



HEXAGON TRANSPORTATION CONSULTANTS, INC.

Reid Hillview Airport Master Plan

Transportation Impact Analysis

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Table of Contents

Executive Summary	iii
1. Introduction	1
2. Existing Conditions	8
3. Existing Plus Project Conditions	19
4. Background Conditions	29
5. Background Plus Project Conditions	33
6. Other Transportation Issues	39
7. Conclusions	43



Appendices

Appendix A:	New Traffic Counts
Appendix B:	City of San Jose Approved Trips Inventory
Appendix C:	Volume Summary Tables
Appendix D:	Intersection Level of Service Calculations



List of Tables

Table ES-1	Intersection Level of Service Summary	vi
Table 1	Intersection Level of Service Definitions Based on Delay	6
Table 2	Existing Transit Services	11
Table 3	Existing Intersection Levels of Service	16
Table 4	Project Trip Generation Estimates	21
Table 5	Existing Plus Project Intersection Levels of Service	28
Table 6	Planned Intersection Improvements	31
Table 7	Background Intersection Levels of Service	32
Table 8	Intersection Levels of Service Under Background Plus Project Conditions	36
Table 9	Vehicle Queuing and Left-Turn Pocket Storage Analysis	40



List of Figures

Figure 1	Site Location and Study Intersections	2
Figure 2	Reid Hillview Airport Layout Plan	3
Figure 3	Existing Bicycle Facilities	10
Figure 4	Existing Transit Services	12
Figure 5	Existing Lane Configurations	13
Figure 6	Existing Traffic Volumes	14
Figure 7	Airport Trip Distribution	22
Figure 8	Primary Retail Trip Distribution	23
Figure 9	Pass-By Retail Trip Distribution	24
Figure 10	Project Trip Assignment	25
Figure 11	Existing Plus Project Traffic Volumes	27
Figure 12	Background Traffic Volumes	30
Figure 13	Background Plus Project Traffic Volumes	35



Executive Summary

This report presents the results of the Traffic Impact Analysis (TIA) for the Reid Hillview Airport Master Plan in San Jose, California. The Reid Hillview Airport is located on the west side of Capitol Expressway between Ocala Avenue and Tully Road in San Jose, California. The Airport Master Plan includes the following elements:

- Non-aviation commercial development on two parcels totaling 11 acres (estimated to comprise a total of 119,790 square feet gross floor area), and
- Increase in aircraft operations (takeoff and landings) and aircraft storage (based aircraft).

According to the Master Plan, the Reid Hillview Airport currently has 687 based aircraft with a maximum capacity of 726 based aircraft. By the year 2022, the airport storage capacity is proposed to increase to a maximum of 750 based aircraft (a nine percent increase above existing levels). In conjunction, aircraft operations are expected to increase from 235,213 per year under existing conditions to 241,882 per year at the existing basing capacity. At the proposed basing capacity, aircraft operations are expected to reach 245,986 per year (an increase of almost five percent above existing levels).

Access to and from the airport is via Cunningham Avenue. Non-aviation commercial development is proposed on two parcels. One parcel, located along Swift Avenue, would be accessed via Cunningham Avenue. The other parcel proposed to be developed with non-aviation commercial space is located at the northwest corner of Capitol Expressway and Tully Road. This parcel is assumed to have limited right-turn only access to both Capitol Expressway and Tully Road.

The project site is located within the Evergreen-East Hills Development Policy (EEHDP) boundary. The EEHD Policy provides traffic capacity for a development pool of 500 residential units, 500,000 square feet of retail, and 75,000 square feet of commercial office within the Evergreen-East Hills Area and corresponding transportation infrastructure improvements. The proposed non-aviation commercial development envisioned in the Reid Hillview Master Plan may proceed as part of the development pool provided for in the EEHDP. However, because the timing of the airport development and other development projects is unknown, other commercial developments may exhaust the allowable pool development before the proposed commercial space at the airport is developed. Thus, this traffic analysis evaluates the potential impacts of the project in addition to the approved EEHDP pool development.

The potential impacts of the project were evaluated following the standards and methodologies set forth by the City of San Jose. Since the project would generate more than 100 peak hour trips, an analysis according to the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program (CMP) guidelines also was prepared. The study determined the near-term traffic impacts of the proposed development on eighteen signalized intersections in the vicinity of the project site. The analysis of project impacts assumes planned transportation improvements including the Capitol Expressway Light Rail Project, which would remove the HOV lane on Capitol Expressway and prohibit left turns on Cunningham Avenue. Project impacts on other transportation facilities, such as bicycle facilities and transit services, were determined on the basis of engineering judgment.

Project Trip Generation

The standard City of San Jose trip rates detailed in the *San Jose Traffic Impact Analysis Handbook, August 2008*, were applied to the proposed commercial retail space. The *San Jose Traffic Impact Analysis Handbook* does not contain trip rates for airport uses. Therefore, the trips generated by the projected increase in aircraft storage were estimated using trip rates calculated from traffic counts conducted at the Reid Hillview Airport. The net trips generated by the proposed uses were reduced by the trips generated by the existing airport uses. A pass-by trip reduction of 25 percent (standard for the City of San Jose) was applied to the PM peak hour trip generation estimates for the proposed retail space. After applying trip credits for existing uses and the standard pass-by trip reduction for retail uses, the proposed project is estimated to generate 6,313 net daily vehicle trips, with 339 net trips occurring during the AM peak hour and 633 net trips occurring during the PM peak hour. Using the inbound/outbound splits for retail use recommended by the City of San Jose and the observed inbound/outbound splits for the airport, the project would produce 203 inbound and 136 outbound trips during the AM peak hour and 316 inbound and 317 outbound trips during the PM peak hour.

Intersection Level of Service Analysis

Table ES-1 summarizes the results of the signalized intersection level of service analysis.

The results of the intersection level of service analysis show that the following five study intersections would be significantly impacted by the project, according to the thresholds established in the EEHDP:

- Capitol Expressway and Story Road (PM)
- Capitol Expressway and Ocala Avenue (AM and PM)
- Capitol Expressway and Cunningham Avenue (PM)
- Capitol Expressway and Tully Road (AM and PM)
- Capitol Expressway and Quimby Road (PM)

Recommended Mitigation Measures

The following roadway improvements, if implemented, would satisfactorily mitigate the significant project impacts.

Capitol Expressway/Story Road—add a second westbound left-turn lane.

Capitol Expressway/Ocala Avenue—add an eastbound right-turn lane.

Capitol Expressway/Cunningham Avenue—add an eastbound left-turn lane and allow left turns on Cunningham Avenue.

Capitol Expressway/Tully Road—add a northbound right-turn lane.

Capitol Expressway/Quimby Road—add a second eastbound left-turn lane.

Designation of Protected Intersections

In lieu of the above mitigation measures, the City of San Jose may choose to modify the EEHDP to designate one or more of the above intersections as a protected intersection. Protected intersections are those intersections that have been built to their maximum capacity, where further expansion would cause significant adverse effects upon existing or approved transit or other multimodal facilities, nearby land uses, or local neighborhoods. Proposed developments that cause a significant impact at one or more protected intersection are required to construct improvements to other segments of the citywide transportation system to improve overall person-trip capacity and/or enhance non-auto travel modes. By funding these improvements to the City's overall multi-modal transportation system, the development project will contribute substantially to achieving General Plan goals for improving and expanding the City's multi-modal transportation system. The development project would, therefore, be consistent with the City's General Plan multi-modal Transportation Policies, including the Traffic Level of Service Policy.

EEHDP Pool Allocation

The above mitigation measures would be required if the commercial retail space outlined in the Reid Hillview Airport Master Plan were to be developed in addition to the 500,000 s.f. of retail development capacity established in the EEHDP. However, depending upon the timing of the proposed airport development, the proposed retail space envisioned in the Reid Hillview Master Plan may be able to draw from the EEHDP retail development pool. An allocation of development capacity provided through the EEHDP would require payment of traffic impact fees that fund the transportation mitigation improvements set forth in the policy in lieu of the above mitigation measures.

Other Transportation Issues

The project would not have an adverse effect on existing transit or bicycle facilities in the study area.

The pedestrian facilities within the study area are incomplete. The Capitol Expressway Light Rail Project will provide sidewalks along Capitol Expressway. The proposed project should include sidewalk improvements in order to facilitate pedestrian movements between Capitol Expressway and the proposed Swift Avenue retail development. At a minimum, sidewalk should be constructed along the south side of Cunningham Avenue between Capitol Expressway and Swift Avenue and along the west side of Swift Avenue from Cunningham Avenue to the proposed retail development.

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

Study Number	Intersection	Peak Hour	Existing		Existing Plus Project		Background		Background Plus Project					
			Existing		Plus Project		Background		Without Mitigation			Mitigated		
			Avg. Delay ¹	LOS	Avg. Delay ¹	LOS	Avg. Delay ¹	LOS	Avg. Delay ¹	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C	Avg. Delay ¹	LOS
1	Capitol Expressway and Story Road*	AM	60.2	E	60.6	E	99.0	F	100.2	F	1.7	0.004	98.1	F
		PM	65.0	E	66.7	E	116.7	F	121.7	F	9.1	0.022	112.3	F
2	Capitol Expressway and Ocala Avenue	AM	64.3	E	65.2	E	104.3	F	110.9	F	11.2	0.026	94.6	F
		PM	43.6	D	46.2	D	84.2	F	98.7	F	24.3	0.057	61.0	E
3	Capitol Expressway and Cunningham Av	AM	11.1	B	12.0	B	11.4	B	12.0	B	0.6	0.023	12.3	B
		PM	9.0	A	15.9	B	9.5	A	13.7	B	6.0	0.093	13.6	B
4	Capitol Expressway and Tully Road*	AM	51.6	D	53.5	D	57.5	E	60.0	E	3.6	0.014	54.1	D
		PM	49.8	D	52.3	D	57.3	E	57.4	E	27.4	0.058	55.8	E
5	Capitol Expressway and Eastridge Mall	AM	7.0	A	7.0	A	7.0	A	7.0	A	0.0	0.005		
		PM	12.0	B	11.9	B	12.2	B	12.1	B	-0.1	0.008		
6	Capitol Expressway and Quimby Road*	AM	43.7	D	44.2	D	45.0	D	45.4	D	0.8	0.012	45.2	D
		PM	67.5	E	67.7	E	91.6	F	92.6	F	2.5	0.011	91.3	F
7	Capitol Expressway and Nieman Blvd	AM	39.0	D	39.2	D	41.0	D	41.5	D	0.5	0.009		
		PM	25.1	C	25.5	C	29.4	C	29.7	C	0.3	0.014		
8	Capitol Expressway and Aborn Road*	AM	42.5	D	42.5	D	42.6	D	42.6	D	0.0	0.001		
		PM	62.0	E	62.2	E	69.8	E	70.0	E	0.2	0.001		
9	Silver Creek Rd and Capitol Expressway*	AM	53.5	D	53.5	D	57.0	E	57.1	E	0.0	0.000		
		PM	53.2	D	53.3	D	57.8	E	57.9	E	0.0	0.000		
10	Lanai Av / Alvin Av and Tully Road	AM	33.8	C	33.9	C	33.1	C	33.2	C	0.0	0.001		
		PM	36.8	D	36.9	D	36.9	D	37.0	D	0.1	0.002		
11	King Road and Tully Road*	AM	45.2	D	45.5	D	48.4	D	48.7	D	0.4	0.009		
		PM	49.2	D	49.3	D	52.6	D	53.2	D	0.1	0.006		
12	Huran Drive and Tully Road	AM	26.5	C	26.4	C	25.5	C	25.4	C	0.0	0.006		
		PM	18.9	B	19.1	B	18.8	B	19.0	B	0.4	0.009		
13	Quimby Road and Tully Road*	AM	37.3	D	37.0	D	35.5	D	35.3	D	-0.1	0.004		
		PM	38.4	D	38.1	D	39.7	D	39.7	D	0.2	0.009		
14	Eastridge Way and Tully Road	AM	11.0	B	10.7	B	10.5	B	10.2	B	-0.1	0.005		
		PM	27.6	C	26.9	C	26.8	C	26.2	C	-0.6	0.008		
15	Eastridge Lane and Tully Road	AM	5.2	A	5.2	A	5.9	A	5.9	A	-0.2	0.006		
		PM	10.1	B	10.0	A	10.4	B	10.3	B	-0.2	0.008		
16	King Road and Havana Dr /Ocala Av	AM	26.1	C	26.1	C	26.2	C	26.2	C	0.0	0.003		
		PM	27.6	C	27.7	C	30.3	C	30.5	C	0.1	0.002		
17	King Road and Cunningham Avenue	AM	21.1	C	21.1	C	19.9	B	19.9	B	0.0	0.002		
		PM	15.4	B	15.5	B	15.0	B	15.0	B	0.1	0.003		
18	King Road and Waverly Avenue	AM	19.9	B	19.9	B	19.3	B	19.2	B	0.0	0.002		
		PM	18.5	B	18.4	B	17.9	B	17.9	B	0.0	0.004		

¹ Seconds per vehicle.

LOS = Level of Service

Denotes significant impact.

Bold indicates unacceptable levels of service.

* designates intersections included in the CMP roadway network.

1.

Introduction

This report presents the results of the Traffic Impact Analysis (TIA) for the Reid Hillview Airport Master Plan. The Reid Hillview Airport is located on the west side of Capitol Expressway between Ocala Avenue and Tully Road in San Jose, California. The Airport Master Plan includes the following elements:

- Non-aviation commercial development on two parcels totaling 11 acres (estimated to comprise a total of 119,790 square feet gross floor area), and
- Increase in aircraft operations (takeoff and landings) and aircraft storage (based aircraft).

According to the Master Plan, the Reid Hillview Airport currently has 687 based aircraft with a maximum capacity of 726 based aircraft. By the year 2022, the airport storage capacity is proposed to increase to a maximum of 750 based aircraft (a nine percent increase above existing levels). In conjunction, aircraft operations are expected to increase from 235,213 per year under existing conditions to 241,882 per year at the existing basing capacity. At the proposed basing capacity, aircraft operations are expected to reach 245,986 per year (an increase of almost five percent above existing levels).

Access to and from the airport is via Cunningham Avenue. Non-aviation commercial development is proposed on two parcels. One parcel, located along Swift Avenue, would be accessed via Cunningham Avenue. The other parcel proposed to be developed with non-aviation commercial space is located at the northwest corner of Capitol Expressway and Tully Road. This parcel is assumed to have limited right-turn only access to both Capitol Expressway and Tully Road. The project site and surrounding study area are shown on Figure 1. The airport layout plan is shown on Figure 2.

Scope of Study

The project site is located within the Evergreen-East Hills Development Policy (EEHDP) boundary. The EEHD Policy provides traffic capacity for a development pool of 500 residential units, 500,000 square feet of retail, and 75,000 square feet of commercial office within the Evergreen-East Hills Area and corresponding transportation infrastructure improvements. The proposed non-aviation commercial development envisioned in the Reid Hillview Master Plan may proceed as part of the development pool provided for in the EEHDP. However, because the timing of the airport development and other development projects is unknown, other commercial developments may exhaust the allowable pool development before the proposed commercial space at the airport is developed. Thus, this traffic analysis evaluates the potential impacts of the project in addition to the approved EEHDP pool development.

The potential impacts of the project were evaluated following the standards and methodologies set forth by the City of San Jose. Since the project would generate more than 100 peak hour trips, an analysis according to the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program



LEGEND




-  = Site Location
-  = Study Intersection Signalized Non-CMP
-  = Study Intersection Signalized CMP

Figure 1
Site Location and Study Intersections

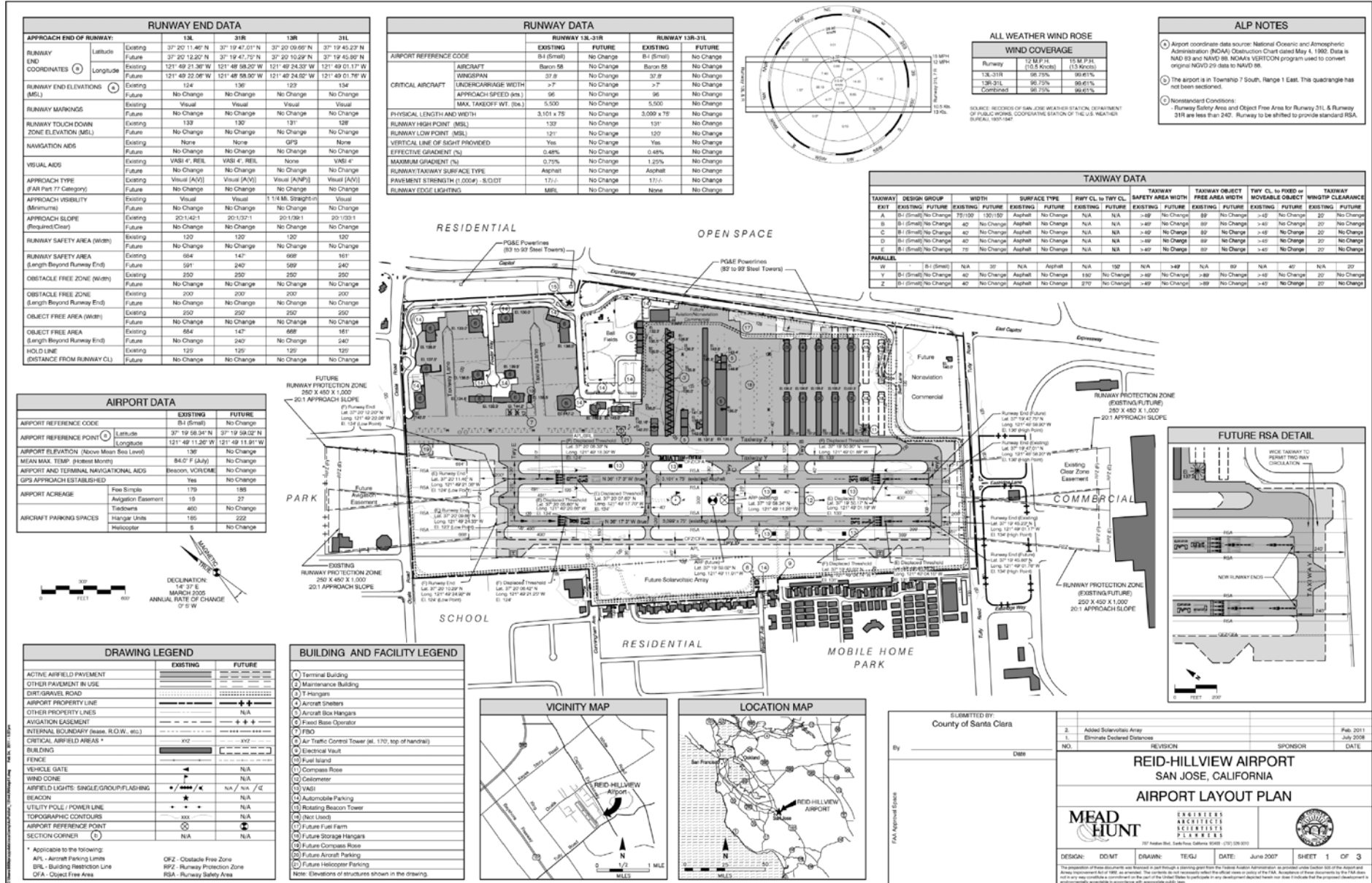


Figure 2
Reid Hillview Airport Layout Plan

(CMP) guidelines also was prepared. The study determined the near-term traffic impacts of the proposed development on eighteen signalized intersections in the vicinity of the project site.

The study intersections are identified below.

Study Intersections

1. Capitol Expressway and Story Road*
2. Capitol Expressway and Ocala Avenue
3. Capitol Expressway and Cunningham Avenue
4. Capitol Expressway and Tully Road*
5. Capitol Expressway and Eastridge Mall
6. Capitol Expressway and Quimby Road*
7. Capitol Expressway and Nieman Boulevard
8. Capitol Expressway and Aborn Road*
9. Silver Creek Road and Capitol Expressway*
10. Lanai Avenue/Alvin Avenue and Tully Road
11. King Road and Tully Road*
12. Huran Drive and Tully Road
13. Quimby Road and Tully Road*
14. Eastridge Way and Tully Road
15. Eastridge Lane and Tully Road
16. King Road and Havana Drive/Ocala Avenue
17. King Road and Cunningham Avenue
18. King Road and Waverly Avenue

Each CMP intersection is denoted with an asterisk (*).

Traffic conditions at the study intersections were analyzed for the weekday AM and PM peak hours of traffic. The AM peak hour of traffic is generally between 7:00 and 9:00 AM, and the PM peak hour is typically between 4:00 and 6:00 PM. It is during these periods on an average day that the most congested traffic conditions occur.

Traffic conditions were evaluated for the following scenarios:

- Scenario 1:** *Existing Conditions.* Existing traffic volumes were obtained from the City of San Jose and supplemented with new turning-movement counts conducted in November and December 2010.
- Scenario 2:** *Existing Plus Project Conditions.* Existing plus project peak-hour traffic volumes were estimated by adding to existing traffic volumes the additional traffic generated by the project.
- Scenario 3:** *Background Conditions.* Background traffic volumes were estimated by adding to existing peak-hour volumes the projected volumes from approved but not yet completed developments. The added traffic from approved but not yet completed developments was provided by the City of San Jose in the form of the Approved Trips Inventory (ATI). Background conditions include EEHDP transportation mitigation improvements, the Capitol Expressway Light Rail Project, and other planned and funded improvements identified by the City of San Jose.
- Scenario 4:** *Background Plus Project Conditions.* Projected near-term peak-hour traffic volumes with the project were estimated by adding to background traffic volumes the additional traffic generated by the project. Background plus project conditions were evaluated relative to background conditions in order to determine potential project impacts according to the EEHD Level of Service (LOS) Policy. The EEHD LOS Policy is the adopted established threshold for California Environmental Quality Act (CEQA).

Methodology

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

Data Requirements

The data required for the analysis were obtained from new traffic counts, the City of San Jose, and field observations. The following data were collected from these sources:

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

Analysis Methodologies and Level of Service Standards

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

Evergreen-East Hills Area Intersections

All study intersections are located within the Evergreen-East Hills Area. Signalized intersections within this area are evaluated using the citywide level of service methodology, the 2000 *Highway Capacity Manual* (HCM) method. This method is applied using the TRAFFIX software. The 2000 HCM operations method evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. Since TRAFFIX is also the CMP-designated intersection level of service methodology, the City of San Jose methodology employs the CMP default values for the analysis parameters. The correlation between average control delay and level of service is shown in Table 1.

The Citywide level of service standard for signalized intersections is LOS D or better. Within the Evergreen-East Hills Area, distinct impact criteria have been established.

EEHDP Impact Criteria. A project is said to create a significant adverse impact on traffic conditions at a signalized intersection in the EEHDP Area if for either peak hour:

1. The level of service at the intersection degrades to a worse letter grade level of service, or
2. a) For non-residential projects, the level of service at the intersection is an unacceptable Level of Service E or F and the addition of project traffic creates an increase in critical delay value of 2 seconds or more and an increase in critical V/C ratio of 0.005 or more.

b) For residential projects, one or more trips are added to an intersection operating at an unacceptable Level of Service E or F.

Although the EEHDP requires mitigation of significant impacts, the mitigation measures need not restore the intersection to a level that is no worse than background conditions.

Exemption. An impact will not require mitigation under the following conditions:

1. The intersection will continue to operate at LOS D or better, and
2. The improvement(s) necessary to improve conditions to background conditions create undesirable conflicts with other modes of travel or have unacceptable impacts on biological resources, and
3. The development causing the impact is within the scope of the Development Pool.

Table 1
Intersection Level of Service Definitions Based on Average Delay

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

Source: Transportation Research Board, *2000 Highway Capacity Manual* (Washington, D.C., 2000) p10-16.

CMP Intersections

The designated level of service methodology for the CMP also is the 2000 HCM operations method for signalized intersections, using TRAFFIX. The CMP level of service standard for signalized intersections is LOS E or better.

Intersection Operations

The operations analysis is based on vehicle queuing for high-demand turn movements at intersections. Vehicle queues are estimated using a Poisson probability distribution, which estimates the probability of “n” vehicles for a vehicle movement using the following formula:

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

where:

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

n = number of vehicles in the queue per lane

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

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

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

Freeways

According to CMP guidelines, an analysis of freeway segment levels of service is required if a project is estimated to add trips to a freeway segment equal to or greater than one percent of the capacity of that segment. Since the number of peak hour project trips added to the freeways in the study area is estimated to be well below the one-percent threshold, a detailed analysis of freeway segment levels of service was not performed.

Report Organization

The remainder of this report is divided into six chapters. Chapter 2 describes existing conditions including the existing roadway network, transit service, and existing bicycle and pedestrian facilities. Chapter 3 presents the intersection operations under existing plus project conditions and describes the method used to estimate project traffic. Chapter 4 presents the intersection operations under background conditions. Chapter 5 presents the intersection operations under background plus project conditions and describes the project's impact on the near-term transportation system when the project is expected to be fully occupied. Chapter 6 describes non-level of service operational issues associated with the proposed project. Chapter 7 presents the conclusions of the traffic impact analysis.

2. Existing Conditions

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

Existing Roadway Network

Regional access to the project site is provided by US 101 and I-680. Local access to the project site is provided via Capitol Expressway, Tully Road, King Road, Ocala Avenue, Cunningham Avenue, Swift Avenue, and Swift Lane. These facilities are described below.

US 101 is an eight-lane freeway (three mixed-flow lanes and one HOV lane in each direction) in the vicinity of the site. US 101 extends northward through San Francisco and southward through Gilroy. A project to construct one additional lane on southbound US 101 from Story Road to Capitol Expressway is currently underway. Access to and from the site is provided via a full interchange at Tully Road.

I-680 is a north/south freeway that extends from Contra Costa County south to Santa Clara County, where it connects to I-280 at its interchange with US 101. I-680 has six lanes north of SR 237 and eight lanes south of SR 237. I-680 does not contain HOV lanes in the project study area. I-680 provides access to the site via interchanges at South King Road, Jackson Avenue and Capitol Expressway.

Capitol Expressway is a limited-access facility that extends from State Route 87 to I-680. It is generally four lanes in each direction (three mixed-flow plus one HOV). Capitol Expressway lies immediately adjacent to the eastern edge of the Reid Hillview Airport and provides full access to the project site at Cunningham Avenue and right-turn only access at Swift Lane. Sidewalks are found on limited segments adjacent to commercial developments and bus stops. Bicycles are permitted on all County expressways although there are no bike lanes on Capitol Expressway. Due to its heavy traffic volumes and high speeds (posted speed limit of 45 mph), it is recommended that only advanced bicyclists ride on Capitol Expressway.

Tully Road is an east-west arterial that provides access to and from U.S. 101. The existing full clover-leaf interchange is being reconstructed as a partial clover-leaf interchange. Between U.S. 101 and White Road, Tully Road is a six-lane divided arterial with a raised median. Tully Road is adjacent to the southern boundary of the Reid Hillview Airport and provides right-turn only access to the project site at Swift Lane. There are sidewalks on both sides of the street and bike lanes on the segment between US 101 and Quimby Road. Tully Road has a posted speed limit of 40 mph.

King Road is a north-south arterial with sidewalks on both sides and a posted speed limit of 35 mph. It parallels US 101 approximately one-half mile to the east and extends from Berryessa Road in the north to Aborn Road in the south. South of Aborn Road the street continues as Silver Creek Road. King Road has

a four-lane cross section except for the segment between Flanigan Drive (about one-third of a mile south of Tully Road) and Barberry Lane (about one-third of a mile north of Aborn Road), which has two northbound through lanes and one southbound through lane.

Ocala Avenue is an east-west arterial that extends from King Road in the west, runs adjacent to the northern edge of the Reid Hillview Airport, and terminates at White Road in the east. It has a posted speed limit of 35 mph. Bike lanes are provided on the segment between King Road and Capitol Expressway. Sidewalks are present along both sides of the street except for along the airport frontage. Between King Road and Leeward Drive (just west of Capitol Expressway), Ocala Avenue is a two-lane roadway. Near Leeward Drive, it becomes a four-lane facility but then reverts again to a two-lane roadway near Parkdale Way (just west of White Road).

Cunningham Avenue is a local two-lane east-west street that has two disjoint segments bisected by the Reid Hillview Airport. One segment extends from the western edge of the Reid Hillview Airport and extends westward past King Road terminating within the neighborhood immediately east of US 101. This segment has a posted speed limit of 25 mph and sidewalks on both sides of the street along the entire length. Another segment of Cunningham Avenue provides primary airport access at its intersection with Capitol Expressway and continues eastward to White Road. Between Capitol Expressway and White Road, there are bike lanes and sidewalks along both sides of the street except for a 200-foot gap in the sidewalk on the north side of the street. There are no sidewalks on the segment of Cunningham Avenue west of Capitol Expressway leading into the airport. The posted speed limit on the eastern segment of Cunningham Avenue is 35 mph.

Swift Avenue is a two-lane local street that provides circulation within the Reid Hillview Airport. It intersects Cunningham Avenue approximately 200 feet west of Capitol Expressway and extends southward fronting Capitol Expressway and terminates at Swift Lane. Swift Avenue has no sidewalks.

Swift Lane is a two-lane local street that extends along the north and west sides of the undeveloped parcel at the northwest quadrant of Capitol Expressway and Tully Road. Only right-turn movements are permitted at the Swift Lane intersections at both Capitol Expressway and Tully Road. Swift Lane has no sidewalks.

Existing Bicycle and Pedestrian Facilities

Class II bicycle facilities (bike lanes) are provided along the following roadways in the study area:

- Ocala Avenue from King Road to Capitol Expressway
- Marten Avenue from White Road to Mount Pleasant Road
- Cunningham Avenue from Capitol Expressway to White Road
- Tully Road from Monterey Road to Quimby Road
- Aborn Road from Capitol Expressway to San Felipe Road
- Nieman Boulevard from Capitol Expressway to Daniel Maloney Drive
- White Road/San Felipe Road from Ocala/Marten Avenue to Yerba Buena Road

In addition, bicyclists are permitted to ride on the shoulders of Capitol Expressway.

The existing bicycle facilities are shown graphically on Figure 3.

Pedestrian facilities in the study area consist of sidewalks along the surrounding streets. Sidewalks are provided along portions of Capitol Expressway, but are not continuous. In addition, there are no sidewalks adjacent to the project site on Ocala Avenue or on the segment of Cunningham Avenue immediately west of Capitol Expressway leading to and from the Airport. With the exception of Capitol Expressway/Eastridge Mall and Tully Road/Eastridge Lane, crosswalks with pedestrian signal heads are located at all signalized intersections in the study area.



LEGEND




-  = Site Location
-  = Class I (off-street) Bikeway
-  = Class II (on-street) Bikeway

Figure 3
Existing Bicycle Facilities

Existing Transit Services

Existing transit services to the study area are provided by the VTA. Figure 4 illustrates the transit services that currently operate in the vicinity of the project site. Table 2 lists the operating characteristics of the nearby transit services.

The Eastridge Transit Center, located approximately 1,200 feet south of the proposed non-aviation commercial development at Capitol Expressway and Tully Road, is served by seven local bus routes, one community bus route, one express bus route, and one rapid bus route.

Table 2
Existing Transit Services

Route	Route Description	Headways /a/ (minutes)
VTA Light Rail 901	Alumn Rock to Santa Teresa	15
VTA Local Route 12 /b/	San Jose Civic Center to Eastridge Transit Center via San Jose Flea Market	30
VTA Local Route 22	Palo Alto Transit Center to Eastridge Transit Center via El Camino Real	10-15
VTA Local Route 25	De Anza College to Alum Rock Transit Center via Valley Medical Center	30
VTA Local Route 26	Sunnyvale/Lockheed Martin Transit Center to Eastridge Transit Center	10-15
VTA Local Route 31	Evergreen College to Eastridge Transit Center	30
VTA Community Route 39	The Villages to Eastridge Transit Center	30
VTA Local Route 70	Capitol LRT Station to Great Mall/Main Transit Center	15
VTA Local Route 71	Eastridge Transit Center to Great Mall/Main Transit Center Via White Rd.	15
VTA Local Route 77	Eastridge Transit Center to Great Mall/Main Transit Center Via King Rd.	15
VTA Express Route 103 /c/	Eastridge Transit Center to Palo Alto	60
VTA Rapid Route 522 /d/	Palo Alto Transit Center to Eastridge Transit Center	15

Notes:
/a/ Headways during peak hours.
/b/ Route operates only on weekends and holidays.
/c/ Route operates only on weekdays.
/d/ Route operates only on weekdays and Saturdays.

Existing Intersection Lane Configurations

The existing lane configurations at the study intersections were confirmed by observations in the field and are shown on Figure 5.

Existing Traffic Volumes

Existing peak hour traffic volumes were obtained from the City of San Jose and the Valley Transportation Authority and supplemented with new 2010 manual turning-movement counts at intersections where counts were outdated. The existing peak hour intersection volumes are shown on Figure 6.

New intersection count data are contained in Appendix A.

Reid Hillview Airport Master Plan

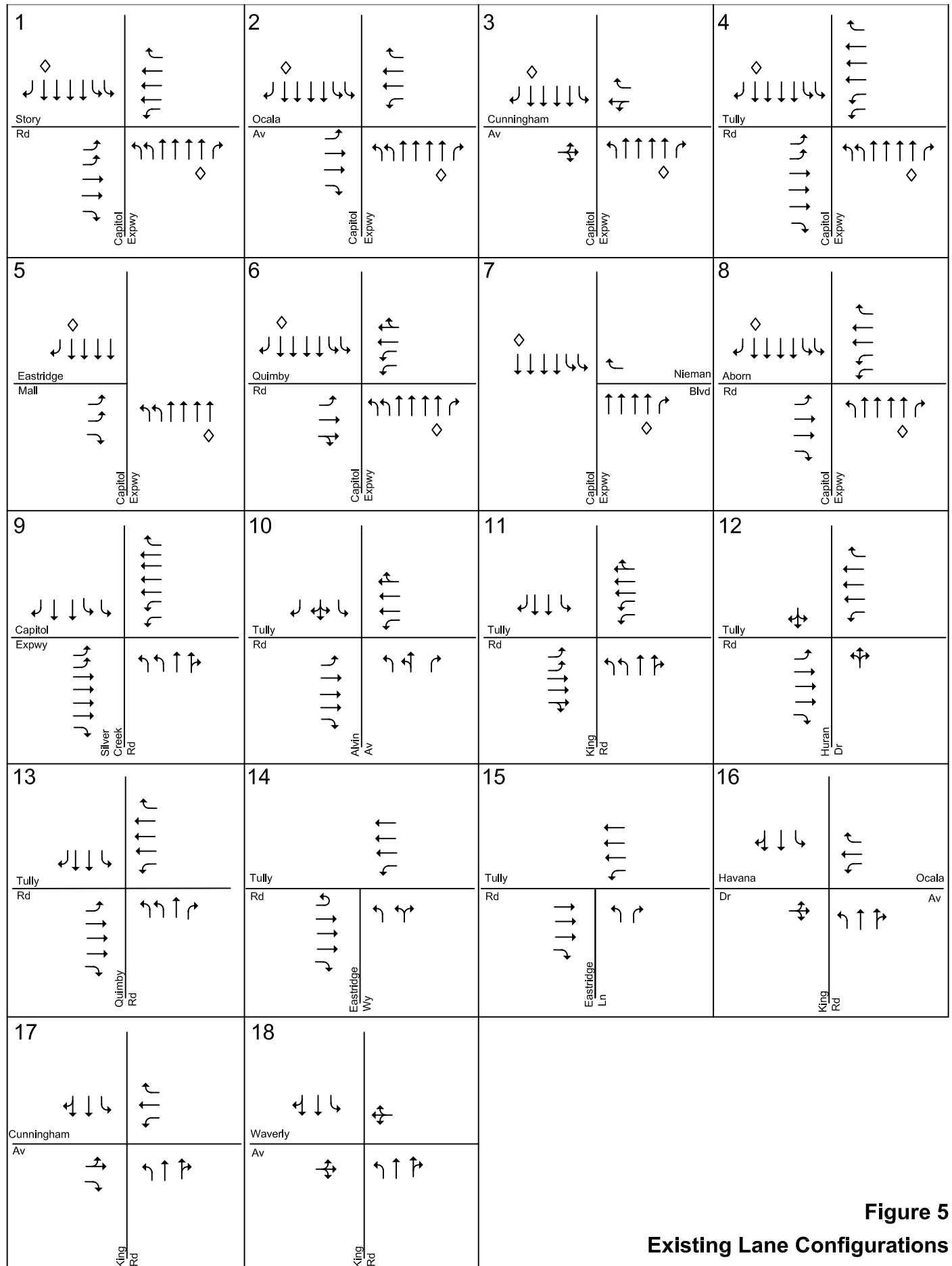


Figure 5
Existing Lane Configurations

Reid Hillview Airport Master Plan

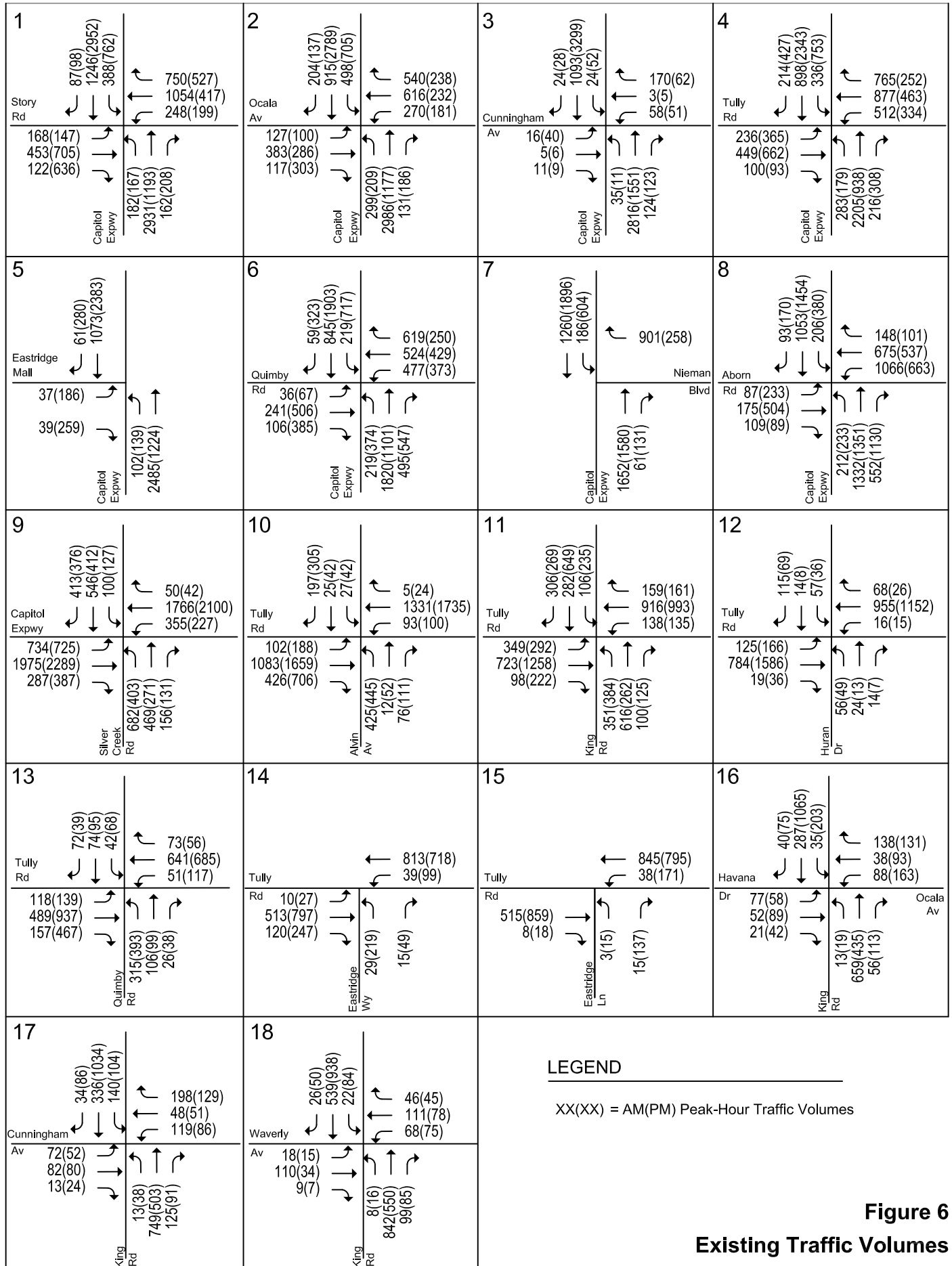


Figure 6
Existing Traffic Volumes

Existing Intersection Levels of Service

The results of the intersection level of service analysis under existing conditions are summarized below in Table 3. The results show that the following intersections currently operate at substandard levels of service (LOS E or worse):

- Capitol Expressway and Story Road (AM and PM peak hour)
- Capitol Expressway and Ocala Avenue (AM peak hour)
- Capitol Expressway and Quimby Road (PM peak hour)
- Capitol Expressway and Aborn Road (PM peak hour)

The remaining study intersections currently operate at acceptable levels of service (LOS D or better) during both the AM and PM peak hours of traffic.

The intersection level of service calculation sheets are included in Appendix D.

Observed Existing Traffic Conditions

Traffic conditions were observed in the field between 7:30 – 9:00 AM and between 4:30 – 6:00 PM to identify existing operational deficiencies and to confirm the accuracy of calculated levels of service. The purpose of this effort was (1) to identify any existing traffic problems that may not be directly related to level of service, and (2) to identify any locations where the level of service analysis does not accurately reflect actual existing traffic conditions.

Field observations revealed that the AM and PM peak hour level of service calculations accurately reflect existing conditions at most locations. However, the following operational issues were observed:

Capitol Expressway and Silver Creek Road

Significant queuing issues and near gridlock conditions were observed during the AM peak hour due to the intersection's proximity to US 101, adjacent intersections, and Silver Creek High School. Queues extending from the meter at the northbound US 101 on-ramp were observed to extend through the Capitol/Silver Creek intersection. The northbound left-turn queue on Silver Creek Road also overflowed the turn pocket and spilled back through the upstream intersection at Daniel Maloney Drive, which is directly adjacent Silver Creek High School. Likewise, queues on southbound Silver Creek Road extend from the downstream signal at Daniel Maloney Drive, through the Capitol/Silver Creek intersection, and through the upstream intersection at Lexann Way. The left-turn movement on eastbound Capitol Expressway also overflows the turn pocket and vehicles require multiple signal cycles to clear the intersection. The level of service calculations do not fully reflect the lengthy delays experienced by motorists at this intersection during the peak morning commute hour.

During the PM peak hour, vehicles turning left from northbound Silver Creek Road to westbound Capitol Expressway overflow the turn pocket and have to sit through more than one signal cycle to clear the intersection. Phase failures and inadequate turn lane storage also were observed for the eastbound left-turn movement on Capitol Expressway.

Capitol Expressway and Aborn Road

The left-turn movement from northbound Capitol Expressway to westbound Aborn Road overflows the turn pocket during both the AM and PM peak hours. Likewise, the left-turn queue on westbound Aborn Road extends through the upstream signal at Brigadoon Way and vehicles often take multiple signal cycles to clear the intersection.

Table 3
Existing Intersection Levels of Service

Study Number	Intersection	Peak Hour	Count Date	Avg. Delay (sec/veh)	LOS ¹
1	Capitol Expressway and Story Road*	AM	10/28/08	60.2	E
		PM	09/14/10	65.0	E
2	Capitol Expressway and Ocala Avenue	AM	03/18/09	64.3	E
		PM	02/19/09	43.6	D
3	Capitol Expressway and Cunningham Avenue	AM	11/18/10	11.1	B
		PM	11/18/10	9.0	A
4	Capitol Expressway and Tully Road*	AM	09/09/08	51.6	D
		PM	09/14/10	49.8	D
5	Capitol Expressway and Eastridge Mall	AM	12/07/10	7.0	A
		PM	12/07/10	12.0	B
6	Capitol Expressway and Quimby Road*	AM	12/01/10	43.7	D
		PM	09/14/10	67.5	E
7	Capitol Expressway and Nieman Boulevard	AM	03/18/09	39.0	D
		PM	02/19/09	25.1	C
8	Capitol Expressway and Aborn Road*	AM	12/01/10	42.5	D
		PM	09/16/10	62.0	E
9	Silver Creek Road and Capitol Expressway*	AM	10/09/08	53.5	D
		PM	09/14/10	53.2	D
10	Lanai Av / Alvin Av and Tully Road	AM	02/18/09	33.8	C
		PM	02/18/09	36.8	D
11	King Road and Tully Road*	AM	09/09/10	45.2	D
		PM	09/09/10	49.2	D
12	Huran Drive and Tully Road	AM	11/16/10	26.5	C
		PM	11/16/10	18.9	B
13	Quimby Road and Tully Road*	AM	09/09/10	37.3	D
		PM	09/09/10	38.4	D
14	Eastridge Way and Tully Road	AM	11/16/10	11.0	B
		PM	11/16/10	27.6	C
15	Eastridge Lane and Tully Road	AM	11/18/10	5.2	A
		PM	11/18/10	10.1	B
16	King Road and Havana Dr /Ocala Av	AM	02/18/09	26.1	C
		PM	02/18/09	27.6	C
17	King Road and Cunningham Avenue	AM	11/16/10	21.1	C
		PM	11/16/10	15.4	B
18	King Road and Waverly Avenue	AM	11/16/10	19.9	B
		PM	11/16/10	18.5	B

¹LOS = Level of Service.
* designates intersections included in the CMP roadway network.

Capitol Expressway and Tully Road

The westbound left turn on Tully Road overflows the turn pocket during the AM peak hour and occasionally results in phase failures.

During the PM peak hour, the intersection was observed to operate acceptably without any notable queuing problems.

Capitol Expressway and Cunningham Avenue

During the AM peak hour, the queue on northbound Capitol Expressway at Ocala Avenue spilled back through the upstream signal at Cunningham Avenue causing brief delays not reflected in the intersection level of service analysis.

Observations during the PM peak hour reveal that the intersection operates at the calculated level of service (LOS A).

Capitol Expressway and Ocala Avenue

The left turn on westbound Ocala Avenue overflows the turn pocket during the AM peak hour; however, all vehicles were able to clear the signal during each cycle.

No queuing problems were observed at this intersection during the PM peak hour.

Capitol Expressway and Story Road

Heavy traffic on northbound Capitol Expressway during the morning peak commute period creates long queues approaching Story Road. Vehicles require multiple signal cycles to clear the signal. Lengthy queues also were observed on the westbound approach. At times, the westbound queue extends through the upstream signal at McGinness Avenue.

Observations during the afternoon peak commute hour reveal that at times queues extend along eastbound Story Road from the downstream signal at McGinness Avenue through the Capitol/Story intersection. The queue spillback affects the eastbound through and southbound left-turn movements causing vehicles making these movements to wait through multiple signal cycles to clear the intersection. In addition, the westbound left-turn movement overflows the turn pocket and experiences frequent phase failures.

Tully Road and Lanai Avenue/Alvin Avenue

The US 101/Tully Road interchange is currently under reconstruction. New traffic signals have been installed at each side of the interchange. In addition, the Tully Road overcrossing has been reduced temporarily from six to four lanes. The temporary lane closures extend through the adjacent signalized intersection at Lanai Avenue/Alvin Avenue. During this construction period, left turns from eastbound Tully Road to Lanai Avenue are prohibited. The construction activities and temporary lane closures affect current traffic operations at this intersection.

The meter at the northbound US 101 on-ramp creates a queue during the morning peak commute period that extends past the intersection at Lanai Avenue/Alvin Avenue causing phase failures on the westbound, northbound, and southbound approaches. The level of service calculation at this intersection does not reflect the additional delay caused by the freeway ramp metering.

During the PM peak hour, the temporary lane closures on Tully Road result in eastbound queues that extend from the signal at Lanai Avenue/Alvin Avenue, past the US 101 interchange, and through the upstream signal at McLaughlin Avenue.

King Road and Tully Road

Observations indicate that the left-turn queues on the southbound approach overflow the available queue storage with frequent phase failures during the PM peak hour. The northbound left-turn queue also overflows the double left-turn lanes at times; however, the queue clears during each signal cycle.

No noteworthy operational problems were observed at the remaining study intersections during either the AM or PM peak commute periods.

3.

Existing Plus Project Conditions

This chapter describes existing plus project traffic conditions, including the method by which project traffic is estimated. Existing plus project traffic conditions could potentially exist if the project were to be constructed and occupied prior to any other project that already has been approved by the City. It is unlikely that this traffic condition would occur, however, since other approved projects expected to add traffic to the study area most likely would get built and occupied during the time the project is going through the development review process. This scenario describes a less congested traffic condition since it ignores any potential traffic from prior approvals. Furthermore, this scenario does not include any planned and funded roadway improvements such as the Capitol Expressway Light Rail Project.

Project Description

This traffic analysis is based on the project description contained in the Reid Hillview Airport Master Plan. The plan elements expected to generate additional traffic include:

- the development of non-aviation commercial space, and
- an increase in aircraft operations (takeoff and landings) and aircraft storage (based aircraft).

The proposed non-aviation commercial development would occur on two parcels. A 3-acre parcel located south of Cunningham Avenue adjacent to Swift Avenue would be developed with 32,670 square feet of commercial space. This parcel would be accessed via Cunningham Avenue. In addition, an 8-acre parcel on the northwest corner of Capitol Expressway and Tully Road would be developed with 87,120 square feet of commercial space. This parcel is assumed to have limited right-turn only access to both Capitol Expressway and Tully Road. In total, the two parcels are assumed to comprise 119,790 square feet of new commercial (retail) space.

According to the Master Plan, the aircraft storage capacity at the Reid Hillview Airport is proposed to increase from the current maximum capacity of 726 based aircraft to a maximum of 750 based aircraft. The airport is also expected to experience an increase in aircraft operations, however at a slower rate than the projected increase in based aircraft. Therefore, to be conservative, the airport traffic estimates are based on the expected increase in based aircraft. Access to and from the airport is via Cunningham Avenue.

Transportation Network Under Existing Plus Project Conditions

It is assumed in this analysis that the transportation network under existing plus project conditions would be the same as the existing transportation network.

Project Trip Estimates

The magnitude of traffic produced by a new development and the locations where that traffic would appear are estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the magnitude of traffic entering and exiting the site is estimated for the AM and PM peak hours. As part of the project trip distribution, an estimate is made of the directions to and from which the project trips would travel. In the project trip assignment, the project trips are assigned to specific streets. These procedures are described further in the following sections.

Trip Generation

Trips generated by any new development can be estimated based on counts of existing development of the same land use type. The City of San Jose has used count data of existing development that has been collected over the years to derive a list of trip generation rates for the most common land uses. The trip generation rates that have been developed can be applied to new development within the City to help predict future traffic increases that would result from the new development. These recommended rates are detailed in the *San Jose Traffic Impact Analysis Handbook*, August 2008. Therefore, trip generation resulting from new development proposed within the City of San Jose typically is estimated by multiplying the City's established trip generation rates by the size of the development.

Based on the retail rates recommended by the City of San Jose, the proposed commercial retail space would generate 8,385 gross daily vehicle trips, with 335 gross trips occurring during the AM peak hour and 839 gross trips occurring during the PM peak hour.

The *San Jose Traffic Impact Analysis Handbook* does not contain trip rates for airport uses. Therefore, the trips generated by the projected increase in aircraft storage were estimated using trip rates calculated from traffic counts conducted at the Reid Hillview Airport in November and December, 2010. At the planned capacity of 750 based aircraft, the airport is projected to generate 760 daily vehicle trips including 121 trips in the AM peak hour and 116 trips in the PM peak hour.

Existing Use Trip Credits

The net trips generated by the proposed uses were reduced by the trips generated by the existing uses. At the current capacity of 726 based aircraft, the airport is estimated to generate 736 daily vehicle trips including 117 trips in the AM peak hour and 112 trips in the PM peak hour. Thus, the airport is expected to generate a net increase of 24 additional vehicles trips per day with 4 trips during both the AM and PM peak hours.

Pass-By Trip Reduction

A pass-by trip reduction of 25 percent (standard for the City of San Jose) was applied to the PM peak hour trip generation estimates for the proposed retail space. Trip generation for retail uses typically are adjusted to account for pass-by-trips during the PM peak period of traffic. Pass-by-trips are trips that would already be on the adjacent roadways (and so are already counted in the background traffic) but would turn into the site while passing by. Justification for applying the pass-by-trip reduction is founded on the observation that such retail traffic is not actually generated by the retail development, but is already part of the ambient traffic levels. Pass-by-trips are therefore excluded from the PM peak hour level of service analysis of intersections, except for those intersections on Capitol Expressway that are located near or adjacent to the project site (Capitol Expressway/Cunningham Avenue and Capitol Expressway/Tully Road).

Net Project Trips

After applying trip credits for existing uses and the standard pass-by trip reduction for retail uses, the proposed project is estimated to generate 6,313 net daily vehicle trips, with 339 net trips occurring during the AM peak hour and 633 net trips occurring during the PM peak hour. Using the inbound/outbound splits for retail use recommended by the City of San Jose and the observed inbound/outbound splits for the airport, the project would produce 203 inbound and 136 outbound trips during the AM peak hour and

316 inbound and 317 outbound trips during the PM peak hour. The project trip generation estimates are presented in Table 4.

Table 4
Project Trip Generation Estimates

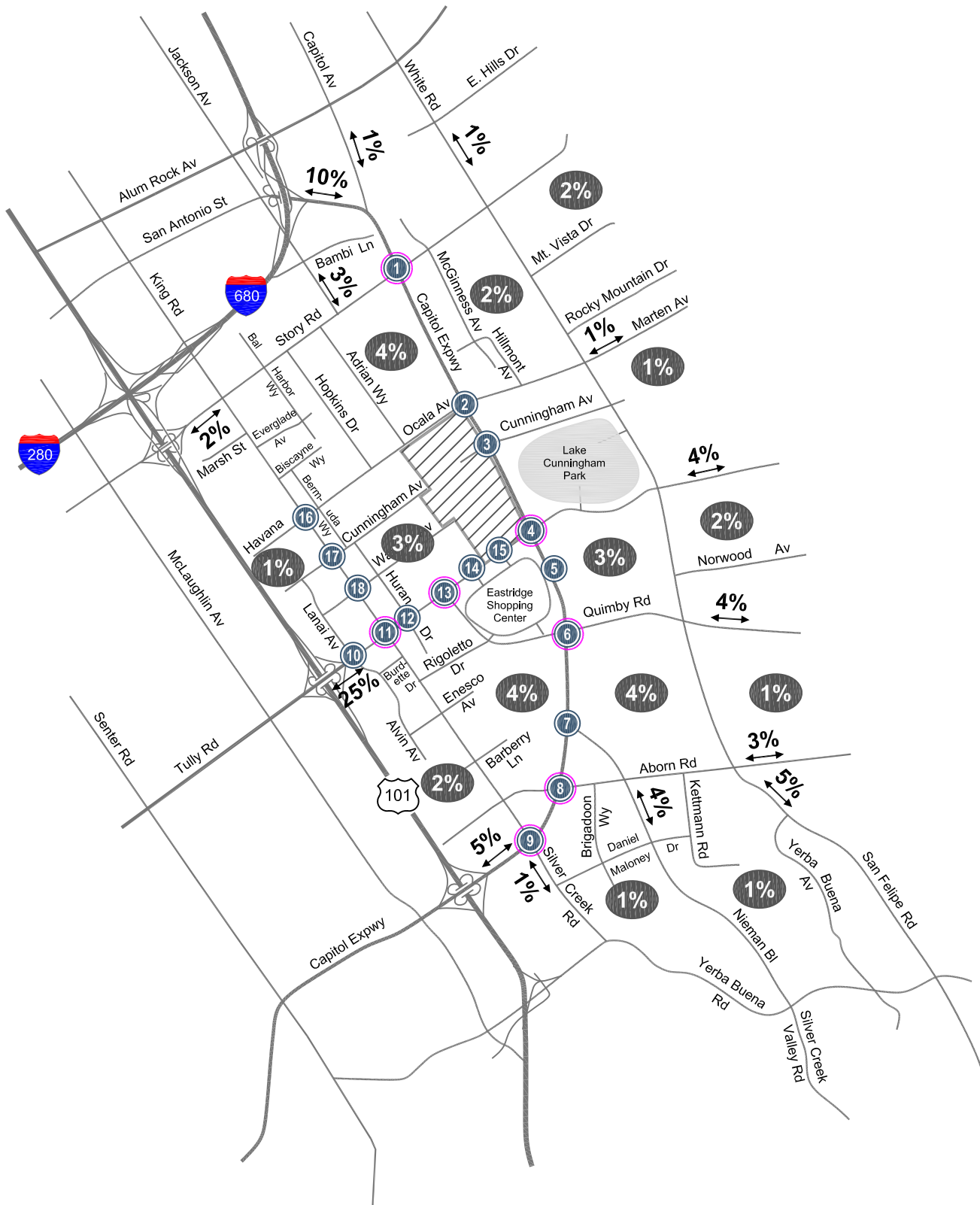
Land Use	Size	Daily		AM Peak Hour			PM Peak Hour				
		Rate ¹	Trips	Rate ¹	Trips		Rate ¹	Trips			
					In	Out		Total	In	Out	Total
Proposed Uses											
Retail	119,790 s.f.	70.00	8,385	2.80	201	134	335	7.00	420	419	839
	Pass-by Trip Reduction	(25%)	(2,096)		0	0	0		(105)	(105)	(210)
Airport (at planned capacity)	750 aircraft operations/ year	1.01	760	0.16	78	43	121	0.15	51	65	116
	Sub-total		7,049		279	177	456		366	379	745
Existing Uses											
Airport (at current capacity)	726 aircraft operations/ year	1.01	736	0.16	76	41	117	0.15	50	62	112
	Sub-total		736		76	41	117		50	62	112
Net Project Trips			6313		203	136	339		316	317	633
¹ Rates expressed in trips per 1,000 square feet (s.f.) and trips per based aircraft. Sources: Retail trip rates from "Common Vehicle Trip Generation Rates for the San Jose Area", August 2008. Peak-hour airport trip rates based on traffic counts conducted at Reid Hillview in November/December, 2010. Daily airport trips estimated based on observed peak-hour trips and ratio of daily to peak-hour trips in Institute of Transportation Engineers, <i>Trip Generation, 8th Edition</i> (LU# 022 General Aviation Airport).											

Trip Distribution

The proposed retail space is expected to serve primarily the local community, while a significant portion of the airport trips would be generated from outside the Evergreen-East Hills Area. Therefore, separate trip distribution patterns were developed for the proposed commercial development and the airport trips. The trip distribution patterns were estimated based on existing travel patterns on the surrounding roadway system and the locations of complementary land uses. Figure 7 presents the estimated distribution of trips generated by the airport. The trips generated by the proposed retail space include primary trips and pass-by trips. The trip distribution pattern for primary retail trips is shown graphically on Figure 8. The distribution of pass-by retail trips, shown on Figure 9, is based on the existing traffic patterns on Capitol Expressway and Tully Road.

Trip Assignment

The net peak-hour trips generated by the proposed project were assigned to the roadway system in accordance with the trip distribution patterns discussed above. The trip assignment assumes that the airport and the proposed retail space on one parcel would have full access via Cunningham Avenue. The trip assignment also assumes that the proposed commercial development at the northwest corner of Capitol Expressway and Tully Road would have limited right-turn only access to both Capitol Expressway and Tully Road. The net project trips are shown graphically on Figure 10.



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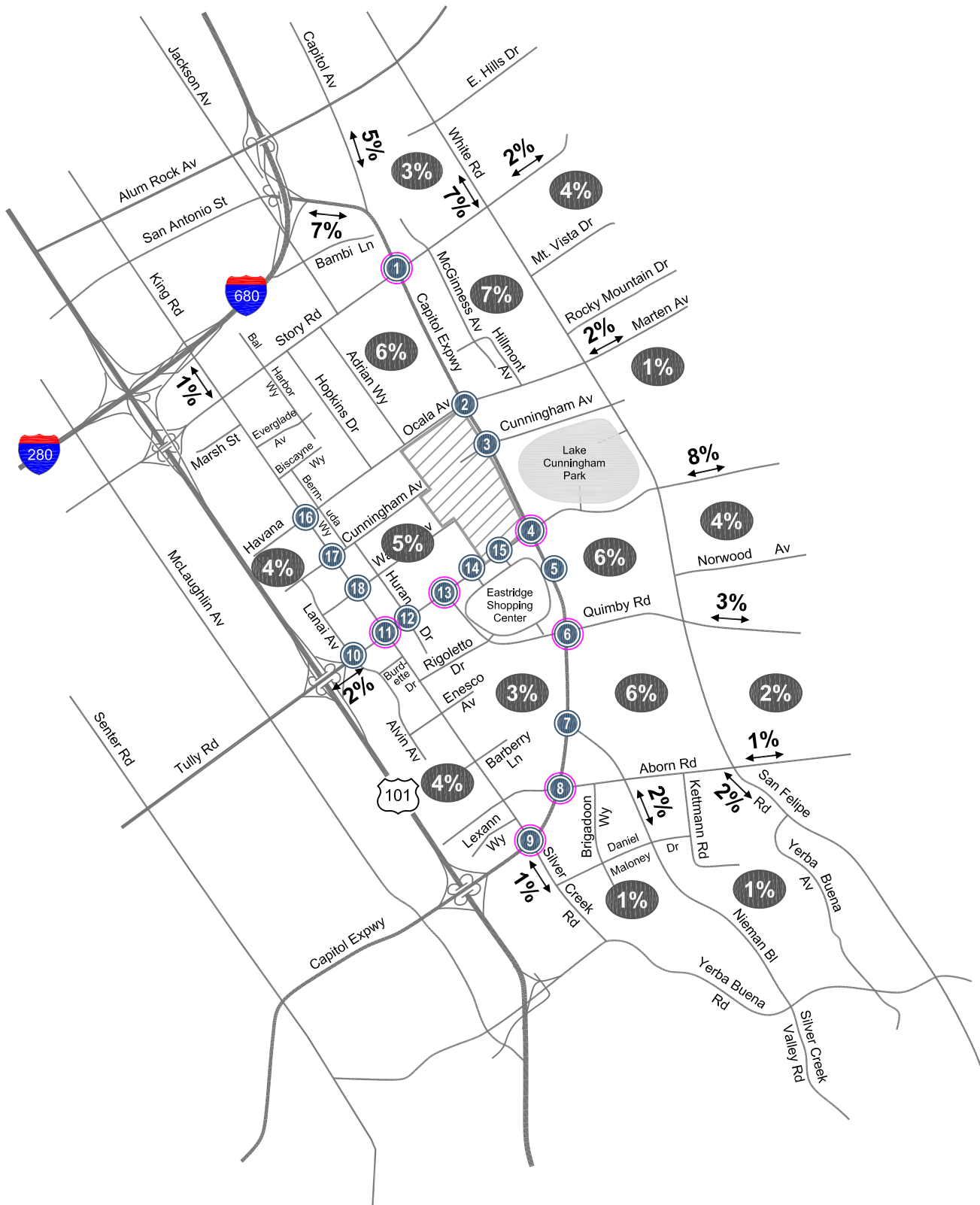
-  = Site Location
-  = Study Intersection Signalized Non-CMP
-  = Study Intersection Signalized CMP

Figure 7
Airport Trip Distribution



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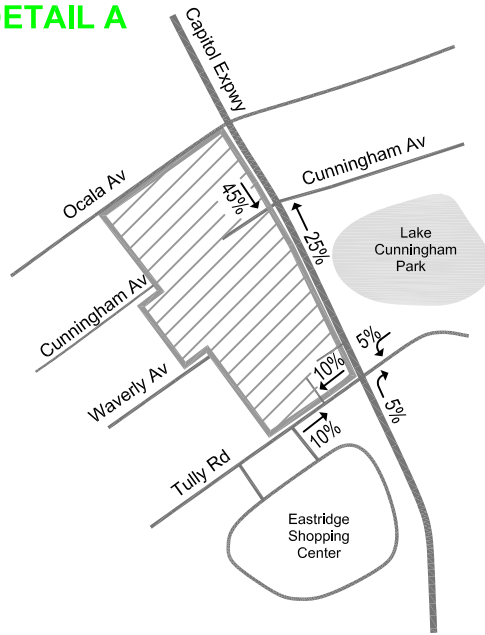
-  = Site Location
-  = Study Intersection Signalized Non-CMP
-  = Study Intersection Signalized CMP

Figure 8
Primary Retail Trip Distribution

DETAIL A



LEGEND


 = Site Location

Figure 9
Pass-By Retail Trip Distribution

Reid Hillview Airport Master Plan

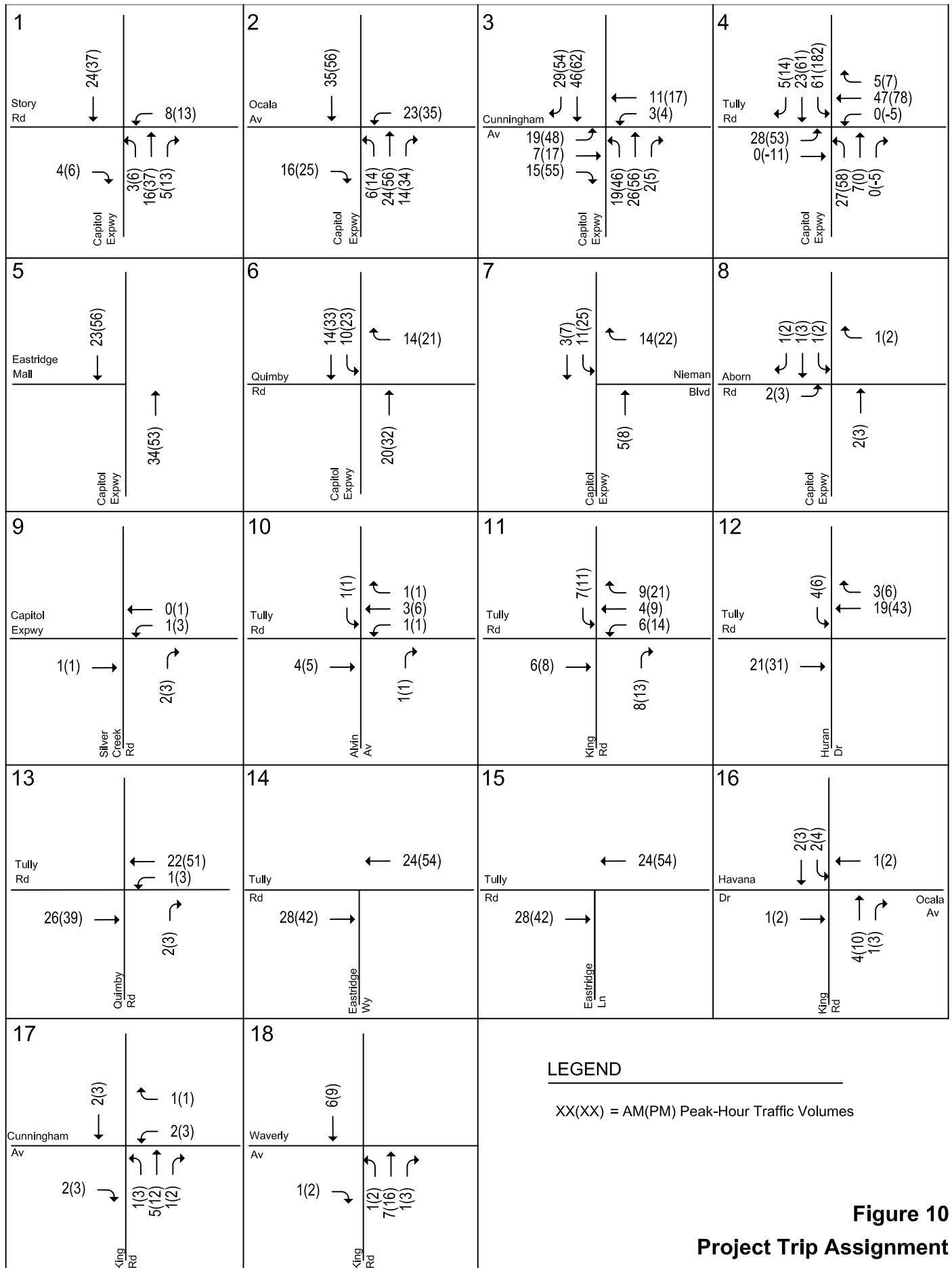


Figure 10
Project Trip Assignment

Existing Plus Project Traffic Volumes

The project trips were added to existing traffic volumes to obtain existing plus project traffic volumes. The existing plus project traffic volumes at the study intersections are shown graphically on Figure 11.

Traffic volumes for all components of traffic are tabulated in Appendix C.

Intersection Levels of Service Under Existing Plus Project Conditions

The results of the level of service analysis under existing plus project conditions are summarized in Table 5. The results show that following four study intersections would operate at unacceptable levels of service (LOS E or F) under existing plus project conditions:

- Capitol Expressway and Story Road (AM and PM)
- Capitol Expressway and Ocala Avenue (AM)
- Capitol Expressway and Quimby Road (PM)
- Capitol Expressway and Aborn Road (PM)

The level of service calculation sheets are included in Appendix D.

Reid Hillview Airport Master Plan

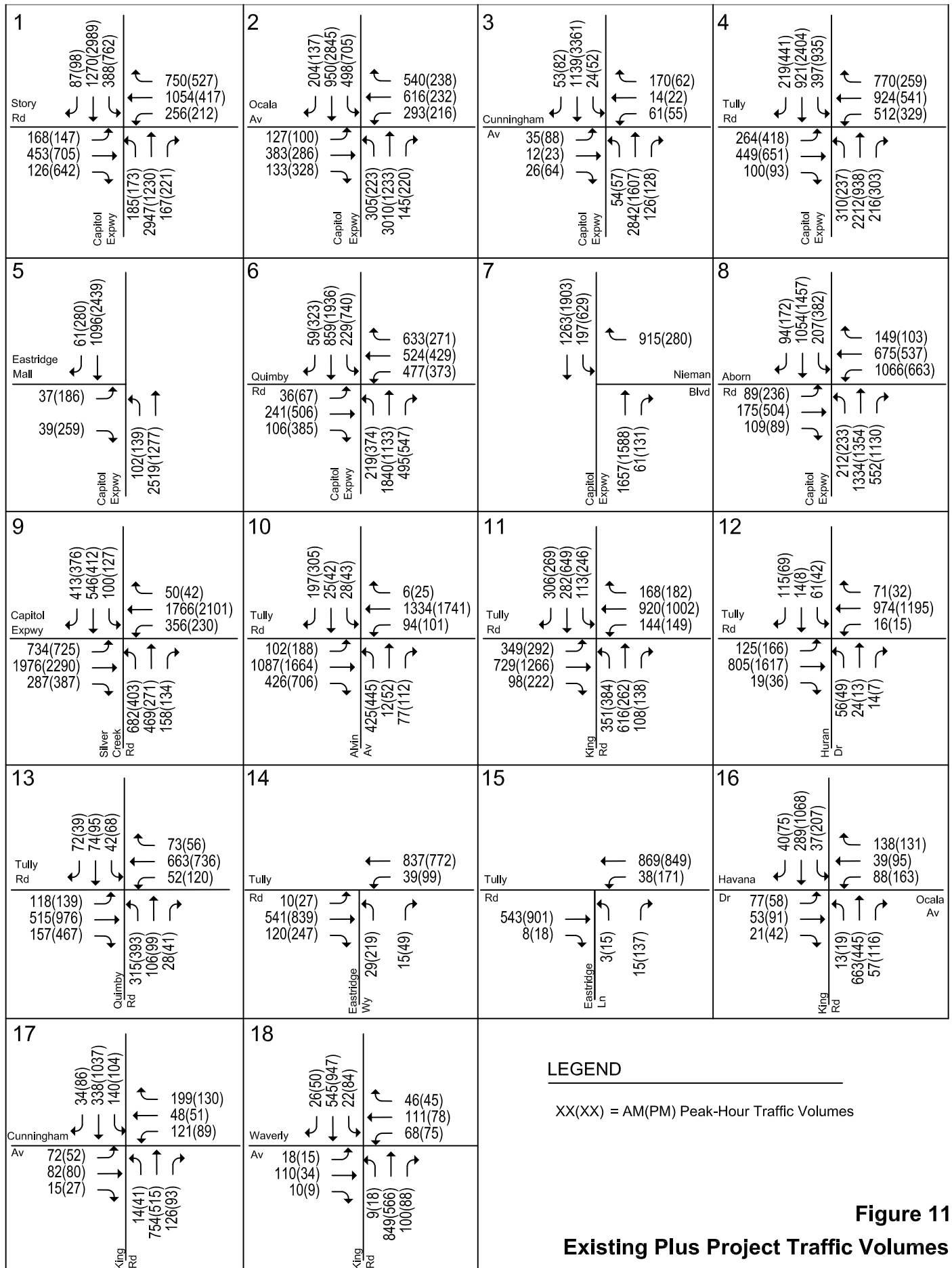


Table 5
Existing Plus Project Intersection Levels of Service

Study Number	Intersection	Peak Hour	Existing		Existing Plus Project	
			Avg. Delay (sec/veh)	LOS ¹	Avg. Delay (sec/veh)	LOS ¹
1	Capitol Expressway and Story Road*	AM	60.2	E	60.6	E
		PM	65.0	E	66.7	E
2	Capitol Expressway and Ocala Avenue	AM	64.3	E	65.2	E
		PM	43.6	D	46.2	D
3	Capitol Expressway and Cunningham Av	AM	11.1	B	12.0	B
		PM	9.0	A	15.9	B
4	Capitol Expressway and Tully Road*	AM	51.6	D	53.5	D
		PM	49.8	D	52.3	D
5	Capitol Expressway and Eastridge Mall	AM	7.0	A	7.0	A
		PM	12.0	B	11.9	B
6	Capitol Expressway and Quimby Road*	AM	43.7	D	44.2	D
		PM	67.5	E	67.7	E
7	Capitol Expressway and Nieman Blvd	AM	39.0	D	39.2	D
		PM	25.1	C	25.5	C
8	Capitol Expressway and Aborn Road*	AM	42.5	D	42.5	D
		PM	62.0	E	62.2	E
9	Silver Creek Rd and Capitol Expressway*	AM	53.5	D	53.5	D
		PM	53.2	D	53.3	D
10	Lanai Av / Alvin Av and Tully Road	AM	33.8	C	33.9	C
		PM	36.8	D	36.9	D
11	King Road and Tully Road*	AM	45.2	D	45.5	D
		PM	49.2	D	49.3	D
12	Huran Drive and Tully Road	AM	26.5	C	26.4	C
		PM	18.9	B	19.1	B
13	Quimby Road and Tully Road*	AM	37.3	D	37.0	D
		PM	38.4	D	38.1	D
14	Eastridge Way and Tully Road	AM	11.0	B	10.7	B
		PM	27.6	C	26.9	C
15	Eastridge Lane and Tully Road	AM	5.2	A	5.2	A
		PM	10.1	B	10.0	A
16	King Road and Havana Dr /Ocala Av	AM	26.1	C	26.1	C
		PM	27.6	C	27.7	C
17	King Road and Cunningham Avenue	AM	21.1	C	21.1	C
		PM	15.4	B	15.5	B
18	King Road and Waverly Avenue	AM	19.9	B	19.9	B
		PM	18.5	B	18.4	B

¹ LOS = Level of Service.
Bold indicates unacceptable levels of service.
* designates intersections included in the CMP roadway network.

4. Background Conditions

This chapter presents background traffic conditions, which are defined as conditions just prior to completion of the proposed development. It describes the planned transportation system, the procedure used to determine background traffic volumes, and the resulting traffic conditions.

Background Transportation Network

At the direction of the City of San Jose, a number of planned transportation improvements, including the Capitol Expressway Light Rail Project, are assumed to be complete under background conditions. Table 6 presents a list of the planned improvements at each study intersection.

Background Traffic Volumes

Background peak-hour traffic volumes were estimated by adding to existing volumes the estimated traffic from approved but not yet constructed developments in the study area. The added traffic from approved but not yet completed developments was provided by the City of San Jose in the form of the Approved Trips Inventory (ATI). The ATI sheets list the projects that have been approved in the study area and the trips associated with those projects (see Appendix B).

In addition, the geometric changes associated with the Capitol Expressway Light Rail Project would result in inadequate clearance for simultaneous left turns on the east and west legs of the Capitol/Cunningham intersection. Thus, the VTA has proposed prohibiting left turns on Cunningham Avenue. The traffic diversion resulting from this change is expected to affect the traffic volumes at the following three study intersections: Capitol/Cunningham, Capitol/Ocala, and Capitol/Tully. The background peak-hour traffic volumes, shown on Figure 12, reflect the proposed prohibition of left turns on Cunningham Avenue. Traffic volumes for all components of traffic are tabulated in Appendix C.

Reid Hillview Airport Master Plan

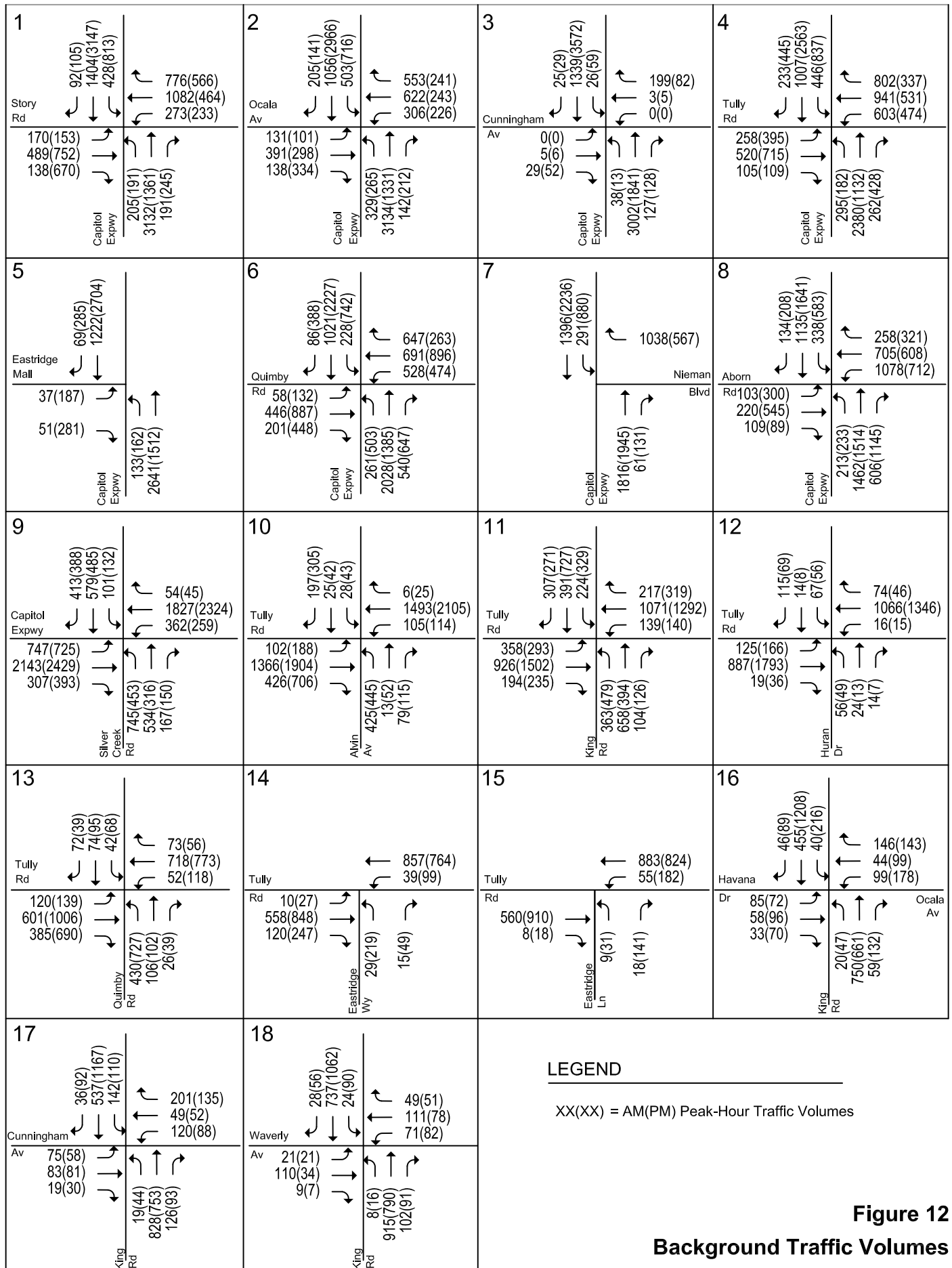


Table 6
Planned Intersection Improvements

Intersection	Background Improvements
Capitol Expressway and Story Road	Add 3rd EB TH. Construct Capitol LRT - remove HOV lane and eliminate 2nd NB LT. (Capitol to have 2 TH and 1 TH/RT in each direction.)
Capitol Expressway and Ocala Avenue	Construct Capitol LRT - remove HOV lane and eliminate 2nd NB LT. (Capitol to have 2 TH and 1 TH/RT in each direction.) (Shift in alignment results in elimination of EB RT lane.)
Capitol Expressway and Cunningham Avenue	Construct Capitol LRT - remove HOV lane. (Capitol to have 2 TH and 1 TH/RT in each direction.) (Prohibit EB and WB LT on Cunningham due to lack of clearance.)
Capitol Expressway and Tully Road	Construct Capitol LRT - convert HOV lane to mixed-flow lane. (Capitol to have 3 TH and 1 TH/RT in each direction.)
Capitol Expressway and Eastridge Mall	Construct Capitol LRT - convert HOV lane to mixed-flow lane. (Capitol to have 3 TH and 1 TH/RT in each direction.)
Capitol Expressway and Quimby Road	Add EB RT (EEHDP Improvement). Construct Capitol LRT - convert HOV lane to mixed-flow lane. (Capitol to have 4 TH and 1 RT in each direction.)
Capitol Expressway and Nieman Boulevard	Convert HOV lane to mixed-flow lane.
Capitol Expressway and Aborn Road	Add 2nd EB LT and 3rd WB LT. Convert HOV lane to mixed-flow lane.
Note: Study intersections that are not listed above have no planned improvements.	

Intersection Levels of Service Under Background Conditions

The results of the intersection level of service analysis under background conditions are summarized in Table 7. The results show that the following six study intersections would operate at an unacceptable level (LOS E or F) during the one or both peak hours of traffic under background conditions:

- Capitol Expressway and Story Road (AM and PM)
- Capitol Expressway and Ocala Avenue (AM and PM)
- Capitol Expressway and Tully Road (AM and PM)
- Capitol Expressway and Quimby Road (PM)
- Capitol Expressway and Aborn Road (PM)
- Silver Creek Road and Capitol Expressway (AM and PM)

The remaining study intersections would operate at acceptable levels of service (LOS D or better) under background conditions during both the AM and PM peak hours of traffic. The level of service calculation sheets are included in Appendix D.

Table 7
Background Intersection Levels of Service

Study Number	Intersection	Peak Hour	Existing		Background	
			Avg. Delay (sec/veh)	LOS ¹	Avg. Delay (sec/veh)	LOS ¹
1	Capitol Expressway and Story Road*	AM	60.2	E	99.0	F
		PM	65.0	E	116.7	F
2	Capitol Expressway and Ocala Avenue	AM	64.3	E	104.3	F
		PM	43.6	D	84.2	F
3	Capitol Expressway and Cunningham Av	AM	11.1	B	11.4	B
		PM	9.0	A	9.5	A
4	Capitol Expressway and Tully Road*	AM	51.6	D	57.5	E
		PM	49.8	D	57.3	E
5	Capitol Expressway and Eastridge Mall	AM	7.0	A	7.0	A
		PM	12.0	B	12.2	B
6	Capitol Expressway and Quimby Road*	AM	43.7	D	45.0	D
		PM	67.5	E	91.6	F
7	Capitol Expressway and Nieman Blvd	AM	39.0	D	41.0	D
		PM	25.1	C	29.4	C
8	Capitol Expressway and Aborn Road*	AM	42.5	D	42.6	D
		PM	62.0	E	69.8	E
9	Silver Creek Rd and Capitol Expressway*	AM	53.5	D	57.0	E
		PM	53.2	D	57.8	E
10	Lanai Av / Alvin Av and Tully Road	AM	33.8	C	33.1	C
		PM	36.8	D	36.9	D
11	King Road and Tully Road*	AM	45.2	D	48.4	D
		PM	49.2	D	52.6	D
12	Huran Drive and Tully Road	AM	26.5	C	25.5	C
		PM	18.9	B	18.8	B
13	Quimby Road and Tully Road*	AM	37.3	D	35.5	D
		PM	38.4	D	39.7	D
14	Eastridge Way and Tully Road	AM	11.0	B	10.5	B
		PM	27.6	C	26.8	C
15	Eastridge Lane and Tully Road	AM	5.2	A	5.9	A
		PM	10.1	B	10.4	B
16	King Road and Havana Dr /Ocala Av	AM	26.1	C	26.2	C
		PM	27.6	C	30.3	C
17	King Road and Cunningham Avenue	AM	21.1	C	19.9	B
		PM	15.4	B	15.0	B
18	King Road and Waverly Avenue	AM	19.9	B	19.3	B
		PM	18.5	B	17.9	B

¹ LOS = Level of Service.
Bold indicates unacceptable levels of service.
* designates intersections included in the CMP roadway network.

5. Background Plus Project Conditions

This chapter describes near-term traffic conditions that most likely would occur when the project is complete. It includes a description of the City of San Jose significance criteria used to establish what constitutes a project impact, a description of the transportation system under background plus project conditions, the method by which background plus project traffic volumes are derived, and any impacts caused by the project. Background plus project conditions were evaluated relative to background conditions in order to determine potential project impacts. This traffic scenario represents a more congested traffic condition than the existing plus project scenario, since it includes traffic from approved projects. Furthermore, this scenario includes the reductions in travel lanes associated with the planned Capitol Expressway Light Rail Project.

This traffic analysis assumes the project would include the development of a total of 119,790 square feet of new commercial (retail) space and an increase in the aircraft storage capacity at the Reid Hillview Airport from the current maximum capacity of 726 based aircraft to a maximum of 750 based aircraft. Access to the airport and one proposed retail parcel would be provided via Cunningham Avenue. A second retail parcel would be accessed via right-turn only driveways on both Capitol Expressway and Tully Road.

Significant Impact Criteria

Significance criteria are used to establish what constitutes an impact. For this analysis, the criteria used to determine significant impacts on signalized intersections are based on Evergreen-East Hills Development Policy (EEHDP) Level of Service standards. The EEHDP impact criteria are the adopted thresholds for CEQA.

EEHDP Definition of Significant Intersection Impacts

A project is said to create a significant adverse impact on traffic conditions at a signalized intersection in the EEHDP Area if for either peak hour:

1. The level of service at the intersection degrades to a worse letter grade level of service, or
2. a) For non-residential projects, the level of service at the intersection is an unacceptable Level of Service E or F, and the addition of project traffic creates an increase in critical delay value of 2 seconds or more and an increase in critical V/C ratio of 0.005 or more.

b) For residential projects, one or more trips are added to an intersection operating at an unacceptable Level of Service E or F.

Although the EEHDP requires mitigation of significant impacts, the mitigation measures need not restore the intersection to a level that is no worse than background conditions.

Exemption. An impact will not require mitigation under the following conditions:

1. The intersection will continue to operate at LOS D or better, and
2. The improvement(s) necessary to improve conditions to background conditions create undesirable conflicts with other modes of travel or have unacceptable impacts on biological resources, and
3. The development causing the impact is within the scope of the Development Pool.

CMP Intersection Level of Service Analysis

Intersection level of service was evaluated according to the County Congestion Management Program (CMP) guidelines for the seven CMP-designated study intersections. The standard for acceptable level of service at a CMP intersection is LOS E or better. Thus, a CMP intersection that operates at LOS F would fail to meet the CMP level of service standard.

Transportation Network Under Background Plus Project Conditions

It is assumed in this analysis that the transportation network under background plus project conditions would be the same as the background transportation network.

Background Plus Project Traffic Volumes

The net peak hour trips generated by the project, shown on Figure 10, were reassigned to reflect the prohibition of left turns on Cunningham Avenue at Capitol Expressway, which is planned as part of the Capitol Expressway Light Rail Project. The reassignment affects only the following two intersections: Capitol/Cunningham and Capitol/Tully. The reassigned project trips were added to background traffic volumes to obtain background plus project traffic volumes. The background plus project traffic volumes at the study intersections are shown graphically on Figure 13.

Traffic volumes for all components of traffic are tabulated in Appendix C.

Intersection Levels of Service Under Background Plus Project Conditions

Intersection levels of service were evaluated against the applicable EEHDP and CMP standards. The results of the level of service analysis under background plus project conditions are summarized in Table 8.

The results show that six of the study intersections would operate at unacceptable levels of service (LOS E or F) under background plus project conditions.

The level of service calculation sheets are included in Appendix D.

Intersection Impacts and Mitigation Measures Under Background Plus Project Conditions

Background plus project conditions were evaluated relative to background conditions in order to determine potential project impacts based on the criteria set forth in the EEHDP. Significant adverse impacts were identified at the following intersections:

Reid Hillview Airport Master Plan

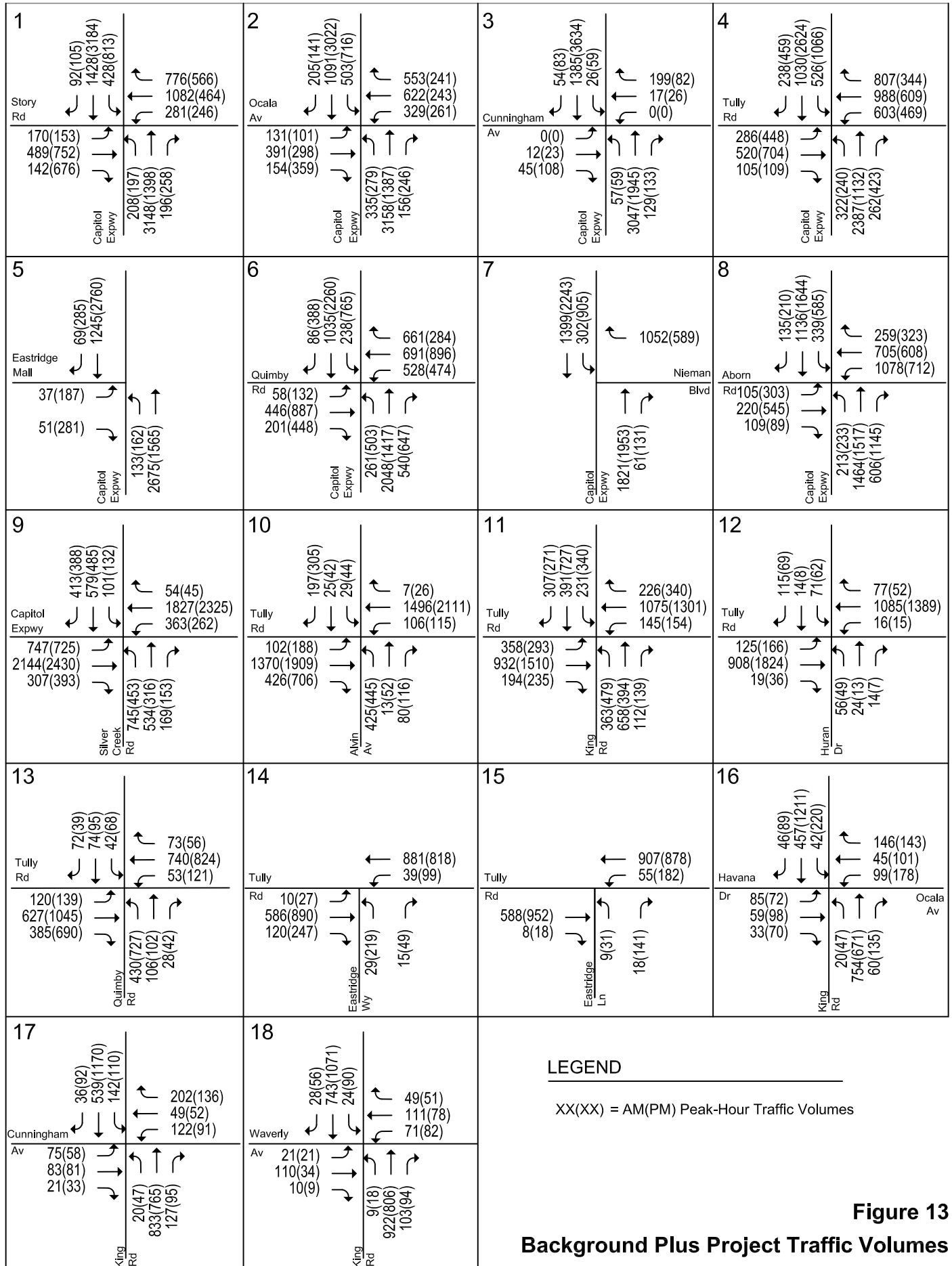


Figure 13
Background Plus Project Traffic Volumes

Table 8
Intersection Levels of Service Under Background Plus Project Conditions

Study Number	Intersection	Peak Hour	Background Plus Project							
			Background		Without Mitigation				With Mitigation	
			Avg. Delay (sec/veh)	LOS ¹	Avg. Delay (sec/veh)	LOS ¹	Incr. In Crit. Delay	Incr. In Crit. V/C	Avg. Delay (sec/veh)	LOS ¹
1	Capitol Expressway and Story Road*	AM	99.0	F	100.2	F	1.7	0.004	98.1	F
		PM	116.7	F	121.7	F	9.1	0.022	112.3	F
2	Capitol Expressway and Ocala Avenue	AM	104.3	F	110.9	F	11.2	0.026	94.6	F
		PM	84.2	F	98.7	F	24.3	0.057	61.0	E
3	Capitol Expressway and Cunningham Av	AM	11.4	B	12.0	B	0.6	0.023	12.3	B
		PM	9.5	A	13.7	B	6.0	0.093	13.6	B
4	Capitol Expressway and Tully Road*	AM	57.5	E	60.0	E	3.6	0.014	54.1	D
		PM	57.3	E	57.4	E	27.4	0.058	55.8	E
5	Capitol Expressway and Eastridge Mall	AM	7.0	A	7.0	A	0.0	0.005		
		PM	12.2	B	12.1	B	-0.1	0.008		
6	Capitol Expressway and Quimby Road*	AM	45.0	D	45.4	D	0.8	0.012	45.2	D
		PM	91.6	F	92.6	F	2.5	0.011	91.3	F
7	Capitol Expressway and Nieman Blvd	AM	41.0	D	41.5	D	0.5	0.009		
		PM	29.4	C	29.7	C	0.3	0.014		
8	Capitol Expressway and Aborn Road*	AM	42.6	D	42.6	D	0.0	0.001		
		PM	69.8	E	70.0	E	0.2	0.001		
9	Silver Creek Rd and Capitol Expressway*	AM	57.0	E	57.1	E	0.0	0.000		
		PM	57.8	E	57.9	E	0.0	0.000		
10	Lanai Av / Alvin Av and Tully Road	AM	33.1	C	33.2	C	0.0	0.001		
		PM	36.9	D	37.0	D	0.1	0.002		
11	King Road and Tully Road*	AM	48.4	D	48.7	D	0.4	0.009		
		PM	52.6	D	53.2	D	0.1	0.006		
12	Huran Drive and Tully Road	AM	25.5	C	25.4	C	0.0	0.006		
		PM	18.8	B	19.0	B	0.4	0.009		
13	Quimby Road and Tully Road*	AM	35.5	D	35.3	D	-0.1	0.004		
		PM	39.7	D	39.7	D	0.2	0.009		
14	Eastridge Way and Tully Road	AM	10.5	B	10.2	B	-0.1	0.005		
		PM	26.8	C	26.2	C	-0.6	0.008		
15	Eastridge Lane and Tully Road	AM	5.9	A	5.9	A	-0.2	0.006		
		PM	10.4	B	10.3	B	-0.2	0.008		
16	King Road and Havana Dr /Ocala Av	AM	26.2	C	26.2	C	0.0	0.003		
		PM	30.3	C	30.5	C	0.1	0.002		
17	King Road and Cunningham Avenue	AM	19.9	B	19.9	B	0.0	0.002		
		PM	15.0	B	15.0	B	0.1	0.003		
18	King Road and Waverly Avenue	AM	19.3	B	19.2	B	0.0	0.002		
		PM	17.9	B	17.9	B	0.0	0.004		

¹ LOS = Level of Service.

Denotes significant impact.

Bold indicates unacceptable levels of service.

* designates intersections included in the CMP roadway network.

Capitol Expressway and Story Road

Impact: The intersection is expected to operate at an unacceptable level of service (LOS F) during both the AM and PM peak hours under background conditions. The addition of project-generated traffic during the PM peak hour is expected to cause the average critical delay to increase by more than 2 seconds and the critical volume-to-capacity ratio to increase by more than 0.005. This constitutes a significant adverse impact according to the thresholds established in the EEHDP.

Mitigation: The significant project impact could be satisfactorily mitigated by constructing a second westbound left-turn lane. With this improvement, the intersection would continue to operate at LOS F (112.3 seconds), however the average delay would be less than that under background conditions (116.7 seconds).

