Appendix E
Traffic Impact Study

ESA

Traffic Impact Study for Ardenwood Technology Park

Prepared for the

CITY OF Fremont

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February 17, 2016

Balancing Functionality and Livability
Traffic Engineering • Transportation Planning

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Introduction

This report presents an analysis of the potential transportation impacts that would be associated with a proposed increase in intensity of the Ardenwood Technology Park. The subject parcels in Ardenwood Technology Park are currently zoned for a floor area ratio (FAR) of 0.35 to 0.45, and the proposed project would consist of a Planned District Amendment that would increase the FAR range to 0.55 to 0.75. The project site is currently partially developed and is generally bounded by Kaiser Drive to the north, State Route 84 (SR 84) to the south, Paseo Padre Parkway to the west, and Ardenwood Boulevard to the east, as shown in Figure 1. The transportation study was completed in accordance with the criteria established by the City of Fremont, and is consistent with standard traffic engineering techniques.

Prelude

The purpose of a transportation impact study is to identify potential impacts of a proposed project, and any associated improvements that would be required in order to mitigate these impacts to a level of insignificance as defined by the City of Fremont's General Plan or other policies including those of the Alameda County Transportation Commission and California Department of Transportation (Caltrans). Vehicular traffic impacts are typically evaluated by determining the number of new trips that the proposed use or change in use would be expected to generate, distributing these trips to the surrounding street system based on existing travel patterns or anticipated travel patterns specific to the proposed project, then analyzing the impact the new traffic would be expected to have on critical intersections or roadway segments. Transportation impacts relative to adequacy of facilities for pedestrians, bicyclists, and transit are also addressed. A project alternatives analysis was conducted and is presented in Appendix A.

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Figure 1 – Study Area

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Existing Transportation Setting

This section provides an evaluation of traffic and transportation issues related to the proposed development project. Descriptions of the existing transportation system facilities in terms of the roadway network facilities, intersections, transit service, and bicycle and pedestrian facilities are provided below.

Operational Analysis

Study Area and Periods

The study area was selected with input from City staff and includes the following eleven intersections:

1. Alvarado Boulevard/I-880 Southbound Off-Ramp-Deep Creek Road
2. Fremont Boulevard/ I-880 Northbound Ramps
3. Fremont Boulevard/Paseo Padre Parkway
4. Decoto Road/Paseo Padre Parkway
5. Decoto Road/Fremont Boulevard
6. Decoto Road/I-880 Northbound Ramps
7. Decoto Road/I-880 Southbound Ramps
8. Ardenwood Boulevard/SR 84 Westbound Ramps
9. Paseo Padre Parkway/SR 84 Westbound Ramps
10. Thornton Avenue/SR 84 Eastbound Ramps
11. Ardenwood Boulevard/Paseo Padre Parkway

Operating conditions during the weekday a.m. and p.m. peak periods were evaluated to capture the highest potential impacts for the proposed project as well as the highest volumes on the local transportation network. The morning peak hour occurs between 7:00 and 9:00 a.m. and reflects conditions during the home to work or school commute, while the p.m. peak hour occurs between 4:00 and 6:00 p.m. and typically reflects the highest level of congestion during the homeward bound commute.

Study Intersections

Alvarado Boulevard/I-880 Southbound Off-Ramp-Deep Creek Road is a signalized four-legged intersection with protected left-turn phasing on the northbound, westbound and eastbound approaches and left-turn movements prohibited on the southbound approach. Crosswalks with pedestrian phasing are provided on all legs of the intersection except the east Alvarado Boulevard leg.

Fremont Boulevard/I-880 Northbound Ramps is a signalized four-legged intersection where the east leg is the I-880 on-ramp and the west leg is the off-ramp. There is protected left-turn phasing on the southbound approach. Crosswalks are provided across all legs of the intersection and all approaches have pedestrian phasing.

Fremont Boulevard/Paseo Padre Parkway is a signalized four-legged intersection with protected left-turn phasing and yield-controlled right turns on all approaches. Crosswalks are provided on all legs and pedestrian phasing exists for all approaches.

Decoto Road/Paseo Padre Parkway is a signalized four-legged intersection with protected left-turn phasing and yield-controlled right-turns on all approaches. There are crosswalks with pedestrian phasing located on every approach, with yield-controlled pedestrian crossings at the right-turn approaches.

Decoto Road/Fremont Boulevard is a signalized four-legged intersection with protected left-turn phasing on every approach. All approaches have yield-controlled right turns, except the westbound Decoto Road

approach. There are crosswalks with pedestrian phasing on every leg of the intersection except the south leg, with yield-controlled pedestrian crossings at the right-turn approaches.

Decoto Road/I-880 Northbound Ramps is a signalized tee-intersection where the south leg is the I-880 off-ramp. The northbound approach has protected left-turn phasing and a crosswalk is provided on the south leg.

Decoto Road/I-880 Southbound Ramps is a signalized tee-intersection where the north leg is the off-ramp. Crosswalks are provided on the north and west legs of the intersection.

Ardenwood Boulevard/SR 84 Westbound Ramps is a four-legged signalized intersection where the east leg is the SR 84 off-ramp and the west leg is the on-ramp. There is protected left-turn phasing on the northbound approach. Crosswalks with pedestrian phasing are located on all except the south leg.

Paseo Padre Parkway/SR 84 Westbound Ramps is a tee-intersection where the east leg is the SR 84 off-ramp. A crosswalk is provided on the east leg only.

Thornton Avenue/SR 84 Eastbound Ramps is a four-legged signalized intersection where the east leg is the SR 84 on-ramp and the west leg is the off-ramp. A crosswalk is provided on the east leg only.

Ardenwood Boulevard/Paseo Padre Parkway is a signalized four-legged intersection with protected left-turn phasing with yield-controlled right turns and pedestrian phasing on all approaches. Crosswalks are provided across all legs.

The existing intersection lane configurations are shown on Figure 2.

Roadway Network

The City of Fremont roadway network is comprised of freeways, arterials, parkways, collector streets and local streets. Figure 1 illustrates the roadway network.

Regional access to Fremont is provided via I-880, I-680, SR 84, and SR 238 (Mission Boulevard). Within the study area, I-880 and SR 84 provide access to the project site.

Interstate 880 (I-880) is a major regional freeway that runs in the north-south direction through Fremont, serving the East Bay and South Bay, and connecting State Route 17 (SR 17) in San Jose to I-980 in Oakland. In the vicinity of the study area it has three mixed-use lanes plus a High Occupancy Vehicle (HOV) lane in each direction. I-880 currently serves approximately 216,000 vehicles per day in this area, including approximately 14,200 vehicles during the peak hour. I-880 provides access to the study area via the interchanges at Decoto Road and Alvarado Boulevard/Fremont Boulevard.

State Route 84 (SR 84) runs in the east-west direction connecting US 101 on the peninsula and I-880 in Fremont. The roadway has six lanes (three lanes in each direction) and becomes Decoto Road east of I-880. In the vicinity of the study area it serves approximately 65,000 vehicles per day, including approximately 5,900 vehicles during the peak hour. SR-84 provides access to the study area via the interchanges at Ardenwood Boulevard/Newark Boulevard and Paseo Padre Parkway/Thornton Avenue.

Several local arterials and collector streets are included in this analysis, as follows.

Paseo Padre Parkway runs in the east-west direction in the proximity of the project site from SR 84 to Decoto Road and in the north-south direction from Decoto Road to Mission Boulevard. The number of lanes varies from four to six. Based on the location of the project, Paseo Padre Parkway is the major arterial that would carry most of the project trips from and to other areas. The major access on the west

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Figure 2 – Lane Configurations

side of the project would be connected to Paseo Padre Parkway. In the vicinity of the project site, Paseo Padre Parkway has a posted speed limit of 35 miles per hour (mph).

Ardenwood Boulevard is an arterial running north-south between Alameda Creek/Fremont City Limits and SR-84, having two through lanes in each direction. The arterial runs along a small section of the east project frontage and provides a major access alternative to Paseo Padre Parkway.

Alvarado Boulevard is an arterial running north-south between Union City Boulevard and I-880. The roadway segment north of Lake Arrowhead Avenue has four lanes and south of Lake Arrowhead Avenue there are six lanes.

Thornton Avenue is oriented north-south near the project site from SR-84 to Willow Street and in the east-west direction from Willow Street to Paseo Padre Parkway. The arterial's number of lanes varies from two lanes to four lanes plus a two-way left turn lane. Thornton Avenue would serve as a major route for project trips from and to I-880.

Decoto Road runs in the east-west direction from Mission Boulevard to I-880. West of I-880 Decoto Road becomes Route 84. The arterial's number of lanes varies from four to five. Currently it carries a traffic volume of 35,600 vehicles per day in the vicinity of the project.

Fremont Boulevard runs north-south between I-880 and the south city limit. The arterial has four to six lanes. Currently it carries a traffic volume of 24,500 vehicles per day in the vicinity of I-880.

Collision History

The collision histories for the study intersections were reviewed to determine any trends or patterns that may indicate a safety issue. Collision rates were calculated based on records available from the California Highway Patrol as published in their Statewide Integrated Traffic Records System (SWITRS) reports. The most current five-year period available is January 1, 2009 through December 31, 2013. A summary of the collision rate calculations is provided in Appendix B.

As presented in Table 1, the calculated collision rates for the study intersections were compared to average collision rates for similar facilities statewide, as indicated in *2010 Collision Data on California State Highways*, Caltrans. The two Decoto Road/I-880 Ramps intersections had above-average collision rates, Thornton Avenue/SR 84 Eastbound Ramps had a calculated collision rate just greater than the Statewide Average collision rate while the remaining study intersections experienced collisions resulting in below-average rates.

Table 1
Collision Rates at the Study Intersections

Study Intersection	Number of Collisions (2009-2013)	Calculated Collision Rate (c/mve)	Statewide Average Collision Rate (c/mve)
1. Alvarado Blvd/I-880 SB Off-Ramp-Deep Creek Rd	8	0.08	0.27
2. Fremont Blvd/ I-880 NB Ramps	18	0.26	0.27
3. Fremont Blvd/Paseo Padre Pkwy	16	0.19	0.27
4. Decoto Rd/Paseo Padre Pkwy	18	0.17	0.27
5. Decoto Rd/Fremont Blvd	10	0.11	0.43
6. Decoto Rd/I-880 NB Ramps	47	**0.52**	0.21
7. Decoto Rd/I-880 SB Ramps	35	**0.30**	0.21
8. Ardenwood Blvd/SR 84 WB Ramps	16	0.24	0.27
9. Paseo Padre Pkwy/SR 84 WB Ramps	10	0.24	0.27
10. Thornton Ave/SR 84 EB Ramps	17	**0.30**	0.27
11. Ardenwood Blvd/Paseo Padre Pkwy	6	0.08	0.27

Note: c/mve = collisions per million vehicles entering; **bold** = rates above the Statewide Average rate

The calculated collision rate at Decoto Road/I-880 Northbound Ramps is 0.52, which exceeds the Statewide Average of 0.21 for similar intersections. Of the 47 total collisions, 31 were rear-ends due to speeding, vehicles following too closely, or vehicles stopped in the road. This may indicate that vehicles exiting the freeway via the northbound Decoto Road off-ramp approach the intersection too quickly, or that there may be limited sight distance due to the horizontal curve in the ramp, thus leading to exiting vehicles colliding with those waiting in the queue at the traffic signal. Additionally, the intersection had an injury rate of 46.9 percent, which is higher than the Statewide Average of 42.4 percent. The severity of these collisions may be associated with the speed differential in the rear-end crashes.

The calculated collision rate at Decoto Road/I-880 Southbound Ramps is 0.30, which exceeds the Statewide Average of 0.21 for similar intersections. Of the 35 total collisions, 18 were rear-ends due to speeding, vehicles following too closely or vehicles stopped in the road. Existing warning signage on the southbound off-ramp directs vehicles to slow to 45 mph. Similar to the Decoto Road/I-880 Northbound Ramps intersection, southbound queues that extend from the traffic signal shorten the time drivers have to react after exiting the freeway. Ten of the 35 collisions were sideswipes due primarily to lane changes.

Recommendation: It is recommended that the City of Fremont work with Caltrans on possible solutions to reduce the frequency and severity of collisions at the Decoto Road/I-880 Ramp intersections.

Transit

AC Transit

Alameda-Contra Costa County (AC) Transit provides bus transit service to the cities in the East Bay. There are numerous bus routes that run along major streets in Fremont, connecting to the adjacent cities of Union City and Newark. The following bus routes currently operate in the project study area.

Route SB runs between the Transbay Terminal in San Francisco and the intersection of Stevenson Boulevard and Cedar Boulevard, in Fremont. In the vicinity of the project site Route SB travels along Ardenwood Boulevard and Union City Boulevard, and operates with 30-minute headways. Route SB only operates on weekdays, and in the westbound direction between 5:25 a.m. and 9:00 a.m., and in the eastbound direction between 4:00 p.m. and 8:00 p.m.

Route U runs between the Stanford Oval in Palo Alto and the Fremont BART station. In the vicinity of the project site Route U travels along SR 84 and stops at the Ardenwood park-and-ride lot on the west side of Ardenwood Boulevard north of SR 84. It operates with 60-minute headways. Route U only operates on weekdays: in the westbound direction between 5:55 a.m. and 9:20 a.m., and in the eastbound direction between 2:45 p.m. and 7:00 p.m.

Route 232 travels along Paseo Padre Parkway and Ardenwood Boulevard in the vicinity of the project site. Route 232 operates between Newpark Mall in the City of Newark and the Fremont BART station, also stopping at the Union City BART station. It operates with 60-minute headways on weekdays between 5:30 a.m. and 7:30 p.m. and during the weekend between 7:30 a.m. and 7:30 p.m.

The Ardenwood Park-and-Ride lot is located at near the intersection of SR 84 and Ardenwood Boulevard and serves several AC Transit Transbay Lines including Route SB, Route U, and the Dumbarton Express. The Ardenwood Express Bus Park–and-Ride Improvement Project was completed in 2009, increasing the parking lot's capacity and enhancing amenities such as landscaping, bus bulbs and waiting areas.

Bay Area Rapid Transit (BART)

The BART system provides rail service between San Mateo, San Francisco, Alameda, and Contra Costa Counties, with a station in Fremont near Mowry Avenue and Civic Center Drive, and a station in Union City off of Decoto Road. The project site is located approximately five miles from the Union City BART station, and approximately seven miles from the Fremont BART station.

Santa Clara Valley Transportation Authority (VTA)

The Santa Clara County Valley Transportation Authority (VTA) has jurisdiction over public transit in Santa Clara County. Santa Clara County VTA currently operates four local bus routes with service to the Fremont BART station. Routes 120, 140, 180, and 181 would serve project trips as a connector to other services. All of these routes travel along Mission Boulevard, Stevenson Boulevard and Civic Center where connecting service to AC Transit Routes 99, 200, 232, 801, and U is provided. These AC Transit routes provide direct service to the project study area, connecting VTA to the Ardenwood Technology Park.

The Dumbarton Express

This service is provided on weekdays as an express bus service across the Dumbarton Bridge, connecting Union City (BART), Fremont, Newark, Menlo Park and Palo Alto. Dumbarton Express service is provided through a consortium of AC Transit, BART, Union City Transit, Caltrain, SamTrans, and VTA. Route DB and DB1 provide service from the Union City BART station to the Stanford Oval and the Stanford research park respectively. Route DB runs from 5:20 a.m. to 8:50 p.m. with headways of 10 to 30 minutes depending on the time of day. Route DB1 runs from 5:25 a.m. to 8:45 p.m. with no service in the middle of the day between 8:50 a.m. and 1:30 p.m. Route DB1 has headways of ranging from 15 minutes to 25 minutes. No weekend service is provided on either route.

Figure 3 illustrates the existing transit routes within the project study area.

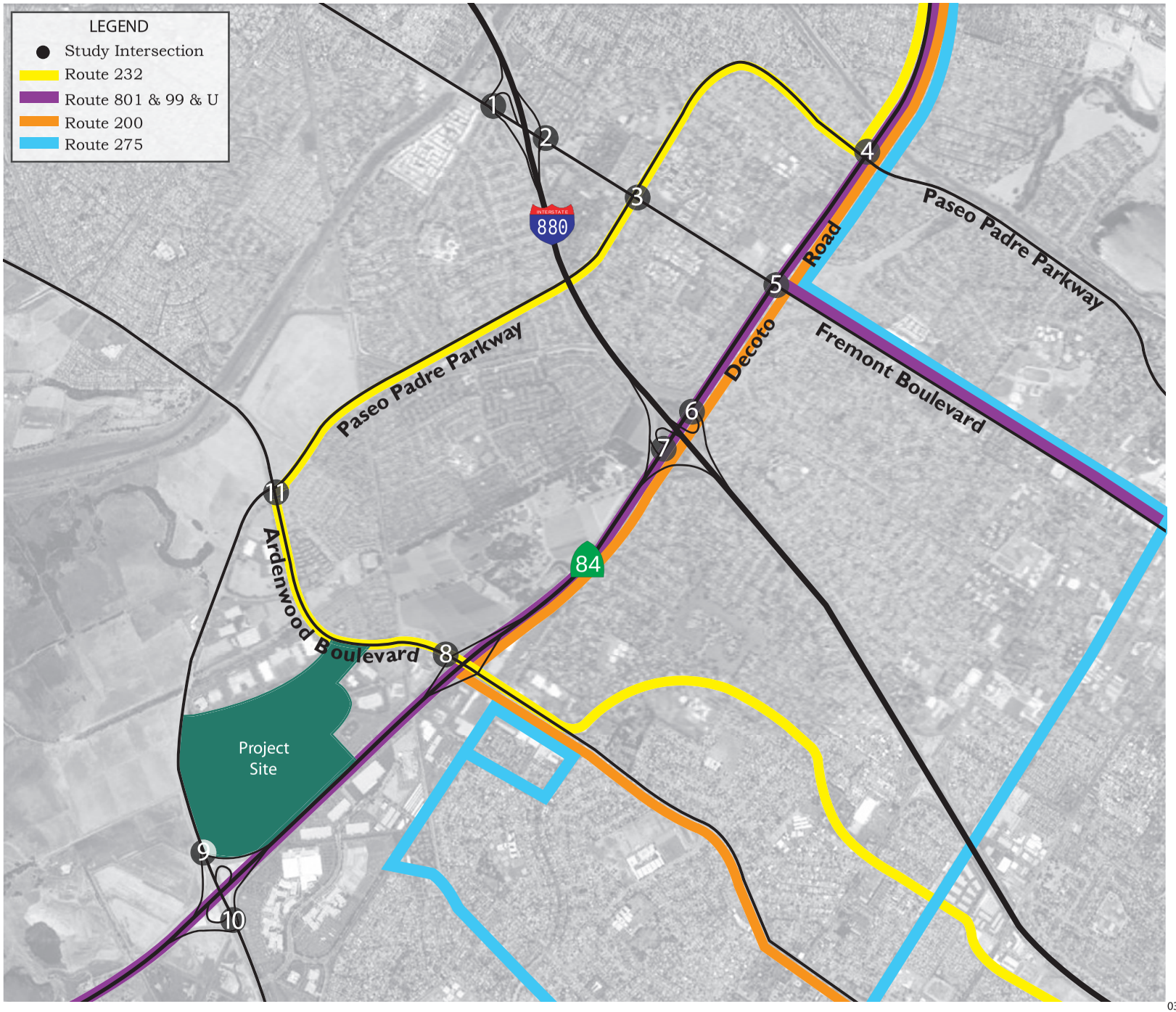

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Figure 3 – Transit System

Pedestrian and Bicycle Circulation

Policy 11-9.6 of the North Fremont Community Plan (found in the Community Plans Element of the General Plan) seeks to make North Fremont neighborhoods less auto-dependent, including improving pedestrian and bicycle connections.

Pedestrian Facilities

Pedestrian traffic flow is relatively light in the vicinity of the project site. More activity is noticeable in the vicinity of the commercial areas of Newark off of Newark Boulevard (south of SR-84-Decoto Road), and also north of SR-84 and east of Ardenwood Boulevard in the residential areas of the Ardenwood development.

There are currently sidewalks on the south side only of Paseo Padre Parkway. On Ardenwood Boulevard north of Paseo Padre Parkway, there are sidewalks on the east side of the street only. South of Paseo Padre Parkway, there are sidewalks on both sides of the road.

Bicycle Facilities

Both the *2011 General Plan* and the *2012 City of Fremont Bicycle Master Plan* indicate existing and planned bicycle facilities in the vicinity of the project. The system consists of three classifications of bicycle facilities:

- Class I facilities (bike path) – are completely separated, with paved right-of-way (shared with pedestrians) which excludes general motor vehicle traffic.
- Class II facilities (bike lane) – provide a striped and stenciled lane for one-way bike travel on a street or highway.
- Class III facilities (bike route) – bicycles share a roadway with motor vehicle traffic and is only identified by signage.

In the vicinity of the project site, bicycle lanes (Class II) are provided on Paseo Padre Parkway and Ardenwood Boulevard. A Class I bike path travels alongside Patterson Ranch Road between Paseo Padre Parkway and Coyote Hills Regional Park. Another Class I bike path, providing regional access, travels along the northern boundary of Coyote Hills Regional Park and along the south side of Alameda Creek from the park east through the City of Fremont, with a terminus east of Mission Boulevard at SR 84/Niles Canyon Boulevard. To the east of the project site there is 0.53-mile Class I bike path starting from the Ardenwood Historic Farm to I-880.

Future planned facilities include: Class I bike paths on Paseo Padre Parkway between Commerce Drive and Ardenwood Boulevard and Ardenwood Boulevard between Paseo Padre Parkway and the existing Alameda Creek trail; Class II bike lanes on Kaiser Drive between Paseo Padre Parkway and Ardenwood Boulevard; and Class III bike route on Commerce Drive.

Level of Service (LOS) Analysis Method

Level of Service (LOS) is used to rank traffic operation on various types of facilities based on traffic volumes and roadway capacity using a series of letter designations ranging from A to F. Generally, Level of Service A represents free flow conditions and Level of Service F represents forced flow or breakdown conditions. A unit of measure that indicates a level of delay generally accompanies the LOS designation.

Per the requirement of the City of Fremont, the study intersections were analyzed using methodologies published in the *Highway Capacity Manual* (HCM), Transportation Research Board, 2000. This source contains methodologies for various types of intersection control, all of which are related to a measurement of delay in average number of seconds per vehicle.

Signalized Intersection Level of Service Methodologies

The study intersections are all controlled by traffic signals and were evaluated using the signalized methodology from the HCM. This methodology is based on factors including traffic volumes, green time for each movement, phasing, whether or not the signals are coordinated, truck traffic, and pedestrian activity. Average stopped delay per vehicle in seconds is used as the basis for evaluation in this LOS methodology. For purposes of this study, delays were calculated using optimized signal timing.

The ranges of delay associated with the various levels of service are indicated in Table 2.

Table 2
Signalized Intersection Level of Service Criteria

LOS A	Delay of 0 to 10 seconds. Most vehicles arrive during the green phase, so do not stop at all.
LOS B	Delay of 10 to 20 seconds. More vehicles stop than with LOS A, but many drivers still do not have to stop.
LOS C	Delay of 20 to 35 seconds. The number of vehicles stopping is significant, although many still pass through without stopping.
LOS D	Delay of 35 to 55 seconds. The influence of congestion is noticeable, and most vehicles have to stop.
LOS E	Delay of 55 to 80 seconds. Most, if not all, vehicles must stop and drivers consider the delay excessive.
LOS F	Delay of more than 80 seconds. Vehicles may wait through more than one cycle to clear the intersection.

Reference: *Highway Capacity Manual*, Transportation Research Board, 2000

Roadway Segment Level of Service Methodology

The roadway segment Level of Service methodology in Chapter 17, "Urban Street Segments," of the *Highway Capacity Manual* is the basis of the automobile LOS analysis. This method does not address the capacity of a facility, but rather determines a Level of Service based the calculated percentage of the street's base free-flow speed. In essence, congestion occurs as traffic volumes increase, and the overall travel speed is reduced due to increased delay.

The relationship between Level of Service and percentages of free-flow speed is presented in Table 3.

Table 3
Automobile Level of Service Criteria

Level of Service	Travel Speed as a Percentage of Base Free-Flow Speed (%)
LOS A	>85
LOS B	>67-85
LOS C	>50-67
LOS D	>40-50
LOS E	>30-40
LOS F	≤30

Reference: *Highway Capacity Manual*, Transportation Research Board, 2010

The roadway segment Level of Service methodology in Chapter 15, "Urban and Suburban Arterials," of the HCM is the basis of the analysis performed for the study road segments. This method does not address the capacity of a facility, but rather determines a Level of Service based on average through-vehicle travel speed. Therefore, the slower the average travel speed, the lower the Level of Service.

As described in the HCM, there are various arterial classifications with different free flow travel speeds and, hence, different Level of Service speeds. The relationship between arterial classification and Level of Service speed is presented in Table 4.

Table 4
Arterial Level of Service Criteria

Arterial Class	I	II	III	IV
Range of Free Flow Speeds (mph)	55 to 45	45 to 35	35 to 30	35 to 25
Typical Free Flow Speed (mph)	50	40	35	30
Level of Service	**Average Travel Speed (mph)**			
A	> 42	> 35	> 30	> 25
B	> 34	> 28	> 24	> 19
C	> 27	> 22	> 18	> 13
D	> 21	> 17	> 14	> 9
E	> 16	> 13	> 10	> 7
F	≤ 16	≤ 13	≤ 10	≤ 7

Reference: *Highway Capacity Manual*, Transportation Research Board, 2000

Freeway Operation Methodology

The General Plan EIR indicates the correlation between average travel speed (mph), volume-to-capacity (v/c) ratio and LOS for freeway segments and the LOS thresholds as shown in Table 5.

Table 5
Freeway Segment Level of Service Thresholds

Level of Service	Average Travel Speed (mph)	V/C Ratio	Maximum Traffic Volumes (vphpl)
A	≥ 60	0.35	700
B	≥ 55	0.58	1,000
C	≥ 49	0.75	1,500
D	≥ 41	0.90	1,800
E	≥ 30	1.00	2,000
F	< 30	Variable	-

Notes: mph = miles per hour; v/c = volume to capacity; vphpl = vehicles per hour per lane
Reference: *City of Fremont General Plan Final Environmental Impact Report*, 2011

Standards of Significance

Intersections

The following LOS thresholds have been adopted by Caltrans, the City of Fremont, and the Alameda County Transportation Commission.

- Based on Caltrans LOS standards, an acceptable operating level of service is defined as LOS D or better. This applies to state-controlled facilities.
- Based on the City of Fremont LOS standards, an acceptable operation is defined as LOS D or better during peak hours at all city-operated signalized intersections. LOS E operation is a common condition for facilities with high volumes of regional traffic. This standard applies for the intersections of Decoto Road/Paseo Padre Parkway and Decoto Road/Fremont Boulevard.
- Based on the Alameda County Transportation Commission (ACTC) standards, Decoto Road is identified as a regional arterial in the Alameda County Congestion Management Plan (CMP), and thereby subject to a minimum operating standard of LOS E.

Freeway Segments

ACTC requires the evaluation of facilities within the study area that are designated in the CMP. The level of service performance standard for a CMP facility is LOS E. While freeway operation is analyzed in this EIR, the City of Fremont has no significance criteria to establish whether a project would result in a significant impact to facilities already operating at LOS F. For the purpose of this analysis, a potentially-significant project impact is assumed to occur if project-generated traffic causes operation to drop to LOS F, or increases the freeway volume-to-capacity ratio by 0.01 or greater on segments already forecast to operate at LOS F.

Arterial Segments

Per the General Plan EIR, the level of service standard used for the study arterial segments is LOS E. While arterial segment operation is analyzed in this EIR, the City of Fremont has no significance criteria to establish whether a project would result in a significant impact. For the purposes of this analysis, a potentially-significant project impact is assumed to occur if project-generated traffic causes an arterial segment to drop to LOS F, or decreases average travel speeds by one mile-per-hour or more on segments already forecast to operate at LOS F.

Existing Conditions

The Existing Conditions scenario provides an evaluation of current operation based on existing traffic volumes during the a.m. and p.m. peak periods. The Ardenwood Technology Park is currently developed with 1,387,181 square feet of Tech Industrial space. The Existing Conditions scenario includes traffic from the currently occupied portions of Ardenwood Technology Park, but does not include proposed project-generated traffic volumes. Traffic volume data was collected on February 26, 2015 while local schools were in session. Traffic count data is provided in Appendix C.

Intersection Levels of Service

The levels of service for the study intersections are summarized in Table 6. Under Existing Conditions, all of the study intersections are operating acceptably at LOS D or better overall (or LOS E where that standard applies. The existing traffic volumes are shown in Figure 4. Copies of the Level of Service calculations are provided in Appendix D.

Table 6
Existing Peak Hour Intersection Levels of Service

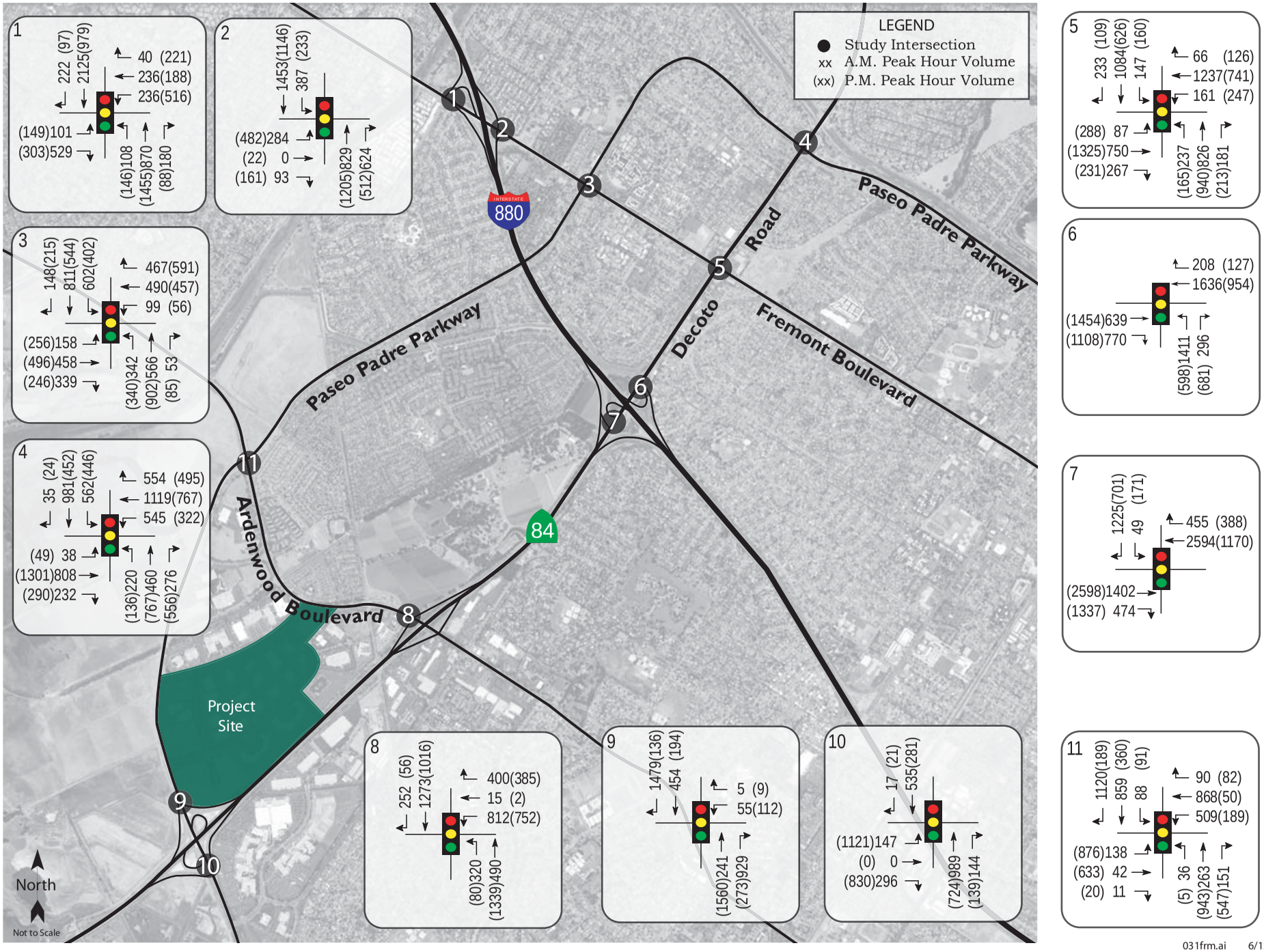
Study Intersection	AM Peak		PM Peak	
	Delay	LOS	Delay	LOS
1. Alvarado Blvd/I-880 SB Off-Ramp-Deep Creek Rd	27.1	C	28.6	C
2. Fremont Blvd/I-880 NB Ramps	14.1	B	17.7	B
3. Fremont Blvd/Paseo Padre Pkwy	41.5	D	43.5	D
4. Decoto Rd/Paseo Padre Pkwy	50.4	D	65.5	E
5. Decoto Rd/Fremont Blvd	42.3	D	43.6	D
6. Decoto Rd/I-880 NB Ramps	25.8	C	15.4	B
7. Decoto Rd/I-880 SB Ramps	3.5	A	3.5	A
8. Ardenwood Blvd/SR 84 WB Ramps	28.0	C	16.1	B
9. Paseo Padre Pkwy/SR 84 WB Ramps	13.0	B	6.7	A
10. Thornton Ave/SR 84 EB Ramps	10.9	B	32.6	C
11. Ardenwood Blvd/Paseo Padre Pkwy	30.2	C	38.2	D

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; **Bold** = deficient operation

Freeway Operation

Current freeway traffic volume data is available through the online Caltrans Performance Management System, referred to PeMS (website: pems.dot.ca.gov). Average hourly traffic volumes on weekdays for the period between April 5 and May 4, 2015, were obtained through this system and translated into volume-to-capacity (V/C) ratios. All four of the study segments are on the Alameda County Transportation Commission (ACTC) network and have a standard of LOS E operation.

Based on current traffic volumes, all of the study freeway segments are operating acceptably at LOS E or better except for southbound I-880 between Decoto Road and Thornton Avenue, which operates at LOS F during the p.m. peak hour. A summary of the freeway levels of service is shown in Table 7 and calculations are provided in Appendix E.



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Traffic Impact Study for Ardenwood Business Park

Figure 4 – Existing Traffic Volumes

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Table 7
Existing Freeway Levels of Service

Segment	From	To	Direction	AM Peak Hour		PM Peak Hour	
				V/C	LOS	V/C	LOS
1. I-880	Decoto Rd	Alvarado Rd	NB	0.66	B	0.79	C
	Alvarado Rd	Decoto Rd	SB	0.94	E	0.85	D
2. I-880	Thornton Ave	Decoto Rd	NB	0.87	D	0.91	E
	Decoto Rd	Thornton Ave	SB	0.96	E	**1.08**	**F**
3. SR 84	Toll Plaza	Thornton Ave	EB	0.22	A	0.90	E
	Thornton Ave	Toll Plaza	WB	0.74	C	0.19	A
4. SR 84	Thornton Ave	Ardenwood Blvd	EB	0.18	A	0.63	B
	Ardenwood Blvd	Thornton Ave	WB	0.72	C	0.23	A

Notes: V/C = Volume to Capacity ratio; LOS = Level of Service; **Bold** = unacceptable operation

Arterial Segment Operation

Existing roadway segment volumes were provided by the City of Fremont. The arterial segment analysis uses these traffic volumes along with the number of travel lanes to estimate average vehicle speeds and levels of service along the corridor. Per the General Plan EIR, the performance standard of a CMP facility is LOS E.

Eastbound Decoto Road between I-880 and Fremont Boulevard is currently operating unacceptably at LOS F during the p.m. peak hour. A summary of the arterial segment levels of service is shown in Table 8 and calculations are provided in Appendix F.

Table 8
Existing Arterial Segment Levels of Service

Segment	From	To	Direction	AM Peak Hour		PM Peak Hour	
				Speed	LOS	Speed	LOS
1. Decoto Rd	I-880	Fremont Blvd	EB	30	B	**8**	**F**
	Fremont Blvd	I-880	WB	21	D	38	A
2. Decoto Rd	Fremont Blvd	Paseo Padre	EB	37	A	27	C
	Paseo Padre	Fremont Blvd	WB	19	D	31	B
3. Fremont Blvd	Thornton Ave	Decoto Rd	NB	30	B	22	D
	Decoto Rd	Thornton Ave	SB	17	D	28	C
4. Fremont Blvd	Decoto Rd	Paseo Padre	NB	29	B	23	C
	Paseo Padre	Decoto Rd	SB	32	B	37	A

Notes: Speed reported in miles per hour; LOS = Level of Service; **Bold** = unacceptable operation

Near-Term Conditions

The Near-Term Conditions scenario provides an evaluation of operation based on existing traffic volumes plus traffic generated by the full development of the permitted floor area ratio of 0.35 (as indicated in the General Plan) during the a.m. and p.m. peak periods. This condition does not include project-generated traffic volumes and intensification of the land use. From Existing Conditions to the permitted FAR of 0.35 would result in a total of 9,876 additional daily trips, including 1,479 trips during the a.m. peak hour and 1,280 trips during the p.m. peak hour. A summary of the trip generation for the Near-Term Condition is provided in Table 9. The methodology used to determine trip generation and trip distribution is discussed in further detail under the Project Conditions section.

Table 9
Near-Term (Existing to Permitted) Trip Generation Summary

Scenario (Net Change) **Land Use**	**Units (ksf)**	**Daily**		**AM Peak Hour**				**PM Peak Hour**			
		Rate	**Trips**	**Rate**	**Trips**	**In**	**Out**	**Rate**	**Trips**	**In**	**Out**
Office Park	864.81	11.42	9,876	1.71	1,479	1,316	163	1.48	1,280	179	1,101

Note: ksf = 1,000 square feet

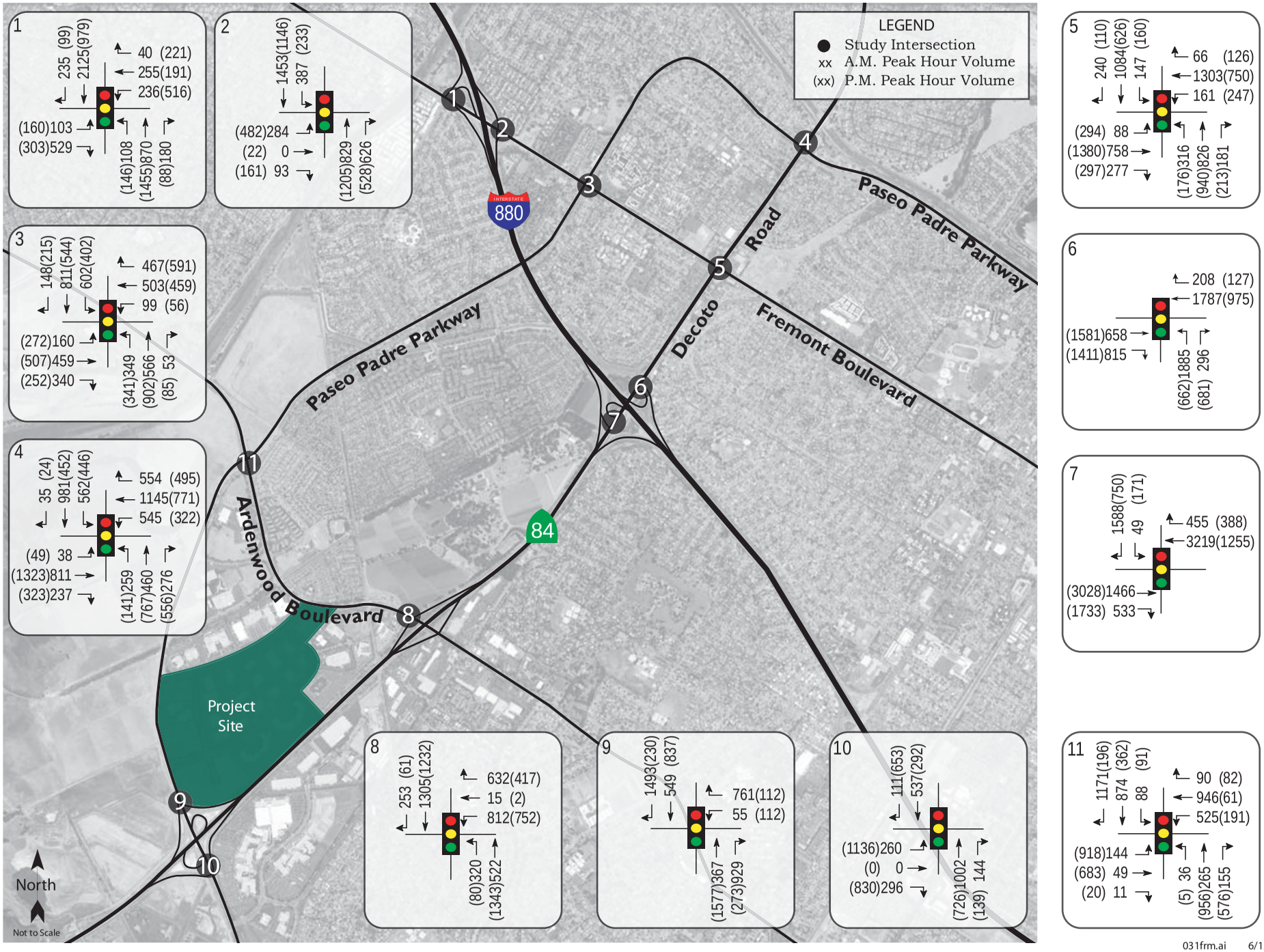
Intersection Levels of Service

Under Near-Term Conditions, all of the study intersections are projected to operate acceptably at LOS D (or LOS E where the standard applies) or better overall, except the Decoto Road/I-880 Northbound Ramps intersection (LOS E during the a.m. peak hour). The Near-Term traffic volumes are shown in Figure 5. The levels of service for the study intersections are summarized in Table 10. Copies of the Level of Service calculations are provided in Appendix D.

Table 10
Near-Term Peak Hour Intersection Levels of Service

Study Intersection	**AM Peak**		**PM Peak**	
	Delay	**LOS**	**Delay**	**LOS**
1. Alvarado Blvd/I-880 SB Off-Ramp-Deep Creek Rd	28.3	C	29.1	C
2. Fremont Blvd/I-880 NB Ramps	14.1	B	17.7	B
3. Fremont Blvd/Paseo Padre Pkwy	41.6	D	43.7	D
4. Decoto Rd/Paseo Padre Pkwy	51.0	D	66.4	E
5. Decoto Rd/Fremont Blvd	46.7	D	42.8	D
6. Decoto Rd/I-880 NB Ramps	**70.6**	**E**	16.1	B
7. Decoto Rd/I-880 SB Ramps	20.4	C	3.7	A
8. Ardenwood Blvd/SR 84 WB Ramps	36.8	D	16.0	B
9. Paseo Padre Pkwy/SR 84 WB Ramps	42.2	D	7.3	A
10. Thornton Ave/SR 84 EB Ramps	11.5	B	33.5	C
11. Ardenwood Blvd/Paseo Padre Pkwy	30.7	C	40.3	D

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; **Bold** = deficient operation



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Traffic Impact Study for Ardenwood Business Park

Figure 5 – Near-Term Traffic Volumes

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Freeway Operation

Based on Near-Term traffic volumes, all of the study freeway segments would operate acceptably at LOS E or better except for southbound I-880 between Decoto Road and Thornton Avenue, which is projected to continue operating at LOS F. A summary of the freeway levels of service is shown in Table 11 and calculations are provided in Appendix E.

Table 11
Near-Term Freeway Levels of Service

Segment	From	To	Direction	AM Peak Hour		PM Peak Hour	
				V/C	LOS	V/C	LOS
1. I-880	Decoto Rd	Alvarado Rd	NB	0.66	B	0.83	D
	Alvarado Rd	Decoto Rd	SB	0.99	E	0.86	D
2. I-880	Thornton Ave	Decoto Rd	NB	0.93	E	0.92	E
	Decoto Rd	Thornton Ave	SB	0.96	E	**1.13**	**F**
3. SR 84	Toll Plaza	Thornton Ave	EB	0.24	A	0.91	E
	Thornton Ave	Toll Plaza	WB	0.74	C	0.21	A
4. SR 84	Thornton Ave	Ardenwood Blvd	EB	0.19	A	0.73	C
	Ardenwood Blvd	Thornton Ave	WB	0.86	D	0.25	A

Notes: V/C = Volume to Capacity ratio; LOS = Level of Service; **Bold** = unacceptable operation

Arterial Segment Operation

Eastbound Decoto Road between I-880 and Fremont Boulevard is expected to operate unacceptably at LOS F during the p.m. peak hour under Near-Term Conditions. A summary of the arterial segment levels of service is shown in Table 12 and calculations are provided in Appendix F.

Table 12
Near-Term Arterial Segment Levels of Service

Segment	From	To	Direction	AM Peak Hour		PM Peak Hour	
				Speed	LOS	Speed	LOS
1. Decoto Rd	I-880	Fremont Blvd	EB	30	B	**7**	**F**
	Fremont Blvd	I-880	WB	18	D	38	A
2. Decoto Rd	Fremont Blvd	Paseo Padre	EB	37	A	26	C
	Paseo Padre	Fremont Blvd	WB	17	D	31	B
3. Fremont Blvd	Thornton Ave	Decoto Rd	NB	27	C	21	D
	Decoto Rd	Thornton Ave	SB	17	E	26	C
4. Fremont Blvd	Decoto Rd	Paseo Padre	NB	29	B	22	C
	Paseo Padre	Decoto Rd	SB	31	B	37	A

Notes: Speed reported in miles per hour; LOS = Level of Service; **Bold** = unacceptable operation

Project Conditions

Project Description

The Ardenwood Technology Park is a permitted development consisting of 2,251,987 square feet of a Tech Industrial use at a Floor Area Ratio (FAR) of 0.35 in the City of Fremont, which was included in the *General Plan Environmental Impact Report* analysis. The project proposes to increase the development within the Ardenwood Technology Park, from 2,251,987 square feet to 4,024,872 square feet, through intensification in the FAR on selected parcels. Currently, the site is partially developed, with 1,387,181 square feet occupied. The proposed floor area ratios at the site are shown in Figure 6.

Trip Generation

The anticipated trip generation for the proposed project was estimated using standard rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual*, 9th Edition, 2012 for "Office Park" (ITE LU #750). This category was used based on direction from the City, and provides the most conservative trip generation analysis for similar land uses.

The project would allow for 1,722,754 square feet of additional development beyond that contemplated by the current General Plan. As compared to what exists at the site, 2,587,560 square feet would be developed. As shown in Table 13, the estimated net increase in trip generation is as follows:

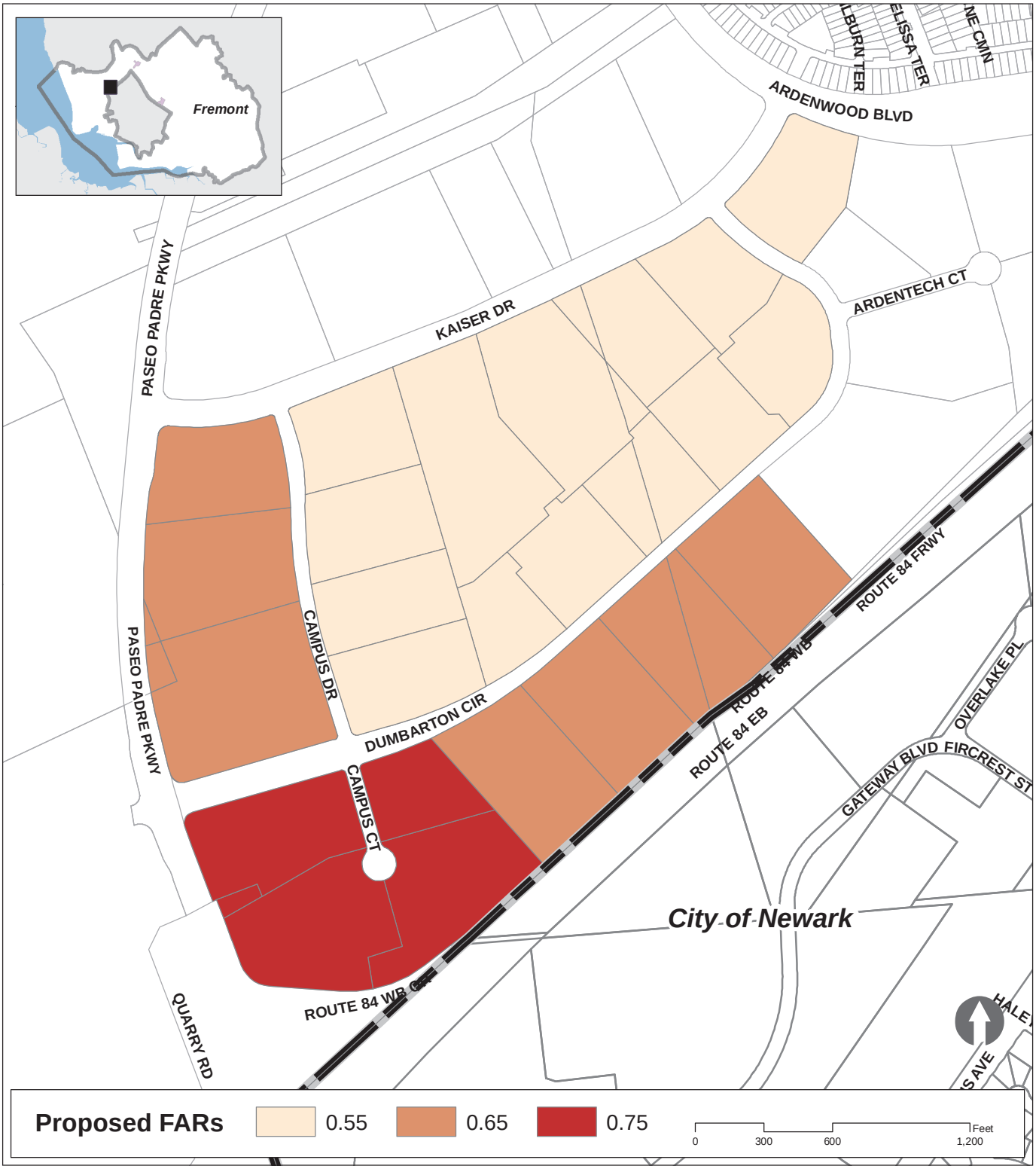
- From Existing Conditions to the proposed project, the intensified development would result in a total of 29,550 daily trips, including 4,425 trips during the a.m. peak hour and 3,830 trips during the p.m. peak hour.
- From the permitted conditions (FAR 0.35) to the proposed project, the intensified development would result in a total of 19,674 daily trips, including 2,946 trips during the a.m. peak hour and 2,550 trips during the p.m. peak hour.

Table 13
Project Trip Generation Summary

Scenario (Net Change) **Land Use**	**Units (ksf)**	**Daily**		**AM Peak Hour**				**PM Peak Hour**			
		Rate	**Trips**	**Rate**	**Trips**	**In**	**Out**	**Rate**	**Trips**	**In**	**Out**
Existing to Proposed											
Office Park	2,587.56	11.42	29,550	1.71	4,425	3,938	487	1.48	3,830	536	3,294
Permitted to Proposed											
Office Park	1,722.75	11.42	19,674	1.71	2,946	2,622	324	1.48	2,550	357	2,193

Note: ksf = 1,000 square feet

Table 14 includes further detail on the trip generation assumptions by Ardenwood Technology Park sub-area, including a comparison of the total trips that would be expected by area under the current General Plan versus those that could occur upon adoption of the proposed Planned District Amendment allowing higher floor area ratios. In total, the project would increase both square footage and number of trips generated beyond what is currently allowed under the existing General Plan by approximately 76 percent.



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Traffic Impact Study for Ardenwood Business Park

Figure 6 – Proposed Floor Area Ratios

Table 14
Trip Generation Comparison by Sub-Area for Current versus Proposed Floor Area Ratios

Business Park Sub-Area		Weekday		AM Peak		PM Peak	
Scenario	**Building Area**	**Rate**	**Trips**	**Rate**	**Trips**	**Rate**	**Trips**
Area 1 – Gateway Parcels							
Proposed 0.75 FAR	809.236 ksf	11.42	9,241	1.71	1,384	1.48	1,198
Current 0.35 FAR	377.643 ksf	11.42	4,313	1.71	646	1.48	559
Increase	431.592 ksf		4,928				
Area 2 – Edge Parcels							
Proposed 0.65 FAR	1,430.706 ksf	11.42	16,339	1.71	2,447	1.48	2,117
Current 0.35 FAR	770.380 ksf	11.42	8,798	1.71	1,317	1.48	1,140
Increase	660.326 ksf		7,541				
Area 3 – Central Parcels							
Proposed 0.55 FAR	1,734.799 ksf	11.42	19,811	1.71	2,967	1.48	2,568
Current 0.35 FAR	1,103.963 ksf	11.42	12,607	1.71	1,888	1.48	1,634
Increase	630.836 ksf		7,204				
Summary							
Proposed Total FAR	3,974.741 ksf		45,391		6,798		5,883
Existing Total FAR	2,251.987 ksf		25,718		3,851		3,333
Increase	**1,722.754 ksf**		**19,673**		**2,947**		**2,550**

Notes: ksf = 1,000 square feet; trip rates are for "Office Park" (ITE land use #750);
FAR = floor area ratio; total trips may differ slightly from those shown in Table 13 due to rounding

Trip Distribution

Trip distribution assumptions were first developed at the regional level using census commute data for employees working in the City of Fremont, and then refined to the local level in consideration of major residential areas, knowledge of typical travel patterns in the City, and input from City staff. The project trip distribution is shown in Figure 7. Project-added volumes are shown in Figure 8, and trip distribution assumptions are summarized in Table 15.

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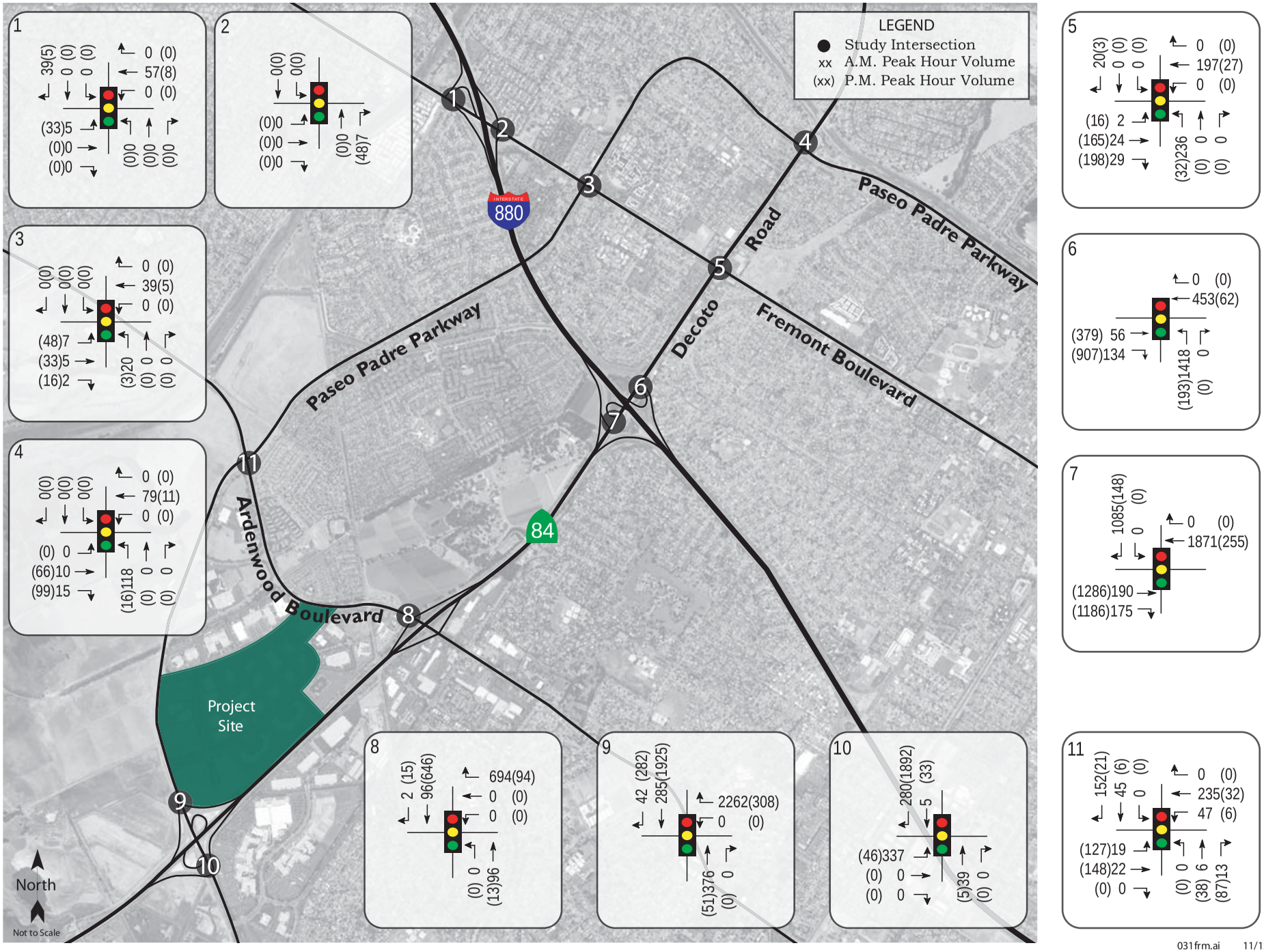
Traffic Impact Study for Ardenwood Business Park

Figure 7 – Trip Distribution



Traffic Impact Study for Ardenwood Business Park

Figure 8 – Project Traffic Volumes

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Table 15
Trip Distribution Assumptions

Origin/Destination	Distribution
I-880 North	29%
I-880 South	36%
SR 84 (Dumbarton Bridge)	9%
Fremont Blvd – south of Decoto Rd	6%
Ardenwood Blvd North	5%
Ardenwood Neighborhood Area	4%
Paseo Padre Pkwy – south of Decoto Rd	3%
Northgate Neighborhood Area	2%
Decoto Rd – east of Paseo Padre Pkwy	2%
Newark Blvd	2%
Alvarado Blvd North	1%
Thornton Ave	1%
TOTAL	**100%**

Existing plus Project Conditions

The Existing plus Project scenario provides an evaluation of operation based on existing traffic volumes plus volumes generated by the full development of the proposed project during the a.m. and p.m. peak periods. From Existing Conditions to the proposed intensified development would result in a total of 30,122 daily trips, including 4,510 trips during the a.m. peak hour and 3,904 trips during the p.m. peak hour.

Intersection Levels of Service

The levels of service for the study intersections are summarized in Table 16. Under Existing plus Project Conditions, all of the study intersections are expected to continue operating acceptably at LOS D (or LOS E where the standard is applicable) or better overall, except the following four intersections, which are expected to experience a significant impact:

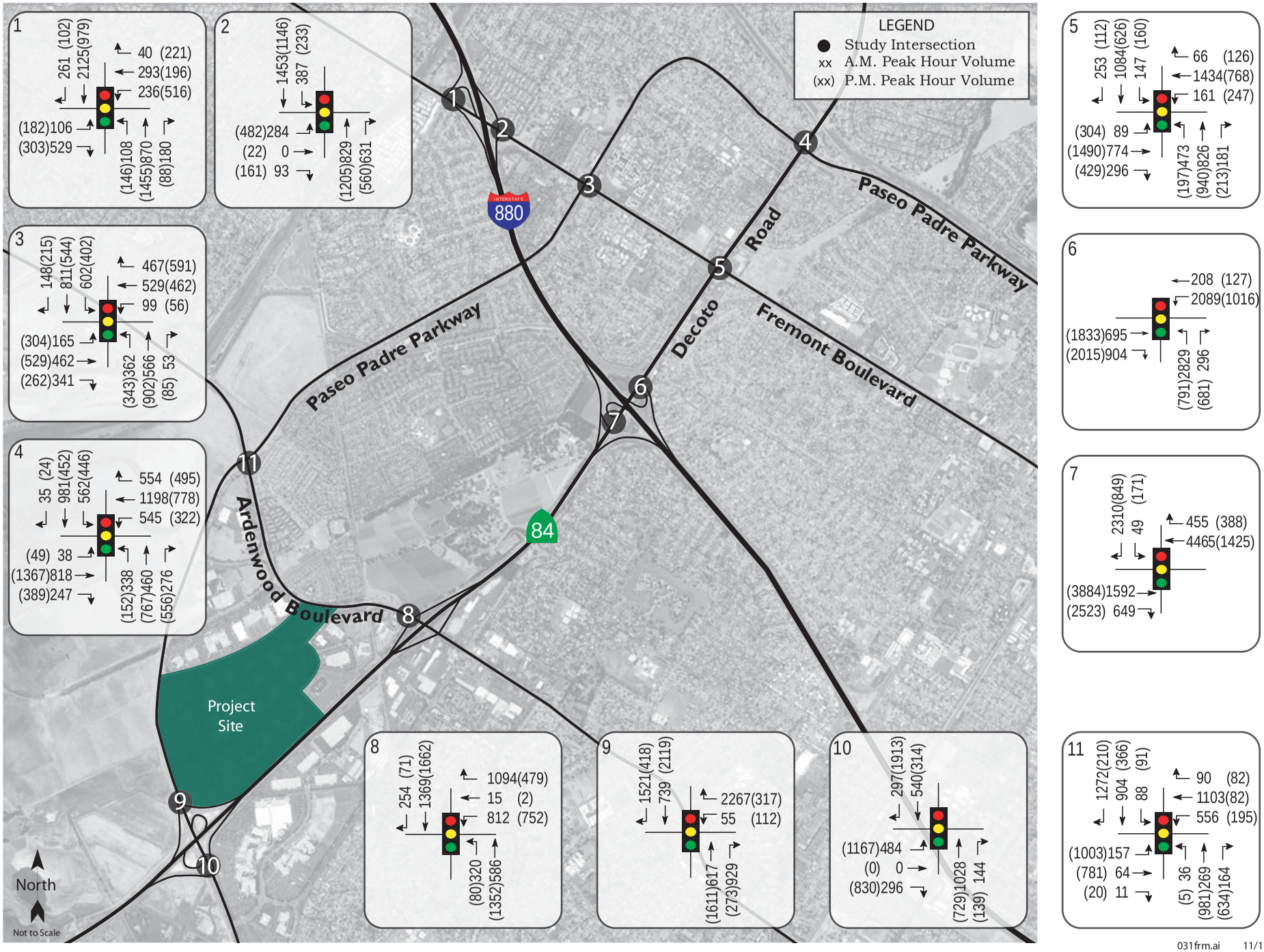
- Decoto Road/I-880 Northbound Ramps at LOS F during the a.m. peak hour
- Decoto Road/I-880 Southbound Ramps at LOS F during the a.m. peak hour
- Alvarado Boulevard/SR 84 Westbound Ramps at LOS F during the a.m. peak hour
- Paseo Padre Parkway/SR 84 Eastbound Ramps at LOS F during the a.m. peak hour

The Existing plus Project traffic volumes are shown in Figure 9. Copies of the Level of Service calculations are provided in Appendix D.

Table 16
Existing and Existing plus Project Peak Hour Intersection Levels of Service

Study Intersection	Existing		Existing plus Project		Significant Project Impact	
	AM	PM	AM	PM	AM	PM
1. Alvarado Blvd/I-880 SB Off-Ramp-Deep Creek Rd	27.1/C	28.6/C	31.1/C	30.5/C	N	N
2. Fremont Blvd/I-880 NB Ramps	14.1/B	17.7/B	14.1/B	17.6/B	N	N
3. Fremont Blvd/Paseo Padre Pkwy	41.5/D	43.5/D	41.8/D	44.2/D	N	N
4. Decoto Rd/Paseo Padre Pkwy	50.4/D	65.5/E	52.5/D	68.5/E	N	N
5. Decoto Rd/Fremont Blvd	42.3/D	43.6/D	65.5/E	44.4/D	N	N
6. Decoto Rd/I-880 NB Ramps	25.8/C	15.4/B	**208.1/F**	19.0/B	**Y**	N
7. Decoto Rd/I-880 SB Ramps	3.5/A	3.5/A	**146.1/F**	5.8/A	**Y**	N
8. Ardenwood Blvd/SR 84 WB Ramps	28.0/C	16.1/B	**107.6/F**	17.3/B	**Y**	N
9. Paseo Padre Pkwy/SR 84 WB Ramps	13.0/B	6.7/A	**644.0/F**	23.1/C	**Y**	N
10. Thornton Ave/SR 84 EB Ramps	10.9/B	32.6/C	27.5/C	35.7/D	N	N
11. Ardenwood Blvd/Paseo Padre Pkwy	30.2/C	38.2/D	31.7/C	47.1/D	N	N

Notes: Results are displayed as Delay/LOS; Delay is measured in average seconds per vehicle;
LOS = Level of Service; **Bold** = deficient operation



Traffic Impact Study for Ardenwood Business Park

Figure 9 – Existing plus Project Traffic Volumes

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left-turn/through/right-turn lane, and one right-turn lane. This improvement would require restriping. With this improvement and optimized signal timing the intersection would be expected to operate acceptably at LOS D, and the project's resulting impact would be considered less-than-significant. The improvements are reflected in Mitigation Measure TRANS-1b.

Paseo Padre Parkway/SR 84 Westbound Ramps

Upon the addition of project-related traffic, the intersection is projected to degrade to LOS F operation during the a.m. peak hour, with an incremental increase in delay of 631 seconds. This would be considered a significant project impact. Operation would be improved by making the westbound SR 84 off-ramp right-turn movement a free right turn. These improvements would create secondary impacts to pedestrians by increasing crossing distance and be contrary to Policy 3-4.3 from the General Plan. As a result the project's impact would be significant and unavoidable. Project impacts may be partially mitigated with implementation of a TDM program, as described below in Mitigation Measure TRANS-1a.

A summary of these results is provided in Table 17.

Table 17
Existing plus Project plus Mitigations Peak Hour Intersection Levels of Service

Peak Hour Study Intersection	Existing No Project Delay/LOS	Existing plus Project Delay/LOS	Mitigated Conditions Delay/LOS	Project Impact
AM Peak Hour				
6. Decoto Rd/I-880 NB Ramps	25.8/C	**208.1/F**	33.1/C	**SU**
7. Decoto Rd/I-880 SB Ramps	3.5/A	**146.1/F**	10.3/B	**SU**
8. Ardenwood Blvd/SR 84 WB Ramps	28.0/C	**107.6/F**	52.0/D	LTS
9. Paseo Padre Pkwy/SR 84 WB Ramps	13.0/B	**644.0/F**	6.0/A	**SU**
PM Peak Hour				
6. Decoto Rd/I-880 NB Ramps	15.4/B	19.0/B	14.2/B	LTS
7. Decoto Rd/I-880 SB Ramps	3.5/A	5.8/A	6.3/A	LTS
8. Ardenwood Blvd/SR 84 WB Ramps	16.1/B	17.3/B	19.8/B	LTS
9. Paseo Padre Pkwy/SR 84 WB Ramps	6.7/A	23.1/C	8.6/A	LTS

Notes: Results are displayed as Delay/LOS; Delay is measured in average seconds per vehicle;
LOS = Level of Service; **Bold** = deficient operation; LTS = less than significant impact;
SU = significant and unavoidable impact

MM TRANS-1a The applicant shall work with the City of Fremont to establish a Transportation Demand Management (TDM) Program. The program should include strategies to reduce employee-generated trips in favor of walking, bicycling, taking transit or shuttles, carpooling or vanpooling. Typically, for business parks in suburban areas, TDM programs include elements such as carpool and vanpool incentives, subsidized transit passes, bicycle parking and bicyclist amenities, parking cash-out programs, and shuttles to transit hubs such as BART and Amtrak/ACE stations. The initial TDM Program shall the goals and objectives of the TDM Program, including a target specifying the single occupant vehicle mode share, an annual monitoring program that includes surveys of all employers and employees, and annual

reporting to City of Fremont staff to monitor compliance with the goals and objectives of the TDM Program.

MM TRANS-1b The City of Fremont shall work with Caltrans to implement the following improvements at the intersection of Ardenwood Boulevard/SR 84 Westbound Ramps and the applicant shall be responsible for funding these improvements:

- Convert the westbound share left-turn/through lane to a shared left-turn/through/right-turn lane

Freeway Operation

Under Existing Conditions, the project is anticipated to significantly contribute to, or be responsible for, unacceptable operating conditions on four freeway segments during the a.m. peak hour. Affected segments include:

- I-880 southbound from Alvarado Road to Decoto Road
- I-880 northbound from Thornton Avenue to Decoto Road
- I-880 southbound from Decoto Road to Thornton Avenue
- SR 84 westbound from Ardenwood Boulevard to Thornton Avenue

A summary of the freeway levels of service is shown in Table 18 and calculations are provided in Appendix E.

Table 18
Existing and Existing plus Project Freeway Levels of Service

Segment	From	To	Direction	Existing		Existing plus Project		Δ	
				AM	PM	AM	PM	AM	PM
1. I-880	Decoto Rd	Alvarado Rd	NB	0.66/B	0.80/C	0.67/B	0.89/D	0.01	0.09
	Alvarado Rd	Decoto Rd	SB	0.94/E	0.85/D	**1.09/F**	0.87/D	**0.15**	0.02
2. I-880	Thornton Ave	Decoto Rd	NB	0.87/D	0.91/E	**1.06/F**	0.93/E	**0.19**	0.02
	Decoto Rd	Thornton Ave	SB	0.95/E	**1.08/F**	0.98/E	**1.24/F**	0.03	**0.16**
3. SR 84	Toll Plaza	Thornton Ave	EB	0.22/A	0.90/E	0.28/A	0.91/E	0.06	0.01
	Thornton Ave	Toll Plaza	WB	0.74/C	0.19/A	0.75/C	0.23/A	0.01	0.04
4. SR 84	Thornton Ave	Ardenwood Blvd	EB	0.18/A	0.63/B	0.23/A	0.94/E	0.05	0.31
	Ardenwood Blvd	Thornton Ave	WB	0.72/C	0.23/A	**1.14/F**	0.29/A	**0.42**	0.06

Notes: Results are displayed as Volume to Capacity ratio/Level of Service; Δ = difference between no-project and project conditions; **Bold** = potentially significant impact

Arterial Segment Operation

The project is expected to significantly contribute to deficient operating conditions on eastbound Decoto Road between I-880 and Fremont Boulevard during the p.m. peak hour and on westbound Decoto Road between Fremont Boulevard and I-880 during the a.m. peak hour. A summary of the arterial segment levels of service is shown in Table 19 and calculations are provided in Appendix F.

Table 19
Existing and Existing plus Project Arterial Segment Levels of Service

Segment	From	To	Direction	Existing		Existing plus Project		Δ	
				AM	PM	AM	PM	AM	PM
1. Decoto Rd	I-880	Fremont Blvd	EB	30/B	**8/F**	29/B	**4/F**	-1	**-4**
	Fremont Blvd	I-880	WB	21/D	38/A	**13/F**	37/A	**-8**	-1
2. Decoto Rd	Fremont Blvd	Paseo Padre	EB	37/A	27/C	37/A	24/C	0	-3
	Paseo Padre	Fremont Blvd	WB	19/D	31/B	14/E	30/B	-5	-1
3. Fremont Blvd	Thornton Ave	Decoto Rd	NB	30/B	22/D	22/D	21/D	-8	-1
	Decoto Rd	Thornton Ave	SB	17/D	28C	16/E	21/D	-1	-7
4. Fremont Blvd	Decoto Rd	Paseo Padre	NB	29/B	23/C	28/B	22/C	-1	-1
	Paseo Padre	Decoto Rd	SB	32/B	37/A	31/B	37/A	-1	0

Notes: Results are displayed as Speed (miles per hour)/Level of Service; Δ = difference between no-project and project conditions; **Bold** = potentially significant impact

Cumulative Conditions

The Cumulative Conditions scenario provides an evaluation of long-term conditions operation based on traffic volumes contained within the General Plan for year 2035, which includes development of the permitted floor area ratio of 0.35 and associated trips during the a.m. and p.m. peak periods. This condition does not include project-generated traffic volumes.

Intersection Mitigation Identified in General Plan EIR

The General Plan EIR Mitigation Monitoring Program identifies mitigation measures at several of the study intersections. For the purposes of this analysis, and to identify the potential impacts associated only with the proposed project, these mitigation measures are assumed to be in place by 2035 and are included in the Cumulative and Cumulative plus Project scenarios. A summary of the mitigation measures identified in the General Plan EIR and resulting levels of significance after implementation is shown in Table 20.

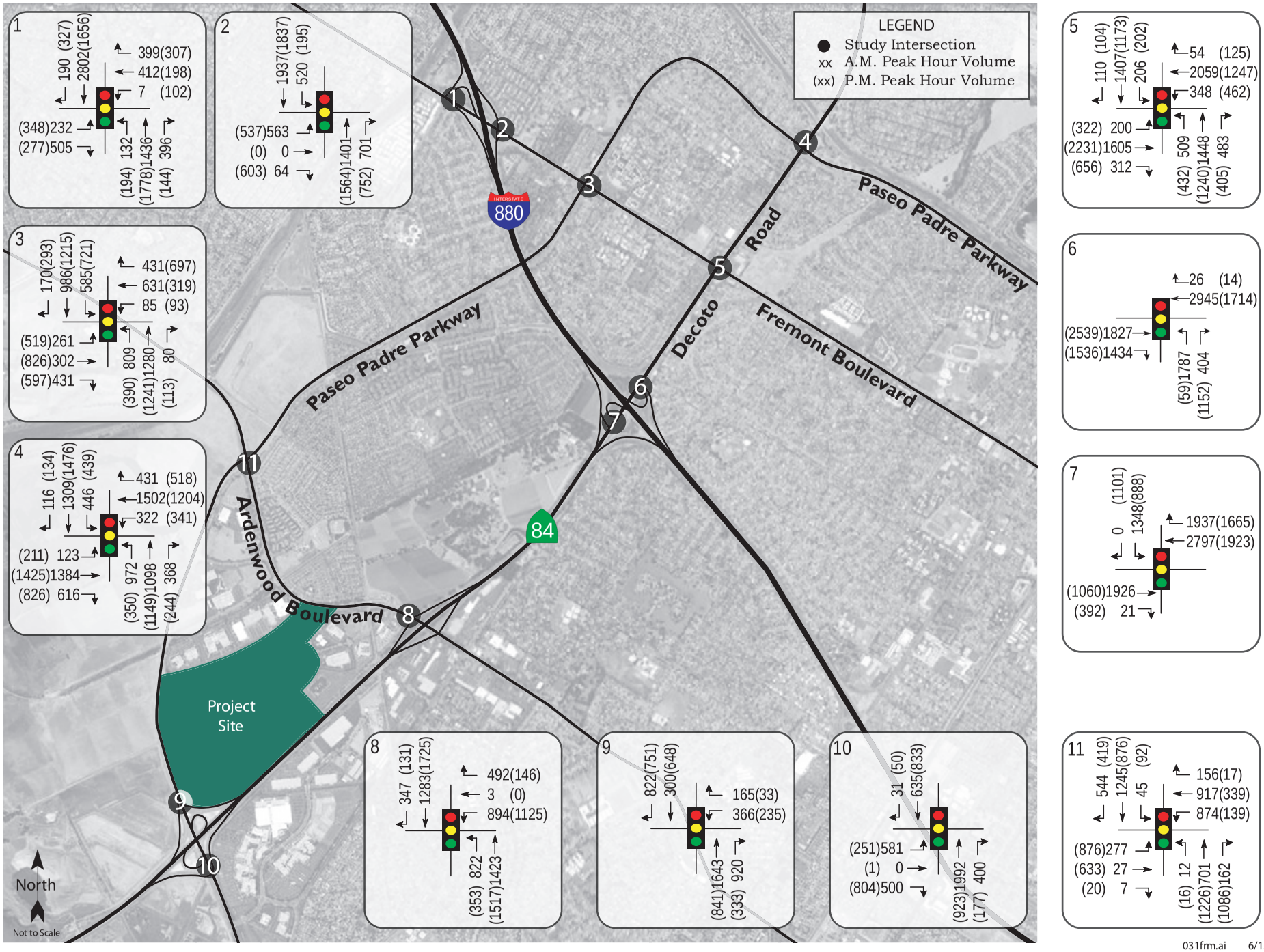
Table 20
Study Intersections Identified in General Plan Mitigation Monitoring Program

Intersection	General Plan Mitigation	Resulting LOS and Significance
1. Alvarado Blvd/ Deep Creek Rd	Convert right-turn lane on I-880 SB off-ramp to a free right turn	LOS E, SU
3. Fremont Blvd/ Paseo Padre Pkwy	Convert right-turn lane on WB Paseo Padre to a free right turn	LOS D, LTS
4. Paseo Padre Pkwy/ Decoto Rd	Modify the Paseo Padre Pkwy and Decoto Rd approaches to include three through lanes in each direction	LOS F, SU
5. Fremont Blvd/ Decoto Rd	Modify both Fremont Blvd approaches to include dual left turn lanes	LOS E, LTS
6. I-880 NB Ramps/ Decoto Rd	Modify the Decoto Rd approaches to include three through lanes in each direction; widen off-ramp to include dual left-turn lanes and dual right-turn lanes	LOS E, SU
7. I-880 SB Ramps/ Decoto Rd	Modify the WB Decoto Rd approach to include a third through lane	LOS C; LTS

Notes: LOS=Level of Service; NB=Northbound; SB=Southbound; EB=Eastbound; WB=Westbound; SU=Significant and Unavoidable Impact; LTS=Less Than Significant Impact (with mitigation)

Intersection Levels of Service

Under Cumulative Conditions, the study intersections are expected to operate acceptably at LOS D (or LOS E where the standard applies) or better, except the Alvarado Boulevard/Deep Creek Road intersection at LOS E during the a.m. peak hour, and the Decoto Road/Paseo Padre Parkway intersection at LOS F during both peak hours. The Cumulative traffic volumes are shown in Figure 10. Cumulative levels of service for the study intersections are summarized in Table 21, and copies of the LOS calculations are provided in Appendix D.



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Traffic Impact Study for Ardenwood Business Park

Figure 10 – Cumulative Traffic Volumes

Table 21
Cumulative Peak Hour Intersection Levels of Service

Study Intersection	AM Peak		PM Peak	
	Delay	LOS	Delay	LOS
1. Alvarado Blvd/I-880 SB Off-Ramp-Deep Creek Rd	**66.6**	**E**	52.5	D
2. Fremont Blvd/I-880 NB Ramps	21.0	C	19.0	B
3. Fremont Blvd/Paseo Padre Pkwy	39.7	D	53.6	D
4. Decoto Rd/Paseo Padre Pkwy	**81.1**	**F**	**81.1**	**F**
5. Decoto Rd/Fremont Blvd	69.7	E	75.9	E
6. Decoto Rd/I-880 NB Ramps	73.4	E	27.2	C
7. Decoto Rd/I-880 SB Ramps	31.5	C	15.1	B
8. Ardenwood Blvd/SR 84 WB Ramps	27.1	C	19.1	B
9. Paseo Padre Pkwy/SR 84 WB Ramps	16.2	B	10.5	B
10. Thornton Ave/SR 84 EB Ramps	38.8	D	28.5	C
11. Ardenwood Blvd/Paseo Padre Pkwy	37.4	D	29.8	C

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; **Bold** = deficient operation

Freeway Operation

Based on Cumulative traffic volumes, all of the study freeway segments would operate acceptably at LOS E or better except:

- I-880 northbound from Decoto Road to Alvarado Road at LOS F during the p.m. peak hour
- I-880 southbound from Alvarado Road to Decoto Road at LOS F during both peak hours
- I-880 southbound from Decoto Road to Thornton Avenue at LOS F during the a.m. and p.m. peak hours
- SR 84 eastbound from Toll Plaza to Thornton Avenue at LOS F during the p.m. peak hour

A summary of the freeway levels of service is shown in Table 22 and calculations are provided in Appendix E.

Table 22
Cumulative Freeway Levels of Service

Segment	From	To	Direction	AM Peak Hour		PM Peak Hour	
				V/C	LOS	V/C	LOS
1. I-880	Decoto Rd	Alvarado Rd	NB	0.93	E	**1.04**	**F**
	Alvarado Rd	Decoto Rd	SB	**1.29**	**F**	**1.15**	**F**
2. I-880	Thornton Ave	Decoto Rd	NB	0.97	E	0.94	E
	Decoto Rd	Thornton Ave	SB	**1.09**	**F**	**1.07**	**F**
3. SR 84	Toll Plaza	Thornton Ave	EB	0.49	A	**1.12**	**F**
	Thornton Ave	Toll Plaza	WB	0.92	E	0.56	A
4. SR 84	Thornton Ave	Ardenwood Blvd	EB	0.39	A	0.92	E
	Ardenwood Blvd	Thornton Ave	WB	0.76	C	0.45	A

Notes: V/C = Volume to Capacity ratio; LOS = Level of Service; **Bold** = unacceptable operation

Arterial Segment Operation

Under Cumulative Conditions, the roadway segments are expected to operate acceptably during one or both peak periods, except five of the roadway segments are expected to operate unacceptably at LOS F during one peak period or the other:

- Decoto Road eastbound from I-880 to Fremont Boulevard during the p.m. peak hour
- Decoto Road westbound from Fremont Boulevard to I-880 during the a.m. peak hour
- Decoto Road eastbound from Fremont Boulevard to Paseo Padre Parkway during the p.m. peak hour
- Decoto Road westbound from Paseo Padre Parkway to Fremont Boulevard during the a.m. peak hour
- Fremont Boulevard northbound from Thornton Avenue to Decoto Road during the a.m. peak hour

A summary of the arterial segment levels of service is shown in Table 23 and calculations are provided in Appendix F.

