173	251	472	414	548	88	62	677	168
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	191	898	118	173	251	472	414	548	88	62	677	168
Added Vol:	0	1	0	4	1	2	3	0	0	0	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	191	899	118	177	252	474	417	548	88	62	677	175
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	191	899	118	177	252	0	417	548	88	62	677	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	899	118	177	252	0	417	548	88	62	677	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	191	899	118	177	252	0	417	548	88	62	677	175

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	1.00	2.64	0.36	1.00	2.00	1.00	2.00	3.00	1.00	2.00	2.36	0.64
Final Sat.:	1750	4949	650	1750	3800	1750	3150	5700	1750	3150	4448	1150

Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.18	0.10	0.07	0.00	0.13	0.10	0.05	0.02	0.15	0.15
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	30.5	34.6	34.6	19.3	23.3	0.0	25.2	33.7	33.7	20.5	29.0	29.0
Volume/Cap:	0.43	0.63	0.63	0.63	0.34	0.00	0.63	0.34	0.18	0.12	0.63	0.63
Uniform Del:	37.4	37.2	37.2	47.1	41.7	0.0	43.2	34.3	32.7	42.1	40.7	40.7
IncrementDel:	0.7	0.8	0.8	4.6	0.3	0.0	2.0	0.1	0.2	0.1	1.0	1.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	38.1	38.0	38.0	51.6	42.0	0.0	45.1	34.4	32.8	42.2	41.7	41.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.1	38.0	38.0	51.6	42.0	0.0	45.1	34.4	32.8	42.2	41.7	41.7
LOS by Move:	D+	D+	D+	D-	D	A	D	C-	C-	D	D	D
HCM2kAvqQ:	6	11	11	6	4	0	9	4	2	1	9	9

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

Intersection #13: Wolfe Rd/Stevens Creek Blvd



Street Name:	Wolfe Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

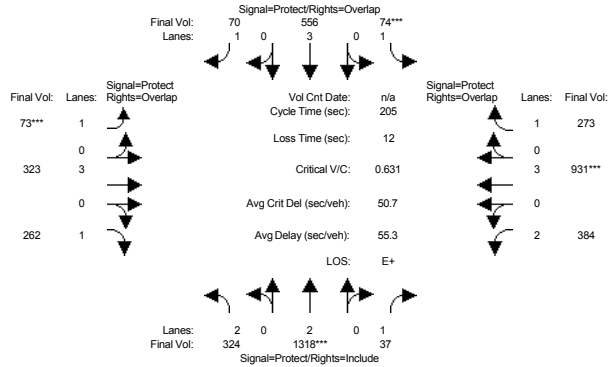
Volume Module:												
Base Vol:	114	243	53	293	898	427	510	1362	298	180	645	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	243	53	293	898	427	510	1362	298	180	645	183
Added Vol:	0	1	0	6	1	3	2	0	0	0	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	244	53	299	899	430	512	1362	298	180	645	188
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	244	53	299	899	0	512	1362	298	180	645	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	244	53	299	899	0	512	1362	298	180	645	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	114	244	53	299	899	0	512	1362	298	180	645	188

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	1.00	2.44	0.56	1.00	2.00	1.00	2.00	3.00	1.00	2.00	2.30	0.70
Final Sat.:	1750	4599	999	1750	3800	1750	3150	5700	1750	3150	4334	1263

Capacity Analysis Module:												
Vol/Sat:	0.07	0.05	0.05	0.17	0.24	0.00	0.16	0.24	0.17	0.06	0.15	0.15
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	11.9	17.7	17.7	37.4	43.2	0.0	29.7	45.9	45.9	11.0	27.2	27.2
Volume/Cap:	0.68	0.37	0.37	0.57	0.68	0.00	0.68	0.65	0.46	0.65	0.68	0.68
Uniform Del:	54.2	48.1	48.1	36.4	34.5	0.0	42.8	32.3	29.6	54.6	44.4	44.4
IncrementDel:	10.7	0.3	0.3	1.4	1.4	0.0	2.5	0.7	0.5	5.2	1.6	1.6
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	64.9	48.4	48.4	37.9	35.9	0.0	45.3	33.0	30.2	59.8	46.0	46.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.9	48.4	48.4	37.9	35.9	0.0	45.3	33.0	30.2	59.8	46.0	46.0
LOS by Move:	E	D	D	D+	D+	A	D	C-	C	E+	D	D
HCM2kAvqQ:	6	4	4	9	13	0	11	12	7	5	10	10

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

Intersection #1: Wolfe Rd/El Camino Real (SR 82)



Street Name:	Wolfe Road						El Camino Real					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

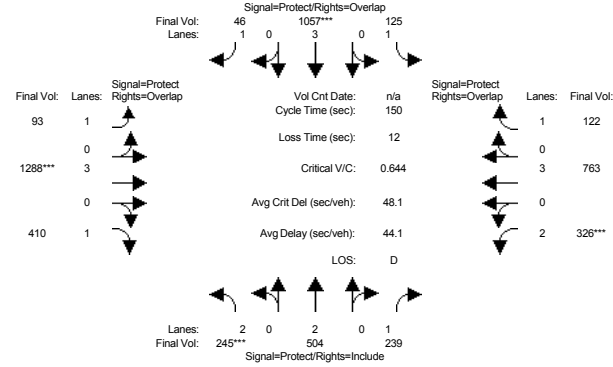
Volume Module:	Wolfe Road			El Camino Real		
	Base Vol	Growth Adj	Initial Bse	Base Vol	Growth Adj	Initial Bse
Base Vol:	324	1318	37	74	556	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	324	1318	37	74	556	70
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	324	1318	37	74	556	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	324	1318	37	74	556	70
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	324	1318	37	74	556	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	324	1318	37	74	556	70

Saturation Flow Module:	Wolfe Road						El Camino Real					
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	5700	1750	3150	5700	1750

Capacity Analysis Module:	Wolfe Road						El Camino Real					
Vol/Sat:	0.10	0.35	0.02	0.04	0.10	0.04	0.04	0.06	0.15	0.12	0.16	0.16
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	64.9	113	112.7	13.7	61.5	75.1	13.5	21.1	86.0	45.5	53.1	66.8
Volume/Cap:	0.33	0.63	0.04	0.63	0.33	0.11	0.63	0.55	0.36	0.55	0.63	0.48
Uniform Del:	53.4	31.8	21.2	93.2	55.6	42.9	93.3	87.4	40.6	70.7	67.3	55.2
IncrcmntDel:	0.2	0.6	0.0	10.6	0.1	0.1	10.7	1.1	0.3	0.9	0.9	0.6
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	53.6	32.5	21.3	103.8	55.7	43.0	104.0	88.5	40.9	71.6	68.2	55.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.6	32.5	21.3	103.8	55.7	43.0	104.0	88.5	40.9	71.6	68.2	55.8
LOS by Move:	D-	C-	C+	F	E+	D	F	F	D	E	E	E+
HCM2kAvgQ:	9	27	1	6	9	3	6	7	12	13	17	14

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

Intersection #1: Wolfe Rd/El Camino Real (SR 82)



Street Name:	Wolfe Road						El Camino Real					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

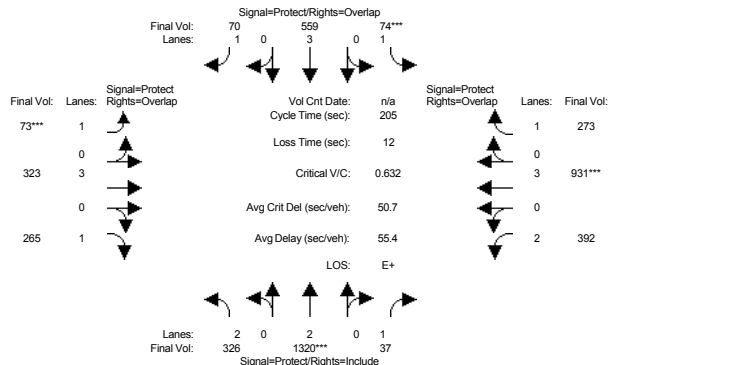
Volume Module:	Wolfe Road			El Camino Real		
	Base Vol	Growth Adj	Initial Bse	Base Vol	Growth Adj	Initial Bse
Base Vol:	245	504	239	125	1057	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	245	504	239	125	1057	46
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	245	504	239	125	1057	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	245	504	239	125	1057	46
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	245	504	239	125	1057	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	245	504	239	125	1057	46

Saturation Flow Module:	Wolfe Road						El Camino Real					
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	5700	1750	3150	5700	1750

Capacity Analysis Module:	Wolfe Road						El Camino Real					
Vol/Sat:	0.08	0.13	0.14	0.07	0.19	0.03	0.05	0.23	0.23	0.10	0.13	0.07
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	18.1	40.2	40.2	21.0	43.2	65.0	21.8	52.6	70.7	24.1	54.9	76.0
Volume/Cap:	0.64	0.49	0.51	0.51	0.64	0.06	0.37	0.64	0.50	0.64	0.37	0.14
Uniform Del:	62.9	46.3	46.5	59.7	46.7	24.7	57.9	40.8	27.4	58.9	34.8	19.6
IncrcmntDel:	3.8	0.4	0.9	1.8	0.9	0.0	0.9	0.7	0.5	2.9	0.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	66.6	46.7	47.4	61.5	47.6	24.8	58.8	41.6	27.8	61.8	34.9	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:	66.6	46.7	47.4	61.5	47.6	24.8	58.8	41.6	27.8	61.8	34.9	19.7
LOS by Move:	E	D	D	E	D	C	E+	D	C	E	C-	B-
HCM2kAvgQ:	6	9	9	6	15	1	4	17	14	9	8	3

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

Intersection #1: Wolfe Rd/El Camino Real (SR 82)



Street Name:	Wolfe Road						El Camino Real														
	North Bound			South Bound			East Bound		West Bound												
Approach:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	324	1318	37	74	556	70	73	323	262	384	931	273
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	324	1318	37	74	556	70	73	323	262	384	931	273
Added Vol:	2	2	0	0	3	0	0	0	3	8	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	326	1320	37	74	559	70	73	323	265	392	931	273
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	326	1320	37	74	559	70	73	323	265	392	931	273
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	326	1320	37	74	559	70	73	323	265	392	931	273
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	326	1320	37	74	559	70	73	323	265	392	931	273

Saturation Flow Module:

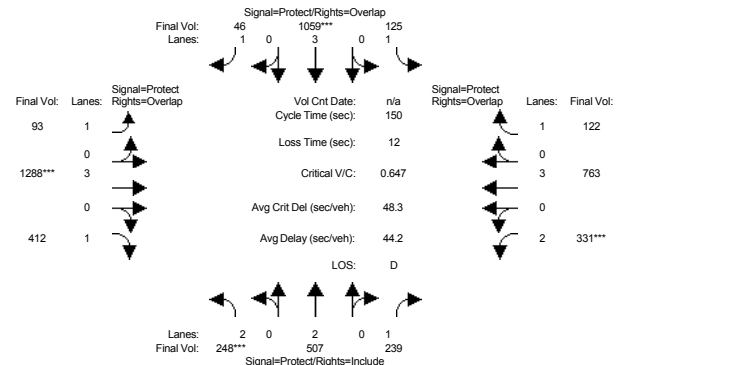
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	5700	1750	3150	5700	1750

Capacity Analysis Module:

Vol/Sat:	0.10	0.35	0.02	0.04	0.10	0.04	0.04	0.06	0.15	0.12	0.16	0.16
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	
Green Time:	64.9	113	112.7	13.7	61.5	75.1	13.5	20.8	85.7	45.7	53.0	66.7
Volume/Cap:	0.33	0.63	0.04	0.63	0.33	0.11	0.63	0.56	0.36	0.56	0.63	0.48
Uniform Del:	53.4	31.8	21.2	93.2	55.7	42.9	93.3	87.7	40.9	70.7	67.3	55.2
IncrementDel:	0.2	0.6	0.0	10.7	0.1	0.1	10.8	1.2	0.3	1.0	0.9	0.6
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	53.6	32.4	21.2	103.8	55.8	43.0	104.1	88.9	41.2	71.7	68.2	55.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.6	32.4	21.2	103.8	55.8	43.0	104.1	88.9	41.2	71.7	68.2	55.9
LOS by Move:	D-	C-	C+	F	E+	D	F	F	D	E	E	E+
HCM2kAvgQ:	9	27	1	6	9	3	6	7	12	13	17	14

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

Intersection #1: Wolfe Rd/El Camino Real (SR 82)



Street Name:	Wolfe Road						El Camino Real														
	North Bound			South Bound			East Bound		West Bound												
Approach:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	245	504	239	125	1057	46	93	1288	410	326	763	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	245	504	239	125	1057	46	93	1288	410	326	763	122
Added Vol:	3	3	0	0	2	0	0	0	2	5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	248	507	239	125	1059	46	93	1288	412	331	763	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	248	507	239	125	1059	46	93	1288	412	331	763	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	248	507	239	125	1059	46	93	1288	412	331	763	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	248	507	239	125	1059	46	93	1288	412	331	763	122

Saturation Flow Module:

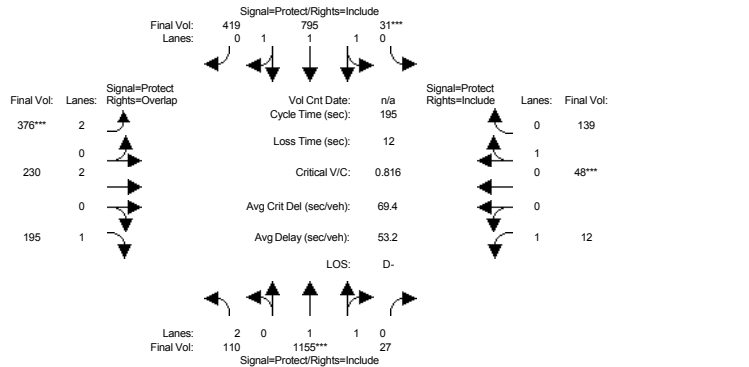
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	5700	1750	3150	5700	1750

Capacity Analysis Module:

Vol/Sat:	0.08	0.13	0.14	0.07	0.19	0.03	0.05	0.23	0.24	0.11	0.13	0.07
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	
Green Time:	18.2	40.2	40.2	21.0	43.0	64.8	21.8	52.4	70.6	24.3	54.9	76.0
Volume/Cap:	0.65	0.50	0.51	0.51	0.65	0.06	0.37	0.65	0.50	0.65	0.37	0.14
Uniform Del:	62.8	46.3	46.5	59.7	46.8	24.8	57.9	41.1	27.5	58.8	34.8	19.6
IncrementDel:	3.8	0.4	0.9	1.8	0.9	0.0	0.9	0.8	0.5	2.9	0.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	66.6	46.7	47.4	61.5	47.7	24.9	58.8	41.8	28.0	61.7	34.9	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:	66.6	46.7	47.4	61.5	47.7	24.9	58.8	41.8	28.0	61.7	34.9	19.7
LOS by Move:	E	D	D	E	D	C	E+	D	C	E	C-	B-
HCM2kAvgQ:	6	9	9	6	15	1	4	17	14	9	8	3

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

Intersection #2: Wolfe Rd/Fremont Ave



Street Name:	Wolfe Road				Fremont Avenue				
	North Bound		South Bound		East Bound		West Bound		
Approach:	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

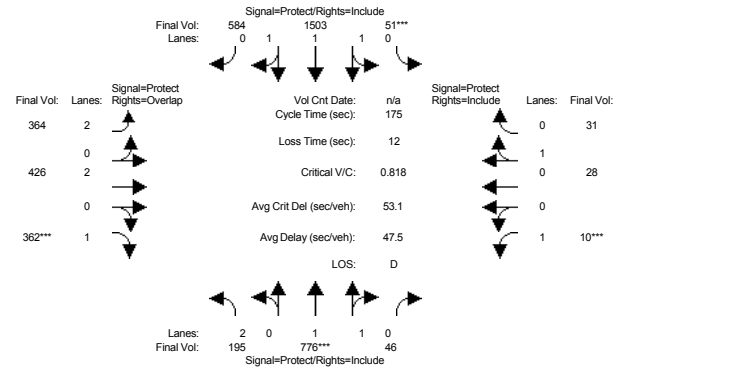
Volume Module:	110		1155		27		31		795		419		376		230		195		12		48		139		
Base Vol:	110	1155	27	31	795	419	376	230	195	12	48	139													
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Saturation Flow Module:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.95	0.97	0.95	0.83	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95	0.83	1.00	0.92	0.92	0.95	0.95

Capacity Analysis Module:	0.03		0.32		0.32		0.22		0.22		0.23		0.12		0.06		0.11		0.01		0.10		0.10	
Vol/Sat:	0.03	0.32	0.32	0.22	0.22	0.23	0.12	0.06	0.11	0.01	0.10	0.10												
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****	****	****	****	****	****	****	****	****	****	****	****	****

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

Intersection #2: Wolfe Rd/Fremont Ave



Street Name:	Wolfe Road				Fremont Avenue				
	North Bound		South Bound		East Bound		West Bound		
Approach:	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

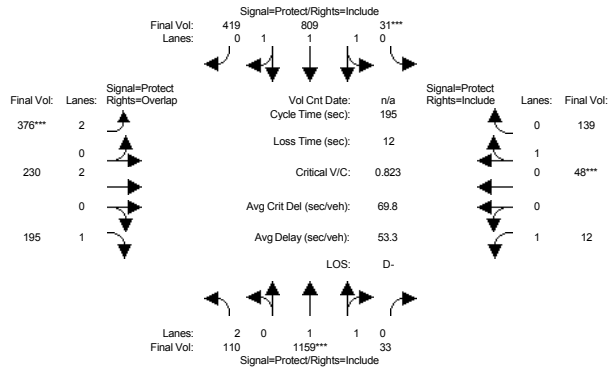
Volume Module:	195		776		46		51		1503		584		364		426		362		10		28		31		
Base Vol:	195	776	46	51	1503	584	364	426	362	10	28	31													
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Saturation Flow Module:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.95	0.97	0.95	0.83	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95	0.83	1.00	0.92	0.92	0.95	0.95

Capacity Analysis Module:	0.06		0.22		0.39		0.39		0.39		0.12		0.11		0.21		0.01		0.03		0.03			
Vol/Sat:	0.06	0.22	0.22	0.39	0.39	0.39	0.12	0.11	0.21	0.01	0.03	0.03												
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****	****	****	****	****	****	****	****	****	****	****	****	****

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

Intersection #2: Wolfe Rd/Fremont Ave



Street Name:	Wolfe Road				Fremont Avenue				
	North Bound		South Bound		East Bound		West Bound		
Approach:	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

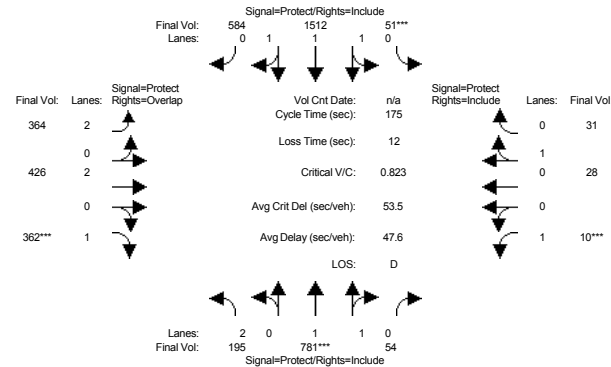
Volume Module:	Wolfe Road		Fremont Avenue	
	North Bound	South Bound	East Bound	West Bound
Base Vol:	110	1155	31	795
Growth Adj:	1.00	1.00	1.00	1.00
Initial Bse:	110	1155	27	795
Added Vol:	0	4	6	14
PasserByVol:	0	0	0	0
Initial Fut:	110	1159	33	809
User Adj:	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00
PHF Volume:	110	1159	33	809
Reduct Vol:	0	0	0	0
Reduced Vol:	110	1159	33	809
PCE Adj:	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00
FinalVolume:	110	1159	33	809

Saturation Flow Module:	Wolfe Road		Fremont Avenue	
	North Bound	South Bound	East Bound	West Bound
Sat/Lane:	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.97
Lanes:	2.00	1.94	0.06	0.08
Final Sat.:	3150	3597	102	137

Capacity Analysis Module:	Wolfe Road		Fremont Avenue	
	North Bound	South Bound	East Bound	West Bound
Vol/Sat:	0.03	0.32	0.32	0.23
Crit Moves:	****	****	****	****
Green Time:	17.4	76.3	76.3	53.8
Volume/Cap:	0.39	0.82	0.82	0.39
Uniform Del:	83.8	53.3	53.3	66.1
IncrementDel:	0.9	4.0	4.0	3.7
InitQueueDel:	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00
Delay/Veh:	84.7	57.2	57.2	69.9
User DelAdj:	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.7	57.2	57.2	69.9
LOS by Move:	F	E+	E+	E
HCM2kAvgQ:	4	33	33	25

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

Intersection #2: Wolfe Rd/Fremont Ave



Street Name:	Wolfe Road				Fremont Avenue				
	North Bound		South Bound		East Bound		West Bound		
Approach:	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

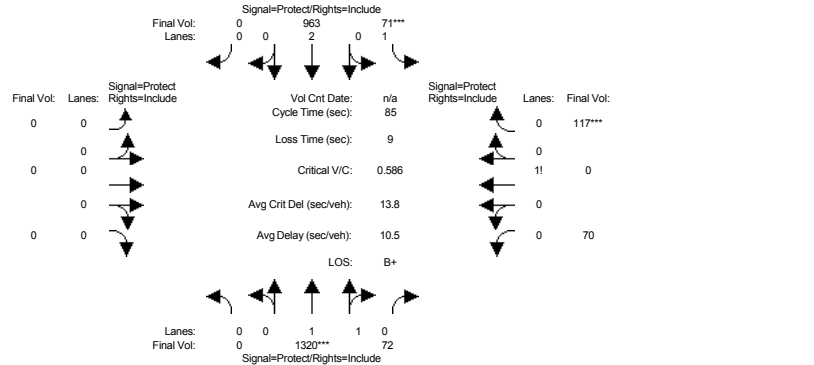
Volume Module:	Wolfe Road		Fremont Avenue	
	North Bound	South Bound	East Bound	West Bound
Base Vol:	195	776	46	1503
Growth Adj:	1.00	1.00	1.00	1.00
Initial Bse:	195	776	46	1503
Added Vol:	0	5	8	9
PasserByVol:	0	0	0	0
Initial Fut:	195	781	54	1512
User Adj:	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00
PHF Volume:	195	781	54	1512
Reduct Vol:	0	0	0	0
Reduced Vol:	195	781	54	1512
PCE Adj:	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00
FinalVolume:	195	781	54	1512

Saturation Flow Module:	Wolfe Road		Fremont Avenue	
	North Bound	South Bound	East Bound	West Bound
Sat/Lane:	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.97
Lanes:	2.00	1.87	0.13	0.07
Final Sat.:	3150	3461	239	131

Capacity Analysis Module:	Wolfe Road		Fremont Avenue	
	North Bound	South Bound	East Bound	West Bound
Vol/Sat:	0.06	0.23	0.23	0.39
Crit Moves:	****	****	****	****
Green Time:	17.3	46.3	46.3	80.0
Volume/Cap:	0.63	0.85	0.85	0.63
Uniform Del:	75.8	61.2	61.2	42.3
IncrementDel:	4.0	7.4	7.4	3.1
InitQueueDel:	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00
Delay/Veh:	79.8	68.6	68.6	45.3
User DelAdj:	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.8	68.6	68.6	45.3
LOS by Move:	E-	E	E	D
HCM2kAvgQ:	6	22	22	35

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

Intersection #3: Wolfe Rd/Marion Wy



Street Name:	Wolfe Road				Marion Way							
	North Bound		South Bound		East Bound		West Bound					
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	7	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

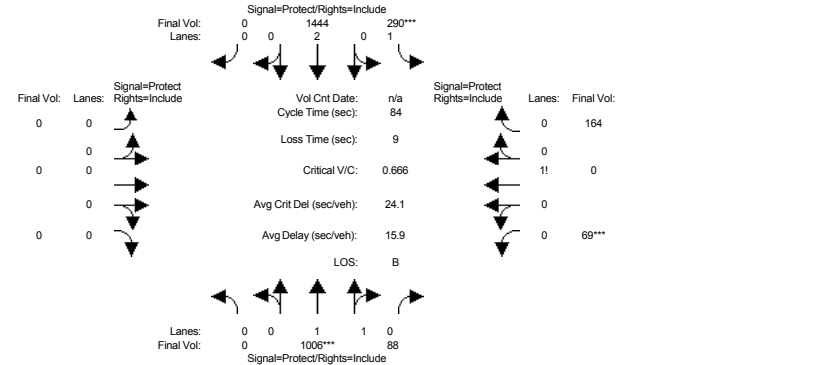
Volume Module:												
Base Vol:	0	1320	72	71	963	0	0	0	0	70	0	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1320	72	71	963	0	0	0	0	70	0	117
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1320	72	71	963	0	0	0	0	70	0	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1320	72	71	963	0	0	0	0	70	0	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1320	72	71	963	0	0	0	0	70	0	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1320	72	71	963	0	0	0	0	70	0	117