Capitol Expressway and Ocala Avenue

Impact: The intersection is projected to operate at an unacceptable level of service (LOS F) during both the AM and PM peak hours under background conditions. The addition of project-generated traffic during both the AM and PM peak hours is expected to cause the average critical delay to increase by more than 2 seconds and the critical volume-to-capacity ratio to increase by more than 0.005. This constitutes a significant adverse impact according to the thresholds established in the EEHDP.

Mitigation: The significant project impact could be satisfactorily mitigated by constructing an exclusive eastbound right-turn lane. The recommended improvement may require the dedication of additional right-of-way from the airport. With this improvement, the intersection would continue to operate at unacceptable levels, LOS F (94.0 seconds) during the AM and LOS E (61.0 seconds) during the PM; however, the average delay would be less than that under background conditions (104.3 seconds in the AM and 84.2 seconds in the PM).

Capitol Expressway and Cunningham Avenue

Impact: The intersection is projected to operate at LOS A during the PM peak hour under background conditions. The addition of project-generated traffic during the PM peak hour is expected to cause the intersection to degrade to LOS B. This constitutes a significant adverse impact according to the thresholds established in the EEHDP.

Mitigation: Although the intersection is expected to continue to operate at an acceptable level of service with the proposed project, according to the Evergreen East Hills Development Policy, the project is required to provide mitigation. The recommended mitigation measure is the construction of an exclusive eastbound left-turn lane. This improvement would require the dedication of additional right-of-way from the adjacent airport parcels and would provide adequate clearance to enable simultaneous left-turn movements on the east and west legs, negating the need for a prohibition of left turns currently planned as part of the Capitol Expressway Light Rail Project. Although the intersection is expected to continue to operate at LOS B during the AM and PM peak hour with the improvement, the mitigation measure would satisfactorily mitigate the project impact at this intersection. Furthermore, by providing for left-turn movements on Cunningham Avenue, the recommended improvement at Capitol Expressway and Cunningham Avenue would reduce the delay at adjacent study intersections by eliminating the diversion of traffic to the Capitol/Ocala and Capitol/Tully intersections.

Capitol Expressway and Tully Road

Impact: The intersection is projected to operate at an unacceptable level of service (LOS E) during both the AM and PM peak hours under background conditions. The addition of

project-generated traffic during both the AM and PM peak hours is expected to cause the average critical delay to increase by more than 2 seconds and the critical volume-to-capacity ratio to increase by more than 0.005. This constitutes a significant adverse impact according to the thresholds established in the EEHDP.

Mitigation: The significant project impact could be satisfactorily mitigated by constructing an exclusive northbound right-turn lane. With this improvement, the intersection would operate at an acceptable level (LOS D) during the AM peak hour.

Capitol Expressway and Quimby Road

Impact: The intersection is projected to operate at an unacceptable level of service (LOS F) during the PM peak hour under background conditions. The addition of project-generated traffic during the PM peak hour is expected to cause the average critical delay to increase by more than 2 seconds and the critical volume-to-capacity ratio to increase by more than 0.005. This constitutes a significant adverse impact according to the thresholds established in the EEHDP.

Mitigation: The significant project impact could be satisfactorily mitigated by constructing a second eastbound left-turn lane. With this improvement, the intersection would continue to operate at LOS F (91.3 seconds), however the average delay would be less than that under background conditions (91.6 seconds).

Designation of Protected Intersections

In lieu of the above mitigation measures, the City of San Jose may choose to modify the EEHDP to designate one or more of the above intersections as a protected intersection. Protected intersections are those intersections that have been built to their maximum capacity, where further expansion would cause significant adverse effects upon existing or approved transit or other multimodal facilities, nearby land uses, or local neighborhoods. The City has designated special planning areas including the Capitol Transit Corridor within which intersections may be protected. All of the impacted intersections listed above are located within the designated special planning areas. Thus, designation of intersections along the Capitol Light Rail Line as protected would be consistent with the City's stated intention.

Proposed developments that cause a significant impact at one or more protected intersection are required to construct improvements to other segments of the citywide transportation system to improve overall person-trip capacity and/or enhance non-auto travel modes. By funding these improvements to the City's overall multi-modal transportation system, the development project will contribute substantially to achieving General Plan goals for improving and expanding the City's multi-modal transportation system. The development project would, therefore, be consistent with the City's General Plan multi-modal Transportation Policies, including the Traffic Level of Service Policy.

EEHDP Pool Allocation

The above mitigation measures would be required if the commercial retail space outlined in the Reid Hillview Airport Master Plan were to be developed in addition to the 500,000 s.f. of retail development capacity established in the EEHDP. However, depending upon the timing of the proposed airport development, the proposed retail space envisioned in the Reid Hillview Master Plan may be able to draw from the EEHDP retail development pool. An allocation of development capacity provided through the EEHDP would require payment of traffic impact fees that fund the transportation mitigation improvements set forth in the policy in lieu of the above mitigation measures.

6. Other Transportation Issues

This chapter presents an analysis of other transportation issues associated with the project site, including:

- Intersection operations analysis – vehicle queuing and storage at selected intersections under background plus project traffic conditions
- Potential project impacts to transit, bicycle, and pedestrian facilities

Unlike the level of service impact methodology, which is adopted by the City Council, the analyses in this chapter are based on professional judgment in accordance with the standards and methods employed by the traffic engineering community.

Intersection Operations Analysis

The analysis of intersection level of service was supplemented with an analysis of intersection operations for selected intersections. The operations analysis is based on vehicle queuing for high demand turning movements at intersections. Vehicle queues were estimated using a Poisson probability distribution, which estimates the probability of “n” vehicles for a vehicle movement using the following formula:

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

Where:

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

n = number of vehicles in the queue per lane

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

The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th percentile maximum number of queued vehicles per signal cycle for a particular movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the movement. This analysis thus provides a basis for estimating future left-turn storage requirements at signalized intersections. The 95th percentile queue length value indicates that during the peak hour, a queue of this length or less would occur on 95 percent of the signal cycles. Or, a queue length larger than the 95th percentile queue would only occur on 5 percent of the signal cycles (about 3 cycles during the peak hour for a signal with a 60-second cycle length). Therefore, left-turn storage pocket designs based on the 95th percentile queue length would ensure that storage space would be exceeded only 5 percent of the time. The 95th percentile queue length is also known as the “design queue length.” The vehicle queue estimates and a tabulated summary of the findings are provided in Table 9.

**Table 9
Vehicle Queuing and Left-Turn Pocket Storage Analysis**

Movement: Peak Hour Period:	Capitol & Cunningham		Capitol & Tully					
	NBL	NBL	NBL	NBL	SBL	SBL	EBL	EBL
	AM	PM	AM	PM	AM	PM	AM	PM
Existing								
Cycle ¹ (sec)	124	150	150	190	150	95	150	190
Volume (vphpl)	35	11	142	90	168	377	118	183
Avg. Queue (veh/ln.)	1.2	0.5	5.9	4.8	7.0	9.9	4.9	9.7
Avg. Queue ² (ft./ln)	30	11	148	119	175	249	123	241
95th % . Queue (veh/ln.)	3	2	10	9	12	15	9	15
95th % . Queue (ft./ln)	75	50	250	225	300	375	225	375
Storage (ft./ ln.)	320	320	320	320	380	380	270	270
Adequate (Y/N)	Y	Y	Y	Y	Y	Y	Y	N
Background								
Cycle ¹ (sec)	124	150	150	190	150	95	150	190
Volume (vphpl)	38	13	148	91	223	419	129	198
Avg. Queue (veh/ln.)	1.3	0.5	6.2	4.8	9.3	11.0	5.4	10.5
Avg. Queue ² (ft./ln)	33	14	154	120	232	276	134	261
95th % . Queue (veh/ln.)	3	2	10	9	15	17	9	16
95th % . Queue (ft./ln)	75	50	250	225	375	425	225	400
Storage (ft./ ln.)	155	155	320	320	380	380	270	270
Adequate (Y/N)	Y	Y	Y	Y	Y	N	Y	N
Background Plus Project								
Cycle ¹ (sec)	124	150	150	190	150	95	150	190
Volume (vphpl)	57	59	161	120	263	533	143	224
Avg. Queue (veh/ln.)	2.0	2.5	6.7	6.3	11.0	14.1	6.0	11.8
Avg. Queue ² (ft./ln)	49	61	168	158	274	352	149	296
95th % . Queue (veh/ln.)	4	5	11	11	17	20	10	18
95th % . Queue (ft./ln)	100	125	275	275	425	500	250	450
Storage (ft./ ln.)	155	155	320	320	380	380	270	270
Adequate (Y/N)	Y	Y	Y	Y	N	N	Y	N
Notes:								
¹ The SBL at Capitol/Tully is served twice per cycle during the PM peak hour. Therefore, the analysis is based on one half the cycle length.								
² Assumes 25 feet per vehicle queued.								

Capitol Expressway and Cunningham Avenue

The intersection of Capitol Expressway and Cunningham Avenue serves as the primary access for the Reid Hillview Airport. The proposed development is expected to add nearly 50 vehicles per hour to the northbound left-turn movement at this intersection during the PM peak hour. The Capitol Expressway Light Rail Project will reduce the available northbound left-turn storage from 320 feet to 155 feet. The queuing analysis indicates that the reduced queue storage for this movement will be sufficient to accommodate the maximum vehicle queues under background plus project conditions during both the AM and PM peak hours.

Capitol Expressway and Tully Road

The queuing analysis indicates that the maximum vehicle queues for the eastbound left-turn lanes at the Capitol Expressway/Tully Road intersection currently exceed the existing vehicle storage capacity during the PM peak hour of traffic, and would continue to do so under both background and background plus project conditions. The eastbound left-turn pocket has 270 feet of vehicle storage per lane, which can accommodate about 11 vehicles in each lane. Under background conditions, the 95th percentile queue is expected to be 16 vehicles per lane. The additional traffic generated by the proposed project would increase the 95th percentile vehicle queues by two vehicles per lane during the PM peak hour. The eastbound left-turn lanes could be extended by removing a portion of the landscaped median.

The southbound left-turn pocket, which has 380 feet of storage per lane, is adequate for the existing traffic conditions. However, under background conditions, the 95th percentile queue is projected to exceed the available storage by two vehicles per lane during the PM peak hour. The addition of traffic generated by the proposed project would increase the 95th percentile queue by three vehicles per lane. The southbound left-turn lanes could be extended to accommodate the maximum projected queue length by reducing the median.

Transit Services

The Eastridge Transit Center, located approximately 1,200 feet south of the proposed non-aviation commercial development at Capitol Expressway and Tully Road, is served by seven local bus routes, one community bus route, one express bus route, and one rapid bus route. All together, thirty-five buses stop at the Eastridge Transit Center during each peak hour.

Because the site is within easy walking distance of the Eastridge Transit Center, it is assumed that some patrons of the proposed retail development, as well as employees, would utilize the existing transit services. Applying an estimated two percent transit mode share, which is probably the highest that could be expected for the retail project given the existing transit services, equates to approximately 7 new transit riders during the AM peak hour and 13 new transit riders during the PM peak hour. The estimated number of new transit riders during the peak commute periods of the day would equate to less than one new rider per bus during the AM and PM peak hours. The potential new riders could be accommodated by the current available ridership capacity of the bus service in the study area and additional improvements to the existing transit service would be necessary with the project.

Bicycle Facilities

Class II bicycle lanes do not exist directly adjacent to the project site. The closest bike lanes to the project site are found on Cunningham Avenue, Ocala Avenue, and the segment of Tully Road west of Quimby Road. Although Capitol Expressway and Tully Road lack bike lanes adjacent to the site, bicyclists may nonetheless choose to use these streets to access the site. A reasonable assumption for bicycle commute trip generation would be a one percent mode share. This calculates to approximately 3 bicycle trips during the AM peak hour and about 6 bicycle trips during the PM peak hour. Thus, the project would be expected to add an insignificant amount of bicycle traffic to the roadways in the study area.

Pedestrian Facilities

Pedestrian traffic primarily would be generated by employees and patrons of the proposed retail development walking to and from the Eastridge Transit Center as well as the neighborhoods on the east side of Capitol Expressway and west of the airport. Currently, sidewalks are provided along portions of Capitol Expressway, but are not continuous. The planned Capitol Expressway Light Rail Project will complete the missing sidewalks along Capitol Expressway.

There are no sidewalks adjacent to the project site on Ocala Avenue. Sidewalks are not required on this side of the street since it is fronted by aviation uses, which are expected to generate little to no pedestrian traffic. Residents of the neighborhood on the north side of Ocala Avenue may conveniently use the sidewalk on the north side of the street as they walk to and from the sidewalks on Capitol Expressway.

Swift Avenue and the segment of Cunningham Avenue immediately west of Capitol Expressway leading to and from the Airport both have no sidewalk on either side of the street. The project should include sidewalk improvements in order to facilitate pedestrian movements between Capitol Expressway and the proposed Swift Avenue retail development. At a minimum, sidewalk should be constructed along the south side of Cunningham Avenue between Capitol Expressway and Swift Avenue and along the west side of Swift Avenue from Cunningham Avenue to the proposed retail development.

With few exceptions, crosswalks with pedestrian signal heads are located at all signalized intersections in the study area. At the Capitol Expressway/Eastridge Mall intersection and the Tully Road/Eastridge Lane intersection, crosswalks are provided that allow pedestrians to travel along the major street but not cross it. The lack of certain crosswalks at these locations is inconsequential as crosswalks at adjacent intersections provide convenient pedestrian pathways to and from points of interest.

7. Conclusions

The potential impacts of the project were evaluated in accordance with the standards set forth by the City of San Jose. The study included the analysis of AM and PM peak hour traffic conditions for 18 signalized intersections. The impacts of the project on intersections were identified on the basis of criteria set forth in the Evergreen-East Hills Development Policy (EEHDP). Project impacts on other transportation facilities, such as bicycle facilities and transit service, were determined on the basis of engineering judgment.

Existing Plus Project Intersection Levels of Service Analysis

The results of the existing plus project intersection level of service analysis show that the following four study intersections would operate at unacceptable levels of service (LOS E or F) under existing plus project conditions:

- Capitol Expressway and Story Road (AM and PM)
- Capitol Expressway and Ocala Avenue (AM)
- Capitol Expressway and Quimby Road (PM)
- Capitol Expressway and Aborn Road (PM)

Background Plus Project Intersection Level of Service Analysis

The results of the background plus project intersection level of service analysis show that the following five study intersections would be significantly impacted by the project, according to the thresholds established in the EEHDP:

- Capitol Expressway and Story Road (PM)
- Capitol Expressway and Ocala Avenue (AM and PM)
- Capitol Expressway and Cunningham Avenue (PM)
- Capitol Expressway and Tully Road (AM and PM)
- Capitol Expressway and Quimby Road (PM)

Recommended Mitigation Measures

The following roadway improvements, if implemented, would satisfactorily mitigate all of the significant project impacts.

Capitol Expressway/Story Road—add a second westbound left-turn lane.

Capitol Expressway/Ocala Avenue—add an eastbound right-turn lane.

Capitol Expressway/Cunningham Avenue—add an eastbound left-turn lane and allow left turns on Cunningham Avenue.

Capitol Expressway/Tully Road—add a northbound right-turn lane.

Capitol Expressway/Quimby Road—add a second eastbound left-turn lane.

Designation of Protected Intersections

In lieu of the above mitigation measures, the City of San Jose may choose to modify the EEHDP to designate one or more of the above intersections as a protected intersection. Protected intersections are those intersections that have been built to their maximum capacity, where further expansion would cause significant adverse effects upon existing or approved transit or other multimodal facilities, nearby land uses, or local neighborhoods. Proposed developments that cause a significant impact at one or more protected intersection are required to construct improvements to other segments of the citywide transportation system to improve overall person-trip capacity and/or enhance non-auto travel modes. By funding these improvements to the City's overall multi-modal transportation system, the development project will contribute substantially to achieving General Plan goals for improving and expanding the City's multi-modal transportation system. The development project would, therefore, be consistent with the City's General Plan multi-modal Transportation Policies, including the Traffic Level of Service Policy.

EEHDP Pool Allocation

The above mitigation measures would be required if the commercial retail space outlined in the Reid Hillview Airport Master Plan were to be developed in addition to the 500,000 s.f. of retail development capacity established in the EEHDP. However, depending upon the timing of the proposed airport development, the proposed retail space envisioned in the Reid Hillview Master Plan may be able to draw from the EEHDP retail development pool. An allocation of development capacity provided through the EEHDP would require payment of traffic impact fees that fund the transportation mitigation improvements set forth in the policy in lieu of the above mitigation measures.

Other Transportation Issues

The project would not have an adverse effect on existing transit or bicycle facilities in the study area.

The pedestrian facilities within the study area are incomplete. The Capitol Expressway Light Rail Project will provide sidewalks along Capitol Expressway. The proposed project should include sidewalk improvements in order to facilitate pedestrian movements between Capitol Expressway and the proposed Swift Avenue retail development. At a minimum, sidewalk should be constructed along the south side of Cunningham Avenue between Capitol Expressway and Swift Avenue and along the west side of Swift Avenue from Cunningham Avenue to the proposed retail development.

Reid Hillview Airport Master Plan

Transportation Impact Analysis

Technical Appendices

October 31, 2011

Appendix A
New Traffic Counts

#3430

AM Peak-Hour Volume Count Worksheet

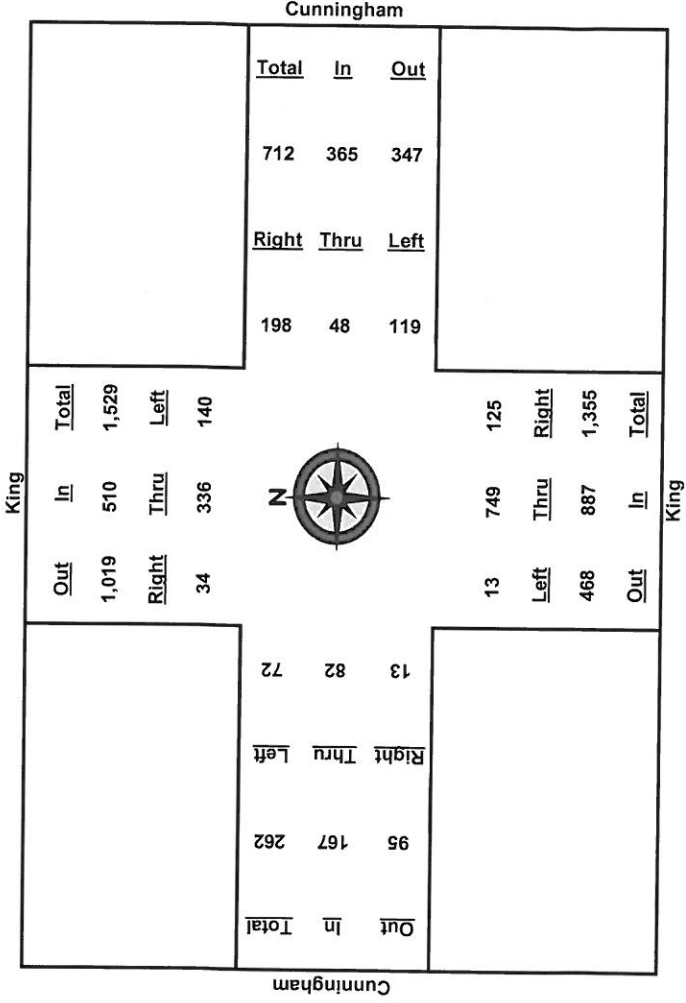
AUTO-CENSUS
 Traffic Monitoring and Analysis
 870 Castlewood Dr. #1
 Los Gatos, CA 95032
 Phone 408-826-9673 Fax 408-877-1625

Date: 11/16/10
 Counter: Kevin and Byron
 Intersection Name: King and Cunningham
 Weather: Clear San Jose

Start Time	King North Approach			Cunningham East Approach			King South Approach			Cunningham West Approach				
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left		
7:00	0	0	0	0	0	0	0	0	0	0	0	0		
7:15	15	67	18	30	18	18	22	186	2	210	4	8		
7:30	21	124	31	176	67	48	39	406	6	451	7	26		
7:45	33	215	64	312	104	25	65	583	10	658	11	47		
8:00	37	314	116	467	150	35	94	753	13	860	13	67		
8:15	49	403	158	610	228	51	137	935	15	1,097	17	97		
8:30	61	511	180	752	255	66	152	1,083	18	1,280	21	112		
8:45	76	614	204	894	273	71	172	1,253	19	1,500	26	128		
9:00	87	717	223	1,027	282	75	181	1,381	19	1,665	30	133		
Peak Volumes:	34	336	140	510	198	48	119	749	13	887	13	82	72	167

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
7:00 - 8:00	37	314	116	467	150	35	94	279	94	753	13	860	1,753
7:15 - 8:15	34	336	140	510	198	48	119	365	125	749	13	887	1,929
7:30 - 8:30	40	387	149	576	188	49	104	341	140	677	12	829	1,906
7:45 - 8:45	43	399	140	582	169	46	105	320	163	670	9	842	1,909
8:00 - 9:00	50	403	107	560	132	40	87	259	171	628	6	805	1,757

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	13	749	125	140	336	34	72	82	13	119	48	198



AM Peak-Hour Volume Count Worksheet

#3459

AUTO-CENSUS

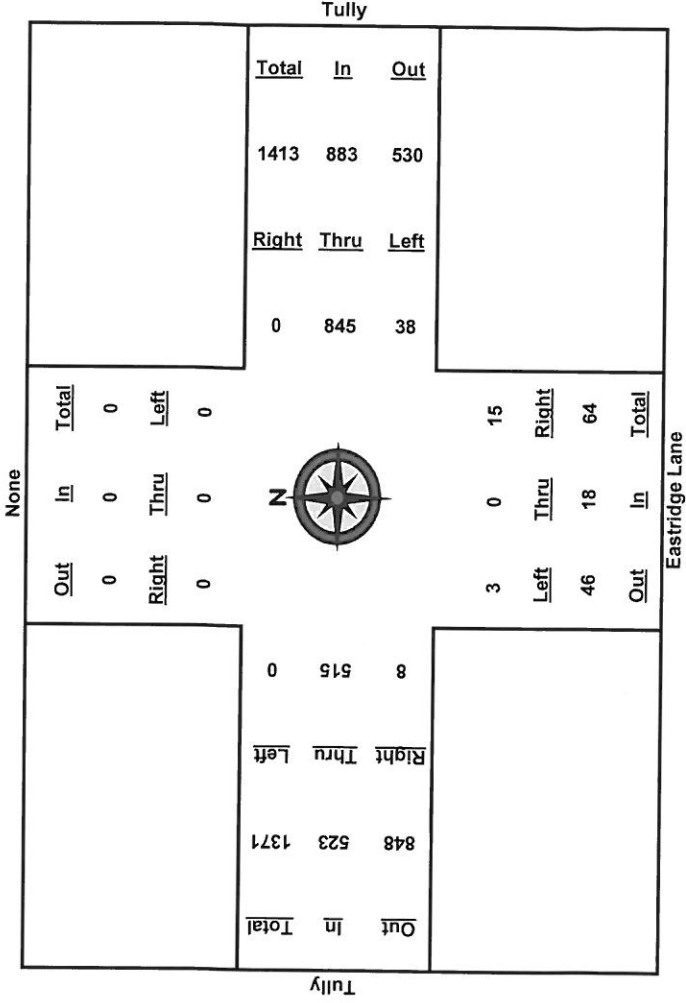
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

Date: 11/18/10
Counter: Irene and Logan
Intersection Name: Tully and Eastridge Lane
Weather: Clear San Jose

Start Time	None						Tully						Eastridge Lane						Tully					
	North Approach			East Approach			South Approach			West Approach			South Approach			West Approach			South Approach			West Approach		
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	139	5	144	1	0	1	2	10	3	164	0	263	0	76	0	0	0	0	0
7:30	0	0	0	0	0	267	11	278	8	0	2	10	3	164	0	167	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	428	17	445	11	0	2	13	4	259	0	263	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	643	28	671	14	0	3	17	5	368	0	373	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	841	38	879	17	0	5	22	7	521	0	528	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	1,085	47	1,132	20	0	5	25	8	660	0	668	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	1,273	55	1,328	26	0	5	31	12	774	0	786	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	1,419	71	1,490	29	0	8	37	14	845	0	859	0	0	0	0	0	0	0	0

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
7:00 - 8:00	0	0	0	0	643	28	671	14	3	3	17	5	1,061
7:15 - 8:15	0	0	0	0	702	33	735	16	4	4	20	6	1,207
7:30 - 8:30	0	0	0	0	818	36	854	12	0	3	15	5	1,370
7:45 - 8:45	0	0	0	0	845	38	883	15	0	3	18	8	1,424
8:00 - 9:00	0	0	0	0	776	43	819	15	5	5	20	9	1,325
Peak Volumes:	0	0	0	0	845	38	883	15	0	3	18	8	1,424

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	3	0	15	0	0	0	0	515	8	38	845	0



#3460

AM Peak-Hour Volume Count Worksheet

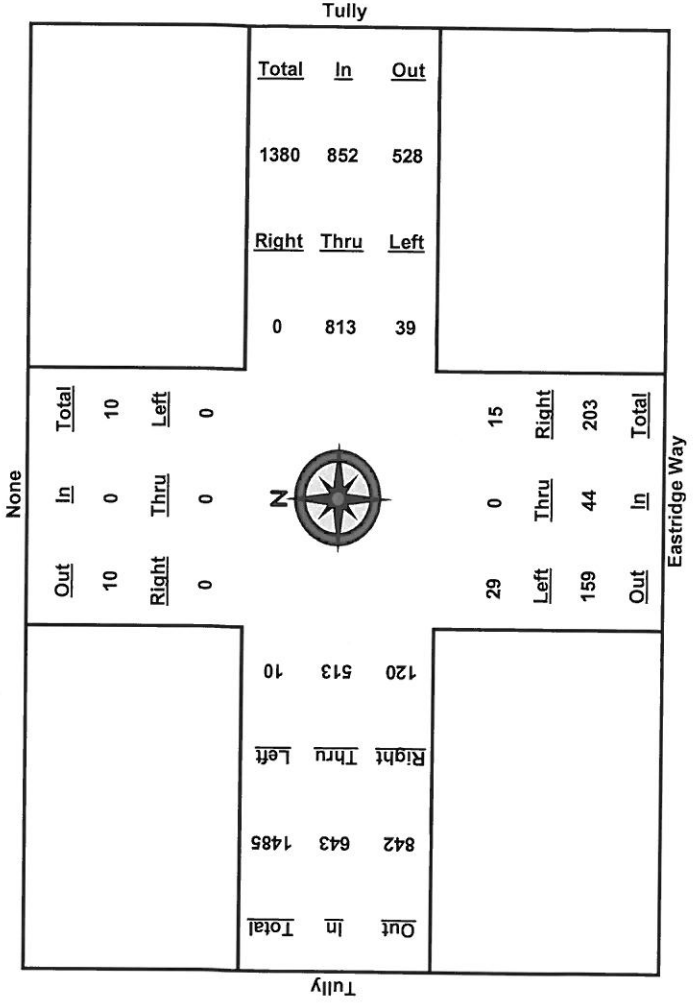
AUTO-CENSUS
 Traffic Monitoring and Analysis
 870 Castlewood Dr. #1
 Los Gatos, CA 95032
 Phone 408-826-9673 Fax 408-877-1625

Date: 11/16/10
 Counter: Irene and Lani
 Intersection Name: Tully and Eastridge Way
 Weather: Clear San Jose

Start Time	None			Tully			Eastridge Way			Tully			
	North Approach			East Approach			South Approach			West Approach			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	134	5	139	0	0	3	3	4	68
7:30	0	0	0	0	258	11	269	1	0	8	11	148	3
7:45	0	0	0	0	412	14	426	1	0	14	15	254	3
8:00	0	0	0	0	617	20	637	3	0	21	24	390	3
8:15	0	0	0	0	816	34	850	6	0	24	30	528	5
8:30	0	0	0	0	1,057	40	1,097	7	0	30	37	103	7
8:45	0	0	0	0	1,225	53	1,278	16	0	43	59	145	13
9:00	0	0	0	0	1,376	63	1,439	20	0	63	83	189	19

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
7:00 - 8:00	0	0	0	0	3	0	21	24	51	390	3	444	1,105
7:15 - 8:15	0	0	0	0	682	29	711	6	64	484	5	533	1,271
7:30 - 8:30	0	0	0	0	828	29	857	6	28	498	4	594	1,450
7:45 - 8:45	0	0	0	0	813	39	852	15	44	513	10	643	1,539
8:00 - 9:00	0	0	0	0	802	43	845	17	59	478	16	632	1,493
Peak Volumes:	0	0	0	0	15	39	852	15	44	29	513	643	1,539

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	29	0	15	0	0	0	10	513	120	39	813	0



#3592

AM Peak-Hour Volume Count Worksheet

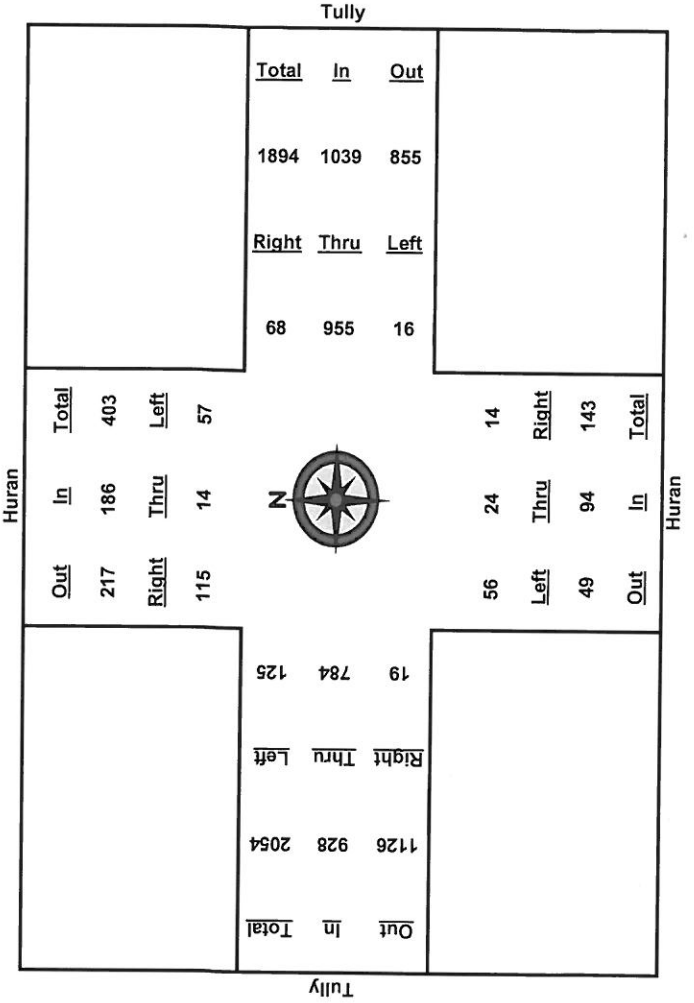
AUTO-CENSUS
 Traffic Monitoring and Analysis
 870 Castlewood Dr. #1
 Los Gatos, CA 95032
 Phone 408-826-9673 Fax 408-877-1625

Date: 11/16/10
 Counter: Hwy and Claimee
 Intersection Name: Tully and Huran
 Weather: Clear San Jose

Start Time	Huran			Tully			Huran			Tully		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
7:00	0	0	0	0	0	0	0	0	0	0	0	0
7:15	19	1	4	8	169	1	178	4	10	18	1	144
7:30	36	4	10	50	348	2	368	6	27	39	4	304
7:45	70	4	14	88	583	5	620	16	13	44	9	500
8:00	111	9	40	160	826	9	894	21	24	60	19	806
8:15	157	14	54	225	1,065	15	1,158	25	32	72	23	1,004
8:30	169	16	64	249	1,280	15	1,385	28	35	87	25	1,193
8:45	185	18	71	274	1,538	21	1,659	30	37	100	28	1,428
9:00	202	18	80	300	1,751	26	1,884	31	47	117	30	1,648

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
7:00 - 8:00	111	9	40	160	59	826	9	894	21	24	60	105	1,965
7:15 - 8:15	138	13	50	201	70	896	14	980	21	28	62	111	2,152
7:30 - 8:30	133	12	54	199	72	932	13	1,017	22	29	60	111	2,216
7:45 - 8:45	115	14	57	186	68	955	16	1,039	14	24	56	94	2,247
8:00 - 9:00	91	9	40	140	48	925	17	990	10	23	57	90	2,062
Peak Volumes:	115	14	57	186	68	955	16	1,039	14	24	56	94	2,247

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	56	24	14	57	14	115	125	784	19	16	955	68



#3630

AM Peak-Hour Volume Count Worksheet

AUTO-CENSUS

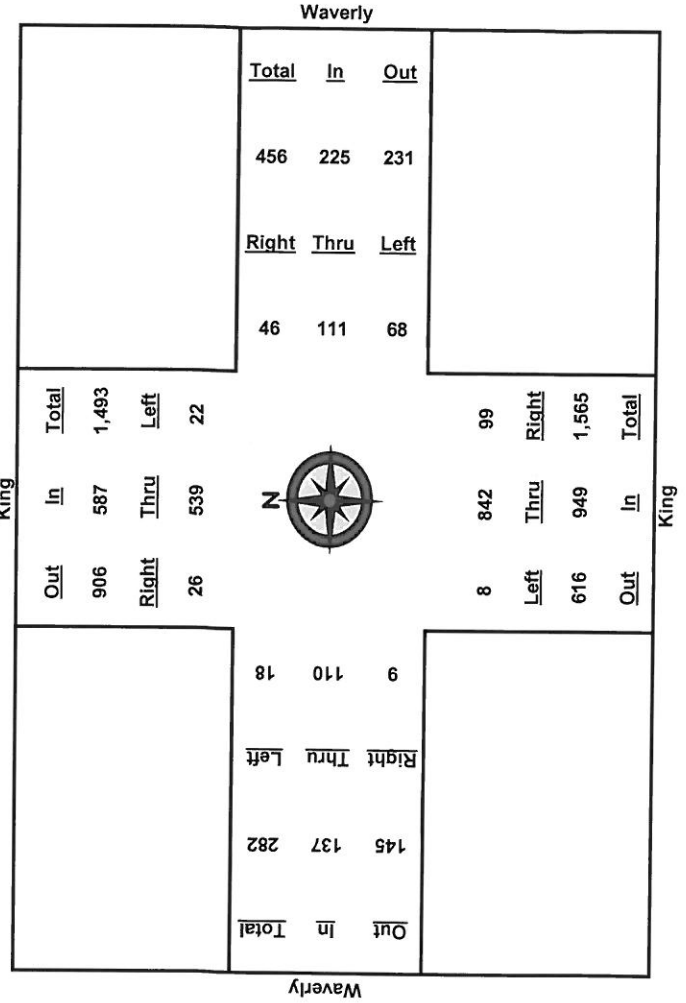
Traffic Monitoring and Analysis
 870 Castlewood Dr. #1
 Los Gatos, CA 95032
 Phone 408-826-9673 Fax 408-877-1625

Date: 11/16/10
 Counter: Ron and Stuart
 Intersection Name: King and Waverly
 Weather: Clear San Jose

Start Time	King			Waverly			King			Waverly			
	North Approach		East Approach	South Approach		West Approach	South Approach		West Approach	South Approach		West Approach	
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00	0	0	0	0	0	0	0	0	0	0	0	0	
7:15	2	93	1	96	12	9	15	36	20	187	0	207	
7:30	5	194	8	207	33	20	31	84	37	401	4	442	
7:45	12	305	15	332	53	45	43	141	58	607	4	669	
8:00	16	447	23	486	58	76	66	200	105	824	6	935	
8:15	25	585	29	639	70	115	91	276	120	1,027	9	1,156	
8:30	31	733	30	794	79	131	99	309	136	1,243	12	1,391	
8:45	35	850	36	921	89	141	118	348	146	1,455	13	1,614	
9:00	39	981	41	1,061	99	148	137	384	150	1,609	14	1,773	
Total													

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
7:00 - 8:00	16	447	23	486	58	76	66	200	105	824	6	935	8
7:15 - 8:15	23	492	28	543	58	106	76	240	100	840	9	949	7
7:30 - 8:30	26	539	22	587	46	111	68	225	99	842	8	949	9
7:45 - 8:45	23	545	21	589	36	96	75	207	88	848	9	945	9
8:00 - 9:00	23	534	18	575	41	72	71	184	45	785	8	838	5
Peak Volumes:	26	539	22	587	46	111	68	225	99	842	8	949	9

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	8	842	99	22	539	26	18	110	9	68	111	46



#5724

AM Peak-Hour Volume Count Worksheet

Date: 12/1/10
 Counter: Ron and Stuart
 Intersection Name: Capitol and Aborn
 Weather: Clear 10MH03 San Jose

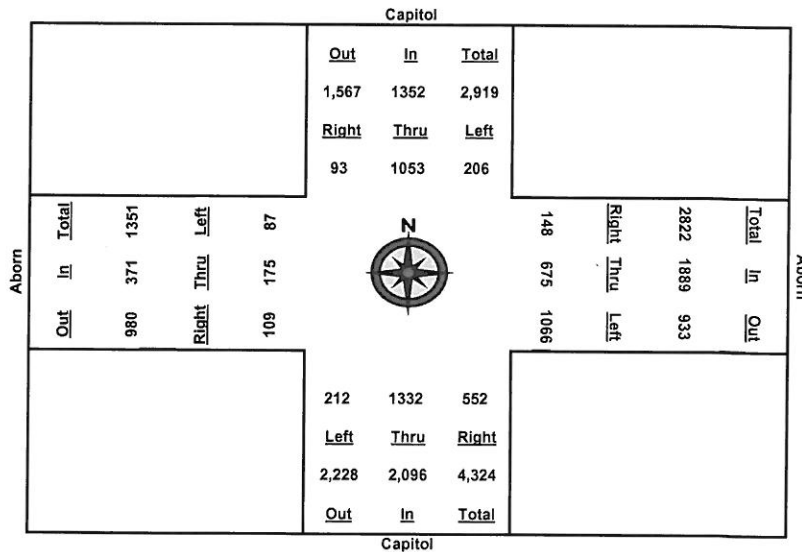
AUTO-CENSUS

Traffic Monitoring and Analysis
 870 Castlewood Dr. #1
 Los Gatos, CA 95032
 Phone 408-826-9673 Fax 408-877-1625

Start Time	Capitol				Aborn				Capitol				Aborn			
	North Approach				East Approach				South Approach				West Approach			
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	16	185	44	245	34	91	246	371	128	283	23	434	20	26	14	60
7:30	27	360	70	457	65	177	455	697	271	633	35	939	39	55	31	125
7:45	43	602	115	760	92	317	766	1,175	384	903	68	1,355	64	88	43	195
8:00	68	866	188	1,122	126	498	1,053	1,677	546	1,297	132	1,975	85	135	73	293
8:15	84	1,115	261	1,460	175	670	1,332	2,177	698	1,667	175	2,540	105	180	90	375
8:30	108	1,373	290	1,771	211	830	1,572	2,613	822	1,954	228	3,004	137	214	108	459
8:45	136	1,655	321	2,112	240	992	1,832	3,064	936	2,235	280	3,451	173	263	130	566
9:00	165	1,865	355	2,385	268	1,122	2,095	3,485	1,076	2,504	330	3,910	199	312	146	657

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
7:00 - 8:00	68	866	188	1,122	126	498	1,053	1,677	546	1,297	132	1,975	85	135	73	293	5,067
7:15 - 8:15	68	930	217	1,215	141	579	1,086	1,806	570	1,384	152	2,106	85	154	76	315	5,442
7:30 - 8:30	81	1,013	220	1,314	146	653	1,117	1,916	551	1,321	193	2,065	98	159	77	334	5,629
7:45 - 8:45	93	1,053	206	1,352	148	675	1,066	1,889	552	1,332	212	2,096	109	175	87	371	5,708
8:00 - 9:00	97	999	167	1,263	142	624	1,042	1,808	530	1,207	198	1,935	114	177	73	364	5,370
Peak Volumes:	93	1,053	206	1,352	148	675	1,066	1,889	552	1,332	212	2,096	109	175	87	371	5,708

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	212	1,332	552	206	1,053	93	87	175	109	1,066	675	148



#5725

AM Peak-Hour Volume Count Worksheet

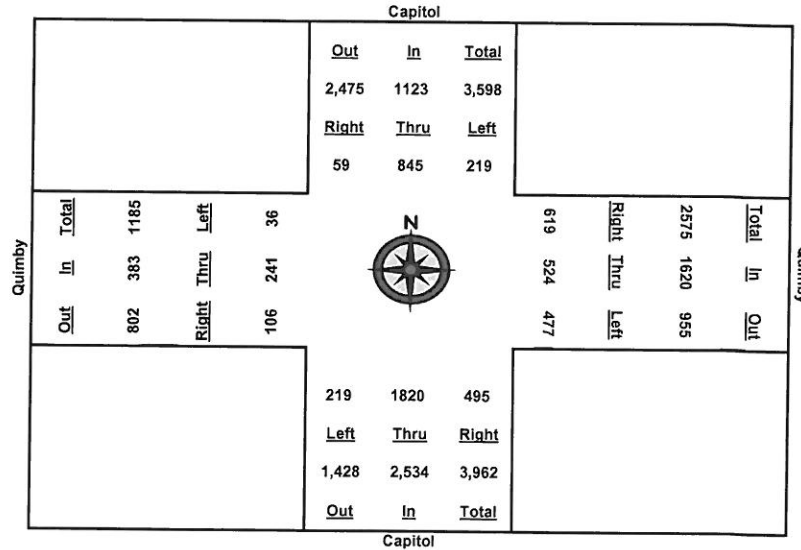
Date: 21-1-10
 Counter: Logan and Irene
 Intersection Name: Capitol and Quimby
 Weather: Clear 10MH03 San Jose

AUTO-CENSUS
 Traffic Monitoring and Analysis
 870 Castlewood Dr. #1
 Los Gatos, CA 95032
 Phone 408-826-9673 Fax 408-877-1625

Start Time	Capitol				Quimby				Capitol				Quimby			
	North Approach		East Approach		South Approach		West Approach		North Approach		East Approach		South Approach		West Approach	
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	6	121	36	163	88	88	147	323	75	400	28	503	19	29	8	56
7:30	16	265	70	351	296	156	167	619	169	884	60	1,113	41	79	15	135
7:45	30	458	124	612	432	289	290	1,011	253	1,318	120	1,691	67	133	21	221
8:00	42	698	191	931	592	404	415	1,411	424	1,782	165	2,371	101	216	34	351
8:15	61	908	242	1,211	754	545	528	1,827	562	2,277	222	3,061	125	266	40	431
8:30	75	1,110	289	1,474	915	680	644	2,239	664	2,704	279	3,647	147	320	51	518
8:45	94	1,302	323	1,719	1,071	813	736	2,620	728	3,012	337	4,077	180	370	59	609
9:00	106	1,489	360	1,955	1,198	949	821	2,968	797	3,338	395	4,530	204	407	66	677

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
7:00 - 8:00	42	698	191	931	592	404	415	1,411	424	1,782	165	2,371	101	216	34	351	5,064
7:15 - 8:15	55	787	206	1,048	666	457	381	1,504	487	1,877	194	2,558	106	237	32	375	5,485
7:30 - 8:30	59	845	219	1,123	619	524	477	1,620	495	1,820	219	2,534	106	241	36	383	5,660
7:45 - 8:45	64	844	199	1,107	639	524	446	1,609	475	1,694	217	2,386	113	237	38	388	5,490
8:00 - 9:00	64	791	169	1,024	606	545	406	1,557	373	1,556	230	2,159	103	191	32	326	5,066
Peak Volumes:	59	845	219	1,123	619	524	477	1,620	495	1,820	219	2,534	106	241	36	383	5,660

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	219	1,820	495	219	845	59	36	241	106	477	524	619



AM Peak-Hour Volume Count Worksheet

AUTO-CENSUS

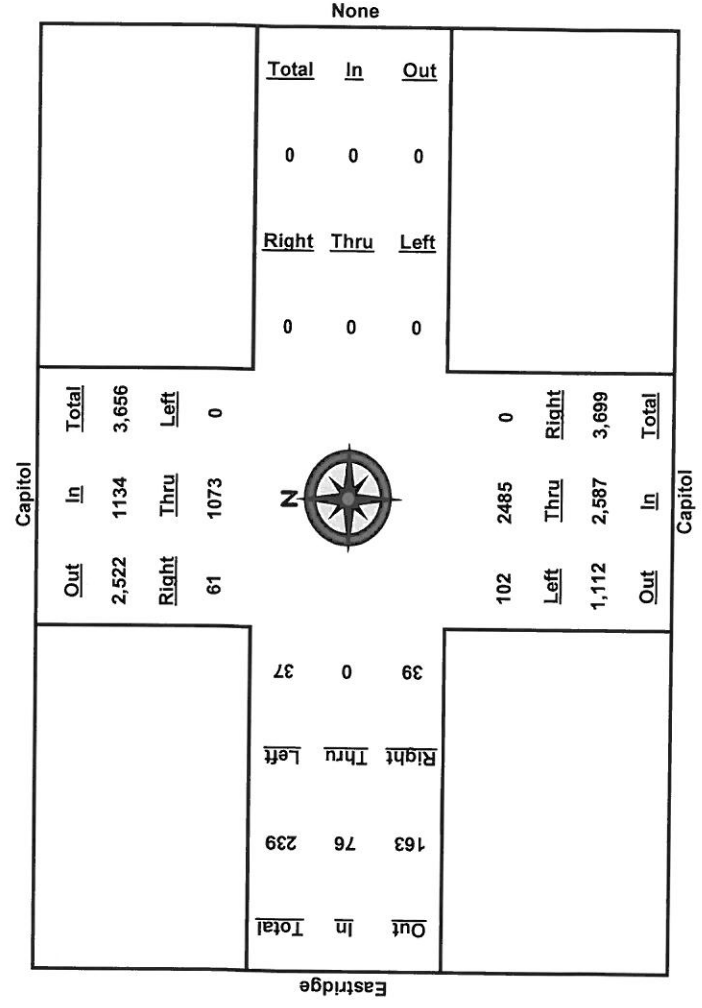
Traffic Monitoring and Analysis
 870 Castlewood Dr. #1
 Los Gatos, CA 95032
 Phone 408-826-9673 Fax 408-877-1625

Date: 12/7/10
 Counter: Patti and Ron
 Intersection Name: Capitol and Eastridge
 Weather: Clear San Jose

Start Time	Capitol			None			Capitol			Eastridge		
	North Approach		Total	East Approach		Total	South Approach		Total	West Approach		Total
	Right	Thru		Left	Right		Thru	Left		Right	Thru	
7:00	0	0	0	0	0	0	0	0	0	0	0	
7:15	12	150	0	0	162	0	544	8	552	2	9	
7:30	24	362	0	0	386	0	1,140	20	1,160	6	16	
7:45	35	625	0	0	660	0	1,730	31	1,761	14	23	
8:00	47	920	0	0	967	0	2,352	64	2,416	21	28	
8:15	62	1,175	0	0	1,237	0	3,008	102	3,110	33	39	
8:30	85	1,435	0	0	1,520	0	3,625	122	3,747	45	53	
8:45	103	1,688	0	0	1,791	0	4,115	157	4,272	66	65	
9:00	128	1,900	0	0	2,028	0	4,605	189	4,794	83	79	

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
7:00 - 8:00	47	920	0	967	0	0	0	0	2,352	64	21	2,416	3,432
7:15 - 8:15	50	1,025	0	1,075	0	0	0	0	2,464	94	31	2,558	3,694
7:30 - 8:30	61	1,073	0	1,134	0	0	0	0	2,485	102	39	2,587	3,797
7:45 - 8:45	68	1,063	0	1,131	0	0	0	0	2,385	126	52	2,511	3,736
8:00 - 9:00	81	980	0	1,061	0	0	0	0	2,253	125	62	2,378	3,552
Peak Volumes:	61	1,073	0	1,134	0	0	0	0	2,485	102	39	2,587	3,797

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	102	2,485	0	0	1,073	61	37	0	39	0	0	0



#5726

45728

AM Peak-Hour Volume Count Worksheet

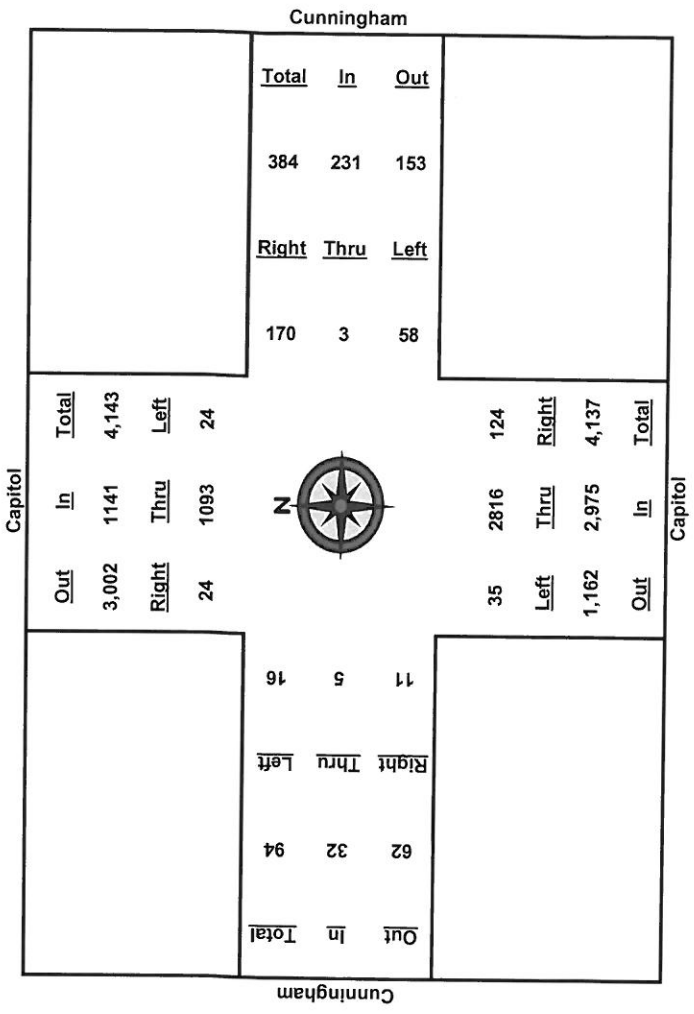
AUTO-CENSUS
 Traffic Monitoring and Analysis
 870 Castlewood Dr. #1
 Los Gatos, CA 95032
 Phone 408-826-9673 Fax 408-877-1625

Date: 11/18/10
 Counter: Kevin and Byron
 Intersection Name: Capitol and Cunningham
 Weather: Clear San Jose

Start Time	Capitol North Approach			Cunningham East Approach			Capitol South Approach			Cunningham West Approach		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
7:00	0	0	0	0	0	0	0	0	0	0	0	0
7:15	7	188	1	196	41	2	10	53	17	745	1	763
7:30	14	409	4	427	84	3	26	113	38	1,553	1	1,592
7:45	17	570	7	594	121	4	59	184	61	2,174	3	2,238
8:00	22	876	9	907	146	4	73	223	96	2,891	9	2,996
8:15	32	1,159	21	1,212	188	5	85	278	131	3,585	14	3,730
8:30	35	1,421	25	1,481	248	6	102	356	158	4,241	27	4,426
8:45	41	1,663	31	1,735	291	7	117	415	185	4,990	38	5,213
9:00	47	1,887	36	1,970	349	7	132	488	216	5,728	49	5,993
Total												

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
7:00 - 8:00	22	876	9	907	146	4	73	223	96	2,891	9	2,996	4,148
7:15 - 8:15	25	971	20	1,016	147	3	75	225	114	2,840	13	2,967	4,235
7:30 - 8:30	21	1,012	21	1,054	164	3	76	243	120	2,688	26	2,834	4,159
7:45 - 8:45	24	1,093	24	1,141	170	3	58	231	124	2,816	35	2,975	4,379
8:00 - 9:00	25	1,011	27	1,063	203	3	59	265	120	2,837	40	2,997	4,364
Peak Volumes:	24	1,093	24	1,141	170	3	58	231	124	2,816	35	2,975	4,379

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	35	2,816	124	24	1,093	24	16	5	11	58	3	170



AM Peak-Hour Volume Count Worksheet

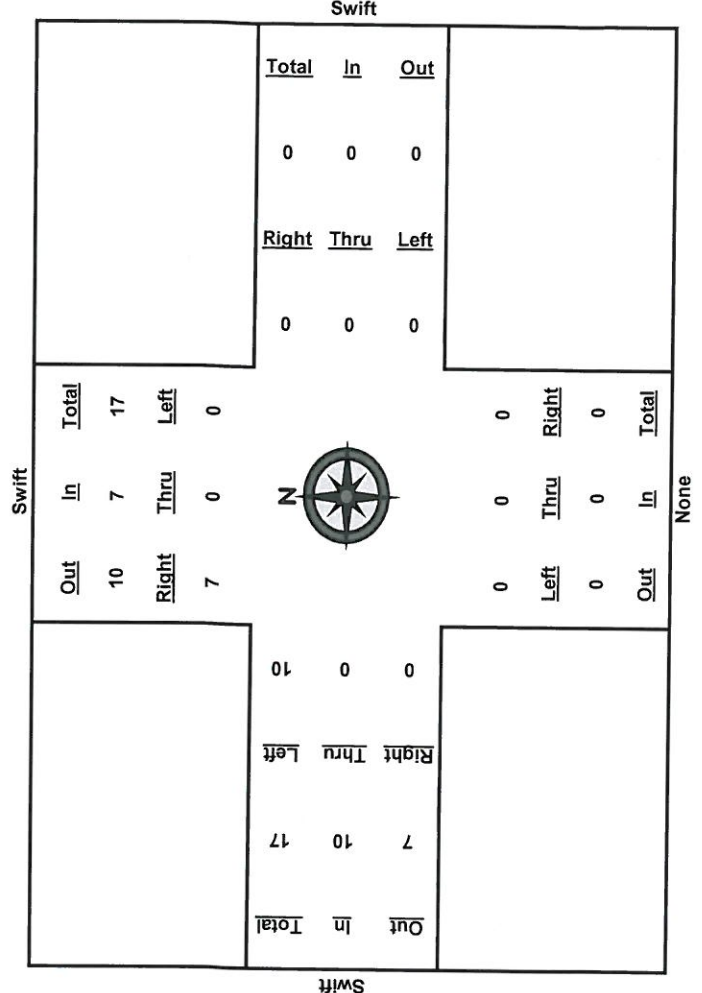
Date: 12/8/10
 Counter: Patti
 Intersection Name: Swift & Swift
 Weather: Clear

AUTO-CENSUS
 Traffic Monitoring and Analysis
 870 Castlewood Dr. #1
 Los Gatos, CA 95032
 Phone 408-826-9673 Fax 408-877-1625

Start Time	Swift			Swift			None			Swift		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
7:00	0	0	0	0	0	0	0	0	0	0	0	0
7:15	1	0	0	0	0	0	0	0	0	0	0	0
7:30	1	0	0	0	0	0	0	0	0	0	0	0
7:45	1	0	0	0	0	0	0	0	0	0	0	0
8:00	2	0	0	0	0	0	0	0	0	0	0	0
8:15	4	0	0	0	0	0	0	0	0	0	0	0
8:30	5	0	0	0	0	0	0	0	0	0	0	0
8:45	8	0	0	0	0	0	0	0	0	0	0	0
9:00	8	0	0	0	0	0	0	0	0	0	0	0

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
7:00 - 8:00	2	0	0	2	0	0	0	0	0	0	0	0	3
7:15 - 8:15	3	0	0	3	0	0	0	0	0	0	0	0	6
7:30 - 8:30	4	0	0	4	0	0	0	0	0	0	0	0	9
7:45 - 8:45	7	0	0	7	0	0	0	0	0	0	0	0	11
8:00 - 9:00	6	0	0	6	0	0	0	0	0	0	0	0	17
Peak Volumes:	7	0	0	7	0	0	0	0	0	0	0	0	10

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	0	0	0	0	0	7	10	0	0	0	0	0



PM Peak-Hour Volume Count Worksheet

#3430

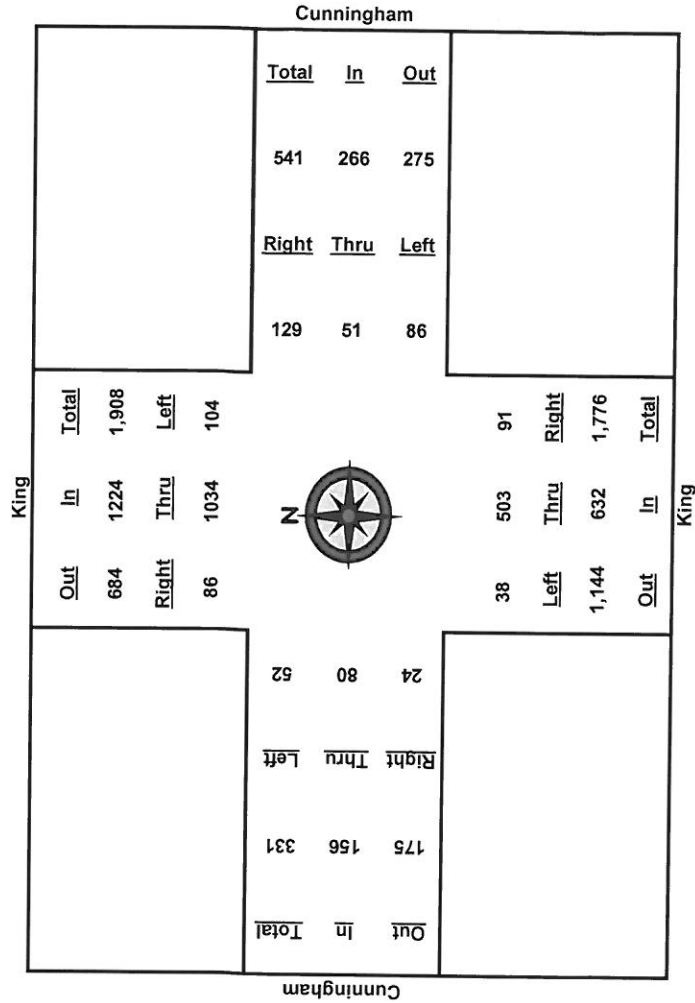
AUTO-CENSUS
 Traffic Monitoring and Analysis
 870 Castlewood Dr. #1
 Los Gatos, CA 95032
 Phone 408-826-9673 Fax 408-877-1625

Date: 11/16/10
 Counter: Logan and Sam
 Intersection Name: King and Cunningham
 Weather: Clear San Jose

Start Time	King North Approach			Cunningham East Approach			King South Approach			Cunningham West Approach		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
4:00	0	0	0	0	0	0	0	0	0	0	0	0
4:15	17	245	11	33	13	17	63	10	97	1	108	1
4:30	30	483	39	58	24	32	114	21	213	1	235	2
4:45	48	732	65	90	31	50	171	42	346	3	391	7
5:00	57	996	91	119	42	68	229	67	487	16	570	14
5:15	85	1,229	109	150	57	87	294	77	615	23	715	20
5:30	113	1,484	144	179	73	112	364	97	727	29	853	29
5:45	134	1,766	169	209	82	136	437	133	849	41	1,023	31
6:00	151	1,999	205	240	101	155	496	171	970	46	1,187	37

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
4:00 - 5:00	57	996	91	1,144	119	42	68	229	67	487	16	570	77
4:15 - 5:15	68	984	98	1,150	117	44	70	231	67	518	22	607	42
4:30 - 5:30	83	1,001	105	1,189	121	49	80	250	76	514	28	618	27
4:45 - 5:45	86	1,034	104	1,224	129	51	86	266	91	503	38	632	24
5:00 - 6:00	94	1,003	114	1,211	121	59	87	267	104	483	30	617	23
Peak Volumes:	86	1,034	104	1,224	129	51	86	266	91	503	38	632	24

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	38	503	91	104	1,034	86	52	80	24	86	51	129



#3400

PM Peak-Hour Volume Count Worksheet

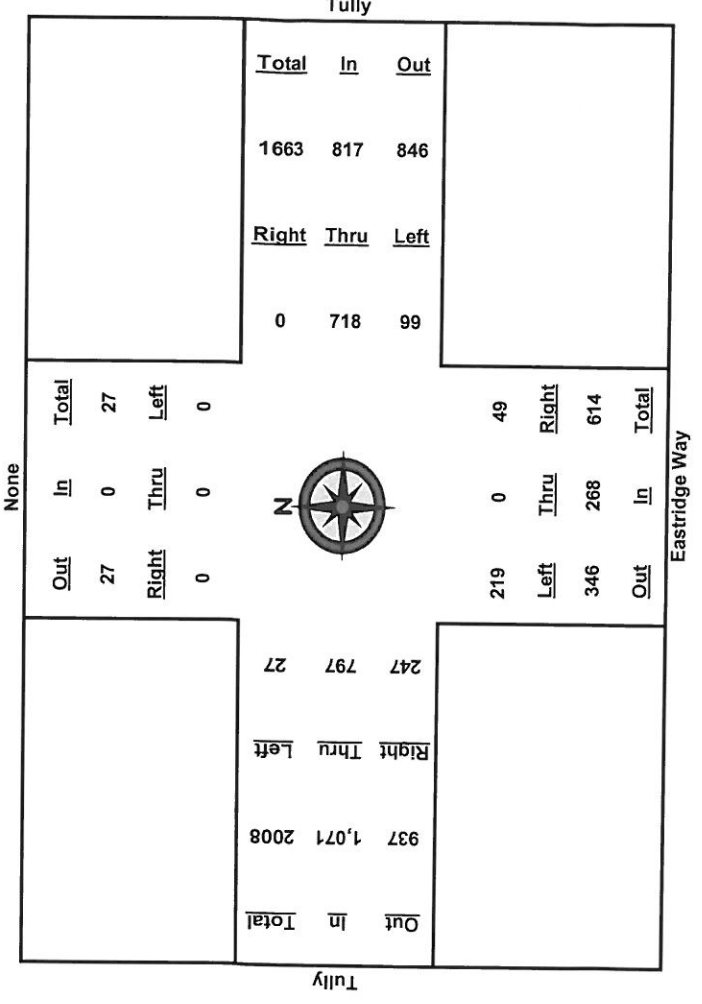
AUTO-CENSUS
 Traffic Monitoring and Analysis
 870 Castlewood Dr. #1
 Los Gatos, CA 95032
 Phone 408-826-9673 Fax 408-877-1625

Date: 11/16/10
 Counter: Irene and Lani
 Intersection Name: Tully and Eastridge Way
 Weather: Clear San Jose

Start Time	None						Tully						
	North Approach			East Approach			South Approach			West Approach			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Total
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	0	0	0	176	20	196	11	0	37	48	56	187
4:30	0	0	0	0	361	33	394	19	0	47	66	110	395
4:45	0	0	0	0	563	64	627	32	0	119	151	156	569
5:00	0	0	0	0	711	87	798	47	0	173	220	236	787
5:15	0	0	0	0	871	114	985	54	0	215	269	299	996
5:30	0	0	0	0	1,079	132	1,211	68	0	266	334	357	1,192
5:45	0	0	0	0	1,245	144	1,389	82	0	311	393	425	1,414
6:00	0	0	0	0	1,387	167	1,554	91	0	351	442	478	1,649

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
4:00 - 5:00	0	0	0	0	798	47	173	220	236	787	36	1,059	2,077
4:15 - 5:15	0	0	0	0	789	43	178	221	243	809	28	1,080	2,090
4:30 - 5:30	0	0	0	0	817	49	219	268	247	797	27	1,071	2,156
4:45 - 5:45	0	0	0	0	762	50	192	242	269	845	24	1,138	2,142
5:00 - 6:00	0	0	0	0	756	44	178	222	242	862	33	1,137	2,115
Peak Volumes:	0	0	0	0	817	49	219	268	247	797	27	1,071	2,156

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	219	0	49	0	0	0	27	797	247	99	718	0



PM Peak-Hour Volume Count Worksheet

AUTO-CENSUS

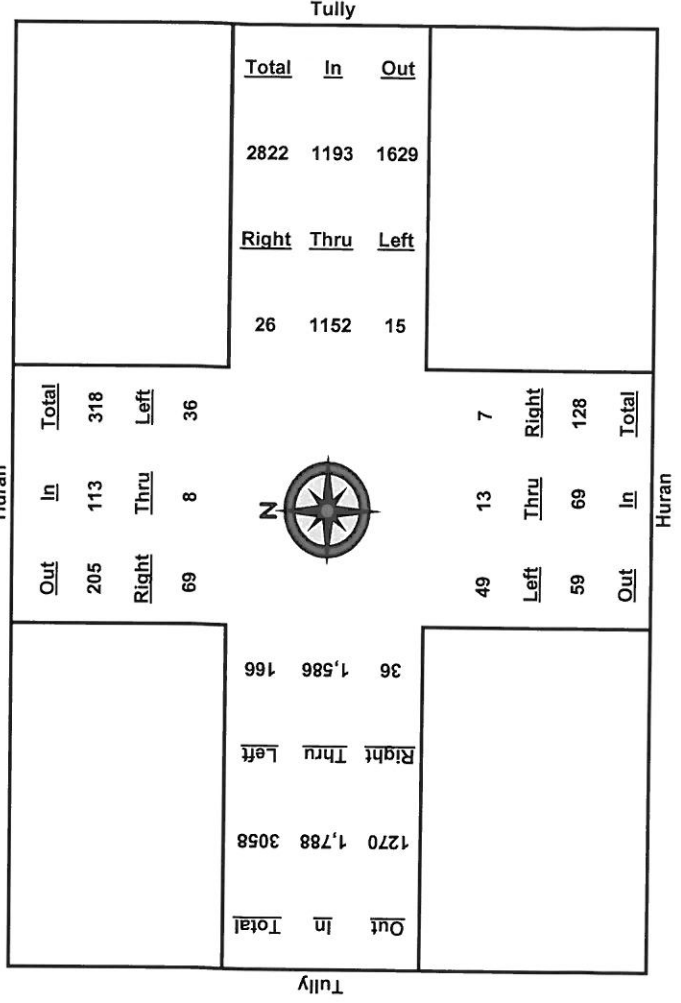
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

Date: 11/16/10
Counter: Huy and Clairee
Intersection Name: Tully and Huran
Weather: Clear San Jose

Start Time	Huran						Tully						
	North Approach			East Approach			South Approach			West Approach			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Total
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	16	7	10	33	6	313	4	323	1	6	4	11	365
4:30	34	10	20	64	12	606	8	626	6	8	18	32	726
4:45	48	13	36	97	21	873	10	904	7	13	27	47	1,092
5:00	62	14	43	119	29	1,237	16	1,282	7	14	31	52	1,505
5:15	72	17	48	137	32	1,438	18	1,488	9	16	42	67	1,900
5:30	93	19	65	177	37	1,763	22	1,822	12	21	61	94	2,275
5:45	117	21	72	210	47	2,025	25	2,097	14	26	76	116	2,678
6:00	131	25	83	239	54	2,296	31	2,381	16	27	85	128	3,055
Peak Volumes:	69	8	36	113	26	1,152	15	1,193	7	13	49	69	1,586

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
4:00 - 5:00	62	14	43	119	29	1,237	16	1,282	7	14	31	52	1,650
4:15 - 5:15	56	10	38	104	26	1,125	14	1,165	8	10	38	56	1,697
4:30 - 5:30	59	9	45	113	25	1,157	14	1,196	6	13	43	62	1,730
4:45 - 5:45	69	8	36	113	26	1,152	15	1,193	7	13	49	69	1,788
5:00 - 6:00	69	11	40	120	25	1,059	15	1,099	9	13	54	76	1,756

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	49	13	7	36	8	69	166	1,586	36	15	1,152	26



PM Peak-Hour Volume Count Worksheet

#36790

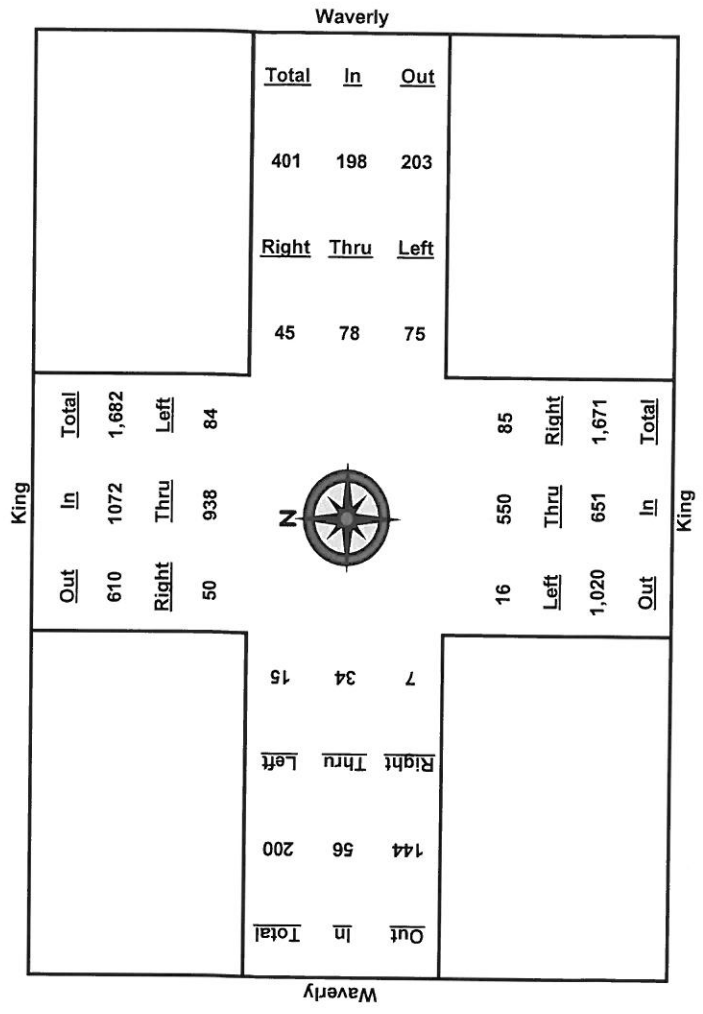
Date: 11/16/10
 Counter: Ron and Alvan
 Intersection Name: King and Waverly
 Weather: Clear San Jose

AUTO-CENSUS
 Traffic Monitoring and Analysis
 870 Castlewood Dr. #1
 Los Gatos, CA 95032
 Phone 408-826-9673 Fax 408-877-1625

Start Time	King				Waverly				King				Waverly			
	North Approach		East Approach		South Approach		West Approach		North Approach		East Approach		South Approach		West Approach	
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	15	230	27	272	7	15	23	45	21	135	7	163	1	4	5	10
4:30	30	445	46	521	17	40	39	96	49	263	9	321	4	16	10	30
4:45	40	701	63	804	29	54	52	135	72	419	13	504	7	27	12	46
5:00	50	938	84	1,072	45	78	75	198	85	550	16	651	7	34	15	56
5:15	60	1,150	104	1,314	54	94	84	232	109	692	18	819	8	40	20	68
5:30	79	1,353	129	1,561	60	118	97	275	134	821	20	975	11	53	24	88
5:45	95	1,624	156	1,875	67	140	108	315	154	967	23	1,144	14	67	26	107
6:00	104	1,860	176	2,140	76	165	122	363	177	1,089	29	1,295	15	74	29	118

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
4:00 - 5:00	50	938	84	1,072	45	78	75	198	85	550	16	651	1,977
4:15 - 5:15	45	920	77	1,042	47	79	61	187	88	557	11	656	1,943
4:30 - 5:30	49	908	83	1,040	43	78	58	179	85	568	11	654	1,931
4:45 - 5:45	55	923	93	1,071	38	86	56	180	82	548	10	640	1,952
5:00 - 6:00	54	922	92	1,068	31	87	47	165	92	539	13	644	1,939
Peak Volumes:	50	938	84	1,072	45	78	75	198	85	550	16	651	1,977

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	16	550	85	84	938	50	15	34	7	75	78	45



#5726

PM Peak-Hour Volume Count Worksheet

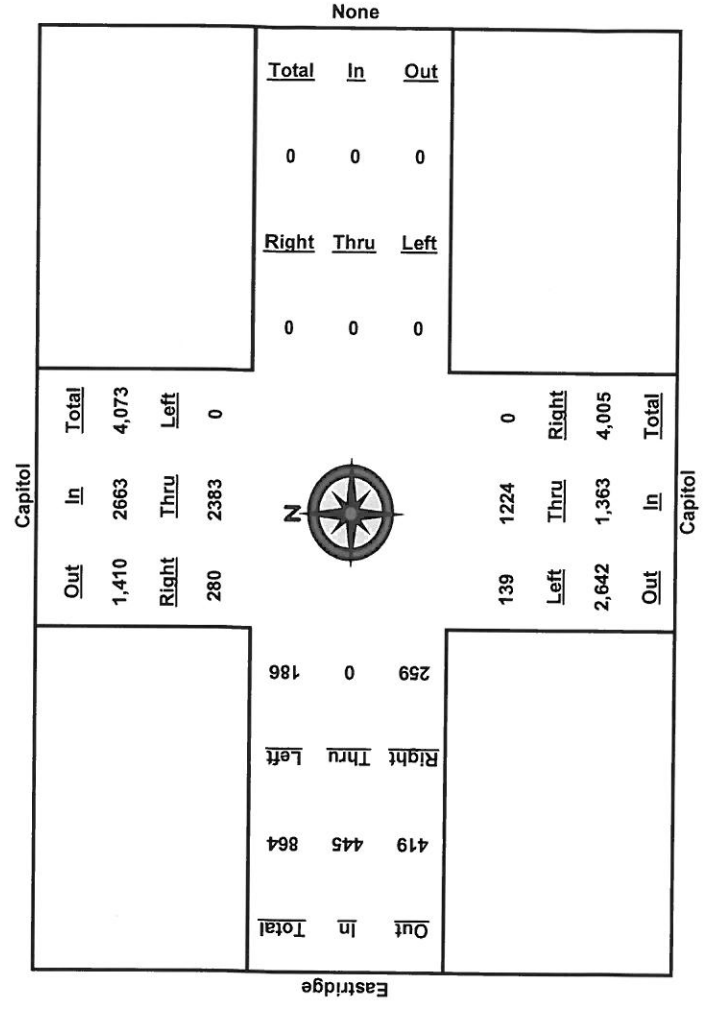
AUTO-CENSUS
 Traffic Monitoring and Analysis
 870 Castlewood Dr. #1
 Los Gatos, CA 95032
 Phone 408-826-9673 Fax 408-877-1625

Date: 12/7/10
 Counter: Patti and Ron
 Intersection Name: Capitol and Eastridge
 Weather: Clear San Jose

Start Time	Capitol North Approach			None East Approach			Capitol South Approach			Eastridge West Approach			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Total
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	54	395	0	0	0	0	0	291	32	323	58	0	114
4:30	136	841	0	0	0	0	0	604	77	681	140	0	237
4:45	212	1,417	0	0	0	0	0	900	117	1,017	210	0	367
5:00	288	2,017	0	0	0	0	0	1,150	156	1,306	279	0	474
5:15	359	2,612	0	0	0	0	0	1,466	188	1,654	347	0	592
5:30	441	3,182	0	0	0	0	0	1,739	224	1,963	410	0	686
5:45	509	3,805	0	0	0	0	0	2,047	253	2,300	466	0	790
6:00	568	4,400	0	0	0	0	0	2,374	295	2,669	538	0	919

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
4:00 - 5:00	288	2,017	0	2,305	0	0	0	0	0	1,150	156	1,306	474
4:15 - 5:15	305	2,217	0	2,522	0	0	0	0	0	1,175	156	1,331	478
4:30 - 5:30	305	2,341	0	2,646	0	0	0	0	0	1,135	147	1,282	270
4:45 - 5:45	297	2,388	0	2,685	0	0	0	0	0	1,147	136	1,283	256
5:00 - 6:00	280	2,383	0	2,663	0	0	0	0	0	1,224	139	1,363	259
Peak Volumes:	280	2,383	0	2,663	0	0	0	0	0	1,224	139	1,363	259

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	139	1,224	0	0	2,383	280	186	0	259	0	0	0



Capitol

#5728

PM Peak-Hour Volume Count Worksheet

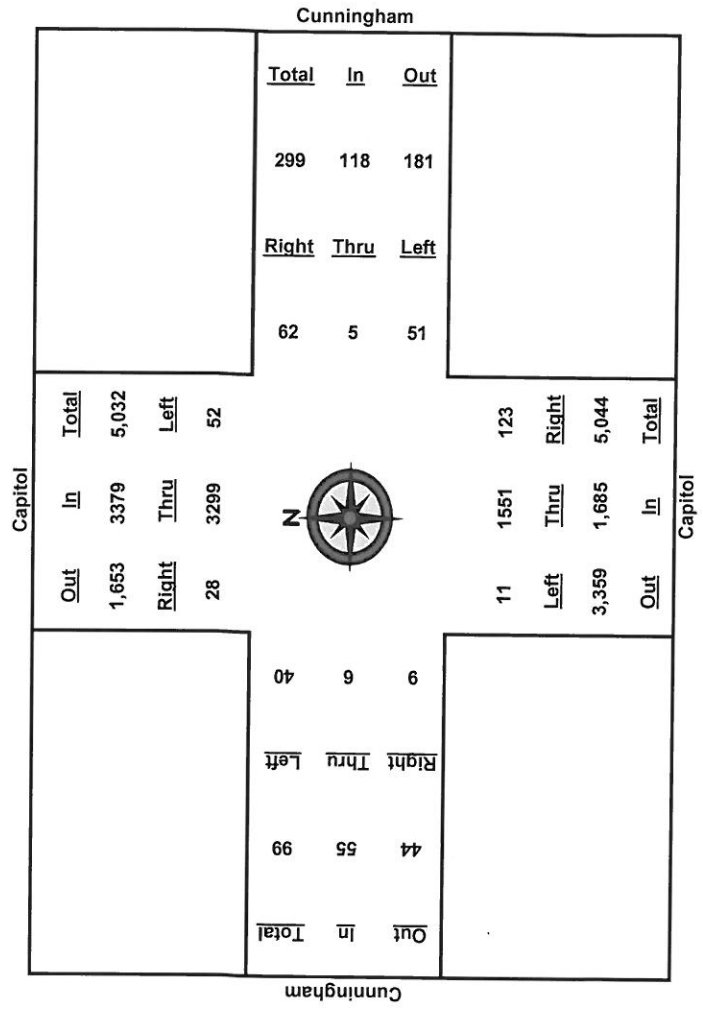
AUTO-CENSUS
 Traffic Monitoring and Analysis
 870 Castlewood Dr. #1
 Los Gatos, CA 95032
 Phone 408-826-9673 Fax 408-877-1625

Date: 11/18/10
 Counter: Sam and Logan
 Intersection Name: Capitol and Cunningham
 Weather: Clear San Jose

Start Time	Capitol North Approach			Cunningham East Approach			Capitol South Approach			Cunningham West Approach		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
4:00	0	0	0	0	0	0	0	0	0	0	0	0
4:15	6	654	5	10	14	24	24	335	5	364	2	10
4:30	10	1,368	11	18	30	49	57	697	8	762	4	16
4:45	18	2,141	26	2,185	30	2	45	77	87	1,170	6	24
5:00	23	2,794	34	2,851	42	2	57	101	116	1,590	11	32
5:15	30	3,642	46	3,718	59	3	73	135	138	1,982	17	45
5:30	35	4,498	54	4,587	77	4	88	169	187	2,437	18	52
5:45	44	5,383	65	5,492	93	6	102	201	214	2,859	18	60
6:00	51	6,093	86	6,230	104	7	108	219	239	3,275	20	72

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
4:00 - 5:00	23	2,794	34	2,851	42	2	57	101	116	1,456	18	1,590	45
4:15 - 5:15	24	2,988	41	3,053	49	3	59	111	114	1,487	17	1,618	55
4:30 - 5:30	25	3,130	43	3,198	59	3	58	120	130	1,529	16	1,675	56
4:45 - 5:45	26	3,242	39	3,307	63	4	57	124	127	1,549	13	1,689	53
5:00 - 6:00	28	3,299	52	3,379	62	5	51	118	123	1,551	11	1,685	55
Peak Volumes:	28	3,299	52	3,379	62	5	51	118	123	1,551	11	1,685	55

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	11	1,551	123	52	3,299	28	40	6	9	51	5	62



PM Peak-Hour Volume Count Worksheet

AUTO-CENSUS

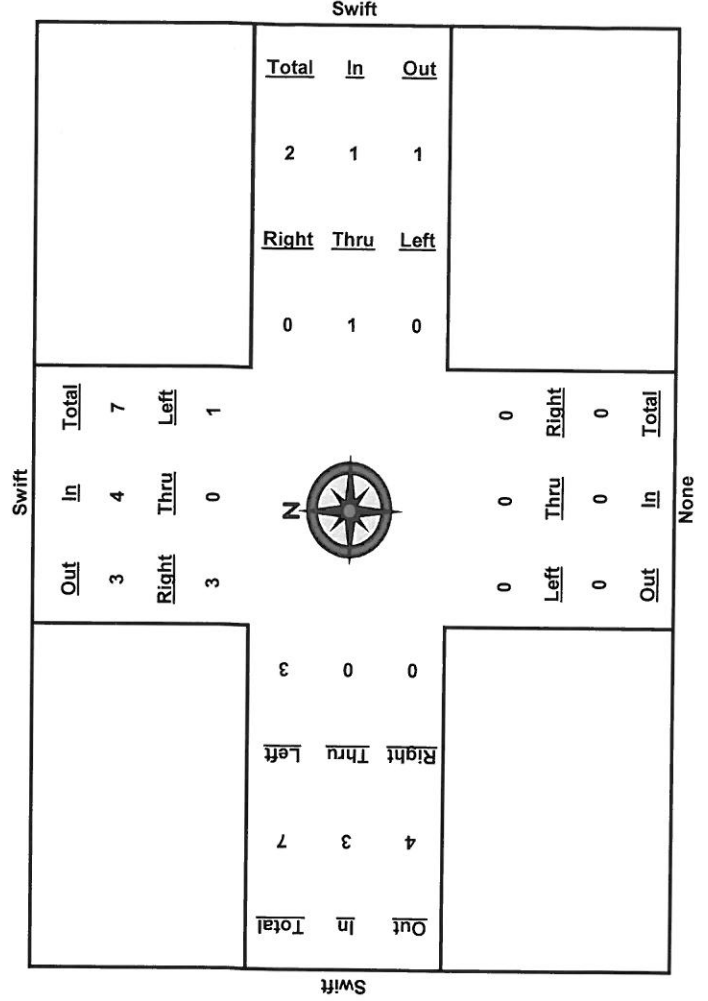
Traffic Monitoring and Analysis
 870 Castellow Dr. #1
 Los Gatos, CA 95032
 Phone 408-826-9673 Fax 408-877-1625

Date: 12/8/10
 Counter: Patti
 Intersection Name: Swift & Swift
 Weather: Clear

Start Time	Swift			None			Swift			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Total
4:00	0	0	0	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	0	0	0
4:30	0	0	1	0	0	0	0	0	0	1
4:45	3	0	1	0	0	0	0	0	0	2
5:00	3	0	1	0	0	0	0	0	0	3
5:15	4	0	1	0	0	0	0	0	0	3
5:30	5	0	2	0	0	0	0	0	0	3
5:45	6	0	2	0	0	0	0	0	0	3
6:00	6	0	2	0	0	0	0	0	0	4

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
4:00 - 5:00	3	0	1	4	0	1	0	1	0	0	0	0	3
4:15 - 5:15	4	0	1	5	0	1	0	1	0	0	0	0	2
4:30 - 5:30	5	0	1	6	0	1	0	1	0	0	0	0	8
4:45 - 5:45	3	0	1	4	0	1	0	1	0	0	0	0	8
5:00 - 6:00	3	0	1	4	0	1	0	1	0	0	0	0	6
Peak Volumes:	3	0	1	4	0	1	0	1	0	0	0	0	8

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	0	0	0	1	0	3	3	0	0	0	1	0



Appendix B

City of San Jose Approved Trips Inventory

AM APPROVED TRIPS

Intersection of: CAPITOL/STORY

Traffic Node Number: 5732

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP00-09-068 EVERGREEN COMMONS II	0	0	0	0	0	0	0	0	0	0	0	0
CAPITOL AND TULLY (NE/C)	0	0	0	0	0	0	0	0	0	0	0	0
CP01-06-046 MT. CALVARY CHURCH	0	0	17	17	0	0	0	14	0	12	8	12
WHITE RD (W/S), N/O PARK LANE	0	0	0	0	0	0	0	0	0	0	0	0
CP05-034 HOME DEPOT	1	4	0	0	12	0	0	0	2	0	0	0
STORY RD AND MCGINNESS AV (NE/C)	0	0	2	1	0	0	0	0	0	1	3	3
CP06-062 BESHOFF MOTORS CAR DEALERSHIP	1	3	0	0	0	0	0	2	0	0	2	0
EDPZONEA EDP ZONE A	0	0	0	0	0	0	0	0	0	0	0	0
EVERGREEN	0	3	0	0	0	0	0	0	0	0	0	0
EDPZONEB EDP ZONE B	0	3	0	0	0	0	0	0	0	0	0	0
EVERGREEN	0	2	0	0	0	0	0	0	0	0	0	0
EDPZONEC EDP ZONE C	0	2	0	0	0	0	0	0	0	0	0	0
EVERGREEN	0	0	0	0	0	0	0	0	0	0	0	0
EDPZONE D EDP ZONE D	0	0	0	0	0	0	0	0	0	0	0	0
EVERGREEN	0	0	0	0	0	0	0	0	0	0	0	0
EDPZONEF EDP ZONE F	0	0	0	0	0	0	0	0	0	0	0	0
EVERGREEN	0	0	0	0	0	0	0	0	0	0	0	0
EDPZONEG EDP ZONE G	0	0	0	0	0	0	0	0	0	0	0	0
EVERGREEN	0	0	0	0	0	0	0	0	0	0	0	0
EDPZONEH EDP ZONE H	0	0	0	0	0	0	0	0	0	0	0	0
EVERGREEN	0	0	0	0	0	0	0	0	0	0	0	0

AM APPROVED TRIPS

Intersection of: CAPITOL/STORY

Traffic Node Number: 5732

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
EDPZONEH	0	0	0	0	0	0	0	0	0	0	0	0
EDP ZONE H												
EVERGREEN												
EDPZONEJ	0	1	0	0	0	0	0	0	0	0	0	0
EDP ZONE J												
EVERGREEN												
EDPZONEK	0	0	0	1	0	0	0	0	0	1	0	3
EDP ZONE K												
EVERGREEN												
EDPZONEL	2	3	0	0	0	0	0	0	0	0	0	0
EDP ZONE L												
EVERGREEN												
EDPZONEM	0	0	0	0	0	0	0	0	0	0	0	0
EDP ZONE M												
EVERGREEN												
EDPZONEO	0	2	0	0	0	0	0	0	0	0	0	0
EDP ZONE O												
EVERGREEN												
EDPZONEP	2	2	0	0	1	0	0	0	0	0	0	0
EDP ZONE P												
EVERGREEN												
EDPZONEQ	0	34	6	0	7	0	0	0	0	3	0	0
EDP ZONE Q												
EVERGREEN												
EDPZONER	0	0	0	0	0	0	0	1	0	0	1	0
EDP ZONE R												
EVERGREEN												
EDPZONER	0	0	0	0	0	0	0	0	0	0	0	0
EDP ZONE R												
EVERGREEN												

PM APPROVED TRIPS

Intersection of: CAPITOL/STORY

Traffic Node Number: 5732

Permit No.	Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR		
0	0	0	0	0	0	0	0	0	0	0	0	0	0

EDPZONEF

EDP ZONE F
 EVERGREEN

 0 0 0 0 0 0 0 0 0 0 0 0 0 0

EDPZONEG
 EDP ZONE G
 EVERGREEN

 0 0 0 0 0 0 0 0 0 0 0 0 0 0

EDPZONEH
 EDP ZONE H
 EVERGREEN

 0 0 0 0 0 0 0 0 0 0 0 0 0 0

EDPZONEJ
 EDP ZONE J
 EVERGREEN

 0 0 0 0 1 3 0 0 0 0 0 0 0 0

EDPZONEK
 EDP ZONE K
 EVERGREEN

 0 0 0 0 0 3 0 0 0 0 0 2 0 0

EDPZONEL
 EDP ZONE L
 EVERGREEN

 0 0 0 0 0 0 0 0 0 0 0 0 0 0

EDPZONEM
 EDP ZONE M
 EVERGREEN

 0 0 0 0 0 2 0 0 0 0 0 0 0 0

EDPZONEN
 EDP ZONE N
 EVERGREEN

 0 0 0 0 0 2 0 0 0 0 0 2 0 0

EDPZONEO
 EDP ZONE O
 EVERGREEN

 0 1 0 0 0 2 0 0 0 0 0 2 0 0

EDPZONEP
 EDP ZONE P
 EVERGREEN

 0 7 3 0 34 0 0 0 0 0 0 6 0 0

EDPZONEQ
 EDP ZONE Q
 EVERGREEN

 0 0 0 0 0 0 0 0 0 0 0 0 0 0

PM APPROVED TRIPS

Intersection of: CAPITOL/STORY

Traffic Node Number: 5732

Permit No. / Description / Location

Permit No.	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PDC00-12-126	0	0	0	0	0	0	0	0	0	0	0	0

FLEMING AV OPPOSITE WARNER AV

PDC01-08-086

NATIONAL HISPANIC UNIVERSITY
14271 STORY RD

PDC03-093

SJ REGIONAL MEDICAL CENTER
MCKEE RD AND N JACKSON AV

PDC03-108 OFF

BERRYESSA FLEA MKT (OFFICE)
BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC

PDC03-108 RES

BERRYESSA FLEA MKT (RESIDENTIAL)
BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR

PDC03-108 RET

BERRYESSA FLEA MKT (RETAIL)
BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR

PDC04-004

SIKH GURDWARA III / TRACT 9608
QUIMBY ROAD / BRITT WAY

PDC81-03-017

CAMPUS INDUSTRIAL
YERBA BUENA & FOWLER

PDC91-05-039

THE RANCH/CERRA PLATA
101 (E/S), 1000' N/O HELLYER

PDC99-11-086

MURILLO CHURCH AND SCHOOL
MURILLO AV (N/S), OPP GROESEBECK HILL DR

PM APPROVED TRIPS

12/16/2010

Intersection of: CAPITOL/STORY

Page No: 9

Traffic Node Number: 5732

Permit No. / Description / Location

PDC99-11-087

SENIOR HOUSING II - MONTE VISTA GARDENS
 CAPITOL AV S (W/S), 150' N/O LOMBARD AV

Permit No.	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
Description / Location	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	0	0	0	0	0	0	0	0	0	0	0	0

TOTAL: 24 168 37 51 195 7 6 47 34 34 47 39

	LEFT	THRU	RIGHT
NORTH	51	195	7
EAST	34	47	39
SOUTH	24	168	37
WEST	6	47	34

AM APPROVED TRIPS

Intersection of: CAPITOL/OCALA

Traffic Node Number: 5729

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
EEHDP (OFFICE)	0	1	0	0	6	0	0	2	2	2	0	0
EEHDP (OFFICE)	0	33	1	2	19	0	0	2	0	0	3	4
EVERGREEN	8	9	4	0	19	0	0	4	12	8	2	0
EEHDP (RES)	0	0	0	0	0	0	0	0	0	0	0	0
EEHDP (RESIDENTIAL)	0	0	0	0	0	0	0	0	0	0	0	0
EVERGREEN	0	0	0	0	0	0	0	0	0	0	0	0
EEHDP (RETAIL)	0	0	0	0	0	0	0	0	0	0	0	0
EEHDP (RETAIL)	0	0	0	0	0	0	0	0	0	0	0	0
EVERGREEN	0	0	0	0	0	0	0	0	0	0	0	0
ESP-2856/DU	0	0	0	0	0	0	0	0	0	0	0	0
EVERGREEN SPECIFIC PLAN AREA	0	0	0	0	0	0	0	0	0	0	0	0
EVERGREEN	0	14	0	3	10	0	0	0	0	0	0	5
PDC01-08-086	0	0	0	0	0	0	0	0	0	0	0	0
NATIONAL HISPANIC UNIVERSITY	0	0	0	0	0	0	0	0	0	0	0	0
14271 STORY RD	0	0	0	0	0	0	0	0	0	0	0	0
PDC03-093	0	0	0	0	0	0	0	0	0	0	0	0
SJ REGIONAL MEDICAL CENTER	0	0	0	0	0	0	0	0	0	0	0	0
MCKEE RD AND N JACKSON AV	0	0	0	0	0	0	0	0	0	0	0	0
PDC04-004	0	12	0	0	48	0	0	0	0	0	0	0
SIKH GURDWARA III / TRACT 9608	0	0	0	0	0	0	0	0	0	0	0	0
QUIMBY ROAD / BRITT WAY	0	0	0	0	0	0	0	0	0	0	0	0
PDC81-03-017	0	0	0	0	0	0	0	0	0	0	0	0
CAMPUS INDUSTRIAL	0	0	0	0	0	0	0	0	0	0	0	0
YERBA BUENA & FOWLER	0	0	0	0	0	0	0	0	0	0	0	0

TOTAL: 10 148 11 5 140 1 4 8 21 15 6 13

	LEFT	THRU	RIGHT
NORTH	5	140	1
EAST	15	6	13
SOUTH	10	148	11
WEST	4	8	21

PM APPROVED TRIPS

Intersection of: CAPITOL/OCALA

Traffic Node Number: 5729

Permit No. / Description / Location

M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
0	0	0	0	0	0	0	0	0	0	0	0

CP00-09-068

EVERGREEN COMMONS II

CAPITOL AND TULLY (NE/C)

CP01-06-046

MT. CALVARY CHURCH

WHITE RD (W/S), N/O PARK LANE

CP05-034

HOME DEPOT

STORY RD AND MCGINNESS AV (NE/C)

CP06-062

BESHOFF MOTORS CAR DEALERSHIP

SW CORNER OF CAPITOL EXPWY AND TULLY ROAD

EDPZONEA

EDP ZONE A

EVERGREEN

EDPZONEB

EDP ZONE B

EVERGREEN

EDPZONEC

EDP ZONE C

EVERGREEN

EDPZONED

EDP ZONE D

EVERGREEN

EDPZONEF

EDP ZONE F

EVERGREEN

EDPZONEG

EDP ZONE G

EVERGREEN

PM APPROVED TRIPS

12/16/2010

Page No: 6

Intersection of: CAPITOL/OCALA

Traffic Node Number: 5729

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
EEHDP (OFFICE)	2	5	2	0	1	0	0	1	0	0	2	0
EEHDP (OFFICE)												
EVERGREEN	0	9	0	2	18	0	0	2	0	1	1	1
EEHDP (RES)												
EEHDP (RESIDENTIAL)												
EVERGREEN	29	52	20	0	56	0	0	8	29	20	8	0
EEHDP (RETAIL)												
EEHDP (RETAIL)												
EVERGREEN	0	0	0	0	0	0	0	0	0	0	0	0
ESP-2856/DU												
EVERGREEN SPECIFIC PLAN AREA												
EVERGREEN	0	0	0	0	0	0	0	0	0	0	0	0
PDC01-08-086												
NATIONAL HISPANIC UNIVERSITY												
14271 STORY RD												
PDC03-093												
SJ REGIONAL MEDICAL CENTER	0	6	0	5	16	0	0	0	0	0	0	2
MCKEE RD AND N JACKSON AV												
PDC04-004												
SIXH GURDWARA III / TRACT 9608	0	0	0	0	0	0	0	0	0	0	0	0
QUIMBY ROAD / BRITT WAY												
PDC81-03-017	0	48	0	0	12	0	0	0	0	0	0	0
CAMPUS INDUSTRIAL												
YERBA BUENA & FOWLER												

TOTAL: 38 153 26 11 176 4 1 12 31 27 11 3

	LEFT	THRU	RIGHT
NORTH	11	176	4
EAST	27	11	3
SOUTH	38	153	26
WEST	1	12	31

PM APPROVED TRIPS

Intersection of: CAPITOL/CUNNINGHAM

Traffic Node Number: 5728

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
EEHDP (OFFICE)	0	9	0	0	2	0	0	0	0	0	0	0
EEHDP (OFFICE)	0	9	0	1	18	0	0	0	0	0	0	1
EVERGREEN	0	9	0	1	18	0	0	0	0	0	0	1
EEHDP (RES)	0	9	0	1	18	0	0	0	0	0	0	1
EEHDP (RESIDENTIAL)	0	9	0	1	18	0	0	0	0	0	0	1
EVERGREEN	0	101	1	0	104	0	0	0	0	1	0	0
EEHDP (RETAIL)	0	0	0	0	0	0	0	0	0	0	0	0
EEHDP (RETAIL)	0	0	0	0	0	0	0	0	0	0	0	0
EVERGREEN	0	0	0	0	0	0	0	0	0	0	0	0
ESP-2856/DU	0	6	0	0	16	0	0	0	0	0	0	0
EVERGREEN SPECIFIC PLAN AREA	0	6	0	0	16	0	0	0	0	0	0	0
EVERGREEN	0	6	0	0	16	0	0	0	0	0	0	0
PDC03-093	0	79	0	0	16	0	0	0	0	0	0	0
SJ REGIONAL MEDICAL CENTER	0	79	0	0	16	0	0	0	0	0	0	0
MCKEE RD AND N JACKSON AV	0	79	0	0	16	0	0	0	0	0	0	0
PDC81-03-017	0	79	0	0	16	0	0	0	0	0	0	0
CAMPUS INDUSTRIAL	0	79	0	0	16	0	0	0	0	0	0	0
YERBA BUENA & FOWLER	0	79	0	0	16	0	0	0	0	0	0	0
TOTAL:	0	249	5	7	237	0	0	0	0	4	0	2

