CITY OF CAMPBELL

1700 Dell Avenue Office Development Draft EIR

SCH #: 2018072001

April 25, 2019 | Volume 2: Appendices

PLACEWORKS

April 25, 2019 | Volume 2: Appendices

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1700 Dell Avenue Office Development Draft EIR

SCH #: 2018072001

Prepared By:

PLACEWORKS

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Berkeley, California 94709
510.848.3815

In Association With:

W-Trans

APPENDIX A

NOTICE OF PREPARATION AND SCOPING COMMENTS

Notice of Preparation Environmental Impact Report City of Campbell

Date: July 2, 2018

To:	State Clearinghouse State Responsible Agencies State Trustee Agencies Other Public Agencies Interested Organizations	From:	Cindy McCormick, Senior Planner City of Campbell Community Development Department 70 North First Street Campbell, CA 95008

Subject:	Notice of Preparation (NOP) of the Draft Environmental Impact Report (EIR) for the 1700 Dell Avenue Office Development Project
Lead Agency:	City of Campbell Community Development Department
Project Title:	1700 Dell Avenue Office Development Project
Project Location:	City of Campbell (see Figure 1 – Regional and Vicinity Map)

Notice is hereby given that the City of Campbell (City) will be the Lead Agency and will prepare a project-level EIR for the 1700 Dell Avenue Office Development Project (proposed project) pursuant to the California Environmental Quality Act (CEQA) Guidelines (14 California Code of Regulations Section 15060(d)). The EIR is being prepared by the City in accordance with applicable law, in particular, CEQA and the State of California CEQA Guidelines.

As shown on Figure 1, the 4.5-acre project site is located west of the Los Gatos Creek Trail within southern Campbell adjacent to the City's border with Los Gatos. The surrounding area is characterized by a mix of office buildings, research and development, warehouse and manufacturing, auto related businesses, and construction related businesses. The proposed project would demolish the existing three-story office building and redevelop the project site with a 161,870 square foot four-story office building, a 29,180 square foot five-story parking garage, additional surface parking, and an on-site public open space area. The proposed project would also dedicate a portion of the project site's frontage for street improvements along Dell Avenue and enhance the segment of the Los Gatos trail located along the eastern edge of the project site. In addition, the proposed project would require a Planned Development Permit and a zone change to rezone the property from Controlled Manufacturing to Planned Development. Further details of the proposed project are available at: https://www.ci.campbell.ca.us/883/1700-Dell-Avenue.

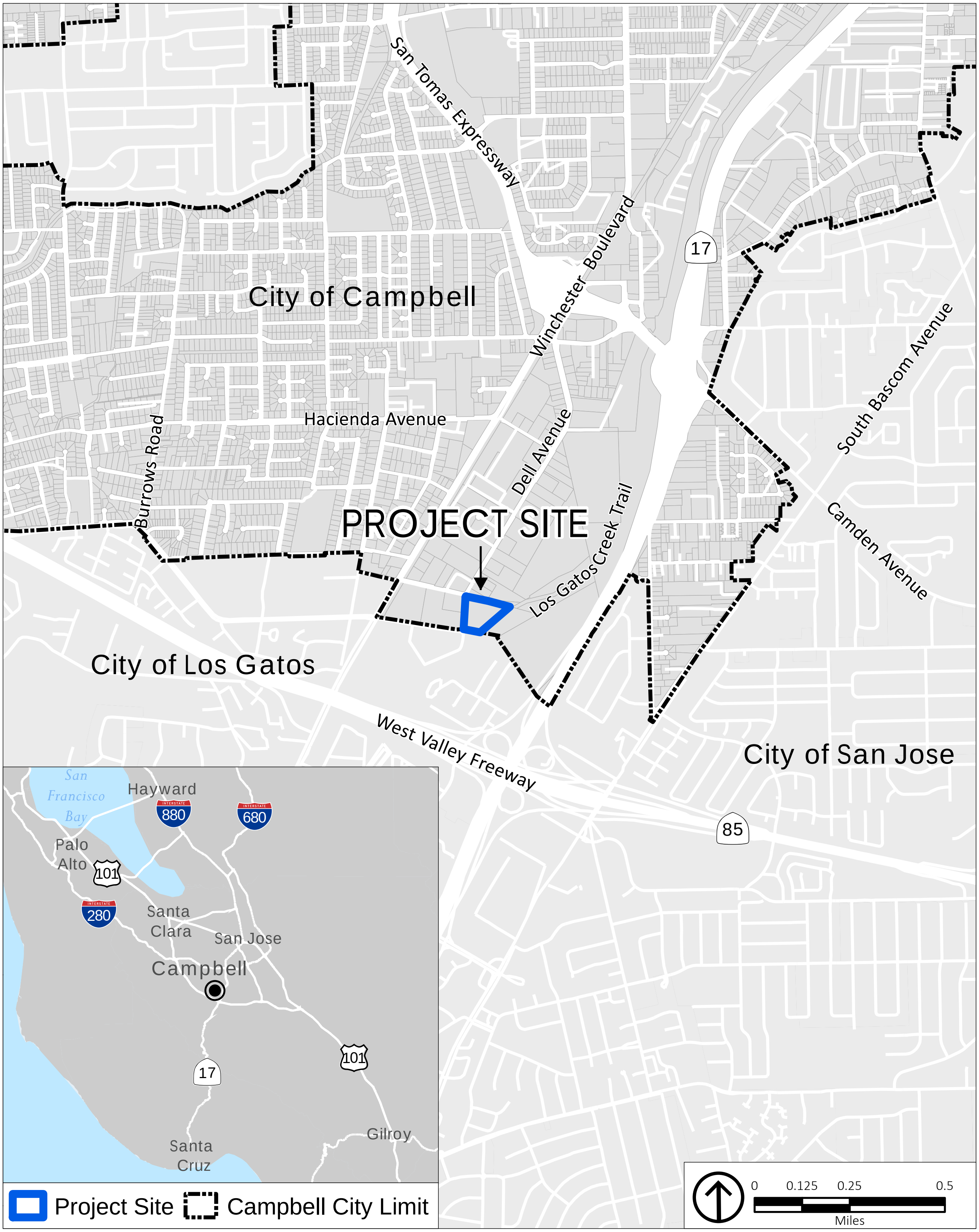
The EIR will evaluate the project for potential impacts on the environment and determine the potential environmental consequences of future change. The proposed project could potentially affect the following environmental factors, each of which will be addressed in the EIR: aesthetics, air quality, biological resources, cultural and tribal cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services, parks and recreation, transportation and circulation, and utilities and service systems. Cumulative impacts will consider impacts of relevant projects in and around the project area combined with those of the project. An evaluation of project alternatives that could reduce significant impacts will also be included in the EIR.

To ensure that the EIR for this proposed project is thorough and adequate and ensure that the issues of concern to the public and public agencies are addressed, the City is requesting comments and guidance on the scope and content of the EIR from interested public agencies, organizations, and individuals. Public comments on the scope of issues to be evaluated in the EIR are encouraged. With respect to the views of Responsible and Trustee Agencies as to significant environmental issues, the City needs to know the reasonable alternatives and mitigation measures that are germane to each agency's statutory responsibilities in connection with the project.

A public Scoping Meeting will be held on July 10, 2018 at or after 7:30 p.m. in the City Hall Council Chambers (70 North First Street, Campbell, CA 95008). Public agencies, organizations, and interested members of the public are invited to attend this meeting and present verbal or written comments on the proposed project. Hard copies of the scoping meeting materials will not be distributed in advance of the meeting. However, the scoping meeting materials will be available in hard copy at the meeting.