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	0.92	0.92
Lanes:	0.00	1.89	0.11	1.00	2.00	0.00	0.00	0.00	0.00	0.37	0.00	0.63
Final Sat.:	0	3508	191	1750	3800	0	0	0	0	655	0	1095

Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.38	0.04	0.25	0.00	0.00	0.00	0.00	0.11	0.00	0.11
Crit Moves:	****											
Green Time:	0.0	53.7	53.7	7.0	60.7	0.0	0.0	0.0	0.0	15.3	0.0	15.3
Volume/Cap:	0.00	0.60	0.60	0.49	0.35	0.00	0.00	0.00	0.00	0.60	0.00	0.60
Uniform Del:	0.0	9.2	9.2	37.3	4.6	0.0	0.0	0.0	0.0	32.0	0.0	32.0
IncrementDel:	0.0	0.4	0.4	2.6	0.1	0.0	0.0	0.0	0.0	3.1	0.0	3.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	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	9.6	9.6	39.9	4.7	0.0	0.0	0.0	0.0	35.1	0.0	35.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.6	9.6	39.9	4.7	0.0	0.0	0.0	0.0	35.1	0.0	35.1
LOS by Move:	A	A	A	D	A	A	A	A	A	D+	A	D+
HCM2kAvgQ:	0	11	11	2	5	0	0	0	0	6	0	6

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

Intersection #3: Wolfe Rd/Marion Wy



Street Name:	Wolfe Road				Marion Way							
	North Bound		South Bound		East Bound		West Bound					
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	7	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

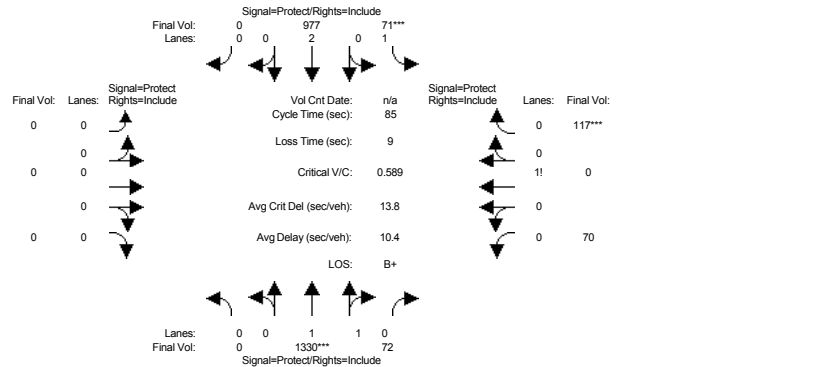
Volume Module:												
Base Vol:	0	1006	88	290	1444	0	0	0	0	69	0	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1006	88	290	1444	0	0	0	0	69	0	164
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1006	88	290	1444	0	0	0	0	69	0	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1006	88	290	1444	0	0	0	0	69	0	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1006	88	290	1444	0	0	0	0	69	0	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1006	88	290	1444	0	0	0	0	69	0	164

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	0.92	0.92
Lanes:	0.00	1.83	0.17	1.00	2.00	0.00	0.00	0.00	0.00	0.30	0.00	0.70
Final Sat.:	0	3402	298	1750	3800	0	0	0	0	518	0	1232

Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.30	0.17	0.38	0.00	0.00	0.00	0.00	0.13	0.00	0.13
Crit Moves:	****											
Green Time:	0.0	37.3	37.3	20.9	58.2	0.0	0.0	0.0	0.0	16.8	0.0	16.8
Volume/Cap:	0.00	0.67	0.67	0.67	0.55	0.00	0.00	0.00	0.00	0.67	0.00	0.67
Uniform Del:	0.0	18.4	18.4	28.4	6.4	0.0	0.0	0.0	0.0	31.0	0.0	31.0
IncrementDel:	0.0	1.1	1.1	3.9	0.2	0.0	0.0	0.0	0.0	4.8	0.0	4.8
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	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	19.5	19.5	32.3	6.6	0.0	0.0	0.0	0.0	35.8	0.0	35.8
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	19.5	19.5	32.3	6.6	0.0	0.0	0.0	0.0	35.8	0.0	35.8
LOS by Move:	A	B-	B-	C-	A	A	A	A	A	D+	A	D+
HCM2kAvgQ:	0	11	11	7	9	0	0	0	0	7	0	7

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

Intersection #3: Wolfe Rd/Marion Wy



Street Name:	Wolfe Road				Marion Way						
	North Bound		South Bound		East Bound		West Bound				
Approach:	L	T	R	L	T	R	L	T	R		
Min. Green:	0	10	10	7	10	0	0	0	7	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

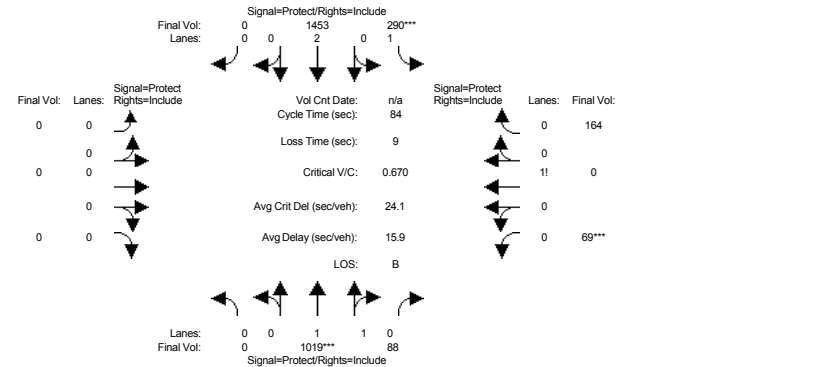
Volume Module:											
Base Vol:	0	1320	72	71	963	0	0	0	70	0	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1320	72	71	963	0	0	0	70	0	117
Added Vol:	0	10	0	0	14	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1330	72	71	977	0	0	0	70	0	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1330	72	71	977	0	0	0	70	0	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1330	72	71	977	0	0	0	70	0	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1330	72	71	977	0	0	0	70	0	117

Saturation Flow Module:												
Sat/Lane:	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	0.92	
Lanes:	0.00	1.89	0.11	1.00	2.00	0.00	0.00	0.00	0.00	0.37	0.00	0.63
Final Sat.:	0	3510	190	1750	3800	0	0	0	655	0	1095	

Capacity Analysis Module:											
Vol/Sat:	0.00	0.38	0.38	0.04	0.26	0.00	0.00	0.00	0.11	0.00	0.11
Crit Moves:	****										
Green Time:	0.0	53.8	53.8	7.0	60.8	0.0	0.0	0.0	15.2	0.0	15.2
Volume/Cap:	0.00	0.60	0.60	0.49	0.36	0.00	0.00	0.00	0.60	0.00	0.60
Uniform Del:	0.0	9.2	9.2	37.3	4.6	0.0	0.0	0.0	32.1	0.0	32.1
IncrementDel:	0.0	0.4	0.4	2.6	0.1	0.0	0.0	0.0	3.2	0.0	3.2
InitQueueDel:	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	1.00	0.00	1.00
Delay/Veh:	0.0	9.6	9.6	39.9	4.7	0.0	0.0	0.0	35.3	0.0	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
AdjDel/Veh:	0.0	9.6	9.6	39.9	4.7	0.0	0.0	0.0	35.3	0.0	35.3
LOS by Move:	A	A	A	D	A	A	A	A	D+	A	D+
HCM2kAvgQ:	0	11	11	2	5	0	0	0	6	0	6

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

Intersection #3: Wolfe Rd/Marion Wy



Street Name:	Wolfe Road				Marion Way						
	North Bound		South Bound		East Bound		West Bound				
Approach:	L	T	R	L	T	R	L	T	R		
Min. Green:	0	10	10	7	10	0	0	0	7	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

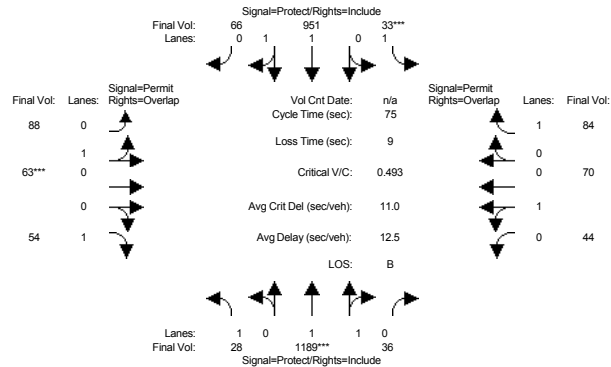
Volume Module:											
Base Vol:	0	1006	88	290	1444	0	0	0	69	0	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1006	88	290	1444	0	0	0	69	0	164
Added Vol:	0	13	0	0	9	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1019	88	290	1453	0	0	0	69	0	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1019	88	290	1453	0	0	0	69	0	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1019	88	290	1453	0	0	0	69	0	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1019	88	290	1453	0	0	0	69	0	164

Saturation Flow Module:											
Sat/Lane:	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	0.92
Lanes:	0.00	1.84	0.16	1.00	2.00	0.00	0.00	0.00	0.30	0.00	0.70
Final Sat.:	0	3406	294	1750	3800	0	0	0	518	0	1232

Capacity Analysis Module:											
Vol/Sat:	0.00	0.30	0.30	0.17	0.38	0.00	0.00	0.00	0.13	0.00	0.13
Crit Moves:	****										
Green Time:	0.0	37.5	37.5	20.8	58.3	0.0	0.0	0.0	16.7	0.0	16.7
Volume/Cap:	0.00	0.67	0.67	0.67	0.55	0.00	0.00	0.00	0.67	0.00	0.67
Uniform Del:	0.0	18.3	18.3	28.5	6.4	0.0	0.0	0.0	31.1	0.0	31.1
IncrementDel:	0.0	1.1	1.1	4.0	0.3	0.0	0.0	0.0	5.0	0.0	5.0
InitQueueDel:	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	1.00	0.00	1.00
Delay/Veh:	0.0	19.4	19.4	32.6	6.6	0.0	0.0	0.0	36.1	0.0	36.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.4	19.4	32.6	6.6	0.0	0.0	0.0	36.1	0.0	36.1
LOS by Move:	A	B-	B-	C-	A	A	A	A	D+	A	D+
HCM2kAvgQ:	0	11	11	7	9	0	0	0	7	0	7

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

Intersection #4: Wolfe Rd/Inverness Wy



Street Name:	Wolfe Road				Inverness Way							
	North Bound		South Bound		East Bound		West Bound					
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

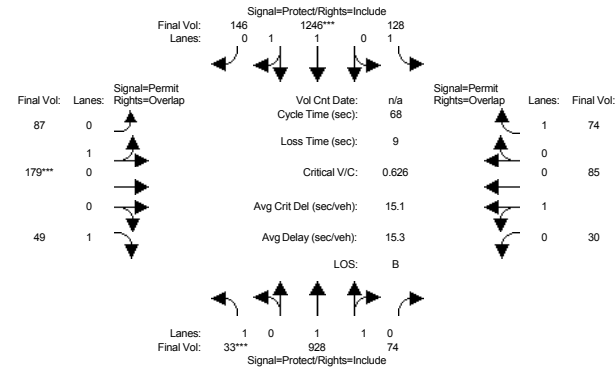
Volume Module:	Wolfe Road				Inverness Way							
	North Bound		South Bound		East Bound		West Bound					
Base Vol:	28	1189	36	33	951	66	88	63	54	44	70	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	1189	36	33	951	66	88	63	54	44	70	84
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	1189	36	33	951	66	88	63	54	44	70	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	1189	36	33	951	66	88	63	54	44	70	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	1189	36	33	951	66	88	63	54	44	70	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	28	1189	36	33	951	66	88	63	54	44	70	84

Saturation Flow Module:	Wolfe Road				Inverness Way			
	North Bound		South Bound		East Bound		West Bound	
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.95	0.92
Lanes:	1.00	1.94	0.06	1.00	1.87	0.13	0.58	0.42
Final Sat.:	1750	3591	109	1750	3460	240	1049	751

Capacity Analysis Module:	Wolfe Road				Inverness Way			
	North Bound		South Bound		East Bound		West Bound	
Vol/Sat:	0.02	0.33	0.33	0.02	0.27	0.27	0.08	0.08
Crit Moves:	****	****	****	****	****	****	****	****
Green Time:	13.7	47.1	47.1	7.0	40.4	40.4	11.9	11.9
Volume/Cap:	0.09	0.53	0.53	0.20	0.51	0.51	0.53	0.53
Uniform Del:	25.5	7.8	7.8	31.4	11.0	11.0	28.9	28.9
IncrementDel:	0.1	0.2	0.2	0.6	0.2	0.2	1.8	1.8
InitQueueDel:	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
Delay/Veh:	25.6	8.0	8.0	32.0	11.3	11.3	30.8	30.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.6	8.0	8.0	32.0	11.3	11.3	30.8	30.8
LOS by Move:	C	A	A	C-	B+	B+	C	C
HCM2kAvgQ:	1	8	8	1	8	8	4	4

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

Intersection #4: Wolfe Rd/Inverness Wy



Street Name:	Wolfe Road				Inverness Way							
	North Bound		South Bound		East Bound		West Bound					
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

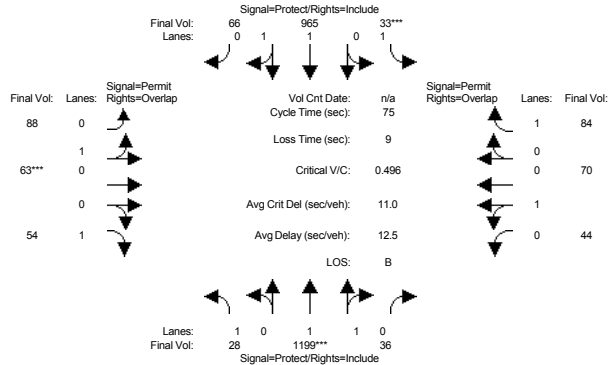
Volume Module:	Wolfe Road				Inverness Way							
	North Bound		South Bound		East Bound		West Bound					
Base Vol:	33	928	74	128	1246	146	87	179	49	30	85	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	928	74	128	1246	146	87	179	49	30	85	74
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	928	74	128	1246	146	87	179	49	30	85	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	928	74	128	1246	146	87	179	49	30	85	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	928	74	128	1246	146	87	179	49	30	85	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	33	928	74	128	1246	146	87	179	49	30	85	74

Saturation Flow Module:	Wolfe Road				Inverness Way			
	North Bound		South Bound		East Bound		West Bound	
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.92
Lanes:	1.00	1.85	0.15	1.00	1.78	0.22	0.33	0.67
Final Sat.:	1750	3427	273	1750	3312	388	589	1211

Capacity Analysis Module:	Wolfe Road				Inverness Way			
	North Bound		South Bound		East Bound		West Bound	
Vol/Sat:	0.02	0.27	0.27	0.07	0.38	0.38	0.15	0.15
Crit Moves:	****	****	****	****	****	****	****	****
Green Time:	7.0	32.1	32.1	12.2	37.3	37.3	14.7	14.7
Volume/Cap:	0.18	0.57	0.57	0.41	0.69	0.69	0.69	0.69
Uniform Del:	27.9	13.0	13.0	24.7	11.1	11.1	24.5	24.5
IncrementDel:	0.5	0.5	0.5	0.9	1.0	1.0	5.0	5.0
InitQueueDel:	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
Delay/Veh:	28.4	13.4	13.4	25.6	12.1	12.1	29.6	29.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.4	13.4	13.4	25.6	12.1	12.1	29.6	29.6
LOS by Move:	C	B	B	C	B	B	C	C
HCM2kAvgQ:	1	8	8	2	11	11	7	7

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

Intersection #4: Wolfe Rd/Inverness Wy



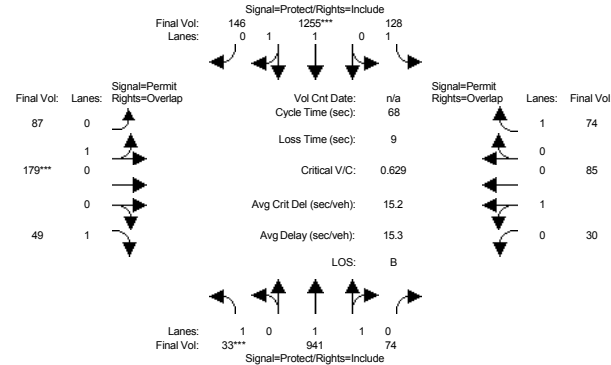
Street Name:	Wolfe Road						Inverness Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:		North Bound		South Bound		East Bound		West Bound					
Base Vol:	28	1189	36	33	951	66	88	63	54	44	70	84	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	28	1189	36	33	951	66	88	63	54	44	70	84	
Added Vol:	0	10	0	0	14	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	1199	36	33	965	66	88	63	54	44	70	84	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	28	1199	36	33	965	66	88	63	54	44	70	84	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	1199	36	33	965	66	88	63	54	44	70	84	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Final Volume:	28	1199	36	33	965	66	88	63	54	44	70	84	

Saturation Flow Module:		North Bound		South Bound		East Bound		West Bound	
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.95	0.92	0.95
Lanes:	1.00	1.94	0.06	1.00	1.87	0.13	0.58	0.42	1.00
Final Sat.:	1750	3592	108	1750	3463	237	1049	751	1750

Capacity Analysis Module:		North Bound		South Bound		East Bound		West Bound					
Vol/Sat:	0.02	0.33	0.33	0.02	0.28	0.28	0.08	0.08	0.03	0.06	0.06	0.05	
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****	
Green Time:	13.6	47.2	47.2	7.0	40.6	40.6	11.8	11.8	25.4	11.8	11.8	18.8	
Volume/Cap:	0.09	0.53	0.53	0.20	0.52	0.52	0.53	0.53	0.09	0.40	0.40	0.19	
Uniform Del:	25.6	7.8	7.8	31.4	11.0	11.0	29.0	29.0	16.9	28.4	28.4	22.1	
IncrementDel:	0.1	0.2	0.2	0.6	0.2	0.2	1.9	1.9	0.1	0.9	0.9	0.2	
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Delay/Veh:	25.7	8.0	8.0	32.0	11.2	11.2	30.9	30.9	17.0	29.3	29.3	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:	25.7	8.0	8.0	32.0	11.2	11.2	30.9	30.9	17.0	29.3	29.3	22.3	
LOS by Move:	C	A	A	C-	B+	B+	C	C	B	C	C	C+	
HCM2kAvgQ:	1	8	8	1	8	8	4	4	4	1	3	3	2

Intersection #4: Wolfe Rd/Inverness Wy



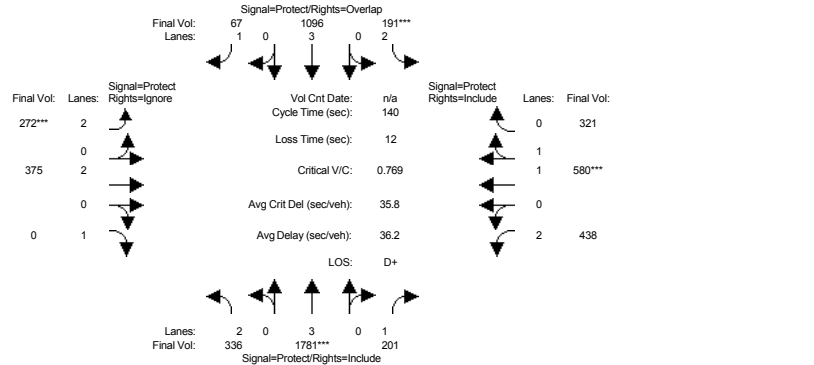
Street Name:	Wolfe Road						Inverness Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:		North Bound		South Bound		East Bound		West Bound					
Base Vol:	33	928	74	128	1246	146	87	179	49	30	85	74	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	33	928	74	128	1246	146	87	179	49	30	85	74	
Added Vol:	0	13	0	0	9	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	941	74	128	1255	146	87	179	49	30	85	74	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	33	941	74	128	1255	146	87	179	49	30	85	74	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	941	74	128	1255	146	87	179	49	30	85	74	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Final Volume:	33	941	74	128	1255	146	87	179	49	30	85	74	

Saturation Flow Module:		North Bound		South Bound		East Bound		West Bound	
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.92	0.95
Lanes:	1.00	1.85	0.15	1.00	1.79	0.21	0.33	0.67	1.00
Final Sat.:	1750	3430	270	1750	3314	386	589	1211	1750

Capacity Analysis Module:		North Bound		South Bound		East Bound		West Bound				
Vol/Sat:	0.02	0.27	0.27	0.07	0.38	0.38	0.15	0.15	0.03	0.06	0.06	0.04
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	7.0	32.3	32.3	12.1	37.4	37.4	14.6	14.6	21.6	14.6	14.6	26.7
Volume/Cap:	0.18	0.58	0.58	0.41	0.69	0.69	0.69	0.69	0.09	0.30	0.30	0.11
Uniform Del:	27.9	12.9	12.9	24.8	11.1	11.1	24.6	24.6	16.3	22.4	22.4	13.1
IncrementDel:	0.5	0.5	0.5	0.9	1.0	1.0	5.2	5.2	0.1	0.4	0.4	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	28.4	13.4	13.4	25.7	12.1	12.1	29.8	29.8	16.4	22.8	22.8	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:	28.4	13.4	13.4	25.7	12.1	12.1	29.8	29.8	16.4	22.8	22.8	13.2
LOS by Move:	C	B	B	C	B	B	C	C	B	C+	C+	B
HCM2kAvgQ:	1	8	8	2	11	11	7	7	1	2	2	2

Intersection #5: De Anza Blvd/Homestead Rd



Street Name:	De Anza Boulevard						Homestead Road					
	North Bound			South Bound			East Bound		West Bound			
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

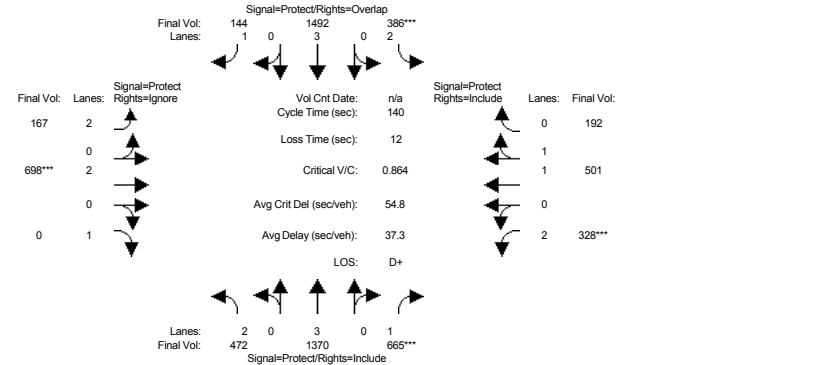
Volume Module:												
	North Bound			South Bound			East Bound		West Bound			
Base Vol:	336	1781	201	191	1096	67	272	375	308	438	580	321
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	336	1781	201	191	1096	67	272	375	308	438	580	321
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	336	1781	201	191	1096	67	272	375	308	438	580	321
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:	336	1781	201	191	1096	67	272	375	0	438	580	321
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	336	1781	201	191	1096	67	272	375	0	438	580	321
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	336	1781	201	191	1096	67	272	375	0	438	580	321

Saturation Flow Module:												
Sat/Lane:	North Bound			South Bound			East Bound		West Bound			
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.27	0.73
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2381	1318

Capacity Analysis Module:												
Vol/Sat:	North Bound			South Bound			East Bound		West Bound			
Crit Moves:	0.11	0.31	0.11	0.06	0.19	0.04	0.09	0.10	0.00	0.14	0.24	0.24
Green Time:	24.2	56.9	56.9	11.0	43.7	59.4	15.7	24.9	0.0	35.1	44.4	44.4
Volume/Cap:	0.62	0.77	0.28	0.77	0.62	0.09	0.77	0.55	0.00	0.55	0.77	0.77
Uniform Del:	53.6	35.9	27.9	63.2	41.0	24.1	60.4	52.5	0.0	45.6	43.2	43.2
IncrcmntDel:	2.1	1.6	0.2	13.6	0.7	0.1	9.8	1.0	0.0	0.9	3.2	3.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.86	0.54	0.54	0.94	0.70	0.51	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	48.2	21.1	15.4	73.2	29.3	12.3	70.2	53.5	0.0	46.5	46.4	46.4
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:	48.2	21.1	15.4	73.2	29.3	12.3	70.2	53.5	0.0	46.5	46.4	46.4
LOS by Move:	D	C+	B	E	C	B	E	D-	A	D	D	D
HCM2kAvgQ:	8	18	4	7	12	1	8	7	0	8	16	16