	LEFT	THRU	RIGHT
NORTH	7	237	0
EAST	4	0	2
SOUTH	0	249	5
WEST	0	0	0

AM APPROVED TRIPS

12/16/2010

Page No: 4

Intersection of: CAPITOL/TULLY

Traffic Node Number: 5727

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PDC04-004	0	0	0	0	0	0	0	0	0	0	0	0
SIXH GURDWARA III / TRACT 9608												
QUIMBY ROAD / BRITT WAY	0	4	1	0	14	0	0	0	0	5	0	0
PDC04-008												
PALOMA CENTRE												
SILVER CREEK RD AND ABORN RD												
PDC81-03-017	0	0	0	79	0	0	0	0	0	0	0	16
CAMPUS INDUSTRIAL												
YERBA BUENA & FOWLER												
PDC99-11-086	5	4	13	6	0	0	0	26	0	14	16	7
MURILLO CHURCH AND SCHOOL												
MURILLO AV (N/S), OPP GROESBECK HILL DR												

TOTAL: 12 174 46 93 130 18 21 71 5 70 64 36

	LEFT	THRU	RIGHT
NORTH	93	130	18
EAST	70	64	36
SOUTH	12	174	46
WEST	21	71	5

PM APPROVED TRIPS

Intersection of: CAPITOL/TULLY

Traffic Node Number: 5727

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
EDPZONER	0	0	0	0	0	0	0	0	0	0	0	0
EDP ZONE R												
EVERGREEN	0	0	0	0	0	0	0	0	0	0	0	0
EDPZONES												
EDP ZONE S												
EVERGREEN	0	9	1	0	2	0	0	1	0	0	1	0
EEHDP (OFFICE)												
EEHDP (OFFICE)												
EVERGREEN	0	7	10	4	13	0	0	13	0	7	7	2
EEHDP (RES)												
EEHDP (RESIDENTIAL)												
EVERGREEN	0	102	94	0	106	0	0	8	0	99	8	0
EEHDP (RETAIL)												
EEHDP (RETAIL)												
EVERGREEN	0	0	0	0	0	0	0	0	0	0	0	0
ESP-2856/DU												
EVERGREEN SPECIFIC PLAN AREA												
EVERGREEN	1	20	3	14	26	6	0	1	0	5	5	0
NSJ												
NORTH SAN JOSE												
PDC01-08-086												
NATIONAL HISPANIC UNIVERSITY												
14271 STORY RD												
PDC02-066												
GOBLE LANE												
GOBLE LN & MONTEREY RD (SW/C)												
PDC03-093												
SJ REGIONAL MEDICAL CENTER												
MCKEE RD AND N JACKSON AV	0	5	0	1	15	0	0	0	0	0	0	0

PM APPROVED TRIPS

Intersection of: CAPITOL/TULLY

Traffic Node Number: 5727

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC04-004	0	0	0	0	0	0	0	0	0	0	0	0
SIKH GURDWARA III / TRACT 9608												
QUIMBY ROAD / BRITT WAY	0	21	8	0	10	0	0	0	0	4	0	0
PDC04-008												
PALOMA CENTRE												
SILVER CREEK RD AND ABORN RD	0	0	0	16	0	0	0	0	0	0	0	79
PDC81-03-017												
CAMPUS INDUSTRIAL												
YERBA BUENA & FOWLER	0	0	3	3	0	0	0	3	0	6	13	1
PDC99-11-086												
MURILLO CHURCH AND SCHOOL												
MURILLO AV (N/S), OPP GROESBECK HILL DR	3	193	120	43	238	17	29	53	16	121	68	85

TOTAL:

	LEFT	THRU	RIGHT
NORTH	43	238	17
EAST	121	68	85
SOUTH	3	193	120
WEST	29	53	16

AM APPROVED TRIPS

Intersection of: CAPITOL/EASTRIDGE

Traffic Node Number: 5726

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
EEHDP (RES)	3	30	0	0	19	0	0	0	2	0	0	0
EEHDP (RESIDENTIAL)												
EVERGREEN	0	58	0	0	89	0	0	0	0	0	0	0
EEHDP (RETAIL)												
EEHDP (RETAIL)												
EVERGREEN	0	0	0	0	0	0	0	0	0	0	0	0
ESP-2856/DU												
EVERGREEN SPECIFIC PLAN AREA												
EVERGREEN												

TOTAL: 31 155 0 0 149 8 0 0 0 12 0 0 0

	LEFT	THRU	RIGHT
NORTH	0	149	8
EAST	0	0	0
SOUTH	31	155	0
WEST	0	0	12

PM APPROVED TRIPS

Intersection of: CAPITOL/EASTRIDGE

Traffic Node Number: 5726

Permit No. / Description / Location

Permit No.	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
EEHDP (RES)	3	19	0	0	20	0	1	0	5	0	0	0

EEHDP (RESIDENTIAL)
 EVERGREEN

 EEHDP (RETAIL)
 EEHDP (RETAIL)
 EVERGREEN

 ESP-2856/DU
 EVERGREEN SPECIFIC PLAN AREA
 EVERGREEN

TOTAL:	23	287	0	0	320	5	1	0	22	0	0	0
--------	----	-----	---	---	-----	---	---	---	----	---	---	---

	LEFT	THRU	RIGHT
NORTH	0	320	5
EAST	0	0	0
SOUTH	23	287	0
WEST	1	0	22

AM APPROVED TRIPS

12/16/2010

Intersection of: CAPITOL/QUIMBY

Page No: 3

Traffic Node Number: 5725

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR

EDPZONES	0	0	0	0	0	0	0	0	0	0	0	0
----------	---	---	---	---	---	---	---	---	---	---	---	---

EDP ZONE S
EVERGREEN

EEHDP (OFFICE)	0	1	1	1	11	0	0	0	0	5	2	0
----------------	---	---	---	---	----	---	---	---	---	---	---	---

EEHDP (OFFICE)
EVERGREEN

EEHDP (RES)	1	22	2	4	15	2	5	9	1	2	10	6
-------------	---	----	---	---	----	---	---	---	---	---	----	---

EEHDP (RESIDENTIAL)
EVERGREEN

EEHDP (RETAIL)	19	42	19	0	64	25	16	95	11	27	143	0
----------------	----	----	----	---	----	----	----	----	----	----	-----	---

EEHDP (RETAIL)
EVERGREEN

ESP-2856/DU	0	0	0	0	0	0	0	0	0	0	0	0
-------------	---	---	---	---	---	---	---	---	---	---	---	---

EVERGREEN SPECIFIC PLAN AREA
EVERGREEN

H00-03-014	0	0	0	0	0	0	0	0	0	0	0	0
------------	---	---	---	---	---	---	---	---	---	---	---	---

QUIMBY SQUARE
QUIMBY RD & S. WHITE RD (SW/C)

NSJ	2	27	3	1	5	0	1	7	4	2	3	3
-----	---	----	---	---	---	---	---	---	---	---	---	---

NORTH SAN JOSE

PDC01-08-086	0	0	0	0	0	0	0	0	0	0	0	0
--------------	---	---	---	---	---	---	---	---	---	---	---	---

NATIONAL HISPANIC UNIVERSITY
14271 STORY RD

PDC03-093	0	12	0	0	8	0	0	0	0	0	0	1
-----------	---	----	---	---	---	---	---	---	---	---	---	---

SJ REGIONAL MEDICAL CENTER
MCKEE RD AND N JACKSON AV

PDC04-004	0	0	0	0	0	0	0	0	0	0	0	0
-----------	---	---	---	---	---	---	---	---	---	---	---	---

SIKH GURDWARA III / TRACT 9608
QUIMBY ROAD / BRITT WAY

AM APPROVED TRIPS

12/16/2010

Intersection of: CAPITOL/QUIMBY

Page No: 4

Traffic Node Number: 5725

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PDC04-008	0	5	2	0	19	0	0	0	0	6	0	0
PALOMA CENTRE												
SILVER CREEK RD AND ABORN RD												
PDC81-03-017	20	0	0	0	0	0	0	94	77	0	10	0
CAMPUS INDUSTRIAL												
YERBA BUENA & FOWLER												
PDC99-11-086	0	13	10	0	14	0	0	0	0	2	-1	9
MURILLO CHURCH AND SCHOOL												
MURILLO AV (N/S), OPP GROESBECK HILL DR												

TOTAL: 42 207 45 9 176 27 22 205 95 51 167 28

	LEFT	THRU	RIGHT
NORTH	9	176	27
EAST	51	167	28
SOUTH	42	207	45
WEST	22	205	95

PM APPROVED TRIPS

12/16/2010

Intersection of: **CAPITOL/QUIMBY**

Page No: 8

Traffic Node Number: 5725

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR

PDC04-008	0	30	10	0	15	0	0	0	0	6	0	0
-----------	---	----	----	---	----	---	---	---	---	---	---	---

PALOMA CENTRE
SILVER CREEK RD AND ABORN RD

PDC81-03-017	77	0	0	0	0	0	0	10	20	0	94	0
--------------	----	---	---	---	---	---	---	----	----	---	----	---

CAMPUS INDUSTRIAL
YERBA BUENA & FOWLER

PDC99-11-086	0	6	1	0	6	0	0	0	0	4	0	0
--------------	---	---	---	---	---	---	---	---	---	---	---	---

MURILLO CHURCH AND SCHOOL
MURILLO AV (N/S), OPP GROESBECK HILL DR

TOTAL: 129 283 100 25 323 65 65 381 63 101 467 13

	LEFT	THRU	RIGHT
NORTH	25	323	65
EAST	101	467	13
SOUTH	129	283	100
WEST	65	381	63

AM APPROVED TRIPS

Intersection of: CAPITOL/NIEMAN

Traffic Node Number: 5735

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
EEHDP (RES)	0	8	0	4	15	0	0	0	0	0	0	7
EEHDP (RESIDENTIAL)												
EVERGREEN	0	113	0	65	69	0	0	0	0	0	0	107
EEHDP (RETAIL)												
EEHDP (RETAIL)												
EVERGREEN	0	0	0	0	0	0	0	0	0	0	0	0
ESP-2856/DU												
EVERGREEN SPECIFIC PLAN AREA												
EVERGREEN	0	0	0	0	0	0	0	0	0	0	0	0
PDC01-08-086												
NATIONAL HISPANIC UNIVERSITY												
14271 STORY RD												

TOTAL: 0 164 0 105 136 0 0 0 0 0 0 0 137

	LEFT	THRU	RIGHT
NORTH	105	136	0
EAST	0	0	137
SOUTH	0	164	0
WEST	0	0	0

PM APPROVED TRIPS

Intersection of: CAPITOL/NIEMAN

Traffic Node Number: 5735

Permit No. / Description / Location

Permit No.	Description	Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR			
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

EDPZONEK
 EDP ZONE K
 EVERGREEN

 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0

EDPZONEL
 EDP ZONE L
 EVERGREEN

 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

EDPZONEM
 EDP ZONE M
 EVERGREEN

 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

EDPZONE N
 EDP ZONE N
 EVERGREEN

 0 0 0 0 4 0 0 0 0 0 0 0 0 0 0 2

EDPZONEO
 EDP ZONE O
 EVERGREEN

 0 4 0 0 0 1 0 0 0 0 0 0 0 0 0 0

EDPZONEP
 EDP ZONE P
 EVERGREEN

 0 37 0 15 19 0 0 0 0 0 0 0 0 0 0 31

EDPZONEQ
 EDP ZONE Q
 EVERGREEN

 0 0 0 0 3 0 0 0 0 0 0 0 0 0 0 3

EDPZONER
 EDP ZONE R
 EVERGREEN

 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

EDPZONE S
 EDP ZONE S
 EVERGREEN

 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

EEHDP (OFFICE)
 EEHDP (OFFICE)
 EVERGREEN

 0 5 0 1 19 0 0 0 0 0 0 0 0 0 0 0

PM APPROVED TRIPS

Intersection of: CAPITOL/NIEMAN

Traffic Node Number: 5735

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
EEHDP (RES)	0	26	0	4	15	0	0	0	0	0	0	7
EEHDP (RESIDENTIAL)												
EVERGREEN	0	284	0	246	285	0	0	0	0	0	0	262
EEHDP (RETAIL)												
EEHDP (RETAIL)												
EVERGREEN	0	0	0	0	0	0	0	0	0	0	0	0
ESP-2856/DU												
EVERGREEN SPECIFIC PLAN AREA												
EVERGREEN	0	0	0	3	0	0	0	0	0	0	0	4
H03-056												
EVERGREEN LIBRARY												
ABORN RD (N/S), 100' E/O RENFIELD WY	0	0	0	0	0	0	0	0	0	0	0	0
PDC01-08-086												
NATIONAL HISPANIC UNIVERSITY												
14271 STORY RD												

TOTAL: 0 365 0 276 340 0 0 0 0 0 0 0 309

	LEFT	THRU	RIGHT
NORTH	276	340	0
EAST	0	0	309
SOUTH	0	365	0
WEST	0	0	0

AM APPROVED TRIPS

Intersection of: ABORN/CAPITOL

Traffic Node Number: 5724

Permit No. / Description / Location

M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
0	0	0	0	0	0	0	0	0	0	0	0

CP01-06-046

MT. CALVARY CHURCH

WHITE RD (W/S), N/O PARK LANE

CP02-047

EASTRIDGE

TULLY RD & CAPITOL EXPWY (SW/C)

CP06-062

BESHOFF MOTORS CAR DEALERSHIP

SW CORNER OF CAPITOL EXPWY AND TULLY ROAD

EDPZONEA

EDP ZONE A

EVERGREEN

EDPZONEB

EDP ZONE B

EVERGREEN

EDPZONEC

EDP ZONE C

EVERGREEN

EDPZONED

EDP ZONE D

EVERGREEN

EDPZONEF

EDP ZONE F

EVERGREEN

EDPZONEG

EDP ZONE G

EVERGREEN

EDPZONEH

EDP ZONE H

EVERGREEN

PM APPROVED TRIPS

Intersection of: ABORN/CAPITOL

Traffic Node Number: 5724

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
EDPZONES	0	0	0	0	0	0	0	0	0	0	0	0
EDP ZONE S												
EVERGREEN	0	3	0	7	10	1	0	0	0	0	0	2
EEHDP (OFFICE)												
EEHDP (OFFICE)												
EVERGREEN	0	18	2	5	12	2	6	7	0	1	6	0
EEHDP (RES)												
EEHDP (RESIDENTIAL)												
EVERGREEN	0	98	0	143	98	11	11	0	0	0	3	131
EEHDP (RETAIL)												
EEHDP (RETAIL)												
EVERGREEN	0	0	0	0	0	0	0	0	0	0	0	0
ESP-2856/DU												
EVERGREEN SPECIFIC PLAN AREA												
EVERGREEN	0	1	1	3	22	3	0	0	0	5	3	0
NSJ												
NORTH SAN JOSE												
PDA96-068-01												
MINOR EXPANION OF THE TARGET STORE												
SILVER CREEK RD & LEXANN AV (SW/C)												
PDC01-08-086												
NATIONAL HISPANIC UNIVERSITY												
14271 STORY RD												
PDC04-004												
SIKH GURDWARA III / TRACT 9608												
QUIMBY ROAD / BRITT WAY												
PDC04-008												
PALOMA CENTRE												
SILVER CREEK RD AND ABORN RD	0	0	0	0	0	21	39	24	0	0	20	0

PM APPROVED TRIPS

Intersection of: ABORN/CAPITOL

Traffic Node Number: 5724

Permit No. / Description / Location

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PDC81-03-017	0	0	10	39	0	0	0	10	0	42	39	77
CAMPUS INDUSTRIAL												
YERBA BUENA & FOWLER												
PDC99-11-086	0	4	-1	0	10	0	0	0	0	0	0	0
MURILLO CHURCH AND SCHOOL												
MURILLO AV (N/S), OPP GROESBECK HILL DR												

TOTAL: 0 163 15 203 187 38 67 41 0 49 71 220

	LEFT	THRU	RIGHT
NORTH	203	187	38
EAST	49	71	220
SOUTH	0	163	15
WEST	67	41	0

AM APPROVED TRIPS

Intersection of: CAPITOL/SILVER CREEK

Traffic Node Number: 5723

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC04-004	0	0	0	0	0	0	0	0	0	0	0	0
SIXH GURDWARA III / TRACT 9608												
QUIMBY ROAD / BRITT WAY	60	0	0	0	0	0	0	3	0	0	0	10
PDC04-008												
PALOMA CENTRE												
SILVER CREEK RD AND ABORN RD	0	29	0	0	3	0	12	89	0	0	0	12
PDC81-03-017												
CAMPUS INDUSTRIAL												
YERBA BUENA & FOWLER	0	0	0	0	0	0	0	0	0	0	0	0
PDC91-05-039												
THE RANCH/CERRA PLATA												
101 (E/S), 1000' N/O HELLYER	-2	0	5	0	0	0	0	18	0	3	7	0
PDC99-11-086												
MURILLO CHURCH AND SCHOOL												
MURILLO AV (N/S), OPP GROESBECK HILL DR	0	0	0	0	0	0	0	0	0	0	0	0
PDC99-12-099												
SUMMERHILL AT ABORN AND TOWERS												
ABORN RD (N/S), 140' W/O TOWERS LN												

TOTAL: 63 65 11 1 33 0 13 168 20 7 61 4

LEFT THRU RIGHT
 NORTH 1 33 0
 EAST 7 61 4
 SOUTH 63 65 11
 WEST 13 168 20

PM APPROVED TRIPS

12/16/2010

Page No: 4

Intersection of: CAPITOL/SILVER CREEK

Traffic Node Number: 5723

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP01-06-046	0	0	0	0	0	0	0	0	0	0	0	0
MT. CALVARY CHURCH												
WHITE RD (W/S), N/O PARK LANE	0	0	0	0	0	0	0	0	0	0	0	0
CP02-047												
EASTRIDGE												
TULLY RD & CAPITOL EXPWY (SW/C)	0	9	0	4	14	0	0	0	0	0	0	2
CP06-062												
BESHOFF MOTORS CAR DEALERSHIP												
SW CORNER OF CAPITOL EXPWY AND TULLY ROAD	0	1	0	0	0	0	0	0	0	0	0	0
EDP ZONE D												
EDP ZONE G												
EVERGREEN	0	0	0	0	0	0	0	0	0	0	0	0
EDP ZONE H												
EVERGREEN	0	0	0	0	0	0	0	1	0	0	0	0
EDP ZONE J												
EVERGREEN	0	0	0	0	0	0	0	0	0	0	0	0
EDP ZONE M												
EVERGREEN	0	1	0	0	0	0	0	0	0	0	0	0
EDP ZONE N												
EVERGREEN	0	1	0	0	1	0	0	0	0	0	0	0
EDP ZONE P												
EVERGREEN	0	18	0	0	10	0	0	0	0	0	0	0

PM APPROVED TRIPS

Intersection of: CAPITOL/SILVER CREEK

Traffic Node Number: 5723

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC04-004	0	0	0	0	0	0	0	0	0	0	0	0
SIKH GURDWARA III / TRACT 9608												
QUIMBY ROAD / BRITT WAY	48	0	0	0	0	0	0	21	0	0	0	17
PDC04-008												
PALOMA CENTRE												
SILVER CREEK RD AND ABORN RD	0	3	0	0	29	12	0	12	0	0	0	89
PDC81-03-017												
CAMPUS INDUSTRIAL												
YERBA BUENA & FOWLER	0	0	0	0	0	0	0	0	0	0	0	0
PDC91-05-039												
THE RANCH/CERRA PLATA	0	0	1	0	0	0	0	2	0	0	0	10
101 (E/S), 1000' N/O HELLYER												
PDC99-11-086												
MURILLO CHURCH AND SCHOOL	0	0	0	0	0	0	0	0	0	0	0	0
MURILLO AV (N/S), OPP GROESBECK HILL DR												
PDC99-12-099												
SUMMERHILL AT ABORN AND TOWERS	0	0	0	0	0	0	0	0	0	0	0	0
ABORN RD (N/S), 140' W/O TOWERS LN												

TOTAL: 50 45 19 5 73 12 0 140 6 32 224 3

	LEFT	THRU	RIGHT
NORTH	5	73	12
EAST	32	224	3
SOUTH	50	45	19
WEST	0	140	6

AM APPROVED TRIPS

12/16/2010

Page No: 3

Intersection of: ALVIN/TULLY

Traffic Node Number: 3261

Permit No. / Description / Location

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PDC99-11-086	0	0	0	0	0	0	0	17	0	0	16	0

MURILLO CHURCH AND SCHOOL
MURILLO AV (N/S), OPP GROESBECK HILL DR

0 0 0 0 0 0 0 0 0 0 0 0 0

PDC99-12-099
SUMMERHILL AT ABORN AND TOWERS

0 0 0 0 0 0 0 0 0 0 0 0 0

ABORN RD (N/S), 140' W/O TOWERS LN

0 0 0 0 0 0 0 0 0 0 0 0 0

TULLY LIBRARY

0 0 0 0 0 0 0 0 0 0 0 0 0

TULLY LIBRARY

0 0 0 0 0 0 0 0 0 0 0 0 0

TULLY & KENOGA (SW/C)

0 0 0 0 0 0 0 0 0 0 0 0 0

TOTAL:	0	1	3	1	0	0	0	282	0	12	161	1
	LEFT			THRU			RIGHT					
NORTH	1	0	0	1	0	0	0	0	0	0	0	0
EAST	12	161	1	12	161	1	0	0	0	0	0	0
SOUTH	0	1	3	0	1	3	0	0	0	0	0	0
WEST	0	282	0	0	282	0	0	0	0	0	0	0

PM APPROVED TRIPS

Intersection of: ALVIN/TULLY

Traffic Node Number: 3261

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PDC99-11-086	0	0	0	0	0	0	0	3	0	0	10	0
MURILLO CHURCH AND SCHOOL												
MURILLO AV (N/S), OFF GROESBECK HILL DR	0	0	0	0	0	0	0	0	0	0	0	0
PDC99-12-099												
SUMMERHILL AT ABORN AND TOWERS												
ABORN RD (N/S), 140' W/O TOWERS LN	0	0	0	0	0	0	0	0	0	0	0	0
TULLY LIBRARY												
TULLY LIBRARY												
TULLY & KENOGA (SW/C)												

TOTAL: 0 0 4 1 0 0 0 0 244 0 14 369 1

	LEFT	THRU	RIGHT
NORTH	1	0	0
EAST	14	369	1
SOUTH	0	0	4
WEST	0	244	0

AM APPROVED TRIPS

Intersection of: KING/TULLY

Traffic Node Number: 3105

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC02-066	0	0	0	0	0	0	0	23	0	0	13	0
GOBLE LANE	-----											
GOBLE LN & MONTEREY RD (SW/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC03-040	-----											
TULLY BUSINESS CENTER	0	10	0	0	7	0	0	0	0	0	0	0
TULLY RD AND HWY 101 (SW/C)	-----											
PDC03-093	-----											
SJ REGIONAL MEDICAL CENTER	0	0	0	0	0	0	0	0	0	0	0	0
MCKEE RD AND N JACKSON AV	-----											
PDC04-004	-----											
SIKH GURDWARA III / TRACT 9608	0	2	0	0	6	0	0	0	0	0	0	0
QUIMBY ROAD / BRITT WAY	-----											
PDC04-008	-----											
PALOMA CENTRE	0	4	0	4	3	0	0	0	0	0	24	6
SILVER CREEK RD AND ABORN RD	-----											
PDC04-045	-----											
VIETNAMTOWN	12	10	0	77	73	0	0	39	91	0	10	20
N/S STORY ROAD, 720' SW OF MCLAUGHLIN	-----											
PDC81-03-017	-----											
CAMPUS INDUSTRIAL	0	0	0	0	0	0	0	0	0	0	0	0
YERBA BUENA & FOWLER	-----											
PDC91-05-039	-----											
THE RANCH/CERRA PLATA	-1	0	4	5	0	-1	0	17	0	1	18	1
101 (E/S), 1000' N/O HELLYER	-----											
PDC99-11-086	-----											
MURILLO CHURCH AND SCHOOL	0	0	0	0	0	0	0	0	0	0	0	0
MURILLO AV (N/S), OPP GROESBECK HILL DR	-----											
PDC99-12-099	-----											
SUMMERHILL AT ABORN AND TOWERS	0	0	0	0	0	0	0	0	0	0	0	0
ABORN RD (N/S), 140' W/O TOWERS LN	-----											

AM APPROVED TRIPS

Intersection of: KING/TULLY

Traffic Node Number: 3105

Permit No. / Description / Location

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
TULLYLIBRARY	0	0	0	0	0	0	0	0	0	0	0	0
TULLY LIBRARY												
TULLY & KENOGA (SW/C)												
TOTAL:	12	42	4	118	109	1	9	202	96	1	154	58

	LEFT	THRU	RIGHT
NORTH	118	109	1
EAST	1	154	58
SOUTH	12	42	4
WEST	9	202	96

PM APPROVED TRIPS

12/16/2010

Page No: 8

Intersection of: KING/TULLY

Traffic Node Number: 3105

Permit No. / Description / Location

TULLYLIBRARY

TULLY LIBRARY

TULLY & KENOGA (SW/C)

M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
NBL	NBT	NBR	SBL	SBT	SBR	EBL	EET	EBR	WBL	WBT	WBR
0	0	0	0	0	0	0	0	0	0	0	0

TOTAL: 95 132 1 94 78 2 1 243 13 5 298 158

	LEFT	THRU	RIGHT
NORTH	94	78	2
EAST	5	298	158
SOUTH	95	132	1
WEST	1	243	13

PM APPROVED TRIPS

Intersection of: HURAN/TULLY

Traffic Node Number: 3592

Permit No. / Description / Location

Permit No.	Description	Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR			
0	0	0	2	0	0	0	0	0	0	23	0	0	14	1

EEHDP (RES)

EEHDP (RESIDENTIAL)

EVERGREEN

EEHDP (RETAIL)

EEHDP (RETAIL)

EVERGREEN

0	0	0	18	0	0	0	0	0	0	137	0	0	147	18
---	---	---	----	---	---	---	---	---	---	-----	---	---	-----	----

TOTAL: 0 0 0 20 0 0 0 206 0 0 193 20

	LEFT	THRU	RIGHT
NORTH	20	0	0
EAST	0	193	20
SOUTH	0	0	0
WEST	0	206	0

AM APPROVED TRIPS

Intersection of: QUIMBY/TULLY

Traffic Node Number: 3114

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
EEHDP (RES)	26	0	0	0	0	0	0	8	12	0	15	0
EEHDP (RESIDENTIAL)	29	0	0	0	0	0	0	3	52	0	2	0
EVERGREEN	0	0	0	0	0	0	0	0	0	0	0	0
EEHDP (RETAIL)	3	0	0	0	0	0	2	18	6	0	0	0
EEHDP (RETAIL)	0	0	0	0	0	0	0	0	0	0	0	0
EVERGREEN	0	0	0	0	0	0	0	0	0	0	0	0
ESP-2856/DU	30	0	0	0	0	0	0	0	126	0	0	0
EVERGREEN SPECIFIC PLAN AREA	-1	0	0	0	0	0	0	26	0	0	0	21
EVERGREEN	0	0	0	0	0	0	0	0	0	0	0	0
NSJ	0	0	0	0	0	0	0	23	0	0	13	0
NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	0	0
PDC02-066	0	0	0	0	0	0	0	0	0	0	0	0
GOBLE LANE	0	0	0	0	0	0	0	0	0	0	0	0
GOBLE LN & MONTEREY RD (SW/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC04-004	30	0	0	0	0	0	0	0	126	0	0	0
SIKH GURDWARA III / TRACT 9608	-1	0	0	0	0	0	0	26	0	0	0	21
QUIMBY ROAD / BRITT WAY	0	0	0	0	0	0	0	0	0	0	0	0
PDC81-03-017	0	0	0	0	0	0	0	0	0	0	0	0
CAMPUS INDUSTRIAL	0	0	0	0	0	0	0	0	0	0	0	0
YERBA BUENA & FOWLER	0	0	0	0	0	0	0	0	0	0	0	0
PDC99-11-086	0	0	0	0	0	0	0	0	0	0	0	0
MURILLO CHURCH AND SCHOOL	0	0	0	0	0	0	0	0	0	0	0	0
MURILLO AV (N/S), OPP GROESBECK HILL DR	0	0	0	0	0	0	0	0	0	0	0	0

TOTAL: 115 0 0 0 0 0 0 2 111 228 1 76 0

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	1	76	0
SOUTH	115	0	0
WEST	2	111	228

PM APPROVED TRIPS

12/16/2010

Page No: 3

Intersection of: QUIMBY/TULLY

Traffic Node Number: 3114

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP00-09-068 EVERGREEN COMMONS II CAPITOL AND TULLY (NE/C)	0	0	0	0	0	0	0	0	0	0	0	0
CP01-06-046 MT. CALVARY CHURCH WHITE RD (W/S), N/O PARK LANE	0	0	0	0	0	0	0	0	0	0	0	0
CP02-047 EASTRIDGE TULLY RD & CAPITOL EXPWY (SW/C)	0	0	0	0	0	0	0	16	0	0	0	26
CP06-062 BESHOFF MOTORS CAR DEALERSHIP SW CORNER OF CAPITOL EXPWY AND TULLY ROAD	0	0	0	0	0	0	0	5	0	0	0	2
EDPZONEC EDP ZONE C EVERGREEN	0	0	0	0	0	0	0	3	0	0	0	0
EDPZONEJ EDP ZONE J EVERGREEN	0	0	0	0	0	0	0	1	0	0	0	0
EDPZONEL EDP ZONE L EVERGREEN	0	0	0	0	0	0	0	2	0	0	0	0
EDPZONEP EDP ZONE P EVERGREEN	15	0	0	0	0	0	0	4	26	0	0	2
EEHDP (OFFICE) EEHDP (OFFICE) EVERGREEN	14	0	1	0	0	0	0	0	4	0	0	1

PM APPROVED TRIPS

12/16/2010

Page No: 4

Intersection of: QUIMBY/TULLY

Traffic Node Number: 3114

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
EEHDP (RES)	9	0	0	0	0	0	0	10	15	0	6	0
EEHDP (RESIDENTIAL)												
EVERGREEN	157	0	0	0	0	0	0	8	147	0	8	0
EEHDP (RETAIL)												
EEHDP (RETAIL)												
EVERGREEN	0	0	0	0	0	0	0	0	0	0	0	0
ESP-2856/DU												
EVERGREEN SPECIFIC PLAN AREA												
EVERGREEN	13	3	0	0	0	0	0	2	1	1	4	0
NSJ												
NORTH SAN JOSE												
PDC02-066	0	0	0	0	0	0	0	14	0	0	25	0
GOBLE LANE												
GOBLE LN & MONTEREY RD (SW/C)												
PDC04-004	0	0	0	0	0	0	0	0	0	0	0	0
SIKH GURDWARA III / TRACT 9608												
QUIMBY ROAD / BRITT WAY												
PDC81-03-017	126	0	0	0	0	0	0	0	30	0	0	0
CAMPUS INDUSTRIAL												
YERBA BUENA & FOWLER												
PDC99-11-086	0	0	0	0	0	0	0	3	0	0	13	0
MURILLO CHURCH AND SCHOOL												
MURILLO AV (N/S), OPP GROESBECK HILL DR												

TOTAL: 334 3 1 0 0 0 0 0 68 223 1 87 0

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	1	87	0
SOUTH	334	3	1
WEST	0	68	223

PM APPROVED TRIPS

Intersection of: EASTRIDGE WAY/TULLY

Traffic Node Number: 3460

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP00-09-068 EVERGREEN COMMONS II CAPITOL AND TULLY (NE/C)	0	0	0	0	0	0	0	0	0	0	0	0
CP01-06-046 MT. CALVARY CHURCH WHITE RD (W/S), N/O PARK LANE	0	0	0	0	0	0	0	0	0	0	0	0
CP02-047 EASTRIDGE TULLY RD & CAPITOL EXPWY (SW/C)	0	0	0	0	0	0	0	16	0	0	0	26
CP06-062 BESHOFF MOTORS CAR DEALERSHIP SW CORNER OF CAPITOL EXPWY AND TULLY ROAD	0	0	0	0	0	0	0	5	0	0	0	2
EDPZONEC EDP ZONE C EVERGREEN	0	0	0	0	0	0	0	3	0	0	0	0
EDPZONE D EDP ZONE D EVERGREEN	0	0	0	0	0	0	0	0	0	0	0	0
EDPZONE F EDP ZONE F EVERGREEN	0	0	0	0	0	0	0	0	0	0	0	0
EDPZONE G EDP ZONE G EVERGREEN	0	0	0	0	0	0	0	0	0	0	0	0
EDPZONE H EDP ZONE H EVERGREEN	0	0	0	0	0	0	0	0	0	0	0	0
EDPZONE J EDP ZONE J EVERGREEN	0	0	0	0	0	0	0	1	0	0	0	0

PM APPROVED TRIPS

Intersection of: EASTRIDGE WAY/TULLY

Traffic Node Number: 3460

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
NBL NBT NBR	SBL SBT SBR	EBL EBT EBR	WBL WBT WBR									
EDPZONE L	0	0	0	0	0	0	0	2	0	0	0	0
EDP ZONE L												
EVERGREEN	0	0	0	0	0	0	0	0	0	0	0	0
EDPZONEN												
EDP ZONE N												
EVERGREEN	0	0	0	0	0	0	0	4	0	0	0	2
EDPZONEP												
EDP ZONE P												
EVERGREEN	0	0	0	0	0	0	0	1	0	0	0	1
EEHDP (OFFICE)												
EEHDP (OFFICE)												
EVERGREEN	0	0	0	0	0	0	0	10	0	0	0	6
EEHDP (RES)												
EEHDP (RESIDENTIAL)												
EVERGREEN	0	0	0	0	0	0	0	8	0	0	0	8
EEHDP (RETAIL)												
EEHDP (RETAIL)												
EVERGREEN	0	0	0	0	0	0	0	0	0	0	0	0

ESP-2856/DU
EVERGREEN SPECIFIC PLAN AREA
EVERGREEN

TOTAL:	0	0	0	0	0	0	0	50	0	0	0	45
	LEFT	THRU	RIGHT									
NORTH	0	0	0									
EAST	0	45	0									
SOUTH	0	0	0									
WEST	0	50	0									

PM APPROVED TRIPS

12/16/2010

Page No: 4

Intersection of: EASTRIDGE LANE/TULLY

Traffic Node Number: 3459

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
EDPZONE L	0	0	0	0	0	0	0	2	0	1	0	0
EDP ZONE L												
EVERGREEN	0	0	0	0	0	0	0	0	0	0	0	0
EDPZONE N												
EDP ZONE N												
EVERGREEN	0	0	1	0	0	0	0	4	0	0	2	0
EDPZONE P												
EDP ZONE P												
EVERGREEN	0	0	0	0	0	0	0	1	0	0	1	0
EEHDP (OFFICE)												
EEHDP (OFFICE)												
EVERGREEN	0	0	3	0	0	0	0	10	0	1	6	0
EEHDP (RES)												
EEHDP (RESIDENTIAL)												
EVERGREEN	0	0	0	0	0	0	0	8	0	0	8	0
EEHDP (RETAIL)												
EEHDP (RETAIL)												
EVERGREEN	0	0	0	0	0	0	0	0	0	0	0	0
ESP-2856/DU												
EVERGREEN SPECIFIC PLAN AREA												
EVERGREEN	16	0	4	0	0	0	0	50	0	11	28	0

TOTAL:

LEFT THRU RIGHT

NORTH	0	0	0
EAST	11	28	0
SOUTH	16	0	4
WEST	0	50	0

AM APPROVED TRIPS

12/16/2010

Page No: 3

Intersection of: HAVANA/KING

Traffic Node Number: 3573

Permit No. / Description / Location

PDC91-05-039

THE RANCH/CERRA PLATA

101 (E/S), 1000' N/O HELLYER

Permit No.	Description	Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR			
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TOTAL:

7	91	3	5	168	6	8	6	12	11	6	8
---	----	---	---	-----	---	---	---	----	----	---	---

LEFT THRU RIGHT

NORTH	5	168	6
EAST	11	6	8
SOUTH	7	91	3
WEST	8	6	12

PM APPROVED TRIPS

Intersection of: HAVANA/KING

Traffic Node Number: 3573

Permit No. / Description / Location

Permit No.	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
CP01-06-046	0	0	0	0	0	0	0	0	0	0	0	0

MT. CALVARY CHURCH
 WHITE RD (W/S), N/O PARK LANE

 0 0 0 0 0 0 0 6 5 0 0 0 4 0

CP08-052
 SAN JUAN BAUTISTA CHILD DEV CNTR
 S/W CORNER TERILYN AVE & WAYWARD DR

 0 0 0 7 0 0 0 0 0 0 0 3 0 0 0

EDPZONEB
 EDP ZONE B
 EVERGREEN

 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

EDPZONEC
 EDP ZONE C
 EVERGREEN

 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

EDPZONE D
 EDP ZONE D
 EVERGREEN

 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

EDPZONEF
 EDP ZONE F
 EVERGREEN

 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

EDPZONEJ
 EDP ZONE J
 EVERGREEN

 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

EDPZONE N
 EDP ZONE N
 EVERGREEN

 0 2 0 0 0 2 0 0 0 0 0 0 0 0 0

EDPZONE O
 EDP ZONE O
 EVERGREEN

 0 3 0 0 0 6 0 0 0 0 0 0 0 0 0

EDPZONEP
 EDP ZONE P
 EVERGREEN

 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

PM APPROVED TRIPS

12/16/2010

Intersection of: HAVANA/KING

Page No: 6

Traffic Node Number: 3573

Permit No. / Description / Location

Permit No.	Description	Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR			
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PDC91-05-039

THE RANCH/CERRA PLATA
101 (E/S), 1000' N/O HELLYER

TOTAL:	28	226	19	13	143	14	14	7	28	15	6	12
--------	----	-----	----	----	-----	----	----	---	----	----	---	----

	LEFT	THRU	RIGHT
NORTH	13	143	14
EAST	15	6	12
SOUTH	28	226	19
WEST	14	7	28

AM APPROVED TRIPS

Intersection of: CUNNINGHAM/KING

Traffic Node Number: 3430

Permit No. / Description / Location

Permit No.	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
6	0	0	0	0	0	0	0	1	6	0	1	0

CP08-052

SAN JUAN BAUTISTA CHILD DEV CNTR
S/W CORNER TERILYN AVE & WAYWARD DR

EDPZONEC

EDP ZONE C

EVERGREEN

EDPZONED

EDP ZONE D

EVERGREEN

EDPZONEF

EDP ZONE F

EVERGREEN

EDPZONEJ

EDP ZONE J

EVERGREEN

EDPZONEK

EDP ZONE K

EVERGREEN

EDPZONEP

EDP ZONE P

EVERGREEN

EDPZONER

EDP ZONE R

EVERGREEN

EDPZONE S

EDP ZONE S

EVERGREEN

EEHDP (OFFICE)

EEHDP (OFFICE)

EVERGREEN

AM APPROVED TRIPS

12/16/2010

Intersection of: KING/WAVERLY

Page No: 2

Traffic Node Number: 3630

Permit No. / Description / Location	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
NBL NBT NBR	SBL SBT SBR	EBL EBT EBR	WBL WBT WBR									
EEHDP (RETAIL)	0	13	2	0	23	0	0	0	0	3	0	0
EEHDP (RETAIL)	0	0	0	0	0	0	0	0	0	0	0	0
EVERGREEN	0	0	0	0	0	0	0	0	0	0	0	0
ESP-2856/DU	0	0	0	0	0	0	0	0	0	0	0	0
EVERGREEN SPECIFIC PLAN AREA	0	7	0	2	5	2	3	0	0	0	0	3
EVERGREEN	0	0	0	0	0	0	0	0	0	0	0	0
EXHOMEBASE	0	30	0	0	150	0	0	0	0	0	0	0
EXISTING HOMEBASE	0	0	0	0	0	0	0	0	0	0	0	0
KING & STORY (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC81-03-017	0	0	0	0	0	0	0	0	0	0	0	0
CAMPUS INDUSTRIAL	0	0	0	0	0	0	0	0	0	0	0	0
YERBA BUENA & FOWLER	0	0	0	0	0	0	0	0	0	0	0	0
PDC91-05-039	0	0	0	0	0	0	0	0	0	0	0	0
THE RANCH/CERRA PLATA	0	0	0	0	0	0	0	0	0	0	0	0
101 (E/S), 1000' N/O HELLYER	0	0	0	0	0	0	0	0	0	0	0	0

TOTAL:

0	73	3	2	198	2	3	0	0	0	3	0	3
---	----	---	---	-----	---	---	---	---	---	---	---	---

LEFT THRU RIGHT

NORTH	2	198	2
EAST	3	0	3
SOUTH	0	73	3
WEST	3	0	0

Appendix C

Volume Summary Tables

City of San Jose
Reid Hillview Airport
Master Plan

Intersection Number: **1**
 Trafix Node Number: 5732
 Intersection Name: Capitol Expressway & Story Road
 Peak Hour: AM
 Count Date: 10/28/08
 Scenario: Reid Hillview Master Plan
 (S.J) Growth Factor: 0.003
 (S.J) Number of Months: 0.0
 Date of Analysis: 04/15/11
 Future Growth % Per Year: 0.020
 Number of Years to Buildout:

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	87	1246	388	750	1054	248	162	2931	182	122	453	168	7791
Proposed Project Trips													
Primary Retail Trips (119,790 sf)	0	24	0	0	0	8	5	16	3	4	0	0	60
Pass-By Retail Trips (119,790 s.f.)	0	0	0	0	0	0	0	0	0	0	0	0	0
Airport (750 Based Aircraft)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	24	0	0	0	8	5	16	3	4	0	0	60
Existing + Project Conditions	87	1270	388	750	1054	256	167	2947	185	126	453	168	7851
	check	87	1270	388	750	1054	256	167	2947	185	126	453	168
Approved Project Trips													
CSJ - ATI	5	158	40	26	28	25	29	201	23	16	36	2	589
Airport (726 Based Aircraft)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	5	158	40	26	28	25	29	201	23	16	36	2	589
Background Conditions	92	1404	428	776	1082	273	191	3132	205	138	489	170	8380
	check	92	1404	428	776	1082	273	191	3132	205	138	489	170
Bkugd + Project Conditions	92	1428	428	776	1082	281	196	3148	208	142	489	170	8440
	check	92	1428	428	776	1082	281	196	3148	208	142	489	170

Intersection Number: **2**
 Trafix Node Number: 5729
 Intersection Name: Capitol Expressway & Ocala Avenue
 Peak Hour: AM
 Count Date: 03/18/09
 Scenario: Reid Hillview Master Plan
 (S.J) Growth Factor: 0.003
 (S.J) Number of Months: 0.0
 Date of Analysis: 04/15/11
 Future Growth % Per Year: 0.020
 Number of Years to Buildout:

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	204	915	498	540	616	270	131	2986	299	117	383	127	7086
Proposed Project Trips													
Primary Retail Trips (119,790 sf)	0	35	0	0	0	23	14	24	6	16	0	0	118
Pass-By Retail Trips (119,790 s.f.)	0	0	0	0	0	0	0	0	0	0	0	0	0
Airport (750 Based Aircraft)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	35	0	0	0	23	14	24	6	16	0	0	118
Existing + Project Conditions	204	950	498	540	616	293	145	3010	305	133	383	127	7204
	check	204	950	498	540	616	293	145	3010	305	133	383	127
Approved Project Trips													
CSJ - ATI	1	140	5	13	6	15	11	148	10	21	8	4	382
Airport (726 Based Aircraft)	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Approved Trips	1	141	5	13	6	15	11	148	10	21	8	4	383
Reassign Bkgd no LT on Cunningham	0	0	0	0	0	21	0	0	20	0	0	0	
Background Conditions	205	1056	503	553	622	306	142	3134	329	138	391	131	7510
	check	205	1056	503	553	622	306	142	3134	329	138	391	131
Bkugd + Project Conditions	205	1091	503	553	622	329	156	3158	335	154	391	131	7628
	check	205	1091	503	553	622	329	156	3158	335	154	391	131

City of San Jose
Reid Hillview Airport
Master Plan

Intersection Number: **3**
 Trafix Node Number: 5728
 Intersection Name: Capitol Expressway & Cunningham Avenue
 Peak Hour: AM
 Count Date: 11/18/10
 Scenario: Reid Hillview Master Plan
 (S,J) Growth Factor: 0.003
 (S,J) Number of Months: 0.0
 Date of Analysis: 04/15/11
 Future Growth % Per Year: 0.020
 Number of Years to Buildout:

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	24	1093	24	170	3	58	124	2816	35	11	5	16	4379
Proposed Project Trips													
Primary Retail Trips (119,790 sf)	28	46	0	0	11	3	2	26	18	14	7	18	173
Pass-By Retail Trips (119,790 s.f.)	0	0	0	0	0	0	0	0	0	0	0	0	0
Airport (750 Based Aircraft)	1	0	0	0	0	0	0	0	1	1	0	1	4
Total Project Trips	29	46	0	0	11	3	2	26	19	15	7	19	177
Existing + Project Conditions	53	1139	24	170	14	61	126	2842	54	26	12	35	4556
	check	53	1139	24	170	14	61	126	2842	54	26	12	35
Approved Project Trips													
CSJ - ATI	0	205	2	9	0	4	3	169	0	0	0	0	392
Airport (726 Based Aircraft)	1	0	0	0	0	0	0	0	3	1	0	1	6
Total Approved Trips	1	205	2	9	0	4	3	169	3	1	0	1	398
Reassign Bkgd no LT on Cunningham	0	41	0	20	0	-62	0	17	0	17	0	-17	
Background Conditions	25	1339	26	199	3	0	127	3002	38	29	5	0	4793
	check	25	1339	26	199	3	0	127	3002	38	29	5	0
Proj Trips no LT on Cunningham	29	46	0	0	14	0	2	45	19	16	7	0	
Bkgd + Project Conditions	54	1385	26	199	17	0	129	3047	57	45	12	0	4971
	check	54	1385	26	199	17	0	129	3047	57	45	12	0

Intersection Number: **4**
 Trafix Node Number: 5727
 Intersection Name: Capitol Expressway & Tully Road
 Peak Hour: AM
 Count Date: 09/09/08
 Scenario: Reid Hillview Master Plan
 (S,J) Growth Factor: 0.003
 (S,J) Number of Months: 0.0
 Date of Analysis: 04/15/11
 Future Growth % Per Year: 0.020
 Number of Years to Buildout:

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	214	898	336	765	877	512	216	2205	283	100	449	236	7091
Proposed Project Trips													
Primary Retail Trips (119,790 sf)	4	23	61	5	47	0	0	7	27	0	0	27	201
Pass-By Retail Trips (119,790 s.f.)	0	0	0	0	0	0	0	0	0	0	0	0	0
Airport (750 Based Aircraft)	1	0	0	0	0	0	0	0	0	0	0	1	2
Total Project Trips	5	23	61	5	47	0	0	7	27	0	0	28	203
Existing + Project Conditions	219	921	397	770	924	512	216	2212	310	100	449	264	7294
	check	219	921	397	770	924	216	2212	310	100	449	264	
Approved Project Trips													
CSJ - ATI	18	130	93	36	64	70	46	174	12	5	71	21	740
Airport (726 Based Aircraft)	1	0	0	1	0	0	0	1	0	0	0	1	4
Total Approved Trips	19	130	93	37	64	70	46	175	12	5	71	22	744
Reassign Bkgd no LT on Cunningham	0	-21	17	0	0	21	0	0	0	0	0	0	
Background Conditions	233	1007	446	802	941	603	262	2380	295	105	520	258	7852
	check	233	1007	446	802	941	262	2380	295	105	520	258	
Proj Trips no LT on Cunningham	5	23	80	5	47	0	0	7	27	0	0	28	
Bkgd + Project Conditions	238	1030	526	807	988	603	262	2387	322	105	520	286	8074
	check	238	1030	526	807	988	262	2387	322	105	520	286	

City of San Jose
Reid Hillview Airport
Master Plan

Intersection Number: **5**
 Trafix Node Number: 5726
 Intersection Name: Capitol Expressway & Eastridge Mall
 Peak Hour: AM
 Count Date: 12/07/10
 Scenario: Reid Hillview Master Plan
 (S,J) Growth Factor: 0.003
 (S,J) Number of Months: 0.0
 Date of Analysis: 04/15/11
 Future Growth % Per Year: 0.020
 Number of Years to Buildout:

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	61	1073	0	0	0	0	0	2485	102	39	0	37	3797
Proposed Project Trips													
Primary Retail Trips (119,790 sf)	0	23	0	0	0	0	0	34	0	0	0	0	57
Pass-By Retail Trips (119,790 s.f.)	0	0	0	0	0	0	0	0	0	0	0	0	0
Airport (750 Based Aircraft)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	23	0	0	0	0	0	34	0	0	0	0	57
Existing + Project Conditions	61	1096	0	0	0	0	0	2519	102	39	0	37	3854
	check	61	1096	0	0	0	0	2519	102	39	0	37	
Approved Project Trips													
CSJ - ATI	8	149	0	0	0	0	0	155	31	12	0	0	355
Airport (726 Based Aircraft)	0	0	0	0	0	0	0	1	0	0	0	0	1
Total Approved Trips	8	149	0	0	0	0	0	156	31	12	0	0	356
Background Conditions	69	1222	0	0	0	0	0	2641	133	51	0	37	4153
	check	69	1222	0	0	0	0	2641	133	51	0	37	
Bkgd + Project Conditions	69	1245	0	0	0	0	0	2675	133	51	0	37	4210
	check	69	1245	0	0	0	0	2675	133	51	0	37	

Intersection Number: **6**
 Trafix Node Number: 5725
 Intersection Name: Capitol Expressway & Quimby Road
 Peak Hour: AM
 Count Date: 12/01/10
 Scenario: Reid Hillview Master Plan
 (S,J) Growth Factor: 0.003
 (S,J) Number of Months: 0.0
 Date of Analysis: 04/15/11
 Future Growth % Per Year: 0.020
 Number of Years to Buildout:

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	59	845	219	619	524	477	495	1820	219	106	241	36	5660
Proposed Project Trips													
Primary Retail Trips (119,790 sf)	0	14	10	14	0	0	0	20	0	0	0	0	58
Pass-By Retail Trips (119,790 s.f.)	0	0	0	0	0	0	0	0	0	0	0	0	0
Airport (750 Based Aircraft)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	14	10	14	0	0	0	20	0	0	0	0	58
Existing + Project Conditions	59	859	229	633	524	477	495	1840	219	106	241	36	5718
	check	59	859	229	633	524	477	1840	219	106	241	36	
Approved Project Trips													
CSJ - ATI	27	176	9	28	167	51	45	207	42	95	205	22	1074
Airport (726 Based Aircraft)	0	0	0	0	0	0	0	1	0	0	0	0	1
Total Approved Trips	27	176	9	28	167	51	45	208	42	95	205	22	1075
Background Conditions	86	1021	228	647	691	528	540	2028	261	201	446	58	6735
	check	86	1021	228	647	691	528	2028	261	201	446	58	
Bkgd + Project Conditions	86	1035	238	661	691	528	540	2048	261	201	446	58	6793
	check	86	1035	238	661	691	528	2048	261	201	446	58	

City of San Jose
Reid Hillview Airport
Master Plan

Intersection Number: **7**
 Trafix Node Number: 5735
 Intersection Name: Capitol Expressway & Nieman Boulevard
 Peak Hour: AM
 Count Date: 03/18/09
 Scenario: Reid Hillview Master Plan
 (S,J) Growth Factor: 0.003
 (S,J) Number of Months: 0.0
 Date of Analysis: 04/15/11
 Future Growth % Per Year: 0.020
 Number of Years to Buildout:

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	1260	186	901	0	0	61	1652	0	0	0	0	4060
Proposed Project Trips													
Primary Retail Trips (119,790 sf)	0	3	11	14	0	0	0	5	0	0	0	0	33
Pass-By Retail Trips (119,790 s.f.)	0	0	0	0	0	0	0	0	0	0	0	0	0
Airport (750 Based Aircraft)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	3	11	14	0	0	0	5	0	0	0	0	33
Existing + Project Conditions	0	1263	197	915	0	0	61	1657	0	0	0	0	4093
	check	0	1263	197	915	0	0	61	1657	0	0	0	
Approved Project Trips													
CSJ - ATI	0	136	105	137	0	0	0	164	0	0	0	0	542
Airport (726 Based Aircraft)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	136	105	137	0	0	0	164	0	0	0	0	542
Background Conditions	0	1396	291	1038	0	0	61	1816	0	0	0	0	4602
	check	0	1396	291	1038	0	0	61	1816	0	0	0	
Bkgd + Project Conditions	0	1399	302	1052	0	0	61	1821	0	0	0	0	4635
	check	0	1399	302	1052	0	0	61	1821	0	0	0	

Intersection Number: **8**
 Trafix Node Number: 5724
 Intersection Name: Capitol Expressway & Aborn Road
 Peak Hour: AM
 Count Date: 12/01/10
 Scenario: Reid Hillview Master Plan
 (S,J) Growth Factor: 0.003
 (S,J) Number of Months: 0.0
 Date of Analysis: 04/15/11
 Future Growth % Per Year: 0.020
 Number of Years to Buildout:

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	93	1053	206	148	675	1066	552	1332	212	109	175	87	5708
Proposed Project Trips													
Primary Retail Trips (119,790 sf)	1	1	1	1	0	0	0	2	0	0	0	2	8
Pass-By Retail Trips (119,790 s.f.)	0	0	0	0	0	0	0	0	0	0	0	0	0
Airport (750 Based Aircraft)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	1	1	1	1	0	0	0	2	0	0	0	2	8
Existing + Project Conditions	94	1054	207	149	675	1066	552	1334	212	109	175	89	5716
	check	94	1054	207	149	675	1066	552	1334	212	109	175	89
Approved Project Trips													
CSJ - ATI	41	82	132	110	30	12	54	130	1	0	45	16	653
Airport (726 Based Aircraft)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	41	82	132	110	30	12	54	130	1	0	45	16	653
Background Conditions	134	1135	338	258	705	1078	606	1462	213	109	220	103	6361
	check	134	1135	338	258	705	1078	606	1462	213	109	220	103
Bkgd + Project Conditions	135	1136	339	259	705	1078	606	1464	213	109	220	105	6369
	check	135	1136	339	259	705	1078	606	1464	213	109	220	105

City of San Jose
Reid Hillview Airport
Master Plan

Intersection Number: **9**
 Trafix Node Number: 5723
 Intersection Name: Silver Creek Road & Capitol Expressway
 Peak Hour: AM
 Count Date: 10/09/08
 Scenario: Reid Hillview Master Plan
 (S,J) Growth Factor: 0.003
 (S,J) Number of Months: 0.0
 Date of Analysis: 04/15/11
 Future Growth % Per Year: 0.020
 Number of Years to Buildout:

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	413	546	100	50	1766	355	156	469	682	287	1975	734	7533
Proposed Project Trips													
Primary Retail Trips (119,790 sf)	0	0	0	0	0	1	2	0	0	0	1	0	4
Pass-By Retail Trips (119,790 s.f.)	0	0	0	0	0	0	0	0	0	0	0	0	0
Airport (750 Based Aircraft)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	1	2	0	0	0	1	0	4
Existing + Project Conditions	413	546	100	50	1766	356	158	469	682	287	1976	734	7537
	check	413	546	100	50	1766	356	158	469	682	287	1976	734
Approved Project Trips													
CSJ - ATI	0	33	1	4	61	7	11	65	63	20	168	13	446
Airport (726 Based Aircraft)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	33	1	4	61	7	11	65	63	20	168	13	446
Background Conditions	413	579	101	54	1827	362	167	534	745	307	2143	747	7979
	check	413	579	101	54	1827	362	167	534	745	307	2143	747
Bkgd + Project Conditions	413	579	101	54	1827	363	169	534	745	307	2144	747	7983
	check	413	579	101	54	1827	363	169	534	745	307	2144	747

Intersection Number: **10**
 Trafix Node Number: 3261
 Intersection Name: Lanai Av / Alvin Av & Tully Road
 Peak Hour: AM
 Count Date: 02/18/09
 Scenario: Reid Hillview Master Plan
 (S,J) Growth Factor: 0.003
 (S,J) Number of Months: 0.0
 Date of Analysis: 04/15/11
 Future Growth % Per Year: 0.020
 Number of Years to Buildout:

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	197	25	27	5	1331	93	76	12	425	426	1083	102	3802
Proposed Project Trips													
Primary Retail Trips (119,790 sf)	0	0	1	1	2	1	1	0	0	0	3	0	9
Pass-By Retail Trips (119,790 s.f.)	0	0	0	0	0	0	0	0	0	0	0	0	0
Airport (750 Based Aircraft)	0	0	0	0	1	0	0	0	0	0	1	0	2
Total Project Trips	0	0	1	1	3	1	1	0	0	0	4	0	11
Existing + Project Conditions	197	25	28	6	1334	94	77	12	425	426	1087	102	3813
	check	197	25	28	6	1334	94	77	12	425	426	1087	102
Approved Project Trips													
CSJ - ATI	0	0	1	1	161	12	3	1	0	0	282	0	461
Airport (726 Based Aircraft)	0	0	0	0	1	0	0	0	0	0	1	0	2
Total Approved Trips	0	0	1	1	162	12	3	1	0	0	283	0	463
Background Conditions	197	25	28	6	1493	105	79	13	425	426	1366	102	4265
	check	197	25	28	6	1493	105	79	13	425	426	1366	102
Bkgd + Project Conditions	197	25	29	7	1496	106	80	13	425	426	1370	102	4276
	check	197	25	29	7	1496	106	80	13	425	426	1370	102

City of San Jose
Reid Hillview Airport
Master Plan

Intersection Number: **11**
 Trafix Node Number: 3105
 Intersection Name: King Road & Tully Road
 Peak Hour: AM
 Count Date: 09/09/10
 Scenario: Reid Hillview Master Plan
 (S,J) Growth Factor: 0.003
 (S,J) Number of Months: 0.0
 Date of Analysis: 04/15/11
 Future Growth % Per Year: 0.020
 Number of Years to Buildout:

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	306	282	106	159	916	138	100	616	351	98	723	349	4144
Proposed Project Trips													
Primary Retail Trips (119,790 sf)	0	0	7	9	3	6	8	0	0	0	5	0	38
Pass-By Retail Trips (119,790 s.f.)	0	0	0	0	0	0	0	0	0	0	0	0	0
Airport (750 Based Aircraft)	0	0	0	0	1	0	0	0	0	0	1	0	2
Total Project Trips	0	0	7	9	4	6	8	0	0	0	6	0	40
Existing + Project Conditions	306	282	113	168	920	144	108	616	351	98	729	349	4184
	check	306	282	113	168	920	144	108	616	351	98	729	349
Approved Project Trips													
CSJ - ATI	1	109	118	58	154	1	4	42	12	96	202	9	806
Airport (726 Based Aircraft)	0	0	0	0	1	0	0	0	0	0	1	0	2
Total Approved Trips	1	109	118	58	155	1	4	42	12	96	203	9	808
Background Conditions	307	391	224	217	1071	139	104	658	363	194	926	358	4952
	check	307	391	224	217	1071	139	104	658	363	194	926	358
Bkgd + Project Conditions	307	391	231	226	1075	145	112	658	363	194	932	358	4992
	check	307	391	231	226	1075	145	112	658	363	194	932	358

Intersection Number: **12**
 Trafix Node Number: 3592
 Intersection Name: Huran Drive & Tully Road
 Peak Hour: AM
 Count Date: 11/16/10
 Scenario: Reid Hillview Master Plan
 (S,J) Growth Factor: 0.003
 (S,J) Number of Months: 0.0
 Date of Analysis: 04/15/11
 Future Growth % Per Year: 0.020
 Number of Years to Buildout:

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	115	14	57	68	955	16	14	24	56	19	784	125	2247
Proposed Project Trips													
Primary Retail Trips (119,790 sf)	0	0	4	3	18	0	0	0	0	0	20	0	45
Pass-By Retail Trips (119,790 s.f.)	0	0	0	0	0	0	0	0	0	0	0	0	0
Airport (750 Based Aircraft)	0	0	0	0	1	0	0	0	0	0	1	0	2
Total Project Trips	0	0	4	3	19	0	0	0	0	0	21	0	47
Existing + Project Conditions	115	14	61	71	974	16	14	24	56	19	805	125	2294
	check	115	14	61	71	974	16	14	24	56	19	805	125
Approved Project Trips													
CSJ - ATI	0	0	10	6	110	0	0	0	0	0	102	0	228
Airport (726 Based Aircraft)	0	0	0	0	1	0	0	0	0	0	1	0	2
Total Approved Trips	0	0	10	6	111	0	0	0	0	0	103	0	230
Background Conditions	115	14	67	74	1066	16	14	24	56	19	887	125	2477
	check	115	14	67	74	1066	16	14	24	56	19	887	125
Bkgd + Project Conditions	115	14	71	77	1085	16	14	24	56	19	908	125	2524
	check	115	14	71	77	1085	16	14	24	56	19	908	125

City of San Jose
Reid Hillview Airport
Master Plan

Intersection Number:	13													
Traffic Node Number:	3114													
Intersection Name:	Quimby Road & Tully Road													
Peak Hour:	AM											Date of Analysis: 04/15/11		
Count Date:	09/09/10													
Scenario:	Reid Hillview Master Plan													
(S,J) Growth Factor:	0.003											Future Growth % Per Year: 0.020		
(S,J) Number of Months:	0.0											Number of Years to Buildout:		
	Movements													
	North Approach			East Approach			South Approach			West Approach				
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total	
Existing Conditions	72	74	42	73	641	51	26	106	315	157	489	118	2164	
Proposed Project Trips														
Primary Retail Trips (119,790 sf)	0	0	0	0	21	1	2	0	0	0	25	0	49	
Pass-By Retail Trips (119,790 s.f.)	0	0	0	0	0	0	0	0	0	0	0	0	0	
Airport (750 Based Aircraft)	0	0	0	0	1	0	0	0	0	0	1	0	2	
Total Project Trips	0	0	0	0	22	1	2	0	0	0	26	0	51	
Existing + Project Conditions	72	74	42	73	663	52	28	106	315	157	515	118	2215	
	check	72	74	42	73	663	52	28	106	315	157	515	118	
Approved Project Trips														
CSJ - ATI	0	0	0	0	76	1	0	0	115	228	111	2	533	
Airport (726 Based Aircraft)	0	0	0	0	1	0	0	0	0	0	1	0	2	
Total Approved Trips	0	0	0	0	77	1	0	0	115	228	112	2	535	
Background Conditions	72	74	42	73	718	52	26	106	430	385	601	120	2699	
	check	72	74	42	73	718	52	26	106	430	385	601	120	
Bkgd + Project Conditions	72	74	42	73	740	53	28	106	430	385	627	120	2750	
	check	72	74	42	73	740	53	28	106	430	385	627	120	

Intersection Number:	14													
Traffic Node Number:	3460													
Intersection Name:	Eastridge Way & Tully Road													
Peak Hour:	AM											Date of Analysis: 04/15/11		
Count Date:	11/16/10													
Scenario:	Reid Hillview Master Plan													
(S,J) Growth Factor:	0.003											Future Growth % Per Year: 0.020		
(S,J) Number of Months:	0.0											Number of Years to Buildout:		
	Movements													
	North Approach			East Approach			South Approach			West Approach				
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total	
Existing Conditions	0	0	0	0	813	39	15	0	29	120	513	10	1539	
Proposed Project Trips														
Primary Retail Trips (119,790 sf)	0	0	0	0	23	0	0	0	0	0	27	0	50	
Pass-By Retail Trips (119,790 s.f.)	0	0	0	0	0	0	0	0	0	0	0	0	0	
Airport (750 Based Aircraft)	0	0	0	0	1	0	0	0	0	0	1	0	2	
Total Project Trips	0	0	0	0	24	0	0	0	0	0	28	0	52	
Existing + Project Conditions	0	0	0	0	837	39	15	0	29	120	541	10	1591	
	check	0	0	0	0	837	39	15	0	29	120	541	10	
Approved Project Trips														
CSJ - ATI	0	0	0	0	43	0	0	0	0	0	44	0	87	
Airport (726 Based Aircraft)	0	0	0	0	1	0	0	0	0	0	1	0	2	
Total Approved Trips	0	0	0	0	44	0	0	0	0	0	45	0	89	
Background Conditions	0	0	0	0	857	39	15	0	29	120	558	10	1628	
	check	0	0	0	0	857	39	15	0	29	120	558	10	
Bkgd + Project Conditions	0	0	0	0	881	39	15	0	29	120	586	10	1680	
	check	0	0	0	0	881	39	15	0	29	120	586	10	

City of San Jose
Reid Hillview Airport
Master Plan

Intersection Number:	15												
Traffic Node Number:	3459												
Intersection Name:	Eastridge Lane & Tully Road												
Peak Hour:	AM												
Count Date:	11/18/10												
Scenario:	Reid Hillview Master Plan												
(S,J) Growth Factor:	0.003												
(S,J) Number of Months:	0.0												
	Future Growth % Per Year: 0.020												
	Number of Years to Buildout:												
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	0	0	0	0	845	38	15	0	3	8	515	0	1424
Proposed Project Trips													
Primary Retail Trips (119,790 sf)	0	0	0	0	23	0	0	0	0	0	27	0	50
Pass-By Retail Trips (119,790 s.f.)	0	0	0	0	0	0	0	0	0	0	0	0	0
Airport (750 Based Aircraft)	0	0	0	0	1	0	0	0	0	0	1	0	2
Total Project Trips	0	0	0	0	24	0	0	0	0	0	28	0	52
Existing + Project Conditions	0	0	0	0	869	38	15	0	3	8	543	0	1476
	check	0	0	0	869	38	15	0	3	8	543	0	
Approved Project Trips													
CSJ - ATI	0	0	0	0	37	17	3	0	6	0	44	0	107
Airport (726 Based Aircraft)	0	0	0	0	1	0	0	0	0	0	1	0	2
Total Approved Trips	0	0	0	0	38	17	3	0	6	0	45	0	109
Background Conditions	0	0	0	0	883	55	18	0	9	8	560	0	1533
	check	0	0	0	883	55	18	0	9	8	560	0	
Bkgd + Project Conditions	0	0	0	0	907	55	18	0	9	8	588	0	1585
	check	0	0	0	907	55	18	0	9	8	588	0	

Intersection Number:	16												
Traffic Node Number:	3573												
Intersection Name:	King Road & Havana Dr /Ocala Av												
Peak Hour:	AM												
Count Date:	02/18/09												
Scenario:	Reid Hillview Master Plan												
(S,J) Growth Factor:	0.003												
(S,J) Number of Months:	0.0												
	Future Growth % Per Year: 0.020												
	Number of Years to Buildout:												
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	40	287	35	138	38	88	56	659	13	21	52	77	1504
Proposed Project Trips													
Primary Retail Trips (119,790 sf)	0	2	2	0	1	0	1	4	0	0	1	0	11
Pass-By Retail Trips (119,790 s.f.)	0	0	0	0	0	0	0	0	0	0	0	0	0
Airport (750 Based Aircraft)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	2	2	0	1	0	1	4	0	0	1	0	11
Existing + Project Conditions	40	289	37	138	39	88	57	663	13	21	53	77	1515
	check	40	289	37	138	39	57	663	13	21	53	77	
Approved Project Trips													
CSJ - ATI	6	168	5	8	6	11	3	91	7	12	6	8	331
Airport (726 Based Aircraft)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	6	168	5	8	6	11	3	91	7	12	6	8	331
Background Conditions	46	455	40	146	44	99	59	750	20	33	58	85	1835
	check	46	455	40	146	44	59	750	20	33	58	85	
Bkgd + Project Conditions	46	457	42	146	45	99	60	754	20	33	59	85	1846
	check	46	457	42	146	45	60	754	20	33	59	85	

City of San Jose
Reid Hillview Airport
Master Plan

Intersection Number: **17**
 Trafix Node Number: 3430
 Intersection Name: King Road & Cunningham Avenue
 Peak Hour: AM
 Count Date: 11/16/10
 Scenario: Reid Hillview Master Plan
 (S,J) Growth Factor: 0.003
 (S,J) Number of Months: 0.0
 Date of Analysis: 04/15/11
 Future Growth % Per Year: 0.020
 Number of Years to Buildout:

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	34	336	140	198	48	119	125	749	13	13	82	72	1929
Proposed Project Trips													
Primary Retail Trips (119,790 sf)	0	2	0	1	0	2	1	5	1	2	0	0	14
Pass-By Retail Trips (119,790 s.f.)	0	0	0	0	0	0	0	0	0	0	0	0	0
Airport (750 Based Aircraft)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	2	0	1	0	2	1	5	1	2	0	0	14
Existing + Project Conditions	34	338	140	199	48	121	126	754	14	15	82	72	1943
	check	34	338	140	199	48	121	126	754	14	15	82	72
Approved Project Trips													
CSJ - ATI	2	201	2	3	1	1	1	79	6	6	1	3	306
Airport (726 Based Aircraft)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	2	201	2	3	1	1	1	79	6	6	1	3	306
Background Conditions	36	537	142	201	49	120	126	828	19	19	83	75	2235
	check	36	537	142	201	49	120	126	828	19	19	83	75
Bkgd + Project Conditions	36	539	142	202	49	122	127	833	20	21	83	75	2249
	check	36	539	142	202	49	122	127	833	20	21	83	75

Intersection Number: **18**
 Trafix Node Number: 3630
 Intersection Name: King Road & Waverly Avenue
 Peak Hour: AM
 Count Date: 11/16/10
 Scenario: Reid Hillview Master Plan
 (S,J) Growth Factor: 0.003
 (S,J) Number of Months: 0.0
 Date of Analysis: 04/15/11
 Future Growth % Per Year: 0.020
 Number of Years to Buildout:

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	26	539	22	46	111	68	99	842	8	9	110	18	1898
Proposed Project Trips													
Primary Retail Trips (119,790 sf)	0	6	0	0	0	0	1	7	1	1	0	0	16
Pass-By Retail Trips (119,790 s.f.)	0	0	0	0	0	0	0	0	0	0	0	0	0
Airport (750 Based Aircraft)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	6	0	0	0	0	1	7	1	1	0	0	16
Existing + Project Conditions	26	545	22	46	111	68	100	849	9	10	110	18	1914
	check	26	545	22	46	111	68	100	849	9	10	110	18
Approved Project Trips													
CSJ - ATI	2	198	2	3	0	3	3	73	0	0	0	3	287
Airport (726 Based Aircraft)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	2	198	2	3	0	3	3	73	0	0	0	3	287
Background Conditions	28	737	24	49	111	71	102	915	8	9	110	21	2185
	check	28	737	24	49	111	71	102	915	8	9	110	21
Bkgd + Project Conditions	28	743	24	49	111	71	103	922	9	10	110	21	2201
	check	28	743	24	49	111	71	103	922	9	10	110	21

City of San Jose
Reid Hillview Airport
Master Plan

Intersection Number: **1**
 Traffix Node Number: 5732
 Intersection Name: Capitol Expressway & Story Road
 Peak Hour: PM
 Date of Analysis: 04/15/11
 Count Date: 09/14/10
 Scenario: Reid Hillview Master Plan
 (S,J) Growth Factor: 0.003
 Future Growth % Per Year: 0.020
 (S,J) Number of Months: 0.0
 Number of Years to Buildout:

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	98	2952	762	527	417	199	208	1193	167	636	705	147	8011
Proposed Project Trips													
Primary Retail Trips (119,790 sf)	0	37	0	0	0	13	13	37	6	6	0	0	112
Pass-By Retail Trips (119,790 s.f.)	0	0	0	0	0	0	0	0	0	0	0	0	0
Airport (750 Based Aircraft)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	37	0	0	0	13	13	37	6	6	0	0	112
Existing + Project Conditions	98	2989	762	527	417	212	221	1230	173	642	705	147	8123
	check	98	2989	762	527	417	212	221	1230	173	642	705	147
Approved Project Trips													
CSJ - ATI	7	195	51	39	47	34	37	168	24	34	47	6	689
Airport (726 Based Aircraft)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	7	195	51	39	47	34	37	168	24	34	47	6	689
Background Conditions	105	3147	813	566	464	233	245	1361	191	670	752	153	8700
	check	105	3147	813	566	464	233	245	1361	191	670	752	153
Bkgd + Project Conditions	105	3184	813	566	464	246	258	1398	197	676	752	153	8812
	check	105	3184	813	566	464	246	258	1398	197	676	752	153

Intersection Number: **2**
 Traffix Node Number: 5729
 Intersection Name: Capitol Expressway & Ocala Avenue
 Peak Hour: PM
 Date of Analysis: 04/15/11
 Count Date: 02/19/09
 Scenario: Reid Hillview Master Plan
 (S,J) Growth Factor: 0.003
 Future Growth % Per Year: 0.020
 (S,J) Number of Months: 0.0
 Number of Years to Buildout:

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	137	2789	705	238	232	181	186	1177	209	303	286	100	6543
Proposed Project Trips													
Primary Retail Trips (119,790 s.f.)	0	56	0	0	0	35	34	55	14	25	0	0	219
Pass-By Retail Trips (119,790 s.f.)	0	0	0	0	0	0	0	0	0	0	0	0	0
Airport (750 Based Aircraft)	0	0	0	0	0	0	0	1	0	0	0	0	1
Total Project Trips	0	56	0	0	0	35	34	56	14	25	0	0	220
Existing + Project Conditions	137	2845	705	238	232	216	220	1233	223	328	286	100	6763
	check	137	2845	705	238	232	216	220	1233	223	328	286	100
Approved Project Trips													
CSJ - ATI	4	176	11	3	11	27	26	153	38	31	12	1	493
Airport (726 Based Aircraft)	0	1	0	0	0	0	0	1	0	0	0	0	2
Total Approved Trips	4	177	11	3	11	27	26	154	38	31	12	1	495
Reassign Bkgd no LT on Cunningham	0	0	0	0	0	18	0	0	18	0	0	0	
Background Conditions	141	2966	716	241	243	226	212	1331	265	334	298	101	7074
	check	141	2966	716	241	243	226	212	1331	265	334	298	101
Bkgd + Project Conditions	141	3022	716	241	243	261	246	1387	279	359	298	101	7294
	check	141	3022	716	241	243	261	246	1387	279	359	298	101

City of San Jose
Reid Hillview Airport
Master Plan

Intersection Number: **3**
 Traffic Node Number: 5728
 Intersection Name: Capitol Expressway & Cunningham Avenue
 Peak Hour: PM
 Date of Analysis: 04/15/11
 Count Date: 11/18/10
 Scenario: Reid Hillview Master Plan
 (SJ) Growth Factor: 0.003
 Future Growth % Per Year: 0.020
 (SJ) Number of Months: 0.0
 Number of Years to Buildout:

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	28	3299	52	62	5	51	123	1551	11	9	6	40	5237
Proposed Project Trips													
Primary Retail Trips (119,790 s.f.)	43	73	0	0	17	4	5	61	29	32	17	42	323
Pass-By Retail Trips (119,790 s.f.)	11	-11	0	0	0	0	0	-5	16	21	0	5	37
Airport (750 Based Aircraft)	0	0	0	0	0	0	0	0	1	2	0	1	4
Total Project Trips	54	62	0	0	17	4	5	56	46	55	17	48	364
Existing + Project Conditions	82	3361	52	62	22	55	128	1607	57	64	23	88	5601
	check	82	3361	52	62	22	55	128	1607	57	64	23	88
Approved Project Trips													
CSJ - ATI	0	237	7	2	0	4	5	249	0	0	0	0	504
Airport (726 Based Aircraft)	1	0	0	0	0	0	0	0	2	2	0	1	6
Total Approved Trips	1	237	7	2	0	4	5	249	2	2	0	1	510
Reassign Bkgd no LT on Cunningham	0	36	0	18	0	-55	0	41	0	41	0	-41	
Background Conditions	29	3572	59	82	5	0	128	1841	13	52	6	0	5787
	check	29	3572	59	82	5	0	128	1841	13	52	6	0
Proj Trips no LT on Cunningham	54	62	0	0	21	0	5	104	46	56	17	0	
Bkgd + Project Conditions	83	3634	59	82	26	0	133	1945	59	108	23	0	6152
	check	83	3634	59	82	26	0	133	1945	59	108	23	0

Intersection Number: **4**
 Traffic Node Number: 5727
 Intersection Name: Capitol Expressway & Tully Road
 Peak Hour: PM
 Date of Analysis: 04/15/11
 Count Date: 09/14/10
 Scenario: Reid Hillview Master Plan
 (SJ) Growth Factor: 0.003
 Future Growth % Per Year: 0.020
 (SJ) Number of Months: 0.0
 Number of Years to Buildout:

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	427	2343	753	252	463	334	308	938	179	93	662	365	7117
Proposed Project Trips													
Primary Retail Trips (119,790 s.f.)	9	55	144	7	73	0	0	11	42	0	0	42	383
Pass-By Retail Trips (119,790 s.f.)	5	5	37	0	5	-5	-5	-11	16	0	-11	11	47
Airport (750 Based Aircraft)	0	1	1	0	0	0	0	0	0	0	0	0	2
Total Project Trips	14	61	182	7	78	-5	-5	0	58	0	-11	53	432
Existing + Project Conditions	441	2404	935	259	541	329	303	938	237	93	651	418	7549
	check	441	2404	935	259	541	329	303	938	237	93	651	418
Approved Project Trips													
CSJ - ATI	17	238	43	85	68	121	120	193	3	16	53	29	986
Airport (726 Based Aircraft)	1	1	0	0	0	0	0	1	0	0	0	1	4
Total Approved Trips	18	239	43	85	68	121	120	194	3	16	53	30	990
Reassign Bkgd no LT on Cunningham	0	-19	41	0	0	19	0	0	0	0	0	0	
Background Conditions	445	2563	837	337	531	474	428	1132	182	109	715	395	8148
	check	445	2563	837	337	531	474	428	1132	182	109	715	395
Proj Trips no LT on Cunningham	15	61	229	7	78	-5	-5	0	58	0	-11	53	
Bkgd + Project Conditions	460	2624	1066	344	609	469	423	1132	240	109	704	448	8628
	check	460	2624	1066	344	609	469	423	1132	240	109	704	448

City of San Jose
Reid Hillview Airport
Master Plan

Intersection Number: **5**
 Traffix Node Number: 5726
 Intersection Name: Capitol Expressway & Eastridge Mall
 Peak Hour: PM
 Count Date: 12/07/10
 Scenario: Reid Hillview Master Plan
 (S,J) Growth Factor: 0.003
 (S,J) Number of Months: 0.0
 Date of Analysis: 04/15/11
 Future Growth % Per Year: 0.020
 Number of Years to Buildout:

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	280	2383	0	0	0	0	0	1224	139	259	0	186	4471
Proposed Project Trips													
Primary Retail Trips (119,790 s.f.)	0	55	0	0	0	0	0	53	0	0	0	0	108
Pass-By Retail Trips (119,790 s.f.)	0	0	0	0	0	0	0	0	0	0	0	0	0
Airport (750 Based Aircraft)	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Project Trips	0	56	0	0	0	0	0	53	0	0	0	0	109
Existing + Project Conditions	280	2439	0	0	0	0	0	1277	139	259	0	186	4580
	check	280	2439	0	0	0	0	1277	139	259	0	186	
Approved Project Trips													
CSJ - ATI	5	320	0	0	0	0	0	287	23	22	0	1	658
Airport (726 Based Aircraft)	0	1	0	0	0	0	0	1	0	0	0	0	2
Total Approved Trips	5	321	0	0	0	0	0	288	23	22	0	1	660
Background Conditions	285	2704	0	0	0	0	0	1512	162	281	0	187	5131
	check	285	2704	0	0	0	0	1512	162	281	0	187	
Bkgd + Project Conditions	285	2760	0	0	0	0	0	1565	162	281	0	187	5240
	check	285	2760	0	0	0	0	1565	162	281	0	187	

Intersection Number: **6**
 Traffix Node Number: 5725
 Intersection Name: Capitol Expressway & Quimby Road
 Peak Hour: PM
 Count Date: 09/14/10
 Scenario: Reid Hillview Master Plan
 (S,J) Growth Factor: 0.003
 (S,J) Number of Months: 0.0
 Date of Analysis: 04/15/11
 Future Growth % Per Year: 0.020
 Number of Years to Buildout:

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	323	1903	717	250	429	373	547	1101	374	385	506	67	6975
Proposed Project Trips													
Primary Retail Trips (119,790 s.f.)	0	32	23	21	0	0	0	32	0	0	0	0	108
Pass-By Retail Trips (119,790 s.f.)	0	0	0	0	0	0	0	0	0	0	0	0	0
Airport (750 Based Aircraft)	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Project Trips	0	33	23	21	0	0	0	32	0	0	0	0	109
Existing + Project Conditions	323	1936	740	271	429	373	547	1133	374	385	506	67	7084
	check	323	1936	740	271	429	373	547	1133	374	385	506	67
Approved Project Trips													
CSJ - ATI	65	323	25	13	467	101	100	283	129	63	381	65	2015
Airport (726 Based Aircraft)	0	1	0	0	0	0	0	1	0	0	0	0	2
Total Approved Trips	65	324	25	13	467	101	100	284	129	63	381	65	2017
Background Conditions	388	2227	742	263	896	474	647	1385	503	448	887	132	8992
	check	388	2227	742	263	896	474	647	1385	503	448	887	132
Bkgd + Project Conditions	388	2260	765	284	896	474	647	1417	503	448	887	132	9101
	check	388	2260	765	284	896	474	647	1417	503	448	887	132

City of San Jose
Reid Hillview Airport
Master Plan

Intersection Number: **7**
 Traffix Node Number: 5735
 Intersection Name: Capitol Expressway & Nieman Boulevard
 Peak Hour: PM
 Count Date: 02/19/09
 Scenario: Reid Hillview Master Plan
 (S,J) Growth Factor: 0.003
 (S,J) Number of Months: 0.0
 Date of Analysis: 04/15/11
 Future Growth % Per Year: 0.020
 Number of Years to Buildout:

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	1896	604	258	0	0	131	1580	0	0	0	0	4469
Proposed Project Trips													
Primary Retail Trips (119,790 s.f.)	0	7	25	22	0	0	0	8	0	0	0	0	62
Pass-By Retail Trips (119,790 s.f.)	0	0	0	0	0	0	0	0	0	0	0	0	0
Airport (750 Based Aircraft)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	7	25	22	0	0	0	8	0	0	0	0	62
Existing + Project Conditions	0	1903	629	280	0	0	131	1588	0	0	0	0	4531
	check	0	1903	629	280	0	0	131	1588	0	0	0	
Approved Project Trips													
CSJ - ATI	0	340	276	309	0	0	0	365	0	0	0	0	1290
Airport (726 Based Aircraft)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	340	276	309	0	0	0	365	0	0	0	0	1290
Background Conditions	0	2236	880	567	0	0	131	1945	0	0	0	0	5759
	check	0	2236	880	567	0	0	131	1945	0	0	0	
Bkgd + Project Conditions	0	2243	905	589	0	0	131	1953	0	0	0	0	5821
	check	0	2243	905	589	0	0	131	1953	0	0	0	

Intersection Number: **8**
 Traffix Node Number: 5724
 Intersection Name: Capitol Expressway & Aborn Road
 Peak Hour: PM
 Count Date: 09/16/10
 Scenario: Reid Hillview Master Plan
 (S,J) Growth Factor: 0.003
 (S,J) Number of Months: 0.0
 Date of Analysis: 04/15/11
 Future Growth % Per Year: 0.020
 Number of Years to Buildout:

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	170	1454	380	101	537	663	1130	1351	233	89	504	233	6845
Proposed Project Trips													
Primary Retail Trips (119,790 s.f.)	2	3	2	2	0	0	0	3	0	0	0	3	15
Pass-By Retail Trips (119,790 s.f.)	0	0	0	0	0	0	0	0	0	0	0	0	0
Airport (750 Based Aircraft)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	2	3	2	2	0	0	0	3	0	0	0	3	15
Existing + Project Conditions	172	1457	382	103	537	663	1130	1354	233	89	504	236	6860
	check	172	1457	382	103	537	663	1130	1354	233	89	504	236
Approved Project Trips													
CSJ - ATI	38	187	203	220	71	49	15	163	0	0	41	67	1054
Airport (726 Based Aircraft)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	38	187	203	220	71	49	15	163	0	0	41	67	1054
Background Conditions	208	1641	583	321	608	712	1145	1514	233	89	545	300	7899
	check	208	1641	583	321	608	712	1145	1514	233	89	545	300
Bkgd + Project Conditions	210	1644	585	323	608	712	1145	1517	233	89	545	303	7914
	check	210	1644	585	323	608	712	1145	1517	233	89	545	303

City of San Jose
Reid Hillview Airport
Master Plan

Intersection Number: **9**
 Traffix Node Number: 5723
 Intersection Name: Silver Creek Road & Capitol Expressway
 Peak Hour: PM
 Count Date: 09/14/10
 Scenario: Reid Hillview Master Plan
 (S,J) Growth Factor: 0.003
 (S,J) Number of Months: 0.0
 Date of Analysis: 04/15/11
 Future Growth % Per Year: 0.020
 Number of Years to Buildout:

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	376	412	127	42	2100	227	131	271	403	387	2289	725	7490
Proposed Project Trips													
Primary Retail Trips (119,790 s.f.)	0	0	0	0	1	3	3	0	0	0	1	0	8
Pass-By Retail Trips (119,790 s.f.)	0	0	0	0	0	0	0	0	0	0	0	0	0
Airport (750 Based Aircraft)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	1	3	3	0	0	0	1	0	8
Existing + Project Conditions	376	412	127	42	2101	230	134	271	403	387	2290	725	7498
	check	376	412	127	42	2101	230	134	271	403	387	2290	725
Approved Project Trips													
CSJ - ATI	12	73	5	3	224	32	19	45	50	6	140	0	609
Airport (726 Based Aircraft)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	12	73	5	3	224	32	19	45	50	6	140	0	609
Background Conditions	388	485	132	45	2324	259	150	316	453	393	2429	725	8099
	check	388	485	132	45	2324	259	150	316	453	393	2429	725
Bkgd + Project Conditions	388	485	132	45	2325	262	153	316	453	393	2430	725	8107
	check	388	485	132	45	2325	262	153	316	453	393	2430	725

Intersection Number: **10**
 Traffix Node Number: 3261
 Intersection Name: Lanai Av / Alvin Av & Tully Road
 Peak Hour: PM
 Count Date: 02/18/09
 Scenario: Reid Hillview Master Plan
 (S,J) Growth Factor: 0.003
 (S,J) Number of Months: 0.0
 Date of Analysis: 04/15/11
 Future Growth % Per Year: 0.020
 Number of Years to Buildout:

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	305	42	42	24	1735	100	111	52	445	706	1659	188	5409
Proposed Project Trips													
Primary Retail Trips (119,790 s.f.)	0	0	1	1	5	1	1	0	0	0	5	0	14
Pass-By Retail Trips (119,790 s.f.)	0	0	0	0	0	0	0	0	0	0	0	0	0
Airport (750 Based Aircraft)	0	0	0	0	1	0	0	0	0	0	0	0	1
Total Project Trips	0	0	1	1	6	1	1	0	0	0	5	0	15
Existing + Project Conditions	305	42	43	25	1741	101	112	52	445	706	1664	188	5424
	check	305	42	43	25	1741	101	112	52	445	706	1664	188
Approved Project Trips													
CSJ - ATI	0	0	1	1	369	14	4	0	0	0	244	0	633
Airport (726 Based Aircraft)	0	0	0	0	1	0	0	0	0	0	1	0	2
Total Approved Trips	0	0	1	1	370	14	4	0	0	0	245	0	635
Background Conditions	305	42	43	25	2105	114	115	52	445	706	1904	188	6044
	check	305	42	43	25	2105	114	115	52	445	706	1904	188
Bkgd + Project Conditions	305	42	44	26	2111	115	116	52	445	706	1909	188	6059
	check	305	42	44	26	2111	115	116	52	445	706	1909	188

City of San Jose
Reid Hillview Airport
Master Plan

Intersection Number: **11**
 Traffix Node Number: 3105
 Intersection Name: King Road & Tully Road
 Peak Hour: PM Date of Analysis: 04/15/11
 Count Date: 09/09/10
 Scenario: Reid Hillview Master Plan
 (S,J) Growth Factor: 0.003 Future Growth % Per Year: 0.020
 (S,J) Number of Months: 0.0 Number of Years to Buildout:

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	269	649	235	161	993	135	125	262	384	222	1258	292	4985
Proposed Project Trips													
Primary Retail Trips (119,790 s.f.)	0	0	11	21	8	14	13	0	0	0	8	0	75
Pass-By Retail Trips (119,790 s.f.)	0	0	0	0	0	0	0	0	0	0	0	0	0
Airport (750 Based Aircraft)	0	0	0	0	1	0	0	0	0	0	0	0	1
Total Project Trips	0	0	11	21	9	14	13	0	0	0	8	0	76
Existing + Project Conditions	269	649	246	182	1002	149	138	262	384	222	1266	292	5061
	check	269	649	246	182	1002	149	138	262	384	222	1266	292
Approved Project Trips													
CSJ - ATI	2	78	94	158	298	5	1	132	95	13	243	1	1120
Airport (726 Based Aircraft)	0	0	0	0	1	0	0	0	0	0	1	0	2
Total Approved Trips	2	78	94	158	299	5	1	132	95	13	244	1	1122
Background Conditions	271	727	329	319	1292	140	126	394	479	235	1502	293	6107
	check	271	727	329	319	1292	140	126	394	479	235	1502	293
Bkgd + Project Conditions	271	727	340	340	1301	154	139	394	479	235	1510	293	6183
	check	271	727	340	340	1301	154	139	394	479	235	1510	293

Intersection Number: **12**
 Traffix Node Number: 3592
 Intersection Name: Huran Drive & Tully Road
 Peak Hour: PM Date of Analysis: 04/15/11
 Count Date: 11/16/10
 Scenario: Reid Hillview Master Plan
 (S,J) Growth Factor: 0.003 Future Growth % Per Year: 0.020
 (S,J) Number of Months: 0.0 Number of Years to Buildout:

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	69	8	36	26	1152	15	7	13	49	36	1586	166	3163
Proposed Project Trips													
Primary Retail Trips (119,790 s.f.)	0	0	6	6	42	0	0	0	0	0	31	0	85
Pass-By Retail Trips (119,790 s.f.)	0	0	0	0	0	0	0	0	0	0	0	0	0
Airport (750 Based Aircraft)	0	0	0	0	1	0	0	0	0	0	0	0	1
Total Project Trips	0	0	6	6	43	0	0	0	0	0	31	0	86
Existing + Project Conditions	69	8	42	32	1195	15	7	13	49	36	1617	166	3249
	check	69	8	42	32	1195	15	7	13	49	36	1617	166
Approved Project Trips													
CSJ - ATI	0	0	20	20	193	0	0	0	0	0	206	0	439
Airport (726 Based Aircraft)	0	0	0	0	1	0	0	0	0	0	1	0	2
Total Approved Trips	0	0	20	20	194	0	0	0	0	0	207	0	441
Background Conditions	69	8	56	46	1346	15	7	13	49	36	1793	166	3604
	check	69	8	56	46	1346	15	7	13	49	36	1793	166
Bkgd + Project Conditions	69	8	62	52	1389	15	7	13	49	36	1824	166	3690
	check	69	8	62	52	1389	15	7	13	49	36	1824	166

City of San Jose
Reid Hillview Airport
Master Plan

Intersection Number: **13**
 Traffic Node Number: 3114
 Intersection Name: Quimby Road & Tully Road
 Peak Hour: PM Date of Analysis: 04/15/11
 Count Date: 09/09/10
 Scenario: Reid Hillview Master Plan
 (SJ) Growth Factor: 0.003 Future Growth % Per Year: 0.020
 (SJ) Number of Months: 0.0 Number of Years to Buildout:

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	39	95	68	56	685	117	38	99	393	467	937	139	3133
Proposed Project Trips													
Primary Retail Trips (119,790 s.f.)	0	0	0	0	50	3	3	0	0	0	39	0	95
Pass-By Retail Trips (119,790 s.f.)	0	0	0	0	0	0	0	0	0	0	0	0	0
Airport (750 Based Aircraft)	0	0	0	0	1	0	0	0	0	0	0	0	1
Total Project Trips	0	0	0	0	51	3	3	0	0	0	39	0	96
Existing + Project Conditions	39	95	68	56	736	120	41	99	393	467	976	139	3229
	check	39	95	68	56	736	120	41	99	393	467	976	139
Approved Project Trips													
CSJ - ATI	0	0	0	0	87	1	1	3	334	223	68	0	717
Airport (726 Based Aircraft)	0	0	0	0	1	0	0	0	0	0	1	0	2
Total Approved Trips	0	0	0	0	88	1	1	3	334	223	69	0	719
Background Conditions	39	95	68	56	773	118	39	102	727	690	1006	139	3852
	check	39	95	68	56	773	118	39	102	727	690	1006	139
Bkgd + Project Conditions	39	95	68	56	824	121	42	102	727	690	1045	139	3948
	check	39	95	68	56	824	121	42	102	727	690	1045	139

Intersection Number: **14**
 Traffic Node Number: 3460
 Intersection Name: Eastridge Way & Tully Road
 Peak Hour: PM Date of Analysis: 04/15/11
 Count Date: 11/16/10
 Scenario: Reid Hillview Master Plan
 (SJ) Growth Factor: 0.003 Future Growth % Per Year: 0.020
 (SJ) Number of Months: 0.0 Number of Years to Buildout:

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	0	0	0	718	99	49	0	219	247	797	27	2156
Proposed Project Trips													
Primary Retail Trips (119,790 s.f.)	0	0	0	0	53	0	0	0	0	0	42	0	95
Pass-By Retail Trips (119,790 s.f.)	0	0	0	0	0	0	0	0	0	0	0	0	0
Airport (750 Based Aircraft)	0	0	0	0	1	0	0	0	0	0	0	0	1
Total Project Trips	0	0	0	0	54	0	0	0	0	0	42	0	96
Existing + Project Conditions	0	0	0	0	772	99	49	0	219	247	839	27	2252
	check	0	0	0	0	772	99	49	0	219	247	839	27
Approved Project Trips													
CSJ - ATI	0	0	0	0	45	0	0	0	0	0	50	0	95
Airport (726 Based Aircraft)	0	0	0	0	1	0	0	0	0	0	1	0	2
Total Approved Trips	0	0	0	0	46	0	0	0	0	0	51	0	97
Background Conditions	0	0	0	0	764	99	49	0	219	247	848	27	2253
	check	0	0	0	0	764	99	49	0	219	247	848	27
Bkgd + Project Conditions	0	0	0	0	818	99	49	0	219	247	890	27	2349
	check	0	0	0	0	818	99	49	0	219	247	890	27

City of San Jose
Reid Hillview Airport
Master Plan

Intersection Number: **15**
 Traffic Node Number: 3459
 Intersection Name: Eastridge Lane & Tully Road
 Peak Hour: PM Date of Analysis: 04/15/11
 Count Date: 11/18/10
 Scenario: Reid Hillview Master Plan
 (SJ) Growth Factor: 0.003 Future Growth % Per Year: 0.020
 (SJ) Number of Months: 0.0 Number of Years to Buildout:

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	0	0	0	795	171	137	0	15	18	859	0	1995
Proposed Project Trips													
Primary Retail Trips (119,790 s.f.)	0	0	0	0	53	0	0	0	0	0	42	0	95
Pass-By Retail Trips (119,790 s.f.)	0	0	0	0	0	0	0	0	0	0	0	0	0
Airport (750 Based Aircraft)	0	0	0	0	1	0	0	0	0	0	0	0	1
<i>Total Project Trips</i>	0	0	0	0	54	0	0	0	0	0	42	0	96
Existing + Project Conditions	0	0	0	0	849	171	137	0	15	18	901	0	2091
	check	0	0	0	0	849	171	137	0	15	18	901	0
Approved Project Trips													
CSJ - ATI	0	0	0	0	28	11	4	0	16	0	50	0	109
Airport (726 Based Aircraft)	0	0	0	0	1	0	0	0	0	0	1	0	2
<i>Total Approved Trips</i>	0	0	0	0	29	11	4	0	16	0	51	0	111
Background Conditions	0	0	0	0	824	182	141	0	31	18	910	0	2106
	check	0	0	0	0	824	182	141	0	31	18	910	0
Bkugd + Project Conditions	0	0	0	0	878	182	141	0	31	18	952	0	2202
	check	0	0	0	0	878	182	141	0	31	18	952	0