Table 23
Cumulative Arterial Segment Levels of Service

Segment	From	To	Direction	AM Peak Hour		PM Peak Hour	
				Speed	LOS	Speed	LOS
1. Decoto Rd	I-880	Fremont Blvd	EB	18	D	**5**	**F**
	Fremont Blvd	I-880	WB	**9**	**F**	24	C
2. Decoto Rd	Fremont Blvd	Paseo Padre	EB	18	D	**12**	**F**
	Paseo Padre	Fremont Blvd	WB	**10**	**F**	27	C
3. Fremont Blvd	Thornton Ave	Decoto Rd	NB	**12**	**F**	18	D
	Decoto Rd	Thornton Ave	SB	19	D	15	E
4. Fremont Blvd	Decoto Rd	Paseo Padre	NB	17	E	25	C
	Paseo Padre	Decoto Rd	SB	30	B	22	D

Notes: Speed reported in miles per hour; LOS = Level of Service; **Bold** = unacceptable operation

Cumulative plus Project Conditions

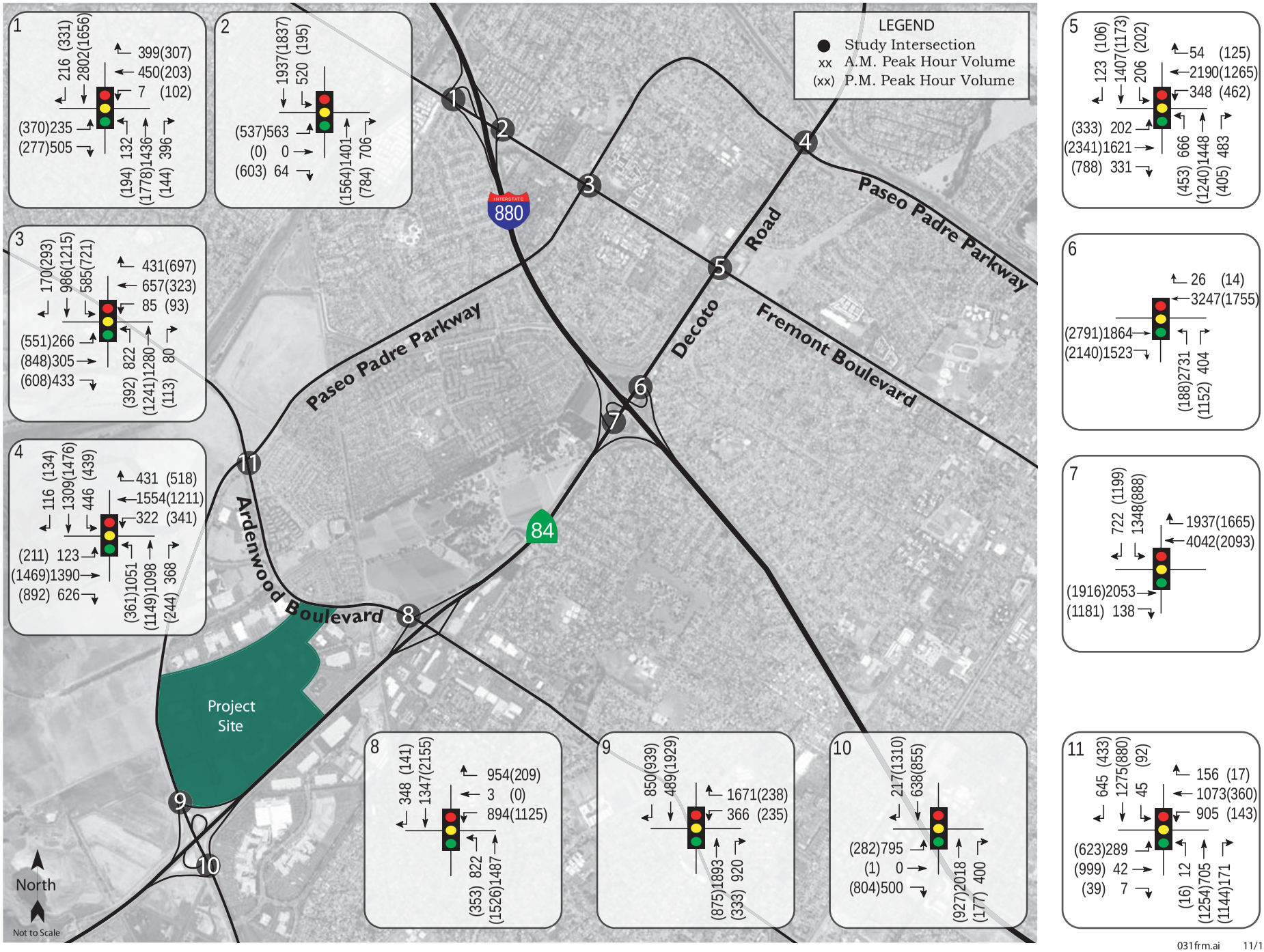
The Cumulative plus Project scenario provides an evaluation of operation based on Cumulative traffic volumes with 0.35 FAR plus volumes generated by full development of the proposed project during the a.m. and p.m. peak periods. From the permitted conditions (FAR 0.35) to the proposed intensified development would result in a total of 20,246 daily trips, including 3,032 trips during the a.m. peak hour and 2,624 trips during the p.m. peak hour

Intersection Levels of Service

The project is anticipated to contribute to, or be responsible for, unacceptable operating conditions at seven intersections during one or both peak hours under Cumulative plus Project conditions.

- Alvarado Boulevard/Deep Creek Road at LOS E during both peak hours
- Fremont Boulevard/Paseo Padre Parkway at LOS E during the p.m. peak hour
- Decoto Road/Paseo Padre Parkway at LOS F during both peak hours
- Decoto Road/Fremont Boulevard at LOS F during both peak hours
- Decoto Road/I-880 Northbound Ramps at LOS F during the a.m. peak hour
- Paseo Padre Parkway/SR 84 Eastbound Ramps at LOS F during the a.m. peak hour
- Thornton Avenue/SR 84 Eastbound Ramps at LOS E during the a.m. peak hour

A summary of the peak hour intersection levels of service at all 11 study intersections is shown in Table 24 and Cumulative plus Project traffic volumes are shown in Figure 11.



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Traffic Impact Study for Ardenwood Business Park

Figure 11 – Cumulative plus Project Traffic Volumes

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Table 24
Cumulative and Cumulative plus Project Peak Hour Intersection Levels of Service

Study Intersection	Cumulative		Cumulative plus Project		Significant Project Impact	
	AM	**PM**	**AM**	**PM**	**AM**	**PM**
1. Alvarado Blvd/ I-880 SB Off-Ramp-Deep Creek Rd	**66.6/E**	52.5/D	**74.9/E**	**55.6/E**	**Y**	**Y**
2. Fremont Blvd/I-880 NB Ramps	21.0/C	19.0/B	21.1/C	19.9/B	N	N
3. Fremont Blvd/Paseo Padre Pkwy	39.7/D	53.6/D	40.0/D	**55.6/E**	N	**Y**
4. Decoto Rd/Paseo Padre Pkwy	**81.1/F**	**81.1/F**	**88.4/F**	**89.5/F**	**Y**	**Y**
5. Decoto Rd/Fremont Blvd	69.7/E	75.9/E	**87.9/F**	**89.9/F**	**Y**	**Y**
6. Decoto Rd/I-880 NB Ramps	73.4/E	27.2/C	**190.2/F**	35.3/D	**Y**	N
7. Decoto Rd/I-880 SB Ramps	31.5/C	15.1/B	73.8/E	16.5/B	N	N
8. Ardenwood Blvd/SR 84 WB Ramps	27.1/C	19.1/B	28.0/C	23.0/C	N	N
9. Paseo Padre Pkwy/SR 84 WB Ramps	16.2/B	10.5/B	**126.9/F**	14.7/B	**Y**	N
10. Thornton Ave/SR 84 EB Ramps	38.8/D	28.5/C	**68.7/E**	28.6/C	**Y**	N
11. Ardenwood Blvd/Paseo Padre Pkwy	37.4/D	29.8/C	38.5/D	31.5/C	N	N

Notes: Results include mitigation identified in the General Plan EIR;
Delay is measured in average seconds per vehicle; LOS = Level of Service;
Results are displayed as Delay/LOS; **Bold** values = unacceptable operation;
Cumulative = 2035 General Plan with mitigation measures

Impacts and Mitigation

Following is a discussion of potential project-related impacts at the impacted intersections, potential mitigation measures that could be implemented beyond those already included in the General Plan, and the resulting level of significance assuming that the affected parcels in the Ardenwood Technology Park were required to implement the additional mitigation measures. The seven study intersections that are anticipated to operate unacceptably during the peak hours under the Cumulative plus Project scenario are:

- Alvarado Boulevard/Deep Creek Road
- Fremont Boulevard/Paseo Padre Parkway
- Decoto Road/Paseo Padre Parkway
- Decoto Road/Fremont Boulevard
- Decoto Road/I-880 Northbound Ramps
- Paseo Padre Parkway/SR 84 Westbound Ramps
- Thornton Avenue/SR 84 Eastbound Ramps

Some improvements would require excessive widening or would reduce safety for alternative modes. These improvements would be contrary to policies contained within the General Plan wherein the City wants to shifts the focus on improvements from increasing roadway capacity to improving other modes of travel and enhancing the visual quality of major streets.

Alvarado Boulevard/Deep Creek Road

The General Plan EIR indicates that the intersection is projected to operate unacceptably at LOS E (with mitigation) during the a.m. peak hour and identifies the impact as *significant and unavoidable*. The proposed project would be expected to increase average vehicle delay by 8.3 seconds during the a.m. peak hour, and also result in a change from LOS D to LOS E during the p.m. peak hour, which is considered a significant project impact. Operation could be improved by installing a right-turn overlap signal phase on the eastbound Deep Creek Road approach and converting an existing eastbound right-turn lane to a left-turn lane, along with optimized signal timing. As indicated in the General Plan EIR, further modifications to the intersection are not recommended due to constraints that deem this improvements infeasible. Therefore, the project's resulting impact would be considered significant and unavoidable. Some project impacts may be partially mitigated with implementation of a Transportation Demand Management (TDM) program, as described in Mitigation Measure TRANS-1a.

Fremont Boulevard/Paseo Padre Parkway

With improvements included in the General Plan this intersection is projected to operate acceptably at LOS D during both peak hours in the General Plan EIR. Upon the addition of project-generated traffic, however, operation is projected to deteriorate to LOS E during the p.m. peak hour, with an incremental increase in delay of 2 seconds. Operation could be improved by converting the existing eastbound Paseo Padre Parkway shared through/right-turn lane to a right-turn lane and widening it to provide an additional through lane, resulting in a five-lane approach. With implementation of these mitigations, operation would improve to LOS D; therefore, the project's resulting impact would be considered less-than-significant. The improvements are reflected in Mitigation Measure TRANS-2a.

Decoto Road/Paseo Padre Parkway

Despite implementation of mitigation included in the General Plan, the General Plan EIR identifies this intersection as operating at LOS F during both peak hours at buildout, and designates the impact as *significant and unavoidable*. The project would be expected to add 7.3 seconds of average vehicle delay to the intersections during the a.m. peak hour and 8.4 seconds during the p.m. peak hour, which is considered a significant project impact for both peak hours. Operation could be improved by adding an eastbound right-turn overlap signal phase on Decoto Road. This improvement would also require prohibiting u-turns on northbound Paseo Padre Parkway, though given the surrounding roadway context and presence of a median break just to the south at Wyndham Drive, this would be expected to result in minimal inconvenience to drivers. With this signal modification and optimized signal timing, intersection operation is projected to improve to LOS E, with delay during the a.m. and p.m. peak hours reduced from Cumulative Conditions. With implementation of these mitigations, operation would improve from the LOS F that was forecast in the General Plan EIR. The project's resulting impact would thereby be considered less-than-significant. The improvements are reflected in Mitigation Measure TRANS-2b.

Decoto Road/Fremont Boulevard

With mitigation included in the General Plan, this intersection is projected to operate acceptably at LOS E during both peak hours. Upon the addition of project-generated traffic, however, operation is projected to deteriorate to LOS F during both peak hours, with an incremental increase in delay of 18.2 seconds during the a.m. peak hour and 14 seconds during the p.m. peak hour. This would be considered a significant project impact. Operation could be improved by adding a westbound through lane on Decoto Road, resulting in a six-lane approach; an eastbound through lane on Decoto Road, and converting the eastbound through/right-turn lane on Decoto Road to a right-turn only lane, resulting in a six-lane approach. However, these improvements would require extensive widening and would be contrary to Policy 3-4.3 from the General Plan, which allows decreased levels of vehicle speed and convenience where

Impacts and Mitigation

Following is a discussion of potential project-related impacts at the impacted intersections, potential mitigation measures that could be implemented, and the resulting level of significance assuming that the affected parcels in the Ardenwood Technology Park were required to implement the additional mitigation measures. The four study intersections would operate at unacceptable LOS under the Existing plus Project scenario during the a.m. peak hour:

- Decoto Road/I-880 Northbound Ramps
- Decoto Road/I-880 Southbound Ramps
- Alvarado Boulevard/SR 84 Westbound Ramps
- Paseo Padre Parkway/SR 84 Eastbound Ramps

Decoto Road/I-880 Northbound Ramps

The Ardenwood project would be expected to increase a.m. peak hour delay by 182.3 seconds and decrease operation to LOS F, which would be considered a significant project impact. Operation could be improved by widening the northbound off-ramp to include an additional left-turn lane, resulting in a four-lane approach consisting of two left-turn lanes, one shared left-turn/through/right-turn lane, and a single right-turn lane. This would create a triple left-turn configuration that is uncommon in the region. Westbound Decoto Road would require widening to allow for a third receiving lane. With this improvement and optimized signal timing the intersection would be expected to operate acceptably at LOS C. However, these improvements would require widening on the existing Decoto Road bridge structure (which would require rebuilding the structure) and widening on the northbound I-880 off-ramp approach (which falls under Caltrans jurisdiction). While widening of the Decoto Road bridge structure is identified as an improvement in the General Plan, it has been determined that this improvement would be infeasible due to the extensive funds and regional collaboration required in association with an this type of improvement; therefore, the project's resulting impact would be considered significant and unavoidable. Project impacts may be partially mitigated with implementation of a TDM program, as described below in Mitigation Measure TRANS-1a.

Decoto Road/I-880 Southbound Ramps

Upon the addition of project-generated traffic, operation is projected to deteriorate to LOS F during the a.m. peak hour, with an incremental increase in delay of 142.6 seconds. This would be considered a significant project impact. Operation could be improved by modifying westbound Decoto Road to include an additional through lane, resulting in a four-lane approach consisting of three through lanes and a right-turn lane, which is consistent with improvements identified within the General Plan EIR. This mitigation would also require modification of the traffic signal. With this improvement and optimized signal timing operation would return to an acceptable LOS A during the a.m. peak hour. While widening of the Decoto Road bridge structure is identified as an improvement in the General Plan, it has been determined that this improvement would be infeasible due to the extensive funds and regional collaboration required in association with this type of improvement; therefore, the project's resulting impact would be considered significant and unavoidable. Project impacts may be partially mitigated with implementation of a TDM program, as described below in Mitigation Measure TRANS-1a.

Ardenwood Boulevard/SR 84 Westbound Ramps

The project would be expected to increase a.m. peak hour delay by 79.6 seconds and decrease operation to LOS F, which would be considered a significant project impact. Operation could be improved by converting the existing SR 84 Westbound Ramp shared left-turn/through lane to a shared left-turn/through/right-turn lane, resulting in a three-lane approach consisting of one left-turn lane, one shared

significant widening of a roadway would be detrimental to accommodation of pedestrians, bicyclists, and public transit, and where road improvements would negatively affect the desired capacity, convenience, safety, or efficiency of these other travel modes. As a result the project's impact would be significant and unavoidable. Some project impacts may be partially mitigated with implementation of a Transportation Demand Management (TDM) program, as described in Mitigation Measure TRANS-1a.

Decoto Road/I-880 Northbound Ramps

The proposed project would be expected to increase a.m. peak hour delay by 116.8 seconds and decrease operation to LOS F, which would be considered a significant project impact. Operation could be improved by widening the northbound off-ramp to include an additional left-turn lane, in addition to the fourth northbound approach lane and widening of Decoto Road to make way for a third receiving lane identified as mitigation under the Existing plus Project scenario. The resulting five-lane approach would consist of three left-turn lanes, one shared left-turn/through/right-turn lane, and a single right-turn lane. The west leg of the intersection would need to be widened in order to accept the fourth left-turn movement. These improvements would require extensive widening and would be contrary per Policy 3-4.3 from the General Plan. While widening of the Decoto Road bridge structure is identified as an improvement in the General Plan, it has been determined that this improvement would be infeasible due to the extensive funds and regional collaboration required in association with this type of improvement. As a result the project's impact would be significant and unavoidable. Some project impacts may be partially mitigated with implementation of a TDM program. Project impacts may be partially mitigated with implementation of a TDM program, as described in Mitigation Measure TRANS-1a.

Paseo Padre Parkway/SR 84 Westbound Ramps

Upon the addition of project-related traffic, the intersection is projected to degrade to LOS F operation during the a.m. peak hour, with an incremental increase in delay of 110.7 seconds. This would be considered a significant project impact. Operation would be improved by making the westbound SR 84 off-ramp right-turn movement a free right turn. These improvements would cause secondary impacts to pedestrians by increasing crossing distances and would be contrary per Policy 3-4.3 from the General Plan. As a result the project's impact would be significant and unavoidable. Project impacts may be partially mitigated with implementation of a TDM program, as described below in Mitigation Measure TRANS-1a.

Thornton Avenue/SR 84 Eastbound Ramps

The project would be expected to increase a.m. peak hour delay by 29.9 seconds and decrease operation to LOS F, which would be considered a significant project impact. Operation could be improved by widening the eastbound off-ramp to include an additional shared left-turn/through/right-turn lane, and converting the existing through/right-turn lane to a right-turn lane, resulting in a three-lane approach consisting of one left-turn lane, one shared left-turn/through/right-turn lane, and one right-turn lane. With this improvement and optimized signal timing, the intersection would be expected to operate acceptably at LOS C, and the project's impact would be considered less-than-significant. The improvements are reflected in Mitigation Measure TRANS-2c.

A summary of these results is provided in Table 25 and calculations are provided in Appendix D.

Table 25
Cumulative plus Project plus Mitigations Peak Hour Intersection Levels of Service

Peak Hour Study Intersection	Cumulative No Project Delay/LOS	Cumulative plus Project Delay/LOS	Mitigated Conditions Delay/LOS	Project Impact
AM Peak Hour				
1. Alvarado Blvd/ I-880 SB Off-Ramp-Deep Creek Rd	**66.6/E**	**74.9/E**	61.4/E	**SU**
3. Fremont Blvd/Paseo Padre Pkwy	39.7/D	40.0/D	40.4/D	--
4. Decoto Rd/Paseo Padre Pkwy	**81.1/F**	**88.4/F**	79.5/E	LTS
5. Decoto Rd/Fremont Blvd	69.7/E	**87.9/F**	**50.4/D**	**SU**
6. Decoto Rd/I-880 NB Ramps	73.4/E	**190.2/F**	**63.6/E**	**SU**
9. Paseo Padre Pkwy/SR 84 WB Ramps	16.2/B	**126.9/F**	**20.3/C**	**SU**
10. Thornton Ave/SR 84 EB Ramps	38.8/D	**68.7/E**	29.8/C	LTS
PM Peak Hour				
1. Alvarado Blvd/ I-880 SB Off-Ramp-Deep Creek Rd	52.5/D	**55.6/E**	38.5/D	LTS
3. Fremont Blvd/Paseo Padre Pkwy	53.6/D	**55.6/E**	49.6/D	LTS
4. Decoto Rd/Paseo Padre Pkwy	**81.1/F**	**89.5/F**	69.7/E	LTS
5. Decoto Rd/Fremont Blvd	75.9/E	**89.9/F**	**58.5/E**	**SU**
6. Decoto Rd/I-880 NB Ramps	27.2/C	35.3/D	26.4/C	--
9. Paseo Padre Pkwy/SR 84 WB Ramps	10.5/B	14.7/B	11.8/B	--
10. Thornton Ave/SR 84 EB Ramps	28.5/C	28.6/C	16.4/B	--

Notes: Results are displayed as Delay/LOS; Delay is measured in average seconds per vehicle; LOS = Level of Service; **Bold** = deficient operation; LTS = less than significant impact; SU = significant and unavoidable impact

MM TRANS-2a The City of Fremont shall amend the City's Capital Improvement Program to include implementation of the following improvements at the intersection of Fremont Boulevard/Paseo Padre Parkway and the applicant shall be responsible for funding these improvements:

- Converting the existing eastbound Paseo Padre Parkway shared through/right-turn lane to a right-turn lane
- Widening the eastbound Paseo Padre Parkway approach to provide an additional through lane

MM TRANS-2b The City of Fremont shall amend the City's Capital Improvement Program to include implementation of the following improvements at the intersection of Decoto Road/Paseo Padre Parkway and the applicant shall be responsible for funding these improvements:

- Adding an eastbound right-turn overlap signal phase on Decoto Road

MM TRANS-2c The City of Fremont shall work with Caltrans to implement improvements at the intersection of Thornton Avenue/SR 84 Eastbound Ramps, and the applicant shall be responsible for funding these improvements which consist of:

- Widening the eastbound off-ramp to include an additional shared left-turn/through/right-turn lane
- Converting the existing through/right-turn lane to a right-turn lane

Freeway Operation

The project is anticipated to significantly contribute to, or be responsible for, unacceptable operating conditions on five freeway segments during one or both peak hours under Cumulative plus Project Conditions, including:

- I-880 northbound from Decoto Road to Alvarado Road during the p.m. peak hour
- I-880 southbound from Alvarado Road to Decoto Road during both peak hours
- I-880 northbound between Thornton Avenue and Decoto Road during the a.m. peak hour
- I-880 southbound between Decoto Road and Thornton Avenue during both peak hours
- SR 84 eastbound between Thornton Avenue and Ardenwood Boulevard during the p.m. peak hour

A summary of the freeway levels of service is shown in Table 26 and calculations are provided in Appendix E.

Table 26
Cumulative and Cumulative plus Project Freeway Levels of Service

Segment	From	To	Direction	Cumulative		Cumulative plus Project		Δ	
				AM	PM	AM	PM	AM	PM
1. I-880	Decoto Rd	Alvarado Rd	NB	0.93/E	**1.04/F**	0.94/E	**1.11/F**	0.01	**0.07**
	Alvarado Rd	Decoto Rd	SB	**1.29/F**	**1.15/F**	**1.40/F**	**1.16/F**	**0.10**	**0.01**
2. I-880	Thornton Ave	Decoto Rd	NB	0.97/E	0.94/E	**1.07/F**	0.96/E	**0.10**	0.02
	Decoto Rd	Thornton Ave	SB	**1.09/F**	**1.07/F**	**1.11/F**	**1.18/F**	**0.02**	**0.11**
3. SR 84	Toll Plaza	Thornton Ave	EB	0.49/A	**1.12/F**	0.53/A	**1.12/F**	0.04	0.01
	Thornton Ave	Toll Plaza	WB	0.92/E	0.56/A	0.92/E	0.59/A	0.00	0.03
4. SR 84	Thornton Ave	Ardenwood Blvd	EB	0.39/A	0.92/E	0.42/A	**1.14/F**	0.03	**0.22**
	Ardenwood Blvd	Thornton Ave	WB	0.76/C	0.45/A	0.97/E	0.48/A	0.21	0.03

Notes: Results are displayed as Volume to Capacity ratio/Level of Service; Δ = difference between no-project and project conditions; **Bold** = potentially significant impact

Finding: The project would have a significant impact on five of the eight study freeway segments during either the morning or evening peak period. No additional widening improvements are specified in the *Interstate 880 Corridor System Management Plan*, October 2010 by Caltrans.

Recommendation: Project impacts may be partially mitigated with implementation of a TDM program, as described in Mitigation Measure TRANS-1d.

Arterial Segment Operation

Under Cumulative plus Project Conditions, all but two of the study arterial segments are projected to operate unacceptably during one peak period, as follows:

- Decoto Road eastbound from I-880 to Fremont Boulevard during the p.m. peak hour
- Decoto Road westbound from Fremont Boulevard to I-880 during the a.m. peak hour
- Decoto Road eastbound from Fremont Boulevard to Paseo Padre Parkway during the p.m. peak hour
- Decoto Road westbound from Paseo Padre Parkway to Fremont Boulevard during the a.m. peak hour
- Fremont Boulevard northbound from Thornton Avenue to Decoto Road during the a.m. peak hour
- Fremont Boulevard southbound from Decoto Road to Thornton Avenue during the p.m. peak hour

A summary of the arterial segment levels of service is shown in Table 27 and calculations are provided in Appendix F.

Table 27
Cumulative and Cumulative plus Project Arterial Segment Levels of Service

Segment	From	To	Direction	Cumulative		Cumulative plus Project		Δ	
				AM	PM	AM	PM	AM	PM
1. Decoto Rd	I-880	Fremont Blvd	EB	18/D	**5/F**	17/D	**4/F**	-1	**-1**
	Fremont Blvd	I-880	WB	**9/F**	24/C	**7/F**	24/C	**-2**	0
2. Decoto Rd	Fremont Blvd	Paseo Padre	EB	18/D	**12/F**	17/D	**11/F**	-1	**-1**
	Paseo Padre	Fremont Blvd	WB	**10/F**	27/C	**9/F**	26/C	**-1**	-1
3. Fremont Blvd	Thornton Ave	Decoto Rd	NB	**12/F**	18/D	**10/F**	18/D	**-2**	0
	Decoto Rd	Thornton Ave	SB	19/D	15/E	18/D	**13/F**	-1	**-2**
4. Fremont Blvd	Decoto Rd	Paseo Padre	NB	17/E	25/C	17/E	25/C	0	0
	Paseo Padre	Decoto Rd	SB	30/B	22/D	30/B	22/D	0	0

Notes: Results are displayed as Speed (miles per hour)/Level of Service; Δ = difference between no-project and project conditions; **Bold** = a potentially significant impact

Finding: The project would have a significant impact on six of the eight study segments during either the morning or evening peak period. Further widening of arterials would not be feasible due to the proximity of adjacent land uses, and the need for acquisition of additional right-of-way and utility relocation.

Recommendation: Project impacts may be partially mitigated with implementation of a TDM program, as described in Mitigation Measure TRANS-1d.

Queuing

Excessive intersection queuing occurs when the vehicle queue extends beyond the available storage capacity of an approach lane or turn lane. For turn lanes, this would be the length of the turn pocket and for through lanes this would be the distance to the adjacent intersection. Queuing can also create operational issues if the vehicle queue blocks nearby driveways. Queuing conditions were reviewed at all of the study intersections for Existing, Existing plus Project with Mitigation, Cumulative, and Cumulative plus Project Conditions to determine if excessive queuing would exist and if it would change with the addition of project-generated traffic. The 95th percentile queue distance was calculated using methodologies presented in the 2000 *Highway Capacity Manual*. Queuing distances are reported as a number of vehicles per lane, and a standard length of 20 feet per vehicle was applied to the analysis. Queuing conditions for turn lanes were considered on all approaches for the study intersections. A summary of projected queuing conditions are provided in Table 28 and Table 29. The queuing calculations are provided in Appendix G.

Table 28
Summary of Existing Queuing and Storage Length

Intersection *Movement*	Available Storage (feet)	95th Percentile Queue (feet)					
		Existing Conditions		Project Conditions w/Mitigation		Adequate Storage Capacity?	
		AM	PM	AM	PM	AM	PM
1. Alvarado Blvd/I-880 SB Off-Ramp-Deep Creek Rd							
NB Left-turn	385	259	297	275	337	Y	Y
EB Left-turn	185	134	**301**	168	**388**	Y	**N**
EB Right-turn	555	350	196	375	177	Y	Y
WB Left-turn	576	150	385	161	279	Y	Y
WB Right-turn	588	46	335	53	242	Y	Y
2. Fremont Blvd/ I-880 NB Ramps							
NB Right-turn	325	**518**	**456**	**474**	**456**	**N**	**N**
SB Left-turn	890	299	237	273	223	Y	Y
EB Left-turn	630	249	265	227	237	Y	Y
EB Right-turn	580	64	72	60	66	Y	Y
3. Fremont Blvd/Paseo Padre Pkwy							
NB Left-turn	500	326	395	328	380	Y	Y
NB Right-turn	155	57	107	54	100	Y	Y
SB Left-turn	380	**454**	338	**409**	311	**N**	Y
EB Left-turn	490	229	330	226	343	Y	Y
WB Left-turn	250	**275**	123	**253**	113	**N**	Y
WB Right-turn	150	**653**	**901**	**594**	**824**	**N**	**N**
4. Decoto Rd/Paseo Padre Pkwy							
NB Left-turn	460	334	193	419	207	Y	Y
NB Right-turn	450	**523**	**1317**	**461**	**1259**	**N**	**N**
SB Left-turn	580	**712**	**680**	**608**	**654**	**N**	**N**
EB Left-turn	245	82	107	72	97	Y	Y
EB Right-turn	425	383	432	371	**568**	Y	**N**
WB Left-turn	920	697	538	595	518	Y	Y
WB Right-turn	275	**1102**	**854**	**920**	**796**	**N**	**N**
5. Decoto Rd/Fremont Blvd							
NB Left-turn	285	**569**	**351**	**513**	267	**N**	Y
NB Right-turn	245	236	**309**	211	**269**	Y	**N**
SB Left-turn	210	**336**	**410**	**335**	**360**	**N**	**N**
SB Right-turn	210	**334**	155	**334**	125	**N**	Y
EB Left-turn	500	88	240	75	224	Y	Y
WB Left-turn	400	145	220	127	212	Y	Y
WB Right-turn	205	74	146	62	126	Y	Y

Table 28
Summary of Existing Queuing and Storage Length

Intersection *Movement*	Available Storage (feet)	95th Percentile Queue (feet)					
		Existing Conditions		Project Conditions w/Mitigation		Adequate Storage Capacity?	
		AM	PM	AM	PM	AM	PM
6. Decoto Rd/I-880 NB Ramps							
NB Left-turn	900	**1145**	450	**1293**	313	**N**	Y
NB Right-turn	765	227	516	168	493	Y	Y
7. Decoto Rd/I-880 SB Ramps							
SB Left-turn	945	25	90	65	222	Y	Y
8. Ardenwood Blvd/SR 84 WB Ramps							
NB Left-turn	65	**537**	**159**	**790**	**178**	**N**	**N**
WB Left-turn	1350	630	243	556	400	Y	Y
WB Right-turn	630	629	258	**832**	266	**N**	Y
9. Paseo Padre Pkwy/SR 84 WB Ramps							
WB Left-turn	1200	46	117	31	103	Y	Y
WB Right-turn	75	4	9	**8787**	**508**	**N**	**N**
10. Thornton Avenue/SR 84 EB Ramps							
NB Right-turn	515	86	119	93	115	Y	Y
EB Left-turn	675	115	**1990**	412	**2060**	Y	**N**
EB Right-turn	675	277	**1078**	225	**1002**	Y	**N**
11. Ardenwood Blvd/Paseo Padre Pkwy							
NB Left-turn	530	42	5	39	5	Y	Y
SB Left-turn	580	122	121	113	115	Y	Y
EB Left-turn	805	170	**1243**	185	**1478**	Y	**N**
WB Left-turn	670	422	22	443	221	Y	Y

Notes: Queue reported as the feet per lane; **Bold** indicates queuing that exceeds available storage;
NB = Northbound; SB = Southbound; EB = Eastbound; WB = Westbound

Table 29
Summary of Cumulative Queuing and Storage Length

Intersection *Movement*	Available Storage (feet)	95th Percentile Queue (feet)					
		Cumulative Conditions		Cumulative plus Project		Adequate Storage Capacity?	
		AM	PM	AM	PM	AM	PM
1. Alvarado Blvd/I-880 SB Off-Ramp-Deep Creek Rd							
NB Left-turn	385	**461**	**543**	**465**	**553**	**N**	**N**
EB Left-turn	185	**693**	**822**	**706**	**807**	**N**	**N**
EB Right-turn	555	462	168	459	165	Y	Y
WB Left-turn	576	7	86	6	86	Y	Y
WB Right-turn	588	0	**653**	0	**653**	Y	**N**
2. Fremont Blvd/ I-880 NB Ramps							
NB Right-turn	325	**682**	**593**	**690**	**656**	**N**	**N**
SB Left-turn	890	441	221	444	236	Y	Y
EB Left-turn	630	464	320	467	337	Y	Y
EB Right-turn	580	36	450	36	471	Y	Y
3. Fremont Blvd/Paseo Padre Pkwy							
NB Left-turn	500	**641**	407	**655**	412	**N**	Y
NB Right-turn	155	91	145	91	145	Y	Y
SB Left-turn	380	396	**605**	397	**619**	Y	**N**
EB Left-turn	490	307	**554**	314	**587**	Y	**N**
WB Left-turn	250	243	**287**	243	**291**	Y	**N**
WB Right-turn	150	**698**	0	**698**	0	**N**	Y
4. Decoto Rd/Paseo Padre Pkwy							
NB Left-turn	460	131	**491**	**1444**	**512**	**N**	**N**
NB Right-turn	450	**578**	330	**570**	330	**N**	Y
SB Left-turn	580	470	**717**	463	**750**	Y	**N**
EB Left-turn	245	240	**314**	248	**311**	Y	**N**
EB Right-turn	425	**1434**	**1917**	**1524**	**2218**	**N**	**N**
WB Left-turn	920	561	593	579	619	Y	Y
WB Right-turn	275	**762**	**902**	**777**	**888**	**N**	**N**
5. Decoto Rd/Fremont Blvd							
NB Left-turn	285	**712**	**660**	**961**	**727**	**N**	**N**
NB Right-turn	245	**927**	**900**	**862**	**945**	**N**	**N**
SB Left-turn	210	**321**	**340**	**304**	**353**	**N**	**N**
SB Right-turn	210	166	190	187	202	Y	Y
EB Left-turn	500	268	295	301	312	Y	Y
WB Left-turn	400	292	**592**	290	**643**	Y	**N**
WB Right-turn	205	51	147	52	150	Y	Y

Table 29
Summary of Cumulative Queuing and Storage Length

Intersection *Movement*	Available Storage (feet)	95th Percentile Queue (feet)					
		Cumulative Conditions		Cumulative plus Project		Adequate Storage Capacity?	
		AM	PM	AM	PM	AM	PM
6. Decoto Rd/I-880 NB Ramps							
NB Left-turn	900	**1778**	21	**3827**	74	**N**	Y
NB Right-turn	765	226	876	202	986	Y	Y
7. Decoto Rd/I-880 SB Ramps							
SB Left-turn	945	**995**	532	**1135**	584	**N**	Y
8. Ardenwood Blvd/SR 84 WB Ramps							
NB Left-turn	65	595	287	611	328	Y	Y
SB Right-turn	160	**506**	92	**496**	92	**N**	Y
WB Left-turn	1350	576	567	578	670	Y	Y
WB Right-turn	630	264	47	**642**	74	**N**	Y
9. Paseo Padre Pkwy/SR 84 WB Ramps							
WB Left-turn	1200	428	199	359	309	Y	Y
WB Right-turn	75	**151**	25	**2111**	**365**	**N**	**N**
10. Thornton Avenue/SR 84 EB Ramps							
NB Right-turn	515	369	145	451	145	Y	Y
EB Left-turn	675	**1024**	147	**1656**	169	**N**	Y
EB Right-turn	675	**903**	**968**	**756**	**968**	**N**	**N**
11. Ardenwood Blvd/Paseo Padre Pkwy							
NB Left-turn	530	15	16	15	17	Y	Y
SB Left-turn	580	57	116	57	125	Y	Y
EB Left-turn	805	273	455	289	524	Y	Y
WB Left-turn	670	**741**	160	**783**	169	**N**	Y

Notes: Queue reported as the feet per lane; **Bold** indicates queuing that exceeds available storage;
NB = Northbound; SB = Southbound; EB = Eastbound; WB = Westbound

Generally, for both the Existing and Cumulative Conditions, there are instances where queues have reached or exceed the available storage length. These queues would be exacerbated with the addition of project volumes, as summarized in Table 28 and Table 29.

Under Existing plus Project Conditions, the westbound right-turn queue is expected to exceed available storage at the Paseo Padre Parkway/SR 84 Eastbound Ramps intersection, with the queue length increasing during the a.m. peak hour from four feet without the project to 8,787 feet, and during the p.m. peak hour increasing from nine feet without the project to 508 feet. The westbound approach is the off-ramp for SR 84. Even though the storage length of the westbound right-turn pocket would be exceeded, the total length of the off-ramp allows for queue lengths of up to 1,200 feet before backing up onto the freeway.

Under the Cumulative plus Project Condition, the northbound left-turn queue at Decoto Road/Paseo Padre Parkway would increase from 131 feet without the project to 1,444 feet during the a.m. peak hour, which exceeds available storage length.

At Ardenwood Boulevard/SR 84 Westbound Ramps, the westbound right-turn movement would increase from 264 feet without the project to 642 feet; this is just slightly more than the 630-foot storage capacity.

Transit Circulation

Currently, AC Transit operates several routes within the vicinity of the project site. Routes SB, U, 232 and the Dumbarton Express buses stop at the Ardenwood Park-and-Ride lot, located on the northwest corner of Ardenwood Boulevard/SR 84 Westbound Ramps, approximately one-half to three-quarters of a mile from the project site. While both local and regional transit lines run near the project site, existing stops are too far from the site to be a comfortable walking distance, which is generally considered to be one-quarter mile.

Recommendation: It is recommended that the City of Fremont work with AC Transit to establish bus stops closer to Ardenwood Technology Park as the building occupancy increases and can support additional transit service.

Pedestrian Circulation

The Ardenwood Technology Park currently has sidewalks along all roadway frontages as well as sidewalks along constructed building frontages. New buildings that are constructed would be required to have sidewalks installed along their frontages. Internal pedestrian circulation would be improved with additional marked pedestrian crossings in appropriate locations determined by the City of Fremont Public Works Department.

Recommendation: It is recommended that the City determine appropriate locations for additional marked pedestrian crossings.

Bicycle Circulation

Bike lanes exist in the vicinity of the project site along Ardenwood Boulevard and Paseo Padre Parkway in addition to a bike path. Bicycle facility connectivity would be improved with the installation of bike lanes along Kaiser Drive, Dumbarton Circle, and Campus Drive.

Bicycle parking requirements are provided in the 2011 *Fremont Bicycle Master Plan* and Fremont Zoning Ordinance. For office land uses, one space for each 20,000 square feet of floor area of short-term parking and one space for each 10,000 square feet of floor area of long-term parking is required. Therefore, the site would require a total of 259 long-term and 129 short-term bicycle parking spaces. The number of bicycle spaces required accounts for all new development at the site. Per the Bicycle Master Plan, at large employment centers "lockers and showers should be encouraged to facilitate bicycle use."

Recommendation: It is recommended that bike lanes be installed on Kaiser Drive, Dumbarton Circle, and Campus Drive along the project frontages. A total of 259 long-term and 129 short-term bike spaces are required on the site with all new development. It is recommended that lockers and showers be provided on-site.

Mitigation Measures

MM TRANS-1a The applicant shall work with the City of Fremont to establish a Transportation Demand Management (TDM) Program. The program should include strategies to reduce employee-generated trips in favor of walking, bicycling, taking transit or shuttles, carpooling or vanpooling. Typically, for business parks in suburban areas, TDM programs include elements such as carpool and vanpool incentives, subsidized transit passes, bicycle parking and bicyclist amenities, parking cash-out programs, and shuttles to transit hubs such as BART and Amtrak/ACE stations. The initial TDM Program shall the goals and objectives of the TDM Program, including a target specifying the single occupant vehicle mode share, an annual monitoring program that includes surveys of all employers and employees, and annual reporting to City of Fremont staff to monitor compliance with the goals and objectives of the TDM Program.

MM TRANS-1b The City of Fremont shall work with Caltrans to implement the following improvements at the intersection of Ardenwood Boulevard/SR 84 Westbound Ramps and the applicant shall be responsible for funding these improvements:

- Convert the westbound share left-turn/through lane to a shared left-turn/through/right-turn lane

MM TRANS-2a The City of Fremont shall amend the City's Capital Improvement Program to include implementation of the following improvements at the intersection of Fremont Boulevard/Paseo Padre Parkway and the applicant shall be responsible for funding these improvements:

- Converting the existing eastbound Paseo Padre Parkway shared through/right-turn lane to a right-turn lane
- Widening the eastbound Paseo Padre Parkway approach to provide an additional through lane

MM TRANS-2b The City of Fremont shall amend the City's Capital Improvement Program to include implementation of the following improvements at the intersection of Decoto Road/Paseo Padre Parkway and the applicant shall be responsible for funding these improvements:

- Adding an eastbound right-turn overlap signal phase on Decoto Road

MM TRANS-2c The City of Fremont shall work with Caltrans to implement improvements at the intersection of Thornton Avenue/SR 84 Eastbound Ramps, and the applicant shall be responsible for funding these improvements which consist of:

- Widening the eastbound off-ramp to include an additional shared left-turn/through/right-turn lane
- Converting the existing through/right-turn lane to a right-turn lane

Existing plus Project Conditions

Impacts are expected to occur at four study intersections under Existing plus Project conditions. The following measures are recommended for each of these intersections to reduce impacts to less than significant under Existing plus Project conditions.

1. Ardenwood Boulevard/SR 84 Westbound Ramps

Impact: The project would be expected to increase a.m. peak hour delay by 79.6 seconds and decrease operation to LOS F, which would be considered a significant project impact.

Mitigation Measure: Implement MM TRANS-1b.

Significance After Mitigation: Less than significant.

Intersection impacts would occur at the following intersections under Existing plus Project conditions, and these impacts would be Significant and Unavoidable:

2. *Decoto Road/I-880 Northbound Ramps*

Impact: The proposed project would be expected to increase a.m. peak hour delay by 182.3 seconds and decrease operation to LOS F, which would be considered a significant project impact.

Mitigation Measure: Implement MM TRANS-1a. Project impacts may be partially mitigated with implementation of a TDM program. Because the efficacy of the TDM program cannot be guaranteed, the impacts of the project would remain significant and unavoidable.

Significance After Mitigation: Significant and Unavoidable.

3. *Decoto Road/I-880 Southbound Ramps*

Impact: Upon the addition of project-generated traffic, operation is projected to deteriorate to LOS F during the a.m. peak hour, with an incremental increase in delay of 142.6 seconds. This would be considered a significant project impact.

Mitigation Measure: Implement MM TRANS-1a. Project impacts may be partially mitigated with implementation of a TDM program. Because the efficacy of the TDM program cannot be guaranteed, the impacts of the project would remain significant and unavoidable.

Significance After Mitigation: Significant and Unavoidable.

4. *Paseo Padre Parkway/SR 84 Westbound Ramps*

Impact: Upon the addition of project-related traffic, the intersection is projected to degrade to LOS F operation during the a.m. peak hour, with an incremental increase in delay of 631 seconds. This would be considered a significant project impact.

Mitigation Measure: Implement MM TRANS-1a. Project impacts may be partially mitigated with implementation of a TDM program. Because the efficacy of the TDM program cannot be guaranteed, the impacts of the project would remain significant and unavoidable.

Significance After Mitigation: Significant and Unavoidable.

Cumulative plus Project Conditions

Intersection impacts would occur at the following intersections under Cumulative plus Project conditions. Measures recommended to reduce the Cumulative plus Project impacts to less than significant at the intersections are as follows:

5. *Fremont Boulevard/Paseo Padre Parkway*

Impact: With the mitigation measures included in the General Plan, this intersection is projected to operate acceptably at LOS D during both peak hours in the General Plan EIR. Upon the addition of project-generated traffic, however, operation is projected to deteriorate to LOS E during the p.m. peak hour, with an incremental increase in delay of 2 seconds.

Mitigation Measure: Implement MM TRANS-2a.

Significance After Mitigation: Less than significant.

6. Decoto Road/Paseo Padre Parkway

Impact: Despite implementation of mitigation measures included in the General Plan, the General Plan EIR identifies this intersection as operating at LOS F during both peak hours at buildout, and designates the impact as *significant and unavoidable*. The project would be expected to add 7.3 seconds during the a.m. peak hour and 8.4 seconds during the p.m. peak hour of average vehicle delay to the intersection, which is considered a significant project impact.

Mitigation Measure: Implement MM TRANS-2b.

Significance After Mitigation: Less than significant.

7. Thornton Avenue/SR 84 Eastbound Ramps

Impact: The project would be expected to increase a.m. peak hour delay by 29.9 seconds and decrease operation to LOS F, which would be considered a significant project impact.

Mitigation Measure: Implement MM TRANS-2c.

Significance After Mitigation: Less than significant.

Intersection impacts would occur at the following intersections under Cumulative plus Project conditions, and these impacts would be Significant and Unavoidable:

8. Alvarado Boulevard/Deep Creek Road

Impact: The General Plan EIR indicates that the intersection is projected to operate unacceptably at LOS E (with improvements included in the General Plan) during the a.m. peak hour and identifies the impact as *significant and unavoidable*. The proposed project would be expected to increase average vehicle delay by 8.3 seconds during the a.m. peak hour, and also result in a change from LOS D to LOS E during the p.m. peak hour, which is considered a significant project impact.

Mitigation Measure: Implement MM TRANS-1a. Project impacts may be partially mitigated with implementation of a TDM program. Because the efficacy of the TDM program cannot be guaranteed, the impacts of the project would remain significant and unavoidable.

Significance After Mitigation: Significant and Unavoidable.

9. Decoto Road/Fremont Boulevard

Impact: With improvements included in the General Plan, this intersection is projected to operate acceptably at LOS E during both peak hours in the General Plan EIR. Upon the addition of project-generated traffic, however, operation is projected to deteriorate to LOS F during both peak hours, with an incremental increase in delay of 18.2 seconds during the a.m. peak hour and 14 seconds during the p.m. peak hour. This would be considered a significant project impact.

Mitigation Measure: Implement MM TRANS-1a. Project impacts may be partially mitigated with implementation of a TDM program. Because the efficacy of the TDM program cannot be guaranteed, the impacts of the project would remain significant and unavoidable.

Significance After Mitigation: Significant and Unavoidable.

10. Decoto Road/I-880 Northbound Ramps

Impact: The proposed project would be expected to increase a.m. peak hour delay by 116.8 seconds and decrease operation to LOS F, which would be considered a significant project impact.

Mitigation Measure: Implement MM TRANS-1a. Project impacts may be partially mitigated with implementation of a TDM program. Because the efficacy of the TDM program cannot be guaranteed, the impacts of the project would remain significant and unavoidable.

Significance After Mitigation: Significant and Unavoidable.

11. *Paseo Padre Parkway/SR 84 Westbound Ramps*

Impact: Upon the addition of project-related traffic, the intersection is projected to degrade to LOS F operation during the a.m. peak hour, with an incremental increase in delay of 110.7 seconds. This would be considered a significant project impact.

Mitigation Measure: Implement MM TRANS-1a. Project impacts may be partially mitigated with implementation of a TDM program. Because the efficacy of the TDM program cannot be guaranteed, the impacts of the project would remain significant and unavoidable.

Significance After Mitigation: Significant and Unavoidable.

Summary of Transportation Operations Recommendations

There are several non-CEQA recommendations associated with the proposed project:

12. The City of Fremont should work with Caltrans on possible solutions to reduce the frequency and severity of collisions at the Decoto Road/I-880 Ramp intersections.

13. The City of Fremont and AC Transit should work to establish bus stops closer to Ardenwood Technology Park as the building occupancy increases and can support additional transit service.

14. Additional marked pedestrian crossings should be provided per direction from the City.

15. Bike lanes should be installed on Kaiser Drive, Dumbarton Circle, and Campus Drive along the project frontages.

16. A total of 259 long-term and 129 short-term bike spaces are required on site. Lockers and showers should be provided on-site.

Study Participants and References

Study Participants

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Appendix A

Alternatives Analysis

Alternatives Analysis

Reduced Development Alternatives
A qualitative analysis of two reduced development alternatives to the project was performed.

Reduced Development Alternative 1 would allow for 1,184,376 square feet of additional office park development beyond that contemplated by the current General Plan. As compared to what exists at the site, 2,049,182 square feet of office park would be developed.

As shown in the table, the estimated net increase in trip generation is as follows:

- From Existing Conditions to the proposed project, Reduced Development Alternative 1 would result in a total of 23,402 daily trips, including 3,504 trips during the a.m. peak hour and 3,033 trips during the p.m. peak hour, and 21 percent fewer trips as compared to the proposed project.

- From the permitted conditions (FAR 0.35) to the proposed project, Reduced Development Alternative 1 would result in a total of 13,526 daily trips, including 2,025 trips during the a.m. peak hour and 1,753 trips during the p.m. peak hour, and 31 percent fewer trips as compared to the proposed project.

Reduced Development Alternative 2 would allow for development of 431,592.5 square feet of additional office park and 1,291,162 square feet of research and development (R&D) space beyond that contemplated by the current General Plan. As compared to what exists at the site, 1,296,398 square feet of additional office park and 1,291,162 square feet of R&D space would be developed.

As shown in the table, the estimated net increase in trip generation is as follows:

- From Existing Conditions to the proposed project, Reduced Development Alternative 2 would result in a total of 23,201 daily trips, including 3,419 trips during the a.m. peak hour and 3,022 trips during the p.m. peak hour, and 21 percent fewer trips as compared to the proposed project.

- From the permitted conditions (FAR 0.35) to the proposed project, Reduced Development Alternative 2 would result in a total of 13,325 daily trips, including 1,940 trips during the a.m. peak hour and 1,742 trips during the p.m. peak hour, and 32 percent fewer trips as compared to the proposed project.

Sensitivity Analysis
In addition to the two reduced development alternatives, a sensitivity analysis was performed to determine the intensity of development of the Ardenwood Technology Park that could occur before significantly impacting the study intersections.

Without impacts to the study intersections under Existing Conditions, a total of approximately 1,300,000 to 1,400,000 square feet of office park could be developed, which includes the 864,806 square feet already permitted at the site. This indicates that intensification of the site by developing less than approximately 485,194 square feet of additional office park is not expected to cause a significant impact to the study intersections.

Under Cumulative Conditions, with planned improvements to study intersections per the General Plan, a total of 600,000 to 700,000 square feet of office park could be developed beyond what is permitted (FAR 0.35) without causing a significant impact to the study intersections.

Trip Generation Reduced Development Alternative #1

Number of Units	Units	Land Use	Weekday Trips	AM Peak Number of Trips	AM Peak In Trips	AM Peak Out Trips	PM Peak Number of Trips	PM Peak In Trips	PM Peak Out Trips
EXISTING TO PROPOSED									
2049.182	ksf	Office Park	**23,402**	**3,504**	**3,119**	**385**	**3,033**	**425**	**2,608**
PERMITTED TO PROPOSED									
1184.376	ksf	Office Park	**13,526**	**2,025**	**1,803**	**222**	**1,753**	**245**	**1,508**

Trip Generation Reduced Development Alternative #2

Number of Units	Units	Land Use	Weekday Trips	AM Peak Number of Trips	AM Peak In Trips	AM Peak Out Trips	PM Peak Number of Trips	PM Peak In Trips	PM Peak Out Trips
EXISTING TO PROPOSED									
1296.398	ksf	Office Park	14,805	2,217	1,973	244	1,919	269	1,650
1291.162	ksf	R&D Center	8,396	1,202	998	204	1,103	165	938
		Total	**23,201**	**3,419**	**2,971**	**448**	**3,022**	**434**	**2,588**
PERMITTED TO PROPOSED									
431.5925	ksf	Office Park	4,929	738	657	81	639	89	550
1291.162	ksf	R&D Center	8,396	1,202	998	204	1,103	165	938
		Total	**13,325**	**1,940**	**1,655**	**285**	**1,742**	**254**	**1,488**

Appendix B

Collision Rate Calculations

Intersection Collision Rate Calculaions

City of Fremont

Intersection # 1: Alvarado Blvd & Deep Creek Road

Date of Count: Monday, May 18, 2015

Number of Collisions: 6
Number of Injuries: 5
Number of Fatalities: 0
ADT: 41400
Start Date: January 1, 2009
End Date: December 31, 2013
Number of Years: 5

Intersection Type: Four-Legged
Control Type: Signals
Area: Urban

$$\text{collision rate} = \frac{\text{Number of Collisions x 1 Million}}{\text{ADT x 365 Days per Year x Number of Years}}$$

$$\text{collision rate} = \frac{6 \times 1{,}000{,}000}{41{,}400 \times 365 \times 5}$$

	Collision Rate	Fatality Rate	Injury Rate
Study Intersection	**0.08 c/mve**	**0.0%**	**83.3%**
Statewide Average*	**0.27 c/mve**	**0.4%**	**41.9%**

ADT = average daily total vehicles entering intersection
c/mve = collisions per million vehicles entering intersection
* 2010 Collision Data on California State Highways, Caltrans

Intersection # 2: Fremont Blvd & I-880 NB ramps

Date of Count: Monday, May 18, 2015

Number of Collisions: 18
Number of Injuries: 9
Number of Fatalities: 0
ADT: 37600
Start Date: January 1, 2009
End Date: December 31, 2013
Number of Years: 5

Intersection Type: Four-Legged
Control Type: Signals
Area: Urban

$$\text{collision rate} = \frac{\text{Number of Collisions x 1 Million}}{\text{ADT x 365 Days per Year x Number of Years}}$$

$$\text{collision rate} = \frac{18 \times 1{,}000{,}000}{37{,}600 \times 365 \times 5}$$

	Collision Rate	Fatality Rate	Injury Rate
Study Intersection	**0.26 c/mve**	**0.0%**	**50.0%**
Statewide Average*	**0.27 c/mve**	**0.4%**	**41.9%**

ADT = average daily total vehicles entering intersection
c/mve = collisions per million vehicles entering intersection
* 2010 Collision Data on California State Highways, Caltrans

Intersection Collision Rate Calculaions

City of Fremont

Intersection # 3: Paseo Padre Prky & Fremont Blvd

Date of Count: Monday, May 18, 2015

Number of Collisions: 16
Number of Injuries: 13
Number of Fatalities: 0
ADT: 45900
Start Date: January 1, 2009
End Date: December 31, 2013
Number of Years: 5

Intersection Type: Four-Legged
Control Type: Signals
Area: Urban

$$\text{collision rate} = \frac{\text{Number of Collisions x 1 Million}}{\text{ADT x 365 Days per Year x Number of Years}}$$

$$\text{collision rate} = \frac{16 \times 1{,}000{,}000}{45{,}900 \times 365 \times 5}$$

	Collision Rate	Fatality Rate	Injury Rate
Study Intersection	**0.19 c/mve**	**0.0%**	**81.3%**
Statewide Average*	**0.27 c/mve**	**0.4%**	**41.9%**

ADT = average daily total vehicles entering intersection
c/mve = collisions per million vehicles entering intersection
* 2010 Collision Data on California State Highways, Caltrans

Intersection # 4: Paseo Padre Prky & Decoto Rd

Date of Count: Monday, May 18, 2015

Number of Collisions: 17
Number of Injuries: 8
Number of Fatalities: 0
ADT: 56100
Start Date: January 1, 2009
End Date: December 31, 2013
Number of Years: 5

Intersection Type: Four-Legged
Control Type: Signals
Area: Urban

$$\text{collision rate} = \frac{\text{Number of Collisions x 1 Million}}{\text{ADT x 365 Days per Year x Number of Years}}$$

$$\text{collision rate} = \frac{17 \times 1{,}000{,}000}{56{,}100 \times 365 \times 5}$$

	Collision Rate	Fatality Rate	Injury Rate
Study Intersection	**0.17 c/mve**	**0.0%**	**47.1%**
Statewide Average*	**0.27 c/mve**	**0.4%**	**41.9%**

ADT = average daily total vehicles entering intersection
c/mve = collisions per million vehicles entering intersection
* 2010 Collision Data on California State Highways, Caltrans

Intersection Collision Rate Calculaions

City of Fremont

Intersection # 5: Fremont Blvd & Decoto Rd

Date of Count: Monday, May 18, 2015

Number of Collisions: 10
Number of Injuries: 7
Number of Fatalities: 0
ADT: 51700
Start Date: January 1, 2009
End Date: December 31, 2013
Number of Years: 5

Intersection Type: Four-Legged
Control Type: Signals
Area: Suburban

$$\text{collision rate} = \frac{\text{Number of Collisions x 1 Million}}{\text{ADT x 365 Days per Year x Number of Years}}$$

$$\text{collision rate} = \frac{10 \times 1{,}000{,}000}{51{,}700 \times 365 \times 5}$$

	Collision Rate	Fatality Rate	Injury Rate
Study Intersection	**0.11 c/mve**	**0.0%**	**70.0%**
Statewide Average*	**0.43 c/mve**	**0.4%**	**37.9%**

ADT = average daily total vehicles entering intersection
c/mve = collisions per million vehicles entering intersection
* 2010 Collision Data on California State Highways, Caltrans

Intersection # 6: Decoto Road & I-880 NB Ramps

Date of Count: Tuesday, May 19, 2015

Number of Collisions: 47
Number of Injuries: 22
Number of Fatalities: 0
ADT: 49200
Start Date: January 1, 2009
End Date: December 31, 2013
Number of Years: 5

Intersection Type: Tee
Control Type: Signals
Area: Urban

$$\text{collision rate} = \frac{\text{Number of Collisions x 1 Million}}{\text{ADT x 365 Days per Year x Number of Years}}$$

$$\text{collision rate} = \frac{47 \times 1{,}000{,}000}{49{,}200 \times 365 \times 5}$$

	Collision Rate	Fatality Rate	Injury Rate
Study Intersection	**0.52 c/mve**	**0.0%**	**46.8%**
Statewide Average*	**0.21 c/mve**	**0.3%**	**42.4%**

ADT = average daily total vehicles entering intersection
c/mve = collisions per million vehicles entering intersection
* 2010 Collision Data on California State Highways, Caltrans

Intersection Collision Rate Calculaions

City of Fremont

Intersection # 7: Decoto Road & I-880 SB Ramps

Date of Count: Tuesday, May 19, 2015

Number of Collisions: 35
Number of Injuries: 10
Number of Fatalities: 0
ADT: 63700
Start Date: January 1, 2009
End Date: December 31, 2013
Number of Years: 5

Intersection Type: Tee
Control Type: Signals
Area: Urban

$$\text{collision rate} = \frac{\text{Number of Collisions x 1 Million}}{\text{ADT x 365 Days per Year x Number of Years}}$$

$$\text{collision rate} = \frac{35 \times 1{,}000{,}000}{63{,}700 \times 365 \times 5}$$

	Collision Rate	Fatality Rate	Injury Rate
Study Intersection	**0.30 c/mve**	**0.0%**	**28.6%**
Statewide Average*	**0.21 c/mve**	**0.3%**	**42.4%**

ADT = average daily total vehicles entering intersection
c/mve = collisions per million vehicles entering intersection
* 2010 Collision Data on California State Highways, Caltrans

Intersection # 8: Ardenwood Blvd & SR 84 WB Ramps

Date of Count: Monday, May 18, 2015

Number of Collisions: 16
Number of Injuries: 7
Number of Fatalities: 0
ADT: 36300
Start Date: January 1, 2009
End Date: December 31, 2013
Number of Years: 5

Intersection Type: Four-Legged
Control Type: Signals
Area: Urban

$$\text{collision rate} = \frac{\text{Number of Collisions x 1 Million}}{\text{ADT x 365 Days per Year x Number of Years}}$$

$$\text{collision rate} = \frac{16 \times 1{,}000{,}000}{36{,}300 \times 365 \times 5}$$

	Collision Rate	Fatality Rate	Injury Rate
Study Intersection	**0.24 c/mve**	**0.0%**	**43.8%**
Statewide Average*	**0.27 c/mve**	**0.4%**	**41.9%**

ADT = average daily total vehicles entering intersection
c/mve = collisions per million vehicles entering intersection
* 2010 Collision Data on California State Highways, Caltrans

Intersection Collision Rate Calculaions

City of Fremont

Intersection # 9: Paseo Padre Pkwy & SR 84 WB Ramps

Date of Count: Monday, May 18, 2015

Number of Collisions: 10
Number of Injuries: 7
Number of Fatalities: 0
ADT: 22800
Start Date: January 1, 2009
End Date: December 31, 2013
Number of Years: 5

Intersection Type: Four-Legged
Control Type: Signals
Area: Urban

$$\text{collision rate} = \frac{\text{Number of Collisions x 1 Million}}{\text{ADT x 365 Days per Year x Number of Years}}$$

$$\text{collision rate} = \frac{10 \times 1{,}000{,}000}{22{,}800 \times 365 \times 5}$$

	Collision Rate	Fatality Rate	Injury Rate
Study Intersection	**0.24 c/mve**	**0.0%**	**70.0%**
Statewide Average*	**0.27 c/mve**	**0.4%**	**41.9%**

ADT = average daily total vehicles entering intersection
c/mve = collisions per million vehicles entering intersection
* 2010 Collision Data on California State Highways, Caltrans

Intersection # 10: Thornton Ave & SR 84 EB Ramps

Date of Count: Monday, May 18, 2015

Number of Collisions: 17
Number of Injuries: 7
Number of Fatalities: 0
ADT: 31200
Start Date: January 1, 2009
End Date: December 31, 2013
Number of Years: 5

Intersection Type: Four-Legged
Control Type: Signals
Area: Urban

$$\text{collision rate} = \frac{\text{Number of Collisions x 1 Million}}{\text{ADT x 365 Days per Year x Number of Years}}$$

$$\text{collision rate} = \frac{17 \times 1{,}000{,}000}{31{,}200 \times 365 \times 5}$$

	Collision Rate	Fatality Rate	Injury Rate
Study Intersection	**0.30 c/mve**	**0.0%**	**41.2%**
Statewide Average*	**0.27 c/mve**	**0.4%**	**41.9%**

ADT = average daily total vehicles entering intersection
c/mve = collisions per million vehicles entering intersection
* 2010 Collision Data on California State Highways, Caltrans

Intersection Collision Rate Calculaions

City of Fremont

Intersection # 11: Paseo Padre Prky & Ardenwood Blvd

Date of Count: Monday, May 18, 2015

Number of Collisions: 6
Number of Injuries: 6
Number of Fatalities: 0
ADT: 39900
Start Date: January 1, 2009
End Date: December 31, 2013
Number of Years: 5

Intersection Type: Four-Legged
Control Type: Signals
Area: Urban

$$\text{collision rate} = \frac{\text{Number of Collisions x 1 Million}}{\text{ADT x 365 Days per Year x Number of Years}}$$

$$\text{collision rate} = \frac{6 \times 1{,}000{,}000}{39{,}900 \times 365 \times 5}$$

	Collision Rate	Fatality Rate	Injury Rate
Study Intersection	**0.08 c/mve**	**0.0%**	**100.0%**
Statewide Average*	**0.27 c/mve**	**0.4%**	**41.9%**

ADT = average daily total vehicles entering intersection
c/mve = collisions per million vehicles entering intersection
* 2010 Collision Data on California State Highways, Caltrans

Appendix C

Traffic Counts

Traffic Data Service

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

File Name : 1AM FINAL
Site Code : 00000001
Start Date : 2/26/2015
Page No : 1

Groups Printed- Vehicles

	ALVARADO BLVD Southbound						I-880 SB RAMPS Westbound						ALVARADO BLVD Northbound						DEEP CREEK RD Eastbound						I-880 SB ON-RAMP Northeastbound						
Start Time	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Int. Total
07:00 AM	10	169	234	0	0	413	12	37	0	38	0	87	53	114	14	0	0	181	47	46	0	10	0	103	0	0	0	0	37	37	821
07:15 AM	20	151	272	0	1	444	10	39	2	44	1	96	48	122	6	0	0	176	58	64	0	9	1	132	0	0	0	0	0	0	848
07:30 AM	33	187	371	0	0	591	10	60	1	45	0	116	46	201	17	0	0	264	62	78	0	22	0	162	0	0	0	0	0	0	1133
07:45 AM	63	170	364	0	1	598	15	79	1	63	1	159	44	251	31	0	0	326	51	41	0	16	1	109	0	0	0	0	0	0	1192
Total	126	677	1241	0	2	2046	47	215	4	190	2	458	191	688	68	0	0	947	218	229	0	57	2	506	0	0	0	0	37	37	3994
08:00 AM	72	171	336	0	0	579	9	57	0	55	0	121	50	185	43	0	0	278	72	72	0	29	0	173	0	0	0	0	0	0	1151
08:15 AM	54	166	360	0	0	580	6	40	0	71	0	117	40	233	17	0	0	290	76	77	0	34	0	187	0	0	0	0	0	0	1174
08:30 AM	31	106	240	0	0	377	14	56	1	70	0	141	32	170	24	0	0	226	45	67	0	18	0	130	0	0	0	0	0	0	874
08:45 AM	18	90	229	0	0	337	16	47	0	85	0	148	33	176	17	0	0	226	42	46	0	12	0	100	0	0	0	0	0	0	811
Total	175	533	1165	0	0	1873	45	200	1	281	0	527	155	764	101	0	0	1020	235	262	0	93	0	590	0	0	0	0	0	0	4010
Grand Total	301	1210	2406	0	2	3919	92	415	5	471	2	985	346	1452	169	0	0	1967	453	491	0	150	2	1096	0	0	0	0	37	37	8004
Apprch %	7.7	30.9	61.4	0	0.1		9.3	42.1	0.5	47.8	0.2		17.6	73.8	8.6	0	0		41.3	44.8	0	13.7	0.2		0	0	0	0	100		
Total %	3.8	15.1	30.1	0	0	49	1.1	5.2	0.1	5.9	0	12.3	4.3	18.1	2.1	0	0	24.6	5.7	6.1	0	1.9	0	13.7	0	0	0	0	0.5	0.5	

	ALVARADO BLVD Southbound					I-880 SB RAMPS Westbound					ALVARADO BLVD Northbound					DEEP CREEK RD Eastbound					I-880 SB ON-RAMP Northeastbound						
Start Time	Right	Bear Right	Thru	Left	App. Total	Right	Thru	Bear Left	Left	App. Total	Right	Thru	Left	Hard Left	App. Total	Hard Right	Right	Thru	Left	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																											
Peak Hour for Entire Intersection Begins at 07:30 AM																											
07:30 AM	33	**187**	**371**	0	591	10	60	**1**	45	116	46	201	17	0	264	62	**78**	0	22	162	0	0	0	0	0	0	1133
07:45 AM	63	170	364	0	**597**	**15**	**79**	1	63	**158**	44	**251**	31	0	**326**	51	41	0	16	108	0	0	0	0	0	0	**1189**
08:00 AM	**72**	171	336	0	579	9	57	0	55	121	**50**	185	**43**	0	278	72	72	0	29	173	0	0	0	0	0	0	1151
08:15 AM	54	166	360	0	580	6	40	0	**71**	117	40	233	17	0	290	**76**	77	0	**34**	**187**	0	0	0	0	0	0	1174
Total Volume	222	694	1431	0	2347	40	236	2	234	512	180	870	108	0	1158	261	268	0	101	630	0	0	0	0	0	0	4647
% App. Total	9.5	29.6	61	0		7.8	46.1	0.4	45.7		15.5	75.1	9.3	0		41.4	42.5	0	16		0	0	0	0	0		
PHF	.771	.928	.964	.000	.983	.667	.747	.500	.824	.810	.900	.867	.628	.000	.888	.859	.859	.000	.743	.842	.000	.000	.000	.000	.000	.000	.977

Traffic Data Service

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File Name : 1AM FINAL
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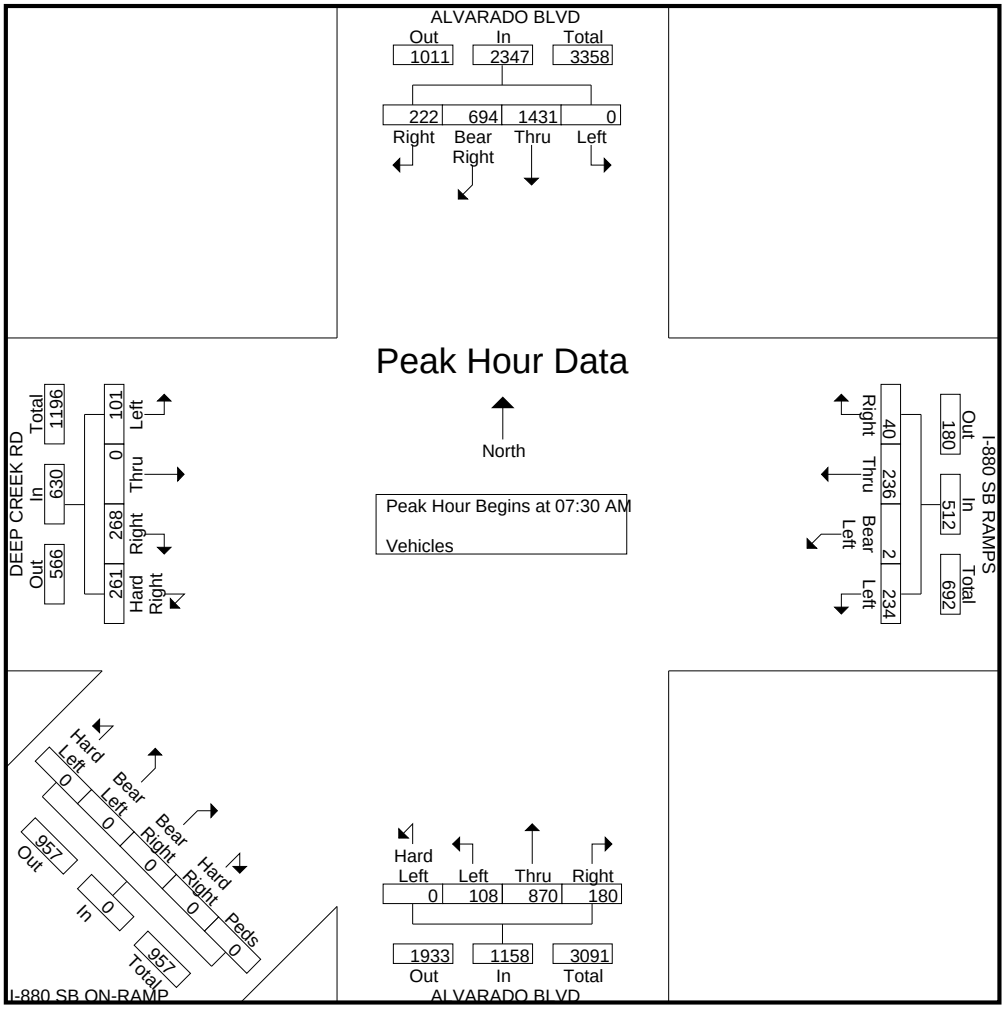

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File Name : 1PM FINAL
Site Code : 00000001
Start Date : 2/26/2015
Page No : 1

Groups Printed- Vehicles

	ALVARADO BLVD Southbound						I-880 SB RAMPS Westbound						ALVARADO BLVD Northbound						DEEP CREEK RD Eastbound						I-880 SB ON-RAMP Northeastbound						
Start Time	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Int. Total
04:00 PM	17	78	131	0	2	228	43	37	0	92	2	174	24	282	18	0	0	324	12	32	0	27	1	72	0	0	0	0	0	0	798
04:15 PM	21	73	130	0	0	224	39	36	1	104	2	182	26	257	22	0	0	305	20	40	0	26	2	88	0	0	0	0	0	0	799
04:30 PM	20	80	143	0	0	243	41	45	0	112	0	198	30	303	29	0	0	362	17	36	0	17	1	71	0	0	0	0	0	0	874
04:45 PM	21	77	160	0	2	260	32	37	0	118	1	188	28	297	28	0	0	353	27	67	0	26	1	121	0	0	0	0	0	0	922
Total	79	308	564	0	4	955	155	155	1	426	5	742	108	1139	97	0	0	1344	76	175	0	96	5	352	0	0	0	0	0	0	3393
05:00 PM	24	90	153	0	0	267	45	39	0	103	0	187	31	377	30	0	0	438	18	53	0	26	1	98	0	0	0	0	0	0	990
05:15 PM	25	71	149	0	0	245	56	34	0	149	0	239	22	337	27	0	0	386	19	58	0	36	0	113	0	0	0	0	0	0	983
05:30 PM	21	90	159	0	3	273	68	47	0	132	0	247	12	365	39	0	0	416	25	51	0	36	0	112	0	0	0	0	0	0	1048
05:45 PM	27	72	195	0	0	294	52	68	0	132	2	254	23	376	50	0	0	449	30	49	0	51	0	130	0	0	0	0	0	0	1127
Total	97	323	656	0	3	1079	221	188	0	516	2	927	88	1455	146	0	0	1689	92	211	0	149	1	453	0	0	0	0	0	0	4148
Grand Total	176	631	1220	0	7	2034	376	343	1	942	7	1669	196	2594	243	0	0	3033	168	386	0	245	6	805	0	0	0	0	0	0	7541
Apprch %	8.7	31	60	0	0.3		22.5	20.6	0.1	56.4	0.4		6.5	85.5	8	0	0		20.9	48	0	30.4	0.7		0	0	0	0	0		
Total %	2.3	8.4	16.2	0	0.1	27	5	4.5	0	12.5	0.1	22.1	2.6	34.4	3.2	0	0	40.2	2.2	5.1	0	3.2	0.1	10.7	0	0	0	0	0	0	

	ALVARADO BLVD Southbound					I-880 SB RAMPS Westbound					ALVARADO BLVD Northbound					DEEP CREEK RD Eastbound					I-880 SB ON-RAMP Northeastbound						
Start Time	Right	Bear Right	Thru	Left	App. Total	Right	Thru	Bear Left	Left	App. Total	Right	Thru	Left	Hard Left	App. Total	Hard Right	Right	Thru	Left	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																											
Peak Hour for Entire Intersection Begins at 05:00 PM																											
05:00 PM	24	**90**	153	0	267	45	39	0	103	187	**31**	**377**	30	0	438	18	53	0	26	97	0	0	0	0	0	0	989
05:15 PM	25	71	149	0	245	56	34	0	**149**	239	22	337	27	0	386	19	**58**	0	36	113	0	0	0	0	0	0	983
05:30 PM	21	90	159	0	270	**68**	47	0	132	247	12	365	39	0	416	25	51	0	36	112	0	0	0	0	0	0	1045
05:45 PM	**27**	72	**195**	0	**294**	52	**68**	0	132	**252**	23	376	**50**	0	**449**	**30**	49	0	**51**	**130**	0	0	0	0	0	0	**1125**
Total Volume	97	323	656	0	1076	221	188	0	516	925	88	1455	146	0	1689	92	211	0	149	452	0	0	0	0	0	0	4142
% App. Total	9	30	61	0		23.9	20.3	0	55.8		5.2	86.1	8.6	0		20.4	46.7	0	33		0	0	0	0	0		
PHF	.898	.897	.841	.000	.915	.813	.691	.000	.866	.918	.710	.965	.730	.000	.940	.767	.909	.000	.730	.869	.000	.000	.000	.000	.000	.000	.920

Traffic Data Service

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File Name : 1PM FINAL
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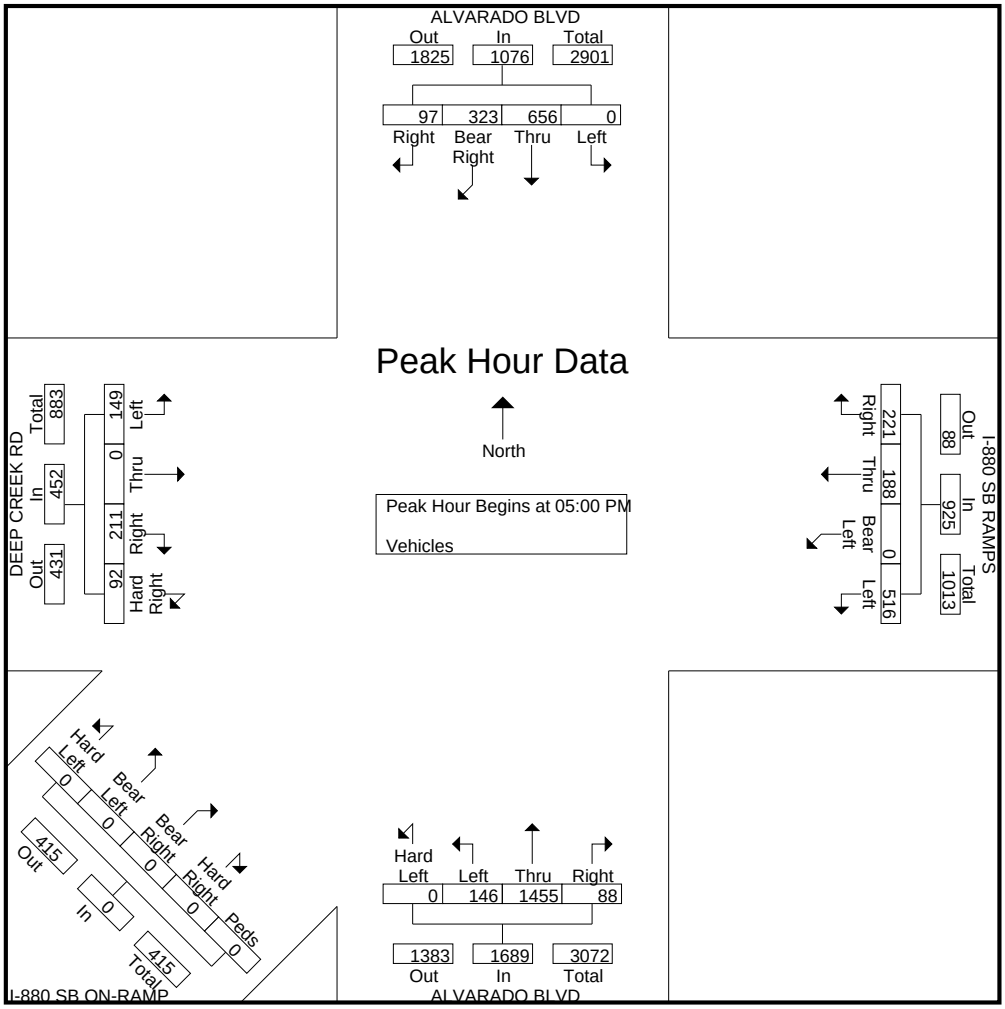

Traffic Data Service

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File Name : 2AM FINAL
Site Code : 00000002
Start Date : 2/26/2015
Page No : 1

Groups Printed- Vehicles

	ALVARADO BLVD Southbound					I-880 NB ON-RAMP Westbound					FREMONT BLVD Northbound					I-880 NB OFF-RAMP Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	199	100	0	299	0	0	0	0	0	117	125	0	0	242	9	0	43	0	52	593
07:15 AM	0	276	105	0	381	0	0	0	0	0	132	120	0	0	252	10	0	46	0	56	689
07:30 AM	0	342	98	0	440	0	0	0	0	0	144	165	0	0	309	15	0	68	0	83	832
07:45 AM	0	351	86	0	437	0	0	0	0	0	162	229	0	0	391	24	0	76	0	100	928
Total	0	1168	389	0	1557	0	0	0	0	0	555	639	0	0	1194	58	0	233	0	291	3042
08:00 AM	0	367	91	0	458	0	0	0	0	0	172	200	0	0	372	31	0	74	0	105	935
08:15 AM	0	393	112	0	505	0	0	0	0	0	146	235	0	0	381	23	0	66	0	89	975
08:30 AM	0	279	101	0	380	0	0	0	0	0	142	172	0	0	314	35	0	52	0	87	781
08:45 AM	0	277	73	0	350	0	0	0	0	0	135	143	0	0	278	39	2	87	1	129	757
Total	0	1316	377	0	1693	0	0	0	0	0	595	750	0	0	1345	128	2	279	1	410	3448
Grand Total	0	2484	766	0	3250	0	0	0	0	0	1150	1389	0	0	2539	186	2	512	1	701	6490
Apprch %	0	76.4	23.6	0		0	0	0	0		45.3	54.7	0	0		26.5	0.3	73	0.1		
Total %	0	38.3	11.8	0	50.1	0	0	0	0	0	17.7	21.4	0	0	39.1	2.9	0	7.9	0	10.8	

	ALVARADO BLVD Southbound				I-880 NB ON-RAMP Westbound				FREMONT BLVD Northbound				I-880 NB OFF-RAMP Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	342	98	440	0	0	0	0	144	165	0	309	15	0	68	83	832
07:45 AM	0	351	86	437	0	0	0	0	162	229	0	**391**	24	0	**76**	100	928
08:00 AM	0	367	91	458	0	0	0	0	**172**	200	0	372	**31**	0	74	**105**	935
08:15 AM	0	**393**	**112**	**505**	0	0	0	0	146	**235**	0	381	23	0	66	89	**975**
Total Volume	0	1453	387	1840	0	0	0	0	624	829	0	1453	93	0	284	377	3670
% App. Total	0	79	21		0	0	0		42.9	57.1	0		24.7	0	75.3		
PHF	.000	.924	.864	.911	.000	.000	.000	.000	.907	.882	.000	.929	.750	.000	.934	.898	.941