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

Intersection #5: De Anza Blvd/Homestead Rd



Street Name:	De Anza Boulevard						Homestead Road					
	North Bound			South Bound			East Bound		West Bound			
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

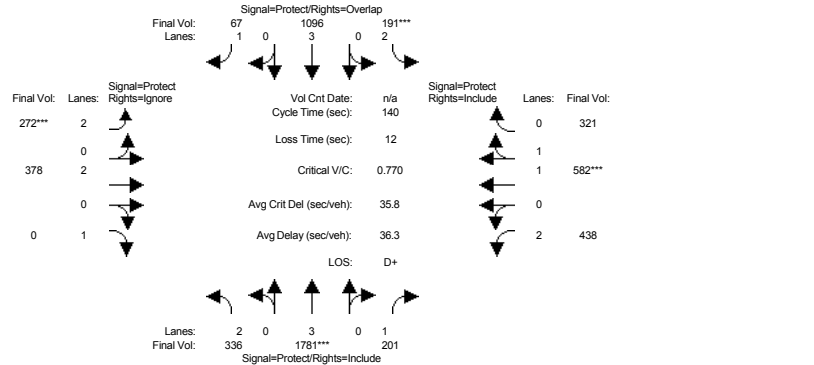
Volume Module:												
	North Bound			South Bound			East Bound		West Bound			
Base Vol:	472	1370	665	386	1492	144	167	698	343	328	501	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	472	1370	665	386	1492	144	167	698	343	328	501	192
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	472	1370	665	386	1492	144	167	698	343	328	501	192
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:	472	1370	665	386	1492	144	167	698	0	328	501	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	472	1370	665	386	1492	144	167	698	0	328	501	192
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	472	1370	665	386	1492	144	167	698	0	328	501	192

Saturation Flow Module:												
Sat/Lane:	North Bound			South Bound			East Bound		West Bound			
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.43	0.57
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2674	1025

Capacity Analysis Module:												
Vol/Sat:	North Bound			South Bound			East Bound		West Bound			
Crit Moves:	0.15	0.24	0.38	0.12	0.26	0.08	0.05	0.18	0.00	0.10	0.19	0.19
Green Time:	29.6	61.5	61.5	19.8	51.8	62.0	10.3	29.7	0.0	16.9	36.3	36.3
Volume/Cap:	0.71	0.55	0.86	0.86	0.71	0.19	0.72	0.86	0.00	0.86	0.72	0.72
Uniform Del:	51.2	28.9	35.5	58.8	37.7	23.7	63.5	53.2	0.0	60.4	47.2	47.2
IncrcmntDel:	3.5	0.3	10.0	16.0	1.1	0.1	10.6	9.6	0.0	18.2	2.7	2.7
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.82	0.48	0.48	0.89	0.61	0.47	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	45.5	14.1	27.0	68.2	24.1	11.2	74.1	62.8	0.0	78.7	50.0	50.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.5	14.1	27.0	68.2	24.1	11.2	74.1	62.8	0.0	78.7	50.0	50.0
LOS by Move:	D	B	C	E	C	B+	E	E	A	E-	D	D
HCM2kAvgQ:	12	9	25	12	15	2	6	17	0	9	12	12

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

Intersection #5: De Anza Blvd/Homestead Rd



Street Name:	De Anza Boulevard						Homestead Road					
	North Bound			South Bound			East Bound		West Bound			
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

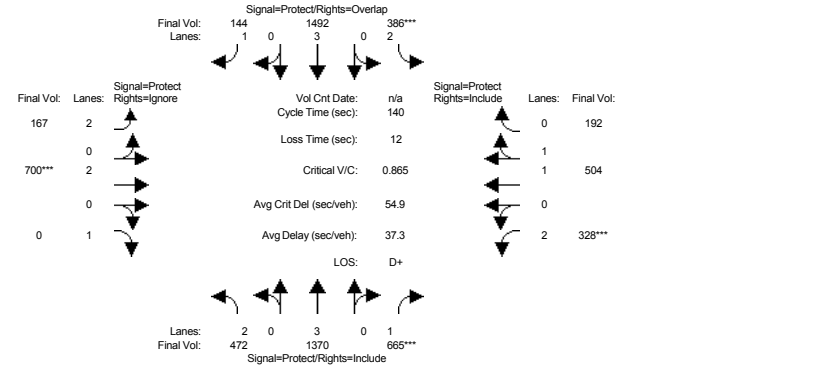
Volume Module:	North Bound			South Bound			East Bound		West Bound			
Base Vol:	336	1781	201	191	1096	67	272	375	308	438	580	321
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	336	1781	201	191	1096	67	272	375	308	438	580	321
Added Vol:	0	0	0	0	0	0	0	3	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	336	1781	201	191	1096	67	272	378	308	438	582	321
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:	336	1781	201	191	1096	67	272	378	0	438	582	321
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	336	1781	201	191	1096	67	272	378	0	438	582	321
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	336	1781	201	191	1096	67	272	378	0	438	582	321

Saturation Flow Module:	North Bound			South Bound			East Bound		West Bound			
Sat/Lane:	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	0.99	
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.27	
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2384	

Capacity Analysis Module:	North Bound			South Bound			East Bound		West Bound			
Vol/Sat:	0.11	0.31	0.11	0.06	0.19	0.04	0.09	0.10	0.00	0.14	0.24	
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	
Green Time:	24.2	56.8	56.8	11.0	43.7	59.4	15.7	25.1	0.0	35.1	44.4	
Volume/Cap:	0.62	0.77	0.28	0.77	0.62	0.09	0.77	0.56	0.00	0.56	0.77	
Uniform Del:	53.6	35.9	27.9	63.2	41.0	24.1	60.4	52.4	0.0	45.7	43.2	
IncrementDel:	2.1	1.6	0.2	13.6	0.7	0.1	9.9	1.0	0.0	0.9	3.2	
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Delay Adj:	0.86	0.54	0.54	0.94	0.70	0.51	1.00	1.00	0.00	1.00	1.00	
Delay/Veh:	48.3	21.2	15.4	73.3	29.3	12.3	70.3	53.4	0.0	46.6	46.3	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	48.3	21.2	15.4	73.3	29.3	12.3	70.3	53.4	0.0	46.6	46.3	
LOS by Move:	D	C+	B	E	C	B	E	D-	A	D	D	
HCM2kAvgQ:	8	19	4	7	12	1	8	7	0	8	16	

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

Intersection #5: De Anza Blvd/Homestead Rd



Street Name:	De Anza Boulevard						Homestead Road					
	North Bound			South Bound			East Bound		West Bound			
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

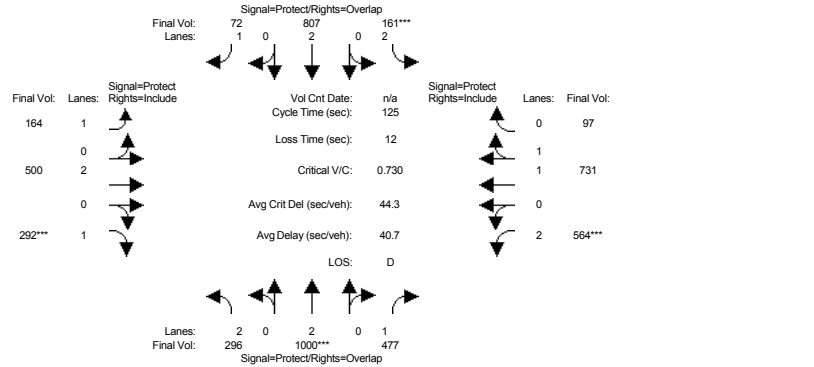
Volume Module:	North Bound			South Bound			East Bound		West Bound			
Base Vol:	472	1370	665	386	1492	144	167	698	343	328	501	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	472	1370	665	386	1492	144	167	698	343	328	501	192
Added Vol:	0	0	0	0	0	0	0	2	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	472	1370	665	386	1492	144	167	700	343	328	504	192
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:	472	1370	665	386	1492	144	167	700	0	328	504	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	472	1370	665	386	1492	144	167	700	0	328	504	192
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	472	1370	665	386	1492	144	167	700	0	328	504	192

Saturation Flow Module:	North Bound			South Bound			East Bound		West Bound			
Sat/Lane:	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	0.98	
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.43	
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2679	

Capacity Analysis Module:	North Bound			South Bound			East Bound		West Bound			
Vol/Sat:	0.15	0.24	0.38	0.12	0.26	0.08	0.05	0.18	0.00	0.10	0.19	
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	
Green Time:	29.6	61.5	61.5	19.8	51.7	62.0	10.3	29.8	0.0	16.9	36.4	
Volume/Cap:	0.71	0.55	0.87	0.87	0.71	0.19	0.72	0.87	0.00	0.87	0.72	
Uniform Del:	51.2	29.0	35.5	58.8	37.7	23.7	63.5	53.2	0.0	60.5	47.2	
IncrementDel:	3.5	0.3	10.1	16.0	1.1	0.1	10.8	9.6	0.0	18.3	2.7	
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Delay Adj:	0.82	0.48	0.48	0.89	0.61	0.47	1.00	1.00	0.00	1.00	1.00	
Delay/Veh:	45.6	14.1	27.0	68.3	24.1	11.3	74.2	62.8	0.0	78.8	50.0	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	45.6	14.1	27.0	68.3	24.1	11.3	74.2	62.8	0.0	78.8	50.0	
LOS by Move:	D	B	C	E	C	B+	E	E	A	E-	D	
HCM2kAvgQ:	12	9	25	12	15	2	6	17	0	9	12	

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

Intersection #6: Wolfe Rd/Homestead Rd



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

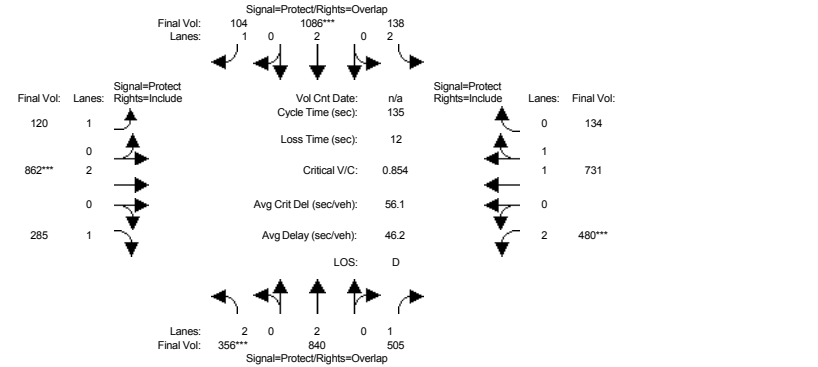
Volume Module:												
	Wolfe Rd NB			Wolfe Rd SB			Homestead Rd EB			Homestead Rd WB		
Base Vol:	296	1000	477	161	807	72	164	500	292	564	731	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	296	1000	477	161	807	72	164	500	292	564	731	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	296	1000	477	161	807	72	164	500	292	564	731	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	296	1000	477	161	807	72	164	500	292	564	731	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	296	1000	477	161	807	72	164	500	292	564	731	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	296	1000	477	161	807	72	164	500	292	564	731	97

Saturation Flow Module:												
Sat/Lane:	Wolfe Rd NB			Wolfe Rd SB			Homestead Rd EB			Homestead Rd WB		
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.76	0.24
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	3800	1750	3150	3266	433

Capacity Analysis Module:												
Vol/Sat:	Wolfe Rd NB			Wolfe Rd SB			Homestead Rd EB			Homestead Rd WB		
Crit Moves:	****			****			****			****		
Green Time:	16.5	45.0	75.7	8.7	37.3	54.8	17.5	28.6	28.6	30.6	41.7	41.7
Volume/Cap:	0.71	0.73	0.45	0.73	0.71	0.09	0.67	0.58	0.73	0.73	0.67	0.67
Uniform Del:	52.0	34.7	13.4	57.0	39.1	20.6	51.0	42.8	44.7	43.4	35.7	35.7
IncrementDel:	5.7	2.0	0.3	11.7	2.1	0.1	7.0	1.0	6.7	3.6	1.4	1.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	57.7	36.7	13.7	68.7	41.2	20.6	58.1	43.8	51.4	46.9	37.2	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:	57.7	36.7	13.7	68.7	41.2	20.6	58.1	43.8	51.4	46.9	37.2	37.2
LOS by Move:	E+	D+	B	E	D	C+	E+	D	D-	D	D+	D+
HCM2kAvgQ:	7	16	10	4	14	2	6	8	11	11	13	13

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

Intersection #6: Wolfe Rd/Homestead Rd



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

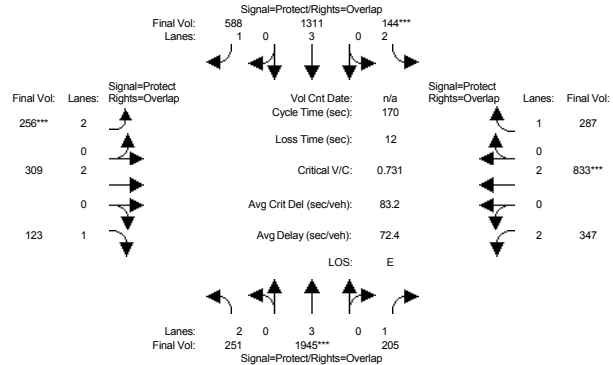
Volume Module:												
	Wolfe Rd NB			Wolfe Rd SB			Homestead Rd EB			Homestead Rd WB		
Base Vol:	356	840	505	138	1086	104	120	862	285	480	731	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	356	840	505	138	1086	104	120	862	285	480	731	134
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	356	840	505	138	1086	104	120	862	285	480	731	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	356	840	505	138	1086	104	120	862	285	480	731	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	356	840	505	138	1086	104	120	862	285	480	731	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	356	840	505	138	1086	104	120	862	285	480	731	134

Saturation Flow Module:												
Sat/Lane:	Wolfe Rd NB			Wolfe Rd SB			Homestead Rd EB			Homestead Rd WB		
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.68	0.32
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	3800	1750	3150	3126	573

Capacity Analysis Module:												
Vol/Sat:	Wolfe Rd NB			Wolfe Rd SB			Homestead Rd EB			Homestead Rd WB		
Crit Moves:	****			****			****			****		
Green Time:	17.9	51.1	75.2	12.0	45.2	58.8	13.6	35.9	35.9	24.1	46.4	46.4
Volume/Cap:	0.85	0.58	0.52	0.49	0.85	0.14	0.68	0.85	0.61	0.85	0.68	0.68
Uniform Del:	57.3	33.5	18.6	58.6	41.8	22.9	58.6	47.1	43.5	53.7	38.0	38.0
IncrementDel:	15.6	0.6	0.5	1.4	5.8	0.1	10.4	7.2	2.4	12.1	1.5	1.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	72.9	34.1	19.1	60.0	47.7	23.0	69.0	54.3	45.9	65.9	39.5	39.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.9	34.1	19.1	60.0	47.7	23.0	69.0	54.3	45.9	65.9	39.5	39.5
LOS by Move:	E-	C-	B-	E+	D	C+	E	D-	D	E	D	D
HCM2kAvgQ:	9	13	14	3	21	3	5	17	11	12	15	15

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

Intersection #7: Lawrence Expwy/Homestead Rd



Street Name:	Lawrence Expressway						Homestead Road					
	North Bound			South Bound			East Bound		West Bound			
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	86	86	30	97	97	27	46	46	27	46	46
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

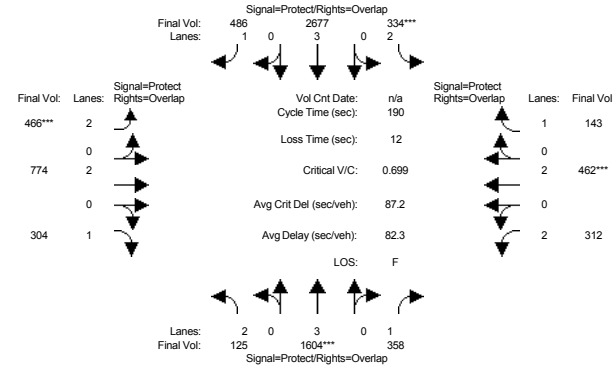
Volume Module:	North Bound			South Bound			East Bound		West Bound			
Base Vol:	251	2431	205	144	1660	585	254	307	122	347	830	287
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	251	2431	205	144	1660	585	254	307	122	347	830	287
Added Vol:	0	0	0	0	0	0	3	2	2	1	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	251	2431	205	144	1660	588	256	309	123	347	833	287
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1945	205	144	1311	588	256	309	123	347	833	287
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	251	1945	205	144	1311	588	256	309	123	347	833	287
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	251	1945	205	144	1311	588	256	309	123	347	833	287

Saturation Flow Module:	North Bound			South Bound			East Bound		West Bound			
Sat/Lane:	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	
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	

Capacity Analysis Module:	North Bound			South Bound			East Bound		West Bound			
Vol/Sat:	0.08	0.34	0.12	0.05	0.23	0.34	0.08	0.08	0.07	0.11	0.22	
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	
Green Time:	15.4	72.7	95.6	25.4	82.8	105.6	22.8	38.9	54.3	22.8	38.9	
Volume/Cap:	0.88	0.80	0.21	0.31	0.47	0.54	0.61	0.36	0.22	0.82	0.96	
Uniform Del:	90.4	49.9	21.8	76.2	34.4	21.7	82.0	65.1	50.1	84.6	76.5	
IncrementDel:	25.8	1.9	0.1	0.4	0.1	0.6	2.5	0.3	0.2	12.0	20.9	
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Delay Adj:	1.07	1.50	1.86	1.12	1.63	2.09	1.00	1.00	1.00	1.00	1.00	
Delay/Veh:	122.2	76.8	40.6	85.5	56.2	46.0	84.5	65.3	50.3	96.7	97.4	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	122.2	76.8	40.6	85.5	56.2	46.0	84.5	65.3	50.3	96.7	97.4	
LOS by Move:	F	E	D	F	E	D	F	E	D	F	E	
HCM2kAvgQ:	12	38	11	5	23	33	9	8	6	14	29	

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

Intersection #7: Lawrence Expwy/Homestead Rd



Street Name:	Lawrence Expressway						Homestead Road					
	North Bound			South Bound			East Bound		West Bound			
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	86	86	30	97	97	27	46	46	27	46	46
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

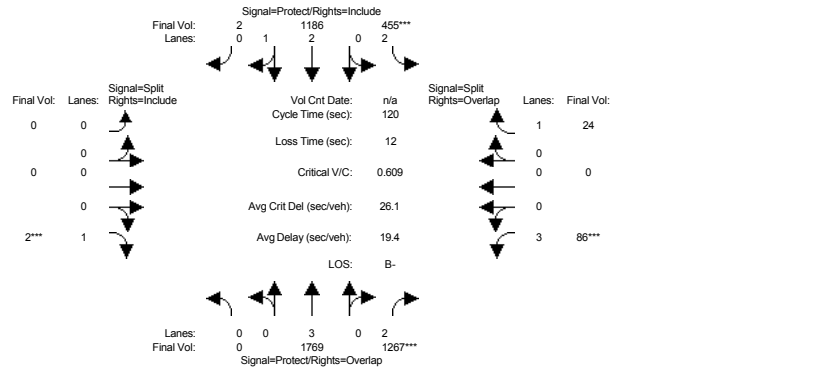
Volume Module:	North Bound			South Bound			East Bound		West Bound			
Base Vol:	125	2005	358	334	3389	484	463	771	302	312	460	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	2005	358	334	3389	484	463	771	302	312	460	143
Added Vol:	0	0	0	0	0	0	2	3	3	2	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	2005	358	334	3389	486	466	774	304	312	462	143
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	1604	358	334	2677	486	466	774	304	312	462	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	1604	358	334	2677	486	466	774	304	312	462	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	1604	358	334	2677	486	466	774	304	312	462	143

Saturation Flow Module:	North Bound			South Bound			East Bound		West Bound			
Sat/Lane:	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	
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	

Capacity Analysis Module:	North Bound			South Bound			East Bound		West Bound			
Vol/Sat:	0.04	0.28	0.20	0.11	0.47	0.28	0.15	0.20	0.17	0.10	0.12	
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	
Green Time:	17.2	81.3	106.8	28.4	92.5	118.0	25.5	43.5	60.6	25.5	43.5	
Volume/Cap:	0.44	0.66	0.36	0.71	0.96	0.45	1.10	0.89	0.54	0.74	0.53	
Uniform Del:	86.6	45.8	24.2	81.4	49.9	20.0	87.0	75.1	56.4	83.6	68.0	
IncrementDel:	1.1	0.7	0.2	5.0	10.2	0.3	74.1	11.2	1.1	6.7	0.6	
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Delay Adj:	1.07	1.50	1.86	1.12	1.63	2.09	1.00	1.00	1.00	1.00	1.00	
Delay/Veh:	93.4	69.3	45.2	95.9	91.7	42.1	161.1	86.3	57.5	90.3	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	
AdjDel/Veh:	93.4	69.3	45.2	95.9	91.7	42.1	161.1	86.3	57.5	90.3	68.7	
LOS by Move:	F	E	D	F	F	D	F	F	E	F	E	
HCM2kAvgQ:	5	30	19	13	58	27	20	23	16	12	12	

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

Intersection #8: Wolfe Rd/Apple Park Wy



Street Name:	Wolfe Road				Apple Park Way							
	North Bound		South Bound		East Bound		West Bound					
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

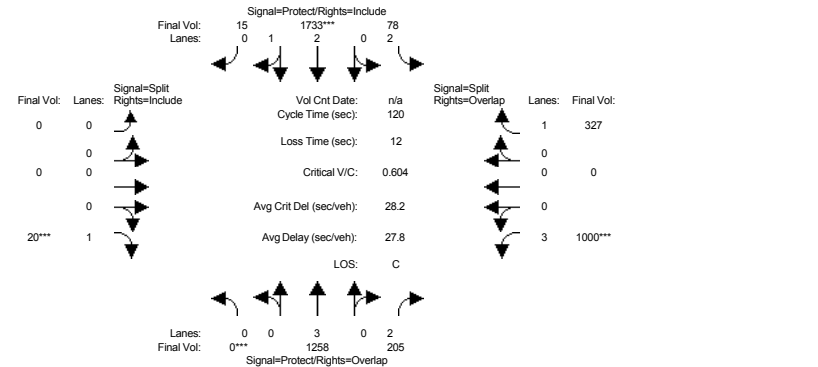
Volume Module:												
Base Vol:	0	1769	1267	455	1186	2	0	0	2	86	0	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1769	1267	455	1186	2	0	0	2	86	0	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1769	1267	455	1186	2	0	0	2	86	0	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1769	1267	455	1186	2	0	0	2	86	0	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1769	1267	455	1186	2	0	0	2	86	0	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1769	1267	455	1186	2	0	0	2	86	0	24

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	0.98	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	0.00	3.00	2.00	2.00	2.99	0.01	0.00	0.00	1.00	3.00	0.00	1.00
Final Sat.:	0	5700	3150	3150	5591	9	0	0	1750	4551	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.40	0.14	0.21	0.21	0.00	0.00	0.00	0.02	0.00	0.01
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	60.6	70.6	27.4	88.0	88.0	0.0	0.0	10.0	10.0	0.0	37.4
Volume/Cap:	0.00	0.61	0.68	0.63	0.29	0.29	0.00	0.00	0.01	0.23	0.00	0.04
Uniform Del:	0.0	21.3	17.0	41.7	5.4	5.4	0.0	0.0	50.5	51.4	0.0	28.8
IncrementDel:	0.0	0.4	1.1	1.8	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	0.0	21.7	18.1	43.6	5.5	5.5	0.0	0.0	50.5	51.7	0.0	28.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.7	18.1	43.6	5.5	5.5	0.0	0.0	50.5	51.7	0.0	28.8
LOS by Move:	A	C+	B-	D	A	A	A	A	D	D-	A	C
HCM2kAvgQ:	0	15	19	9	5	5	0	0	1	1	0	1

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

Intersection #8: Wolfe Rd/Apple Park Wy



Street Name:	Wolfe Road				Apple Park Way							
	North Bound		South Bound		East Bound		West Bound					
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