Intersection Number: **16**
 Traffic Node Number: 3573
 Intersection Name: King Road & Havana Dr /Ocala Av
 Peak Hour: PM Date of Analysis: 04/15/11
 Count Date: 02/18/09
 Scenario: Reid Hillview Master Plan
 (SJ) Growth Factor: 0.003 Future Growth % Per Year: 0.020
 (SJ) Number of Months: 0.0 Number of Years to Buildout:

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	75	1065	203	131	93	163	113	435	19	42	89	58	2486
Proposed Project Trips													
Primary Retail Trips (119,790 s.f.)	0	3	4	0	2	0	3	10	0	0	2	0	24
Pass-By Retail Trips (119,790 s.f.)	0	0	0	0	0	0	0	0	0	0	0	0	0
Airport (750 Based Aircraft)	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Total Project Trips</i>	0	3	4	0	2	0	3	10	0	0	2	0	24
Existing + Project Conditions	75	1068	207	131	95	163	116	445	19	42	91	58	2510
	check	75	1068	207	131	95	163	116	445	19	42	91	58
Approved Project Trips													
CSJ - ATI	14	143	13	12	6	15	19	226	28	28	7	14	525
Airport (726 Based Aircraft)	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Total Approved Trips</i>	14	143	13	12	6	15	19	226	28	28	7	14	525
Background Conditions	89	1208	216	143	99	178	132	661	47	70	96	72	3011
	check	89	1208	216	143	99	178	132	661	47	70	96	72
Bkugd + Project Conditions	89	1211	220	143	101	178	135	671	47	70	98	72	3035
	check	89	1211	220	143	101	178	135	671	47	70	98	72

City of San Jose
Reid Hillview Airport
Master Plan

Intersection Number: **17**
 Traffic Node Number: 3430
 Intersection Name: King Road & Cunningham Avenue
 Peak Hour: PM Date of Analysis: 04/15/11
 Count Date: 11/16/10
 Scenario: Reid Hillview Master Plan
 (SJ) Growth Factor: 0.003 Future Growth % Per Year: 0.020
 (SJ) Number of Months: 0.0 Number of Years to Buildout:

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	86	1034	104	129	51	86	91	503	38	24	80	52	2278
Proposed Project Trips													
Primary Retail Trips (119,790 s.f.)	0	3	0	1	0	3	2	12	3	3	0	0	27
Pass-By Retail Trips (119,790 s.f.)	0	0	0	0	0	0	0	0	0	0	0	0	0
Airport (750 Based Aircraft)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	3	0	1	0	3	2	12	3	3	0	0	27
Existing + Project Conditions	86	1037	104	130	51	89	93	515	41	27	80	52	2305
	check	86	1037	104	130	51	89	93	515	41	27	80	52
Approved Project Trips													
CSJ - ATI	6	133	6	6	1	2	2	250	6	6	1	6	425
Airport (726 Based Aircraft)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	6	133	6	6	1	2	2	250	6	6	1	6	425
Background Conditions	92	1167	110	135	52	88	93	753	44	30	81	58	2703
	check	92	1167	110	135	52	88	93	753	44	30	81	58
Bkgd + Project Conditions	92	1170	110	136	52	91	95	765	47	33	81	58	2730
	check	92	1170	110	136	52	91	95	765	47	33	81	58

Intersection Number: **18**
 Traffic Node Number: 3630
 Intersection Name: King Road & Waverly Avenue
 Peak Hour: PM Date of Analysis: 04/15/11
 Count Date: 11/16/10
 Scenario: Reid Hillview Master Plan
 (SJ) Growth Factor: 0.003 Future Growth % Per Year: 0.020
 (SJ) Number of Months: 0.0 Number of Years to Buildout:

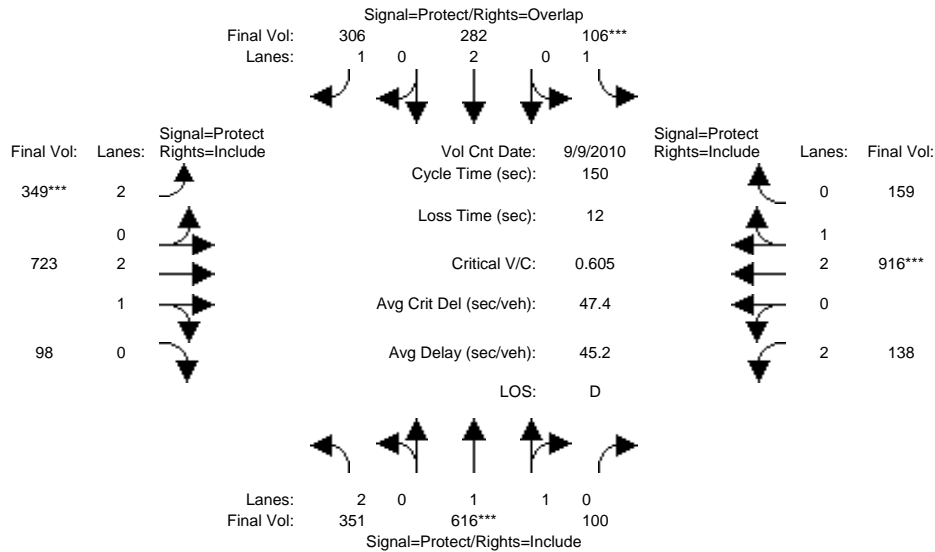
Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	50	938	84	45	78	75	85	550	16	7	34	15	1977
Proposed Project Trips													
Primary Retail Trips (119,790 s.f.)	0	9	0	0	0	0	3	16	2	2	0	0	32
Pass-By Retail Trips (119,790 s.f.)	0	0	0	0	0	0	0	0	0	0	0	0	0
Airport (750 Based Aircraft)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	9	0	0	0	0	3	16	2	2	0	0	32
Existing + Project Conditions	50	947	84	45	78	75	88	566	18	9	34	15	2009
	check	50	947	84	45	78	75	88	566	18	9	34	15
Approved Project Trips													
CSJ - ATI	6	124	6	6	0	7	6	240	0	0	0	6	401
Airport (726 Based Aircraft)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	6	124	6	6	0	7	6	240	0	0	0	6	401
Background Conditions	56	1062	90	51	78	82	91	790	16	7	34	21	2378
	check	56	1062	90	51	78	82	91	790	16	7	34	21
Bkgd + Project Conditions	56	1071	90	51	78	82	94	806	18	9	34	21	2410
	check	56	1071	90	51	78	82	94	806	18	9	34	21

Appendix D

Intersection Level of Service Calculations

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing (AM)

Intersection #3105: KING/TULLY



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	9 Sep 2010	<<												
Base Vol:	351	616	100	106	282	306	349	723	98	138	916	159					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	351	616	100	106	282	306	349	723	98	138	916	159					
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
ATI:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	351	616	100	106	282	306	349	723	98	138	916	159					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	351	616	100	106	282	306	349	723	98	138	916	159					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	351	616	100	106	282	306	349	723	98	138	916	159					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Final Volume:	351	616	100	106	282	306	349	723	98	138	916	159					

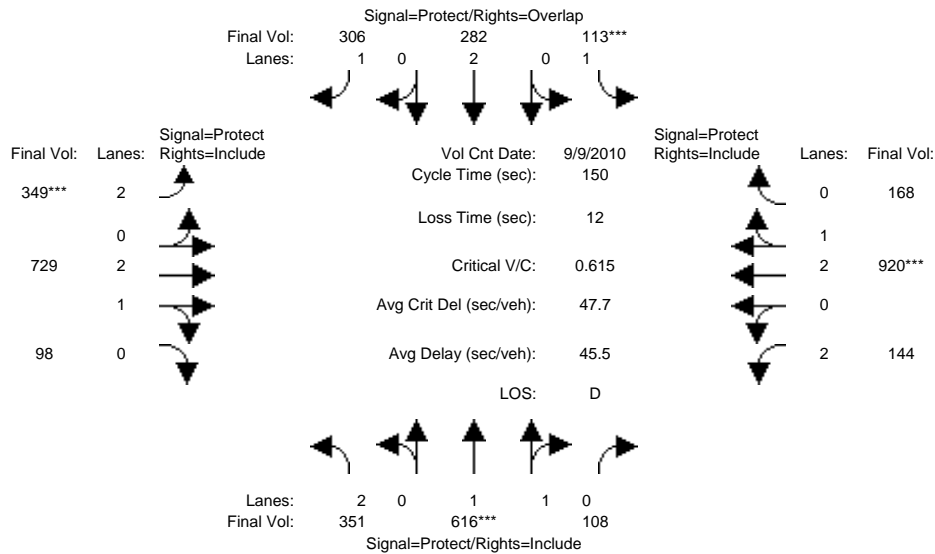
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.83	0.99	0.95	0.83	0.99	0.95	0.83	0.99	0.95	
Lanes:	2.00	1.71	0.29	1.00	2.00	1.00	2.00	2.63	0.37	2.00	2.54	0.46				
Final Sat.:	3150	3183	517	1750	3800	1750	3150	4931	668	3150	4771	828				

Capacity Analysis Module:																
Vol/Sat:	0.11	0.19	0.19	0.06	0.07	0.17	0.11	0.15	0.15	0.04	0.19	0.19				
Crit Moves:	****			****			****			****						
Green Time:	37.8	48.0	48.0	15.0	25.2	52.6	27.5	56.9	56.9	18.1	47.6	47.6				
Volume/Cap:	0.44	0.61	0.61	0.61	0.44	0.50	0.61	0.39	0.39	0.36	0.61	0.61				
Delay/Veh:	47.6	43.9	43.9	70.6	56.6	38.9	58.1	34.0	34.0	61.2	43.9	43.9				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	47.6	43.9	43.9	70.6	56.6	38.9	58.1	34.0	34.0	61.2	43.9	43.9				
LOS by Move:	D	D	D	E	E	D	E	C	C	E	D	D				
HCM2kAvgQ:	8	14	14	5	6	12	9	9	9	4	14	14				

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing + Project (AM)

Intersection #3105: KING/TULLY

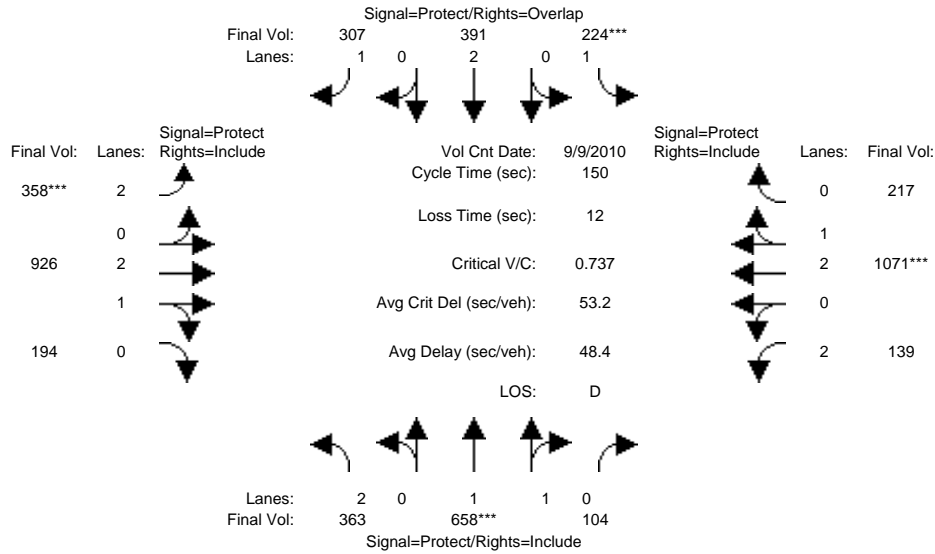


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Sep 2010 <<												
Base Vol:	351	616	100	106	282	306	349	723	98	138	916	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	351	616	100	106	282	306	349	723	98	138	916	159
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	0	0	8	7	0	0	0	6	0	6	4	9
Initial Fut:	351	616	108	113	282	306	349	729	98	144	920	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	351	616	108	113	282	306	349	729	98	144	920	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	351	616	108	113	282	306	349	729	98	144	920	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	351	616	108	113	282	306	349	729	98	144	920	168
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.83	0.99	0.95	0.83	0.99	0.95
Lanes:	2.00	1.69	0.31	1.00	2.00	1.00	2.00	2.63	0.37	2.00	2.52	0.48
Final Sat.:	3150	3148	552	1750	3800	1750	3150	4936	663	3150	4734	864
Capacity Analysis Module:												
Vol/Sat:	0.11	0.20	0.20	0.06	0.07	0.17	0.11	0.15	0.15	0.05	0.19	0.19
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	38.1	47.8	47.8	15.8	25.4	52.4	27.0	56.6	56.6	17.9	47.4	47.4
Volume/Cap:	0.44	0.61	0.61	0.61	0.44	0.50	0.61	0.39	0.39	0.38	0.61	0.61
Delay/Veh:	47.3	44.3	44.3	70.3	56.4	39.1	58.7	34.2	34.2	61.6	44.2	44.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.3	44.3	44.3	70.3	56.4	39.1	58.7	34.2	34.2	61.6	44.2	44.2
LOS by Move:	D	D	D	E	E	D	E	C	C	E	D	D
HCM2kAvgQ:	8	14	14	5	6	12	10	9	9	4	15	15

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background AM

Intersection #3105: KING/TULLY

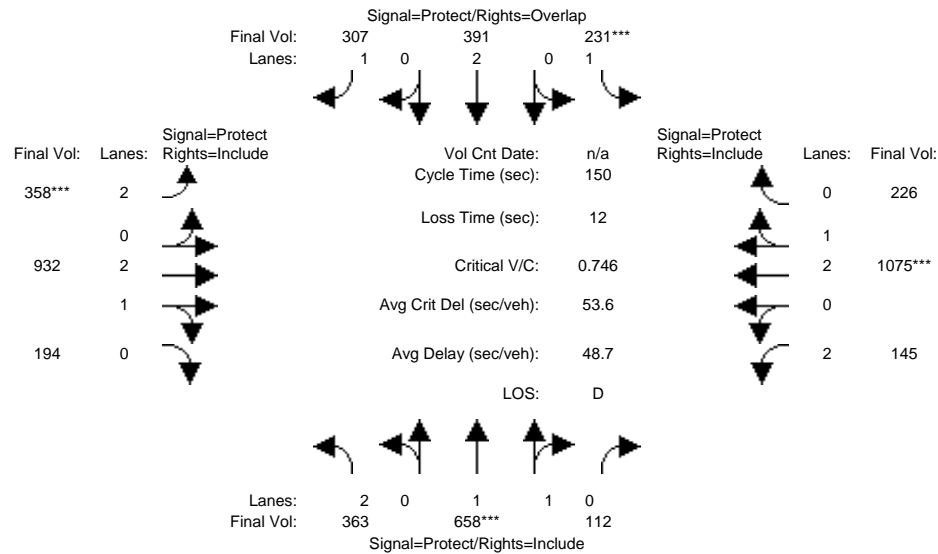


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Sep 2010 <<												
Base Vol:	351	616	100	106	282	306	349	723	98	138	916	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	351	616	100	106	282	306	349	723	98	138	916	159
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	12	42	4	118	109	1	9	203	96	1	155	58
Initial Fut:	363	658	104	224	391	307	358	926	194	139	1071	217
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	363	658	104	224	391	307	358	926	194	139	1071	217
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	363	658	104	224	391	307	358	926	194	139	1071	217
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	363	658	104	224	391	307	358	926	194	139	1071	217
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.83	0.99	0.95	0.83	0.99	0.95
Lanes:	2.00	1.72	0.28	1.00	2.00	1.00	2.00	2.46	0.54	2.00	2.48	0.52
Final Sat.:	3150	3195	505	1750	3800	1750	3150	4629	970	3150	4655	943
Capacity Analysis Module:												
Vol/Sat:	0.12	0.21	0.21	0.13	0.10	0.18	0.11	0.20	0.20	0.04	0.23	0.23
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	35.9	41.9	41.9	26.1	32.1	55.2	23.1	56.8	56.8	13.2	46.8	46.8
Volume/Cap:	0.48	0.74	0.74	0.74	0.48	0.48	0.74	0.53	0.53	0.50	0.74	0.74
Delay/Veh:	49.5	51.8	51.8	67.8	52.1	36.9	66.4	36.5	36.5	66.6	47.7	47.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.5	51.8	51.8	67.8	52.1	36.9	66.4	36.5	36.5	66.6	47.7	47.7
LOS by Move:	D	D	D	E	D	D	E	D	D	E	D	D
HCM2kAvgQ:	8	16	16	11	8	11	11	13	13	4	19	19

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project AM

Intersection #3105: KING/TULLY



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	363	658	104	224	391	307	358	926	194	139	1071	217
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	363	658	104	224	391	307	358	926	194	139	1071	217
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	0	0	8	7	0	0	0	6	0	6	4	9
Initial Fut:	363	658	112	231	391	307	358	932	194	145	1075	226
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	363	658	112	231	391	307	358	932	194	145	1075	226
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	363	658	112	231	391	307	358	932	194	145	1075	226
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	363	658	112	231	391	307	358	932	194	145	1075	226

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.83	0.99	0.95	0.83	0.99	0.95
Lanes:	2.00	1.70	0.30	1.00	2.00	1.00	2.00	2.46	0.54	2.00	2.46	0.54
Final Sat.:	3150	3161	538	1750	3800	1750	3150	4634	965	3150	4626	973

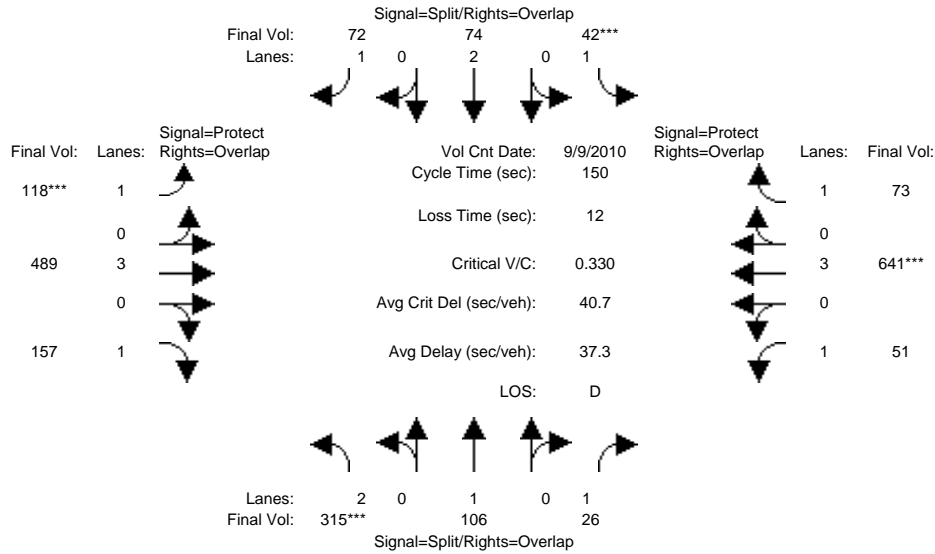
Capacity Analysis Module:

Vol/Sat:	0.12	0.21	0.21	0.13	0.10	0.18	0.11	0.20	0.20	0.05	0.23	0.23
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	36.1	41.9	41.9	26.5	32.3	55.1	22.9	56.5	56.5	13.1	46.7	46.7
Volume/Cap:	0.48	0.75	0.75	0.75	0.48	0.48	0.75	0.53	0.53	0.53	0.75	0.75
Delay/Veh:	49.3	52.2	52.2	68.0	51.9	36.9	67.1	36.8	36.8	67.4	48.1	48.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.3	52.2	52.2	68.0	51.9	36.9	67.1	36.8	36.8	67.4	48.1	48.1
LOS by Move:	D	D	D	E	D	D	E	D	D	E	D	D
HCM2kAvgQ:	8	17	17	11	8	11	11	14	14	4	19	19

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing (AM)

Intersection #3114: QUIMBY/TULLY

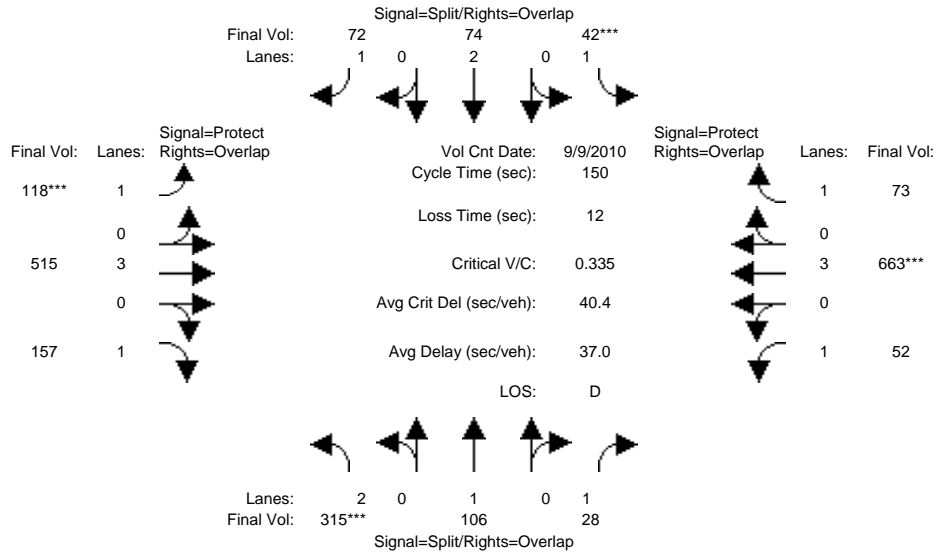


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Sep 2010 <<												
Base Vol:	315	106	26	42	74	72	118	489	157	51	641	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	315	106	26	42	74	72	118	489	157	51	641	73
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	315	106	26	42	74	72	118	489	157	51	641	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	315	106	26	42	74	72	118	489	157	51	641	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	315	106	26	42	74	72	118	489	157	51	641	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	315	106	26	42	74	72	118	489	157	51	641	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	1900	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.06	0.01	0.02	0.02	0.04	0.07	0.09	0.09	0.03	0.11	0.04
Crit Moves:	****			****			****				****	
Green Time:	45.4	45.4	74.2	10.9	10.9	41.5	30.6	52.9	98.3	28.8	51.1	62.0
Volume/Cap:	0.33	0.18	0.03	0.33	0.27	0.15	0.33	0.24	0.14	0.15	0.33	0.10
Delay/Veh:	40.7	38.8	19.5	67.6	66.3	41.1	51.5	34.4	9.8	50.7	36.9	27.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.7	38.8	19.5	67.6	66.3	41.1	51.5	34.4	9.8	50.7	36.9	27.0
LOS by Move:	D	D	B	E	E	D	D	C	A	D	D	C
HCM2kAvgQ:	6	3	1	2	2	3	5	5	3	2	7	2

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing + Project (AM)

Intersection #3114: QUIMBY/TULLY

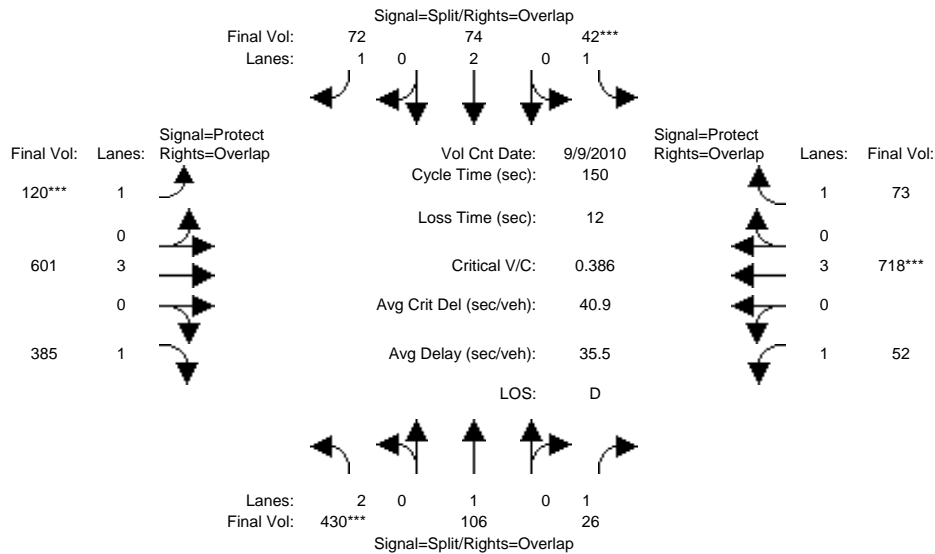


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Sep 2010 <<												
Base Vol:	315	106	26	42	74	72	118	489	157	51	641	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	315	106	26	42	74	72	118	489	157	51	641	73
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	0	0	2	0	0	0	0	26	0	1	22	0
Initial Fut:	315	106	28	42	74	72	118	515	157	52	663	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	315	106	28	42	74	72	118	515	157	52	663	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	315	106	28	42	74	72	118	515	157	52	663	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	315	106	28	42	74	72	118	515	157	52	663	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	1900	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.06	0.02	0.02	0.02	0.04	0.07	0.09	0.09	0.03	0.12	0.04
Crit Moves:	****			****			****			****		
Green Time:	44.8	44.8	72.9	10.8	10.8	41.0	30.2	54.3	99.2	28.1	52.2	62.9
Volume/Cap:	0.33	0.19	0.03	0.33	0.27	0.15	0.33	0.25	0.14	0.16	0.33	0.10
Delay/Veh:	41.2	39.2	20.1	67.8	66.4	41.5	51.8	33.6	9.5	51.3	36.2	26.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.2	39.2	20.1	67.8	66.4	41.5	51.8	33.6	9.5	51.3	36.2	26.4
LOS by Move:	D	D	C	E	E	D	D	C	A	D	D	C
HCM2kAvgQ:	6	3	1	2	2	3	5	5	3	2	7	2

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #3114: QUIMBY/TULLY

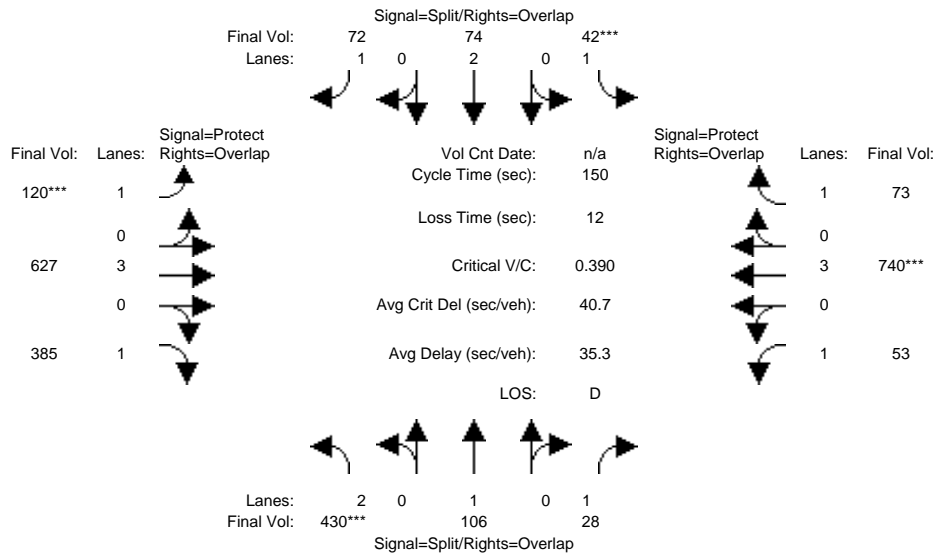


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Sep 2010 <<												
Base Vol:	315	106	26	42	74	72	118	489	157	51	641	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	315	106	26	42	74	72	118	489	157	51	641	73
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	115	0	0	0	0	0	2	112	228	1	77	0
Initial Fut:	430	106	26	42	74	72	120	601	385	52	718	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	430	106	26	42	74	72	120	601	385	52	718	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	430	106	26	42	74	72	120	601	385	52	718	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	430	106	26	42	74	72	120	601	385	52	718	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	1900	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.06	0.01	0.02	0.02	0.04	0.07	0.11	0.22	0.03	0.13	0.04
Crit Moves:	****			****			****			****		
Green Time:	52.8	52.8	75.9	10.0	10.0	36.5	26.5	52.1	104.9	23.1	48.7	58.7
Volume/Cap:	0.39	0.16	0.03	0.36	0.29	0.17	0.39	0.30	0.31	0.19	0.39	0.11
Delay/Veh:	36.7	33.5	18.6	68.8	67.3	45.0	55.4	35.8	8.8	55.7	39.3	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:	36.7	33.5	18.6	68.8	67.3	45.0	55.4	35.8	8.8	55.7	39.3	29.1
LOS by Move:	D	C	B	E	E	D	E	D	A	E	D	C
HCM2kAvgQ:	9	3	1	2	2	3	5	7	7	2	8	2

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project AM

Intersection #3114: QUIMBY/TULLY



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	430	106	26	42	74	72	120	601	385	52	718	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	430	106	26	42	74	72	120	601	385	52	718	73
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	0	0	2	0	0	0	0	26	0	1	22	0
Initial Fut:	430	106	28	42	74	72	120	627	385	53	740	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	430	106	28	42	74	72	120	627	385	53	740	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	430	106	28	42	74	72	120	627	385	53	740	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	430	106	28	42	74	72	120	627	385	53	740	73

Saturation Flow Module:

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

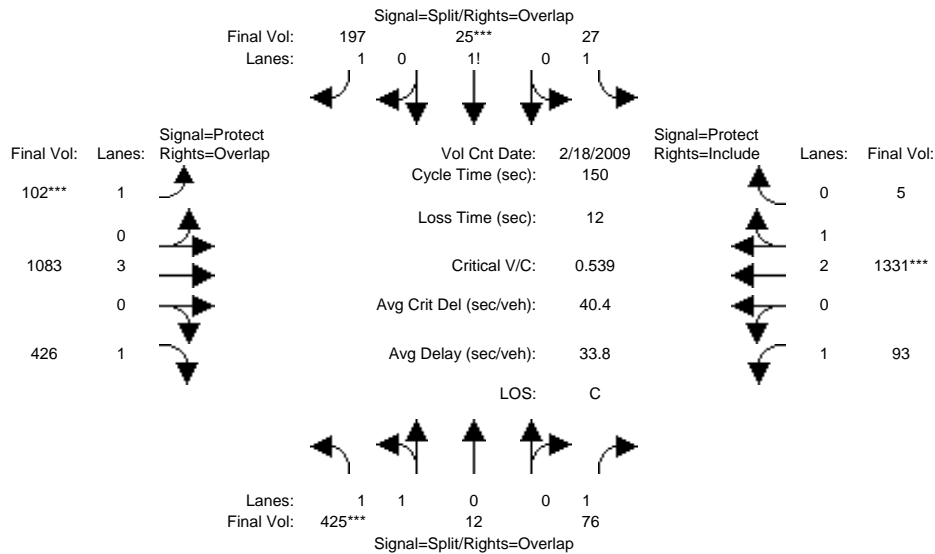
Capacity Analysis Module:

Vol/Sat:	0.14	0.06	0.02	0.02	0.02	0.04	0.07	0.11	0.22	0.03	0.13	0.04
Crit Moves:	****			****			****			****		
Green Time:	52.2	52.2	74.8	10.0	10.0	36.2	26.2	53.2	105.4	22.6	49.6	59.6
Volume/Cap:	0.39	0.16	0.03	0.36	0.29	0.17	0.39	0.31	0.31	0.20	0.39	0.10
Delay/Veh:	37.2	33.9	19.2	68.8	67.3	45.2	55.7	35.2	8.6	56.2	38.7	28.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.2	33.9	19.2	68.8	67.3	45.2	55.7	35.2	8.6	56.2	38.7	28.5
LOS by Move:	D	C	B	E	E	D	E	D	A	E	D	C
HCM2kAvgQ:	9	3	1	2	2	3	5	7	7	2	8	2

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #3261: ALVIN/TULLY

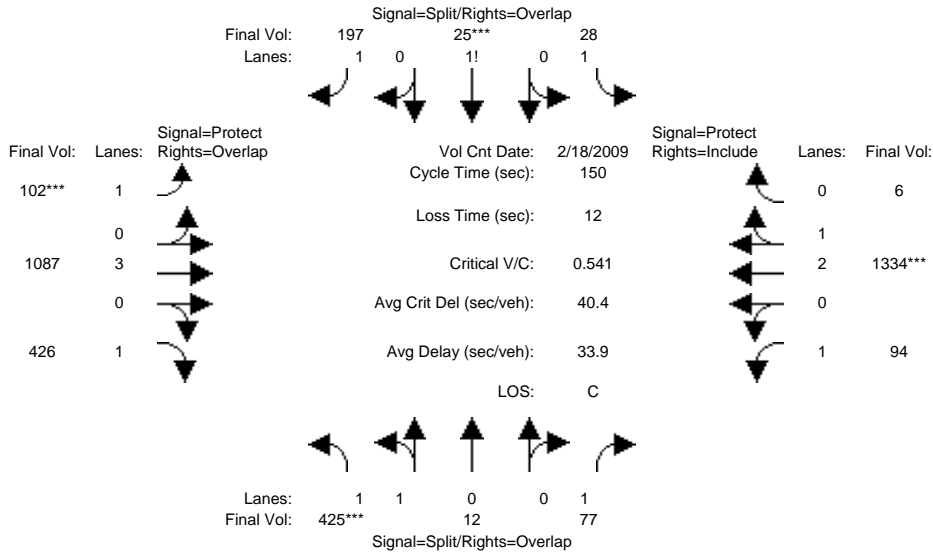


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Feb 2009 << 8:00-9:00 AM												
Base Vol:	425	12	76	27	25	197	102	1083	426	93	1331	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:	425	12	76	27	25	197	102	1083	426	93	1331	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	425	12	76	27	25	197	102	1083	426	93	1331	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	425	12	76	27	25	197	102	1083	426	93	1331	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	425	12	76	27	25	197	102	1083	426	93	1331	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	425	12	76	27	25	197	102	1083	426	93	1331	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.95	0.05	1.00	1.10	0.18	1.72	1.00	3.00	1.00	1.00	2.99	0.01
Final Sat.:	3452	97	1750	1927	328	3091	1750	5700	1750	1750	5579	21
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.04	0.01	0.08	0.06	0.06	0.19	0.24	0.05	0.24	0.24
Crit Moves:	****				****		****				****	
Green Time:	34.2	34.2	52.3	21.2	21.2	37.4	16.2	64.5	98.7	18.0	66.3	66.3
Volume/Cap:	0.54	0.54	0.12	0.10	0.54	0.26	0.54	0.44	0.37	0.44	0.54	0.54
Delay/Veh:	51.7	51.7	33.4	56.1	61.1	45.3	66.5	30.2	11.8	62.8	30.9	30.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.7	51.7	33.4	56.1	61.1	45.3	66.5	30.2	11.8	62.8	30.9	30.9
LOS by Move:	D	D	C	E	E	D	E	C	B	E	C	C
HCM2kAvgQ:	9	9	2	1	7	4	5	11	9	5	15	15

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing + Project (AM)

Intersection #3261: ALVIN/TULLY

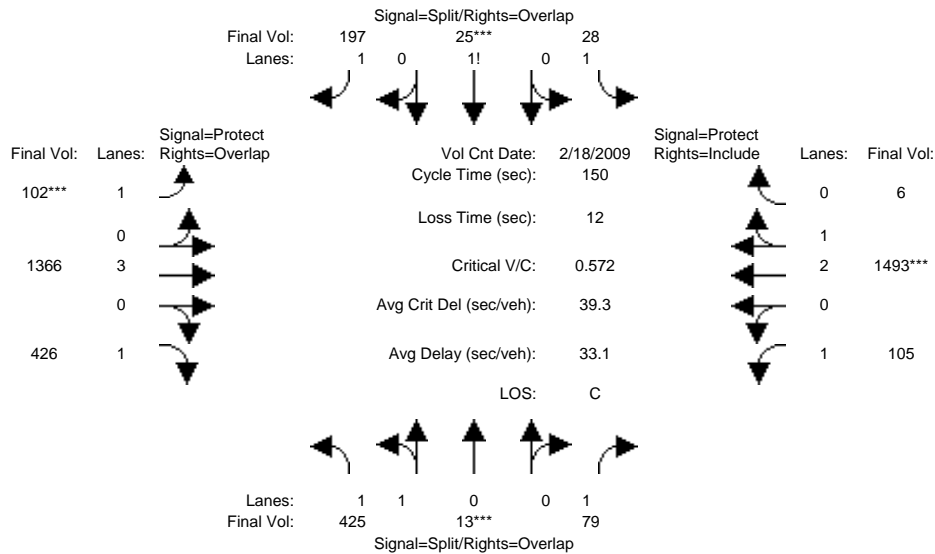


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Feb 2009 << 8:00-9:00 AM												
Base Vol:	425	12	76	27	25	197	102	1083	426	93	1331	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:	425	12	76	27	25	197	102	1083	426	93	1331	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	0	0	1	1	0	0	0	4	0	1	3	1
Initial Fut:	425	12	77	28	25	197	102	1087	426	94	1334	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	425	12	77	28	25	197	102	1087	426	94	1334	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	425	12	77	28	25	197	102	1087	426	94	1334	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	425	12	77	28	25	197	102	1087	426	94	1334	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.95	0.05	1.00	1.10	0.18	1.72	1.00	3.00	1.00	1.00	2.99	0.01
Final Sat.:	3452	97	1750	1933	326	3086	1750	5700	1750	1750	5575	25
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.04	0.01	0.08	0.06	0.06	0.19	0.24	0.05	0.24	0.24
Crit Moves:	****			****			****			****		
Green Time:	34.2	34.2	52.3	21.3	21.3	37.4	16.2	64.4	98.6	18.1	66.4	66.4
Volume/Cap:	0.54	0.54	0.13	0.10	0.54	0.26	0.54	0.44	0.37	0.44	0.54	0.54
Delay/Veh:	51.8	51.8	33.4	56.1	61.1	45.3	66.5	30.3	11.8	62.7	30.9	30.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.8	51.8	33.4	56.1	61.1	45.3	66.5	30.3	11.8	62.7	30.9	30.9
LOS by Move:	D	D	C	E	E	D	E	C	B	E	C	C
HCM2kAvgQ:	9	9	2	1	7	4	5	11	9	5	15	15

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background AM

Intersection #3261: ALVIN/TULLY

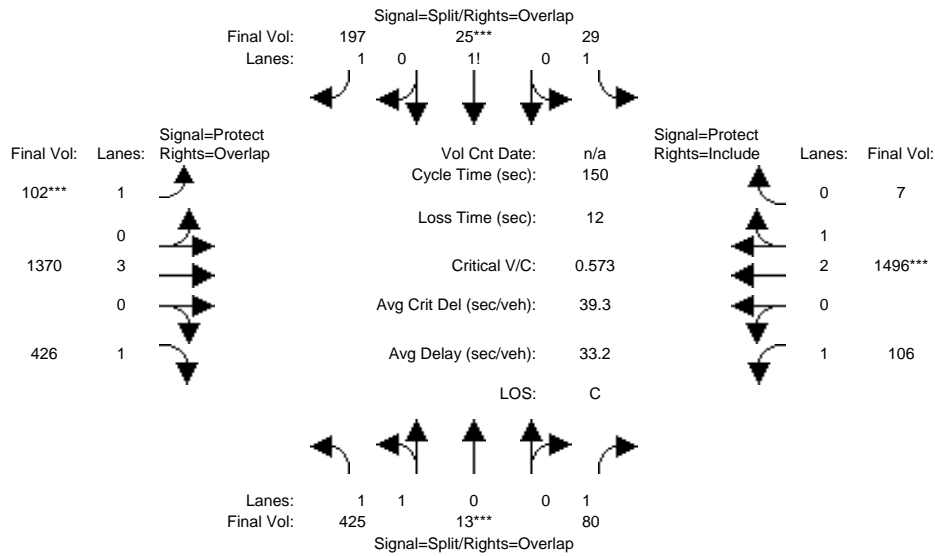


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	18 Feb 2009 << 8:00-9:00 AM											
Base Vol:	425	12	76	27	25	197	102	1083	426	93	1331	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:	425	12	76	27	25	197	102	1083	426	93	1331	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	1	3	1	0	0	0	283	0	12	162	1
Initial Fut:	425	13	79	28	25	197	102	1366	426	105	1493	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	425	13	79	28	25	197	102	1366	426	105	1493	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	425	13	79	28	25	197	102	1366	426	105	1493	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	425	13	79	28	25	197	102	1366	426	105	1493	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.94	0.06	1.00	1.10	0.18	1.72	1.00	3.00	1.00	1.00	2.99	0.01
Final Sat.:	3445	105	1750	1933	326	3086	1750	5700	1750	1750	5578	22
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.05	0.01	0.08	0.06	0.06	0.24	0.24	0.06	0.27	0.27
Crit Moves:	****			****			****			****		
Green Time:	32.4	32.4	49.5	20.1	20.1	35.4	15.3	68.4	100.8	17.1	70.2	70.2
Volume/Cap:	0.57	0.57	0.14	0.11	0.57	0.27	0.57	0.53	0.36	0.53	0.57	0.57
Delay/Veh:	53.7	53.7	35.4	57.1	62.7	46.9	68.6	29.4	10.9	65.2	29.3	29.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.7	53.7	35.4	57.1	62.7	46.9	68.6	29.4	10.9	65.2	29.3	29.3
LOS by Move:	D	D	D	E	E	D	E	C	B	E	C	C
HCM2kAvgQ:	9	9	3	1	7	4	4	14	8	6	17	17

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project AM

Intersection #3261: ALVIN/TULLY



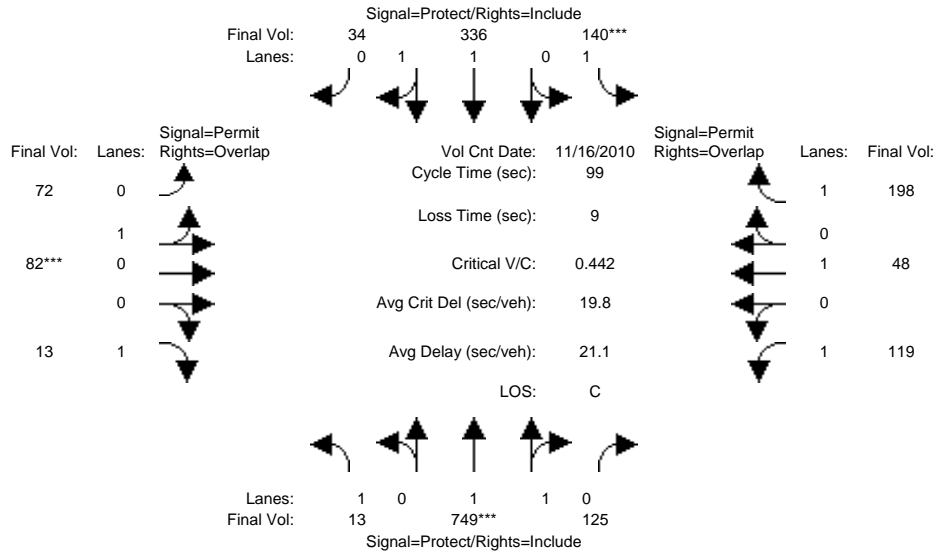
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: 8:00-9:00 AM												
Base Vol:	425	13	79	28	25	197	102	1366	426	105	1493	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	425	13	79	28	25	197	102	1366	426	105	1493	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	0	0	1	1	0	0	0	4	0	1	3	1
Initial Fut:	425	13	80	29	25	197	102	1370	426	106	1496	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	425	13	80	29	25	197	102	1370	426	106	1496	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	425	13	80	29	25	197	102	1370	426	106	1496	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	425	13	80	29	25	197	102	1370	426	106	1496	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.94	0.06	1.00	1.11	0.18	1.71	1.00	3.00	1.00	1.00	2.99	0.01
Final Sat.:	3445	105	1750	1939	325	3081	1750	5700	1750	1750	5574	26
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.05	0.01	0.08	0.06	0.06	0.24	0.24	0.06	0.27	0.27
Crit Moves:	****			****			****			****		
Green Time:	32.3	32.3	49.5	20.1	20.1	35.4	15.3	68.3	100.6	17.2	70.3	70.3
Volume/Cap:	0.57	0.57	0.14	0.11	0.57	0.27	0.57	0.53	0.36	0.53	0.57	0.57
Delay/Veh:	53.7	53.7	35.4	57.1	62.7	46.9	68.7	29.5	10.9	65.2	29.3	29.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.7	53.7	35.4	57.1	62.7	46.9	68.7	29.5	10.9	65.2	29.3	29.3
LOS by Move:	D	D	D	E	E	D	E	C	B	E	C	C
HCM2kAvgQ:	9	9	3	1	7	4	4	14	8	6	17	17

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750

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

Intersection #3430: KING/CUNNINGHAM



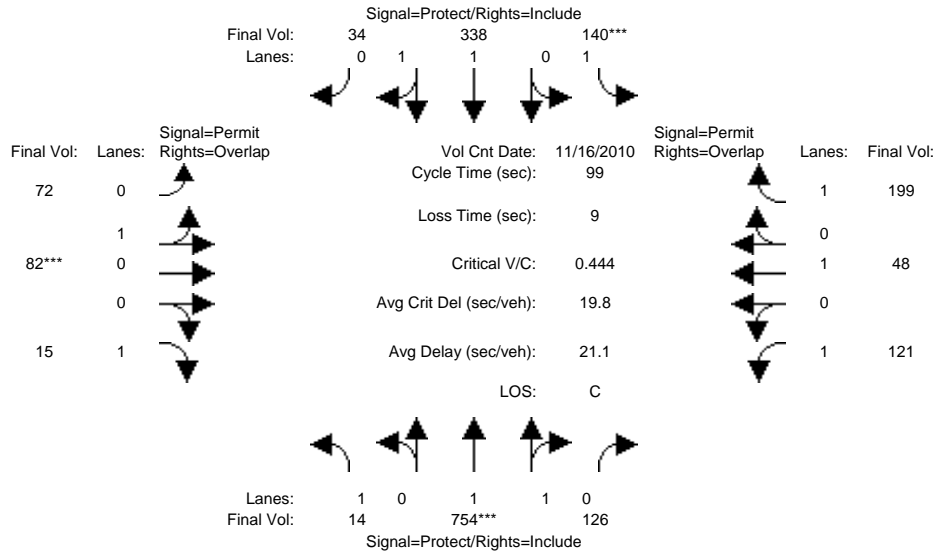
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Nov 2010 << 7:15-8:15 AM	13	749	125	140	336	34	72	82	13	119	48	198
Base Vol:	13	749	125	140	336	34	72	82	13	119	48	198
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	749	125	140	336	34	72	82	13	119	48	198
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	749	125	140	336	34	72	82	13	119	48	198
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	749	125	140	336	34	72	82	13	119	48	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	749	125	140	336	34	72	82	13	119	48	198
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	13	749	125	140	336	34	72	82	13	119	48	198
Saturation Flow Module:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	1.71	0.29	1.00	1.81	0.19	0.47	0.53	1.00	1.00	1.00	1.00
Final Sat.:	1750	3170	529	1750	3360	340	842	958	1750	1750	1900	1750
Capacity Analysis Module:	0.01	0.24	0.24	0.08	0.10	0.10	0.09	0.09	0.01	0.07	0.03	0.11
Vol/Sat:	0.01	0.24	0.24	0.08	0.10	0.10	0.09	0.09	0.01	0.07	0.03	0.11
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	29.2	52.9	52.9	17.9	41.7	41.7	19.2	19.2	48.3	19.2	19.2	37.1
Volume/Cap:	0.03	0.44	0.44	0.44	0.24	0.24	0.44	0.44	0.02	0.35	0.13	0.30
Delay/Veh:	24.8	14.2	14.2	37.1	18.5	18.5	36.1	36.1	13.1	35.2	33.2	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:	24.8	14.2	14.2	37.1	18.5	18.5	36.1	36.1	13.1	35.2	33.2	22.1
LOS by Move:	C	B	B	D	B	B	D	D	B	D	C	C
HCM2kAvgQ:	0	8	8	4	4	4	5	5	0	4	1	5

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750

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

Intersection #3430: KING/CUNNINGHAM

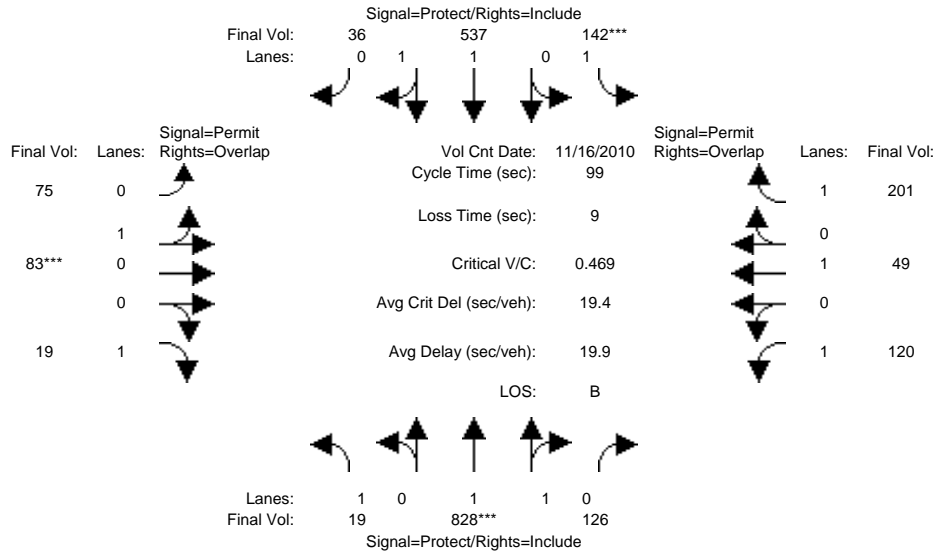


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Nov 2010 << 7:15-8:15 AM												
Base Vol:	13	749	125	140	336	34	72	82	13	119	48	198
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	749	125	140	336	34	72	82	13	119	48	198
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	1	5	1	0	2	0	0	0	2	2	0	1
Initial Fut:	14	754	126	140	338	34	72	82	15	121	48	199
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	754	126	140	338	34	72	82	15	121	48	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	754	126	140	338	34	72	82	15	121	48	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	14	754	126	140	338	34	72	82	15	121	48	199
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	1.71	0.29	1.00	1.81	0.19	0.47	0.53	1.00	1.00	1.00	1.00
Final Sat.:	1750	3170	530	1750	3362	338	842	958	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.24	0.24	0.08	0.10	0.10	0.09	0.09	0.01	0.07	0.03	0.11
Crit Moves:	****			****			****					
Green Time:	29.2	53.1	53.1	17.8	41.7	41.7	19.1	19.1	48.3	19.1	19.1	36.9
Volume/Cap:	0.03	0.44	0.44	0.44	0.24	0.24	0.44	0.44	0.02	0.36	0.13	0.30
Delay/Veh:	24.8	14.1	14.1	37.2	18.5	18.5	36.2	36.2	13.1	35.3	33.3	22.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.8	14.1	14.1	37.2	18.5	18.5	36.2	36.2	13.1	35.3	33.3	22.2
LOS by Move:	C	B	B	D	B	B	D	D	B	D	C	C
HCM2kAvgQ:	0	8	8	4	4	4	5	5	0	4	1	5

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background AM

Intersection #3430: KING/CUNNINGHAM

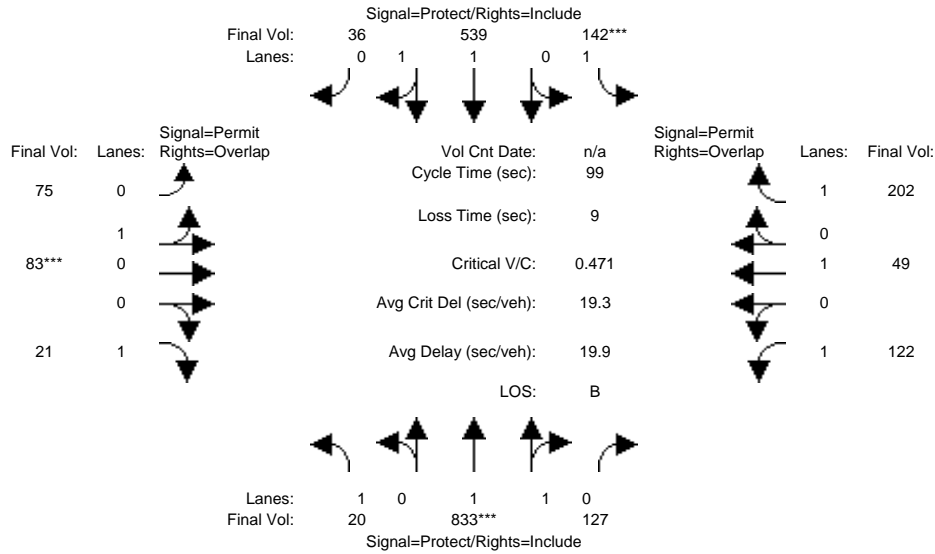


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Nov 2010 << 7:15-8:15 AM												
Base Vol:	13	749	125	140	336	34	72	82	13	119	48	198
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	749	125	140	336	34	72	82	13	119	48	198
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	6	79	1	2	201	2	3	1	6	1	1	3
Initial Fut:	19	828	126	142	537	36	75	83	19	120	49	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	828	126	142	537	36	75	83	19	120	49	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	828	126	142	537	36	75	83	19	120	49	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	19	828	126	142	537	36	75	83	19	120	49	201
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	1.73	0.27	1.00	1.87	0.13	0.47	0.53	1.00	1.00	1.00	1.00
Final Sat.:	1750	3211	489	1750	3467	232	854	946	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.26	0.26	0.08	0.15	0.15	0.09	0.09	0.01	0.07	0.03	0.11
Crit Moves:	****			****			****					
Green Time:	22.4	54.4	54.4	17.1	49.1	49.1	18.5	18.5	40.9	18.5	18.5	35.6
Volume/Cap:	0.05	0.47	0.47	0.47	0.31	0.31	0.47	0.47	0.03	0.37	0.14	0.32
Delay/Veh:	30.0	13.7	13.7	38.0	15.0	15.0	36.9	36.9	17.2	35.8	33.8	23.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.0	13.7	13.7	38.0	15.0	15.0	36.9	36.9	17.2	35.8	33.8	23.2
LOS by Move:	C	B	B	D	B	B	D	D	B	D	C	C
HCM2kAvgQ:	0	9	9	4	5	5	5	5	0	4	1	5

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project AM

Intersection #3430: KING/CUNNINGHAM



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: 7:15-8:15 AM

Base Vol:	19	828	126	142	537	36	75	83	19	120	49	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	828	126	142	537	36	75	83	19	120	49	201
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	1	5	1	0	2	0	0	0	2	2	0	1
Initial Fut:	20	833	127	142	539	36	75	83	21	122	49	202
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	833	127	142	539	36	75	83	21	122	49	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	833	127	142	539	36	75	83	21	122	49	202
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	20	833	127	142	539	36	75	83	21	122	49	202

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	1.73	0.27	1.00	1.87	0.13	0.47	0.53	1.00	1.00	1.00	1.00
Final Sat.:	1750	3210	489	1750	3468	232	854	946	1750	1750	1900	1750

Capacity Analysis Module:

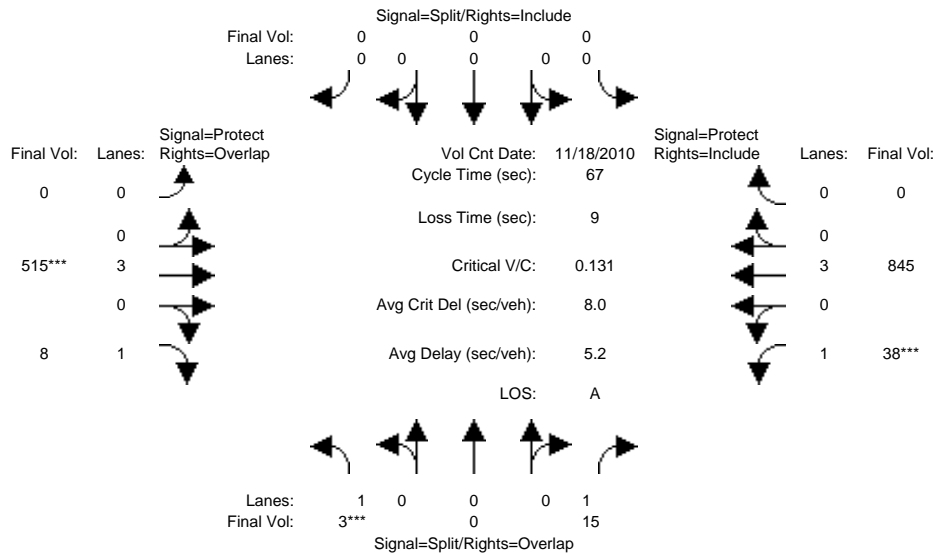
Vol/Sat:	0.01	0.26	0.26	0.08	0.16	0.16	0.09	0.09	0.01	0.07	0.03	0.12
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	22.4	54.5	54.5	17.0	49.2	49.2	18.4	18.4	40.8	18.4	18.4	35.5
Volume/Cap:	0.05	0.47	0.47	0.47	0.31	0.31	0.47	0.47	0.03	0.37	0.14	0.32
Delay/Veh:	30.0	13.7	13.7	38.1	14.9	14.9	37.0	37.0	17.3	36.0	33.8	23.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.0	13.7	13.7	38.1	14.9	14.9	37.0	37.0	17.3	36.0	33.8	23.3
LOS by Move:	C	B	B	D	B	B	D	D	B	D	C	C
HCM2kAvgQ:	0	9	9	4	5	5	5	5	0	4	1	5

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750

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

Intersection #3459: EASTRIDGE LANE/TULLY



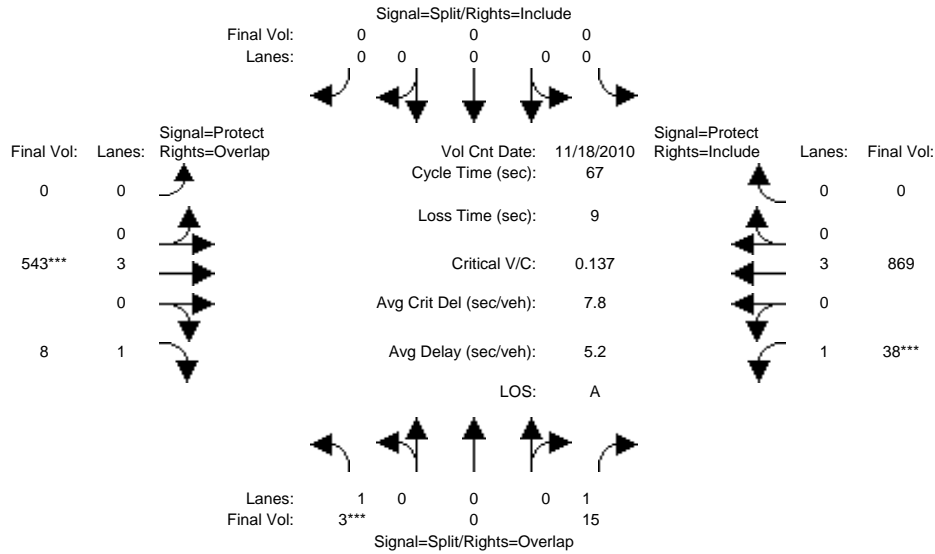
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Nov 2010 << 7:45-8:45 AM												
Base Vol:	3	0	15	0	0	0	0	515	8	38	845	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	0	15	0	0	0	0	515	8	38	845	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	0	15	0	0	0	0	515	8	38	845	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	0	15	0	0	0	0	515	8	38	845	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	15	0	0	0	0	515	8	38	845	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	0	15	0	0	0	0	515	8	38	845	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	5700	1750	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.09	0.00	0.02	0.15	0.00
Crit Moves:	****							****		****		
Green Time:	10.0	0.0	19.3	0.0	0.0	0.0	0.0	38.7	48.7	9.3	48.0	0.0
Volume/Cap:	0.01	0.00	0.03	0.00	0.00	0.00	0.00	0.16	0.01	0.16	0.21	0.00
Delay/Veh:	24.3	0.0	17.2	0.0	0.0	0.0	0.0	6.6	2.5	25.7	3.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.3	0.0	17.2	0.0	0.0	0.0	0.0	6.6	2.5	25.7	3.2	0.0
LOS by Move:	C	A	B	A	A	A	A	A	A	C	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	2	0	1	2	0

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750

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

Intersection #3459: EASTRIDGE LANE/TULLY



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	18 Nov 2010	<<	7:45-8:45 AM						
Base Vol:	3	0	15	0	0	0	0	515	8	38	845	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	0	15	0	0	0	0	515	8	38	845	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	0	0	0	0	0	0	0	28	0	0	24	0
Initial Fut:	3	0	15	0	0	0	0	543	8	38	869	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	0	15	0	0	0	0	543	8	38	869	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	15	0	0	0	0	543	8	38	869	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	0	15	0	0	0	0	543	8	38	869	0

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

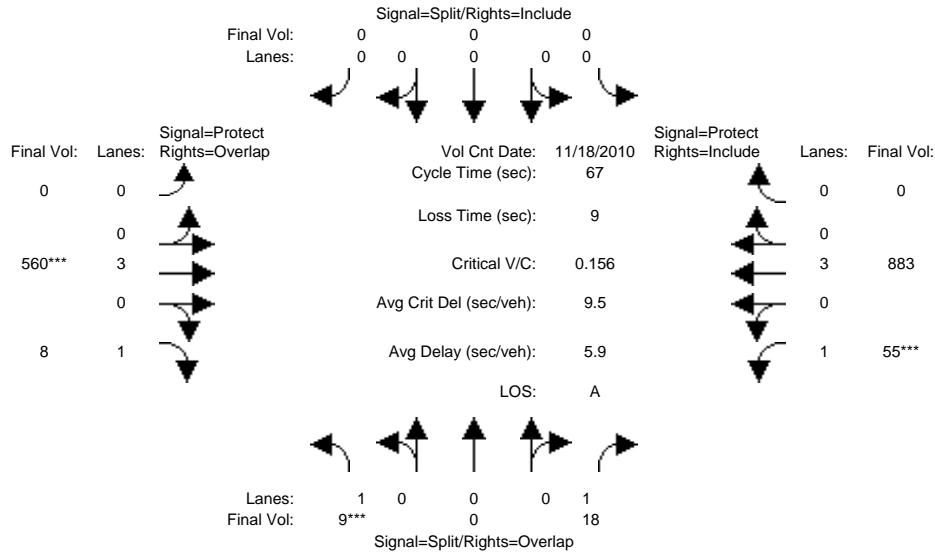
Capacity Analysis Module:	Vol/Sat:	0.00	0.00	0.01	0.00	0.00	0.00	0.10	0.00	0.02	0.15	0.00
Crit Moves:	****							****		****		
Green Time:	10.0	0.0	18.9	0.0	0.0	0.0	0.0	39.1	49.1	8.9	48.0	0.0
Volume/Cap:	0.01	0.00	0.03	0.00	0.00	0.00	0.00	0.16	0.01	0.16	0.21	0.00
Delay/Veh:	24.3	0.0	17.4	0.0	0.0	0.0	0.0	6.4	2.4	26.1	3.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.3	0.0	17.4	0.0	0.0	0.0	0.0	6.4	2.4	26.1	3.2	0.0
LOS by Move:	C	A	B	A	A	A	A	A	A	C	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	2	0	1	2	0

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750

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

Intersection #3459: EASTRIDGE LANE/TULLY

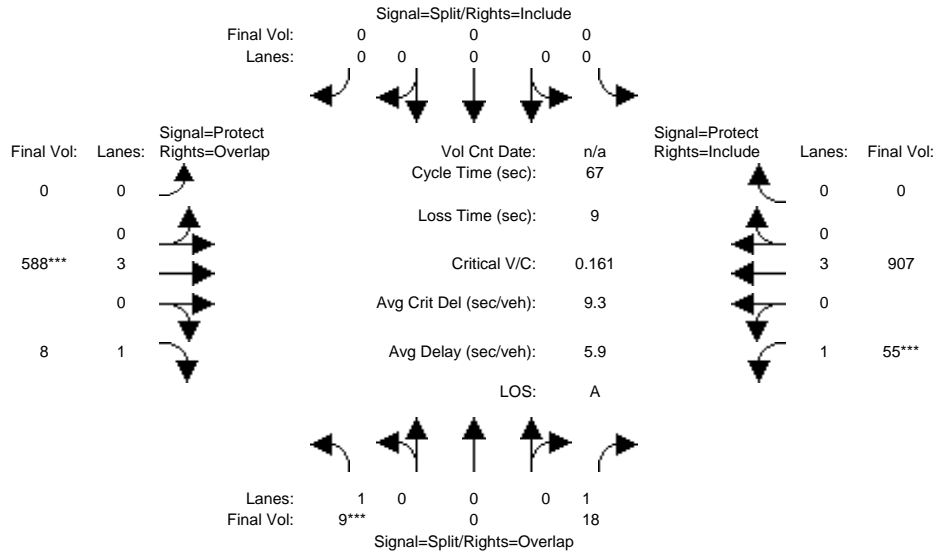


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Nov 2010 << 7:45-8:45 AM												
Base Vol:	3	0	15	0	0	0	0	515	8	38	845	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	0	15	0	0	0	0	515	8	38	845	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	6	0	3	0	0	0	0	45	0	17	38	0
Initial Fut:	9	0	18	0	0	0	0	560	8	55	883	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:	9	0	18	0	0	0	0	560	8	55	883	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	0	18	0	0	0	0	560	8	55	883	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:	9	0	18	0	0	0	0	560	8	55	883	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	5700	1750	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.10	0.00	0.03	0.15	0.00
Crit Moves:	****							****		****		
Green Time:	10.0	0.0	21.6	0.0	0.0	0.0	0.0	36.4	46.4	11.6	48.0	0.0
Volume/Cap:	0.03	0.00	0.03	0.00	0.00	0.00	0.00	0.18	0.01	0.18	0.22	0.00
Delay/Veh:	24.4	0.0	15.5	0.0	0.0	0.0	0.0	7.8	3.2	23.9	3.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.4	0.0	15.5	0.0	0.0	0.0	0.0	7.8	3.2	23.9	3.2	0.0
LOS by Move:	C	A	B	A	A	A	A	A	A	C	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	2	0	1	2	0

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project AM

Intersection #3459: EASTRIDGE LANE/TULLY



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: 7:45-8:45 AM

Base Vol:	9	0	18	0	0	0	0	560	8	55	883	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	0	18	0	0	0	0	560	8	55	883	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	0	0	0	0	0	0	0	28	0	0	24	0
Initial Fut:	9	0	18	0	0	0	0	588	8	55	907	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:	9	0	18	0	0	0	0	588	8	55	907	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	0	18	0	0	0	0	588	8	55	907	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	9	0	18	0	0	0	0	588	8	55	907	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	5700	1750	1750	5700	0

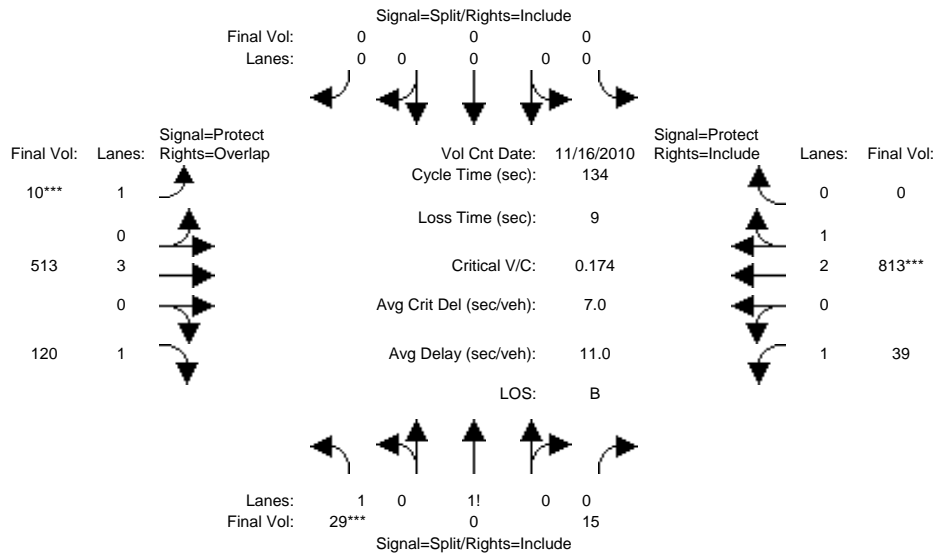
Capacity Analysis Module:

Vol/Sat:	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.10	0.00	0.03	0.16	0.00
Crit Moves:	****							****		****		
Green Time:	10.0	0.0	21.2	0.0	0.0	0.0	0.0	36.8	46.8	11.2	48.0	0.0
Volume/Cap:	0.03	0.00	0.03	0.00	0.00	0.00	0.00	0.19	0.01	0.19	0.22	0.00
Delay/Veh:	24.4	0.0	15.8	0.0	0.0	0.0	0.0	7.6	3.1	24.3	3.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.4	0.0	15.8	0.0	0.0	0.0	0.0	7.6	3.1	24.3	3.2	0.0
LOS by Move:	C	A	B	A	A	A	A	A	A	C	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	2	0	1	2	0

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #3460: EASTRIDGE WAY/TULLY



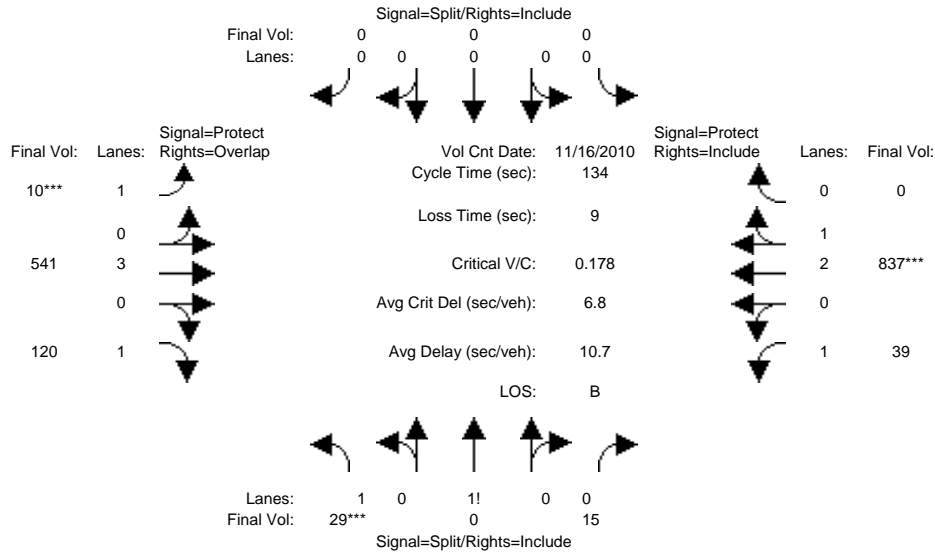
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Nov 2010 << 7:45-8:45 AM	29	0	15	0	0	0	10	513	120	39	813	0
Base Vol:	29	0	15	0	0	0	10	513	120	39	813	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	0	15	0	0	0	10	513	120	39	813	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	0	15	0	0	0	10	513	120	39	813	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:	29	0	15	0	0	0	10	513	120	39	813	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	0	15	0	0	0	10	513	120	39	813	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	29	0	15	0	0	0	10	513	120	39	813	0
Saturation Flow Module:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.92
Lanes:	1.49	0.00	0.51	0.00	0.00	0.00	1.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	2610	0	890	0	0	0	1750	5700	1750	1750	5600	0
Capacity Analysis Module:	0.01	0.00	0.02	0.00	0.00	0.00	0.01	0.09	0.07	0.02	0.15	0.00
Vol/Sat:	0.01	0.00	0.02	0.00	0.00	0.00	0.01	0.09	0.07	0.02	0.15	0.00
Crit Moves:	****						****				****	
Green Time:	13.0	0.0	13.0	0.0	0.0	0.0	7.0	70.9	83.9	41.1	105	0.0
Volume/Cap:	0.11	0.00	0.17	0.00	0.00	0.00	0.11	0.17	0.11	0.07	0.19	0.00
Delay/Veh:	55.4	0.0	55.9	0.0	0.0	0.0	61.1	16.4	10.1	33.0	3.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.4	0.0	55.9	0.0	0.0	0.0	61.1	16.4	10.1	33.0	3.7	0.0
LOS by Move:	E	A	E	A	A	A	E	B	B	C	A	A
HCM2kAvgQ:	1	0	1	0	0	0	0	3	2	1	3	0

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750

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

Intersection #3460: EASTRIDGE WAY/TULLY

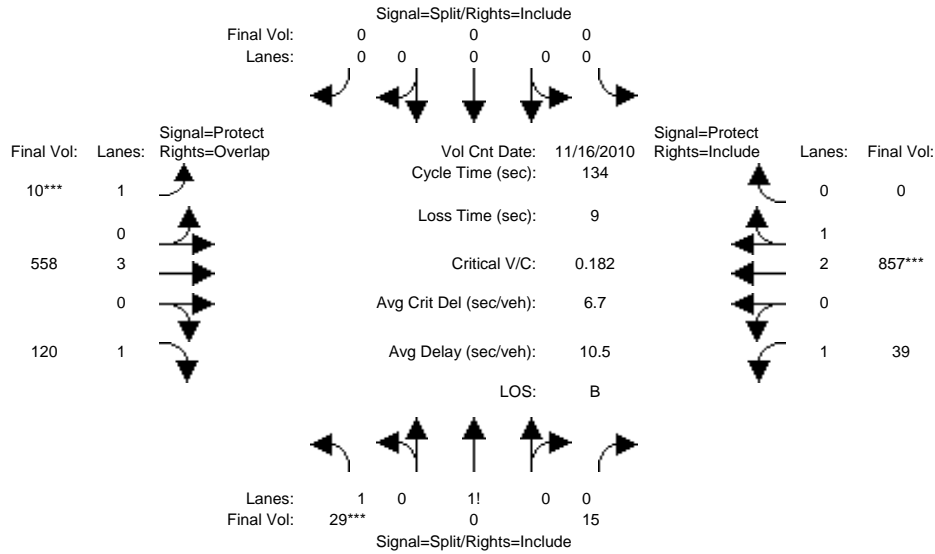


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Nov 2010 << 7:45-8:45 AM												
Base Vol:	29	0	15	0	0	0	10	513	120	39	813	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	0	15	0	0	0	10	513	120	39	813	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	0	0	0	0	0	0	0	28	0	0	24	0
Initial Fut:	29	0	15	0	0	0	10	541	120	39	837	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:	29	0	15	0	0	0	10	541	120	39	837	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	0	15	0	0	0	10	541	120	39	837	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	29	0	15	0	0	0	10	541	120	39	837	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.92
Lanes:	1.49	0.00	0.51	0.00	0.00	0.00	1.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	2610	0	890	0	0	0	1750	5700	1750	1750	5600	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.02	0.00	0.00	0.00	0.01	0.09	0.07	0.02	0.15	0.00
Crit Moves:	****						****				****	
Green Time:	12.7	0.0	12.7	0.0	0.0	0.0	7.0	72.5	85.1	39.9	105	0.0
Volume/Cap:	0.12	0.00	0.18	0.00	0.00	0.00	0.11	0.18	0.11	0.07	0.19	0.00
Delay/Veh:	55.7	0.0	56.2	0.0	0.0	0.0	61.1	15.6	9.6	33.9	3.6	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:	55.7	0.0	56.2	0.0	0.0	0.0	61.1	15.6	9.6	33.9	3.6	0.0
LOS by Move:	E	A	E	A	A	A	E	B	A	C	A	A
HCM2kAvgQ:	1	0	1	0	0	0	0	4	2	1	3	0

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #3460: EASTRIDGE WAY/TULLY

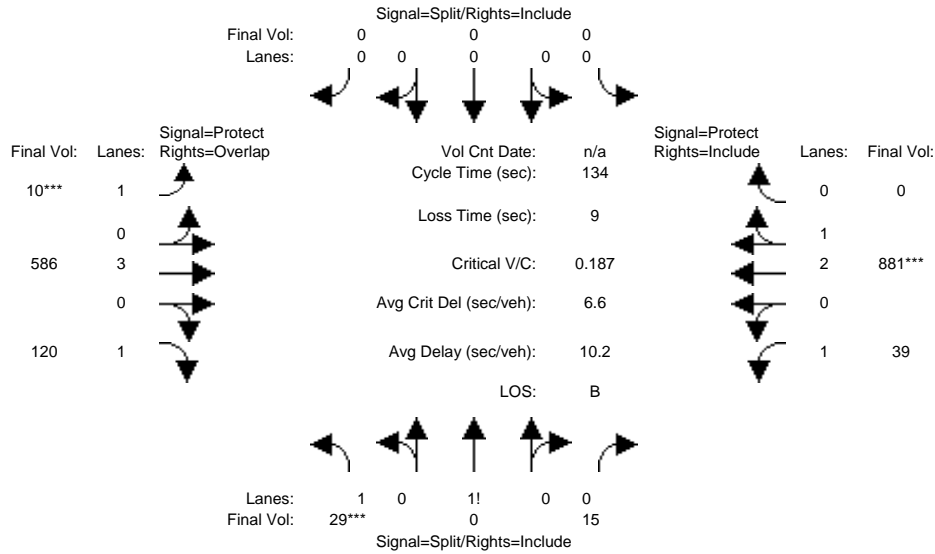


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Nov 2010 << 7:45-8:45 AM	29	0	15	0	0	0	10	513	120	39	813	0
Base Vol:	29	0	15	0	0	0	10	513	120	39	813	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	0	15	0	0	0	10	513	120	39	813	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	45	0	0	44	0
Initial Fut:	29	0	15	0	0	0	10	558	120	39	857	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:	29	0	15	0	0	0	10	558	120	39	857	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	0	15	0	0	0	10	558	120	39	857	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	29	0	15	0	0	0	10	558	120	39	857	0
Saturation Flow Module:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.92
Lanes:	1.49	0.00	0.51	0.00	0.00	0.00	1.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	2610	0	890	0	0	0	1750	5700	1750	1750	5600	0
Capacity Analysis Module:	0.01	0.00	0.02	0.00	0.00	0.00	0.01	0.10	0.07	0.02	0.15	0.00
Crit Moves:	****						****				****	
Green Time:	12.4	0.0	12.4	0.0	0.0	0.0	7.0	73.4	85.8	39.2	106	0.0
Volume/Cap:	0.12	0.00	0.18	0.00	0.00	0.00	0.11	0.18	0.11	0.08	0.19	0.00
Delay/Veh:	55.9	0.0	56.5	0.0	0.0	0.0	61.1	15.2	9.3	34.4	3.6	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:	55.9	0.0	56.5	0.0	0.0	0.0	61.1	15.2	9.3	34.4	3.6	0.0
LOS by Move:	E	A	E	A	A	A	E	B	A	C	A	A
HCM2kAvgQ:	1	0	1	0	0	0	0	4	2	1	3	0

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project AM

Intersection #3460: EASTRIDGE WAY/TULLY



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: 7:45-8:45 AM

Base Vol:	29	0	15	0	0	0	10	558	120	39	857	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	0	15	0	0	0	10	558	120	39	857	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	0	0	0	0	0	0	0	28	0	0	24	0
Initial Fut:	29	0	15	0	0	0	10	586	120	39	881	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:	29	0	15	0	0	0	10	586	120	39	881	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	0	15	0	0	0	10	586	120	39	881	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	29	0	15	0	0	0	10	586	120	39	881	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.92
Lanes:	1.49	0.00	0.51	0.00	0.00	0.00	1.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	2610	0	890	0	0	0	1750	5700	1750	1750	5600	0

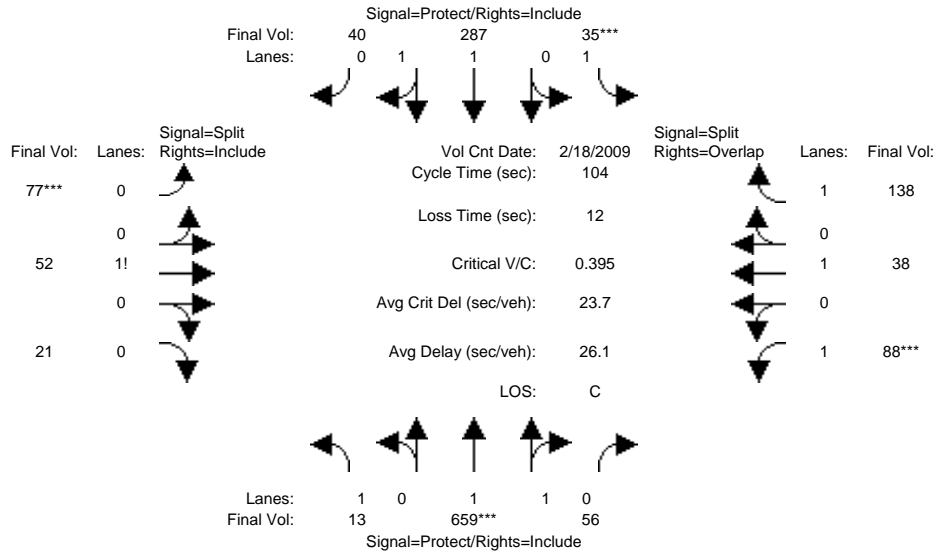
Capacity Analysis Module:

Vol/Sat:	0.01	0.00	0.02	0.00	0.00	0.00	0.01	0.10	0.07	0.02	0.16	0.00
Crit Moves:	****						****				****	
Green Time:	12.1	0.0	12.1	0.0	0.0	0.0	7.0	74.9	87.0	38.0	106	0.0
Volume/Cap:	0.12	0.00	0.19	0.00	0.00	0.00	0.11	0.18	0.11	0.08	0.20	0.00
Delay/Veh:	56.2	0.0	56.8	0.0	0.0	0.0	61.1	14.6	8.9	35.2	3.5	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:	56.2	0.0	56.8	0.0	0.0	0.0	61.1	14.6	8.9	35.2	3.5	0.0
LOS by Move:	E	A	E	A	A	A	E	B	A	D	A	A
HCM2kAvgQ:	1	0	1	0	0	0	0	4	2	1	3	0

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing (AM)

Intersection #3573: KING/HAVANA

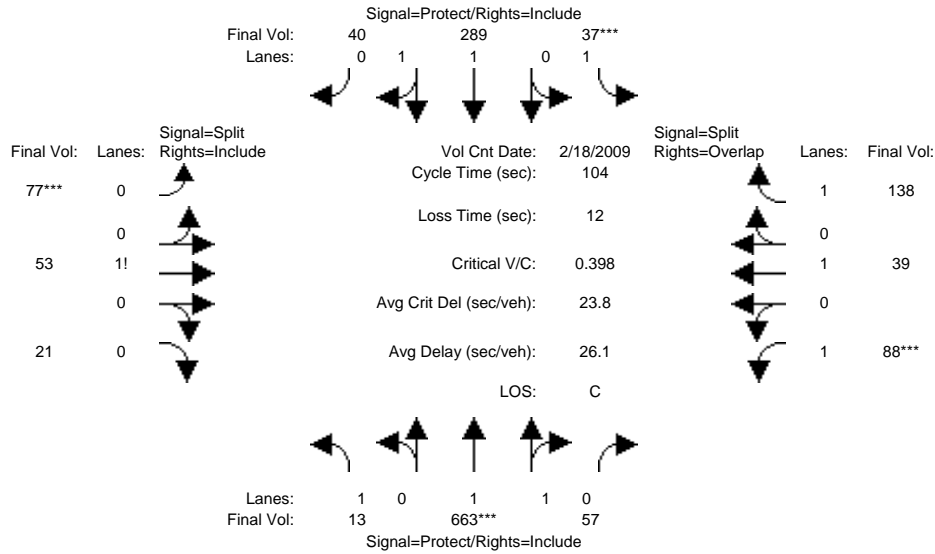


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Feb 2009 << 7:30-8:30 AM												
Base Vol:	13	659	56	35	287	40	77	52	21	88	38	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	659	56	35	287	40	77	52	21	88	38	138
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	659	56	35	287	40	77	52	21	88	38	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	659	56	35	287	40	77	52	21	88	38	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	659	56	35	287	40	77	52	21	88	38	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	659	56	35	287	40	77	52	21	88	38	138
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	1.84	0.16	1.00	1.75	0.25	0.51	0.35	0.14	1.00	1.00	1.00
Final Sat.:	1750	3410	290	1750	3247	453	898	607	245	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.19	0.02	0.09	0.09	0.09	0.09	0.09	0.05	0.02	0.08
Crit Moves:	****			****			****			****		
Green Time:	23.4	49.9	49.9	7.0	33.5	33.5	22.1	22.1	22.1	13.0	13.0	20.0
Volume/Cap:	0.03	0.40	0.40	0.30	0.27	0.27	0.40	0.40	0.40	0.40	0.16	0.41
Delay/Veh:	31.5	17.6	17.6	47.6	26.4	26.4	36.0	36.0	36.0	43.2	41.0	37.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.5	17.6	17.6	47.6	26.4	26.4	36.0	36.0	36.0	43.2	41.0	37.7
LOS by Move:	C	B	B	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	0	7	7	1	4	4	5	5	5	3	1	4

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing + Project (AM)

Intersection #3573: KING/HAVANA

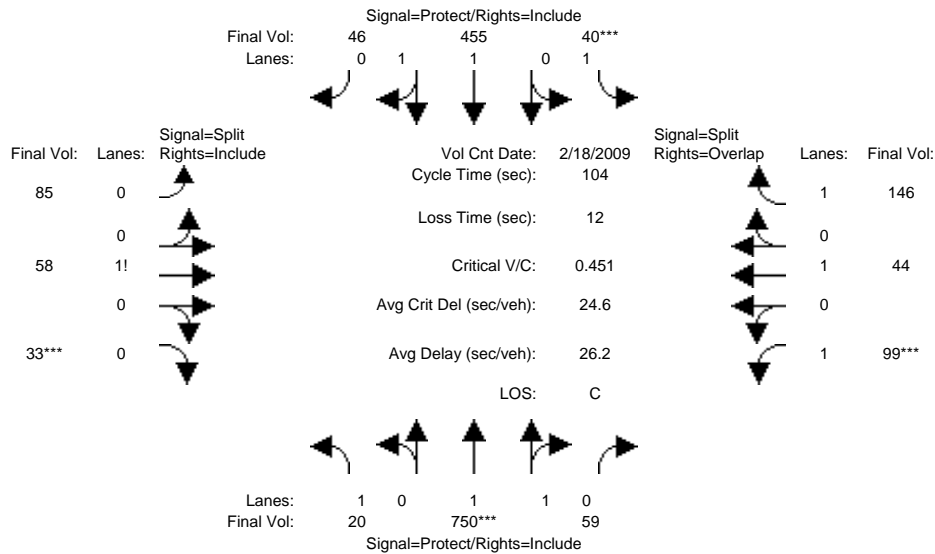


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Feb 2009 << 7:30-8:30 AM												
Base Vol:	13	659	56	35	287	40	77	52	21	88	38	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	659	56	35	287	40	77	52	21	88	38	138
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	0	4	1	2	2	0	0	1	0	0	1	0
Initial Fut:	13	663	57	37	289	40	77	53	21	88	39	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	663	57	37	289	40	77	53	21	88	39	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	663	57	37	289	40	77	53	21	88	39	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	13	663	57	37	289	40	77	53	21	88	39	138
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	1.84	0.16	1.00	1.75	0.25	0.51	0.35	0.14	1.00	1.00	1.00
Final Sat.:	1750	3407	293	1750	3250	450	892	614	243	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.19	0.02	0.09	0.09	0.09	0.09	0.09	0.05	0.02	0.08
Crit Moves:	****			****			****			****		
Green Time:	23.4	49.9	49.9	7.0	33.5	33.5	22.1	22.1	22.1	12.9	12.9	19.9
Volume/Cap:	0.03	0.41	0.41	0.31	0.28	0.28	0.41	0.41	0.41	0.41	0.17	0.41
Delay/Veh:	31.5	17.6	17.6	47.7	26.4	26.4	36.0	36.0	36.0	43.2	41.1	37.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.5	17.6	17.6	47.7	26.4	26.4	36.0	36.0	36.0	43.2	41.1	37.7
LOS by Move:	C	B	B	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	0	7	7	2	4	4	5	5	5	3	1	4

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background AM

Intersection #3573: KING/HAVANA

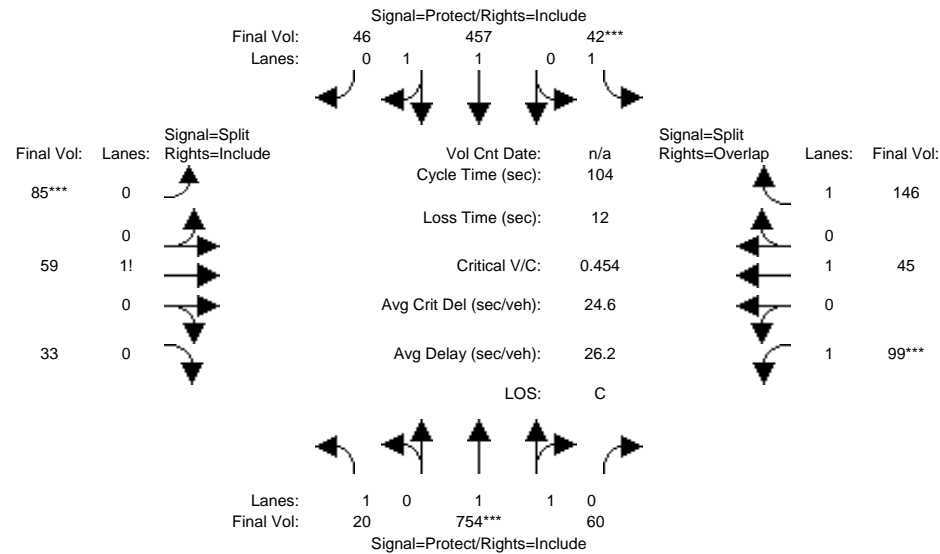


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Feb 2009 << 7:30-8:30 AM												
Base Vol:	13	659	56	35	287	40	77	52	21	88	38	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	659	56	35	287	40	77	52	21	88	38	138
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	7	91	3	5	168	6	8	6	12	11	6	8
Initial Fut:	20	750	59	40	455	46	85	58	33	99	44	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:	20	750	59	40	455	46	85	58	33	99	44	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	750	59	40	455	46	85	58	33	99	44	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:	20	750	59	40	455	46	85	58	33	99	44	146
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	1.85	0.15	1.00	1.81	0.19	0.48	0.33	0.19	1.00	1.00	1.00
Final Sat.:	1750	3430	270	1750	3360	340	845	577	328	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.22	0.22	0.02	0.14	0.14	0.10	0.10	0.10	0.06	0.02	0.08
Crit Moves:	****			****			****			****		
Green Time:	18.7	49.5	49.5	7.0	37.7	37.7	22.7	22.7	22.7	12.8	12.8	19.8
Volume/Cap:	0.06	0.46	0.46	0.34	0.37	0.37	0.46	0.46	0.46	0.46	0.19	0.44
Delay/Veh:	35.4	18.5	18.5	48.0	24.6	24.6	36.2	36.2	36.2	43.9	41.3	38.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.4	18.5	18.5	48.0	24.6	24.6	36.2	36.2	36.2	43.9	41.3	38.1
LOS by Move:	D	B	B	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	1	9	9	2	6	6	6	6	6	3	1	4

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project AM

Intersection #3573: KING/HAVANA



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: 7:30-8:30 AM

Base Vol:	20	750	59	40	455	46	85	58	33	99	44	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:	20	750	59	40	455	46	85	58	33	99	44	146
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	0	4	1	2	2	0	0	1	0	0	1	0
Initial Fut:	20	754	60	42	457	46	85	59	33	99	45	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:	20	754	60	42	457	46	85	59	33	99	45	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	754	60	42	457	46	85	59	33	99	45	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
Final Volume:	20	754	60	42	457	46	85	59	33	99	45	146

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	1.85	0.15	1.00	1.81	0.19	0.48	0.33	0.19	1.00	1.00	1.00
Final Sat.:	1750	3427	273	1750	3361	338	840	583	326	1750	1900	1750

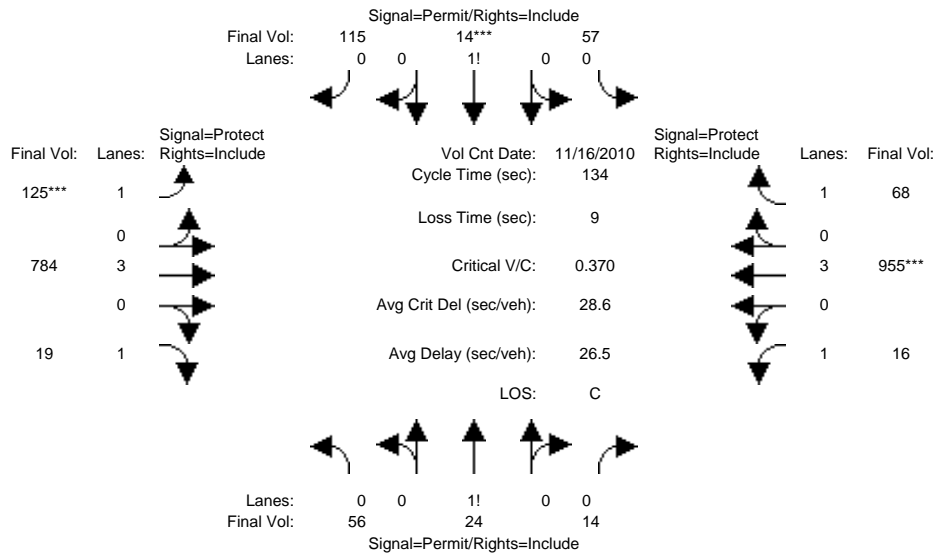
Capacity Analysis Module:

Vol/Sat:	0.01	0.22	0.22	0.02	0.14	0.14	0.10	0.10	0.10	0.06	0.02	0.08
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	18.7	49.5	49.5	7.0	37.8	37.8	22.8	22.8	22.8	12.7	12.7	19.7
Volume/Cap:	0.06	0.46	0.46	0.36	0.37	0.37	0.46	0.46	0.46	0.46	0.19	0.44
Delay/Veh:	35.5	18.5	18.5	48.2	24.6	24.6	36.2	36.2	36.2	44.0	41.4	38.2
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:	35.5	18.5	18.5	48.2	24.6	24.6	36.2	36.2	36.2	44.0	41.4	38.2
LOS by Move:	D	B	B	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	1	9	9	2	6	6	6	6	6	3	1	4

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing (AM)

Intersection #3592: HURAN/TULLY



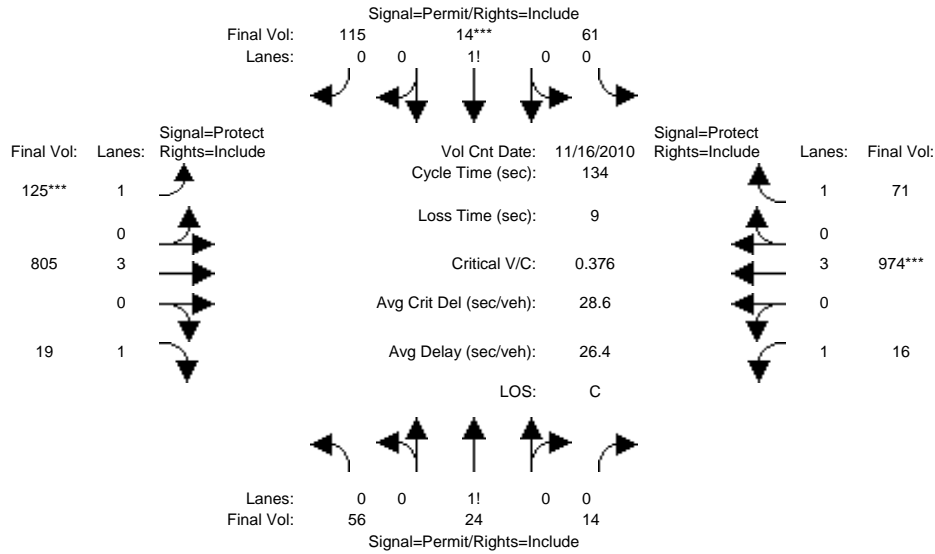
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Nov 2010 << 7:45-8:45 AM												
Base Vol:	56	24	14	57	14	115	125	784	19	16	955	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	24	14	57	14	115	125	784	19	16	955	68
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	24	14	57	14	115	125	784	19	16	955	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	24	14	57	14	115	125	784	19	16	955	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	24	14	57	14	115	125	784	19	16	955	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	24	14	57	14	115	125	784	19	16	955	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.60	0.25	0.15	0.31	0.07	0.62	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1043	447	261	536	132	1082	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.11	0.11	0.11	0.07	0.14	0.01	0.01	0.17	0.04
Crit Moves:				****			****			****		
Green Time:	38.5	38.5	38.5	38.5	38.5	38.5	25.9	62.7	62.7	23.8	60.7	60.7
Volume/Cap:	0.19	0.19	0.19	0.37	0.37	0.37	0.37	0.29	0.02	0.05	0.37	0.09
Delay/Veh:	36.2	36.2	36.2	38.6	38.6	38.6	47.7	22.1	19.2	45.8	24.2	20.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.2	36.2	36.2	38.6	38.6	38.6	47.7	22.1	19.2	45.8	24.2	20.9
LOS by Move:	D	D	D	D	D	D	D	C	B	D	C	C
HCM2kAvgQ:	3	3	3	7	7	7	5	6	0	1	8	2