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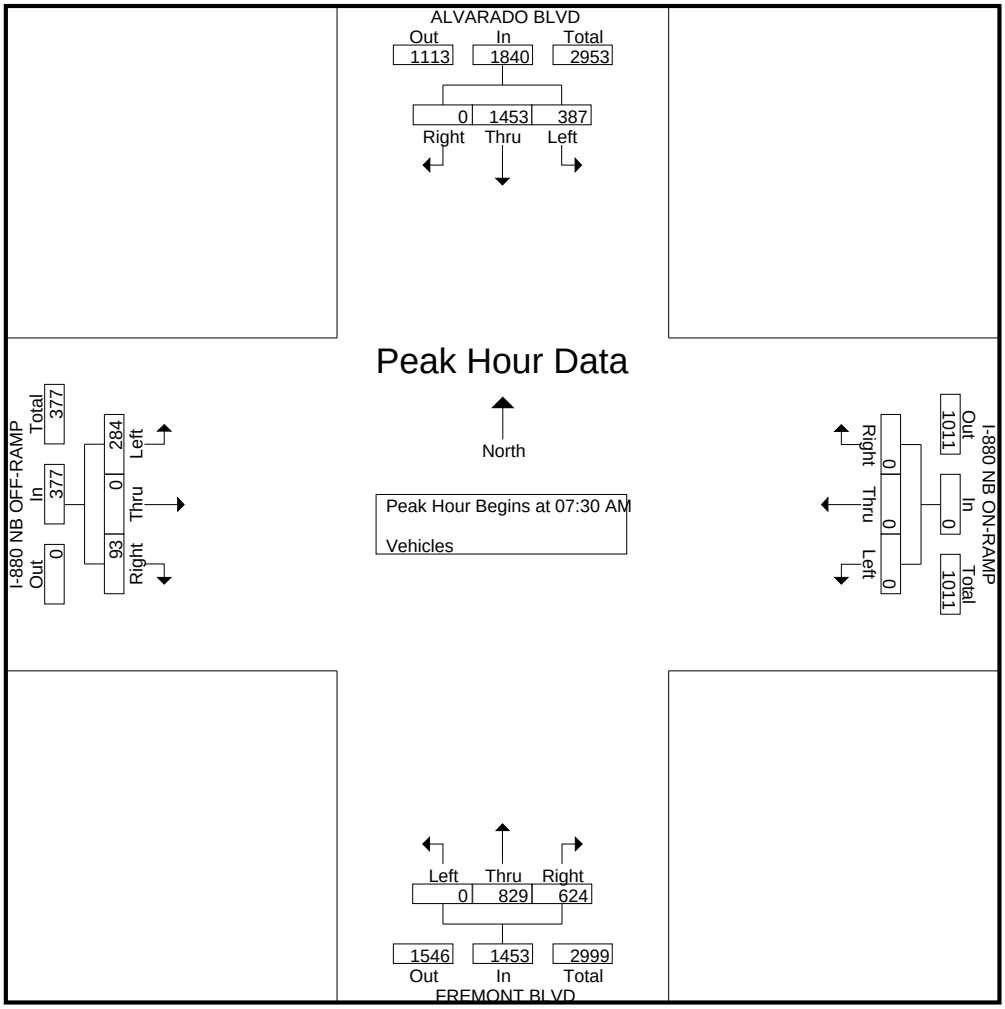

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Groups Printed- Vehicles

	ALVARADO BLVD Southbound					I-880 NB ON-RAMP Westbound					FREMONT BLVD Northbound					I-880 NB OFF-RAMP Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	207	50	0	257	0	0	0	1	1	113	275	0	0	388	27	8	120	0	155	801
04:15 PM	0	222	47	0	269	0	0	0	0	0	146	252	0	0	398	19	11	98	0	128	795
04:30 PM	0	238	50	0	288	0	0	0	0	0	153	258	0	0	411	41	4	121	0	166	865
04:45 PM	0	266	73	0	339	0	0	0	0	0	132	262	0	0	394	46	1	124	0	171	904
Total	0	933	220	0	1153	0	0	0	1	1	544	1047	0	0	1591	133	24	463	0	620	3365
05:00 PM	0	239	71	0	310	0	0	0	0	0	133	292	0	0	425	37	7	120	0	164	899
05:15 PM	0	289	62	0	351	0	0	0	0	0	128	283	0	0	411	44	6	109	0	159	921
05:30 PM	0	281	46	0	327	0	0	0	0	0	122	308	0	0	430	42	5	113	0	160	917
05:45 PM	0	337	54	0	391	0	0	0	0	0	129	322	0	0	451	38	4	140	0	182	1024
Total	0	1146	233	0	1379	0	0	0	0	0	512	1205	0	0	1717	161	22	482	0	665	3761
Grand Total	0	2079	453	0	2532	0	0	0	1	1	1056	2252	0	0	3308	294	46	945	0	1285	7126
Apprch %	0	82.1	17.9	0		0	0	0	100		31.9	68.1	0	0		22.9	3.6	73.5	0		
Total %	0	29.2	6.4	0	35.5	0	0	0	0	0	14.8	31.6	0	0	46.4	4.1	0.6	13.3	0	18	

	ALVARADO BLVD Southbound				I-880 NB ON-RAMP Westbound				FREMONT BLVD Northbound				I-880 NB OFF-RAMP Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	239	**71**	310	0	0	0	0	**133**	292	0	425	37	**7**	120	164	899
05:15 PM	0	289	62	351	0	0	0	0	128	283	0	411	**44**	6	109	159	921
05:30 PM	0	281	46	327	0	0	0	0	122	308	0	430	42	5	113	160	917
05:45 PM	0	**337**	54	**391**	0	0	0	0	129	**322**	0	**451**	38	4	**140**	**182**	**1024**
Total Volume	0	1146	233	1379	0	0	0	0	512	1205	0	1717	161	22	482	665	3761
% App. Total	0	83.1	16.9		0	0	0		29.8	70.2	0		24.2	3.3	72.5		
PHF	.000	.850	.820	.882	.000	.000	.000	.000	.962	.936	.000	.952	.915	.786	.861	.913	.918

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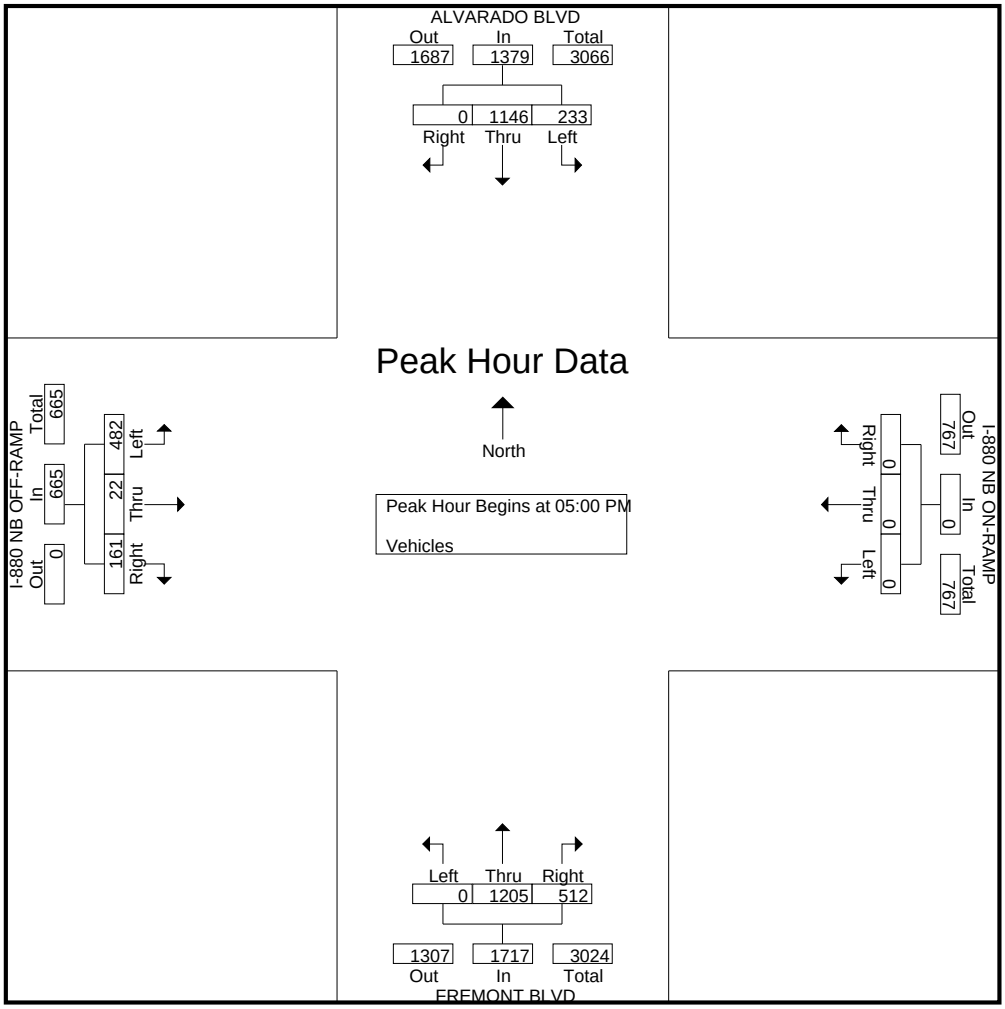

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Groups Printed- Vehicles

	FREMONT BLVD Southbound					PASEO PADRE PKWY Westbound					FREMONT BLVD Northbound					PASEO PADRE PKWY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	27	108	78	1	214	61	99	14	3	177	2	82	49	1	134	39	68	37	0	144	669
07:15 AM	16	164	108	0	288	76	104	16	1	197	3	69	36	2	110	60	72	36	0	168	763
07:30 AM	23	231	165	0	419	89	107	9	1	206	7	115	49	3	174	132	148	39	0	319	1118
07:45 AM	48	169	145	4	366	127	144	28	1	300	10	152	103	0	265	51	101	33	1	186	1117
Total	114	672	496	5	1287	353	454	67	6	880	22	418	237	6	683	282	389	145	1	817	3667
08:00 AM	43	183	153	4	383	125	130	30	0	285	11	160	127	2	300	83	101	45	6	235	1203
08:15 AM	34	228	139	3	404	126	109	32	0	267	25	139	63	0	227	73	107	41	1	222	1120
08:30 AM	33	128	109	1	271	76	113	23	0	212	19	142	53	1	215	63	107	51	0	221	919
08:45 AM	35	154	129	0	318	91	97	12	1	201	22	105	38	2	167	48	75	43	2	168	854
Total	145	693	530	8	1376	418	449	97	1	965	77	546	281	5	909	267	390	180	9	846	4096
Grand Total	259	1365	1026	13	2663	771	903	164	7	1845	99	964	518	11	1592	549	779	325	10	1663	7763
Apprch %	9.7	51.3	38.5	0.5		41.8	48.9	8.9	0.4		6.2	60.6	32.5	0.7		33	46.8	19.5	0.6		
Total %	3.3	17.6	13.2	0.2	34.3	9.9	11.6	2.1	0.1	23.8	1.3	12.4	6.7	0.1	20.5	7.1	10	4.2	0.1	21.4	

	FREMONT BLVD Southbound				PASEO PADRE PKWY Westbound				FREMONT BLVD Northbound				PASEO PADRE PKWY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	23	**231**	**165**	**419**	89	107	9	205	7	115	49	171	**132**	**148**	39	**319**	1114
07:45 AM	**48**	169	145	362	**127**	**144**	28	**299**	10	152	103	265	51	101	33	185	1111
08:00 AM	43	183	153	379	125	130	30	285	11	**160**	**127**	**298**	83	101	**45**	229	**1191**
08:15 AM	34	228	139	401	126	109	**32**	267	**25**	139	63	227	73	107	41	221	1116
Total Volume	148	811	602	1561	467	490	99	1056	53	566	342	961	339	457	158	954	4532
% App. Total	9.5	52	38.6		44.2	46.4	9.4		5.5	58.9	35.6		35.5	47.9	16.6		
PHF	.771	.878	.912	.931	.919	.851	.773	.883	.530	.884	.673	.806	.642	.772	.878	.748	.951

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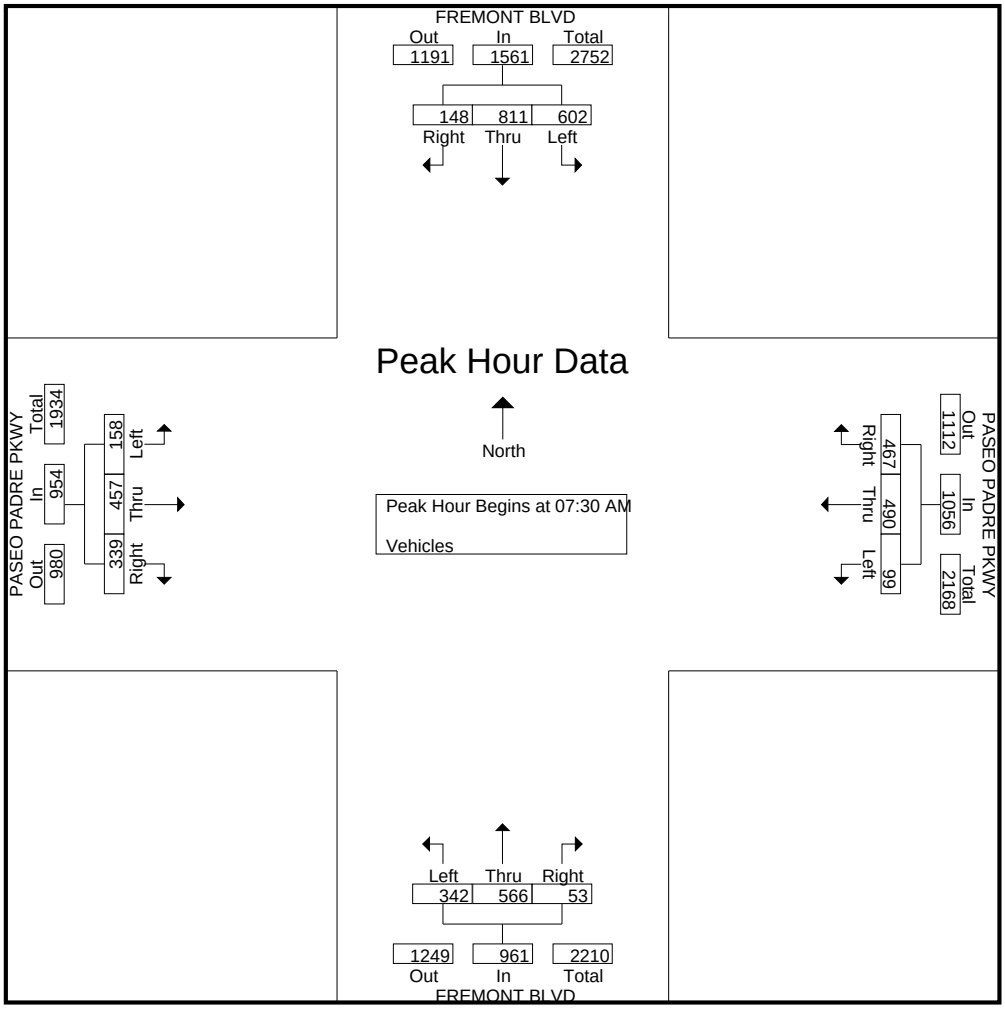

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Groups Printed- Vehicles

	FREMONT BLVD Southbound					PASEO PADRE PKWY Westbound					FREMONT BLVD Northbound					PASEO PADRE PKWY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	27	103	91	4	225	102	52	13	1	168	19	190	47	5	261	40	83	58	7	188	842
04:15 PM	27	109	110	1	247	125	60	4	8	197	18	216	67	0	301	49	86	55	2	192	937
04:30 PM	43	104	88	3	238	103	47	15	3	168	16	207	54	4	281	48	121	77	0	246	933
04:45 PM	45	128	104	2	279	106	51	9	6	172	16	233	58	0	307	51	94	70	1	216	974
Total	142	444	393	10	989	436	210	41	18	705	69	846	226	9	1150	188	384	260	10	842	3686
05:00 PM	48	120	86	3	257	142	84	10	0	236	21	216	73	0	310	55	119	61	4	239	1042
05:15 PM	44	127	94	1	266	132	110	13	1	256	14	247	86	3	350	65	129	68	1	263	1135
05:30 PM	64	155	104	2	325	139	135	11	1	286	23	232	102	0	357	57	140	54	2	253	1221
05:45 PM	59	142	118	1	320	178	128	22	0	328	27	207	79	1	314	69	108	73	2	252	1214
Total	215	544	402	7	1168	591	457	56	2	1106	85	902	340	4	1331	246	496	256	9	1007	4612
Grand Total	357	988	795	17	2157	1027	667	97	20	1811	154	1748	566	13	2481	434	880	516	19	1849	8298
Apprch %	16.6	45.8	36.9	0.8		56.7	36.8	5.4	1.1		6.2	70.5	22.8	0.5		23.5	47.6	27.9	1		
Total %	4.3	11.9	9.6	0.2	26	12.4	8	1.2	0.2	21.8	1.9	21.1	6.8	0.2	29.9	5.2	10.6	6.2	0.2	22.3	

	FREMONT BLVD Southbound				PASEO PADRE PKWY Westbound				FREMONT BLVD Northbound				PASEO PADRE PKWY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	48	120	86	254	142	84	10	236	21	216	73	310	55	119	61	235	1035
05:15 PM	44	127	94	265	132	110	13	255	14	**247**	86	347	65	129	68	**262**	1129
05:30 PM	**64**	**155**	104	**323**	139	**135**	11	285	23	232	**102**	**357**	57	**140**	54	251	**1216**
05:45 PM	59	142	**118**	319	**178**	128	**22**	**328**	**27**	207	79	313	**69**	108	**73**	250	1210
Total Volume	215	544	402	1161	591	457	56	1104	85	902	340	1327	246	496	256	998	4590
% App. Total	18.5	46.9	34.6		53.5	41.4	5.1		6.4	68	25.6		24.6	49.7	25.7		
PHF	.840	.877	.852	.899	.830	.846	.636	.841	.787	.913	.833	.929	.891	.886	.877	.952	.944

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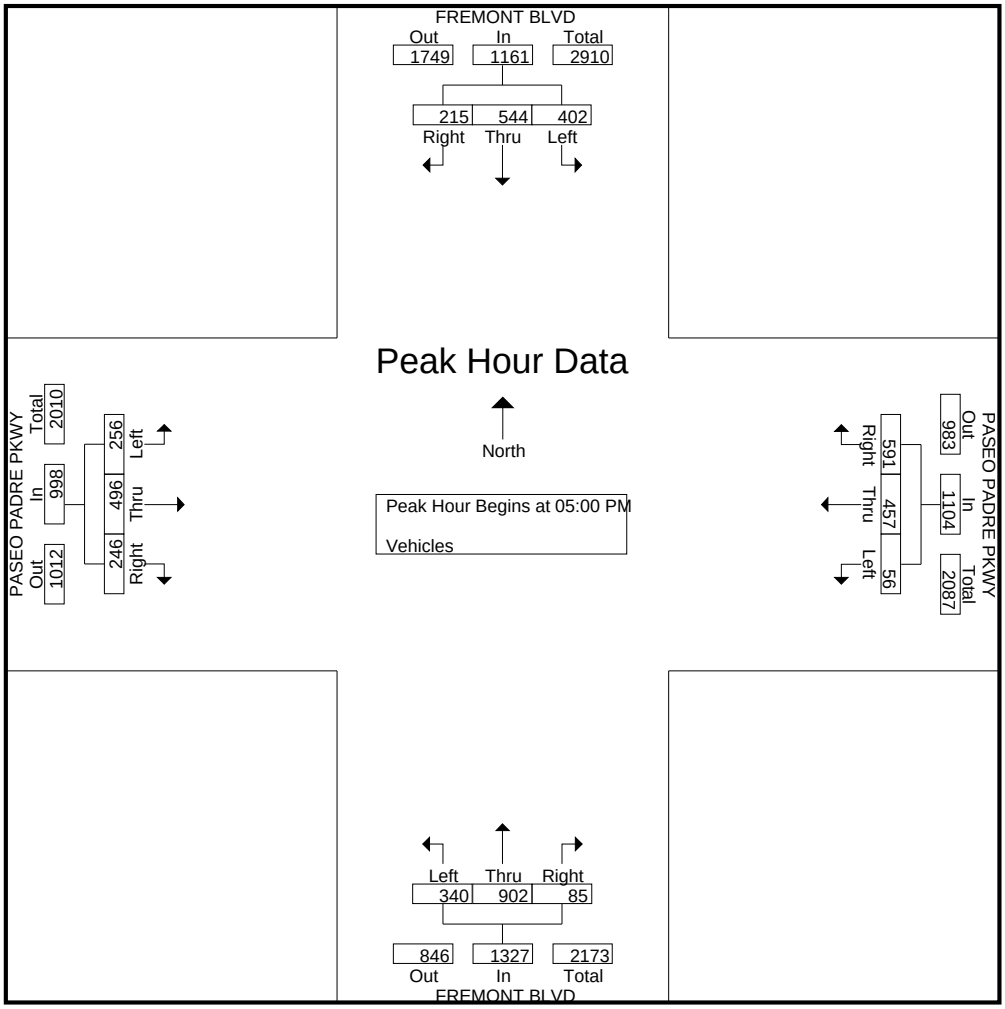

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File Name : 4AM FINAL
Site Code : 00000004
Start Date : 2/26/2015
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Groups Printed- Vehicles

	PASEO PADRE PKWY Southbound					DECOTO RD Westbound					PASEO PADRE PKWY Northbound					DECOTO RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	5	106	117	1	229	94	286	90	0	470	33	57	27	0	117	33	152	8	0	193	1009
07:15 AM	6	173	97	0	276	132	242	121	0	495	49	67	43	1	160	52	145	5	0	202	1133
07:30 AM	12	335	99	0	446	130	270	146	0	546	58	83	41	0	182	61	161	6	0	228	1402
07:45 AM	7	284	185	0	476	170	264	143	0	577	71	128	58	0	257	71	210	9	0	290	1600
Total	30	898	498	1	1427	526	1062	500	0	2088	211	335	169	1	716	217	668	28	0	913	5144
08:00 AM	3	182	147	0	332	118	310	125	0	553	89	134	57	1	281	49	246	16	0	311	1477
08:15 AM	13	180	131	1	325	136	275	131	0	542	58	115	64	0	237	51	191	7	0	249	1353
08:30 AM	13	170	101	1	285	92	285	135	0	512	52	92	55	0	199	46	152	8	1	207	1203
08:45 AM	7	154	89	1	251	76	237	111	0	424	52	98	34	0	184	47	141	7	0	195	1054
Total	36	686	468	3	1193	422	1107	502	0	2031	251	439	210	1	901	193	730	38	1	962	5087
Grand Total	66	1584	966	4	2620	948	2169	1002	0	4119	462	774	379	2	1617	410	1398	66	1	1875	10231
Apprch %	2.5	60.5	36.9	0.2		23	52.7	24.3	0		28.6	47.9	23.4	0.1		21.9	74.6	3.5	0.1		
Total %	0.6	15.5	9.4	0	25.6	9.3	21.2	9.8	0	40.3	4.5	7.6	3.7	0	15.8	4	13.7	0.6	0	18.3	

	PASEO PADRE PKWY Southbound				DECOTO RD Westbound				PASEO PADRE PKWY Northbound				DECOTO RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	12	**335**	99	446	130	270	**146**	546	58	83	41	182	61	161	6	228	1402
07:45 AM	7	284	**185**	**476**	**170**	264	143	**577**	71	128	58	257	**71**	210	9	290	**1600**
08:00 AM	3	182	147	332	118	**310**	125	553	**89**	**134**	57	**280**	49	**246**	**16**	**311**	1476
08:15 AM	**13**	180	131	324	136	275	131	542	58	115	**64**	237	51	191	7	249	1352
Total Volume	35	981	562	1578	554	1119	545	2218	276	460	220	956	232	808	38	1078	5830
% App. Total	2.2	62.2	35.6		25	50.5	24.6		28.9	48.1	23		21.5	75	3.5		
PHF	.673	.732	.759	.829	.815	.902	.933	.961	.775	.858	.859	.854	.817	.821	.594	.867	.911

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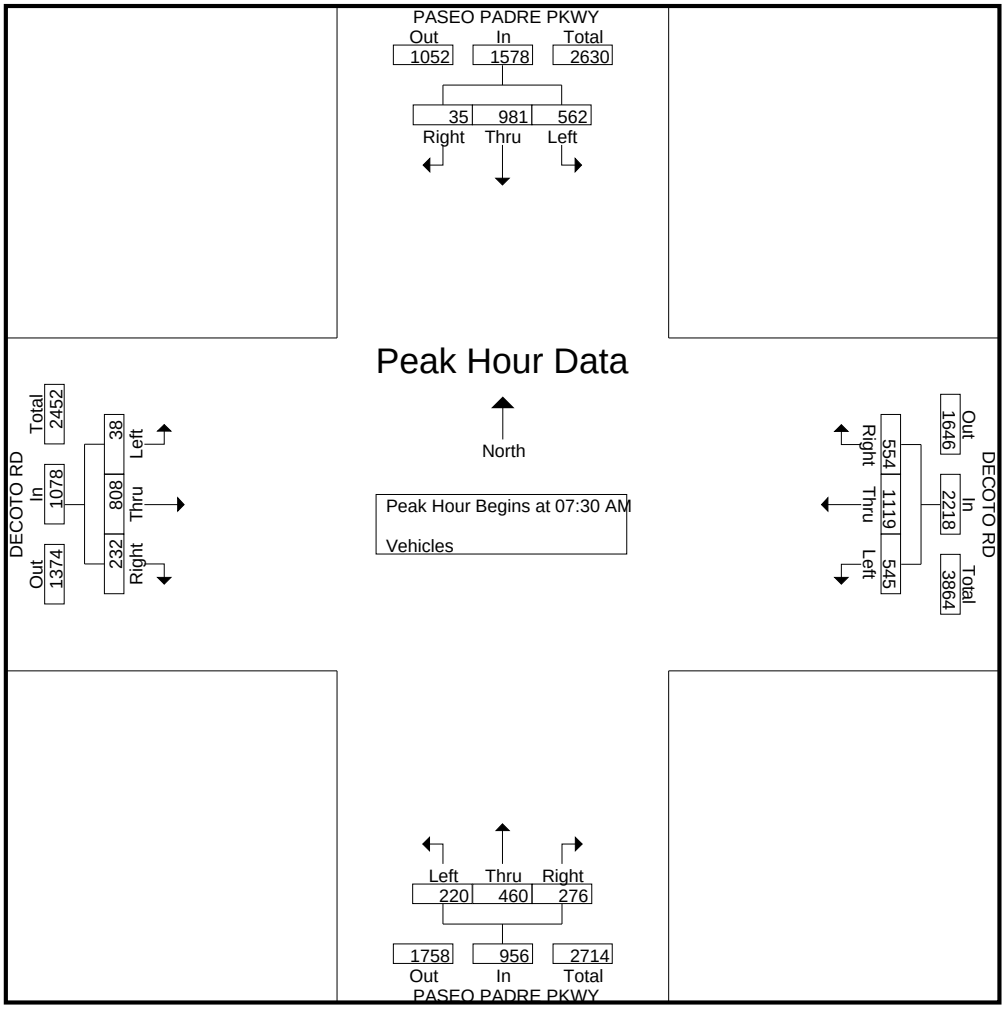

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File Name : 4PM FINAL
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Groups Printed- Vehicles

	PASEO PADRE PKWY Southbound					DECOTO RD Westbound					PASEO PADRE PKWY Northbound					DECOTO RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	10	89	68	0	167	76	179	51	0	306	96	118	31	0	245	68	367	13	0	448	1166
04:15 PM	5	95	86	0	186	70	163	73	0	306	115	160	29	0	304	73	355	8	0	436	1232
04:30 PM	6	96	105	0	207	74	188	79	0	341	110	131	30	0	271	66	361	10	0	437	1256
04:45 PM	4	106	103	1	214	81	222	71	0	374	131	167	44	0	342	54	323	10	0	387	1317
Total	25	386	362	1	774	301	752	274	0	1327	452	576	134	0	1162	261	1406	41	0	1708	4971
05:00 PM	8	103	103	1	215	93	184	87	0	364	133	168	36	0	337	77	330	13	0	420	1336
05:15 PM	5	113	120	0	238	132	168	82	0	382	140	205	44	0	389	64	316	12	0	392	1401
05:30 PM	3	121	110	0	234	135	220	68	0	423	157	194	32	1	384	76	325	9	0	410	1451
05:45 PM	8	115	113	0	236	135	195	85	0	415	126	200	24	1	351	73	330	15	0	418	1420
Total	24	452	446	1	923	495	767	322	0	1584	556	767	136	2	1461	290	1301	49	0	1640	5608
Grand Total	49	838	808	2	1697	796	1519	596	0	2911	1008	1343	270	2	2623	551	2707	90	0	3348	10579
Apprch %	2.9	49.4	47.6	0.1		27.3	52.2	20.5	0		38.4	51.2	10.3	0.1		16.5	80.9	2.7	0		
Total %	0.5	7.9	7.6	0	16	7.5	14.4	5.6	0	27.5	9.5	12.7	2.6	0	24.8	5.2	25.6	0.9	0	31.6	

	PASEO PADRE PKWY Southbound				DECOTO RD Westbound				PASEO PADRE PKWY Northbound				DECOTO RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**8**	103	103	214	93	184	**87**	364	133	168	36	337	**77**	**330**	13	**420**	1335
05:15 PM	5	113	**120**	**238**	132	168	82	382	140	**205**	**44**	**389**	64	316	12	392	1401
05:30 PM	3	**121**	110	234	**135**	**220**	68	**423**	**157**	194	32	383	76	325	9	410	**1450**
05:45 PM	8	115	113	236	135	195	85	415	126	200	24	350	73	330	**15**	418	1419
Total Volume	24	452	446	922	495	767	322	1584	556	767	136	1459	290	1301	49	1640	5605
% App. Total	2.6	49	48.4		31.2	48.4	20.3		38.1	52.6	9.3		17.7	79.3	3		
PHF	.750	.934	.929	.968	.917	.872	.925	.936	.885	.935	.773	.938	.942	.986	.817	.976	.966

Traffic Data Service

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File Name : 4PM FINAL
Site Code : 00000004
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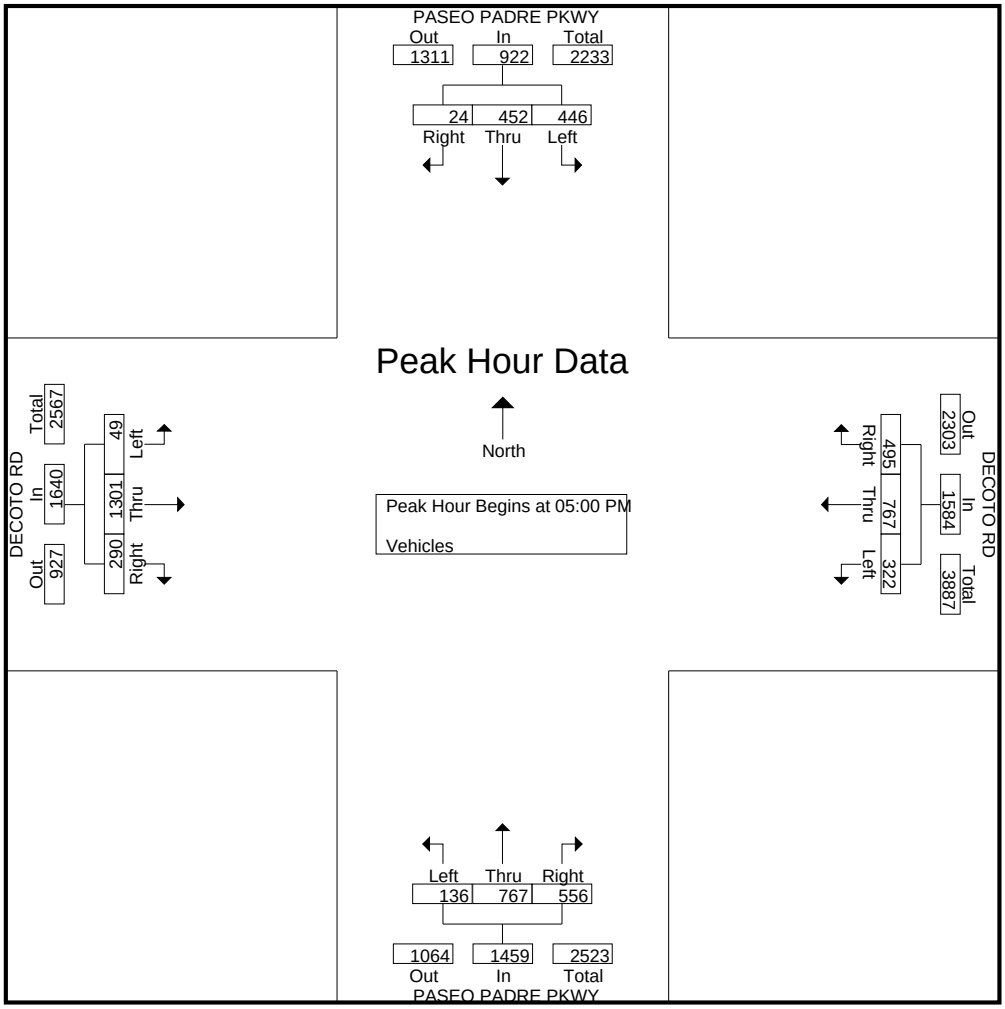

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File Name : 5AM FINAL
Site Code : 00000005
Start Date : 2/26/2015
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Groups Printed- Vehicles

	FREMONT BLVD Southbound					DECOTO RD Westbound					FREMONT BLVD Northbound					DECOTO RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	24	145	23	0	192	10	318	33	1	362	31	88	60	3	182	26	142	6	2	176	912
07:15 AM	22	199	23	2	246	9	272	36	2	319	26	98	51	0	175	42	161	13	4	220	960
07:30 AM	62	265	28	1	356	12	284	37	3	336	48	143	54	8	253	110	167	15	3	295	1240
07:45 AM	70	291	37	0	398	12	304	42	2	360	49	259	63	4	375	91	203	22	10	326	1459
Total	178	900	111	3	1192	43	1178	148	8	1377	154	588	228	15	985	269	673	56	19	1017	4571
08:00 AM	50	262	45	1	358	19	320	40	3	382	39	262	59	1	361	38	226	24	4	292	1393
08:15 AM	51	266	37	1	355	23	329	42	3	397	45	162	61	2	270	28	154	26	2	210	1232
08:30 AM	33	199	38	0	270	15	305	48	2	370	36	134	50	3	223	40	144	35	0	219	1082
08:45 AM	26	220	39	1	286	13	242	41	1	297	31	123	53	4	211	32	132	36	1	201	995
Total	160	947	159	3	1269	70	1196	171	9	1446	151	681	223	10	1065	138	656	121	7	922	4702
Grand Total	338	1847	270	6	2461	113	2374	319	17	2823	305	1269	451	25	2050	407	1329	177	26	1939	9273
Apprch %	13.7	75.1	11	0.2		4	84.1	11.3	0.6		14.9	61.9	22	1.2		21	68.5	9.1	1.3		
Total %	3.6	19.9	2.9	0.1	26.5	1.2	25.6	3.4	0.2	30.4	3.3	13.7	4.9	0.3	22.1	4.4	14.3	1.9	0.3	20.9	

	FREMONT BLVD Southbound				DECOTO RD Westbound				FREMONT BLVD Northbound				DECOTO RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	62	265	28	355	12	284	37	333	48	143	54	245	**110**	167	15	292	1225
07:45 AM	**70**	**291**	37	**398**	12	304	**42**	358	**49**	259	**63**	**371**	91	203	22	**316**	**1443**
08:00 AM	50	262	**45**	357	19	320	40	379	39	**262**	59	360	38	**226**	24	288	1384
08:15 AM	51	266	37	354	**23**	**329**	42	**394**	45	162	61	268	28	154	**26**	208	1224
Total Volume	233	1084	147	1464	66	1237	161	1464	181	826	237	1244	267	750	87	1104	5276
% App. Total	15.9	74	10		4.5	84.5	11		14.5	66.4	19.1		24.2	67.9	7.9		
PHF	.832	.931	.817	.920	.717	.940	.958	.929	.923	.788	.940	.838	.607	.830	.837	.873	.914

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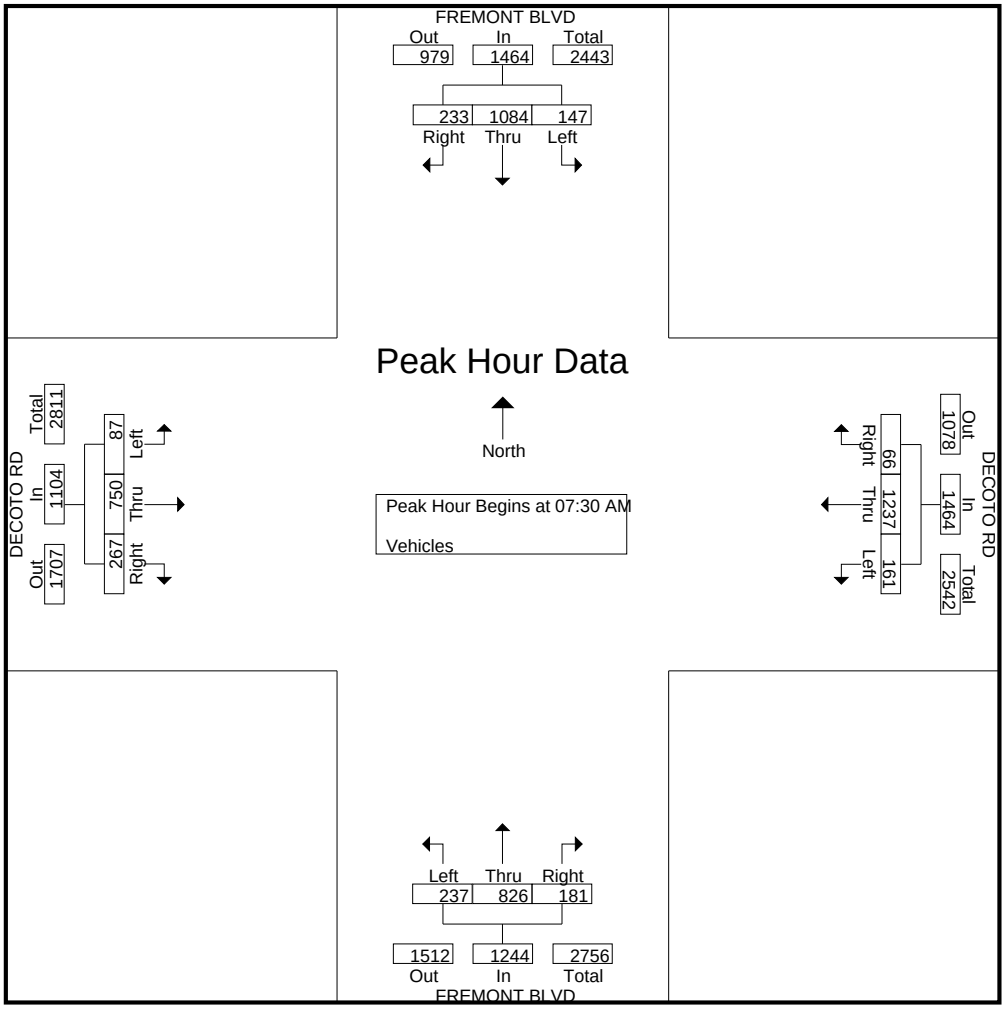

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File Name : 5PM FINAL
Site Code : 00000005
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Groups Printed- Vehicles

	FREMONT BLVD Southbound					DECOTO RD Westbound					FREMONT BLVD Northbound					DECOTO RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	9	140	28	2	179	30	139	48	6	223	55	214	35	1	305	51	309	63	0	423	1130
04:15 PM	23	136	32	0	191	20	157	48	3	228	44	222	45	2	313	43	335	58	0	436	1168
04:30 PM	27	132	28	0	187	18	186	49	3	256	46	216	36	3	301	60	320	47	1	428	1172
04:45 PM	21	141	38	1	201	33	190	59	4	286	52	237	46	1	336	48	319	54	4	425	1248
Total	80	549	126	3	758	101	672	204	16	993	197	889	162	7	1255	202	1283	222	5	1712	4718
05:00 PM	25	118	44	1	188	31	168	61	0	260	49	199	42	1	291	58	323	66	0	447	1186
05:15 PM	24	165	39	1	229	28	180	57	1	266	51	259	47	1	358	48	338	80	0	466	1319
05:30 PM	29	159	35	2	225	36	211	64	2	313	59	248	40	2	349	57	346	78	1	482	1369
05:45 PM	31	184	42	1	258	31	182	65	2	280	54	234	36	0	324	68	318	64	3	453	1315
Total	109	626	160	5	900	126	741	247	5	1119	213	940	165	4	1322	231	1325	288	4	1848	5189
Grand Total	189	1175	286	8	1658	227	1413	451	21	2112	410	1829	327	11	2577	433	2608	510	9	3560	9907
Apprch %	11.4	70.9	17.2	0.5		10.7	66.9	21.4	1		15.9	71	12.7	0.4		12.2	73.3	14.3	0.3		
Total %	1.9	11.9	2.9	0.1	16.7	2.3	14.3	4.6	0.2	21.3	4.1	18.5	3.3	0.1	26	4.4	26.3	5.1	0.1	35.9	

	FREMONT BLVD Southbound				DECOTO RD Westbound				FREMONT BLVD Northbound				DECOTO RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	25	118	**44**	187	31	168	61	260	49	199	42	290	58	323	66	447	1184
05:15 PM	24	165	39	228	28	180	57	265	51	**259**	**47**	**357**	48	338	**80**	466	1316
05:30 PM	29	159	35	223	**36**	**211**	64	**311**	**59**	248	40	347	57	**346**	78	**481**	**1362**
05:45 PM	**31**	**184**	42	**257**	31	182	**65**	278	54	234	36	324	**68**	318	64	450	1309
Total Volume	109	626	160	895	126	741	247	1114	213	940	165	1318	231	1325	288	1844	5171
% App. Total	12.2	69.9	17.9		11.3	66.5	22.2		16.2	71.3	12.5		12.5	71.9	15.6		
PHF	.879	.851	.909	.871	.875	.878	.950	.895	.903	.907	.878	.923	.849	.957	.900	.958	.949

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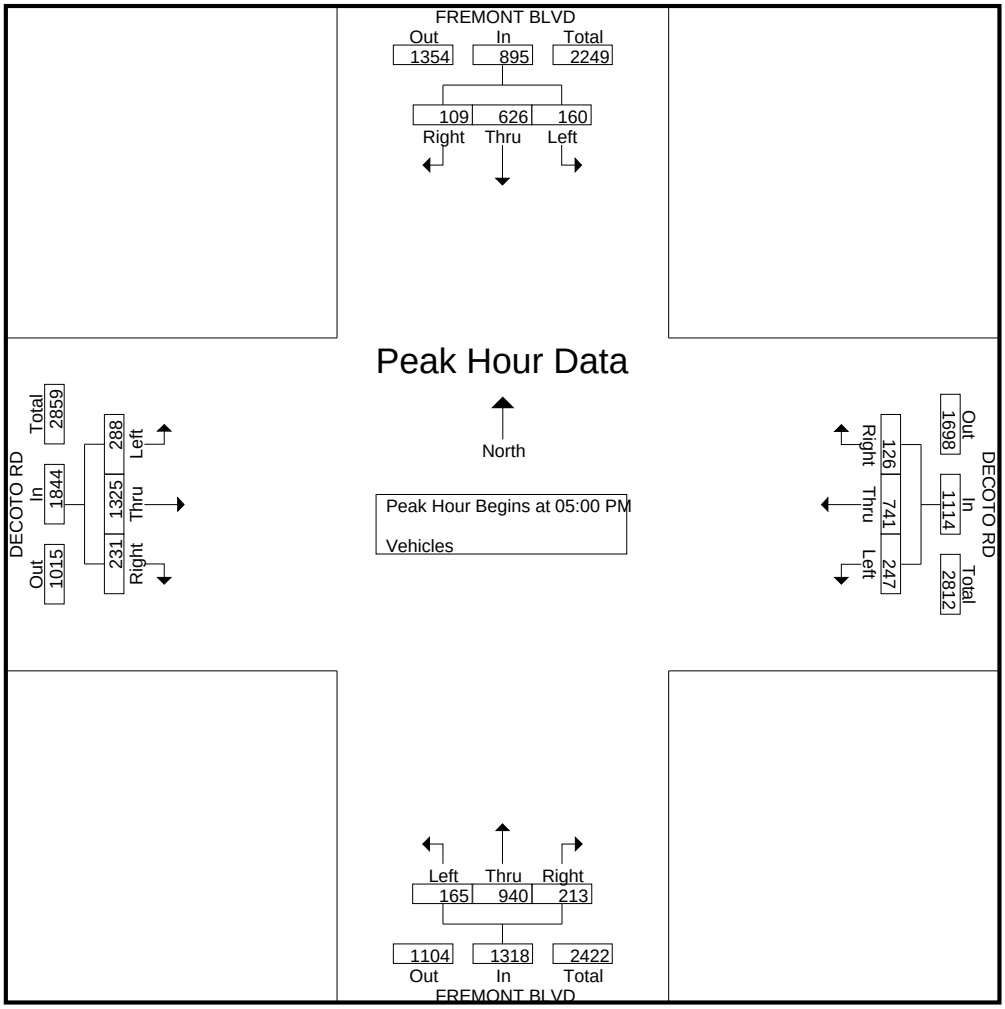

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File Name : 6AM FINAL
Site Code : 00000006
Start Date : 2/26/2015
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Groups Printed- Vehicles

	I-880 NB ON-RAMP Southbound					DECOTO RD Westbound					I-880 NB RAMPS Northbound					DECOTO RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	1	1	51	416	0	0	467	50	0	343	0	393	201	131	0	0	332	1193
07:15 AM	0	0	0	0	0	53	402	0	0	455	59	0	303	0	362	220	135	0	0	355	1172
07:30 AM	0	0	0	0	0	37	356	0	0	393	74	0	273	0	347	208	157	0	0	365	1105
07:45 AM	0	0	0	0	0	49	414	0	0	463	90	0	345	0	435	208	183	1	0	392	1290
Total	0	0	0	1	1	190	1588	0	0	1778	273	0	1264	0	1537	837	606	1	0	1444	4760
08:00 AM	0	0	0	0	0	47	424	0	0	471	76	0	347	0	423	193	191	0	0	384	1278
08:15 AM	0	0	0	0	0	48	384	0	0	432	62	0	365	0	427	188	147	0	0	335	1194
08:30 AM	0	0	0	0	0	64	414	0	0	478	68	0	354	0	422	181	118	0	0	299	1199
08:45 AM	0	0	0	0	0	42	394	0	0	436	52	0	333	0	385	220	114	0	0	334	1155
Total	0	0	0	0	0	201	1616	0	0	1817	258	0	1399	0	1657	782	570	0	0	1352	4826
Grand Total	0	0	0	1	1	391	3204	0	0	3595	531	0	2663	0	3194	1619	1176	1	0	2796	9586
Apprch %	0	0	0	100		10.9	89.1	0	0		16.6	0	83.4	0		57.9	42.1	0	0		
Total %	0	0	0	0	0	4.1	33.4	0	0	37.5	5.5	0	27.8	0	33.3	16.9	12.3	0	0	29.2	

	I-880 NB ON-RAMP Southbound				DECOTO RD Westbound				I-880 NB RAMPS Northbound				DECOTO RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	49	414	0	463	**90**	0	345	**435**	**208**	183	**1**	**392**	**1290**
08:00 AM	0	0	0	0	47	**424**	0	471	76	0	347	423	193	**191**	0	384	1278
08:15 AM	0	0	0	0	48	384	0	432	62	0	**365**	427	188	147	0	335	1194
08:30 AM	0	0	0	0	**64**	414	0	**478**	68	0	354	422	181	118	0	299	1199
Total Volume	0	0	0	0	208	1636	0	1844	296	0	1411	1707	770	639	1	1410	4961
% App. Total	0	0	0		11.3	88.7	0		17.3	0	82.7		54.6	45.3	0.1		
PHF	.000	.000	.000	.000	.813	.965	.000	.964	.822	.000	.966	.981	.925	.836	.250	.899	.961

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File Name : 6AM FINAL
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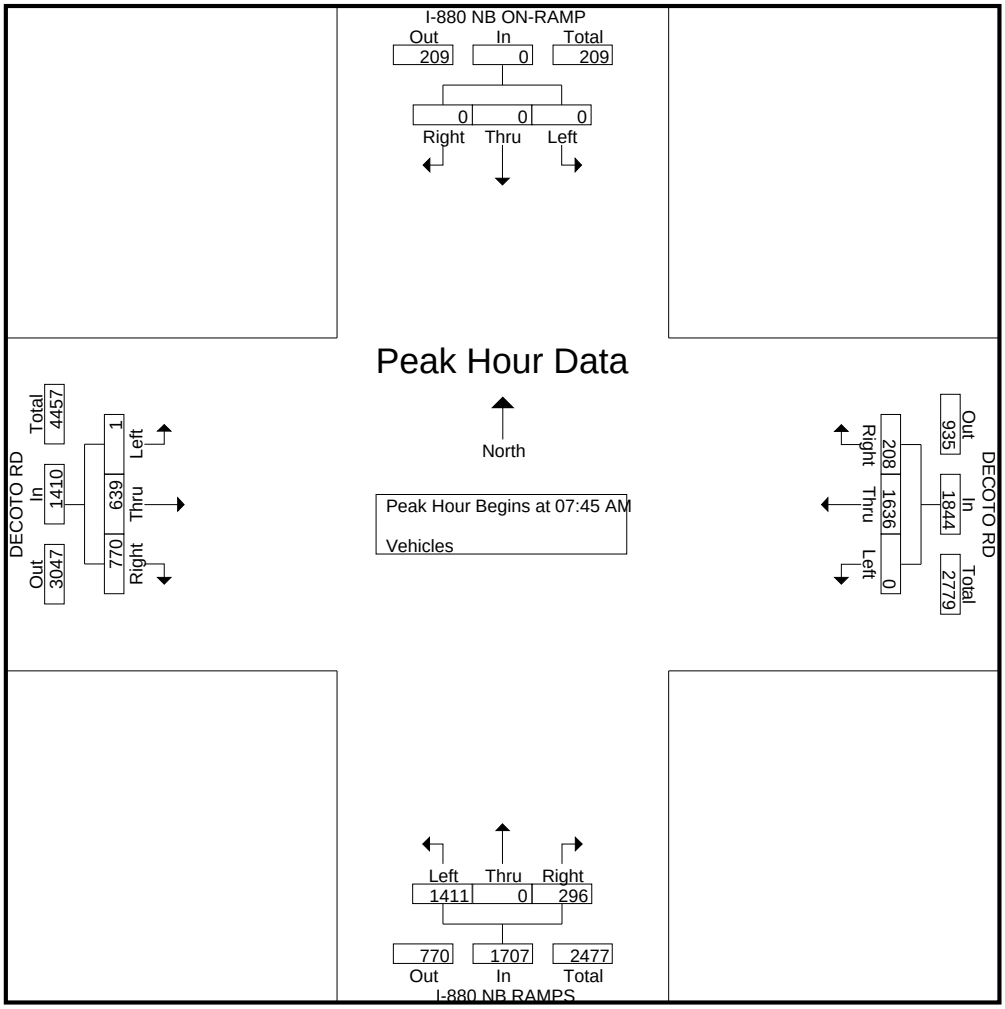

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File Name : 6PM FINAL
Site Code : 00000006
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Groups Printed- Vehicles

	I-880 NB ON-RAMP Southbound					DECOTO RD Westbound					I-880 NB RAMPS Northbound					DECOTO RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	55	185	0	0	240	160	0	128	0	288	306	386	0	0	692	1220
04:15 PM	0	0	0	0	0	40	212	0	0	252	172	0	139	0	311	301	355	0	0	656	1219
04:30 PM	0	0	0	0	0	46	229	0	0	275	162	0	120	0	282	306	383	0	0	689	1246
04:45 PM	0	0	0	0	0	33	237	0	0	270	169	0	140	0	309	284	360	0	0	644	1223
Total	0	0	0	0	0	174	863	0	0	1037	663	0	527	0	1190	1197	1484	0	0	2681	4908
05:00 PM	0	0	0	0	0	40	216	0	0	256	157	0	142	0	299	267	365	0	0	632	1187
05:15 PM	0	0	0	0	0	30	243	0	0	273	156	0	148	0	304	271	368	0	0	639	1216
05:30 PM	0	0	0	0	0	24	258	0	0	282	199	0	168	0	367	286	361	0	0	647	1296
05:45 PM	0	0	0	0	0	27	238	0	0	265	178	0	160	0	338	278	329	0	0	607	1210
Total	0	0	0	0	0	121	955	0	0	1076	690	0	618	0	1308	1102	1423	0	0	2525	4909
Grand Total	0	0	0	0	0	295	1818	0	0	2113	1353	0	1145	0	2498	2299	2907	0	0	5206	9817
Apprch %	0	0	0	0		14	86	0	0		54.2	0	45.8	0		44.2	55.8	0	0		
Total %	0	0	0	0	0	3	18.5	0	0	21.5	13.8	0	11.7	0	25.4	23.4	29.6	0	0	53	

	I-880 NB ON-RAMP Southbound				DECOTO RD Westbound				I-880 NB RAMPS Northbound				DECOTO RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	33	237	0	270	169	0	140	309	284	360	0	644	1223
05:00 PM	0	0	0	0	**40**	216	0	256	157	0	142	299	267	365	0	632	1187
05:15 PM	0	0	0	0	30	243	0	273	156	0	148	304	271	**368**	0	639	1216
05:30 PM	0	0	0	0	24	**258**	0	**282**	**199**	0	**168**	**367**	**286**	361	0	**647**	**1296**
Total Volume	0	0	0	0	127	954	0	1081	681	0	598	1279	1108	1454	0	2562	4922
% App. Total	0	0	0		11.7	88.3	0		53.2	0	46.8		43.2	56.8	0		
PHF	.000	.000	.000	.000	.794	.924	.000	.958	.856	.000	.890	.871	.969	.988	.000	.990	.949

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File Name : 6PM FINAL
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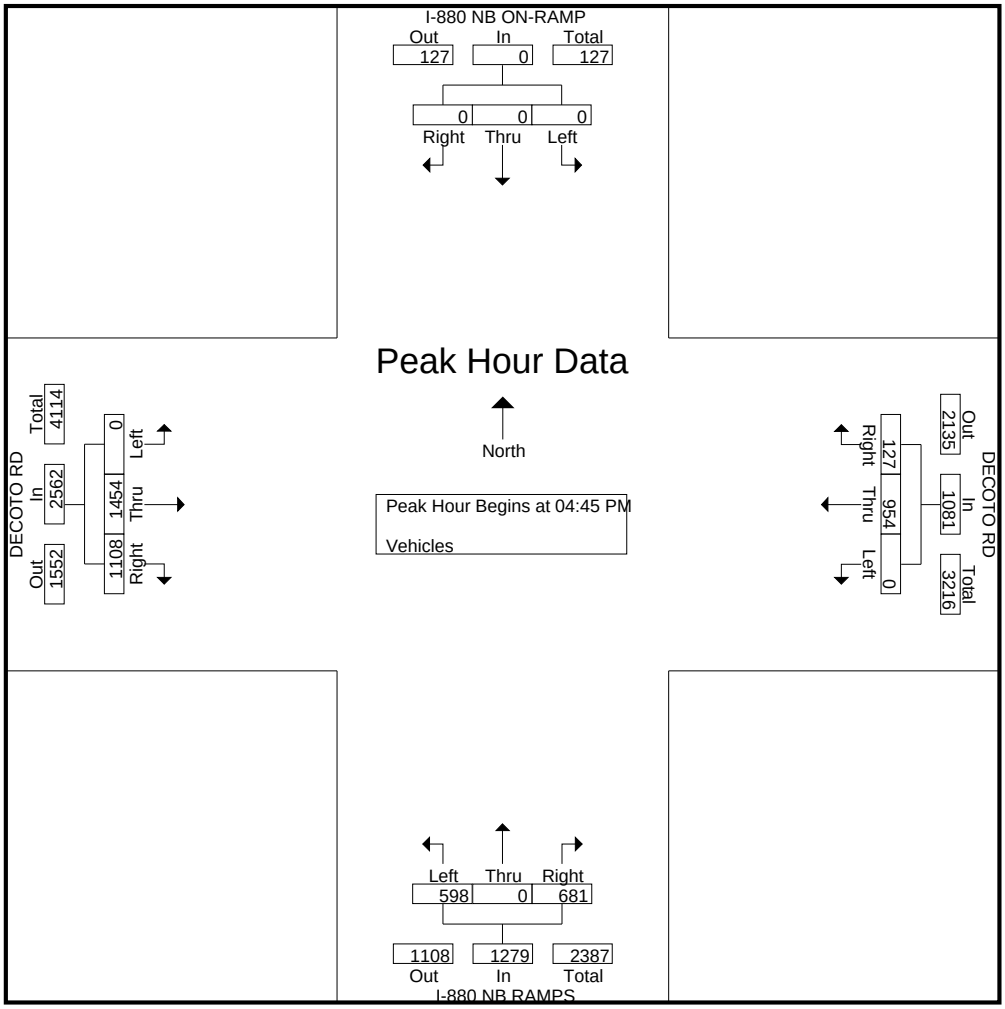

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File Name : 7AM FINAL
Site Code : 00000007
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Groups Printed- Vehicles

	I-880 SB RAMPS Southbound					DECOTO RD Westbound					I-880 SB ON-RAMP Northbound					SR-84 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	307	0	9	0	316	106	686	0	0	792	0	0	0	0	0	120	319	0	0	439	1547
07:15 AM	263	0	11	0	274	129	615	0	0	744	0	0	0	0	0	122	336	0	0	458	1476
07:30 AM	274	0	9	0	283	154	565	0	0	719	0	0	0	0	0	114	353	0	0	467	1469
07:45 AM	297	0	11	0	308	101	720	0	0	821	0	0	0	0	0	107	370	0	0	477	1606
Total	1141	0	40	0	1181	490	2586	0	0	3076	0	0	0	0	0	463	1378	0	0	1841	6098
08:00 AM	348	0	13	0	361	108	659	0	0	767	0	0	0	0	0	143	364	0	0	507	1635
08:15 AM	306	0	16	0	322	92	650	0	0	742	0	0	0	0	0	110	315	0	0	425	1489
08:30 AM	351	0	8	0	359	96	655	0	0	751	0	0	0	0	0	74	276	0	0	350	1460
08:45 AM	377	0	13	0	390	84	640	0	0	724	0	0	0	0	0	87	282	0	0	369	1483
Total	1382	0	50	0	1432	380	2604	0	0	2984	0	0	0	0	0	414	1237	0	0	1651	6067
Grand Total	2523	0	90	0	2613	870	5190	0	0	6060	0	0	0	0	0	877	2615	0	0	3492	12165
Apprch %	96.6	0	3.4	0		14.4	85.6	0	0		0	0	0	0		25.1	74.9	0	0		
Total %	20.7	0	0.7	0	21.5	7.2	42.7	0	0	49.8	0	0	0	0	0	7.2	21.5	0	0	28.7	

	I-880 SB RAMPS Southbound				DECOTO RD Westbound				I-880 SB ON-RAMP Northbound				SR-84 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	274	0	9	283	**154**	565	0	719	0	0	0	0	114	353	0	467	1469
07:45 AM	297	0	11	308	101	**720**	0	**821**	0	0	0	0	107	**370**	0	477	1606
08:00 AM	**348**	0	13	**361**	108	659	0	767	0	0	0	0	**143**	364	0	**507**	**1635**
08:15 AM	306	0	**16**	322	92	650	0	742	0	0	0	0	110	315	0	425	1489
Total Volume	1225	0	49	1274	455	2594	0	3049	0	0	0	0	474	1402	0	1876	6199
% App. Total	96.2	0	3.8		14.9	85.1	0		0	0	0		25.3	74.7	0		
PHF	.880	.000	.766	.882	.739	.901	.000	.928	.000	.000	.000	.000	.829	.947	.000	.925	.948

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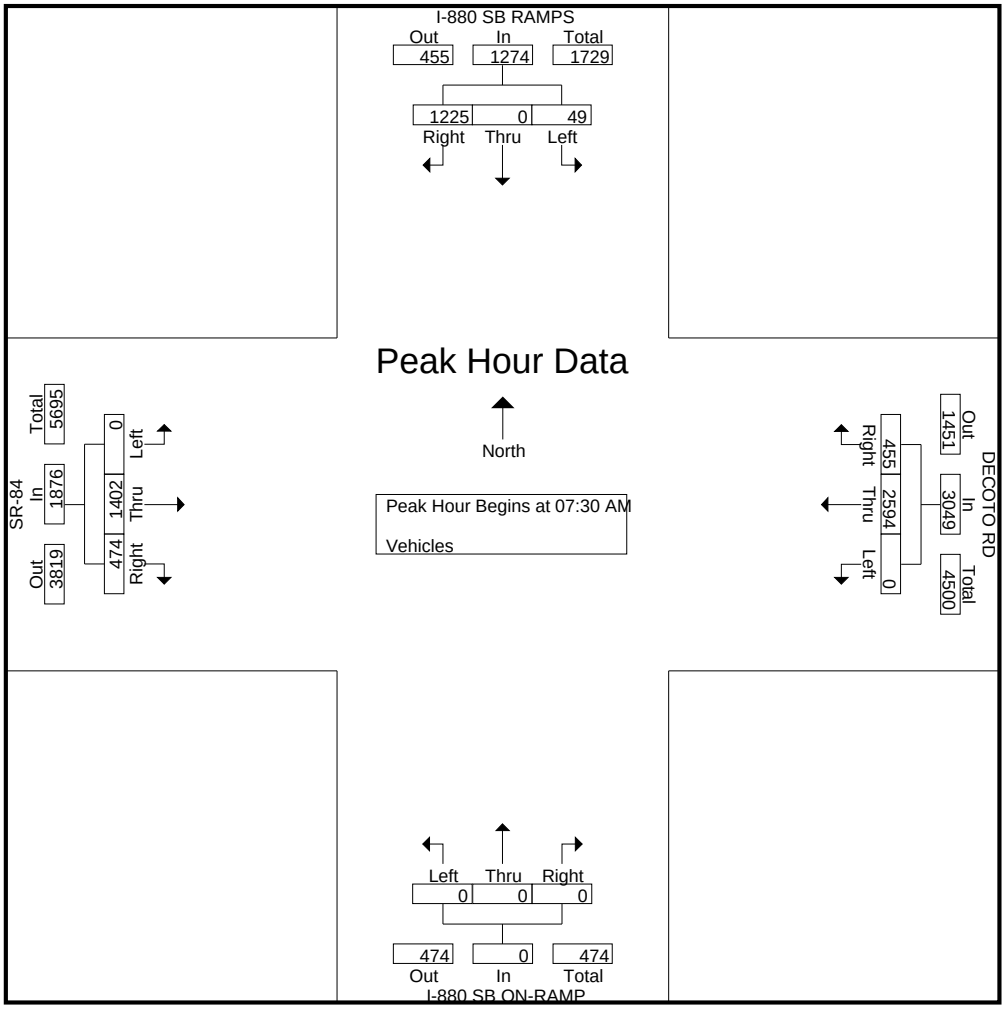

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File Name : 7PM FINAL
Site Code : 00000007
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Groups Printed- Vehicles

	I-880 SB RAMPS Southbound					DECOTO RD Westbound					I-880 SB ON-RAMP Northbound					SR-84 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	204	0	47	0	251	73	249	0	0	322	0	0	0	0	0	368	611	0	0	979	1552
04:15 PM	179	0	40	0	219	86	257	0	0	343	0	0	0	0	0	300	584	0	0	884	1446
04:30 PM	158	0	46	0	204	101	264	0	0	365	0	0	0	0	0	303	585	0	0	888	1457
04:45 PM	172	0	48	0	220	98	280	1	0	379	0	0	0	0	0	308	587	0	0	895	1494
Total	713	0	181	0	894	358	1050	1	0	1409	0	0	0	0	0	1279	2367	0	0	3646	5949
05:00 PM	191	0	37	0	228	95	288	0	0	383	0	0	0	0	0	319	644	0	0	963	1574
05:15 PM	154	0	49	0	203	94	282	0	0	376	0	0	0	0	0	353	667	0	0	1020	1599
05:30 PM	180	0	39	0	219	89	336	0	0	425	0	0	0	0	0	331	672	0	0	1003	1647
05:45 PM	176	0	46	0	222	110	264	0	0	374	0	0	0	0	0	334	615	0	0	949	1545
Total	701	0	171	0	872	388	1170	0	0	1558	0	0	0	0	0	1337	2598	0	0	3935	6365
Grand Total	1414	0	352	0	1766	746	2220	1	0	2967	0	0	0	0	0	2616	4965	0	0	7581	12314
Apprch %	80.1	0	19.9	0		25.1	74.8	0	0		0	0	0	0		34.5	65.5	0	0		
Total %	11.5	0	2.9	0	14.3	6.1	18	0	0	24.1	0	0	0	0	0	21.2	40.3	0	0	61.6	

	I-880 SB RAMPS Southbound				DECOTO RD Westbound				I-880 SB ON-RAMP Northbound				SR-84 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**191**	0	37	**228**	95	288	0	383	0	0	0	0	319	644	0	963	1574
05:15 PM	154	0	**49**	203	94	282	0	376	0	0	0	0	**353**	667	0	**1020**	1599
05:30 PM	180	0	39	219	89	**336**	0	**425**	0	0	0	0	331	**672**	0	1003	**1647**
05:45 PM	176	0	46	222	**110**	264	0	374	0	0	0	0	334	615	0	949	1545
Total Volume	701	0	171	872	388	1170	0	1558	0	0	0	0	1337	2598	0	3935	6365
% App. Total	80.4	0	19.6		24.9	75.1	0		0	0	0		34	66	0		
PHF	.918	.000	.872	.956	.882	.871	.000	.916	.000	.000	.000	.000	.947	.967	.000	.964	.966

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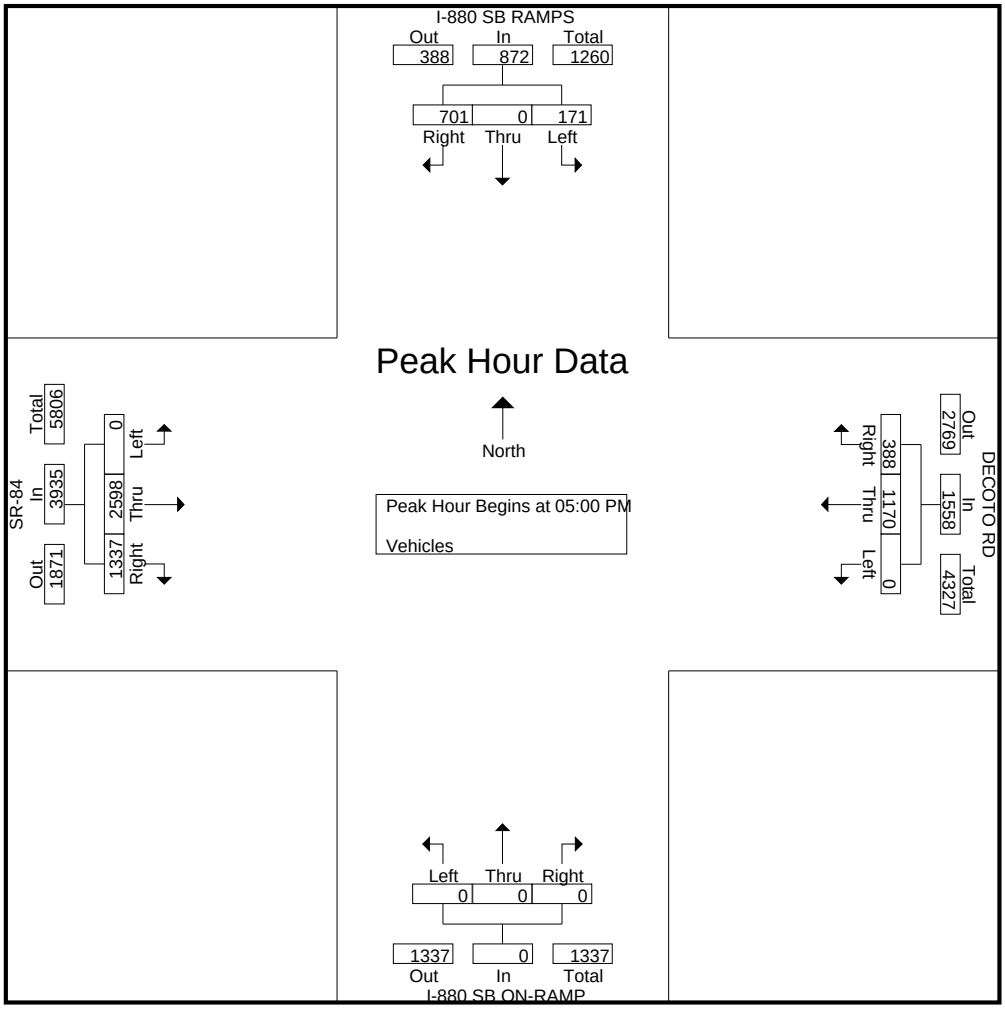

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File Name : 8AM FINAL
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Groups Printed- Vehicles

	ARDENWOOD BLVD Southbound					SR-84 WB OFF-RAMP Westbound					ARDENWOOD BLVD Northbound					SR-84 WB ON-RAMP Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	77	200	0	0	277	68	11	101	0	180	0	62	115	0	177	0	0	0	1	1	635
07:15 AM	90	218	0	0	308	65	2	117	0	184	0	65	88	0	153	0	0	0	4	4	649
07:30 AM	61	288	0	0	349	67	2	142	0	211	0	87	74	0	161	0	0	0	0	0	721
07:45 AM	43	322	0	0	365	91	0	234	1	326	0	119	78	0	197	0	0	0	4	4	892
Total	271	1028	0	0	1299	291	15	594	1	901	0	333	355	0	688	0	0	0	9	9	2897
08:00 AM	59	325	0	4	388	88	0	208	3	299	0	144	82	0	226	0	0	0	8	8	921
08:15 AM	75	275	0	0	350	95	3	193	1	292	0	125	83	0	208	0	0	0	6	6	856
08:30 AM	75	351	0	0	426	126	12	177	0	315	0	102	77	0	179	0	0	0	0	0	920
08:45 AM	52	313	0	0	365	124	6	169	0	299	0	80	78	0	158	0	0	0	4	4	826
Total	261	1264	0	4	1529	433	21	747	4	1205	0	451	320	0	771	0	0	0	18	18	3523
Grand Total	532	2292	0	4	2828	724	36	1341	5	2106	0	784	675	0	1459	0	0	0	27	27	6420
Apprch %	18.8	81	0	0.1		34.4	1.7	63.7	0.2		0	53.7	46.3	0		0	0	0	100		
Total %	8.3	35.7	0	0.1	44	11.3	0.6	20.9	0.1	32.8	0	12.2	10.5	0	22.7	0	0	0	0.4	0.4	

	ARDENWOOD BLVD Southbound				SR-84 WB OFF-RAMP Westbound				ARDENWOOD BLVD Northbound				SR-84 WB ON-RAMP Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	43	322	0	365	91	0	**234**	**325**	0	119	78	197	0	0	0	0	887
08:00 AM	59	325	0	384	88	0	208	296	0	**144**	82	**226**	0	0	0	0	906
08:15 AM	**75**	275	0	350	95	3	193	291	0	125	**83**	208	0	0	0	0	849
08:30 AM	75	**351**	0	**426**	**126**	**12**	177	315	0	102	77	179	0	0	0	0	**920**
Total Volume	252	1273	0	1525	400	15	812	1227	0	490	320	810	0	0	0	0	3562
% App. Total	16.5	83.5	0		32.6	1.2	66.2		0	60.5	39.5		0	0	0		
PHF	.840	.907	.000	.895	.794	.313	.868	.944	.000	.851	.964	.896	.000	.000	.000	.000	.968

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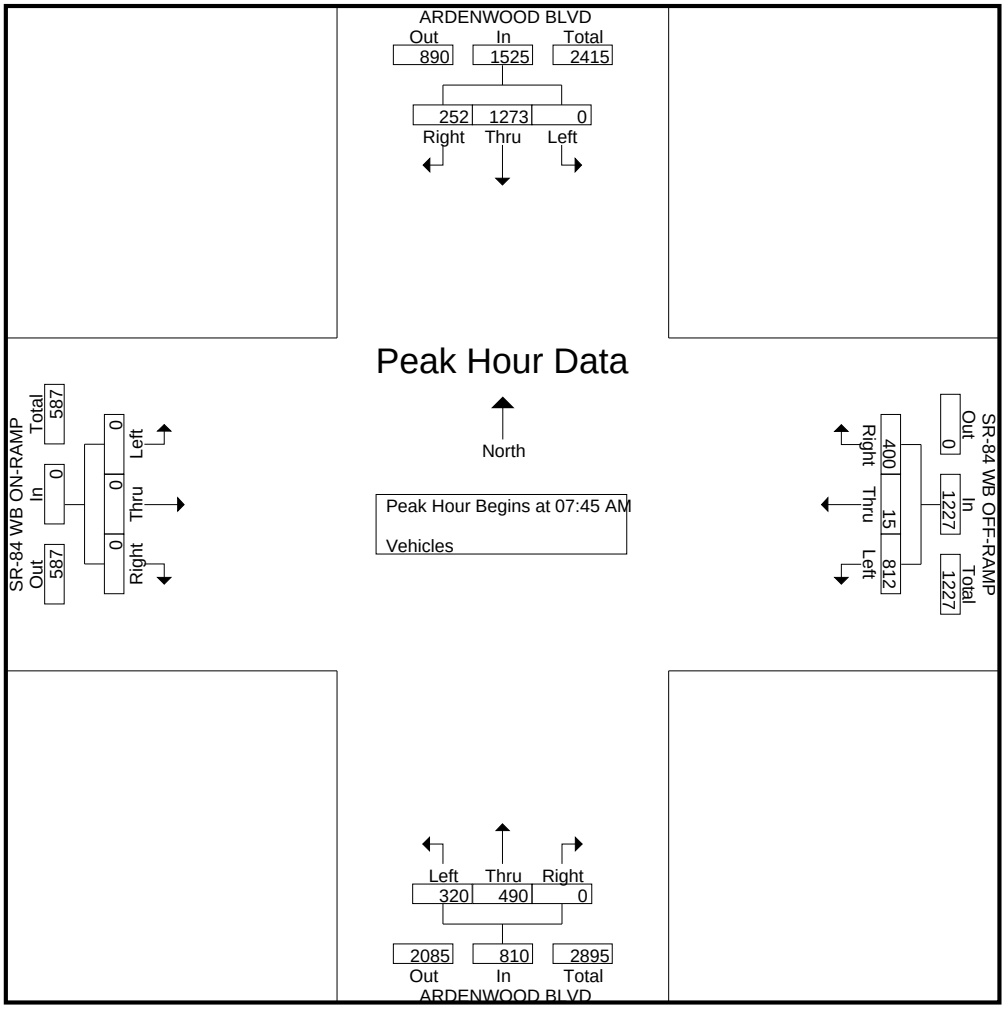

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Groups Printed- Vehicles

	ARDENWOOD BLVD Southbound					SR-84 WB OFF-RAMP Westbound					ARDENWOOD BLVD Northbound					SR-84 WB ON-RAMP Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	8	154	0	0	162	81	0	175	0	256	0	220	11	0	231	0	0	0	1	1	650
04:15 PM	14	187	0	0	201	78	0	174	0	252	0	261	19	0	280	0	0	0	4	4	737
04:30 PM	14	235	0	0	249	72	0	156	0	228	0	280	21	0	301	0	0	0	5	5	783
04:45 PM	9	195	0	0	204	88	1	168	0	257	0	280	36	0	316	0	0	0	4	4	781
Total	45	771	0	0	816	319	1	673	0	993	0	1041	87	0	1128	0	0	0	14	14	2951
05:00 PM	12	262	0	0	274	90	0	180	1	271	0	310	18	0	328	0	0	0	3	3	876
05:15 PM	12	221	0	0	233	92	1	188	0	281	1	306	21	0	328	0	0	0	4	4	846
05:30 PM	15	259	0	0	274	115	0	194	0	309	1	355	21	0	377	0	0	0	4	4	964
05:45 PM	17	274	0	0	291	88	1	190	1	280	1	368	20	0	389	0	0	0	9	9	969
Total	56	1016	0	0	1072	385	2	752	2	1141	3	1339	80	0	1422	0	0	0	20	20	3655
Grand Total	101	1787	0	0	1888	704	3	1425	2	2134	3	2380	167	0	2550	0	0	0	34	34	6606
Apprch %	5.3	94.7	0	0		33	0.1	66.8	0.1		0.1	93.3	6.5	0		0	0	0	100		
Total %	1.5	27.1	0	0	28.6	10.7	0	21.6	0	32.3	0	36	2.5	0	38.6	0	0	0	0.5	0.5	

	ARDENWOOD BLVD Southbound				SR-84 WB OFF-RAMP Westbound				ARDENWOOD BLVD Northbound				SR-84 WB ON-RAMP Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	12	262	0	274	90	0	180	270	0	310	18	328	0	0	0	0	872
05:15 PM	12	221	0	233	92	**1**	188	281	**1**	306	**21**	328	0	0	0	0	842
05:30 PM	15	259	0	274	**115**	0	**194**	**309**	1	355	21	377	0	0	0	0	**960**
05:45 PM	**17**	**274**	0	**291**	88	1	190	279	1	**368**	20	**389**	0	0	0	0	959
Total Volume	56	1016	0	1072	385	2	752	1139	3	1339	80	1422	0	0	0	0	3633
% App. Total	5.2	94.8	0		33.8	0.2	66		0.2	94.2	5.6		0	0	0		
PHF	.824	.927	.000	.921	.837	.500	.969	.922	.750	.910	.952	.914	.000	.000	.000	.000	.946

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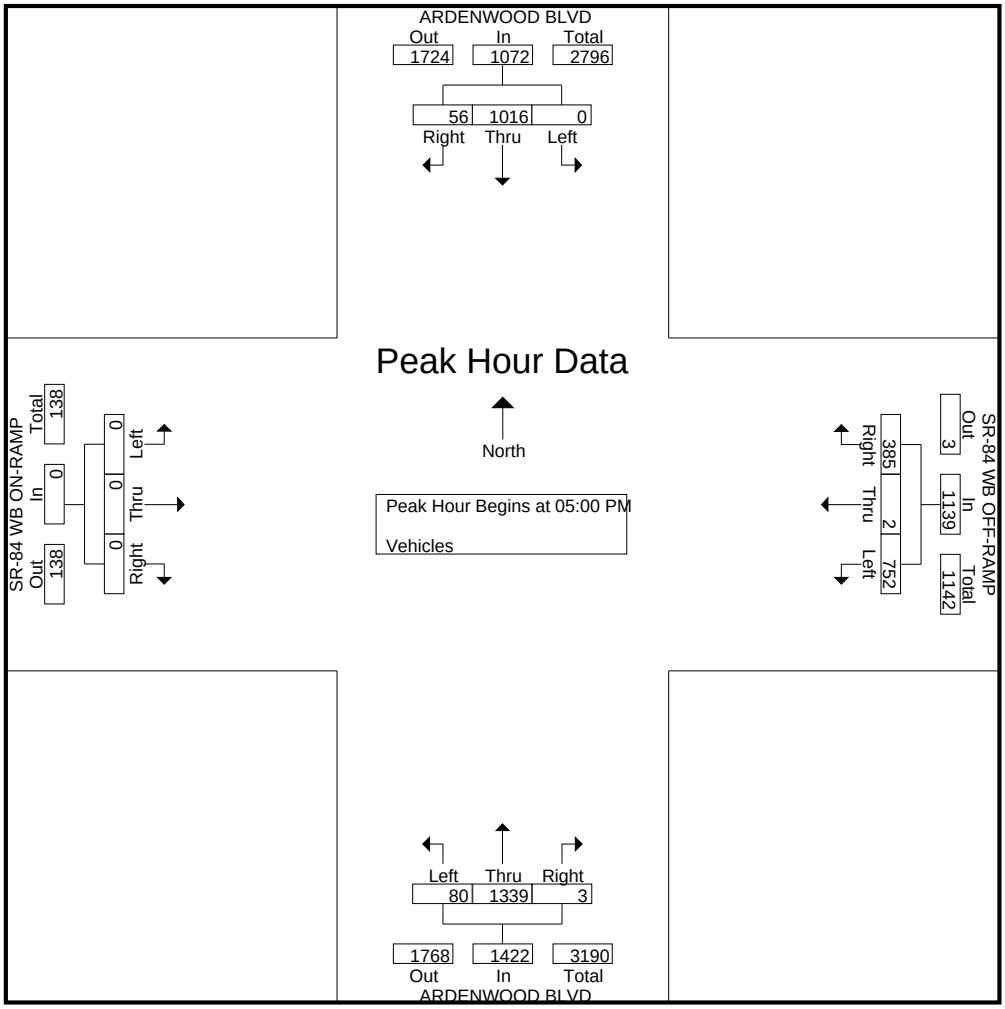

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Groups Printed- Vehicles

	PASEO PADRE PKWY Southbound					SR-84 WB RAMPS Westbound					THORNTON AVE Northbound					SR-84 WB ON-RAMP Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	413	61	1	0	475	2	0	12	0	14	240	47	0	0	287	0	0	0	0	0	776
07:15 AM	359	115	0	0	474	0	0	10	0	10	278	46	0	0	324	0	0	0	0	0	808
07:30 AM	369	145	0	0	514	1	0	15	0	16	233	70	0	0	303	0	0	0	0	0	833
07:45 AM	338	133	0	0	471	2	0	18	0	20	178	78	0	0	256	0	0	0	0	0	747
Total	1479	454	1	0	1934	5	0	55	0	60	929	241	0	0	1170	0	0	0	0	0	3164
08:00 AM	328	105	0	0	433	6	0	34	0	40	180	77	0	0	257	0	0	0	0	0	730
08:15 AM	336	123	0	0	459	6	0	25	0	31	159	79	0	0	238	0	0	0	0	0	728
08:30 AM	348	168	0	0	516	7	0	10	0	17	167	68	0	0	235	0	0	0	0	0	768
08:45 AM	314	145	0	0	459	5	0	9	0	14	137	62	0	0	199	0	0	0	0	0	672
Total	1326	541	0	0	1867	24	0	78	0	102	643	286	0	0	929	0	0	0	0	0	2898
Grand Total	2805	995	1	0	3801	29	0	133	0	162	1572	527	0	0	2099	0	0	0	0	0	6062
Apprch %	73.8	26.2	0	0		17.9	0	82.1	0		74.9	25.1	0	0		0	0	0	0		
Total %	46.3	16.4	0	0	62.7	0.5	0	2.2	0	2.7	25.9	8.7	0	0	34.6	0	0	0	0	0	