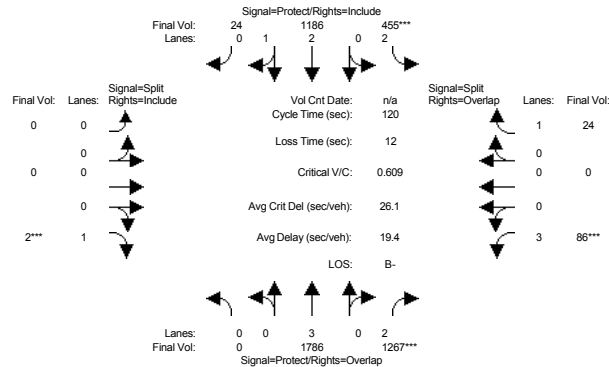
Volume Module:												
Base Vol:	0	1258	205	78	1733	15	0	0	20	1000	0	327
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1258	205	78	1733	15	0	0	20	1000	0	327
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1258	205	78	1733	15	0	0	20	1000	0	327
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1258	205	78	1733	15	0	0	20	1000	0	327
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1258	205	78	1733	15	0	0	20	1000	0	327
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1258	205	78	1733	15	0	0	20	1000	0	327

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	0.98	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	0.00	3.00	2.00	2.00	2.97	0.03	0.00	0.00	1.00	3.00	0.00	1.00
Final Sat.:	0	5700	3150	3150	5552	48	0	0	1750	4551	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.07	0.02	0.31	0.31	0.00	0.00	0.01	0.22	0.00	0.19
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	45.5	86.0	12.0	57.5	57.5	0.0	0.0	10.0	40.5	0.0	52.5
Volume/Cap:	0.00	0.58	0.09	0.25	0.65	0.65	0.00	0.00	0.14	0.65	0.00	0.43
Uniform Del:	0.0	29.7	5.2	49.8	23.7	23.7	0.0	0.0	51.0	33.8	0.0	23.3
IncrementDel:	0.0	0.4	0.0	0.4	0.6	0.6	0.0	0.0	0.4	1.0	0.0	0.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	0.0	30.1	5.2	50.2	24.2	24.2	0.0	0.0	51.4	34.8	0.0	23.7
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	30.1	5.2	50.2	24.2	24.2	0.0	0.0	51.4	34.8	0.0	23.7
LOS by Move:	A	C	A	D	C	C	A	A	D-	C-	A	C
HCM2kAvgQ:	0	12	1	1	16	16	0	0	1	14	0	9

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

Intersection #8: Wolfe Rd/Apple Park Wy



Street Name:	Wolfe Road				Apple Park Way					
	North Bound		South Bound		East Bound		West Bound			
Approach:	L	T	R	L	T	R	L	T	R	
Min. Green:	0	10	10	7	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

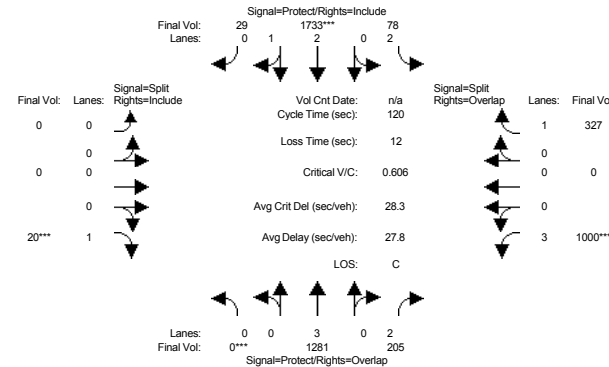
Volume Module:												
Base Vol:	0	1769	1267	455	1186	2	0	0	2	86	0	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1769	1267	455	1186	2	0	0	2	86	0	24
Added Vol:	0	17	0	0	0	22	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1786	1267	455	1186	24	0	0	2	86	0	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1786	1267	455	1186	24	0	0	2	86	0	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1786	1267	455	1186	24	0	0	2	86	0	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1786	1267	455	1186	24	0	0	2	86	0	24

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	0.98	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	0.00	3.00	2.00	2.00	2.94	0.06	0.00	0.00	1.00	3.00	0.00	1.00
Final Sat.:	0	5700	3150	3150	5489	111	0	0	1750	4551	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.40	0.14	0.22	0.22	0.00	0.00	0.00	0.02	0.00	0.01
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	60.6	70.6	27.4	88.0	88.0	0.0	0.0	10.0	10.0	0.0	37.4
Volume/Cap:	0.00	0.62	0.68	0.63	0.29	0.29	0.00	0.00	0.01	0.23	0.00	0.04
Uniform Del:	0.0	21.4	17.0	41.7	5.4	5.4	0.0	0.0	50.5	51.4	0.0	28.8
IncrementDel:	0.0	0.4	1.1	1.8	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	0.0	21.9	18.1	43.6	5.5	5.5	0.0	0.0	50.5	51.7	0.0	28.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.9	18.1	43.6	5.5	5.5	0.0	0.0	50.5	51.7	0.0	28.8
LOS by Move:	A	C+	B-	D	A	A	A	A	D	D-	A	C
HCM2kAvgQ:	0	15	19	9	5	5	0	0	0	1	0	1

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

Intersection #8: Wolfe Rd/Apple Park Wy



Street Name:	Wolfe Road				Apple Park Way					
	North Bound		South Bound		East Bound		West Bound			
Approach:	L	T	R	L	T	R	L	T	R	
Min. Green:	0	10	10	7	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

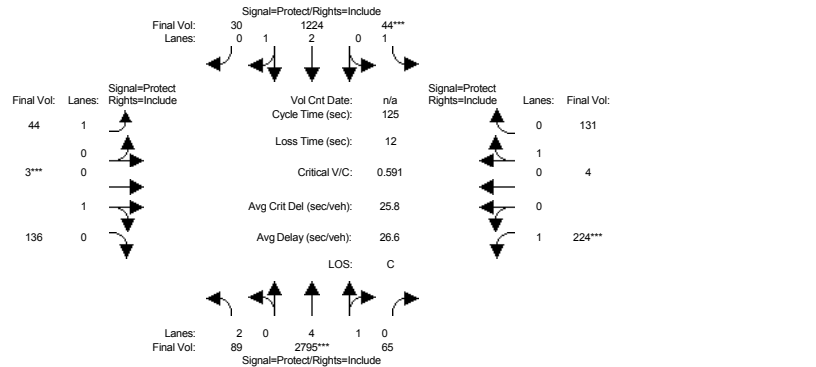
Volume Module:												
Base Vol:	0	1258	205	78	1733	15	0	0	20	1000	0	327
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1258	205	78	1733	15	0	0	20	1000	0	327
Added Vol:	0	23	0	0	0	14	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1281	205	78	1733	29	0	0	20	1000	0	327
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1281	205	78	1733	29	0	0	20	1000	0	327
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1281	205	78	1733	29	0	0	20	1000	0	327
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1281	205	78	1733	29	0	0	20	1000	0	327

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	0.98	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	0.00	3.00	2.00	2.00	2.95	0.05	0.00	0.00	1.00	3.00	0.00	1.00
Final Sat.:	0	5700	3150	3150	5508	92	0	0	1750	4551	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.07	0.02	0.31	0.31	0.00	0.00	0.01	0.22	0.00	0.19
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	45.8	86.1	11.9	57.7	57.7	0.0	0.0	10.0	40.3	0.0	52.2
Volume/Cap:	0.00	0.59	0.09	0.25	0.65	0.65	0.00	0.00	0.14	0.65	0.00	0.43
Uniform Del:	0.0	29.6	5.1	49.9	23.6	23.6	0.0	0.0	51.0	33.9	0.0	23.6
IncrementDel:	0.0	0.4	0.0	0.4	0.6	0.6	0.0	0.0	0.4	1.0	0.0	0.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	0.0	30.0	5.1	50.4	24.2	24.2	0.0	0.0	51.4	35.0	0.0	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:	0.0	30.0	5.1	50.4	24.2	24.2	0.0	0.0	51.4	35.0	0.0	24.0
LOS by Move:	A	C	A	D	C	C	A	A	D-	C-	A	C
HCM2kAvgQ:	0	12	1	1	16	16	0	0	1	14	0	9

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

Intersection #9: Wolfe Rd/Pruneridge Ave



Street Name:	Wolfe Road						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

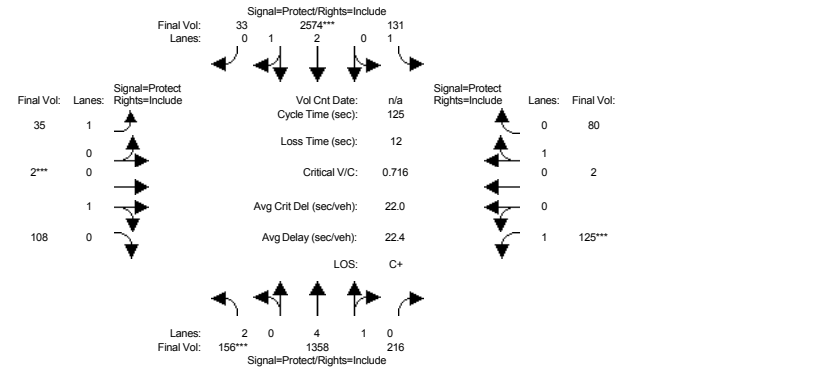
Volume Module:	Wolfe Road						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Base Vol:	89	2795	65	44	1224	30	44	3	136	224	4	131
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	2795	65	44	1224	30	44	3	136	224	4	131
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	2795	65	44	1224	30	44	3	136	224	4	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	2795	65	44	1224	30	44	3	136	224	4	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	2795	65	44	1224	30	44	3	136	224	4	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	89	2795	65	44	1224	30	44	3	136	224	4	131

Saturation Flow Module:	Wolfe Road						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	2.00	4.88	0.12	1.00	2.93	0.07	1.00	0.02	0.98	1.00	0.03	0.97
Final Sat.:	3150	9186	214	1750	5466	134	1750	39	1761	1750	53	1747

Capacity Analysis Module:	Wolfe Road						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.03	0.30	0.30	0.03	0.22	0.22	0.03	0.08	0.08	0.13	0.08	0.08
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	14.1	63.3	63.3	7.0	56.2	56.2	17.6	16.1	16.1	26.6	25.1	25.1
Volume/Cap:	0.25	0.60	0.60	0.45	0.50	0.50	0.18	0.60	0.60	0.60	0.37	0.37
Uniform Del:	50.7	21.9	21.9	57.1	24.4	24.4	47.3	51.4	51.4	44.4	43.1	43.1
IncrementDel:	0.4	0.2	0.2	3.2	0.2	0.2	0.3	4.4	4.4	2.7	0.7	0.7
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	51.0	22.1	22.1	60.4	24.5	24.5	47.7	55.8	55.8	47.1	43.8	43.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.0	22.1	22.1	60.4	24.5	24.5	47.7	55.8	55.8	47.1	43.8	43.8
LOS by Move:	D-	C+	C+	E	C	C	D	E+	E+	D	D	D
HCM2kAvgQ:	2	16	16	2	11	11	2	6	6	9	5	5

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

Intersection #9: Wolfe Rd/Pruneridge Ave



Street Name:	Wolfe Road						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

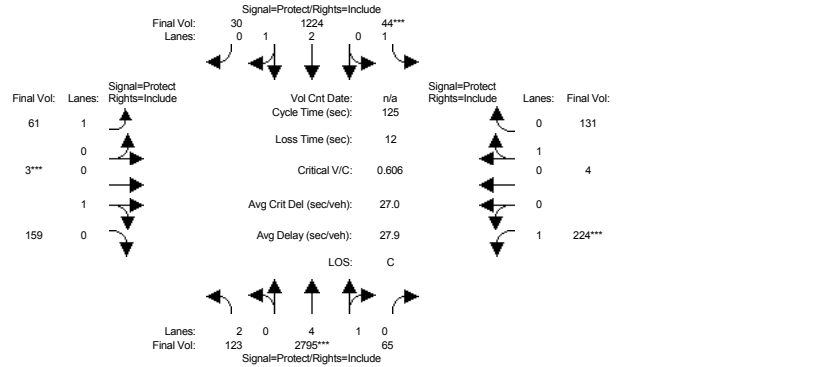
Volume Module:	Wolfe Road						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Base Vol:	156	1358	216	131	2574	33	35	2	108	125	2	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	1358	216	131	2574	33	35	2	108	125	2	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	156	1358	216	131	2574	33	35	2	108	125	2	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	156	1358	216	131	2574	33	35	2	108	125	2	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	1358	216	131	2574	33	35	2	108	125	2	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	156	1358	216	131	2574	33	35	2	108	125	2	80

Saturation Flow Module:	Wolfe Road						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	2.00	4.28	0.72	1.00	2.96	0.04	1.00	0.02	0.98	1.00	0.02	0.98
Final Sat.:	3150	8108	1290	1750	5529	71	1750	33	1767	1750	44	1756

Capacity Analysis Module:	Wolfe Road						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.05	0.17	0.17	0.07	0.47	0.47	0.02	0.06	0.06	0.07	0.05	0.05
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	8.6	62.1	62.1	27.8	81.2	81.2	9.5	10.7	10.7	12.5	13.6	13.6
Volume/Cap:	0.72	0.34	0.34	0.34	0.72	0.72	0.26	0.72	0.72	0.72	0.42	0.42
Uniform Del:	57.0	19.0	19.0	40.9	14.3	14.3	54.4	55.7	55.7	54.6	52.0	52.0
IncrementDel:	10.8	0.0	0.0	0.5	0.7	0.7	1.1	14.9	14.9	13.3	1.4	1.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	67.8	19.0	19.0	41.4	15.0	15.0	55.5	70.6	70.6	67.8	53.5	53.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.8	19.0	19.0	41.4	15.0	15.0	55.5	70.6	70.6	67.8	53.5	53.5
LOS by Move:	E	B-	B-	D	B	B	E+	E	E	E	D-	D-
HCM2kAvgQ:	5	7	7	4	22	22	2	6	6	7	3	3

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

Intersection #9: Wolfe Rd/Pruneridge Ave



Street Name:	Wolfe Road						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

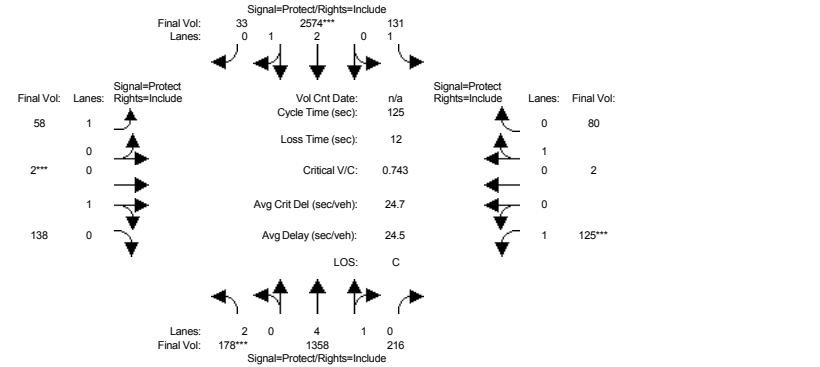
Volume Module:	Wolfe Road						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Base Vol:	89	2795	65	44	1224	30	44	3	136	224	4	131
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	2795	65	44	1224	30	44	3	136	224	4	131
Added Vol:	34	0	0	0	0	0	17	0	23	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	2795	65	44	1224	30	61	3	159	224	4	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	123	2795	65	44	1224	30	61	3	159	224	4	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	2795	65	44	1224	30	61	3	159	224	4	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	123	2795	65	44	1224	30	61	3	159	224	4	131

Saturation Flow Module:	Wolfe Road						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	2.00	4.88	0.12	1.00	2.93	0.07	1.00	0.02	0.98	1.00	0.03	0.97
Final Sat.:	3150	9186	214	1750	5466	134	1750	33	1767	1750	53	1747

Capacity Analysis Module:	Wolfe Road						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.04	0.30	0.30	0.03	0.22	0.22	0.03	0.09	0.09	0.13	0.08	0.08
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	13.8	61.8	61.8	7.0	55.0	55.0	18.2	18.3	18.3	26.0	26.0	26.0
Volume/Cap:	0.35	0.62	0.62	0.45	0.51	0.51	0.24	0.62	0.62	0.62	0.36	0.36
Uniform Del:	51.5	23.0	23.0	57.1	25.3	25.3	47.3	50.1	50.1	45.0	42.4	42.4
IncrementDel:	0.6	0.3	0.3	3.2	0.2	0.2	0.5	4.3	4.3	3.2	0.6	0.6
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	52.1	23.2	23.2	60.4	25.4	25.4	47.7	54.4	54.4	48.1	43.0	43.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.1	23.2	23.2	60.4	25.4	25.4	47.7	54.4	54.4	48.1	43.0	43.0
LOS by Move:	D-	C	C	E	C	C	D	D-	D-	D	D	D
HCM2kAvgQ:	3	16	16	2	11	11	2	7	7	9	5	5

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

Intersection #9: Wolfe Rd/Pruneridge Ave



Street Name:	Wolfe Road						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

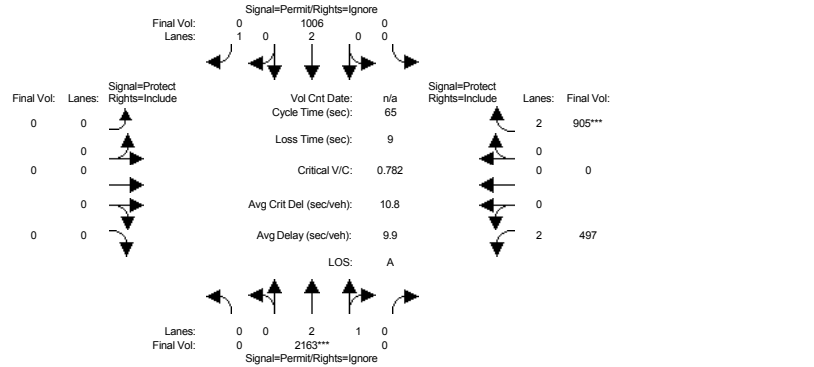
Volume Module:	Wolfe Road						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Base Vol:	156	1358	216	131	2574	33	35	2	108	125	2	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	1358	216	131	2574	33	35	2	108	125	2	80
Added Vol:	22	0	0	0	0	0	23	0	30	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	178	1358	216	131	2574	33	58	2	138	125	2	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	178	1358	216	131	2574	33	58	2	138	125	2	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	1358	216	131	2574	33	58	2	138	125	2	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	178	1358	216	131	2574	33	58	2	138	125	2	80

Saturation Flow Module:	Wolfe Road						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	2.00	4.28	0.72	1.00	2.96	0.04	1.00	0.01	0.99	1.00	0.02	0.98
Final Sat.:	3150	8108	1290	1750	5529	71	1750	26	1774	1750	44	1756

Capacity Analysis Module:	Wolfe Road						Pruneridge Avenue					
	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.06	0.17	0.17	0.07	0.47	0.47	0.03	0.08	0.08	0.07	0.05	0.05
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	9.5	60.7	60.7	27.1	78.4	78.4	10.3	13.1	13.1	12.0	14.8	14.8
Volume/Cap:	0.74	0.34	0.34	0.34	0.74	0.74	0.40	0.74	0.74	0.74	0.39	0.39
Uniform Del:	56.5	19.8	19.8	41.4	16.3	16.3	54.4	54.3	54.3	55.0	50.9	50.9
IncrementDel:	11.8	0.0	0.0	0.5	0.9	0.9	1.8	14.7	14.7	16.2	1.2	1.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	68.3	19.9	19.9	41.9	17.2	17.2	56.2	69.0	69.0	71.2	52.1	52.1
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:	68.3	19.9	19.9	41.9	17.2	17.2	56.2	69.0	69.0	71.2	52.1	52.1
LOS by Move:	E	B-	B-	D	B	B	E+	E	E	E	D-	D-
HCM2kAvgQ:	6	7	7	4	23	23	3	7	7	7	3	3

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

Intersection #10: Wolfe Rd/I-280 NB Ramps



Street Name:	Wolfe Road						I-280 Northbound Ramps					
	North Bound			South Bound			East Bound		West Bound			
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

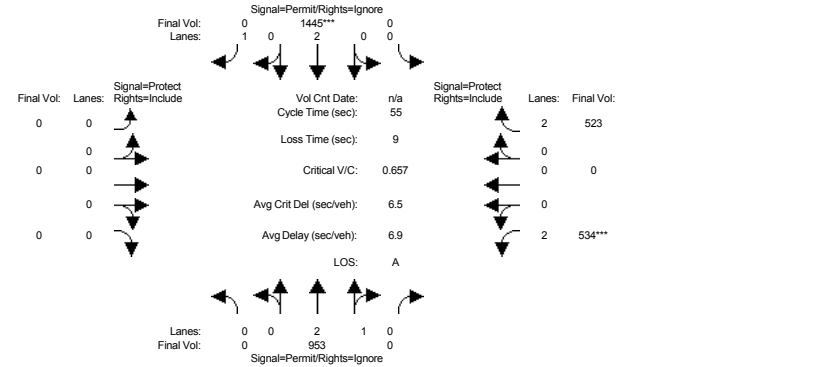
Volume Module:												
Base Vol:	0	2163	0	0	1006	0	0	0	0	497	0	905
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2163	0	0	1006	0	0	0	0	497	0	905
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2163	0	0	1006	0	0	0	0	497	0	905
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2163	0	0	1006	0	0	0	0	497	0	905
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2163	0	0	1006	0	0	0	0	497	0	905
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2163	0	0	1006	0	0	0	0	497	0	905

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	0.83	1.00	0.83
Lanes:	0.00	3.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5600	0	0	3800	1750	0	0	0	3150	0	3150

Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.00	0.00	0.26	0.00	0.00	0.00	0.00	0.16	0.00	0.29
Crit Moves:	****											
Green Time:	0.0	32.1	0.0	0.0	32.1	0.0	0.0	0.0	0.0	23.9	0.0	23.9
Volume/Cap:	0.00	0.78	0.00	0.00	0.54	0.00	0.00	0.00	0.00	0.43	0.00	0.78
Uniform Del:	0.0	13.6	0.0	0.0	11.3	0.0	0.0	0.0	0.0	15.4	0.0	18.2
IncrementDel:	0.0	1.5	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.3	0.0	3.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.35	0.00	0.00	0.35	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	6.2	0.0	0.0	4.3	0.0	0.0	0.0	0.0	15.7	0.0	21.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.2	0.0	0.0	4.3	0.0	0.0	0.0	0.0	15.7	0.0	21.8
LOS by Move:	A	A	A	A	A	A	A	A	A	B	A	C+
HCM2kAvgQ:	0	10	0	0	4	0	0	0	0	5	0	12

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

Intersection #10: Wolfe Rd/I-280 NB Ramps



Street Name:	Wolfe Road						I-280 Northbound Ramps					
	North Bound			South Bound			East Bound		West Bound			
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

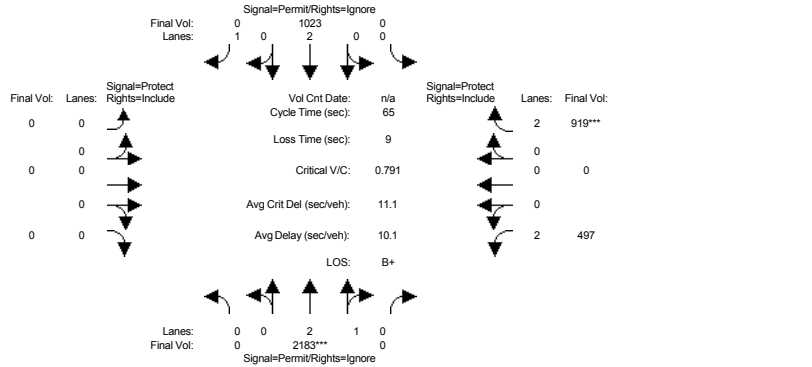
Volume Module:												
Base Vol:	0	953	0	0	1445	0	0	0	0	534	0	523
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	953	0	0	1445	0	0	0	0	534	0	523
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	953	0	0	1445	0	0	0	0	534	0	523
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	953	0	0	1445	0	0	0	0	534	0	523
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	953	0	0	1445	0	0	0	0	534	0	523
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	953	0	0	1445	0	0	0	0	534	0	523

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	0.83	1.00	0.83
Lanes:	0.00	3.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5600	0	0	3800	1750	0	0	0	3150	0	3150

Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.00	0.00	0.38	0.00	0.00	0.00	0.00	0.17	0.00	0.17
Crit Moves:	****											
Green Time:	0.0	31.8	0.0	0.0	31.8	0.0	0.0	0.0	0.0	14.2	0.0	14.2
Volume/Cap:	0.00	0.29	0.00	0.00	0.66	0.00	0.00	0.00	0.00	0.66	0.00	0.64
Uniform Del:	0.0	5.9	0.0	0.0	7.9	0.0	0.0	0.0	0.0	18.2	0.0	18.2
IncrementDel:	0.0	0.1	0.0	0.0	0.7	0.0	0.0	0.0	0.0	2.0	0.0	1.8
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.09	0.00	0.00	0.09	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	0.6	0.0	0.0	1.4	0.0	0.0	0.0	0.0	20.2	0.0	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:	0.0	0.6	0.0	0.0	1.4	0.0	0.0	0.0	0.0	20.2	0.0	19.9
LOS by Move:	A	A	A	A	A	A	A	A	A	C+	A	B-
HCM2kAvgQ:	0	1	0	0	3	0	0	0	0	6	0	6