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750

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

Intersection #3592: HURAN/TULLY

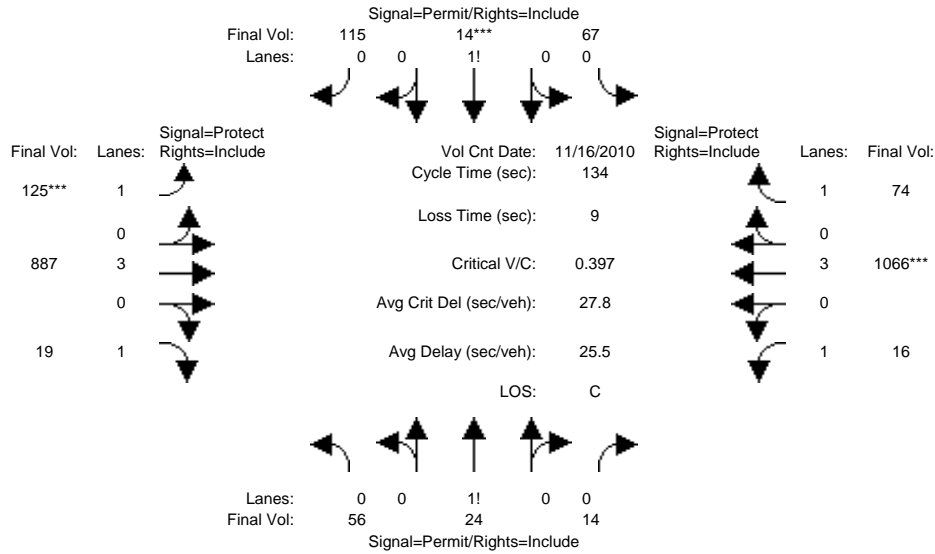


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Nov 2010 << 7:45-8:45 AM												
Base Vol:	56	24	14	57	14	115	125	784	19	16	955	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	24	14	57	14	115	125	784	19	16	955	68
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	0	0	0	4	0	0	0	21	0	0	19	3
Initial Fut:	56	24	14	61	14	115	125	805	19	16	974	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	24	14	61	14	115	125	805	19	16	974	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	24	14	61	14	115	125	805	19	16	974	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	56	24	14	61	14	115	125	805	19	16	974	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.60	0.25	0.15	0.32	0.07	0.61	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1043	447	261	562	129	1059	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.11	0.11	0.11	0.07	0.14	0.01	0.01	0.17	0.04
Crit Moves:				****			****			****		
Green Time:	38.7	38.7	38.7	38.7	38.7	38.7	25.4	63.0	63.0	23.3	60.9	60.9
Volume/Cap:	0.19	0.19	0.19	0.38	0.38	0.38	0.38	0.30	0.02	0.05	0.38	0.09
Delay/Veh:	36.0	36.0	36.0	38.5	38.5	38.5	48.1	22.0	19.0	46.2	24.2	20.8
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:	36.0	36.0	36.0	38.5	38.5	38.5	48.1	22.0	19.0	46.2	24.2	20.8
LOS by Move:	D	D	D	D	D	D	D	C	B	D	C	C
HCM2kAvgQ:	3	3	3	7	7	7	5	7	0	1	9	2

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background AM

Intersection #3592: HURAN/TULLY

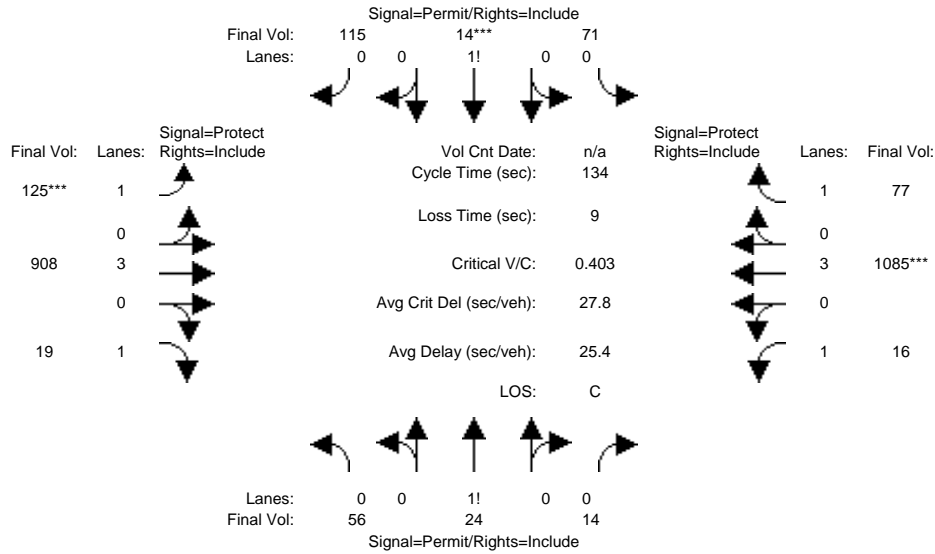


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Nov 2010 << 7:45-8:45 AM												
Base Vol:	56	24	14	57	14	115	125	784	19	16	955	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	24	14	57	14	115	125	784	19	16	955	68
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	10	0	0	0	103	0	0	111	6
Initial Fut:	56	24	14	67	14	115	125	887	19	16	1066	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	24	14	67	14	115	125	887	19	16	1066	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	24	14	67	14	115	125	887	19	16	1066	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	56	24	14	67	14	115	125	887	19	16	1066	74
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.60	0.25	0.15	0.34	0.07	0.59	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1043	447	261	598	125	1027	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.11	0.11	0.11	0.07	0.16	0.01	0.01	0.19	0.04
Crit Moves:				****			****			****		
Green Time:	37.8	37.8	37.8	37.8	37.8	37.8	24.1	65.3	65.3	21.9	63.1	63.1
Volume/Cap:	0.19	0.19	0.19	0.40	0.40	0.40	0.40	0.32	0.02	0.06	0.40	0.09
Delay/Veh:	36.7	36.7	36.7	39.4	39.4	39.4	49.4	20.9	17.8	47.4	23.2	19.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.7	36.7	36.7	39.4	39.4	39.4	49.4	20.9	17.8	47.4	23.2	19.6
LOS by Move:	D	D	D	D	D	D	D	C	B	D	C	B
HCM2kAvgQ:	3	3	3	7	7	7	5	7	0	1	9	2

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project AM

Intersection #3592: HURAN/TULLY



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: 7:45-8:45 AM

Base Vol:	56	24	14	67	14	115	125	887	19	16	1066	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	24	14	67	14	115	125	887	19	16	1066	74
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	0	0	0	4	0	0	0	21	0	0	19	3
Initial Fut:	56	24	14	71	14	115	125	908	19	16	1085	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	24	14	71	14	115	125	908	19	16	1085	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	24	14	71	14	115	125	908	19	16	1085	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	56	24	14	71	14	115	125	908	19	16	1085	77

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.60	0.25	0.15	0.35	0.07	0.58	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1043	447	261	621	123	1006	1750	5700	1750	1750	5700	1750

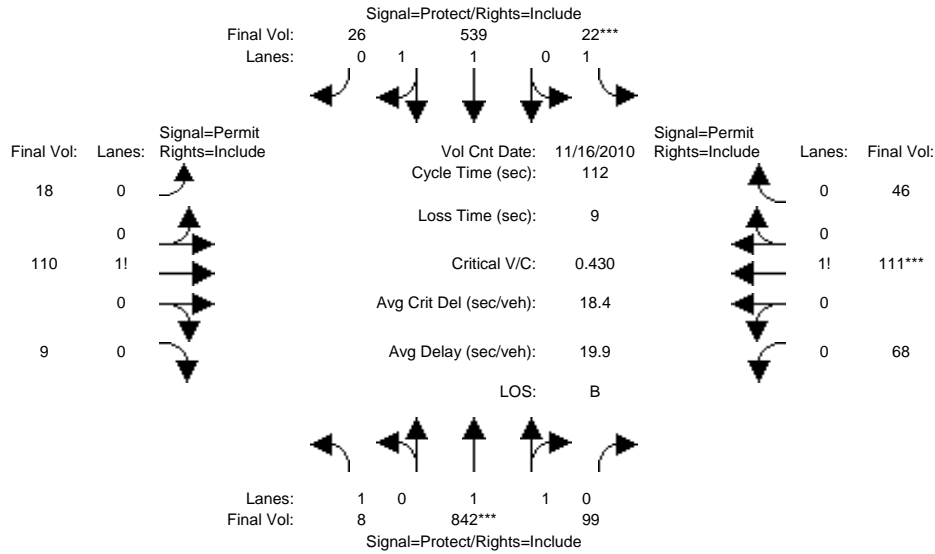
Capacity Analysis Module:

Vol/Sat:	0.05	0.05	0.05	0.11	0.11	0.11	0.07	0.16	0.01	0.01	0.19	0.04
Crit Moves:				****			****				****	
Green Time:	38.0	38.0	38.0	38.0	38.0	38.0	23.7	65.5	65.5	21.5	63.3	63.3
Volume/Cap:	0.19	0.19	0.19	0.40	0.40	0.40	0.40	0.33	0.02	0.06	0.40	0.09
Delay/Veh:	36.5	36.5	36.5	39.4	39.4	39.4	49.7	20.9	17.7	47.8	23.2	19.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.5	36.5	36.5	39.4	39.4	39.4	49.7	20.9	17.7	47.8	23.2	19.6
LOS by Move:	D	D	D	D	D	D	D	C	B	D	C	B
HCM2kAvgQ:	3	3	3	7	7	7	5	7	0	1	9	2

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing (AM)

Intersection #3630: KING/WAVERLY



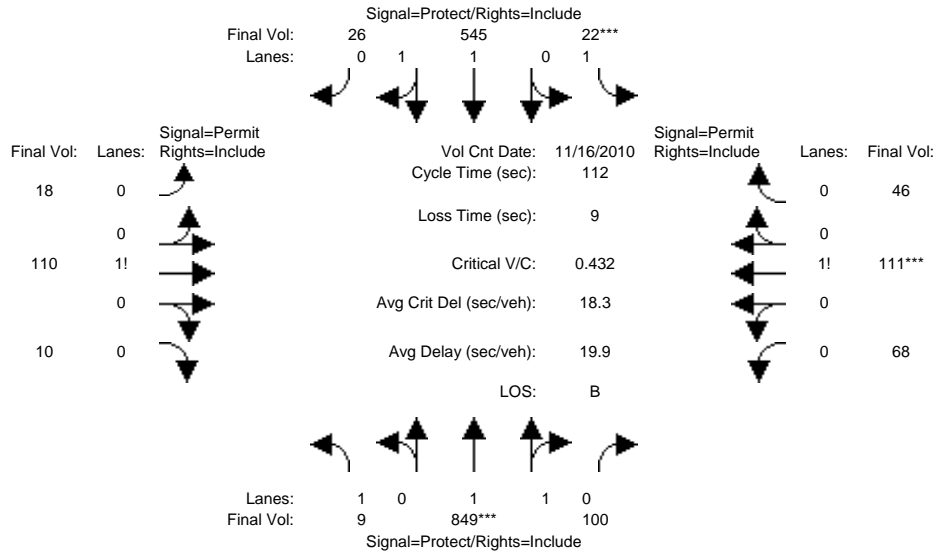
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Nov 2010 << 7:30-8:30 AM												
Base Vol:	8	842	99	22	539	26	18	110	9	68	111	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	842	99	22	539	26	18	110	9	68	111	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	842	99	22	539	26	18	110	9	68	111	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	842	99	22	539	26	18	110	9	68	111	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	842	99	22	539	26	18	110	9	68	111	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	8	842	99	22	539	26	18	110	9	68	111	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.78	0.22	1.00	1.91	0.09	0.13	0.80	0.07	0.30	0.50	0.20
Final Sat.:	1750	3310	389	1750	3530	170	230	1405	115	529	863	358
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.01	0.15	0.15	0.08	0.08	0.08	0.13	0.13	0.13
Crit Moves:	****			****						****		
Green Time:	20.6	63.8	63.8	7.0	50.2	50.2	32.2	32.2	32.2	32.2	32.2	32.2
Volume/Cap:	0.02	0.45	0.45	0.20	0.34	0.34	0.27	0.27	0.27	0.45	0.45	0.45
Delay/Veh:	37.5	14.1	14.1	50.8	20.2	20.2	31.1	31.1	31.1	33.2	33.2	33.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.5	14.1	14.1	50.8	20.2	20.2	31.1	31.1	31.1	33.2	33.2	33.2
LOS by Move:	D	B	B	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	0	9	9	1	6	6	4	4	4	7	7	7

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750

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

Intersection #3630: KING/WAVERLY

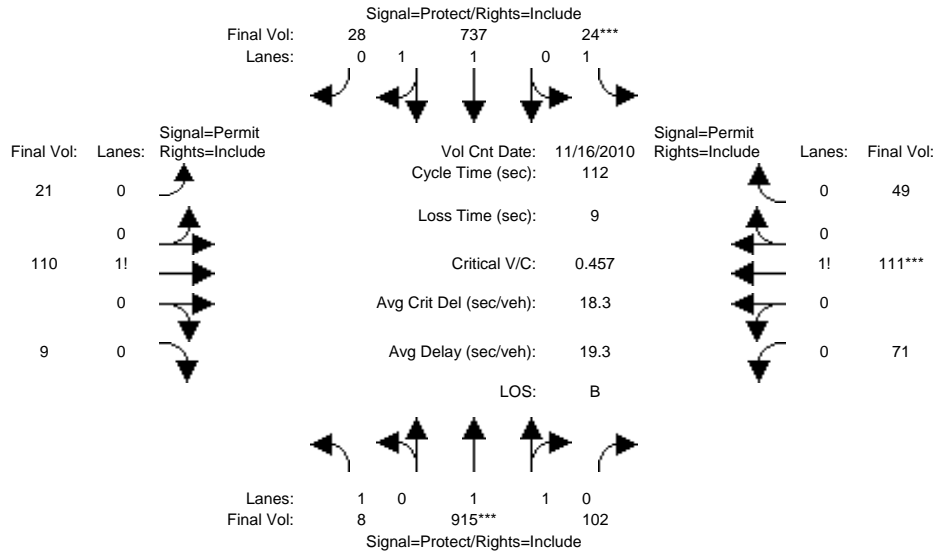


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Nov 2010 << 7:30-8:30 AM												
Base Vol:	8	842	99	22	539	26	18	110	9	68	111	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	842	99	22	539	26	18	110	9	68	111	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	1	7	1	0	6	0	0	0	1	0	0	0
Initial Fut:	9	849	100	22	545	26	18	110	10	68	111	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	849	100	22	545	26	18	110	10	68	111	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	849	100	22	545	26	18	110	10	68	111	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	9	849	100	22	545	26	18	110	10	68	111	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.78	0.22	1.00	1.91	0.09	0.13	0.80	0.07	0.30	0.50	0.20
Final Sat.:	1750	3310	390	1750	3531	168	228	1395	127	529	863	358
Capacity Analysis Module:												
Vol/Sat:	0.01	0.26	0.26	0.01	0.15	0.15	0.08	0.08	0.08	0.13	0.13	0.13
Crit Moves:	****			****						****		
Green Time:	20.5	63.9	63.9	7.0	50.5	50.5	32.1	32.1	32.1	32.1	32.1	32.1
Volume/Cap:	0.03	0.45	0.45	0.20	0.34	0.34	0.28	0.28	0.28	0.45	0.45	0.45
Delay/Veh:	37.6	14.0	14.0	50.8	20.1	20.1	31.3	31.3	31.3	33.4	33.4	33.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.6	14.0	14.0	50.8	20.1	20.1	31.3	31.3	31.3	33.4	33.4	33.4
LOS by Move:	D	B	B	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	0	9	9	1	6	6	4	4	4	7	7	7

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background AM

Intersection #3630: KING/WAVERLY



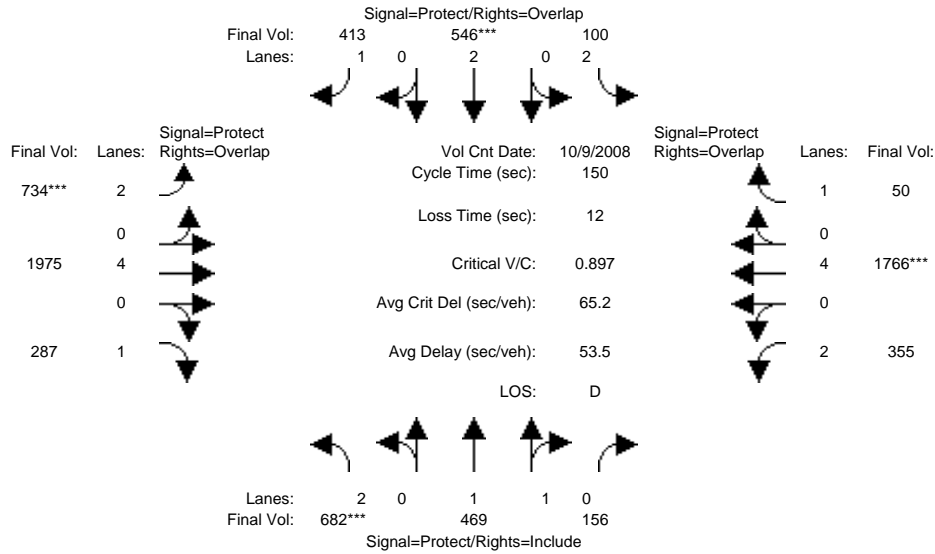
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Nov 2010 << 7:30-8:30 AM												
Base Vol:	8	842	99	22	539	26	18	110	9	68	111	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	842	99	22	539	26	18	110	9	68	111	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	73	3	2	198	2	3	0	0	3	0	3
Initial Fut:	8	915	102	24	737	28	21	110	9	71	111	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	915	102	24	737	28	21	110	9	71	111	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	915	102	24	737	28	21	110	9	71	111	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	8	915	102	24	737	28	21	110	9	71	111	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.79	0.21	1.00	1.92	0.08	0.15	0.79	0.06	0.31	0.48	0.21
Final Sat.:	1750	3329	371	1750	3564	135	263	1375	113	538	841	371
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.27	0.01	0.21	0.21	0.08	0.08	0.08	0.13	0.13	0.13
Crit Moves:	****			****			****			****		
Green Time:	16.7	64.9	64.9	7.0	55.2	55.2	31.1	31.1	31.1	31.1	31.1	31.1
Volume/Cap:	0.03	0.47	0.47	0.22	0.42	0.42	0.29	0.29	0.29	0.47	0.47	0.47
Delay/Veh:	40.8	13.9	13.9	50.9	18.3	18.3	32.1	32.1	32.1	34.4	34.4	34.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.8	13.9	13.9	50.9	18.3	18.3	32.1	32.1	32.1	34.4	34.4	34.4
LOS by Move:	D	B	B	D	B	B	C	C	C	C	C	C
HCM2kAvgQ:	0	10	10	1	8	8	4	4	4	7	7	7

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750

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

Intersection #5723: SILVER CREEK/CAPITOL



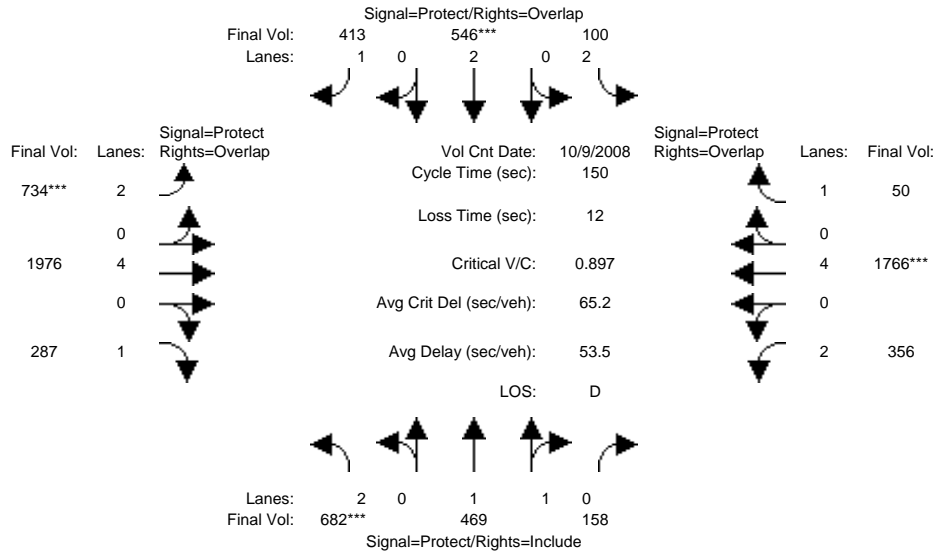
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2008 << 7:15-8:15 AM												
Base Vol:	682	469	156	100	546	413	734	1975	287	355	1766	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	682	469	156	100	546	413	734	1975	287	355	1766	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	682	469	156	100	546	413	734	1975	287	355	1766	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	682	469	156	100	546	413	734	1975	287	355	1766	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	682	469	156	100	546	413	734	1975	287	355	1766	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	682	469	156	100	546	413	734	1975	287	355	1766	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.49	0.51	2.00	2.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	3150	2776	923	3150	3800	1750	3150	7600	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.22	0.17	0.17	0.03	0.14	0.24	0.23	0.26	0.16	0.11	0.23	0.03
Crit Moves:	****				****		****				****	
Green Time:	36.2	47.2	47.2	13.0	24.0	63.0	38.9	54.3	90.5	23.5	38.8	51.9
Volume/Cap:	0.90	0.54	0.54	0.37	0.90	0.56	0.90	0.72	0.27	0.72	0.90	0.08
Delay/Veh:	68.5	42.9	42.9	65.4	77.8	34.0	66.2	42.2	14.3	65.1	59.6	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:	68.5	42.9	42.9	65.4	77.8	34.0	66.2	42.2	14.3	65.1	59.6	33.1
LOS by Move:	E	D	D	E	E	C	E	D	B	E	E	C
HCM2kAvgQ:	21	12	12	3	15	15	23	20	7	11	23	2

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750

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

Intersection #5723: SILVER CREEK/CAPITOL



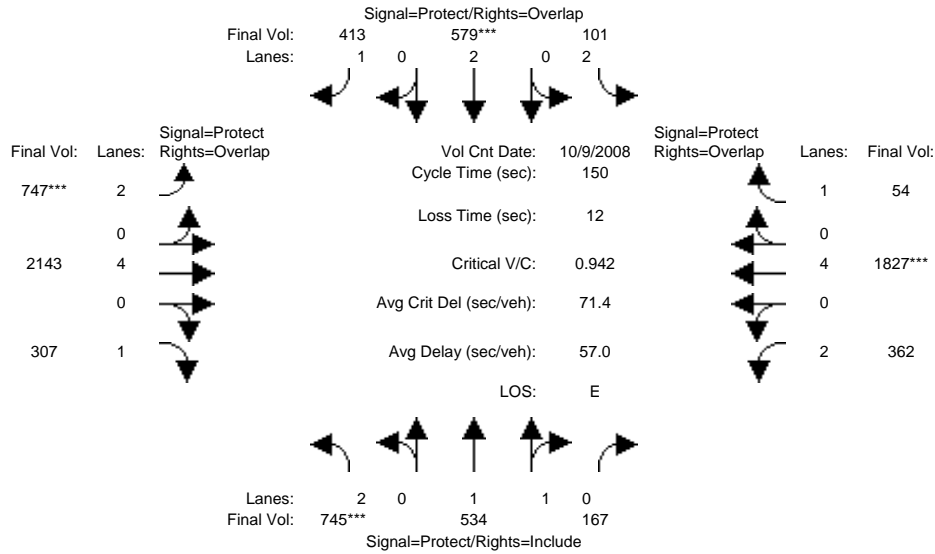
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Oct 2008 << 7:15-8:15 AM												
Base Vol:	682	469	156	100	546	413	734	1975	287	355	1766	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	682	469	156	100	546	413	734	1975	287	355	1766	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	0	0	2	0	0	0	0	1	0	1	0	0
Initial Fut:	682	469	158	100	546	413	734	1976	287	356	1766	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	682	469	158	100	546	413	734	1976	287	356	1766	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	682	469	158	100	546	413	734	1976	287	356	1766	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	682	469	158	100	546	413	734	1976	287	356	1766	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.48	0.52	2.00	2.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	3150	2767	932	3150	3800	1750	3150	7600	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.22	0.17	0.17	0.03	0.14	0.24	0.23	0.26	0.16	0.11	0.23	0.03
Crit Moves:	****				****		****				****	
Green Time:	36.2	47.2	47.2	13.0	24.0	63.0	38.9	54.2	90.4	23.6	38.8	51.8
Volume/Cap:	0.90	0.54	0.54	0.37	0.90	0.56	0.90	0.72	0.27	0.72	0.90	0.08
Delay/Veh:	68.5	42.9	42.9	65.5	77.8	34.0	66.2	42.3	14.3	65.1	59.6	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:	68.5	42.9	42.9	65.5	77.8	34.0	66.2	42.3	14.3	65.1	59.6	33.1
LOS by Move:	E	D	D	E	E	C	E	D	B	E	E	C
HCM2kAvgQ:	21	12	12	3	15	15	23	20	7	11	23	2

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750

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

Intersection #5723: SILVER CREEK/CAPITOL

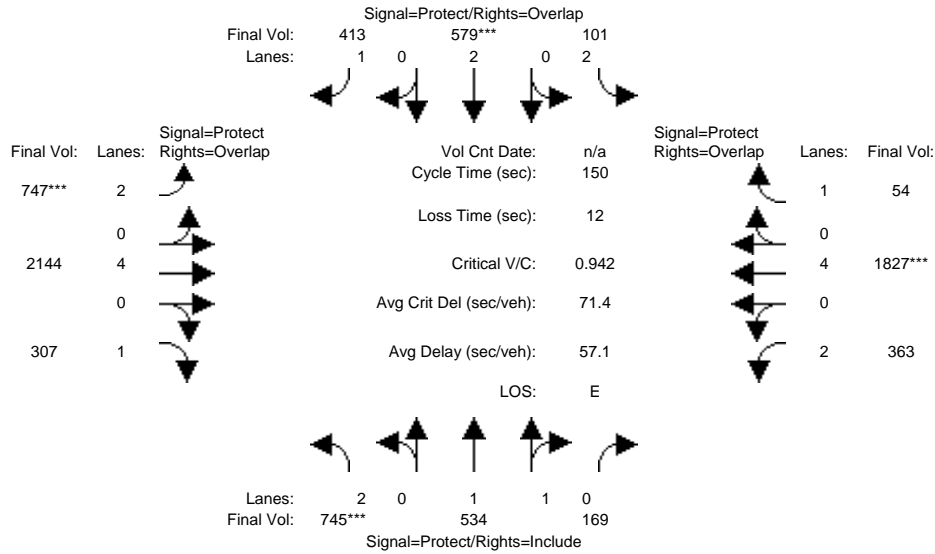


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	9 Oct 2008 << 7:15-8:15 AM											
Base Vol:	682	469	156	100	546	413	734	1975	287	355	1766	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	682	469	156	100	546	413	734	1975	287	355	1766	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	63	65	11	1	33	0	13	168	20	7	61	4
Initial Fut:	745	534	167	101	579	413	747	2143	307	362	1827	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:	745	534	167	101	579	413	747	2143	307	362	1827	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	745	534	167	101	579	413	747	2143	307	362	1827	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
Final Volume:	745	534	167	101	579	413	747	2143	307	362	1827	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.51	0.49	2.00	2.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	3150	2818	881	3150	3800	1750	3150	7600	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.24	0.19	0.19	0.03	0.15	0.24	0.24	0.28	0.18	0.11	0.24	0.03
Crit Moves:	****				****		****				****	
Green Time:	37.7	49.7	49.7	12.2	24.3	62.0	37.8	54.0	91.7	22.0	38.3	50.5
Volume/Cap:	0.94	0.57	0.57	0.39	0.94	0.57	0.94	0.78	0.29	0.78	0.94	0.09
Delay/Veh:	74.3	42.0	42.0	66.3	85.1	34.9	74.2	44.3	13.9	70.1	64.6	34.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.3	42.0	42.0	66.3	85.1	34.9	74.2	44.3	13.9	70.1	64.6	34.1
LOS by Move:	E	D	D	E	F	C	E	D	B	E	E	C
HCM2kAvgQ:	24	14	14	3	17	16	24	23	7	11	25	2

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project AM

Intersection #5723: SILVER CREEK/CAPITOL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: 7:15-8:15 AM

Base Vol:	745	534	167	101	579	413	747	2143	307	362	1827	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:	745	534	167	101	579	413	747	2143	307	362	1827	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	0	0	2	0	0	0	0	1	0	1	0	0
Initial Fut:	745	534	169	101	579	413	747	2144	307	363	1827	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:	745	534	169	101	579	413	747	2144	307	363	1827	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	745	534	169	101	579	413	747	2144	307	363	1827	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
Final Volume:	745	534	169	101	579	413	747	2144	307	363	1827	54

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.51	0.49	2.00	2.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	3150	2810	889	3150	3800	1750	3150	7600	1750	3150	7600	1750

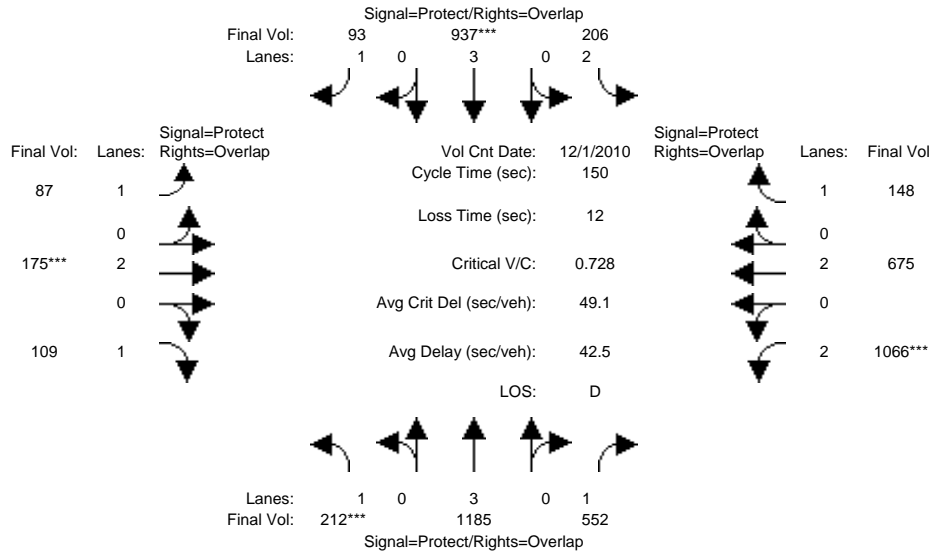
Capacity Analysis Module:

Vol/Sat:	0.24	0.19	0.19	0.03	0.15	0.24	0.24	0.28	0.18	0.12	0.24	0.03
Crit Moves:	****				****		****				****	
Green Time:	37.7	49.7	49.7	12.2	24.3	62.0	37.8	54.0	91.7	22.1	38.3	50.5
Volume/Cap:	0.94	0.57	0.57	0.39	0.94	0.57	0.94	0.78	0.29	0.78	0.94	0.09
Delay/Veh:	74.3	42.0	42.0	66.4	85.1	34.9	74.2	44.3	13.9	70.2	64.6	34.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.3	42.0	42.0	66.4	85.1	34.9	74.2	44.3	13.9	70.2	64.6	34.1
LOS by Move:	E	D	D	E	F	C	E	D	B	E	E	C
HCM2kAvgQ:	24	14	14	3	17	16	24	23	7	11	25	2

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing (AM)

Intersection #5724: CAPITOL/ABORN

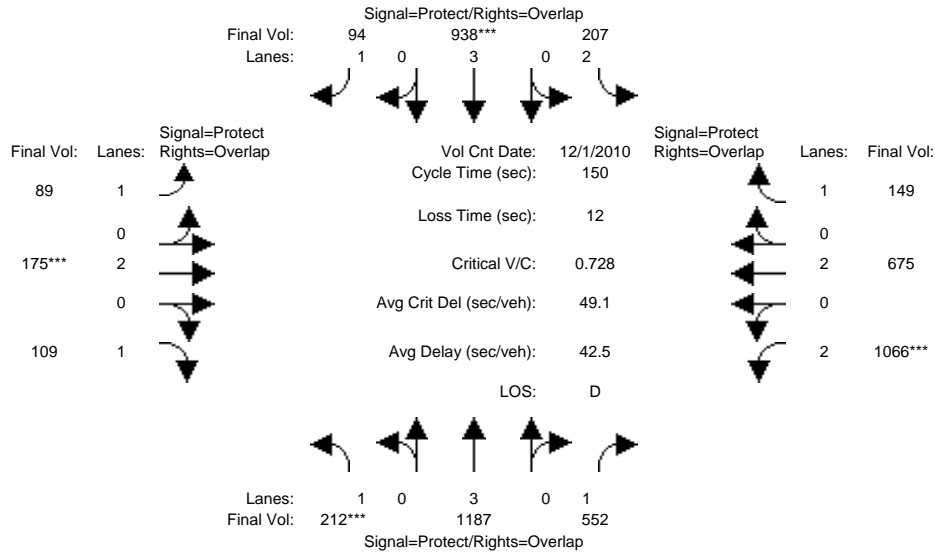


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Dec 2010 << 7:45-8:45AM 11% HOV Reduction												
Base Vol:	212	1332	552	206	1053	93	87	175	109	1066	675	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	212	1332	552	206	1053	93	87	175	109	1066	675	148
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	212	1332	552	206	1053	93	87	175	109	1066	675	148
User Adj:	1.00	0.89	1.00	1.00	0.89	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	212	1185	552	206	937	93	87	175	109	1066	675	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	1185	552	206	937	93	87	175	109	1066	675	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	212	1185	552	206	937	93	87	175	109	1066	675	148
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.21	0.32	0.07	0.16	0.05	0.05	0.05	0.06	0.34	0.18	0.08
Crit Moves:	****			****			****			****		
Green Time:	24.9	44.6	114.0	14.0	33.7	51.1	17.4	10.0	34.9	69.4	62.1	76.1
Volume/Cap:	0.73	0.70	0.42	0.70	0.73	0.16	0.43	0.69	0.27	0.73	0.43	0.17
Delay/Veh:	68.6	48.1	6.5	73.3	56.1	34.6	63.2	76.4	47.5	34.6	31.5	20.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.6	48.1	6.5	73.3	56.1	34.6	63.2	76.4	47.5	34.6	31.5	20.0
LOS by Move:	E	D	A	E	E	C	E	E	D	C	C	B
HCM2kAvgQ:	11	17	9	7	14	3	4	5	4	24	11	4

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing + Project (AM)

Intersection #5724: CAPITOL/ABORN

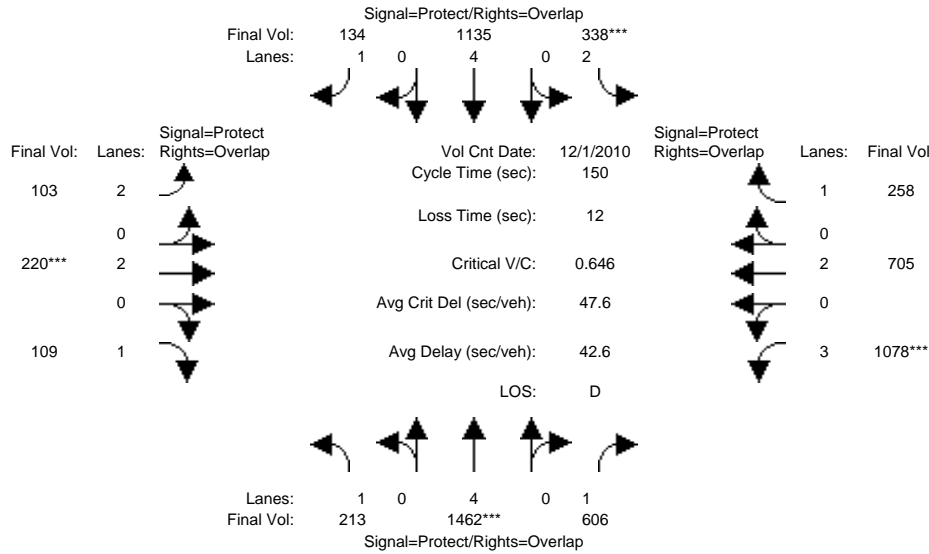


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Dec 2010 << 7:45-8:45AM 11% HOV Reduction												
Base Vol:	212	1332	552	206	1053	93	87	175	109	1066	675	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	212	1332	552	206	1053	93	87	175	109	1066	675	148
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	0	2	0	1	1	1	2	0	0	0	0	1
Initial Fut:	212	1334	552	207	1054	94	89	175	109	1066	675	149
User Adj:	1.00	0.89	1.00	1.00	0.89	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	212	1187	552	207	938	94	89	175	109	1066	675	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	1187	552	207	938	94	89	175	109	1066	675	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	212	1187	552	207	938	94	89	175	109	1066	675	149
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.21	0.32	0.07	0.16	0.05	0.05	0.05	0.06	0.34	0.18	0.09
Crit Moves:	****			****			****			****		
Green Time:	24.8	44.5	113.9	14.1	33.8	51.4	17.7	10.0	34.8	69.4	61.7	75.8
Volume/Cap:	0.73	0.70	0.42	0.70	0.73	0.16	0.43	0.69	0.27	0.73	0.43	0.17
Delay/Veh:	68.6	48.2	6.5	73.3	56.1	34.4	62.9	76.4	47.5	34.7	31.8	20.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.6	48.2	6.5	73.3	56.1	34.4	62.9	76.4	47.5	34.7	31.8	20.2
LOS by Move:	E	D	A	E	E	C	E	E	D	C	C	C
HCM2kAvgQ:	11	17	9	7	14	3	4	5	4	24	11	4

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background AM

Intersection #5724: CAPITOL/ABORN

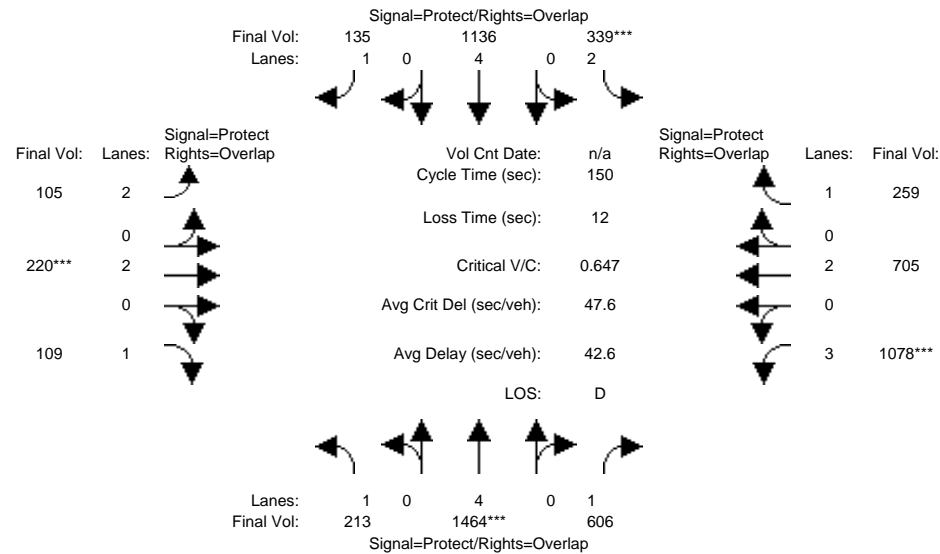


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Dec 2010 << 7:45-8:45AM												
Base Vol:	212	1332	552	206	1053	93	87	175	109	1066	675	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	212	1332	552	206	1053	93	87	175	109	1066	675	148
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	1	130	54	132	82	41	16	45	0	12	30	110
Initial Fut:	213	1462	606	338	1135	134	103	220	109	1078	705	258
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	213	1462	606	338	1135	134	103	220	109	1078	705	258
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	213	1462	606	338	1135	134	103	220	109	1078	705	258
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	213	1462	606	338	1135	134	103	220	109	1078	705	258
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	1750	7600	1750	3150	7600	1750	3150	3800	1750	4551	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.19	0.35	0.11	0.15	0.08	0.03	0.06	0.06	0.24	0.19	0.15
Crit Moves:	****			****			****			****		
Green Time:	31.2	44.7	99.6	24.9	38.3	52.1	13.8	13.4	44.7	55.0	54.7	79.6
Volume/Cap:	0.58	0.65	0.52	0.65	0.58	0.22	0.36	0.65	0.21	0.65	0.51	0.28
Delay/Veh:	56.0	46.5	13.4	61.2	49.3	34.8	64.7	70.2	39.6	40.3	37.5	19.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.0	46.5	13.4	61.2	49.3	34.8	64.7	70.2	39.6	40.3	37.5	19.5
LOS by Move:	E	D	B	E	D	C	E	E	D	D	D	B
HCM2kAvgQ:	10	15	15	10	12	5	3	6	4	17	12	7

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project AM

Intersection #5724: CAPITOL/ABORN



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: 7:45-8:45AM

Base Vol:	213	1462	606	338	1135	134	103	220	109	1078	705	258
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	213	1462	606	338	1135	134	103	220	109	1078	705	258
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	0	2	0	1	1	1	2	0	0	0	0	1
Initial Fut:	213	1464	606	339	1136	135	105	220	109	1078	705	259
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	213	1464	606	339	1136	135	105	220	109	1078	705	259
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	213	1464	606	339	1136	135	105	220	109	1078	705	259
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	213	1464	606	339	1136	135	105	220	109	1078	705	259

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	1750	7600	1750	3150	7600	1750	3150	3800	1750	4551	3800	1750

Capacity Analysis Module:

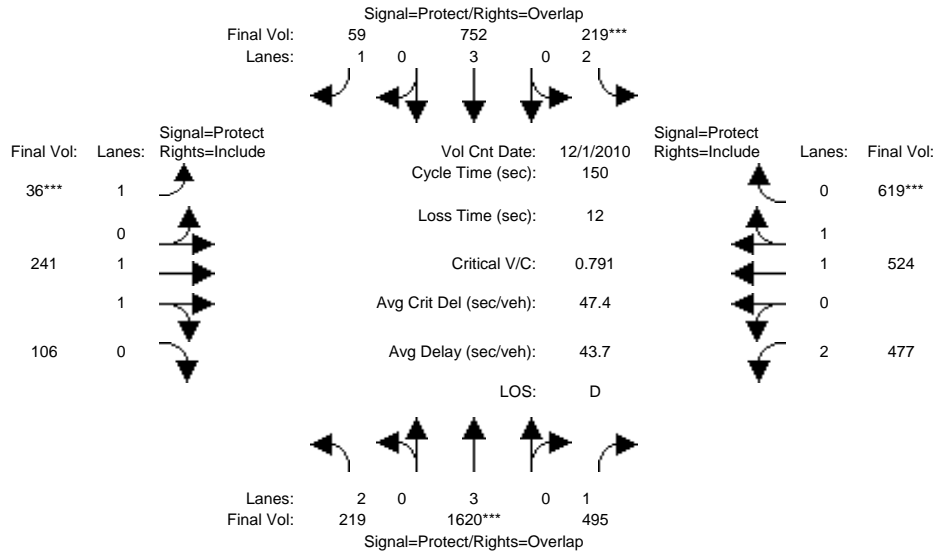
Vol/Sat:	0.12	0.19	0.35	0.11	0.15	0.08	0.03	0.06	0.06	0.24	0.19	0.15
Crit Moves:	****			****			****			****		
Green Time:	31.3	44.7	99.6	25.0	38.4	52.1	13.7	13.4	44.7	54.9	54.6	79.6
Volume/Cap:	0.58	0.65	0.52	0.65	0.58	0.22	0.36	0.65	0.21	0.65	0.51	0.28
Delay/Veh:	55.9	46.5	13.4	61.2	49.3	34.8	64.8	70.3	39.6	40.4	37.5	19.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.9	46.5	13.4	61.2	49.3	34.8	64.8	70.3	39.6	40.4	37.5	19.6
LOS by Move:	E	D	B	E	D	C	E	E	D	D	D	B
HCM2kAvgQ:	10	15	15	10	12	5	3	6	4	17	12	7

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750

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

Intersection #5725: CAPITOL EXP / QUIMBY RD



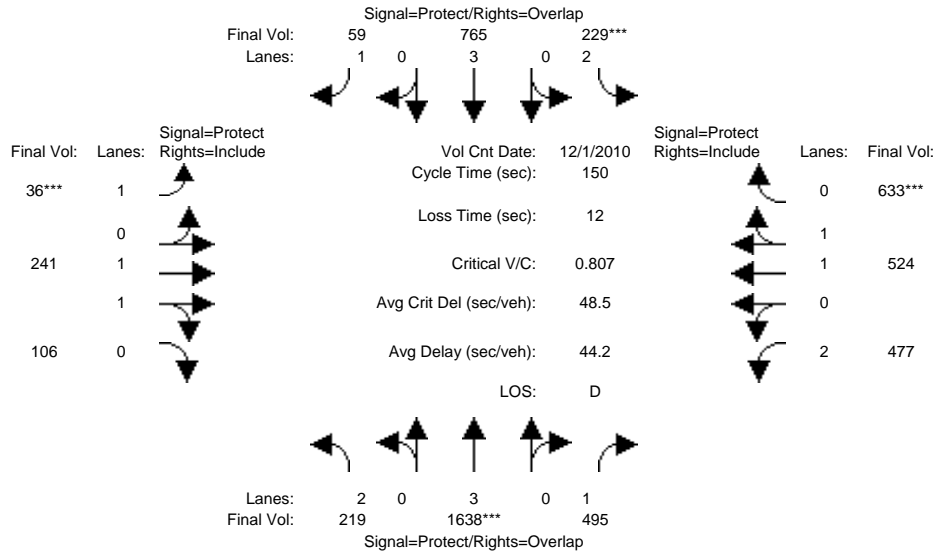
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Dec 2010 << 7:30-8:30AM 11% HOV Reduction												
Base Vol:	219	1820	495	219	845	59	36	241	106	477	524	619
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	219	1820	495	219	845	59	36	241	106	477	524	619
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	219	1820	495	219	845	59	36	241	106	477	524	619
User Adj:	1.00	0.89	1.00	1.00	0.89	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	219	1620	495	219	752	59	36	241	106	477	524	619
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	1620	495	219	752	59	36	241	106	477	524	619
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	219	1620	495	219	752	59	36	241	106	477	524	619
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.37	0.63	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	2569	1130	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.28	0.28	0.07	0.13	0.03	0.02	0.09	0.09	0.15	0.28	0.35
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	22.6	52.6	97.4	12.9	42.9	49.9	7.0	27.7	27.7	44.8	65.5	65.5
Volume/Cap:	0.46	0.81	0.44	0.81	0.46	0.10	0.44	0.51	0.51	0.51	0.63	0.81
Delay/Veh:	58.9	46.7	13.1	83.9	44.3	34.6	73.4	55.6	55.6	44.0	33.6	40.5
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:	58.9	46.7	13.1	83.9	44.3	34.6	73.4	55.6	55.6	44.0	33.6	40.5
LOS by Move:	E	D	B	F	D	C	E	E	E	D	C	D
HCM2kAvgQ:	6	24	12	6	9	2	2	7	7	11	19	28

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750

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

Intersection #5725: CAPITOL EXP / QUIMBY RD



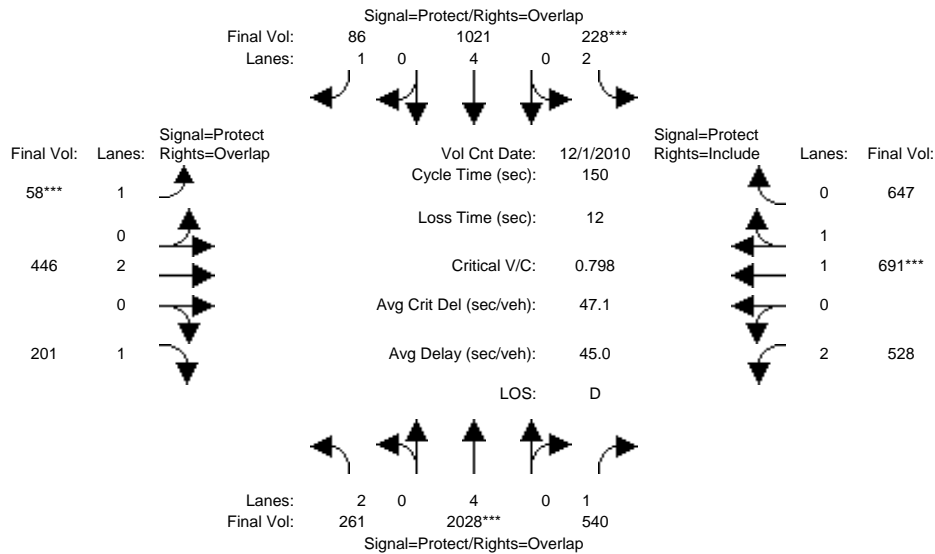
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Dec 2010 << 7:30-8:30AM 11% HOV Reduction												
Base Vol:	219	1820	495	219	845	59	36	241	106	477	524	619
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	219	1820	495	219	845	59	36	241	106	477	524	619
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	0	20	0	10	14	0	0	0	0	0	0	14
Initial Fut:	219	1840	495	229	859	59	36	241	106	477	524	633
User Adj:	1.00	0.89	1.00	1.00	0.89	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	219	1638	495	229	765	59	36	241	106	477	524	633
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	1638	495	229	765	59	36	241	106	477	524	633
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	219	1638	495	229	765	59	36	241	106	477	524	633
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.37	0.63	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	2569	1130	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.29	0.28	0.07	0.13	0.03	0.02	0.09	0.09	0.15	0.28	0.36
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	22.3	52.1	97.0	13.2	43.0	50.0	7.0	27.8	27.8	44.9	65.7	65.7
Volume/Cap:	0.47	0.83	0.44	0.83	0.47	0.10	0.44	0.51	0.51	0.51	0.63	0.83
Delay/Veh:	59.2	47.8	13.3	85.4	44.3	34.5	73.4	55.6	55.6	43.9	33.5	41.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.2	47.8	13.3	85.4	44.3	34.5	73.4	55.6	55.6	43.9	33.5	41.3
LOS by Move:	E	D	B	F	D	C	E	E	E	D	C	D
HCM2kAvgQ:	6	25	12	7	9	2	2	7	7	11	19	29

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750

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

Intersection #5725: CAPITOL EXP / QUIMBY RD



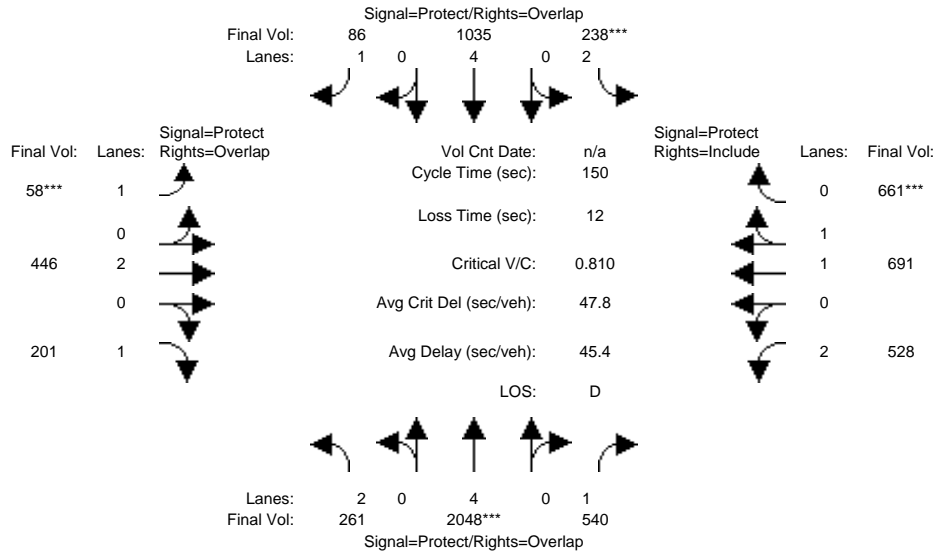
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Dec 2010 << 7:30-8:30AM												
Base Vol:	219	1820	495	219	845	59	36	241	106	477	524	619
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	219	1820	495	219	845	59	36	241	106	477	524	619
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	42	208	45	9	176	27	22	205	95	51	167	28
Initial Fut:	261	2028	540	228	1021	86	58	446	201	528	691	647
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	261	2028	540	228	1021	86	58	446	201	528	691	647
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	261	2028	540	228	1021	86	58	446	201	528	691	647
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	261	2028	540	228	1021	86	58	446	201	528	691	647
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	1.00	2.00	1.00	2.00	1.01	0.99
Final Sat.:	3150	7600	1750	3150	7600	1750	1750	3800	1750	3150	1910	1788
Capacity Analysis Module:												
Vol/Sat:	0.08	0.27	0.31	0.07	0.13	0.05	0.03	0.12	0.11	0.17	0.36	0.36
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	24.2	49.9	93.7	13.5	39.2	46.2	7.0	30.7	54.9	43.9	67.6	67.6
Volume/Cap:	0.51	0.80	0.49	0.80	0.51	0.16	0.71	0.57	0.31	0.57	0.80	0.80
Delay/Veh:	58.4	47.5	15.6	82.0	47.5	37.9	95.6	54.8	34.3	46.0	38.4	38.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.4	47.5	15.6	82.0	47.5	37.9	95.6	54.8	34.3	46.0	38.4	38.4
LOS by Move:	E	D	B	F	D	D	F	D	C	D	D	D
HCM2kAvgQ:	7	23	14	7	10	3	3	9	7	13	28	28

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750

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

Intersection #5725: CAPITOL EXP / QUIMBY RD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: 7:30-8:30AM

Base Vol:	261	2028	540	228	1021	86	58	446	201	528	691	647
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	261	2028	540	228	1021	86	58	446	201	528	691	647
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	0	20	0	10	14	0	0	0	0	0	0	14
Initial Fut:	261	2048	540	238	1035	86	58	446	201	528	691	661
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	261	2048	540	238	1035	86	58	446	201	528	691	661
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	261	2048	540	238	1035	86	58	446	201	528	691	661
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	261	2048	540	238	1035	86	58	446	201	528	691	661

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	1750	3800	1750	3150	1898	1800

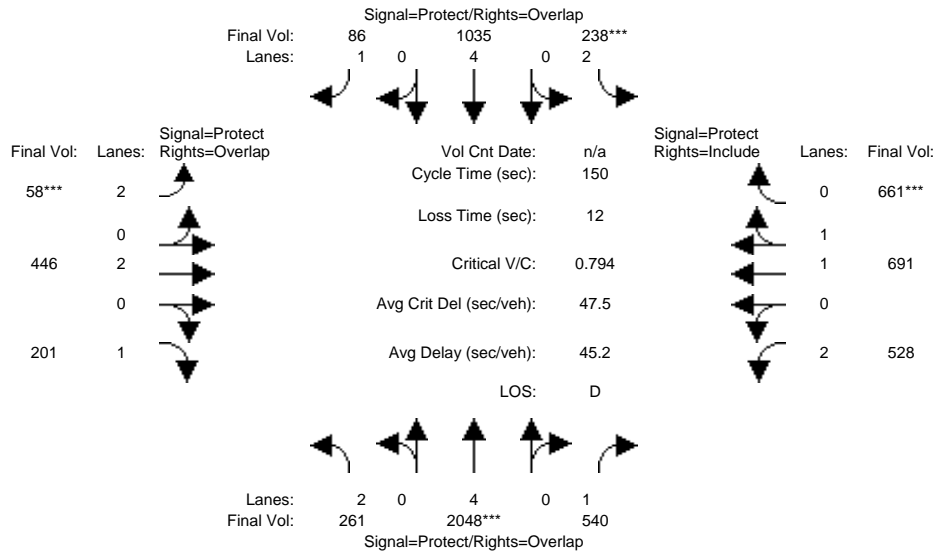
Capacity Analysis Module:

Vol/Sat:	0.08	0.27	0.31	0.08	0.14	0.05	0.03	0.12	0.11	0.17	0.36	0.37
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	24.0	49.6	93.4	13.9	39.5	46.5	7.0	30.7	54.7	43.8	67.5	67.5
Volume/Cap:	0.52	0.82	0.50	0.82	0.52	0.16	0.71	0.57	0.31	0.57	0.81	0.82
Delay/Veh:	58.6	48.2	15.8	82.9	47.4	37.7	95.6	54.8	34.5	46.0	38.7	39.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.6	48.2	15.8	82.9	47.4	37.7	95.6	54.8	34.5	46.0	38.7	39.1
LOS by Move:	E	D	B	F	D	D	F	D	C	D	D	D
HCM2kAvgQ:	7	23	14	7	10	3	3	9	7	13	29	29

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Mitigated Project AM

Intersection #5725: CAPITOL EXP / QUIMBY RD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: 7:30-8:30AM

Base Vol:	261	2028	540	228	1021	86	58	446	201	528	691	647
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	261	2028	540	228	1021	86	58	446	201	528	691	647
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	0	20	0	10	14	0	0	0	0	0	0	14
Initial Fut:	261	2048	540	238	1035	86	58	446	201	528	691	661
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	261	2048	540	238	1035	86	58	446	201	528	691	661
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	261	2048	540	238	1035	86	58	446	201	528	691	661
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	261	2048	540	238	1035	86	58	446	201	528	691	661

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	1898	1800

Capacity Analysis Module:

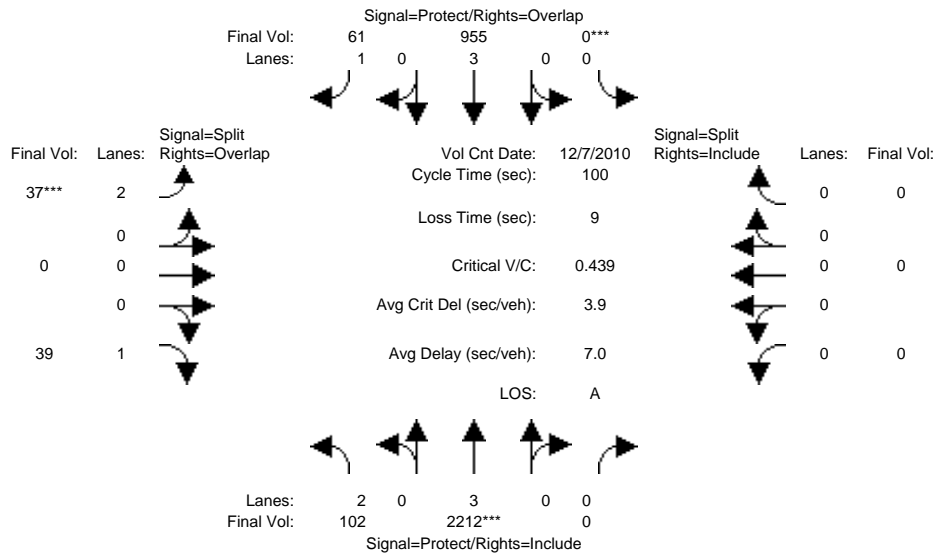
Vol/Sat:	0.08	0.27	0.31	0.08	0.14	0.05	0.02	0.12	0.11	0.17	0.36	0.37
Crit Moves:	****			****			****			****		
Green Time:	24.0	49.6	93.4	13.9	39.5	46.5	7.0	30.7	54.7	43.8	67.5	67.5
Volume/Cap:	0.52	0.82	0.50	0.82	0.52	0.16	0.39	0.57	0.31	0.57	0.81	0.82
Delay/Veh:	58.6	48.2	15.8	82.9	47.4	37.7	71.2	54.8	34.5	46.0	38.7	39.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.6	48.2	15.8	82.9	47.4	37.7	71.2	54.8	34.5	46.0	38.7	39.1
LOS by Move:	E	D	B	F	D	D	E	D	C	D	D	D
HCM2kAvgQ:	7	23	14	7	10	3	2	9	7	13	29	29

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750

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

Intersection #5726: CAPITOL/EASTRIDGE



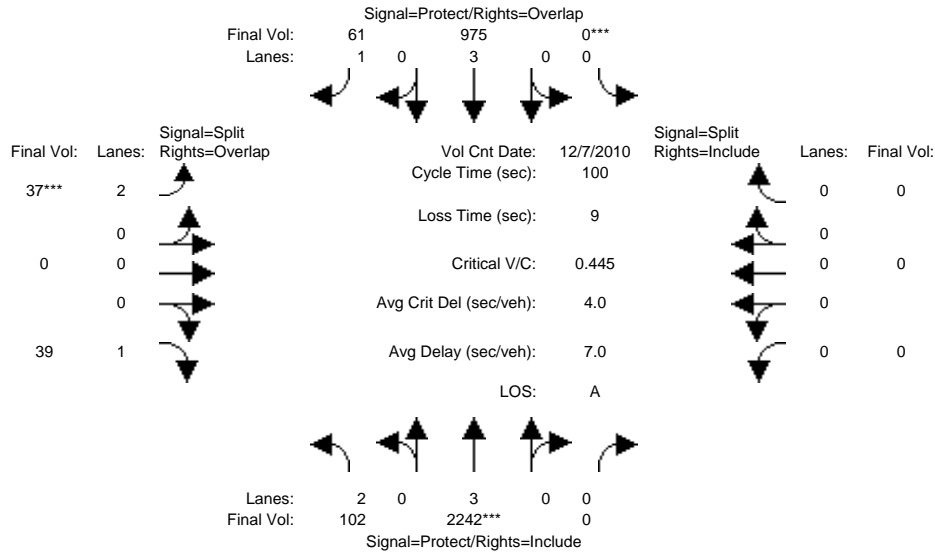
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	7 Dec 2010 << 7:30-8:30 AM; 11% HOV Reduction											
Base Vol:	102	2485	0	0	1073	61	37	0	39	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:	102	2485	0	0	1073	61	37	0	39	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	2485	0	0	1073	61	37	0	39	0	0	0
User Adj:	1.00	0.89	1.00	1.00	0.89	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	2212	0	0	955	61	37	0	39	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	2212	0	0	955	61	37	0	39	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:	102	2212	0	0	955	61	37	0	39	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	5700	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.39	0.00	0.00	0.17	0.03	0.01	0.00	0.02	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	23.9	81.0	0.0	0.0	57.1	67.1	10.0	0.0	33.9	0.0	0.0	0.0
Volume/Cap:	0.14	0.48	0.00	0.00	0.29	0.05	0.12	0.00	0.07	0.00	0.00	0.00
Delay/Veh:	30.3	3.3	0.0	0.0	11.3	5.7	41.7	0.0	22.6	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:	30.3	3.3	0.0	0.0	11.3	5.7	41.7	0.0	22.6	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	A	D	A	C	A	A	A
HCM2kAvgQ:	1	7	0	0	5	1	1	0	1	0	0	0

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750

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

Intersection #5726: CAPITOL/EASTRIDGE

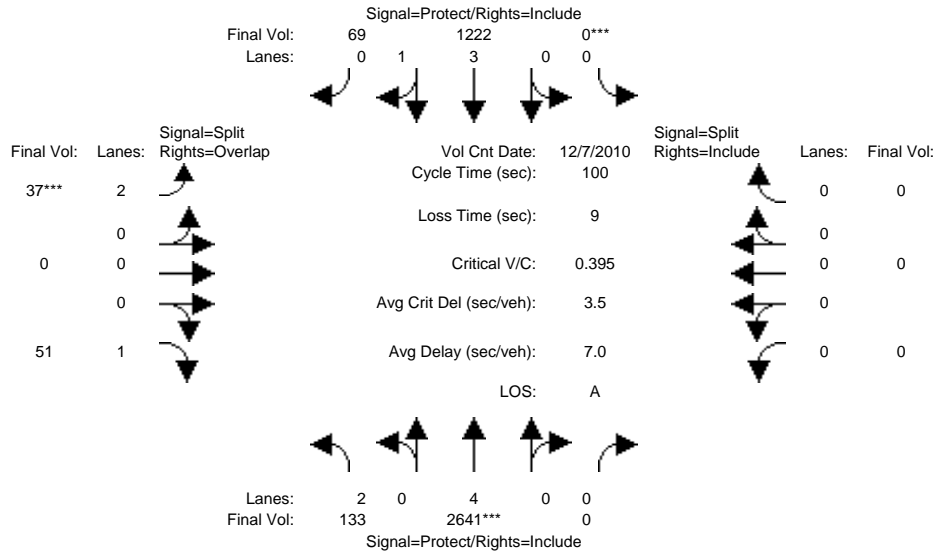


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Dec 2010 << 7:30-8:30 AM; 11% HOV Reduction												
Base Vol:	102	2485	0	0	1073	61	37	0	39	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:	102	2485	0	0	1073	61	37	0	39	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	0	34	0	0	23	0	0	0	0	0	0	0
Initial Fut:	102	2519	0	0	1096	61	37	0	39	0	0	0
User Adj:	1.00	0.89	1.00	1.00	0.89	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	2242	0	0	975	61	37	0	39	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	2242	0	0	975	61	37	0	39	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	102	2242	0	0	975	61	37	0	39	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	5700	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.39	0.00	0.00	0.17	0.03	0.01	0.00	0.02	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	23.5	81.0	0.0	0.0	57.5	67.5	10.0	0.0	33.5	0.0	0.0	0.0
Volume/Cap:	0.14	0.49	0.00	0.00	0.30	0.05	0.12	0.00	0.07	0.00	0.00	0.00
Delay/Veh:	30.6	3.3	0.0	0.0	11.1	5.6	41.7	0.0	22.8	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:	30.6	3.3	0.0	0.0	11.1	5.6	41.7	0.0	22.8	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	A	D	A	C	A	A	A
HCM2kAvgQ:	1	7	0	0	5	1	1	0	1	0	0	0

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background AM

Intersection #5726: CAPITOL/EASTRIDGE



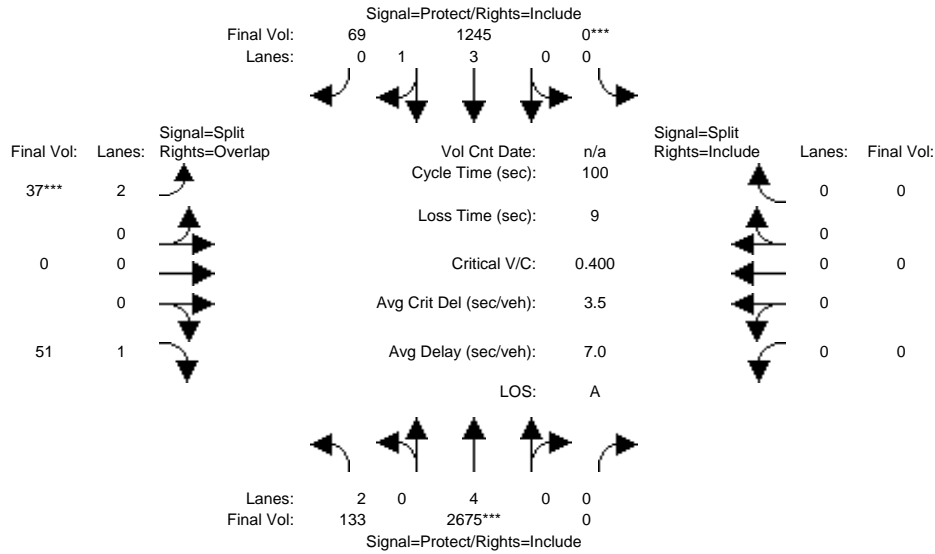
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	7 Dec 2010 << 7:30-8:30 AM											
Base Vol:	102	2485	0	0	1073	61	37	0	39	0	0	0
Growth 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:	102	2485	0	0	1073	61	37	0	39	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	31	156	0	0	149	8	0	0	12	0	0	0
Initial Fut:	133	2641	0	0	1222	69	37	0	51	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:	133	2641	0	0	1222	69	37	0	51	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	2641	0	0	1222	69	37	0	51	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	133	2641	0	0	1222	69	37	0	51	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	4.00	0.00	0.00	3.78	0.22	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	7600	0	0	7098	401	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.35	0.00	0.00	0.17	0.17	0.01	0.00	0.03	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	23.4	81.0	0.0	0.0	57.6	57.6	10.0	0.0	33.4	0.0	0.0	0.0
Volume/Cap:	0.18	0.43	0.00	0.00	0.30	0.30	0.12	0.00	0.09	0.00	0.00	0.00
Delay/Veh:	31.2	3.0	0.0	0.0	11.0	11.0	41.7	0.0	23.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.2	3.0	0.0	0.0	11.0	11.0	41.7	0.0	23.1	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	D	A	C	A	A	A
HCM2kAvgQ:	2	6	0	0	5	5	1	0	1	0	0	0

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750

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

Intersection #5726: CAPITOL/EASTRIDGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	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

Volume Module: 7:30-8:30 AM

Base Vol:	133	2641	0	0	1222	69	37	0	51	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:	133	2641	0	0	1222	69	37	0	51	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	0	34	0	0	23	0	0	0	0	0	0	0
Initial Fut:	133	2675	0	0	1245	69	37	0	51	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:	133	2675	0	0	1245	69	37	0	51	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	2675	0	0	1245	69	37	0	51	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	133	2675	0	0	1245	69	37	0	51	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	4.00	0.00	0.00	3.78	0.22	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	7600	0	0	7106	394	3150	0	1750	0	0	0

Capacity Analysis Module:

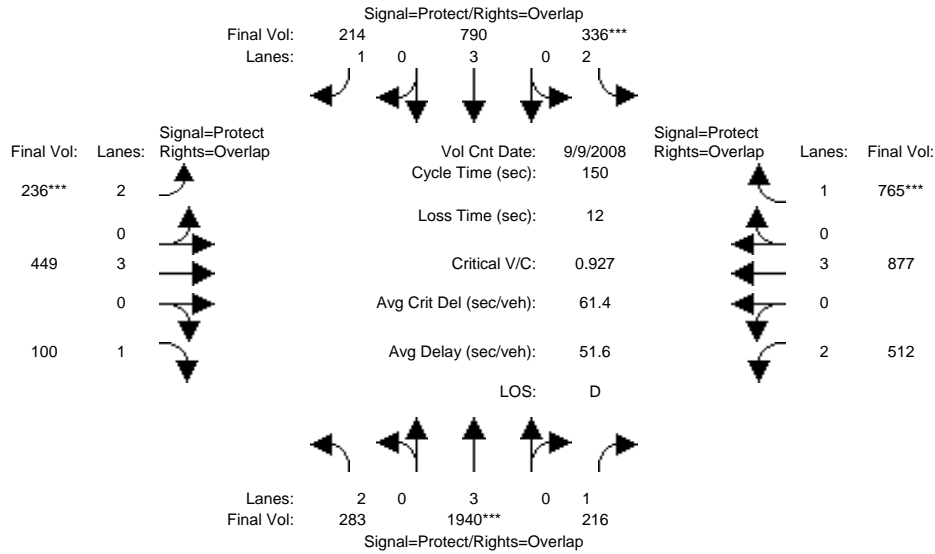
Vol/Sat:	0.04	0.35	0.00	0.00	0.18	0.18	0.01	0.00	0.03	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	23.1	81.0	0.0	0.0	57.9	57.9	10.0	0.0	33.1	0.0	0.0	0.0
Volume/Cap:	0.18	0.43	0.00	0.00	0.30	0.30	0.12	0.00	0.09	0.00	0.00	0.00
Delay/Veh:	31.4	3.0	0.0	0.0	10.9	10.9	41.7	0.0	23.3	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:	31.4	3.0	0.0	0.0	10.9	10.9	41.7	0.0	23.3	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	D	A	C	A	A	A
HCM2kAvgQ:	2	6	0	0	5	5	1	0	1	0	0	0

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750

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

Intersection #5727: CAPITOL/TULLY



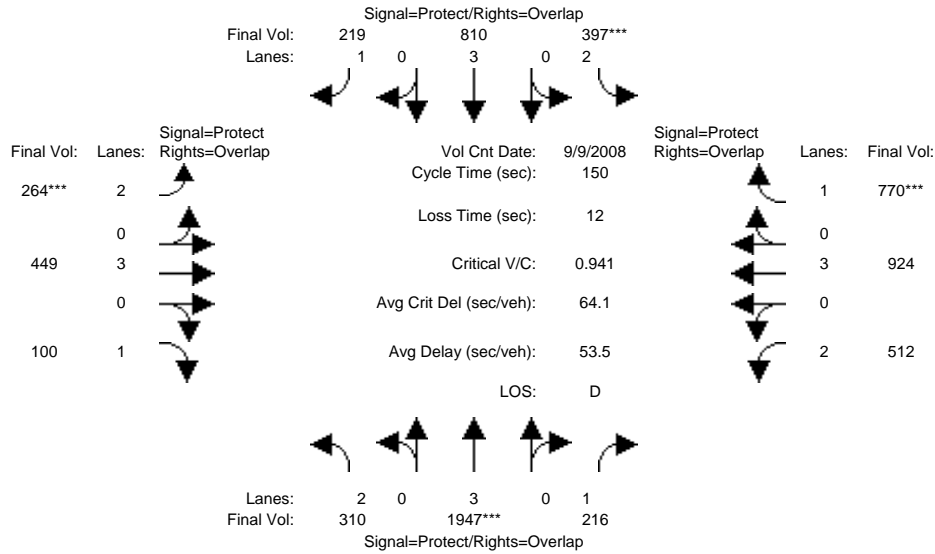
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Sep 2008 << 7:30-8:30 AM; 12% HOV Reduction												
Base Vol:	283	2205	216	336	898	214	236	449	100	512	877	765
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	283	2205	216	336	898	214	236	449	100	512	877	765
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	283	2205	216	336	898	214	236	449	100	512	877	765
User Adj:	1.00	0.88	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	283	1940	216	336	790	214	236	449	100	512	877	765
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	283	1940	216	336	790	214	236	449	100	512	877	765
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	283	1940	216	336	790	214	236	449	100	512	877	765
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.34	0.12	0.11	0.14	0.12	0.07	0.08	0.06	0.16	0.15	0.44
Crit Moves:	****			****			****			****		
Green Time:	28.5	55.1	99.3	17.3	43.9	56.0	12.1	21.4	49.9	44.2	53.5	70.8
Volume/Cap:	0.47	0.93	0.19	0.93	0.47	0.33	0.93	0.55	0.17	0.55	0.43	0.93
Delay/Veh:	54.7	53.3	9.8	95.0	43.8	33.8	105.6	60.6	35.6	45.3	36.8	53.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.7	53.3	9.8	95.0	43.8	33.8	105.6	60.6	35.6	45.3	36.8	53.5
LOS by Move:	D	D	A	F	D	C	F	E	D	D	D	D
HCM2kAvgQ:	7	32	4	12	10	7	8	6	3	12	10	39

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750

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

Intersection #5727: CAPITOL/TULLY



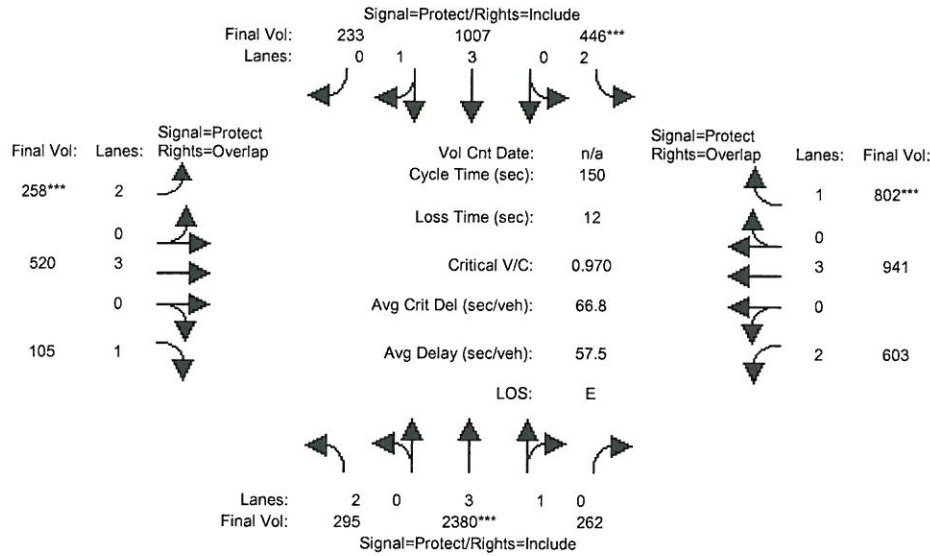
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Sep 2008 << 7:30-8:30 AM; 12% HOV Reduction												
Base Vol:	283	2205	216	336	898	214	236	449	100	512	877	765
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	283	2205	216	336	898	214	236	449	100	512	877	765
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	27	7	0	61	23	5	28	0	0	0	47	5
Initial Fut:	310	2212	216	397	921	219	264	449	100	512	924	770
User Adj:	1.00	0.88	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	310	1947	216	397	810	219	264	449	100	512	924	770
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	1947	216	397	810	219	264	449	100	512	924	770
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	310	1947	216	397	810	219	264	449	100	512	924	770
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.34	0.12	0.13	0.14	0.13	0.08	0.08	0.06	0.16	0.16	0.44
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	30.5	54.5	97.2	20.1	44.1	57.4	13.4	20.7	51.2	42.7	50.1	70.2
Volume/Cap:	0.48	0.94	0.19	0.94	0.48	0.33	0.94	0.57	0.17	0.57	0.49	0.94
Delay/Veh:	53.4	55.5	10.7	93.6	43.8	32.9	105.9	61.5	34.6	46.7	39.9	56.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.4	55.5	10.7	93.6	43.8	32.9	105.9	61.5	34.6	46.7	39.9	56.5
LOS by Move:	D	E	B	F	D	C	F	E	C	D	D	E
HCM2kAvgQ:	8	33	4	14	10	7	9	6	3	12	11	40

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750

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

Intersection #5727: CAPITOL/TULLY



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: 7:30-8:30 AM

Base Vol:	295	2380	262	446	1007	233	258	520	105	603	941	802
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	295	2380	262	446	1007	233	258	520	105	603	941	802
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	295	2380	262	446	1007	233	258	520	105	603	941	802
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	295	2380	262	446	1007	233	258	520	105	603	941	802
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	295	2380	262	446	1007	233	258	520	105	603	941	802
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	295	2380	262	446	1007	233	258	520	105	603	941	802

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.59	0.41	2.00	3.22	0.78	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	6755	744	3150	6088	1409	3150	5700	1750	3150	5700	1750

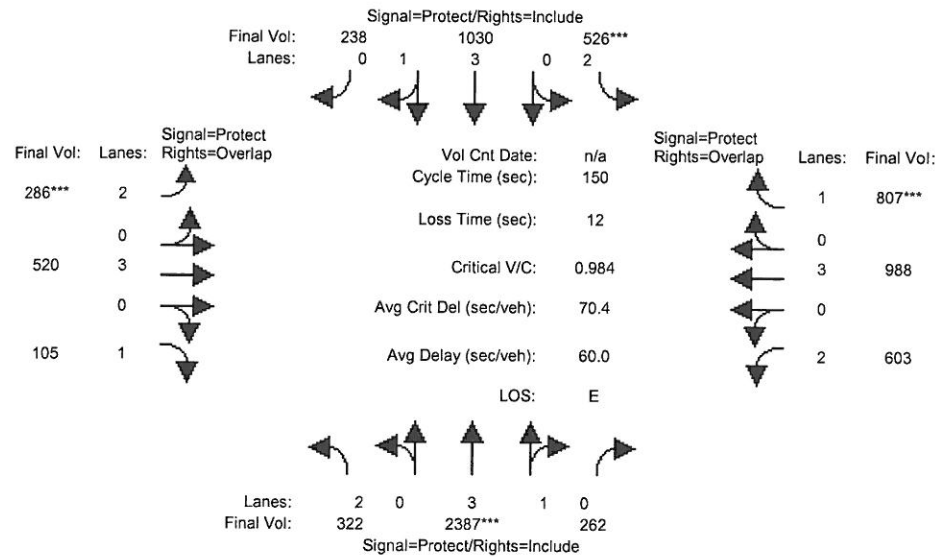
Capacity Analysis Module:

Vol/Sat:	0.09	0.35	0.35	0.14	0.17	0.17	0.08	0.09	0.06	0.19	0.17	0.46
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	27.6	54.5	54.5	21.9	48.8	48.8	12.7	19.9	47.5	41.7	49.0	70.9
Volume/Cap:	0.51	0.97	0.97	0.97	0.51	0.51	0.97	0.69	0.19	0.69	0.51	0.97
Delay/Veh:	55.8	58.1	58.1	97.9	41.1	41.1	115.2	64.8	37.4	50.6	41.0	62.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.8	58.1	58.1	97.9	41.1	41.1	115.2	64.8	37.4	50.6	41.0	62.6
LOS by Move:	E	E	E	F	D	D	F	E	D	D	D	E
HCM2kAvgQ:	8	35	35	16	12	12	9	8	4	15	11	43

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project AM

Intersection #5727: CAPITOL/TULLY



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: 7:30-8:30 AM

Base Vol:	295	2380	262	446	1007	233	258	520	105	603	941	802
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	295	2380	262	446	1007	233	258	520	105	603	941	802
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	27	7	0	80	23	5	28	0	0	0	47	5
Initial Fut:	322	2387	262	526	1030	238	286	520	105	603	988	807
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	322	2387	262	526	1030	238	286	520	105	603	988	807
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	322	2387	262	526	1030	238	286	520	105	603	988	807
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	322	2387	262	526	1030	238	286	520	105	603	988	807

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.59	0.41	2.00	3.22	0.78	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	6757	742	3150	6090	1407	3150	5700	1750	3150	5700	1750

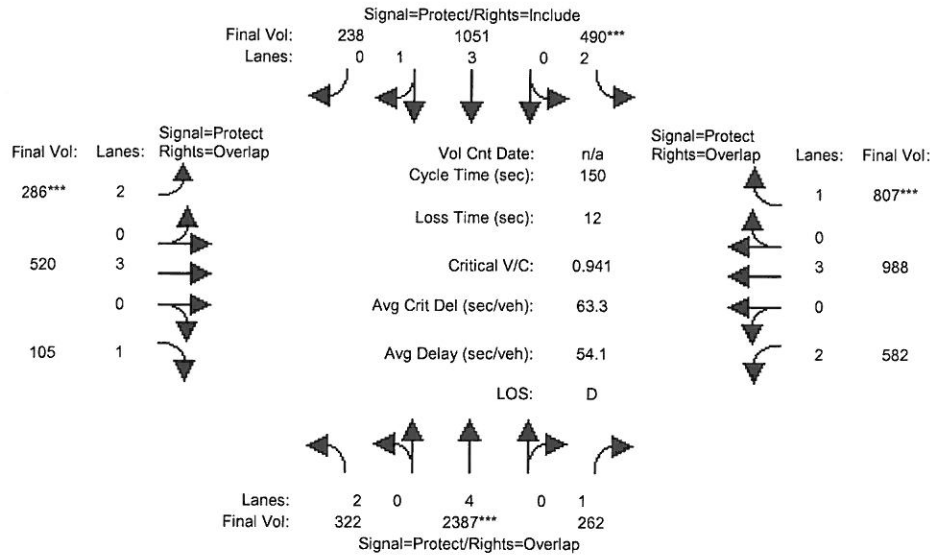
Capacity Analysis Module:

Vol/Sat:	0.10	0.35	0.35	0.17	0.17	0.17	0.09	0.09	0.06	0.19	0.17	0.46
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	29.9	53.9	53.9	25.5	49.4	49.4	13.8	18.9	48.8	39.7	44.8	70.3
Volume/Cap:	0.51	0.98	0.98	0.98	0.51	0.51	0.98	0.72	0.18	0.72	0.58	0.98
Delay/Veh:	54.3	61.4	61.4	96.7	40.8	40.8	116.2	66.6	36.5	53.2	45.1	66.7
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:	54.3	61.4	61.4	96.7	40.8	40.8	116.2	66.6	36.5	53.2	45.1	66.7
LOS by Move:	D	E	E	F	D	D	F	E	D	D	D	E
HCM2kAvgQ:	8	36	36	19	12	12	10	8	4	15	12	45

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Mitigated Project AM

Intersection #5727: CAPITOL/TULLY



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: 7:30-8:30 AM

Base Vol:	295	2380	262	429	1028	233	258	520	105	582	941	802
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	295	2380	262	429	1028	233	258	520	105	582	941	802
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	27	7	0	61	23	5	28	0	0	0	47	5
Initial Fut:	322	2387	262	490	1051	238	286	520	105	582	988	807
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	322	2387	262	490	1051	238	286	520	105	582	988	807
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	322	2387	262	490	1051	238	286	520	105	582	988	807
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	322	2387	262	490	1051	238	286	520	105	582	988	807

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	3.23	0.77	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	7600	1750	3150	6113	1384	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

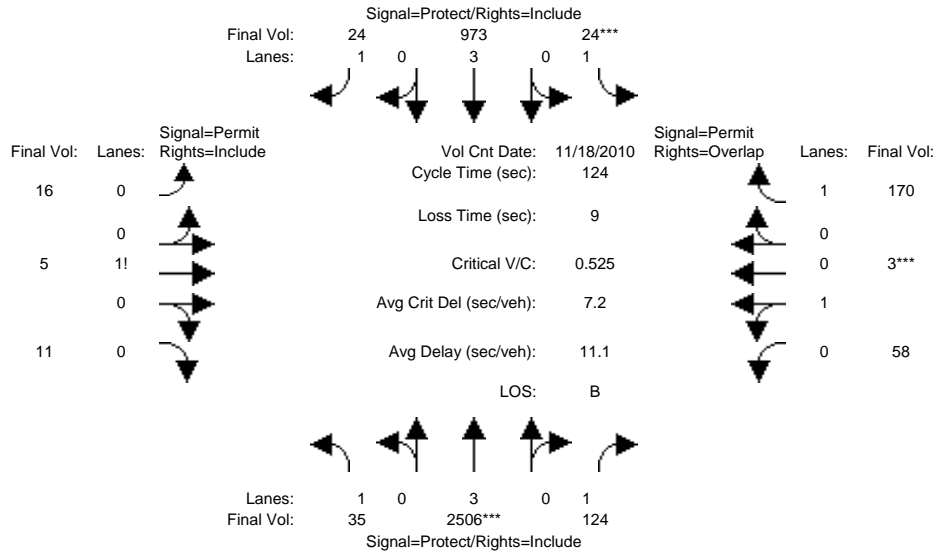
Vol/Sat:	0.10	0.31	0.15	0.16	0.17	0.17	0.09	0.09	0.06	0.18	0.17	0.46
Crit Moves:	****			****			****					****
Green Time:	27.9	50.0	92.3	24.8	46.9	46.9	14.5	20.9	48.8	42.3	48.7	73.5
Volume/Cap:	0.55	0.94	0.24	0.94	0.55	0.55	0.94	0.66	0.18	0.66	0.53	0.94
Delay/Veh:	56.5	56.5	13.2	87.4	43.0	43.0	103.6	63.2	36.5	49.2	41.7	54.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.5	56.5	13.2	87.4	43.0	43.0	103.6	63.2	36.5	49.2	41.7	54.3
LOS by Move:	E	E	B	F	D	D	F	E	D	D	D	D
HCM2kAvgQ:	8	31	6	17	12	12	9	8	4	14	12	41

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750

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

Intersection #5728: CAPITOL/CUNNINGHAM



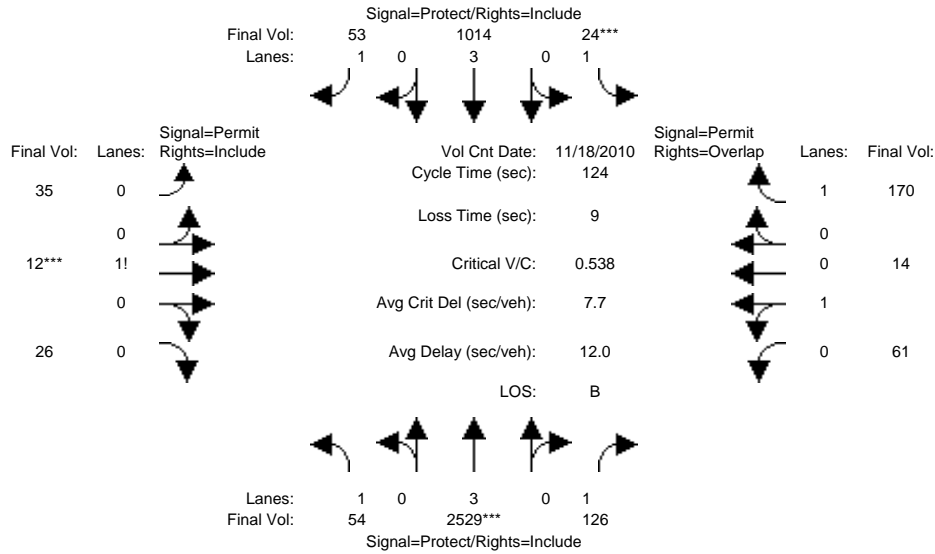
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Nov 2010 << 7:45-8:45 AM; 11% HOV Reduction												
Base Vol:	35	2816	124	24	1093	24	16	5	11	58	3	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	2816	124	24	1093	24	16	5	11	58	3	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	2816	124	24	1093	24	16	5	11	58	3	170
User Adj:	1.00	0.89	1.00	1.00	0.89	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	2506	124	24	973	24	16	5	11	58	3	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	2506	124	24	973	24	16	5	11	58	3	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	35	2506	124	24	973	24	16	5	11	58	3	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.50	0.16	0.34	0.95	0.05	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	875	273	602	1711	89	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.44	0.07	0.01	0.17	0.01	0.02	0.02	0.02	0.03	0.03	0.10
Crit Moves:	****			****						****		
Green Time:	26.1	98.0	98.0	7.0	78.9	78.9	10.0	10.0	10.0	10.0	10.0	17.0
Volume/Cap:	0.10	0.56	0.09	0.24	0.27	0.02	0.23	0.23	0.23	0.42	0.42	0.71
Delay/Veh:	39.9	5.4	3.1	61.7	10.1	8.4	57.1	57.1	57.1	62.9	62.9	67.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.9	5.4	3.1	61.7	10.1	8.4	57.1	57.1	57.1	62.9	62.9	67.4
LOS by Move:	D	A	A	E	B	A	E	E	E	E	E	E
HCM2kAvgQ:	1	12	1	1	5	0	1	1	1	2	2	7

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750

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

Intersection #5728: CAPITOL/CUNNINGHAM



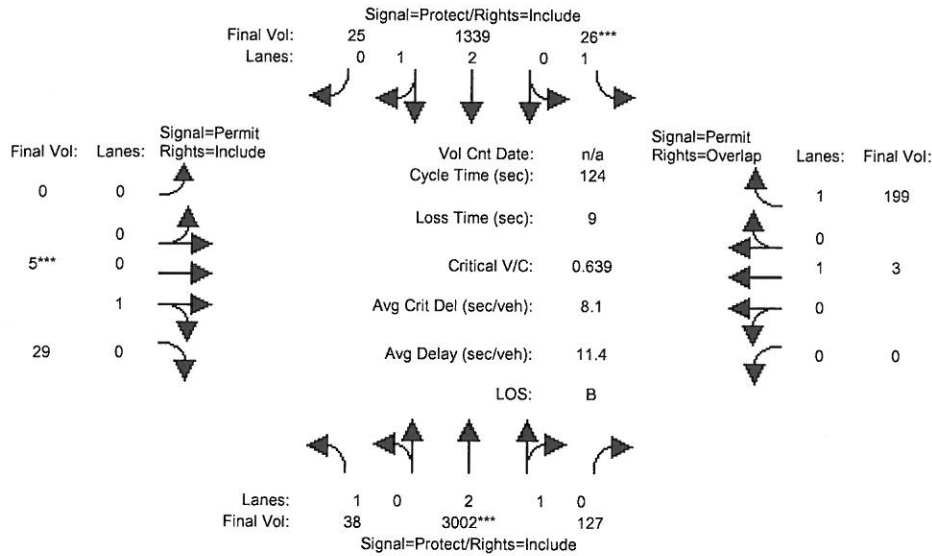
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 18 Nov 2010 << 7:45-8:45 AM; 11% HOV Reduction											
Base Vol:	35	2816	124	24	1093	24	16	5	11	58	3	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	2816	124	24	1093	24	16	5	11	58	3	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	19	26	2	0	46	29	19	7	15	3	11	0
Initial Fut:	54	2842	126	24	1139	53	35	12	26	61	14	170
User Adj:	1.00	0.89	1.00	1.00	0.89	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	2529	126	24	1014	53	35	12	26	61	14	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	2529	126	24	1014	53	35	12	26	61	14	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	54	2529	126	24	1014	53	35	12	26	61	14	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.48	0.16	0.36	0.81	0.19	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	839	288	623	1464	336	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.44	0.07	0.01	0.18	0.03	0.04	0.04	0.04	0.04	0.04	0.10
Crit Moves:	****			****			****			****		
Green Time:	25.3	98.0	98.0	7.0	79.7	79.7	10.0	10.0	10.0	10.0	10.0	17.0
Volume/Cap:	0.15	0.56	0.09	0.24	0.28	0.05	0.52	0.52	0.52	0.52	0.52	0.71
Delay/Veh:	41.4	5.4	3.1	61.7	9.8	8.2	67.6	67.6	67.6	67.2	67.2	67.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.4	5.4	3.1	61.7	9.8	8.2	67.6	67.6	67.6	67.2	67.2	67.4
LOS by Move:	D	A	A	E	A	A	E	E	E	E	E	E
HCM2kAvgQ:	2	12	1	1	6	1	4	4	4	3	3	7

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750

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

Intersection #5728: CAPITOL/CUNNINGHAM



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: 7:45-8:45 AM

Base Vol:	38	3002	127	26	1339	25	0	5	29	0	3	199
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	3002	127	26	1339	25	0	5	29	0	3	199
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	3002	127	26	1339	25	0	5	29	0	3	199
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	3002	127	26	1339	25	0	5	29	0	3	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	3002	127	26	1339	25	0	5	29	0	3	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	38	3002	127	26	1339	25	0	5	29	0	3	199

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.87	0.13	1.00	2.94	0.06	0.00	0.15	0.85	0.00	1.00	1.00
Final Sat.:	1750	5372	227	1750	5497	103	0	265	1535	0	1900	1750

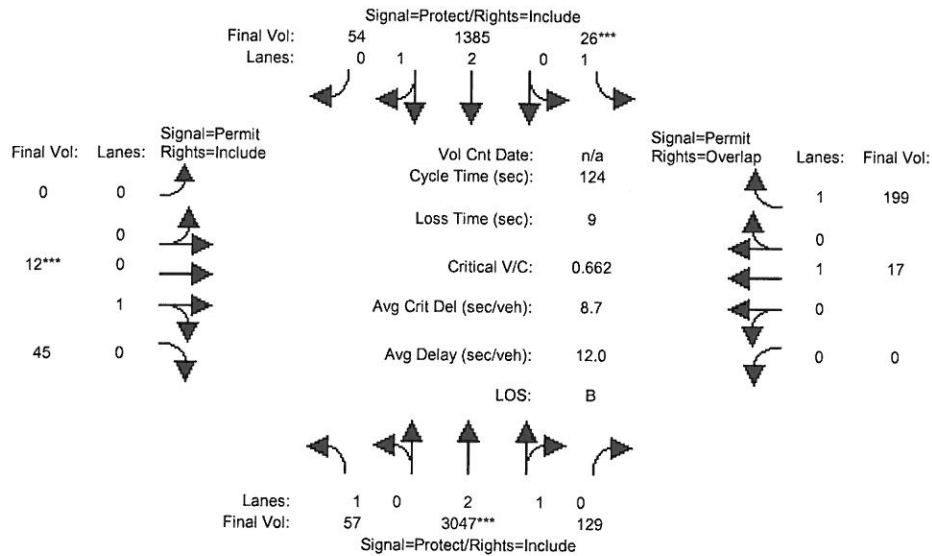
Capacity Analysis Module:

Vol/Sat:	0.02	0.56	0.56	0.01	0.24	0.24	0.00	0.02	0.02	0.00	0.00	0.11
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	19.8	98.0	98.0	7.0	85.2	85.2	0.0	10.0	10.0	0.0	10.0	17.0
Volume/Cap:	0.14	0.71	0.71	0.26	0.35	0.35	0.00	0.23	0.23	0.00	0.02	0.83
Delay/Veh:	45.8	7.2	7.2	62.4	8.3	8.3	0.0	57.2	57.2	0.0	52.7	79.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.8	7.2	7.2	62.4	8.3	8.3	0.0	57.2	57.2	0.0	52.7	79.1
LOS by Move:	D	A	A	E	A	A	A	E	E	A	D	E
HCM2kAvgQ:	1	20	20	1	7	7	0	1	1	0	0	9