	PASEO PADRE PKWY Southbound				SR-84 WB RAMPS Westbound				THORNTON AVE Northbound				SR-84 WB ON-RAMP Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**413**	61	**1**	475	**2**	0	12	14	240	47	0	287	0	0	0	0	776
07:15 AM	359	115	0	474	0	0	10	10	**278**	46	0	**324**	0	0	0	0	808
07:30 AM	369	**145**	0	**514**	1	0	15	16	233	70	0	303	0	0	0	0	**833**
07:45 AM	338	133	0	471	2	0	**18**	**20**	178	**78**	0	256	0	0	0	0	747
Total Volume	1479	454	1	1934	5	0	55	60	929	241	0	1170	0	0	0	0	3164
% App. Total	76.5	23.5	0.1		8.3	0	91.7		79.4	20.6	0		0	0	0		
PHF	.895	.783	.250	.941	.625	.000	.764	.750	.835	.772	.000	.903	.000	.000	.000	.000	.950

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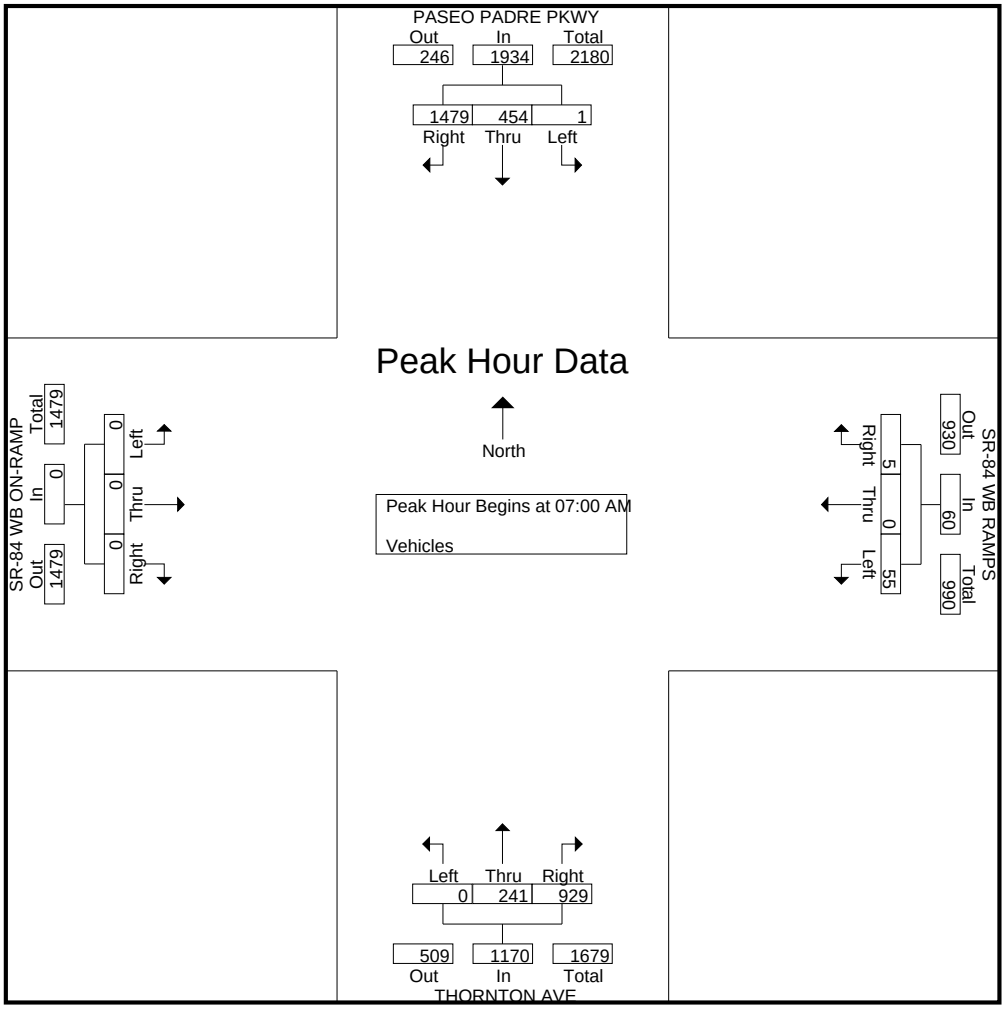

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Groups Printed- Vehicles

	PASEO PADRE PKWY Southbound					SR-84 WB RAMPS Westbound					THORNTON AVE Northbound					SR-84 WB ON-RAMP Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	19	44	0	0	63	7	0	18	0	25	51	303	0	0	354	0	0	0	0	0	442
04:15 PM	21	35	0	0	56	2	0	22	0	24	50	315	0	0	365	0	0	0	0	0	445
04:30 PM	31	35	0	0	66	4	0	24	0	28	50	366	0	0	416	0	0	0	0	0	510
04:45 PM	20	30	0	0	50	1	0	33	0	34	64	370	0	0	434	0	0	0	0	0	518
Total	91	144	0	0	235	14	0	97	0	111	215	1354	0	0	1569	0	0	0	0	0	1915
05:00 PM	32	47	0	0	79	4	0	19	0	23	68	416	0	0	484	0	0	0	0	0	586
05:15 PM	35	42	0	0	77	4	0	28	0	32	61	368	0	0	429	0	0	0	0	0	538
05:30 PM	38	56	0	0	94	0	0	33	0	33	72	377	0	0	449	0	0	0	0	0	576
05:45 PM	31	49	0	0	80	1	0	32	0	33	72	399	0	0	471	0	0	0	0	0	584
Total	136	194	0	0	330	9	0	112	0	121	273	1560	0	0	1833	0	0	0	0	0	2284
Grand Total	227	338	0	0	565	23	0	209	0	232	488	2914	0	0	3402	0	0	0	0	0	4199
Apprch %	40.2	59.8	0	0		9.9	0	90.1	0		14.3	85.7	0	0		0	0	0	0		
Total %	5.4	8	0	0	13.5	0.5	0	5	0	5.5	11.6	69.4	0	0	81	0	0	0	0	0	

	PASEO PADRE PKWY Southbound				SR-84 WB RAMPS Westbound				THORNTON AVE Northbound				SR-84 WB ON-RAMP Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	32	47	0	79	**4**	0	19	23	68	**416**	0	**484**	0	0	0	0	**586**
05:15 PM	35	42	0	77	4	0	28	32	61	368	0	429	0	0	0	0	538
05:30 PM	**38**	**56**	0	**94**	0	0	**33**	**33**	**72**	377	0	449	0	0	0	0	576
05:45 PM	31	49	0	80	1	0	32	33	72	399	0	471	0	0	0	0	584
Total Volume	136	194	0	330	9	0	112	121	273	1560	0	1833	0	0	0	0	2284
% App. Total	41.2	58.8	0		7.4	0	92.6		14.9	85.1	0		0	0	0		
PHF	.895	.866	.000	.878	.563	.000	.848	.917	.948	.938	.000	.947	.000	.000	.000	.000	.974

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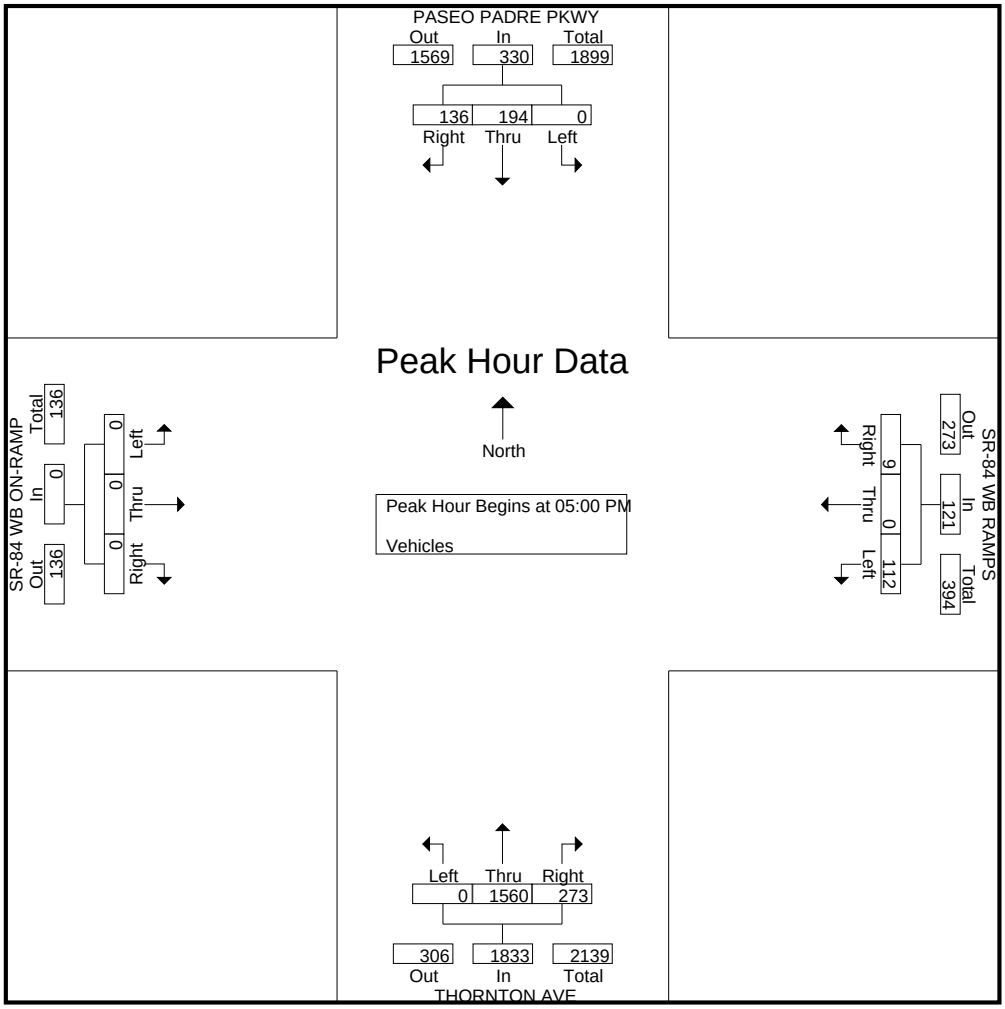

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Groups Printed- Vehicles

	THORNTON AVE Southbound					SR-84 EB ON-RAMP Westbound					THORNTON AVE Northbound					SR-84 EB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	4	76	1	0	81	0	0	0	0	0	18	260	0	0	278	55	0	24	0	79	438
07:15 AM	2	122	1	0	125	0	0	0	0	0	35	294	0	0	329	74	0	27	0	101	555
07:30 AM	3	144	2	0	149	0	0	0	0	0	36	255	0	0	291	76	0	40	0	116	556
07:45 AM	7	134	0	0	141	0	0	0	0	0	34	207	0	0	241	73	0	44	0	117	499
Total	16	476	4	0	496	0	0	0	0	0	123	1016	0	0	1139	278	0	135	0	413	2048
08:00 AM	5	135	0	0	140	0	0	0	0	0	39	233	0	0	272	73	0	36	0	109	521
08:15 AM	5	147	0	0	152	0	0	0	0	0	16	185	0	0	201	100	0	52	0	152	505
08:30 AM	7	172	0	0	179	0	0	0	0	0	20	188	0	0	208	91	0	50	0	141	528
08:45 AM	29	126	0	0	155	0	0	0	0	0	16	167	0	0	183	94	0	36	0	130	468
Total	46	580	0	0	626	0	0	0	0	0	91	773	0	0	864	358	0	174	0	532	2022
Grand Total	62	1056	4	0	1122	0	0	0	0	0	214	1789	0	0	2003	636	0	309	0	945	4070
Apprch %	5.5	94.1	0.4	0		0	0	0	0		10.7	89.3	0	0		67.3	0	32.7	0		
Total %	1.5	25.9	0.1	0	27.6	0	0	0	0	0	5.3	44	0	0	49.2	15.6	0	7.6	0	23.2	

	THORNTON AVE Southbound				SR-84 EB ON-RAMP Westbound				THORNTON AVE Northbound				SR-84 EB RAMPS Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	2	122	1	125	0	0	0	0	35	**294**	0	**329**	74	0	27	101	555
07:30 AM	3	**144**	**2**	**149**	0	0	0	0	36	255	0	291	**76**	0	40	116	**556**
07:45 AM	**7**	134	0	141	0	0	0	0	34	207	0	241	73	0	**44**	**117**	499
08:00 AM	5	135	0	140	0	0	0	0	**39**	233	0	272	73	0	36	109	521
Total Volume	17	535	3	555	0	0	0	0	144	989	0	1133	296	0	147	443	2131
% App. Total	3.1	96.4	0.5		0	0	0		12.7	87.3	0		66.8	0	33.2		
PHF	.607	.929	.375	.931	.000	.000	.000	.000	.923	.841	.000	.861	.974	.000	.835	.947	.958

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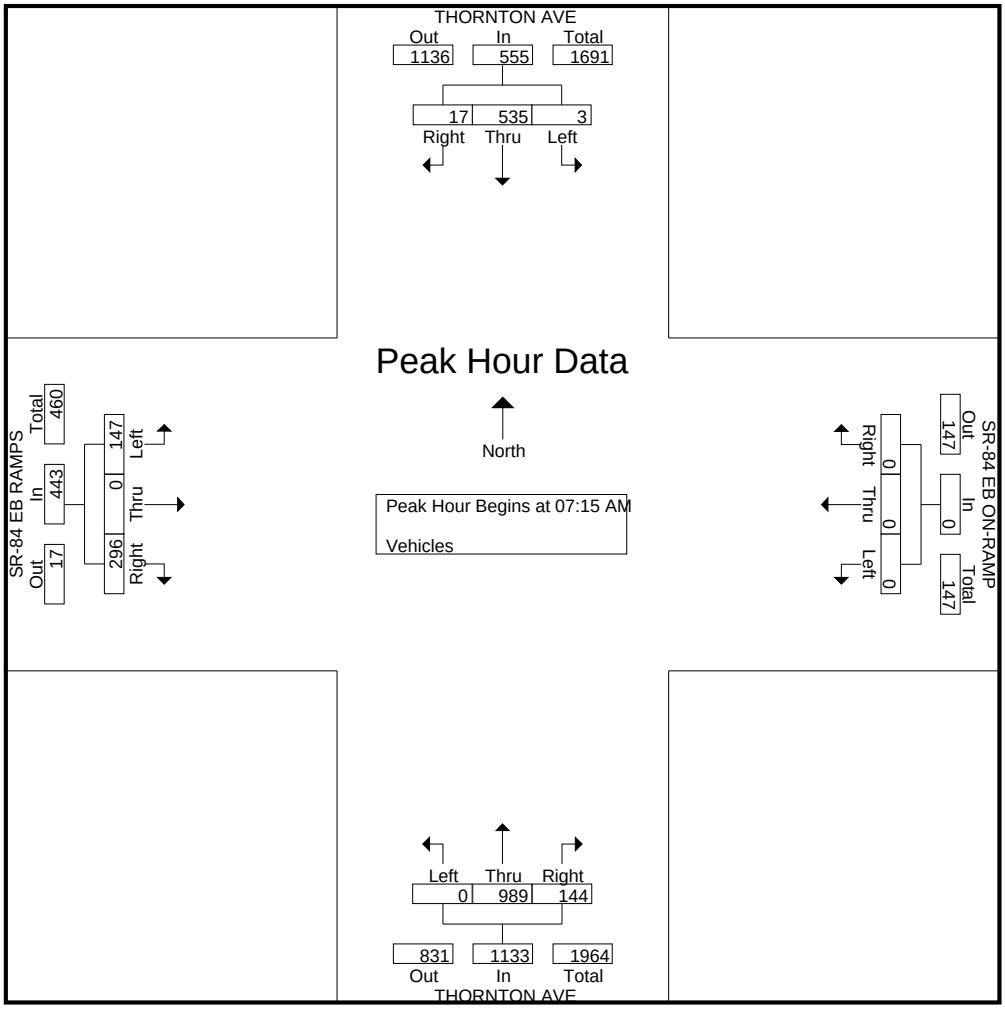

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Groups Printed- Vehicles

	THORNTON AVE Southbound					SR-84 EB ON-RAMP Westbound					THORNTON AVE Northbound					SR-84 EB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	13	48	0	0	61	0	0	0	0	0	34	137	0	0	171	158	0	228	0	386	618
04:15 PM	5	54	0	0	59	0	0	0	0	0	24	117	0	0	141	187	0	258	0	445	645
04:30 PM	6	56	0	0	62	0	0	0	0	0	38	170	0	0	208	174	0	252	0	426	696
04:45 PM	5	55	0	0	60	0	0	0	0	0	36	154	0	0	190	198	0	301	0	499	749
Total	29	213	0	0	242	0	0	0	0	0	132	578	0	0	710	717	0	1039	0	1756	2708
05:00 PM	5	64	0	0	69	0	0	0	0	0	45	209	0	0	254	199	0	279	0	478	801
05:15 PM	4	60	0	0	64	0	0	0	0	0	32	159	1	0	192	247	0	279	0	526	782
05:30 PM	7	80	0	0	87	0	0	0	0	0	36	172	0	0	208	200	0	272	0	472	767
05:45 PM	5	77	0	0	82	0	0	0	0	0	26	184	0	0	210	184	0	291	0	475	767
Total	21	281	0	0	302	0	0	0	0	0	139	724	1	0	864	830	0	1121	0	1951	3117
Grand Total	50	494	0	0	544	0	0	0	0	0	271	1302	1	0	1574	1547	0	2160	0	3707	5825
Apprch %	9.2	90.8	0	0		0	0	0	0		17.2	82.7	0.1	0		41.7	0	58.3	0		
Total %	0.9	8.5	0	0	9.3	0	0	0	0	0	4.7	22.4	0	0	27	26.6	0	37.1	0	63.6	

	THORNTON AVE Southbound				SR-84 EB ON-RAMP Westbound				THORNTON AVE Northbound				SR-84 EB RAMPS Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	5	64	0	69	0	0	0	0	**45**	**209**	0	**254**	199	0	279	478	**801**
05:15 PM	4	60	0	64	0	0	0	0	32	159	**1**	192	**247**	0	279	**526**	782
05:30 PM	**7**	**80**	0	**87**	0	0	0	0	36	172	0	208	200	0	272	472	767
05:45 PM	5	77	0	82	0	0	0	0	26	184	0	210	184	0	**291**	475	767
Total Volume	21	281	0	302	0	0	0	0	139	724	1	864	830	0	1121	1951	3117
% App. Total	7	93	0		0	0	0		16.1	83.8	0.1		42.5	0	57.5		
PHF	.750	.878	.000	.868	.000	.000	.000	.000	.772	.866	.250	.850	.840	.000	.963	.927	.973

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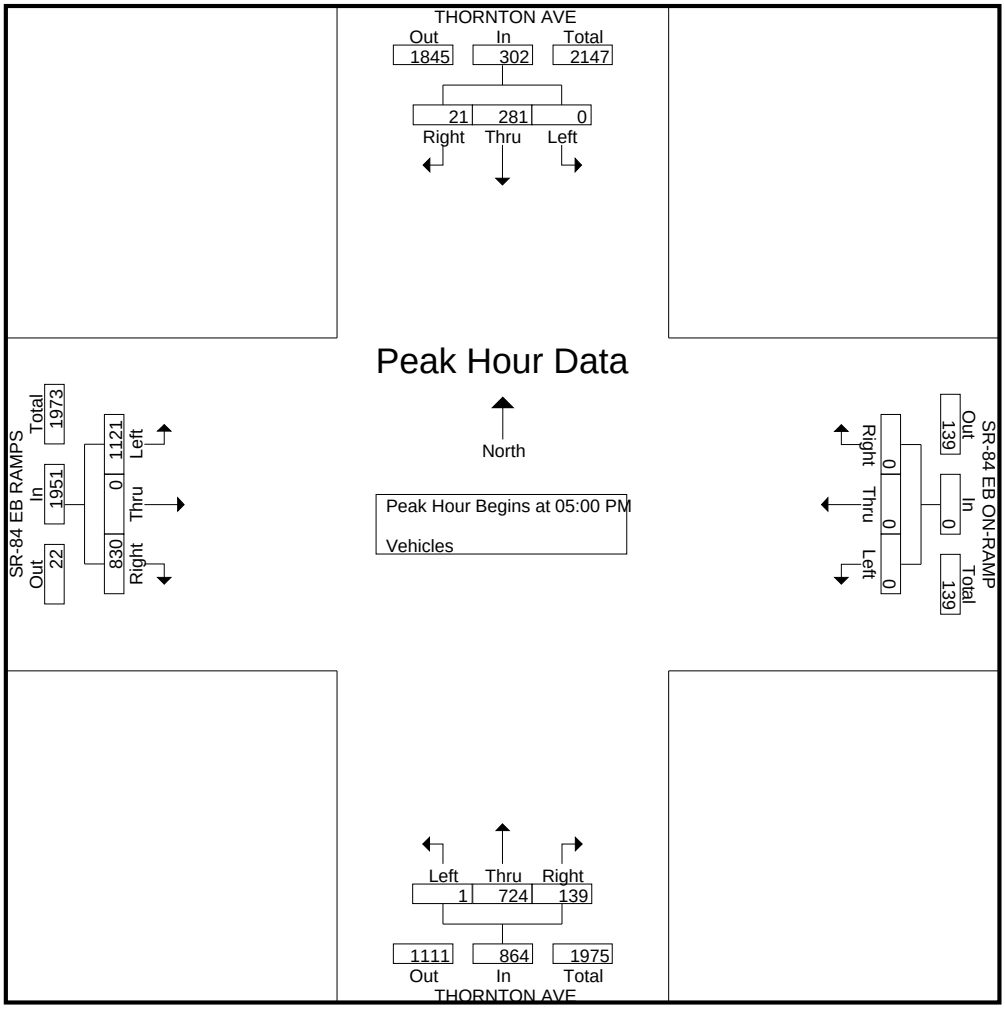

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Groups Printed- Vehicles

	ARDENWOOD BLVD Southbound					PASEO PADRE PKWY Westbound					ARDENWOOD BLVD Northbound					PASEO PADRE PKWY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	382	194	17	0	593	17	174	54	0	245	12	44	5	0	61	1	4	25	0	30	929
07:15 AM	331	217	11	0	559	14	173	57	0	244	10	39	6	0	55	3	3	36	0	42	900
07:30 AM	250	182	23	0	455	26	171	95	1	293	9	68	6	0	83	0	5	36	0	41	872
07:45 AM	226	140	24	0	390	45	231	122	0	398	27	78	1	0	106	0	11	42	0	53	947
Total	1189	733	75	0	1997	102	749	328	1	1180	58	229	18	0	305	4	23	139	0	166	3648
08:00 AM	267	214	29	0	510	23	222	117	0	362	62	75	3	0	140	3	14	38	0	55	1067
08:15 AM	328	218	16	0	562	25	196	139	0	360	39	71	12	0	122	6	8	45	0	59	1103
08:30 AM	270	238	29	0	537	22	214	117	0	353	22	58	9	0	89	1	7	30	0	38	1017
08:45 AM	255	189	14	0	458	20	236	136	0	392	28	59	12	0	99	1	13	25	0	39	988
Total	1120	859	88	0	2067	90	868	509	0	1467	151	263	36	0	450	11	42	138	0	191	4175
Grand Total	2309	1592	163	0	4064	192	1617	837	1	2647	209	492	54	0	755	15	65	277	0	357	7823
Apprch %	56.8	39.2	4	0		7.3	61.1	31.6	0		27.7	65.2	7.2	0		4.2	18.2	77.6	0		
Total %	29.5	20.4	2.1	0	51.9	2.5	20.7	10.7	0	33.8	2.7	6.3	0.7	0	9.7	0.2	0.8	3.5	0	4.6	

	ARDENWOOD BLVD Southbound				PASEO PADRE PKWY Westbound				ARDENWOOD BLVD Northbound				PASEO PADRE PKWY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	267	214	**29**	510	23	222	117	362	**62**	**75**	3	**140**	3	**14**	38	55	1067
08:15 AM	**328**	218	16	**562**	**25**	196	**139**	360	39	71	**12**	122	**6**	8	**45**	**59**	**1103**
08:30 AM	270	**238**	29	537	22	214	117	353	22	58	9	89	1	7	30	38	1017
08:45 AM	255	189	14	458	20	**236**	136	**392**	28	59	12	99	1	13	25	39	988
Total Volume	1120	859	88	2067	90	868	509	1467	151	263	36	450	11	42	138	191	4175
% App. Total	54.2	41.6	4.3		6.1	59.2	34.7		33.6	58.4	8		5.8	22	72.3		
PHF	.854	.902	.759	.919	.900	.919	.915	.936	.609	.877	.750	.804	.458	.750	.767	.809	.946

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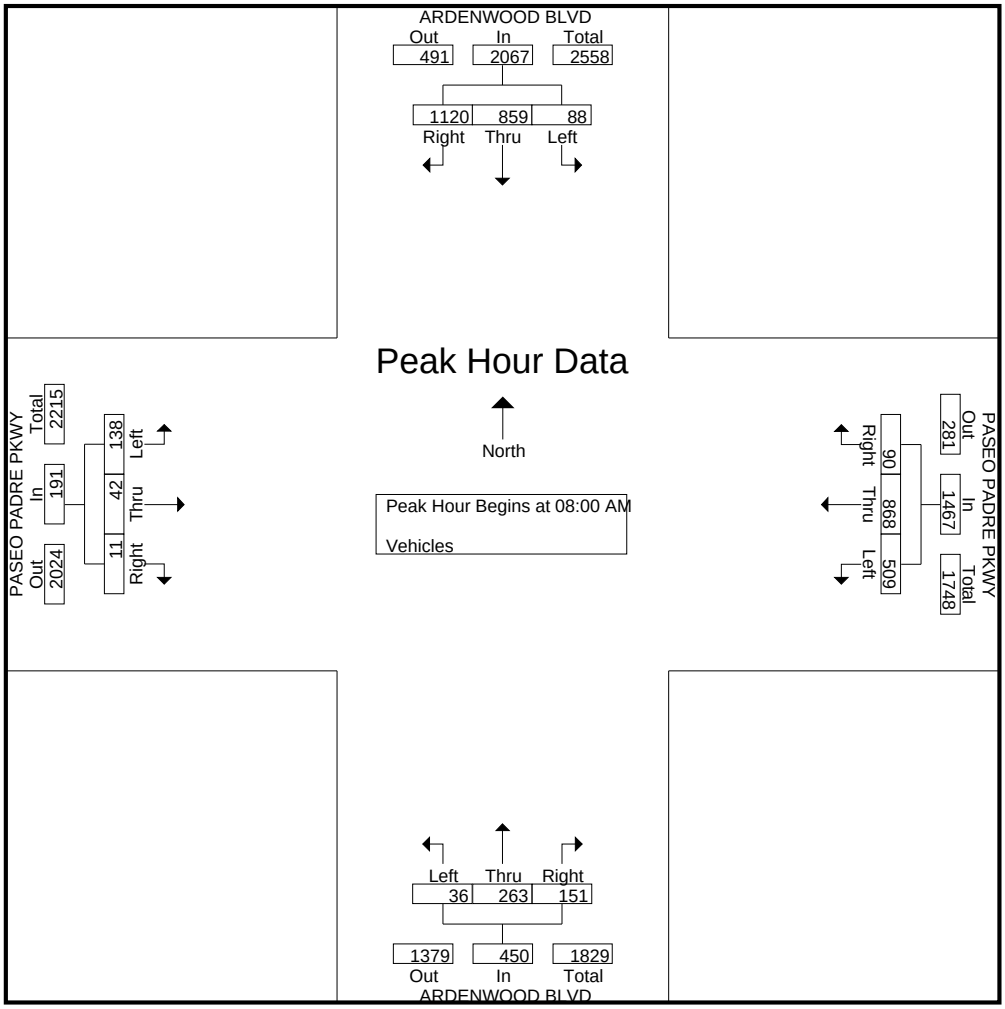

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Groups Printed- Vehicles

	ARDENWOOD BLVD Southbound					PASEO PADRE PKWY Westbound					ARDENWOOD BLVD Northbound					PASEO PADRE PKWY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	32	83	18	0	133	20	14	27	0	61	62	194	1	0	257	2	98	203	0	303	754
04:15 PM	37	78	15	0	130	22	13	37	0	72	74	240	2	0	316	3	114	183	0	300	818
04:30 PM	41	86	23	0	150	16	11	30	0	57	95	243	2	0	340	5	144	220	0	369	916
04:45 PM	33	85	15	0	133	16	5	37	0	58	109	229	1	0	339	6	144	243	0	393	923
Total	143	332	71	0	546	74	43	131	0	248	340	906	6	0	1252	16	500	849	0	1365	3411
05:00 PM	41	64	22	0	127	21	13	44	0	78	106	227	2	1	336	1	176	214	0	391	932
05:15 PM	49	103	26	0	178	16	11	44	0	71	137	225	2	0	364	3	163	224	0	390	1003
05:30 PM	55	87	20	0	162	25	13	53	0	91	145	236	0	0	381	5	158	217	0	380	1014
05:45 PM	44	106	23	0	173	20	13	48	0	81	159	255	1	0	415	11	136	221	1	369	1038
Total	189	360	91	0	640	82	50	189	0	321	547	943	5	1	1496	20	633	876	1	1530	3987
Grand Total	332	692	162	0	1186	156	93	320	0	569	887	1849	11	1	2748	36	1133	1725	1	2895	7398
Apprch %	28	58.3	13.7	0		27.4	16.3	56.2	0		32.3	67.3	0.4	0		1.2	39.1	59.6	0		
Total %	4.5	9.4	2.2	0	16	2.1	1.3	4.3	0	7.7	12	25	0.1	0	37.1	0.5	15.3	23.3	0	39.1	

	ARDENWOOD BLVD Southbound				PASEO PADRE PKWY Westbound				ARDENWOOD BLVD Northbound				PASEO PADRE PKWY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	41	64	22	127	21	**13**	44	78	106	227	**2**	335	1	**176**	214	**391**	931
05:15 PM	49	103	**26**	**178**	16	11	44	71	137	225	2	364	3	163	**224**	390	1003
05:30 PM	**55**	87	20	162	**25**	13	**53**	**91**	145	236	0	381	5	158	217	380	1014
05:45 PM	44	**106**	23	173	20	13	48	81	**159**	**255**	1	**415**	**11**	136	221	368	**1037**
Total Volume	189	360	91	640	82	50	189	321	547	943	5	1495	20	633	876	1529	3985
% App. Total	29.5	56.2	14.2		25.5	15.6	58.9		36.6	63.1	0.3		1.3	41.4	57.3		
PHF	.859	.849	.875	.899	.820	.962	.892	.882	.860	.925	.625	.901	.455	.899	.978	.978	.961

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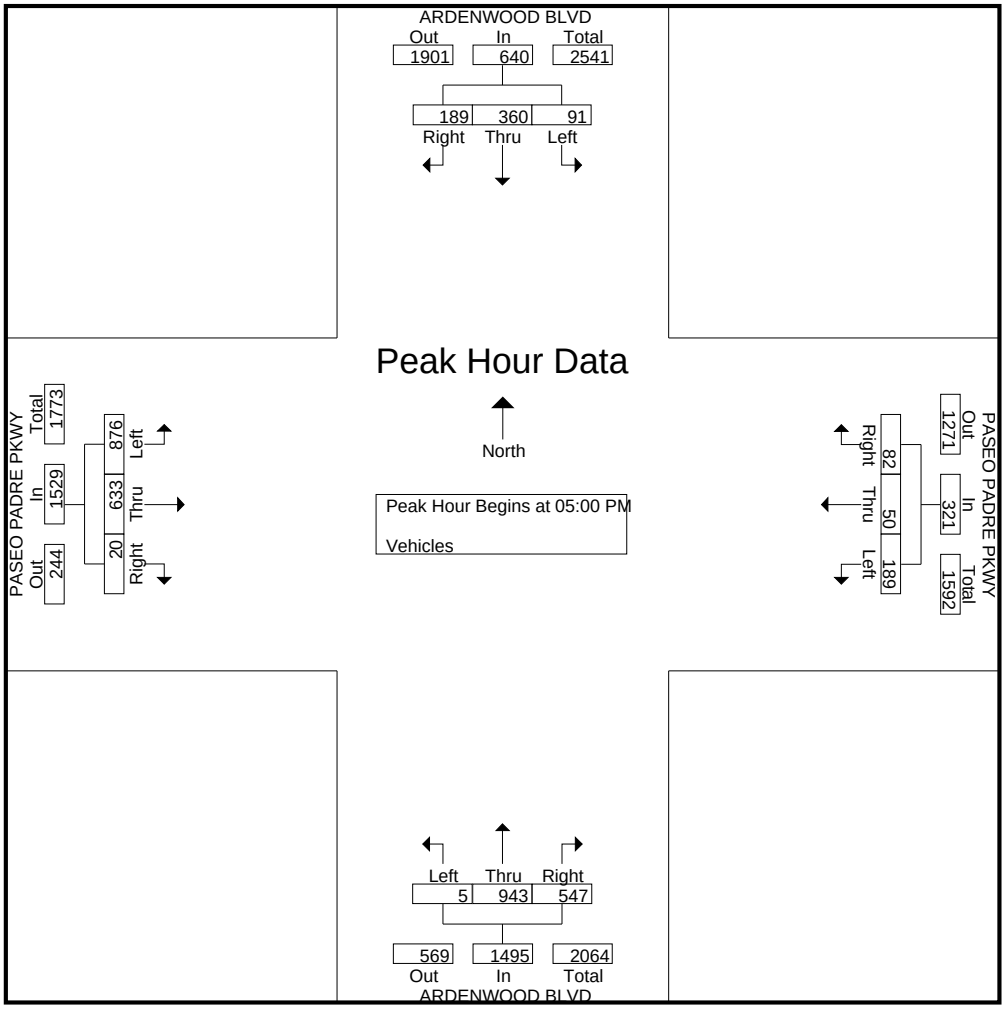

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File Name : 1AM FINAL
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Groups Printed- Bikes

	ALVARADO BLVD Southbound						I-880 SB RAMPS Westbound						ALVARADO BLVD Northbound						DEEP CREEK RD Eastbound						I-880 SB ON-RAMP Northeastbound						
Start Time	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	37	0	0	0	37	0	0	0	0	0	0	0	46	0	0	0	46	0	0	0	0	0	0	83
07:15 AM																															
07:30 AM	2	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	1	0	0	3	0	37	0	0	0	37	0	0	0	0	0	0	0	46	0	0	0	46	0	0	0	0	0	0	86
08:00 AM																															
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
Grand Total	2	0	1	0	0	3	0	37	0	0	0	37	0	0	0	0	0	0	1	46	0	0	0	47	0	0	0	0	0	0	87
Apprch %	66.7	0	33.3	0	0		0	100	0	0	0		0	0	0	0	0		2.1	97.9	0	0	0		0	0	0	0	0		
Total %	2.3	0	1.1	0	0	3.4	0	42.5	0	0	0	42.5	0	0	0	0	0	0	1.1	52.9	0	0	0	54	0	0	0	0	0	0	

	ALVARADO BLVD Southbound					I-880 SB RAMPS Westbound					ALVARADO BLVD Northbound					DEEP CREEK RD Eastbound					I-880 SB ON-RAMP Northeastbound						
Start Time	Right	Bear Right	Thru	Left	App. Total	Right	Thru	Bear Left	Left	App. Total	Right	Thru	Left	Hard Left	App. Total	Hard Right	Right	Thru	Left	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																											
Peak Hour for Entire Intersection Begins at 07:00 AM																											
07:00 AM	0	0	0	0	0	0	**37**	0	0	**37**	0	0	0	0	0	0	**46**	0	0	**46**	0	0	0	0	0	0	**83**
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	**2**	0	**1**	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	2	0	1	0	3	0	37	0	0	37	0	0	0	0	0	0	46	0	0	46	0	0	0	0	0	0	86
% App. Total	66.7	0	33.3	0		0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0	0		
PHF	.250	.000	.250	.000	.250	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.259

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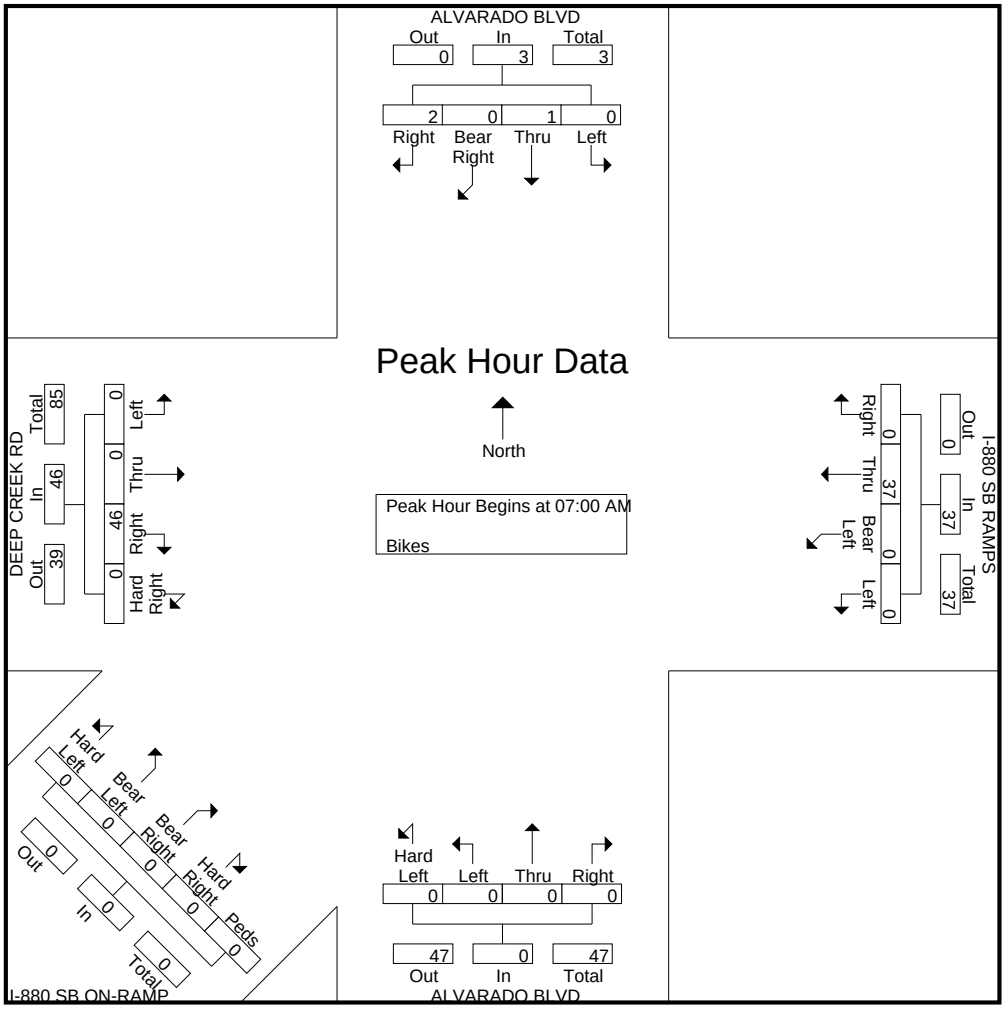

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Groups Printed- Bikes

	ALVARADO BLVD Southbound						I-880 SB RAMPS Westbound						ALVARADO BLVD Northbound						DEEP CREEK RD Eastbound						I-880 SB ON-RAMP Northeastbound						
Start Time	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Grand Total	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
Apprch %	0	0	0	0	0		0	100	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	100	0		
Total %	0	0	0	0	0	0	0	50	0	0	0	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	0	50	

	ALVARADO BLVD Southbound						I-880 SB RAMPS Westbound						ALVARADO BLVD Northbound						DEEP CREEK RD Eastbound						I-880 SB ON-RAMP Northeastbound						
Start Time	Right	Bear Right	Thru	Left	App. Total		Right	Thru	Bear Left	Left	App. Total		Right	Thru	Left	Hard Left	App. Total		Hard Right	Right	Thru	Left	App. Total		Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																															
Peak Hour for Entire Intersection Begins at 04:45 PM																															
04:45 PM	0	0	0	0	0		0	**1**	0	0	**1**		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0	**1**
05:00 PM	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	**1**	0	**1**	1
Total Volume	0	0	0	0	0		0	1	0	0	1		0	0	0	0	0		0	0	0	0	0		0	0	0	1	0	1	2
% App. Total	0	0	0	0			0	100	0	0			0	0	0	0			0	0	0	0			0	0	0	100	0		
PHF	.000	.000	.000	.000	.000		.000	.250	.000	.000	.250		.000	.000	.000	.000	.000		.000	.000	.000	.000	.000		.000	.000	.000	.250	.000	.250	.500

Traffic Data Service

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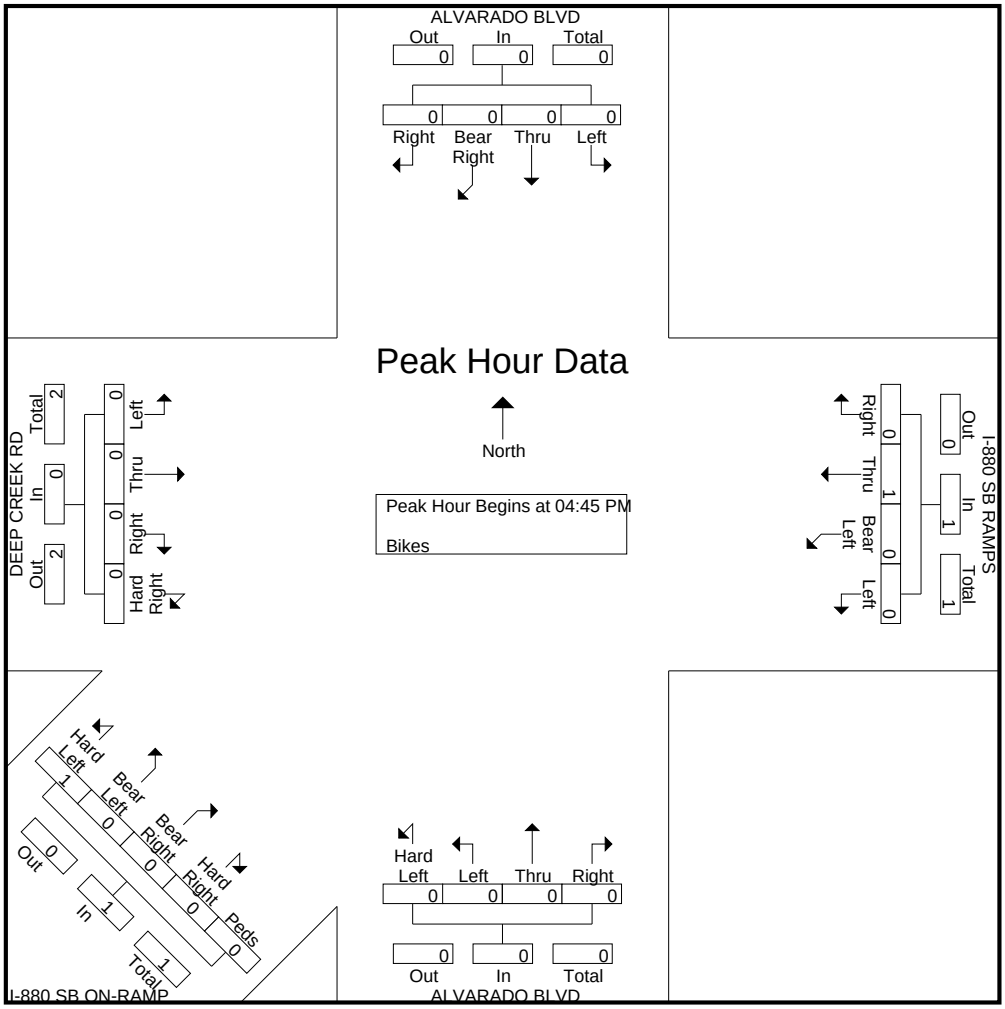
File Name : 1PM FINAL
Site Code : 00000001
Start Date : 2/26/2015
Page No : 2



Traffic Data Service

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File Name : 2AM FINAL
Site Code : 00000002
Start Date : 2/26/2015
Page No : 1

Groups Printed- Bikes

	ALVARADO BLVD Southbound					I-880 NB ON-RAMP Westbound					FREMONT BLVD Northbound					I-880 NB OFF-RAMP Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
Grand Total	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
Apprch %	0	0	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	

	ALVARADO BLVD Southbound				I-880 NB ON-RAMP Westbound				FREMONT BLVD Northbound				I-880 NB OFF-RAMP Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	**3**	0	**3**	0	0	0	0	**3**
Total Volume	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.250

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File Name : 2AM FINAL
Site Code : 00000002
Start Date : 2/26/2015
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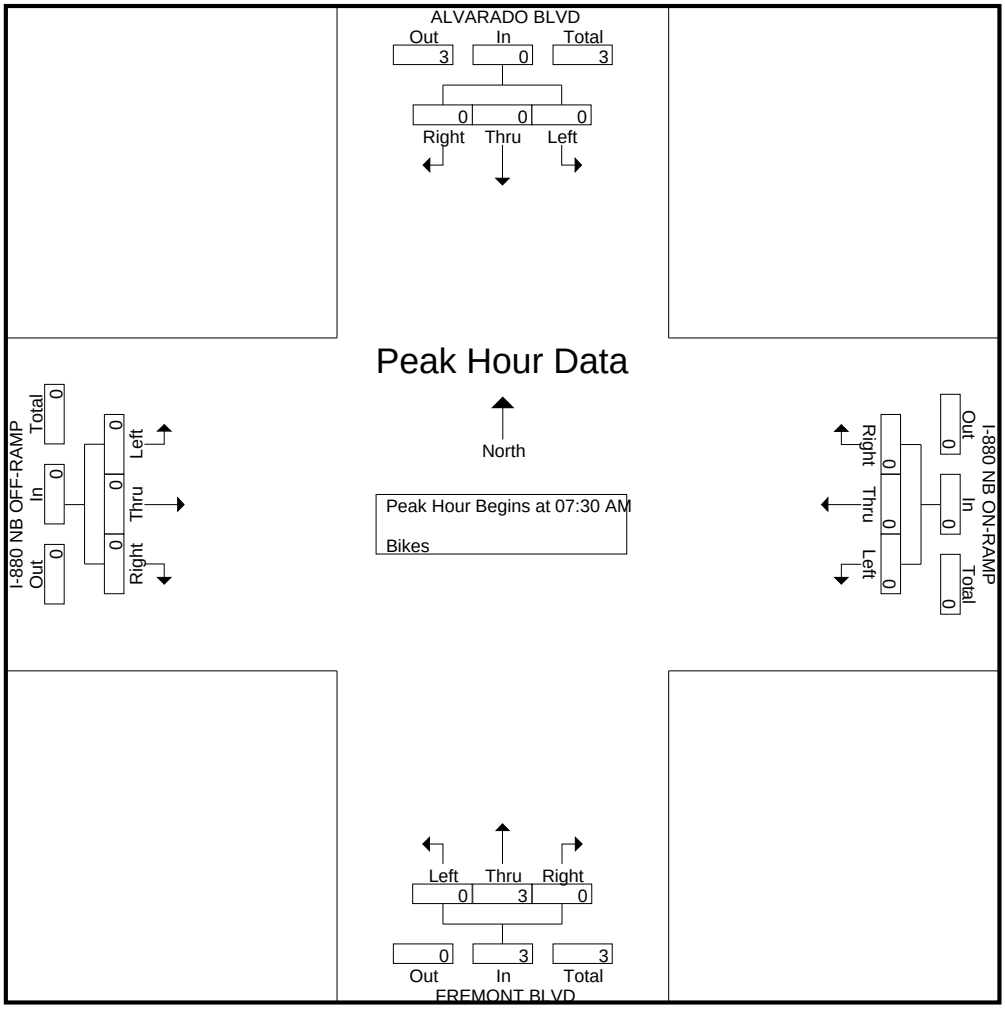

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File Name : 2PM FINAL
Site Code : 00000002
Start Date : 2/26/2015
Page No : 1

Groups Printed- Bikes

	ALVARADO BLVD Southbound					I-880 NB ON-RAMP Westbound					FREMONT BLVD Northbound					I-880 NB OFF-RAMP Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
Total	0	0	0	0	0	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	6
Apprch %	0	0	0	0		0	0	0	0		16.7	83.3	0	0		0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	16.7	83.3	0	0	100	0	0	0	0	0	

	ALVARADO BLVD Southbound				I-880 NB ON-RAMP Westbound				FREMONT BLVD Northbound				I-880 NB OFF-RAMP Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	**1**	0	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	**4**	0	**4**	0	0	0	0	**4**
Total Volume	0	0	0	0	0	0	0	0	1	4	0	5	0	0	0	0	5
% App. Total	0	0	0		0	0	0		20	80	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.313	.000	.000	.000	.000	.313

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File Name : 2PM FINAL
Site Code : 00000002
Start Date : 2/26/2015
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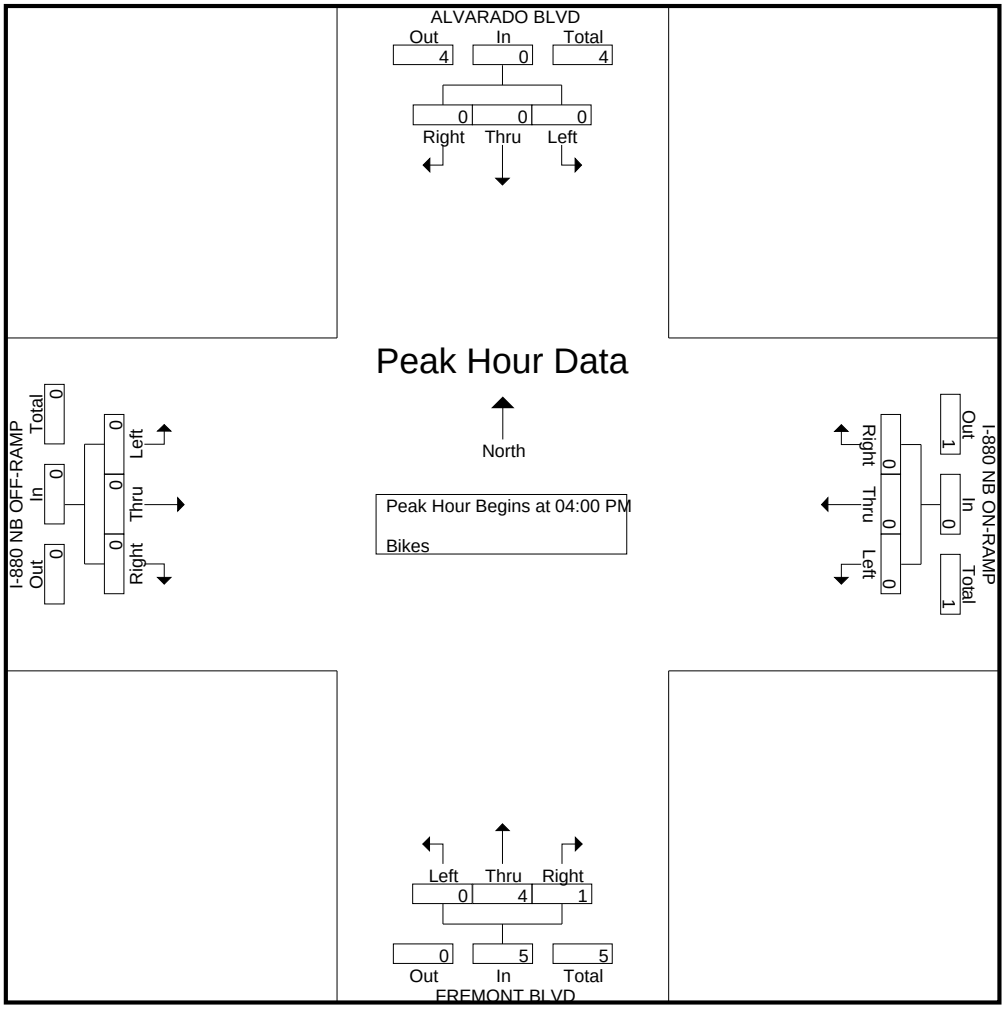

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File Name : 3AM FINAL
Site Code : 00000003
Start Date : 2/26/2015
Page No : 1

Groups Printed- Bikes

	FREMONT BLVD Southbound					PASEO PADRE PKWY Westbound					FREMONT BLVD Northbound					PASEO PADRE PKWY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	2
Total	0	0	0	0	0	0	1	0	0	1	0	1	1	0	2	0	0	0	0	0	3
Grand Total	0	0	0	0	0	0	2	0	0	2	0	1	1	0	2	0	0	0	0	0	4
Apprch %	0	0	0	0		0	100	0	0		0	50	50	0		0	0	0	0		
Total %	0	0	0	0	0	0	50	0	0	50	0	25	25	0	50	0	0	0	0	0	

	FREMONT BLVD Southbound				PASEO PADRE PKWY Westbound				FREMONT BLVD Northbound				PASEO PADRE PKWY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	**1**	0	**1**	0	0	**1**	1	0	0	0	0	**2**
Total Volume	0	0	0	0	0	1	0	1	0	1	1	2	0	0	0	0	3
% App. Total	0	0	0		0	100	0		0	50	50		0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.250	.250	.500	.000	.000	.000	.000	.375

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File Name : 3AM FINAL
Site Code : 00000003
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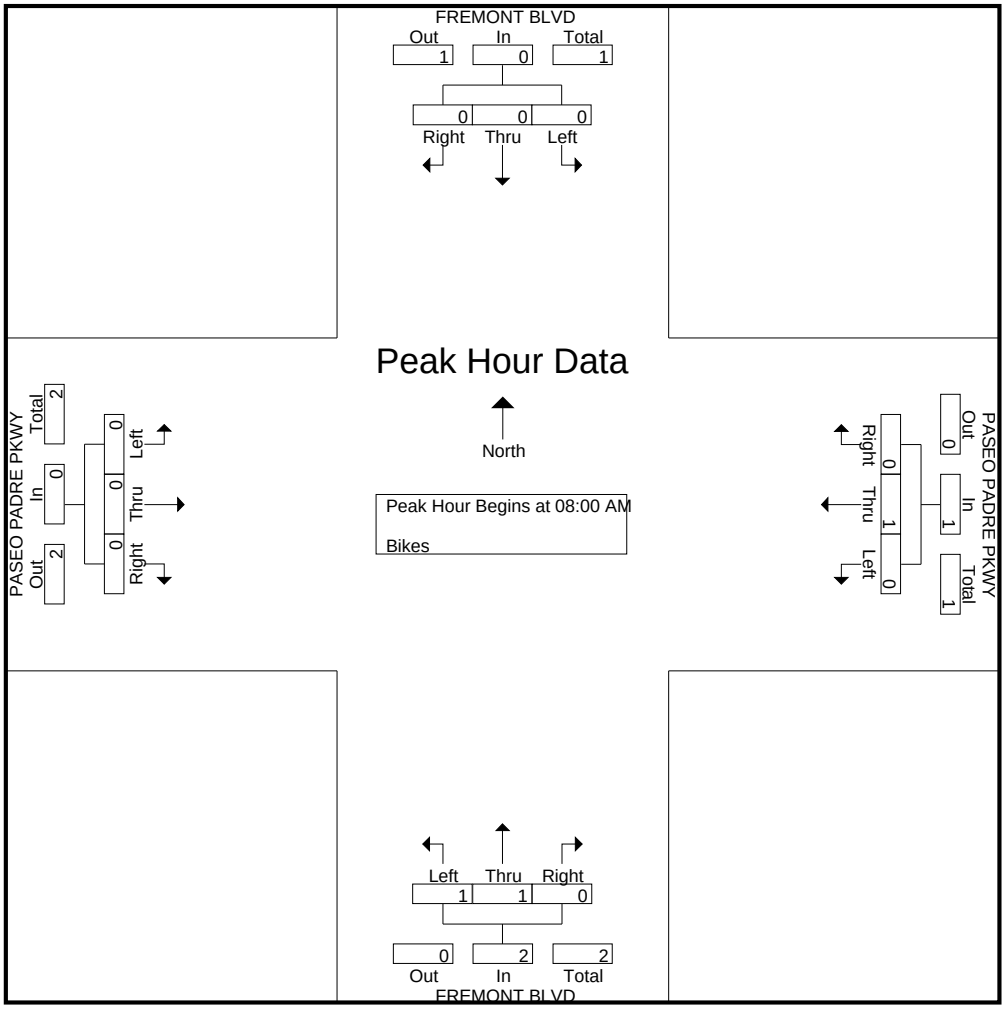

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File Name : 3PM FINAL
Site Code : 00000003
Start Date : 2/26/2015
Page No : 1

Groups Printed- Bikes

	FREMONT BLVD Southbound					PASEO PADRE PKWY Westbound					FREMONT BLVD Northbound					PASEO PADRE PKWY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	2	0	0	2	4
Grand Total	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	3	0	0	3	5
Apprch %	0	0	0	0		100	0	0	0		0	0	0	0		0	100	0	0		
Total %	0	0	0	0	0	40	0	0	0	40	0	0	0	0	0	0	60	0	0	60	

	FREMONT BLVD Southbound				PASEO PADRE PKWY Westbound				FREMONT BLVD Northbound				PASEO PADRE PKWY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	**2**	0	**2**	**3**
Total Volume	0	0	0	0	1	0	0	1	0	0	0	0	0	3	0	3	4
% App. Total	0	0	0		100	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.375	.000	.375	.333

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File Name : 3PM FINAL
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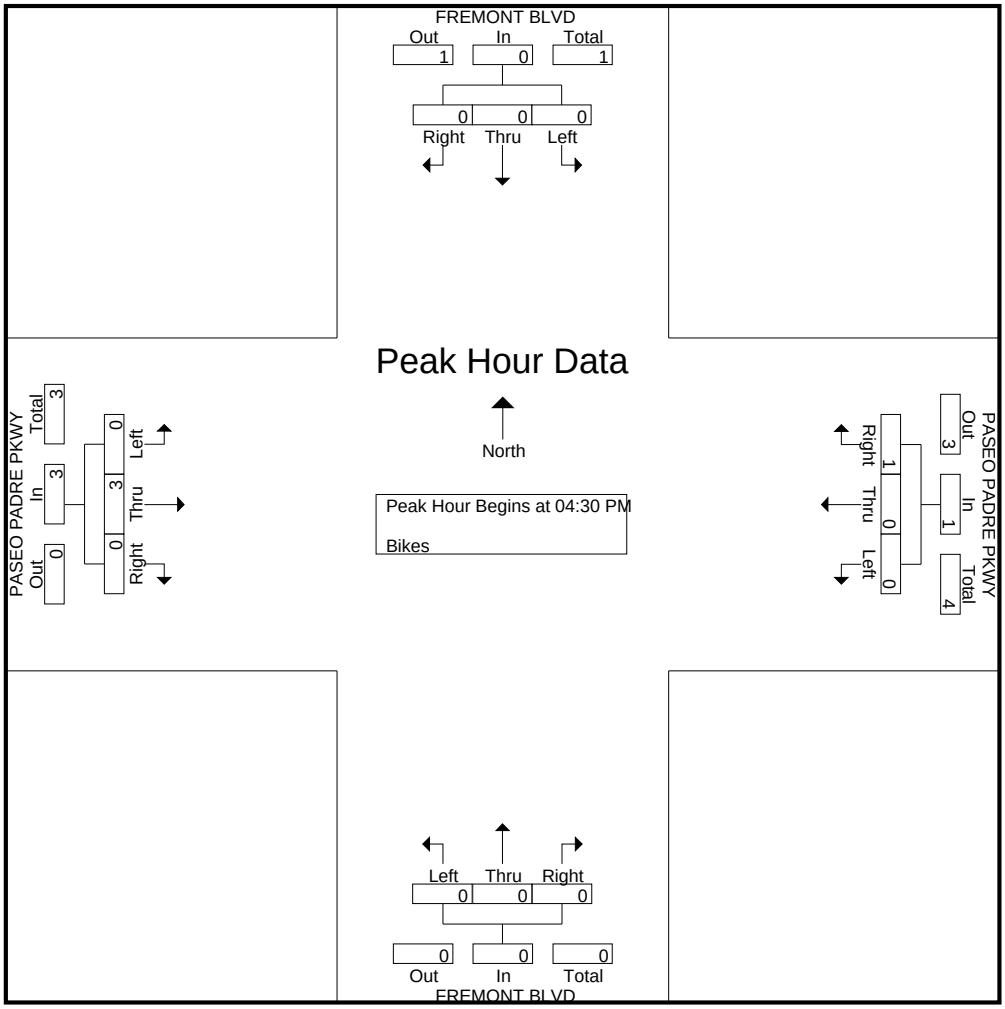

Traffic Data Service

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File Name : 4AM FINAL
Site Code : 00000004
Start Date : 2/26/2015
Page No : 1

Groups Printed- Bikes

	PASEO PADRE PKWY Southbound					DECOTO RD Westbound					PASEO PADRE PKWY Northbound					DECOTO RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	4	0	0	4	5
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	5	0	0	5	6
Grand Total	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	9	0	0	9	11
Apprch %	0	0	0	0		0	0	100	0		100	0	0	0		0	100	0	0		
Total %	0	0	0	0	0	0	0	9.1	0	9.1	9.1	0	0	0	9.1	0	81.8	0	0	81.8	

	PASEO PADRE PKWY Southbound				DECOTO RD Westbound				PASEO PADRE PKWY Northbound				DECOTO RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	**2**	0	**2**	**3**
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
08:15 AM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	1	0	1	2
Total Volume	0	0	0	0	0	0	1	1	1	0	0	1	0	6	0	6	8
% App. Total	0	0	0		0	0	100		100	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.250	.000	.000	.250	.000	.750	.000	.750	.667

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File Name : 4AM FINAL
Site Code : 00000004
Start Date : 2/26/2015
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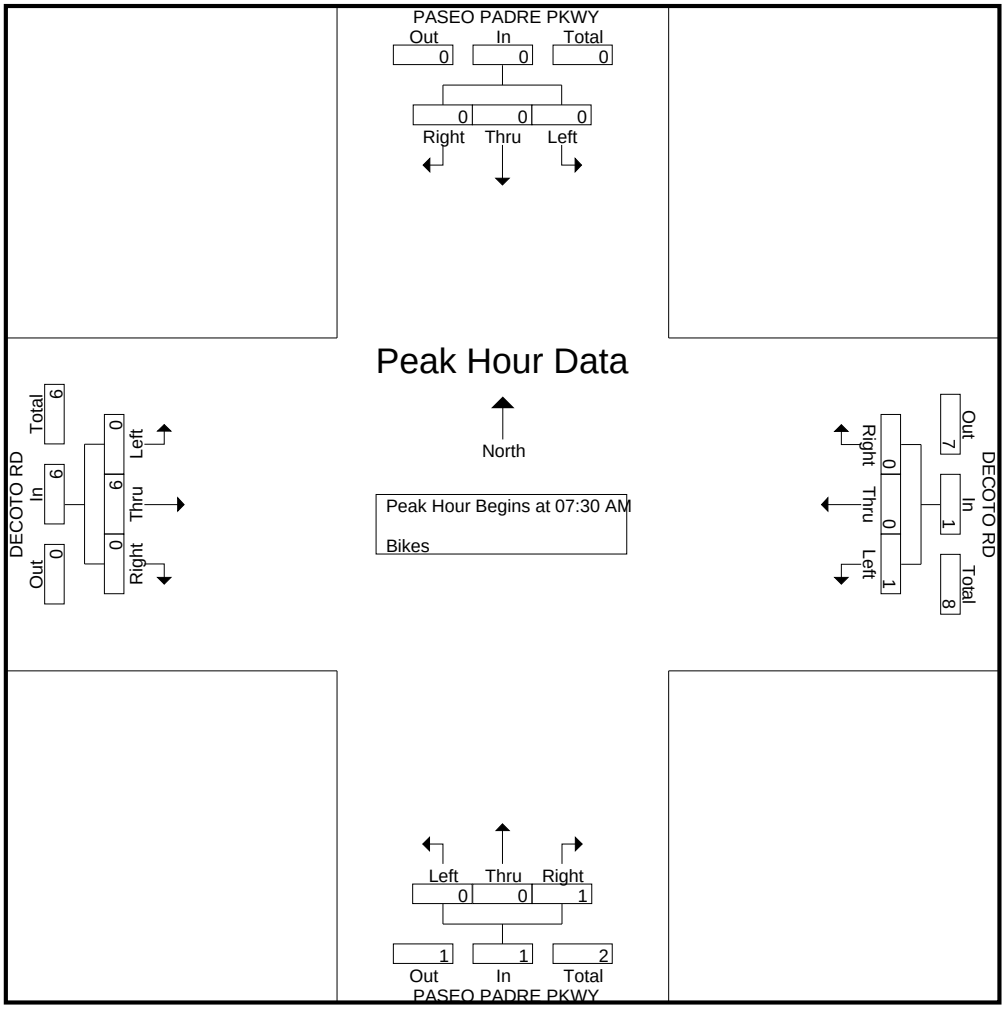

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File Name : 4PM FINAL
Site Code : 00000004
Start Date : 2/26/2015
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Groups Printed- Bikes

	PASEO PADRE PKWY Southbound					DECOTO RD Westbound					PASEO PADRE PKWY Northbound					DECOTO RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	1	0	1	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	4
04:15 PM	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	2	0	0	2	5
04:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	1	0	1	0	4	0	0	4	2	3	0	0	5	0	3	0	0	3	13
05:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	4
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	7
Grand Total	0	0	2	0	2	0	4	0	0	4	2	3	0	0	5	0	9	0	0	9	20
Apprch %	0	0	100	0		0	100	0	0		40	60	0	0		0	100	0	0		
Total %	0	0	10	0	10	0	20	0	0	20	10	15	0	0	25	0	45	0	0	45	

	PASEO PADRE PKWY Southbound				DECOTO RD Westbound				PASEO PADRE PKWY Northbound				DECOTO RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	**1**	**1**	0	0	0	0	**2**	1	0	**3**	0	0	0	0	4
04:15 PM	0	0	0	0	0	1	0	1	0	**2**	0	2	0	**2**	0	**2**	**5**
04:30 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total Volume	0	0	1	1	0	4	0	4	2	3	0	5	0	3	0	3	13
% App. Total	0	0	100		0	100	0		40	60	0		0	100	0		
PHF	.000	.000	.250	.250	.000	.500	.000	.500	.250	.375	.000	.417	.000	.375	.000	.375	.650

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File Name : 4PM FINAL
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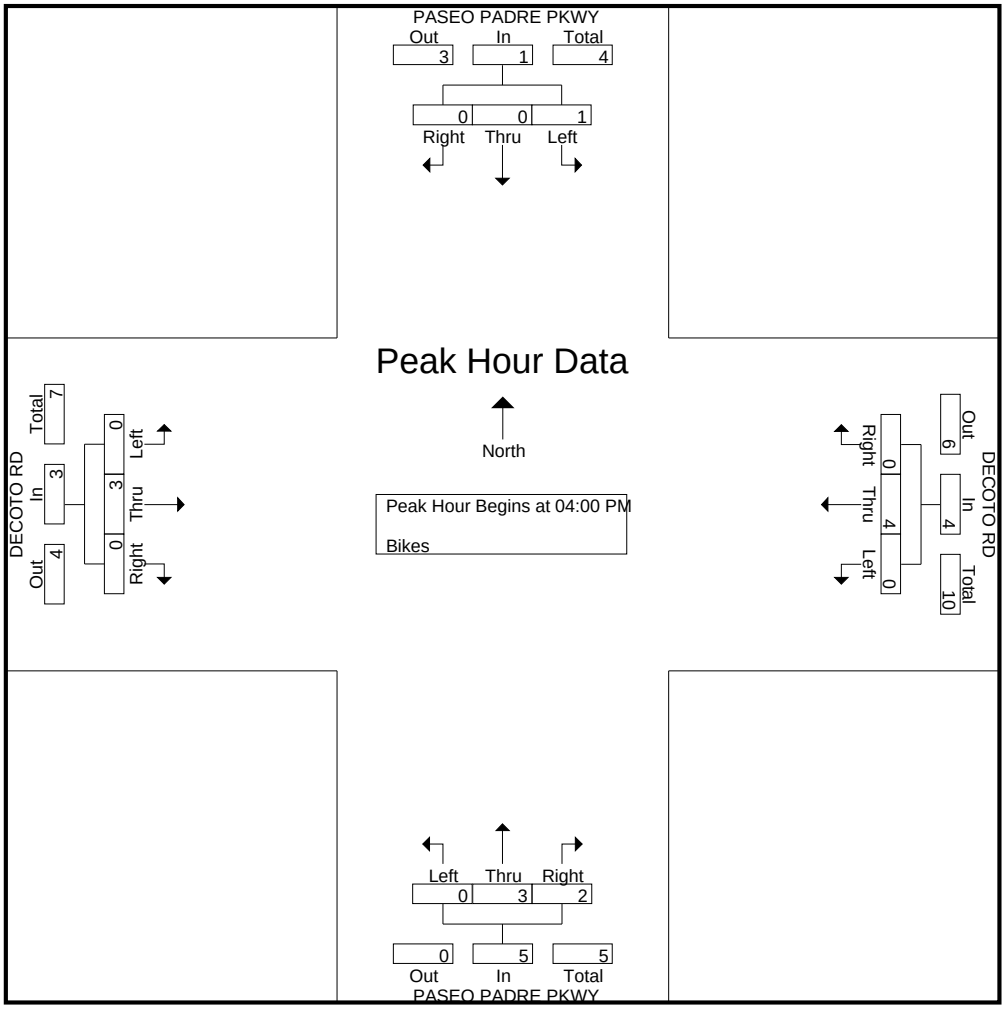

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File Name : 5AM FINAL
Site Code : 00000005
Start Date : 2/26/2015
Page No : 1

Groups Printed- Bikes

	FREMONT BLVD Southbound					DECOTO RD Westbound					FREMONT BLVD Northbound					DECOTO RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	5
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
Total	0	0	0	0	0	0	7	0	0	7	0	1	0	0	1	0	0	0	0	0	8
08:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
08:15 AM	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	3
08:30 AM	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	1	0	3	0	0	1	0	1	0	3	0	0	3	0	1	0	0	1	8
Grand Total	1	1	1	0	3	0	7	1	0	8	0	4	0	0	4	0	1	0	0	1	16
Apprch %	33.3	33.3	33.3	0		0	87.5	12.5	0		0	100	0	0		0	100	0	0		
Total %	6.2	6.2	6.2	0	18.8	0	43.8	6.2	0	50	0	25	0	0	25	0	6.2	0	0	6.2	

	FREMONT BLVD Southbound				DECOTO RD Westbound				FREMONT BLVD Northbound				DECOTO RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	**1**	0	**1**	0	1	0	1	0	0	0	0	2
08:00 AM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	**1**	0	**1**	2
08:15 AM	0	**1**	0	1	0	0	**1**	1	0	1	0	1	0	0	0	0	**3**
08:30 AM	0	0	**1**	1	0	0	0	0	0	**2**	0	**2**	0	0	0	0	3
Total Volume	1	1	1	3	0	1	1	2	0	4	0	4	0	1	0	1	10
% App. Total	33.3	33.3	33.3		0	50	50		0	100	0		0	100	0		
PHF	.250	.250	.250	.750	.000	.250	.250	.500	.000	.500	.000	.500	.000	.250	.000	.250	.833

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File Name : 5AM FINAL
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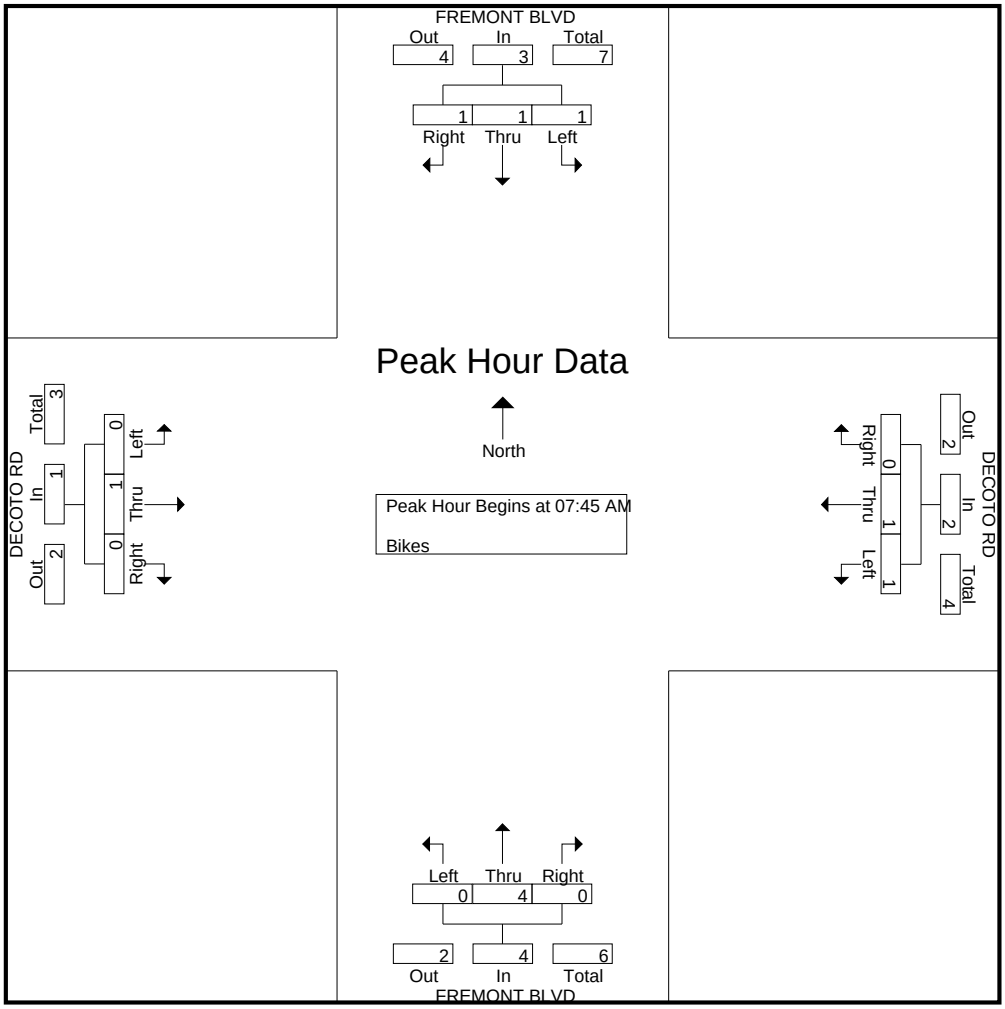

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File Name : 5PM FINAL
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Groups Printed- Bikes

	FREMONT BLVD Southbound					DECOTO RD Westbound					FREMONT BLVD Northbound					DECOTO RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
Total	0	0	0	0	0	0	6	0	0	6	0	1	0	0	1	0	0	0	0	0	7
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
Grand Total	0	3	0	0	3	0	7	0	0	7	0	1	0	0	1	0	0	0	0	0	11
Apprch %	0	100	0	0		0	100	0	0		0	100	0	0		0	0	0	0		
Total %	0	27.3	0	0	27.3	0	63.6	0	0	63.6	0	9.1	0	0	9.1	0	0	0	0	0	

	FREMONT BLVD Southbound				DECOTO RD Westbound				FREMONT BLVD Northbound				DECOTO RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	0	0	0	**3**
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	1	0	1	0	**1**	0	**1**	0	0	0	0	2
Total Volume	0	0	0	0	0	6	0	6	0	1	0	1	0	0	0	0	7
% App. Total	0	0	0		0	100	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.250	.000	.250	.000	.000	.000	.000	.583

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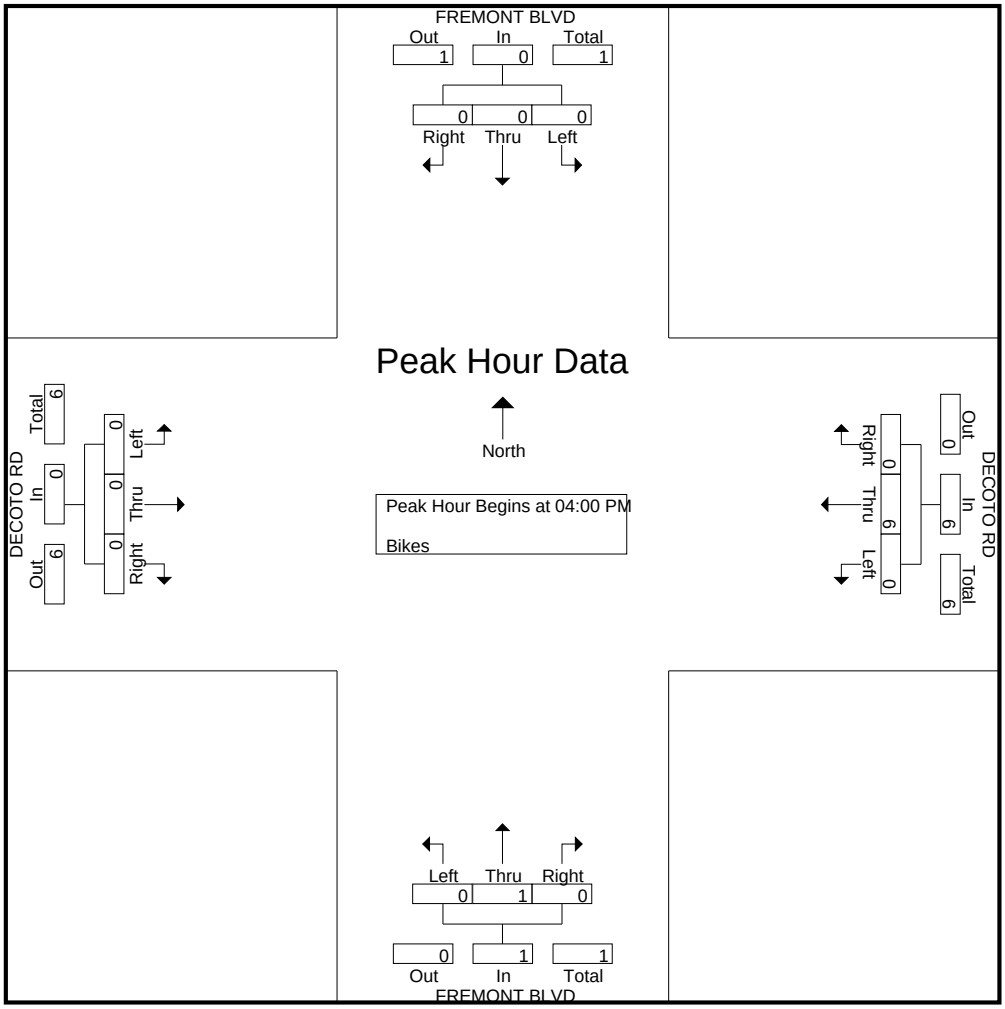

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File Name : 6AM FINAL
Site Code : 00000006
Start Date : 2/26/2015
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Groups Printed- Bikes

	I-880 NB ON-RAMP Southbound					DECOTO RD Westbound					I-880 NB RAMPS Northbound					DECOTO RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	100	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100	

	I-880 NB ON-RAMP Southbound				DECOTO RD Westbound				I-880 NB RAMPS Northbound				DECOTO RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**1**
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250

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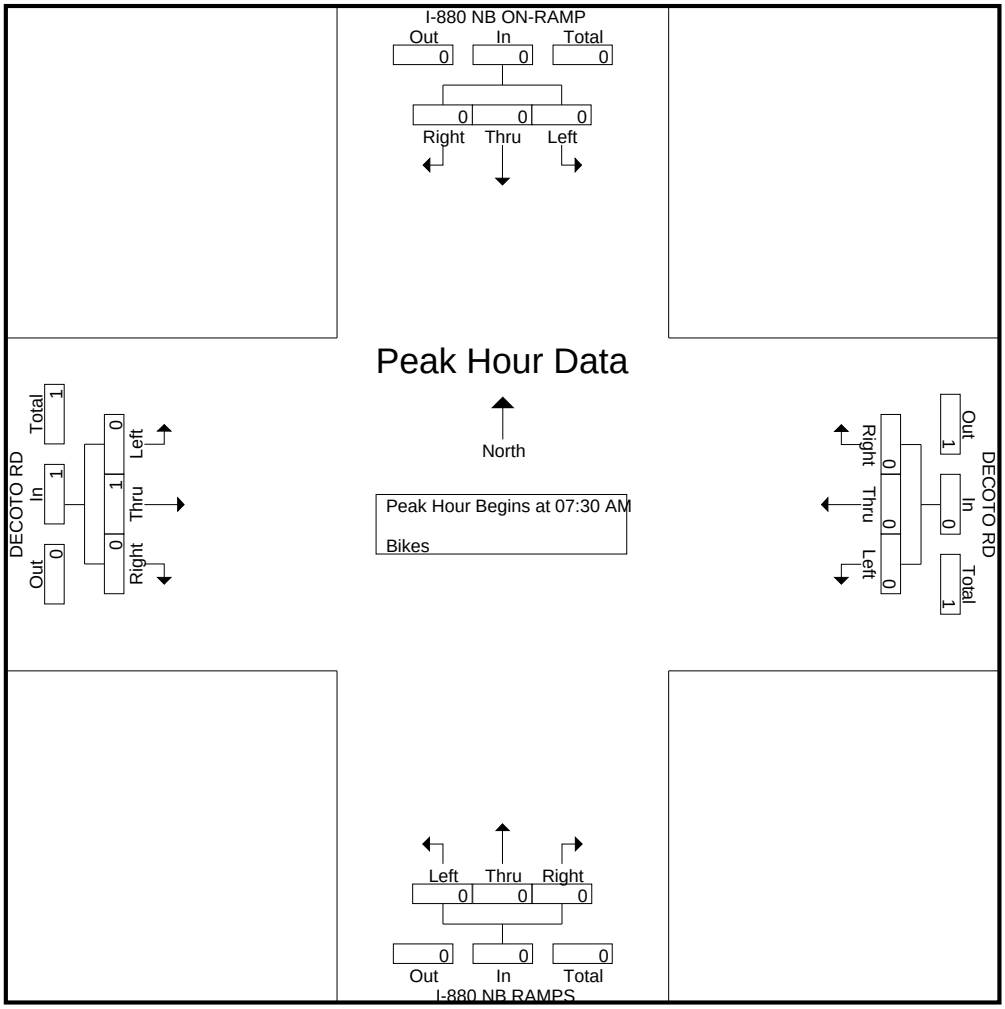