If you wish to comment during the NOP comment period, or if you cannot attend the scoping meeting, we will accept written comments until the close of the NOP comment period. **Comments on the NOP are due no later than the close of the 30-day review period at 5:00 p.m. on Tuesday, July 31, 2018.**

Please send all written comments to Cindy McCormick, City of Campbell, at the address shown above or email to cindym@cityofcampbell.com with "1700 Dell Avenue EIR" as the subject. Public agencies providing comments are asked to include a contact person for the agency. Please direct questions about the proposed project description to Cindy McCormick, Senior Planner in the Community Development Department at cindym@cityofcampbell.com, 408-871-5103.



Source: ESRI, 2017; PlaceWorks, 2018.

Figure 1
Regional and Vicinity Map

Santa Clara Valley
Audubon Society
Established 1926

July 25, 2018

Planning Department *via email*
City of Campbell
70 N 1st St
Campbell, CA 95008

Re: Scoping Comments for the Proposed 1700 Dell Avenue Project

Dear Ms. McCormick,

The Santa Clara Valley Audubon Society (SCVAS) appreciates the opportunity to provide scoping comments for the 1700 Dell Avenue Project (Project) in Campbell. Our mission is to promote the enjoyment, understanding, and protection of birds and other willdife by engaging people of all ages in birding, education, and conservation. SCVAS represents many members in Campbell who care to see birds and their habitats protected, including the Los Gatos Creek Corridor.

Please address the following concerns in the Environmental Impact Report (EIR) for the Project:

Glass and Bird Collisions

The issue of bird collision with glass structures should be paramount in evaluating the biological resource impacts of the proposed Project. SCVAS is very concerned that renderings of the Project show a four-story reflective and transparent curtain of glass facing the Los Gatos Creek Corridor and Los Gatos Creek County Park, where over 180 avian species have been documented[1]. This design is extremely hazardous for birds, especially along a riparain corridor where birds migrate and congregate, and may result in a potentially significant impact to migrating passerines and shorebirds. Birds collide with glass buildings and structures during the day as they attempt to access resources reflected by or seen through the glass. At night, brightly lit glass buildings lure migrating birds to their death.

The EIR should adhere strictly to Bird-safe Building Design principles when setting out mitigations and design guidelines for the site. We recommend reviewing the Bird-safe Buidling Design guidelines in Mountain View's North Bayshore Precise Plan as a local example.[2] The EIR should also look at an alternative that would minimize the potential for bird strikes.

[1] https://ebird.org/hotspot/L295710
[2] https://www.mountainview.gov/civicax/filebank/blobdload.aspx?BlobID=15050
(Bird-safe Design on Pages 125-126)

<u>Light Pollution</u>

The EIR should evaluate and mitigate for the impacts of light spill in the Los Gatos Creek Corridor. Artificial light at night – light pollution – is now pervasive as a background, with few brightly contrasting beams or buildings.

Two recent papers now confirm that urban glow attracts birds towards the built environment.[3,4] This applies primarily to migrating songbirds, found in unexpectedly high densities in areas lit at night. As migratory birds stop-over in these areas, they are vulnerable to collisions with glass, predation by cats, and other unintended consequences of urban life. For all wildlife, critical behaviors such as reproduction, foraging or hunting for food, and hiding from predators are impacted by increased illumination at night, even on a temporary basis. Riparian ecosystems are particularly sensitive to artificial light. The EIR should include mitigation measures to reduce light pollution, with focus on reducing unncessary light, especially during bird migration season. We recommend the following mitigations for reducing light pollution at night:

- Turn off exterior decorative lighting
- Extinguish spot and floodlights
- Reduce lobby and atrium lighting wherever possible
- Turn off interior lighting especially on upper floors
- Substitute task and area lighting for workers staying late or pull window coverings
- Down-shield exterior lighting to eliminate all light directed upward and horizontal glare
- Install motion sensors and automatic controls wherever possible
- When converting to new lighting carefully assess quality and quantity of light needed, avoiding over-lighting with newer, brighter technology
- All outdoor lighting shall be low intensity and should be designed to minimize light trespass into adjacent natural areas

Thank you for your time and consideration.

Sincerely,

Mackenzie Mossing

Mackenzie Mossing
Environmental Advocacy Associate
Santa Clara Valley Audubon Society

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[3] McLaren, J. D., Buler, J. J., Schreckengost, T., Smolinsky, J. A., Boone, M., Emiel van Loon, E., Dawson, D. K. and Walters, E. L. (2018), Artificial light at night confounds broad-scale habitat use by migrating birds. Ecol Lett. doi:10.1111/ele.12902

[4] McLaren, J. D., Buler, J. J., Schreckengost, T., Smolinsky, J. A., Boone, M., Emiel van Loon, E., Dawson, D. K. and Walters, E. L. (2018), Artificial light at night confounds broad-scale habitat use by migrating birds. Ecol Lett. doi:10.1111/ele.12902 https://doi.org/10.1111/gcb.13792

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email: scvas@scvas.org * www.scvas.org

From: Jo-Ann Fairbanks [mailto:jafairbanks2020@yahoo.com]
Sent: Monday, July 30, 2018 3:29 PM
To: Cindy McCormick
Cc: Paul Kermoyan
Subject: 1700 Dell Avenue Issues of Concern - NOP - Draft EIR

Cindy,
Here's further public comment on this project, in addition to those raised by me and others at the Planning Commission Public Meeting of July 10, 2018. This generally refers to Land Use and Planning but impacts several other areas/issues that are the usual subjects of EIRs.
Thanks for your good work here!
Jo-Ann
Jo-Ann Ash Fairbanks
- - - -

Cumulative Impacts:

The proposed project (in addition to its adverse impacts on the 4.5 acres on which it sits and the immediate adjacent lands, previously offered at the Planning Commission Public Hearing of July 20, 2018), can and will have similar adverse impacts in geographic scope on what has generally become known as the Dell Avenue Area, formerly referred to and included in the DAAP (Dell Avenue Area Plan), by "producing" similar and related applications and projects with foreseeable consequences with their potential to degrade the quality of the environment. (This project seeks to demolish about 71,000 square feet of building and replace it with about 290,000 square feet of building and parking garage.)

This project is a pulling away from a General Plan development and Zoning consistency in this geographic area of Campbell that will adversely affect set standards and future projects with their individual and cumulative adverse environmental consequences.

More specifically, this application has sought a zoning change from C-M Controlled Manufacturing (with its specific and set development standards) to a PD Planned Development zoning designation (which has no set standards), thereby resulting in the removing of set development standards and criteria.

Allowing this project to discard the set standards of the Controlled Manufacturing Zoning and be "developed" under the PD zoning with its lack of set development standards, creates a reasonable foreseeable geographic consequence that abandons standards that have been determined as beneficial to the City of Campbell General Plan and its citizens. It will drive likely development patterns adverse to the vision, strategies, and goals as set out in the General Plan.

This project is literally laying the ground as a new "corner stone" for the Dell Avenue geographic area, setting probable development patterns with foreseeable negative consequences, only a few of which are:

- The creation of "heat islands" because of the proportion (FAR) of hardscape building(s) and paving to land mass. Its lack of both green building materials and passive cooling standards contribute to this adverse impact.

- What can become a cumulative assault on the visual aesthetic and more open feel of the geographic area with this project's 4-story intrusive style building and its 5-story parking garage of environmentally unfriendly materials and protruding facade. This project will lay the groundwork of adverse project development patterns in the Dell Avenue area that will be the spawn generated by this project.