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

Intersection #10: Wolfe Rd/I-280 NB Ramps



Street Name:	Wolfe Road						I-280 Northbound Ramps					
	North Bound			South Bound			East Bound		West Bound			
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

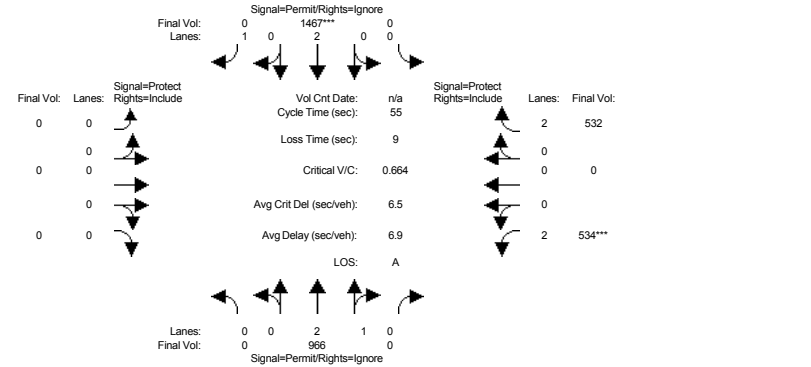
Volume Module:												
Base Vol:	0	2163	0	0	1006	0	0	0	0	497	0	905
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2163	0	0	1006	0	0	0	0	497	0	905
Added Vol:	0	20	0	0	17	0	0	0	0	0	0	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2183	0	0	1023	0	0	0	0	497	0	919
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2183	0	0	1023	0	0	0	0	497	0	919
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2183	0	0	1023	0	0	0	0	497	0	919
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2183	0	0	1023	0	0	0	0	497	0	919

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	0.83	1.00	0.83
Lanes:	0.00	3.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5600	0	0	3800	1750	0	0	0	3150	0	3150

Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.00	0.00	0.27	0.00	0.00	0.00	0.00	0.16	0.00	0.29
Crit Moves:	****											
Green Time:	0.0	32.0	0.0	0.0	32.0	0.0	0.0	0.0	0.0	24.0	0.0	24.0
Volume/Cap:	0.00	0.79	0.00	0.00	0.55	0.00	0.00	0.00	0.00	0.43	0.00	0.79
Uniform Del:	0.0	13.7	0.0	0.0	11.4	0.0	0.0	0.0	0.0	15.4	0.0	18.3
IncrementDel:	0.0	1.6	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.3	0.0	3.8
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.35	0.00	0.00	0.35	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	6.5	0.0	0.0	4.4	0.0	0.0	0.0	0.0	15.6	0.0	22.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.5	0.0	0.0	4.4	0.0	0.0	0.0	0.0	15.6	0.0	22.0
LOS by Move:	A	A	A	A	A	A	A	A	A	B	A	C+
HCM2kAvgQ:	0	10	0	0	4	0	0	0	0	5	0	12

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

Intersection #10: Wolfe Rd/I-280 NB Ramps



Street Name:	Wolfe Road						I-280 Northbound Ramps					
	North Bound			South Bound			East Bound		West Bound			
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

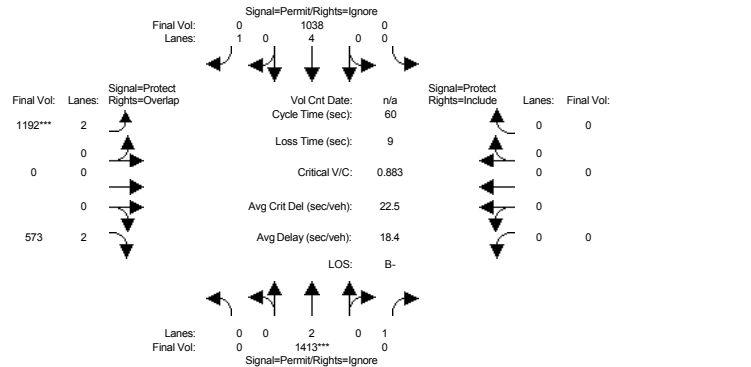
Volume Module:												
Base Vol:	0	953	0	0	1445	0	0	0	0	534	0	523
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	953	0	0	1445	0	0	0	0	534	0	523
Added Vol:	0	13	0	0	22	0	0	0	0	0	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	966	0	0	1467	0	0	0	0	534	0	532
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	966	0	0	1467	0	0	0	0	534	0	532
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	966	0	0	1467	0	0	0	0	534	0	532
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	966	0	0	1467	0	0	0	0	534	0	532

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	0.83	1.00	0.83
Lanes:	0.00	3.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5600	0	0	3800	1750	0	0	0	3150	0	3150

Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.00	0.00	0.39	0.00	0.00	0.00	0.00	0.17	0.00	0.17
Crit Moves:	****											
Green Time:	0.0	32.0	0.0	0.0	32.0	0.0	0.0	0.0	0.0	14.0	0.0	14.0
Volume/Cap:	0.00	0.30	0.00	0.00	0.66	0.00	0.00	0.00	0.00	0.66	0.00	0.66
Uniform Del:	0.0	5.8	0.0	0.0	7.9	0.0	0.0	0.0	0.0	18.4	0.0	18.4
IncrementDel:	0.0	0.1	0.0	0.0	0.8	0.0	0.0	0.0	0.0	2.1	0.0	2.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.07	0.00	0.00	0.07	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	0.5	0.0	0.0	1.4	0.0	0.0	0.0	0.0	20.5	0.0	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.5	0.0	0.0	1.4	0.0	0.0	0.0	0.0	20.5	0.0	20.4
LOS by Move:	A	A	A	A	A	A	A	A	A	C+	A	C+
HCM2kAvgQ:	0	1	0	0	3	0	0	0	0	6	0	6

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

Intersection #11: Wolfe Rd/I-280 SB Ramps



Street Name:	Wolfe Road				I-280 Southbound Ramps							
	North Bound		South Bound		East Bound		West Bound		East Bound		West Bound	
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

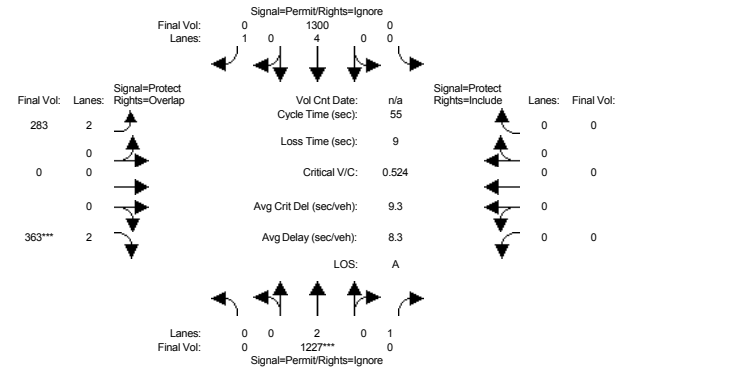
Volume Module:												
Base Vol:	0	1413	0	0	1038	0	1192	0	573	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1413	0	0	1038	0	1192	0	573	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1413	0	0	1038	0	1192	0	573	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1413	0	0	1038	0	1192	0	573	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1413	0	0	1038	0	1192	0	573	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1413	0	0	1038	0	1192	0	573	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	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	0	7600	1750	3150	0	3150	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.00	0.00	0.14	0.00	0.38	0.00	0.18	0.00	0.00	0.00
Crit Moves:	****											
Green Time:	0.0	25.3	0.0	0.0	25.3	0.0	25.7	0.0	25.7	0.0	0.0	0.0
Volume/Cap:	0.00	0.88	0.00	0.00	0.32	0.00	0.88	0.00	0.42	0.00	0.00	0.00
Uniform Del:	0.0	16.0	0.0	0.0	11.6	0.0	15.8	0.0	12.0	0.0	0.0	0.0
IncrementDel:	0.0	6.2	0.0	0.0	0.1	0.0	7.2	0.0	0.2	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	22.1	0.0	0.0	11.7	0.0	22.9	0.0	12.2	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	22.1	0.0	0.0	11.7	0.0	22.9	0.0	12.2	0.0	0.0	0.0
LOS by Move:	A	C+	A	A	B+	A	C+	A	B	A	A	A
HCM2kAvgQ:	0	11	0	0	2	0	16	0	5	0	0	0

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

Intersection #11: Wolfe Rd/I-280 SB Ramps



Street Name:	Wolfe Road				I-280 Southbound Ramps							
	North Bound		South Bound		East Bound		West Bound		East Bound		West Bound	
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

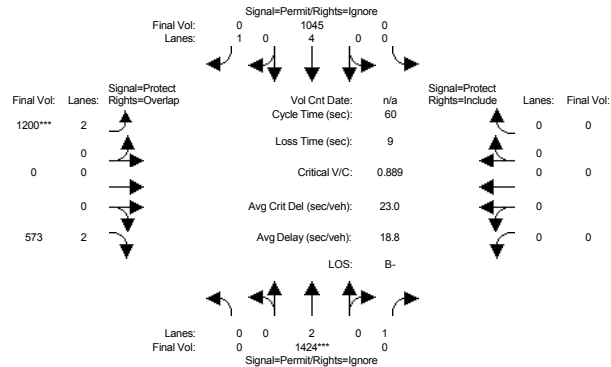
Volume Module:												
Base Vol:	0	1227	0	0	1300	0	283	0	363	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1227	0	0	1300	0	283	0	363	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1227	0	0	1300	0	283	0	363	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1227	0	0	1300	0	283	0	363	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1227	0	0	1300	0	283	0	363	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1227	0	0	1300	0	283	0	363	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	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	0	7600	1750	3150	0	3150	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.00	0.00	0.17	0.00	0.09	0.00	0.12	0.00	0.00	0.00
Crit Moves:	****											
Green Time:	0.0	33.9	0.0	0.0	33.9	0.0	12.1	0.0	12.1	0.0	0.0	0.0
Volume/Cap:	0.00	0.52	0.00	0.00	0.28	0.00	0.41	0.00	0.52	0.00	0.00	0.00
Uniform Del:	0.0	6.0	0.0	0.0	4.9	0.0	18.4	0.0	18.9	0.0	0.0	0.0
IncrementDel:	0.0	0.2	0.0	0.0	0.0	0.0	0.4	0.0	0.7	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	6.2	0.0	0.0	4.9	0.0	18.8	0.0	19.6	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	6.2	0.0	0.0	4.9	0.0	18.8	0.0	19.6	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	B-	A	B-	A	A	A
HCM2kAvgQ:	0	1	0	0	0	0	3	0	4	0	0	0

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

Intersection #11: Wolfe Rd/I-280 SB Ramps



Street Name:	Wolfe Road				I-280 Southbound Ramps							
	North Bound		South Bound		East Bound		West Bound					
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

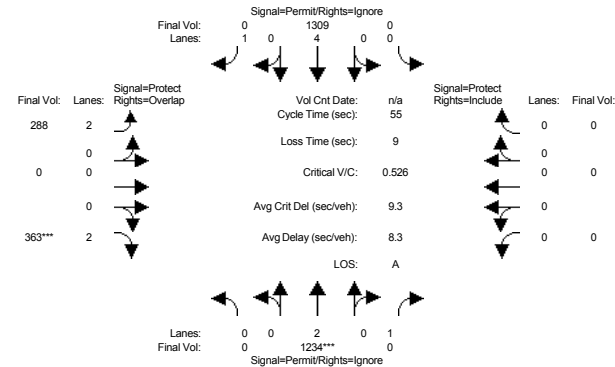
Volume Module:												
Base Vol:	0	1413	0	0	1038	0	1192	0	573	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1413	0	0	1038	0	1192	0	573	0	0	0
Added Vol:	0	11	0	0	7	0	8	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1424	0	0	1045	0	1200	0	573	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1424	0	0	1045	0	1200	0	573	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1424	0	0	1045	0	1200	0	573	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1424	0	0	1045	0	1200	0	573	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	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	0	7600	1750	3150	0	3150	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.00	0.00	0.14	0.00	0.38	0.00	0.18	0.00	0.00	0.00
Crit Moves:	****											
Green Time:	0.0	25.3	0.0	0.0	25.3	0.0	25.7	0.0	25.7	0.0	0.0	0.0
Volume/Cap:	0.00	0.89	0.00	0.00	0.33	0.00	0.89	0.00	0.42	0.00	0.00	0.00
Uniform Del:	0.0	16.1	0.0	0.0	11.6	0.0	15.8	0.0	12.0	0.0	0.0	0.0
IncrementDel:	0.0	6.5	0.0	0.0	0.1	0.0	7.6	0.0	0.2	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	22.6	0.0	0.0	11.7	0.0	23.5	0.0	12.2	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	22.6	0.0	0.0	11.7	0.0	23.5	0.0	12.2	0.0	0.0	0.0
LOS by Move:	A	C+	A	A	B+	A	C	A	B	A	A	A
HCM2kAvgQ:	0	12	0	0	2	0	17	0	5	0	0	0

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

Intersection #11: Wolfe Rd/I-280 SB Ramps



Street Name:	Wolfe Road				I-280 Southbound Ramps							
	North Bound		South Bound		East Bound		West Bound					
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

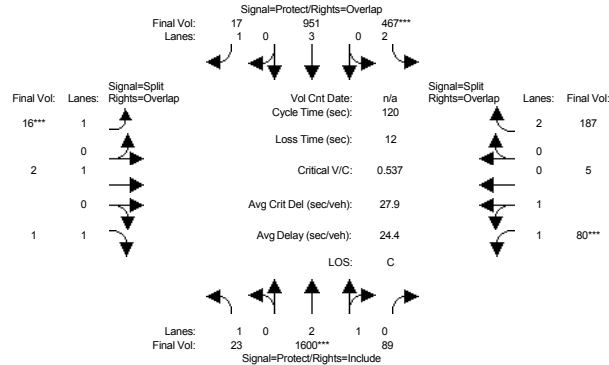
Volume Module:												
Base Vol:	0	1227	0	0	1300	0	283	0	363	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1227	0	0	1300	0	283	0	363	0	0	0
Added Vol:	0	7	0	0	9	0	5	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1234	0	0	1309	0	288	0	363	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1234	0	0	1309	0	288	0	363	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1234	0	0	1309	0	288	0	363	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1234	0	0	1309	0	288	0	363	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	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	0	7600	1750	3150	0	3150	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.00	0.00	0.17	0.00	0.09	0.00	0.12	0.00	0.00	0.00
Crit Moves:	****											
Green Time:	0.0	34.0	0.0	0.0	34.0	0.0	12.0	0.0	12.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.53	0.00	0.00	0.28	0.00	0.42	0.00	0.53	0.00	0.00	0.00
Uniform Del:	0.0	6.0	0.0	0.0	4.9	0.0	18.5	0.0	19.0	0.0	0.0	0.0
IncrementDel:	0.0	0.2	0.0	0.0	0.0	0.0	0.4	0.0	0.8	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	6.2	0.0	0.0	4.9	0.0	18.9	0.0	19.7	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	6.2	0.0	0.0	4.9	0.0	18.9	0.0	19.7	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	B-	A	B-	A	A	A
HCM2kAvgQ:	0	1	0	0	0	0	3	0	4	0	0	0

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

Intersection #12: Wolfe Rd/Vallico Pkwy



Street Name:	Wolfe Road						Vallico Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

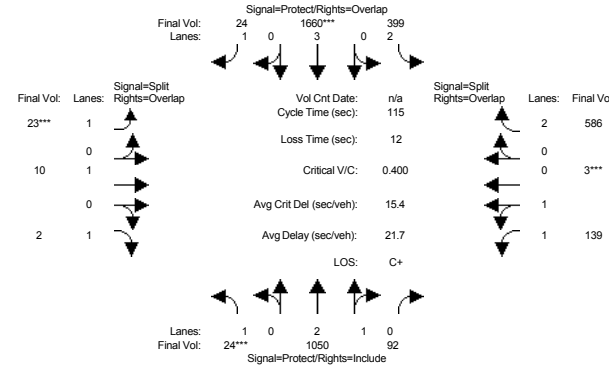
Volume Module:	Wolfe Road						Vallico Parkway					
	North Bound			South Bound			East Bound			West Bound		
Base Vol:	23	1600	89	467	951	17	16	2	1	80	5	187
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	1600	89	467	951	17	16	2	1	80	5	187
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	1600	89	467	951	17	16	2	1	80	5	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	1600	89	467	951	17	16	2	1	80	5	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	1600	89	467	951	17	16	2	1	80	5	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	23	1600	89	467	951	17	16	2	1	80	5	187

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	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.83
Lanes:	1.00	2.84	0.16	2.00	3.00	1.00	1.00	1.00	1.00	1.88	0.12	2.00
Final Sat.:	1750	5305	295	3150	5700	1750	1750	1900	1750	3341	209	3150

Capacity Analysis Module:												
Vol/Sat:	0.01	0.30	0.30	0.15	0.17	0.01	0.01	0.00	0.00	0.02	0.02	0.06
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	
Green Time:	22.8	59.0	59.0	29.0	65.2	75.2	10.0	10.0	32.8	10.0	10.0	39.0
Volume/Cap:	0.07	0.61	0.61	0.61	0.31	0.02	0.11	0.01	0.00	0.29	0.29	0.18
Uniform Del:	39.9	22.2	22.2	40.5	15.0	8.4	50.9	50.5	31.7	51.7	51.7	29.1
IncrementDel:	0.1	0.4	0.4	1.5	0.1	0.0	0.3	0.0	0.0	0.5	0.5	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	40.0	22.6	22.6	42.0	15.1	8.4	51.2	50.5	31.7	52.2	52.2	29.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.0	22.6	22.6	42.0	15.1	8.4	51.2	50.5	31.7	52.2	52.2	29.1
LOS by Move:	D	C+	C+	D	B	A	D-	D	C	D-	D-	C
HCM2kAvgQ:	1	15	15	9	6	0	1	0	0	2	2	3

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

Intersection #12: Wolfe Rd/Vallico Pkwy



Street Name:	Wolfe Road						Vallico Parkway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

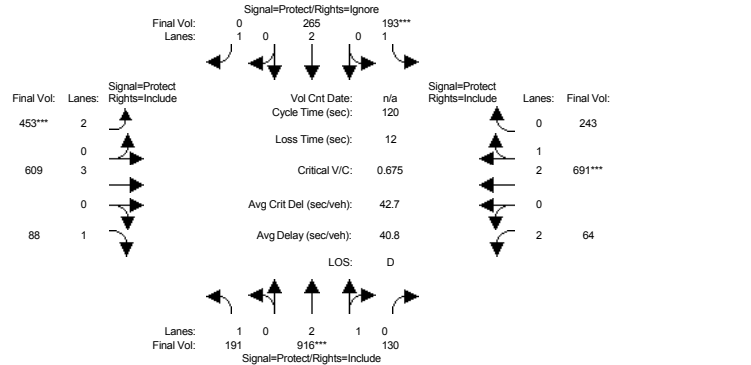
Volume Module:	Wolfe Road						Vallico Parkway					
	North Bound			South Bound			East Bound			West Bound		
Base Vol:	24	1050	92	399	1660	24	23	10	2	139	3	586
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	1050	92	399	1660	24	23	10	2	139	3	586
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	1050	92	399	1660	24	23	10	2	139	3	586
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	1050	92	399	1660	24	23	10	2	139	3	586
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	1050	92	399	1660	24	23	10	2	139	3	586
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	24	1050	92	399	1660	24	23	10	2	139	3	586

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	0.93	0.95	0.83
Lanes:	1.00	2.75	0.25	2.00	3.00	1.00	1.00	1.00	1.00	1.96	0.04	2.00
Final Sat.:	1750	5148	451	3150	5700	1750	1750	1900	1750	3475	75	3150

Capacity Analysis Module:												
Vol/Sat:	0.01	0.20	0.20	0.13	0.29	0.01	0.01	0.01	0.00	0.04	0.04	0.19
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	
Green Time:	7.0	48.4	48.4	30.1	71.4	81.4	10.0	10.0	17.0	14.6	14.6	44.6
Volume/Cap:	0.23	0.48	0.48	0.48	0.47	0.02	0.15	0.06	0.01	0.32	0.32	0.48
Uniform Del:	51.4	24.2	24.2	35.9	11.6	5.0	48.6	48.2	41.8	45.7	45.7	26.5
IncrementDel:	1.1	0.2	0.2	0.5	0.1	0.0	0.5	0.2	0.0	0.4	0.4	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	52.5	24.4	24.4	36.4	11.7	5.0	49.0	48.3	41.8	46.1	46.1	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:	52.5	24.4	24.4	36.4	11.7	5.0	49.0	48.3	41.8	46.1	46.1	26.8
LOS by Move:	D-	C	C	D+	B+	A	D	D	D	D	D	C
HCM2kAvgQ:	1	10	10	7	10	0	1	0	0	3	3	9

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

Intersection #13: Wolfe Rd/Stevens Creek Blvd



Street Name:	Wolfe Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

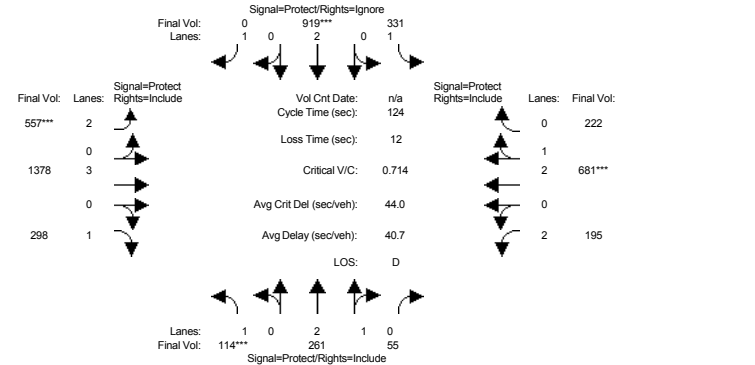
Volume Module:	Wolfe Road			Stevens Creek Boulevard		
	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Base Vol:	191	916	130	193	265	505
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	191	916	130	193	265	505
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	191	916	130	193	265	505
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	191	916	130	193	265	505
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	191	916	130	193	265	505
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	191	916	130	193	265	505

Saturation Flow Module:	Wolfe Road			Stevens Creek Boulevard		
	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.61	0.39	1.00	2.00	1.00
Final Sat.:	1750	4903	696	1750	3800	1750

Capacity Analysis Module:	Wolfe Road			Stevens Creek Boulevard		
	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Vol/Sat:	0.11	0.19	0.19	0.11	0.07	0.00
Crit Moves:	****	****	****	****	****	****
Green Time:	29.9	33.2	33.2	19.6	22.9	0.0
Volume/Cap:	0.44	0.68	0.68	0.68	0.37	0.00
Uniform Del:	37.9	38.6	38.6	47.2	42.3	0.0
IncrementDel:	0.7	1.2	1.2	6.3	0.3	0.0
InitQueueDel:	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
Delay/Veh:	38.6	39.8	39.8	53.5	42.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.6	39.8	39.8	53.5	42.6	0.0
LOS by Move:	D+	D	D	D-	D	A
HCM2kAvgQ:	6	12	12	7	4	0

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

Intersection #13: Wolfe Rd/Stevens Creek Blvd



Street Name:	Wolfe Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

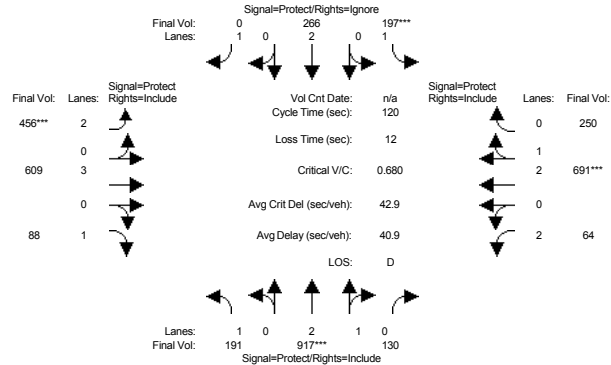
Volume Module:	Wolfe Road			Stevens Creek Boulevard		
	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Base Vol:	114	261	55	331	919	487
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	261	55	331	919	487
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	114	261	55	331	919	487
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	261	55	331	919	487
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	114	261	55	331	919	487
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	114	261	55	331	919	487

Saturation Flow Module:	Wolfe Road			Stevens Creek Boulevard		
	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.46	0.54	1.00	2.00	1.00
Final Sat.:	1750	4624	974	1750	3800	1750