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File Name : 6PM FINAL
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Groups Printed- Bikes

	I-880 NB ON-RAMP Southbound					DECOTO RD Westbound					I-880 NB RAMPS Northbound					DECOTO RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	5	0	0	5	6
Grand Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	6	0	0	6	7
Apprch %	0	0	0	0		0	0	0	0		100	0	0	0		0	100	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	14.3	0	0	0	14.3	0	85.7	0	0	85.7	

	I-880 NB ON-RAMP Southbound				DECOTO RD Westbound				I-880 NB RAMPS Northbound				DECOTO RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**4**	0	**4**	**4**
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	6
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.375	.000	.375	.375

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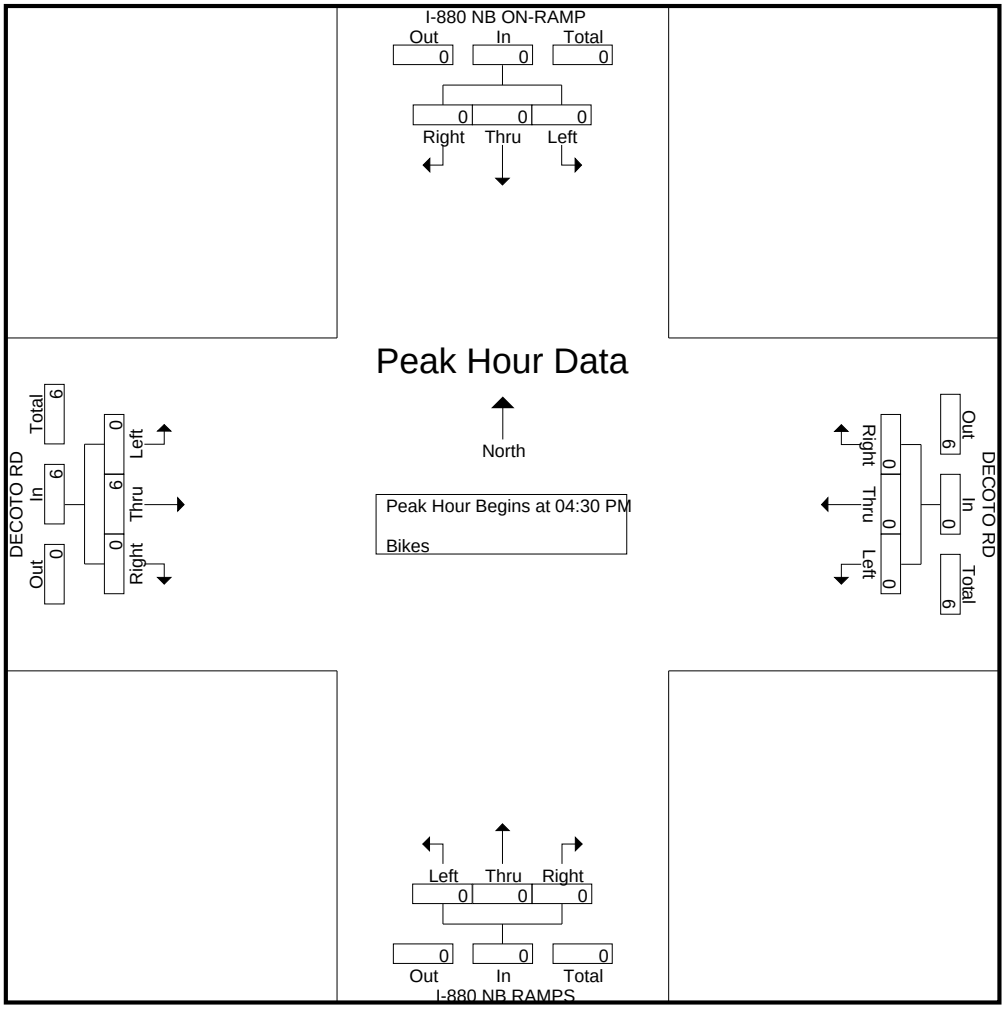

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File Name : 7AM FINAL
Site Code : 00000007
Start Date : 2/26/2015
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Groups Printed- Bikes

	I-880 SB RAMPS Southbound					DECOTO RD Westbound					I-880 SB ON-RAMP Northbound					SR-84 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
Apprch %	0	0	100	0		0	100	0	0		0	0	0	0		0	0	0	0		
Total %	0	0	25	0	25	0	75	0	0	75	0	0	0	0	0	0	0	0	0	0	

	I-880 SB RAMPS Southbound				DECOTO RD Westbound				I-880 SB ON-RAMP Northbound				SR-84 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	0	0	0	**3**
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250

Traffic Data Service

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File Name : 7AM FINAL
Site Code : 00000007
Start Date : 2/26/2015
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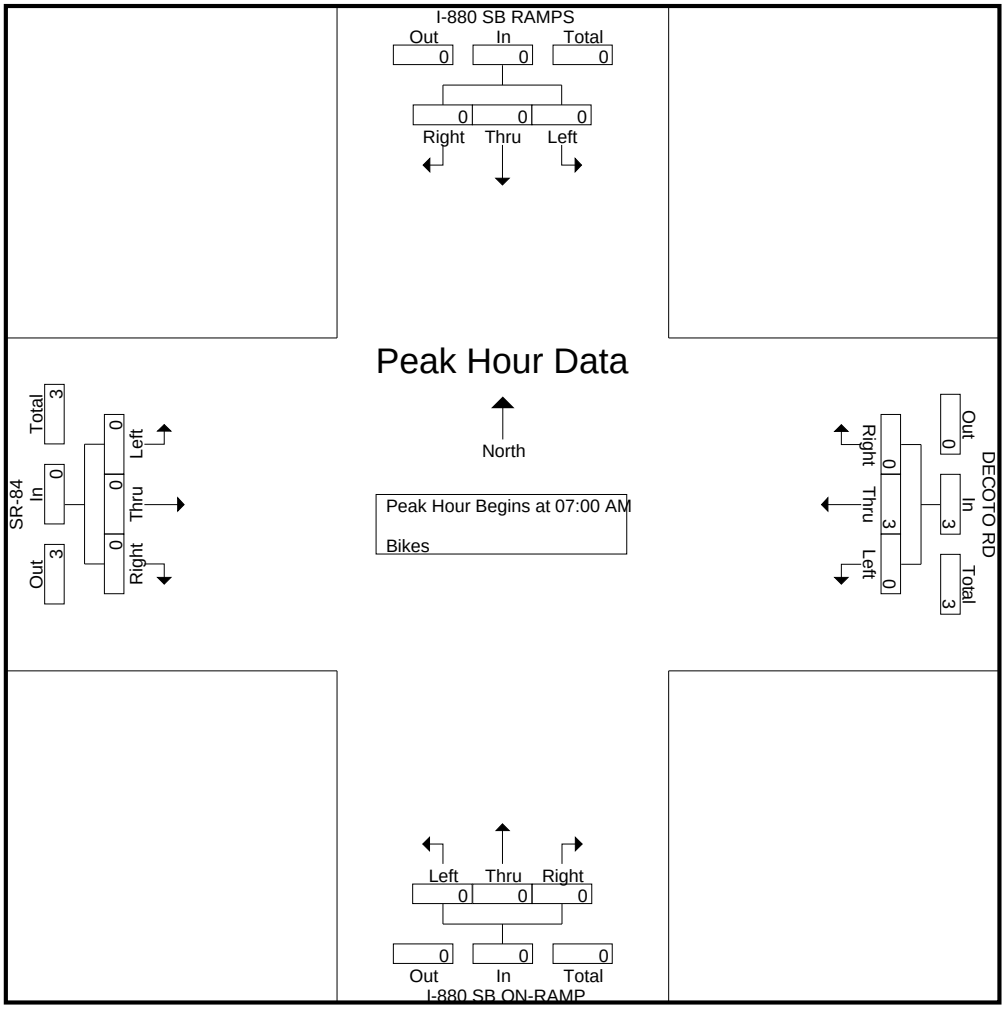

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File Name : 7PM FINAL
Site Code : 00000007
Start Date : 2/26/2015
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Groups Printed- Bikes

	I-880 SB RAMPS Southbound					DECOTO RD Westbound					I-880 SB ON-RAMP Northbound					SR-84 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	3	0	3	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	5
05:00 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	0	4	0	4	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	7
Apprch %	0	0	100	0		33.3	66.7	0	0		0	0	0	0		0	0	0	0		
Total %	0	0	57.1	0	57.1	14.3	28.6	0	0	42.9	0	0	0	0	0	0	0	0	0	0	

	I-880 SB RAMPS Southbound				DECOTO RD Westbound				I-880 SB ON-RAMP Northbound				SR-84 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	**2**	**2**	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	1	1	**1**	**1**	0	**2**	0	0	0	0	0	0	0	0	**3**
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	3	3	1	1	0	2	0	0	0	0	0	0	0	0	5
% App. Total	0	0	100		50	50	0		0	0	0		0	0	0		
PHF	.000	.000	.375	.375	.250	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.417

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File Name : 7PM FINAL
Site Code : 00000007
Start Date : 2/26/2015
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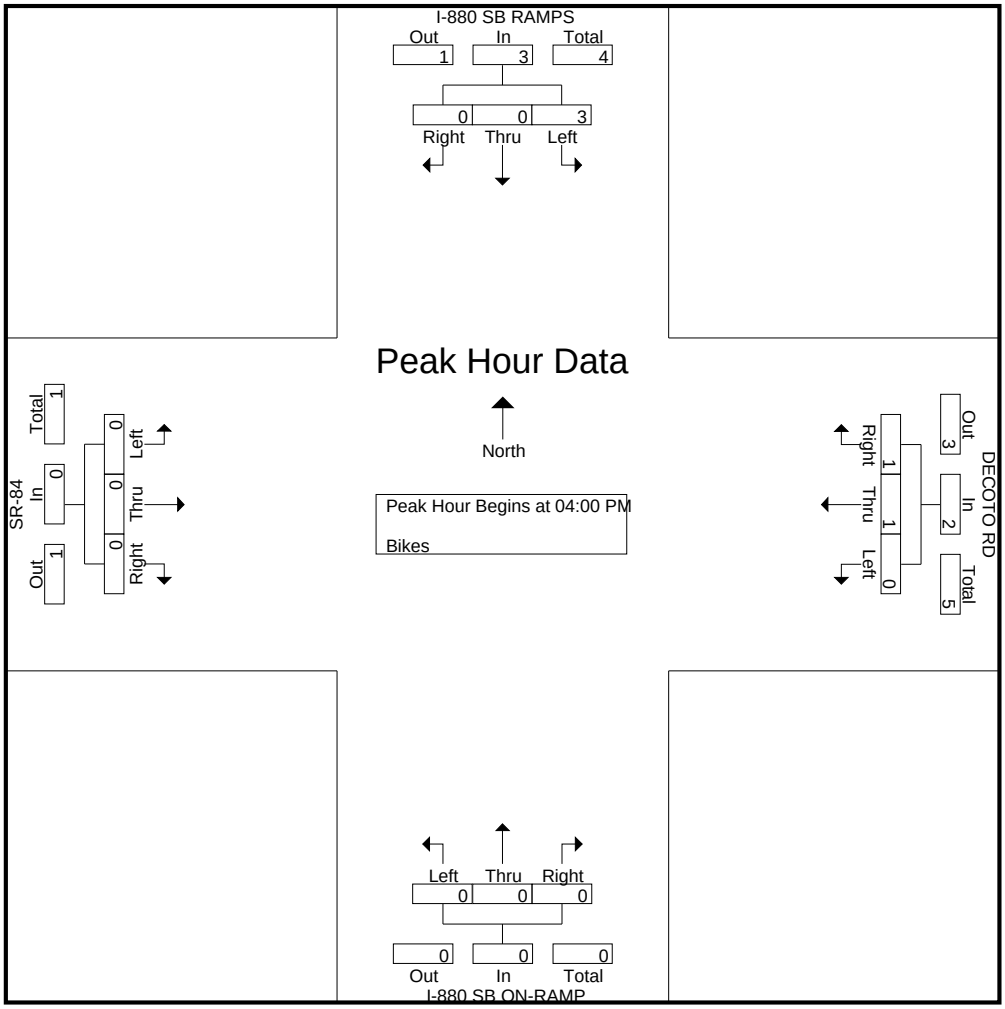

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File Name : 8AM FINAL
Site Code : 00000008
Start Date : 2/26/2015
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Groups Printed- Bikes

	ARDENWOOD BLVD Southbound					SR-84 WB OFF-RAMP Westbound					ARDENWOOD BLVD Northbound					SR-84 WB ON-RAMP Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Apprch %	0	0	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	

	ARDENWOOD BLVD Southbound				SR-84 WB OFF-RAMP Westbound				ARDENWOOD BLVD Northbound				SR-84 WB ON-RAMP Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**1**
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.250

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File Name : 8AM FINAL
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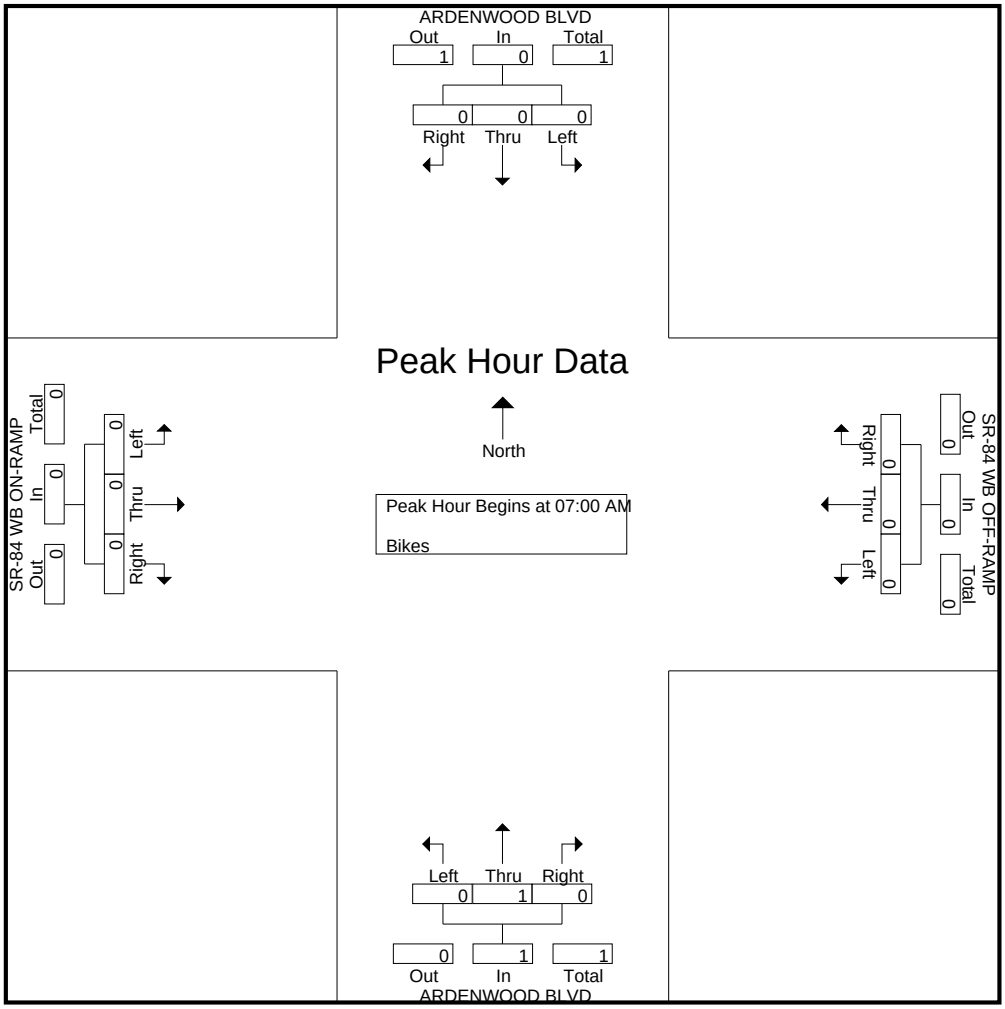

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File Name : 8PM FINAL
Site Code : 00000008
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Groups Printed- Bikes

	ARDENWOOD BLVD Southbound					SR-84 WB OFF-RAMP Westbound					ARDENWOOD BLVD Northbound					SR-84 WB ON-RAMP Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	2
Grand Total	0	3	0	0	3	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	5
Apprch %	0	100	0	0		0	0	100	0		0	100	0	0		0	0	0	0		
Total %	0	60	0	0	60	0	0	20	0	20	0	20	0	0	20	0	0	0	0	0	

	ARDENWOOD BLVD Southbound				SR-84 WB OFF-RAMP Westbound				ARDENWOOD BLVD Northbound				SR-84 WB ON-RAMP Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	**2**
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	1
Total Volume	0	3	0	3	0	0	1	1	0	0	0	0	0	0	0	0	4
% App. Total	0	100	0		0	0	100		0	0	0		0	0	0		
PHF	.000	.375	.000	.375	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.500

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File Name : 8PM FINAL
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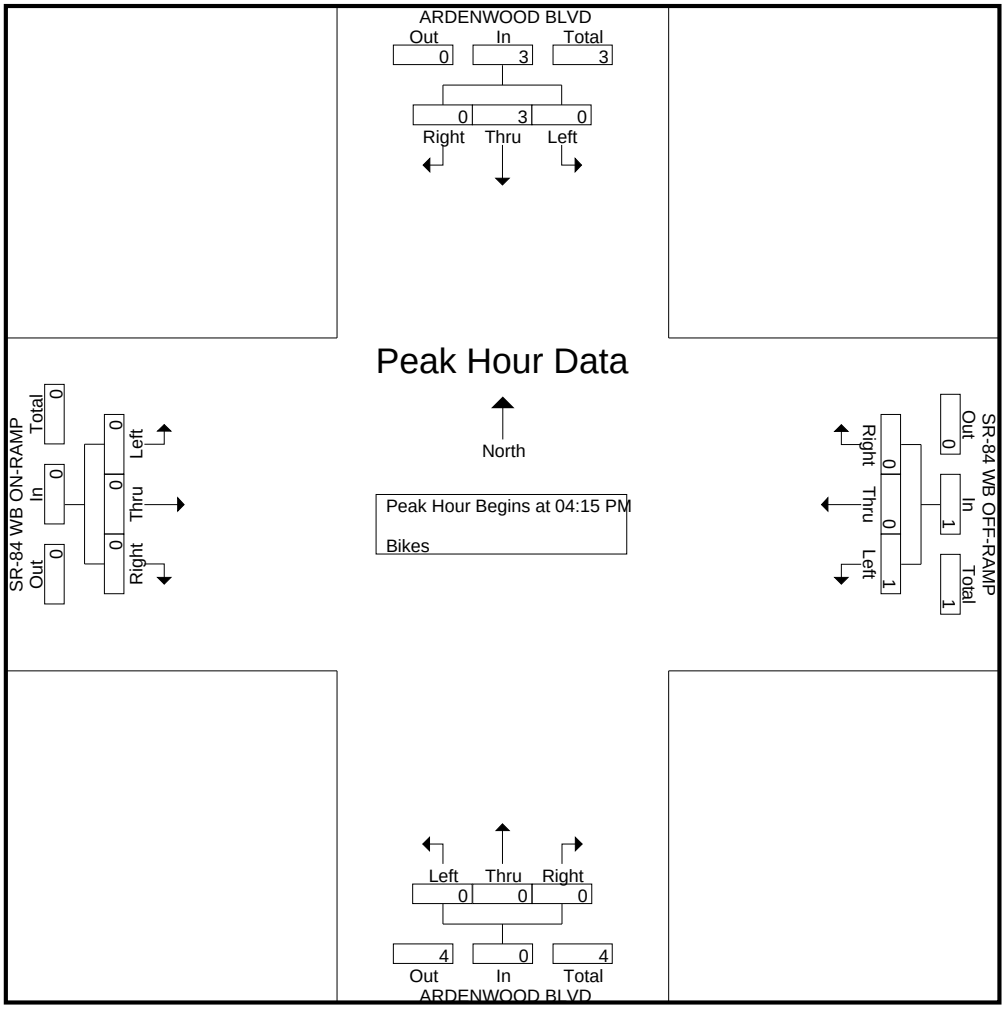

Traffic Data Service

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File Name : 9AM FINAL
Site Code : 00000009
Start Date : 2/26/2015
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Groups Printed- Bikes

	PASEO PADRE PKWY Southbound					SR-84 WB RAMPS Westbound					THORNTON AVE Northbound					SR-84 WB ON-RAMP Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	2	0	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	2	0	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Apprch %	100	0	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	66.7	0	0	0	66.7	0	0	0	0	0	0	33.3	0	0	33.3	0	0	0	0	0	

	PASEO PADRE PKWY Southbound				SR-84 WB RAMPS Westbound				THORNTON AVE Northbound				SR-84 WB ON-RAMP Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
07:15 AM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	2	0	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
% App. Total	100	0	0		0	0	0		0	100	0		0	0	0		
PHF	.500	.000	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.750

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File Name : 9AM FINAL
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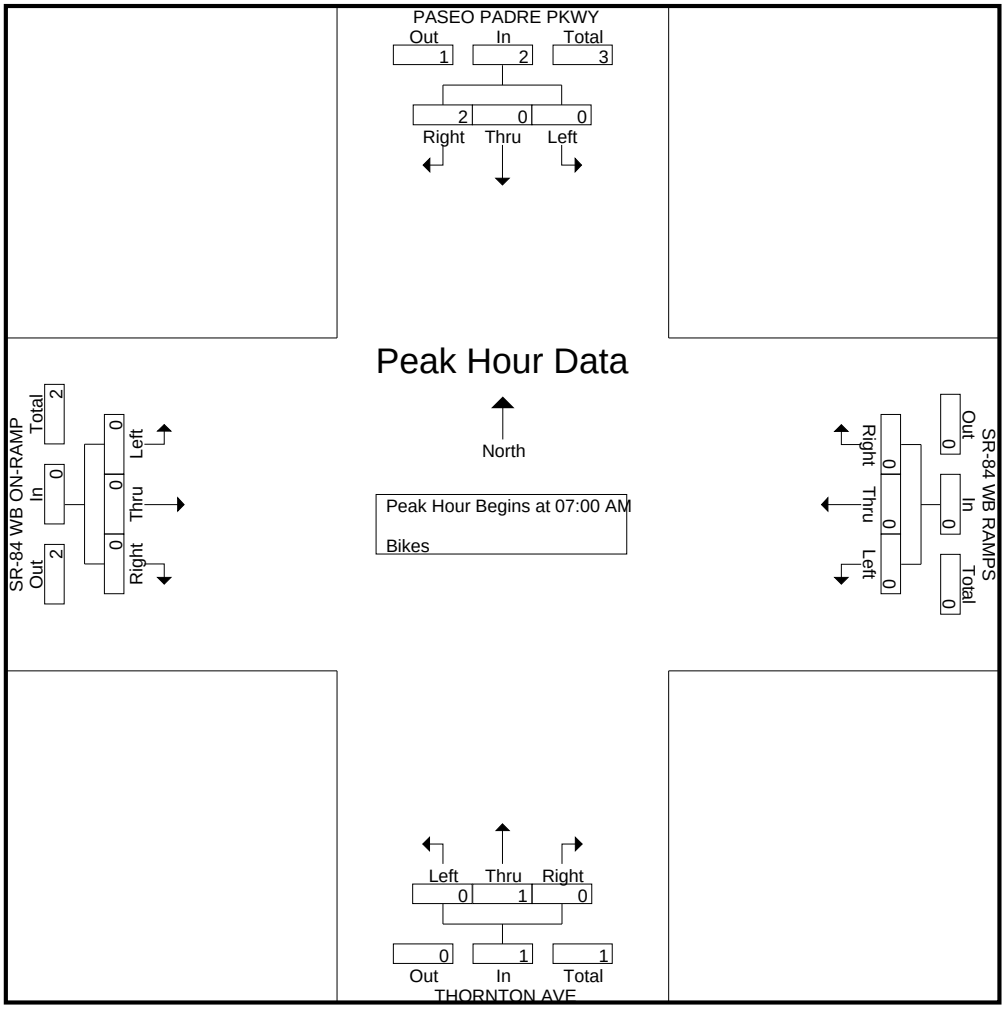

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File Name : 9PM FINAL
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Groups Printed- Bikes

	PASEO PADRE PKWY Southbound					SR-84 WB RAMPS Westbound					THORNTON AVE Northbound					SR-84 WB ON-RAMP Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
04:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
Grand Total	1	2	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
Apprch %	33.3	66.7	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	14.3	28.6	0	0	42.9	0	0	0	0	0	0	57.1	0	0	57.1	0	0	0	0	0	

	PASEO PADRE PKWY Southbound				SR-84 WB RAMPS Westbound				THORNTON AVE Northbound				SR-84 WB ON-RAMP Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**2**
04:45 PM	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	1	1	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
% App. Total	50	50	0		0	0	0		0	100	0		0	0	0		
PHF	.250	.250	.000	.500	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.625

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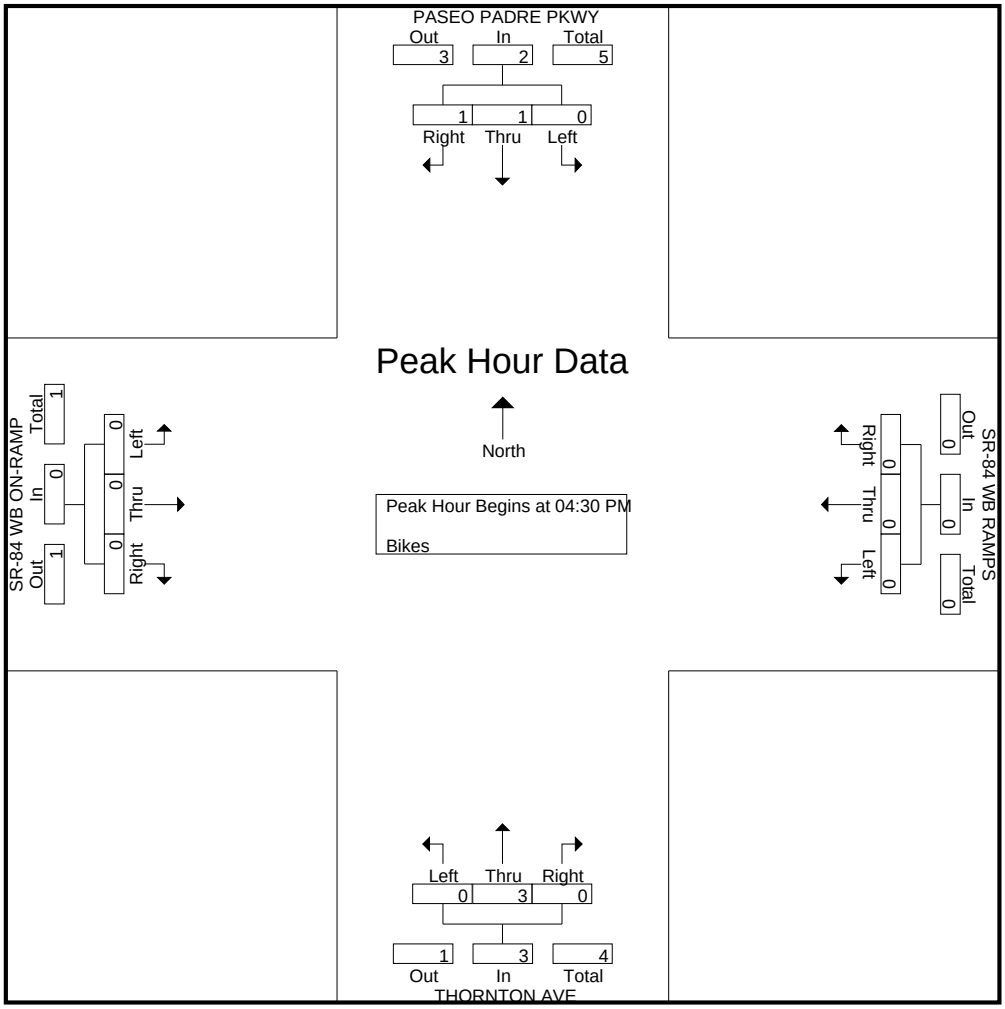

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File Name : 10AM FINAL
Site Code : 00000010
Start Date : 2/26/2015
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Groups Printed- Bikes

	THORNTON AVE Southbound					SR-84 EB ON-RAMP Westbound					THORNTON AVE Northbound					SR-84 EB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
Grand Total	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	9
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	66.7	0	0	66.7	0	0	0	0	0	0	33.3	0	0	33.3	0	0	0	0	0	

	THORNTON AVE Southbound				SR-84 EB ON-RAMP Westbound				THORNTON AVE Northbound				SR-84 EB RAMPS Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	1	0	1	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**2**
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	2
08:00 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total Volume	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.750

Traffic Data Service

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File Name : 10AM FINAL
Site Code : 00000010
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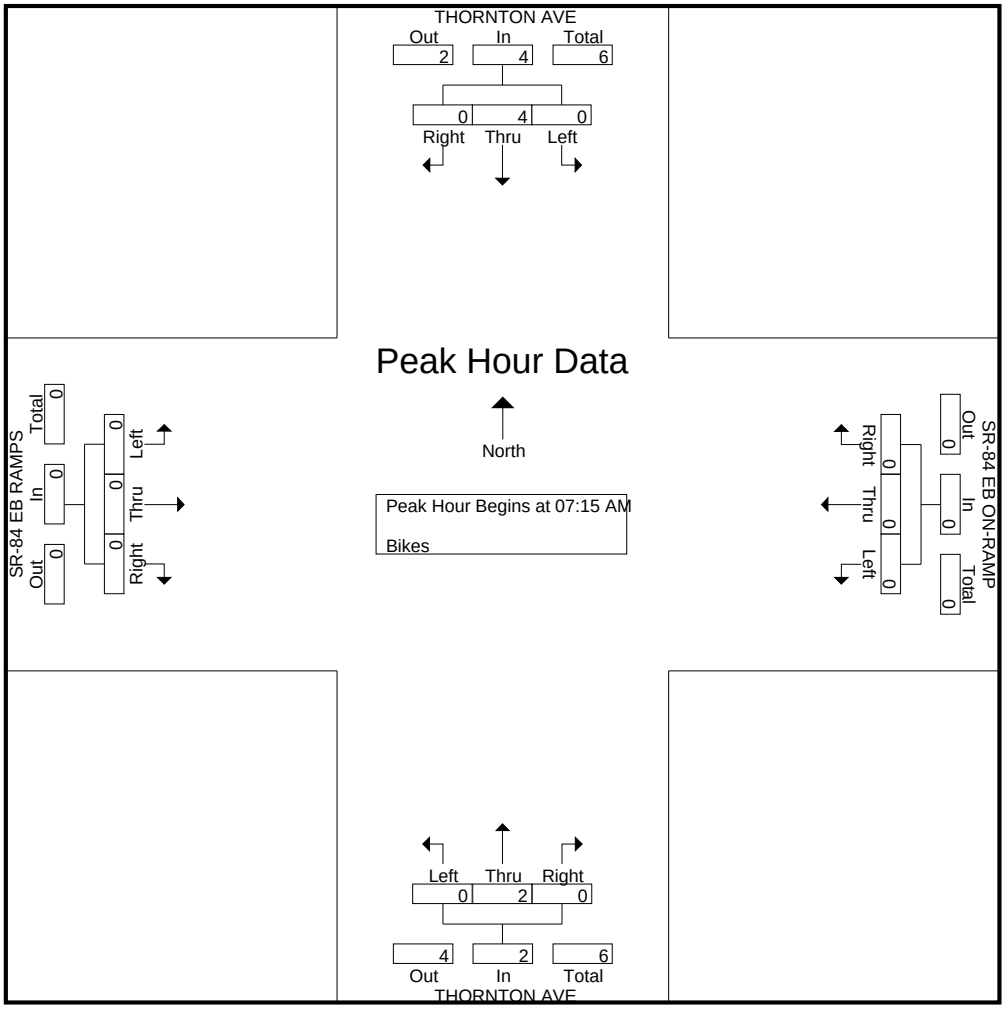

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File Name : 10PM FINAL
Site Code : 00000010
Start Date : 2/26/2015
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Groups Printed- Bikes

	THORNTON AVE Southbound					SR-84 EB ON-RAMP Westbound					THORNTON AVE Northbound					SR-84 EB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
Grand Total	0	3	0	0	3	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	8
Apprch %	0	100	0	0		100	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	37.5	0	0	37.5	12.5	0	0	0	12.5	0	50	0	0	50	0	0	0	0	0	

	THORNTON AVE Southbound				SR-84 EB ON-RAMP Westbound				THORNTON AVE Northbound				SR-84 EB RAMPS Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0	**2**
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.625

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File Name : 10PM FINAL
Site Code : 00000010
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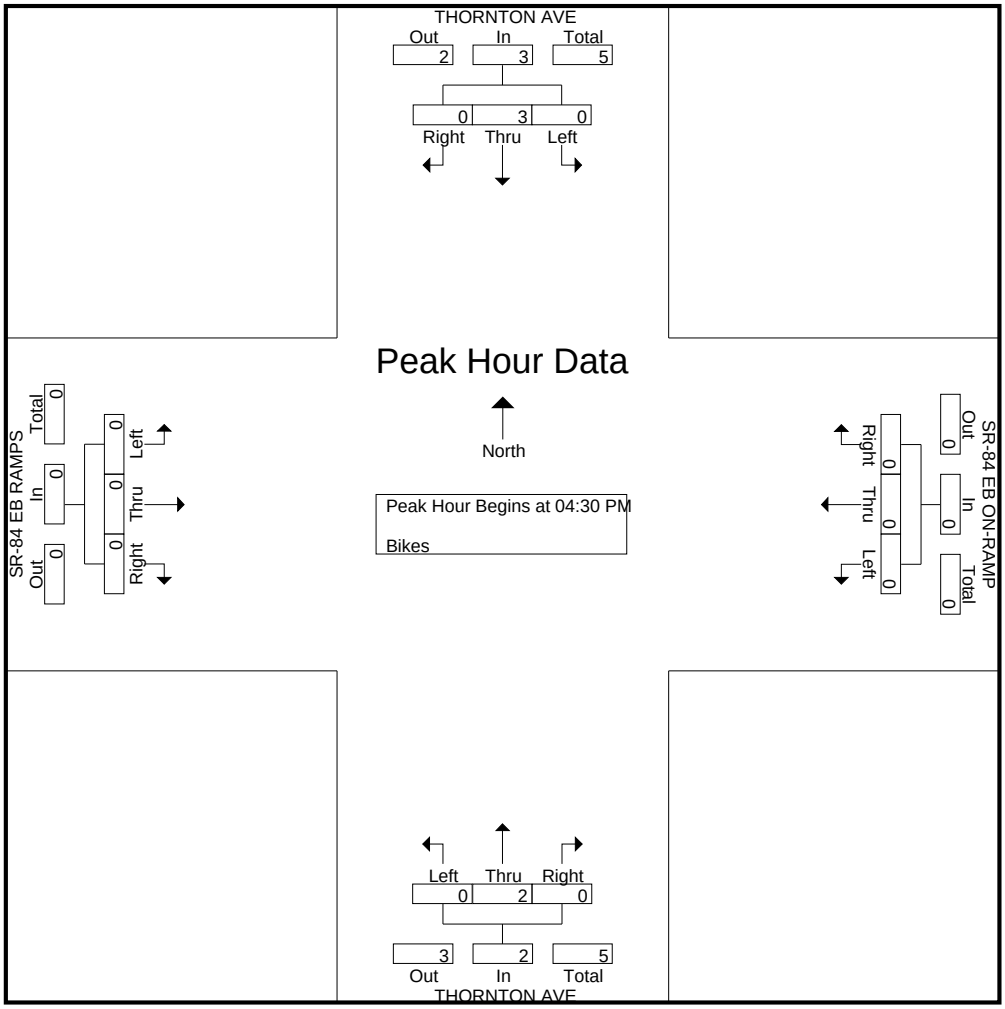

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File Name : 11AM FINAL
Site Code : 00000011
Start Date : 2/26/2015
Page No : 1

Groups Printed- Bikes

	ARDENWOOD BLVD Southbound					PASEO PADRE PKWY Westbound					ARDENWOOD BLVD Northbound					PASEO PADRE PKWY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	3	0	0	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	3	1	0	0	4	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	6
Apprch %	75	25	0	0		0	100	0	0		0	0	0	0		0	0	0	0		
Total %	50	16.7	0	0	66.7	0	33.3	0	0	33.3	0	0	0	0	0	0	0	0	0	0	

	ARDENWOOD BLVD Southbound				PASEO PADRE PKWY Westbound				ARDENWOOD BLVD Northbound				PASEO PADRE PKWY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0	**2**
07:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	3	0	0	3	0	2	0	2	0	0	0	0	0	0	0	0	5
% App. Total	100	0	0		0	100	0		0	0	0		0	0	0		
PHF	.750	.000	.000	.750	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.625

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File Name : 11AM FINAL
Site Code : 00000011
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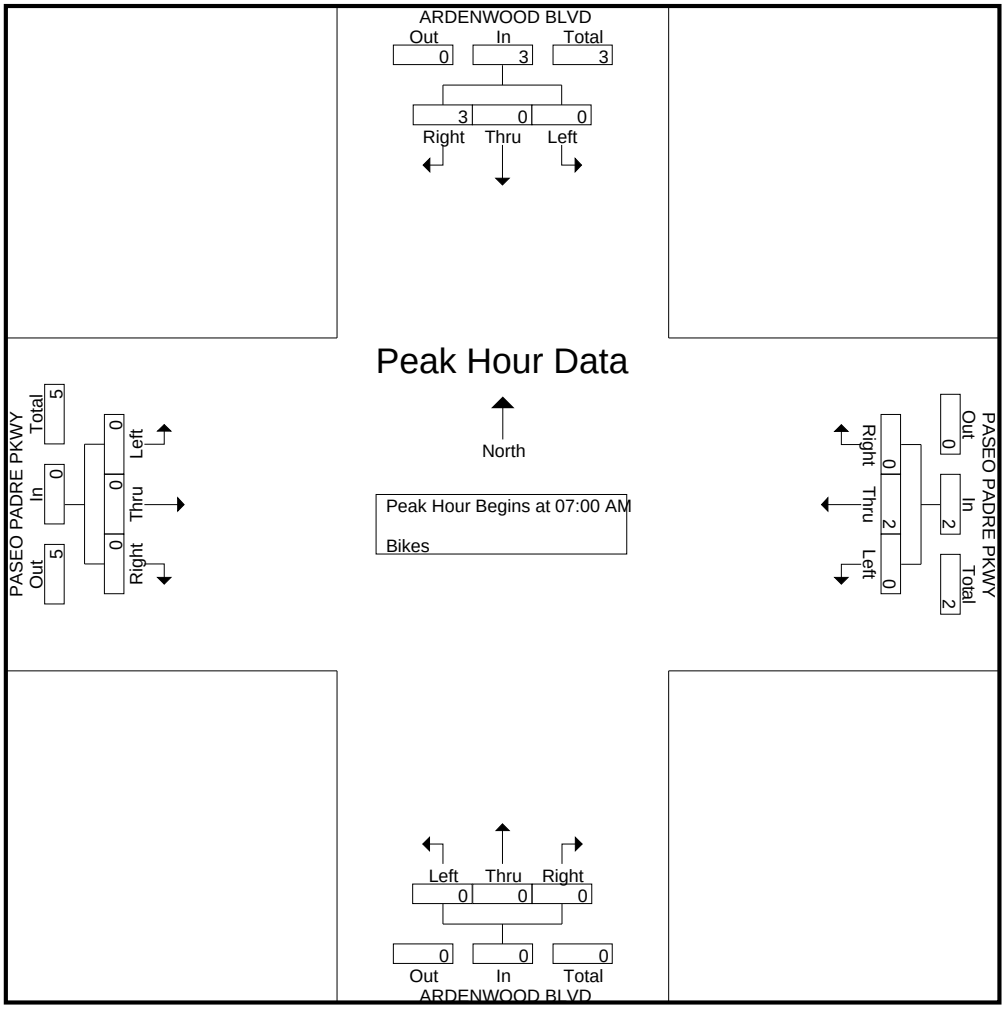

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File Name : 11PM FINAL
Site Code : 00000011
Start Date : 2/26/2015
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Groups Printed- Bikes

	ARDENWOOD BLVD Southbound					PASEO PADRE PKWY Westbound					ARDENWOOD BLVD Northbound					PASEO PADRE PKWY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Grand Total	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Apprch %	66.7	33.3	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %	66.7	33.3	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

	ARDENWOOD BLVD Southbound				PASEO PADRE PKWY Westbound				ARDENWOOD BLVD Northbound				PASEO PADRE PKWY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
05:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
% App. Total	66.7	33.3	0		0	0	0		0	0	0		0	0	0		
PHF	.500	.250	.000	.750	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.750

Traffic Data Service

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File Name : 11PM FINAL
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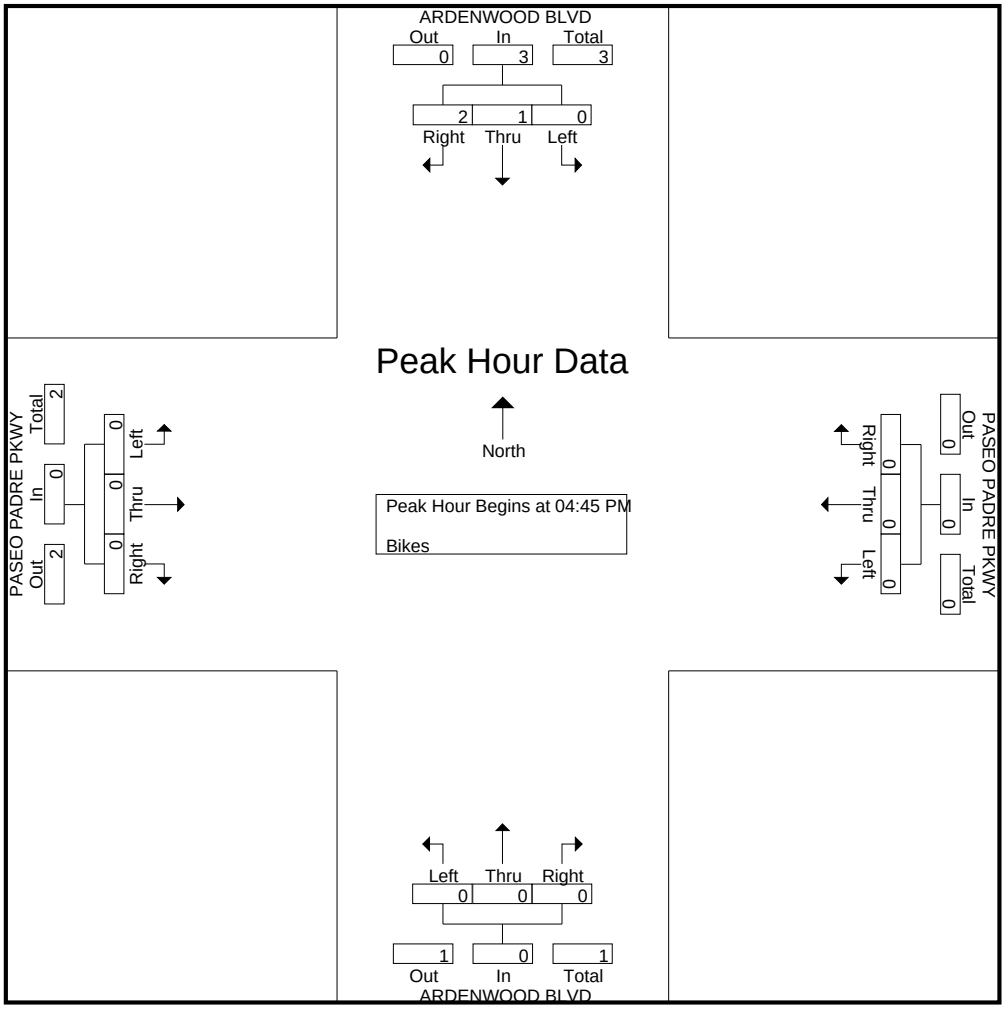


Traffic Data Service -- Campbell, CA
Event Counts

EventCount-5948 -- English (ENU)

Datasets:

Site: **[2] DECOTO RD BETWEEN FREMONT BLVD AND PASEO PADRE PK**
Input A: 4 - West bound. - Lane= 0, Excluded from totals.
Input B: 2 - East bound. - Lane= 0, Added to totals. (/2.000)
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Thursday, March 05, 2015=17292, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
140	**64**	**39**	**66**	**88**	**189**	**429**	**890**	**935**	**592**	**541**	**640**	**774**	**832**	**1145**	**1503**	**1536**	**1646**	**1526**	**1289**	**923**	**725**	**502**	**283**	
60	12	17	16	19	27	64	194	**314**	161	124	145	203	213	222	379	397	**396**	387	367	269	208	158	85	53
30	18	10	6	14	44	116	179	**236**	148	117	142	190	218	254	384	388	**421**	382	342	245	172	135	69	45
22	21	6	18	19	54	93	**236**	201	136	141	177	195	180	286	381	361	**397**	393	333	212	176	118	55	25
28	13	6	26	36	65	156	**281**	185	147	159	178	187	221	383	359	392	**433**	365	247	198	170	92	76	23

AM Peak 0730 - 0830 (1066), AM PHF=0.85 PM Peak 1700 - 1800 (1646), PM PHF=0.95

Traffic Data Service -- Campbell, CA
Event Counts

EventCount-5947 -- English (ENU)

Datasets:

Site: **[2] DECOTO RD BETWEEN FREMONT BLVD AND PASEO PADRE PK**
Input A: 4 - West bound. - Lane= 0, Added to totals. (/2.000)
Input B: 2 - East bound. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Thursday, March 05, 2015=15448, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
90	**52**	**39**	**69**	**198**	**663**	**1253**	**1313**	**1341**	**1116**	**881**	**785**	**783**	**682**	**753**	**730**	**851**	**936**	**884**	**711**	**497**	**392**	**300**	**135**	
22	21	6	10	22	101	280	327	**349**	249	282	202	212	164	179	176	196	198	**236**	202	137	102	94	48	27
24	12	14	9	37	143	314	309	**305**	270	233	199	193	184	191	162	198	214	**225**	197	131	105	91	27	25
27	10	12	25	67	222	377	326	**366**	284	187	198	159	168	183	181	224	**260**	198	160	118	90	67	29	16
17	9	7	25	73	197	283	**351**	322	314	181	188	220	166	200	212	234	**264**	225	153	112	96	48	32	18

AM Peak 0745 - 0845 (1370), AM PHF=0.94 PM Peak 1730 - 1830 (985), PM PHF=0.93

Traffic Data Service -- Campbell, CA
Event Counts

EventCount-6501 -- English (ENU)

Datasets:

Site: **[1] DECOTO RD BETWEEN I-880 AND FREMONT BLVD**
Input A: 4 - West bound. - Lane= 0, Excluded from totals.
Input B: 2 - East bound. - Lane= 0, Added to totals. (/2.000)
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Thursday, March 05, 2015=20182, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
180	**83**	**54**	**78**	**99**	**181**	**393**	**843**	**882**	**613**	**601**	**780**	**910**	**941**	**1404**	**1874**	**1833**	**1856**	**1879**	**1639**	**1163**	**934**	**602**	**365**	
74	20	26	18	21	26	66	167	**276**	149	134	178	230	206	262	**530**	471	462	467	434	317	242	188	104	63
36	21	16	11	17	48	94	176	**225**	157	130	175	219	251	316	**492**	446	444	461	439	311	258	161	91	52
32	26	6	25	30	51	88	**227**	189	135	167	226	225	213	381	**464**	460	470	478	450	290	228	128	87	42
39	16	6	24	31	57	145	**275**	193	173	170	201	237	271	**446**	389	456	481	473	317	246	207	126	84	33

AM Peak 0730 - 0830 (1001), AM PHF=0.91 PM Peak 1445 - 1545 (1931), PM PHF=0.91

Traffic Data Service -- Campbell, CA
Event Counts

EventCount-5945 -- English (ENU)

Datasets:

Site: **[1] DECOTO RD BETWEEN I-880 AND FREMONT BLVD**
Input A: 4 - West bound. - Lane= 0, Added to totals. (/2.000)
Input B: 2 - East bound. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Thursday, March 05, 2015=18359, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
101	**51**	**45**	**86**	**231**	**835**	**1777**	**1718**	**1791**	**1346**	**1060**	**961**	**876**	**803**	**892**	**796**	**887**	**933**	**911**	**781**	**571**	**406**	**349**	**157**	
23	19	6	13	27	117	314	**477**	462	317	327	271	242	213	210	209	205	199	**231**	225	170	106	110	53	31
26	13	14	15	50	177	**413**	406	426	335	279	242	209	198	227	170	209	223	**252**	219	148	106	94	34	25
32	11	17	27	72	287	**556**	371	469	370	245	231	199	196	221	198	231	**265**	224	166	115	104	81	31	15
21	8	8	31	83	255	**495**	465	435	326	209	217	227	197	234	220	242	**247**	205	171	140	91	65	40	24

AM Peak 0615 - 0715 (1941), AM PHF=0.87 PM Peak 1730 - 1830 (994), PM PHF=0.94

Traffic Data Service -- Campbell, CA
Event Counts

EventCount-5951 -- English (ENU)

Datasets:

Site: **[4] FREMONT BLVD BETWEEN DECOTO RD AND PASEO PADRE PK**
Input A: 1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B: 3 - South bound. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Thursday, March 05, 2015=12752, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
75	**38**	**13**	**25**	**41**	**68**	**192**	**671**	**925**	**515**	**475**	**525**	**630**	**558**	**873**	**1134**	**1128**	**1188**	**1248**	**878**	**757**	**415**	**258**	**127**	
30	15	2	5	10	10	21	102	**312**	121	114	131	165	118	131	351	273	296	**302**	239	253	124	79	45	18
18	6	4	7	8	11	46	116	**252**	135	106	103	188	174	155	266	271	287	**313**	239	221	99	60	27	14
15	4	6	6	15	24	59	178	**213**	126	125	145	136	122	245	271	292	325	**356**	177	168	110	76	34	21
12	13	1	7	8	23	67	**276**	149	133	130	146	142	145	342	247	293	**281**	278	224	115	82	44	21	17

AM Peak 0745 - 0845 (1052), AM PHF=0.84 PM Peak 1745 - 1845 (1251), PM PHF=0.88

Traffic Data Service -- Campbell, CA
Event Counts

EventCount-5952 -- English (ENU)

Datasets:

Site: **[4] FREMONT BLVD BETWEEN DECOTO RD AND PASEO PADRE PK**
Input A: 1 - North bound. - Lane= 0, Excluded from totals.
Input B: 3 - South bound. - Lane= 0, Added to totals. (/2.000)
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Thursday, March 05, 2015=11209, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
45	**31**	**16**	**16**	**44**	**127**	**359**	**1152**	**1142**	**620**	**542**	**528**	**525**	**502**	**829**	**653**	**740**	**949**	**898**	**606**	**355**	**273**	**177**	**87**	
16	10	2	2	9	21	51	154	**309**	196	146	127	137	109	168	168	170	189	**251**	175	109	67	54	26	23
10	9	4	2	9	25	79	224	**357**	151	128	145	131	124	251	148	179	224	**256**	175	114	73	36	21	19
11	7	7	6	15	37	78	**445**	240	147	114	124	124	119	220	163	169	**241**	205	119	71	72	49	24	9
8	5	3	6	11	45	152	**329**	236	127	155	133	133	152	190	174	222	**296**	187	138	62	61	38	16	12

AM Peak 0730 - 0830 (1440), AM PHF=0.81 PM Peak 1730 - 1830 (1043), PM PHF=0.88

Traffic Data Service -- Campbell, CA
Event Counts

EventCount-5949 -- English (ENU)

Datasets:

Site: **[3] FREMONT BLVD BETWEEN THORTON AVE AND DECOTO RD**
Input A: 1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B: 3 - South bound. - Lane= 0, Excluded from totals.
Data type: Axle sensors - Separate (Count)

Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Thursday, March 05, 2015=12981, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
56	**24**	**15**	**25**	**36**	**104**	**231**	**779**	**827**	**528**	**491**	**553**	**641**	**612**	**923**	**1043**	**1153**	**1217**	**1279**	**885**	**785**	**409**	**237**	**136**	
17	9	7	7	4	16	47	118	**283**	131	133	119	166	148	144	279	290	317	**281**	234	289	116	81	46	18
17	6	3	7	8	19	58	121	**205**	122	105	134	191	174	191	255	276	317	**365**	220	216	106	66	27	9
10	3	3	5	11	37	66	**191**	176	135	127	148	136	148	275	238	288	306	**358**	178	144	113	47	38	14
12	6	2	6	13	32	60	**349**	164	140	127	152	149	143	314	271	300	**277**	276	254	137	75	43	25	17

AM Peak 0730 - 0830 (1028), AM PHF=0.74 PM Peak 1745 - 1845 (1279), PM PHF=0.88

Traffic Data Service -- Campbell, CA
Event Counts

EventCount-5950 -- English (ENU)

Datasets:

Site: **[3] FREMONT BLVD BETWEEN THORTON AVE AND DECOTO RD**
Input A: 1 - North bound. - Lane= 0, Excluded from totals.
Input B: 3 - South bound. - Lane= 0, Added to totals. (/2.000)
Data type: Axle sensors - Separate (Count)

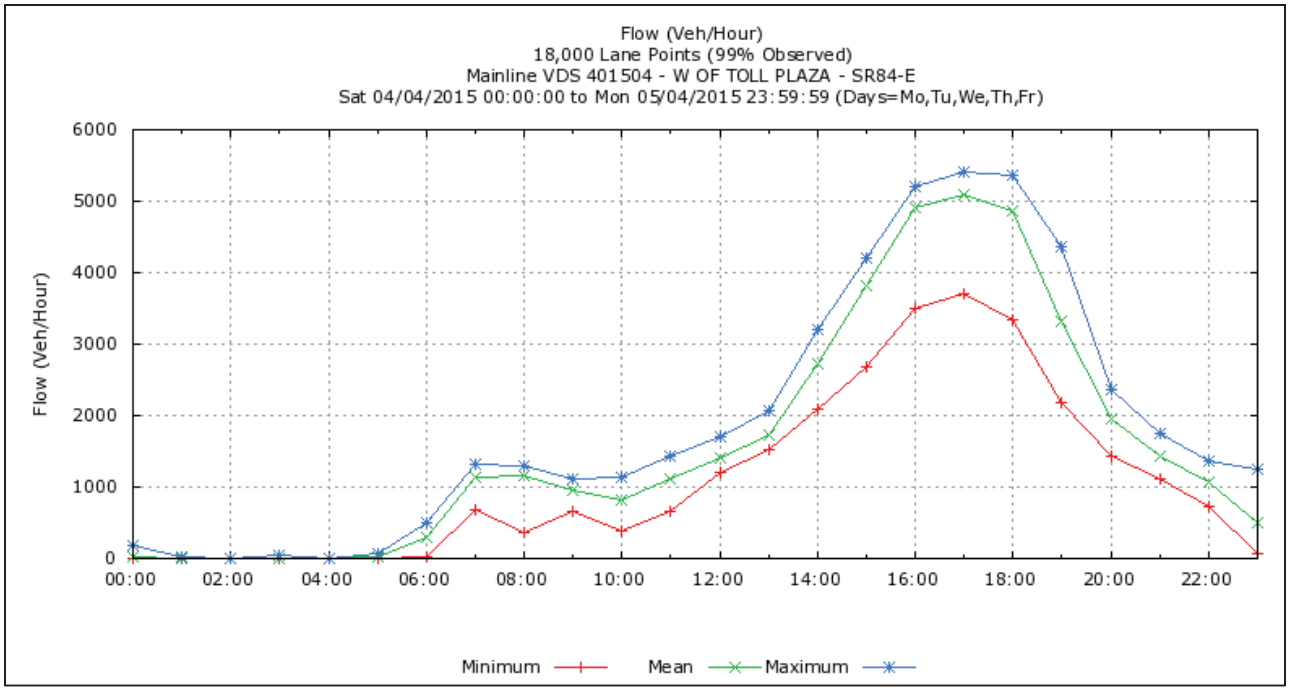
Profile:

Name: Default Profile
Scheme: Count events divided by setup divisor
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Thursday, March 05, 2015=12138, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
43	**24**	**15**	**10**	**41**	**89**	**356**	**1244**	**1202**	**696**	**558**	**587**	**567**	**573**	**925**	**783**	**776**	**997**	**997**	**690**	**394**	**295**	**179**	**98**	
17	10	3	1	7	12	44	198	**313**	216	162	151	158	134	172	225	185	226	**284**	200	133	86	45	36	18
11	8	4	0	6	21	65	234	**305**	165	126	143	145	141	274	162	189	234	**249**	190	104	73	49	30	14
11	3	4	6	14	19	104	**390**	300	167	129	142	142	129	276	203	189	233	**253**	161	88	70	43	18	11
4	3	4	3	14	37	144	**423**	285	149	142	152	124	169	204	193	214	**306**	212	139	70	67	44	14	11

AM Peak 0730 - 0830 (1430), AM PHF=0.85 PM Peak 1745 - 1845 (1091), PM PHF=0.89


Flow (Veh/Hour)
18,000 Lane Points (99% Observed)
Mainline VDS 401504 - W OF TOLL PLAZA - SR84-E
Sat 04/04/2015 00:00:00 to Mon 05/04/2015 23:59:59 (Days=Mo,Tu,We,Th,Fr)
Flow (Veh/Hour)
6000
5000
4000
3000
2000
1000
0
00:00
02:00
04:00
06:00
08:00
10:00
12:00
14:00
16:00
18:00
20:00
22:00
Minimum
Mean
Maximum

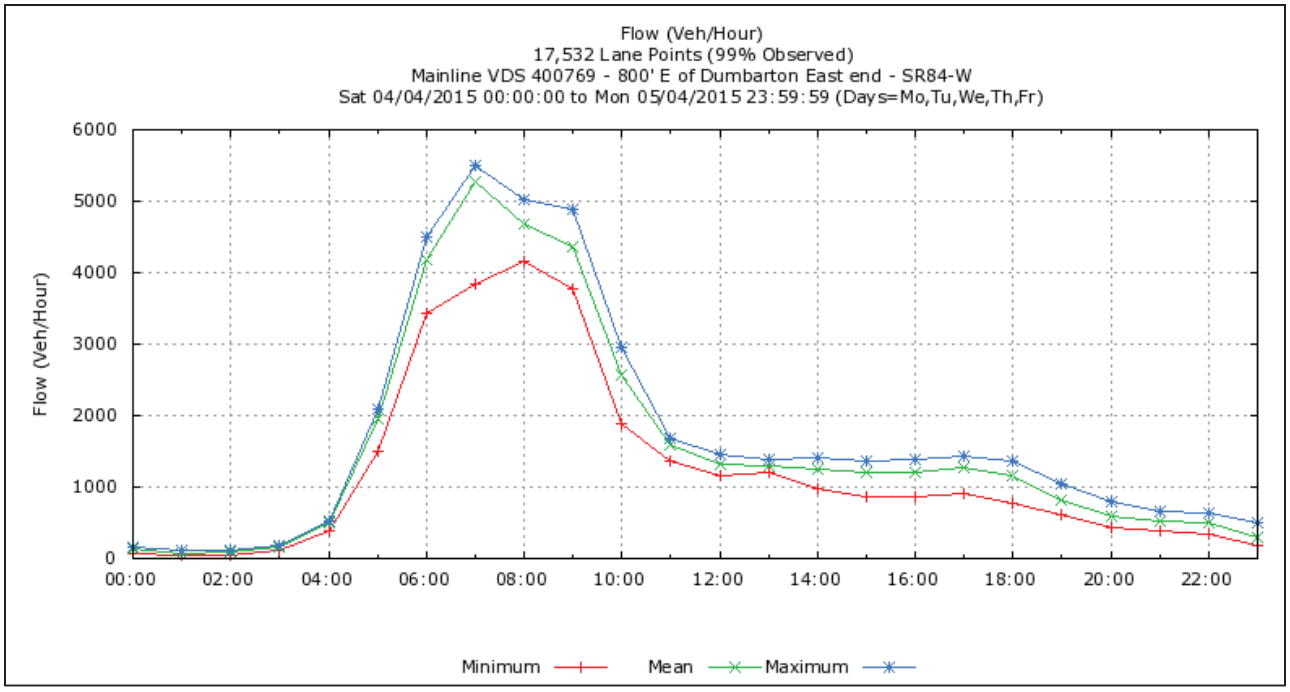
Time	Minimum	Mean	Maximum	# Lane Points	% Observed
00:00	0	31.76	176	756	100.0
01:00	0	2.29	14	756	100.0
02:00	0	.52	5	756	99.0
03:00	0	2.71	43	756	98.0
04:00	0	2.52	11	756	99.0
05:00	0	20.52	59	756	100.0
06:00	27	303.14	501	756	100.0
07:00	672	1130.62	1328	756	100.0
08:00	366	1160.24	1288	756	100.0
09:00	663	964.43	1122	756	100.0
10:00	381	808.33	1132	756	100.0
11:00	670	1117.43	1439	756	100.0
12:00	1197	1400.48	1699	756	100.0
13:00	1514	1735.33	2063	756	100.0
14:00	2085	2720.67	3198	756	100.0
15:00	2690	3823	4210	756	100.0
16:00	3499	4911.67	5198	756	100.0
17:00	3696	5082.76	5420	756	98.0
18:00	3352	4863.43	5364	756	96.0
19:00	2172	3329.1	4361	756	97.0
20:00	1421	1954	2354	756	97.0
21:00	1115	1440.71	1747	756	99.0
22:00	725	1060	1366	756	99.0
23:00	76	508.86	1245	756	98.0

PeMS Report Description

Report	Aggregates>Time of Day
Report link	http://pems.dot.ca.gov/?report_form=1&dnode=VDS&content=loops&tab=det_tod&station_id=401504&s_time_id=1428105600&s_mm=4&s_dd=4&s_yy=2015&e_time_id=1430783999&e_mm=5&e_dd=4&e_yy=2015&dow_1=on&dow_2=on&dow_3=on&dow_4=on&dow_5=on&q=flow&fn=1&pct1=25&pct2=75
Report generated	06/04/2015 16:25
PeMS version	caltrans_pems-14.0.53

Report Parameters

Parameter	Value
Quantity	Flow
Data	18,144 Lane Points
Data Quality	99.2% Observed
Segment Type	VDS
Segment Name	Mainline VDS 401504 - W OF TOLL PLAZA
Timezone	America/Los_Angeles
Start Date	2015-04-03T17:00:00-07:00
End Date	2015-05-04T16:59:59-07:00


Flow (Veh/Hour)
17,532 Lane Points (99% Observed)
Mainline VDS 400769 - 800' E of Dumbarton East end - SR84-W
Sat 04/04/2015 00:00:00 to Mon 05/04/2015 23:59:59 (Days=Mo,Tu,We,Th,Fr)
Flow (Veh/Hour)
6000
5000
4000
3000
2000
1000
0
00:00
02:00
04:00
06:00
08:00
10:00
12:00
14:00
16:00
18:00
20:00
22:00
Minimum
Mean
Maximum

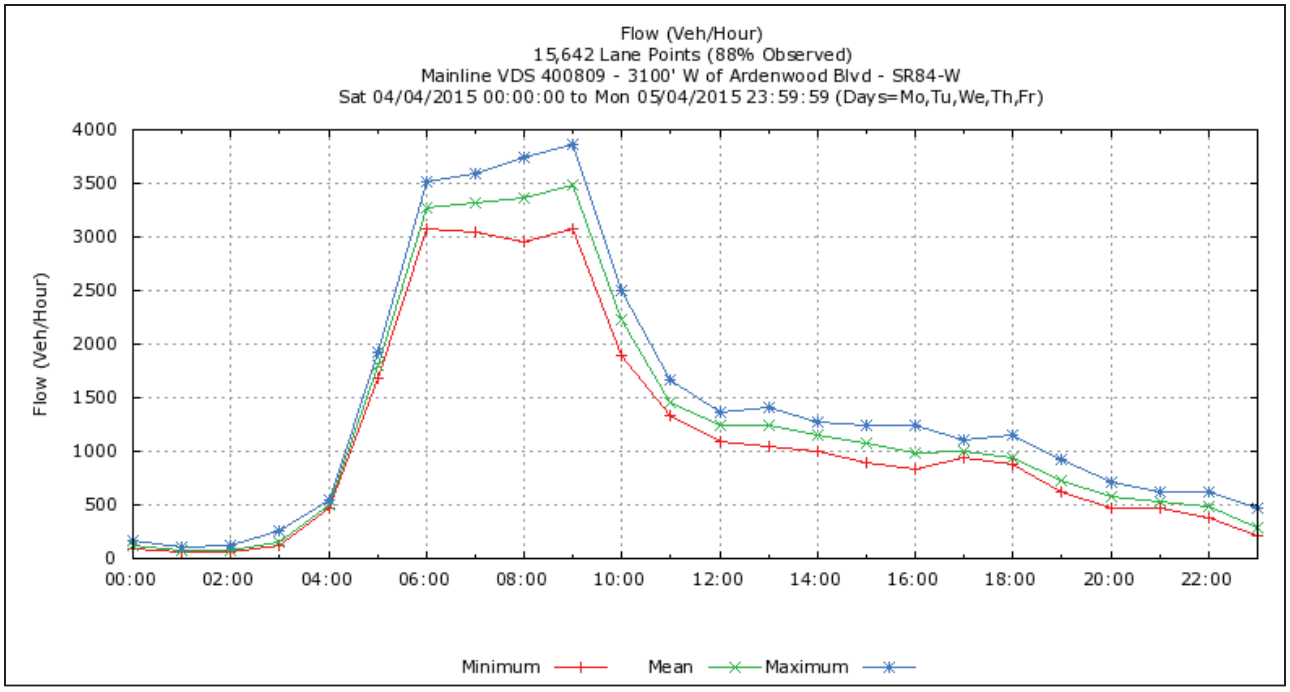
Time	Minimum	Mean	Maximum	# Lane Points	% Observed
00:00	66	127.29	170	756	100.0
01:00	52	79.14	107	756	100.0
02:00	48	84.14	103	756	99.0
03:00	118	153.95	174	756	98.0
04:00	394	492.62	529	756	99.0
05:00	1495	1956.24	2097	756	100.0
06:00	3428	4182.14	4507	756	100.0
07:00	3851	5264.29	5493	756	100.0
08:00	4153	4675.67	5033	756	100.0
09:00	3778	4354	4876	756	100.0
10:00	1893	2561.24	2962	756	100.0
11:00	1374	1594.3	1693	720	100.0
12:00	1158	1323.65	1449	720	100.0
13:00	1200	1285.4	1392	720	100.0
14:00	983	1246.55	1412	720	100.0
15:00	857	1197.95	1359	720	100.0
16:00	853	1210.85	1377	720	100.0
17:00	904	1283.4	1421	720	98.0
18:00	784	1155.95	1360	720	96.0
19:00	606	812	1038	720	97.0
20:00	427	594.65	799	720	97.0
21:00	384	530.3	662	720	99.0
22:00	335	501.65	643	720	99.0
23:00	175	291.1	490	720	98.0

PeMS Report Description

Report	Aggregates>Time of Day
Report link	http://pems.dot.ca.gov/?report_form=1&dnode=VDS&content=loops&tab=det_tod&station_id=400769&s_time_id=1428105600&s_mm=4&s_dd=4&s_yy=2015&e_time_id=1430783999&e_mm=5&e_dd=4&e_yy=2015&dow_1=on&dow_2=on&dow_3=on&dow_4=on&dow_5=on&q=flow&fn=1&pct1=25&pct2=75
Report generated	05/04/2015 11:32
PeMS version	caltrans_pems-14.0.53

Report Parameters

Parameter	Value
Quantity	Flow
Data	17,676 Lane Points
Data Quality	99.2% Observed
Segment Type	VDS
Segment Name	Mainline VDS 400769 - 800' E of Dumbarton East end
Timezone	America/Los_Angeles
Start Date	2015-04-03T17:00:00-07:00
End Date	2015-05-04T05:32:47-07:00


Flow (Veh/Hour)
15,642 Lane Points (88% Observed)
Mainline VDS 400809 - 3100' W of Ardenwood Blvd - SR84-W
Sat 04/04/2015 00:00:00 to Mon 05/04/2015 23:59:59 (Days=Mo,Tu,We,Th,Fr)
Flow (Veh/Hour)
4000
3500
3000
2500
2000
1500
1000
500
0
00:00
02:00
04:00
06:00
08:00
10:00
12:00
14:00
16:00
18:00
20:00
22:00
Minimum
Mean
Maximum

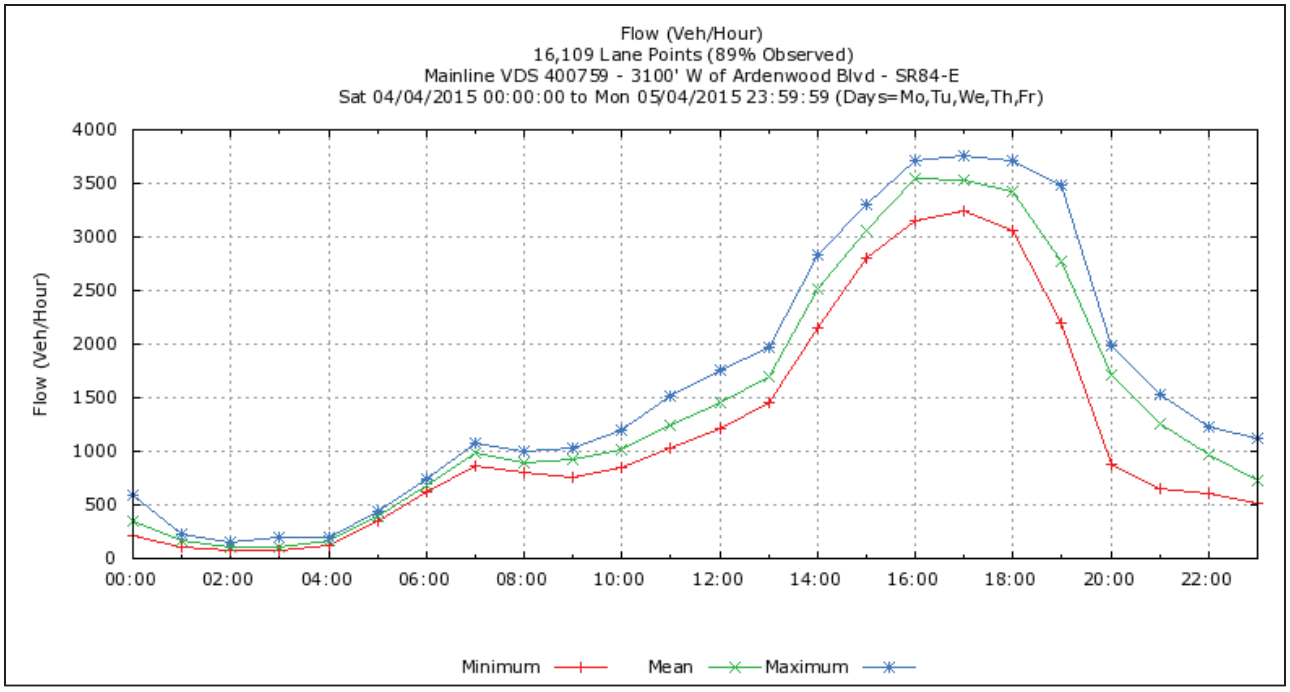
Time	Minimum	Mean	Maximum	# Lane Points	% Observed
00:00	92	128.33	169	756	90.0
01:00	65	79.76	100	756	90.0
02:00	54	79.19	118	756	90.0
03:00	124	155.81	259	756	88.0
04:00	474	507.14	549	756	90.0
05:00	1684	1797.71	1918	756	90.0
06:00	3079	3267.67	3512	756	89.0
07:00	3039	3315.62	3587	756	86.0
08:00	2961	3357.19	3735	756	86.0
09:00	3083	3489.29	3869	756	86.0
10:00	1888	2227.43	2504	756	87.0
11:00	1329	1457.35	1668	720	90.0
12:00	1084	1235.4	1359	720	90.0
13:00	1046	1243.05	1406	720	90.0
14:00	998	1150.05	1266	720	90.0
15:00	895	1077.8	1242	720	90.0
16:00	826	986.2	1248	720	90.0
17:00	935	999.8	1110	720	88.0
18:00	880	942.7	1154	720	85.0
19:00	624	722.45	918	720	87.0
20:00	467	570.25	713	720	87.0
21:00	468	531.45	627	720	89.0
22:00	382	484.35	628	720	89.0
23:00	207	288.9	467	720	88.0

PeMS Report Description

Report	Aggregates>Time of Day
Report link	http://pems.dot.ca.gov/?report_form=1&dnode=VDS&content=loops&tab=det_tod&station_id=400809&s_time_id=1428105600&s_mm=4&s_dd=4&s_yy=2015&e_time_id=1430783999&e_mm=5&e_dd=4&e_yy=2015&dow_1=on&dow_2=on&dow_3=on&dow_4=on&dow_5=on&q=flow&fn=1&pct1=25&pct2=75
Report generated	05/04/2015 11:42
PeMS version	caltrans_pems-14.0.53

Report Parameters

Parameter	Value
Quantity	Flow
Data	17,676 Lane Points
Data Quality	88.5% Observed
Segment Type	VDS
Segment Name	Mainline VDS 400809 - 3100' W of Ardenwood Blvd
Timezone	America/Los_Angeles
Start Date	2015-04-03T17:00:00-07:00
End Date	2015-05-04T05:42:28-07:00


Flow (Veh/Hour)
16,109 Lane Points (89% Observed)
Mainline VDS 400759 - 3100' W of Ardenwood Blvd - SR84-E
Sat 04/04/2015 00:00:00 to Mon 05/04/2015 23:59:59 (Days=Mo,Tu,We,Th,Fr)
Flow (Veh/Hour)
4000
3500
3000
2500
2000
1500
1000
500
0
00:00
02:00
04:00
06:00
08:00
10:00
12:00
14:00
16:00
18:00
20:00
22:00
Minimum
Mean
Maximum

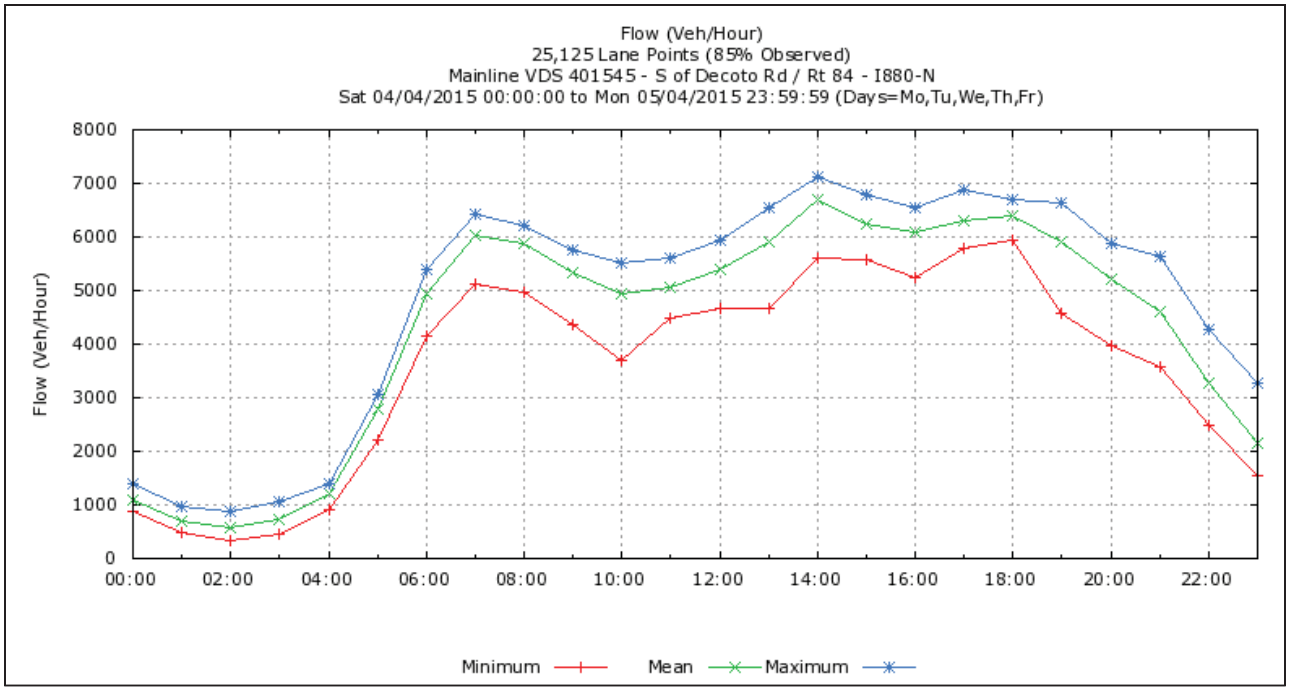
Time	Minimum	Mean	Maximum	# Lane Points	% Observed
00:00	208	351.33	584	756	90.0
01:00	103	159.33	222	756	90.0
02:00	74	107.57	150	756	90.0
03:00	74	108.52	191	756	88.0
04:00	125	170.62	201	756	90.0
05:00	344	393.81	443	756	90.0
06:00	614	685.62	746	756	89.0
07:00	867	981.81	1070	756	86.0
08:00	803	901.43	1007	756	86.0
09:00	754	929.05	1024	756	86.0
10:00	844	1013.38	1194	756	87.0
11:00	1037	1245.24	1517	756	90.0
12:00	1205	1449	1752	756	90.0
13:00	1447	1703.24	1964	756	90.0
14:00	2154	2509.71	2829	756	90.0
15:00	2806	3067.43	3305	756	90.0
16:00	3157	3542.48	3711	756	90.0
17:00	3245	3534	3757	756	89.0
18:00	3067	3423.38	3716	756	86.0
19:00	2190	2766.62	3486	756	87.0
20:00	886	1711.95	1985	756	88.0
21:00	648	1258.57	1532	756	89.0
22:00	611	969.86	1230	756	89.0
23:00	519	733.05	1126	756	88.0

PeMS Report Description

Report	Aggregates>Time of Day
Report link	http://pems.dot.ca.gov/?report_form=1&dnode=VDS&content=loops&tab=det_tod&station_id=400759&s_time_id=1428105600&s_mm=4&s_dd=4&s_yy=2015&e_time_id=1430783999&e_mm=5&e_dd=4&e_yy=2015&dow_1=on&dow_2=on&dow_3=on&dow_4=on&dow_5=on&q=flow&fn=1&pct1=25&pct2=75
Report generated	06/04/2015 16:23
PeMS version	caltrans_pems-14.0.53

Report Parameters

Parameter	Value
Quantity	Flow
Data	18,144 Lane Points
Data Quality	88.8% Observed
Segment Type	VDS
Segment Name	Mainline VDS 400759 - 3100' W of Ardenwood Blvd
Timezone	America/Los_Angeles
Start Date	2015-04-03T17:00:00-07:00
End Date	2015-05-04T16:59:59-07:00


Flow (Veh/Hour)
25,125 Lane Points (85% Observed)
Mainline VDS 401545 - S of Decoto Rd / Rt 84 - I880-N
Sat 04/04/2015 00:00:00 to Mon 05/04/2015 23:59:59 (Days=Mo,Tu,We,Th,Fr)
Flow (Veh/Hour)
8000
7000
6000
5000
4000
3000
2000
1000
0
00:00
02:00
04:00
06:00
08:00
10:00
12:00
14:00
16:00
18:00
20:00
22:00
Minimum
Mean
Maximum