- This too common developer ploy of requesting a zoning change to PD Planned Development to achieve maximum build-out intentionally seeks to dismantle set development standards that help protect the stated land use goals of the General Plan and leads to the ignoring of the negative impacts on the immediate surroundings and the community at large.

In the midst of a General Plan review where the City and its communities are attempting to prepare for a hotter, drier future, an expanding population, yet unknown technologies, increasing global unrest, and one that must visualize, create, and plan for a sustainable future, this project's cumulative, probable, and foreseeable negative consequences must be part of this environmental review. It makes for producing future projects with related harmful impacts. This project will adversely impinge on the City's ability to adapt to the forces of change both controllable and uncontrollable because of its cumulative impact.

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Sent from my iPad

DEPARTMENT OF TRANSPORTATION
DISTRICT 4
OFFICE OF TRANSIT AND COMMUNITY PLANNING
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Making Conservation
a California Way of Life.

July 31, 2018

SCH # 2018072001
GTS # 04-SCL-2018-00441
GTS ID: 11581
PM: SCL – 85 – 10.986

Cindy McCormick
City of Campbell
70 N. 1st Street
Campbell, CA 95008

1700 Dell Avenue Office Development Project – Notice of Preparation (NOP)

Dear Ms. McCormick:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the 1700 Dell Avenue Office Development Project. In tandem with the Metropolitan Transportation Commission's (MTC) Sustainable Communities Strategy (SCS), Caltrans' mission signals a modernization of our approach to evaluate and mitigate impacts to the State Transportation Network (STN). Caltrans' *Strategic Management Plan 2015-2020* aims to reduce Vehicle Miles Traveled (VMT) by tripling bicycle and doubling both pedestrian and transit travel by 2020. Our comments are based on the July 2, 2018 NOP.

Project Understanding
The 4.5-acre project site is located west of the Los Gatos Creek Trail within southern Campbell adjacent to the City's border with Los Gatos. The proposed project would demolish the existing three-story office building and redevelop the project site with a 151,870 square-foot (sf.) four-story office building, a 29,180 sf. five-story parking garage, additional surface parking, and an on-site public open space area. The proposed project would also dedicate a portion of the project site's frontage for street improvements along Dell Avenue. The project site is within 0.5 miles of the interchange of State Route (SR) 85 and SR 17. The nearest access to the STN are ramps for SR 85 at Winchester Blvd. Ramps to access SR 17 directly are located both north and south of the project, approximately one mile away.

Transportation Impact Analysis
With respect to the local and regional roadway system, provide project related trip generation, distribution, and assignment estimates. To ensure that queue formation does not create traffic conflicts, the project-generated trips should be added to the existing and future scenario traffic volumes for the intersections and freeway ramps listed below. Potential queuing issues should be

evaluated including on-ramp storage capacity and analysis of freeway segments near the project; turning movements should also be evaluated. In conducting these evaluations, it is necessary to use demand volumes rather than output volumes or constrained flow volume.

- Northbound (NB) SR 85 Winchester Blvd. diagonal on-ramp,
- Southbound (SB) SR 85 Winchester Blvd. diagonal off-ramp,
- NB SR 17 on/off-ramp to and from White Oaks Road,
- SB SR 17 on/off-ramp to and from Camden Ave.

Multimodal Planning

The only transit facilities within 0.5 miles of the project site are stops for the Santa Clara Valley Transportation Authority (VTA) route 48 bus at the intersection of Knowles Drive and Capri Drive; route 48 operates between the Winchester Transit Center and Los Gatos Civic Center on weekday headways of 45 minutes or greater. The Winchester Transit Center is located approximately 1.5 miles drive north of the project site and is served VTA's route 902 light rail and bus routes 37, 48, 49, 60, and 101. The project site is located adjacent to the Los Gatos Creek Trail.

The project's primary and secondary effects on pedestrians, bicyclists, disabled travelers and transit users should be evaluated, including countermeasures and trade-offs resulting from mitigating VMT increases. We encourage a sufficient allocation of fair share contributions toward multi-modal and regional transit improvements to fully mitigate cumulative impacts to regional transportation. Access for pedestrians and bicyclists to transit facilities must be maintained. These smart growth approaches are consistent with MTC's Regional Transportation Plan/Sustainable Community Strategies and would help meet Caltrans Strategic Management targets.

Cultural Resources

The project area is highly sensitive for buried archaeological deposits. As a part of the environmental review for this project, in compliance with California Environmental Quality Act (CEQA) Guidelines Section 15064.5 and Assembly Bill 52, we recommend that the City of Campbell conduct a cultural resource technical study that at a minimum includes a records search at the Northwest Information Center of the California Historical Resources Information System (CHRIS), a field survey of the project area by a qualified archaeologist, an analysis by a qualified geoarchaeologist, and Native American consultation.

If an encroachment permit is needed for work within Caltrans right-of-way, we may require that cultural resource technical studies be prepared in compliance with CEQA, Public Resources Code (PRC) 5024, and the Caltrans Standard Environmental Reference (SER) Chapter 2 (http://www.dot.ca.gov/ser/vol2/vol2.htm). Should ground-disturbing activities take place within Caltrans right-of-way and there is an inadvertent archaeological or burial discovery, in compliance with CEQA, PRC 5024.5, and the SER, all construction within 60 feet of the find shall cease and the Caltrans District 4 Office of Cultural Resource Studies (OCRS) shall be immediately contacted at (510) 622-1673.

Vehicle Trip Reduction

From Caltrans' *Smart Mobility 2010: A Call to Action for the New Decade*, the project site is identified as **Place Type 4c: Suburban Communities (Dedicated Use Areas)** where location efficiency factors, such as community design, are weak and regional accessibility varies. Given the place type and size of the project, it should include a robust Transportation Demand Management (TDM) Program to reduce VMT and greenhouse gas emissions. Such measures are critical to facilitating efficient site access. The measures listed below will promote smart mobility and reduce regional VMT.

- Project design to encourage walking, bicycling and transit access;
- Transit and trip planning resources such as a commute information kiosk;
- Real-time transit information system;
- Transit subsidies on an ongoing basis;
- Ten percent vehicle parking reductions;
- Charging stations and designated parking spaces for electric vehicles;
- Carpool and clean-fuel parking spaces;
- Designated parking spaces for a car share program;
- Unbundled parking;
- Showers, changing rooms and clothing lockers for employees that commute via active transportation;
- Emergency Ride Home program;
- Employee transportation coordinator;
- Secured bicycle storage facilities;
- Fix-it bicycle repair station(s);
- Bicycle route mapping resources;
- Participation/Formation in/of a Transportation Management Association (TMA) in partnership with other developments in the area; and
- Aggressive trip reduction targets with Lead Agency monitoring and enforcement.

Transportation Demand Management programs should be documented with annual monitoring reports by an onsite TDM coordinator to demonstrate effectiveness. If the project does not achieve the VMT reduction goals, the reports should also include next steps to take in order to achieve those targets. Also, reducing parking supply can encourage active forms of transportation, reduce regional VMT, and lessen future transportation impacts on State facilities. These smart growth approaches are consistent with the MTC's Regional Transportation Plan/SCS goals and would meet Caltrans Strategic Management Plan sustainability goals.

For additional TDM options, please refer to the Federal Highway Administration's *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (Chapter 8). The reference is available online at:
http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf.