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project AM

Intersection #5728: CAPITOL/CUNNINGHAM



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: 7:45-8:45 AM

Base Vol:	38	3002	127	26	1339	25	0	5	29	0	3	199
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	3002	127	26	1339	25	0	5	29	0	3	199
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	19	45	2	0	46	29	0	7	16	0	14	0
Initial Fut:	57	3047	129	26	1385	54	0	12	45	0	17	199
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	3047	129	26	1385	54	0	12	45	0	17	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	3047	129	26	1385	54	0	12	45	0	17	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	57	3047	129	26	1385	54	0	12	45	0	17	199

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.87	0.13	1.00	2.88	0.12	0.00	0.21	0.79	0.00	1.00	1.00
Final Sat.:	1750	5372	227	1750	5390	210	0	379	1421	0	1900	1750

Capacity Analysis Module:

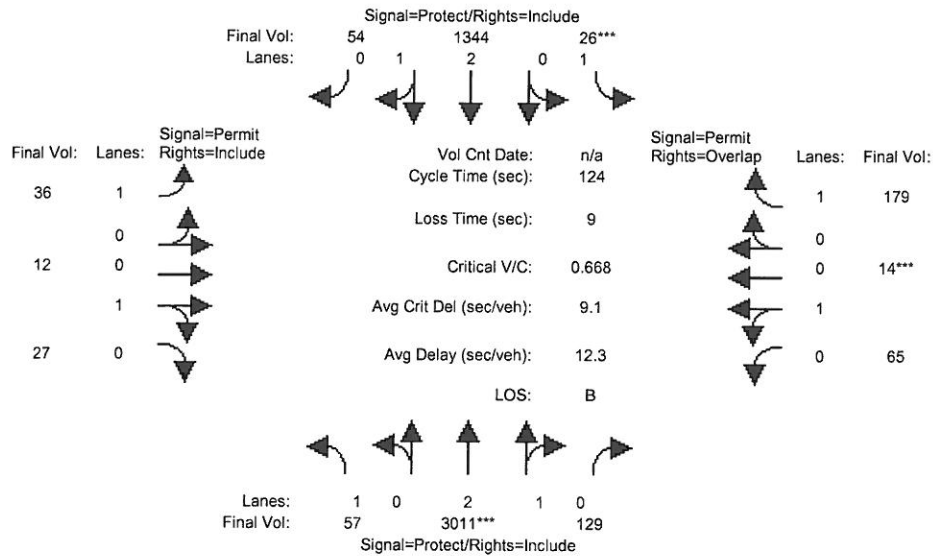
Vol/Sat:	0.03	0.57	0.57	0.01	0.26	0.26	0.00	0.03	0.03	0.00	0.01	0.11
Crit Moves:	****			****			****					
Green Time:	18.9	98.0	98.0	7.0	86.1	86.1	0.0	10.0	10.0	0.0	10.0	17.0
Volume/Cap:	0.21	0.72	0.72	0.26	0.37	0.37	0.00	0.39	0.39	0.00	0.11	0.83
Delay/Veh:	47.9	7.3	7.3	62.4	8.1	8.1	0.0	61.9	61.9	0.0	54.3	79.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.9	7.3	7.3	62.4	8.1	8.1	0.0	61.9	61.9	0.0	54.3	79.1
LOS by Move:	D	A	A	E	A	A	A	E	E	A	D	E
HCM2kAvgQ:	2	20	20	1	8	8	0	3	3	0	1	9

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750

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

Intersection #5728: CAPITOL/CUNNINGHAM



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: 7:45-8:45 AM

Base Vol:	38	2985	127	26	1298	25	17	5	12	62	3	179
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	2985	127	26	1298	25	17	5	12	62	3	179
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	19	26	2	0	46	29	19	7	15	3	11	0
Initial Fut:	57	3011	129	26	1344	54	36	12	27	65	14	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	3011	129	26	1344	54	36	12	27	65	14	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	3011	129	26	1344	54	36	12	27	65	14	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	57	3011	129	26	1344	54	36	12	27	65	14	179

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.87	0.13	1.00	2.88	0.12	1.00	0.31	0.69	0.82	0.18	1.00
Final Sat.:	1750	5370	230	1750	5383	216	1750	554	1246	1481	319	1750

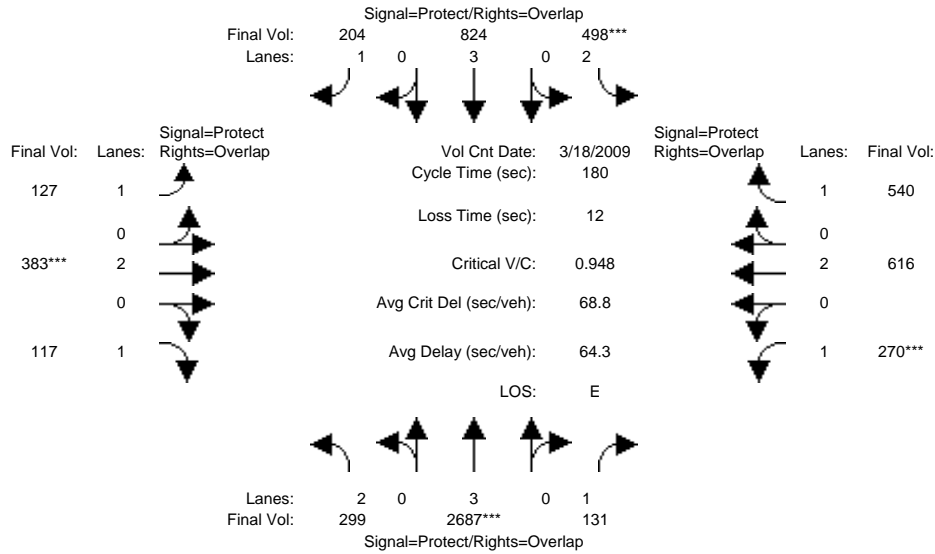
Capacity Analysis Module:

Vol/Sat:	0.03	0.56	0.56	0.01	0.25	0.25	0.02	0.02	0.02	0.04	0.04	0.10
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	19.4	98.0	98.0	7.0	85.6	85.6	10.0	10.0	10.0	10.0	10.0	17.0
Volume/Cap:	0.21	0.71	0.71	0.26	0.36	0.36	0.26	0.27	0.27	0.54	0.54	0.75
Delay/Veh:	47.4	7.2	7.2	62.4	8.2	8.2	57.8	58.1	58.1	68.7	68.7	70.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.4	7.2	7.2	62.4	8.2	8.2	57.8	58.1	58.1	68.7	68.7	70.3
LOS by Move:	D	A	A	E	A	A	E	E	E	E	E	E
HCM2kAvgQ:	2	20	20	1	7	7	2	2	2	3	3	8

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing (AM)

Intersection #5729: CAPITOL/OCALA

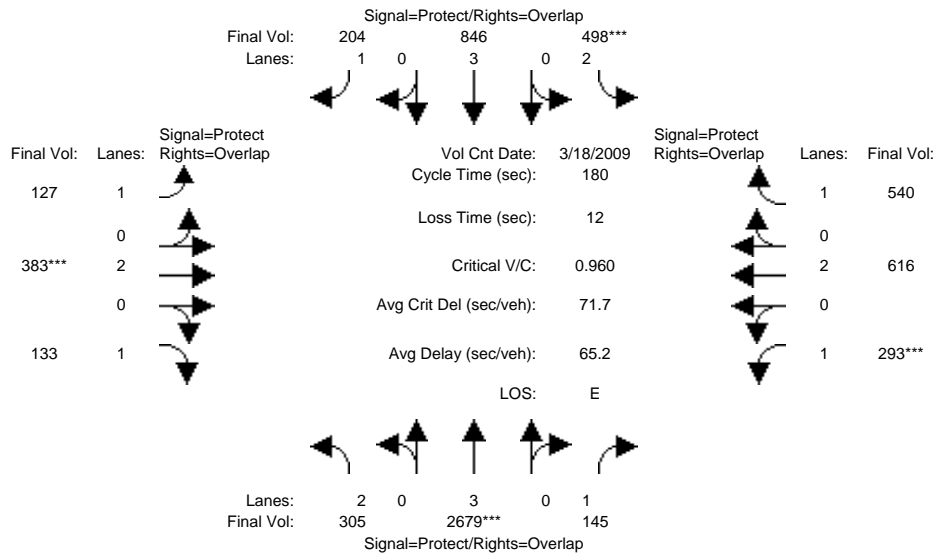


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Mar 2009 << 7:15-8:15 AM; 10% HOV Reduction												
Base Vol:	299	2986	131	498	915	204	127	383	117	270	616	540
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	299	2986	131	498	915	204	127	383	117	270	616	540
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	299	2986	131	498	915	204	127	383	117	270	616	540
User Adj:	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	299	2687	131	498	824	204	127	383	117	270	616	540
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	299	2687	131	498	824	204	127	383	117	270	616	540
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	299	2687	131	498	824	204	127	383	117	270	616	540
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.47	0.07	0.16	0.14	0.12	0.07	0.10	0.07	0.15	0.16	0.31
Crit Moves:	****			****			****			****		
Green Time:	47.4	89.5	118.8	30.0	72.2	87.1	15.0	19.1	66.5	29.3	33.5	63.5
Volume/Cap:	0.36	0.95	0.11	0.95	0.36	0.24	0.87	0.95	0.18	0.95	0.87	0.87
Delay/Veh:	55.2	51.5	11.4	102.5	38.2	27.8	128.1	113	38.9	116.1	85.2	70.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.2	51.5	11.4	102.5	38.2	27.8	128.1	113	38.9	116.1	85.2	70.4
LOS by Move:	E	D	B	F	D	C	F	F	D	F	F	E
HCM2kAvgQ:	8	53	3	19	10	7	10	14	5	20	19	32

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing + Project (AM)

Intersection #5729: CAPITOL/OCALA

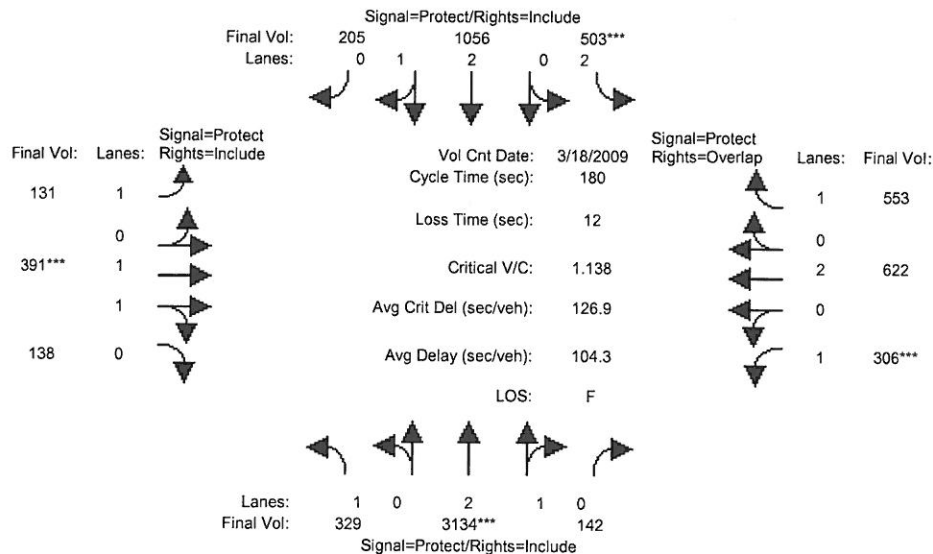


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Mar 2009 << 7:15-8:15 AM; 11% HOV Reduction												
Base Vol:	299	2986	131	498	915	204	127	383	117	270	616	540
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	299	2986	131	498	915	204	127	383	117	270	616	540
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	6	24	14	0	35	0	0	0	16	23	0	0
Initial Fut:	305	3010	145	498	950	204	127	383	133	293	616	540
User Adj:	1.00	0.89	1.00	1.00	0.89	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	305	2679	145	498	846	204	127	383	133	293	616	540
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	305	2679	145	498	846	204	127	383	133	293	616	540
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	305	2679	145	498	846	204	127	383	133	293	616	540
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.47	0.08	0.16	0.15	0.12	0.07	0.10	0.08	0.17	0.16	0.31
Crit Moves:	****			****			****			****		
Green Time:	46.5	88.1	119.5	29.6	71.2	86.8	15.5	18.9	65.4	31.4	34.7	64.4
Volume/Cap:	0.37	0.96	0.12	0.96	0.37	0.24	0.84	0.96	0.21	0.96	0.84	0.86
Delay/Veh:	56.1	54.3	11.3	105.4	39.1	28.0	121.2	116	40.2	116.0	81.1	68.4
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:	56.1	54.3	11.3	105.4	39.1	28.0	121.2	116	40.2	116.0	81.1	68.4
LOS by Move:	E	D	B	F	D	C	F	F	D	F	F	E
HCM2kAvgQ:	8	54	3	19	11	7	10	14	5	21	18	32

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background AM

Intersection #5729: CAPITOL/OCALA

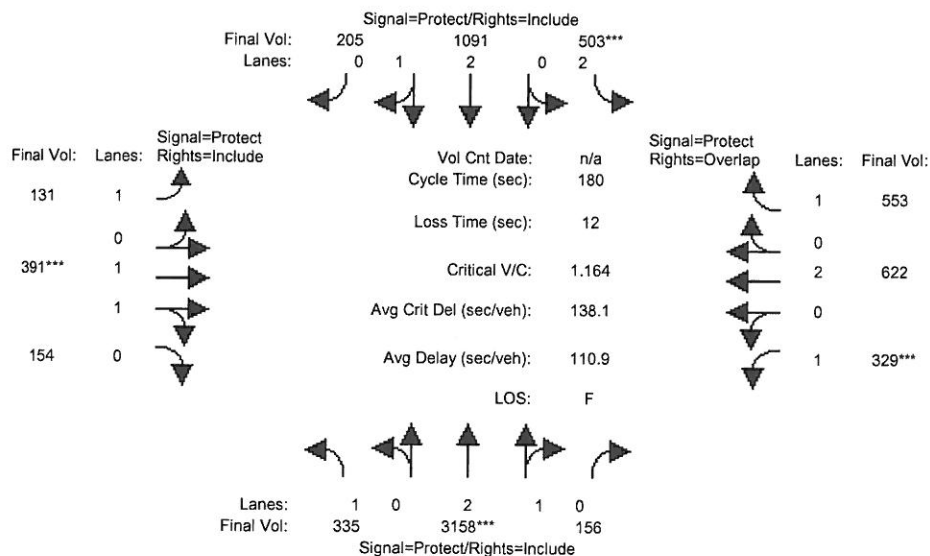


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Mar 2009 << 7:15-8:15 AM												
Base Vol:	329	3134	142	503	1056	205	131	391	138	306	622	553
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	329	3134	142	503	1056	205	131	391	138	306	622	553
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	329	3134	142	503	1056	205	131	391	138	306	622	553
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	329	3134	142	503	1056	205	131	391	138	306	622	553
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	329	3134	142	503	1056	205	131	391	138	306	622	553
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	329	3134	142	503	1056	205	131	391	138	306	622	553
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.99	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.87	0.13	2.00	2.49	0.51	1.00	1.46	0.54	1.00	2.00	1.00
Final Sat.:	1750	5357	243	3150	4688	910	1750	2734	965	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.59	0.59	0.16	0.23	0.23	0.07	0.14	0.14	0.17	0.16	0.32
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	53.6	92.5	92.5	25.2	64.2	64.2	15.8	22.6	22.6	27.6	34.5	59.7
Volume/Cap:	0.63	1.14	1.14	1.14	0.63	0.63	0.85	1.14	1.14	1.14	0.85	0.95
Delay/Veh:	60.4	111	110.8	163.8	49.6	49.6	123.0	164	164.2	173.7	82.6	86.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.4	111	110.8	163.8	49.6	49.6	123.0	164	164.2	173.7	82.6	86.0
LOS by Move:	E	F	F	F	D	D	F	F	F	F	F	F
HCM2kAvgQ:	17	79	79	23	19	19	10	22	22	26	19	36

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project AM

Intersection #5729: CAPITOL/OCALA



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: 7:15-8:15 AM

Base Vol:	329	3134	142	503	1056	205	131	391	138	306	622	553
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	329	3134	142	503	1056	205	131	391	138	306	622	553
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	6	24	14	0	35	0	0	0	16	23	0	0
Initial Fut:	335	3158	156	503	1091	205	131	391	154	329	622	553
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	335	3158	156	503	1091	205	131	391	154	329	622	553
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	335	3158	156	503	1091	205	131	391	154	329	622	553
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	335	3158	156	503	1091	205	131	391	154	329	622	553

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.99	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.85	0.15	2.00	2.51	0.49	1.00	1.42	0.58	1.00	2.00	1.00
Final Sat.:	1750	5336	264	3150	4713	886	1750	2654	1045	1750	3800	1750

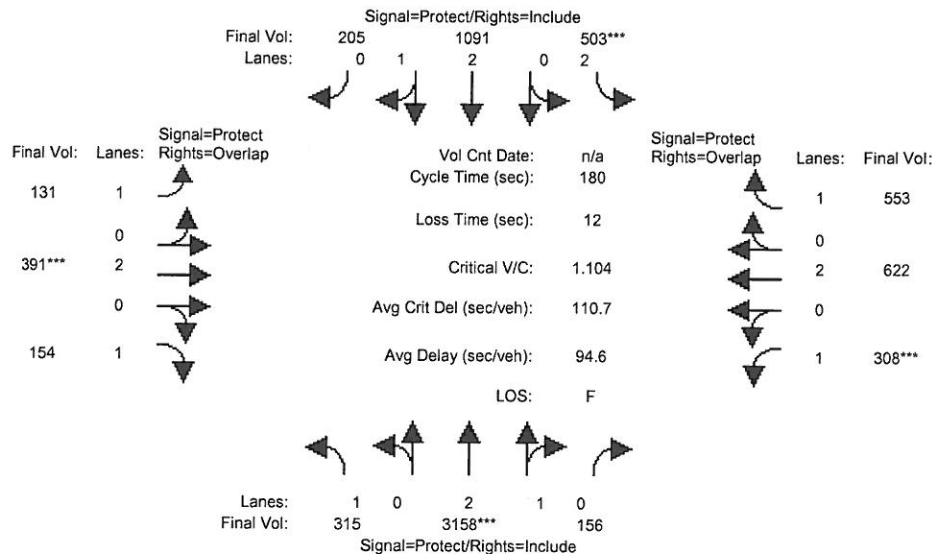
Capacity Analysis Module:

Vol/Sat:	0.19	0.59	0.59	0.16	0.23	0.23	0.07	0.15	0.15	0.19	0.16	0.32
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	52.6	91.5	91.5	24.7	63.6	63.6	16.3	22.8	22.8	29.1	35.6	60.3
Volume/Cap:	0.66	1.16	1.16	1.16	0.66	0.66	0.83	1.16	1.16	1.16	0.83	0.94
Delay/Veh:	62.2	123	122.5	174.3	50.7	50.7	117.6	174	173.8	181.1	79.5	83.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.2	123	122.5	174.3	50.7	50.7	117.6	174	173.8	181.1	79.5	83.9
LOS by Move:	E	F	F	F	D	D	F	F	F	F	E	F
HCM2kAvgQ:	17	82	82	23	20	20	10	23	23	28	18	36

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Mitigated Project AM

Intersection #5729: CAPITOL/OCALA



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: 7:15-8:15 AM

Base Vol:	309	3134	142	503	1056	205	131	391	138	285	622	553
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	309	3134	142	503	1056	205	131	391	138	285	622	553
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	6	24	14	0	35	0	0	0	16	23	0	0
Initial Fut:	315	3158	156	503	1091	205	131	391	154	308	622	553
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	315	3158	156	503	1091	205	131	391	154	308	622	553
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	315	3158	156	503	1091	205	131	391	154	308	622	553
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	315	3158	156	503	1091	205	131	391	154	308	622	553

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.85	0.15	2.00	2.51	0.49	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5336	264	3150	4713	886	1750	3800	1750	1750	3800	1750

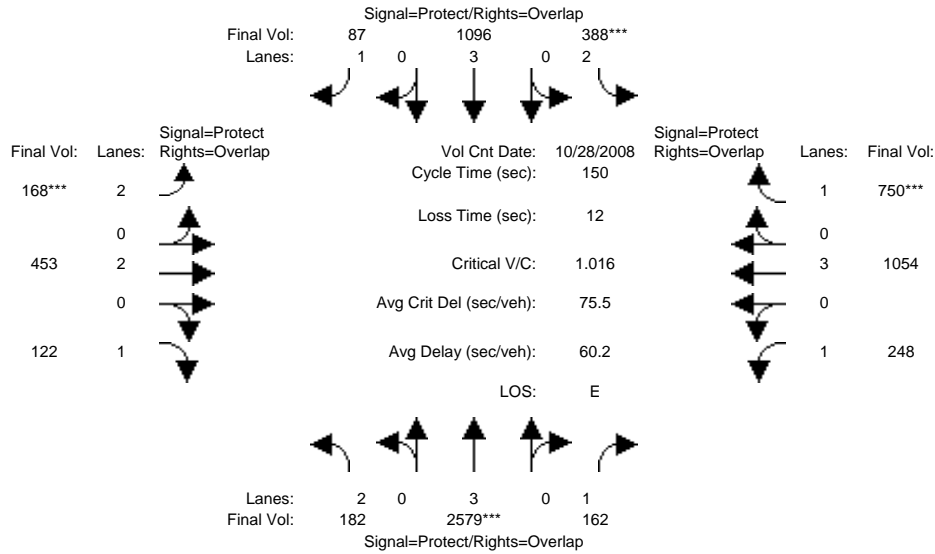
Capacity Analysis Module:

Vol/Sat:	0.18	0.59	0.59	0.16	0.23	0.23	0.07	0.10	0.09	0.18	0.16	0.32
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	53.6	96.5	96.5	26.0	68.9	68.9	14.3	16.8	70.4	28.7	31.2	57.2
Volume/Cap:	0.60	1.10	1.10	1.10	0.60	0.60	0.94	1.10	0.23	1.10	0.94	0.99
Delay/Veh:	59.3	94.2	94.2	150.5	45.9	45.9	145.2	160	37.4	160.3	97.3	97.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.3	94.2	94.2	150.5	45.9	45.9	145.2	160	37.4	160.3	97.3	97.9
LOS by Move:	E	F	F	F	D	D	F	F	D	F	F	F
HCM2kAvgQ:	16	77	77	22	19	19	11	16	6	25	21	38

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing (AM)

Intersection #5732: CAPITOL/STORY



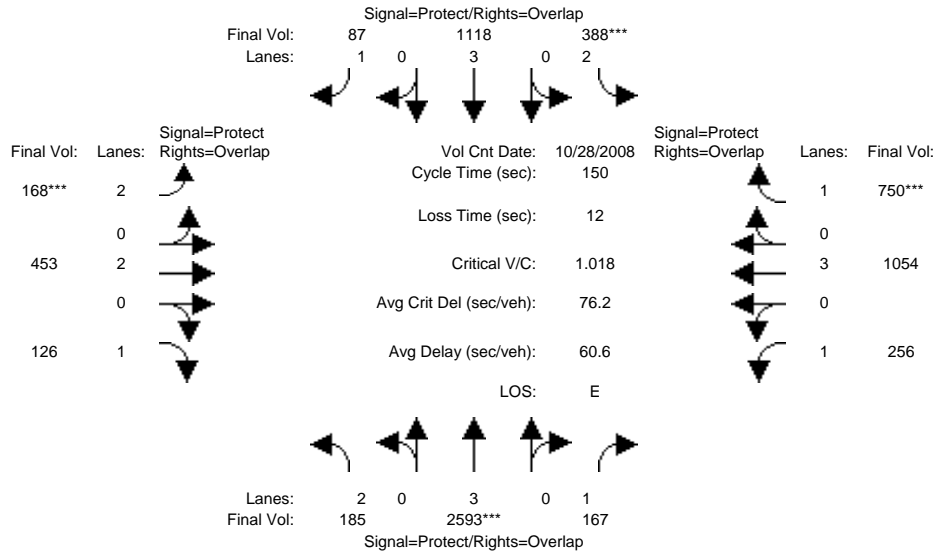
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Oct 2008 << 7:30-8:30 AM; 12% HOV Reduction												
Base Vol:	182	2931	162	388	1246	87	168	453	122	248	1054	750
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	182	2931	162	388	1246	87	168	453	122	248	1054	750
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	182	2931	162	388	1246	87	168	453	122	248	1054	750
User Adj:	1.00	0.88	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	182	2579	162	388	1096	87	168	453	122	248	1054	750
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	2579	162	388	1096	87	168	453	122	248	1054	750
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	182	2579	162	388	1096	87	168	453	122	248	1054	750
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.45	0.09	0.12	0.19	0.05	0.05	0.12	0.07	0.14	0.18	0.43
Crit Moves:	****			****			****			****		
Green Time:	19.6	66.8	95.6	18.2	65.4	73.3	7.9	24.2	43.8	28.8	45.1	63.3
Volume/Cap:	0.44	1.02	0.15	1.02	0.44	0.10	1.02	0.74	0.24	0.74	0.61	1.02
Delay/Veh:	60.9	63.5	10.9	116.0	29.7	20.7	145.2	64.6	40.6	65.5	45.7	80.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.9	63.5	10.9	116.0	29.7	20.7	145.2	64.6	40.6	65.5	45.7	80.4
LOS by Move:	E	E	B	F	C	C	F	E	D	E	D	F
HCM2kAvgQ:	4	41	3	13	11	2	8	11	5	13	14	45

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750

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

Intersection #5732: CAPITOL/STORY

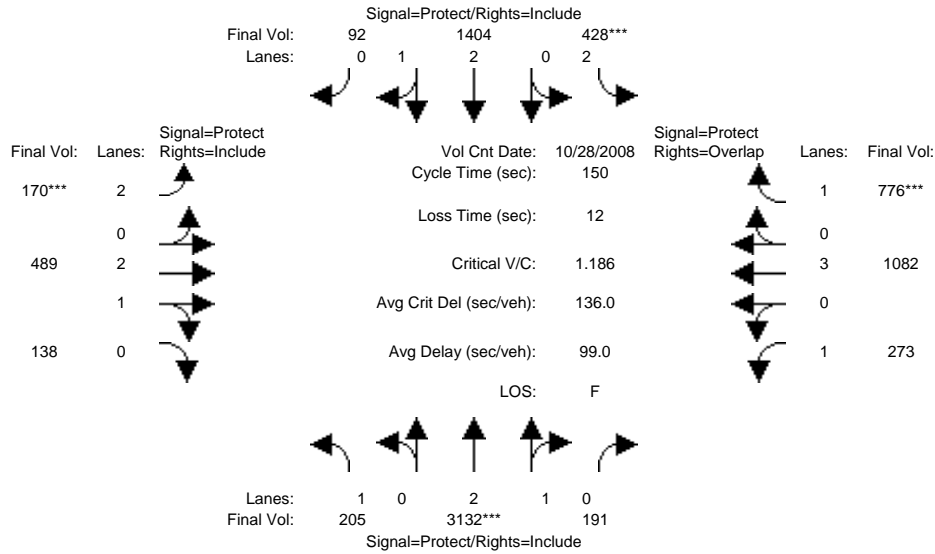


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Oct 2008 << 7:30-8:30 AM; 12% HOV Reduction												
Base Vol:	182	2931	162	388	1246	87	168	453	122	248	1054	750
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	182	2931	162	388	1246	87	168	453	122	248	1054	750
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	3	16	5	0	24	0	0	0	4	8	0	0
Initial Fut:	185	2947	167	388	1270	87	168	453	126	256	1054	750
User Adj:	1.00	0.88	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	185	2593	167	388	1118	87	168	453	126	256	1054	750
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	2593	167	388	1118	87	168	453	126	256	1054	750
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	185	2593	167	388	1118	87	168	453	126	256	1054	750
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.45	0.10	0.12	0.20	0.05	0.05	0.12	0.07	0.15	0.18	0.43
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	19.6	67.0	96.1	18.1	65.5	73.4	7.9	23.7	43.4	29.1	45.0	63.1
Volume/Cap:	0.45	1.02	0.15	1.02	0.45	0.10	1.02	0.75	0.25	0.75	0.62	1.02
Delay/Veh:	61.0	64.1	10.8	116.8	29.7	20.6	146.0	65.7	41.1	66.3	45.8	81.3
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:	61.0	64.1	10.8	116.8	29.7	20.6	146.0	65.7	41.1	66.3	45.8	81.3
LOS by Move:	E	E	B	F	C	C	F	E	D	E	D	F
HCM2kAvgQ:	4	41	3	13	12	2	8	11	5	13	14	45

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background AM

Intersection #5732: CAPITOL/STORY

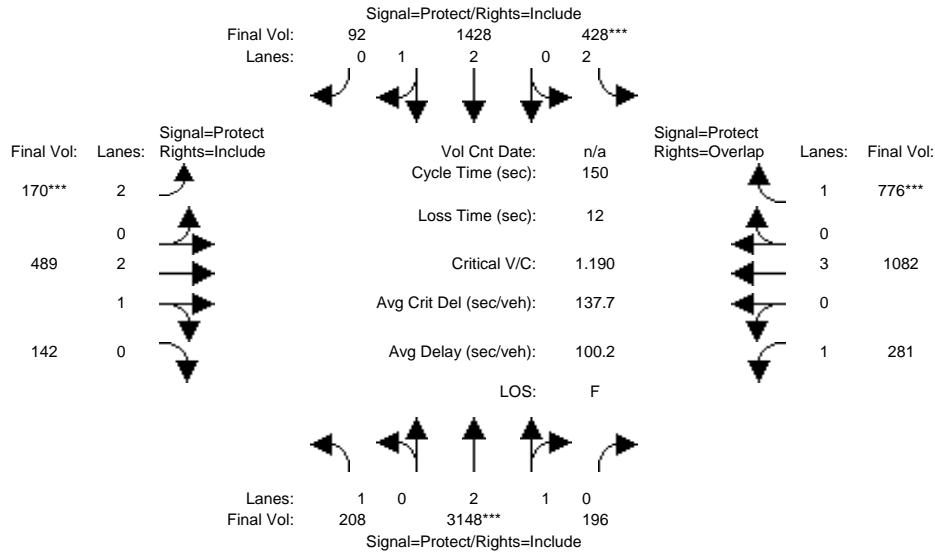


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Oct 2008 << 7:30-8:30 AM												
Base Vol:	182	2931	162	388	1246	87	168	453	122	248	1054	750
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	182	2931	162	388	1246	87	168	453	122	248	1054	750
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	23	201	29	40	158	5	2	36	16	25	28	26
Initial Fut:	205	3132	191	428	1404	92	170	489	138	273	1082	776
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	205	3132	191	428	1404	92	170	489	138	273	1082	776
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	3132	191	428	1404	92	170	489	138	273	1082	776
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	205	3132	191	428	1404	92	170	489	138	273	1082	776
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.98	0.95	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.82	0.18	2.00	2.81	0.19	2.00	2.32	0.68	1.00	3.00	1.00
Final Sat.:	1750	5278	322	3150	5255	344	3150	4366	1232	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.59	0.59	0.14	0.27	0.27	0.05	0.11	0.11	0.16	0.19	0.44
Crit Moves:	****			****			****			****		
Green Time:	28.1	75.0	75.0	17.2	64.1	64.1	7.0	19.2	19.2	26.7	38.9	56.0
Volume/Cap:	0.63	1.19	1.19	1.19	0.63	0.63	1.16	0.88	0.88	0.88	0.73	1.19
Delay/Veh:	59.9	126	125.7	175.2	34.1	34.1	193.9	76.1	76.1	83.3	52.8	146.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.9	126	125.7	175.2	34.1	34.1	193.9	76.1	76.1	83.3	52.8	146.1
LOS by Move:	E	F	F	F	C	C	F	E	E	F	D	F
HCM2kAvgQ:	9	70	70	18	18	18	9	12	12	16	16	57

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project AM

Intersection #5732: CAPITOL/STORY



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: 7:30-8:30PM

Base Vol:	205	3132	191	428	1404	92	170	489	138	273	1082	776
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	205	3132	191	428	1404	92	170	489	138	273	1082	776
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	3	16	5	0	24	0	0	0	4	8	0	0
Initial Fut:	208	3148	196	428	1428	92	170	489	142	281	1082	776
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	208	3148	196	428	1428	92	170	489	142	281	1082	776
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	3148	196	428	1428	92	170	489	142	281	1082	776
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	208	3148	196	428	1428	92	170	489	142	281	1082	776

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.98	0.95	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.82	0.18	2.00	2.81	0.19	2.00	2.30	0.70	1.00	3.00	1.00
Final Sat.:	1750	5271	328	3150	5261	339	3150	4338	1260	1750	5700	1750

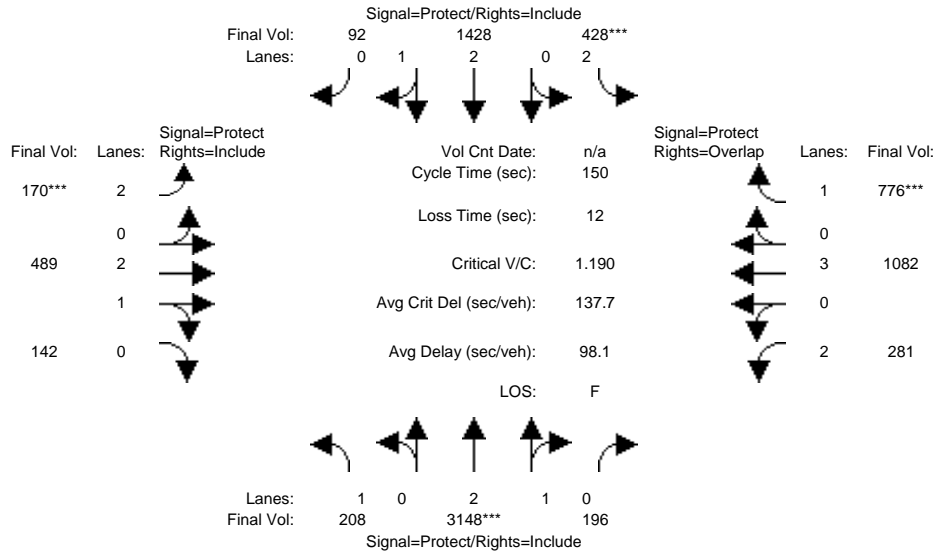
Capacity Analysis Module:

Vol/Sat:	0.12	0.60	0.60	0.14	0.27	0.27	0.05	0.11	0.11	0.16	0.19	0.44
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	28.1	75.2	75.2	17.1	64.2	64.2	7.0	18.9	18.9	26.9	38.7	55.8
Volume/Cap:	0.63	1.19	1.19	1.19	0.63	0.63	1.16	0.90	0.90	0.90	0.74	1.19
Delay/Veh:	60.3	127	127.4	177.0	34.3	34.3	193.9	78.8	78.8	86.7	52.9	148.0
User DelAdj:	1.00	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	127	127.4	177.0	34.3	34.3	193.9	78.8	78.8	86.7	52.9	148.0
LOS by Move:	E	F	F	F	C	C	F	E	E	F	D	F
HCM2kAvgQ:	9	71	71	18	18	18	9	13	13	17	16	57

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Mitigated Project AM

Intersection #5732: CAPITOL/STORY



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: 7:30-8:30PM

Base Vol:	205	3132	191	428	1404	92	170	489	138	273	1082	776
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	205	3132	191	428	1404	92	170	489	138	273	1082	776
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	3	16	5	0	24	0	0	0	4	8	0	0
Initial Fut:	208	3148	196	428	1428	92	170	489	142	281	1082	776
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	208	3148	196	428	1428	92	170	489	142	281	1082	776
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	3148	196	428	1428	92	170	489	142	281	1082	776
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	208	3148	196	428	1428	92	170	489	142	281	1082	776

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.98	0.95	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	2.82	0.18	2.00	2.81	0.19	2.00	2.30	0.70	2.00	3.00	1.00
Final Sat.:	1750	5271	328	3150	5261	339	3150	4338	1260	3150	5700	1750

Capacity Analysis Module:

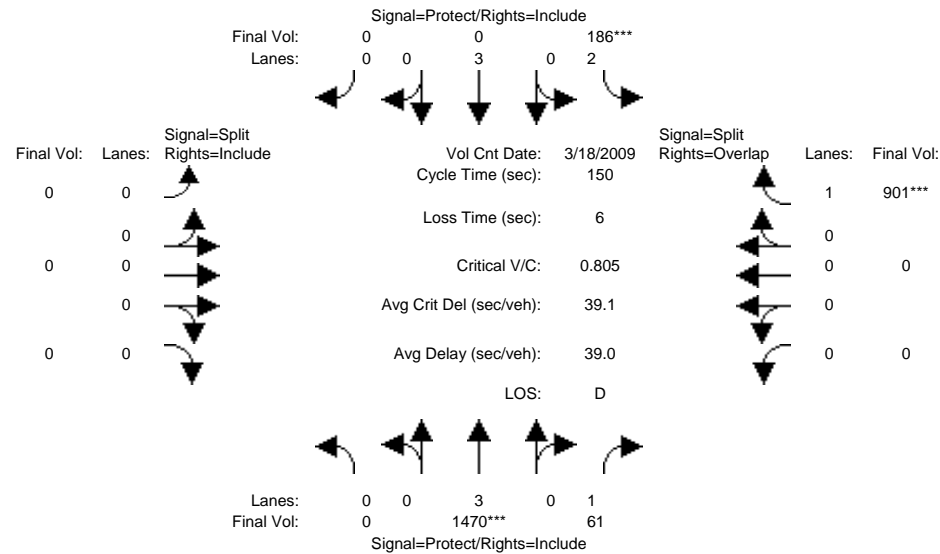
Vol/Sat:	0.12	0.60	0.60	0.14	0.27	0.27	0.05	0.11	0.11	0.09	0.19	0.44
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	28.1	75.2	75.2	17.1	64.2	64.2	7.0	25.5	25.5	20.2	38.7	55.8
Volume/Cap:	0.63	1.19	1.19	1.19	0.63	0.63	1.16	0.66	0.66	0.66	0.74	1.19
Delay/Veh:	60.3	127	127.4	177.0	34.3	34.3	193.9	60.0	60.0	65.6	52.9	148.0
User DelAdj:	1.00	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	127	127.4	177.0	34.3	34.3	193.9	60.0	60.0	65.6	52.9	148.0
LOS by Move:	E	F	F	F	C	C	F	E	E	E	D	F
HCM2kAvgQ:	9	71	71	18	18	18	9	10	10	8	16	57

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750

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

Intersection #5735: CAPITOL/NIEMAN



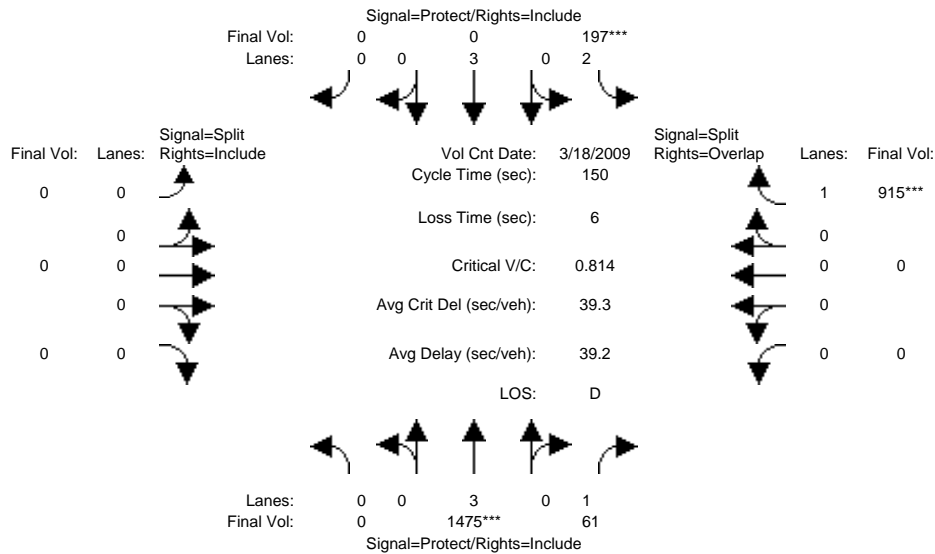
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Mar 2009 << 7:30-8:30 AM; 11% HOV Reduction												
Base Vol:	0	1652	61	186	1260	0	0	0	0	0	0	901
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1652	61	186	1260	0	0	0	0	0	0	901
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1652	61	186	1260	0	0	0	0	0	0	901
User Adj:	1.00	0.89	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1470	61	186	0	0	0	0	0	0	0	901
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1470	61	186	0	0	0	0	0	0	0	901
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1470	61	186	0	0	0	0	0	0	0	901
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00
Final Sat.:	0	5700	1750	3150	5700	0	0	0	0	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.03	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.51
Crit Moves:	****			****						****		
Green Time:	0.0	48.1	48.1	95.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	95.9
Volume/Cap:	0.00	0.80	0.11	0.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.81
Delay/Veh:	0.0	50.5	36.2	10.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	50.5	36.2	10.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.3
LOS by Move:	A	D	D	B	A	A	A	A	A	A	A	C
HCM2kAvgQ:	0	22	2	2	0	0	0	0	0	0	0	34

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750

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

Intersection #5735: CAPITOL/NIEMAN

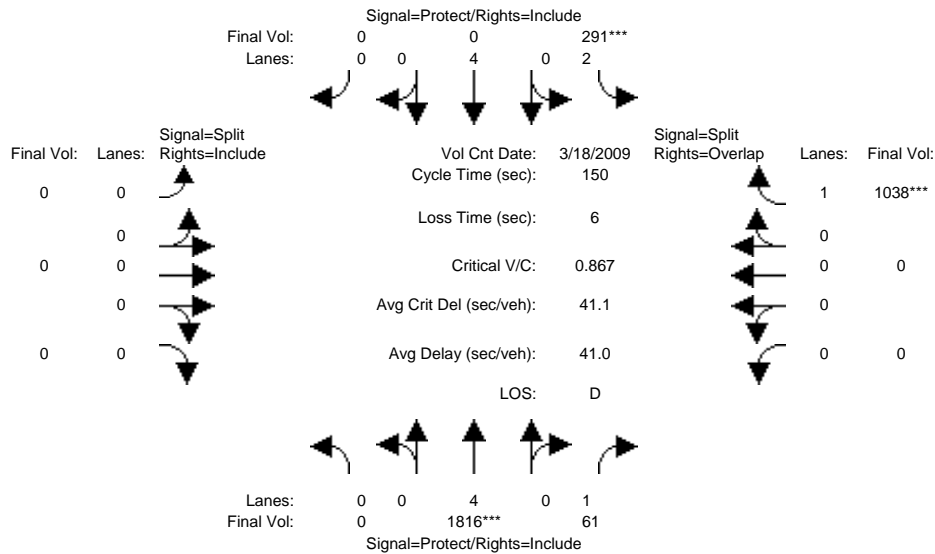


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Mar 2009 << 7:30-8:30 AM; 11% HOV Reduction												
Base Vol:	0	1652	61	186	1260	0	0	0	0	0	0	901
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1652	61	186	1260	0	0	0	0	0	0	901
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	0	5	0	11	3	0	0	0	0	0	0	14
Initial Fut:	0	1657	61	197	1263	0	0	0	0	0	0	915
User Adj:	1.00	0.89	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1475	61	197	0	0	0	0	0	0	0	915
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1475	61	197	0	0	0	0	0	0	0	915
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1475	61	197	0	0	0	0	0	0	0	915
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00
Final Sat.:	0	5700	1750	3150	5700	0	0	0	0	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.03	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.52
Crit Moves:	****		****			****			****			****
Green Time:	0.0	48.1	48.1	95.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	95.9
Volume/Cap:	0.00	0.81	0.11	0.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.82
Delay/Veh:	0.0	50.6	36.2	10.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	50.6	36.2	10.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.1
LOS by Move:	A	D	D	B	A	A	A	A	A	A	A	C
HCM2kAvgQ:	0	22	2	2	0	0	0	0	0	0	0	35

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background AM

Intersection #5735: CAPITOL/NIEMAN

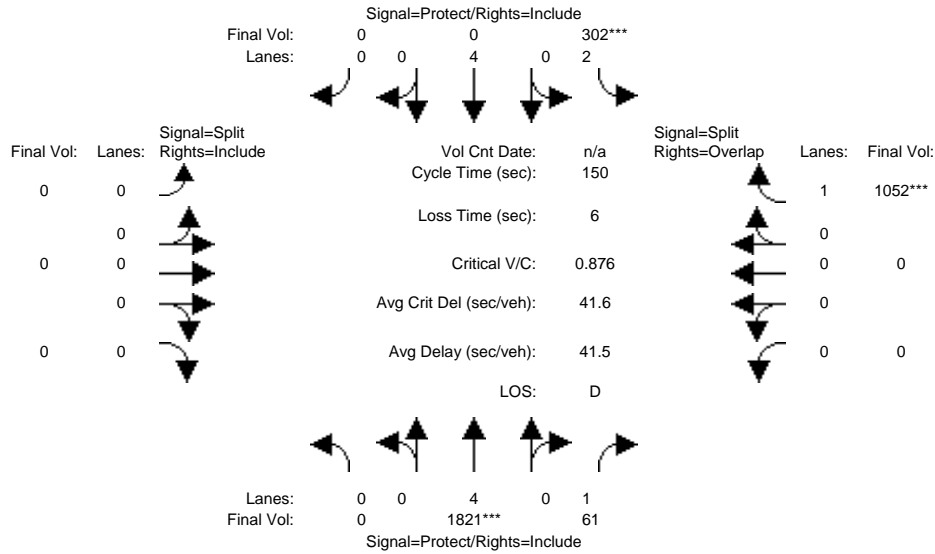


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Mar 2009 << 7:30-8:30 AM												
Base Vol:	0	1652	61	186	1260	0	0	0	0	0	0	901
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1652	61	186	1260	0	0	0	0	0	0	901
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	164	0	105	136	0	0	0	0	0	0	137
Initial Fut:	0	1816	61	291	1396	0	0	0	0	0	0	1038
User Adj:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1816	61	291	0	0	0	0	0	0	0	1038
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1816	61	291	0	0	0	0	0	0	0	1038
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1816	61	291	0	0	0	0	0	0	0	1038
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	2.00	4.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00
Final Sat.:	0	7600	1750	3150	7600	0	0	0	0	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.03	0.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.59
Crit Moves:	****		****		****		****		****		****	
Green Time:	0.0	46.6	46.6	97.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	97.4
Volume/Cap:	0.00	0.77	0.11	0.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.91
Delay/Veh:	0.0	49.3	37.3	10.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	35.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	49.3	37.3	10.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	35.3
LOS by Move:	A	D	D	B	A	A	A	A	A	A	A	D
HCM2kAvgQ:	0	20	2	3	0	0	0	0	0	0	0	47

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project AM

Intersection #5735: CAPITOL/NIEMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: 7:30-8:30 AM

Base Vol:	0	1816	61	291	1396	0	0	0	0	0	1038
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1816	61	291	1396	0	0	0	0	0	1038
Added Vol:	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	0	5	0	11	3	0	0	0	0	0	14
Initial Fut:	0	1821	61	302	1399	0	0	0	0	0	1052
User Adj:	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	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1821	61	302	0	0	0	0	0	0	1052
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1821	61	302	0	0	0	0	0	0	1052
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1821	61	302	0	0	0	0	0	0	1052

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00
Lanes:	0.00	4.00	1.00	2.00	4.00	0.00	0.00	0.00	0.00	0.00	1.00
Final Sat.:	0	7600	1750	3150	7600	0	0	0	0	0	1750

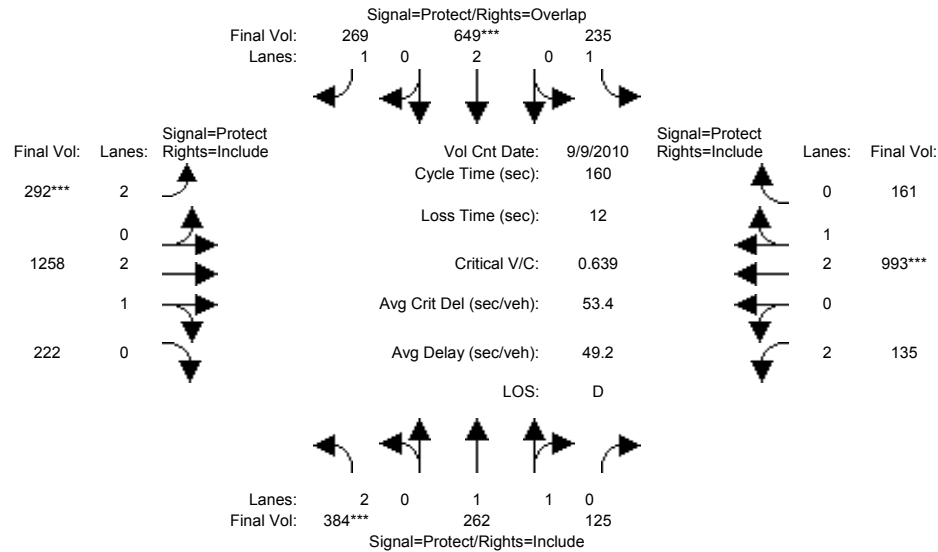
Capacity Analysis Module:

Vol/Sat:	0.00	0.24	0.03	0.10	0.00	0.00	0.00	0.00	0.00	0.00	0.60
Crit Moves:		****		****							****
Green Time:	0.0	46.6	46.6	97.4	0.0	0.0	0.0	0.0	0.0	0.0	97.4
Volume/Cap:	0.00	0.77	0.11	0.15	0.00	0.00	0.00	0.00	0.00	0.00	0.93
Delay/Veh:	0.0	49.4	37.3	10.4	0.0	0.0	0.0	0.0	0.0	0.0	37.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	49.4	37.3	10.4	0.0	0.0	0.0	0.0	0.0	0.0	37.1
LOS by Move:	A	D	D	B	A	A	A	A	A	A	D
HCM2kAvgQ:	0	20	2	3	0	0	0	0	0	0	49

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing (PM)

Intersection #3105: KING/TULLY



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 9 Sep 2010 <<											
Base Vol:	384	262	125	235	649	269	292	1258	222	135	993	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	384	262	125	235	649	269	292	1258	222	135	993	161
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	384	262	125	235	649	269	292	1258	222	135	993	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	384	262	125	235	649	269	292	1258	222	135	993	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	384	262	125	235	649	269	292	1258	222	135	993	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	384	262	125	235	649	269	292	1258	222	135	993	161

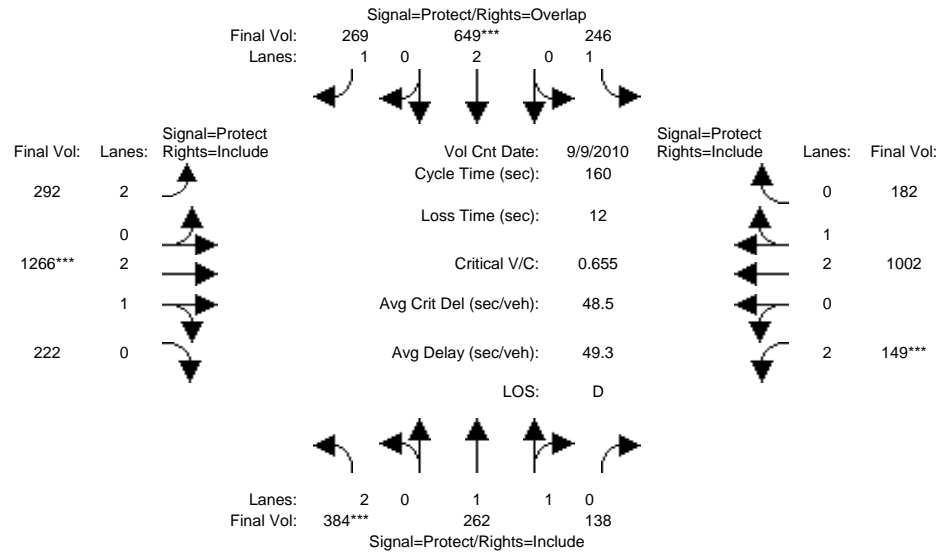
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.83	0.99	0.95	0.83	0.99	0.95
Lanes:	2.00	1.34	0.66	1.00	2.00	1.00	2.00	2.53	0.47	2.00	2.57	0.43
Final Sat.:	3150	2504	1195	1750	3800	1750	3150	4759	840	3150	4818	781

Capacity Analysis Module:												
Vol/Sat:	0.12	0.10	0.10	0.13	0.17	0.15	0.09	0.26	0.26	0.04	0.21	0.21
Crit Moves:	****			****			****			****		
Green Time:	30.5	32.1	32.1	41.2	42.7	65.9	23.2	64.1	64.1	10.6	51.6	51.6
Volume/Cap:	0.64	0.52	0.52	0.52	0.64	0.37	0.64	0.66	0.66	0.65	0.64	0.64
Delay/Veh:	62.0	57.8	57.8	52.1	53.2	33.0	67.5	39.8	39.8	79.7	47.1	47.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.0	57.8	57.8	52.1	53.2	33.0	67.5	39.8	39.8	79.7	47.1	47.1
LOS by Move:	E	E	E	D	D	C	E	D	D	E	D	D
HCM2kAvgQ:	10	8	8	10	14	9	9	20	20	5	17	17

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing + Project (PM)

Intersection #3105: KING/TULLY



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	9 Sep 2010	<<											
Base Vol:	384	262	125	235	649	269	292	1258	222	135	993	161				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	384	262	125	235	649	269	292	1258	222	135	993	161				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Proj Trips:	0	0	13	11	0	0	0	8	0	14	9	21				
Initial Fut:	384	262	138	246	649	269	292	1266	222	149	1002	182				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	384	262	138	246	649	269	292	1266	222	149	1002	182				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	384	262	138	246	649	269	292	1266	222	149	1002	182				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Volume:	384	262	138	246	649	269	292	1266	222	149	1002	182				

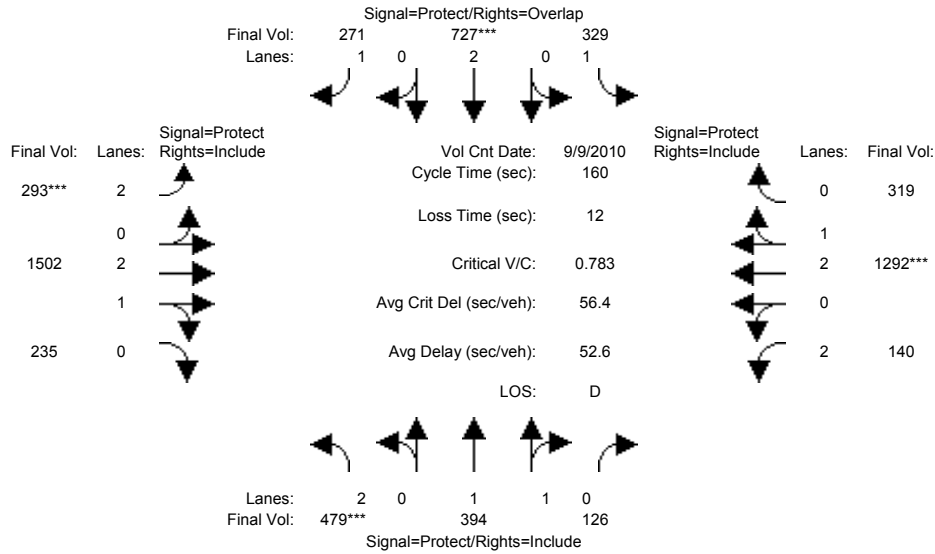
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.83	0.99	0.95	0.83	0.99	0.95
Lanes:	2.00	1.29	0.71	1.00	2.00	1.00	2.00	2.54	0.46	2.00	2.52	0.48
Final Sat.:	3150	2423	1276	1750	3800	1750	3150	4763	835	3150	4738	861

Capacity Analysis Module:												
Vol/Sat:	0.12	0.11	0.11	0.14	0.17	0.15	0.09	0.27	0.27	0.05	0.21	0.21
Crit Moves:	****				****			****		****		
Green Time:	29.8	31.1	31.1	40.4	41.7	65.0	23.3	64.9	64.9	11.6	53.2	53.2
Volume/Cap:	0.65	0.56	0.56	0.56	0.65	0.38	0.64	0.65	0.65	0.65	0.64	0.64
Delay/Veh:	63.0	59.2	59.2	53.6	54.3	33.6	67.3	39.2	39.2	79.0	46.0	46.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.0	59.2	59.2	53.6	54.3	33.6	67.3	39.2	39.2	79.0	46.0	46.0
LOS by Move:	E	E	E	D	D	C	E	D	D	E	D	D
HCM2kAvgQ:	10	9	9	11	14	10	9	20	20	5	17	17

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background PM

Intersection #3105: KING/TULLY

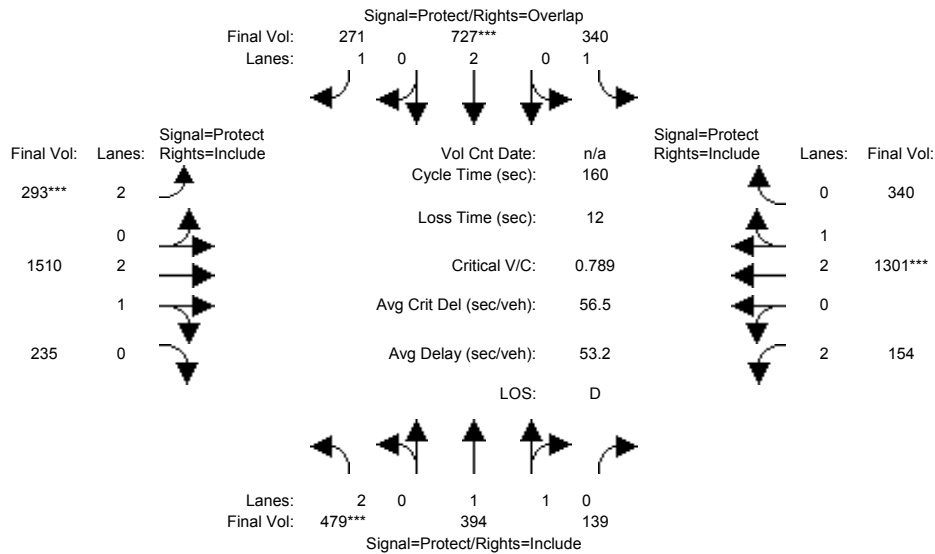


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Sep 2010 <<												
Base Vol:	384	262	125	235	649	269	292	1258	222	135	993	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	384	262	125	235	649	269	292	1258	222	135	993	161
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	95	132	1	94	78	2	1	244	13	5	299	158
Initial Fut:	479	394	126	329	727	271	293	1502	235	140	1292	319
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	479	394	126	329	727	271	293	1502	235	140	1292	319
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	479	394	126	329	727	271	293	1502	235	140	1292	319
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	479	394	126	329	727	271	293	1502	235	140	1292	319
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.83	0.99	0.95	0.83	0.99	0.95
Lanes:	2.00	1.50	0.50	1.00	2.00	1.00	2.00	2.58	0.42	2.00	2.38	0.62
Final Sat.:	3150	2803	896	1750	3800	1750	3150	4841	757	3150	4490	1109
Capacity Analysis Module:												
Vol/Sat:	0.15	0.14	0.14	0.19	0.19	0.15	0.09	0.31	0.31	0.04	0.29	0.29
Crit Moves:	****			****			****			****		
Green Time:	31.1	30.0	30.0	40.2	39.1	58.1	19.0	68.1	68.1	9.8	58.8	58.8
Volume/Cap:	0.78	0.75	0.75	0.75	0.78	0.43	0.78	0.73	0.73	0.73	0.78	0.78
Delay/Veh:	67.8	66.0	66.0	62.3	60.9	38.8	78.8	39.5	39.5	87.1	47.0	47.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.8	66.0	66.0	62.3	60.9	38.8	78.8	39.5	39.5	87.1	47.0	47.0
LOS by Move:	E	E	E	E	E	D	E	D	D	F	D	D
HCM2kAvgQ:	14	13	13	16	17	10	10	24	24	6	25	25

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project PM

Intersection #3105: KING/TULLY



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	479	394	126	329	727	271	293	1502	235	140	1292	319
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	479	394	126	329	727	271	293	1502	235	140	1292	319
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	0	0	13	11	0	0	0	8	0	14	9	21
Initial Fut:	479	394	139	340	727	271	293	1510	235	154	1301	340
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	479	394	139	340	727	271	293	1510	235	154	1301	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	479	394	139	340	727	271	293	1510	235	154	1301	340
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	479	394	139	340	727	271	293	1510	235	154	1301	340

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.83	0.99	0.95	0.83	0.99	0.95
Lanes:	2.00	1.46	0.54	1.00	2.00	1.00	2.00	2.58	0.42	2.00	2.36	0.64
Final Sat.:	3150	2734	965	1750	3800	1750	3150	4845	754	3150	4438	1160

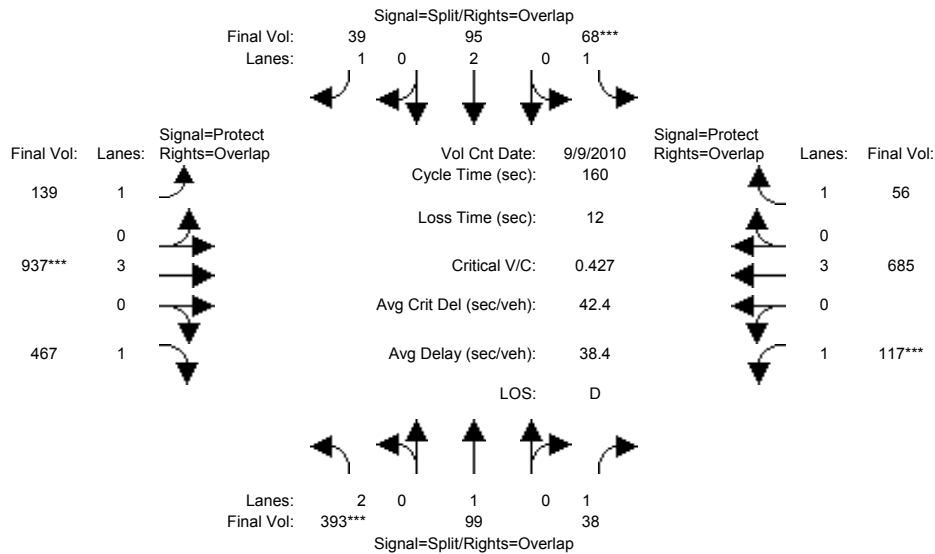
Capacity Analysis Module:

Vol/Sat:	0.15	0.14	0.14	0.19	0.19	0.15	0.09	0.31	0.31	0.05	0.29	0.29
Crit Moves:	****			****			****			****		
Green Time:	30.8	29.7	29.7	40.0	38.8	57.7	18.9	67.7	67.7	10.6	59.5	59.5
Volume/Cap:	0.79	0.78	0.78	0.78	0.79	0.43	0.79	0.74	0.74	0.74	0.79	0.79
Delay/Veh:	68.3	67.6	67.6	64.4	61.4	39.2	79.4	39.9	39.9	86.1	46.8	46.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.3	67.6	67.6	64.4	61.4	39.2	79.4	39.9	39.9	86.1	46.8	46.8
LOS by Move:	E	E	E	E	E	D	E	D	D	F	D	D
HCM2kAvgQ:	14	13	13	17	17	10	10	25	25	6	25	25

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #3114: QUIMBY/TULLY

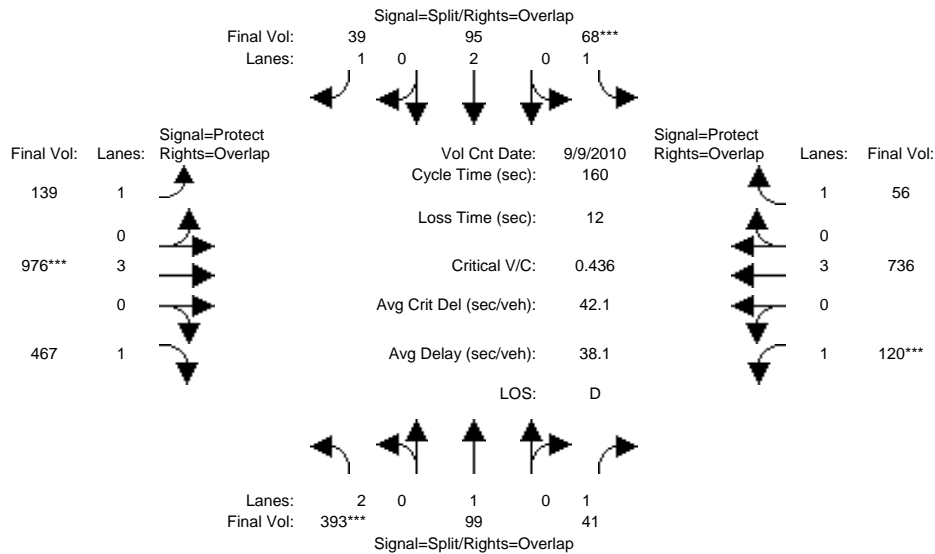


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Sep 2010 <<												
Base Vol:	393	99	38	68	95	39	139	937	467	117	685	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	393	99	38	68	95	39	139	937	467	117	685	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	393	99	38	68	95	39	139	937	467	117	685	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	393	99	38	68	95	39	139	937	467	117	685	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	393	99	38	68	95	39	139	937	467	117	685	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	393	99	38	68	95	39	139	937	467	117	685	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	1900	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.05	0.02	0.04	0.03	0.02	0.08	0.16	0.27	0.07	0.12	0.03
Crit Moves:	****			****			****			****		
Green Time:	46.8	46.8	71.8	14.6	14.6	49.1	34.5	61.6	108.4	25.1	52.2	66.7
Volume/Cap:	0.43	0.18	0.05	0.43	0.27	0.07	0.37	0.43	0.39	0.43	0.37	0.08
Delay/Veh:	46.1	42.4	24.9	70.6	68.2	39.4	54.1	36.3	11.6	62.1	41.4	28.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.1	42.4	24.9	70.6	68.2	39.4	54.1	36.3	11.6	62.1	41.4	28.1
LOS by Move:	D	D	C	E	E	D	D	D	B	E	D	C
HCM2kAvgQ:	9	3	1	4	2	1	6	11	11	5	8	2

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + Project (PM)

Intersection #3114: QUIMBY/TULLY

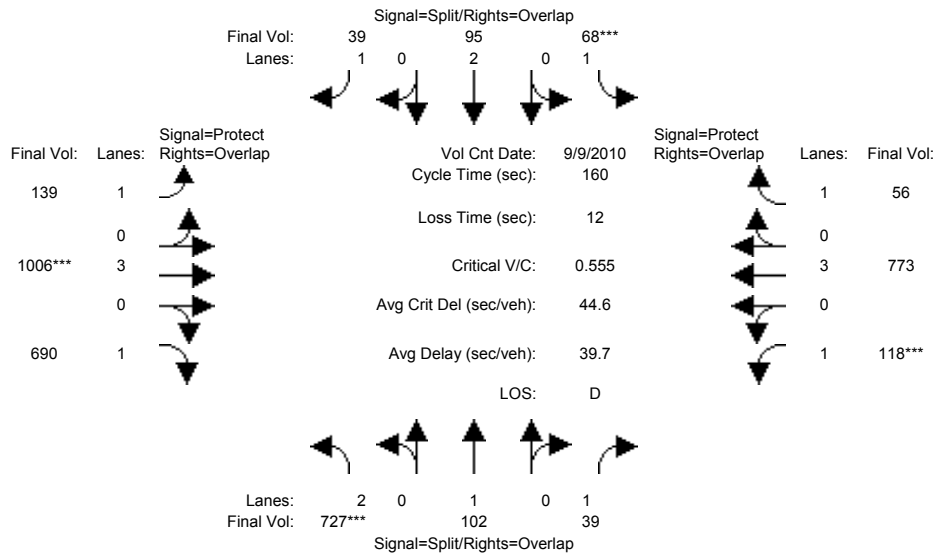


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Sep 2010 <<												
Base Vol:	393	99	38	68	95	39	139	937	467	117	685	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	393	99	38	68	95	39	139	937	467	117	685	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	0	0	3	0	0	0	0	39	0	3	51	0
Initial Fut:	393	99	41	68	95	39	139	976	467	120	736	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	393	99	41	68	95	39	139	976	467	120	736	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	393	99	41	68	95	39	139	976	467	120	736	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	393	99	41	68	95	39	139	976	467	120	736	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	1900	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.05	0.02	0.04	0.03	0.02	0.08	0.17	0.27	0.07	0.13	0.03
Crit Moves:	****			****			****			****		
Green Time:	45.8	45.8	70.9	14.3	14.3	47.8	33.5	62.8	108.6	25.2	54.5	68.7
Volume/Cap:	0.44	0.18	0.05	0.44	0.28	0.07	0.38	0.44	0.39	0.44	0.38	0.07
Delay/Veh:	46.9	43.2	25.4	71.0	68.5	40.3	55.0	35.7	11.5	62.1	40.1	26.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.9	43.2	25.4	71.0	68.5	40.3	55.0	35.7	11.5	62.1	40.1	26.9
LOS by Move:	D	D	C	E	E	D	D	D	B	E	D	C
HCM2kAvgQ:	9	3	1	4	2	1	6	11	11	6	9	2

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background PM

Intersection #3114: QUIMBY/TULLY



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 9 Sep 2010 <<

Base Vol:	393	99	38	68	95	39	139	937	467	117	685	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	393	99	38	68	95	39	139	937	467	117	685	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	334	3	1	0	0	0	0	69	223	1	88	0
Initial Fut:	727	102	39	68	95	39	139	1006	690	118	773	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	727	102	39	68	95	39	139	1006	690	118	773	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	727	102	39	68	95	39	139	1006	690	118	773	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	727	102	39	68	95	39	139	1006	690	118	773	56

Saturation Flow Module:

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

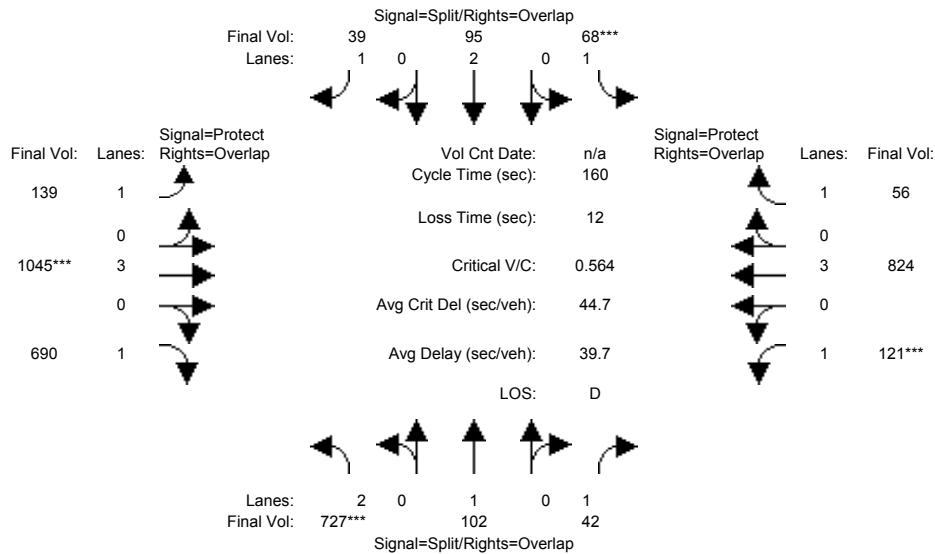
Capacity Analysis Module:

Vol/Sat:	0.23	0.05	0.02	0.04	0.03	0.02	0.08	0.18	0.39	0.07	0.14	0.03
Crit Moves:	****			****				****		****		
Green Time:	66.5	66.5	85.9	11.2	11.2	37.2	26.0	50.9	117.4	19.4	44.3	55.5
Volume/Cap:	0.56	0.13	0.04	0.56	0.36	0.10	0.49	0.56	0.54	0.56	0.49	0.09
Delay/Veh:	36.0	28.9	17.5	77.5	71.8	48.3	62.3	45.6	9.8	69.4	48.6	35.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.0	28.9	17.5	77.5	71.8	48.3	62.3	45.6	9.8	69.4	48.6	35.3
LOS by Move:	D	C	B	E	E	D	E	D	A	E	D	D
HCM2kAvgQ:	16	3	1	4	3	2	7	14	16	6	10	2

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project PM

Intersection #3114: QUIMBY/TULLY



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	727	102	39	68	95	39	139	1006	690	118	773	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	727	102	39	68	95	39	139	1006	690	118	773	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	0	0	3	0	0	0	0	39	0	3	51	0
Initial Fut:	727	102	42	68	95	39	139	1045	690	121	824	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	727	102	42	68	95	39	139	1045	690	121	824	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	727	102	42	68	95	39	139	1045	690	121	824	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	727	102	42	68	95	39	139	1045	690	121	824	56

Saturation Flow Module:

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

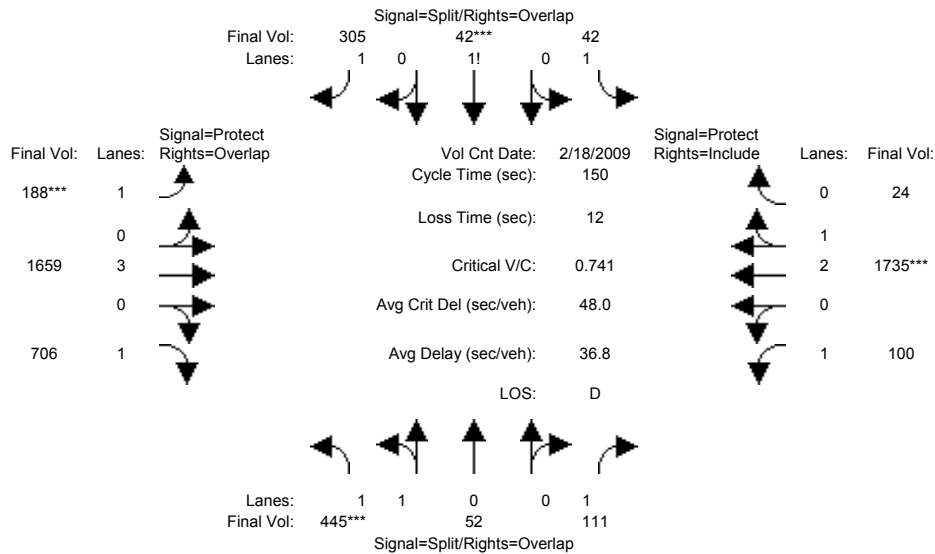
Capacity Analysis Module:

Vol/Sat:	0.23	0.05	0.02	0.04	0.03	0.02	0.08	0.18	0.39	0.07	0.14	0.03
Crit Moves:	****			****				****		****		
Green Time:	65.4	65.4	85.0	11.0	11.0	36.4	25.4	52.0	117.4	19.6	46.2	57.2
Volume/Cap:	0.56	0.13	0.05	0.56	0.36	0.10	0.50	0.56	0.54	0.56	0.50	0.09
Delay/Veh:	36.9	29.6	18.0	78.2	72.0	48.9	63.0	45.1	9.8	69.6	47.6	34.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.9	29.6	18.0	78.2	72.0	48.9	63.0	45.1	9.8	69.6	47.6	34.2
LOS by Move:	D	C	B	E	E	D	E	D	A	E	D	C
HCM2kAvgQ:	16	3	1	4	3	2	7	14	16	6	11	2

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing (PM)

Intersection #3261: ALVIN/TULLY

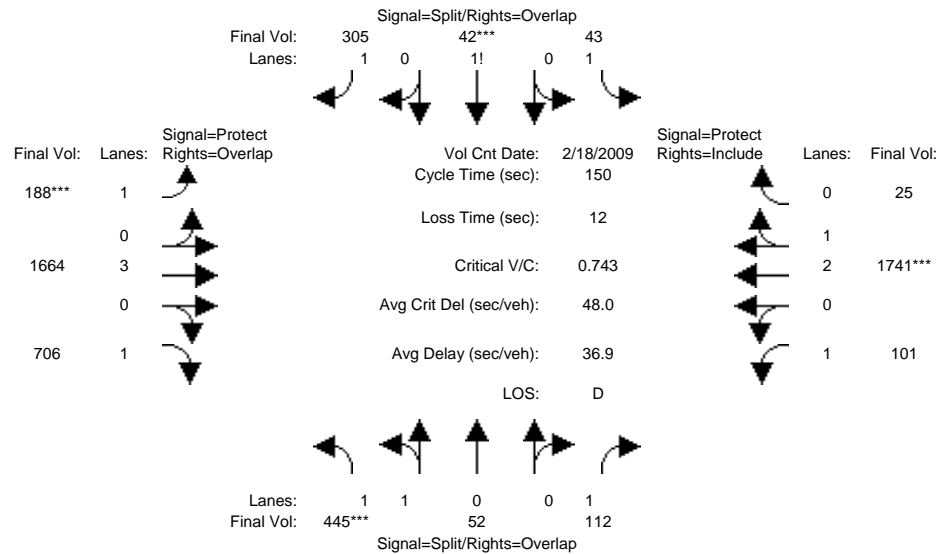


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Feb 2009 << 5:00-6:00 PM												
Base Vol:	445	52	111	42	42	305	188	1659	706	100	1735	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	445	52	111	42	42	305	188	1659	706	100	1735	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	445	52	111	42	42	305	188	1659	706	100	1735	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	445	52	111	42	42	305	188	1659	706	100	1735	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	445	52	111	42	42	305	188	1659	706	100	1735	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	445	52	111	42	42	305	188	1659	706	100	1735	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.79	0.21	1.00	1.10	0.19	1.71	1.00	3.00	1.00	1.00	2.96	0.04
Final Sat.:	3178	371	1750	1925	350	3070	1750	5700	1750	1750	5523	76
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.06	0.02	0.12	0.10	0.11	0.29	0.40	0.06	0.31	0.31
Crit Moves:	****				****		****				****	
Green Time:	28.3	28.3	42.4	24.3	24.3	46.1	21.8	71.3	99.7	14.0	63.6	63.6
Volume/Cap:	0.74	0.74	0.22	0.13	0.74	0.32	0.74	0.61	0.61	0.61	0.74	0.74
Delay/Veh:	61.8	61.8	41.5	53.9	65.4	40.1	72.5	29.5	15.1	72.1	37.6	37.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.8	61.8	41.5	53.9	65.4	40.1	72.5	29.5	15.1	72.1	37.6	37.6
LOS by Move:	E	E	D	D	E	D	E	C	B	E	D	D
HCM2kAvgQ:	12	12	4	2	11	7	9	18	20	6	23	23

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing + Project (PM)

Intersection #3261: ALVIN/TULLY

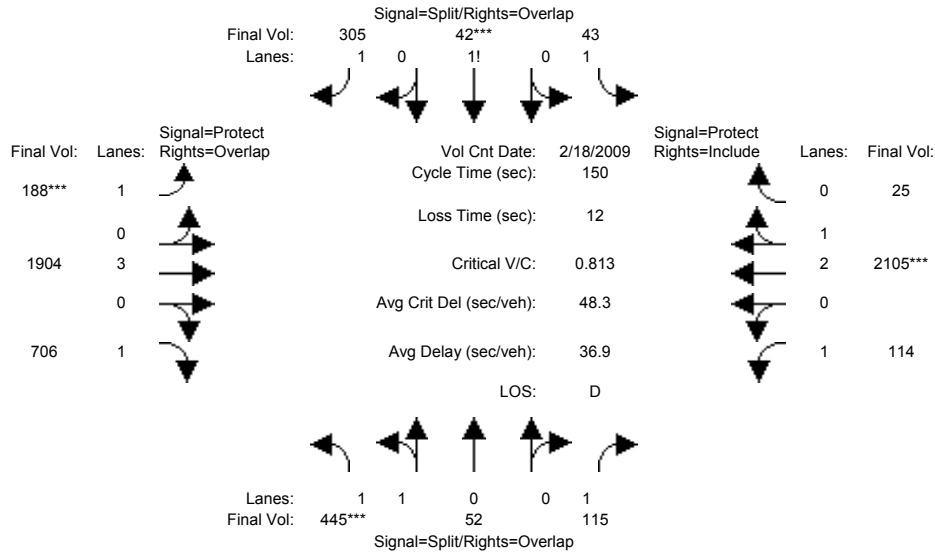


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	18 Feb 2009 << 5:00-6:00 PM											
Base Vol:	445	52	111	42	42	305	188	1659	706	100	1735	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	445	52	111	42	42	305	188	1659	706	100	1735	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	0	0	1	1	0	0	0	5	0	1	6	1
Initial Fut:	445	52	112	43	42	305	188	1664	706	101	1741	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	445	52	112	43	42	305	188	1664	706	101	1741	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	445	52	112	43	42	305	188	1664	706	101	1741	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	445	52	112	43	42	305	188	1664	706	101	1741	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.79	0.21	1.00	1.10	0.19	1.71	1.00	3.00	1.00	1.00	2.96	0.04
Final Sat.:	3178	371	1750	1929	349	3067	1750	5700	1750	1750	5521	79
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.06	0.02	0.12	0.10	0.11	0.29	0.40	0.06	0.32	0.32
Crit Moves:	****				****		****				****	
Green Time:	28.3	28.3	42.4	24.3	24.3	46.0	21.7	71.3	99.6	14.1	63.7	63.7
Volume/Cap:	0.74	0.74	0.23	0.14	0.74	0.32	0.74	0.61	0.61	0.61	0.74	0.74
Delay/Veh:	61.9	61.9	41.5	53.9	65.5	40.2	72.7	29.6	15.1	72.1	37.5	37.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.9	61.9	41.5	53.9	65.5	40.2	72.7	29.6	15.1	72.1	37.5	37.5
LOS by Move:	E	E	D	D	E	D	E	C	B	E	D	D
HCM2kAvgQ:	12	12	4	2	11	7	9	18	20	6	24	24

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background PM

Intersection #3261: ALVIN/TULLY

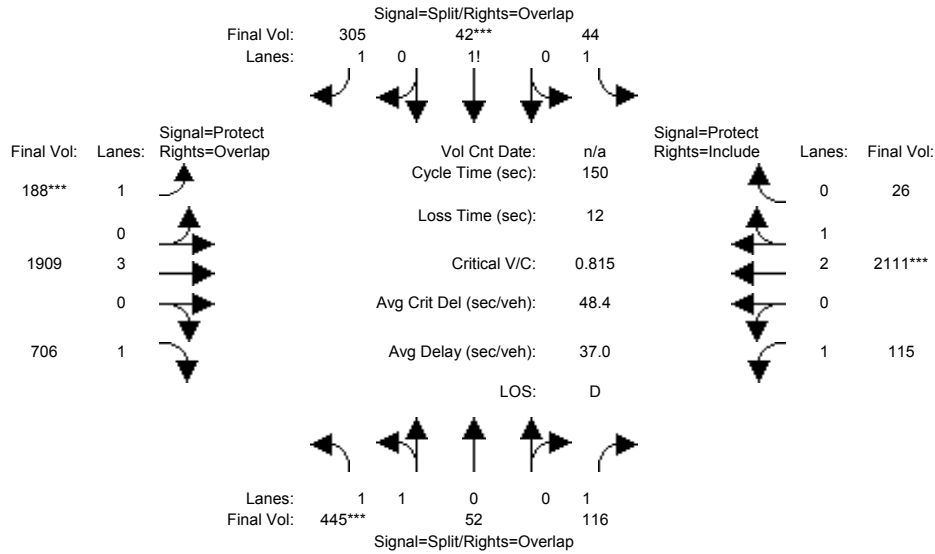


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Feb 2009 << 5:00-6:00 PM												
Base Vol:	445	52	111	42	42	305	188	1659	706	100	1735	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	445	52	111	42	42	305	188	1659	706	100	1735	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	4	1	0	0	0	245	0	14	370	1
Initial Fut:	445	52	115	43	42	305	188	1904	706	114	2105	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	445	52	115	43	42	305	188	1904	706	114	2105	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	445	52	115	43	42	305	188	1904	706	114	2105	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	445	52	115	43	42	305	188	1904	706	114	2105	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.79	0.21	1.00	1.10	0.19	1.71	1.00	3.00	1.00	1.00	2.96	0.04
Final Sat.:	3178	371	1750	1929	349	3067	1750	5700	1750	1750	5534	66
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.07	0.02	0.12	0.10	0.11	0.33	0.40	0.07	0.38	0.38
Crit Moves:	****				****		****				****	
Green Time:	25.8	25.8	40.5	22.2	22.2	42.0	19.8	75.3	101.1	14.7	70.2	70.2
Volume/Cap:	0.81	0.81	0.24	0.15	0.81	0.36	0.81	0.67	0.60	0.67	0.81	0.81
Delay/Veh:	68.0	68.0	43.0	55.7	72.1	43.4	82.6	28.5	14.2	74.8	36.3	36.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.0	68.0	43.0	55.7	72.1	43.4	82.6	28.5	14.2	74.8	36.3	36.3
LOS by Move:	E	E	D	E	E	D	F	C	B	E	D	D
HCM2kAvgQ:	12	12	4	2	12	7	8	20	18	7	30	30

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project PM

Intersection #3261: ALVIN/TULLY



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: 5:00-6:00 PM

Base Vol:	445	52	115	43	42	305	188	1904	706	114	2105	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	445	52	115	43	42	305	188	1904	706	114	2105	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	0	0	1	1	0	0	0	5	0	1	6	1
Initial Fut:	445	52	116	44	42	305	188	1909	706	115	2111	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	445	52	116	44	42	305	188	1909	706	115	2111	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	445	52	116	44	42	305	188	1909	706	115	2111	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	445	52	116	44	42	305	188	1909	706	115	2111	26

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.79	0.21	1.00	1.10	0.19	1.71	1.00	3.00	1.00	1.00	2.96	0.04
Final Sat.:	3178	371	1750	1932	348	3064	1750	5700	1750	1750	5532	68

Capacity Analysis Module:

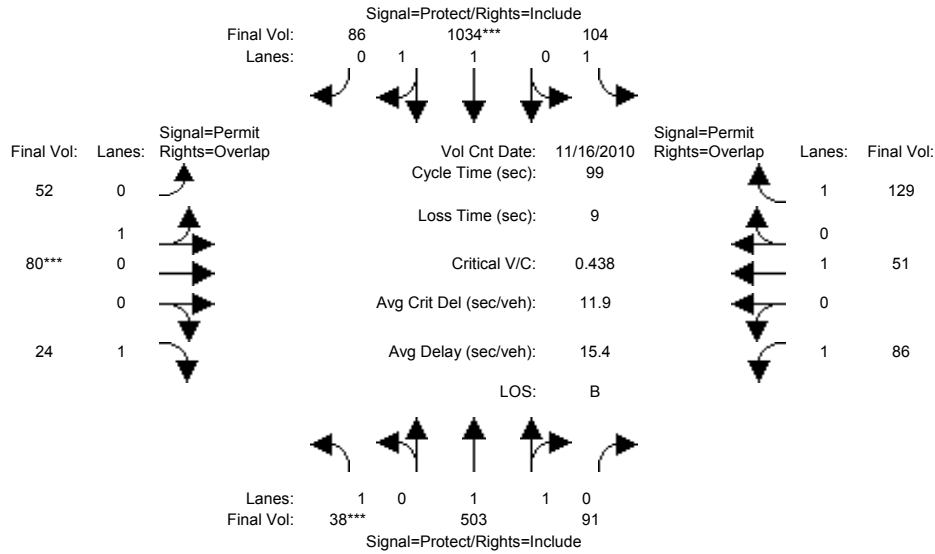
Vol/Sat:	0.14	0.14	0.07	0.02	0.12	0.10	0.11	0.33	0.40	0.07	0.38	0.38
Crit Moves:	****				****		****				****	
Green Time:	25.8	25.8	40.5	22.2	22.2	42.0	19.8	75.3	101.0	14.8	70.2	70.2
Volume/Cap:	0.81	0.81	0.25	0.15	0.81	0.36	0.81	0.67	0.60	0.67	0.81	0.81
Delay/Veh:	68.1	68.1	43.0	55.7	72.2	43.4	82.9	28.6	14.3	74.9	36.4	36.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.1	68.1	43.0	55.7	72.2	43.4	82.9	28.6	14.3	74.9	36.4	36.4
LOS by Move:	E	E	D	E	E	D	F	C	B	E	D	D
HCM2kAvgQ:	12	12	4	2	12	7	8	20	18	7	30	30

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750

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

Intersection #3430: KING/CUNNINGHAM



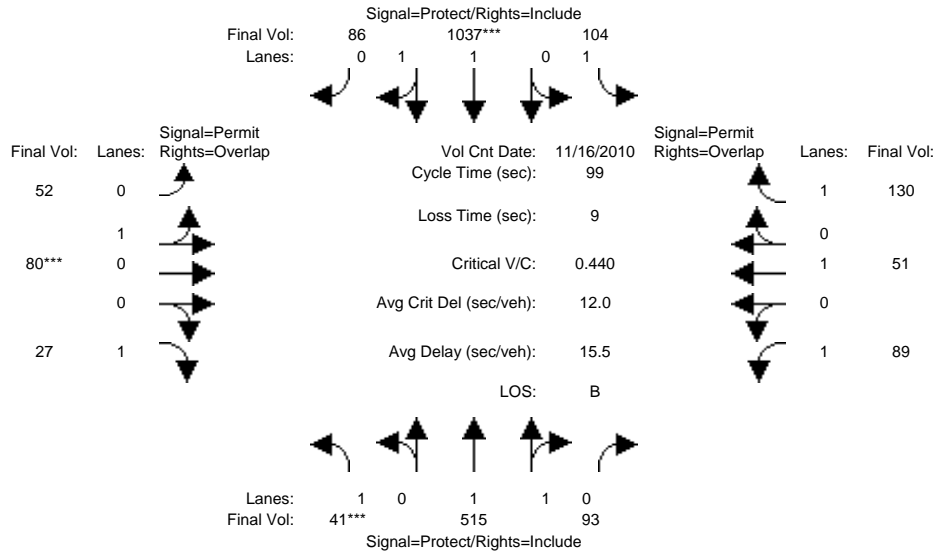
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 16 Nov 2010 << 4:45-5:45 PM											
Base Vol:	38	503	91	104	1034	86	52	80	24	86	51	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	503	91	104	1034	86	52	80	24	86	51	129
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	503	91	104	1034	86	52	80	24	86	51	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	503	91	104	1034	86	52	80	24	86	51	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	503	91	104	1034	86	52	80	24	86	51	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	38	503	91	104	1034	86	52	80	24	86	51	129
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	1.69	0.31	1.00	1.84	0.16	0.39	0.61	1.00	1.00	1.00	1.00
Final Sat.:	1750	3133	567	1750	3416	284	709	1091	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.16	0.06	0.30	0.30	0.07	0.07	0.01	0.05	0.03	0.07
Crit Moves:	****			****			****					
Green Time:	7.0	51.2	51.2	22.6	66.8	66.8	16.2	16.2	23.2	16.2	16.2	38.8
Volume/Cap:	0.31	0.31	0.31	0.26	0.45	0.45	0.45	0.45	0.06	0.30	0.16	0.19
Delay/Veh:	45.1	13.8	13.8	31.7	7.6	7.6	38.5	38.5	29.5	37.0	35.8	19.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.1	13.8	13.8	31.7	7.6	7.6	38.5	38.5	29.5	37.0	35.8	19.9
LOS by Move:	D	B	B	C	A	A	D	D	C	D	D	B
HCM2kAvgQ:	1	5	5	3	8	8	4	4	1	3	1	3

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750

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

Intersection #3430: KING/CUNNINGHAM



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count			Date:	16 Nov 2010			<< 4:45-5:45 PM				
Base Vol:	38	503	91	104	1034	86	52	80	24	86	51	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	503	91	104	1034	86	52	80	24	86	51	129
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	3	12	2	0	3	0	0	0	3	3	0	1
Initial Fut:	41	515	93	104	1037	86	52	80	27	89	51	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	515	93	104	1037	86	52	80	27	89	51	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	515	93	104	1037	86	52	80	27	89	51	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	41	515	93	104	1037	86	52	80	27	89	51	130

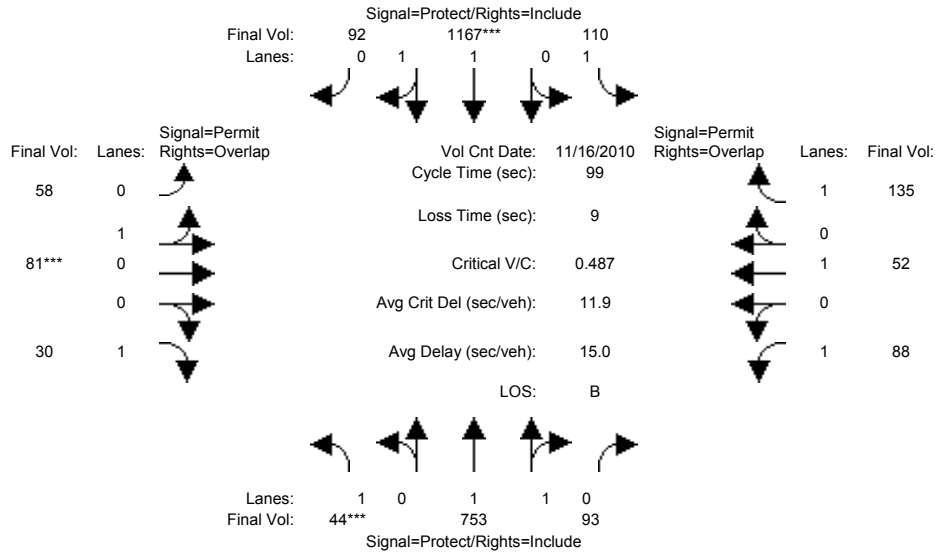
Saturation Flow Module:	1900			1900			1900			1900		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	1.69	0.31	1.00	1.84	0.16	0.39	0.61	1.00	1.00	1.00	1.00
Final Sat.:	1750	3134	566	1750	3416	283	709	1091	1750	1750	1900	1750

Capacity Analysis Module:	0.02 0.16 0.16			0.06 0.30 0.30			0.07 0.07 0.02			0.05 0.03 0.07		
Vol/Sat:	0.02	0.16	0.16	0.06	0.30	0.30	0.07	0.07	0.02	0.05	0.03	0.07
Crit Moves:	****			****			****					
Green Time:	7.0	51.6	51.6	22.2	66.8	66.8	16.2	16.2	23.2	16.2	16.2	38.4
Volume/Cap:	0.33	0.32	0.32	0.26	0.45	0.45	0.45	0.45	0.07	0.31	0.16	0.19
Delay/Veh:	45.4	13.7	13.7	32.0	7.6	7.6	38.5	38.5	29.6	37.2	35.9	20.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.4	13.7	13.7	32.0	7.6	7.6	38.5	38.5	29.6	37.2	35.9	20.2
LOS by Move:	D	B	B	C	A	A	D	D	C	D	D	C
HCM2kAvgQ:	1	5	5	3	8	8	4	4	1	3	1	3

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background PM

Intersection #3430: KING/CUNNINGHAM

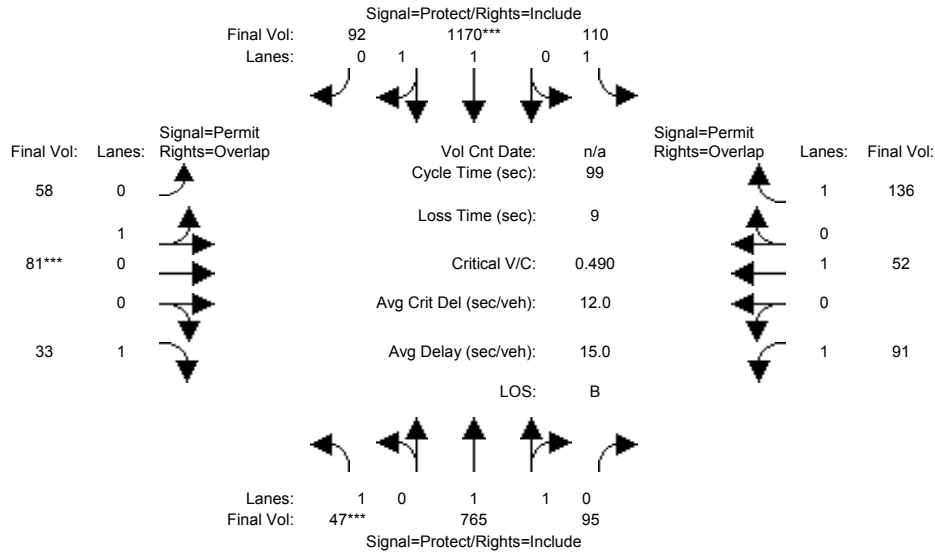


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 16 Nov 2010 << 4:45-5:45 PM											
Base Vol:	38	503	91	104	1034	86	52	80	24	86	51	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	503	91	104	1034	86	52	80	24	86	51	129
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	6	250	2	6	133	6	6	1	6	2	1	6
Initial Fut:	44	753	93	110	1167	92	58	81	30	88	52	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	753	93	110	1167	92	58	81	30	88	52	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	753	93	110	1167	92	58	81	30	88	52	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	753	93	110	1167	92	58	81	30	88	52	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	1.77	0.23	1.00	1.85	0.15	0.42	0.58	1.00	1.00	1.00	1.00
Final Sat.:	1750	3293	407	1750	3429	270	751	1049	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.23	0.23	0.06	0.34	0.34	0.08	0.08	0.02	0.05	0.03	0.08
Crit Moves:	****			****			****					
Green Time:	7.0	57.0	57.0	17.6	67.6	67.6	15.4	15.4	22.4	15.4	15.4	33.0
Volume/Cap:	0.36	0.40	0.40	0.35	0.50	0.50	0.50	0.50	0.08	0.32	0.18	0.23
Delay/Veh:	45.6	11.7	11.7	36.4	7.7	7.7	39.7	39.7	30.3	37.9	36.6	24.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.6	11.7	11.7	36.4	7.7	7.7	39.7	39.7	30.3	37.9	36.6	24.1
LOS by Move:	D	B	B	D	A	A	D	D	C	D	D	C
HCM2kAvgQ:	1	7	7	3	9	9	5	5	1	3	1	3