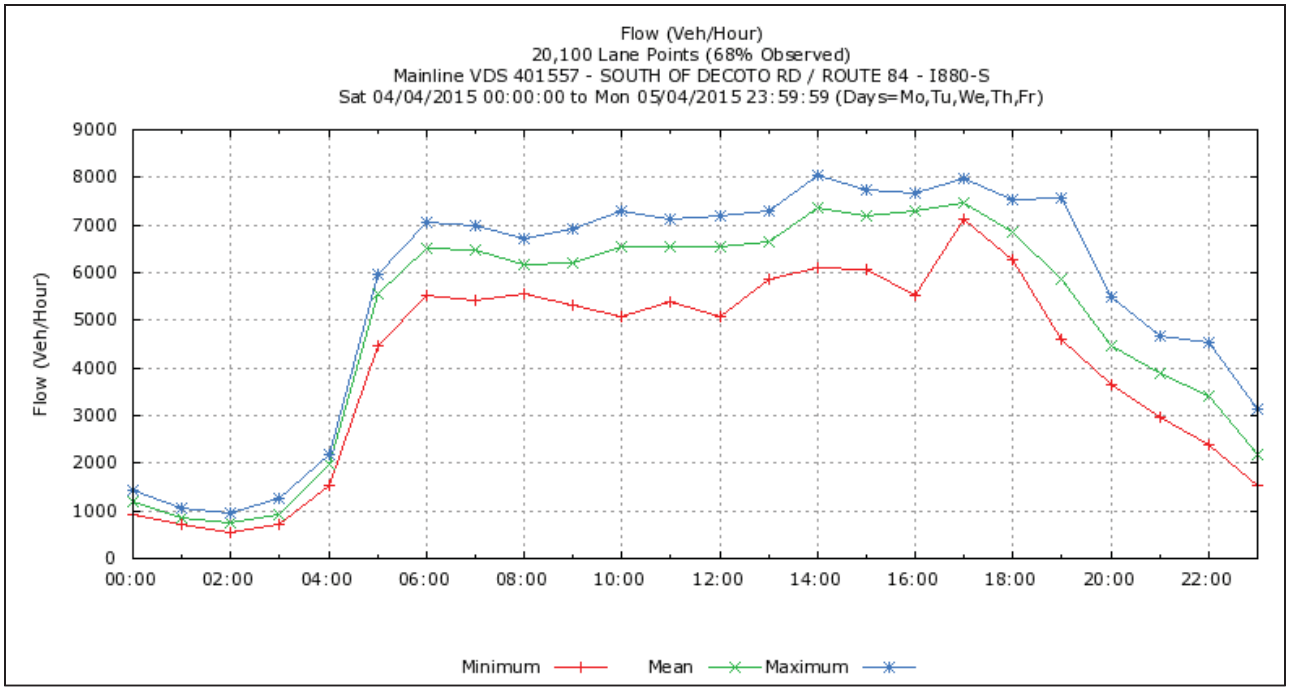
Time	Minimum	Mean	Maximum	# Lane Points	% Observed
00:00	865	1101.1	1400	1,260	86.0
01:00	479	690.67	975	1,260	85.0
02:00	332	580.38	878	1,260	85.0
03:00	465	726.48	1071	1,260	84.0
04:00	900	1200.81	1383	1,260	85.0
05:00	2208	2776.62	3073	1,260	86.0
06:00	4143	4951.1	5393	1,260	86.0
07:00	5119	6045.19	6434	1,260	86.0
08:00	4973	5889.05	6226	1,260	86.0
09:00	4365	5330.43	5768	1,260	86.0
10:00	3704	4944.9	5522	1,260	86.0
11:00	4470	5064.14	5592	1,260	86.0
12:00	4655	5404.85	5948	1,200	85.0
13:00	4674	5905.6	6542	1,200	85.0
14:00	5599	6710.05	7128	1,200	85.0
15:00	5575	6250.15	6773	1,200	85.0
16:00	5249	6088.25	6533	1,200	85.0
17:00	5797	6293.05	6865	1,200	85.0
18:00	5953	6391.85	6710	1,200	85.0
19:00	4569	5914.1	6623	1,200	85.0
20:00	3982	5209.35	5885	1,200	85.0
21:00	3579	4618.85	5643	1,200	85.0
22:00	2472	3266.85	4271	1,200	84.0
23:00	1541	2163.75	3285	1,200	83.0

PeMS Report Description

Report	Aggregates>Time of Day
Report link	http://pems.dot.ca.gov/?report_form=1&dnode=VDS&content=loops&tab=det_tod&station_id=401545&s_time_id=1428105600&s_mm=4&s_dd=4&s_yy=2015&e_time_id=1430783999&e_mm=5&e_dd=4&e_yy=2015&dow_1=on&dow_2=on&dow_3=on&dow_4=on&dow_5=on&q=flow&fn=1&pct1=25&pct2=75
Report generated	05/04/2015 12:08
PeMS version	caltrans_pems-14.0.53

Report Parameters

Parameter	Value
Quantity	Flow
Data	29,520 Lane Points
Data Quality	85.1% Observed
Segment Type	VDS
Segment Name	Mainline VDS 401545 - S of Decoto Rd / Rt 84
Timezone	America/Los_Angeles
Start Date	2015-04-03T17:00:00-07:00
End Date	2015-05-04T06:08:02-07:00


Flow (Veh/Hour)
20,100 Lane Points (68% Observed)
Mainline VDS 401557 - SOUTH OF DECOTO RD / ROUTE 84 - I880-S
Sat 04/04/2015 00:00:00 to Mon 05/04/2015 23:59:59 (Days=Mo,Tu,We,Th,Fr)
Flow (Veh/Hour)
9000
8000
7000
6000
5000
4000
3000
2000
1000
0
00:00
02:00
04:00
06:00
08:00
10:00
12:00
14:00
16:00
18:00
20:00
22:00
Minimum
Mean
Maximum

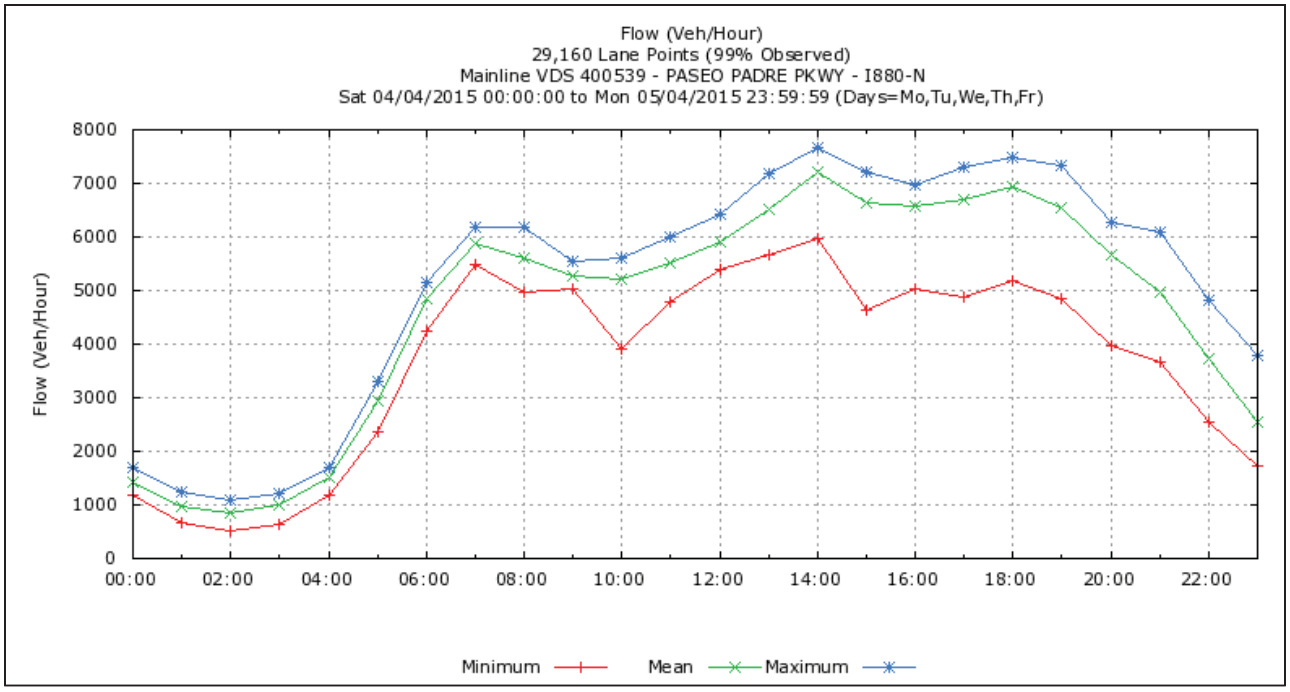
Time	Minimum	Mean	Maximum	# Lane Points	% Observed
00:00	928	1203.48	1440	1,260	69.0
01:00	711	841.76	1044	1,260	68.0
02:00	539	752.1	946	1,260	68.0
03:00	709	930.86	1261	1,260	67.0
04:00	1528	1979.76	2182	1,260	68.0
05:00	4452	5570.57	5964	1,260	69.0
06:00	5521	6510.71	7066	1,260	69.0
07:00	5425	6464.9	6976	1,260	69.0
08:00	5564	6168.33	6707	1,260	69.0
09:00	5306	6213.1	6904	1,260	69.0
10:00	5083	6542.43	7290	1,260	69.0
11:00	5372	6542.38	7136	1,260	69.0
12:00	5079	6529.25	7184	1,200	68.0
13:00	5850	6648.75	7284	1,200	68.0
14:00	6102	7354.75	8057	1,200	68.0
15:00	6065	7199.9	7741	1,200	68.0
16:00	5514	7290.85	7670	1,200	68.0
17:00	7138	7465.75	7963	1,200	68.0
18:00	6256	6845.15	7550	1,200	68.0
19:00	4588	5853.65	7554	1,200	68.0
20:00	3636	4470.05	5476	1,200	68.0
21:00	2968	3879.35	4661	1,200	68.0
22:00	2376	3393.55	4535	1,200	67.0
23:00	1540	2198.35	3135	1,200	67.0

PeMS Report Description

Report	Aggregates>Time of Day
Report link	http://pems.dot.ca.gov/?report_form=1&dnode=VDS&content=loops&tab=det_tod&station_id=401557&s_time_id=1428105600&s_mm=4&s_dd=4&s_yy=2015&e_time_id=1430783999&e_mm=5&e_dd=4&e_yy=2015&dow_1=on&dow_2=on&dow_3=on&dow_4=on&dow_5=on&q=flow&fn=1&pct1=25&pct2=75
Report generated	05/04/2015 12:10
PeMS version	caltrans_pems-14.0.53

Report Parameters

Parameter	Value
Quantity	Flow
Data	29,520 Lane Points
Data Quality	68.1% Observed
Segment Type	VDS
Segment Name	Mainline VDS 401557 - SOUTH OF DECOTO RD / ROUTE 84
Timezone	America/Los_Angeles
Start Date	2015-04-03T17:00:00-07:00
End Date	2015-05-04T06:10:27-07:00


Flow (Veh/Hour)
29,160 Lane Points (99% Observed)
Mainline VDS 400539 - PASEO PADRE PKWY - I880-N
Sat 04/04/2015 00:00:00 to Mon 05/04/2015 23:59:59 (Days=Mo,Tu,We,Th,Fr)
Flow (Veh/Hour)
8000
7000
6000
5000
4000
3000
2000
1000
0
00:00
02:00
04:00
06:00
08:00
10:00
12:00
14:00
16:00
18:00
20:00
22:00
Minimum
Mean
Maximum

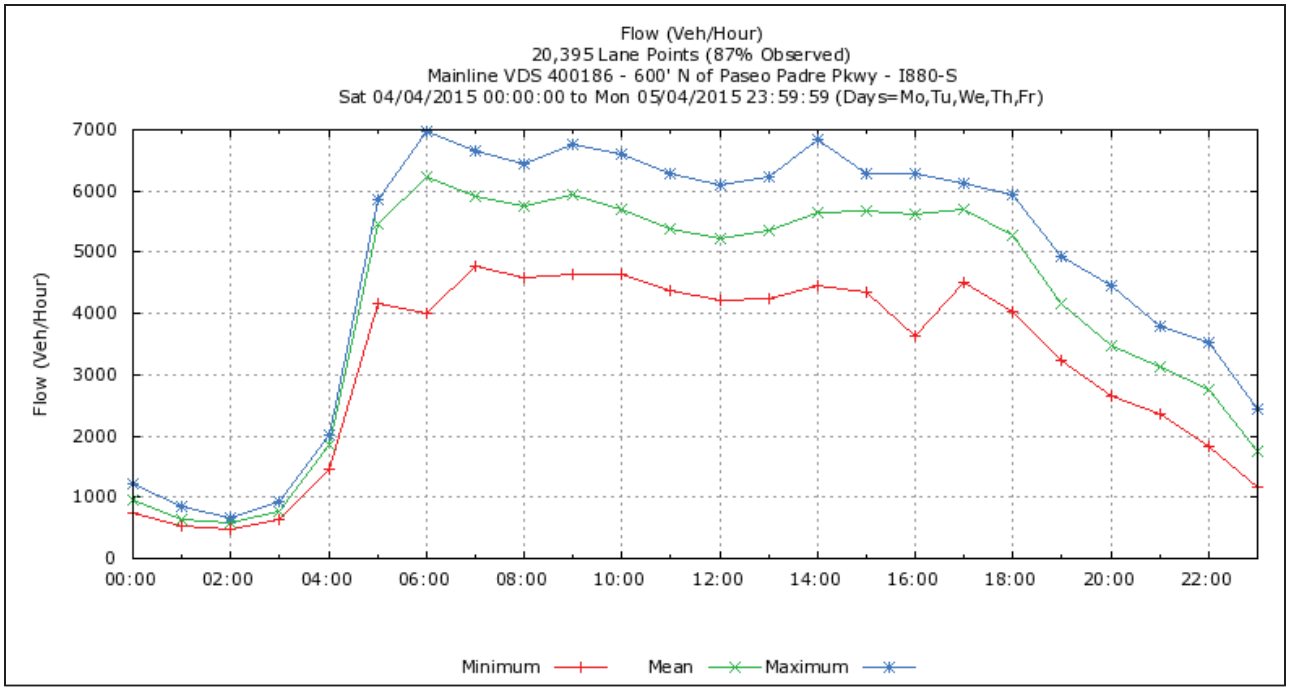
Time	Minimum	Mean	Maximum	# Lane Points	% Observed
00:00	1187	1436.14	1709	1,260	100.0
01:00	676	962.52	1247	1,260	100.0
02:00	517	847.81	1087	1,260	99.0
03:00	644	1004.81	1214	1,260	98.0
04:00	1168	1506.14	1693	1,260	99.0
05:00	2366	2952.24	3288	1,260	100.0
06:00	4244	4844.86	5152	1,260	100.0
07:00	5480	5882	6184	1,260	100.0
08:00	4959	5608.76	6167	1,260	100.0
09:00	5031	5271.52	5555	1,260	100.0
10:00	3924	5227.2	5603	1,200	100.0
11:00	4777	5502.3	6002	1,200	100.0
12:00	5409	5906.6	6433	1,200	100.0
13:00	5671	6525.85	7176	1,200	100.0
14:00	5957	7199	7658	1,200	100.0
15:00	4632	6648.65	7214	1,200	100.0
16:00	5040	6586.5	6967	1,200	100.0
17:00	4866	6699.85	7293	1,200	98.0
18:00	5173	6928.4	7480	1,200	96.0
19:00	4855	6545.4	7333	1,200	97.0
20:00	3970	5658.8	6274	1,200	97.0
21:00	3662	4967.8	6082	1,200	99.0
22:00	2539	3715.55	4813	1,200	99.0
23:00	1738	2555.45	3784	1,200	98.0

PeMS Report Description

Report	Aggregates>Time of Day
Report link	http://pems.dot.ca.gov/?report_form=1&dnode=VDS&content=loops&tab=det_tod&station_id=400539&s_time_id=1428105600&s_mm=4&s_dd=4&s_yy=2015&e_time_id=1430783999&e_mm=5&e_dd=4&e_yy=2015&dow_1=on&dow_2=on&dow_3=on&dow_4=on&dow_5=on&q=flow&fn=1&pct1=25&pct2=75
Report generated	05/04/2015 12:00
PeMS version	caltrans_pems-14.0.53

Report Parameters

Parameter	Value
Quantity	Flow
Data	29,400 Lane Points
Data Quality	99.2% Observed
Segment Type	VDS
Segment Name	Mainline VDS 400539 - PASEO PADRE PKWY
Timezone	America/Los_Angeles
Start Date	2015-04-03T17:00:00-07:00
End Date	2015-05-04T06:00:21-07:00


Flow (Veh/Hour)
20,395 Lane Points (87% Observed)
Mainline VDS 400186 - 600' N of Paseo Padre Pkwy - I880-S
Sat 04/04/2015 00:00:00 to Mon 05/04/2015 23:59:59 (Days=Mo,Tu,We,Th,Fr)
Flow (Veh/Hour)
7000
6000
5000
4000
3000
2000
1000
0
00:00
02:00
04:00
06:00
08:00
10:00
12:00
14:00
16:00
18:00
20:00
22:00
Minimum
Mean
Maximum

Time	Minimum	Mean	Maximum	# Lane Points	% Observed
00:00	743	960.86	1221	1,008	87.0
01:00	529	640.38	844	1,008	87.0
02:00	473	574.29	665	1,008	86.0
03:00	637	768.71	919	1,008	85.0
04:00	1467	1862.76	2024	1,008	86.0
05:00	4156	5463.86	5870	1,008	87.0
06:00	4015	6229.38	6983	1,008	87.0
07:00	4763	5916.9	6655	1,008	87.0
08:00	4593	5757	6448	1,008	87.0
09:00	4652	5938.29	6751	1,008	87.0
10:00	4635	5695.52	6590	1,008	87.0
11:00	4381	5390.4	6272	960	87.0
12:00	4228	5223.15	6098	960	88.0
13:00	4249	5343.8	6230	960	88.0
14:00	4442	5656.15	6839	960	88.0
15:00	4345	5669.85	6294	960	88.0
16:00	3632	5623.1	6292	960	88.0
17:00	4498	5702.55	6128	960	86.0
18:00	4029	5283.05	5946	960	84.0
19:00	3242	4171.45	4923	960	85.0
20:00	2660	3464.95	4451	960	85.0
21:00	2351	3116.5	3799	960	86.0
22:00	1837	2754.7	3539	960	87.0
23:00	1167	1745.15	2440	960	86.0

PeMS Report Description

Report	Aggregates>Time of Day
Report link	http://pems.dot.ca.gov/?report_form=1&dnode=VDS&content=loops&tab=det_tod&station_id=400186&s_time_id=1428105600&s_mm=4&s_dd=4&s_yy=2015&e_time_id=1430783999&e_mm=5&e_dd=4&e_yy=2015&dow_1=on&dow_2=on&dow_3=on&dow_4=on&dow_5=on&q=flow&fn=1&pct1=25&pct2=75
Report generated	05/04/2015 12:05
PeMS version	caltrans_pems-14.0.53

Report Parameters

Parameter	Value
Quantity	Flow
Data	23,568 Lane Points
Data Quality	86.5% Observed
Segment Type	VDS
Segment Name	Mainline VDS 400186 - 600' N of Paseo Padre Pkwy
Timezone	America/Los_Angeles
Start Date	2015-04-03T17:00:00-07:00
End Date	2015-05-04T06:05:06-07:00

Appendix D

Intersection Level of Service Calculations

AM Peak - Existing Conditions
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #1 Alvarado Blvd / Deep Creek Rd

Cycle (sec):	66	Critical Vol./Cap.(X):	0.942
Loss Time (sec):	15	Average Delay (sec/veh):	29.5
Optimal Cycle:	99	Level Of Service:	C

Street Name:	Alvarado Blvd						Deep Creek Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	4	19	10	4	27	10	4	30	4	4	4	4
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	0 0	2 1	0	1 0	0 0	3	2 0	1 0	1
Volume Module: >> Count Date: 26 Feb 2015 << 7:30 - 8:30 am												
Base Vol:	108	870	180	0	2125	222	101	0	529	236	236	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	870	180	0	2125	222	101	0	529	236	236	40
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.00	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	111	890	0	0	2175	227	103	0	541	242	242	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	890	0	0	2175	227	103	0	541	242	242	41
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	890	0	0	2175	227	103	0	541	242	242	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.99	0.99	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	3.00	1.00	0.00	2.72	0.28	1.00	0.00	3.00	2.00	1.00	1.00
Final Sat.:	1805	5700	1900	0	5089	532	1805	0	4845	3610	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.16	0.00	0.00	0.43	0.43	0.06	0.00	0.11	0.07	0.13	0.03
Crit Moves:	****				****				****		****	
Green/Cycle:	0.07	0.52	0.00	0.00	0.45	0.45	0.12	0.00	0.12	0.14	0.14	0.14
Volume/Cap:	0.94	0.30	0.00	0.00	0.94	0.94	0.48	0.00	0.94	0.50	0.94	0.19
Delay/Veh:	95.4	9.1	0.0	0.0	25.1	25.1	28.9	0.0	52.8	27.3	68.7	25.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.4	9.1	0.0	0.0	25.1	25.1	28.9	0.0	52.8	27.3	68.7	25.8
LOS by Move:	F	A	A	A	C	C	C	A	D	C	E	C
HCM2kAvgQ:	5	4	0	0	21	21	3	0	7	3	9	1

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

PM Peak - Existing Conditions
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #1 Alvarado Blvd / Deep Creek Rd

Cycle (sec):	106	Critical Vol./Cap.(X):	0.574
Loss Time (sec):	15	Average Delay (sec/veh):	31.5
Optimal Cycle:	80	Level Of Service:	C

Street Name:	Alvarado Blvd						Deep Creek Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	4	19	10	4	27	10	4	4	4	4	30	4
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	0 0	2 1	0	1 0	0 0	3	2 0	1 0	1
Volume Module: >> Count Date: 26 Feb 2015 << 5:00 - 6:00 pm												
Base Vol:	146	1455	88	0	979	97	149	0	303	516	188	221
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	1455	88	0	979	97	149	0	303	516	188	221
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	159	1582	0	0	1064	105	162	0	329	561	204	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	1582	0	0	1064	105	162	0	329	561	204	240
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	159	1582	0	0	1064	105	162	0	329	561	204	240
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.99	0.99	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	3.00	1.00	0.00	2.73	0.27	1.00	0.00	3.00	2.00	1.00	1.00
Final Sat.:	1805	5700	1900	0	5119	507	1805	0	4845	3610	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.28	0.00	0.00	0.21	0.21	0.09	0.00	0.07	0.16	0.11	0.15
Crit Moves:	****				****		****				****	
Green/Cycle:	0.13	0.44	0.00	0.00	0.31	0.31	0.13	0.00	0.13	0.28	0.28	0.28
Volume/Cap:	0.67	0.63	0.00	0.00	0.67	0.67	0.67	0.00	0.51	0.55	0.38	0.53
Delay/Veh:	51.1	23.4	0.0	0.0	32.8	32.8	50.8	0.0	43.3	32.9	31.0	33.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.1	23.4	0.0	0.0	32.8	32.8	50.8	0.0	43.3	32.9	31.0	33.1
LOS by Move:	D	C	A	A	C	C	D	A	D	C	C	C
HCM2kAvgQ:	6	14	0	0	12	12	6	0	4	8	5	7

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

AM Peak - Existing Conditions
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #2 I-880 NB Ramps / Fremont Blvd

Cycle (sec): 68 Critical Vol./Cap.(X): 0.766
Loss Time (sec): 14 Average Delay (sec/veh): 13.9
Optimal Cycle: 65 Level Of Service: B

Street Name:	Fremont Blvd						I-880 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	17	10	4	31	10	4	4	4	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 0	1	2 0	3 0	0	1 1	0 0	2	0 0	0 0	0
Volume Module: >> Count Date: 26 Feb 2015 << 7:30 - 8:30 am												
Base Vol:	0	829	624	387	1453	0	284	0	93	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	829	624	387	1453	0	284	0	93	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	881	663	411	1544	0	302	0	99	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	881	663	411	1544	0	302	0	99	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	881	663	411	1544	0	302	0	99	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.95	1.00	1.00	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5700	1615	3610	5700	0	3618	0	3230	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.41	0.11	0.27	0.00	0.08	0.00	0.03	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green/Cycle:	0.00	0.54	0.54	0.15	0.69	0.00	0.11	0.00	0.11	0.00	0.00	0.00
Volume/Cap:	0.00	0.29	0.77	0.77	0.40	0.00	0.77	0.00	0.28	0.00	0.00	0.00
Delay/Veh:	0.0	8.7	16.5	34.3	4.7	0.0	38.2	0.0	28.3	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	8.7	16.5	34.3	4.7	0.0	38.2	0.0	28.3	0.0	0.0	0.0
LOS by Move:	A	A	B	C	A	A	D	A	C	A	A	A
HCM2kAvgQ:	0	3	11	6	5	0	5	0	1	0	0	0

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

PM Peak - Existing Conditions
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #2 I-880 NB Ramps / Fremont Blvd

Cycle (sec): 62 Critical Vol./Cap.(X): 0.492
Loss Time (sec): 14 Average Delay (sec/veh): 17.2
Optimal Cycle: 49 Level Of Service: B

Street Name:	Fremont Blvd						I-880 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	17	10	4	31	10	4	4	4	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 0	1	2 0	3 0	0	1 1	0 0	2	0 0	0 0	0
Volume Module: >> Count Date: 26 Feb 2015 << 5:00 - 6:00 pm												
Base Vol:	0	1205	512	233	1146	0	482	22	161	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1205	512	233	1146	0	482	22	161	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	1313	558	254	1248	0	525	24	175	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1313	558	254	1248	0	525	24	175	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1313	558	254	1248	0	525	24	175	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.95	1.00	1.00	0.89	0.89	0.85	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	1.91	0.09	2.00	0.00	0.00	0.00
Final Sat.:	0	5700	1615	3610	5700	0	3238	148	3230	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.35	0.07	0.22	0.00	0.16	0.16	0.05	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.00	0.42	0.42	0.08	0.50	0.00	0.27	0.27	0.27	0.00	0.00	0.00
Volume/Cap:	0.00	0.55	0.83	0.83	0.44	0.00	0.59	0.59	0.20	0.00	0.00	0.00
Delay/Veh:	0.0	14.1	24.8	45.2	10.0	0.0	20.5	20.5	17.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.1	24.8	45.2	10.0	0.0	20.5	20.5	17.4	0.0	0.0	0.0
LOS by Move:	A	B	C	D	B	A	C	C	B	A	A	A
HCM2kAvgQ:	0	6	10	5	5	0	5	5	1	0	0	0

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

AM Peak - Existing Conditions
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #3 Fremont Blvd / Paseo Padre Pkwy

Cycle (sec):	82	Critical Vol./Cap.(X):	0.671
Loss Time (sec):	12	Average Delay (sec/veh):	35.1
Optimal Cycle:	70	Level Of Service:	D

Street Name:	Fremont Blvd						Paseo Padre Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	22	8	4	22	8	4	28	8	4	28	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	2 1	0	2 0	1 1	0	1 0	2 0	1
Volume Module: >> Count Date: 26 Feb 2015 << 7:30 - 8:30 am												
Base Vol:	342	566	53	602	811	148	158	457	339	99	490	467
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	342	566	53	602	811	148	158	457	339	99	490	467
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	360	595	56	633	853	156	166	481	356	104	515	491
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	360	595	56	633	853	156	166	481	356	104	515	491
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	360	595	56	633	853	156	166	481	356	104	515	491
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.98	0.98	0.95	0.94	0.94	0.95	1.00	0.85
Lanes:	2.00	3.00	1.00	2.00	2.54	0.46	2.00	1.15	0.85	1.00	2.00	1.00
Final Sat.:	3610	5700	1615	3610	4709	859	3610	2042	1515	1805	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.03	0.18	0.18	0.18	0.05	0.24	0.24	0.06	0.14	0.30
Crit Moves:		****		****				****		****		
Green/Cycle:	0.12	0.27	0.27	0.18	0.33	0.33	0.05	0.34	0.34	0.06	0.35	0.35
Volume/Cap:	0.81	0.39	0.13	0.96	0.55	0.55	0.92	0.69	0.69	0.96	0.39	0.86
Delay/Veh:	46.2	24.7	22.9	57.5	22.9	22.9	82.4	24.9	24.9	110.2	20.1	37.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.2	24.7	22.9	57.5	22.9	22.9	82.4	24.9	24.9	110.2	20.1	37.8
LOS by Move:	D	C	C	E	C	C	F	C	C	F	C	D
HCM2kAvgQ:	7	4	1	10	7	7	5	10	10	6	5	15

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

PM Peak - Existing Conditions
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #3 Fremont Blvd / Paseo Padre Pkwy

Cycle (sec):	90	Critical Vol./Cap.(X):	0.864
Loss Time (sec):	12	Average Delay (sec/veh):	37.9
Optimal Cycle:	91	Level Of Service:	D

Street Name:	Fremont Blvd						Paseo Padre Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	22	8	4	22	8	4	28	8	4	28	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	2 1	0	2 0	1 1	0	1 0	2 0	1
Volume Module: >> Count Date: 26 Feb 2015 << 5:00 - 6:00 pm												
Base Vol:	340	902	85	402	544	215	256	496	246	56	457	591
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	340	902	85	402	544	215	256	496	246	56	457	591
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	360	956	90	426	576	228	271	525	261	59	484	626
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	360	956	90	426	576	228	271	525	261	59	484	626
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	360	956	90	426	576	228	271	525	261	59	484	626
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.96	0.96	0.95	0.95	0.95	0.95	1.00	0.85
Lanes:	2.00	3.00	1.00	2.00	2.15	0.85	2.00	1.34	0.66	1.00	2.00	1.00
Final Sat.:	3610	5700	1615	3610	3914	1547	3610	2413	1197	1805	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.10	0.17	0.06	0.12	0.15	0.15	0.08	0.22	0.22	0.03	0.13	0.39
Crit Moves:		****		****			****					****
Green/Cycle:	0.11	0.24	0.24	0.13	0.26	0.26	0.08	0.43	0.43	0.06	0.42	0.42
Volume/Cap:	0.93	0.69	0.23	0.93	0.56	0.56	0.93	0.50	0.50	0.53	0.31	0.93
Delay/Veh:	68.1	32.3	27.5	65.2	29.1	29.1	76.6	18.7	18.7	45.7	17.7	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:	68.1	32.3	27.5	65.2	29.1	29.1	76.6	18.7	18.7	45.7	17.7	45.2
LOS by Move:	E	C	C	E	C	C	E	B	B	D	B	D
HCM2kAvgQ:	8	9	2	7	6	6	7	8	8	2	4	21

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

AM Peak - Existing Conditions
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #4 Paseo Padre Pkwy / Decoto Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.845
Loss Time (sec): 16 Average Delay (sec/veh): 55.5
Optimal Cycle: 106 Level Of Service: E

Street Name:	Paseo Padre Pkwy						Decoto Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	31	13	4	31	13	4	22	8	4	22	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	1 1	0	1 0	2 0	1	2 0	2 0	1
Volume Module: >> Count Date: 26 Feb 2015 << 7:30 - 8:30 am												
Base Vol:	220	460	276	562	981	35	38	808	232	545	1119	554
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	460	276	562	981	35	38	808	232	545	1119	554
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	241	505	303	617	1077	38	42	887	255	598	1228	608
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	241	505	303	617	1077	38	42	887	255	598	1228	608
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	241	505	303	617	1077	38	42	887	255	598	1228	608
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.92	0.95	0.95	0.95	0.95	0.85	0.92	0.95	0.85
Lanes:	2.00	2.00	1.00	2.00	1.93	0.07	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	3610	1615	3502	3468	124	1805	3610	1615	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.19	0.18	0.31	0.31	0.02	0.25	0.16	0.17	0.34	0.38
Crit Moves:		****		****				****		****		
Green/Cycle:	0.08	0.26	0.26	0.18	0.36	0.36	0.03	0.25	0.25	0.18	0.39	0.39
Volume/Cap:	0.86	0.54	0.73	0.97	0.86	0.86	0.66	0.97	0.63	0.97	0.87	0.96
Delay/Veh:	77.8	39.0	46.9	78.1	42.0	42.0	81.0	68.1	42.9	79.0	39.4	61.3
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:	77.8	39.0	46.9	78.1	42.0	42.0	81.0	68.1	42.9	79.0	39.4	61.3
LOS by Move:	E	D	D	E	D	D	F	E	D	E	D	E
HCM2kAvgQ:	7	9	12	16	23	23	2	20	8	16	25	27

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

PM Peak - Existing Conditions
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #4 Paseo Padre Pkwy / Decoto Rd

Cycle (sec): 132 Critical Vol./Cap.(X): 1.088
Loss Time (sec): 16 Average Delay (sec/veh): 71.8
Optimal Cycle: 180 Level Of Service: E

Street Name:	Paseo Padre Pkwy						Decoto Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	31	13	4	31	13	4	22	8	4	22	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	1 1	0	1 0	2 0	1	2 0	2 0	1
Volume Module: >> Count Date: 26 Feb 2015 << 5:00 - 6:00 pm												
Base Vol:	136	767	556	446	452	24	49	1301	290	322	767	495
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	767	556	446	452	24	49	1301	290	322	767	495
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	141	794	576	462	468	25	51	1347	300	333	794	512
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	794	576	462	468	25	51	1347	300	333	794	512
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	141	794	576	462	468	25	51	1347	300	333	794	512
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.92	0.94	0.94	0.95	0.95	0.85	0.92	0.95	0.85
Lanes:	2.00	2.00	1.00	2.00	1.90	0.10	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	3610	1615	3502	3404	181	1805	3610	1615	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.22	0.36	0.13	0.14	0.14	0.03	0.37	0.19	0.10	0.22	0.32
Crit Moves:			****	****				****		****		
Green/Cycle:	0.07	0.33	0.33	0.12	0.38	0.38	0.04	0.34	0.34	0.09	0.39	0.39
Volume/Cap:	0.61	0.67	1.09	1.09	0.36	0.36	0.75	1.09	0.54	1.09	0.56	0.81
Delay/Veh:	64.9	39.8	109.7	127.6	29.3	29.3	99.5	96.6	36.1	137.4	31.7	43.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.9	39.8	109.7	127.6	29.3	29.3	99.5	96.6	36.1	137.4	31.7	43.3
LOS by Move:	E	D	F	F	C	C	F	F	D	F	C	D
HCM2kAvgQ:	4	15	33	16	7	7	2	36	9	12	13	20

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

AM Peak - Existing Conditions
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #5 Fremont Blvd / Decoto Rd

Cycle (sec): 108 Critical Vol./Cap.(X): 0.943
Loss Time (sec): 12 Average Delay (sec/veh): 43.2
Optimal Cycle: 141 Level Of Service: D

Street Name:	Fremont Blvd						Decoto Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	30	10	4	30	10	4	30	10	4	30	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	2 1	0	2 0	2 0	1
Volume Module: >> Count Date: 26 Feb 2015 << 7:30 - 8:30 am												
Base Vol:	237	826	181	147	1084	233	87	750	267	161	1237	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	237	826	181	147	1084	233	87	750	267	161	1237	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	259	904	198	161	1186	255	95	821	292	176	1353	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	259	904	198	161	1186	255	95	821	292	176	1353	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	259	904	198	161	1186	255	95	821	292	176	1353	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.96	0.96	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.21	0.79	2.00	2.00	1.00
Final Sat.:	1805	3800	1615	1805	3800	1615	3610	4040	1438	3610	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.14	0.24	0.12	0.09	0.31	0.16	0.03	0.20	0.20	0.05	0.36	0.04
Crit Moves:	****				****		****				****	
Green/Cycle:	0.15	0.36	0.36	0.12	0.33	0.33	0.04	0.35	0.35	0.06	0.37	0.37
Volume/Cap:	0.95	0.66	0.34	0.77	0.95	0.48	0.71	0.58	0.58	0.80	0.95	0.12
Delay/Veh:	87.2	30.0	25.4	61.9	51.1	29.7	67.9	29.1	29.1	67.8	47.1	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:	87.2	30.0	25.4	61.9	51.1	29.7	67.9	29.1	29.1	67.8	47.1	22.3
LOS by Move:	F	C	C	E	D	C	E	C	C	E	D	C
HCM2kAvgQ:	13	13	5	7	24	7	2	10	10	3	23	1

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

PM Peak - Existing Conditions
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #5 Fremont Blvd / Decoto Rd

Cycle (sec): 110 Critical Vol./Cap.(X): 0.714
Loss Time (sec): 12 Average Delay (sec/veh): 38.4
Optimal Cycle: 80 Level Of Service: D

Street Name:	Fremont Blvd						Decoto Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	30	10	4	30	10	4	30	10	4	30	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	2 1	0	2 0	2 0	1
Volume Module: >> Count Date: 26 Feb 2015 << 5:00 - 6:00 pm												
Base Vol:	165	940	213	160	626	109	288	1325	231	247	741	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	940	213	160	626	109	288	1325	231	247	741	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	174	991	224	169	660	115	303	1396	243	260	781	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	991	224	169	660	115	303	1396	243	260	781	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
FinalVolume:	174	991	224	169	660	115	303	1396	243	260	781	133
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.98	0.98	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.55	0.45	2.00	2.00	1.00
Final Sat.:	1805	3800	1615	1805	3800	1615	3610	4747	828	3610	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.10	0.26	0.14	0.09	0.17	0.07	0.08	0.29	0.29	0.07	0.21	0.08
Crit Moves:	****				****			****		****		
Green/Cycle:	0.13	0.30	0.30	0.10	0.27	0.27	0.12	0.39	0.39	0.10	0.37	0.37
Volume/Cap:	0.75	0.87	0.46	0.91	0.64	0.26	0.73	0.75	0.75	0.75	0.55	0.22
Delay/Veh:	58.8	44.1	32.1	90.9	36.5	31.6	53.4	30.2	30.2	57.1	27.6	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:	58.8	44.1	32.1	90.9	36.5	31.6	53.4	30.2	30.2	57.1	27.6	23.7
LOS by Move:	E	D	C	F	D	C	D	C	C	E	C	C
HCM2kAvgQ:	7	19	6	9	11	3	5	15	15	4	10	3

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

AM Peak - Existing Conditions
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #6 I-880 NB Ramps / Decoto Rd

Cycle (sec): 92 Critical Vol./Cap.(X): 0.963
Loss Time (sec): 6 Average Delay (sec/veh): 32.2
Optimal Cycle: 145 Level Of Service: C

Street Name:	I-880 NB Ramps						Decoto Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	6	0	6	0	0	0	0	17	0	0	17	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	1	0 0	0 0	0	0 0	2 0	1	0 0	2 0	1
Volume Module: >> Count Date: 26 Feb 2015 << 7:45 - 8:45 am												
Base Vol:	1411	0	296	0	0	0	0	639	770	0	1636	208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1411	0	296	0	0	0	0	639	770	0	1636	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.00	0.96	0.96	0.00
PHF Volume:	1468	0	308	0	0	0	0	665	0	0	1702	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1468	0	308	0	0	0	0	665	0	0	1702	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	1468	0	308	0	0	0	0	665	0	0	1702	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	1.00	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.83	0.00	1.17	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	3245	0	2085	0	0	0	0	3800	1900	0	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.45	0.00	0.15	0.00	0.00	0.00	0.00	0.17	0.00	0.00	0.45	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.47	0.00	0.47	0.00	0.00	0.00	0.00	0.47	0.00	0.00	0.47	0.00
Volume/Cap:	0.96	0.00	0.31	0.00	0.00	0.00	0.00	0.38	0.00	0.00	0.96	0.00
Delay/Veh:	37.0	0.0	15.2	0.0	0.0	0.0	0.0	16.1	0.0	0.0	37.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.0	0.0	15.2	0.0	0.0	0.0	0.0	16.1	0.0	0.0	37.6	0.0
LOS by Move:	D	A	B	A	A	A	A	B	A	A	D	A
HCM2kAvgQ:	28	0	5	0	0	0	0	6	0	0	23	0

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

PM Peak - Existing Conditions
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #6 I-880 NB Ramps / Decoto Rd

Cycle (sec): 75 Critical Vol./Cap.(X): 0.759
Loss Time (sec): 6 Average Delay (sec/veh): 16.1
Optimal Cycle: 48 Level Of Service: B

Street Name:	I-880 NB Ramps						Decoto Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	6	0	6	0	0	0	0	17	0	0	17	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	1	0 0	0 0	0	0 0	2 0	1	0 0	2 0	1
Volume Module: >> Count Date: 26 Feb 2015 << 4:45 - 5:45 pm												
Base Vol:	598	0	681	0	0	0	0	1454	1108	0	954	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	598	0	681	0	0	0	0	1454	1108	0	954	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.00
PHF Volume:	630	0	718	0	0	0	0	1532	0	0	1005	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	630	0	718	0	0	0	0	1532	0	0	1005	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	630	0	718	0	0	0	0	1532	0	0	1005	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.00	0.90	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	1.47	0.00	1.53	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	2506	0	2617	0	0	0	0	3610	1900	0	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.25	0.00	0.27	0.00	0.00	0.00	0.00	0.42	0.00	0.00	0.28	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.36	0.00	0.36	0.00	0.00	0.00	0.00	0.56	0.00	0.00	0.56	0.00
Volume/Cap:	0.70	0.00	0.76	0.00	0.00	0.00	0.00	0.76	0.00	0.00	0.50	0.00
Delay/Veh:	21.6	0.0	23.0	0.0	0.0	0.0	0.0	14.4	0.0	0.0	10.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.6	0.0	23.0	0.0	0.0	0.0	0.0	14.4	0.0	0.0	10.3	0.0
LOS by Move:	C	A	C	A	A	A	A	B	A	A	B	A
HCM2kAvgQ:	10	0	11	0	0	0	0	16	0	0	7	0

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

AM Peak - Existing Conditions
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #7 I-880 SB Ramps / Decoto Rd

Cycle (sec):	60	Critical Vol./Cap.(X):	0.859
Loss Time (sec):	6	Average Delay (sec/veh):	23.7
Optimal Cycle:	63	Level Of Service:	C

Street Name:	I-880 NB Ramps						Decoto Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ignore			Ignore		
Min. Green:	0	0	0	10	28	10	0	10	10	0	14	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	2 0	0 0	1	0 0	3 0	1	0 0	2 0	1
Volume Module: >> Count Date: 26 Feb 2015 << 7:30 - 8:30 am												
Base Vol:	0	0	0	49	0	1225	0	1402	474	0	2594	455
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	49	0	1225	0	1402	474	0	2594	455
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.00	0.95	0.95	0.00
PHF Volume:	0	0	0	52	0	0	0	1479	0	0	2736	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	52	0	0	0	1479	0	0	2736	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	52	0	0	0	1479	0	0	2736	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	1.00	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	3.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3502	0	1900	0	5187	1900	0	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.29	0.00	0.00	0.76	0.00
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.17	0.00	0.00	0.00	0.73	0.00	0.00	0.73	0.00
Volume/Cap:	0.00	0.00	0.00	0.09	0.00	0.00	0.00	0.39	0.00	0.00	1.03	0.00
Delay/Veh:	0.0	0.0	0.0	21.2	0.0	0.0	0.0	3.1	0.0	0.0	34.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	21.2	0.0	0.0	0.0	3.1	0.0	0.0	34.9	0.0
LOS by Move:	A	A	A	C	A	A	A	A	A	A	C	A
HCM2kAvgQ:	0	0	0	0	0	0	0	4	0	0	41	0

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

PM Peak - Existing Conditions
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #7 I-880 SB Ramps / Decoto Rd

Cycle (sec):	60	Critical Vol./Cap.(X):	0.632
Loss Time (sec):	6	Average Delay (sec/veh):	5.3
Optimal Cycle:	33	Level Of Service:	A

Street Name:	I-880 NB Ramps						Decoto Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ignore			Ignore		
Min. Green:	0	0	0	10	28	10	0	10	10	0	14	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	2 0	0 0	1	0 0	3 0	1	0 0	2 0	1
Volume Module: >> Count Date: 26 Feb 2015 << 5:00 - 6:00 pm												
Base Vol:	0	0	0	171	0	701	0	2598	1337	0	1170	388
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	171	0	701	0	2598	1337	0	1170	388
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.00	0.97	0.97	0.00	0.97	0.97	0.00
PHF Volume:	0	0	0	177	0	0	0	2689	0	0	1211	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	177	0	0	0	2689	0	0	1211	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	177	0	0	0	2689	0	0	1211	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	1.00	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	3.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3502	0	1900	0	5187	1900	0	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.00	0.00	0.52	0.00	0.00	0.34	0.00
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.17	0.00	0.00	0.00	0.73	0.00	0.00	0.73	0.00
Volume/Cap:	0.00	0.00	0.00	0.30	0.00	0.00	0.00	0.71	0.00	0.00	0.46	0.00
Delay/Veh:	0.0	0.0	0.0	22.2	0.0	0.0	0.0	5.1	0.0	0.0	3.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	22.2	0.0	0.0	0.0	5.1	0.0	0.0	3.3	0.0
LOS by Move:	A	A	A	C	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	0	0	0	11	0	0	5	0

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

AM Peak - Existing Conditions
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #8 Ardenwood Blvd / SR84 WB Ramps

Cycle (sec): 104 Critical Vol./Cap.(X): 0.784
Loss Time (sec): 9 Average Delay (sec/veh): 32.1
Optimal Cycle: 66 Level Of Service: C

Street Name:	Ardenwood Blvd						SR84 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	15	0	0	16	10	0	0	0	10	32	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	0	0 0	2 1	0	0 0	0 0	0	1 1	0 0	1
Volume Module: >> Count Date: 26 Feb 2015 << 7:45 - 8:45 am												
Base Vol:	320	490	0	0	1273	252	0	0	0	812	15	400
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	320	490	0	0	1273	252	0	0	0	812	15	400
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	331	506	0	0	1315	260	0	0	0	839	15	413
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	331	506	0	0	1315	260	0	0	0	839	15	413
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	331	506	0	0	1315	260	0	0	0	839	15	413
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.98	0.98	1.00	1.00	1.00	0.90	0.90	0.85
Lanes:	1.00	3.00	0.00	0.00	2.50	0.50	0.00	0.00	0.00	1.96	0.04	1.00
Final Sat.:	1805	5700	0	0	4639	918	0	0	0	3362	62	1615
Capacity Analysis Module:												
Vol/Sat:	0.18	0.09	0.00	0.00	0.28	0.28	0.00	0.00	0.00	0.25	0.25	0.26
Crit Moves:	****				****						****	
Green/Cycle:	0.23	0.60	0.00	0.00	0.36	0.36	0.00	0.00	0.00	0.32	0.32	0.32
Volume/Cap:	0.78	0.15	0.00	0.00	0.78	0.78	0.00	0.00	0.00	0.78	0.78	0.80
Delay/Veh:	46.7	9.4	0.0	0.0	31.7	31.7	0.0	0.0	0.0	36.0	36.0	41.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.7	9.4	0.0	0.0	31.7	31.7	0.0	0.0	0.0	36.0	36.0	41.4
LOS by Move:	D	A	A	A	C	C	A	A	A	D	D	D
HCM2kAvgQ:	12	2	0	0	17	17	0	0	0	14	14	14

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

PM Peak - Existing Conditions
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #8 Ardenwood Blvd / SR84 WB Ramps

Cycle (sec): 60 Critical Vol./Cap.(X): 0.563
Loss Time (sec): 9 Average Delay (sec/veh): 18.2
Optimal Cycle: 61 Level Of Service: B

Street Name:	Ardenwood Blvd						SR84 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	15	0	0	16	10	0	0	0	10	32	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	0	0 0	2 1	0	0 0	0 0	0	1 1	0 0	1
Volume Module: >> Count Date: 26 Feb 2015 << 5:00 - 6:00 pm												
Base Vol:	80	1339	0	0	1016	56	0	0	0	752	2	385
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	1339	0	0	1016	56	0	0	0	752	2	385
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	85	1415	0	0	1074	59	0	0	0	795	2	407
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	1415	0	0	1074	59	0	0	0	795	2	407
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	85	1415	0	0	1074	59	0	0	0	795	2	407
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.99	0.99	1.00	1.00	1.00	0.90	0.90	0.85
Lanes:	1.00	3.00	0.00	0.00	2.84	0.16	0.00	0.00	0.00	1.99	0.01	1.00
Final Sat.:	1805	5700	0	0	5359	295	0	0	0	3415	9	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.00	0.00	0.20	0.20	0.00	0.00	0.00	0.23	0.23	0.25
Crit Moves:	****				****						****	
Green/Cycle:	0.07	0.33	0.00	0.00	0.26	0.26	0.00	0.00	0.00	0.52	0.52	0.52
Volume/Cap:	0.71	0.76	0.00	0.00	0.76	0.76	0.00	0.00	0.00	0.44	0.44	0.48
Delay/Veh:	46.6	20.2	0.0	0.0	23.2	23.2	0.0	0.0	0.0	9.2	9.2	9.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.6	20.2	0.0	0.0	23.2	23.2	0.0	0.0	0.0	9.2	9.2	9.6
LOS by Move:	D	C	A	A	C	C	A	A	A	A	A	A
HCM2kAvgQ:	3	10	0	0	9	9	0	0	0	5	5	5

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

AM Peak - Existing Conditions
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #9 Paseo Padre Pkwy / SR84 WB Ramps

Cycle (sec):	60	Critical Vol./Cap.(X):	0.128
Loss Time (sec):	12	Average Delay (sec/veh):	7.8
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Paseo Padre Pkwy						SR84 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	14	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	0 0	2 0	1	0 0	0 0	0	1 0	0 0	1
Volume Module: >> Count Date: 26 Feb 2015 << 7:00 - 8:00 am												
Base Vol:	0	241	929	0	454	1479	0	0	0	55	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	241	929	0	454	1479	0	0	0	55	0	5
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:	0.95	0.95	0.00	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	254	0	0	478	0	0	0	0	58	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	254	0	0	478	0	0	0	0	58	0	5
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	254	0	0	478	0	0	0	0	58	0	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1900	0	3610	1900	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.00	0.00	0.13	0.00	0.00	0.00	0.00	0.03	0.00	0.00
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.55	0.00	0.00	0.55	0.00	0.00	0.00	0.00	0.25	0.00	0.25
Volume/Cap:	0.00	0.13	0.00	0.00	0.24	0.00	0.00	0.00	0.00	0.13	0.00	0.01
Delay/Veh:	0.0	6.6	0.0	0.0	7.1	0.0	0.0	0.0	0.0	17.5	0.0	16.9
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	6.6	0.0	0.0	7.1	0.0	0.0	0.0	0.0	17.5	0.0	16.9
LOS by Move:	A	A	A	A	A	A	A	A	A	B	A	B
HCM2kAvgQ:	0	1	0	0	2	0	0	0	0	1	0	0

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

PM Peak - Existing Conditions
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #9 Paseo Padre Pkwy / SR84 WB Ramps

Cycle (sec):	60	Critical Vol./Cap.(X):	0.634
Loss Time (sec):	12	Average Delay (sec/veh):	8.8
Optimal Cycle:	46	Level Of Service:	A

Street Name:	Paseo Padre Pkwy						SR84 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	14	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	0 0	2 0	1	0 0	0 0	0	1 0	0 0	1
Volume Module: >> Count Date: 26 Feb 2015 << 5:00 - 6:00 pm												
Base Vol:	0	1560	273	0	194	136	0	0	0	112	0	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1560	273	0	194	136	0	0	0	112	0	9
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:	0.97	0.97	0.00	0.97	0.97	0.00	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	1602	0	0	199	0	0	0	0	115	0	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1602	0	0	199	0	0	0	0	115	0	9
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	1602	0	0	199	0	0	0	0	115	0	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1900	0	3610	1900	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.00	0.00	0.06	0.00	0.00	0.00	0.00	0.06	0.00	0.01
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.63	0.00	0.00	0.63	0.00	0.00	0.00	0.00	0.17	0.00	0.17
Volume/Cap:	0.00	0.70	0.00	0.00	0.09	0.00	0.00	0.00	0.00	0.38	0.00	0.03
Delay/Veh:	0.0	8.2	0.0	0.0	4.3	0.0	0.0	0.0	0.0	23.1	0.0	21.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.2	0.0	0.0	4.3	0.0	0.0	0.0	0.0	23.1	0.0	21.0
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	10	0	0	1	0	0	0	0	2	0	0

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

AM Peak - Existing Conditions
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #10 Thornton Ave / SR84 EB Ramps

Cycle (sec): 60 Critical Vol./Cap.(X): 0.597
Loss Time (sec): 12 Average Delay (sec/veh): 12.4
Optimal Cycle: 44 Level Of Service: B

Street Name:	Thornton Ave						SR84 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	18	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	0 0	1 1	0	1 0	0 1	0	0 0	0 0	0
Volume Module: >> Count Date: 26 Feb 2015 << 7:15 - 8:15 am												
Base Vol:	0	989	144	0	535	17	147	0	296	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	989	144	0	535	17	147	0	296	0	0	0
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:	0.96	0.96	0.96	0.96	0.96	0.00	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	1032	150	0	558	0	153	0	309	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1032	150	0	558	0	153	0	309	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1032	150	0	558	0	153	0	309	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	1.00	0.95	0.95	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	0	3610	0	1805	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.09	0.00	0.15	0.00	0.09	0.00	0.19	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.48	0.48	0.00	0.48	0.00	0.32	0.00	0.32	0.00	0.00	0.00
Volume/Cap:	0.00	0.60	0.19	0.00	0.32	0.00	0.27	0.00	0.60	0.00	0.00	0.00
Delay/Veh:	0.0	12.0	9.1	0.0	9.7	0.0	15.4	0.0	19.0	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	12.0	9.1	0.0	9.7	0.0	15.4	0.0	19.0	0.0	0.0	0.0
LOS by Move:	A	B	A	A	A	A	B	A	B	A	A	A
HCM2kAvgQ:	0	8	2	0	3	0	2	0	6	0	0	0

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

PM Peak - Existing Conditions
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #10 Thornton Ave / SR84 EB Ramps

Cycle (sec): 62 Critical Vol./Cap.(X): 1.047
Loss Time (sec): 12 Average Delay (sec/veh): 68.9
Optimal Cycle: 147 Level Of Service: E

Street Name:	Thornton Ave						SR84 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	18	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	0 0	1 1	0	1 0	0 1	0	0 0	0 0	0
Volume Module: >> Count Date: 26 Feb 2015 << 5:00 - 6:00 pm												
Base Vol:	0	724	139	0	281	21	1121	0	830	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	724	139	0	281	21	1121	0	830	0	0	0
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:	0.97	0.97	0.97	0.97	0.97	0.00	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	744	143	0	289	0	1152	0	853	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	744	143	0	289	0	1152	0	853	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	744	143	0	289	0	1152	0	853	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	1.00	0.95	0.95	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	0	3610	0	1805	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.09	0.00	0.08	0.00	0.64	0.00	0.53	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.29	0.29	0.00	0.29	0.00	0.52	0.00	0.52	0.00	0.00	0.00
Volume/Cap:	0.00	0.71	0.30	0.00	0.28	0.00	1.24	0.00	1.02	0.00	0.00	0.00
Delay/Veh:	0.0	22.0	17.5	0.0	17.1	0.0	130.8	0.0	52.2	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	22.0	17.5	0.0	17.1	0.0	130.8	0.0	52.2	0.0	0.0	0.0
LOS by Move:	A	C	B	A	B	A	F	A	D	A	A	A
HCM2kAvgQ:	0	8	2	0	2	0	52	0	26	0	0	0

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

AM Peak - Existing Conditions
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #11 Ardenwood Blvd / Paseo Padre Pkwy

Cycle (sec):	92	Critical Vol./Cap.(X):	0.405
Loss Time (sec):	12	Average Delay (sec/veh):	28.5
Optimal Cycle:	77	Level Of Service:	C

Street Name:	Ardenwood Blvd						Paseo Padre Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			Ignore		
Min. Green:	4	26	8	4	26	8	4	31	8	4	31	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module: >> Count Date: 26 Feb 2015 << 8:00 - 9:00 am												
Base Vol:	36	263	151	88	859	1120	138	42	11	509	868	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	263	151	88	859	1120	138	42	11	509	868	90
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.00	0.95	0.95	0.00	0.95	0.95	0.00
PHF Volume:	38	278	0	93	908	0	146	44	0	538	918	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	278	0	93	908	0	146	44	0	538	918	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	38	278	0	93	908	0	146	44	0	538	918	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	1.00	0.92	0.91	1.00	0.92	0.95	1.00	0.92	0.95	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	1.00
Final Sat.:	3502	5187	1900	3502	5187	1900	3502	3610	1900	3502	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.05	0.00	0.03	0.18	0.00	0.04	0.01	0.00	0.15	0.25	0.00
Crit Moves:	****				****			****		****		
Green/Cycle:	0.04	0.28	0.00	0.04	0.28	0.00	0.06	0.34	0.00	0.21	0.48	0.00
Volume/Cap:	0.25	0.19	0.00	0.61	0.62	0.00	0.67	0.04	0.00	0.74	0.53	0.00
Delay/Veh:	43.4	25.1	0.0	50.3	29.5	0.0	50.1	20.5	0.0	38.4	16.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.4	25.1	0.0	50.3	29.5	0.0	50.1	20.5	0.0	38.4	16.9	0.0
LOS by Move:	D	C	A	D	C	A	D	C	A	D	B	A
HCM2kAvgQ:	1	2	0	2	9	0	3	0	0	9	10	0

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

PM Peak - Existing Conditions
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #11 Ardenwood Blvd / Paseo Padre Pkwy

Cycle (sec):	90	Critical Vol./Cap.(X):	0.566
Loss Time (sec):	12	Average Delay (sec/veh):	79.9
Optimal Cycle:	77	Level Of Service:	E

Street Name:	Ardenwood Blvd						Paseo Padre Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			Ignore		
Min. Green:	4	26	8	4	26	8	4	31	8	4	31	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module: >> Count Date: 26 Feb 2015 << 5:00 - 6:00 pm												
Base Vol:	5	943	547	91	360	189	876	633	20	189	50	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	943	547	91	360	189	876	633	20	189	50	82
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	0.96	0.96	0.00	0.96	0.96	0.00	0.96	0.96	0.00	0.96	0.96	0.00
PHF Volume:	5	981	0	95	375	0	912	659	0	197	52	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	981	0	95	375	0	912	659	0	197	52	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	5	981	0	95	375	0	912	659	0	197	52	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	1.00	0.92	0.91	1.00	0.92	0.95	1.00	0.92	0.95	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	1.00
Final Sat.:	3502	5187	1900	3502	5187	1900	3502	3610	1900	3502	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.00	0.03	0.07	0.00	0.26	0.18	0.00	0.06	0.01	0.00
Crit Moves:		****		****			****				****	
Green/Cycle:	0.04	0.29	0.00	0.04	0.29	0.00	0.19	0.46	0.00	0.07	0.34	0.00
Volume/Cap:	0.03	0.65	0.00	0.61	0.25	0.00	1.38	0.40	0.00	0.75	0.04	0.00
Delay/Veh:	41.2	29.1	0.0	49.0	24.6	0.0	216.1	16.3	0.0	52.3	19.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.2	29.1	0.0	49.0	24.6	0.0	216.1	16.3	0.0	52.3	19.6	0.0
LOS by Move:	D	C	A	D	C	A	F	B	A	D	B	A
HCM2kAvgQ:	0	10	0	2	3	0	31	6	0	5	0	0

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

AM Peak - Existing plus Project
Ardenwood Tech Park EIR
City of Fremont

Trip Generation Report

Forecast for am near-term/cumulative + p

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Project	1.00	Office Park	3938.00	487.00	3938	487	4425	100.
	Zone 1 Subtotal					3938	487	4425	100.0
TOTAL						3938	487	4425	100.0

PM Peak - Existing plus Project
Ardenwood Tech Park EIR
City of Fremont

Trip Generation Report

Forecast for pm near-term/cumulative + p

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Project	1.00	Office Park	536.00	3294.00	536	3294	3830	100.
	Zone 1 Subtotal					536	3294	3830	100.0
TOTAL						536	3294	3830	100.0

AM Peak - Existing plus Project
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #1 Alvarado Blvd / Deep Creek Rd

Cycle (sec): 80 | Critical Vol./Cap.(X): 0.921
Loss Time (sec): 15 | Average Delay (sec/veh): 31.1
Optimal Cycle: 107 | Level Of Service: C

Street Name:	Alvarado Blvd						Deep Creek Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	4	19	10	4	27	10	4	30	4	4	4	4
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	0 0	2 1	0	1 0	0 0	3	2 0	1 0	1
Volume Module: >> Count Date: 26 Feb 2015 << 7:30 - 8:30 am												
Base Vol:	108	870	180	0	2125	222	101	0	529	236	236	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	870	180	0	2125	222	101	0	529	236	236	40
Added Vol:	0	0	0	0	0	39	5	0	0	0	57	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	870	180	0	2125	261	106	0	529	236	293	40
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	870	0	0	2125	261	106	0	529	236	293	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	870	0	0	2125	261	106	0	529	236	293	40
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	870	0	0	2125	261	106	0	529	236	293	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.98	0.98	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	3.00	1.00	0.00	2.67	0.33	1.00	0.00	3.00	2.00	1.00	1.00
Final Sat.:	1805	5700	1900	0	4995	614	1805	0	4845	3610	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.15	0.00	0.00	0.43	0.43	0.06	0.00	0.11	0.07	0.15	0.02
Crit Moves:	****				****				****		****	
Green/Cycle:	0.06	0.53	0.00	0.00	0.46	0.46	0.12	0.00	0.12	0.17	0.17	0.17
Volume/Cap:	0.92	0.29	0.00	0.00	0.92	0.92	0.50	0.00	0.92	0.39	0.92	0.15
Delay/Veh:	96.2	10.6	0.0	0.0	26.3	26.3	34.8	0.0	55.3	30.1	63.7	28.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	96.2	10.6	0.0	0.0	26.3	26.3	34.8	0.0	55.3	30.1	63.7	28.7
LOS by Move:	F	B	A	A	C	C	C	A	E	C	E	C
HCM2k95thQ:	268	198	0	0	964	964	157	0	365	149	506	48

PM Peak - Existing plus Project
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #1 Alvarado Blvd / Deep Creek Rd

Cycle (sec): 90 | Critical Vol./Cap.(X): 0.573
Loss Time (sec): 15 | Average Delay (sec/veh): 30.5
Optimal Cycle: 80 | Level Of Service: C

Street Name:	Alvarado Blvd						Deep Creek Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	4	19	10	4	27	10	4	4	4	4	30	4
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	0 0	2 1	0	1 0	0 0	3	2 0	1 0	1
Volume Module: >> Count Date: 26 Feb 2015 << 5:00 - 6:00 pm												
Base Vol:	146	1455	88	0	979	97	149	0	303	516	188	221
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	1455	88	0	979	97	149	0	303	516	188	221
Added Vol:	0	0	0	0	0	5	33	0	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	1455	88	0	979	102	182	0	303	516	196	221
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	146	1455	0	0	979	102	182	0	303	516	196	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	1455	0	0	979	102	182	0	303	516	196	221
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	146	1455	0	0	979	102	182	0	303	516	196	221
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.99	0.99	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	3.00	1.00	0.00	2.72	0.28	1.00	0.00	3.00	2.00	1.00	1.00
Final Sat.:	1805	5700	1900	0	5090	530	1805	0	4845	3610	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.26	0.00	0.00	0.19	0.19	0.10	0.00	0.06	0.14	0.10	0.14
Crit Moves:	****				****		****				****	
Green/Cycle:	0.09	0.39	0.00	0.00	0.30	0.30	0.11	0.00	0.11	0.33	0.33	0.33
Volume/Cap:	0.91	0.66	0.00	0.00	0.64	0.64	0.91	0.00	0.56	0.43	0.31	0.41
Delay/Veh:	85.9	23.3	0.0	0.0	28.1	28.1	78.7	0.0	39.3	23.6	22.6	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:	85.9	23.3	0.0	0.0	28.1	28.1	78.7	0.0	39.3	23.6	22.6	23.7
LOS by Move:	F	C	A	A	C	C	E	A	D	C	C	C
HCM2k95thQ:	337	532	0	0	440	440	388	0	177	279	202	242

AM Peak - Existing plus Project
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #2 I-880 NB Ramps / Fremont Blvd

Cycle (sec): 80 | Critical Vol./Cap.(X): 0.699
Loss Time (sec): 14 | Average Delay (sec/veh): 14.1
Optimal Cycle: 60 | Level Of Service: B

Street Name:	Fremont Blvd						I-880 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	17	10	4	31	10	4	4	4	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 0	1	2 0	3 0	0	1 1	0 0	2	0 0	0 0	0
Volume Module: >> Count Date: 26 Feb 2015 << 7:30 - 8:30 am												
Base Vol:	0	829	624	387	1453	0	284	0	93	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	829	624	387	1453	0	284	0	93	0	0	0
Added Vol:	0	0	7	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	829	631	387	1453	0	284	0	93	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	829	631	387	1453	0	284	0	93	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	829	631	387	1453	0	284	0	93	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	829	631	387	1453	0	284	0	93	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.95	1.00	1.00	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5700	1615	3610	5700	0	3618	0	3230	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.39	0.11	0.25	0.00	0.08	0.00	0.03	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green/Cycle:	0.00	0.56	0.56	0.15	0.71	0.00	0.11	0.00	0.11	0.00	0.00	0.00
Volume/Cap:	0.00	0.26	0.70	0.70	0.36	0.00	0.70	0.00	0.26	0.00	0.00	0.00
Delay/Veh:	0.0	9.1	15.2	36.0	4.5	0.0	39.5	0.0	32.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.1	15.2	36.0	4.5	0.0	39.5	0.0	32.8	0.0	0.0	0.0
LOS by Move:	A	A	B	D	A	A	D	A	C	A	A	A
HCM2k95thQ:	0	169	517	291	231	0	240	0	66	0	0	0

PM Peak - Existing plus Project
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #2 I-880 NB Ramps / Fremont Blvd

Cycle (sec): 90 | Critical Vol./Cap.(X): 0.663
Loss Time (sec): 14 | Average Delay (sec/veh): 17.6
Optimal Cycle: 58 | Level Of Service: B

Street Name:	Fremont Blvd						I-880 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	17	10	4	31	10	4	4	4	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 0	1	2 0	3 0	0	1 1	0 0	2	0 0	0 0	0
Volume Module: >> Count Date: 26 Feb 2015 << 5:00 - 6:00 pm												
Base Vol:	0	1205	512	233	1146	0	482	22	161	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1205	512	233	1146	0	482	22	161	0	0	0
Added Vol:	0	0	48	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	1205	560	233	1146	0	482	22	161	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1205	560	233	1146	0	482	22	161	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1205	560	233	1146	0	482	22	161	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1205	560	233	1146	0	482	22	161	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.95	1.00	1.00	0.89	0.89	0.85	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	1.91	0.09	2.00	0.00	0.00	0.00
Final Sat.:	0	5700	1615	3610	5700	0	3238	148	3230	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.35	0.06	0.20	0.00	0.15	0.15	0.05	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green/Cycle:	0.00	0.52	0.52	0.10	0.62	0.00	0.22	0.22	0.22	0.00	0.00	0.00
Volume/Cap:	0.00	0.40	0.66	0.66	0.32	0.00	0.66	0.66	0.22	0.00	0.00	0.00
Delay/Veh:	0.0	13.1	17.7	43.9	8.2	0.0	34.0	34.0	28.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.1	17.7	43.9	8.2	0.0	34.0	34.0	28.6	0.0	0.0	0.0
LOS by Move:	A	B	B	D	A	A	C	C	C	A	A	A
HCM2k95thQ:	0	306	502	218	245	0	356	356	98	0	0	0

AM Peak - Existing plus Project
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #3 Fremont Blvd / Paseo Padre Pkwy

Cycle (sec): 130 | Critical Vol./Cap.(X): 0.662
Loss Time (sec): 12 | Average Delay (sec/veh): 41.8
Optimal Cycle: 83 | Level Of Service: D

Street Name:	Fremont Blvd						Paseo Padre Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	29	8	4	28	8	4	34	8	4	34	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	2 1	0	2 0	1 1	0	1 0	2 0	1
Volume Module: >> Count Date: 26 Feb 2015 << 7:30 - 8:30 am												
Base Vol:	342	566	53	602	811	148	158	457	339	99	490	467
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	342	566	53	602	811	148	158	457	339	99	490	467
Added Vol:	20	0	0	0	0	0	7	5	2	0	39	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	362	566	53	602	811	148	165	462	341	99	529	467
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	362	566	53	602	811	148	165	462	341	99	529	467
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	362	566	53	602	811	148	165	462	341	99	529	467
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	362	566	53	602	811	148	165	462	341	99	529	467
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.98	0.98	0.95	0.94	0.94	0.95	1.00	0.85
Lanes:	2.00	3.00	1.00	2.00	2.54	0.46	2.00	1.15	0.85	1.00	2.00	1.00
Final Sat.:	3610	5700	1615	3610	4709	859	3610	2046	1510	1805	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.03	0.17	0.17	0.17	0.05	0.23	0.23	0.05	0.14	0.29
Crit Moves:		****		****			****					****
Green/Cycle:	0.14	0.22	0.22	0.23	0.31	0.31	0.06	0.38	0.38	0.08	0.39	0.39
Volume/Cap:	0.70	0.45	0.15	0.73	0.56	0.56	0.73	0.60	0.60	0.69	0.35	0.73
Delay/Veh:	57.3	43.8	40.8	50.0	38.1	38.1	71.6	33.2	33.2	71.9	27.8	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:	57.3	43.8	40.8	50.0	38.1	38.1	71.6	33.2	33.2	71.9	27.8	37.9
LOS by Move:	E	D	D	D	D	D	E	C	C	E	C	D
HCM2k95thQ:	384	319	87	513	477	477	234	585	585	253	345	730

PM Peak - Existing plus Project
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #3 Fremont Blvd / Paseo Padre Pkwy

Cycle (sec): 130 | Critical Vol./Cap.(X): 0.793
Loss Time (sec): 12 | Average Delay (sec/veh): 44.2
Optimal Cycle: 83 | Level Of Service: D

Street Name:	Fremont Blvd						Paseo Padre Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	29	8	4	28	8	4	34	8	4	34	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	2 1	0	2 0	1 1	0	1 0	2 0	1
Volume Module: >> Count Date: 26 Feb 2015 << 5:00 - 6:00 pm												
Base Vol:	340	902	85	402	544	215	256	496	246	56	457	591
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	340	902	85	402	544	215	256	496	246	56	457	591
Added Vol:	3	0	0	0	0	0	48	33	16	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	343	902	85	402	544	215	304	529	262	56	462	591
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	343	902	85	402	544	215	304	529	262	56	462	591
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	343	902	85	402	544	215	304	529	262	56	462	591
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	343	902	85	402	544	215	304	529	262	56	462	591
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.96	0.96	0.95	0.95	0.95	0.95	1.00	0.85
Lanes:	2.00	3.00	1.00	2.00	2.15	0.85	2.00	1.34	0.66	1.00	2.00	1.00
Final Sat.:	3610	5700	1615	3610	3914	1547	3610	2414	1196	1805	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.10	0.16	0.05	0.11	0.14	0.14	0.08	0.22	0.22	0.03	0.12	0.37
Crit Moves:		****		****			****					****
Green/Cycle:	0.11	0.22	0.22	0.14	0.25	0.25	0.10	0.49	0.49	0.06	0.45	0.45
Volume/Cap:	0.86	0.71	0.24	0.82	0.56	0.56	0.82	0.45	0.45	0.53	0.27	0.82
Delay/Veh:	74.6	48.5	41.8	65.2	43.1	43.1	70.7	21.8	21.8	64.7	22.8	38.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.6	48.5	41.8	65.2	43.1	43.1	70.7	21.8	21.8	64.7	22.8	38.9
LOS by Move:	E	D	D	E	D	D	E	C	C	E	C	D
HCM2k95thQ:	434	549	142	392	402	402	382	466	466	148	273	935

AM Peak - Existing plus Project
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #4 Paseo Padre Pkwy / Decoto Rd

Cycle (sec): 130 | Critical Vol./Cap.(X): 0.764
Loss Time (sec): 16 | Average Delay (sec/veh): 52.5
Optimal Cycle: 88 | Level Of Service: D

Street Name:	Paseo Padre Pkwy						Decoto Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	36	13	4	36	13	4	28	8	4	28	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	1 1	0	1 0	2 0	1	2 0	2 0	1
Volume Module: >> Count Date: 26 Feb 2015 << 7:30 - 8:30 am												
Base Vol:	220	460	276	562	981	35	38	808	232	545	1119	554
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	460	276	562	981	35	38	808	232	545	1119	554
Added Vol:	118	0	0	0	0	0	0	10	15	0	79	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	338	460	276	562	981	35	38	818	247	545	1198	554
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	338	460	276	562	981	35	38	818	247	545	1198	554
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	338	460	276	562	981	35	38	818	247	545	1198	554
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	338	460	276	562	981	35	38	818	247	545	1198	554
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.92	0.95	0.95	0.95	0.95	0.85	0.92	0.95	0.85
Lanes:	2.00	2.00	1.00	2.00	1.93	0.07	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	3610	1615	3502	3468	124	1805	3610	1615	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.10	0.13	0.17	0.16	0.28	0.28	0.02	0.23	0.15	0.16	0.33	0.34
Crit Moves:		****		****				****		****		
Green/Cycle:	0.12	0.28	0.28	0.18	0.34	0.34	0.03	0.25	0.25	0.17	0.39	0.39
Volume/Cap:	0.83	0.46	0.62	0.90	0.83	0.83	0.61	0.90	0.61	0.90	0.86	0.88
Delay/Veh:	70.2	39.3	43.6	69.1	44.8	44.8	77.5	59.6	45.8	69.9	41.9	51.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.2	39.3	43.6	69.1	44.8	44.8	77.5	59.6	45.8	69.9	41.9	51.2
LOS by Move:	E	D	D	E	D	D	E	E	D	E	D	D
HCM2k95thQ:	426	380	469	647	912	912	79	767	398	633	1042	980

PM Peak - Existing plus Project
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #4 Paseo Padre Pkwy / Decoto Rd

Cycle (sec): 130 | Critical Vol./Cap.(X): 1.075
Loss Time (sec): 16 | Average Delay (sec/veh): 68.5
Optimal Cycle: 180 | Level Of Service: E

Street Name:	Paseo Padre Pkwy						Decoto Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	36	13	4	36	13	4	28	8	4	28	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	1 1	0	1 0	2 0	1	2 0	2 0	1
Volume Module: >> Count Date: 26 Feb 2015 << 5:00 - 6:00 pm												
Base Vol:	136	767	556	446	452	24	49	1301	290	322	767	495
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	767	556	446	452	24	49	1301	290	322	767	495
Added Vol:	16	0	0	0	0	0	0	66	99	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	767	556	446	452	24	49	1367	389	322	778	495
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	767	556	446	452	24	49	1367	389	322	778	495
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	767	556	446	452	24	49	1367	389	322	778	495
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	767	556	446	452	24	49	1367	389	322	778	495
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.92	0.94	0.94	0.95	0.95	0.85	0.92	0.95	0.85
Lanes:	2.00	2.00	1.00	2.00	1.90	0.10	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	3610	1615	3502	3404	181	1805	3610	1615	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.34	0.13	0.13	0.13	0.03	0.38	0.24	0.09	0.22	0.31
Crit Moves:			****	****				****		****		
Green/Cycle:	0.06	0.32	0.32	0.12	0.38	0.38	0.04	0.35	0.35	0.09	0.40	0.40
Volume/Cap:	0.73	0.66	1.07	1.07	0.35	0.35	0.68	1.07	0.68	1.07	0.54	0.77
Delay/Veh:	72.4	39.6	105.2	122.8	29.0	29.0	84.7	89.9	39.3	132.6	30.4	39.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.4	39.6	105.2	122.8	29.0	29.0	84.7	89.9	39.3	132.6	30.4	39.6
LOS by Move:	E	D	F	F	C	C	F	F	D	F	C	D
HCM2k95thQ:	225	638	1251	651	334	334	97	1394	565	515	562	790

AM Peak - Existing plus Project
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #5 Fremont Blvd / Decoto Rd

Cycle (sec): 130 | Critical Vol./Cap.(X): 1.046
Loss Time (sec): 12 | Average Delay (sec/veh): 65.5
Optimal Cycle: 180 | Level Of Service: E

Street Name:	Fremont Blvd						Decoto Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	38	8	4	35	8	4	34	8	4	37	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	2 1	0	2 0	2 0	1
Volume Module: >> Count Date: 26 Feb 2015 << 7:30 - 8:30 am												
Base Vol:	237	826	181	147	1084	233	87	750	267	161	1237	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	237	826	181	147	1084	233	87	750	267	161	1237	66
Added Vol:	236	0	0	0	0	20	2	24	29	0	197	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	473	826	181	147	1084	253	89	774	296	161	1434	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	473	826	181	147	1084	253	89	774	296	161	1434	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	473	826	181	147	1084	253	89	774	296	161	1434	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	473	826	181	147	1084	253	89	774	296	161	1434	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.96	0.96	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.17	0.83	2.00	2.00	1.00
Final Sat.:	1805	3800	1615	1805	3800	1615	3610	3950	1511	3610	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.26	0.22	0.11	0.08	0.29	0.16	0.02	0.20	0.20	0.04	0.38	0.04
Crit Moves:	****				****		****				****	
Green/Cycle:	0.25	0.41	0.41	0.11	0.27	0.27	0.03	0.33	0.33	0.06	0.36	0.36
Volume/Cap:	1.05	0.54	0.28	0.72	1.05	0.58	0.80	0.59	0.59	0.79	1.05	0.11
Delay/Veh:	106.4	29.7	26.1	67.4	91.0	43.0	95.2	36.6	36.6	78.7	81.9	28.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	106.4	29.7	26.1	67.4	91.0	43.0	95.2	36.6	36.6	78.7	81.9	28.0
LOS by Move:	F	C	C	E	F	D	F	D	D	E	F	C
HCM2k95thQ:	1083	560	233	339	1201	428	102	521	521	158	1340	83

PM Peak - Existing plus Project
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #5 Fremont Blvd / Decoto Rd

Cycle (sec): 130 | Critical Vol./Cap.(X): 0.830
Loss Time (sec): 12 | Average Delay (sec/veh): 44.4
Optimal Cycle: 95 | Level Of Service: D

Street Name:	Fremont Blvd						Decoto Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	38	10	4	35	10	4	34	10	4	37	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	2 1	0	2 0	2 0	1
Volume Module: >> Count Date: 26 Feb 2015 << 5:00 - 6:00 pm												
Base Vol:	165	940	213	160	626	109	288	1325	231	247	741	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	940	213	160	626	109	288	1325	231	247	741	126
Added Vol:	32	0	0	0	0	3	16	165	198	0	27	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	197	940	213	160	626	112	304	1490	429	247	768	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	197	940	213	160	626	112	304	1490	429	247	768	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	940	213	160	626	112	304	1490	429	247	768	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	197	940	213	160	626	112	304	1490	429	247	768	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.97	0.97	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.33	0.67	2.00	2.00	1.00
Final Sat.:	1805	3800	1615	1805	3800	1615	3610	4275	1231	3610	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.11	0.25	0.13	0.09	0.16	0.07	0.08	0.35	0.35	0.07	0.20	0.08
Crit Moves:		****		****				****		****		
Green/Cycle:	0.12	0.30	0.30	0.11	0.29	0.29	0.11	0.42	0.42	0.08	0.39	0.39
Volume/Cap:	0.93	0.83	0.44	0.83	0.57	0.24	0.73	0.83	0.83	0.83	0.52	0.20
Delay/Veh:	100.6	47.8	37.5	81.8	40.2	35.7	62.3	36.2	36.2	76.2	30.9	26.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	100.6	47.8	37.5	81.8	40.2	35.7	62.3	36.2	36.2	76.2	30.9	26.6
LOS by Move:	F	D	D	F	D	D	E	D	D	E	C	C
HCM2k95thQ:	511	832	333	399	498	170	273	914	914	256	513	158

AM Peak - Existing plus Project
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #6 I-880 NB Ramps / Decoto Rd

Cycle (sec): 75 | Critical Vol./Cap.(X): 1.498
Loss Time (sec): 6 | Average Delay (sec/veh): 208.1
Optimal Cycle: 180 | Level Of Service: F

Street Name:	I-880 NB Ramps									Decoto Rd		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	6	0	6	0	0	0	0	17	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0 1	0	0	0 0	0	0	2 0 1	0	0	2 0 1
Volume Module: >> Count Date: 26 Feb 2015 << 7:45 - 8:45 am												
Base Vol:	1411	0	296	0	0	0	0	639	770	0	1636	208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1411	0	296	0	0	0	0	639	770	0	1636	208
Added Vol:	1418	0	0	0	0	0	0	56	134	0	453	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2829	0	296	0	0	0	0	695	904	0	2089	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	2829	0	296	0	0	0	0	695	0	0	2089	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2829	0	296	0	0	0	0	695	0	0	2089	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	2829	0	296	0	0	0	0	695	0	0	2089	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	1.00	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.91	0.00	1.09	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	3416	0	1963	0	0	0	0	3800	1900	0	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.83	0.00	0.15	0.00	0.00	0.00	0.00	0.18	0.00	0.00	0.55	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.55	0.00	0.55	0.00	0.00	0.00	0.00	0.37	0.00	0.00	0.37	0.00
Volume/Cap:	1.50	0.00	0.27	0.00	0.00	0.00	0.00	0.50	0.00	0.00	1.50	0.00
Delay/Veh:	243.3	0.0	8.8	0.0	0.0	0.0	0.0	18.7	0.0	0.0	252	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	243.3	0.0	8.8	0.0	0.0	0.0	0.0	18.7	0.0	0.0	252	0.0
LOS by Move:	F	A	A	A	A	A	A	B	A	A	F	A
HCM2k95thQ:	3588	0	167	0	0	0	0	315	0	0	2474	0

PM Peak - Existing plus Project
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #6 I-880 NB Ramps / Decoto Rd

Cycle (sec): 75 | Critical Vol./Cap.(X): 0.877
Loss Time (sec): 6 | Average Delay (sec/veh): 19.0
Optimal Cycle: 74 | Level Of Service: B

Street Name:	I-880 NB Ramps									Decoto Rd		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	6	0	6	0	0	0	0	17	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0 1	0	0	0 0	0	0	2 0 1	0	0	2 0 1
Volume Module: >> Count Date: 26 Feb 2015 << 4:45 - 5:45 pm												
Base Vol:	598	0	681	0	0	0	0	1454	1108	0	954	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	598	0	681	0	0	0	0	1454	1108	0	954	127
Added Vol:	193	0	0	0	0	0	0	379	907	0	62	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	791	0	681	0	0	0	0	1833	2015	0	1016	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	791	0	681	0	0	0	0	1833	0	0	1016	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	791	0	681	0	0	0	0	1833	0	0	1016	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	791	0	681	0	0	0	0	1833	0	0	1016	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	1.00	0.91	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	1.54	0.00	1.46	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	2649	0	2520	0	0	0	0	3610	1900	0	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.30	0.00	0.27	0.00	0.00	0.00	0.00	0.51	0.00	0.00	0.28	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.34	0.00	0.34	0.00	0.00	0.00	0.00	0.58	0.00	0.00	0.58	0.00
Volume/Cap:	0.88	0.00	0.79	0.00	0.00	0.00	0.00	0.88	0.00	0.00	0.49	0.00
Delay/Veh:	28.8	0.0	24.8	0.0	0.0	0.0	0.0	18.0	0.0	0.0	9.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.8	0.0	24.8	0.0	0.0	0.0	0.0	18.0	0.0	0.0	9.4	0.0
LOS by Move:	C	A	C	A	A	A	A	B	A	A	A	A
HCM2k95thQ:	651	0	540	0	0	0	0	943	0	0	335	0