Sea Level Rise

The effects of sea level rise may have impacts on transportation facilities located in the project area. Executive Order (EO) S-13-08 directs State agencies planning construction projects in areas vulnerable to sea level rise to begin planning for potential impacts by considering a range of sea level rise scenarios for years 2050 and 2100. Higher water levels may increase erosion rates, change environmental characteristics that affect material durability, lead to increased groundwater levels and change sediment movement along shores and at estuaries and river mouths, as well as affect soil pore pressure at dikes and levees on which transportation facilities are constructed. All these factors must be addressed through geotechnical and hydrological studies conducted in coordination with Caltrans.

Lead Agency

As the Lead Agency, the City of Campbell is responsible for all project mitigation, including any needed improvements to the STN. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

Encroachment Permit

Please be advised that any work or traffic control that encroaches onto the state ROW requires an encroachment permit that is issued by the Department. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating state ROW must be submitted to: Office of Permits, California DOT, District 4, P.O. Box 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures should be incorporated into the construction plans during the encroachment permit process. See the website link below for more information: http://www.dot.ca.gov/hq/traffops/developserv/permits/.

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Jake Freedman at 510-286-5518 or jake.freedman@dot.ca.gov.

Sincerely,

PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse

Joanne Carroll
1395 Walnut Drive
Campbell, CA 95008

July 31, 2018

City of Campbell
70 N. First Street
Campbell CA 95008

Attn: Planning Commission
City Council
Paul Kermoyan, Director Community Development Department
Brian Loventhal, City Manager

Subj: Dell Avenue Development -1700 Dell Ave. PLN2017-381, PLN2018-148
Environmental Impact (EIR) questions

I have reviewed the proposed Plan and am providing written questions that I would like addressed in this specific EIR.

In initial review of the plan I have concerns about the direction the city is taking in the development of Dell Ave. The proposed redevelopment of 1700 Dell Avenue doesn't meet the cities FAR (161,870 sq. ft four story building, 29,180 sq. ft. five story parking garage) or existing height limits.

I would appreciate the following issues and questions be addressed in the EIR for this development.

- The existing DAAP EIR does not reflect the desires of citizens, nor does it meet the standards as required in the STANP.
- According to the existing DAAP EIR development of this kind is unsupportable due to the many Significant and Unavoidable (SU) and unmitigated impacts, in particular on the traffic, air quality, and habitat areas.

Respectfully,

Joanne Carroll

408-398-5991
joacarro@gmail.com

Questions to be addressed:

- The existing DAAP EIR traffic section 4.13 states that traffic on the Winchester corridor is currently unacceptable from Blossom Hill to Hamilton Blvd. Estimates for light rail are approximately 780 trips per day. Since the existing DAAP EIR was created there have and will be numerous developments along the Winchester corridor.
  - ❖ How will the additional employees and visitors get to this location?
  - ❖ How will the addition of the number of anticipated employees and visitors effect traffic in this area?
  - ❖ Will there be VTA bus routes along Dell Ave in order to ensure the reduction of traffic?
  - ❖ Will there be VTA bus routes to and from the VTA Light Rail stations?
  - ❖ Will there be an incentive to carpool by the employees?
  - ❖ Will there be adequate parking for employees as well as visitors?

    NOTE: Reduction in parking spaces should NOT be considered until alternate transportation is available.
- 1700 Dell Avenue will be developed directly adjacent to a unique geographical and geological location on a major watershed, in a groundwater recharge basin, along a riparian wildlife corridor, and within the Pacific Flyway Migration Corridor. Although the office structure is only 4 floors, the overall height of the building with support systems will be 5 stories or higher. And the parking structure is 5 stories. This does not follow the existing Campbell Guidelines.
  - ✤ How will this development affect these areas and specifically the underground water table below this development? What will be the guidelines and standards for developing above our aquifers.
  - ✤ How will this building height impact the environment?
  - ✤ How will this proposed building height cut off the adjacent residential view of the riparian corridor and the mountains?

    NOTE: Campbell should adopt the 'Story Pole Policy' and citizen evaluation on how this new height will impact the citizens and wildlife. Height poles and netting provide a visual representation of the building heights and dimensions and are a valuable tool to assist the neighboring residence and businesses to see and comment on the location and height of the building in relationship to their properties and their expectations of line of site, noise, privacy, and visual massing impact.
  - ✤ How will this proposed height impact the daily migration of some of the local wildlife to the creeks and trails?
  - ✤ How does the additional FAR impact the environment?
- In the original DAAP plan there was a cost to the city for Utility Infrastructure Improvements and services.
  - ✤ What will be the costs to the City of Campbell to support this development?
  - ✤ Will there be a need for additional street development to support the additional traffic?
  - ✤ Will there be a need for additional sewer capacity?

- Will development impact fees be increased in order to provide funding to offset costs of improvements that will need to be done by the City?

- Currently some of our streets become small lakes and streams after a regular rain storm.
  - What are the predictions and plans for when the area is hit with a STRONG El Nino as is predicted for this year?
  - Will this development will impede or cause flooding?
- Air Quality Standards - Existing DAAp EIR states potential impact.
  - What will be the potential violation of air quality standard from this proposed plan ?
- Existing DAAP EIR states - cumulative considerable net increase of any criteria pollutant for which the project region is in non attainment standard".needs mitigation.
  - Will there be a mitigation measure says that anyone within 1000 Ft. of a roadway exceeding 10,000 cars per day should submit a health risk assessment to the City of Campbell?
- Hazards and Hazardous Materials - are there hazardous materials in the existing building.
  - What studies will be required to determine if there are hazardous materials?
  - What will be the impact to the environment if these are found?
  - What will be the resolution if hazardous material are found during construction? What standards of cleanup will be followed?
- Hydrology and Water Quality - The proposed development would be within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map.
  - Will this development be effected by this?
  - What will be the mitigation plan?
- Noise - Development might result in exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels. such as pile driving, rock blasting and vibratory rollers that would occur within 200 feet of existing residential, commercial, and school buildings,
  - Will there be a vibration mitigation plan developed in close coordination with Campbell City staff so that alternative construction techniques or scheduling approaches are undertaken?
-

- Ironically and unfortunately, the availability of imported water supply conveyed through the Delta has become more unreliable at a time when the region has become increasingly dependent upon this water source. The structural issue of the County's reliance on the Delta water supply is further challenged by the impacts of continued population growth, endangered species rulings, and multiyear droughts.

  ✤What will be the impact of this development on the Campbell's water supply?

- Greenhouse Gas Emissions.

  ✤How will additional traffic increase greenhouse gas emissions?

5750 Almaden Expressway, San Jose, CA 95118-3614 | (408) 265-2600 | www.valleywater.org

Santa Clara Valley Water District

File: 1040
Los Gatos Creek

July 31, 2018

Ms. Cindy McCormick
City of Campbell
Community Development Department
70 North First Street
Campbell, CA 95008

Subject: Notice of Preparation (NOP) of the Draft Environmental Impact Report (EIR) for the 1700 Dell Avenue Office Development Project

Dear Ms. McCormick:

The Santa Clara Valley Water District (District) has reviewed the Notice of Preparation (NOP) of the Draft Environmental Impact Report (DEIR) for the 1700 Dell Avenue Office Development Project, received on July 3, 2018.

The District owns the property directly behind the site where the Los Gatos Creek and the Los Gatos Creek Trail are located. Any work, including any new public trail head for the Los Gatos Creek Trail, on the District's fee title property will require the issuance of a District permit as per the District's Water Resources Protection Ordinance and requires the District be considered a responsible agency under CEQA.