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project PM

Intersection #3430: KING/CUNNINGHAM



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: 4:45-5:45 PM

Base Vol:	44	753	93	110	1167	92	58	81	30	88	52	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	753	93	110	1167	92	58	81	30	88	52	135
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	3	12	2	0	3	0	0	0	3	3	0	1
Initial Fut:	47	765	95	110	1170	92	58	81	33	91	52	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	765	95	110	1170	92	58	81	33	91	52	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	765	95	110	1170	92	58	81	33	91	52	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	47	765	95	110	1170	92	58	81	33	91	52	136

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	1.77	0.23	1.00	1.85	0.15	0.42	0.58	1.00	1.00	1.00	1.00
Final Sat.:	1750	3291	409	1750	3430	270	751	1049	1750	1750	1900	1750

Capacity Analysis Module:

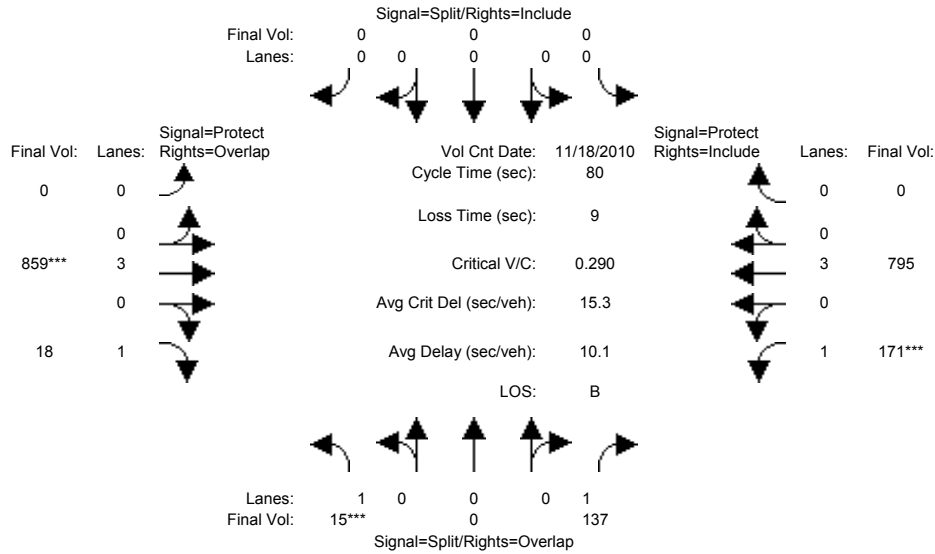
Vol/Sat:	0.03	0.23	0.23	0.06	0.34	0.34	0.08	0.08	0.02	0.05	0.03	0.08
Crit Moves:	****			****			****					
Green Time:	7.0	57.3	57.3	17.4	67.7	67.7	15.3	15.3	22.3	15.3	15.3	32.7
Volume/Cap:	0.38	0.40	0.40	0.36	0.50	0.50	0.50	0.50	0.08	0.34	0.18	0.24
Delay/Veh:	45.9	11.6	11.6	36.6	7.7	7.7	39.7	39.7	30.4	38.0	36.6	24.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.9	11.6	11.6	36.6	7.7	7.7	39.7	39.7	30.4	38.0	36.6	24.3
LOS by Move:	D	B	B	D	A	A	D	D	C	D	D	C
HCM2kAvgQ:	1	7	7	3	9	9	5	5	1	3	1	3

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750

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

Intersection #3459: EASTRIDGE LANE/TULLY



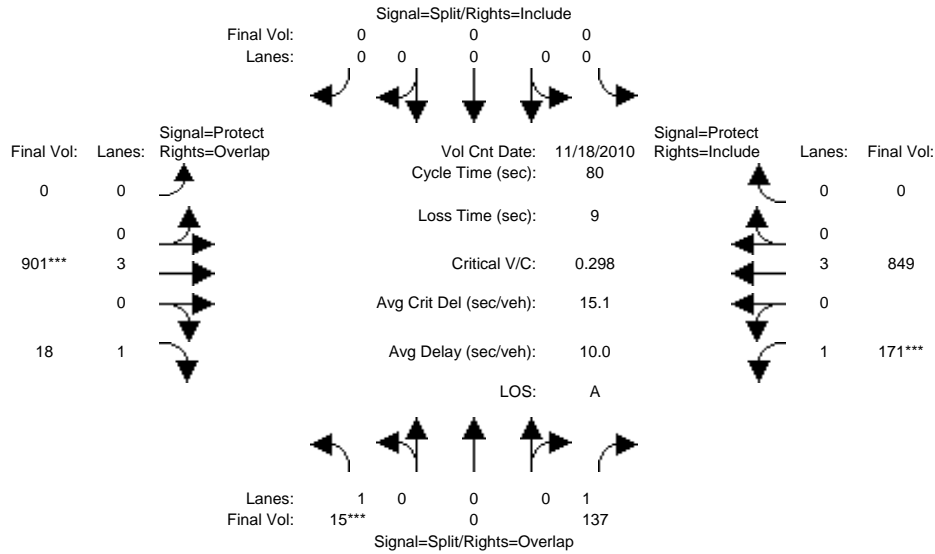
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Nov 2010 << 4:30-5:30PM												
Base Vol:	15	0	137	0	0	0	0	859	18	171	795	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	0	137	0	0	0	0	859	18	171	795	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	0	137	0	0	0	0	859	18	171	795	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:	15	0	137	0	0	0	0	859	18	171	795	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	0	137	0	0	0	0	859	18	171	795	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	15	0	137	0	0	0	0	859	18	171	795	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	5700	1750	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.08	0.00	0.00	0.00	0.00	0.15	0.01	0.10	0.14	0.00
Crit Moves:	****							****		****		
Green Time:	10.0	0.0	34.0	0.0	0.0	0.0	0.0	37.0	47.0	24.0	61.0	0.0
Volume/Cap:	0.07	0.00	0.18	0.00	0.00	0.00	0.00	0.33	0.02	0.33	0.18	0.00
Delay/Veh:	31.0	0.0	14.5	0.0	0.0	0.0	0.0	13.7	6.9	22.1	2.6	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:	31.0	0.0	14.5	0.0	0.0	0.0	0.0	13.7	6.9	22.1	2.6	0.0
LOS by Move:	C	A	B	A	A	A	A	B	A	C	A	A
HCM2kAvgQ:	0	0	2	0	0	0	0	4	0	3	2	0

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750

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

Intersection #3459: EASTRIDGE LANE/TULLY



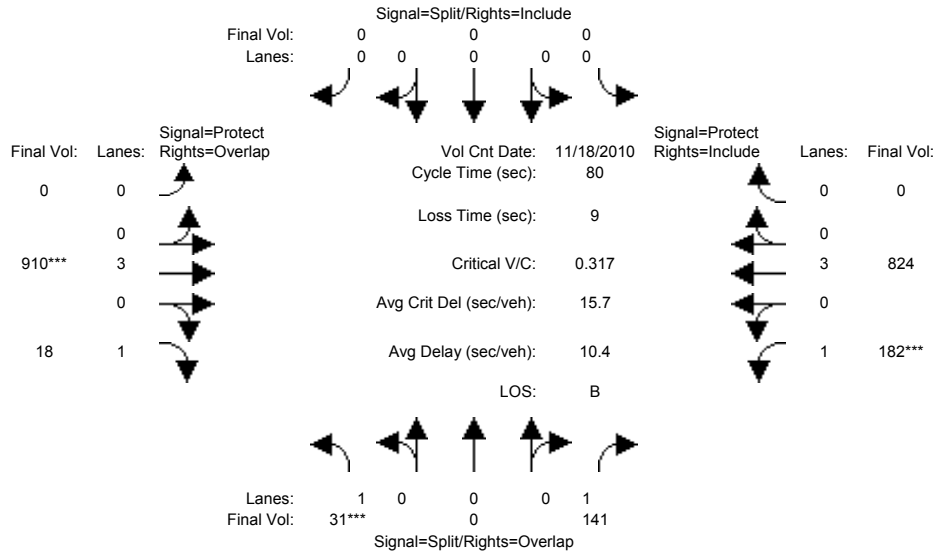
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	18 Nov 2010 << 4:30-5:30PM											
Base Vol:	15	0	137	0	0	0	0	859	18	171	795	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	0	137	0	0	0	0	859	18	171	795	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	0	0	0	0	0	0	0	42	0	0	54	0
Initial Fut:	15	0	137	0	0	0	0	901	18	171	849	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:	15	0	137	0	0	0	0	901	18	171	849	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	0	137	0	0	0	0	901	18	171	849	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:	15	0	137	0	0	0	0	901	18	171	849	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	5700	1750	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.08	0.00	0.00	0.00	0.00	0.16	0.01	0.10	0.15	0.00
Crit Moves:	****							****		****		
Green Time:	10.0	0.0	33.3	0.0	0.0	0.0	0.0	37.7	47.7	23.3	61.0	0.0
Volume/Cap:	0.07	0.00	0.19	0.00	0.00	0.00	0.00	0.34	0.02	0.34	0.20	0.00
Delay/Veh:	31.0	0.0	14.9	0.0	0.0	0.0	0.0	13.4	6.6	22.7	2.7	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:	31.0	0.0	14.9	0.0	0.0	0.0	0.0	13.4	6.6	22.7	2.7	0.0
LOS by Move:	C	A	B	A	A	A	A	B	A	C	A	A
HCM2kAvgQ:	0	0	2	0	0	0	0	4	0	3	2	0

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750

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

Intersection #3459: EASTRIDGE LANE/TULLY



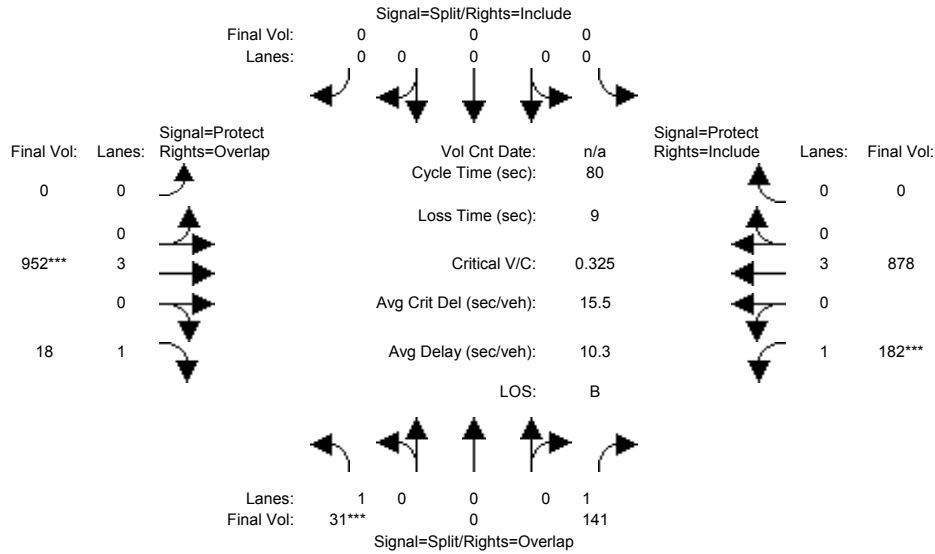
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	18 Nov 2010 << 4:30-5:30PM											
Base Vol:	15	0	137	0	0	0	0	859	18	171	795	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	0	137	0	0	0	0	859	18	171	795	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	16	0	4	0	0	0	0	51	0	11	29	0
Initial Fut:	31	0	141	0	0	0	0	910	18	182	824	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:	31	0	141	0	0	0	0	910	18	182	824	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	0	141	0	0	0	0	910	18	182	824	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:	31	0	141	0	0	0	0	910	18	182	824	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	5700	1750	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.08	0.00	0.00	0.00	0.00	0.16	0.01	0.10	0.14	0.00
Crit Moves:	****							****		****		
Green Time:	10.0	0.0	34.1	0.0	0.0	0.0	0.0	36.9	46.9	24.1	61.0	0.0
Volume/Cap:	0.14	0.00	0.19	0.00	0.00	0.00	0.00	0.35	0.02	0.35	0.19	0.00
Delay/Veh:	31.5	0.0	14.5	0.0	0.0	0.0	0.0	13.9	6.9	22.2	2.7	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:	31.5	0.0	14.5	0.0	0.0	0.0	0.0	13.9	6.9	22.2	2.7	0.0
LOS by Move:	C	A	B	A	A	A	A	B	A	C	A	A
HCM2kAvgQ:	1	0	2	0	0	0	0	5	0	4	2	0

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750

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

Intersection #3459: EASTRIDGE LANE/TULLY



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: 4:30-5:30PM

Base Vol:	31	0	141	0	0	0	0	910	18	182	824	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	0	141	0	0	0	0	910	18	182	824	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	0	0	0	0	0	0	0	42	0	0	54	0
Initial Fut:	31	0	141	0	0	0	0	952	18	182	878	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:	31	0	141	0	0	0	0	952	18	182	878	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	0	141	0	0	0	0	952	18	182	878	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	31	0	141	0	0	0	0	952	18	182	878	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	5700	1750	1750	5700	0

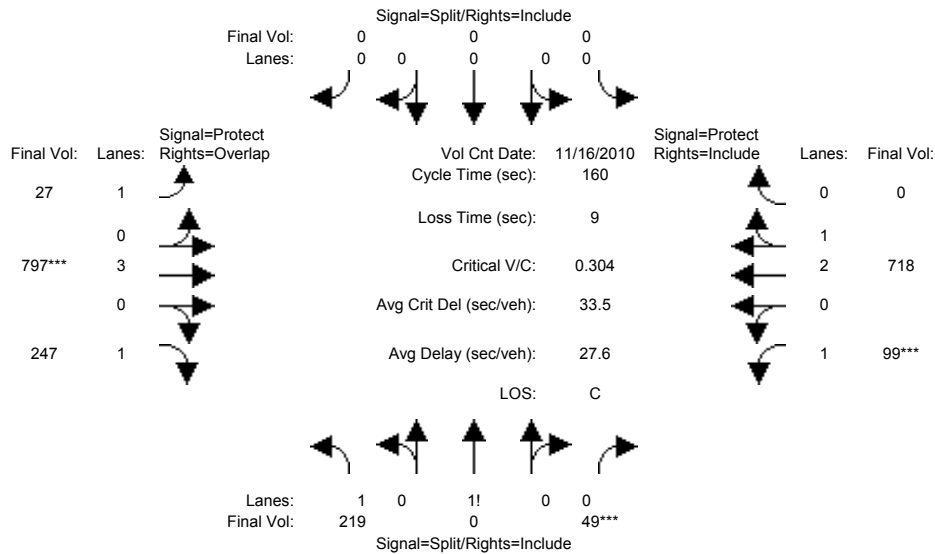
Capacity Analysis Module:

Vol/Sat:	0.02	0.00	0.08	0.00	0.00	0.00	0.00	0.17	0.01	0.10	0.15	0.00
Crit Moves:	****							****		****		
Green Time:	10.0	0.0	33.4	0.0	0.0	0.0	0.0	37.6	47.6	23.4	61.0	0.0
Volume/Cap:	0.14	0.00	0.19	0.00	0.00	0.00	0.00	0.36	0.02	0.36	0.20	0.00
Delay/Veh:	31.5	0.0	14.9	0.0	0.0	0.0	0.0	13.6	6.6	22.8	2.7	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:	31.5	0.0	14.9	0.0	0.0	0.0	0.0	13.6	6.6	22.8	2.7	0.0
LOS by Move:	C	A	B	A	A	A	A	B	A	C	A	A
HCM2kAvgQ:	1	0	2	0	0	0	0	5	0	4	2	0

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #3460: EASTRIDGE WAY/TULLY



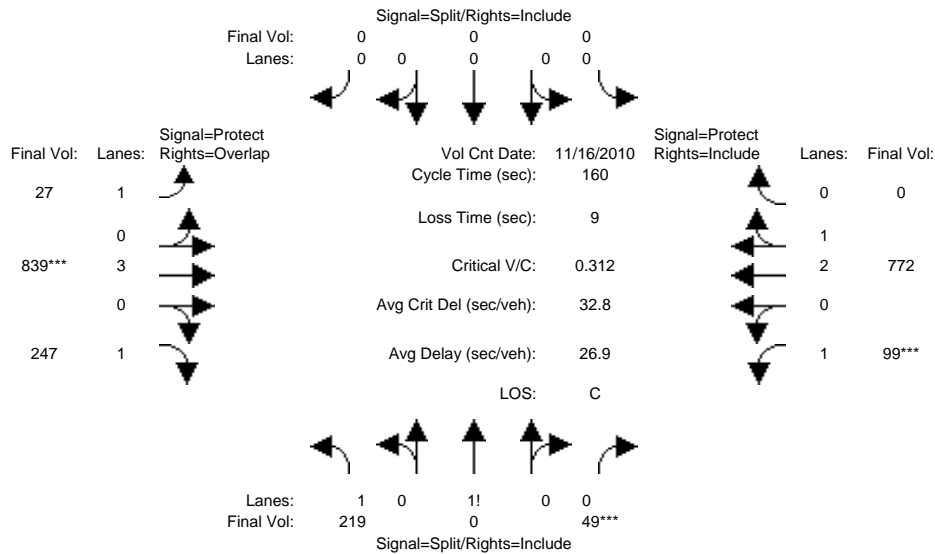
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Nov 2010 << 4:30-5:30 PM												
Base Vol:	219	0	49	0	0	0	27	797	247	99	718	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	219	0	49	0	0	0	27	797	247	99	718	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	219	0	49	0	0	0	27	797	247	99	718	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:	219	0	49	0	0	0	27	797	247	99	718	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	0	49	0	0	0	27	797	247	99	718	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	219	0	49	0	0	0	27	797	247	99	718	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.92
Lanes:	1.69	0.00	0.31	0.00	0.00	0.00	1.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	2959	0	541	0	0	0	1750	5700	1750	1750	5600	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.09	0.00	0.00	0.00	0.02	0.14	0.14	0.06	0.13	0.00
Crit Moves:			****					****			****	
Green Time:	47.7	0.0	47.7	0.0	0.0	0.0	26.3	73.6	121.2	29.8	77.1	0.0
Volume/Cap:	0.25	0.00	0.30	0.00	0.00	0.00	0.09	0.30	0.19	0.30	0.27	0.00
Delay/Veh:	42.7	0.0	43.6	0.0	0.0	0.0	56.9	27.2	5.5	56.7	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:	42.7	0.0	43.6	0.0	0.0	0.0	56.9	27.2	5.5	56.7	24.7	0.0
LOS by Move:	D	A	D	A	A	A	E	C	A	E	C	A
HCM2kAvgQ:	5	0	6	0	0	0	1	8	4	4	7	0

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750

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

Intersection #3460: EASTRIDGE WAY/TULLY

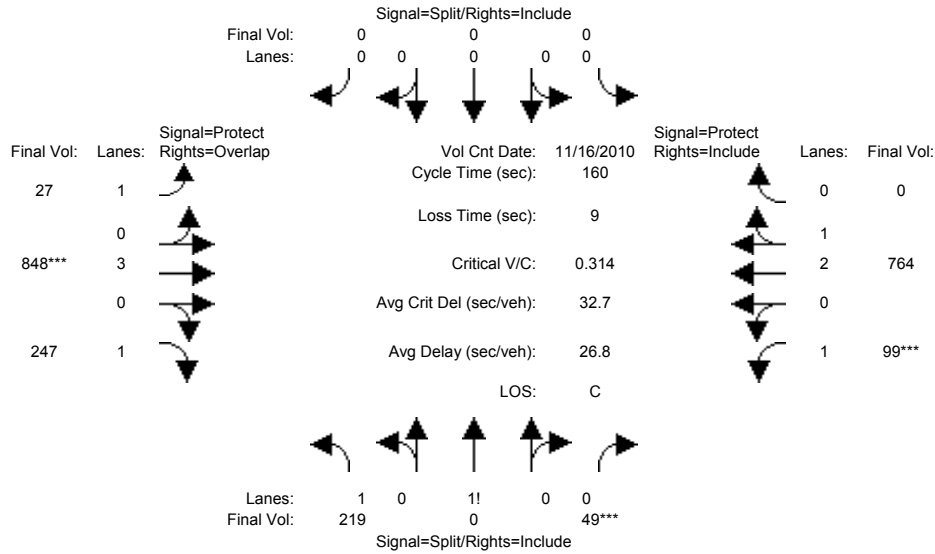


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Nov 2010 << 4:30-5:30 PM												
Base Vol:	219	0	49	0	0	0	27	797	247	99	718	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	219	0	49	0	0	0	27	797	247	99	718	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	0	0	0	0	0	0	0	42	0	0	54	0
Initial Fut:	219	0	49	0	0	0	27	839	247	99	772	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:	219	0	49	0	0	0	27	839	247	99	772	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	0	49	0	0	0	27	839	247	99	772	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	219	0	49	0	0	0	27	839	247	99	772	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.92
Lanes:	1.69	0.00	0.31	0.00	0.00	0.00	1.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	2959	0	541	0	0	0	1750	5700	1750	1750	5600	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.09	0.00	0.00	0.00	0.02	0.15	0.14	0.06	0.14	0.00
Crit Moves:	****			****			****			****		
Green Time:	46.5	0.0	46.5	0.0	0.0	0.0	25.2	75.5	122.0	29.0	79.4	0.0
Volume/Cap:	0.25	0.00	0.31	0.00	0.00	0.00	0.10	0.31	0.19	0.31	0.28	0.00
Delay/Veh:	43.6	0.0	44.5	0.0	0.0	0.0	57.8	26.2	5.3	57.4	23.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.6	0.0	44.5	0.0	0.0	0.0	57.8	26.2	5.3	57.4	23.6	0.0
LOS by Move:	D	A	D	A	A	A	E	C	A	E	C	A
HCM2kAvgQ:	5	0	6	0	0	0	1	8	4	4	7	0

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background PM

Intersection #3460: EASTRIDGE WAY/TULLY

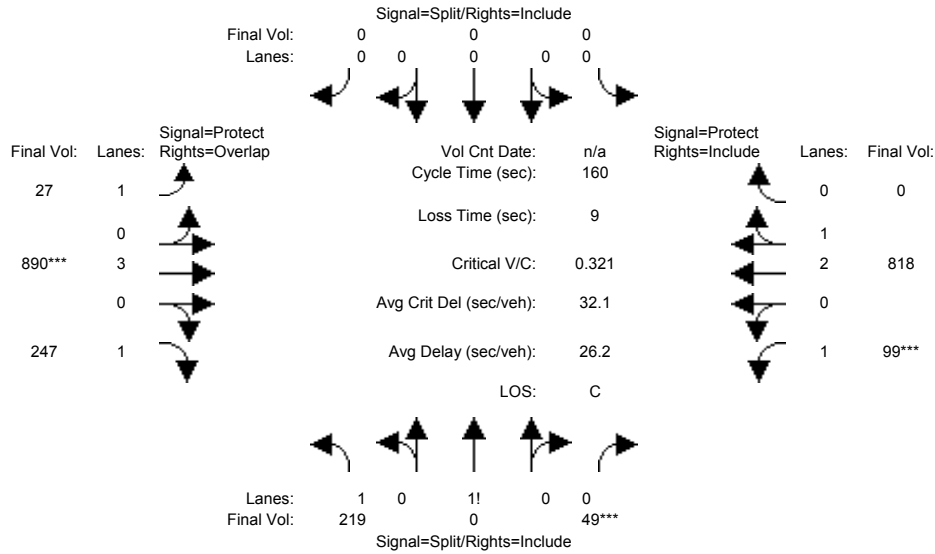


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Nov 2010 << 4:30-5:30 PM												
Base Vol:	219	0	49	0	0	0	27	797	247	99	718	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	219	0	49	0	0	0	27	797	247	99	718	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	51	0	0	46	0
Initial Fut:	219	0	49	0	0	0	27	848	247	99	764	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:	219	0	49	0	0	0	27	848	247	99	764	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	0	49	0	0	0	27	848	247	99	764	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:	219	0	49	0	0	0	27	848	247	99	764	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.92
Lanes:	1.69	0.00	0.31	0.00	0.00	0.00	1.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	2959	0	541	0	0	0	1750	5700	1750	1750	5600	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.09	0.00	0.00	0.00	0.02	0.15	0.14	0.06	0.14	0.00
Crit Moves:			****					****		****		
Green Time:	46.2	0.0	46.2	0.0	0.0	0.0	25.4	75.9	122.1	28.9	79.3	0.0
Volume/Cap:	0.26	0.00	0.31	0.00	0.00	0.00	0.10	0.31	0.18	0.31	0.28	0.00
Delay/Veh:	43.8	0.0	44.7	0.0	0.0	0.0	57.6	26.0	5.3	57.5	23.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.8	0.0	44.7	0.0	0.0	0.0	57.6	26.0	5.3	57.5	23.6	0.0
LOS by Move:	D	A	D	A	A	A	E	C	A	E	C	A
HCM2kAvgQ:	5	0	6	0	0	0	1	8	4	4	7	0

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project PM

Intersection #3460: EASTRIDGE WAY/TULLY



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: 4:30-5:30 PM

Base Vol:	219	0	49	0	0	0	27	848	247	99	764	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	219	0	49	0	0	0	27	848	247	99	764	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	0	0	0	0	0	0	0	42	0	0	54	0
Initial Fut:	219	0	49	0	0	0	27	890	247	99	818	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:	219	0	49	0	0	0	27	890	247	99	818	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	0	49	0	0	0	27	890	247	99	818	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	219	0	49	0	0	0	27	890	247	99	818	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.92
Lanes:	1.69	0.00	0.31	0.00	0.00	0.00	1.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	2959	0	541	0	0	0	1750	5700	1750	1750	5600	0

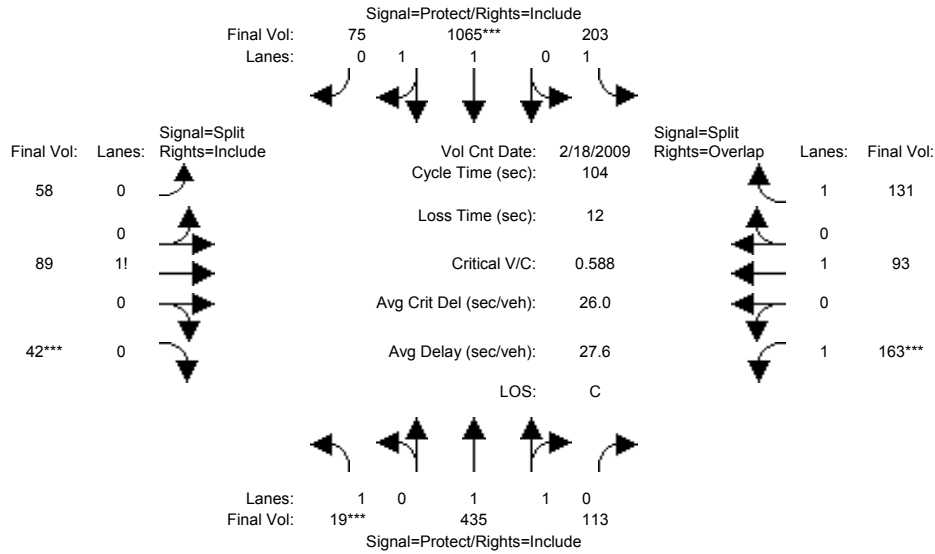
Capacity Analysis Module:

Vol/Sat:	0.07	0.00	0.09	0.00	0.00	0.00	0.02	0.16	0.14	0.06	0.15	0.00
Crit Moves:			****					****		****		
Green Time:	45.1	0.0	45.1	0.0	0.0	0.0	24.4	77.7	122.8	28.2	81.5	0.0
Volume/Cap:	0.26	0.00	0.32	0.00	0.00	0.00	0.10	0.32	0.18	0.32	0.29	0.00
Delay/Veh:	44.7	0.0	45.6	0.0	0.0	0.0	58.5	25.1	5.1	58.2	22.6	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:	44.7	0.0	45.6	0.0	0.0	0.0	58.5	25.1	5.1	58.2	22.6	0.0
LOS by Move:	D	A	D	A	A	A	E	C	A	E	C	A
HCM2kAvgQ:	5	0	7	0	0	0	1	8	3	4	7	0

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing (PM)

Intersection #3573: KING/HAVANA

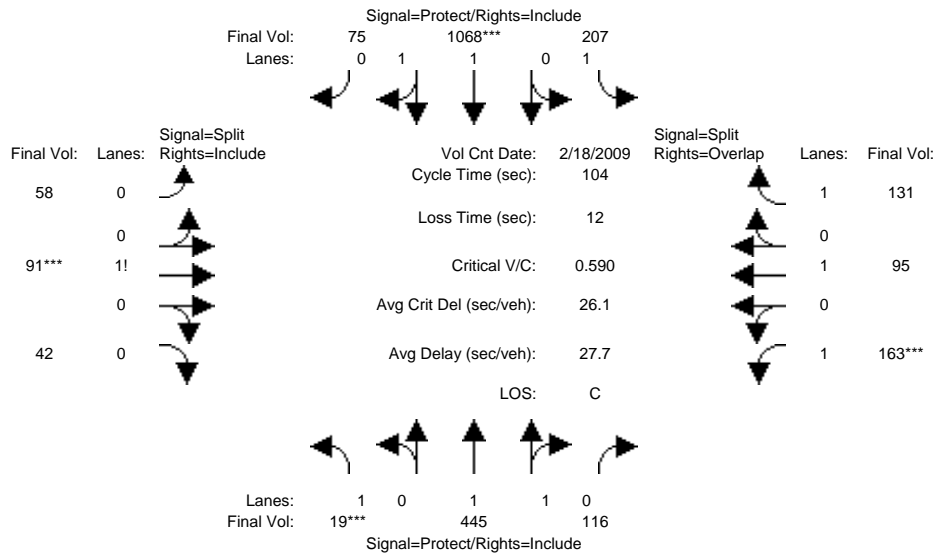


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	18 Feb 2009 << 4:30-5:30 PM											
Base Vol:	19	435	113	203	1065	75	58	89	42	163	93	131
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	435	113	203	1065	75	58	89	42	163	93	131
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	435	113	203	1065	75	58	89	42	163	93	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	435	113	203	1065	75	58	89	42	163	93	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	435	113	203	1065	75	58	89	42	163	93	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	19	435	113	203	1065	75	58	89	42	163	93	131
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	1.58	0.42	1.00	1.86	0.14	0.31	0.47	0.22	1.00	1.00	1.00
Final Sat.:	1750	2936	763	1750	3456	243	537	824	389	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.15	0.12	0.31	0.31	0.11	0.11	0.11	0.09	0.05	0.07
Crit Moves:	****			****			****		****			
Green Time:	7.0	32.8	32.8	25.7	51.4	51.4	18.0	18.0	18.0	15.5	15.5	41.2
Volume/Cap:	0.16	0.47	0.47	0.47	0.62	0.62	0.62	0.62	0.62	0.62	0.33	0.19
Delay/Veh:	46.4	28.9	28.9	34.2	19.9	19.9	43.8	43.8	43.8	46.1	40.2	20.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.4	28.9	28.9	34.2	19.9	19.9	43.8	43.8	43.8	46.1	40.2	20.6
LOS by Move:	D	C	C	C	B	B	D	D	D	D	D	C
HCM2kAvgQ:	1	7	7	6	14	14	7	7	7	5	3	3

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing + Project (PM)

Intersection #3573: KING/HAVANA

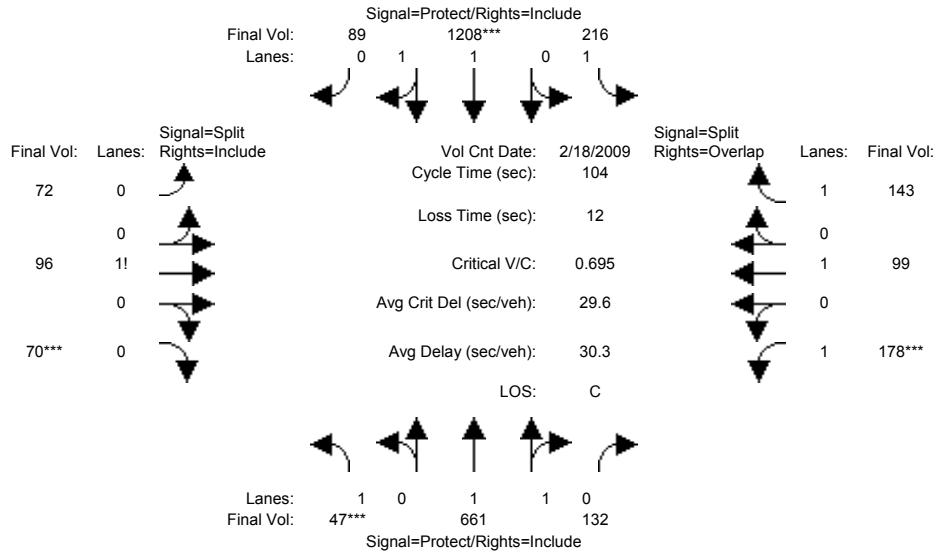


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Feb 2009 << 4:30-5:30 PM												
Base Vol:	19	435	113	203	1065	75	58	89	42	163	93	131
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	435	113	203	1065	75	58	89	42	163	93	131
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	0	10	3	4	3	0	0	2	0	0	2	0
Initial Fut:	19	445	116	207	1068	75	58	91	42	163	95	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	445	116	207	1068	75	58	91	42	163	95	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	445	116	207	1068	75	58	91	42	163	95	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	19	445	116	207	1068	75	58	91	42	163	95	131
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	1.58	0.42	1.00	1.87	0.13	0.30	0.48	0.22	1.00	1.00	1.00
Final Sat.:	1750	2934	765	1750	3457	243	531	834	385	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.15	0.12	0.31	0.31	0.11	0.11	0.11	0.09	0.05	0.07
Crit Moves:	****			****			****			****		
Green Time:	7.0	32.8	32.8	25.6	51.4	51.4	18.1	18.1	18.1	15.5	15.5	41.1
Volume/Cap:	0.16	0.48	0.48	0.48	0.63	0.63	0.63	0.63	0.63	0.63	0.34	0.19
Delay/Veh:	46.4	29.1	29.1	34.4	20.0	20.0	43.8	43.8	43.8	46.3	40.4	20.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.4	29.1	29.1	34.4	20.0	20.0	43.8	43.8	43.8	46.3	40.4	20.7
LOS by Move:	D	C	C	C	B	B	D	D	D	D	D	C
HCM2kAvgQ:	1	7	7	6	14	14	7	7	7	5	3	3

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background PM

Intersection #3573: KING/HAVANA

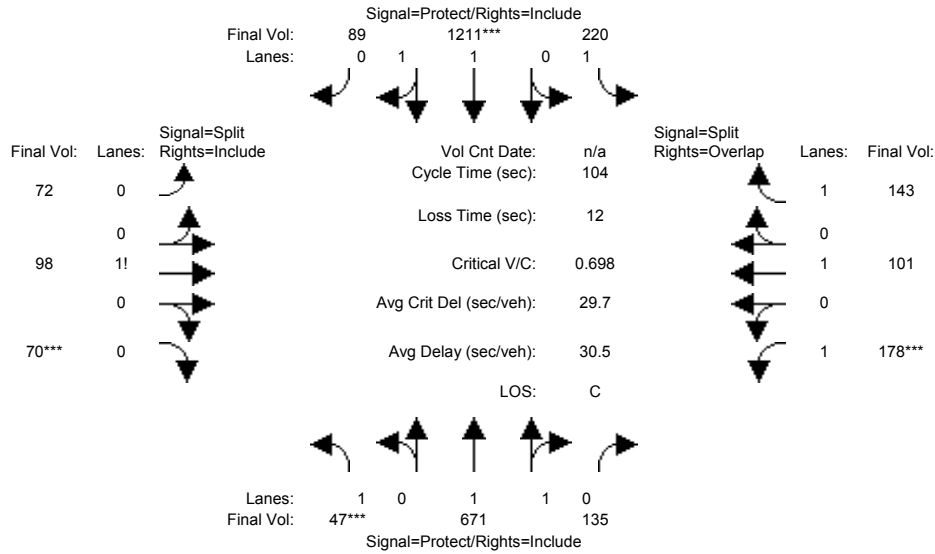


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Feb 2009 << 4:30-5:30 PM												
Base Vol:	19	435	113	203	1065	75	58	89	42	163	93	131
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	435	113	203	1065	75	58	89	42	163	93	131
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	28	226	19	13	143	14	14	7	28	15	6	12
Initial Fut:	47	661	132	216	1208	89	72	96	70	178	99	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	661	132	216	1208	89	72	96	70	178	99	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	661	132	216	1208	89	72	96	70	178	99	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	47	661	132	216	1208	89	72	96	70	178	99	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	1.66	0.34	1.00	1.86	0.14	0.30	0.41	0.29	1.00	1.00	1.00
Final Sat.:	1750	3084	616	1750	3446	254	529	706	515	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.21	0.21	0.12	0.35	0.35	0.14	0.14	0.14	0.10	0.05	0.08
Crit Moves:	****			****			****		****			
Green Time:	7.0	36.6	36.6	21.1	50.7	50.7	19.7	19.7	19.7	14.7	14.7	35.8
Volume/Cap:	0.40	0.61	0.61	0.61	0.72	0.72	0.72	0.72	0.72	0.72	0.37	0.24
Delay/Veh:	48.7	28.7	28.7	40.8	22.5	22.5	47.1	47.1	47.1	52.5	41.3	24.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.7	28.7	28.7	40.8	22.5	22.5	47.1	47.1	47.1	52.5	41.3	24.6
LOS by Move:	D	C	C	D	C	C	D	D	D	D	D	C
HCM2kAvgQ:	2	11	11	8	18	18	9	9	9	6	3	3

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project PM

Intersection #3573: KING/HAVANA



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: 4:30-5:30 PM

Base Vol:	47	661	132	216	1208	89	72	96	70	178	99	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	661	132	216	1208	89	72	96	70	178	99	143
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	0	10	3	4	3	0	0	2	0	0	2	0
Initial Fut:	47	671	135	220	1211	89	72	98	70	178	101	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	671	135	220	1211	89	72	98	70	178	101	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	671	135	220	1211	89	72	98	70	178	101	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	47	671	135	220	1211	89	72	98	70	178	101	143

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	1.66	0.34	1.00	1.86	0.14	0.30	0.41	0.29	1.00	1.00	1.00
Final Sat.:	1750	3080	620	1750	3447	253	525	715	510	1750	1900	1750

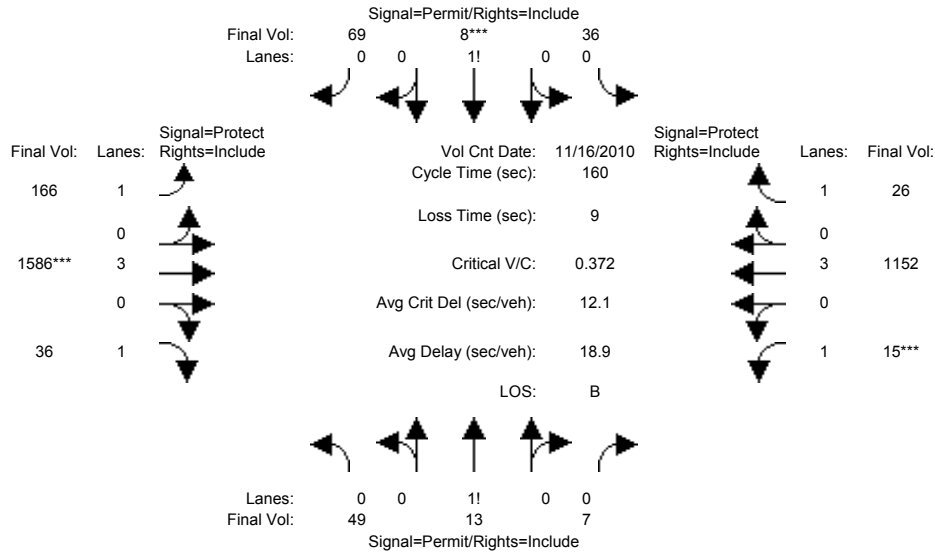
Capacity Analysis Module:

Vol/Sat:	0.03	0.22	0.22	0.13	0.35	0.35	0.14	0.14	0.14	0.10	0.05	0.08
Crit Moves:	****			****			****		****			
Green Time:	7.0	36.5	36.5	21.1	50.6	50.6	19.8	19.8	19.8	14.6	14.6	35.7
Volume/Cap:	0.40	0.62	0.62	0.62	0.72	0.72	0.72	0.72	0.72	0.72	0.38	0.24
Delay/Veh:	48.7	28.9	28.9	41.2	22.6	22.6	47.1	47.1	47.1	52.8	41.4	24.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.7	28.9	28.9	41.2	22.6	22.6	47.1	47.1	47.1	52.8	41.4	24.6
LOS by Move:	D	C	C	D	C	C	D	D	D	D	D	C
HCM2kAvgQ:	2	11	11	8	18	18	9	9	9	6	3	3

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #3592: HURAN/TULLY

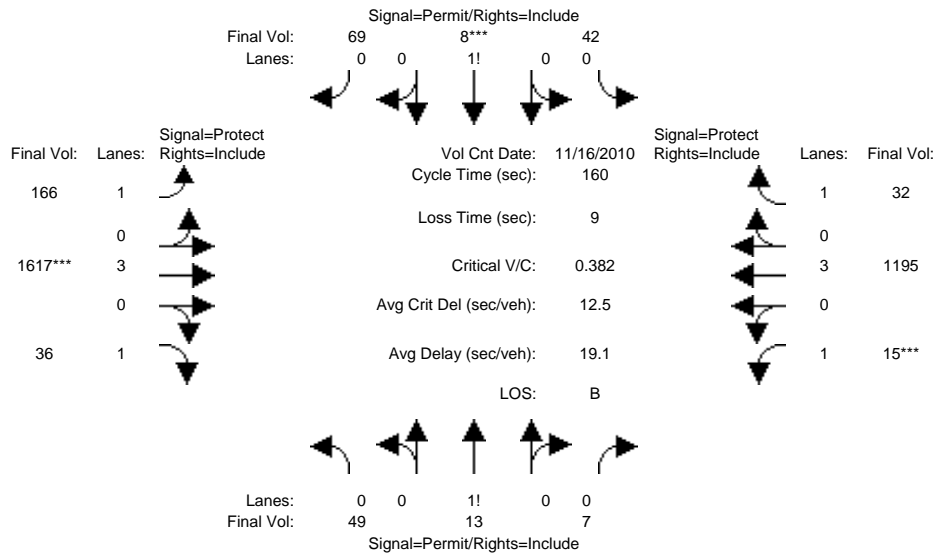


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 16 Nov 2010 << 4:45-5:45 PM											
Base Vol:	49	13	7	36	8	69	166	1586	36	15	1152	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:	49	13	7	36	8	69	166	1586	36	15	1152	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	13	7	36	8	69	166	1586	36	15	1152	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	13	7	36	8	69	166	1586	36	15	1152	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	13	7	36	8	69	166	1586	36	15	1152	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	13	7	36	8	69	166	1586	36	15	1152	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.71	0.19	0.10	0.32	0.07	0.61	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1243	330	178	558	124	1069	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.06	0.06	0.06	0.09	0.28	0.02	0.01	0.20	0.01
Crit Moves:				****			****			****		
Green Time:	27.1	27.1	27.1	27.1	27.1	27.1	39.6	117	116.9	7.0	84.3	84.3
Volume/Cap:	0.23	0.23	0.23	0.38	0.38	0.38	0.38	0.38	0.03	0.20	0.38	0.03
Delay/Veh:	57.8	57.8	57.8	59.8	59.8	59.8	50.6	8.1	5.9	75.0	22.5	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:	57.8	57.8	57.8	59.8	59.8	59.8	50.6	8.1	5.9	75.0	22.5	18.2
LOS by Move:	E	E	E	E	E	E	D	A	A	E	C	B
HCM2kAvgQ:	3	3	3	5	5	5	7	9	1	1	11	1

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + Project (PM)

Intersection #3592: HURAN/TULLY

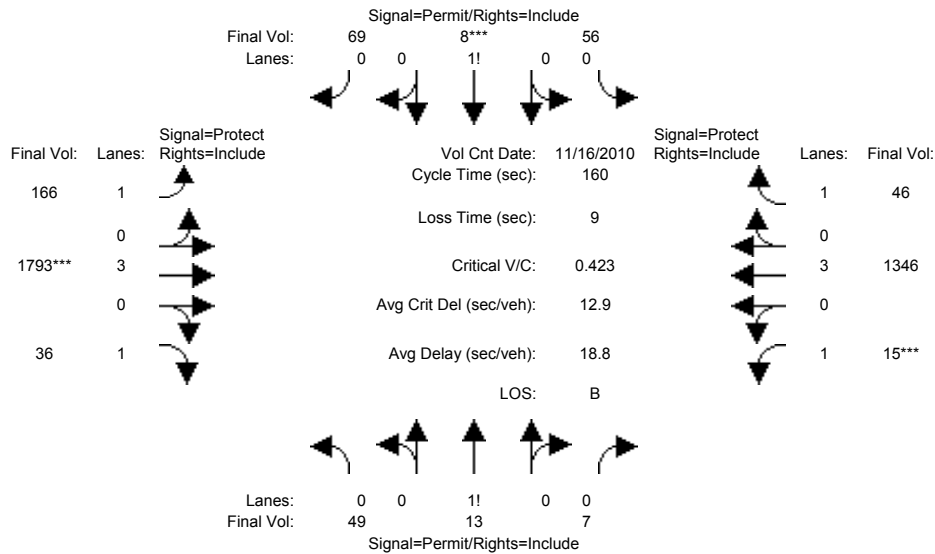


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Nov 2010 << 4:45-5:45 PM												
Base Vol:	49	13	7	36	8	69	166	1586	36	15	1152	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:	49	13	7	36	8	69	166	1586	36	15	1152	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	0	0	0	6	0	0	0	31	0	0	43	6
Initial Fut:	49	13	7	42	8	69	166	1617	36	15	1195	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	13	7	42	8	69	166	1617	36	15	1195	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	13	7	42	8	69	166	1617	36	15	1195	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	49	13	7	42	8	69	166	1617	36	15	1195	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.71	0.19	0.10	0.35	0.07	0.58	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1243	330	178	618	118	1015	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.07	0.07	0.07	0.09	0.28	0.02	0.01	0.21	0.02
Crit Moves:				****			****			****		
Green Time:	27.8	27.8	27.8	27.8	27.8	27.8	38.4	116	116.2	7.0	84.8	84.8
Volume/Cap:	0.23	0.23	0.23	0.39	0.39	0.39	0.40	0.39	0.03	0.20	0.40	0.03
Delay/Veh:	57.2	57.2	57.2	59.4	59.4	59.4	51.7	8.4	6.1	75.0	22.5	18.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.2	57.2	57.2	59.4	59.4	59.4	51.7	8.4	6.1	75.0	22.5	18.0
LOS by Move:	E	E	E	E	E	E	D	A	A	E	C	B
HCM2kAvgQ:	3	3	3	6	6	6	7	10	1	1	11	1

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background PM

Intersection #3592: HURAN/TULLY

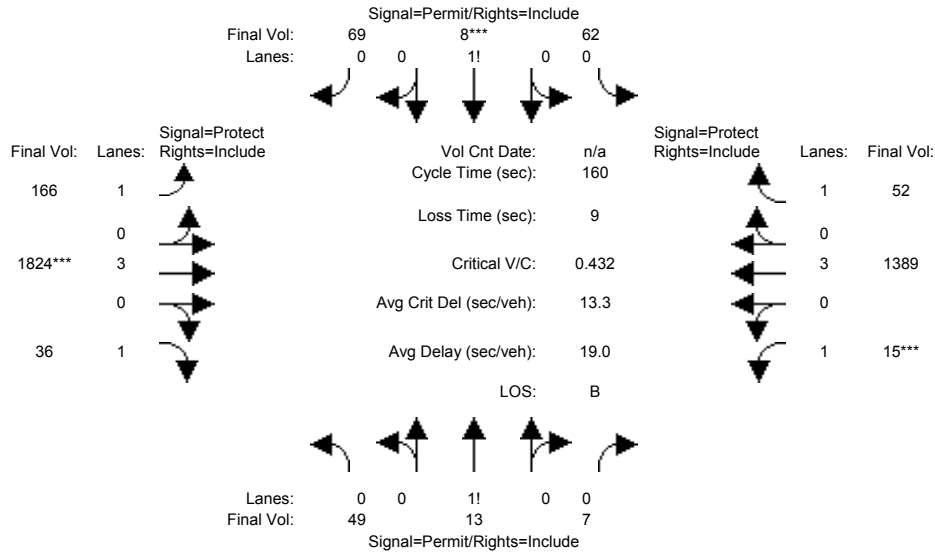


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Nov 2010 << 4:45-5:45 PM												
Base Vol:	49	13	7	36	8	69	166	1586	36	15	1152	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:	49	13	7	36	8	69	166	1586	36	15	1152	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	20	0	0	0	207	0	0	194	20
Initial Fut:	49	13	7	56	8	69	166	1793	36	15	1346	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	13	7	56	8	69	166	1793	36	15	1346	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	13	7	56	8	69	166	1793	36	15	1346	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	13	7	56	8	69	166	1793	36	15	1346	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.71	0.19	0.10	0.42	0.06	0.52	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1243	330	178	737	105	908	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.08	0.08	0.08	0.09	0.31	0.02	0.01	0.24	0.03
Crit Moves:				****			****			****		
Green Time:	28.0	28.0	28.0	28.0	28.0	28.0	35.2	116	116.0	7.0	87.7	87.7
Volume/Cap:	0.23	0.23	0.23	0.43	0.43	0.43	0.43	0.43	0.03	0.20	0.43	0.05
Delay/Veh:	57.0	57.0	57.0	59.9	59.9	59.9	54.5	8.9	6.2	75.0	21.5	16.8
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:	57.0	57.0	57.0	59.9	59.9	59.9	54.5	8.9	6.2	75.0	21.5	16.8
LOS by Move:	E	E	E	E	E	E	D	A	A	E	C	B
HCM2kAvgQ:	3	3	3	6	6	6	8	11	1	1	13	1

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project PM

Intersection #3592: HURAN/TULLY

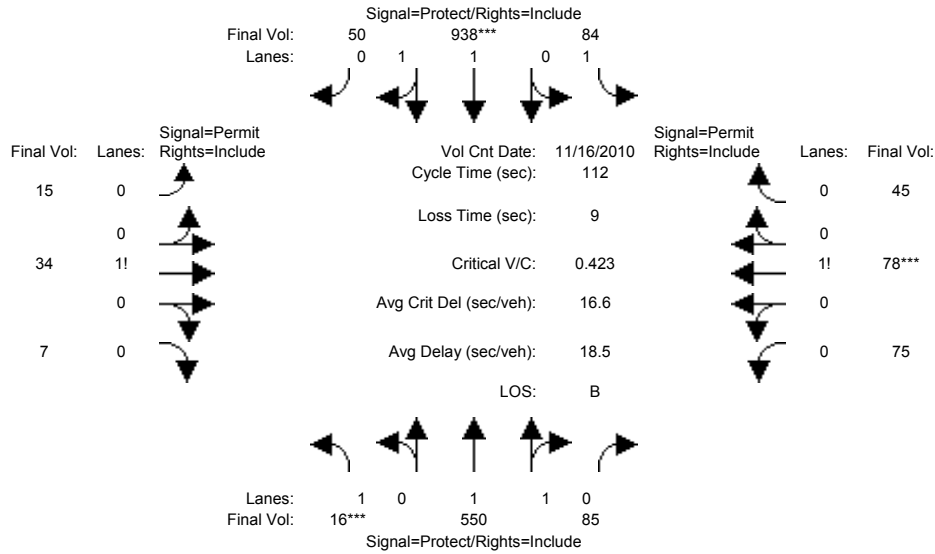


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: 4:45-5:45 PM												
Base Vol:	49	13	7	56	8	69	166	1793	36	15	1346	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	13	7	56	8	69	166	1793	36	15	1346	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	0	0	0	6	0	0	0	31	0	0	43	6
Initial Fut:	49	13	7	62	8	69	166	1824	36	15	1389	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	13	7	62	8	69	166	1824	36	15	1389	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	13	7	62	8	69	166	1824	36	15	1389	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	49	13	7	62	8	69	166	1824	36	15	1389	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.71	0.19	0.10	0.44	0.06	0.50	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1243	330	178	781	101	869	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.08	0.08	0.08	0.09	0.32	0.02	0.01	0.24	0.03
Crit Moves:				****	****	****	****	****	****	****	****	****
Green Time:	28.6	28.6	28.6	28.6	28.6	28.6	34.3	115.4	115.4	7.0	88.1	88.1
Volume/Cap:	0.22	0.22	0.22	0.44	0.44	0.44	0.44	0.44	0.03	0.20	0.44	0.05
Delay/Veh:	56.5	56.5	56.5	59.6	59.6	59.6	55.4	9.2	6.4	75.0	21.5	16.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.5	56.5	56.5	59.6	59.6	59.6	55.4	9.2	6.4	75.0	21.5	16.7
LOS by Move:	E	E	E	E	E	E	E	A	A	E	C	B
HCM2kAvgQ:	3	3	3	7	7	7	8	12	1	1	13	1

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing (PM)

Intersection #3630: KING/WAVERLY



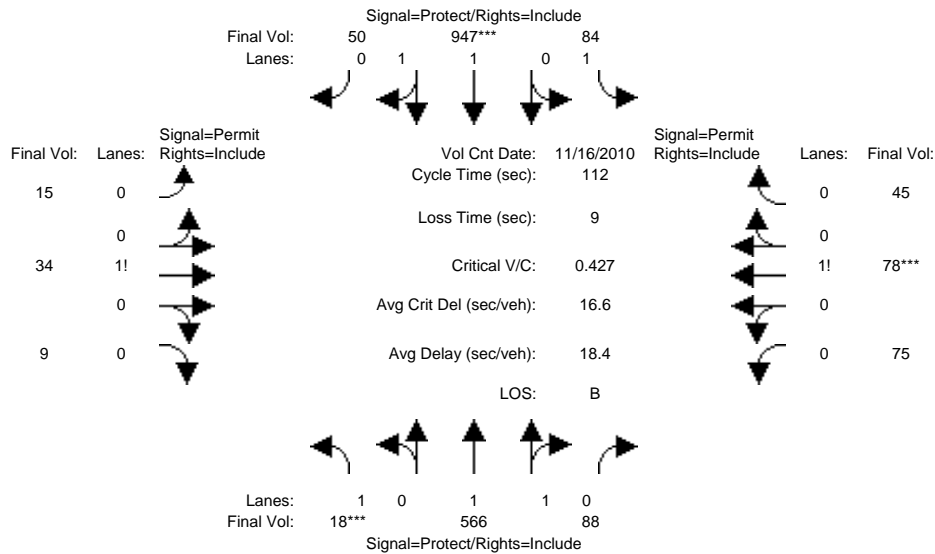
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	16 Nov 2010 << 4:00-5:00 PM											
Base Vol:	16	550	85	84	938	50	15	34	7	75	78	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	550	85	84	938	50	15	34	7	75	78	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	550	85	84	938	50	15	34	7	75	78	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	550	85	84	938	50	15	34	7	75	78	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	550	85	84	938	50	15	34	7	75	78	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	16	550	85	84	938	50	15	34	7	75	78	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.72	0.28	1.00	1.90	0.10	0.27	0.61	0.12	0.38	0.39	0.23
Final Sat.:	1750	3204	495	1750	3513	187	469	1063	219	663	689	398
Capacity Analysis Module:												
Vol/Sat:	0.01	0.17	0.17	0.05	0.27	0.27	0.03	0.03	0.03	0.11	0.11	0.11
Crit Moves:	****			****						****		
Green Time:	7.0	54.6	54.6	19.9	67.4	67.4	28.6	28.6	28.6	28.6	28.6	28.6
Volume/Cap:	0.15	0.35	0.35	0.27	0.44	0.44	0.13	0.13	0.13	0.44	0.44	0.44
Delay/Veh:	50.3	17.9	17.9	40.3	12.2	12.2	32.2	32.2	32.2	35.7	35.7	35.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.3	17.9	17.9	40.3	12.2	12.2	32.2	32.2	32.2	35.7	35.7	35.7
LOS by Move:	D	B	B	D	B	B	C	C	C	D	D	D
HCM2kAvgQ:	1	7	7	3	9	9	2	2	2	6	6	6

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750

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

Intersection #3630: KING/WAVERLY

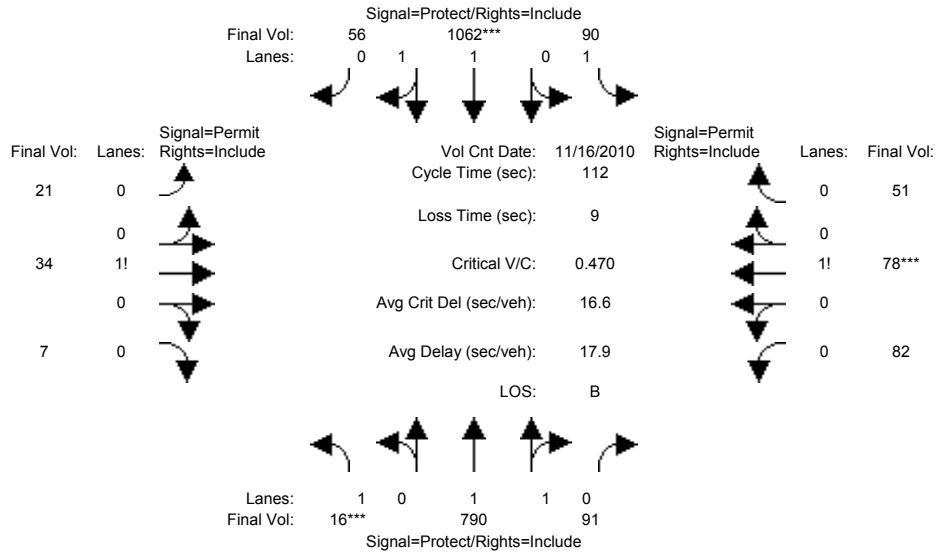


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Nov 2010 << 4:00-5:00 PM												
Base Vol:	16	550	85	84	938	50	15	34	7	75	78	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	550	85	84	938	50	15	34	7	75	78	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	2	16	3	0	9	0	0	0	2	0	0	0
Initial Fut:	18	566	88	84	947	50	15	34	9	75	78	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	566	88	84	947	50	15	34	9	75	78	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	566	88	84	947	50	15	34	9	75	78	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	18	566	88	84	947	50	15	34	9	75	78	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.72	0.28	1.00	1.90	0.10	0.26	0.59	0.15	0.38	0.39	0.23
Final Sat.:	1750	3202	498	1750	3514	186	453	1026	272	663	689	398
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.18	0.05	0.27	0.27	0.03	0.03	0.03	0.11	0.11	0.11
Crit Moves:	****			****						****		
Green Time:	7.0	55.1	55.1	19.5	67.6	67.6	28.4	28.4	28.4	28.4	28.4	28.4
Volume/Cap:	0.16	0.36	0.36	0.28	0.45	0.45	0.13	0.13	0.13	0.45	0.45	0.45
Delay/Veh:	50.4	17.7	17.7	40.6	12.2	12.2	32.4	32.4	32.4	35.9	35.9	35.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.4	17.7	17.7	40.6	12.2	12.2	32.4	32.4	32.4	35.9	35.9	35.9
LOS by Move:	D	B	B	D	B	B	C	C	C	D	D	D
HCM2kAvgQ:	1	7	7	3	9	9	2	2	2	6	6	6

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background PM

Intersection #3630: KING/WAVERLY



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	16 Nov 2010	<<	4:00-5:00 PM						
Base Vol:	16	550	85	84	938	50	15	34	7	75	78	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	550	85	84	938	50	15	34	7	75	78	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	240	6	6	124	6	6	0	0	7	0	6
Initial Fut:	16	790	91	90	1062	56	21	34	7	82	78	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	790	91	90	1062	56	21	34	7	82	78	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	790	91	90	1062	56	21	34	7	82	78	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	16	790	91	90	1062	56	21	34	7	82	78	51

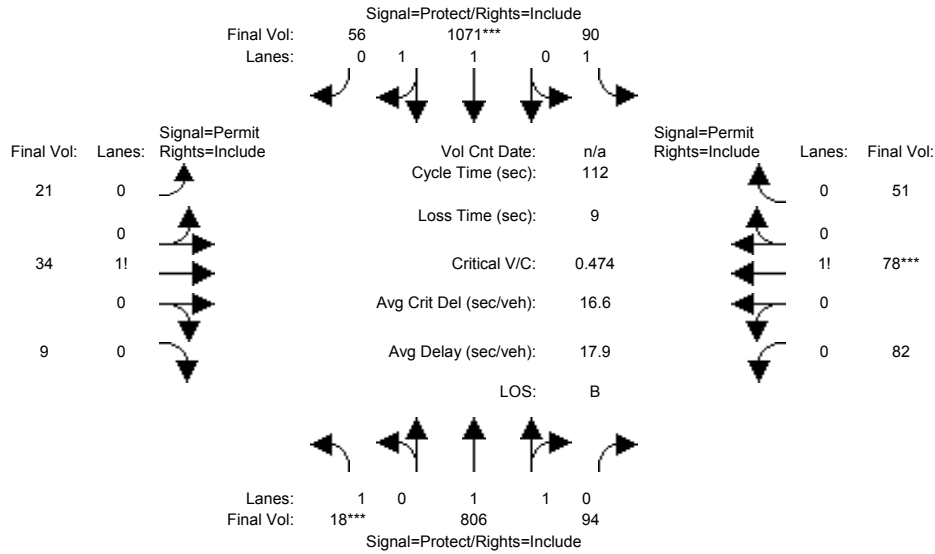
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.79	0.21	1.00	1.90	0.10	0.34	0.55	0.11	0.39	0.37	0.24
Final Sat.:	1750	3318	382	1750	3515	185	593	960	198	680	647	423

Capacity Analysis Module:												
Vol/Sat:	0.01	0.24	0.24	0.05	0.30	0.30	0.04	0.04	0.04	0.12	0.12	0.12
Crit Moves:	****				****						****	
Green Time:	7.0	59.9	59.9	15.7	68.6	68.6	27.4	27.4	27.4	27.4	27.4	27.4
Volume/Cap:	0.15	0.45	0.45	0.37	0.49	0.49	0.14	0.14	0.14	0.49	0.49	0.49
Delay/Veh:	50.3	16.1	16.1	44.6	12.2	12.2	33.3	33.3	33.3	37.2	37.2	37.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.3	16.1	16.1	44.6	12.2	12.2	33.3	33.3	33.3	37.2	37.2	37.2
LOS by Move:	D	B	B	D	B	B	C	C	C	D	D	D
HCM2kAvgQ:	1	9	9	3	11	11	2	2	2	7	7	7

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project PM

Intersection #3630: KING/WAVERLY



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: 4:00-5:00 PM

Base Vol:	16	790	91	90	1062	56	21	34	7	82	78	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	790	91	90	1062	56	21	34	7	82	78	51
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	2	16	3	0	9	0	0	0	2	0	0	0
Initial Fut:	18	806	94	90	1071	56	21	34	9	82	78	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	806	94	90	1071	56	21	34	9	82	78	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	806	94	90	1071	56	21	34	9	82	78	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	18	806	94	90	1071	56	21	34	9	82	78	51

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.79	0.21	1.00	1.90	0.10	0.33	0.53	0.14	0.39	0.37	0.24
Final Sat.:	1750	3313	386	1750	3516	184	574	930	246	680	647	423

Capacity Analysis Module:

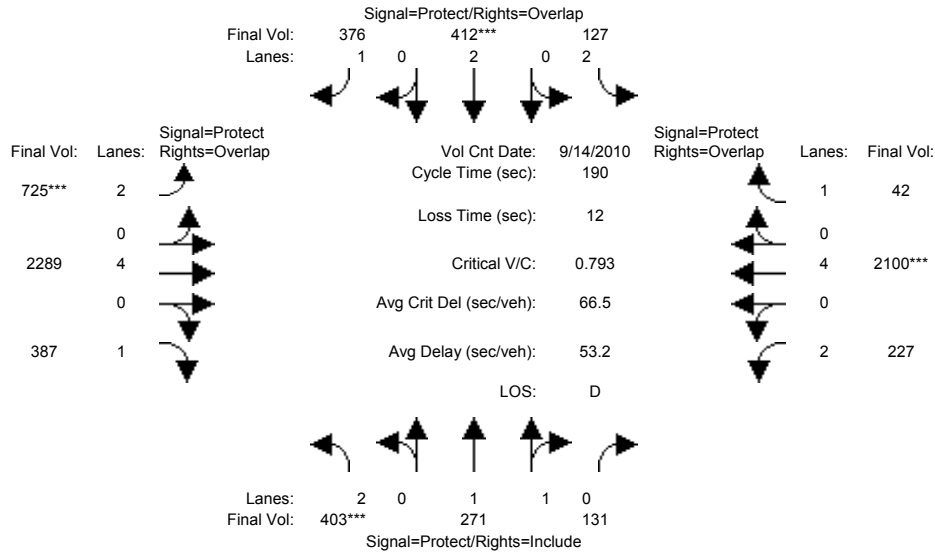
Vol/Sat:	0.01	0.24	0.24	0.05	0.30	0.30	0.04	0.04	0.04	0.12	0.12	0.12
Crit Moves:	****			****						****		
Green Time:	7.0	60.3	60.3	15.5	68.8	68.8	27.2	27.2	27.2	27.2	27.2	27.2
Volume/Cap:	0.16	0.45	0.45	0.37	0.50	0.50	0.15	0.15	0.15	0.50	0.50	0.50
Delay/Veh:	50.4	15.9	15.9	44.8	12.2	12.2	33.5	33.5	33.5	37.4	37.4	37.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.4	15.9	15.9	44.8	12.2	12.2	33.5	33.5	33.5	37.4	37.4	37.4
LOS by Move:	D	B	B	D	B	B	C	C	C	D	D	D
HCM2kAvgQ:	1	9	9	3	11	11	2	2	2	7	7	7

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750

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

Intersection #5723: SILVER CREEK/CAPITOL



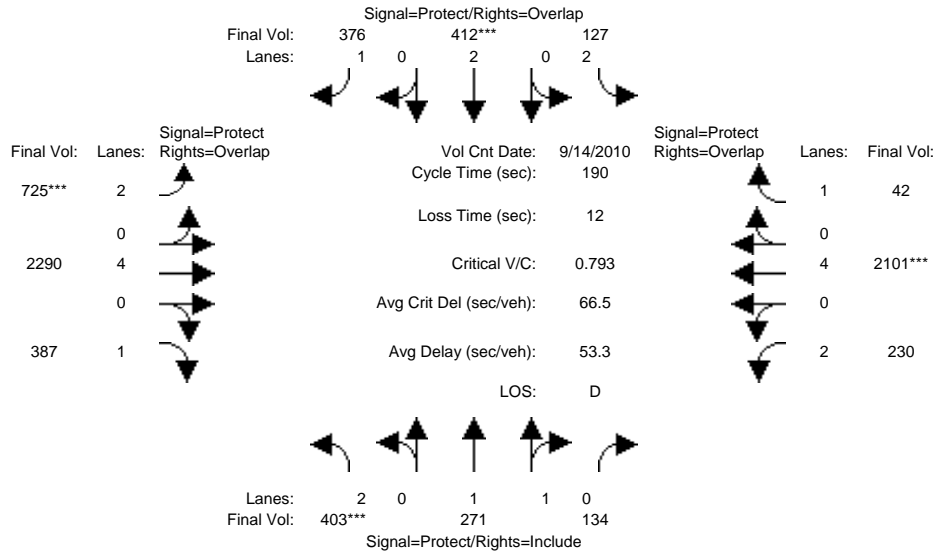
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	94	10	14	72	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Sep 2010 <<												
Base Vol:	403	271	131	127	412	376	725	2289	387	227	2100	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	403	271	131	127	412	376	725	2289	387	227	2100	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	403	271	131	127	412	376	725	2289	387	227	2100	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	403	271	131	127	412	376	725	2289	387	227	2100	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	403	271	131	127	412	376	725	2289	387	227	2100	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	403	271	131	127	412	376	725	2289	387	227	2100	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.33	0.67	2.00	2.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	3150	2493	1205	3150	3800	1750	3150	7600	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.11	0.11	0.04	0.11	0.21	0.23	0.30	0.22	0.07	0.28	0.02
Crit Moves:	****				****		****				****	
Green Time:	29.1	32.0	32.0	21.7	24.6	76.9	52.3	108	137.3	16.1	72.0	93.7
Volume/Cap:	0.84	0.65	0.65	0.35	0.84	0.53	0.84	0.53	0.31	0.85	0.73	0.05
Delay/Veh:	99.7	86.0	86.0	84.9	101	63.1	72.0	25.3	9.5	107.6	51.6	25.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.7	86.0	86.0	84.9	101	63.1	72.0	25.3	9.5	107.6	51.6	25.0
LOS by Move:	F	F	F	F	F	E	E	C	A	F	D	C
HCM2kAvgQ:	16	12	12	4	14	21	26	25	14	10	26	1

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750

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

Intersection #5723: SILVER CREEK/CAPITOL

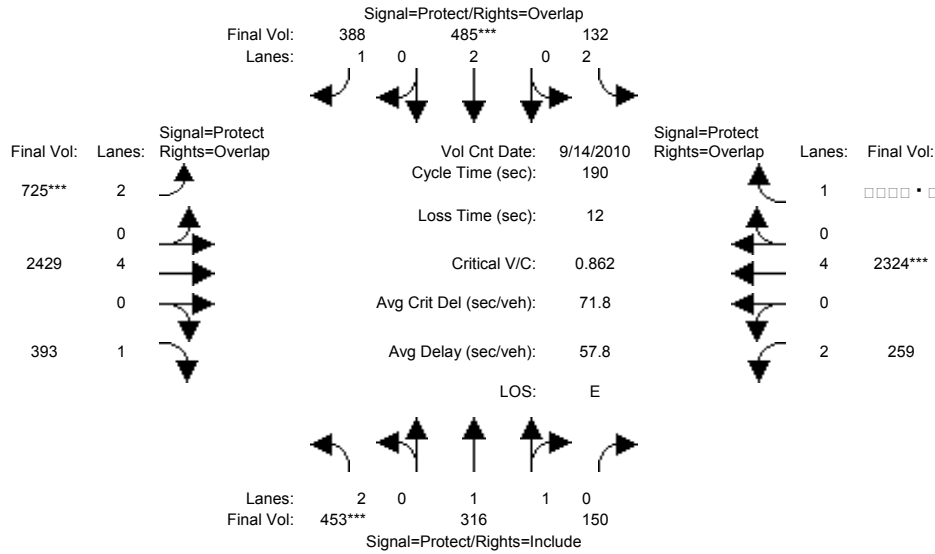


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	94	10	14	72	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Sep 2010 <<												
Base Vol:	403	271	131	127	412	376	725	2289	387	227	2100	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	403	271	131	127	412	376	725	2289	387	227	2100	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	0	0	3	0	0	0	0	1	0	3	1	0
Initial Fut:	403	271	134	127	412	376	725	2290	387	230	2101	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	403	271	134	127	412	376	725	2290	387	230	2101	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	403	271	134	127	412	376	725	2290	387	230	2101	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	403	271	134	127	412	376	725	2290	387	230	2101	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.32	0.68	2.00	2.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	3150	2475	1224	3150	3800	1750	3150	7600	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.11	0.11	0.04	0.11	0.21	0.23	0.30	0.22	0.07	0.28	0.02
Crit Moves:	****			****			****			****		
Green Time:	29.1	32.1	32.1	21.6	24.6	76.9	52.3	108	137.3	16.1	72.0	93.6
Volume/Cap:	0.84	0.65	0.65	0.35	0.84	0.53	0.84	0.53	0.31	0.86	0.73	0.05
Delay/Veh:	99.7	86.1	86.1	85.0	101	63.1	72.0	25.3	9.5	109.4	51.6	25.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.7	86.1	86.1	85.0	101	63.1	72.0	25.3	9.5	109.4	51.6	25.1
LOS by Move:	F	F	F	F	F	E	E	C	A	F	D	C
HCM2kAvgQ:	16	12	12	4	14	21	26	25	14	10	26	1

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background PM

Intersection #5723: SILVER CREEK/CAPITOL



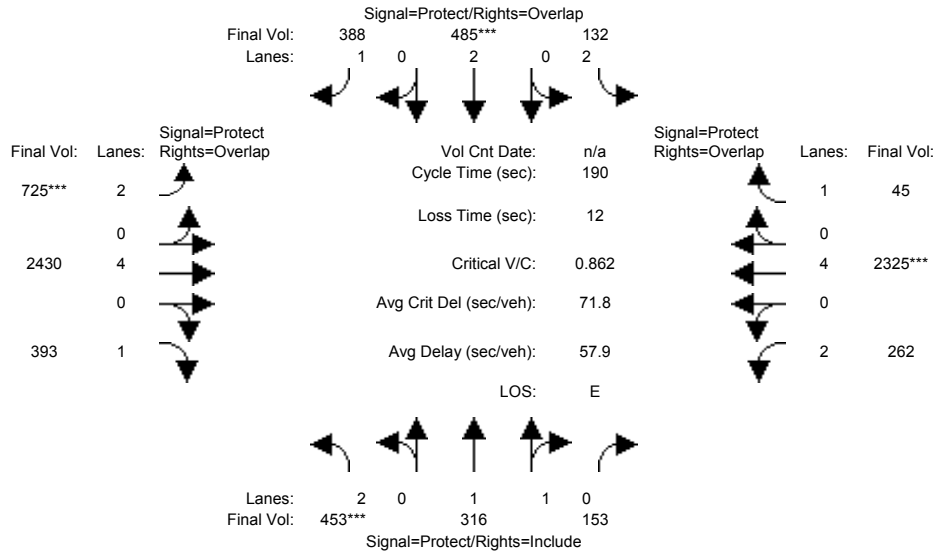
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	94	10	14	72	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Sep 2010 <<												
Base Vol:	403	271	131	127	412	376	725	2289	387	227	2100	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	403	271	131	127	412	376	725	2289	387	227	2100	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	50	45	19	5	73	12	0	140	6	32	224	3
Initial Fut:	453	316	150	132	485	388	725	2429	393	259	2324	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	453	316	150	132	485	388	725	2429	393	259	2324	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	453	316	150	132	485	388	725	2429	393	259	2324	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	453	316	150	132	485	388	725	2429	393	259	2324	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.34	0.66	2.00	2.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	3150	2508	1191	3150	3800	1750	3150	7600	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.13	0.13	0.04	0.13	0.22	0.23	0.32	0.22	0.08	0.31	0.03
Crit Moves:	****				****		****				****	
Green Time:	30.4	36.2	36.2	21.2	27.0	75.6	48.6	103	133.8	17.2	72.0	93.2
Volume/Cap:	0.90	0.66	0.66	0.38	0.90	0.56	0.90	0.59	0.32	0.91	0.81	0.05
Delay/Veh:	107.1	84.8	84.8	85.5	107	64.7	81.3	29.2	10.9	116.3	54.6	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:	107.1	84.8	84.8	85.5	107	64.7	81.3	29.2	10.9	116.3	54.6	25.4
LOS by Move:	F	F	F	F	F	E	F	C	B	F	D	C
HCM2kAvgQ:	19	14	14	5	17	22	28	27	15	12	31	1

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750

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

Intersection #5723: SILVER CREEK/CAPITOL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	94	10	14	72	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	453	316	150	132	485	388	725	2429	393	259	2324	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	453	316	150	132	485	388	725	2429	393	259	2324	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	0	0	3	0	0	0	0	1	0	3	1	0
Initial Fut:	453	316	153	132	485	388	725	2430	393	262	2325	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	453	316	153	132	485	388	725	2430	393	262	2325	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	453	316	153	132	485	388	725	2430	393	262	2325	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	453	316	153	132	485	388	725	2430	393	262	2325	45

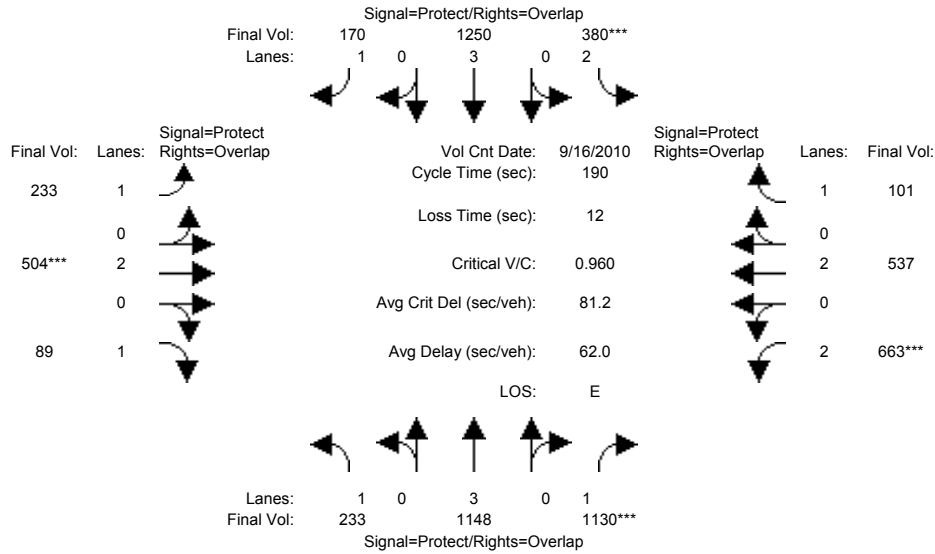
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.33	0.67	2.00	2.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	3150	2492	1207	3150	3800	1750	3150	7600	1750	3150	7600	1750

Capacity Analysis Module:												
Vol/Sat:	0.14	0.13	0.13	0.04	0.13	0.22	0.23	0.32	0.22	0.08	0.31	0.03
Crit Moves:	****				****		****				****	
Green Time:	30.4	36.3	36.3	21.1	27.0	75.6	48.6	103	133.7	17.4	72.0	93.1
Volume/Cap:	0.90	0.66	0.66	0.38	0.90	0.56	0.90	0.59	0.32	0.91	0.81	0.05
Delay/Veh:	107.1	84.8	84.8	85.6	107	64.7	81.3	29.3	10.9	116.3	54.6	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:	107.1	84.8	84.8	85.6	107	64.7	81.3	29.3	10.9	116.3	54.6	25.4
LOS by Move:	F	F	F	F	F	E	F	C	B	F	D	C
HCM2kAvgQ:	19	14	14	5	17	22	28	27	15	12	31	1

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing (PM)

Intersection #5724: CAPITOL/ABORN

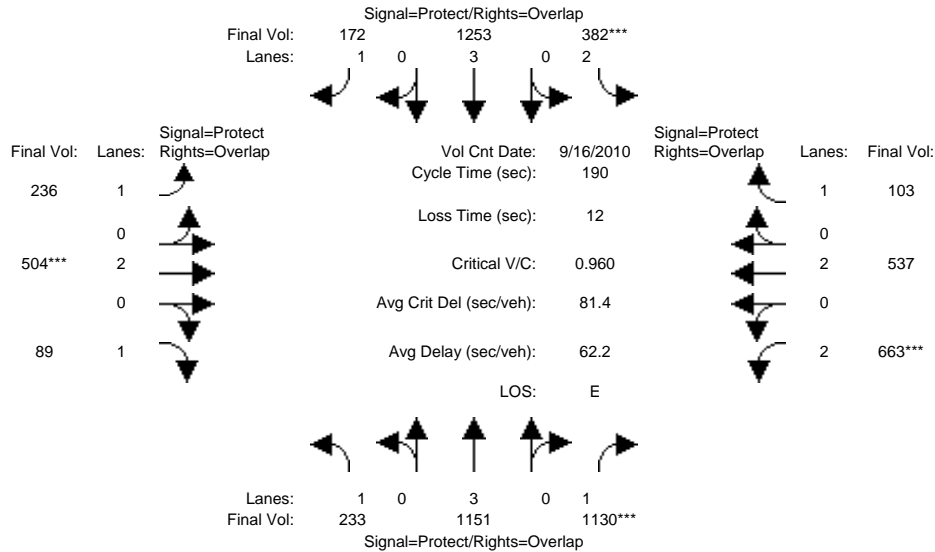


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	77	10	14	72	10	14	10	10	14	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Sep 2010 << 15%/14% HOV Reduction (NB/SB)												
Base Vol:	233	1351	1130	380	1454	170	233	504	89	663	537	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	233	1351	1130	380	1454	170	233	504	89	663	537	101
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	233	1351	1130	380	1454	170	233	504	89	663	537	101
User Adj:	1.00	0.85	1.00	1.00	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	233	1148	1130	380	1250	170	233	504	89	663	537	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	1148	1130	380	1250	170	233	504	89	663	537	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	233	1148	1130	380	1250	170	233	504	89	663	537	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.20	0.65	0.12	0.22	0.10	0.13	0.13	0.05	0.21	0.14	0.06
Crit Moves:			****	****				****		****		
Green Time:	28.6	86.2	127.9	23.9	81.4	114.4	33.0	26.3	54.9	41.7	35.0	58.9
Volume/Cap:	0.88	0.44	0.96	0.96	0.51	0.16	0.77	0.96	0.18	0.96	0.77	0.19
Delay/Veh:	106.8	35.6	46.1	117.3	34.4	9.6	86.1	111	50.8	97.9	78.8	48.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	106.8	35.6	46.1	117.3	34.4	9.6	86.1	111	50.8	97.9	78.8	48.2
LOS by Move:	F	D	D	F	C	A	F	F	D	F	E	D
HCM2kAvgQ:	17	15	69	17	14	2	16	18	5	26	16	5

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing + Project (PM)

Intersection #5724: CAPITOL/ABORN

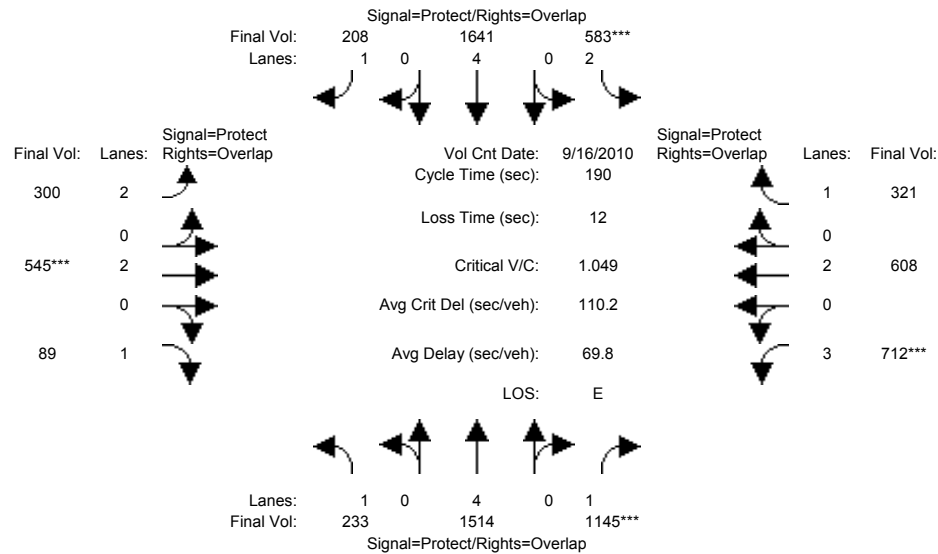


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	77	10	14	72	10	14	10	10	14	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Sep 2010 << 15%/14% HOV Reduction (NB/SB)												
Base Vol:	233	1351	1130	380	1454	170	233	504	89	663	537	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	233	1351	1130	380	1454	170	233	504	89	663	537	101
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	0	3	0	2	3	2	3	0	0	0	0	2
Initial Fut:	233	1354	1130	382	1457	172	236	504	89	663	537	103
User Adj:	1.00	0.85	1.00	1.00	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	233	1151	1130	382	1253	172	236	504	89	663	537	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	1151	1130	382	1253	172	236	504	89	663	537	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	233	1151	1130	382	1253	172	236	504	89	663	537	103
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.20	0.65	0.12	0.22	0.10	0.13	0.13	0.05	0.21	0.14	0.06
Crit Moves:			****	****				****		****		
Green Time:	28.6	86.1	127.8	24.0	81.5	114.6	33.2	26.2	54.9	41.6	34.7	58.7
Volume/Cap:	0.88	0.45	0.96	0.96	0.51	0.16	0.77	0.96	0.18	0.96	0.77	0.19
Delay/Veh:	106.7	35.7	46.3	117.3	34.4	9.5	86.4	111	50.8	98.1	79.3	48.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	106.7	35.7	46.3	117.3	34.4	9.5	86.4	111	50.8	98.1	79.3	48.4
LOS by Move:	F	D	D	F	C	A	F	F	D	F	E	D
HCM2kAvgQ:	17	15	69	17	14	2	16	18	5	26	16	6

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background PM

Intersection #5724: CAPITOL/ABORN



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	77	10	14	72	10	14	10	10	14	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 16 Sep 2010 <<

Base Vol:	233	1351	1130	380	1454	170	233	504	89	663	537	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	233	1351	1130	380	1454	170	233	504	89	663	537	101
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	163	15	203	187	38	67	41	0	49	71	220
Initial Fut:	233	1514	1145	583	1641	208	300	545	89	712	608	321
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	233	1514	1145	583	1641	208	300	545	89	712	608	321
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	1514	1145	583	1641	208	300	545	89	712	608	321
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	233	1514	1145	583	1641	208	300	545	89	712	608	321

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	1750	7600	1750	3150	7600	1750	3150	3800	1750	4551	3800	1750

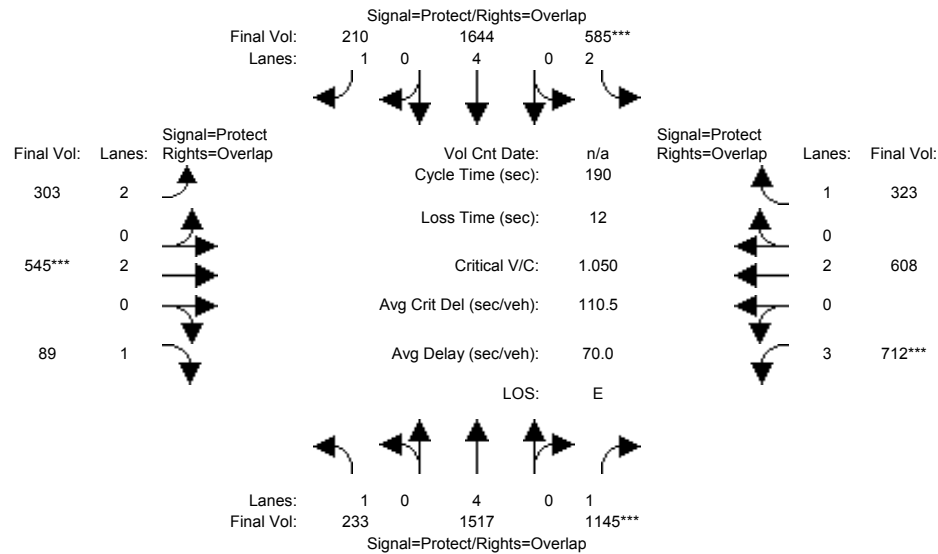
Capacity Analysis Module:

Vol/Sat:	0.13	0.20	0.65	0.19	0.22	0.12	0.10	0.14	0.05	0.16	0.16	0.18
Crit Moves:			****	****				****		****		
Green Time:	32.2	90.2	118.5	33.5	91.5	111.8	20.3	26.0	58.1	28.3	34.0	67.6
Volume/Cap:	0.79	0.42	1.05	1.05	0.45	0.20	0.89	1.05	0.17	1.05	0.89	0.52
Delay/Veh:	88.7	32.8	76.8	129.9	25.9	11.1	108.3	135	48.4	128.9	90.3	49.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.7	32.8	76.8	129.9	25.9	11.1	108.3	135	48.4	128.9	90.3	49.1
LOS by Move:	F	C	E	F	C	B	F	F	D	F	F	D
HCM2kAvgQ:	16	14	82	26	12	3	13	21	5	21	19	18

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project PM

Intersection #5724: CAPITOL/ABORN



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	77	10	14	72	10	14	10	10	14	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	233	1514	1145	583	1641	208	300	545	89	712	608	321
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	233	1514	1145	583	1641	208	300	545	89	712	608	321
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	0	3	0	2	3	2	3	0	0	0	0	2
Initial Fut:	233	1517	1145	585	1644	210	303	545	89	712	608	323
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	233	1517	1145	585	1644	210	303	545	89	712	608	323
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	1517	1145	585	1644	210	303	545	89	712	608	323
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	233	1517	1145	585	1644	210	303	545	89	712	608	323

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	1750	7600	1750	3150	7600	1750	3150	3800	1750	4551	3800	1750

Capacity Analysis Module:

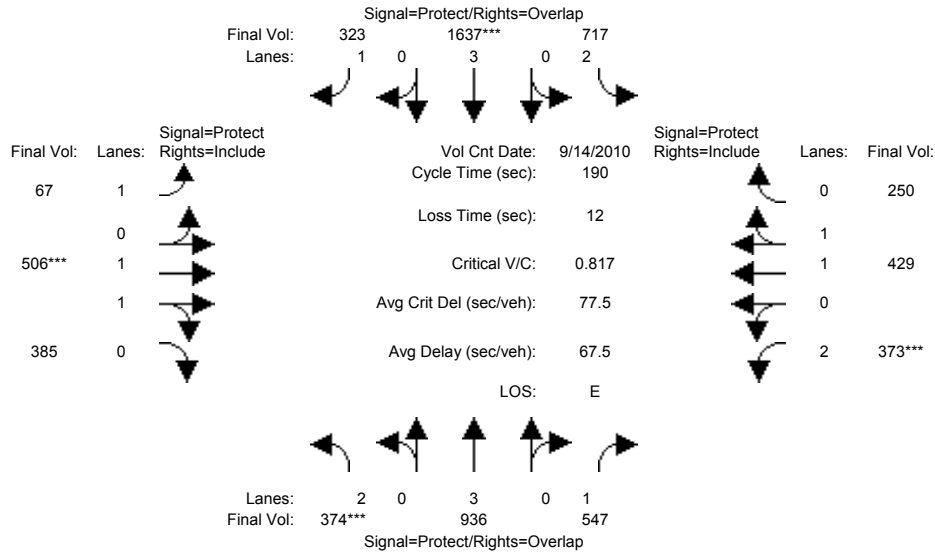
Vol/Sat:	0.13	0.20	0.65	0.19	0.22	0.12	0.10	0.14	0.05	0.16	0.16	0.18
Crit Moves:			****	****				****		****		
Green Time:	32.2	90.1	118.4	33.6	91.6	111.9	20.4	26.0	58.1	28.3	33.9	67.5
Volume/Cap:	0.79	0.42	1.05	1.05	0.45	0.20	0.90	1.05	0.17	1.05	0.90	0.52
Delay/Veh:	88.6	32.9	77.1	130.0	25.9	11.0	108.9	135	48.4	129.2	91.0	49.2
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:	88.6	32.9	77.1	130.0	25.9	11.0	108.9	135	48.4	129.2	91.0	49.2
LOS by Move:	F	C	E	F	C	B	F	F	D	F	F	D
HCM2kAvgQ:	16	14	82	26	12	3	13	21	5	21	19	18

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750

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

Intersection #5725: CAPITOL EXP / QUIMBY RD



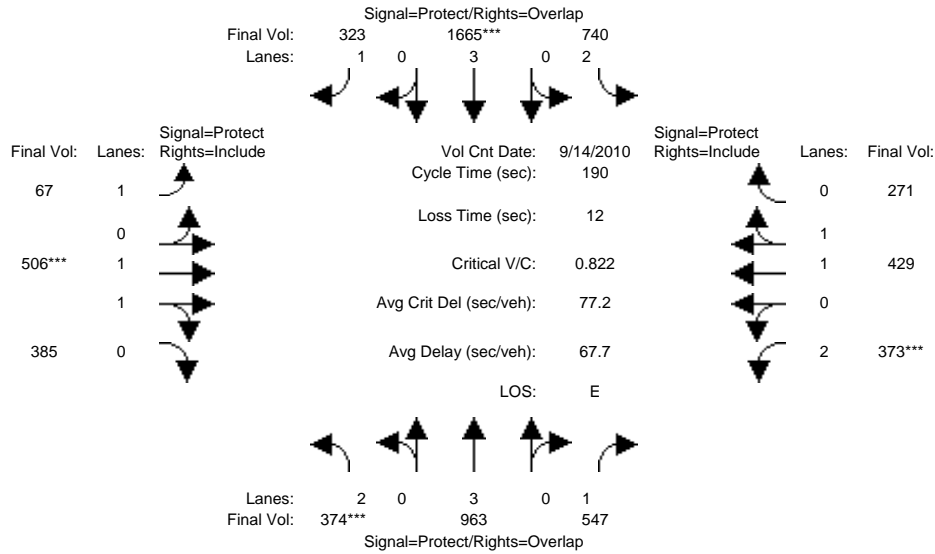
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	90	10	14	10	10	14	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Sep 2010 << 15%/14% HOV Reduction (NB/SB)												
Base Vol:	374	1101	547	717	1903	323	67	506	385	373	429	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	374	1101	547	717	1903	323	67	506	385	373	429	250
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	374	1101	547	717	1903	323	67	506	385	373	429	250
User Adj:	1.00	0.85	1.00	1.00	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	374	936	547	717	1637	323	67	506	385	373	429	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	374	936	547	717	1637	323	67	506	385	373	429	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	374	936	547	717	1637	323	67	506	385	373	429	250
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.11	0.89	2.00	1.24	0.76
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	2100	1598	3150	2337	1362
Capacity Analysis Module:												
Vol/Sat:	0.12	0.16	0.31	0.23	0.29	0.18	0.04	0.24	0.24	0.12	0.18	0.18
Crit Moves:	****			****			****			****		
Green Time:	21.9	51.5	73.3	60.4	90.0	108.9	18.9	44.3	44.3	21.8	47.2	47.2
Volume/Cap:	1.03	0.61	0.81	0.72	0.61	0.32	0.38	1.03	1.03	1.03	0.74	0.74
Delay/Veh:	139.9	61.1	59.5	58.1	30.1	13.6	81.5	112	112.0	140.0	68.9	68.9
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:	139.9	61.1	59.5	58.1	30.1	13.6	81.5	112	112.0	140.0	68.9	68.9
LOS by Move:	F	E	E	E	C	B	F	F	F	F	E	E
HCM2kAvgQ:	18	16	32	20	18	6	4	31	31	18	20	20