Capacity Analysis Module:	Wolfe Road			Stevens Creek Boulevard		
	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Vol/Sat:	0.07	0.06	0.06	0.19	0.24	0.00
Crit Moves:	****	****	****	****	****	****
Green Time:	11.3	15.9	15.9	37.4	42.0	0.0
Volume/Cap:	0.71	0.44	0.44	0.63	0.71	0.00
Uniform Del:	54.8	49.9	49.9	37.3	35.8	0.0
IncrementDel:	14.2	0.4	0.4	2.4	1.9	0.0
InitQueueDel:	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
Delay/Veh:	69.0	50.3	50.3	39.7	37.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.0	50.3	50.3	39.7	37.7	0.0
LOS by Move:	E	D	D	D	D+	A
HCM2kAvgQ:	6	4	4	11	14	0

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

Intersection #13: Wolfe Rd/Stevens Creek Blvd



Street Name:	Wolfe Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

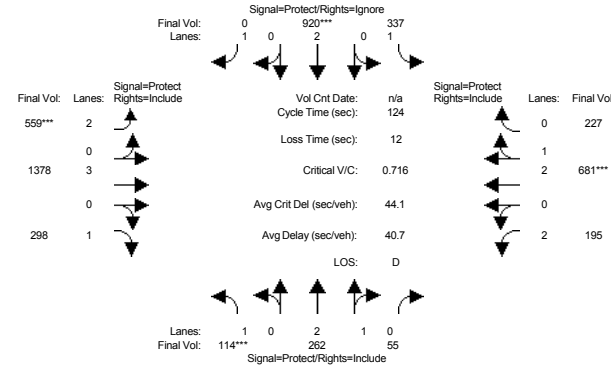
Volume Module:												
Base Vol:	191	916	130	193	265	505	453	609	88	64	691	243
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	191	916	130	193	265	505	453	609	88	64	691	243
Added Vol:	0	1	0	4	1	2	3	0	0	0	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	191	917	130	197	266	507	456	609	88	64	691	250
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	191	917	130	197	266	0	456	609	88	64	691	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	917	130	197	266	0	456	609	88	64	691	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	191	917	130	197	266	0	456	609	88	64	691	250

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.95
Lanes:	1.00	2.61	0.39	1.00	2.00	1.00	2.00	3.00	1.00	2.00	2.17	0.83
Final Sat.:	1750	4904	695	1750	3800	1750	3150	5700	1750	3150	4110	1487

Capacity Analysis Module:												
Vol/Sat:	0.11	0.19	0.19	0.11	0.07	0.00	0.14	0.11	0.05	0.02	0.17	0.17
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	30.0	33.0	33.0	19.9	22.9	0.0	25.5	35.7	35.7	19.5	29.6	29.6
Volume/Cap:	0.44	0.68	0.68	0.68	0.37	0.00	0.68	0.36	0.17	0.13	0.68	0.68
Uniform Del:	37.9	38.8	38.8	47.1	42.3	0.0	43.5	33.2	31.2	43.0	40.9	40.9
IncrementDel:	0.7	1.3	1.3	6.4	0.3	0.0	2.9	0.1	0.2	0.1	1.4	1.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	38.6	40.1	40.1	53.5	42.6	0.0	46.3	33.3	31.3	43.1	42.3	42.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.6	40.1	40.1	53.5	42.6	0.0	46.3	33.3	31.3	43.1	42.3	42.3
LOS by Move:	D+	D	D	D-	D	A	D	C-	C	D	D	D
HCM2kAvgQ:	6	12	12	7	4	0	10	5	2	1	11	11

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

Intersection #13: Wolfe Rd/Stevens Creek Blvd



Street Name:	Wolfe Road						Stevens Creek Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

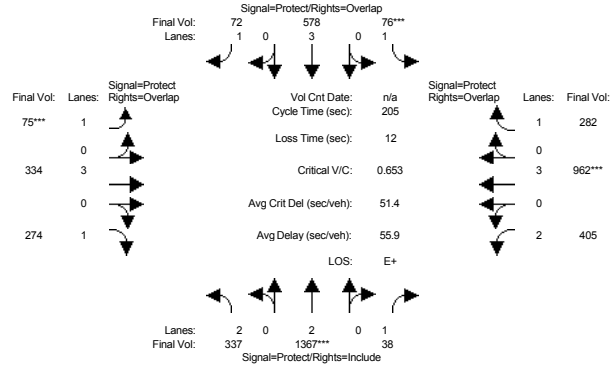
Volume Module:												
Base Vol:	114	261	55	331	919	487	557	1378	298	195	681	222
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	261	55	331	919	487	557	1378	298	195	681	222
Added Vol:	0	1	0	6	1	3	2	0	0	0	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	262	55	337	920	490	559	1378	298	195	681	227
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	262	55	337	920	0	559	1378	298	195	681	227
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	262	55	337	920	0	559	1378	298	195	681	227
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	114	262	55	337	920	0	559	1378	298	195	681	227

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	1.00	2.46	0.54	1.00	2.00	1.00	2.00	3.00	1.00	2.00	2.22	0.78
Final Sat.:	1750	4627	971	1750	3800	1750	3150	5700	1750	3150	4198	1399

Capacity Analysis Module:												
Vol/Sat:	0.07	0.06	0.06	0.19	0.24	0.00	0.18	0.24	0.17	0.06	0.16	0.16
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	11.3	15.7	15.7	37.5	41.9	0.0	30.7	46.8	46.8	12.0	28.1	28.1
Volume/Cap:	0.72	0.45	0.45	0.64	0.72	0.00	0.72	0.64	0.45	0.64	0.72	0.72
Uniform Del:	54.8	50.1	50.1	37.4	35.8	0.0	42.7	31.7	28.9	53.9	44.3	44.3
IncrementDel:	14.4	0.5	0.5	2.6	2.0	0.0	3.2	0.7	0.5	4.5	2.0	2.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	69.2	50.6	50.6	40.0	37.8	0.0	45.8	32.3	29.4	58.5	46.3	46.3
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:	69.2	50.6	50.6	40.0	37.8	0.0	45.8	32.3	29.4	58.5	46.3	46.3
LOS by Move:	E	D	D	D	D+	A	D	C-	C	E+	D	D
HCM2kAvgQ:	6	4	4	11	14	0	12	12	7	5	11	11

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

Intersection #1: Wolfe Rd/El Camino Real (SR 82)



Street Name:	Wolfe Road				El Camino Real				
	North Bound		South Bound		East Bound		West Bound		
Approach:	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

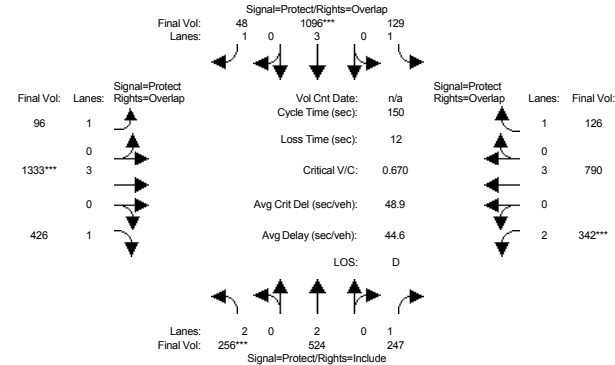
Volume Module:	North Bound		South Bound		East Bound		West Bound		
	L	T	R	L	T	R	L	T	R
Base Vol:	335	1365	38	76	575	72	75	334	271
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	335	1365	38	76	575	72	75	334	271
Added Vol:	2	2	0	0	3	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0
Initial Fut:	337	1367	38	76	578	72	75	334	274
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	337	1367	38	76	578	72	75	334	274
Reduct Vol:	0	0	0	0	0	0	0	0	0
Reduced Vol:	337	1367	38	76	578	72	75	334	274
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	337	1367	38	76	578	72	75	334	274

Saturation Flow Module:	North Bound		South Bound		East Bound		West Bound		
	L	T	R	L	T	R	L	T	R
Sat/Lane:	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
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	5700	1750

Capacity Analysis Module:	North Bound		South Bound		East Bound		West Bound		
	L	T	R	L	T	R	L	T	R
Vol/Sat:	0.11	0.36	0.02	0.04	0.10	0.04	0.04	0.06	0.16
Crit Moves:	****		****	****		****	****		****
Green Time:	65.0	113	112.9	13.6	61.6	75.0	13.5	20.8	85.8
Volume/Cap:	0.34	0.65	0.04	0.65	0.34	0.11	0.65	0.58	0.37
Uniform Del:	53.5	32.3	21.1	93.4	55.8	43.0	93.5	87.9	41.1
IncrementDel:	0.2	0.7	0.0	12.5	0.1	0.1	12.7	1.5	0.3
InitQueueDel:	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
Delay/Veh:	53.8	33.0	21.2	105.9	55.9	43.0	106.2	89.4	41.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.8	33.0	21.2	105.9	55.9	43.0	106.2	89.4	41.4
LOS by Move:	D-	C-	C+	F	E+	D	F	F	D
HCM2kAvgQ:	9	28	1	6	9	3	6	7	12

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

Intersection #1: Wolfe Rd/El Camino Real (SR 82)



Street Name:	Wolfe Road				El Camino Real				
	North Bound		South Bound		East Bound		West Bound		
Approach:	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

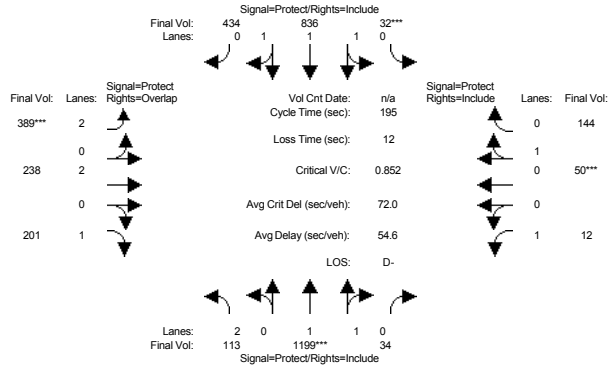
Volume Module:	North Bound		South Bound		East Bound		West Bound		
	L	T	R	L	T	R	L	T	R
Base Vol:	253	521	247	129	1094	48	96	1333	424
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	253	521	247	129	1094	48	96	1333	424
Added Vol:	3	3	0	0	2	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0
Initial Fut:	256	524	247	129	1096	48	96	1333	426
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	256	524	247	129	1096	48	96	1333	426
Reduct Vol:	0	0	0	0	0	0	0	0	0
Reduced Vol:	256	524	247	129	1096	48	96	1333	426
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	256	524	247	129	1096	48	96	1333	426

Saturation Flow Module:	North Bound		South Bound		East Bound		West Bound		
	L	T	R	L	T	R	L	T	R
Sat/Lane:	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
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	5700	1750

Capacity Analysis Module:	North Bound		South Bound		East Bound		West Bound		
	L	T	R	L	T	R	L	T	R
Vol/Sat:	0.08	0.14	0.14	0.07	0.19	0.03	0.05	0.23	0.24
Crit Moves:	****		****	****		****	****		****
Green Time:	18.2	40.3	40.3	21.0	43.1	64.8	21.8	52.4	70.6
Volume/Cap:	0.67	0.51	0.53	0.53	0.67	0.06	0.38	0.67	0.52
Uniform Del:	63.0	46.6	46.7	59.9	47.2	24.9	58.0	41.5	27.8
IncrementDel:	4.5	0.5	1.1	2.1	1.1	0.0	0.9	0.9	0.6
InitQueueDel:	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
Delay/Veh:	67.6	47.0	47.8	62.0	48.3	24.9	59.0	42.3	28.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.6	47.0	47.8	62.0	48.3	24.9	59.0	42.3	28.4
LOS by Move:	E	D	D	E	D	C	E+	D	C
HCM2kAvgQ:	6	9	10	6	15	1	5	18	15

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

Intersection #2: Wolfe Rd/Fremont Ave



Street Name:	Wolfe Road				Fremont Avenue							
	North Bound		South Bound		East Bound		West Bound					
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

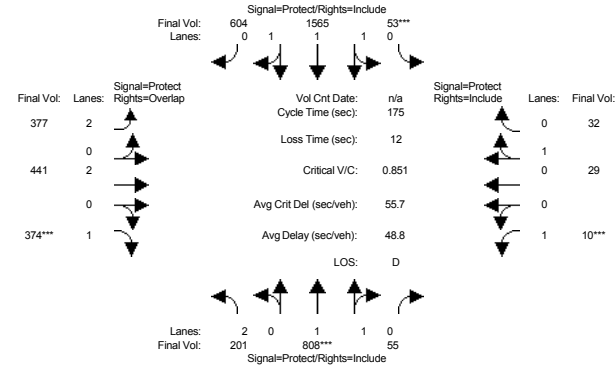
Volume Module:												
Base Vol:	113	1195	28	32	822	434	389	238	201	12	50	144
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	1195	28	32	822	434	389	238	201	12	50	144
Added Vol:	0	4	6	0	14	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	1199	34	32	836	434	389	238	201	12	50	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	1199	34	32	836	434	389	238	201	12	50	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	1199	34	32	836	434	389	238	201	12	50	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	113	1199	34	32	836	434	389	238	201	12	50	144

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.95	0.97	0.95	0.83	1.00	0.92	0.92	0.95	0.95
Lanes:	2.00	1.94	0.06	0.08	1.92	1.00	2.00	2.00	1.00	1.00	0.26	0.74
Final Sat.:	3150	3598	102	136	3563	1800	3150	3800	1750	1750	464	1336

Capacity Analysis Module:												
Vol/Sat:	0.04	0.33	0.33	0.23	0.23	0.24	0.12	0.06	0.11	0.01	0.11	0.11
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	16.9	76.3	76.3	53.7	113	113.2	28.3	36.4	53.3	16.5	24.7	24.7
Volume/Cap:	0.42	0.85	0.85	0.85	0.40	0.42	0.85	0.34	0.42	0.08	0.85	0.85
Uniform Del:	84.4	54.2	54.2	66.9	22.4	22.6	81.3	68.8	58.2	82.2	83.4	83.4
IncrementDel:	1.0	5.1	5.1	4.8	0.1	0.1	14.2	0.3	0.6	0.2	25.1	25.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	85.4	59.2	59.2	71.7	22.5	22.7	95.5	69.1	58.8	82.5	108	108.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.4	59.2	59.2	71.7	22.5	22.7	95.5	69.1	58.8	82.5	108	108.5
LOS by Move:	F	E+	E+	E	C+	C+	F	E	E+	F	F	F
HCM2kAvgQ:	4	35	35	26	14	14	16	6	10	1	14	14

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

Intersection #2: Wolfe Rd/Fremont Ave



Street Name:	Wolfe Road				Fremont Avenue							
	North Bound		South Bound		East Bound		West Bound					
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

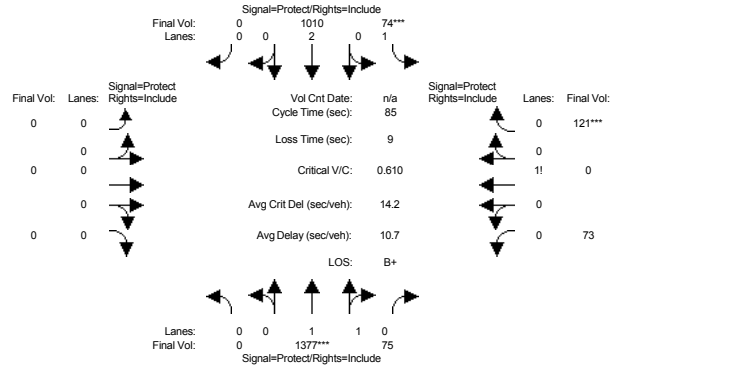
Volume Module:												
Base Vol:	201	803	47	53	1556	604	377	441	374	10	29	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	201	803	47	53	1556	604	377	441	374	10	29	32
Added Vol:	0	5	8	0	9	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	201	808	55	53	1565	604	377	441	374	10	29	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	201	808	55	53	1565	604	377	441	374	10	29	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	808	55	53	1565	604	377	441	374	10	29	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	201	808	55	53	1565	604	377	441	374	10	29	32

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.95	0.97	0.95	0.83	1.00	0.92	0.92	0.95	0.95
Lanes:	2.00	1.87	0.13	0.07	2.10	0.83	2.00	2.00	1.00	1.00	0.48	0.52
Final Sat.:	3150	3464	236	131	3873	1495	3150	3800	1750	1750	856	944

Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.23	0.40	0.40	0.40	0.12	0.12	0.21	0.01	0.03	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	17.2	46.2	46.2	80.1	109	109.1	24.8	29.7	46.9	7.0	11.9	11.9
Volume/Cap:	0.65	0.88	0.88	0.88	0.65	0.65	0.84	0.68	0.80	0.14	0.50	0.50
Uniform Del:	76.0	61.8	61.8	43.2	20.8	20.8	73.2	68.2	59.6	81.1	78.7	78.7
IncrementDel:	4.8	9.6	9.6	4.1	0.4	0.4	13.6	3.0	9.2	0.9	3.2	3.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	80.7	71.4	71.4	47.3	21.3	21.3	86.8	71.3	68.8	82.0	81.9	81.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.7	71.4	71.4	47.3	21.3	21.3	86.8	71.3	68.8	82.0	81.9	81.9
LOS by Move:	F	E	E	D	C+	C+	F	E	E	F	F	F
HCM2kAvgQ:	6	23	23	38	25	25	14	12	22	1	4	4

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

Intersection #3: Wolfe Rd/Marion Wy



Street Name:	Wolfe Road				Marion Way						
	North Bound		South Bound		East Bound		West Bound				
Approach:	L	T	R	L	T	R	L	T	R		
Min. Green:	0	10	10	7	10	0	0	0	7	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

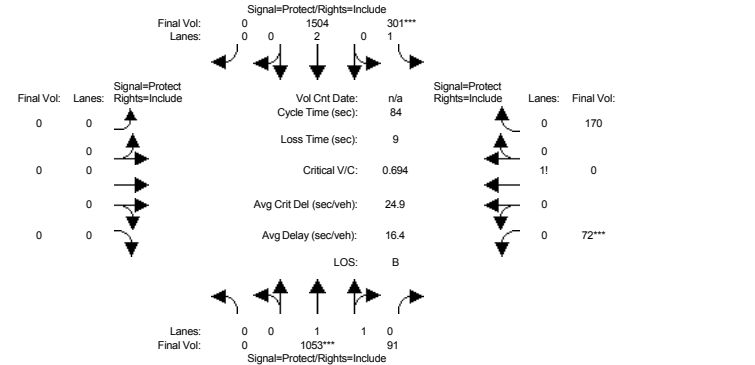
Volume Module:											
Base Vol:	0	1367	75	74	996	0	0	0	73	0	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1367	75	74	996	0	0	0	73	0	121
Added Vol:	0	10	0	0	14	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1377	75	74	1010	0	0	0	73	0	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1377	75	74	1010	0	0	0	73	0	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1377	75	74	1010	0	0	0	73	0	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1377	75	74	1010	0	0	0	73	0	121

Saturation Flow Module:												
Sat/Lane:	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	0.92	
Lanes:	0.00	1.89	0.11	1.00	2.00	0.00	0.00	0.00	0.00	0.38	0.00	0.62
Final Sat.:	0	3509	191	1750	3800	0	0	0	659	0	1091	

Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.39	0.04	0.27	0.00	0.00	0.00	0.00	0.11	0.00	0.11
Crit Moves:	****											
Green Time:	0.0	53.8	53.8	7.0	60.8	0.0	0.0	0.0	0.0	15.2	0.0	15.2
Volume/Cap:	0.00	0.62	0.62	0.51	0.37	0.00	0.00	0.00	0.00	0.62	0.00	0.62
Uniform Del:	0.0	9.4	9.4	37.4	4.7	0.0	0.0	0.0	0.0	32.2	0.0	32.2
IncrementDel:	0.0	0.5	0.5	3.1	0.1	0.0	0.0	0.0	0.0	3.8	0.0	3.8
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	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	9.9	9.9	40.5	4.8	0.0	0.0	0.0	0.0	36.0	0.0	36.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.9	9.9	40.5	4.8	0.0	0.0	0.0	0.0	36.0	0.0	36.0
LOS by Move:	A	A	A	D	A	A	A	A	A	D+	A	D+
HCM2kAvgQ:	0	12	12	2	5	0	0	0	0	6	0	6

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

Intersection #3: Wolfe Rd/Marion Wy



Street Name:	Wolfe Road				Marion Way						
	North Bound		South Bound		East Bound		West Bound				
Approach:	L	T	R	L	T	R	L	T	R		
Min. Green:	0	10	10	7	10	0	0	0	7	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

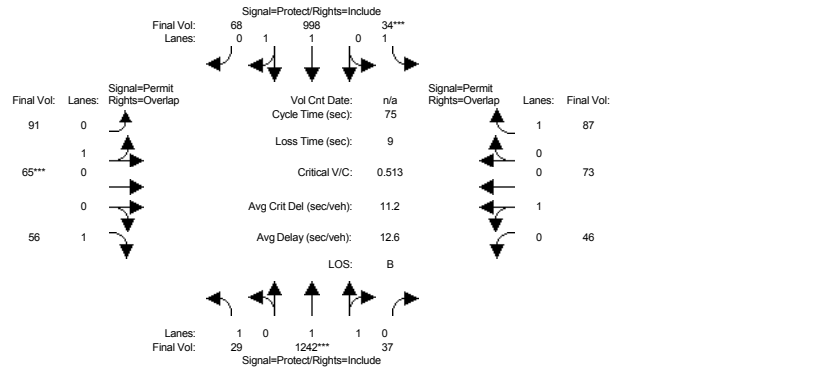
Volume Module:											
Base Vol:	0	1040	91	301	1495	0	0	0	72	0	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1040	91	301	1495	0	0	0	72	0	170
Added Vol:	0	13	0	0	9	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1053	91	301	1504	0	0	0	72	0	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1053	91	301	1504	0	0	0	72	0	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1053	91	301	1504	0	0	0	72	0	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1053	91	301	1504	0	0	0	72	0	170

Saturation Flow Module:												
Sat/Lane:	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	0.92	
Lanes:	0.00	1.84	0.16	1.00	2.00	0.00	0.00	0.00	0.00	0.30	0.00	0.70
Final Sat.:	0	3405	294	1750	3800	0	0	0	521	0	1229	

Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.31	0.17	0.40	0.00	0.00	0.00	0.00	0.14	0.00	0.14
Crit Moves:	****											
Green Time:	0.0	37.4	37.4	20.8	58.3	0.0	0.0	0.0	0.0	16.7	0.0	16.7
Volume/Cap:	0.00	0.69	0.69	0.69	0.57	0.00	0.00	0.00	0.00	0.69	0.00	0.69
Uniform Del:	0.0	18.7	18.7	28.7	6.5	0.0	0.0	0.0	0.0	31.2	0.0	31.2
IncrementDel:	0.0	1.3	1.3	4.8	0.3	0.0	0.0	0.0	0.0	5.9	0.0	5.9
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	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	20.0	20.0	33.5	6.8	0.0	0.0	0.0	0.0	37.2	0.0	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:	0.0	20.0	20.0	33.5	6.8	0.0	0.0	0.0	0.0	37.2	0.0	37.2
LOS by Move:	A	B-	B-	C-	A	A	A	A	A	D+	A	D+
HCM2kAvgQ:	0	12	12	8	10	0	0	0	0	8	0	8

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

Intersection #4: Wolfe Rd/Inverness Wy



Street Name:	Wolfe Road						Inverness Way														
	North Bound			South Bound			East Bound			West Bound											
Approach:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

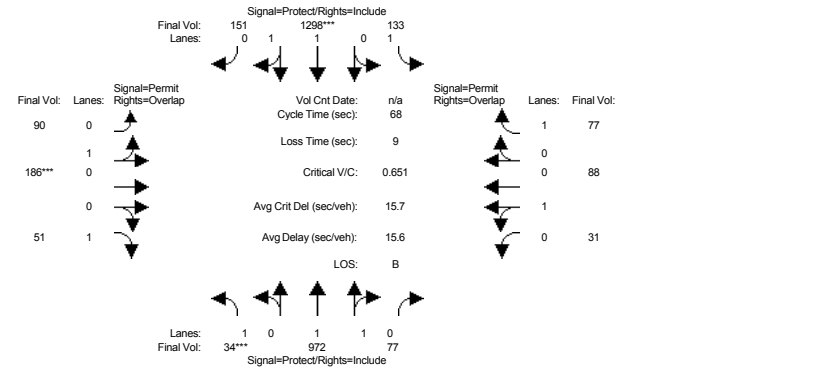
Volume Module:	North Bound		South Bound		East Bound		West Bound	
Base Vol:	29	1232	37	34	984	68	91	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	1232	37	34	984	68	91	65
Added Vol:	0	10	0	0	14	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0
Initial Fut:	29	1242	37	34	998	68	91	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	1242	37	34	998	68	91	65
Reduct Vol:	0	0	0	0	0	0	0	0
Reduced Vol:	29	1242	37	34	998	68	91	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	29	1242	37	34	998	68	91	65