Based on our review of the NOP and project 1700 Dell Ave Office + Parking Structure plans dated Planning Application Resubmittal May 5, 2018, we have the following comments:

1. The project plans, Sheet L0.0, appear to show four new connections from the site to the Los Gatos Creek Trail. As noted in previous correspondence to the City any new trail connections must be open to the general public and permitted by both the District and Santa Clara County Parks Department, who operates the trail under a Joint Use Agreement with the District. Any new connection point may also require modification of the existing Joint Use Agreement to allow the new access.
   Trail connections points that are not located at existing street crossings of the creek, can negatively District maintenance operations. Connections to the trail need to be coordinated with adjacent developments to minimize the number and best locate any access points within this overall reach of the creek where re-development of sites is likely to occur in the next few years. The City should have an overall plan for trail access points as the District will not allow access points to be constructed at each development along the creek or have multiple connection points within any particular development.

2. The project plans show inclusion of native plantings at the site which need to be in conformance with the *Guidelines and Standards for Land Use Near Streams*, Design Guides 2 and 3. The current landscape plan does not comply the Design Guides. For instance, London plane trees are proposed, and these are considered an invasive species to be avoided. Also, various local native riparian species, such as Coast Live Oak, are proposed but based on the container size

specified will not be sourced from the local watershed as prescribed by the Design Guide 2 to preserve the genetic integrity of the locally native species. Plantings in bioretention areas that drain to the storm drain system also need to comply with the Deign Guides as runoff from these areas drains directly to the creek and may transport seed that can become established within the creek. To protect the existing riparian corridor the plantings, need to be in conformance the *Guidelines and Standards for Lands Use Near Streams* and DEIR should discuss how the project will conform.

3. To minimize impacts to riparian corridor the project should be consistent with the *Guidelines and Standards for Land Use Near Streams*. The District strongly advocates for maximizing the vegetated areas between the developed portions of the site to enhance the riparian corridor by maximizing the set back from the existing creek top of bank to any hardscape, roadways, or parking areas associated with the development.

4. Lighting for the parking lot and open space areas near the rear of the site needs to be directed away from Los Gatos Creek and the riparian corridor.

5. Drainage from the site needs to be directed to the existing public storm drain system and landscaped areas along the rear of the site are to be graded and irrigated in a manner that prevents runoff onto the District's property.

6. Re-development of the site provides opportunities to minimize potable water usage and water use in general through the use of recycled water, incorporation of on-site re-use for both storm and gray water; and requiring water conservation measures above State standards (*i.e.* CALGreen). To reduce/avoid adverse impacts to water supply, the city/applicant should consider the following:
    - Require landscaping that meets or exceeds the requirements of the City's water efficient landscape regulations. If none, please consider the use of the Water Efficient Landscape Ordinance (WELO) as a design standard for the project.
    - The installation of dual plumbing to facilitate and maximize the use of alternative water sources for irrigation, toilet flushing, cooling towers, and other non-potable water uses should recycled water lines be adjacent to the site or potentially extended in the future to serve the site. In addition, onsite reuse of water may be appropriate now or in the future.
    - Maximize the use of alternative water sources for non-potable uses including stormwater, rainwater, and graywater.

7. If paved areas of the site will increase, it will reduce natural groundwater recharge and affect the water supply balance. The impact of reduced natural groundwater recharge should be evaluated. Maximizing the use of alternative water sources, including recycled water, stormwater, rainwater, and graywater, for non-potable uses would help mitigate the reduction in natural groundwater recharge. The District recommends incorporating Low Impact Development / Green Infrastructure LID/GI best practices to create green space using soils, vegetation, and rainwater harvest techniques. Considerations should include, but not limited to, practices such as preserving and recreating natural landscape

features and minimizing effective imperviousness to create functional and appealing site drainage that treat stormwater as a resource rather than a waste product while protecting ground and surface water quality.

8. District records don't show any wells located on the project site. To protect groundwater quality and in accordance with District Ordinance 90-1, all existing wells affected by redevelopment of the site need to be identified and properly registered with the District and either be maintained or destroyed in accordance with the District's standards. Destruction of any well and the construction of any new wells proposed, including monitoring wells, requires a permit from the District prior to construction. Property owners or their representative should contact the District Wells and Water Measurement Unit at (408) 630-2660, for more information.

Please forward a copy of the Draft EIR when available for public review. If you have any questions, or need further information, you can reach me at (408) 630-2479, or by e-mail at LBrancatelli@valleywater.org. Please reference District File No. 1040 on future correspondence regarding this project.

Sincerely,

Lisa Brancatelli
Assistant Engineer II
Community Projects Review Unit

Enclosures: Design Guides 2 & 3 from the *Guidelines and Standards for Lands Use Near Streams*

cc: U. Chatwani, C. Haggerty, L. Brancatelli, T. Hemmeter, M. Richardson, C. Tulloch, File

San Tomas Area Community Coalition

STACC

P.O. Box 320663
Los Gatos CA 95032

408.410.6528 phone
info@staccna.org
http://staccna.org

City of Campbell
70 N. First Street
Campbell CA 95008

July 31, 2018

Attn: Cindy McCormick, Senior Planner
Paul Kermoyan, Director Community Development Department
Brian Loventhal, City Manager

Subj: 1700 Dell Avenue, PLN2017-381 (Zone Change and PD Permit) and PLN2018-148 (CEQA)

The San Tomas Area Community Coalition (STACC) has reviewed the proposed development at 1700 Dell Avenue, PLN2017-381 (Zone Change and PD Permit) and PLN2018-148 (CEQA) and has a number of concerns and questions which should be addressed in the proposed EIR (Environmental Impact Report).

This project will be a landmark project in the sensitive area next to a riparian corridor, the Los Gatos Creek and Trail, and will be accessed via Winchester Blvd, an already very busy main connecting roadway.

This project would establish the Campbell City practice for this region and future developments, and is seen as a "Back Door" for the previously proposed, and rejected, DAAP Plan. We find it disingenuous of the developer to use the "Planned Development" request as a method to bypass all of the existing, and future, development standards.

Elements of concern are the fact that this project cannot be built under the existing General Plan development guidelines for a C-M Controlled Manufacturing project, which has height restrictions of 45ft and FAR (Floor to Area Ratio) of 40%. This project far exceeds both of these standards, coming in at 60' in height with another 15' of mechanical above for a total height of 75' for the main building, and a FAR of 83%.

Thank you for this opportunity to have our questions addressed in the EIR.

Best regards,

Audrey Kiehtreiber, President

Audrey Kiehtreiber

Questions for the EIR:

1. How will this building, with its 736 parking stalls, affect traffic in and out of the Dell Area, including Winchester Blvd and Dell Avenue?
2. Now that additional construction has commenced or been completed along the Winchester Corridor, including the new Netflix buildings, Santana Row Offices, and housing, how do these new projects and proposed projects affect the traffic overall along Winchester Blvd to and from the proposed site? We request that you extend the EIR to take these additional developments into consideration and examine the effect on traffic from Winchester/Forest to Winchester/Lark.
3. Assuming that this project sets the new standards for development for the Dell Avenue area, how will additional similar buildings cumulatively effect the traffic along Winchester? If this building is permitted how many more in the area can go in, before the negative impacts of the original EIR (DAAP) occur? Please address this issue specifically. This building and two more, six more, ten more?
4. The General Plan Update is currently in process, and will be the standard for development once it is completed. How would the approval of this project impact the current General Plan update?
5. Will modifications to the roadways and infrastructure be necessary to accommodate the additional traffic? Would new traffic signals, stop-signs, and other traffic management tools be required?
6. Who bears the burden of the costs of developing the required infrastructure, road, water, sewer, power, Police, and Fire just to name a few, to support a development of this size? What effect will these additional resources have on existing services? What effect will the additional costs have on the residents?
7. What effect on air quality will this structure and its additional vehicular traffic have? On the wildlife?
8. What effect will the noise from the additional traffic have on the environment? What effect will noise from the mechanical systems on the roof have on the environment?
9. The Santa Clara Valley Water District is currently managing the groundwater basin in a conservative fashion in order to avoid ground subsidence. The water recharge stations (percolation ponds) are in close proximity to this structure. What effect will the weight of this building and garage have on the ability of the underlying soil to absorb water and reduce land subsidence?
10. What effect will the underground portion of the garage structure have on the environment, including leaching of chemicals from concrete and contaminated

water into the surrounding soil? What types of drainage systems will ensure that contaminated runoff does not end up in the Los Gatos Creek?