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750

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

Intersection #5725: CAPITOL EXP / QUIMBY RD



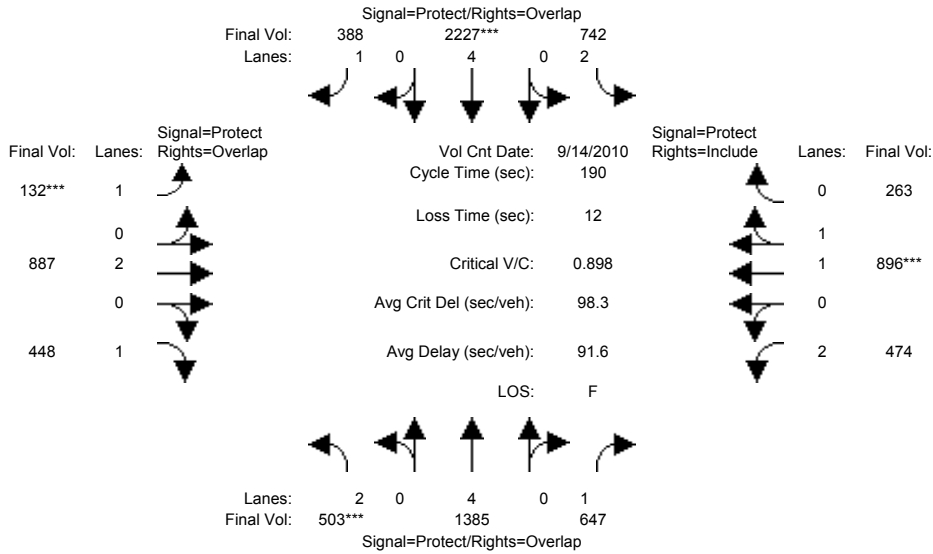
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	90	10	14	10	10	14	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Sep 2010 << 15%/14% HOV Reduction (NB/SB)												
Base Vol:	374	1101	547	717	1903	323	67	506	385	373	429	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	374	1101	547	717	1903	323	67	506	385	373	429	250
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	0	32	0	23	33	0	0	0	0	0	0	21
Initial Fut:	374	1133	547	740	1936	323	67	506	385	373	429	271
User Adj:	1.00	0.85	1.00	1.00	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	374	963	547	740	1665	323	67	506	385	373	429	271
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	374	963	547	740	1665	323	67	506	385	373	429	271
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	374	963	547	740	1665	323	67	506	385	373	429	271
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.11	0.89	2.00	1.20	0.80
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	2100	1598	3150	2267	1432
Capacity Analysis Module:												
Vol/Sat:	0.12	0.17	0.31	0.23	0.29	0.18	0.04	0.24	0.24	0.12	0.19	0.19
Crit Moves:	****			****			****			****		
Green Time:	21.9	50.6	72.4	61.2	90.0	108.5	18.5	44.3	44.3	21.8	47.6	47.6
Volume/Cap:	1.03	0.63	0.82	0.73	0.62	0.32	0.39	1.03	1.03	1.03	0.76	0.76
Delay/Veh:	139.9	62.4	60.9	57.9	30.4	13.9	81.9	112	112.0	140.0	69.4	69.4
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:	139.9	62.4	60.9	57.9	30.4	13.9	81.9	112	112.0	140.0	69.4	69.4
LOS by Move:	F	E	E	E	C	B	F	F	F	F	E	E
HCM2kAvgQ:	18	17	32	21	19	6	4	31	31	18	21	21

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750

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

Intersection #5725: CAPITOL EXP / QUIMBY RD



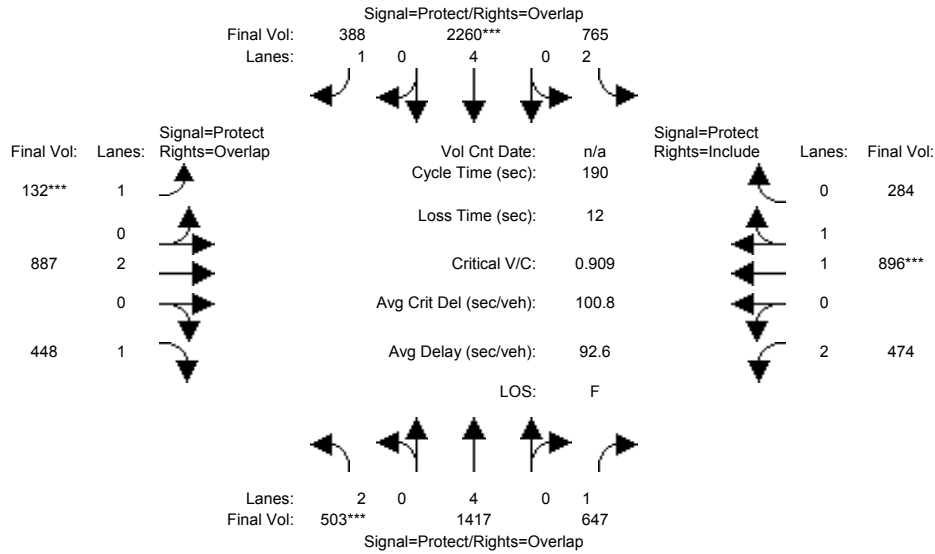
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	90	10	14	10	10	14	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Sep 2010 <<												
Base Vol:	374	1101	547	717	1903	323	67	506	385	373	429	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	374	1101	547	717	1903	323	67	506	385	373	429	250
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	129	284	100	25	324	65	65	381	63	101	467	13
Initial Fut:	503	1385	647	742	2227	388	132	887	448	474	896	263
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	503	1385	647	742	2227	388	132	887	448	474	896	263
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	503	1385	647	742	2227	388	132	887	448	474	896	263
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	503	1385	647	742	2227	388	132	887	448	474	896	263
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	1.00	2.00	1.00	2.00	1.53	0.47
Final Sat.:	3150	7600	1750	3150	7600	1750	1750	3800	1750	3150	2860	839
Capacity Analysis Module:												
Vol/Sat:	0.16	0.18	0.37	0.24	0.29	0.22	0.08	0.23	0.26	0.15	0.31	0.31
Crit Moves:	****			****			****			****		
Green Time:	25.0	55.4	80.1	59.6	90.0	104.0	14.0	38.3	63.3	24.7	49.0	49.0
Volume/Cap:	1.21	0.62	0.88	0.75	0.62	0.41	1.02	1.16	0.77	1.16	1.21	1.21
Delay/Veh:	199.3	58.8	61.9	60.4	30.3	17.4	173.7	161	62.9	177.6	177	176.7
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:	199.3	58.8	61.9	60.4	30.3	17.4	173.7	161	62.9	177.6	177	176.7
LOS by Move:	F	E	E	E	C	B	F	F	E	F	F	F
HCM2kAvgQ:	26	17	39	22	19	9	10	34	27	24	49	49

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750

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

Intersection #5725: CAPITOL EXP / QUIMBY RD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	90	10	14	10	10	14	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	503	1385	647	742	2227	388	132	887	448	474	896	263
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	503	1385	647	742	2227	388	132	887	448	474	896	263
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	0	32	0	23	33	0	0	0	0	0	0	21
Initial Fut:	503	1417	647	765	2260	388	132	887	448	474	896	284
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	503	1417	647	765	2260	388	132	887	448	474	896	284
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	503	1417	647	765	2260	388	132	887	448	474	896	284
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	503	1417	647	765	2260	388	132	887	448	474	896	284

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	1.00	2.00	1.00	2.00	1.51	0.49
Final Sat.:	3150	7600	1750	3150	7600	1750	1750	3800	1750	3150	2809	890

Capacity Analysis Module:

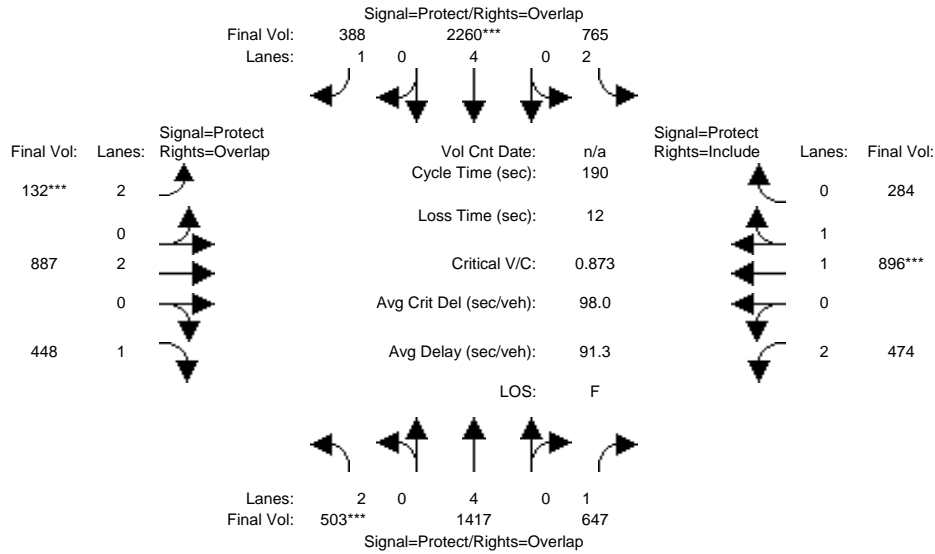
Vol/Sat:	0.16	0.19	0.37	0.24	0.30	0.22	0.08	0.23	0.26	0.15	0.32	0.32
Crit Moves:	****			****			****			****		
Green Time:	24.7	54.4	79.2	60.3	90.0	104.0	14.0	38.5	63.2	24.8	49.3	49.3
Volume/Cap:	1.23	0.65	0.89	0.77	0.63	0.41	1.02	1.15	0.77	1.15	1.23	1.23
Delay/Veh:	205.5	60.2	63.9	60.4	30.5	17.4	173.7	159	63.1	175.4	183	182.6
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:	205.5	60.2	63.9	60.4	30.5	17.4	173.7	159	63.1	175.4	183	182.6
LOS by Move:	F	E	E	E	C	B	F	F	E	F	F	F
HCM2kAvgQ:	27	18	40	23	19	9	10	34	27	24	50	50

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750

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

Intersection #5725: CAPITOL EXP / QUIMBY RD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	90	10	14	10	10	14	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	503	1385	647	742	2227	388	132	887	448	474	896	263
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	503	1385	647	742	2227	388	132	887	448	474	896	263
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	0	32	0	23	33	0	0	0	0	0	0	21
Initial Fut:	503	1417	647	765	2260	388	132	887	448	474	896	284
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	503	1417	647	765	2260	388	132	887	448	474	896	284
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	503	1417	647	765	2260	388	132	887	448	474	896	284
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	503	1417	647	765	2260	388	132	887	448	474	896	284

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	1.51	0.49
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	2809	890

Capacity Analysis Module:

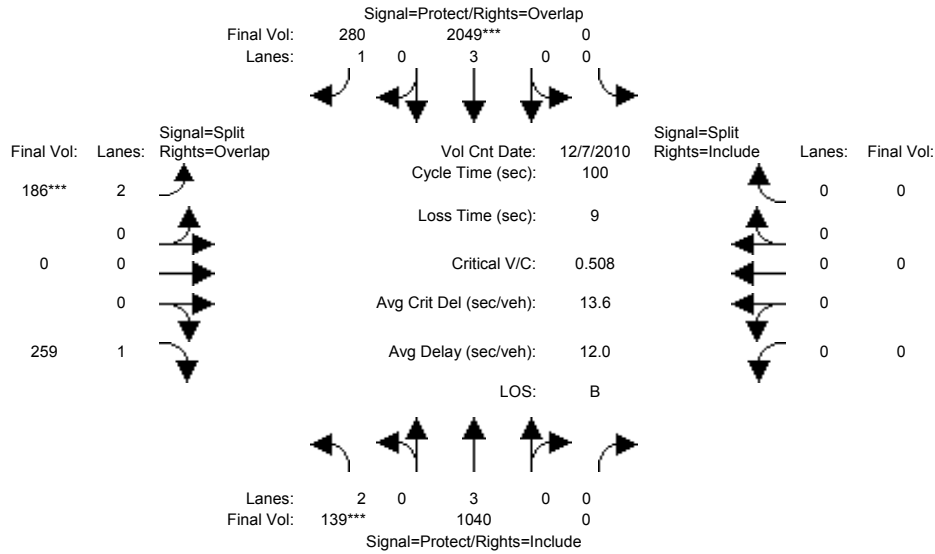
Vol/Sat:	0.16	0.19	0.37	0.24	0.30	0.22	0.04	0.23	0.26	0.15	0.32	0.32
Crit Moves:	****			****			****			****		
Green Time:	24.7	54.4	79.2	60.3	90.0	104.0	14.0	38.5	63.2	24.8	49.3	49.3
Volume/Cap:	1.23	0.65	0.89	0.77	0.63	0.41	0.57	1.15	0.77	1.15	1.23	1.23
Delay/Veh:	205.5	60.2	63.9	60.4	30.5	17.4	88.4	159	63.1	175.4	183	182.6
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:	205.5	60.2	63.9	60.4	30.5	17.4	88.4	159	63.1	175.4	183	182.6
LOS by Move:	F	E	E	E	C	B	F	F	E	F	F	F
HCM2kAvgQ:	27	18	40	23	19	9	5	34	27	24	50	50

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750

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

Intersection #5726: CAPITOL/EASTRIDGE



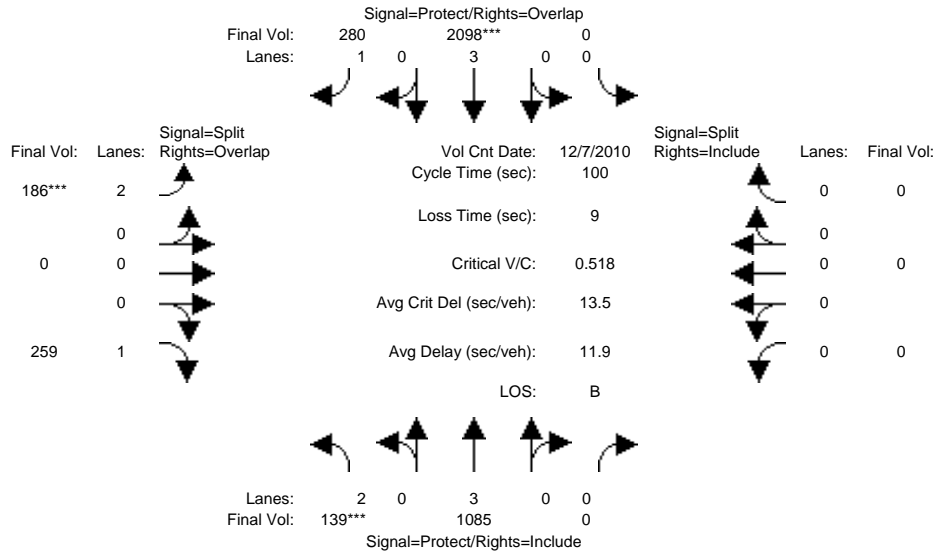
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Dec 2010 << 5:00-6:00 PM; 15%/14% HOV Reduction (NB/SB)												
Base Vol:	139	1224	0	0	2383	280	186	0	259	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:	139	1224	0	0	2383	280	186	0	259	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	1224	0	0	2383	280	186	0	259	0	0	0
User Adj:	1.00	0.85	1.00	1.00	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	1040	0	0	2049	280	186	0	259	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	1040	0	0	2049	280	186	0	259	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	139	1040	0	0	2049	280	186	0	259	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	5700	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.00	0.00	0.36	0.16	0.06	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	8.3	76.3	0.0	0.0	67.9	82.7	14.7	0.0	23.1	0.0	0.0	0.0
Volume/Cap:	0.53	0.24	0.00	0.00	0.53	0.19	0.40	0.00	0.64	0.00	0.00	0.00
Delay/Veh:	51.4	3.6	0.0	0.0	8.6	2.1	41.2	0.0	42.3	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:	51.4	3.6	0.0	0.0	8.6	2.1	41.2	0.0	42.3	0.0	0.0	0.0
LOS by Move:	D	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	3	3	0	0	11	2	3	0	9	0	0	0

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750

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

Intersection #5726: CAPITOL/EASTRIDGE



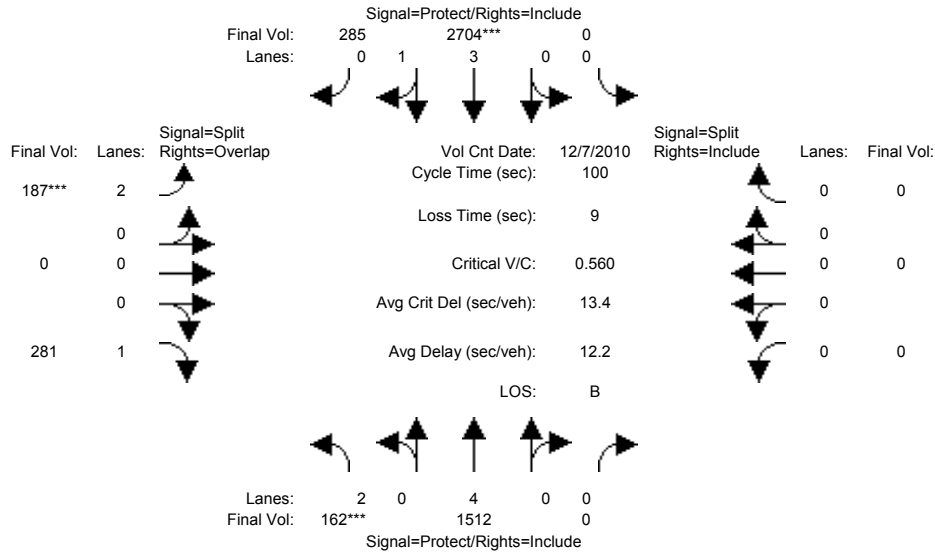
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	7 Dec 2010 << 5:00-6:00 PM; 15%/14% HOV Reduction (NB/SB)											
Base Vol:	139	1224	0	0	2383	280	186	0	259	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:	139	1224	0	0	2383	280	186	0	259	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	0	53	0	0	56	0	0	0	0	0	0	0
Initial Fut:	139	1277	0	0	2439	280	186	0	259	0	0	0
User Adj:	1.00	0.85	1.00	1.00	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	1085	0	0	2098	280	186	0	259	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	1085	0	0	2098	280	186	0	259	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	139	1085	0	0	2098	280	186	0	259	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	5700	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.00	0.00	0.37	0.16	0.06	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	8.2	76.5	0.0	0.0	68.3	82.8	14.5	0.0	22.7	0.0	0.0	0.0
Volume/Cap:	0.54	0.25	0.00	0.00	0.54	0.19	0.41	0.00	0.65	0.00	0.00	0.00
Delay/Veh:	51.9	3.5	0.0	0.0	8.5	2.1	41.6	0.0	43.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.9	3.5	0.0	0.0	8.5	2.1	41.6	0.0	43.2	0.0	0.0	0.0
LOS by Move:	D	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	3	3	0	0	11	2	3	0	9	0	0	0

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750

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

Intersection #5726: CAPITOL/EASTRIDGE



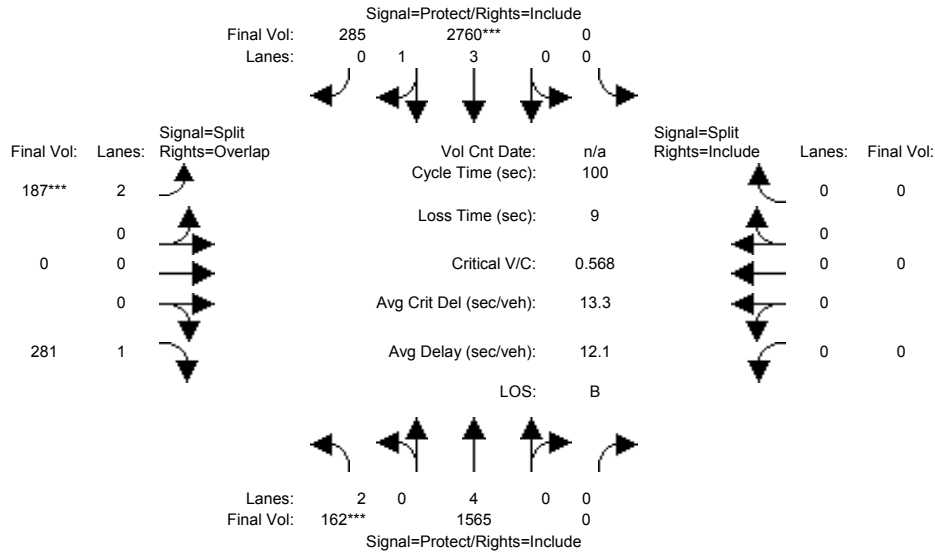
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	7 Dec 2010 << 5:00-6:00 PM											
Base Vol:	139	1224	0	0	2383	280	186	0	259	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:	139	1224	0	0	2383	280	186	0	259	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	23	288	0	0	321	5	1	0	22	0	0	0
Initial Fut:	162	1512	0	0	2704	285	187	0	281	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:	162	1512	0	0	2704	285	187	0	281	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	1512	0	0	2704	285	187	0	281	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	162	1512	0	0	2704	285	187	0	281	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	4.00	0.00	0.00	3.60	0.40	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	7600	0	0	6784	715	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.20	0.00	0.00	0.40	0.40	0.06	0.00	0.16	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	8.7	75.8	0.0	0.0	67.1	67.1	15.2	0.0	23.9	0.0	0.0	0.0
Volume/Cap:	0.59	0.26	0.00	0.00	0.59	0.59	0.39	0.00	0.67	0.00	0.00	0.00
Delay/Veh:	53.2	3.8	0.0	0.0	9.5	9.5	40.6	0.0	42.8	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:	53.2	3.8	0.0	0.0	9.5	9.5	40.6	0.0	42.8	0.0	0.0	0.0
LOS by Move:	D	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	3	4	0	0	13	13	3	0	10	0	0	0

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750

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

Intersection #5726: CAPITOL/EASTRIDGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	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

Volume Module: 5:00-6:00 PM

Base Vol:	162	1512	0	0	2704	285	187	0	281	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:	162	1512	0	0	2704	285	187	0	281	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	0	53	0	0	56	0	0	0	0	0	0	0
Initial Fut:	162	1565	0	0	2760	285	187	0	281	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:	162	1565	0	0	2760	285	187	0	281	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	1565	0	0	2760	285	187	0	281	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	162	1565	0	0	2760	285	187	0	281	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	4.00	0.00	0.00	3.61	0.39	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	7600	0	0	6797	702	3150	0	1750	0	0	0

Capacity Analysis Module:

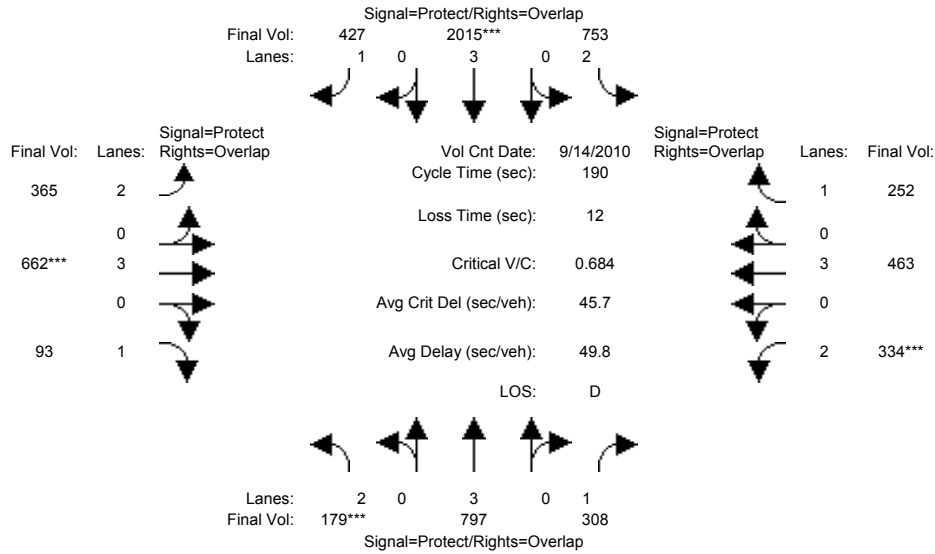
Vol/Sat:	0.05	0.21	0.00	0.00	0.41	0.41	0.06	0.00	0.16	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	8.5	76.0	0.0	0.0	67.4	67.4	15.0	0.0	23.6	0.0	0.0	0.0
Volume/Cap:	0.60	0.27	0.00	0.00	0.60	0.60	0.39	0.00	0.68	0.00	0.00	0.00
Delay/Veh:	53.7	3.8	0.0	0.0	9.5	9.5	40.8	0.0	43.6	0.0	0.0	0.0
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:	53.7	3.8	0.0	0.0	9.5	9.5	40.8	0.0	43.6	0.0	0.0	0.0
LOS by Move:	D	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	3	4	0	0	13	13	3	0	10	0	0	0

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750

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

Intersection #5727: CAPITOL/TULLY

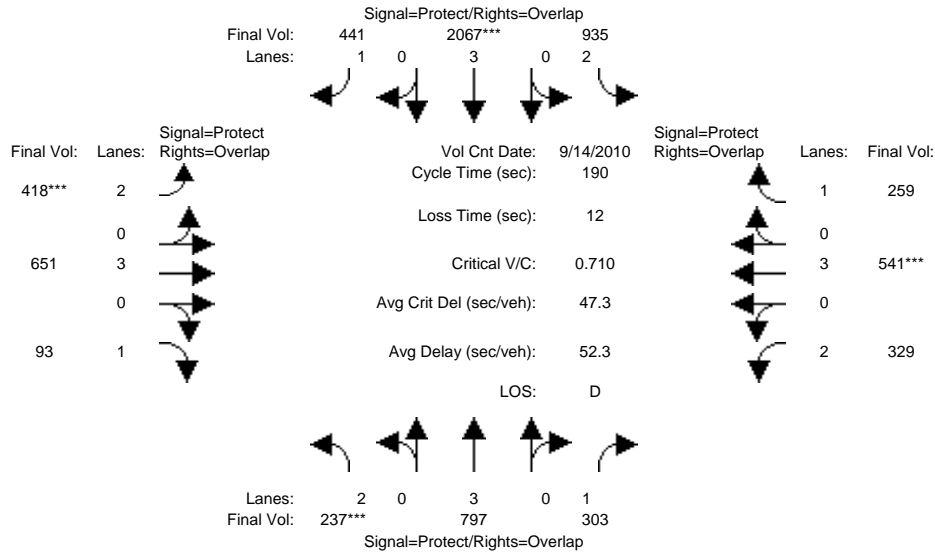


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	52	10	14	97	10	14	10	10	14	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Sep 2010 << 15%/14% HOV Reduction (NB/SB)												
Base Vol:	179	938	308	753	2343	427	365	662	93	334	463	252
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	179	938	308	753	2343	427	365	662	93	334	463	252
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	179	938	308	753	2343	427	365	662	93	334	463	252
User Adj:	1.00	0.85	1.00	1.00	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	179	797	308	753	2015	427	365	662	93	334	463	252
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	179	797	308	753	2015	427	365	662	93	334	463	252
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	179	797	308	753	2015	427	365	662	93	334	463	252
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	1.00	0.78	0.79	1.00	0.78	0.79	1.00	0.78	0.79	1.00	0.78
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.:	2992	5700	1488	2992	5700	1488	2992	5700	1488	2992	5700	1488
Capacity Analysis Module:												
Vol/Sat:	0.06	0.14	0.21	0.25	0.35	0.29	0.12	0.12	0.06	0.11	0.08	0.17
Crit Moves:	****			****			****			****		
Green Time:	16.6	59.8	90.8	55.0	98.2	136.1	38.0	32.2	48.9	31.0	25.3	80.3
Volume/Cap:	0.68	0.44	0.43	0.87	0.68	0.40	0.61	0.68	0.24	0.68	0.61	0.40
Delay/Veh:	91.5	52.0	33.1	73.2	26.1	2.2	71.1	76.1	56.3	78.9	79.2	38.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.5	52.0	33.1	73.2	26.1	2.2	71.1	76.1	56.3	78.9	79.2	38.6
LOS by Move:	F	D	C	E	C	A	E	E	E	E	E	D
HCM2kAvgQ:	7	12	12	27	23	2	12	12	5	11	9	14

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing + Project (PM)

Intersection #5727: CAPITOL/TULLY

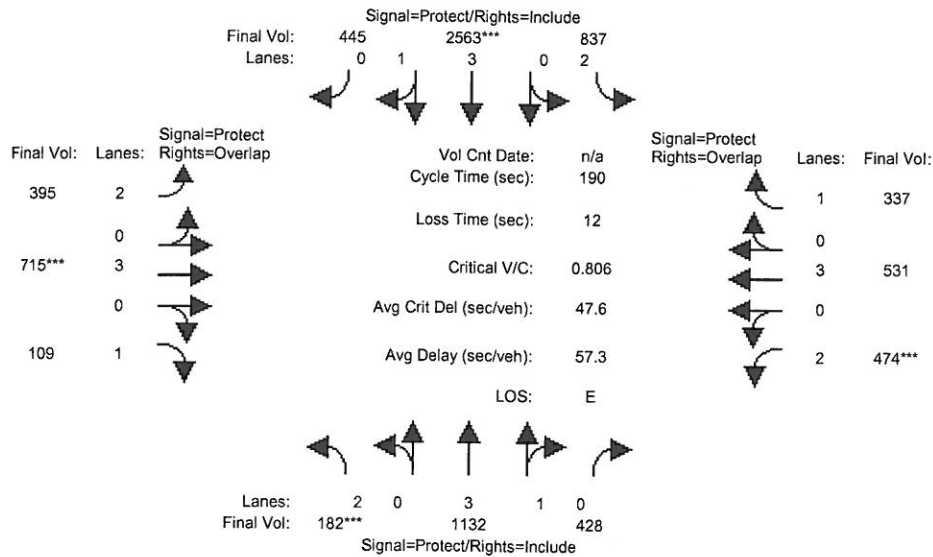


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	52	10	14	97	10	14	10	10	14	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Sep 2010 << 15%/14% HOV Reduction (NB/SB)												
Base Vol:	179	938	308	753	2343	427	365	662	93	334	463	252
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	179	938	308	753	2343	427	365	662	93	334	463	252
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	58	0	-5	182	61	14	53	-11	0	-5	78	7
Initial Fut:	237	938	303	935	2404	441	418	651	93	329	541	259
User Adj:	1.00	0.85	1.00	1.00	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	237	797	303	935	2067	441	418	651	93	329	541	259
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	797	303	935	2067	441	418	651	93	329	541	259
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	237	797	303	935	2067	441	418	651	93	329	541	259
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.17	0.30	0.36	0.25	0.13	0.11	0.05	0.10	0.09	0.15
Crit Moves:	****			****			****			****		
Green Time:	20.1	56.2	85.3	60.9	97.0	132.5	35.5	31.8	51.9	29.1	25.4	86.3
Volume/Cap:	0.71	0.47	0.39	0.93	0.71	0.36	0.71	0.68	0.19	0.68	0.71	0.33
Delay/Veh:	89.1	55.0	35.2	74.2	27.6	3.3	76.5	76.4	53.2	80.1	81.9	33.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.1	55.0	35.2	74.2	27.6	3.3	76.5	76.4	53.2	80.1	81.9	33.4
LOS by Move:	F	D	D	E	C	A	E	E	D	F	F	C
HCM2kAvgQ:	9	12	12	34	25	3	14	12	5	11	10	14

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background PM

Intersection #5727: CAPITOL/TULLY



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	52	10	14	97	10	14	10	10	14	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	182	1132	428	837	2563	445	395	715	109	474	531	337
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	182	1132	428	837	2563	445	395	715	109	474	531	337
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	182	1132	428	837	2563	445	395	715	109	474	531	337
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	182	1132	428	837	2563	445	395	715	109	474	531	337
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	1132	428	837	2563	445	395	715	109	474	531	337
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	182	1132	428	837	2563	445	395	715	109	474	531	337

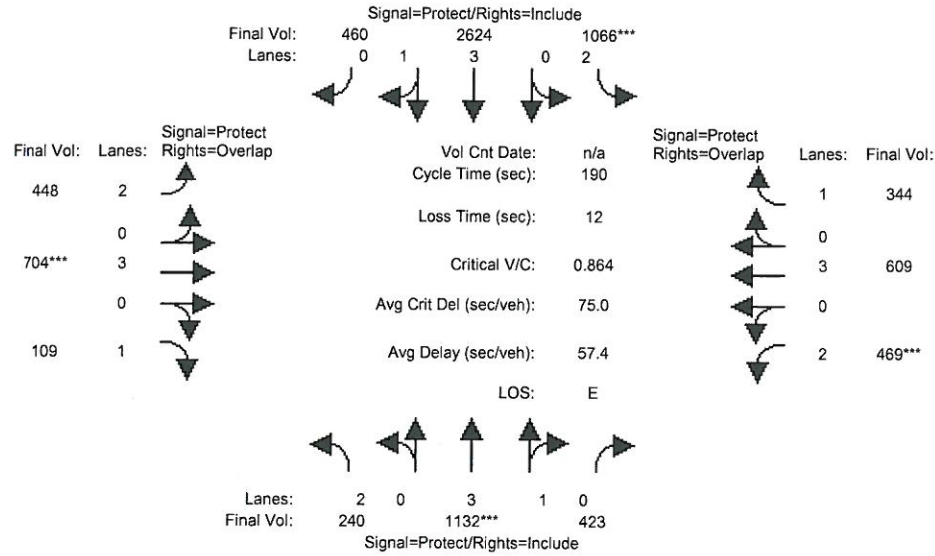
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	0.96	0.88	0.79	0.97	0.93	0.79	1.00	0.78	0.79	1.00	0.78
Lanes:	2.00	3.00	1.00	2.00	3.38	0.62	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2992	5466	1678	2992	6248	1085	2992	5700	1488	2992	5700	1488

Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.26	0.28	0.41	0.41	0.13	0.13	0.07	0.16	0.09	0.23
Crit Moves:	****				****			****		****		
Green Time:	14.3	55.0	55.0	56.3	97.0	97.0	39.1	29.5	43.8	37.2	27.6	83.9
Volume/Cap:	0.81	0.71	0.88	0.94	0.80	0.80	0.64	0.81	0.32	0.81	0.64	0.51
Delay/Veh:	105.7	61.6	69.8	82.9	30.3	30.3	71.3	83.1	61.3	81.2	78.3	39.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	105.7	61.6	69.8	82.9	30.3	30.3	71.3	83.1	61.3	81.2	78.3	39.0
LOS by Move:	F	E	E	F	C	C	E	F	E	F	E	D
HCM2kAvgQ:	8	20	28	32	32	32	13	14	6	17	10	19

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project PM

Intersection #5727: CAPITOL/TULLY



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	52	10	14	97	10	14	10	10	14	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	182	1132	428	837	2563	445	395	715	109	474	531	337
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	182	1132	428	837	2563	445	395	715	109	474	531	337
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	58	0	-5	229	61	15	53	-11	0	-5	78	7
Initial Fut:	240	1132	423	1066	2624	460	448	704	109	469	609	344
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	1132	423	1066	2624	460	448	704	109	469	609	344
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	1132	423	1066	2624	460	448	704	109	469	609	344
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	240	1132	423	1066	2624	460	448	704	109	469	609	344

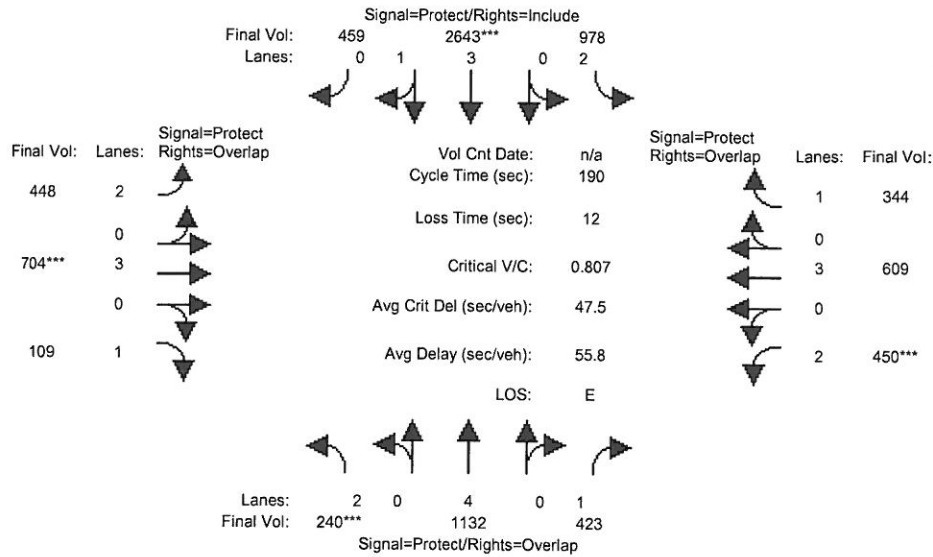
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.38	0.62	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	6379	1118	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:												
Vol/Sat:	0.08	0.20	0.24	0.34	0.41	0.41	0.14	0.12	0.06	0.15	0.11	0.20
Crit Moves:	****			****			****			****		
Green Time:	15.8	52.0	52.0	69.8	106	106.0	32.1	25.5	41.3	30.7	24.1	93.9
Volume/Cap:	0.92	0.73	0.88	0.92	0.74	0.74	0.84	0.92	0.29	0.92	0.84	0.40
Delay/Veh:	120.3	63.8	71.8	65.2	21.7	21.7	88.1	97.7	62.5	100.6	89.9	30.5
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:	120.3	63.8	71.8	65.2	21.7	21.7	88.1	97.7	62.5	100.6	89.9	30.5
LOS by Move:	F	E	E	E	C	C	F	F	E	F	F	C
HCM2kAvgQ:	11	20	28	38	26	26	16	15	6	18	12	18

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Mitigated Project PM

Intersection #5727: CAPITOL/TULLY



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	52	10	14	97	10	14	10	10	14	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	182	1132	428	796	2582	445	395	715	109	455	531	337
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	182	1132	428	796	2582	445	395	715	109	455	531	337
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	58	0	-5	182	61	14	53	-11	0	-5	78	7
Initial Fut:	240	1132	423	978	2643	459	448	704	109	450	609	344
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	1132	423	978	2643	459	448	704	109	450	609	344
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	1132	423	978	2643	459	448	704	109	450	609	344
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	240	1132	423	978	2643	459	448	704	109	450	609	344

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	3.38	0.62	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	7600	1750	3150	6388	1109	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

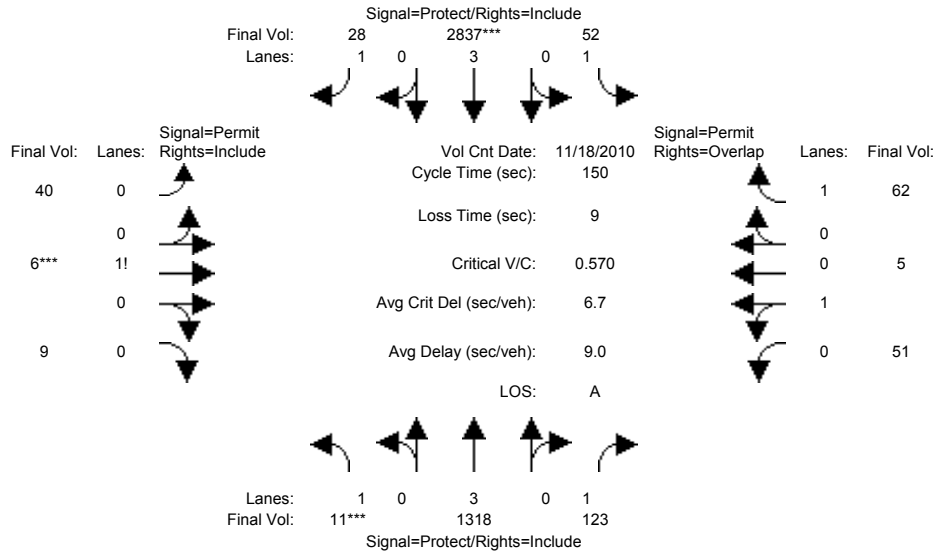
Vol/Sat:	0.08	0.15	0.24	0.31	0.41	0.41	0.14	0.12	0.06	0.14	0.11	0.20
Crit Moves:	****				****			****			****	
Green Time:	17.9	54.0	87.6	61.3	97.4	97.4	35.8	29.1	47.0	33.6	26.9	88.2
Volume/Cap:	0.81	0.52	0.52	0.96	0.81	0.81	0.75	0.81	0.25	0.81	0.75	0.42
Delay/Veh:	99.3	57.4	37.0	80.9	30.1	30.1	78.4	83.4	57.7	83.6	82.5	34.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.3	57.4	37.0	80.9	30.1	30.1	78.4	83.4	57.7	83.6	82.5	34.3
LOS by Move:	F	E	D	F	C	C	E	F	E	F	F	C
HCM2kAvgQ:	10	14	18	38	33	33	16	14	6	16	12	19

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750

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

Intersection #5728: CAPITOL/CUNNINGHAM



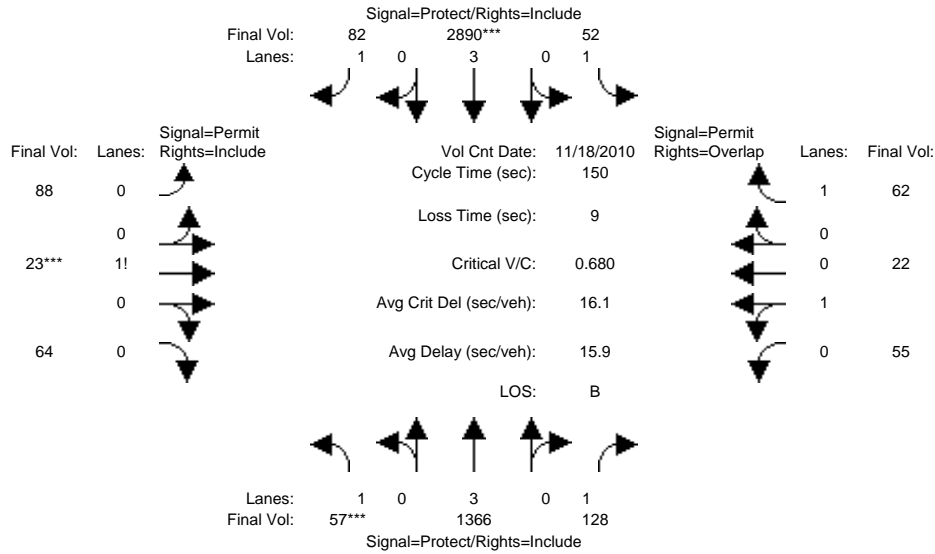
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Nov 2010 << 5:00-6:00 PM; 15%/14% HOV Reduction (NB/SB)												
Base Vol:	11	1551	123	52	3299	28	40	6	9	51	5	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	1551	123	52	3299	28	40	6	9	51	5	62
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	1551	123	52	3299	28	40	6	9	51	5	62
User Adj:	1.00	0.85	1.00	1.00	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	1318	123	52	2837	28	40	6	9	51	5	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	1318	123	52	2837	28	40	6	9	51	5	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	11	1318	123	52	2837	28	40	6	9	51	5	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.73	0.11	0.16	0.91	0.09	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1273	191	286	1639	161	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.07	0.03	0.50	0.02	0.03	0.03	0.03	0.03	0.03	0.04
Crit Moves:	****				****			****				
Green Time:	7.0	109	109.0	22.0	124	124.0	10.0	10.0	10.0	10.0	10.0	32.0
Volume/Cap:	0.13	0.32	0.10	0.20	0.60	0.02	0.47	0.47	0.47	0.47	0.47	0.17
Delay/Veh:	72.0	7.5	6.2	58.1	5.1	2.3	80.5	80.5	80.5	79.9	79.9	49.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.0	7.5	6.2	58.1	5.1	2.3	80.5	80.5	80.5	79.9	79.9	49.1
LOS by Move:	E	A	A	E	A	A	F	F	F	E	E	D
HCM2kAvgQ:	1	7	2	2	15	0	3	3	3	3	3	2

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750

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

Intersection #5728: CAPITOL/CUNNINGHAM

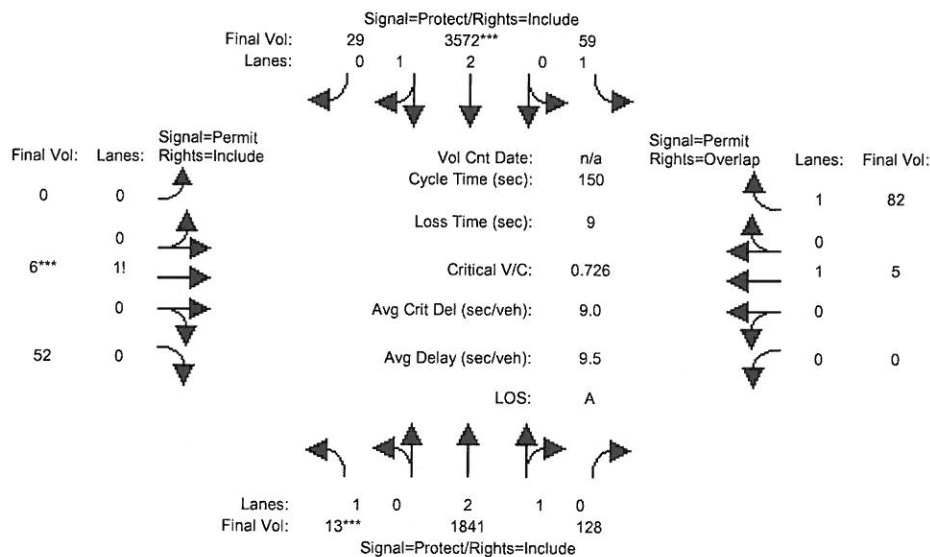


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Nov 2010 << 5:00-6:00 PM; 15%/14% HOV Reduction (NB/SB)												
Base Vol:	11	1551	123	52	3299	28	40	6	9	51	5	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	1551	123	52	3299	28	40	6	9	51	5	62
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	46	56	5	0	62	54	48	17	55	4	17	0
Initial Fut:	57	1607	128	52	3361	82	88	23	64	55	22	62
User Adj:	1.00	0.85	1.00	1.00	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	1366	128	52	2890	82	88	23	64	55	22	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	1366	128	52	2890	82	88	23	64	55	22	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	57	1366	128	52	2890	82	88	23	64	55	22	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.50	0.13	0.37	0.71	0.29	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	880	230	640	1286	514	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.24	0.07	0.03	0.51	0.05	0.10	0.10	0.10	0.04	0.04	0.04
Crit Moves:	****				****							
Green Time:	7.2	99.6	99.6	19.4	112	111.8	22.0	22.0	22.0	22.0	22.0	41.4
Volume/Cap:	0.68	0.36	0.11	0.23	0.68	0.06	0.68	0.68	0.68	0.29	0.29	0.13
Delay/Veh:	106.8	11.4	9.3	61.0	10.8	5.2	74.3	74.3	74.3	59.8	59.8	41.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	106.8	11.4	9.3	61.0	10.8	5.2	74.3	74.3	74.3	59.8	59.8	41.3
LOS by Move:	F	B	A	E	B	A	E	E	E	E	E	D
HCM2kAvgQ:	4	9	2	2	23	1	9	9	9	3	3	2

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #5728: CAPITOL/CUNNINGHAM



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: 5:00-6:00 PM

Base Vol:	13	1841	128	59	3572	29	0	6	52	0	5	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:	13	1841	128	59	3572	29	0	6	52	0	5	82
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	1841	128	59	3572	29	0	6	52	0	5	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	1841	128	59	3572	29	0	6	52	0	5	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	1841	128	59	3572	29	0	6	52	0	5	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	13	1841	128	59	3572	29	0	6	52	0	5	82

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.80	0.20	1.00	2.97	0.03	0.00	0.10	0.90	0.00	1.00	1.00
Final Sat.:	1750	5235	364	1750	5555	45	0	186	1614	0	1900	1750

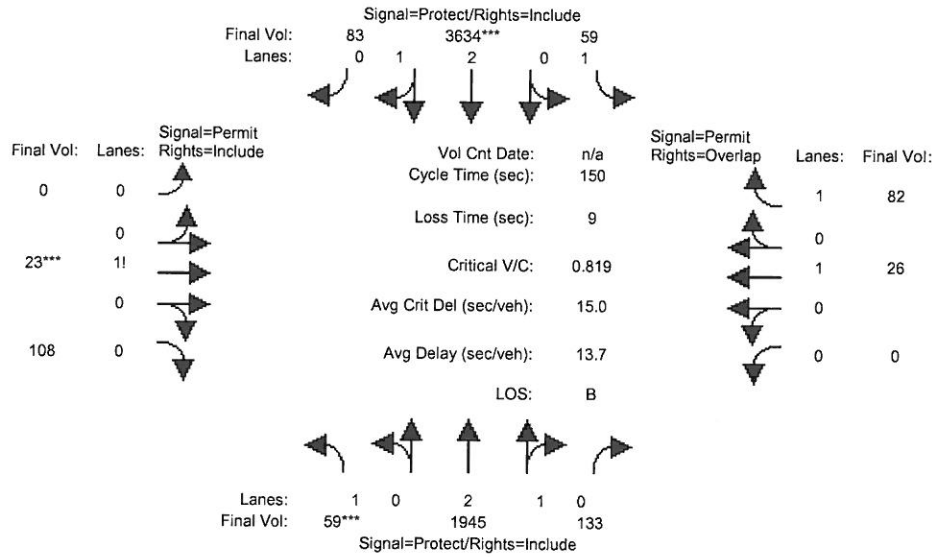
Capacity Analysis Module:

Vol/Sat:	0.01	0.35	0.35	0.03	0.64	0.64	0.00	0.03	0.03	0.00	0.00	0.05
Crit Moves:	****				****			****				
Green Time:	7.0	116	115.7	15.3	124	124.0	0.0	10.0	10.0	0.0	10.0	25.3
Volume/Cap:	0.16	0.46	0.46	0.33	0.78	0.78	0.00	0.48	0.48	0.00	0.04	0.28
Delay/Veh:	72.8	6.4	6.4	67.4	7.7	7.7	0.0	80.8	80.8	0.0	66.1	56.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.8	6.4	6.4	67.4	7.7	7.7	0.0	80.8	80.8	0.0	66.1	56.7
LOS by Move:	E	A	A	E	A	A	A	F	F	A	E	E
HCM2kAvgQ:	1	11	11	3	25	25	0	3	3	0	0	4

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project PM

Intersection #5728: CAPITOL/CUNNINGHAM



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: 5:00-6:00 PM

Base Vol:	13	1841	128	59	3572	29	0	6	52	0	5	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:	13	1841	128	59	3572	29	0	6	52	0	5	82
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	46	104	5	0	62	54	0	17	56	0	21	0
Initial Fut:	59	1945	133	59	3634	83	0	23	108	0	26	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	1945	133	59	3634	83	0	23	108	0	26	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	1945	133	59	3634	83	0	23	108	0	26	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	59	1945	133	59	3634	83	0	23	108	0	26	82

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	2.80	0.20	1.00	2.93	0.07	0.00	0.18	0.82	0.00	1.00	1.00
Final Sat.:	1750	5241	358	1750	5475	125	0	316	1484	0	1900	1750

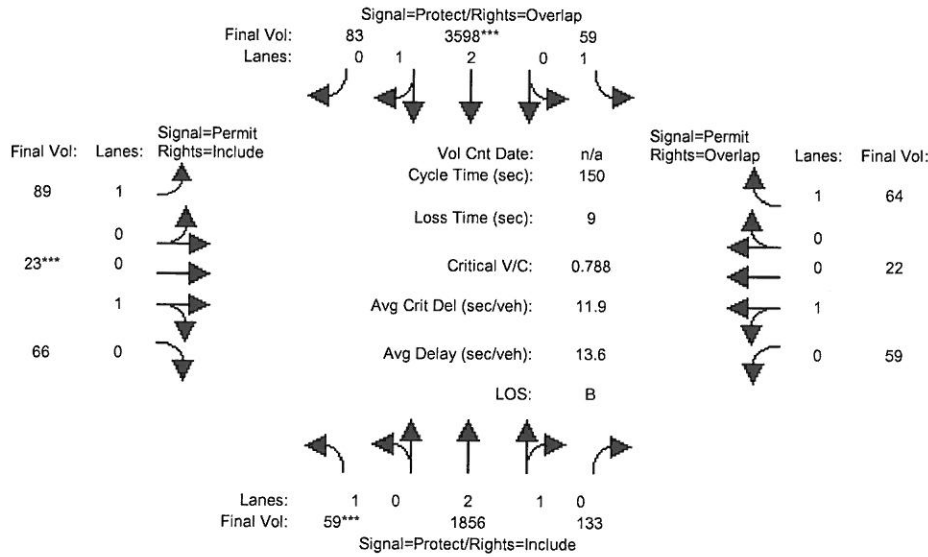
Capacity Analysis Module:

Vol/Sat:	0.03	0.37	0.37	0.03	0.66	0.66	0.00	0.07	0.07	0.00	0.01	0.05
Crit Moves:	****			****			****					
Green Time:	7.0	113	113.5	14.3	121	120.8	0.0	13.2	13.2	0.0	13.2	27.5
Volume/Cap:	0.72	0.49	0.49	0.35	0.82	0.82	0.00	0.82	0.82	0.00	0.16	0.26
Delay/Veh:	113.3	7.5	7.5	69.4	10.3	10.3	0.0	104	103.7	0.0	65.2	54.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	113.3	7.5	7.5	69.4	10.3	10.3	0.0	104	103.7	0.0	65.2	54.4
LOS by Move:	F	A	A	E	B	B	A	F	F	A	E	D
HCM2kAvgQ:	4	12	12	3	31	31	0	8	8	0	1	3

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Mitigated Project PM

Intersection #5728: CAPITOL/CUNNINGHAM



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: 5:00-6:00 PM

Base Vol:	13	1800	128	59	3536	29	41	6	11	55	5	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	1800	128	59	3536	29	41	6	11	55	5	64
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	46	56	5	0	62	54	48	17	55	4	17	0
Initial Fut:	59	1856	133	59	3598	83	89	23	66	59	22	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	1856	133	59	3598	83	89	23	66	59	22	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	1856	133	59	3598	83	89	23	66	59	22	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	59	1856	133	59	3598	83	89	23	66	59	22	64

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.79	0.21	1.00	2.93	0.07	1.00	0.26	0.74	0.73	0.27	1.00
Final Sat.:	1750	5225	374	1750	5474	126	1750	465	1335	1311	489	1750

Capacity Analysis Module:

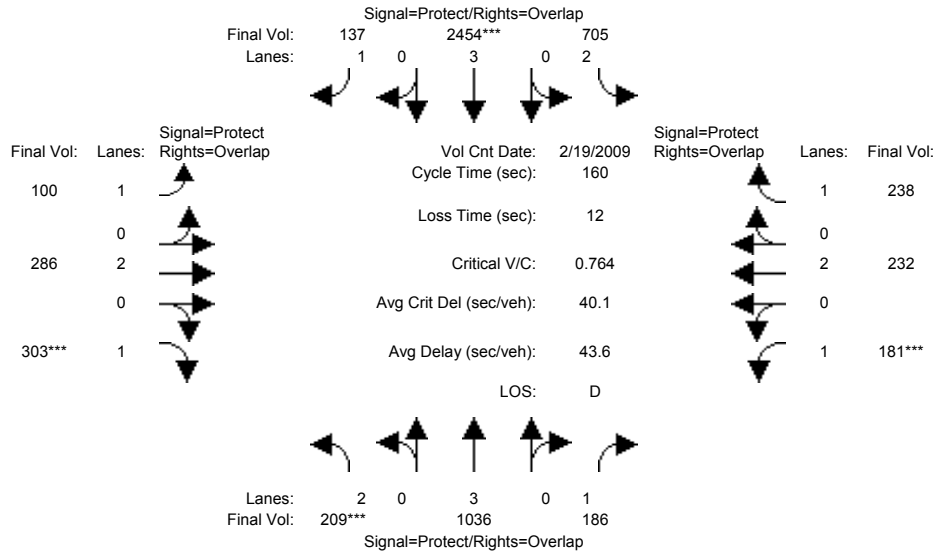
Vol/Sat:	0.03	0.36	0.36	0.03	0.66	0.66	0.05	0.05	0.05	0.05	0.05	0.04
Crit Moves:	****				****			****				
Green Time:	7.0	116	115.8	15.2	124	124.0	10.0	10.0	10.0	10.0	10.0	25.2
Volume/Cap:	0.72	0.46	0.46	0.33	0.80	0.80	0.76	0.74	0.74	0.68	0.68	0.22
Delay/Veh:	113.3	6.4	6.4	67.6	8.1	8.1	105.7	102	102.2	94.8	94.8	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:	113.3	6.4	6.4	67.6	8.1	8.1	105.7	102	102.2	94.8	94.8	55.6
LOS by Move:	F	A	A	E	A	A	F	F	F	F	F	E
HCM2kAvgQ:	4	11	11	3	27	27	6	6	6	4	4	3

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750

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

Intersection #5729: CAPITOL/OCALA



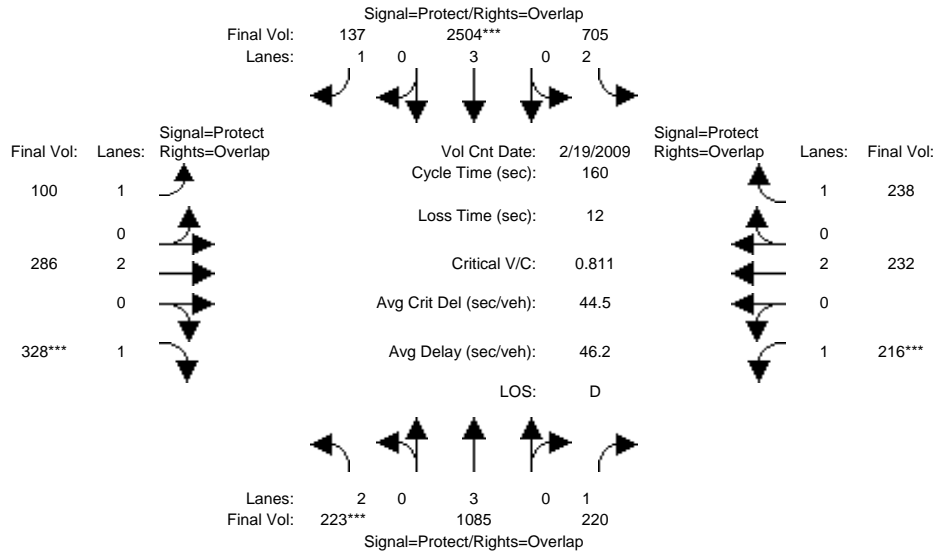
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Feb 2009 << 5:00-6:00PM; 12% HOV Reduction												
Base Vol:	209	1177	186	705	2789	137	100	286	303	181	232	238
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	209	1177	186	705	2789	137	100	286	303	181	232	238
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	209	1177	186	705	2789	137	100	286	303	181	232	238
User Adj:	1.00	0.88	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	209	1036	186	705	2454	137	100	286	303	181	232	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	209	1036	186	705	2454	137	100	286	303	181	232	238
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	209	1036	186	705	2454	137	100	286	303	181	232	238
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.18	0.11	0.22	0.43	0.08	0.06	0.08	0.17	0.10	0.06	0.14
Crit Moves:	****			****					****	****		
Green Time:	13.9	46.6	68.2	57.4	90.1	111.1	21.0	22.4	36.2	21.6	23.0	80.4
Volume/Cap:	0.76	0.62	0.25	0.62	0.76	0.11	0.44	0.54	0.76	0.76	0.43	0.27
Delay/Veh:	89.7	50.9	30.2	45.0	28.6	8.3	69.9	67.9	71.0	87.4	64.9	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:	89.7	50.9	30.2	45.0	28.6	8.3	69.9	67.9	71.0	87.4	64.9	23.7
LOS by Move:	F	D	C	D	C	A	E	E	E	F	E	C
HCM2kAvgQ:	7	15	6	16	30	2	5	7	16	11	5	7

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750

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

Intersection #5729: CAPITOL/OCALA

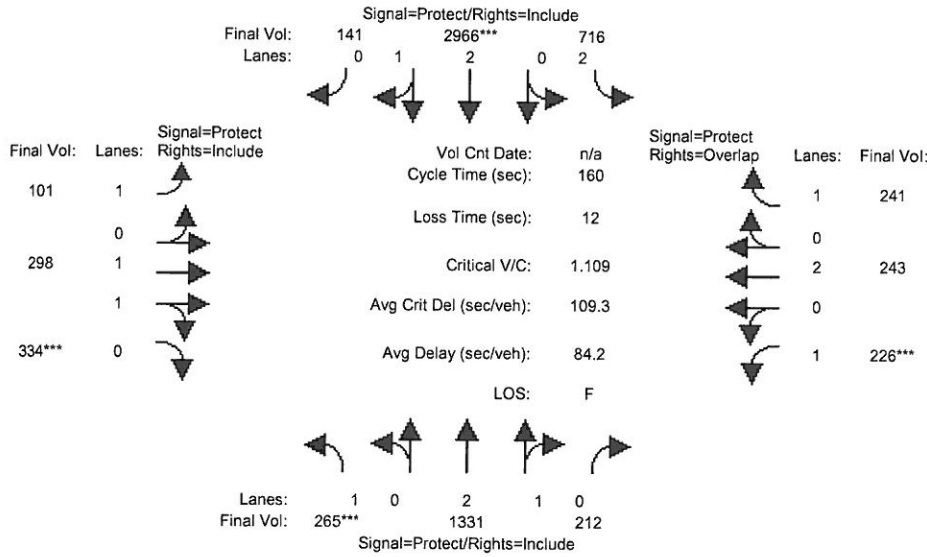


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Feb 2009 << 5:00-6:00PM; 12% HOV Reduction												
Base Vol:	209	1177	186	705	2789	137	100	286	303	181	232	238
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	209	1177	186	705	2789	137	100	286	303	181	232	238
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	14	56	34	0	56	0	0	0	25	35	0	0
Initial Fut:	223	1233	220	705	2845	137	100	286	328	216	232	238
User Adj:	1.00	0.88	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	223	1085	220	705	2504	137	100	286	328	216	232	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	223	1085	220	705	2504	137	100	286	328	216	232	238
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	223	1085	220	705	2504	137	100	286	328	216	232	238
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.13	0.22	0.44	0.08	0.06	0.08	0.19	0.12	0.06	0.14
Crit Moves:	****			****					****	****		
Green Time:	14.0	46.3	70.6	54.4	86.7	109.3	22.6	23.0	37.0	24.4	24.7	79.1
Volume/Cap:	0.81	0.66	0.28	0.66	0.81	0.11	0.40	0.52	0.81	0.81	0.39	0.28
Delay/Veh:	94.0	52.0	29.5	48.1	32.4	8.9	67.4	67.0	74.3	88.4	62.9	24.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.0	52.0	29.5	48.1	32.4	8.9	67.4	67.0	74.3	88.4	62.9	24.4
LOS by Move:	F	D	C	D	C	A	E	E	E	F	E	C
HCM2kAvgQ:	7	16	7	17	33	2	5	7	18	13	5	7

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background PM

Intersection #5729: CAPITOL/OCALA



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: 5:00-6:00PM

Base Vol:	265	1331	212	716	2966	141	101	298	334	226	243	241
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	265	1331	212	716	2966	141	101	298	334	226	243	241
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	265	1331	212	716	2966	141	101	298	334	226	243	241
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	265	1331	212	716	2966	141	101	298	334	226	243	241
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	265	1331	212	716	2966	141	101	298	334	226	243	241
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	265	1331	212	716	2966	141	101	298	334	226	243	241

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.57	0.43	2.00	2.86	0.14	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	4830	769	3150	5346	254	1750	1900	1750	1750	3800	1750

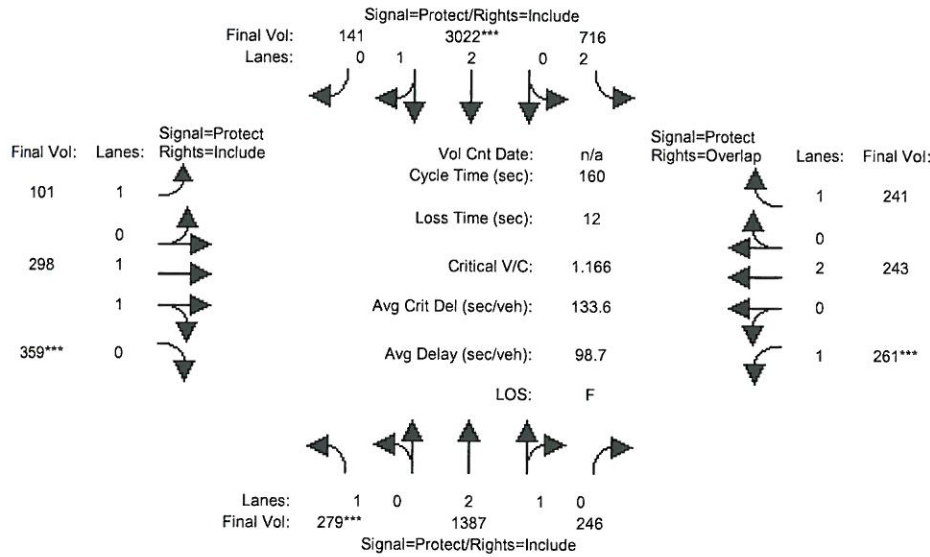
Capacity Analysis Module:

Vol/Sat:	0.15	0.28	0.28	0.23	0.55	0.55	0.06	0.16	0.19	0.13	0.06	0.14
Crit Moves:	****			****			****		****	****		
Green Time:	21.8	55.8	55.8	46.0	80.0	80.0	21.9	27.5	27.5	18.6	24.3	70.3
Volume/Cap:	1.11	0.79	0.79	0.79	1.11	1.11	0.42	0.91	1.11	1.11	0.42	0.31
Delay/Veh:	159.8	50.2	50.2	59.5	95.1	95.1	68.6	83.4	137.6	166.2	63.8	30.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	159.8	50.2	50.2	59.5	95.1	95.1	68.6	83.4	137.6	166.2	63.8	30.2
LOS by Move:	F	D	D	E	F	F	E	F	F	F	E	C
HCM2kAvgQ:	20	24	24	18	61	61	5	18	25	18	6	8

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project PM

Intersection #5729: CAPITOL/OCALA



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: 5:00-6:00PM

Base Vol:	265	1331	212	716	2966	141	101	298	334	226	243	241
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	265	1331	212	716	2966	141	101	298	334	226	243	241
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	14	56	34	0	56	0	0	0	25	35	0	0
Initial Fut:	279	1387	246	716	3022	141	101	298	359	261	243	241
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	279	1387	246	716	3022	141	101	298	359	261	243	241
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	279	1387	246	716	3022	141	101	298	359	261	243	241
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	279	1387	246	716	3022	141	101	298	359	261	243	241

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.53	0.47	2.00	2.86	0.14	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	4755	843	3150	5350	250	1750	1900	1750	1750	3800	1750

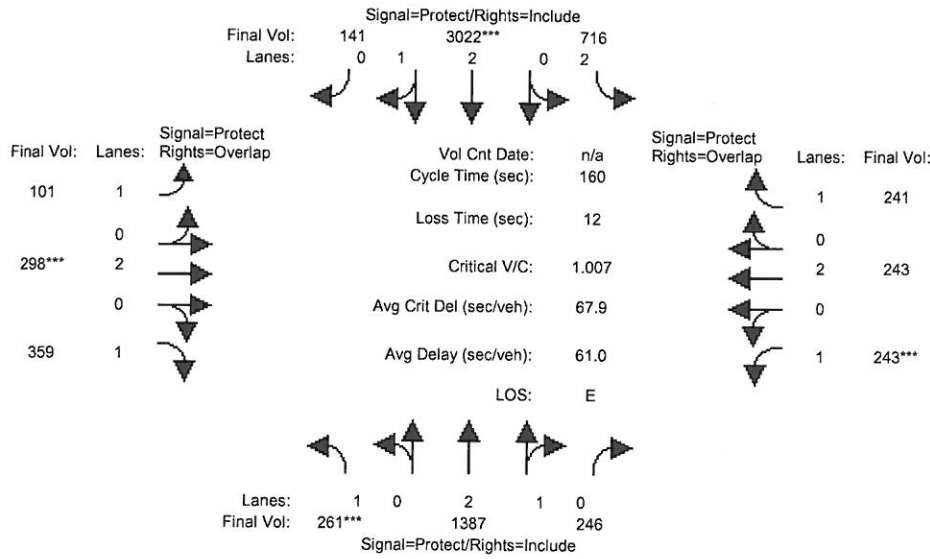
Capacity Analysis Module:

Vol/Sat:	0.16	0.29	0.29	0.23	0.56	0.56	0.06	0.16	0.21	0.15	0.06	0.14
Crit Moves:	****			****					****	****		
Green Time:	21.9	55.9	55.9	43.5	77.5	77.5	23.1	28.1	28.1	20.5	25.6	69.1
Volume/Cap:	1.17	0.84	0.84	0.84	1.17	1.17	0.40	0.89	1.17	1.17	0.40	0.32
Delay/Veh:	179.5	52.3	52.3	64.3	120	120.4	66.9	79.7	158.7	182.1	62.3	31.1
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:	179.5	52.3	52.3	64.3	120	120.4	66.9	79.7	158.7	182.1	62.3	31.1
LOS by Move:	F	D	D	E	F	F	E	E	F	F	E	C
HCM2kAvgQ:	22	27	27	19	68	68	5	17	29	22	5	8

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Mitigated Project PM

Intersection #5729: CAPITOL/OCALA



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: 5:00-6:00PM

Base Vol:	247	1331	212	716	2966	141	101	298	334	208	243	241
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	247	1331	212	716	2966	141	101	298	334	208	243	241
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	14	56	34	0	56	0	0	0	25	35	0	0
Initial Fut:	261	1387	246	716	3022	141	101	298	359	243	243	241
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	261	1387	246	716	3022	141	101	298	359	243	243	241
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	261	1387	246	716	3022	141	101	298	359	243	243	241
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	261	1387	246	716	3022	141	101	298	359	243	243	241

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.53	0.47	2.00	2.86	0.14	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	4755	843	3150	5350	250	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:

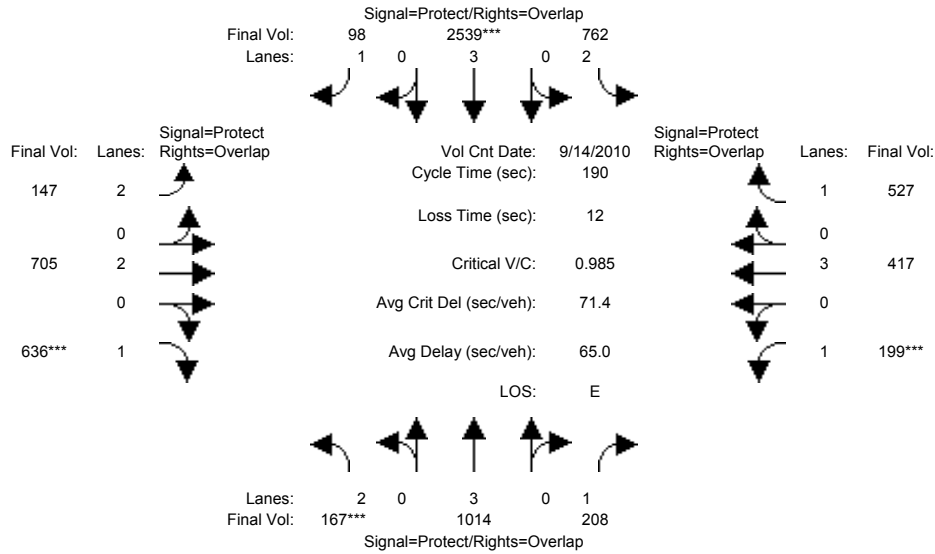
Vol/Sat:	0.15	0.29	0.29	0.23	0.56	0.56	0.06	0.08	0.21	0.14	0.06	0.14
Crit Moves:	****			****			****			****		
Green Time:	23.7	63.8	63.8	49.7	89.8	89.8	16.4	12.5	36.2	22.1	18.1	67.8
Volume/Cap:	1.01	0.73	0.73	0.73	1.01	1.01	0.56	1.01	0.91	1.01	0.56	0.32
Delay/Veh:	125.8	43.0	43.0	54.0	52.8	52.8	80.6	128	87.4	128.6	72.4	31.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	125.8	43.0	43.0	54.0	52.8	52.8	80.6	128	87.4	128.6	72.4	31.9
LOS by Move:	F	D	D	D	D	D	F	F	F	F	E	C
HCM2kAvgQ:	17	24	24	17	53	53	6	11	22	18	6	8

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750

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

Intersection #5732: CAPITOL/STORY



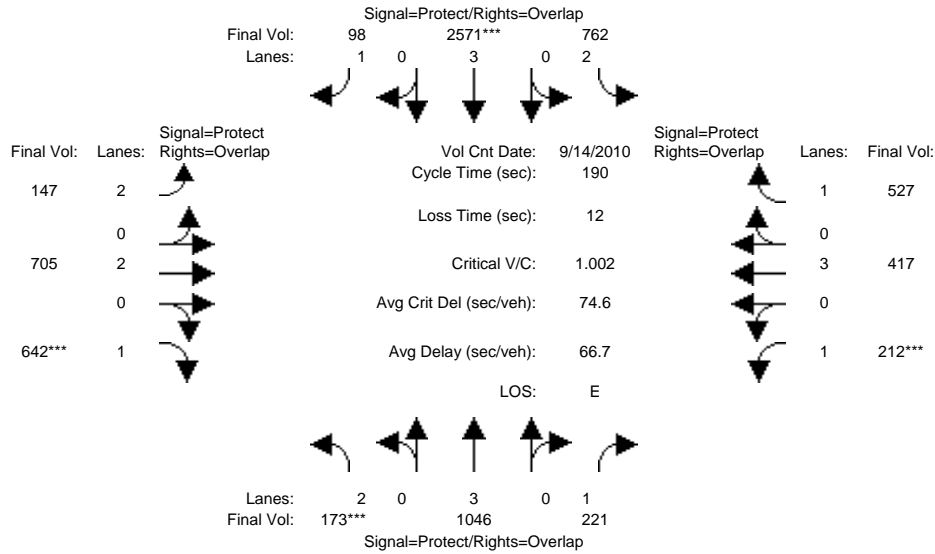
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	49	10	50	96	10	14	10	10	14	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Sep 2010 << 15%/14% HOV Reduction												
Base Vol:	167	1193	208	762	2952	98	147	705	636	199	417	527
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	1193	208	762	2952	98	147	705	636	199	417	527
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	1193	208	762	2952	98	147	705	636	199	417	527
User Adj:	1.00	0.85	1.00	1.00	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	1014	208	762	2539	98	147	705	636	199	417	527
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	1014	208	762	2539	98	147	705	636	199	417	527
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	167	1014	208	762	2539	98	147	705	636	199	417	527
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.18	0.12	0.24	0.45	0.06	0.05	0.19	0.36	0.11	0.07	0.30
Crit Moves:	****			****					****	****		
Green Time:	14.0	54.4	73.6	55.6	96.0	130.1	34.1	48.8	62.8	19.2	33.9	89.4
Volume/Cap:	0.72	0.62	0.31	0.83	0.88	0.08	0.26	0.72	1.10	1.13	0.41	0.64
Delay/Veh:	96.5	59.6	40.7	69.0	45.5	10.0	67.3	67.1	130.9	191.5	69.5	39.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	96.5	59.6	40.7	69.0	45.5	10.0	67.3	67.1	130.9	191.5	69.5	39.8
LOS by Move:	F	E	D	E	D	B	E	E	F	F	E	D
HCM2kAvgQ:	6	16	9	26	45	2	5	20	50	18	8	30

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750

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

Intersection #5732: CAPITOL/STORY

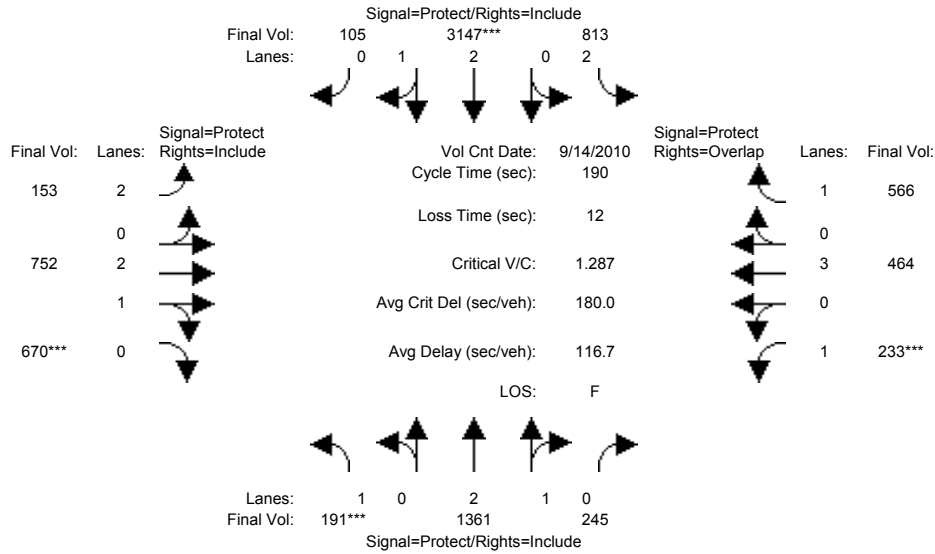


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	49	10	50	96	10	14	10	10	14	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Sep 2010 << 15%/14% HOV Reduction												
Base Vol:	167	1193	208	762	2952	98	147	705	636	199	417	527
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	1193	208	762	2952	98	147	705	636	199	417	527
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	6	37	13	0	37	0	0	0	6	13	0	0
Initial Fut:	173	1230	221	762	2989	98	147	705	642	212	417	527
User Adj:	1.00	0.85	1.00	1.00	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	173	1046	221	762	2571	98	147	705	642	212	417	527
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	1046	221	762	2571	98	147	705	642	212	417	527
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	173	1046	221	762	2571	98	147	705	642	212	417	527
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.18	0.13	0.24	0.45	0.06	0.05	0.19	0.37	0.12	0.07	0.30
Crit Moves:	****			****			****		****	****		
Green Time:	14.0	54.4	74.3	55.6	96.0	130.1	34.1	48.1	62.1	19.9	33.9	89.4
Volume/Cap:	0.75	0.64	0.32	0.83	0.89	0.08	0.26	0.73	1.12	1.16	0.41	0.64
Delay/Veh:	98.6	60.1	40.6	69.0	46.3	10.0	67.3	68.0	139.8	200.4	69.5	39.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	98.6	60.1	40.6	69.0	46.3	10.0	67.3	68.0	139.8	200.4	69.5	39.8
LOS by Move:	F	E	D	E	D	B	E	E	F	F	E	D
HCM2kAvgQ:	6	17	9	26	47	2	5	21	52	20	8	30

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background PM

Intersection #5732: CAPITOL/STORY

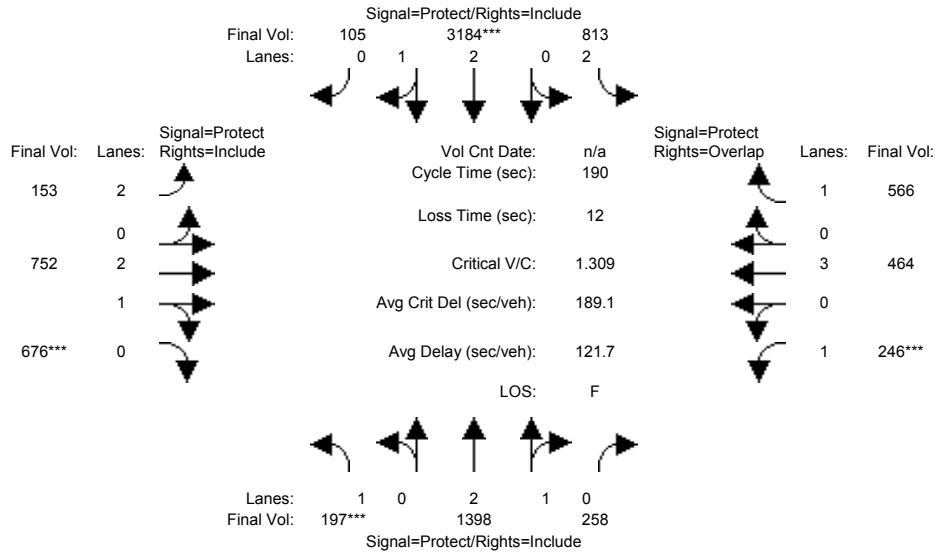


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	49	10	50	96	10	14	10	10	14	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Sep 2010 <<												
Base Vol:	167	1193	208	762	2952	98	147	705	636	199	417	527
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	1193	208	762	2952	98	147	705	636	199	417	527
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	24	168	37	51	195	7	6	47	34	34	47	39
Initial Fut:	191	1361	245	813	3147	105	153	752	670	233	464	566
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	191	1361	245	813	3147	105	153	752	670	233	464	566
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	1361	245	813	3147	105	153	752	670	233	464	566
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	191	1361	245	813	3147	105	153	752	670	233	464	566
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.53	0.47	2.00	2.90	0.10	2.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	4745	854	3150	5419	181	3150	3800	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.29	0.29	0.26	0.58	0.58	0.05	0.20	0.38	0.13	0.08	0.32
Crit Moves:	****			****					****	****		
Green Time:	14.3	57.5	57.5	52.8	96.0	96.0	32.2	50.2	50.2	17.5	35.5	88.3
Volume/Cap:	1.45	0.95	0.95	0.93	1.15	1.15	0.29	0.75	1.45	1.45	0.44	0.70
Delay/Veh:	326.9	76.5	76.5	82.7	119	118.8	69.2	65.8	277.5	319.4	68.6	42.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	326.9	76.5	76.5	82.7	119	118.8	69.2	65.8	277.5	319.4	68.6	42.9
LOS by Move:	F	E	E	F	F	F	E	E	F	F	E	D
HCM2kAvgQ:	20	32	32	28	79	79	5	22	69	26	9	33

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project PM

Intersection #5732: CAPITOL/STORY



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	49	10	50	96	10	14	10	10	14	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	191	1361	245	813	3147	105	153	752	670	233	464	566
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	191	1361	245	813	3147	105	153	752	670	233	464	566
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	6	37	13	0	37	0	0	0	6	13	0	0
Initial Fut:	197	1398	258	813	3184	105	153	752	676	246	464	566
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1398	258	813	3184	105	153	752	676	246	464	566
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	1398	258	813	3184	105	153	752	676	246	464	566
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	197	1398	258	813	3184	105	153	752	676	246	464	566

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.52	0.48	2.00	2.90	0.10	2.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	4726	872	3150	5421	179	3150	3800	1750	1750	5700	1750

Capacity Analysis Module:

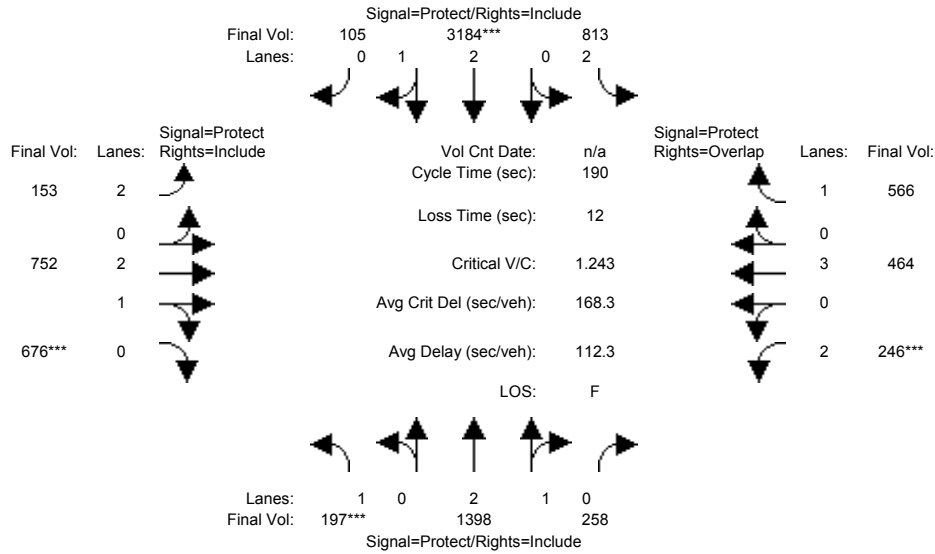
Vol/Sat:	0.11	0.30	0.30	0.26	0.59	0.59	0.05	0.20	0.39	0.14	0.08	0.32
Crit Moves:	****			****					****	****		
Green Time:	14.4	58.4	58.4	52.0	96.0	96.0	32.1	49.5	49.5	18.0	35.5	87.5
Volume/Cap:	1.48	0.96	0.96	0.94	1.16	1.16	0.29	0.76	1.48	1.48	0.44	0.70
Delay/Veh:	340.3	78.4	78.4	85.9	124	124.4	69.3	66.6	292.6	332.1	68.7	43.7
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:	340.3	78.4	78.4	85.9	124	124.4	69.3	66.6	292.6	332.1	68.7	43.7
LOS by Move:	F	E	E	F	F	F	E	E	F	F	E	D
HCM2kAvgQ:	21	34	34	28	81	81	5	22	71	27	9	33

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750

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

Intersection #5732: CAPITOL/STORY



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	49	10	50	96	10	14	10	10	14	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	191	1361	245	813	3147	105	153	752	670	233	464	566
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	191	1361	245	813	3147	105	153	752	670	233	464	566
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	6	37	13	0	37	0	0	0	6	13	0	0
Initial Fut:	197	1398	258	813	3184	105	153	752	676	246	464	566
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1398	258	813	3184	105	153	752	676	246	464	566
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	1398	258	813	3184	105	153	752	676	246	464	566
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	197	1398	258	813	3184	105	153	752	676	246	464	566

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.52	0.48	2.00	2.90	0.10	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	4726	872	3150	5421	179	3150	3800	1750	3150	5700	1750

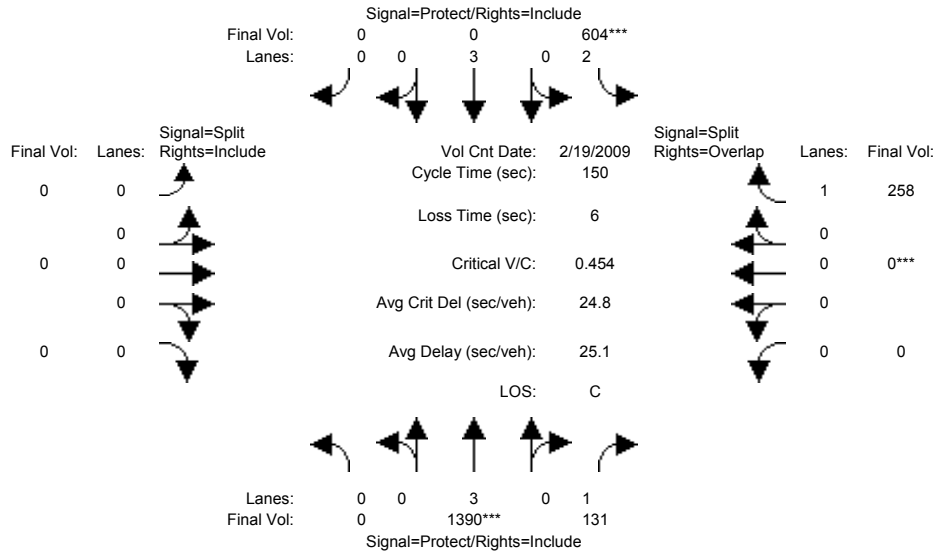
Capacity Analysis Module:												
Vol/Sat:	0.11	0.30	0.30	0.26	0.59	0.59	0.05	0.20	0.39	0.08	0.08	0.32
Crit Moves:	****			****					****	****		
Green Time:	15.3	58.9	58.9	52.4	96.0	96.0	31.7	52.7	52.7	14.0	35.0	87.4
Volume/Cap:	1.39	0.95	0.95	0.94	1.16	1.16	0.29	0.71	1.39	1.06	0.44	0.70
Delay/Veh:	301.8	76.6	76.6	84.1	124	124.4	69.6	63.1	251.9	163.8	69.1	43.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	301.8	76.6	76.6	84.1	124	124.4	69.6	63.1	251.9	163.8	69.1	43.8
LOS by Move:	F	E	E	F	F	F	E	E	F	F	E	D
HCM2kAvgQ:	20	33	33	28	81	81	5	22	68	13	9	33

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750

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

Intersection #5735: CAPITOL/NIEMAN

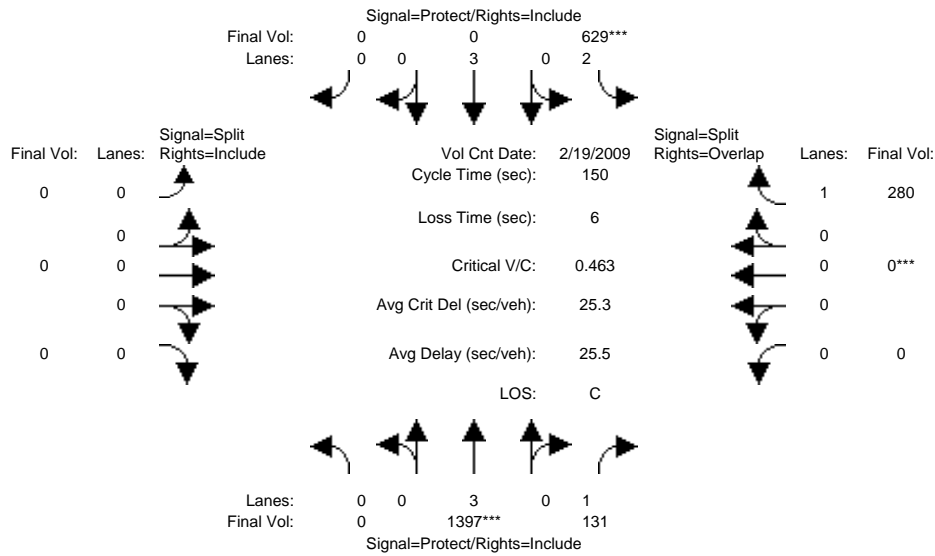


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Feb 2009 << 5:00-6:00 PM; 12% HOV Reduction												
Base Vol:	0	1580	131	604	1896	0	0	0	0	0	0	258
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1580	131	604	1896	0	0	0	0	0	0	258
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1580	131	604	1896	0	0	0	0	0	0	258
User Adj:	1.00	0.88	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1390	131	604	0	0	0	0	0	0	0	258
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1390	131	604	0	0	0	0	0	0	0	258
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1390	131	604	0	0	0	0	0	0	0	258
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00
Final Sat.:	0	5700	1750	3150	5700	0	0	0	0	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.07	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.15
Crit Moves:	****			****			****			****		
Green Time:	0.0	80.6	80.6	63.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	63.4
Volume/Cap:	0.00	0.45	0.14	0.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.35
Delay/Veh:	0.0	21.7	17.7	32.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.6
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	21.7	17.7	32.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.6
LOS by Move:	A	C	B	C	A	A	A	A	A	A	A	C
HCM2kAvgQ:	0	13	3	12	0	0	0	0	0	0	0	8

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

Reid Hillview Airport Master Plan
119,790 s.f. Retail
Increase Based Aircraft from 726 to 750
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + Project (PM)

Intersection #5735: CAPITOL/NIEMAN

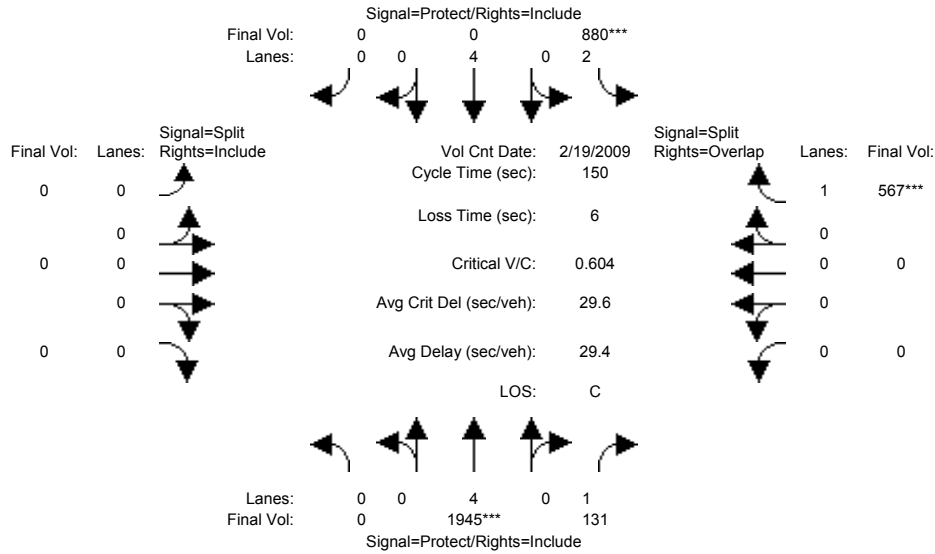


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Feb 2009 << 5:00-6:00 PM; 12% HOV Reduction												
Base Vol:	0	1580	131	604	1896	0	0	0	0	0	0	258
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1580	131	604	1896	0	0	0	0	0	0	258
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	0	8	0	25	7	0	0	0	0	0	0	22
Initial Fut:	0	1588	131	629	1903	0	0	0	0	0	0	280
User Adj:	1.00	0.88	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1397	131	629	0	0	0	0	0	0	0	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1397	131	629	0	0	0	0	0	0	0	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1397	131	629	0	0	0	0	0	0	0	280
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00
Final Sat.:	0	5700	1750	3150	5700	0	0	0	0	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.07	0.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.16
Crit Moves:	****			****			****			****		
Green Time:	0.0	79.4	79.4	64.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	64.6
Volume/Cap:	0.00	0.46	0.14	0.46	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.37
Delay/Veh:	0.0	22.5	18.3	31.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.5	18.3	31.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.3
LOS by Move:	A	C	B	C	A	A	A	A	A	A	A	C
HCM2kAvgQ:	0	13	3	12	0	0	0	0	0	0	0	9

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Background PM

Intersection #5735: CAPITOL/NIEMAN

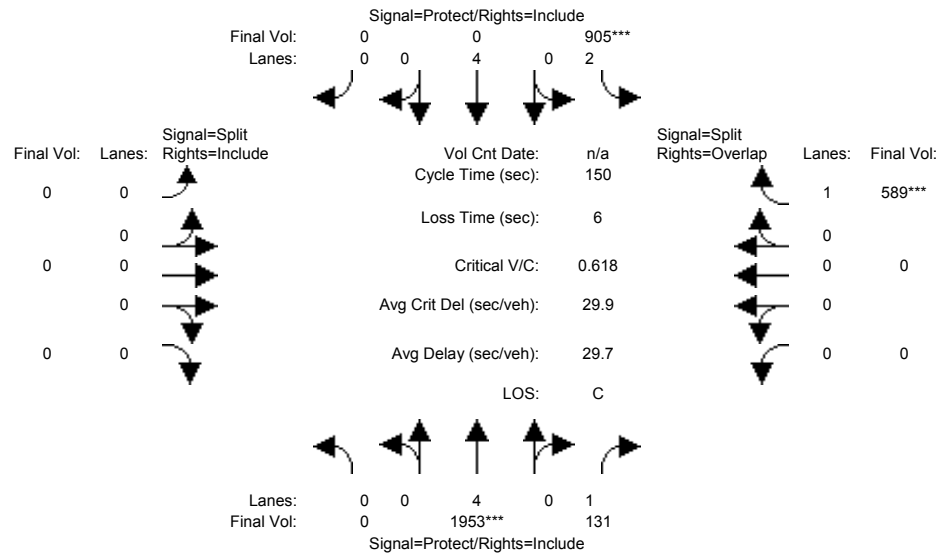


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Feb 2009 << 5:00-6:00 PM												
Base Vol:	0	1580	131	604	1896	0	0	0	0	0	0	258
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1580	131	604	1896	0	0	0	0	0	0	258
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	365	0	276	340	0	0	0	0	0	0	309
Initial Fut:	0	1945	131	880	2236	0	0	0	0	0	0	567
User Adj:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1945	131	880	0	0	0	0	0	0	0	567
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1945	131	880	0	0	0	0	0	0	0	567
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1945	131	880	0	0	0	0	0	0	0	567
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	2.00	4.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00
Final Sat.:	0	7600	1750	3150	7600	0	0	0	0	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.07	0.28	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.32
Crit Moves:	****			****						****		
Green Time:	0.0	69.3	69.3	74.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	74.7
Volume/Cap:	0.00	0.55	0.16	0.56	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.65
Delay/Veh:	0.0	29.8	23.9	27.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	31.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	29.8	23.9	27.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	31.7
LOS by Move:	A	C	C	C	A	A	A	A	A	A	A	C
HCM2kAvgQ:	0	16	4	17	0	0	0	0	0	0	0	21

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

Reid Hillview Airport Master Plan
 119,790 s.f. Retail
 Increase Based Aircraft from 726 to 750
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Project PM

Intersection #5735: CAPITOL/NIEMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: 5:00-6:00 PM

Base Vol:	0	1945	131	880	2236	0	0	0	0	0	0	567
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1945	131	880	2236	0	0	0	0	0	0	567
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	0	8	0	25	7	0	0	0	0	0	0	22
Initial Fut:	0	1953	131	905	2243	0	0	0	0	0	0	589
User Adj:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1953	131	905	0	0	0	0	0	0	0	589
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1953	131	905	0	0	0	0	0	0	0	589
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1953	131	905	0	0	0	0	0	0	0	589

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	2.00	4.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00
Final Sat.:	0	7600	1750	3150	7600	0	0	0	0	0	0	1750

Capacity Analysis Module:

Vol/Sat:	0.00	0.26	0.07	0.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.34
Crit Moves:		****		****								****
Green Time:	0.0	69.3	69.3	74.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	74.7
Volume/Cap:	0.00	0.56	0.16	0.58	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.68
Delay/Veh:	0.0	29.9	23.9	28.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	32.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	29.9	23.9	28.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	32.7
LOS by Move:	A	C	C	C	A	A	A	A	A	A	A	C
HCM2kAvgQ:	0	16	4	18	0	0	0	0	0	0	0	22

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