AM Peak - Existing plus Project
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #7 I-880 SB Ramps / Decoto Rd

Cycle (sec): 75 | Critical Vol./Cap.(X): 1.360
Loss Time (sec): 6 | Average Delay (sec/veh): 146.1
Optimal Cycle: 180 | Level Of Service: F

Street Name:	I-880 NB Ramps						Decoto Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ignore			Ignore		
Min. Green:	0	0	0	4	25	5	0	10	10	0	17	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	2 0	0	0 1	0 0	3	0 1	0 0	2	0 1
Volume Module: >> Count Date: 26 Feb 2015 << 7:30 - 8:30 am												
Base Vol:	0	0	0	49	0	1225	0	1402	474	0	2594	455
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	49	0	1225	0	1402	474	0	2594	455
Added Vol:	0	0	0	0	0	1085	0	190	175	0	1871	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	49	0	2310	0	1592	649	0	4465	455
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	49	0	0	0	1592	0	0	4465	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	49	0	0	0	1592	0	0	4465	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	49	0	0	0	1592	0	0	4465	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	1.00	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	3.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3502	0	1900	0	5187	1900	0	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.31	0.00	0.00	1.24	0.00
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.05	0.00	0.00	0.00	0.87	0.00	0.00	0.87	0.00
Volume/Cap:	0.00	0.00	0.00	0.26	0.00	0.00	0.00	0.35	0.00	0.00	1.43	0.00
Delay/Veh:	0.0	0.0	0.0	34.8	0.0	0.0	0.0	1.0	0.0	0.0	199	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	34.8	0.0	0.0	0.0	1.0	0.0	0.0	199	0.0
LOS by Move:	A	A	A	C	A	A	A	A	A	A	F	A
HCM2k95thQ:	0	0	0	44	0	0	0	145	0	0	5255	0

PM Peak - Existing plus Project
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #7 I-880 SB Ramps / Decoto Rd

Cycle (sec): 75 | Critical Vol./Cap.(X): 0.867
Loss Time (sec): 6 | Average Delay (sec/veh): 5.8
Optimal Cycle: 71 | Level Of Service: A

Street Name:	I-880 NB Ramps						Decoto Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ignore			Ignore		
Min. Green:	0	0	0	4	25	5	0	10	10	0	17	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	2 0	0	0 1	0 0	3	0 1	0 0	2	0 1
Volume Module: >> Count Date: 26 Feb 2015 << 5:00 - 6:00 pm												
Base Vol:	0	0	0	171	0	701	0	2598	1337	0	1170	388
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	171	0	701	0	2598	1337	0	1170	388
Added Vol:	0	0	0	0	0	148	0	1286	1186	0	255	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	171	0	849	0	3884	2523	0	1425	388
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	171	0	0	0	3884	0	0	1425	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	171	0	0	0	3884	0	0	1425	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	171	0	0	0	3884	0	0	1425	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	1.00	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	3.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3502	0	1900	0	5187	1900	0	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.00	0.00	0.75	0.00	0.00	0.39	0.00
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.06	0.00	0.00	0.00	0.86	0.00	0.00	0.86	0.00
Volume/Cap:	0.00	0.00	0.00	0.87	0.00	0.00	0.00	0.87	0.00	0.00	0.46	0.00
Delay/Veh:	0.0	0.0	0.0	66.0	0.0	0.0	0.0	4.8	0.0	0.0	1.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	66.0	0.0	0.0	0.0	4.8	0.0	0.0	1.3	0.0
LOS by Move:	A	A	A	E	A	A	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	217	0	0	0	905	0	0	215	0

AM Peak - Existing plus Project
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #8 Ardenwood Blvd / SR84 WB Ramps

Cycle (sec): 90 | Critical Vol./Cap.(X): 1.274
Loss Time (sec): 9 | Average Delay (sec/veh): 107.6
Optimal Cycle: 180 | Level Of Service: F

Street Name:	Ardenwood Blvd						SR84 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	20	0	0	22	10	0	0	0	10	24	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	0	0 0	2 1	0	0 0	0 0	0	1 1	0 0	1
Volume Module: >> Count Date: 26 Feb 2015 << 7:45 - 8:45 am												
Base Vol:	320	490	0	0	1273	252	0	0	0	812	15	400
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	320	490	0	0	1273	252	0	0	0	812	15	400
Added Vol:	0	96	0	0	96	2	0	0	0	0	0	694
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	320	586	0	0	1369	254	0	0	0	812	15	1094
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	320	586	0	0	1369	254	0	0	0	812	15	1094
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	586	0	0	1369	254	0	0	0	812	15	1094
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	320	586	0	0	1369	254	0	0	0	812	15	1094
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.98	0.98	1.00	1.00	1.00	0.94	0.94	0.85
Lanes:	1.00	3.00	0.00	0.00	2.53	0.47	0.00	0.00	0.00	1.96	0.04	1.00
Final Sat.:	1805	5700	0	0	4693	871	0	0	0	3496	65	1615
Capacity Analysis Module:												
Vol/Sat:	0.18	0.10	0.00	0.00	0.29	0.29	0.00	0.00	0.00	0.23	0.23	0.68
Crit Moves:	****				****							****
Green/Cycle:	0.14	0.38	0.00	0.00	0.24	0.24	0.00	0.00	0.00	0.52	0.52	0.52
Volume/Cap:	1.30	0.27	0.00	0.00	1.19	1.19	0.00	0.00	0.00	0.45	0.45	1.30
Delay/Veh:	202.0	19.3	0.0	0.0	129	128.6	0.0	0.0	0.0	13.7	13.7	167.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	202.0	19.3	0.0	0.0	129	128.6	0.0	0.0	0.0	13.7	13.7	167.0
LOS by Move:	F	B	A	A	F	F	A	A	A	B	B	F
HCM2k95thQ:	868	186	0	0	1170	1170	0	0	0	345	345	2393

PM Peak - Existing plus Project
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #8 Ardenwood Blvd / SR84 WB Ramps

Cycle (sec): 70 | Critical Vol./Cap.(X): 0.652
Loss Time (sec): 9 | Average Delay (sec/veh): 17.3
Optimal Cycle: 59 | Level Of Service: B

Street Name:	Ardenwood Blvd						SR84 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	20	0	0	22	10	0	0	0	10	24	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	0	0 0	2 1	0	0 0	0 0	0	1 1	0 0	1
Volume Module: >> Count Date: 26 Feb 2015 << 5:00 - 6:00 pm												
Base Vol:	80	1339	0	0	1016	56	0	0	0	752	2	385
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	1339	0	0	1016	56	0	0	0	752	2	385
Added Vol:	0	13	0	0	646	15	0	0	0	0	0	94
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	1352	0	0	1662	71	0	0	0	752	2	479
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	1352	0	0	1662	71	0	0	0	752	2	479
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1352	0	0	1662	71	0	0	0	752	2	479
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	1352	0	0	1662	71	0	0	0	752	2	479
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.99	0.99	1.00	1.00	1.00	0.91	0.91	0.85
Lanes:	1.00	3.00	0.00	0.00	2.88	0.12	0.00	0.00	0.00	1.99	0.01	1.00
Final Sat.:	1805	5700	0	0	5434	232	0	0	0	3445	9	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.00	0.00	0.31	0.31	0.00	0.00	0.00	0.22	0.22	0.30
Crit Moves:	****				****						****	
Green/Cycle:	0.07	0.53	0.00	0.00	0.46	0.46	0.00	0.00	0.00	0.34	0.34	0.34
Volume/Cap:	0.66	0.45	0.00	0.00	0.66	0.66	0.00	0.00	0.00	0.64	0.64	0.87
Delay/Veh:	44.8	10.3	0.0	0.0	15.3	15.3	0.0	0.0	0.0	20.5	20.5	34.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.8	10.3	0.0	0.0	15.3	15.3	0.0	0.0	0.0	20.5	20.5	34.9
LOS by Move:	D	B	A	A	B	B	A	A	A	C	C	C
HCM2k95thQ:	152	299	0	0	485	485	0	0	0	369	369	585

AM Peak - Existing plus Project
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #9 Paseo Padre Pkwy / SR84 WB Ramps

Cycle (sec): 50 | Critical Vol./Cap.(X): 1.985
Loss Time (sec): 12 | Average Delay (sec/veh): 644.0
Optimal Cycle: 180 | Level Of Service: F

Street Name:	Paseo Padre Pkwy						SR84 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	21	7	0	7	7	0	0	0	25	0	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	0 1	0	0 2	0 1	0	0 0	0 0	1	0 0	0 1
Volume Module: >> Count Date: 26 Feb 2015 << 7:00 - 8:00 am												
Base Vol:	0	241	929	0	454	1479	0	0	0	55	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	241	929	0	454	1479	0	0	0	55	0	5
Added Vol:	0	376	0	0	285	42	0	0	0	0	0	2262
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	617	929	0	739	1521	0	0	0	55	0	2267
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	617	0	0	739	0	0	0	0	55	0	2267
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	617	0	0	739	0	0	0	0	55	0	2267
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	617	0	0	739	0	0	0	0	55	0	2267
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1900	0	3610	1900	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.00	0.00	0.20	0.00	0.00	0.00	0.00	0.03	0.00	1.40
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.36	0.00	0.00	0.36	0.00	0.00	0.00	0.00	0.43	0.00	0.43
Volume/Cap:	0.00	0.47	0.00	0.00	0.57	0.00	0.00	0.00	0.00	0.07	0.00	3.26
Delay/Veh:	0.0	14.5	0.0	0.0	15.4	0.0	0.0	0.0	0.0	9.7	0.0	1036
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.5	0.0	0.0	15.4	0.0	0.0	0.0	0.0	9.7	0.0	1036
LOS by Move:	A	B	A	A	B	A	A	A	A	A	A	F
HCM2k95thQ:	0	214	0	0	302	0	0	0	0	31	0	8787

PM Peak - Existing plus Project
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #9 Paseo Padre Pkwy / SR84 WB Ramps

Cycle (sec): 60 | Critical Vol./Cap.(X): 0.979
Loss Time (sec): 12 | Average Delay (sec/veh): 23.1
Optimal Cycle: 105 | Level Of Service: C

Street Name:	Paseo Padre Pkwy						SR84 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	21	7	0	7	7	0	0	0	5	0	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	0 1	0	0 2	0 1	0	0 0	0 0	1	0 0	0 1
Volume Module: >> Count Date: 26 Feb 2015 << 5:00 - 6:00 pm												
Base Vol:	0	1560	273	0	194	136	0	0	0	112	0	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1560	273	0	194	136	0	0	0	112	0	9
Added Vol:	0	51	0	0	1925	282	0	0	0	0	0	308
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1611	273	0	2119	418	0	0	0	112	0	317
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	1611	0	0	2119	0	0	0	0	112	0	317
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1611	0	0	2119	0	0	0	0	112	0	317
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	1611	0	0	2119	0	0	0	0	112	0	317
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1900	0	3610	1900	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.45	0.00	0.00	0.59	0.00	0.00	0.00	0.00	0.06	0.00	0.20
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.60	0.00	0.00	0.60	0.00	0.00	0.00	0.00	0.20	0.00	0.20
Volume/Cap:	0.00	0.74	0.00	0.00	0.98	0.00	0.00	0.00	0.00	0.31	0.00	0.98
Delay/Veh:	0.0	10.1	0.0	0.0	26.3	0.0	0.0	0.0	0.0	20.9	0.0	68.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.1	0.0	0.0	26.3	0.0	0.0	0.0	0.0	20.9	0.0	68.0
LOS by Move:	A	B	A	A	C	A	A	A	A	C	A	E
HCM2k95thQ:	0	496	0	0	1154	0	0	0	0	103	0	508

AM Peak - Existing plus Project
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #10 Thornton Ave / SR84 EB Ramps

Cycle (sec): 50 | Critical Vol./Cap.(X): 0.728
Loss Time (sec): 12 | Average Delay (sec/veh): 27.5
Optimal Cycle: 51 | Level Of Service: C

Street Name:	Thornton Ave						SR84 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	26	7	0	7	7	4	0	4	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	0 0	1 1	0	1 0	0 1	0	0 0	0 0	0
Volume Module: >> Count Date: 26 Feb 2015 << 7:15 - 8:15 am												
Base Vol:	0	989	144	0	535	17	147	0	296	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	989	144	0	535	17	147	0	296	0	0	0
Added Vol:	0	39	0	0	5	280	337	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1028	144	0	540	297	484	0	296	0	0	0
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:	0	1028	144	0	540	0	484	0	296	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1028	144	0	540	0	484	0	296	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1028	144	0	540	0	484	0	296	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	1.00	0.95	0.95	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	0	3610	0	1805	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.09	0.00	0.15	0.00	0.27	0.00	0.18	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.52	0.52	0.00	0.52	0.00	0.24	0.00	0.24	0.00	0.00	0.00
Volume/Cap:	0.00	0.55	0.17	0.00	0.29	0.00	1.12	0.00	0.76	0.00	0.00	0.00
Delay/Veh:	0.0	8.4	6.4	0.0	6.9	0.0	98.2	0.0	26.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.4	6.4	0.0	6.9	0.0	98.2	0.0	26.4	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	F	A	C	A	A	A
HCM2k95thQ:	0	300	65	0	121	0	786	0	310	0	0	0

PM Peak - Existing plus Project
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #10 Thornton Ave / SR84 EB Ramps

Cycle (sec): 112 | Critical Vol./Cap.(X): 0.950
Loss Time (sec): 12 | Average Delay (sec/veh): 35.7
Optimal Cycle: OPTIMIZED | Level Of Service: D

Street Name:	Thornton Ave						SR84 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	26	7	0	7	7	4	0	4	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	0 0	1 1	0	1 0	0 1	0	0 0	0 0	0
Volume Module: >> Count Date: 26 Feb 2015 << 5:00 - 6:00 pm												
Base Vol:	0	724	139	0	281	21	1121	0	830	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	724	139	0	281	21	1121	0	830	0	0	0
Added Vol:	0	5	0	0	33	1892	46	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	729	139	0	314	1913	1167	0	830	0	0	0
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:	0	729	139	0	314	0	1167	0	830	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	729	139	0	314	0	1167	0	830	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	729	139	0	314	0	1167	0	830	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	1.00	0.95	0.95	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	0	3610	0	1805	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.09	0.00	0.09	0.00	0.65	0.00	0.51	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.23	0.23	0.00	0.23	0.00	0.66	0.00	0.66	0.00	0.00	0.00
Volume/Cap:	0.00	0.87	0.37	0.00	0.37	0.00	0.98	0.00	0.78	0.00	0.00	0.00
Delay/Veh:	0.0	51.1	36.7	0.0	36.4	0.0	39.2	0.0	17.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	51.1	36.7	0.0	36.4	0.0	39.2	0.0	17.0	0.0	0.0	0.0
LOS by Move:	A	D	D	A	D	A	D	A	B	A	A	A
HCM2k95thQ:	0	687	208	0	215	0	1758	0	892	0	0	0

AM Peak - Existing plus Project
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #11 Ardenwood Blvd / Paseo Padre Pkwy

Cycle (sec): 85 | Critical Vol./Cap.(X): 0.411
Loss Time (sec): 12 | Average Delay (sec/veh): 31.7
Optimal Cycle: 98 | Level Of Service: C

Street Name:	Ardenwood Blvd						Paseo Padre Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			Ignore		
Min. Green:	4	30	9	4	30	9	4	34	8	18	34	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module: >> Count Date: 26 Feb 2015 << 8:00 - 9:00 am												
Base Vol:	36	263	151	88	859	1120	138	42	11	509	868	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	263	151	88	859	1120	138	42	11	509	868	90
Added Vol:	0	6	13	0	45	152	19	22	0	47	235	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	269	164	88	904	1272	157	64	11	556	1103	90
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	36	269	0	88	904	0	157	64	0	556	1103	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	269	0	88	904	0	157	64	0	556	1103	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	36	269	0	88	904	0	157	64	0	556	1103	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	1.00	0.92	0.91	1.00	0.92	0.95	1.00	0.92	0.95	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	1.00
Final Sat.:	3502	5187	1900	3502	5187	1900	3502	3610	1900	3502	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.05	0.00	0.03	0.17	0.00	0.04	0.02	0.00	0.16	0.31	0.00
Crit Moves:	****				****			****		****		
Green/Cycle:	0.04	0.31	0.00	0.04	0.31	0.00	0.06	0.35	0.00	0.18	0.47	0.00
Volume/Cap:	0.25	0.17	0.00	0.62	0.57	0.00	0.74	0.05	0.00	0.86	0.65	0.00
Delay/Veh:	46.5	24.9	0.0	54.1	29.1	0.0	58.1	21.3	0.0	50.5	20.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.5	24.9	0.0	54.1	29.1	0.0	58.1	21.3	0.0	50.5	20.7	0.0
LOS by Move:	D	C	A	D	C	A	E	C	A	D	C	A
HCM2k95thQ:	42	110	0	122	413	0	199	34	0	517	615	0

PM Peak - Existing plus Project
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #11 Ardenwood Blvd / Paseo Padre Pkwy

Cycle (sec): 95 | Critical Vol./Cap.(X): 0.588
Loss Time (sec): 12 | Average Delay (sec/veh): 47.1
Optimal Cycle: 110 | Level Of Service: D

Street Name:	Ardenwood Blvd						Paseo Padre Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			Ignore		
Min. Green:	4	30	9	4	30	9	30	34	8	4	34	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module: >> Count Date: 26 Feb 2015 << 5:00 - 6:00 pm												
Base Vol:	5	943	547	91	360	189	876	633	20	189	50	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	943	547	91	360	189	876	633	20	189	50	82
Added Vol:	0	38	87	0	6	21	127	148	0	6	32	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	981	634	91	366	210	1003	781	20	195	82	82
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	5	981	0	91	366	0	1003	781	0	195	82	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	981	0	91	366	0	1003	781	0	195	82	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	5	981	0	91	366	0	1003	781	0	195	82	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	1.00	0.92	0.91	1.00	0.92	0.95	1.00	0.92	0.95	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	1.00
Final Sat.:	3502	5187	1900	3502	5187	1900	3502	3610	1900	3502	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.00	0.03	0.07	0.00	0.29	0.22	0.00	0.06	0.02	0.00
Crit Moves:		****		****			****				****	
Green/Cycle:	0.04	0.27	0.00	0.04	0.27	0.00	0.27	0.49	0.00	0.09	0.31	0.00
Volume/Cap:	0.04	0.69	0.00	0.71	0.26	0.00	1.05	0.44	0.00	0.63	0.07	0.00
Delay/Veh:	51.3	37.4	0.0	69.9	31.4	0.0	83.2	18.2	0.0	52.4	26.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.3	37.4	0.0	69.9	31.4	0.0	83.2	18.2	0.0	52.4	26.9	0.0
LOS by Move:	D	D	A	E	C	A	F	B	A	D	C	A
HCM2k95thQ:	6	538	0	148	177	0	1050	415	0	216	52	0

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

Intersection #6 I-880 NB Ramps / Decoto Rd

Cycle (sec):	80	Critical Vol./Cap.(X):	0.992
Loss Time (sec):	6	Average Delay (sec/veh):	33.1
Optimal Cycle:	174	Level Of Service:	C

Street Name:	I-880 NB Ramps						Decoto Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	6	0	6	0	0	0	0	17	0	0	17	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1! 0	1	0 0	0 0	0	0 0	2 0	1	0 0	3 0	1
Volume Module: >> Count Date: 26 Feb 2015 << 7:45 - 8:45 am												
Base Vol:	1411	0	296	0	0	0	0	639	770	0	1636	208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1411	0	296	0	0	0	0	639	770	0	1636	208
Added Vol:	1418	0	0	0	0	0	0	56	134	0	453	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2829	0	296	0	0	0	0	695	904	0	2089	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	2829	0	296	0	0	0	0	695	0	0	2089	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2829	0	296	0	0	0	0	695	0	0	2089	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	2829	0	296	0	0	0	0	695	0	0	2089	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	1.00	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.86	0.00	1.14	0.00	0.00	0.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	5135	0	2036	0	0	0	0	3800	1900	0	5700	1900
Capacity Analysis Module:												
Vol/Sat:	0.55	0.00	0.15	0.00	0.00	0.00	0.00	0.18	0.00	0.00	0.37	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.56	0.00	0.56	0.00	0.00	0.00	0.00	0.37	0.00	0.00	0.37	0.00
Volume/Cap:	0.99	0.00	0.26	0.00	0.00	0.00	0.00	0.49	0.00	0.00	0.99	0.00
Uniform Del:	17.6	0.0	9.2	0.0	0.0	0.0	0.0	19.5	0.0	0.0	25.1	0.0
IncremntDel:	14.1	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	17.6	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	31.7	0.0	9.3	0.0	0.0	0.0	0.0	19.7	0.0	0.0	42.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.7	0.0	9.3	0.0	0.0	0.0	0.0	19.7	0.0	0.0	42.7	0.0
LOS by Move:	C	A	A	A	A	A	A	B	A	A	D	A
HCM2k95thQ:	1293	0	168	0	0	0	0	330	0	0	785	0

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

Intersection #6 I-880 NB Ramps / Decoto Rd

Cycle (sec):	60	Critical Vol./Cap.(X):	0.846
Loss Time (sec):	6	Average Delay (sec/veh):	14.2
Optimal Cycle:	60	Level Of Service:	B

Street Name:	I-880 NB Ramps						Decoto Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	6	0	6	0	0	0	0	17	0	0	17	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1! 0	1	0 0	0 0	0	0 0	2 0	1	0 0	3 0	1
Volume Module: >> Count Date: 26 Feb 2015 << 4:45 - 5:45 pm												
Base Vol:	598	0	681	0	0	0	0	1454	1108	0	954	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	598	0	681	0	0	0	0	1454	1108	0	954	127
Added Vol:	193	0	0	0	0	0	0	379	907	0	62	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	791	0	681	0	0	0	0	1833	2015	0	1016	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	791	0	681	0	0	0	0	1833	0	0	1016	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	791	0	681	0	0	0	0	1833	0	0	1016	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	791	0	681	0	0	0	0	1833	0	0	1016	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	1.00	0.91	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Lanes:	2.44	0.00	1.56	0.00	0.00	0.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	4084	0	2681	0	0	0	0	3610	1900	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.19	0.00	0.25	0.00	0.00	0.00	0.00	0.51	0.00	0.00	0.20	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.30	0.00	0.30	0.00	0.00	0.00	0.00	0.60	0.00	0.00	0.60	0.00
Volume/Cap:	0.65	0.00	0.85	0.00	0.00	0.00	0.00	0.85	0.00	0.00	0.33	0.00
Uniform Del:	18.2	0.0	19.7	0.0	0.0	0.0	0.0	9.8	0.0	0.0	6.0	0.0
IncremntDel:	0.6	0.0	4.1	0.0	0.0	0.0	0.0	3.3	0.0	0.0	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	18.9	0.0	23.8	0.0	0.0	0.0	0.0	13.1	0.0	0.0	6.0	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:	18.9	0.0	23.8	0.0	0.0	0.0	0.0	13.1	0.0	0.0	6.0	0.0
LOS by Move:	B	A	C	A	A	A	A	B	A	A	A	A
HCM2k95thQ:	313	0	493	0	0	0	0	760	0	0	166	0

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

Intersection #7 I-880 SB Ramps / Decoto Rd

Cycle (sec):	150	Critical Vol./Cap.(X):	0.911
Loss Time (sec):	6	Average Delay (sec/veh):	10.3
Optimal Cycle:	115	Level Of Service:	B

Street Name:	I-880 NB Ramps						Decoto Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ignore			Ignore		
Min. Green:	0	0	0	10	28	10	0	10	10	0	14	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	2 0	0 0	1	0 0	3 0	1	0 0	3 0	1
Volume Module: >> Count Date: 26 Feb 2015 << 7:30 - 8:30 am												
Base Vol:	0	0	0	49	0	1225	0	1402	474	0	2594	455
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	49	0	1225	0	1402	474	0	2594	455
Added Vol:	0	0	0	0	0	1085	0	190	175	0	1871	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	49	0	2310	0	1592	649	0	4465	455
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	49	0	0	0	1592	0	0	4465	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	49	0	0	0	1592	0	0	4465	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	49	0	0	0	1592	0	0	4465	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3502	0	1900	0	5187	1900	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.31	0.00	0.00	0.86	0.00
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.07	0.00	0.00	0.00	0.89	0.00	0.00	0.89	0.00
Volume/Cap:	0.00	0.00	0.00	0.21	0.00	0.00	0.00	0.34	0.00	0.00	0.96	0.00
Uniform Del:	0.0	0.0	0.0	66.3	0.0	0.0	0.0	1.2	0.0	0.0	6.1	0.0
IncremntDel:	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	6.8	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	66.7	0.0	0.0	0.0	1.3	0.0	0.0	13.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	66.7	0.0	0.0	0.0	1.3	0.0	0.0	13.0	0.0
LOS by Move:	A	A	A	E	A	A	A	A	A	A	B	A
HCM2k95thQ:	0	0	0	65	0	0	0	210	0	0	2397	0

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

Intersection #7 I-880 SB Ramps / Decoto Rd

Cycle (sec):	130	Critical Vol./Cap.(X):	0.836
Loss Time (sec):	6	Average Delay (sec/veh):	6.3
Optimal Cycle:	71	Level Of Service:	A

Street Name:	I-880 NB Ramps						Decoto Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ignore			Ignore		
Min. Green:	0	0	0	10	28	10	0	10	10	0	14	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	2 0	0 0	1	0 0	3 0	1	0 0	3 0	1
Volume Module: >> Count Date: 26 Feb 2015 << 5:00 - 6:00 pm												
Base Vol:	0	0	0	171	0	701	0	2598	1337	0	1170	388
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	171	0	701	0	2598	1337	0	1170	388
Added Vol:	0	0	0	0	0	148	0	1286	1186	0	255	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	171	0	849	0	3884	2523	0	1425	388
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	171	0	0	0	3884	0	0	1425	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	171	0	0	0	3884	0	0	1425	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	171	0	0	0	3884	0	0	1425	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3502	0	1900	0	5187	1900	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.00	0.00	0.75	0.00	0.00	0.27	0.00
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.08	0.00	0.00	0.00	0.88	0.00	0.00	0.88	0.00
Volume/Cap:	0.00	0.00	0.00	0.63	0.00	0.00	0.00	0.85	0.00	0.00	0.31	0.00
Uniform Del:	0.0	0.0	0.0	58.2	0.0	0.0	0.0	3.9	0.0	0.0	1.4	0.0
IncremntDel:	0.0	0.0	0.0	4.9	0.0	0.0	0.0	1.7	0.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	63.1	0.0	0.0	0.0	5.6	0.0	0.0	1.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	63.1	0.0	0.0	0.0	5.6	0.0	0.0	1.4	0.0
LOS by Move:	A	A	A	E	A	A	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	222	0	0	0	1217	0	0	182	0

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

Intersection #8 Ardenwood Blvd / SR84 WB Ramps

Cycle (sec): 74 Critical Vol./Cap.(X): 1.210
Loss Time (sec): 9 Average Delay (sec/veh): 52.0
Optimal Cycle: 180 Level Of Service: D

Street Name:	Ardenwood Blvd						SR84 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	20	0	0	20	10	0	0	0	10	32	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	0	0 0	2 1	0	0 0	0 0	0	1 0	1! 0	1
Volume Module: >> Count Date: 26 Feb 2015 << 7:45 - 8:45 am												
Base Vol:	320	490	0	0	1273	252	0	0	0	812	15	400
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	320	490	0	0	1273	252	0	0	0	812	15	400
Added Vol:	0	96	0	0	96	2	0	0	0	0	0	694
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	320	586	0	0	1369	254	0	0	0	812	15	1094
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	320	586	0	0	1369	254	0	0	0	812	15	1094
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	586	0	0	1369	254	0	0	0	812	15	1094
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	320	586	0	0	1369	254	0	0	0	812	15	1094
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.98	0.98	1.00	1.00	1.00	0.86	0.86	0.86
Lanes:	1.00	3.00	0.00	0.00	2.53	0.47	0.00	0.00	0.00	1.42	0.02	1.56
Final Sat.:	1805	5700	0	0	4693	871	0	0	0	2312	25	2549
Capacity Analysis Module:												
Vol/Sat:	0.18	0.10	0.00	0.00	0.29	0.29	0.00	0.00	0.00	0.35	0.59	0.43
Crit Moves:	****				****						****	
Green/Cycle:	0.14	0.41	0.00	0.00	0.27	0.27	0.00	0.00	0.00	0.47	0.47	0.47
Volume/Cap:	1.27	0.25	0.00	0.00	1.08	1.08	0.00	0.00	0.00	0.75	1.27	0.92
Uniform Del:	31.8	14.4	0.0	0.0	27.0	27.0	0.0	0.0	0.0	16.1	19.7	18.3
IncremntDel:	148.4	0.1	0.0	0.0	47.9	47.9	0.0	0.0	0.0	1.3	126	6.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	180.2	14.4	0.0	0.0	74.9	74.9	0.0	0.0	0.0	17.4	146	25.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	180.2	14.4	0.0	0.0	74.9	74.9	0.0	0.0	0.0	17.4	146	25.2
LOS by Move:	F	B	A	A	E	E	A	A	A	B	F	C
HCM2k95thQ:	790	149	0	0	930	930	0	0	0	556	1907	832

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

Intersection #8 Ardenwood Blvd / SR84 WB Ramps

Cycle (sec): 70 Critical Vol./Cap.(X): 0.837
Loss Time (sec): 9 Average Delay (sec/veh): 19.8
Optimal Cycle: 69 Level Of Service: B

Street Name:	Ardenwood Blvd						SR84 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	15	0	0	16	10	0	0	0	10	32	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	0	0 0	2 1	0	0 0	0 0	0	1 0	1! 0	1
Volume Module: >> Count Date: 26 Feb 2015 << 5:00 - 6:00 pm												
Base Vol:	80	1339	0	0	1016	56	0	0	0	752	2	385
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	1339	0	0	1016	56	0	0	0	752	2	385
Added Vol:	0	13	0	0	646	15	0	0	0	0	0	94
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	1352	0	0	1662	71	0	0	0	752	2	479
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	1352	0	0	1662	71	0	0	0	752	2	479
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1352	0	0	1662	71	0	0	0	752	2	479
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	1352	0	0	1662	71	0	0	0	752	2	479
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.99	0.99	1.00	1.00	1.00	0.86	0.86	0.86
Lanes:	1.00	3.00	0.00	0.00	2.88	0.12	0.00	0.00	0.00	1.61	0.01	1.38
Final Sat.:	1805	5700	0	0	5434	232	0	0	0	2618	5	2258
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.00	0.00	0.31	0.31	0.00	0.00	0.00	0.29	0.38	0.21
Crit Moves:	****				****						****	
Green/Cycle:	0.06	0.41	0.00	0.00	0.36	0.36	0.00	0.00	0.00	0.46	0.46	0.46
Volume/Cap:	0.78	0.57	0.00	0.00	0.86	0.86	0.00	0.00	0.00	0.63	0.83	0.46
Uniform Del:	32.6	15.7	0.0	0.0	20.8	20.8	0.0	0.0	0.0	14.5	16.6	13.1
IncremntDel:	30.0	0.3	0.0	0.0	3.9	3.9	0.0	0.0	0.0	0.7	4.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	62.6	16.1	0.0	0.0	24.7	24.7	0.0	0.0	0.0	15.1	20.7	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:	62.6	16.1	0.0	0.0	24.7	24.7	0.0	0.0	0.0	15.1	20.7	13.2
LOS by Move:	E	B	A	A	C	C	A	A	A	B	C	B
HCM2k95thQ:	178	378	0	0	652	652	0	0	0	400	638	266

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

Intersection #9 Paseo Padre Pkwy / SR84 WB Ramps

Cycle (sec):	155	Critical Vol./Cap.(X):	0.255
Loss Time (sec):	12	Average Delay (sec/veh):	6.0
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Paseo Padre Pkwy						SR84 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Ignore		
Min. Green:	0	14	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 1	0 0	2	0 1	0 0	0	0 0	1 0	0	0 1
Volume Module: >> Count Date: 26 Feb 2015 << 7:00 - 8:00 am												
Base Vol:	0	241	929	0	454	1479	0	0	0	55	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	241	929	0	454	1479	0	0	0	55	0	5
Added Vol:	0	376	0	0	285	42	0	0	0	0	0	2262
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	617	929	0	739	1521	0	0	0	55	0	2267
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	617	0	0	739	0	0	0	0	55	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	617	0	0	739	0	0	0	0	55	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	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	617	0	0	739	0	0	0	0	55	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1900	0	3610	1900	0	0	0	1805	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.00	0.00	0.20	0.00	0.00	0.00	0.00	0.03	0.00	0.00
Crit Moves:	****				****					****		
Green/Cycle:	0.00	0.80	0.00	0.00	0.80	0.00	0.00	0.00	0.00	0.12	0.00	0.00
Volume/Cap:	0.00	0.21	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.25	0.00	0.00
Uniform Del:	0.0	3.6	0.0	0.0	3.8	0.0	0.0	0.0	0.0	62.0	0.0	0.0
IncremntDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Delay/Veh:	0.0	3.7	0.0	0.0	3.8	0.0	0.0	0.0	0.0	62.6	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	3.7	0.0	0.0	3.8	0.0	0.0	0.0	0.0	62.6	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	E	A	A
HCM2k95thQ:	0	176	0	0	221	0	0	0	0	126	0	0

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

Intersection #9 Paseo Padre Pkwy / SR84 WB Ramps

Cycle (sec):	80	Critical Vol./Cap.(X):	0.764
Loss Time (sec):	12	Average Delay (sec/veh):	8.6
Optimal Cycle:	65	Level Of Service:	A

Street Name:	Paseo Padre Pkwy						SR84 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Ignore		
Min. Green:	0	14	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 1	0 0	2	0 1	0 0	0	0 0	1 0	0	0 1
Volume Module: >> Count Date: 26 Feb 2015 << 5:00 - 6:00 pm												
Base Vol:	0	1560	273	0	194	136	0	0	0	112	0	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1560	273	0	194	136	0	0	0	112	0	9
Added Vol:	0	51	0	0	1925	282	0	0	0	0	0	308
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1611	273	0	2119	418	0	0	0	112	0	317
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1611	0	0	2119	0	0	0	0	112	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1611	0	0	2119	0	0	0	0	112	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	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	1611	0	0	2119	0	0	0	0	112	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1900	0	3610	1900	0	0	0	1805	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.45	0.00	0.00	0.59	0.00	0.00	0.00	0.00	0.06	0.00	0.00
Crit Moves:	****				****					****		
Green/Cycle:	0.00	0.73	0.00	0.00	0.73	0.00	0.00	0.00	0.00	0.13	0.00	0.00
Volume/Cap:	0.00	0.62	0.00	0.00	0.81	0.00	0.00	0.00	0.00	0.50	0.00	0.00
Uniform Del:	0.0	5.5	0.0	0.0	7.3	0.0	0.0	0.0	0.0	32.7	0.0	0.0
IncremntDel:	0.0	0.4	0.0	0.0	2.0	0.0	0.0	0.0	0.0	1.7	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Delay/Veh:	0.0	5.9	0.0	0.0	9.3	0.0	0.0	0.0	0.0	34.4	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.9	0.0	0.0	9.3	0.0	0.0	0.0	0.0	34.4	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	A
HCM2k95thQ:	0	468	0	0	860	0	0	0	0	162	0	0

AM Peak - 2035 Cumulative
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #1 Alvarado Blvd / Deep Creek Rd

Cycle (sec): 150 Critical Vol./Cap.(X): 1.054
Loss Time (sec): 15 Average Delay (sec/veh): 66.6
Optimal Cycle: OPTIMIZED Level Of Service: E

Street Name:	Alvarado Blvd						Deep Creek Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	4	19	10	4	27	10	4	0	4	4	30	4
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	0 0	2 1	0	1 0	0 0	3	2 0	1 0	1
Volume Module:												
Base Vol:	132	1436	396	0	2802	190	232	0	505	7	412	399
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	1436	396	0	2802	190	232	0	505	7	412	399
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	132	1436	0	0	2802	190	232	0	505	7	412	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	1436	0	0	2802	190	232	0	505	7	412	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	132	1436	0	0	2802	190	232	0	505	7	412	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.99	0.99	0.95	1.00	0.85	0.95	1.00	1.00
Lanes:	1.00	3.00	1.00	0.00	2.81	0.19	1.00	0.00	3.00	2.00	1.00	1.00
Final Sat.:	1805	5700	1900	0	5285	358	1805	0	4845	3610	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.07	0.25	0.00	0.00	0.53	0.53	0.13	0.00	0.10	0.00	0.22	0.00
Crit Moves:	****				****		****				****	
Green/Cycle:	0.07	0.57	0.00	0.00	0.50	0.50	0.12	0.00	0.12	0.21	0.21	0.00
Volume/Cap:	1.05	0.44	0.00	0.00	1.05	1.05	1.05	0.00	0.85	0.01	1.05	0.00
Delay/Veh:	165.4	18.4	0.0	0.0	70.6	70.6	141.5	0.0	76.2	47.4	120	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	165.4	18.4	0.0	0.0	70.6	70.6	141.5	0.0	76.2	47.4	120	0.0
LOS by Move:	F	B	A	A	E	E	F	A	E	D	F	A
HCM2kAvgQ:	10	12	0	0	56	56	16	0	10	0	26	0

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

PM Peak - 2035 Cumulative
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #1 Alvarado Blvd / Deep Creek Rd

Cycle (sec): 135 Critical Vol./Cap.(X): 0.856
Loss Time (sec): 15 Average Delay (sec/veh): 52.5
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Alvarado Blvd						Deep Creek Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	4	19	10	4	27	10	4	4	4	4	30	4
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	0 0	2 1	0	1 0	0 0	3	2 0	1 0	1
Volume Module:												
Base Vol:	194	1778	144	0	1656	327	348	0	277	102	198	307
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	1778	144	0	1656	327	348	0	277	102	198	307
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	194	1778	0	0	1656	327	348	0	277	102	198	307
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	1778	0	0	1656	327	348	0	277	102	198	307
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	194	1778	0	0	1656	327	348	0	277	102	198	307
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.98	0.98	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	3.00	1.00	0.00	2.51	0.49	1.00	0.00	3.00	2.00	1.00	1.00
Final Sat.:	1805	5700	1900	0	4641	916	1805	0	4845	3610	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.11	0.31	0.00	0.00	0.36	0.36	0.19	0.00	0.06	0.03	0.10	0.19
Crit Moves:	****				****		****				****	
Green/Cycle:	0.11	0.47	0.00	0.00	0.36	0.36	0.20	0.00	0.20	0.22	0.22	0.22
Volume/Cap:	0.99	0.66	0.00	0.00	0.99	0.99	0.99	0.00	0.29	0.13	0.47	0.86
Delay/Veh:	119.8	28.1	0.0	0.0	59.4	59.4	98.0	0.0	46.5	42.1	46.4	68.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	119.8	28.1	0.0	0.0	59.4	59.4	98.0	0.0	46.5	42.1	46.4	68.3
LOS by Move:	F	C	A	A	E	E	F	A	D	D	D	E
HCM2kAvgQ:	12	19	0	0	33	33	19	0	3	2	7	15

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

AM Peak - 2035 Cumulative
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #2 I-880 NB Ramps / Fremont Blvd

Cycle (sec): 75 Critical Vol./Cap.(X): 0.902
Loss Time (sec): 14 Average Delay (sec/veh): 21.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Fremont Blvd						I-880 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	17	10	4	31	10	4	4	4	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 0	1	2 0	3 0	0	1 1	0 0	2	0 0	0 0	0
Volume Module:												
Base Vol:	0	1401	701	520	1937	0	563	0	64	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	1401	701	520	1937	0	563	0	64	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1401	701	520	1937	0	563	0	64	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1401	701	520	1937	0	563	0	64	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1401	701	520	1937	0	563	0	64	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.95	1.00	1.00	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5700	1615	3610	5700	0	3618	0	3230	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.43	0.14	0.34	0.00	0.16	0.00	0.02	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green/Cycle:	0.00	0.48	0.48	0.16	0.64	0.00	0.17	0.00	0.17	0.00	0.00	0.00
Volume/Cap:	0.00	0.51	0.90	0.90	0.53	0.00	0.90	0.00	0.11	0.00	0.00	0.00
Delay/Veh:	0.0	13.5	31.6	48.3	7.5	0.0	46.8	0.0	26.3	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	13.5	31.6	48.3	7.5	0.0	46.8	0.0	26.3	0.0	0.0	0.0
LOS by Move:	A	B	C	D	A	A	D	A	C	A	A	A
HCM2kAvgQ:	0	7	16	10	8	0	10	0	1	0	0	0

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

PM Peak - 2035 Cumulative
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #2 I-880 NB Ramps / Fremont Blvd

Cycle (sec): 65 Critical Vol./Cap.(X): 0.900
Loss Time (sec): 14 Average Delay (sec/veh): 19.0
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Fremont Blvd						I-880 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	17	10	4	31	10	4	4	4	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 0	1	2 0	3 0	0	1 1	0 0	2	0 0	0 0	0
Volume Module:												
Base Vol:	0	1564	752	195	1837	0	537	0	603	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	1564	752	195	1837	0	537	0	603	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1564	752	195	1837	0	537	0	603	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1564	752	195	1837	0	537	0	603	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1564	752	195	1837	0	537	0	603	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.95	1.00	1.00	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5700	1615	3610	5700	0	3618	0	3230	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.47	0.05	0.32	0.00	0.15	0.00	0.19	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.52	0.52	0.06	0.58	0.00	0.21	0.00	0.21	0.00	0.00	0.00
Volume/Cap:	0.00	0.53	0.90	0.88	0.56	0.00	0.72	0.00	0.90	0.00	0.00	0.00
Delay/Veh:	0.0	10.7	27.2	60.5	8.8	0.0	27.4	0.0	40.6	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	10.7	27.2	60.5	8.8	0.0	27.4	0.0	40.6	0.0	0.0	0.0
LOS by Move:	A	B	C	E	A	A	C	A	D	A	A	A
HCM2kAvgQ:	0	6	13	4	8	0	7	0	10	0	0	0

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

AM Peak - 2035 Cumulative
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #3 Fremont Blvd / Paseo Padre Pkwy

Cycle (sec): 95 Critical Vol./Cap.(X): 0.767
Loss Time (sec): 12 Average Delay (sec/veh): 39.7
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Fremont Blvd						Paseo Padre Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	22	8	4	22	8	4	28	8	4	28	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	2 1	0	2 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	809	1280	80	585	986	170	261	302	431	85	631	431
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	809	1280	80	585	986	170	261	302	431	85	631	431
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	809	1280	80	585	986	170	261	302	431	85	631	431
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	809	1280	80	585	986	170	261	302	431	85	631	431
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	809	1280	80	585	986	170	261	302	431	85	631	431
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.98	0.98	0.95	0.91	0.91	0.95	1.00	0.85
Lanes:	2.00	3.00	1.00	2.00	2.56	0.44	2.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	3610	5700	1615	3610	4755	820	3610	1733	1733	1805	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.05	0.16	0.21	0.21	0.07	0.17	0.25	0.05	0.17	0.27
Crit Moves:	****				****		****				****	
Green/Cycle:	0.26	0.29	0.29	0.20	0.24	0.24	0.08	0.33	0.33	0.05	0.29	0.29
Volume/Cap:	0.87	0.77	0.17	0.79	0.87	0.87	0.87	0.53	0.76	0.90	0.56	0.91
Delay/Veh:	42.7	33.0	25.2	41.8	41.2	41.2	65.9	26.6	32.4	107.4	29.0	52.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.7	33.0	25.2	41.8	41.2	41.2	65.9	26.6	32.4	107.4	29.0	52.9
LOS by Move:	D	C	C	D	D	D	E	C	C	F	C	D
HCM2kAvgQ:	14	13	2	8	12	12	6	8	13	5	8	16

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

PM Peak - 2035 Cumulative
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #3 Fremont Blvd / Paseo Padre Pkwy

Cycle (sec): 95 Critical Vol./Cap.(X): 0.994
Loss Time (sec): 12 Average Delay (sec/veh): 53.6
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Fremont Blvd						Paseo Padre Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	4	22	8	4	22	8	4	28	8	4	28	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	2 1	0	2 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	390	1241	113	721	1215	293	519	826	597	93	319	697
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	390	1241	113	721	1215	293	519	826	597	93	319	697
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	390	1241	113	721	1215	293	519	826	597	93	319	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	390	1241	113	721	1215	293	519	826	597	93	319	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	390	1241	113	721	1215	293	519	826	597	93	319	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.97	0.97	0.95	0.94	0.94	0.95	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.42	0.58	2.00	1.16	0.84	1.00	2.00	1.00
Final Sat.:	3610	5700	1615	3610	4459	1075	3610	2067	1494	1805	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.11	0.22	0.07	0.20	0.27	0.27	0.14	0.40	0.40	0.05	0.08	0.00
Crit Moves:		****		****				****		****		
Green/Cycle:	0.12	0.23	0.23	0.20	0.31	0.31	0.15	0.39	0.39	0.05	0.30	0.00
Volume/Cap:	0.89	0.94	0.30	1.01	0.89	0.89	0.99	1.01	1.01	1.01	0.28	0.00
Delay/Veh:	60.3	48.9	30.6	75.3	37.5	37.5	75.7	56.2	56.2	142.8	25.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.3	48.9	30.6	75.3	37.5	37.5	75.7	56.2	56.2	142.8	25.6	0.0
LOS by Move:	E	D	C	E	D	D	E	E	E	F	C	A
HCM2kAvgQ:	9	16	3	14	15	15	12	29	29	6	4	0

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

AM Peak - 2035 Cumulative
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #4 Paseo Padre Pkwy / Decoto Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.187
Loss Time (sec): 16 Average Delay (sec/veh): 81.1
Optimal Cycle: OPTIMIZED Level Of Service: F

Street Name:	Paseo Padre Pkwy						Decoto Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	31	13	4	31	13	4	22	8	4	22	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	2 1	0	1 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	972	1098	368	446	1309	116	123	1384	616	322	1502	431
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	972	1098	368	446	1309	116	123	1384	616	322	1502	431
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	972	1098	368	446	1309	116	123	1384	616	322	1502	431
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	972	1098	368	446	1309	116	123	1384	616	322	1502	431
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	972	1098	368	446	1309	116	123	1384	616	322	1502	431
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.90	0.90	0.95	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	2.76	0.24	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	5187	1615	3502	4708	417	1805	5187	1615	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.28	0.21	0.23	0.13	0.28	0.28	0.07	0.27	0.38	0.09	0.29	0.27
Crit Moves:	****				****				****	****		
Green/Cycle:	0.22	0.32	0.32	0.16	0.26	0.26	0.07	0.31	0.31	0.07	0.31	0.31
Volume/Cap:	1.23	0.65	0.70	0.80	1.08	1.08	0.93	0.86	1.23	1.23	0.93	0.86
Delay/Veh:	162.9	35.8	39.9	56.5	92.6	92.6	113.3	44.2	163.4	189.6	50.5	52.9
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:	162.9	35.8	39.9	56.5	92.6	92.6	113.3	44.2	163.4	189.6	50.5	52.9
LOS by Move:	F	D	D	E	F	F	F	D	F	F	D	D
HCM2kAvgQ:	33	13	13	10	28	28	5	17	36	12	24	18

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

PM Peak - 2035 Cumulative
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #4 Paseo Padre Pkwy / Decoto Rd

Cycle (sec): 105 Critical Vol./Cap.(X): 1.128
Loss Time (sec): 16 Average Delay (sec/veh): 81.1
Optimal Cycle: OPTIMIZED Level Of Service: F

Street Name:	Paseo Padre Pkwy						Decoto Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	31	13	4	31	13	4	22	8	4	22	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	2 1	0	1 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	350	1149	244	439	1476	134	211	1425	826	341	1204	518
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	1149	244	439	1476	134	211	1425	826	341	1204	518
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	350	1149	244	439	1476	134	211	1425	826	341	1204	518
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	1149	244	439	1476	134	211	1425	826	341	1204	518
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	350	1149	244	439	1476	134	211	1425	826	341	1204	518
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.90	0.90	0.95	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	2.75	0.25	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	5187	1615	3502	4698	427	1805	5187	1615	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.10	0.22	0.15	0.13	0.31	0.31	0.12	0.27	0.51	0.10	0.23	0.32
Crit Moves:		****		****					****	****		
Green/Cycle:	0.09	0.30	0.30	0.09	0.30	0.30	0.12	0.38	0.38	0.07	0.34	0.34
Volume/Cap:	1.06	0.75	0.51	1.33	1.06	1.06	0.96	0.71	1.33	1.33	0.69	0.96
Delay/Veh:	114.8	35.6	31.7	215.1	78.9	78.9	93.7	28.6	191.3	221.1	31.4	61.8
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:	114.8	35.6	31.7	215.1	78.9	78.9	93.7	28.6	191.3	221.1	31.4	61.8
LOS by Move:	F	D	C	F	E	E	F	C	F	F	C	E
HCM2kAvgQ:	11	14	7	16	28	28	7	13	50	13	13	21

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

AM Peak - 2035 Cumulative
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #5 Fremont Blvd / Decoto Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.095
Loss Time (sec): 12 Average Delay (sec/veh): 69.7
Optimal Cycle: OPTIMIZED Level Of Service: E

Street Name:	Fremont Blvd						Decoto Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	30	10	4	30	10	4	30	10	4	30	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	509	1448	483	206	1407	110	200	1605	312	348	2059	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	509	1448	483	206	1407	110	200	1605	312	348	2059	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	509	1448	483	206	1407	110	200	1605	312	348	2059	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	509	1448	483	206	1407	110	200	1605	312	348	2059	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	509	1448	483	206	1407	110	200	1605	312	348	2059	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.98	0.98	0.95	1.00	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.51	0.49	2.00	2.00	1.00
Final Sat.:	3610	5700	1615	3610	5700	1615	3610	4658	905	3610	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.14	0.25	0.30	0.06	0.25	0.07	0.06	0.34	0.34	0.10	0.54	0.03
Crit Moves:	****				****		****				****	
Green/Cycle:	0.12	0.31	0.31	0.06	0.25	0.25	0.05	0.41	0.41	0.11	0.48	0.48
Volume/Cap:	1.14	0.81	0.95	0.95	0.99	0.27	1.14	0.84	0.84	0.84	1.14	0.07
Delay/Veh:	137.7	40.7	68.4	103.8	65.6	36.6	166.1	34.7	34.7	66.0	99.9	17.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	137.7	40.7	68.4	103.8	65.6	36.6	166.1	34.7	34.7	66.0	99.9	17.0
LOS by Move:	F	D	E	F	E	D	F	C	C	E	F	B
HCM2kAvgQ:	16	18	22	7	23	3	6	21	21	6	51	1

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

PM Peak - 2035 Cumulative
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #5 Fremont Blvd / Decoto Rd

Cycle (sec): 140 Critical Vol./Cap.(X): 1.069
Loss Time (sec): 12 Average Delay (sec/veh): 75.9
Optimal Cycle: OPTIMIZED Level Of Service: E

Street Name:	Fremont Blvd						Decoto Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	30	10	4	30	10	4	30	10	4	30	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	432	1240	405	202	1173	104	322	2231	656	462	1247	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	432	1240	405	202	1173	104	322	2231	656	462	1247	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	432	1240	405	202	1173	104	322	2231	656	462	1247	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	432	1240	405	202	1173	104	322	2231	656	462	1247	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	432	1240	405	202	1173	104	322	2231	656	462	1247	125
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.97	0.97	0.95	1.00	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.32	0.68	2.00	2.00	1.00
Final Sat.:	3610	5700	1615	3610	5700	1615	3610	4255	1251	3610	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.12	0.22	0.25	0.06	0.21	0.06	0.09	0.52	0.52	0.13	0.33	0.08
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.26	0.26	0.06	0.21	0.21	0.13	0.48	0.48	0.12	0.47	0.47
Volume/Cap:	1.10	0.82	0.95	0.95	0.96	0.30	0.71	1.10	1.10	1.10	0.71	0.17
Delay/Veh:	138.6	52.3	81.7	113.3	71.5	46.7	63.6	89.5	89.5	136.7	31.1	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:	138.6	52.3	81.7	113.3	71.5	46.7	63.6	89.5	89.5	136.7	31.1	21.8
LOS by Move:	F	D	F	F	E	D	E	F	F	F	C	C
HCM2kAvgQ:	15	19	21	7	21	4	6	50	50	13	21	3

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

AM Peak - 2035 Cumulative
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #6 I-880 NB Ramps / Decoto Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.147
Loss Time (sec): 6 Average Delay (sec/veh): 73.4
Optimal Cycle: OPTIMIZED Level Of Service: E

Street Name:	I-880 NB Ramps						Decoto Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	6	0	6	0	0	0	0	17	0	0	17	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0	0 2	0 0	0	0 0	0 0	3	0 1	0 0	3	0 1
Volume Module:												
Base Vol:	1787	0	404	0	0	0	0	1827	1434	0	2945	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:	1787	0	404	0	0	0	0	1827	1434	0	2945	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	1787	0	404	0	0	0	0	1827	0	0	2945	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1787	0	404	0	0	0	0	1827	0	0	2945	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	1787	0	404	0	0	0	0	1827	0	0	2945	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.75	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	3502	0	2842	0	0	0	0	5187	1900	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.51	0.00	0.14	0.00	0.00	0.00	0.00	0.35	0.00	0.00	0.57	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.44	0.00	0.44	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.50	0.00
Volume/Cap:	1.15	0.00	0.32	0.00	0.00	0.00	0.00	0.71	0.00	0.00	1.15	0.00
Delay/Veh:	101.9	0.0	18.1	0.0	0.0	0.0	0.0	20.6	0.0	0.0	96.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	101.9	0.0	18.1	0.0	0.0	0.0	0.0	20.6	0.0	0.0	96.4	0.0
LOS by Move:	F	A	B	A	A	A	A	C	A	A	F	A
HCM2kAvgQ:	46	0	5	0	0	0	0	17	0	0	48	0

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

PM Peak - 2035 Cumulative
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #6 I-880 NB Ramps / Decoto Rd

Cycle (sec): 70 Critical Vol./Cap.(X): 0.979
Loss Time (sec): 6 Average Delay (sec/veh): 27.2
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	I-880 NB Ramps						Decoto Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	6	0	6	0	0	0	0	17	0	0	17	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0	0 2	0 0	0	0 0	0 0	3	0 1	0 0	3	0 1
Volume Module:												
Base Vol:	59	0	1152	0	0	0	0	2539	1536	0	1714	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	0	1152	0	0	0	0	2539	1536	0	1714	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	59	0	1152	0	0	0	0	2539	0	0	1714	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	0	1152	0	0	0	0	2539	0	0	1714	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	59	0	1152	0	0	0	0	2539	0	0	1714	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.75	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	3502	0	2842	0	0	0	0	5187	1900	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.41	0.00	0.00	0.00	0.00	0.49	0.00	0.00	0.33	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.41	0.00	0.41	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.50	0.00
Volume/Cap:	0.04	0.00	0.98	0.00	0.00	0.00	0.00	0.98	0.00	0.00	0.66	0.00
Delay/Veh:	12.2	0.0	41.4	0.0	0.0	0.0	0.0	30.2	0.0	0.0	13.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.2	0.0	41.4	0.0	0.0	0.0	0.0	30.2	0.0	0.0	13.7	0.0
LOS by Move:	B	A	D	A	A	A	A	C	A	A	B	A
HCM2kAvgQ:	0	0	21	0	0	0	0	27	0	0	10	0

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

AM Peak - 2035 Cumulative
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #7 I-880 SB Ramps / Decoto Rd

Cycle (sec): 75 Critical Vol./Cap.(X): 1.005
Loss Time (sec): 6 Average Delay (sec/veh): 31.5
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	I-880 NB Ramps						Decoto Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ignore			Ignore		
Min. Green:	0	0	0	10	28	10	0	10	10	0	14	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	2 0	0 0	1	0 0	3 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	1348	0	0	0	1926	21	0	2797	1937
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1348	0	0	0	1926	21	0	2797	1937
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1348	0	0	0	1926	0	0	2797	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1348	0	0	0	1926	0	0	2797	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	1348	0	0	0	1926	0	0	2797	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3502	0	1900	0	5187	1900	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.38	0.00	0.00	0.00	0.37	0.00	0.00	0.54	0.00
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.38	0.00	0.00	0.00	0.54	0.00	0.00	0.54	0.00
Volume/Cap:	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.69	0.00	0.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	48.8	0.0	0.0	0.0	13.6	0.0	0.0	35.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	48.8	0.0	0.0	0.0	13.6	0.0	0.0	35.5	0.0
LOS by Move:	A	A	A	D	A	A	A	B	A	A	D	A
HCM2kAvgQ:	0	0	0	24	0	0	0	13	0	0	33	0

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

PM Peak - 2035 Cumulative
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #7 I-880 SB Ramps / Decoto Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.874
Loss Time (sec): 6 Average Delay (sec/veh): 15.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	I-880 NB Ramps						Decoto Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ignore			Ignore		
Min. Green:	0	0	0	10	28	10	0	10	10	0	14	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	2 0	0 0	1	0 0	3 0	1	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	888	0	1101	0	1060	392	0	1923	1665
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	888	0	1101	0	1060	392	0	1923	1665
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	888	0	0	0	1060	0	0	1923	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	888	0	0	0	1060	0	0	1923	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	888	0	0	0	1060	0	0	1923	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	1.00	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	3.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3502	0	1900	0	5187	1900	0	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.20	0.00	0.00	0.53	0.00
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.29	0.00	0.00	0.00	0.61	0.00	0.00	0.61	0.00
Volume/Cap:	0.00	0.00	0.00	0.87	0.00	0.00	0.00	0.34	0.00	0.00	0.87	0.00
Delay/Veh:	0.0	0.0	0.0	28.7	0.0	0.0	0.0	5.8	0.0	0.0	14.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	28.7	0.0	0.0	0.0	5.8	0.0	0.0	14.0	0.0
LOS by Move:	A	A	A	C	A	A	A	A	A	A	B	A
HCM2kAvgQ:	0	0	0	12	0	0	0	4	0	0	19	0

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

AM Peak - 2035 Cumulative
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #8 Ardenwood Blvd / SR84 WB Ramps

Cycle (sec): 90 Critical Vol./Cap.(X): 0.809
Loss Time (sec): 9 Average Delay (sec/veh): 27.1
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Ardenwood Blvd						SR84 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	15	0	0	16	10	0	0	0	32	0	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 0	0	0 3	0 1	0	0 0	0 0	1	1 0	1 1
Volume Module:												
Base Vol:	822	1423	0	0	1283	347	0	0	0	894	3	492
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	822	1423	0	0	1283	347	0	0	0	894	3	492
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	822	1423	0	0	1283	347	0	0	0	894	3	492
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	822	1423	0	0	1283	347	0	0	0	894	3	492
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	822	1423	0	0	1283	347	0	0	0	894	3	492
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	0.86	0.86	0.86
Lanes:	2.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.01	1.99
Final Sat.:	3610	5700	0	0	5700	1615	0	0	0	3250	20	3230
Capacity Analysis Module:												
Vol/Sat:	0.23	0.25	0.00	0.00	0.23	0.21	0.00	0.00	0.00	0.28	0.15	0.15
Crit Moves:	****				****					****		
Green/Cycle:	0.27	0.54	0.00	0.00	0.27	0.27	0.00	0.00	0.00	0.36	0.36	0.36
Volume/Cap:	0.83	0.46	0.00	0.00	0.83	0.79	0.00	0.00	0.00	0.77	0.43	0.43
Delay/Veh:	36.8	12.6	0.0	0.0	34.9	40.1	0.0	0.0	0.0	27.9	22.1	22.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.8	12.6	0.0	0.0	34.9	40.1	0.0	0.0	0.0	27.9	22.1	22.1
LOS by Move:	D	B	A	A	C	D	A	A	A	C	C	C
HCM2kAvgQ:	13	8	0	0	14	11	0	0	0	13	5	5

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

PM Peak - 2035 Cumulative
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #8 Ardenwood Blvd / SR84 WB Ramps

Cycle (sec): 60 Critical Vol./Cap.(X): 0.841
Loss Time (sec): 9 Average Delay (sec/veh): 19.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Ardenwood Blvd						SR84 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	15	0	0	16	10	0	0	0	10	32	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 0	0	0 3	0 1	0	0 0	0 0	1	1 0	1 1
Volume Module:												
Base Vol:	353	1517	0	0	1725	131	0	0	0	1125	0	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	353	1517	0	0	1725	131	0	0	0	1125	0	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	353	1517	0	0	1725	131	0	0	0	1125	0	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	353	1517	0	0	1725	131	0	0	0	1125	0	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	353	1517	0	0	1725	131	0	0	0	1125	0	146
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	0.94	1.00	0.94
Lanes:	2.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	3610	5700	0	0	5700	1615	0	0	0	3579	0	3579
Capacity Analysis Module:												
Vol/Sat:	0.10	0.27	0.00	0.00	0.30	0.08	0.00	0.00	0.00	0.31	0.00	0.04
Crit Moves:	****				****					****		
Green/Cycle:	0.12	0.48	0.00	0.00	0.36	0.36	0.00	0.00	0.00	0.37	0.00	0.37
Volume/Cap:	0.84	0.56	0.00	0.00	0.84	0.23	0.00	0.00	0.00	0.84	0.00	0.11
Delay/Veh:	40.1	11.5	0.0	0.0	20.9	13.6	0.0	0.0	0.0	21.6	0.0	12.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.1	11.5	0.0	0.0	20.9	13.6	0.0	0.0	0.0	21.6	0.0	12.3
LOS by Move:	D	B	A	A	C	B	A	A	A	C	A	B
HCM2kAvgQ:	6	7	0	0	13	2	0	0	0	13	0	1

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

AM Peak - 2035 Cumulative
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #9 Paseo Padre Pkwy / SR84 WB Ramps

Cycle (sec): 60 Critical Vol./Cap.(X): 0.822
Loss Time (sec): 12 Average Delay (sec/veh): 16.2
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Paseo Padre Pkwy						SR84 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	18	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	0 0	2 0	1	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	1643	920	0	300	822	0	0	0	366	0	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1643	920	0	300	822	0	0	0	366	0	165
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	1643	0	0	300	0	0	0	0	366	0	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1643	0	0	300	0	0	0	0	366	0	165
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	1643	0	0	300	0	0	0	0	366	0	165
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1900	0	3610	1900	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.46	0.00	0.00	0.08	0.00	0.00	0.00	0.00	0.20	0.00	0.10
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.55	0.00	0.00	0.55	0.00	0.00	0.00	0.00	0.25	0.00	0.25
Volume/Cap:	0.00	0.82	0.00	0.00	0.15	0.00	0.00	0.00	0.00	0.82	0.00	0.41
Delay/Veh:	0.0	13.9	0.0	0.0	6.6	0.0	0.0	0.0	0.0	33.1	0.0	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:	0.0	13.9	0.0	0.0	6.6	0.0	0.0	0.0	0.0	33.1	0.0	19.7
LOS by Move:	A	B	A	A	A	A	A	A	A	C	A	B
HCM2kAvgQ:	0	12	0	0	1	0	0	0	0	9	0	3

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

PM Peak - 2035 Cumulative
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #9 Paseo Padre Pkwy / SR84 WB Ramps

Cycle (sec): 60 Critical Vol./Cap.(X): 0.454
Loss Time (sec): 12 Average Delay (sec/veh): 10.5
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Paseo Padre Pkwy						SR84 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	14	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	0 0	2 0	1	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	841	333	0	648	751	0	0	0	235	0	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	841	333	0	648	751	0	0	0	235	0	33
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	841	0	0	648	0	0	0	0	235	0	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	841	0	0	648	0	0	0	0	235	0	33
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	841	0	0	648	0	0	0	0	235	0	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1900	0	3610	1900	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.00	0.00	0.18	0.00	0.00	0.00	0.00	0.13	0.00	0.02
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.51	0.00	0.00	0.51	0.00	0.00	0.00	0.00	0.29	0.00	0.29
Volume/Cap:	0.00	0.45	0.00	0.00	0.35	0.00	0.00	0.00	0.00	0.45	0.00	0.07
Delay/Veh:	0.0	9.4	0.0	0.0	8.8	0.0	0.0	0.0	0.0	18.2	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	9.4	0.0	0.0	8.8	0.0	0.0	0.0	0.0	18.2	0.0	15.6
LOS by Move:	A	A	A	A	A	A	A	A	A	B	A	B
HCM2kAvgQ:	0	5	0	0	4	0	0	0	0	4	0	0

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

AM Peak - 2035 Cumulative
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #10 Thornton Ave / SR84 EB Ramps

Cycle (sec): 110 Critical Vol./Cap.(X): 0.974
Loss Time (sec): 12 Average Delay (sec/veh): 38.8
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Thornton Ave						SR84 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	18	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	0 0	1 1	0	1 0	0 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	1992	400	0	635	31	571	0	500	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	1992	400	0	635	31	571	0	500	0	0	0
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:	0	1992	400	0	635	0	571	0	500	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1992	400	0	635	0	571	0	500	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1992	400	0	635	0	571	0	500	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	1.00	0.95	0.95	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	0	3610	0	1805	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.55	0.25	0.00	0.18	0.00	0.32	0.00	0.31	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.57	0.57	0.00	0.57	0.00	0.32	0.00	0.32	0.00	0.00	0.00
Volume/Cap:	0.00	0.97	0.44	0.00	0.31	0.00	0.97	0.00	0.95	0.00	0.00	0.00
Delay/Veh:	0.0	37.4	14.1	0.0	12.6	0.0	67.3	0.0	64.3	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	37.4	14.1	0.0	12.6	0.0	67.3	0.0	64.3	0.0	0.0	0.0
LOS by Move:	A	D	B	A	B	A	E	A	E	A	A	A
HCM2kAvgQ:	0	41	8	0	6	0	25	0	21	0	0	0

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

PM Peak - 2035 Cumulative
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #10 Thornton Ave / SR84 EB Ramps

Cycle (sec): 60 Critical Vol./Cap.(X): 0.943
Loss Time (sec): 12 Average Delay (sec/veh): 28.5
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Thornton Ave						SR84 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	18	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	0 0	1 1	0	1 0	0 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	923	177	0	833	50	251	1	804	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	923	177	0	833	50	251	1	804	0	0	0
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:	0	923	177	0	833	0	251	1	804	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	923	177	0	833	0	251	1	804	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	923	177	0	833	0	251	1	804	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	1.00	0.95	0.95	0.85	0.85	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	1.00	0.01	0.99	0.00	0.00	0.00
Final Sat.:	0	3610	1615	0	3610	0	1615	2	1613	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.11	0.00	0.23	0.00	0.16	0.50	0.50	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green/Cycle:	0.00	0.30	0.30	0.00	0.30	0.00	0.50	0.50	0.50	0.00	0.00	0.00
Volume/Cap:	0.00	0.85	0.37	0.00	0.77	0.00	0.31	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	26.4	17.0	0.0	22.5	0.0	9.1	45.8	45.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	26.4	17.0	0.0	22.5	0.0	9.1	45.8	45.8	0.0	0.0	0.0
LOS by Move:	A	C	B	A	C	A	A	D	D	A	A	A
HCM2kAvgQ:	0	12	3	0	8	0	3	23	23	0	0	0

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

AM Peak - 2035 Cumulative
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #11 Ardenwood Blvd / Paseo Padre Pkwy

Cycle (sec): 110 Critical Vol./Cap.(X): 0.562
Loss Time (sec): 12 Average Delay (sec/veh): 37.4
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Ardenwood Blvd						Paseo Padre Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			Ignore		
Min. Green:	4	26	8	4	26	8	4	31	8	4	31	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	12	701	162	45	1245	544	277	27	7	874	917	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	701	162	45	1245	544	277	27	7	874	917	156
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	12	701	0	45	1245	0	277	27	0	874	917	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	701	0	45	1245	0	277	27	0	874	917	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	12	701	0	45	1245	0	277	27	0	874	917	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	1.00	0.92	0.91	1.00	0.92	0.95	1.00	0.92	0.95	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	1.00
Final Sat.:	3502	5187	1900	3502	5187	1900	3502	3610	1900	3502	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.00	0.01	0.24	0.00	0.08	0.01	0.00	0.25	0.25	0.00
Crit Moves:	****				****			****		****		
Green/Cycle:	0.04	0.27	0.00	0.04	0.28	0.00	0.13	0.28	0.00	0.29	0.45	0.00
Volume/Cap:	0.09	0.49	0.00	0.30	0.85	0.00	0.63	0.03	0.00	0.85	0.57	0.00
Delay/Veh:	51.6	33.7	0.0	52.3	42.6	0.0	48.6	28.6	0.0	43.9	22.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.6	33.7	0.0	52.3	42.6	0.0	48.6	28.6	0.0	43.9	22.9	0.0
LOS by Move:	D	C	A	D	D	A	D	C	A	D	C	A
HCM2kAvgQ:	0	8	0	1	17	0	6	0	0	17	12	0

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

PM Peak - 2035 Cumulative
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #11 Ardenwood Blvd / Paseo Padre Pkwy

Cycle (sec): 90 Critical Vol./Cap.(X): 0.590
Loss Time (sec): 12 Average Delay (sec/veh): 29.8
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Ardenwood Blvd						Paseo Padre Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			Ignore		
Min. Green:	4	26	8	4	26	8	4	31	8	4	31	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	16	1229	1086	92	876	419	539	900	39	139	339	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	1229	1086	92	876	419	539	900	39	139	339	17
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	16	1229	0	92	876	0	539	900	0	139	339	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	1229	0	92	876	0	539	900	0	139	339	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	16	1229	0	92	876	0	539	900	0	139	339	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	1.00	0.92	0.91	1.00	0.92	0.95	1.00	0.92	0.95	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	1.00
Final Sat.:	3502	5187	1900	3502	5187	1900	3502	3610	1900	3502	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.00	0.03	0.17	0.00	0.15	0.25	0.00	0.04	0.09	0.00
Crit Moves:		****		****			****				****	
Green/Cycle:	0.04	0.29	0.00	0.04	0.29	0.00	0.19	0.47	0.00	0.06	0.34	0.00
Volume/Cap:	0.10	0.82	0.00	0.59	0.58	0.00	0.82	0.53	0.00	0.65	0.27	0.00
Delay/Veh:	41.6	33.4	0.0	48.1	27.9	0.0	43.0	17.0	0.0	48.4	21.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.6	33.4	0.0	48.1	27.9	0.0	43.0	17.0	0.0	48.4	21.5	0.0
LOS by Move:	D	C	A	D	C	A	D	B	A	D	C	A
HCM2kAvgQ:	0	14	0	2	8	0	10	9	0	3	4	0

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

AM Peak - 2035 Cumulative plus Project
Ardenwood Tech Park EIR
City of Fremont

Trip Generation Report

Forecast for am cumulative + p

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Project	1.00	Office Park	2622.00	324.00	2622	324	2946	100.
	Zone 1 Subtotal					2622	324	2946	100.0
TOTAL						2622	324	2946	100.0

PM Peak - 2035 Cumulative plus Project
Ardenwood Tech Park EIR
City of Fremont

Trip Generation Report

Forecast for pm cumulative + p

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Project	1.00	Office Park	357.00	2193.00	357	2193	2550	100.
	Zone 1 Subtotal					357	2193	2550	100.0
TOTAL						357	2193	2550	100.0

AM Peak - 2035 Cumulative plus Project
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #1 Alvarado Blvd / Deep Creek Rd

Cycle (sec): 145 Critical Vol./Cap.(X): 1.088
Loss Time (sec): 15 Average Delay (sec/veh): 74.9
Optimal Cycle: OPTIMIZED Level Of Service: E

Street Name:	Alvarado Blvd						Deep Creek Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	4	19	10	4	27	10	4	0	4	4	30	4
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	0 0	2 1	0	1 0	0 0	3	2 0	1 0	1
Volume Module:												
Base Vol:	132	1436	396	0	2802	190	232	0	505	7	412	399
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	1436	396	0	2802	190	232	0	505	7	412	399
Added Vol:	0	0	0	0	0	26	3	0	0	0	38	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	1436	396	0	2802	216	235	0	505	7	450	399
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	132	1436	0	0	2802	216	235	0	505	7	450	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	1436	0	0	2802	216	235	0	505	7	450	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	132	1436	0	0	2802	216	235	0	505	7	450	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.99	0.99	0.95	1.00	0.85	0.95	1.00	1.00
Lanes:	1.00	3.00	1.00	0.00	2.79	0.21	1.00	0.00	3.00	2.00	1.00	1.00
Final Sat.:	1805	5700	1900	0	5234	403	1805	0	4845	3610	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.07	0.25	0.00	0.00	0.54	0.54	0.13	0.00	0.10	0.00	0.24	0.00
Crit Moves:	****				****		****				****	
Green/Cycle:	0.07	0.56	0.00	0.00	0.49	0.49	0.12	0.00	0.12	0.22	0.22	0.00
Volume/Cap:	1.09	0.45	0.00	0.00	1.09	1.09	1.09	0.00	0.87	0.01	1.09	0.00
Delay/Veh:	175.0	18.9	0.0	0.0	83.3	83.3	150.5	0.0	76.2	44.5	127	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	175.0	18.9	0.0	0.0	83.3	83.3	150.5	0.0	76.2	44.5	127	0.0
LOS by Move:	F	B	A	A	F	F	F	A	E	D	F	A
HCM2k95thQ:	465	549	0	0	2207	2207	706	0	459	6	1147	0

PM Peak - 2035 Cumulative plus Project
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #1 Alvarado Blvd / Deep Creek Rd

Cycle (sec): 135 Critical Vol./Cap.(X): 0.874
Loss Time (sec): 15 Average Delay (sec/veh): 55.6
Optimal Cycle: OPTIMIZED Level Of Service: E

Street Name:	Alvarado Blvd						Deep Creek Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	4	19	10	4	27	10	4	4	4	4	30	4
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	0 0	2 1	0	1 0	0 0	3	2 0	1 0	1
Volume Module:												
Base Vol:	194	1778	144	0	1656	327	348	0	277	102	198	307
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	1778	144	0	1656	327	348	0	277	102	198	307
Added Vol:	0	0	0	0	0	4	22	0	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	1778	144	0	1656	331	370	0	277	102	203	307
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	194	1778	0	0	1656	331	370	0	277	102	203	307
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	1778	0	0	1656	331	370	0	277	102	203	307
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	194	1778	0	0	1656	331	370	0	277	102	203	307
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.98	0.98	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	3.00	1.00	0.00	2.50	0.50	1.00	0.00	3.00	2.00	1.00	1.00
Final Sat.:	1805	5700	1900	0	4632	926	1805	0	4845	3610	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.11	0.31	0.00	0.00	0.36	0.36	0.20	0.00	0.06	0.03	0.11	0.19
Crit Moves:	****				****		****				****	
Green/Cycle:	0.11	0.46	0.00	0.00	0.36	0.36	0.20	0.00	0.20	0.22	0.22	0.22
Volume/Cap:	1.01	0.67	0.00	0.00	1.01	1.01	1.01	0.00	0.28	0.13	0.48	0.86
Delay/Veh:	126.4	29.0	0.0	0.0	64.9	64.9	101.9	0.0	45.5	42.1	46.6	68.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	126.4	29.0	0.0	0.0	64.9	64.9	101.9	0.0	45.5	42.1	46.6	68.3
LOS by Move:	F	C	A	A	E	E	F	A	D	D	D	E
HCM2k95thQ:	553	823	0	0	1357	1357	878	0	165	86	357	653

AM Peak - 2035 Cumulative plus Project
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #2 I-880 NB Ramps / Fremont Blvd

Cycle (sec): 75 Critical Vol./Cap.(X): 0.906
Loss Time (sec): 14 Average Delay (sec/veh): 21.1
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Fremont Blvd						I-880 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	17	10	4	31	10	4	4	4	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 0	1	2 0	3 0	0	1 1	0 0	2	0 0	0 0	0
Volume Module:												
Base Vol:	0	1401	701	520	1937	0	563	0	64	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	1401	701	520	1937	0	563	0	64	0	0	0
Added Vol:	0	0	5	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	1401	706	520	1937	0	563	0	64	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1401	706	520	1937	0	563	0	64	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1401	706	520	1937	0	563	0	64	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1401	706	520	1937	0	563	0	64	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.95	1.00	1.00	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5700	1615	3610	5700	0	3618	0	3230	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.44	0.14	0.34	0.00	0.16	0.00	0.02	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green/Cycle:	0.00	0.48	0.48	0.16	0.64	0.00	0.17	0.00	0.17	0.00	0.00	0.00
Volume/Cap:	0.00	0.51	0.91	0.91	0.53	0.00	0.91	0.00	0.12	0.00	0.00	0.00
Delay/Veh:	0.0	13.5	32.0	49.0	7.4	0.0	47.4	0.0	26.3	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	13.5	32.0	49.0	7.4	0.0	47.4	0.0	26.3	0.0	0.0	0.0
LOS by Move:	A	B	C	D	A	A	D	A	C	A	A	A
HCM2k95thQ:	0	334	690	444	395	0	467	0	36	0	0	0

PM Peak - 2035 Cumulative plus Project
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #2 I-880 NB Ramps / Fremont Blvd

Cycle (sec): 70 Critical Vol./Cap.(X): 0.908
Loss Time (sec): 14 Average Delay (sec/veh): 19.9
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Fremont Blvd						I-880 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	17	10	4	31	10	4	4	4	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 0	1	2 0	3 0	0	1 1	0 0	2	0 0	0 0	0
Volume Module:												
Base Vol:	0	1564	752	195	1837	0	537	0	603	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	1564	752	195	1837	0	537	0	603	0	0	0
Added Vol:	0	0	32	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	1564	784	195	1837	0	537	0	603	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1564	784	195	1837	0	537	0	603	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1564	784	195	1837	0	537	0	603	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1564	784	195	1837	0	537	0	603	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.85	0.95	1.00	1.00	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5700	1615	3610	5700	0	3618	0	3230	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.49	0.05	0.32	0.00	0.15	0.00	0.19	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.53	0.53	0.06	0.59	0.00	0.21	0.00	0.21	0.00	0.00	0.00
Volume/Cap:	0.00	0.51	0.91	0.91	0.54	0.00	0.72	0.00	0.91	0.00	0.00	0.00
Delay/Veh:	0.0	10.6	28.0	69.8	8.7	0.0	29.4	0.0	43.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.6	28.0	69.8	8.7	0.0	29.4	0.0	43.5	0.0	0.0	0.0
LOS by Move:	A	B	C	E	A	A	C	A	D	A	A	A
HCM2k95thQ:	0	318	656	236	389	0	337	0	471	0	0	0

AM Peak - 2035 Cumulative plus Project
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #3 Fremont Blvd / Paseo Padre Pkwy

Cycle (sec): 95 Critical Vol./Cap.(X): 0.780
Loss Time (sec): 12 Average Delay (sec/veh): 40.0
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Fremont Blvd						Paseo Padre Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	22	8	4	22	8	4	28	8	4	28	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	2 1	0	2 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	809	1280	80	585	986	170	261	302	431	85	631	431
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	809	1280	80	585	986	170	261	302	431	85	631	431
Added Vol:	13	0	0	0	0	0	5	3	2	0	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	822	1280	80	585	986	170	266	305	433	85	657	431
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	822	1280	80	585	986	170	266	305	433	85	657	431
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	822	1280	80	585	986	170	266	305	433	85	657	431
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	822	1280	80	585	986	170	266	305	433	85	657	431
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.98	0.98	0.95	0.91	0.91	0.95	1.00	0.85
Lanes:	2.00	3.00	1.00	2.00	2.56	0.44	2.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	3610	5700	1615	3610	4755	820	3610	1733	1733	1805	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.23	0.22	0.05	0.16	0.21	0.21	0.07	0.18	0.25	0.05	0.17	0.27
Crit Moves:	****				****		****				****	
Green/Cycle:	0.26	0.29	0.29	0.20	0.24	0.24	0.08	0.33	0.33	0.05	0.29	0.29
Volume/Cap:	0.88	0.77	0.17	0.80	0.88	0.88	0.88	0.54	0.77	0.90	0.59	0.91
Delay/Veh:	43.3	33.1	25.3	41.9	42.1	42.1	67.1	26.6	32.4	106.8	29.4	52.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.3	33.1	25.3	41.9	42.1	42.1	67.1	26.6	32.4	106.8	29.4	52.9
LOS by Move:	D	C	C	D	D	D	E	C	C	F	C	D
HCM2k95thQ:	655	588	91	397	535	535	314	364	584	243	409	698

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

Intersection #3 Fremont Blvd / Paseo Padre Pkwy

Cycle (sec): 95 Critical Vol./Cap.(X): 1.005
Loss Time (sec): 12 Average Delay (sec/veh): 55.6
Optimal Cycle: OPTIMIZED Level Of Service: E

Street Name:	Fremont Blvd						Paseo Padre Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	4	22	8	4	22	8	4	28	8	4	28	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	2 1	0	2 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	390	1241	113	721	1215	293	519	826	597	93	319	697
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	390	1241	113	721	1215	293	519	826	597	93	319	697
Added Vol:	2	0	0	0	0	0	32	22	11	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	392	1241	113	721	1215	293	551	848	608	93	323	697
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	392	1241	113	721	1215	293	551	848	608	93	323	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	392	1241	113	721	1215	293	551	848	608	93	323	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	392	1241	113	721	1215	293	551	848	608	93	323	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.97	0.97	0.95	0.94	0.94	0.95	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.42	0.58	2.00	1.16	0.84	1.00	2.00	1.00
Final Sat.:	3610	5700	1615	3610	4459	1075	3610	2074	1487	1805	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.11	0.22	0.07	0.20	0.27	0.27	0.15	0.41	0.41	0.05	0.09	0.00
Crit Moves:		****		****				****		****		
Green/Cycle:	0.12	0.23	0.23	0.19	0.30	0.30	0.15	0.40	0.40	0.05	0.30	0.00
Volume/Cap:	0.89	0.94	0.30	1.03	0.89	0.89	1.00	1.03	1.03	1.03	0.29	0.00
Delay/Veh:	61.5	48.9	30.6	79.6	38.2	38.2	78.3	60.0	60.0	147.6	25.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.5	48.9	30.6	79.6	38.2	38.2	78.3	60.0	60.0	147.6	25.9	0.0
LOS by Move:	E	D	C	E	D	D	E	E	E	F	C	A
HCM2k95thQ:	412	716	145	619	671	671	587	1213	1213	291	183	0