11. What effect will pollutants from the building, landscaping and parking have on the ground water? What mitigation to ensure ground water contamination does not occur will be proposed?
12. What effect will pollution runoff from the parking structures, landscaping, and building have on the riparian corridor of the Los Gatos Creek and Trail? This would include pollution from vehicles, and chemicals such as fertilizers, chemical sprays and cleaning materials used to maintain the building.
13. What effect will light pollution from a building of this size have on wildlife in and next to the riparian corridor of the Los Gatos Creek and Trail? What steps to mitigate the negative effects will be proposed?
14. What effect with the shadow from this building have on the environment and the wildlife? On the Los Gatos Creek?
15. How will this building effect the wildlife, including both land based and birds? What effect will the glass and structure of the proposed building and garage have on bird strikes? What will be done to mitigate the death toll and damage to the wildlife and habitats?
16. The proposed park area is in the rear of the lot next to the Los Gatos Creek Trail. This will be an attractive nuisance for homeless and transient populations and we request you determine what effect this population, with its accompanying hazards such as human waste and trash, will have on the environment and wildlife in the area? On the use and enjoyment of the Los Gatos Creek Trail? What methods to manage this hazard will be implemented?
17. This building is next to the Los Gatos Creek which is part of a regulatory floodway. What provisions, if any, have been made to deal with the consequences of a flood in that region?

Cindy McCormick

From: Cindy McCormick
Sent: Tuesday, July 31, 2018 5:06 PM
To: 'Claudia Garcia <cgarcia@placeworks.com> (cgarcia@placeworks.com)'
Subject: FW: 1700 Dell Avenue Office

From: Molseed, Roy [mailto:Roy.Molseed@VTA.ORG]
Sent: Tuesday, July 31, 2018 3:35 PM
To: Cindy McCormick
Subject: 1700 Dell Avenue Office

Cindy,

VTA has no comments on the above referenced NOP. Thanks.

Roy Molseed
Senior Environmental Planner

Santa Clara Valley Transportation Authority
3331 North First Street, Building B-2
San Jose, CA 95134-1927
Phone 408-321-5784

Santa Clara Valley Transportation Authority
Solutions that move you

LOZEAU DRURY

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RECEIVED

AUG 29 2018

CITY OF CAMPBELL
PLANNING DEPT.

Via Email and U.S. Mail

August 21, 2018

Cindy McCormick, Senior Planner
City of Campbell
Planning Division
70 N First St.
Campbell, CA 95008
cindym@cityofcampbell.com

Paul Kermoyan, Director of
Community Development Department
Planning Division
City of Campbell
70 N First St.
Campbell, CA 95008
paulk@cityofcampbell.com

Wendy Wood, City Clerk
City of Campbell
City Clerk's Office
City Hall - Upper Level
70 N. First St.
Campbell, CA 95008
cityclerk@cityofcampbell.com

Re: CEQA and Land Use Notice Request for the 1700 Dell Avenue Office Development Project, aka SCH2018072001, PLN2017-381 and PLN2018-148

Dear Ms. McCormick, Mr. Kermoyan and Ms. Wood:

I am writing on behalf of the Laborers International Union of North America, Local Union 270 and its members living in Santa Clara County and/or the City of Campbell ("LiUNA"), regarding the 1700 Dell Avenue Office Development Project aka SCH2018072001, PLN2017-381 and PLN2018-148, including all actions related or referring to the proposed demolishment of an existing three-story office building and redevelopment of the project site with a 161,870 square feet four-story office building, a 29,180 square feet five-story parking garage, additional surface parking, and 11,930 square feet of on-site public open space located on Dell Avenue between Knowles Drive and Division Street on APN: 424-33-094 in the City of Campbell ("Project").

We hereby request that the City of Campbell ("City") send by electronic mail, if possible or U.S. Mail to our firm at the address below notice of any and all actions or hearings related to activities undertaken, authorized, approved, permitted, licensed, or certified by the City and any of its subdivisions, and/or supported, in whole or in part, through contracts, grants, subsidies, loans or other forms of assistance from the City, including, but not limited to the following:

- Notice of any public hearing in connection with the Project as required by California Planning and Zoning Law pursuant to Government Code Section 65091.

- Any and all notices prepared for the Project pursuant to the California Environmental Quality Act ("CEQA"), including, but not limited to:

  - Notices of any public hearing held pursuant to CEQA.
  - Notices of determination that an Environmental Impact Report ("EIR") is required for a project, prepared pursuant to Public Resources Code Section 21080.4.
  - Notices of any scoping meeting held pursuant to Public Resources Code Section 21083.9.
  - Notices of preparation of an EIR or a negative declaration for a project, prepared pursuant to Public Resources Code Section 21092.
  - Notices of availability of an EIR or a negative declaration for a project, prepared pursuant to Public Resources Code Section 21152 and Section 15087 of Title 14 of the California Code of Regulations.
  - Notices of approval and/or determination to carry out a project, prepared pursuant to Public Resources Code Section 21152 or any other provision of law.
  - Notices of approval or certification of any EIR or negative declaration, prepared pursuant to Public Resources Code Section 21152 or any other provision of law.
  - Notices of determination that a project is exempt from CEQA, prepared pursuant to Public Resources Code section 21152 or any other provision of law.
  - Notice of any Final EIR prepared pursuant to CEQA.
  - Notice of determination, prepared pursuant to Public Resources Code Section 21108 or Section 21152.

Please note that we are requesting notices of CEQA actions and notices of any public hearings to be held under any provision of Title 7 of the California Government Code governing California Planning and Zoning Law. **This request is filed pursuant to Public Resources Code Sections 21092.2 and 21167(f), and Government Code Section 65092**, which requires agencies to mail such notices to any person who has filed a written request for them with the clerk of the agency's governing body.

Please send notice by electronic mail, if possible or U.S. Mail to:

Richard Drury
Komalpreet Toor
Lozeau Drury LLP
410 12th Street, Suite 250
Oakland, CA 94607
510 836-4200
richard@lozeaudrury.com
komal@lozeaudrury.com

Please call if you have any questions. Thank you for your attention to this matter.