Saturation Flow Module:	North Bound		South Bound		East Bound		West Bound	
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.95	0.95
Lanes:	1.00	1.94	0.06	1.00	1.87	0.13	0.58	0.42
Final Sat.:	1750	3593	107	1750	3464	236	1050	750

Capacity Analysis Module:	North Bound		South Bound		East Bound		West Bound		
Vol/Sat:	0.02	0.35	0.35	0.02	0.29	0.09	0.09	0.09	
Crit Moves:	****	****	****	****	****	****	****	****	
Green Time:	13.3	47.2	47.2	7.0	40.9	11.8	11.8	11.8	
Volume/Cap:	0.09	0.55	0.55	0.21	0.53	0.55	0.55	0.55	
Uniform Del:	25.8	7.9	7.9	31.4	10.9	29.1	29.1	17.2	
IncrementDel:	0.1	0.3	0.3	0.6	0.3	2.3	2.3	0.1	
InitQueueDel:	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	
Delay/Veh:	26.0	8.2	8.2	32.1	11.1	31.4	31.4	17.2	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	26.0	8.2	8.2	32.1	11.1	31.4	31.4	17.2	
LOS by Move:	C	A	A	C-	B+	B+	C	C	B
HCM2kAvgQ:	1	8	8	1	8	4	4	1	3

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

Intersection #4: Wolfe Rd/Inverness Wy



Street Name:	Wolfe Road						Inverness Way														
	North Bound			South Bound			East Bound			West Bound											
Approach:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

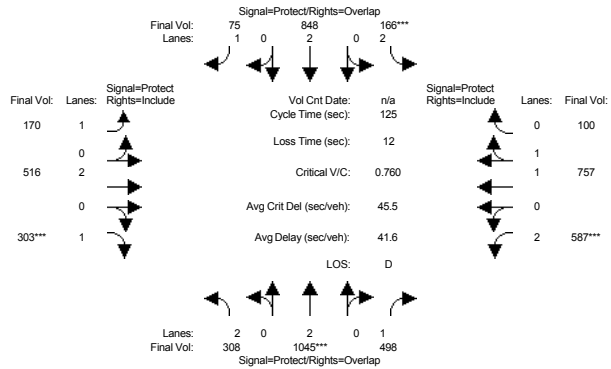
Volume Module:	North Bound		South Bound		East Bound		West Bound	
Base Vol:	34	959	77	133	1289	151	90	186
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	959	77	133	1289	151	90	186
Added Vol:	0	13	0	0	9	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0
Initial Fut:	34	972	77	133	1298	151	90	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	972	77	133	1298	151	90	186
Reduct Vol:	0	0	0	0	0	0	0	0
Reduced Vol:	34	972	77	133	1298	151	90	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	34	972	77	133	1298	151	90	186

Saturation Flow Module:	North Bound		South Bound		East Bound		West Bound	
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95
Lanes:	1.00	1.85	0.15	1.00	1.79	0.21	0.33	0.67
Final Sat.:	1750	3428	272	1750	3314	386	587	1213

Capacity Analysis Module:	North Bound		South Bound		East Bound		West Bound	
Vol/Sat:	0.02	0.28	0.28	0.08	0.39	0.08	0.15	0.15
Crit Moves:	****	****	****	****	****	****	****	****
Green Time:	7.0	32.6	32.6	11.8	37.4	11.8	14.6	14.6
Volume/Cap:	0.19	0.59	0.59	0.44	0.71	0.71	0.09	0.31
Uniform Del:	27.9	12.9	12.9	25.1	11.3	11.3	24.7	24.7
IncrementDel:	0.5	0.5	0.5	1.0	1.2	1.2	6.1	6.1
InitQueueDel:	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
Delay/Veh:	28.4	13.4	13.4	26.1	12.6	12.6	30.9	30.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.4	13.4	13.4	26.1	12.6	12.6	30.9	30.9
LOS by Move:	C	B	B	C	B	B	C	C
HCM2kAvgQ:	1	8	8	3	12	12	7	7

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

Intersection #6: Wolfe Rd/Homestead Rd



Street Name:	Wolfe Road						Homestead Road														
	North Bound			South Bound			East Bound			West Bound											
Approach:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

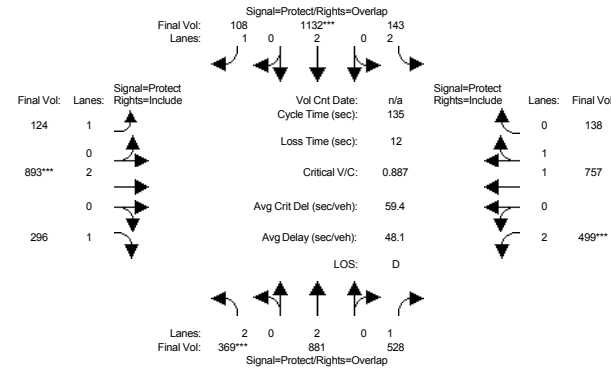
Volume Module:																			
Base Vol:	306 1035 493 166 834 75	170 516 300 581 757 100																	
Growth Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00																	
Initial Bse:	306 1035 493 166 834 75	170 516 300 581 757 100																	
Added Vol:	2 10 5 0 14 0	0 0 3 6 0 0																	
PasserByVol:	0 0 0 0 0 0	0 0 0 0 0 0																	
Initial Fut:	308 1045 498 166 848 75	170 516 303 587 757 100																	
User Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00																	
PHF Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00																	
PHF Volume:	308 1045 498 166 848 75	170 516 303 587 757 100																	
Reduct Vol:	0 0 0 0 0 0	0 0 0 0 0 0																	
Reduced Vol:	308 1045 498 166 848 75	170 516 303 587 757 100																	
PCE Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00																	
MLF Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00																	
Final Volume:	308 1045 498 166 848 75	170 516 303 587 757 100																	

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 0.98 0.95																	
Lanes:	2.00 2.00 1.00 2.00 2.00 1.00	1.00 2.00 1.00 2.00 1.76 0.24																	
Final Sat.:	3150 3800 1750 3150 3800 1750	1750 3800 1750 3150 3268 432																	

Capacity Analysis Module:																			
Vol/Sat:	0.10 0.28 0.28 0.05 0.22 0.04	0.10 0.14 0.17 0.19 0.23 0.23																	
Crit Moves:	****	****																	
Green Time:	16.4 45.2 75.9 8.7 37.5 54.9	17.5 28.5 28.5 30.6 41.6 41.6																	
Volume/Cap:	0.74 0.76 0.47 0.76 0.74 0.10	0.70 0.60 0.76 0.76 0.70 0.70																	
Uniform Del:	52.3 35.1 13.5 57.1 39.5 20.5	51.2 43.1 45.1 43.8 36.2 36.2																	
IncrementDel:	7.2 2.5 0.3 14.4 2.7 0.1	8.4 1.1 8.3 4.4 1.8 1.8																	
InitQueueDel:	0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0																	
Delay Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00																	
Delay/Veh:	59.5 37.6 13.8 71.5 42.2 20.6	59.7 44.3 53.4 48.2 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:	59.5 37.6 13.8 71.5 42.2 20.6	59.7 44.3 53.4 48.2 37.9 37.9																	
LOS by Move:	E+ D+ B E D C+	E+ D D- D D+ D+																	
HCM2kAvgQ:	7 17 11 4 15 2	7 9 12 12 13 13																	

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

Intersection #6: Wolfe Rd/Homestead Rd



Street Name:	Wolfe Road						Homestead Road														
	North Bound			South Bound			East Bound			West Bound											
Approach:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

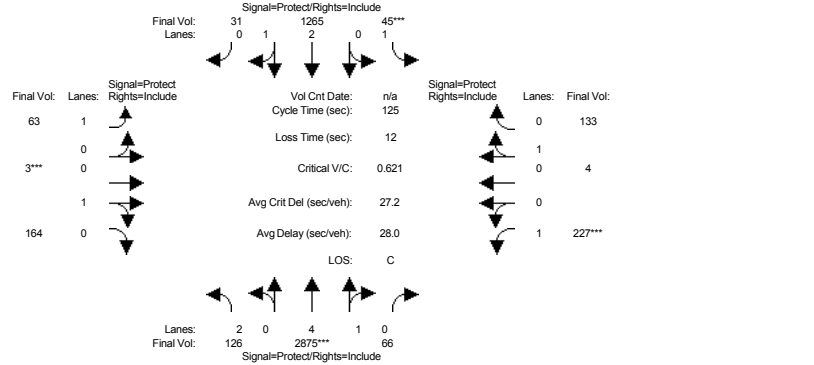
Volume Module:																			
Base Vol:	366 868 521 143 1123 108	124 893 294 495 757 138																	
Growth Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00																	
Initial Bse:	366 868 521 143 1123 108	124 893 294 495 757 138																	
Added Vol:	3 13 7 0 9 0	0 0 2 4 0 0																	
PasserByVol:	0 0 0 0 0 0	0 0 0 0 0 0																	
Initial Fut:	369 881 528 143 1132 108	124 893 296 499 757 138																	
User Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00																	
PHF Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00																	
PHF Volume:	369 881 528 143 1132 108	124 893 296 499 757 138																	
Reduct Vol:	0 0 0 0 0 0	0 0 0 0 0 0																	
Reduced Vol:	369 881 528 143 1132 108	124 893 296 499 757 138																	
PCE Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00																	
MLF Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00																	
Final Volume:	369 881 528 143 1132 108	124 893 296 499 757 138																	

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 0.98 0.95																	
Lanes:	2.00 2.00 1.00 2.00 2.00 1.00	1.00 2.00 1.00 2.00 1.68 0.32																	
Final Sat.:	3150 3800 1750 3150 3800 1750	1750 3800 1750 3150 3129 570																	

Capacity Analysis Module:																			
Vol/Sat:	0.12 0.23 0.30 0.05 0.30 0.06	0.07 0.24 0.17 0.16 0.24 0.24																	
Crit Moves:	****	****																	
Green Time:	17.8 51.6 75.7 11.5 45.3 58.9	13.6 35.8 35.8 24.1 46.3 46.3																	
Volume/Cap:	0.89 0.61 0.54 0.53 0.89 0.14	0.71 0.89 0.64 0.89 0.71 0.71																	
Uniform Del:	57.6 33.5 18.6 59.1 42.4 22.9	58.8 47.7 43.9 54.1 38.4 38.4																	
IncrementDel:	20.0 0.7 0.6 2.0 7.9 0.1	12.3 9.7 3.0 15.8 1.8 1.8																	
InitQueueDel:	0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0																	
Delay Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00																	
Delay/Veh:	77.6 34.3 19.2 61.2 50.3 23.0	71.1 57.4 46.9 69.9 40.3 40.3																	
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:	77.6 34.3 19.2 61.2 50.3 23.0	71.1 57.4 46.9 69.9 40.3 40.3																	
LOS by Move:	E- C- B- E D C+	E E+ D E D D																	
HCM2kAvgQ:	10 14 14 3 23 3	5 17 11 13 16 16																	

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

Intersection #9: Wolfe Rd/Pruneridge Ave



Street Name:	Wolfe Road						Pruneridge Avenue					
	North Bound			South Bound			East Bound		West Bound			
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

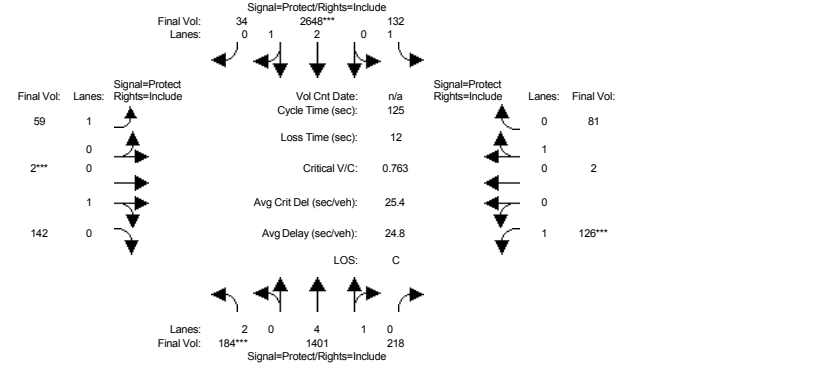
Volume Module:	Wolfe Road						Pruneridge Avenue					
	North Bound			South Bound			East Bound		West Bound			
Base Vol:	92	2875	66	45	1265	31	46	3	141	227	4	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	2875	66	45	1265	31	46	3	141	227	4	133
Added Vol:	34	0	0	0	0	0	17	0	23	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	2875	66	45	1265	31	63	3	164	227	4	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	2875	66	45	1265	31	63	3	164	227	4	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	2875	66	45	1265	31	63	3	164	227	4	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	126	2875	66	45	1265	31	63	3	164	227	4	133

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	2.00	4.88	0.12	1.00	2.93	0.07	1.00	0.02	0.98	1.00	0.03	0.97
Final Sat.:	3150	9189	211	1750	5466	134	1750	32	1768	1750	53	1747

Capacity Analysis Module:												
Vol/Sat:	0.04	0.31	0.31	0.03	0.23	0.23	0.04	0.09	0.09	0.13	0.08	0.08
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	13.4	61.9	61.9	7.0	55.5	55.5	18.1	18.4	18.4	25.7	25.9	25.9
Volume/Cap:	0.37	0.63	0.63	0.46	0.52	0.52	0.25	0.63	0.63	0.63	0.37	0.37
Uniform Del:	51.9	23.1	23.1	57.2	25.1	25.1	47.4	50.1	50.1	45.3	42.5	42.5
IncrementDel:	0.7	0.3	0.3	3.4	0.2	0.2	0.5	4.9	4.9	3.6	0.6	0.6
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	52.6	23.4	23.4	60.5	25.3	25.3	47.9	55.0	55.0	48.9	43.1	43.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.6	23.4	23.4	60.5	25.3	25.3	47.9	55.0	55.0	48.9	43.1	43.1
LOS by Move:	D-	C	C	E	C	C	D	E+	E+	D	D	D
HCM2kAvgQ:	3	17	17	2	12	12	2	7	7	9	5	5

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

Intersection #9: Wolfe Rd/Pruneridge Ave



Street Name:	Wolfe Road						Pruneridge Avenue					
	North Bound			South Bound			East Bound		West Bound			
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

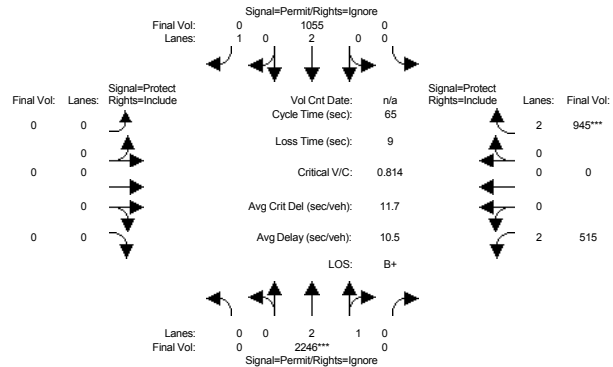
Volume Module:	Wolfe Road						Pruneridge Avenue					
	North Bound			South Bound			East Bound		West Bound			
Base Vol:	162	1401	218	132	2648	34	36	2	112	126	2	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	162	1401	218	132	2648	34	36	2	112	126	2	81
Added Vol:	22	0	0	0	0	0	23	0	30	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	184	1401	218	132	2648	34	59	2	142	126	2	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	184	1401	218	132	2648	34	59	2	142	126	2	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	1401	218	132	2648	34	59	2	142	126	2	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	184	1401	218	132	2648	34	59	2	142	126	2	81

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	2.00	4.30	0.70	1.00	2.96	0.04	1.00	0.01	0.99	1.00	0.02	0.98
Final Sat.:	3150	8132	1265	1750	5529	71	1750	25	1775	1750	43	1757

Capacity Analysis Module:												
Vol/Sat:	0.06	0.17	0.17	0.08	0.48	0.48	0.03	0.08	0.08	0.07	0.05	0.05
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	9.6	61.3	61.3	26.8	78.5	78.5	10.3	13.1	13.1	11.8	14.7	14.7
Volume/Cap:	0.76	0.35	0.35	0.35	0.76	0.76	0.41	0.76	0.76	0.76	0.39	0.39
Uniform Del:	56.6	19.6	19.6	41.7	16.6	16.6	54.5	54.4	54.4	55.2	51.1	51.1
IncrementDel:	13.4	0.0	0.0	0.6	1.0	1.0	1.9	16.6	16.6	18.7	1.2	1.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	70.0	19.7	19.7	42.3	17.6	17.6	56.4	71.1	71.1	73.9	52.3	52.3
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:	70.0	19.7	19.7	42.3	17.6	17.6	56.4	71.1	71.1	73.9	52.3	52.3
LOS by Move:	E	B-	B-	D	B	B	E+	E	E	E	D-	D-
HCM2kAvgQ:	6	8	8	4	25	25	3	7	7	7	3	3

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

Intersection #10: Wolfe Rd/I-280 NB Ramps



Street Name:	Wolfe Road						I-280 Northbound Ramps					
	North Bound			South Bound			East Bound		West Bound			
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

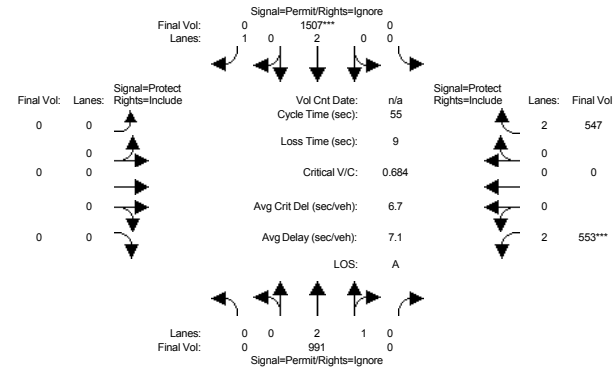
Volume Module:												
Base Vol:	0	2226	24	0	1038	99	0	0	0	515	0	931
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2226	24	0	1038	99	0	0	0	515	0	931
Added Vol:	0	20	0	0	17	0	0	0	0	0	0	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2246	24	0	1055	99	0	0	0	515	0	945
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2246	0	0	1055	0	0	0	0	515	0	945
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2246	0	0	1055	0	0	0	0	515	0	945
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2246	0	0	1055	0	0	0	0	515	0	945

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	0.83	1.00	0.83
Lanes:	0.00	3.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5600	0	0	3800	1750	0	0	0	3150	0	3150

Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.00	0.00	0.28	0.00	0.00	0.00	0.00	0.16	0.00	0.30
Crit Moves:	****											
Green Time:	0.0	32.0	0.0	0.0	32.0	0.0	0.0	0.0	0.0	24.0	0.0	24.0
Volume/Cap:	0.00	0.81	0.00	0.00	0.56	0.00	0.00	0.00	0.00	0.44	0.00	0.81
Uniform Del:	0.0	14.0	0.0	0.0	11.6	0.0	0.0	0.0	0.0	15.5	0.0	18.5
IncrementDel:	0.0	2.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.3	0.0	4.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.35	0.00	0.00	0.35	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	6.9	0.0	0.0	4.5	0.0	0.0	0.0	0.0	15.8	0.0	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:	0.0	6.9	0.0	0.0	4.5	0.0	0.0	0.0	0.0	15.8	0.0	23.0
LOS by Move:	A	A	A	A	A	A	A	A	A	B	A	C
HCM2kAvgQ:	0	11	0	0	4	0	0	0	0	5	0	13

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

Intersection #10: Wolfe Rd/I-280 NB Ramps



Street Name:	Wolfe Road						I-280 Northbound Ramps					
	North Bound			South Bound			East Bound		West Bound			
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

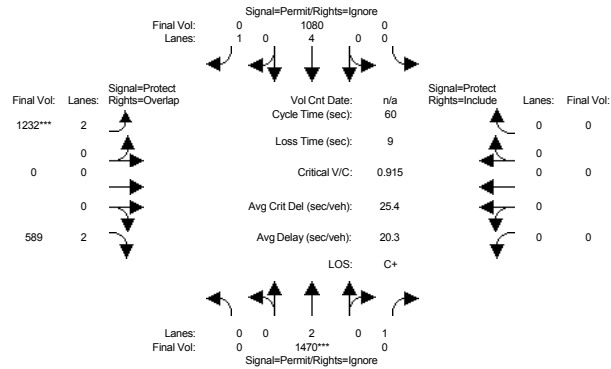
Volume Module:												
Base Vol:	0	978	108	0	1485	283	0	0	0	553	0	538
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	978	108	0	1485	283	0	0	0	553	0	538
Added Vol:	0	13	0	0	22	0	0	0	0	0	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	991	108	0	1507	283	0	0	0	553	0	547
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	991	0	0	1507	0	0	0	0	553	0	547
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	991	0	0	1507	0	0	0	0	553	0	547
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	991	0	0	1507	0	0	0	0	553	0	547

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	0.83	1.00	0.83
Lanes:	0.00	3.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5600	0	0	3800	1750	0	0	0	3150	0	3150

Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.00	0.00	0.40	0.00	0.00	0.00	0.00	0.18	0.00	0.17
Crit Moves:	****											
Green Time:	0.0	31.9	0.0	0.0	31.9	0.0	0.0	0.0	0.0	14.1	0.0	14.1
Volume/Cap:	0.00	0.31	0.00	0.00	0.68	0.00	0.00	0.00	0.00	0.68	0.00	0.68
Uniform Del:	0.0	5.9	0.0	0.0	8.0	0.0	0.0	0.0	0.0	18.4	0.0	18.4
IncrementDel:	0.0	0.1	0.0	0.0	0.9	0.0	0.0	0.0	0.0	2.4	0.0	2.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.08	0.00	0.00	0.08	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	0.5	0.0	0.0	1.6	0.0	0.0	0.0	0.0	20.9	0.0	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:	0.0	0.5	0.0	0.0	1.6	0.0	0.0	0.0	0.0	20.9	0.0	20.7
LOS by Move:	A	A	A	A	A	A	A	A	A	C+	A	C+
HCM2kAvgQ:	0	1	0	0	3	0	0	0	0	7	0	6

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

Intersection #11: Wolfe Rd/I-280 SB Ramps



Street Name:	Wolfe Road						I-280 Southbound Ramps					
	North Bound			South Bound			East Bound		West Bound			
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

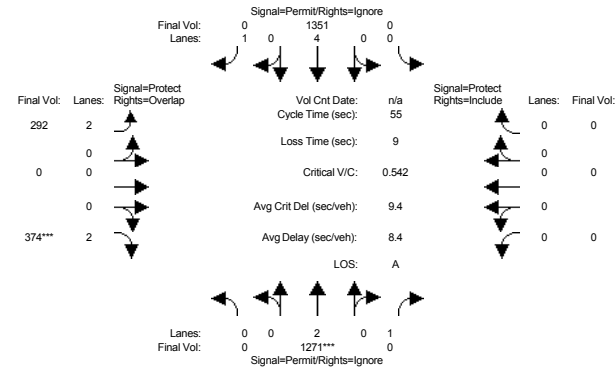
Volume Module:												
	North Bound			South Bound			East Bound		West Bound			
Base Vol:	0	1459	10	0	1073	31	1224	0	589	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1459	10	0	1073	31	1224	0	589	0	0	0
Added Vol:	0	11	0	0	7	0	8	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1470	10	0	1080	31	1232	0	589	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1470	0	0	1080	0	1232	0	589	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1470	0	0	1080	0	1232	0	589	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1470	0	0	1080	0	1232	0	589	0	0	0

Saturation Flow Module:												
Sat/Lane:	North Bound			South Bound			East Bound		West Bound			
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	0	7600	1750	3150	0	3150	0	0	0

Capacity Analysis Module:												
Vol/Sat:	North Bound			South Bound			East Bound		West Bound			
Crit Moves:	****			****			****					
Green Time:	0.0	25.4	0.0	0.0	25.4	0.0	25.6	0.0	25.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.92	0.00	0.00	0.34	0.00	0.92	0.00	0.44	0.00	0.00	0.00
Uniform Del:	0.0	16.3	0.0	0.0	11.7	0.0	16.2	0.0	12.1	0.0	0.0	0.0
IncrementDel:	0.0	8.5	0.0	0.0	0.1	0.0	9.9	0.0	0.2	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	24.9	0.0	0.0	11.7	0.0	26.1	0.0	12.3	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	24.9	0.0	0.0	11.7	0.0	26.1	0.0	12.3	0.0	0.0	0.0
LOS by Move:	A	C	A	A	B+	A	C	A	B	A	A	A
HCM2kAvgQ:	0	13	0	0	2	0	18	0	5	0	0	0

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

Intersection #11: Wolfe Rd/I-280 SB Ramps



Street Name:	Wolfe Road						I-280 Southbound Ramps					
	North Bound			South Bound			East Bound		West Bound			
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
	North Bound			South Bound			East Bound		West Bound			
Base Vol:	0	1264	12	0	1342	203	287	0	374	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	1264	12	0	1342	203	287	0	374	0	0	0
Added Vol:	0	7	0	0	9	0	5	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1271	12	0	1351	203	292	0	374	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1271	0	0	1351	0	292	0	374	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1271	0	0	1351	0	292	0	374	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1271	0	0	1351	0	292	0	374	0	0	0

Saturation Flow Module:												
Sat/Lane:	North Bound			South Bound			East Bound		West Bound			
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	0	7600	1750	3150	0	3150	0	0	0

Capacity Analysis Module:												
Vol/Sat:	North Bound			South Bound			East Bound		West Bound			
Crit Moves:	****			****			****					
Green Time:	0.0	33.9	0.0	0.0	33.9	0.0	12.1	0.0	12.1	0.0	0.0	0.0
Volume/Cap:	0.00	0.54	0.00	0.00	0.29	0.00	0.42	0.00	0.54	0.00	0.00	0.00
Uniform Del:	0.0	6.1	0.0	0.0	4.9	0.0	18.5	0.0	19.0	0.0	0.0	0.0
IncrementDel:	0.0	0.3	0.0	0.0	0.0	0.0	0.4	0.0	0.9	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	6.3	0.0	0.0	4.9	0.0	18.9	0.0	19.9	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	6.3	0.0	0.0	4.9	0.0	18.9	0.0	19.9	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	B-	A	B-	A	A	A
HCM2kAvgQ:	0	1	0	0	0	0	3	0	4	0	0	0

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

Appendix D
Cupertino Village Shopping Center Shared Parking Analysis



Memorandum

Date: July 9, 2018
To: Mr. Erick Serrano, City of Cupertino
From: Brian Jackson
Lance Knox, AICP
Subject: Shared Parking Analysis for the Cupertino Village Shopping Center and the Proposed Cupertino Village Hotel Project

Hexagon Transportation Consultants, Inc. has completed a shared parking analysis of the existing Cupertino Village Shopping Center and proposed Cupertino Village hotel in Cupertino, California. The shopping center consists of a mix of retail uses, including a grocery store, specialty markets and restaurants. The shopping center has a total of 770 parking stalls (536 surface parking stalls and 234 parking stalls within a parking structure) for employees and patrons.