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Paseo Padre Pkwy / Decoto Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.221
Loss Time (sec): 16 Average Delay (sec/veh): 88.4
Optimal Cycle: OPTIMIZED Level Of Service: F

Street Name:	Paseo Padre Pkwy						Decoto Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	31	13	4	31	13	4	22	8	4	22	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	2 1	0	1 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	972	1098	368	446	1309	116	123	1384	616	322	1502	431
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	972	1098	368	446	1309	116	123	1384	616	322	1502	431
Added Vol:	79	0	0	0	0	0	0	6	10	0	52	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1051	1098	368	446	1309	116	123	1390	626	322	1554	431
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1051	1098	368	446	1309	116	123	1390	626	322	1554	431
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1051	1098	368	446	1309	116	123	1390	626	322	1554	431
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1051	1098	368	446	1309	116	123	1390	626	322	1554	431
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.90	0.90	0.95	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	2.76	0.24	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	5187	1615	3502	4708	417	1805	5187	1615	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.30	0.21	0.23	0.13	0.28	0.28	0.07	0.27	0.39	0.09	0.30	0.27
Crit Moves:	****				****				****	****		
Green/Cycle:	0.23	0.33	0.33	0.16	0.26	0.26	0.07	0.30	0.30	0.07	0.30	0.30
Volume/Cap:	1.28	0.64	0.69	0.78	1.08	1.08	0.98	0.89	1.28	1.28	0.98	0.88
Delay/Veh:	182.0	35.0	38.8	55.2	92.6	92.6	130.7	46.4	183.6	209.4	60.0	55.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	182.0	35.0	38.8	55.2	92.6	92.6	130.7	46.4	183.6	209.4	60.0	55.6
LOS by Move:	F	D	D	E	F	F	F	D	F	F	E	E
HCM2k95thQ:	1444	586	570	463	1143	1143	248	755	1524	579	1091	777

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Paseo Padre Pkwy / Decoto Rd

Cycle (sec): 105 Critical Vol./Cap.(X): 1.176
Loss Time (sec): 16 Average Delay (sec/veh): 89.5
Optimal Cycle: OPTIMIZED Level Of Service: F

Street Name:	Paseo Padre Pkwy						Decoto Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	31	13	4	31	13	4	22	8	4	22	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	2 1	0	1 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	350	1149	244	439	1476	134	211	1425	826	341	1204	518
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	1149	244	439	1476	134	211	1425	826	341	1204	518
Added Vol:	11	0	0	0	0	0	0	44	66	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	361	1149	244	439	1476	134	211	1469	892	341	1211	518
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	361	1149	244	439	1476	134	211	1469	892	341	1211	518
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	361	1149	244	439	1476	134	211	1469	892	341	1211	518
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	361	1149	244	439	1476	134	211	1469	892	341	1211	518
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.90	0.90	0.95	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	2.75	0.25	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	5187	1615	3502	4698	427	1805	5187	1615	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.10	0.22	0.15	0.13	0.31	0.31	0.12	0.28	0.55	0.10	0.23	0.32
Crit Moves:		****		****					****	****		
Green/Cycle:	0.10	0.30	0.30	0.09	0.29	0.29	0.12	0.39	0.39	0.07	0.34	0.34
Volume/Cap:	1.08	0.75	0.51	1.40	1.08	1.08	0.95	0.72	1.40	1.40	0.69	0.95
Delay/Veh:	121.5	35.6	31.7	247.4	87.4	87.4	90.6	28.2	222.6	253.2	31.1	59.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	121.5	35.6	31.7	247.4	87.4	87.4	90.6	28.2	222.6	253.2	31.1	59.2
LOS by Move:	F	D	C	F	F	F	F	C	F	F	C	E
HCM2k95thQ:	512	611	330	750	1180	1180	311	599	2218	619	590	888

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Fremont Blvd / Decoto Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.182
Loss Time (sec): 12 Average Delay (sec/veh): 87.9
Optimal Cycle: 180 Level Of Service: F

Street Name:	Fremont Blvd						Decoto Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	30	10	4	30	10	4	30	10	4	30	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	509	1448	483	206	1407	110	200	1605	312	348	2059	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	509	1448	483	206	1407	110	200	1605	312	348	2059	54
Added Vol:	157	0	0	0	0	13	2	16	19	0	131	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	666	1448	483	206	1407	123	202	1621	331	348	2190	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	666	1448	483	206	1407	123	202	1621	331	348	2190	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	666	1448	483	206	1407	123	202	1621	331	348	2190	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	666	1448	483	206	1407	123	202	1621	331	348	2190	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.98	0.98	0.95	1.00	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.49	0.51	2.00	2.00	1.00
Final Sat.:	3610	5700	1615	3610	5700	1615	3610	4615	942	3610	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.18	0.25	0.30	0.06	0.25	0.08	0.06	0.35	0.35	0.10	0.58	0.03
Crit Moves:	****				****		****				****	
Green/Cycle:	0.15	0.33	0.33	0.06	0.25	0.25	0.04	0.39	0.39	0.11	0.46	0.46
Volume/Cap:	1.26	0.76	0.90	0.90	0.99	0.30	1.26	0.89	0.89	0.89	1.26	0.07
Delay/Veh:	181.4	37.6	55.7	89.1	65.6	37.0	213.4	38.8	38.8	74.1	153	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:	181.4	37.6	55.7	89.1	65.6	37.0	213.4	38.8	38.8	74.1	153	18.2
LOS by Move:	F	D	E	F	E	D	F	D	D	E	F	B
HCM2k95thQ:	961	743	862	304	953	187	301	925	925	290	2461	52

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Fremont Blvd / Decoto Rd

Cycle (sec): 145 Critical Vol./Cap.(X): 1.123
Loss Time (sec): 12 Average Delay (sec/veh): 89.9
Optimal Cycle: OPTIMIZED Level Of Service: F

Street Name:	Fremont Blvd						Decoto Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	30	10	4	30	10	4	30	10	4	30	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	432	1240	405	202	1173	104	322	2231	656	462	1247	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	432	1240	405	202	1173	104	322	2231	656	462	1247	125
Added Vol:	21	0	0	0	0	2	11	110	132	0	18	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	453	1240	405	202	1173	106	333	2341	788	462	1265	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	453	1240	405	202	1173	106	333	2341	788	462	1265	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	453	1240	405	202	1173	106	333	2341	788	462	1265	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	453	1240	405	202	1173	106	333	2341	788	462	1265	125
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.96	0.96	0.95	1.00	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.24	0.76	2.00	2.00	1.00
Final Sat.:	3610	5700	1615	3610	5700	1615	3610	4102	1381	3610	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.22	0.25	0.06	0.21	0.07	0.09	0.57	0.57	0.13	0.33	0.08
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.26	0.26	0.06	0.21	0.21	0.13	0.49	0.49	0.11	0.47	0.47
Volume/Cap:	1.16	0.84	0.97	0.97	0.99	0.32	0.71	1.16	1.16	1.16	0.71	0.16
Delay/Veh:	161.6	55.8	90.4	122.9	82.3	49.4	65.2	113	113.4	161.0	31.7	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:	161.6	55.8	90.4	122.9	82.3	49.4	65.2	113	113.4	161.0	31.7	22.0
LOS by Move:	F	E	F	F	F	D	E	F	F	F	C	C
HCM2k95thQ:	727	836	945	353	944	202	312	2302	2302	643	904	150

AM Peak - 2035 Cumulative plus Project
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #6 I-880 NB Ramps / Decoto Rd

Cycle (sec): 105 Critical Vol./Cap.(X): 1.491
Loss Time (sec): 6 Average Delay (sec/veh): 190.2
Optimal Cycle: OPTIMIZED Level Of Service: F

Street Name:	I-880 NB Ramps									Decoto Rd		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	6	0	6	0	0	0	0	17	0	0	17	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0	0 2	0 0	0	0 0	0 0	3	0 1	0 0	3	0 1
Volume Module:												
Base Vol:	1787	0	404	0	0	0	0	1827	1434	0	2945	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:	1787	0	404	0	0	0	0	1827	1434	0	2945	26
Added Vol:	944	0	0	0	0	0	0	37	89	0	302	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2731	0	404	0	0	0	0	1864	1523	0	3247	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	2731	0	404	0	0	0	0	1864	0	0	3247	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2731	0	404	0	0	0	0	1864	0	0	3247	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	2731	0	404	0	0	0	0	1864	0	0	3247	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.75	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	3502	0	2842	0	0	0	0	5187	1900	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.78	0.00	0.14	0.00	0.00	0.00	0.00	0.36	0.00	0.00	0.63	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.52	0.00	0.52	0.00	0.00	0.00	0.00	0.42	0.00	0.00	0.42	0.00
Volume/Cap:	1.49	0.00	0.27	0.00	0.00	0.00	0.00	0.86	0.00	0.00	1.49	0.00
Delay/Veh:	249.0	0.0	14.0	0.0	0.0	0.0	0.0	31.2	0.0	0.0	254	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	249.0	0.0	14.0	0.0	0.0	0.0	0.0	31.2	0.0	0.0	254	0.0
LOS by Move:	F	A	B	A	A	A	A	C	A	A	F	A
HCM2k95thQ:	3827	0	202	0	0	0	0	942	0	0	3156	0

PM Peak - 2035 Cumulative plus Project
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #6 I-880 NB Ramps / Decoto Rd

Cycle (sec): 75 Critical Vol./Cap.(X): 1.025
Loss Time (sec): 6 Average Delay (sec/veh): 35.3
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	I-880 NB Ramps									Decoto Rd		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	6	0	6	0	0	0	0	17	0	0	17	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0	0 2	0 0	0	0 0	0 0	3	0 1	0 0	3	0 1
Volume Module:												
Base Vol:	59	0	1152	0	0	0	0	2539	1536	0	1714	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	0	1152	0	0	0	0	2539	1536	0	1714	14
Added Vol:	129	0	0	0	0	0	0	252	604	0	41	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	188	0	1152	0	0	0	0	2791	2140	0	1755	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	188	0	1152	0	0	0	0	2791	0	0	1755	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	0	1152	0	0	0	0	2791	0	0	1755	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	188	0	1152	0	0	0	0	2791	0	0	1755	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.75	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	3502	0	2842	0	0	0	0	5187	1900	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.41	0.00	0.00	0.00	0.00	0.54	0.00	0.00	0.34	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.40	0.00	0.40	0.00	0.00	0.00	0.00	0.52	0.00	0.00	0.52	0.00
Volume/Cap:	0.14	0.00	1.03	0.00	0.00	0.00	0.00	1.03	0.00	0.00	0.64	0.00
Delay/Veh:	14.5	0.0	56.2	0.0	0.0	0.0	0.0	41.9	0.0	0.0	13.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.5	0.0	56.2	0.0	0.0	0.0	0.0	41.9	0.0	0.0	13.3	0.0
LOS by Move:	B	A	E	A	A	A	A	D	A	A	B	A
HCM2k95thQ:	74	0	986	0	0	0	0	1363	0	0	475	0

AM Peak - 2035 Cumulative plus Project
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #7 I-880 SB Ramps / Decoto Rd

Cycle (sec): 90 Critical Vol./Cap.(X): 1.160
Loss Time (sec): 6 Average Delay (sec/veh): 73.8
Optimal Cycle: OPTIMIZED Level Of Service: E

Street Name:	I-880 NB Ramps						Decoto Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ignore			Ignore		
Min. Green:	0	0	0	10	28	10	0	10	10	0	14	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	2 0	0	0 1	0 0	3	0 1	0 0	3	0 1
Volume Module:												
Base Vol:	0	0	0	1348	0	0	0	1926	21	0	2797	1937
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1348	0	0	0	1926	21	0	2797	1937
Added Vol:	0	0	0	0	0	722	0	127	117	0	1245	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1348	0	722	0	2053	138	0	4042	1937
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1348	0	0	0	2053	0	0	4042	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1348	0	0	0	2053	0	0	4042	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	1348	0	0	0	2053	0	0	4042	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3610	0	1900	0	5700	1900	0	5700	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.37	0.00	0.00	0.00	0.36	0.00	0.00	0.71	0.00
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.32	0.00	0.00	0.00	0.61	0.00	0.00	0.61	0.00
Volume/Cap:	0.00	0.00	0.00	1.16	0.00	0.00	0.00	0.59	0.00	0.00	1.16	0.00
Delay/Veh:	0.0	0.0	0.0	112.3	0.0	0.0	0.0	10.9	0.0	0.0	93.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	112.3	0.0	0.0	0.0	10.9	0.0	0.0	93.0	0.0
LOS by Move:	A	A	A	F	A	A	A	B	A	A	F	A
HCM2k95thQ:	0	0	0	1335	0	0	0	534	0	0	2380	0

PM Peak - 2035 Cumulative plus Project
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #7 I-880 SB Ramps / Decoto Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.926
Loss Time (sec): 6 Average Delay (sec/veh): 16.5
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	I-880 NB Ramps						Decoto Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ignore			Ignore		
Min. Green:	0	0	0	10	28	10	0	10	10	0	14	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	2 0	0	0 1	0 0	3	0 1	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	888	0	1101	0	1060	392	0	1923	1665
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	888	0	1101	0	1060	392	0	1923	1665
Added Vol:	0	0	0	0	0	98	0	856	789	0	170	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	888	0	1199	0	1916	1181	0	2093	1665
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	888	0	0	0	1916	0	0	2093	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	888	0	0	0	1916	0	0	2093	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	888	0	0	0	1916	0	0	2093	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	1.00	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	3.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3502	0	1900	0	5187	1900	0	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.37	0.00	0.00	0.58	0.00
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.27	0.00	0.00	0.00	0.63	0.00	0.00	0.63	0.00
Volume/Cap:	0.00	0.00	0.00	0.93	0.00	0.00	0.00	0.59	0.00	0.00	0.93	0.00
Delay/Veh:	0.0	0.0	0.0	35.6	0.0	0.0	0.0	6.9	0.0	0.0	17.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	35.6	0.0	0.0	0.0	6.9	0.0	0.0	17.2	0.0
LOS by Move:	A	A	A	D	A	A	A	A	A	A	B	A
HCM2k95thQ:	0	0	0	584	0	0	0	392	0	0	987	0

AM Peak - 2035 Cumulative plus Project
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #8 Ardenwood Blvd / SR84 WB Ramps

Cycle (sec): 90 Critical Vol./Cap.(X): 0.822
Loss Time (sec): 9 Average Delay (sec/veh): 28.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Ardenwood Blvd						SR84 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	15	0	0	16	10	0	0	0	32	0	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	0	0 0	3 0	1	0 0	0 0	0	1 1	0 1	1
Volume Module:												
Base Vol:	822	1423	0	0	1283	347	0	0	0	894	3	492
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	822	1423	0	0	1283	347	0	0	0	894	3	492
Added Vol:	0	64	0	0	64	1	0	0	0	0	0	462
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	822	1487	0	0	1347	348	0	0	0	894	3	954
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	822	1487	0	0	1347	348	0	0	0	894	3	954
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	822	1487	0	0	1347	348	0	0	0	894	3	954
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	822	1487	0	0	1347	348	0	0	0	894	3	954
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	0.86	0.86	0.86
Lanes:	2.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.99	0.01	2.00
Final Sat.:	3610	5700	0	0	5700	1615	0	0	0	3244	11	3255
Capacity Analysis Module:												
Vol/Sat:	0.23	0.26	0.00	0.00	0.24	0.22	0.00	0.00	0.00	0.28	0.28	0.29
Crit Moves:	****				****					****		
Green/Cycle:	0.27	0.54	0.00	0.00	0.28	0.28	0.00	0.00	0.00	0.36	0.36	0.36
Volume/Cap:	0.85	0.48	0.00	0.00	0.85	0.78	0.00	0.00	0.00	0.78	0.78	0.82
Delay/Veh:	38.7	12.8	0.0	0.0	35.5	38.3	0.0	0.0	0.0	27.4	27.4	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:	38.7	12.8	0.0	0.0	35.5	38.3	0.0	0.0	0.0	27.4	27.4	29.1
LOS by Move:	D	B	A	A	D	D	A	A	A	C	C	C
HCM2k95thQ:	611	400	0	0	648	496	0	0	0	578	578	642

PM Peak - 2035 Cumulative plus Project
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #8 Ardenwood Blvd / SR84 WB Ramps

Cycle (sec): 60 Critical Vol./Cap.(X): 0.932
Loss Time (sec): 9 Average Delay (sec/veh): 23.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Ardenwood Blvd						SR84 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	15	0	0	16	10	0	0	0	10	32	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	0	0 0	3 0	1	0 0	0 0	0	1 1	0 1	1
Volume Module:												
Base Vol:	353	1517	0	0	1725	131	0	0	0	1125	0	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	353	1517	0	0	1725	131	0	0	0	1125	0	146
Added Vol:	0	9	0	0	430	10	0	0	0	0	0	63
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	353	1526	0	0	2155	141	0	0	0	1125	0	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	353	1526	0	0	2155	141	0	0	0	1125	0	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	353	1526	0	0	2155	141	0	0	0	1125	0	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	353	1526	0	0	2155	141	0	0	0	1125	0	209
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	0.94	1.00	0.94
Lanes:	2.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	3610	5700	0	0	5700	1615	0	0	0	3560	0	3560
Capacity Analysis Module:												
Vol/Sat:	0.10	0.27	0.00	0.00	0.38	0.09	0.00	0.00	0.00	0.32	0.00	0.06
Crit Moves:	****				****					****		
Green/Cycle:	0.10	0.51	0.00	0.00	0.41	0.41	0.00	0.00	0.00	0.34	0.00	0.34
Volume/Cap:	0.93	0.52	0.00	0.00	0.93	0.22	0.00	0.00	0.00	0.93	0.00	0.17
Delay/Veh:	56.1	10.0	0.0	0.0	24.6	11.8	0.0	0.0	0.0	30.3	0.0	13.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.1	10.0	0.0	0.0	24.6	11.8	0.0	0.0	0.0	30.3	0.0	13.9
LOS by Move:	E	A	A	A	C	B	A	A	A	C	A	B
HCM2k95thQ:	328	322	0	0	781	92	0	0	0	670	0	74

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

Intersection #9 Paseo Padre Pkwy / SR84 WB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.264
Loss Time (sec): 12 Average Delay (sec/veh): 126.9
Optimal Cycle: OPTIMIZED Level Of Service: F

Street Name:	Paseo Padre Pkwy						SR84 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	18	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	0 0	2 0	1	0 0	0 0	0	1 0	0 0	2
Volume Module:												
Base Vol:	0	1643	920	0	300	822	0	0	0	366	0	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1643	920	0	300	822	0	0	0	366	0	165
Added Vol:	0	250	0	0	189	28	0	0	0	0	0	1506
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1893	920	0	489	850	0	0	0	366	0	1671
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	1893	0	0	489	0	0	0	0	366	0	1671
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1893	0	0	489	0	0	0	0	366	0	1671
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	1893	0	0	489	0	0	0	0	366	0	1671
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.75
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	3610	1900	0	3610	1900	0	0	0	1805	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.52	0.00	0.00	0.14	0.00	0.00	0.00	0.00	0.20	0.00	0.59
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.41	0.00	0.00	0.41	0.00	0.00	0.00	0.00	0.47	0.00	0.47
Volume/Cap:	0.00	1.26	0.00	0.00	0.33	0.00	0.00	0.00	0.00	0.44	0.00	1.26
Delay/Veh:	0.0	154	0.0	0.0	19.9	0.0	0.0	0.0	0.0	18.3	0.0	151.7
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	154	0.0	0.0	19.9	0.0	0.0	0.0	0.0	18.3	0.0	151.7
LOS by Move:	A	F	A	A	B	A	A	A	A	B	A	F
HCM2k95thQ:	0	2064	0	0	259	0	0	0	0	359	0	2111

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

Intersection #9 Paseo Padre Pkwy / SR84 WB Ramps

Cycle (sec): 60 Critical Vol./Cap.(X): 0.831
Loss Time (sec): 12 Average Delay (sec/veh): 14.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Paseo Padre Pkwy						SR84 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	14	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	0 0	2 0	1	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	841	333	0	648	751	0	0	0	235	0	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	841	333	0	648	751	0	0	0	235	0	33
Added Vol:	0	34	0	0	1281	188	0	0	0	0	0	205
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	875	333	0	1929	939	0	0	0	235	0	238
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	875	0	0	1929	0	0	0	0	235	0	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	875	0	0	1929	0	0	0	0	235	0	238
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	875	0	0	1929	0	0	0	0	235	0	238
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1900	0	3610	1900	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.00	0.00	0.53	0.00	0.00	0.00	0.00	0.13	0.00	0.15
Crit Moves:	****				****					****		
Green/Cycle:	0.00	0.63	0.00	0.00	0.63	0.00	0.00	0.00	0.00	0.17	0.00	0.17
Volume/Cap:	0.00	0.38	0.00	0.00	0.84	0.00	0.00	0.00	0.00	0.78	0.00	0.88
Delay/Veh:	0.0	5.4	0.0	0.0	11.7	0.0	0.0	0.0	0.0	36.4	0.0	51.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.4	0.0	0.0	11.7	0.0	0.0	0.0	0.0	36.4	0.0	51.7
LOS by Move:	A	A	A	A	B	A	A	A	A	D	A	D
HCM2k95thQ:	0	192	0	0	769	0	0	0	0	309	0	365

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

Intersection #10 Thornton Ave / SR84 EB Ramps

Cycle (sec): 120 Critical Vol./Cap.(X): 1.110
Loss Time (sec): 12 Average Delay (sec/veh): 68.7
Optimal Cycle: OPTIMIZED Level Of Service: E

Street Name:	Thornton Ave						SR84 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	18	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	0 0	1 1	0	1 0	0 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	1992	400	0	635	31	571	0	500	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	1992	400	0	635	31	571	0	500	0	0	0
Added Vol:	0	26	0	0	3	186	224	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2018	400	0	638	217	795	0	500	0	0	0
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:	0	2018	400	0	638	0	795	0	500	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2018	400	0	638	0	795	0	500	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2018	400	0	638	0	795	0	500	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	1.00	0.95	0.95	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	0	3610	0	1805	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.56	0.25	0.00	0.18	0.00	0.44	0.00	0.31	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.50	0.50	0.00	0.50	0.00	0.40	0.00	0.40	0.00	0.00	0.00
Volume/Cap:	0.00	1.11	0.49	0.00	0.35	0.00	1.11	0.00	0.78	0.00	0.00	0.00
Delay/Veh:	0.0	88.0	20.1	0.0	18.1	0.0	104.4	0.0	37.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	88.0	20.1	0.0	18.1	0.0	104.4	0.0	37.8	0.0	0.0	0.0
LOS by Move:	A	F	C	A	B	A	F	A	D	A	A	A
HCM2k95thQ:	0	2112	451	0	341	0	1656	0	759	0	0	0

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Thornton Ave / SR84 EB Ramps

Cycle (sec): 60 Critical Vol./Cap.(X): 0.944
Loss Time (sec): 12 Average Delay (sec/veh): 28.6
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Thornton Ave						SR84 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	18	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	0 0	1 1	0	1 0	0 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	923	177	0	833	50	251	1	804	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	923	177	0	833	50	251	1	804	0	0	0
Added Vol:	0	4	0	0	22	1260	31	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	927	177	0	855	1310	282	1	804	0	0	0
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:	0	927	177	0	855	0	282	1	804	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	927	177	0	855	0	282	1	804	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	927	177	0	855	0	282	1	804	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	1.00	0.95	0.95	0.85	0.85	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	1.00	0.01	0.99	0.00	0.00	0.00
Final Sat.:	0	3610	1615	0	3610	0	1615	2	1613	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.11	0.00	0.24	0.00	0.17	0.50	0.50	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green/Cycle:	0.00	0.30	0.30	0.00	0.30	0.00	0.50	0.50	0.50	0.00	0.00	0.00
Volume/Cap:	0.00	0.86	0.37	0.00	0.79	0.00	0.35	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	26.7	17.0	0.0	23.2	0.0	9.3	45.8	45.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	26.7	17.0	0.0	23.2	0.0	9.3	45.8	45.8	0.0	0.0	0.0
LOS by Move:	A	C	B	A	C	A	A	D	D	A	A	A
HCM2k95thQ:	0	537	145	0	354	0	169	968	968	0	0	0

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Ardenwood Blvd / Paseo Padre Pkwy

Cycle (sec): 110 Critical Vol./Cap.(X): 0.583
Loss Time (sec): 12 Average Delay (sec/veh): 38.5
Optimal Cycle: 91 Level Of Service: D

Street Name:	Ardenwood Blvd						Paseo Padre Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			Ignore		
Min. Green:	4	26	8	4	26	8	4	31	8	18	31	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	12	701	162	45	1245	544	277	27	7	874	917	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	701	162	45	1245	544	277	27	7	874	917	156
Added Vol:	0	4	9	0	30	101	12	15	0	31	156	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	705	171	45	1275	645	289	42	7	905	1073	156
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	12	705	0	45	1275	0	289	42	0	905	1073	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	705	0	45	1275	0	289	42	0	905	1073	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	12	705	0	45	1275	0	289	42	0	905	1073	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	1.00	0.92	0.91	1.00	0.92	0.95	1.00	0.92	0.95	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	1.00
Final Sat.:	3502	5187	1900	3502	5187	1900	3502	3610	1900	3502	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.00	0.01	0.25	0.00	0.08	0.01	0.00	0.26	0.30	0.00
Crit Moves:	****				****			****		****		
Green/Cycle:	0.04	0.27	0.00	0.04	0.28	0.00	0.13	0.28	0.00	0.29	0.45	0.00
Volume/Cap:	0.09	0.50	0.00	0.31	0.88	0.00	0.66	0.04	0.00	0.88	0.66	0.00
Delay/Veh:	51.6	33.9	0.0	52.3	44.5	0.0	49.6	28.7	0.0	46.0	24.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.6	33.9	0.0	52.3	44.5	0.0	49.6	28.7	0.0	46.0	24.7	0.0
LOS by Move:	D	C	A	D	D	A	D	C	A	D	C	A
HCM2k95thQ:	15	359	0	57	785	0	289	28	0	783	674	0

PM Peak - 2035 Cumulative plus Project
Ardenwood Tech Park EIR
City of Fremont

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

Intersection #11 Ardenwood Blvd / Paseo Padre Pkwy

Cycle (sec): 95 Critical Vol./Cap.(X): 0.625
Loss Time (sec): 12 Average Delay (sec/veh): 31.5
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Ardenwood Blvd						Paseo Padre Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			Ignore		
Min. Green:	4	26	8	4	26	8	4	31	8	4	31	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	16	1229	1086	92	876	419	539	900	39	139	339	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	1229	1086	92	876	419	539	900	39	139	339	17
Added Vol:	0	25	58	0	4	14	84	99	0	4	21	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	1254	1144	92	880	433	623	999	39	143	360	17
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	16	1254	0	92	880	0	623	999	0	143	360	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	1254	0	92	880	0	623	999	0	143	360	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	16	1254	0	92	880	0	623	999	0	143	360	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	1.00	0.92	0.91	1.00	0.92	0.95	1.00	0.92	0.95	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	1.00
Final Sat.:	3502	5187	1900	3502	5187	1900	3502	3610	1900	3502	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.00	0.03	0.17	0.00	0.18	0.28	0.00	0.04	0.10	0.00
Crit Moves:		****		****			****				****	
Green/Cycle:	0.04	0.29	0.00	0.04	0.29	0.00	0.21	0.48	0.00	0.06	0.33	0.00
Volume/Cap:	0.10	0.83	0.00	0.62	0.59	0.00	0.83	0.58	0.00	0.66	0.31	0.00
Delay/Veh:	43.9	35.5	0.0	52.8	29.6	0.0	43.5	18.3	0.0	51.0	24.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.9	35.5	0.0	52.8	29.6	0.0	43.5	18.3	0.0	51.0	24.1	0.0
LOS by Move:	D	D	A	D	C	A	D	B	A	D	C	A
HCM2k95thQ:	17	662	0	125	404	0	524	516	0	169	206	0

AM Peak - 2035 plus Project with Additional Mitigation
Ardenwood Business Park Traffic Analysis
City of Fremont

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

Intersection #1 Alvarado Blvd / Deep Creek Rd

Cycle (sec): 140 Critical Vol./Cap.(X): 1.040
Loss Time (sec): 15 Average Delay (sec/veh): 61.4
Optimal Cycle: OPTIMIZED Level Of Service: E

Street Name:	Alvarado Blvd						Deep Creek Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Ovl			Ignore		
Min. Green:	4	19	10	4	27	10	4	0	4	4	30	4
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1 0	0 0	2 1	0 0	2 0	0 0	2 0	2 0	1 0	1 0
Volume Module:												
Base Vol:	132	1436	396	0	2802	190	232	0	505	7	412	399
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	1436	396	0	2802	190	232	0	505	7	412	399
Added Vol:	0	0	0	0	0	26	3	0	0	0	38	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	1436	396	0	2802	216	235	0	505	7	450	399
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	132	1436	0	0	2802	216	235	0	505	7	450	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	1436	0	0	2802	216	235	0	505	7	450	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	132	1436	0	0	2802	216	235	0	505	7	450	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.99	0.99	0.95	1.00	0.85	0.95	1.00	1.00
Lanes:	1.00	3.00	1.00	0.00	2.79	0.21	2.00	0.00	2.00	2.00	1.00	1.00
Final Sat.:	1805	5700	1900	0	5234	403	3610	0	3230	3610	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.07	0.25	0.00	0.00	0.54	0.54	0.07	0.00	0.16	0.00	0.24	0.00
Crit Moves:	****				****				****		****	
Green/Cycle:	0.07	0.59	0.00	0.00	0.51	0.51	0.08	0.00	0.15	0.23	0.23	0.00
Volume/Cap:	1.04	0.43	0.00	0.00	1.04	1.04	0.81	0.00	1.04	0.01	1.04	0.00
Delay/Veh:	156.0	16.2	0.0	0.0	62.2	62.2	79.4	0.0	111.1	41.8	108	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	156.0	16.2	0.0	0.0	62.2	62.2	79.4	0.0	111.1	41.8	108	0.0
LOS by Move:	F	B	A	A	E	E	E	A	F	D	F	A
HCM2k95thQ:	441	505	0	0	2030	2030	334	0	702	6	1073	0

PM Peak - 2035 plus Project with Additional Mitigation
Ardenwood Business Park Traffic Analysis
City of Fremont

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

Intersection #1 Alvarado Blvd / Deep Creek Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.771
Loss Time (sec): 15 Average Delay (sec/veh): 38.5
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Alvarado Blvd						Deep Creek Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Ovl			Include		
Min. Green:	4	19	10	4	27	10	4	4	4	4	30	4
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1 0	0 0	2 1	0 0	2 0	0 0	2 0	2 0	1 0	1 0
Volume Module:												
Base Vol:	194	1778	144	0	1656	327	348	0	277	102	198	307
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	1778	144	0	1656	327	348	0	277	102	198	307
Added Vol:	0	0	0	0	0	4	22	0	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	1778	144	0	1656	331	370	0	277	102	203	307
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	194	1778	0	0	1656	331	370	0	277	102	203	307
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	1778	0	0	1656	331	370	0	277	102	203	307
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	194	1778	0	0	1656	331	370	0	277	102	203	307
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.98	0.98	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	3.00	1.00	0.00	2.50	0.50	2.00	0.00	2.00	2.00	1.00	1.00
Final Sat.:	1805	5700	1900	0	4632	926	3610	0	3230	3610	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.11	0.31	0.00	0.00	0.36	0.36	0.10	0.00	0.09	0.03	0.11	0.19
Crit Moves:	****				****		****				****	
Green/Cycle:	0.12	0.51	0.00	0.00	0.39	0.39	0.11	0.00	0.23	0.25	0.25	0.25
Volume/Cap:	0.91	0.61	0.00	0.00	0.91	0.91	0.91	0.00	0.37	0.11	0.43	0.76
Delay/Veh:	89.6	21.1	0.0	0.0	40.4	40.4	76.3	0.0	39.1	34.8	38.4	49.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.6	21.1	0.0	0.0	40.4	40.4	76.3	0.0	39.1	34.8	38.4	49.9
LOS by Move:	F	C	A	A	D	D	E	A	D	C	D	D
HCM2k95thQ:	471	680	0	0	1091	1091	456	0	219	74	308	546

AM Peak - 2035 plus Project with Additional Mitigation
Ardenwood Business Park Traffic Analysis
City of Fremont

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

Intersection #3 Fremont Blvd / Paseo Padre Pkwy

Cycle (sec): 95 Critical Vol./Cap.(X): 0.780
Loss Time (sec): 12 Average Delay (sec/veh): 40.4
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Fremont Blvd						Paseo Padre Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	22	8	4	22	8	4	28	8	4	28	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	2 1	0	2 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	809	1280	80	585	986	170	261	302	431	85	631	431
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	809	1280	80	585	986	170	261	302	431	85	631	431
Added Vol:	13	0	0	0	0	0	5	3	2	0	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	822	1280	80	585	986	170	266	305	433	85	657	431
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	822	1280	80	585	986	170	266	305	433	85	657	431
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	822	1280	80	585	986	170	266	305	433	85	657	431
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	822	1280	80	585	986	170	266	305	433	85	657	431
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.98	0.98	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	2.00	3.00	1.00	2.00	2.56	0.44	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3610	5700	1615	3610	4755	820	3610	3800	1615	1805	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.23	0.22	0.05	0.16	0.21	0.21	0.07	0.08	0.27	0.05	0.17	0.27
Crit Moves:	****				****		****				****	
Green/Cycle:	0.26	0.29	0.29	0.20	0.24	0.24	0.08	0.33	0.33	0.05	0.29	0.29
Volume/Cap:	0.88	0.77	0.17	0.80	0.88	0.88	0.88	0.25	0.82	0.90	0.59	0.91
Delay/Veh:	43.3	33.1	25.3	41.9	42.1	42.1	67.1	23.5	39.4	106.8	29.4	52.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.3	33.1	25.3	41.9	42.1	42.1	67.1	23.5	39.4	106.8	29.4	52.9
LOS by Move:	D	C	C	D	D	D	E	C	D	F	C	D
HCM2k95thQ:	655	588	91	397	535	535	314	164	623	243	409	698

PM Peak - 2035 plus Project with Additional Mitigation
Ardenwood Business Park Traffic Analysis
City of Fremont

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

Intersection #3 Fremont Blvd / Paseo Padre Pkwy

Cycle (sec): 95 Critical Vol./Cap.(X): 0.750
Loss Time (sec): 12 Average Delay (sec/veh): 49.6
Optimal Cycle: 70 Level Of Service: D

Street Name:	Fremont Blvd						Paseo Padre Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	4	22	8	4	22	8	4	28	8	4	28	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	2 1	0	2 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	390	1241	113	721	1215	293	519	826	597	93	319	697
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	390	1241	113	721	1215	293	519	826	597	93	319	697
Added Vol:	2	0	0	0	0	0	32	22	11	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	392	1241	113	721	1215	293	551	848	608	93	323	697
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	392	1241	113	721	1215	293	551	848	608	93	323	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	392	1241	113	721	1215	293	551	848	608	93	323	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	392	1241	113	721	1215	293	551	848	608	93	323	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.97	0.97	0.95	1.00	0.85	0.95	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.42	0.58	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3610	5700	1615	3610	4459	1075	3610	3800	1615	1805	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.11	0.22	0.07	0.20	0.27	0.27	0.15	0.22	0.38	0.05	0.09	0.00
Crit Moves:		****		****			****				****	
Green/Cycle:	0.12	0.23	0.23	0.20	0.31	0.31	0.15	0.39	0.39	0.05	0.29	0.00
Volume/Cap:	0.89	0.94	0.30	1.01	0.89	0.89	1.01	0.57	0.96	0.96	0.29	0.00
Delay/Veh:	60.5	48.9	30.6	75.5	37.6	37.6	82.6	23.2	54.6	123.5	26.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.5	48.9	30.6	75.5	37.6	37.6	82.6	23.2	54.6	123.5	26.0	0.0
LOS by Move:	E	D	C	E	D	D	F	C	D	F	C	A
HCM2k95thQ:	409	716	145	606	667	667	597	463	958	273	183	0

AM Peak - 2035 plus Project with Additional Mitigation
Ardenwood Business Park Traffic Analysis
City of Fremont

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

Intersection #4 Paseo Padre Pkwy / Decoto Rd

Cycle (sec): 125 Critical Vol./Cap.(X): 1.085
Loss Time (sec): 16 Average Delay (sec/veh): 79.5
Optimal Cycle: OPTIMIZED Level Of Service: E

Street Name:	Paseo Padre Pkwy						Decoto Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	4	31	13	4	31	13	4	22	8	4	22	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	2 1	0	1 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	972	1098	368	446	1309	116	123	1384	616	322	1502	431
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	972	1098	368	446	1309	116	123	1384	616	322	1502	431
Added Vol:	79	0	0	0	0	0	0	6	10	0	52	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1051	1098	368	446	1309	116	123	1390	626	322	1554	431
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1051	1098	368	446	1309	116	123	1390	626	322	1554	431
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1051	1098	368	446	1309	116	123	1390	626	322	1554	431
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1051	1098	368	446	1309	116	123	1390	626	322	1554	431
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.90	0.90	0.95	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	2.76	0.24	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	5187	1615	3502	4708	417	1805	5187	1615	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.30	0.21	0.23	0.13	0.28	0.28	0.07	0.27	0.39	0.09	0.30	0.27
Crit Moves:	****				****		****				****	
Green/Cycle:	0.28	0.35	0.35	0.18	0.26	0.26	0.06	0.25	0.53	0.09	0.28	0.28
Volume/Cap:	1.08	0.60	0.65	0.70	1.08	1.08	1.08	1.06	0.73	1.06	1.08	0.97
Delay/Veh:	99.9	33.8	36.6	51.7	97.7	97.7	167.7	89.8	25.9	126.0	95.6	78.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.9	33.8	36.6	51.7	97.7	97.7	167.7	89.8	25.9	126.0	95.6	78.5
LOS by Move:	F	C	D	D	F	F	F	F	C	F	F	E
HCM2k95thQ:	1214	579	560	442	1180	1180	301	989	760	500	1261	894

PM Peak - 2035 plus Project with Additional Mitigation
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City of Fremont

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

Intersection #4 Paseo Padre Pkwy / Decoto Rd

Cycle (sec): 105 Critical Vol./Cap.(X): 1.054
Loss Time (sec): 16 Average Delay (sec/veh): 69.7
Optimal Cycle: OPTIMIZED Level Of Service: E

Street Name:	Paseo Padre Pkwy						Decoto Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	4	31	13	4	31	13	4	22	8	4	22	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	2 1	0	1 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	350	1149	244	439	1476	134	211	1425	826	341	1204	518
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	1149	244	439	1476	134	211	1425	826	341	1204	518
Added Vol:	11	0	0	0	0	0	0	44	66	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	361	1149	244	439	1476	134	211	1469	892	341	1211	518
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	361	1149	244	439	1476	134	211	1469	892	341	1211	518
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	361	1149	244	439	1476	134	211	1469	892	341	1211	518
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	361	1149	244	439	1476	134	211	1469	892	341	1211	518
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.90	0.90	0.95	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	2.75	0.25	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	5187	1615	3502	4698	427	1805	5187	1615	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.10	0.22	0.15	0.13	0.31	0.31	0.12	0.28	0.55	0.10	0.23	0.32
Crit Moves:		****		****					****	****		
Green/Cycle:	0.10	0.30	0.30	0.10	0.30	0.30	0.12	0.37	0.47	0.08	0.33	0.33
Volume/Cap:	1.05	0.75	0.51	1.22	1.05	1.05	0.97	0.77	1.18	1.22	0.71	0.97
Delay/Veh:	108.8	35.6	31.7	167.2	73.3	73.3	99.6	31.1	122.7	173.7	32.2	67.1
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:	108.8	35.6	31.7	167.2	73.3	73.3	99.6	31.1	122.7	173.7	32.2	67.1
LOS by Move:	F	D	C	F	E	E	F	C	F	F	C	E
HCM2k95thQ:	494	611	330	660	1125	1125	346	635	1713	549	603	928

AM Peak - 2035 plus Project with Additional Mitigation
Ardenwood Business Park Traffic Analysis
City of Fremont

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

Intersection #5 Fremont Blvd / Decoto Rd

Cycle (sec): 125 Critical Vol./Cap.(X): 0.964
Loss Time (sec): 12 Average Delay (sec/veh): 50.4
Optimal Cycle: 177 Level Of Service: D

Street Name:	Fremont Blvd						Decoto Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	30	10	4	30	10	4	30	10	4	30	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	509	1448	483	206	1407	110	200	1605	312	348	2059	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	509	1448	483	206	1407	110	200	1605	312	348	2059	54
Added Vol:	157	0	0	0	0	13	2	16	19	0	131	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	666	1448	483	206	1407	123	202	1621	331	348	2190	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	666	1448	483	206	1407	123	202	1621	331	348	2190	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	666	1448	483	206	1407	123	202	1621	331	348	2190	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	666	1448	483	206	1407	123	202	1621	331	348	2190	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3610	5700	1615	3610	5700	1615	3610	5700	1615	3610	5700	1615
Capacity Analysis Module:												
Vol/Sat:	0.18	0.25	0.30	0.06	0.25	0.08	0.06	0.28	0.20	0.10	0.38	0.03
Crit Moves:	****				****		****				****	
Green/Cycle:	0.19	0.38	0.38	0.07	0.26	0.26	0.06	0.34	0.34	0.12	0.40	0.40
Volume/Cap:	0.96	0.68	0.80	0.80	0.96	0.30	0.96	0.83	0.60	0.83	0.96	0.08
Delay/Veh:	75.6	33.5	42.0	72.8	61.7	37.8	110.5	41.2	36.0	67.6	48.4	23.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.6	33.5	42.0	72.8	61.7	37.8	110.5	41.2	36.0	67.6	48.4	23.4
LOS by Move:	E	C	D	E	E	D	F	D	D	E	D	C
HCM2k95thQ:	744	698	781	281	949	191	230	824	468	292	1067	60

PM Peak - 2035 plus Project with Additional Mitigation
Ardenwood Business Park Traffic Analysis
City of Fremont

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

Intersection #5 Fremont Blvd / Decoto Rd

Cycle (sec): 130 Critical Vol./Cap.(X): 1.044
Loss Time (sec): 12 Average Delay (sec/veh): 58.5
Optimal Cycle: 180 Level Of Service: E

Street Name:	Fremont Blvd						Decoto Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	30	10	4	30	10	4	30	10	4	30	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	432	1240	405	202	1173	104	322	2231	656	462	1247	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	432	1240	405	202	1173	104	322	2231	656	462	1247	125
Added Vol:	21	0	0	0	0	2	11	110	132	0	18	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	453	1240	405	202	1173	106	333	2341	788	462	1265	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	453	1240	405	202	1173	106	333	2341	788	462	1265	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	453	1240	405	202	1173	106	333	2341	788	462	1265	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	453	1240	405	202	1173	106	333	2341	788	462	1265	125
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3610	5700	1615	3610	5700	1615	3610	5700	1615	3610	5700	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.22	0.25	0.06	0.21	0.07	0.09	0.41	0.49	0.13	0.22	0.08
Crit Moves:	****				****				****	****		
Green/Cycle:	0.11	0.28	0.28	0.06	0.23	0.23	0.16	0.45	0.45	0.12	0.40	0.40
Volume/Cap:	1.10	0.77	0.89	0.89	0.89	0.28	0.57	0.92	1.10	1.10	0.55	0.19
Delay/Veh:	130.0	45.1	63.4	92.1	56.4	41.6	51.9	40.1	98.6	129.5	30.2	25.4
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:	130.0	45.1	63.4	92.1	56.4	41.6	51.9	40.1	98.6	129.5	30.2	25.4
LOS by Move:	F	D	E	F	E	D	D	D	F	F	C	C
HCM2k95thQ:	655	719	797	310	786	177	273	1125	1494	558	553	152

AM Peak - 2035 plus Project with Additional Mitigation
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City of Fremont

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

Intersection #6 I-880 NB Ramps / Decoto Rd

Cycle (sec): 105 Critical Vol./Cap.(X): 1.107
Loss Time (sec): 6 Average Delay (sec/veh): 63.6
Optimal Cycle: 180 Level Of Service: E

Street Name:	I-880 NB Ramps						Decoto Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	6	0	6	0	0	0	0	17	0	0	17	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	3 0	1! 0	1	0 0	0 0	0	0 0	3 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	1787	0	404	0	0	0	0	1827	1434	0	2945	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:	1787	0	404	0	0	0	0	1827	1434	0	2945	26
Added Vol:	944	0	0	0	0	0	0	37	89	0	302	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2731	0	404	0	0	0	0	1864	1523	0	3247	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	2731	0	404	0	0	0	0	1864	0	0	3247	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2731	0	404	0	0	0	0	1864	0	0	3247	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	2731	0	404	0	0	0	0	1864	0	0	3247	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	1.00	0.94	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Lanes:	3.78	0.00	1.22	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	6542	0	2184	0	0	0	0	5187	1900	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.42	0.00	0.18	0.00	0.00	0.00	0.00	0.36	0.00	0.00	0.63	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.38	0.00	0.38	0.00	0.00	0.00	0.00	0.57	0.00	0.00	0.57	0.00
Volume/Cap:	1.11	0.00	0.49	0.00	0.00	0.00	0.00	0.64	0.00	0.00	1.11	0.00
Delay/Veh:	86.6	0.0	25.0	0.0	0.0	0.0	0.0	15.9	0.0	0.0	76.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.6	0.0	25.0	0.0	0.0	0.0	0.0	15.9	0.0	0.0	76.5	0.0
LOS by Move:	F	A	C	A	A	A	A	B	A	A	E	A
HCM2k95thQ:	1454	0	390	0	0	0	0	667	0	0	1934	0

PM Peak - 2035 plus Project with Additional Mitigation
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 I-880 NB Ramps / Decoto Rd

Cycle (sec): 75 Critical Vol./Cap.(X): 0.981
Loss Time (sec): 6 Average Delay (sec/veh): 26.4
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	I-880 NB Ramps						Decoto Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	6	0	6	0	0	0	0	17	0	0	17	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	3 0	1! 0	1	0 0	0 0	0	0 0	3 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	59	0	1152	0	0	0	0	2539	1536	0	1714	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	0	1152	0	0	0	0	2539	1536	0	1714	14
Added Vol:	129	0	0	0	0	0	0	252	604	0	41	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	188	0	1152	0	0	0	0	2791	2140	0	1755	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	188	0	1152	0	0	0	0	2791	0	0	1755	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	0	1152	0	0	0	0	2791	0	0	1755	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	188	0	1152	0	0	0	0	2791	0	0	1755	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	1.00	0.86	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Lanes:	3.08	0.00	1.92	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	4906	0	3159	0	0	0	0	5187	1900	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.36	0.00	0.00	0.00	0.00	0.54	0.00	0.00	0.34	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.37	0.00	0.37	0.00	0.00	0.00	0.00	0.55	0.00	0.00	0.55	0.00
Volume/Cap:	0.10	0.00	0.98	0.00	0.00	0.00	0.00	0.98	0.00	0.00	0.62	0.00
Delay/Veh:	15.4	0.0	43.2	0.0	0.0	0.0	0.0	29.3	0.0	0.0	12.0	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:	15.4	0.0	43.2	0.0	0.0	0.0	0.0	29.3	0.0	0.0	12.0	0.0
LOS by Move:	B	A	D	A	A	A	A	C	A	A	B	A
HCM2k95thQ:	50	0	860	0	0	0	0	1245	0	0	459	0

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Paseo Padre Pkwy / SR84 WB Ramps

Cycle (sec): 115 Critical Vol./Cap.(X): 0.812
Loss Time (sec): 12 Average Delay (sec/veh): 20.3
Optimal Cycle: 84 Level Of Service: C

Street Name:	Paseo Padre Pkwy						SR84 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Ignore		
Min. Green:	0	18	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 1	0 0	2	0 1	0 0	0	0 0	1 0	0	0 2
Volume Module:												
Base Vol:	0	1643	920	0	300	822	0	0	0	366	0	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1643	920	0	300	822	0	0	0	366	0	165
Added Vol:	0	250	0	0	189	28	0	0	0	0	0	1506
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1893	920	0	489	850	0	0	0	366	0	1671
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1893	0	0	489	0	0	0	0	366	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1893	0	0	489	0	0	0	0	366	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	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	1893	0	0	489	0	0	0	0	366	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.88
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	3610	1900	0	3610	1900	0	0	0	1805	0	3344
Capacity Analysis Module:												
Vol/Sat:	0.00	0.52	0.00	0.00	0.14	0.00	0.00	0.00	0.00	0.20	0.00	0.00
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.65	0.00	0.00	0.65	0.00	0.00	0.00	0.00	0.25	0.00	0.00
Volume/Cap:	0.00	0.81	0.00	0.00	0.21	0.00	0.00	0.00	0.00	0.81	0.00	0.00
Delay/Veh:	0.0	17.4	0.0	0.0	8.4	0.0	0.0	0.0	0.0	51.3	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.4	0.0	0.0	8.4	0.0	0.0	0.0	0.0	51.3	0.0	0.0
LOS by Move:	A	B	A	A	A	A	A	A	A	D	A	A
HCM2k95thQ:	0	1008	0	0	181	0	0	0	0	633	0	0

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Intersection #9 Paseo Padre Pkwy / SR84 WB Ramps

Cycle (sec): 60 Critical Vol./Cap.(X): 0.831
Loss Time (sec): 12 Average Delay (sec/veh): 11.8
Optimal Cycle: 68 Level Of Service: B

Street Name:	Paseo Padre Pkwy						SR84 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Ignore		
Min. Green:	0	14	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 1	0 0	2	0 1	0 0	0	0 0	1 0	0	0 2
Volume Module:												
Base Vol:	0	841	333	0	648	751	0	0	0	235	0	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	841	333	0	648	751	0	0	0	235	0	33
Added Vol:	0	34	0	0	1281	188	0	0	0	0	0	205
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	875	333	0	1929	939	0	0	0	235	0	238
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	875	0	0	1929	0	0	0	0	235	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	875	0	0	1929	0	0	0	0	235	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	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	875	0	0	1929	0	0	0	0	235	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.88
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	3610	1900	0	3610	1900	0	0	0	1805	0	3344
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.00	0.00	0.53	0.00	0.00	0.00	0.00	0.13	0.00	0.00
Crit Moves:	****				****					****		
Green/Cycle:	0.00	0.63	0.00	0.00	0.63	0.00	0.00	0.00	0.00	0.17	0.00	0.00
Volume/Cap:	0.00	0.38	0.00	0.00	0.84	0.00	0.00	0.00	0.00	0.78	0.00	0.00
Delay/Veh:	0.0	5.4	0.0	0.0	11.7	0.0	0.0	0.0	0.0	36.4	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.4	0.0	0.0	11.7	0.0	0.0	0.0	0.0	36.4	0.0	0.0
LOS by Move:	A	A	A	A	B	A	A	A	A	D	A	A
HCM2k95thQ:	0	195	0	0	769	0	0	0	0	309	0	0

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Intersection #10 Thornton Ave / SR84 EB Ramps

Cycle (sec): 95 Critical Vol./Cap.(X): 0.965
Loss Time (sec): 12 Average Delay (sec/veh): 29.8
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Thornton Ave						SR84 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	18	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	0 0	1 1	0	1 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	1992	400	0	635	31	571	0	500	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	1992	400	0	635	31	571	0	500	0	0	0
Added Vol:	0	26	0	0	3	186	224	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2018	400	0	638	217	795	0	500	0	0	0
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:	0	2018	400	0	638	0	795	0	500	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2018	400	0	638	0	795	0	500	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2018	400	0	638	0	795	0	500	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	1.00	0.95	0.95	0.91	1.00	0.91	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	1.61	0.00	1.39	0.00	0.00	0.00
Final Sat.:	0	3610	1615	0	3610	0	2802	0	2406	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.56	0.25	0.00	0.18	0.00	0.28	0.00	0.21	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.58	0.58	0.00	0.58	0.00	0.29	0.00	0.29	0.00	0.00	0.00
Volume/Cap:	0.00	0.96	0.43	0.00	0.30	0.00	0.96	0.00	0.71	0.00	0.00	0.00
Delay/Veh:	0.0	31.5	11.5	0.0	10.3	0.0	49.8	0.0	31.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	31.5	11.5	0.0	10.3	0.0	49.8	0.0	31.2	0.0	0.0	0.0
LOS by Move:	A	C	B	A	B	A	D	A	C	A	A	A
HCM2k95thQ:	0	1425	318	0	237	0	834	0	487	0	0	0

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Intersection #10 Thornton Ave / SR84 EB Ramps

Cycle (sec): 60 Critical Vol./Cap.(X): 0.740
Loss Time (sec): 12 Average Delay (sec/veh): 16.4
Optimal Cycle: 56 Level Of Service: B

Street Name:	Thornton Ave						SR84 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	18	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	0 0	1 1	0	1 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	923	177	0	833	50	251	1	804	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	923	177	0	833	50	251	1	804	0	0	0
Added Vol:	0	4	0	0	22	1260	31	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	927	177	0	855	1310	282	1	804	0	0	0
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:	0	927	177	0	855	0	282	1	804	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	927	177	0	855	0	282	1	804	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	927	177	0	855	0	282	1	804	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	1.00	0.95	0.95	0.85	0.85	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	1.26	0.01	1.73	0.00	0.00	0.00
Final Sat.:	0	3610	1615	0	3610	0	2044	3	2823	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.11	0.00	0.24	0.00	0.14	0.34	0.28	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green/Cycle:	0.00	0.35	0.35	0.00	0.35	0.00	0.45	0.45	0.45	0.00	0.00	0.00
Volume/Cap:	0.00	0.74	0.32	0.00	0.68	0.00	0.30	0.74	0.63	0.00	0.00	0.00
Delay/Veh:	0.0	19.6	14.7	0.0	18.3	0.0	10.5	15.5	13.3	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	19.6	14.7	0.0	18.3	0.0	10.5	15.5	13.3	0.0	0.0	0.0
LOS by Move:	A	B	B	A	B	A	B	B	B	A	A	A
HCM2k95thQ:	0	448	132	0	325	0	141	462	356	0	0	0

Appendix E

Freeway Segment Level of Service Calculations

Freeway LOS

Near-Term (2015)

AM Peak Hour

					Lanes				Volumes			V/C ratio			LOS	
Segment	GP segment	Segment	From	To	Mixed	HOV	Capacity	Direction	Volume	App FAR	NT	Ex	NT	Change	Ex	NT
1	13	I-880	Decoto Rd	Alvarado Rd	4	1	9400	NB	6184	45	6229	0.658	0.663	0.005	B	B
	14		Alvarado Rd	Decoto Rd	3	1	7400	SB	6983	363	7346	0.944	0.993	**0.049**	E	**E**
2	12	I-880	Thornton Ave	Decoto Rd	3	1	7400	NB	6434	474	6908	0.869	0.934	**0.064**	D	**E**
	16		Decoto Rd	Thornton Ave	3	1	7400	SB	7066	59	7125	0.955	0.963	0.008	E	E
3	21	SR 84	Toll Plaza	Thornton Ave	3	0	6000	EB	1328	118	1446	0.221	0.241	0.020	A	A
	22		Thornton Ave	Toll Plaza	3	1	7400	WB	5493	15	5508	0.742	0.744	0.002	C	C
4	20	SR 84	Thornton Ave	Ardenwood Blvd	3	0	6000	EB	1070	100	1170	0.178	0.195	0.017	A	A
	n/a		Ardenwood Blvd	Thornton Ave	2	1	5400	WB	3869	757	4626	0.716	0.857	0.140	C	D

PM Peak Hour

					Lanes							V/C ratio			LOS	
Segment	GP segment	Segment	From	To	Mixed	HOV	Capacity	Direction	Volume	App FAR	NT	Ex	NT	Change	Ex	NT
1	13	I-880	Decoto Rd	Alvarado Rd	4	1	9400	NB	7480	303	7783	0.796	0.828	0.032	C	D
	14		Alvarado Rd	Decoto Rd	3	1	7400	SB	6294	49	6343	0.851	0.857	0.007	D	D
2	12	I-880	Thornton Ave	Decoto Rd	3	1	7400	NB	6710	64	6774	0.907	0.915	0.009	E	E
	16		Decoto Rd	Thornton Ave	3	1	7400	SB	7963	396	8359	1.076	1.130	**0.054**	F	F
3	21	SR 84	Toll Plaza	Thornton Ave	3	0	6000	EB	5420	16	5436	0.903	0.906	0.003	E	E
	22		Thornton Ave	Toll Plaza	3	1	7400	WB	1421	99	1520	0.192	0.205	0.013	A	A
4	20	SR 84	Thornton Ave	Ardenwood Blvd	3	0	6000	EB	3757	633	4390	0.626	0.732	**0.106**	B	C
	n/a		Ardenwood Blvd	Thornton Ave	2	1	5400	WB	1248	108	1356	0.231	0.251	0.020	A	A

Freeway LOS

Future GP Buildout (2035)

AM Peak Hour

					Lanes				Volumes			V/C ratio			LOS	
Segment	GP segment	Segment	From	To	Mixed	HOV	Capacity	Direction	Base 2035	Project	2035+Proj	Base 2035	2035+Proj	Change	Base 2035	2035+Proj
1	13	I-880	Decoto Rd	Alvarado Rd	4	1	9400	NB	8708	68	8776	0.926	0.934	0.007	E	E
	14		Alvarado Rd	Decoto Rd	3	1	7400	SB	9572	722	10294	1.294	1.391	**0.098**	F	**F**
2	12	I-880	Thornton Ave	Decoto Rd	4	1	9400	NB	9071	944	10015	0.965	1.065	**0.100**	E	**F**
	16		Decoto Rd	Thornton Ave	3	1	7400	SB	8095	117	8212	1.094	1.110	0.016	F	F
3	21	SR 84	Toll Plaza	Thornton Ave	3	0	6000	EB	2939	236	3175	0.490	0.529	0.039	A	A
	22		Thornton Ave	Toll Plaza	3	1	7400	WB	6786	29	6815	0.917	0.921	0.004	E	E
4	20	SR 84	Thornton Ave	Ardenwood Blvd	3	0	6000	EB	2314	198	2512	0.386	0.419	0.033	A	A
	n/a		Ardenwood Blvd	Thornton Ave	3	1	7400	WB	5611	1507	7118	0.758	0.962	0.204	C	E

PM Peak Hour

					Lanes				Volumes			V/C ratio			LOS	
Segment	GP segment	Segment	From	To	Mixed	HOV	Capacity	Direction	Base 2035	Project	2035+Proj	Base 2035	2035+Proj	Change	Base 2035	2035+Proj
1	13	I-880	Decoto Rd	Alvarado Rd	4	1	9400	NB	9817	604	10421	1.044	1.109	0.064	F	F
	14		Alvarado Rd	Decoto Rd	3	1	7400	SB	8477	98	8575	1.146	1.159	0.013	F	F
2	12	I-880	Thornton Ave	Decoto Rd	4	1	9400	NB	8853	129	8982	0.942	0.956	0.014	E	E
	16		Decoto Rd	Thornton Ave	3	1	7400	SB	7939	789	8728	1.073	1.179	**0.107**	F	F
3	21	SR 84	Toll Plaza	Thornton Ave	3	0	6000	EB	6697	32	6729	1.116	1.122	0.005	F	F
	22		Thornton Ave	Toll Plaza	3	1	7400	WB	4174	197	4371	0.564	0.591	0.027	A	A
4	20	SR 84	Thornton Ave	Ardenwood Blvd	3	0	6000	EB	5545	1261	6806	0.924	1.134	**0.210**	E	F
	n/a		Ardenwood Blvd	Thornton Ave	3	1	7400	WB	3318	215	3533	0.448	0.477	0.029	A	A

* volumes obtained directly from ACTC year 2035 traffic model plots

Bold values indicate a potential significant impact; project causes segment to drop from LOS E to LOS F, or project causes V/C on an LOS F segment to increase by 0.01 or more

Arterial Segment LOS

Future GP Buildout (2035)

AM Peak Hour

							Volumes			V/C ratio			Speed			LOS	
Segment	Segment	From	To	Lanes	Capacity	Direction	Base 2035	Project	2035+Prj	Base 2035	2035+Prj	Change	Base 2035	2035+Prj	Change	Base 2035	2035+Prj
5	Decoto Rd	I-880	Fremont Blvd	3	2400	EB	2117	37	2154	0.88	0.90	0.02	18	17	-1	D	D
		Fremont Blvd	I-880	3	2400	WB	2678	302	2980	1.12	1.24	0.13	9	7	**-2**	F	**F**
6	Decoto Rd	Fremont Blvd	Paseo Padre Pkwy	3	2400	EB	2123	16	2139	0.88	0.89	0.01	18	17	-1	D	D
		Paseo Padre Pkwy	Fremont Blvd	3	2400	WB	2590	131	2721	1.08	1.13	0.05	10	9	-1	F	F
7	Fremont Blvd	Thornton Ave	Decoto Rd	3	2400	NB	2440	157	2597	1.02	1.08	0.07	12	10	**-2**	F	**F**
		Decoto Rd	Thornton Ave	3	2400	SB	2067	19	2086	0.86	0.87	0.01	19	18	-1	D	D
8	Fremont Blvd	Decoto Rd	Paseo Padre Pkwy	3	2400	NB	2169	8	2177	0.90	0.91	0.00	17	17	0	E	E
		Paseo Padre Pkwy	Decoto Rd	3	2400	SB	1502	8	1510	0.63	0.63	0.00	30	30	0	B	B

PM Peak Hour

							Volumes			V/C ratio			Speed			LOS	
Segment	Segment	From	To	Lanes	Capacity	Direction	Base 2035	Project	2035+Prj	Base 2035	2035+Prj	Change	Base 2035	2035+Prj	Change	Base 2035	2035+Prj
5	Decoto Rd	I-880	Fremont Blvd	3	2400	EB	3209	252	3461	1.34	1.44	0.11	5	4	-1	F	F
		Fremont Blvd	I-880	3	2400	WB	1783	41	1824	0.74	0.76	0.02	24	24	0	C	C
6	Decoto Rd	Fremont Blvd	Paseo Padre Pkwy	3	2400	EB	2462	110	2572	1.03	1.07	0.05	12	11	**-1**	F	**F**
		Paseo Padre Pkwy	Fremont Blvd	3	2400	WB	1688	18	1706	0.70	0.71	0.01	27	26	-1	C	C
7	Fremont Blvd	Thornton Ave	Decoto Rd	3	2400	NB	2077	21	2098	0.87	0.87	0.01	18	18	0	D	D
		Decoto Rd	Thornton Ave	3	2400	SB	2291	132	2423	0.95	1.01	0.05	15	13	-2	E	F
8	Fremont Blvd	Decoto Rd	Paseo Padre Pkwy	3	2400	NB	1744	7	1751	0.73	0.73	0.00	25	25	0	C	C
		Paseo Padre Pkwy	Decoto Rd	3	2400	SB	1905	7	1912	0.79	0.80	0.00	22	22	0	D	D

Bold values indicate a potential significant impact; project causes segment to drop from LOS E to LOS F, or project causes speed on an LOS F segment to decrease by 1 mph or more

Appendix F

Arterial Segment Level of Service Calculations

Arterial Segment LOS

Existing (2015)

AM Peak Hour							Volumes			V/C ratio			Speed			LOS	
Segment	Segment	From	To	Lanes	Capacity	Direction	Volume	Project	Ex+Prj	Ex	Ex+Prj	Change	Ex	Ex+Prj	Change	Ex	Ex + Prj
5	Decoto Rd	I-880	Fremont Blvd	2	1600	EB	1003	56	1059	0.63	0.66	0.04	30	29	-1	B	B
		Fremont Blvd	I-880	3	2400	WB	1941	453	2394	0.81	1.00	0.19	21	13	**-8**	D	F
6	Decoto Rd	Fremont Blvd	Paseo Padre Pkwy	3	2400	EB	1066	24	1090	0.44	0.45	0.01	37	37	0	A	A
		Paseo Padre Pkwy	Fremont Blvd	2	1600	WB	1370	197	1567	0.86	0.98	0.12	19	14	-5	D	E
7	Fremont Blvd	Thornton Ave	Decoto Rd	2	1600	NB	1028	236	1264	0.64	0.79	0.15	30	22	**-8**	B	D
		Decoto Rd	Thornton Ave	2	1600	SB	1430	29	1459	0.89	0.91	0.02	17	16	-1	D	E
8	Fremont Blvd	Decoto Rd	Paseo Padre Pkwy	2	1600	NB	1052	11	1063	0.66	0.66	0.01	29	28	-1	B	B
		Paseo Padre Pkwy	Decoto Rd	3	2400	SB	1440	11	1451	0.60	0.60	0.00	32	31	-1	B	B

PM Peak Hour										V/C ratio			Speed			LOS	
Segment	Segment	From	To	Lanes	Capacity	Direction	Volume	Project	Ex+Prj	Ex	Ex+Prj	Change	Ex	Ex+Prj	Change	Ex	Ex + Prj
5	Decoto Rd	I-880	Fremont Blvd	2	1600	EB	1862	379	2241	1.16	1.40	0.24	8	4	-4	F	F
		Fremont Blvd	I-880	3	2400	WB	994	62	1056	0.41	0.44	0.03	38	37	-1	A	A
6	Decoto Rd	Fremont Blvd	Paseo Padre Pkwy	3	2400	EB	1646	165	1811	0.69	0.75	0.07	27	24	**-3**	C	C
		Paseo Padre Pkwy	Fremont Blvd	2	1600	WB	985	27	1012	0.62	0.63	0.02	31	30	-1	B	B
7	Fremont Blvd	Thornton Ave	Decoto Rd	2	1600	NB	1279	32	1311	0.80	0.82	0.02	22	21	-1	D	D
		Decoto Rd	Thornton Ave	2	1600	SB	1091	198	1289	0.68	0.81	0.12	28	21	-7	C	D
8	Fremont Blvd	Decoto Rd	Paseo Padre Pkwy	2	1600	NB	1251	10	1261	0.78	0.79	0.01	23	22	-1	C	C
		Paseo Padre Pkwy	Decoto Rd	3	2400	SB	1043	10	1053	0.43	0.44	0.00	37	37	0	A	A

Arterial Segment LOS

Near-Term (2015)

AM Peak Hour							Volumes			V/C ratio			Speed			LOS	
Segment	Segment	From	To	Lanes	Capacity	Direction	Volume	App FAR	NT	Ex	NT	Change	Ex	NT	Change	Ex	NT
5	Decoto Rd	I-880	Fremont Blvd	2	1600	EB	1003	19	1022	0.63	0.64	0.01	30	30	0	B	B
		Fremont Blvd	I-880	3	2400	WB	1941	151	2092	0.81	0.87	0.06	21	18	**-3**	D	D
6	Decoto Rd	Fremont Blvd	Paseo Padre Pkwy	3	2400	EB	1066	8	1074	0.44	0.45	0.00	37	37	0	A	A
		Paseo Padre Pkwy	Fremont Blvd	2	1600	WB	1370	66	1436	0.86	0.90	0.04	19	17	-2	D	D
7	Fremont Blvd	Thornton Ave	Decoto Rd	2	1600	NB	1028	79	1107	0.64	0.69	0.05	30	27	**-3**	B	C
		Decoto Rd	Thornton Ave	2	1600	SB	1430	10	1440	0.89	0.90	0.01	17	17	0	D	E
8	Fremont Blvd	Decoto Rd	Paseo Padre Pkwy	2	1600	NB	1052	4	1056	0.66	0.66	0.00	29	29	0	B	B
		Paseo Padre Pkwy	Decoto Rd	3	2400	SB	1440	4	1444	0.60	0.60	0.00	32	31	-1	B	B

PM Peak Hour										V/C ratio			Speed			LOS	
Segment	Segment	From	To	Lanes	Capacity	Direction	Volume	App FAR	NT	Ex	NT	Change	Ex	NT	Change	Ex	NT
5	Decoto Rd	I-880	Fremont Blvd	2	1600	EB	1862	127	1989	1.16	1.24	0.08	8	7	-1	F	F
		Fremont Blvd	I-880	3	2400	WB	994	21	1015	0.41	0.42	0.01	38	38	0	A	A
6	Decoto Rd	Fremont Blvd	Paseo Padre Pkwy	3	2400	EB	1646	55	1701	0.69	0.71	0.02	27	26	**-1**	C	C
		Paseo Padre Pkwy	Fremont Blvd	2	1600	WB	985	9	994	0.62	0.62	0.01	31	31	0	B	B
7	Fremont Blvd	Thornton Ave	Decoto Rd	2	1600	NB	1279	11	1290	0.80	0.81	0.01	22	21	-1	D	D
		Decoto Rd	Thornton Ave	2	1600	SB	1091	66	1157	0.68	0.72	0.04	28	26	-2	C	C
8	Fremont Blvd	Decoto Rd	Paseo Padre Pkwy	2	1600	NB	1251	5	1256	0.78	0.79	0.00	23	22	-1	C	C
		Paseo Padre Pkwy	Decoto Rd	3	2400	SB	1043	5	1048	0.43	0.44	0.00	37	37	0	A	A

Freeway LOS
Existing (2015)

AM Peak Hour

					Lanes				Volumes			V/C ratio			LOS	
Segment	GP segment	Segment	From	To	Mixed	HOV	Capacity	Direction	Volume	Project	Ex+Prj	Ex	Ex+Prj	Change	Ex	Ex+Prj
1	13	I-880	Decoto Rd	Alvarado Rd	4	1	9400	NB	6184	134	6318	0.658	0.672	0.014	B	B
	14		Alvarado Rd	Decoto Rd	3	1	7400	SB	6983	1085	8068	0.944	1.090	**0.147**	E	**F**
2	12	I-880	Thornton Ave	Decoto Rd	3	1	7400	NB	6434	1418	7852	0.869	1.061	**0.192**	D	**F**
	16		Decoto Rd	Thornton Ave	3	1	7400	SB	7066	175	7241	0.955	0.979	0.024	E	E
3	21	SR 84	Toll Plaza	Thornton Ave	3	0	6000	EB	1328	354	1682	0.221	0.280	0.059	A	A
	22		Thornton Ave	Toll Plaza	3	1	7400	WB	5493	44	5537	0.742	0.748	0.006	C	C
4	20	SR 84	Thornton Ave	Ardenwood Blvd	3	0	6000	EB	1070	297	1367	0.178	0.228	0.050	A	A
	n/a		Ardenwood Blvd	Thornton Ave	2	1	5400	WB	3869	2264	6133	0.716	1.136	0.419	C	F

PM Peak Hour

					Lanes							V/C ratio			LOS	
Segment	GP segment	Segment	From	To	Mixed	HOV	Capacity	Direction	Volume	Project	Ex+Prj	Ex	Ex+Prj	Change	Ex	Ex+Prj
1	13	I-880	Decoto Rd	Alvarado Rd	4	1	9400	NB	7480	907	8387	0.796	0.892	0.096	C	D
	14		Alvarado Rd	Decoto Rd	3	1	7400	SB	6294	148	6442	0.851	0.871	0.020	D	D
2	12	I-880	Thornton Ave	Decoto Rd	3	1	7400	NB	6710	193	6903	0.907	0.933	0.026	E	E
	16		Decoto Rd	Thornton Ave	3	1	7400	SB	7963	1186	9149	1.076	1.236	**0.160**	F	F
3	21	SR 84	Toll Plaza	Thornton Ave	3	0	6000	EB	5420	48	5468	0.903	0.911	0.008	E	E
	22		Thornton Ave	Toll Plaza	3	1	7400	WB	1421	296	1717	0.192	0.232	0.040	A	A
4	20	SR 84	Thornton Ave	Ardenwood Blvd	3	0	6000	EB	3757	1894	5651	0.626	0.942	**0.316**	B	E
	n/a		Ardenwood Blvd	Thornton Ave	2	1	5400	WB	1248	323	1571	0.231	0.291	0.060	A	A

Appendix G

Queuing Calculations

AM Peak - Existing Conditions
Ardenwood Tech Park EIR
City of Fremont

Base Queue Length Report (feet)

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
#1	[HCM2k95thQ]:	259	176	0	0	899	899	134	0	350	150	420	46
#2	[HCM2k95thQ]:	0	163	518	299	237	0	249	0	64	0	0	0
#3	[HCM2k95thQ]:	326	213	57	454	325	325	229	471	471	275	245	653
#4	[HCM2k95thQ]:	334	410	523	712	949	949	82	835	383	697	1014	1102
#5	[HCM2k95thQ]:	569	588	236	336	1008	334	88	454	454	145	945	74
#6	[HCM2k95thQ]:	1145	0	227	0	0	0	0	294	0	0	969	0
#7	[HCM2k95thQ]:	0	0	0	25	0	0	0	198	0	0	1589	0
#8	[HCM2k95thQ]:	537	119	0	0	722	722	0	0	0	630	630	629
#9	[HCM2k95thQ]:	0	59	0	0	126	0	0	0	0	46	0	4
#10	[HCM2k95thQ]:	0	379	86	0	163	0	115	0	277	0	0	0
#11	[HCM2k95thQ]:	42	112	0	122	416	0	170	23	0	422	448	0

PM Peak - Existing Conditions
Ardenwood Tech Park EIR
City of Fremont

Base Queue Length Report (feet)

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
#1	[HCM2k95thQ]:	297	607	0	0	537	537	301	0	196	385	264	335
#2	[HCM2k95thQ]:	0	295	456	237	261	0	265	265	72	0	0	0
#3	[HCM2k95thQ]:	395	428	107	338	302	302	330	381	381	123	221	901
#4	[HCM2k95thQ]:	193	665	1317	680	349	349	107	1440	432	538	589	854
#5	[HCM2k95thQ]:	351	807	309	410	482	155	240	675	675	220	462	146
#6	[HCM2k95thQ]:	450	0	516	0	0	0	0	690	0	0	345	0
#7	[HCM2k95thQ]:	0	0	0	90	0	0	0	518	0	0	249	0
#8	[HCM2k95thQ]:	159	456	0	0	404	404	0	0	0	243	243	258
#9	[HCM2k95thQ]:	0	467	0	0	40	0	0	0	0	117	0	9
#10	[HCM2k95thQ]:	0	387	119	0	110	0	1990	0	1078	0	0	0
#11	[HCM2k95thQ]:	5	446	0	121	149	0	1243	307	0	222	26	0

Future Queue Length Report (feet)

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
#1	[HCM2k95thQ]:	275	213	0	0	996	996	168	0	375	161	522	53
#2	[HCM2k95thQ]:	0	152	474	273	219	0	227	0	60	0	0	0
#3	[HCM2k95thQ]:	328	201	54	409	307	307	226	445	445	253	253	594
#4	[HCM2k95thQ]:	419	369	461	608	894	894	72	717	371	595	977	920
#5	[HCM2k95thQ]:	513	521	211	335	902	334	75	393	393	127	939	62
#6	[HCM2k95thQ]:	1293	0	168	0	0	0	0	330	0	0	785	0
#7	[HCM2k95thQ]:	0	0	0	65	0	0	0	210	0	0	2397	0
#8	[HCM2k95thQ]:	790	149	0	0	930	930	0	0	0	556	1907	832
#9	[HCM2k95thQ]:	0	214	0	0	302	0	0	0	0	31	0	8787
#10	[HCM2k95thQ]:	0	441	93	0	176	0	412	0	225	0	0	0
#11	[HCM2k95thQ]:	39	108	0	113	414	0	185	33	0	443	574	0

Future Queue Length Report (feet)

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
#1	[HCM2k95thQ]:	337	532	0	0	440	440	388	0	177	279	202	242
#2	[HCM2k95thQ]:	0	263	456	223	234	0	237	237	66	0	0	0
#3	[HCM2k95thQ]:	380	396	100	311	283	283	343	382	382	113	214	824
#4	[HCM2k95thQ]:	207	644	1259	654	343	343	97	1390	568	518	568	796
#5	[HCM2k95thQ]:	267	690	269	360	368	125	224	771	771	212	417	126
#6	[HCM2k95thQ]:	313	0	493	0	0	0	0	760	0	0	166	0
#7	[HCM2k95thQ]:	0	0	0	222	0	0	0	1217	0	0	182	0
#8	[HCM2k95thQ]:	178	378	0	0	652	652	0	0	0	400	638	266
#9	[HCM2k95thQ]:	0	496	0	0	1154	0	0	0	0	103	0	508
#10	[HCM2k95thQ]:	0	375	115	0	116	0	2060	0	1002	0	0	0
#11	[HCM2k95thQ]:	5	446	0	115	145	0	1478	376	0	221	41	0

AM Peak - 2035 Cumulative
Ardenwood Tech Park EIR
City of Fremont

Base Queue Length Report (feet)

Node	Intersection	Northbound L	T	R	Southbound L	T	R	Eastbound L	T	R	Westbound L	T	R
#1	[HCM2k95thQ]:	461	550	0	0	2151	2151	693	0	462	7	1059	0
#2	[HCM2k95thQ]:	0	335	682	441	395	0	464	0	36	0	0	0
#3	[HCM2k95thQ]:	641	587	91	396	530	530	307	361	581	243	389	698
#4	[HCM2k95thQ]:	1301	593	578	470	1143	1143	240	750	1434	561	994	762
#5	[HCM2k95thQ]:	712	782	927	321	953	166	268	892	892	292	1963	51
#6	[HCM2k95thQ]:	1778	0	226	0	0	0	0	729	0	0	1840	0
#7	[HCM2k95thQ]:	0	0	0	995	0	0	0	581	0	0	1315	0
#8	[HCM2k95thQ]:	595	378	0	0	612	506	0	0	0	576	264	264
#9	[HCM2k95thQ]:	0	550	0	0	75	0	0	0	0	428	0	151
#10	[HCM2k95thQ]:	0	1596	369	0	278	0	1024	0	903	0	0	0
#11	[HCM2k95thQ]:	15	356	0	57	749	0	273	18	0	741	550	0

PM Peak - 2035 Cumulative
Ardenwood Tech Park EIR
City of Fremont

Base Queue Length Report (feet)

Node	Intersection	Northbound L	T	R	Southbound L	T	R	Eastbound L	T	R	Westbound L	T	R
#1	[HCM2k95thQ]:	543	810	0	0	1320	1320	822	0	168	86	347	653
#2	[HCM2k95thQ]:	0	308	593	221	382	0	320	0	450	0	0	0
#3	[HCM2k95thQ]:	407	716	145	605	665	665	554	1168	1168	287	180	0
#4	[HCM2k95thQ]:	491	611	330	717	1147	1147	314	584	1917	593	590	902
#5	[HCM2k95thQ]:	660	799	900	340	889	190	295	1914	1914	592	870	147
#6	[HCM2k95thQ]:	21	0	876	0	0	0	0	1113	0	0	454	0
#7	[HCM2k95thQ]:	0	0	0	532	0	0	0	183	0	0	828	0
#8	[HCM2k95thQ]:	287	345	0	0	577	92	0	0	0	567	0	47
#9	[HCM2k95thQ]:	0	238	0	0	194	0	0	0	0	199	0	25
#10	[HCM2k95thQ]:	0	533	145	0	368	0	147	968	968	0	0	0
#11	[HCM2k95thQ]:	16	621	0	116	385	0	455	437	0	160	179	0

AM Peak - 2035 Cumulative plus Project
Ardenwood Tech Park EIR
City of Fremont

Future Queue Length Report (feet)

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
#1	[HCM2k95thQ]:	465	549	0	0	2207	2207	706	0	459	6	1147	0
#2	[HCM2k95thQ]:	0	334	690	444	395	0	467	0	36	0	0	0
#3	[HCM2k95thQ]:	655	588	91	397	535	535	314	364	584	243	409	698
#4	[HCM2k95thQ]:	1444	586	570	463	1143	1143	248	755	1524	579	1091	777
#5	[HCM2k95thQ]:	961	743	862	304	953	187	301	925	925	290	2461	52
#6	[HCM2k95thQ]:	3827	0	202	0	0	0	0	942	0	0	3156	0
#7	[HCM2k95thQ]:	0	0	0	1335	0	0	0	534	0	0	2380	0
#8	[HCM2k95thQ]:	611	400	0	0	648	496	0	0	0	578	578	642
#9	[HCM2k95thQ]:	0	2064	0	0	259	0	0	0	0	359	0	2111
#10	[HCM2k95thQ]:	0	2112	451	0	341	0	1656	0	759	0	0	0
#11	[HCM2k95thQ]:	15	359	0	57	785	0	289	28	0	783	674	0

PM Peak - 2035 Cumulative plus Project
Ardenwood Tech Park EIR
City of Fremont

Future Queue Length Report (feet)

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
#1	[HCM2k95thQ]:	553	823	0	0	1357	1357	878	0	165	86	357	653
#2	[HCM2k95thQ]:	0	318	656	236	389	0	337	0	471	0	0	0
#3	[HCM2k95thQ]:	412	716	145	619	671	671	587	1213	1213	291	183	0
#4	[HCM2k95thQ]:	512	611	330	750	1180	1180	311	599	2218	619	590	888
#5	[HCM2k95thQ]:	727	836	945	353	944	202	312	2302	2302	643	904	150
#6	[HCM2k95thQ]:	74	0	986	0	0	0	0	1363	0	0	475	0
#7	[HCM2k95thQ]:	0	0	0	584	0	0	0	392	0	0	987	0
#8	[HCM2k95thQ]:	328	322	0	0	781	92	0	0	0	670	0	74
#9	[HCM2k95thQ]:	0	192	0	0	769	0	0	0	0	309	0	365
#10	[HCM2k95thQ]:	0	537	145	0	354	0	169	968	968	0	0	0
#11	[HCM2k95thQ]:	17	662	0	125	404	0	524	516	0	169	206	0