Sincerely,

Komalpreet Toor
Legal Assistant
Lozeau | Drury LLP

Appendix B

Air Quality and Greenhouse Gas Emissions Data

CalEEMod Inputs (Construction Run)

Name:	CAMP-03
Project Location:	1700 Dell Avenue, Campbell
County/Air Basin:	Santa Clara County
Climate Zone:	4
Land Use Setting:	Urban
Operational Year:	2022
Utility Company:	Pacific Gas and Electric

Total Site Acreage:	4.5
Disturbed Site Acreage:	4.5

New Components	Added SQFT	Acreage
Office Building	161,870	0.83
Parking Lot	75,886	1.74
Enclosed Parking Garage	146,478	0.67
Hardscape	5,583	0.13
Landscape	46,968	1.08
		4.5

Component Square Footage provided by the Applicant

CalEEMod Land Use Inputs

Land Use	Land Use Type	Land Use Subtype	Unit Amount	Size Metric	Lot Acreage	Square Feet
Office Building	Commercial	Office Park	161.87	1000 sqft	0.83	161,870
Parking	Parking	Parking Lot	75.89	1000 sqft	1.74	75,886
Parking	Parking	Enclosed Parking w/Elevator	146.48	1000 sqft	0.67	146,478
Hardscape	Parking	Other Non-Asphalt	5.58	1000 sqft	0.13	0
Landscape	Parking	Other Non-Asphalt	46.97	1000 sqft	1.08	0
					4.5	**384,234**

Demolition Haul

Component	Amount to be Demolished (SQFT)*	Amount to be Demolished (Tons)*	Haul Truck Capacity (tons)*	Haul Distance (miles)*	Total Trip Ends	Duration (days)	Trips Ends/Day
Asphalt	-	2,315.0	20	15	231		
Buildings	71,620	3,294.5	20	15	329		20
		5,610			**560**	**43**	**13.02**

**Provided by the Applicant*

Soil Haul

Phase	Total Import Volume (CY)*	Total Export Volume (CY)*	Haul Truck Capacity (CY)**	Haul Distance (miles)**	Total Trip Ends*	Total Days*	Trip Ends/Day
Grading	1,750	5,000	16	20	422	43	10
	1,750	**5,000**			**422**	**43**	

**Provided by the Applicant.*
*** CalEEMod Default*

Architectural Coating

BAAQMD Regulation 8 Rule 3

Interior Paint VOC content:	100
Exterior Paint VOC content:	150
Non-Residential Architectural Coating	
Percentage of Buildings' Interior Painted:	100%
Percentage of Buildings' Exterior Painted:	0%

Structures	Land Use Square Feet	CalEEMod Paintable Surface Area Multiplier	Total Paintable Surface Area[1]	Paintable Interior Area[1]	Paintable Exterior Area[1]
Office Building	161,870	2	323,740	242,805	0
		Non-Residential Totals	**323,740**	**242,805**	**0**
Enclosed Parking	146,478	0.06	8,789	-	8,789
Parking Lot	75,886	0.06	4,553	-	4,553
		Striping Totals	**13,342**	**0**	**13,342**

Notes:

1 *CalEEMod methodology calculates the paintable interior and exterior areas by multiplying the total paintable surface area by 75 and 25 percent, respectively. Architectural coatings for the parking structure is based on CalEEMod methodology applied to a surface parking lot (i.e., striping), in which 6% of surface area is painted.

Construction - Unmitigated Run

BAAQMD BMPs

Replace Ground Cover	PM10:	5	% Reduction
	PM25:	5	% Reduction
Water Exposed Area	Frequency:	2	per day
	PM10:	55	% Reduction
	PM25:	55	% Reduction
Unpaved Roads	Vehicle Speed:	15	mph
Clean Paved Road		9	% PM Reduction

CalEEMod Construction Phase Inputs*

5-Day Work Week/8 hours per day

Phase 1	Phase Type	Start Date	End Date	CalEEMod Total Days	Total Days
Demolition	Demolition	1/2/2020	3/2/2020	43	60
Demo Haul	*Demolition*	1/2/2020	3/2/2020	*43*	*60*
Site Preparation	Site Preparation	3/3/2020	4/2/2020	23	30
Grading	Grading	4/3/2020	6/2/2020	43	60
Grading Haul	*Grading*	4/3/2020	6/2/2020	*43*	*60*
Building Construction	Building Construction	6/3/2020	6/4/2021	263	366
Architectural Coating	Architectural Coating	1/4/2021	5/4/2021	87	120
Asphalt Paving	Asphalt Paving	5/5/2021	6/4/2021	23	30

Year	Start Date	End Date	Days	Total Days
2020	1/2/2020	12/31/2020	261	364
2021	1/1/2021	6/4/2021	111	154
		Total	**372**	**518**

*Based on construction schedule provided by the Applicant.

CalEEMod Construction Off-Road Equipment Inputs*
Phase

Equipment Type		Unit Amount	Hours /Day	HP	LF	Vendor Trips
Demolition						
Concrete/Industrial Saws	Concrete/Industrial Saws	1	8	81	0.73	
Excavators	Excavators	3	8	158	0.38	
Water Truck**						4
Worker Trips		10				
Site Preparation						
Tractor/Loader/Backhoe	Tractor/Loader/Backhoe	3	8	97	0.37	
Water Truck**						4
Worker Trips		10				
Grading						
Graders	Graders	1	8	187	0.41	
Rubber Tired Dozers	Rubber Tired Dozers	1	8	247	0.4	
Tractor/Loader/Backhoe	Tractor/Loader/Backhoe	2	8	97	0.37	
Water Truck**						4
Worker Trips		10				
Building Construction						
Cranes	Cranes	2	4	231	0.29	
Forklifts	Forklifts	1	8	89	0.2	
Generator Set	Generator Set	1	8	84	0.74	
Welders	Welders	2	8	46	0.45	
Vendor Trips						
Worker Trips		60				
Paving						
Cement and Mortar Mixers	Cement and Mortar Mixers	2	8	9	0.42	
Pavers	Pavers	1	8	130	0.38	
Paving Equipment	Paving Equipment	2	8	132	0.37	
Rollers	Rollers	2	8	80		
Tractors/Loaders/Backhoes	Tractors/Loaders/Backhoes	2	8	97		
Workers		18				
Painting						
Air Compressors	Air Compressors	1	8	6	0.48	
Worker Trips		10				

*CalEEMod default approved by Applicant.
**Assume 4 vendor trips for water trucks.

Demo Haul Trip Calculation

*Conversion factors**

0.046	ton/SF
1.2641662	tons/cy
20	tons
15.820705	CY
0.7910352	CY/ton

Building Demoltion Haul Trips (BSF and Haul Truck (CY) given)

BSF Demo	Tons/SF	Tons	Haul Truck (Ton)	Haul Truck (Ton)	Round Trips	Total Trip Ends
71,620	0.046	3294.52	20	25.28	130	261

*CalEEMod User's Guide Version 2016.3.2, Appendix A

CalEEMod Inputs--Operation

Name:	CAMP-03
Project Location:	1700 Dell Avenue, Campbell
County/Air Basin:	Santa Clara County
Climate Zone:	4
Land Use Setting:	Urban
Opening Year:	2022
Utility Company:	Pacific Gas and Electric

Total Site Acreage:	4.5
Disturbed Site Acreage:	4.5

CalEEMod Land Use Inputs

Land Use	Land Use Type	Land Use Subtype	Unit Amount	Size Metric	Lot Acreage	Square Feet
Office Building	Commercial	Office Park	161.87	1000 sqft	0.83	161,870
Parking	Parking	Parking Lot	75.89	1000 sqft	1.74	75,886
Parking	Parking	Enclosed Parking w/Elevator	146.48	1000 sqft	0.67	146,478
Hardscape	Parking	Other Non-Asphalt	5.58	1000 sqft	0.13	0
Landscape	Parking	Other Non-Asphalt	46.97	1000 sqft	1.08	0
					4.5	

Trip Generations

	Weekday	Saturday	Sunday	
Average Daily Trips	1,693	330	238	ADT
Trip Rate	10.46	2.04	1.47	trips/unit