The project, as proposed, would construct a new hotel at the southern boundary of the shopping center with access via Wolfe Road and Pruneridge Avenue. The project would replace the existing 3,385 square-foot (s.f.) Duke of Edinburgh restaurant and pub and 10,044 s.f. of adjacent vacant commercial space with a 185-room upscale boutique hotel, including a 2,502 s.f. restaurant and 5,568 s.f. of meeting space. The project would eliminate approximately 66 surface parking stalls from the site and construct a two-level below-grade parking garage containing 248 parking stalls.

The purpose of this parking analysis is to determine the maximum number of parking spaces that would be required to serve the peak parking demand of the existing shopping center plus the new hotel based on shared parking calculations.

Shopping Center Parking Demand

Parking counts of the existing Cupertino Village Shopping Center were conducted on Tuesday May 1st, Thursday May 3rd, and Saturday May 12th, 2018, between the hours of 8:00 AM and 10:00 PM. The number of occupied spaces was counted every 30-minutes within the shopping center surface lots and parking garage (see Figure 1). Table 1 shows the total number of occupied parking spaces throughout the day on a typical weekday (average of two weekdays) and on a typical Saturday. The total number of spaces includes unrestricted parking, as well as any short-term and restricted parking.

The chart shown on Figure 2 illustrates that the parking demand on a typical weekday at the shopping center peaks during two different time periods: once during lunch time between about 12:30 PM and 1:30 PM, and again in the evening between 7:00 PM and 8:00 PM. This figure also shows that parking demand during a typical weekday increases gradually from a low at 8:00 AM to a peak occupancy of 464 spaces at 1:00 PM. After 1:00 PM, the demand for parking in the shopping center decreases steadily until about 4:30 PM. After 4:30 PM, the demand for parking begins to increase again, reaching a peak of 376 occupied spaces at 7:30 PM. After 7:30 PM, the parking demand begins to slowly decline. During the hour with the highest parking demand, 60 percent of the total available parking spaces in the shopping center were occupied, leaving 306 parking spaces still available on a typical weekday.

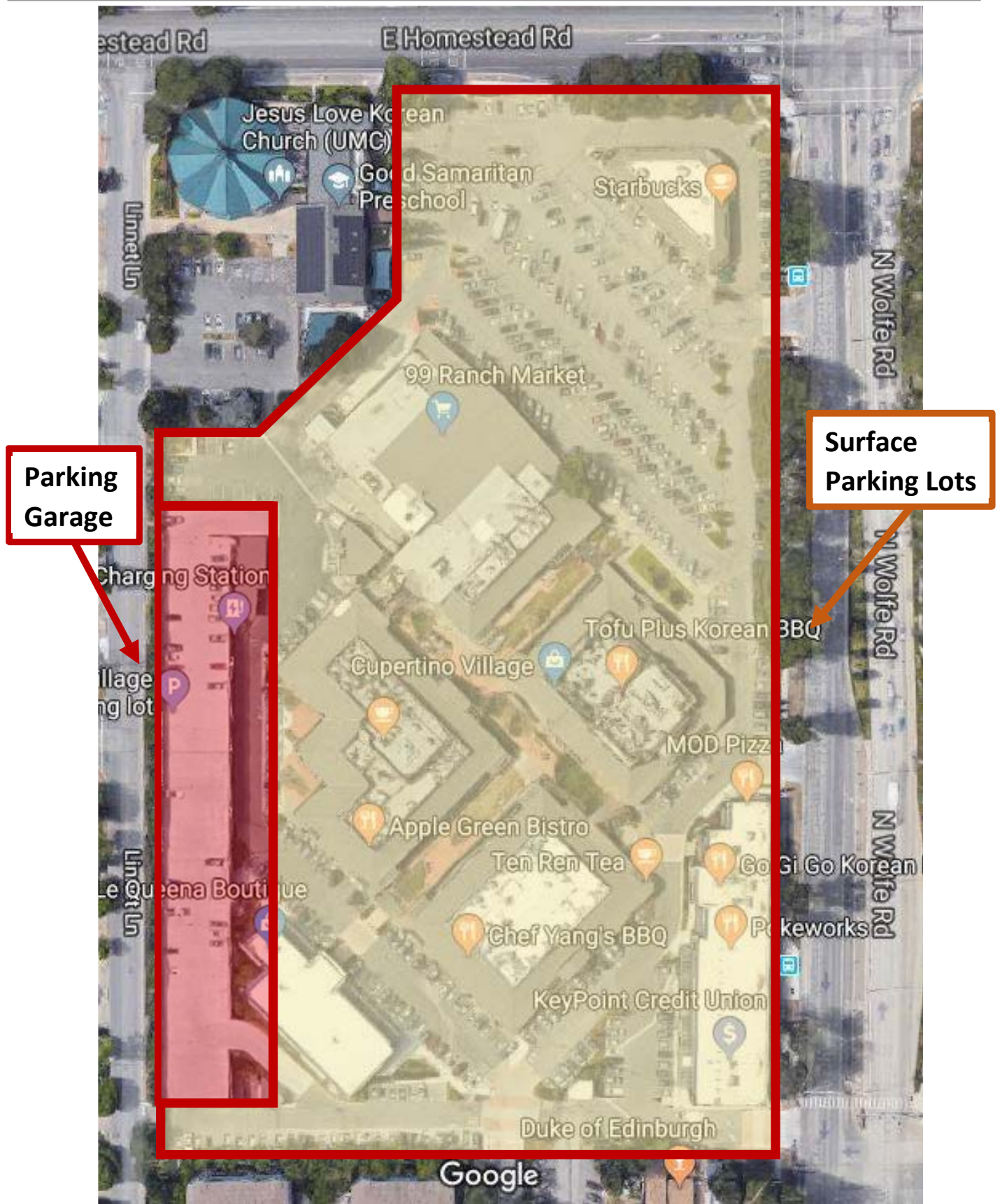


Figure 1
Cupertino Village Shopping Center Parking Study Boundaries

Table 1
Existing Parking Demand at the Cupertino Village Shopping Center

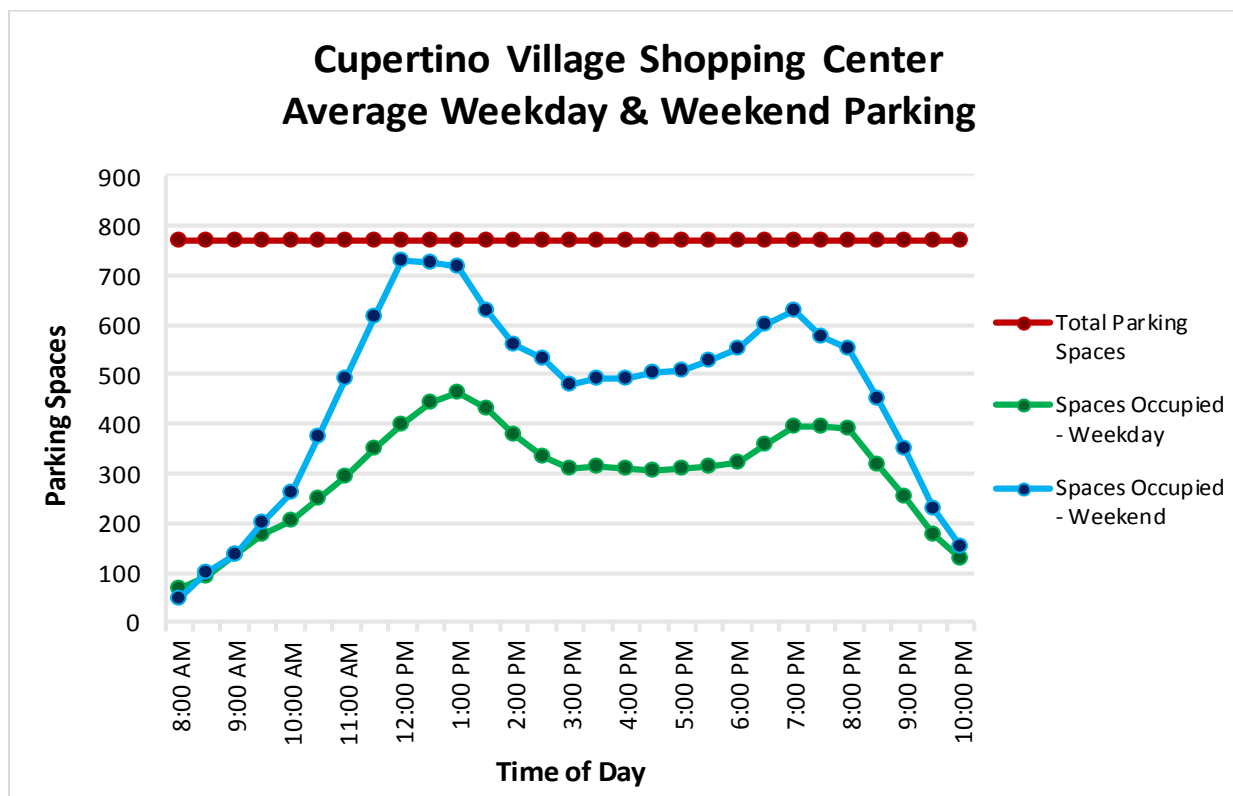
Hour of Day	Average Weekday Parking Counts ¹				Saturday Parking Counts ¹			
	Total Parking Spaces	Spaces Occupied	% Occupied	Spaces Available	Total Parking Spaces	Spaces Occupied	% Occupied	Spaces Available
8:00 AM	770	67	9%	703	770	48	6%	722
8:30 AM	770	94	12%	676	770	100	13%	670
9:00 AM	770	137	18%	633	770	138	18%	632
9:30 AM	770	176	23%	594	770	200	26%	570
10:00 AM	770	206	27%	564	770	263	34%	507
10:30 AM	770	251	33%	519	770	375	49%	395
11:00 AM	770	295	38%	475	770	492	64%	278
11:30 AM	770	351	46%	419	770	619	80%	151
12:00 PM	770	400	52%	370	770	730	95%	40
12:30 PM	770	444	58%	326	770	726	94%	44
1:00 PM	770	464	60%	306	770	719	93%	51
1:30 PM	770	430	56%	340	770	629	82%	141
2:00 PM	770	379	49%	391	770	562	73%	208
2:30 PM	770	336	44%	434	770	534	69%	236
3:00 PM	770	310	40%	460	770	478	62%	292
3:30 PM	770	315	41%	455	770	492	64%	278
4:00 PM	770	309	40%	461	770	491	64%	279
4:30 PM	770	308	40%	462	770	502	65%	268
5:00 PM	770	309	40%	461	770	509	66%	261
5:30 PM	770	314	41%	456	770	528	69%	242
6:00 PM	770	322	42%	448	770	552	72%	218
6:30 PM	770	358	46%	412	770	602	78%	168
7:00 PM	770	394	51%	376	770	631	82%	139
7:30 PM	770	394	51%	376	770	577	75%	193
8:00 PM	770	392	51%	378	770	552	72%	218
8:30 PM	770	320	42%	450	770	451	59%	319
9:00 PM	770	254	33%	516	770	349	45%	421
9:30 PM	770	177	23%	593	770	231	30%	539
10:00 PM	770	128	17%	642	770	152	20%	618

Notes:

¹ Average weekday parking total is based on parking counts conducted on May 1st and 3rd, 2018. The Saturday parking total is based on parking counts conducted on May 12th, 2018.

Also shown in Table 1 (above) and illustrated on Figure 2 (below), the peak demand for parking on a typical Saturday is significantly higher (35 percent higher) compared to the parking demand on a typical weekday at the shopping center. The demand for parking on a Saturday generally follows the same pattern as the demand for parking on a typical weekday, with two peaks: one around lunch time (between 12:00 PM and 1:00 PM) and the other in the late evening (between 6:30 PM and 7:30 PM). Parking demand at its peak was counted to be 730 occupied spaces (95 percent occupancy) at noon on Saturday, leaving a total of only 40 parking spaces unoccupied.

Figure 2
Cupertino Village Shopping Center Parking Count Data



Hotel Parking Requirement

The City of Cupertino Zoning Code (Section 19.124.040) states that hotel uses are required to provide one parking stall per room plus one parking stall per employee. The project as proposed would construct a 185-room hotel with up to 62 staff members, which would equate to a total parking requirement of 247 spaces (185 + 62 = 247). According to the project site plan, the project would provide a total of 248 parking spaces: 11 spaces at-grade west of the building entrance, 121 spaces on the first below-grade level of the garage, and 116 spaces on the second below-grade level of the garage. Of the 248 parking spaces provided, 16 spaces would be designated for valet services. Valet parking is typically restricted from general guest parking due to either nonstandard parking stall dimensions and/or access limitations. However, it is common for hotels to provide special parking arrangements such as valet parking to meet the required parking demand. Parking exceptions, including valet parking, are allowed with City approval per Section 19.124.060C of the Zoning Code.

Shared Parking

As previously shown in Table 1 and Figure 2, the Cupertino Village Shopping Center parking is nearly fully occupied (95 percent) at noon on a typical Saturday. Thus, there is clearly a potential for parking overflow at the shopping center on Saturdays, particularly on a busy holiday weekend. Since the hotel parking demand would be low (approximately 55 percent occupied) during this period of the day, the hotel parking garage could serve as overflow parking for the shopping center, if necessary, through a shared parking agreement. This shared parking opportunity is described below.

Shared Parking Analysis

Shared parking is the use of a parking space to serve two or more individual land uses due to variations in parking demand by hour among differing land uses. Since the shopping center and proposed hotel are considered complementary uses, some of the total on-site parking could be shared between these uses. An analysis was conducted to determine the number of parking spaces that could be shared. The shared parking analysis presented in this memorandum is based on the observed parking demand of the existing shopping center and the Urban Land Institute's (ULI) publication entitled *Shared Parking, 2nd Edition* which provides parking occupancy rates for many land uses, including hotel, according to the time of day. The parking occupancy rates can be applied to the peak parking demand for each land use. Comparing the hourly parking demand for each land use separately with the combined parking demand for both the shopping center and hotel components shows whether or not the overall parking supply can be reduced through implementation of a shared parking plan. Thus, the application of the principal of shared parking is an effective way to reduce the total parking demand for a single mixed-use development or two complementary developments.

Table 2 shows the parking occupancy and the possibility for shared parking between the proposed hotel and the adjacent shopping center. Results of the shared parking analysis show how parking demand varies throughout the day, with the peak parking demand for hotels occurring overnight (starting at about 11:00 PM) and the peak parking demand for the shopping center occurring at 1:00 PM during the week and at noon on Saturdays (weekends).

Based on the analysis, the combined parking demand for the Cupertino Village Shopping Center and the new hotel would peak at 1:00 PM on a typical weekday, when the parking demand is at approximately 55% for the hotel and about 60% for the shopping center. During a typical weekend, the combined parking demand for the shopping center and hotel would peak at noon, when the parking demand reaches approximately 55% for the hotel and about 95% for the shopping center. The maximum combined parking demand would be 600 parking spaces during the week and 866 parking spaces on the weekend. Together, the shopping center and hotel would provide a total potential shared parking supply of 1,002 spaces.

Although the counts show the Cupertino Village Shopping Center currently provides adequate parking to serve the peak parking demand generated by all the individual land uses that comprise the shopping center, the lots are nearly fully occupied at noon on a typical Saturday. Thus, there is clearly a potential for parking overflow at the shopping center on weekends, particularly on a busy holiday weekend. Since the hotel parking spaces will only be about 55% occupied during this time period, the hotel parking garage could be used by patrons and/or employees of the shopping center, if necessary, through a shared parking arrangement. While it is unlikely that hotel guests or employees would have a need to utilize the shopping center parking lots or garage because, as proposed, the project is providing adequate parking per the City Code, the hotel would have the option to do so if necessary since the shopping center parking would only be about 15 percent occupied when the hotel parking demand would peak at night (around 11:00 PM).

Table 2
Cupertino Village Shared Parking Analysis

Hour of Day	Shopping Center ¹		Business Hotel ²		Total Demand	
	Wkdy	Wknd	Wkdy ³	Wknd ⁴	Wkdy	Wknd
Parking Demand by Hour						
6:00 AM	23	23	235	235	258	258
7:00 AM	54	48	222	222	276	270
8:00 AM	67	48	198	198	265	246
9:00 AM	137	138	173	173	310	311
10:00 AM	206	263	148	148	354	411
11:00 AM	295	492	148	148	443	640
Noon	400	730	136	136	536	866
1:00 PM	464	719	136	136	600	855
2:00 PM	379	562	148	148	527	710
3:00 PM	310	478	148	148	458	626
4:00 PM	309	491	161	161	470	652
5:00 PM	309	509	173	173	482	682
6:00 PM	322	552	185	185	507	737
7:00 PM	394	631	185	185	579	816
8:00 PM	392	552	198	198	590	750
9:00 PM	254	349	210	210	464	559
10:00 PM	128	152	235	235	363	387
11:00 PM	85	116	247	247	332	363
Midnight	0	0	247	247	247	247
Maximum Combined Parking Demand					600	866
Total Shared Parking Supply ⁵					1,002	1,002
Notes:						
Wkdy = Weekday; Wknd = Weekend						
Source: Urban Land Institute (ULI) <i>Shared Parking, 2nd Edition, 2005</i> .						
¹ Shopping Center parking demand by hour was obtained from parking counts conducted by Hexagon in May 2018. The shopping center contains a total of 770 parking spaces.						
² Hotel parking demand by hour was determined by multiplying the City of Cupertino's parking requirement for hotels (per the Zoning Code Section 19.124.040), calculated to be 247 spaces, by the parking occupancy ratios contained in the ULI <i>Shared Parking</i> .						
³ Business Hotel, weighted average of guest (83%) and employee (17%) ratios on weekdays.						
⁴ Business Hotel, weighted average of guest (80%) and employee (20%) ratios on weekends.						
⁵ The proposed shared parking supply excludes the 16 valet parking stalls that would be introduced by the proposed hotel, since those parking spaces could not be shared.						

Reduced Parking Opportunity for the Hotel Project

As demonstrated by the shared parking analysis, there is a clear opportunity for the proposed hotel and existing shopping center to share parking. Based on the shared parking analysis, a maximum of 866 parking spaces would be required to meet the combined parking demand generated by the shopping center and hotel (which occurs on Saturday). Since the shopping center and hotel would provide a combined parking supply of 1,002 spaces, the results of the analysis show that there would always be at least 136 vacant parking spaces for use by hotel or shopping center patrons

and employees. This excess parking supply presents an opportunity for the hotel to provide significantly less parking than the standard hotel parking requirement contained in the City Code.

The City of Cupertino Zoning Code (Section 19.124.060) does allow for parking exceptions with City approval. Any project proposing an alternative parking standard (e.g., reduced parking supply) must meet certain criteria before the parking exception will be granted, including the following conditions:

- The applicant must submit a detailed parking study which demonstrates that the proposed use is compatible with the proposed parking supply.
- If adjacent properties are used to share parking, they are in close proximity to each other, and the reciprocal parking and access easements and maintenance agreements are recorded on the applicable properties to run with the land.

For the proposed hotel, we recommend providing 0.76 parking spaces per room. This parking rate reflects the average Saturday parking demand observed at several comparable hotel sites in Santa Clara and San Mateo Counties (see Table 3 below). A parking rate of 0.76 spaces per room equates to a parking supply of 141 spaces, which is 106 fewer spaces than the City’s standard parking requirement for hotels.

**Table 3
Hotel Parking Demand Ratios**

	Holiday Inn Belmont		Fairfield Inn & Suites San Carlos		Hilton Garden Inn Mountain View		Sheraton Inn Sunnyvale		Courtyard by Marriott Sunnyvale		Aloft Hotel Cupertino		
	Wed.	Sat.	Thurs.	Sat.	Thurs.	Sat.	Thurs.	Sat.	Thurs.	Sat.	Wed.	Sat.	
	3/30/16	4/2/16	4/7/16	4/9/16	4/30/15	5/2/15	4/30/15	5/2/15	4/30/15	5/2/15	6/11/14	6/14/14	
Total Rooms	82	82	120	120	160	160	173	173	145	145	123	123	
Occupied Rooms	65	68	82	69	155	156	125	164	82	144	123	121	
Total Parking Spaces	77	77	112	112	153	153	283	283	127	127	N/A	N/A	
Occupied Parking Spaces	39	55	66	88	115	125	88	146	55	107	76	67	
Parking Demand Ratio	0.60	0.81	0.80	1.28	0.74	0.80	0.70	0.89	0.67	0.74	0.62	0.55	
Average Occupancy Ratio :						0.84		Maximum Occupancy Ratio :				1.00	
Average Weekday Parking Demand Ratio :						0.69		Maximum Weekday Parking Demand Ratio :				0.80	
Average Weekend Parking Demand Ratio ¹ :						0.76		Maximum Weekend Parking Demand Ratio ¹ :				0.89	
Notes:													
¹ The weekend parking demand ratio from the Fairfield Inn & Suites (San Carlos) was omitted due to anomalies. This ratio is significantly greater than the others, and it is very likely that some outside factors affected the parking survey on this day (e.g., people utilizing the free and unrestricted parking to avoid parking fees at other parking locations, such as the airport).													

Conclusions

The existing Cupertino Village Shopping Center and proposed hotel experience varying parking demands throughout the day, which will peak at different times. For this reason, the proposed hotel and the shopping center are considered complementary developments and could implement a shared parking arrangement. Based on the shared parking analysis, a maximum of 866 parking spaces would be required to meet the combined parking demand generated by the shopping center and hotel. Together, the shopping center and hotel would provide a total potential shared parking supply of 1,002 spaces, which would be more than adequate to accommodate the peak parking demand generated by the hotel and all the individual land uses that comprise the Cupertino Village Shopping Center.

The excess parking supply as a result of a shared parking agreement between the hotel and the shopping center presents an opportunity for the hotel to provide significantly less parking than the standard hotel parking requirement contained in the City of Cupertino Zoning Code. We recommend the project provide 0.76 parking spaces per room. This parking rate reflects the average Saturday parking demand observed at several comparable hotel sites in Santa Clara and San Mateo Counties. A parking rate of 0.76 spaces per room equates to a parking supply of 141 spaces, which is 106 fewer spaces than the City's standard parking requirement for hotels.