**Based on the total increase in trips provided by the Traffic Impact Analysis provided by W-Trans*

Solid Waste

	SQFT	Rate (lbs/sqft/day)**	Total (lbs/day	Total (tons/yr)
Office Building	161,870.00	0.006	971.22	177.25

**Based on 1700 Dell Avenue Office Development Draft EIR Utilities and Service Systems Chapter*
***Source: CalRecycle, 2018, Estimated Solid Waste Generation Rates, https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates, accessed on August 28, 2018.*

Water Use

	Land Use	Indoor Water Demand Rate (gal/sqft/day)**	Indoor Water Demand (gal/yr)
Office Building	161,870.00	0.49	28,950,449.50
Landscape	46,968.00	-	-
			28,950,449.50

	Land Use	Outdoor Water Demand Rate (gal/sqft/day)**	Outdoor Water Demand (gal/yr)***
Office Building	161,870.00	-	-
Landscape	46,968.00	-	686,200.00
			686,200.00

Septic Tank	0%
Aerobic	100%
Facultative Lagoons	0%

**Based on 1700 Dell Avenue Office Development Draft EIR Utilities and Service Systems Chapter*
*** Source: California Air Pollution Control Officers Association, 2017, California Emissions Estimator Model Version 2016.3.2 User's Guide, Appendix D. Source: PlaceWorks, 2018.*
**** Source: California Department of Water Resources, June 1, 2015, Water Budget Workbook for Compliance with MWELO and CalGreen, Part 11, Title 24.*

Architectural Coating

See architectural coating calculations for construction

Water Mitigation

Install Low Flow Bathroom Faucet	32	% Reduction in flow
Install Low Flow Kitchen Faucet	18	% Reduction in flow
Install Low Flow Toilet	20	% Reduction in flow
Install Low Flow Shower	20	% Reduction in flow
Use Water Efficiency Irrigation System	6.1	% Reduction in flow

Traffic Mitigation

Land Use and Site Enhancement

Project Setting
Suburban Center

Commute

Implement Trip Reduction Program	% of Eligible Employees	Program Type
Yes	100	Voluntary

CalEEMod Inputs--Operation

Name:	CAMP-03
Project Location:	1700 Dell Avenue, Campbell
County/Air Basin:	Santa Clara County
Climate Zone:	4
Land Use Setting:	Urban
Operational Year:	2018
Utility Company:	Pacific Gas and Electric

Total Site Acreage: 4.5

Components	Added SQFT	Acreage
Office Building*	71,620	1.64
Landscaping**	44,781	1.03
Parking Lot	79,619	1.83
		4.50

**Square footage provided by W-Trans*
***Square footage provided by Chang Architecture*

Existing CalEEMod Land Use Inputs

Land Use	Land Use Type	Land Use Subtype	Unit Amount	Size Metric	Lot Acreage	Square Feet
Office Building*	Commercial	Office Park	71.62	1000 sqft	1.64	71,620
Landscape	Parking	Other - Non Asphalt	44.78	1000 SQFT	1.03	44,781
Parking Lot	Parking	ParkingLot	79.62	1000 sqft	1.83	79,619
					4.50	

Trip Generations

	Weekday	Saturday	Sunday	
Average Daily Trips	246	47	34	ADT
Trip Rate	3.43	0.66	0.47	trips/unit

**Based on the Traffic Impact Analysis provided by W-Trans. Assumes a 32% occupancy rate.*

Energy Use
CalEEMod defaults used with historical data enabled

Solid Waste

	SQFT	Rate (lbs/sqft/day)**	Total (lbs/day	Adjusted based on 32% Occupancy	Total (tons/yr)
Office Building	71,620	0.006	429.72	137.51	25.10
					25.10

Water Use

	Land Use	Indoor Water Demand Rate (gal/sqft/day)**	*Indoor* Water Demand (gal/yr)	Adjusted based on 32% Occupancy
Office Building*	71,620.00	0.49	12,809,237.00	4,098,955.84
Landscaping	44,781.00	-	-	-
				4,098,955.84

	Land Use	Outdoor Water Demand Rate (gal/sqft/day)**	*Outdoor* Water Demand (gal/yr)***	Adjusted based on 32% Occupancy
Office Building*	71,620.00	-	-	
Landscaping	44,781.00	-	-	654,445.00
				654,445.00

Septic Tank	0%
Aerobic	100%
Facultative Lagoons	0%

**Based on 1700 Dell Avenue Office Development Draft EIR Utilities and Service Systems Chapter*

*** Source: California Air Pollution Control Officers Association, 2017, California Emissions Estimator Model Version 2016.3.2 User's Guide, Appendix D. Source: PlaceWorks, 2018.*

**** Source: California Department of Water Resources, June 1, 2015, Water Budget Workbook for Compliance with MWELO and CalGreen, Part 11, Title 24.*

Architectural Coating

BAAQMD Regulation 8 Rule 3

Interior Paint VOC content:	100
Exterior Paint VOC content:	150

Non-Residential Architectural Coating

Percentage of Buildings' Interior Painted:	100%
Percentage of Buildings' Exterior Painted:	100%

Traffic Mitigation

Land Use and Site Enhancement

Project Setting
Suburban Center

Commute

Implement Trip Reduction Program	% of Eligible Employees	Program Type
Yes	100	Voluntary

Changes to the CalEEMod Defaults - Fleet Mix 2018

Trips 238

Default	LDA		LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH	
FleetMix (Model Default)	0.59672	0.0402	0.18806	0.11113	0.0168	0.00495	0.01219	0.01947	0.00201	0.00163	0.00541	0.00061	0.00084	100%
Trips	142	10	45	26	4	1	3	5	0	0	1	0	0	238
Percent	83%			11%	6%									100%
without buses/MH	0.596719	0.040200	0.188056	0.111125	0.016796	0.004948	0.012194	0.019466	0	0	0.005410	0.000000	0	99%
Percent	83%			11%	5%									99%
Adjusted without buses/MH	0.596719	0.040200	0.188056	0.111125	0.018396	0.005419	0.013355	0.021320	0.000000	0.000000	0.005925	0.000000	0.000000	
Percent check	83%			11%	6%									100%
Assumed Mix	97.0%			2.00%	1.00%									100%
adjusted with Assumed	0.696615	0.046930	0.219538	0.020000	0.003145	0.000927	0.002283	0.003645	0.000000	0.000000	0.006917	0.000000	0.000000	100%
Trips	166	11	52	5	1	0	1	1	0	0	2	0	0	238
Percent check	97%			2%	1%									
Check	*231*			*5*	*2*									

Fleet mix for the project is modified to reflect a higher proportion of passenger vehicles that the regional VMT. Assumes a mix of approximately 97% passenger vehicles, 2% medium duty trucks, and 1% heavy duty trucks and buses.

Changes to the CalEEMod Defaults - Fleet Mix 2022

Trips 1,693

Default	LDA		LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH	
FleetMix (Model Default)	0.6105	0.03678	0.18308	0.10612	0.01441	0.00501	0.01261	0.02112	0.00214	0.00155	0.00531	0.00063	0.00074	100%
Trips	1,034	62	310	180	24	8	21	36	4	3	9	1	1	1693
Percent	84%			11%	6%									100%
without buses/MH	0.610498	0.036775	0.183084	0.106123	0.014413	0.005007	0.012610	0.021118	0	0	0.005312	0.000000	0	99%
Percent	84%			11%	5%									99%
Adjusted without buses/MH	0.610498	0.036775	0.183084	0.106123	0.015785	0.005484	0.013810	0.023128	0.000000	0.000000	0.005818	0.000000	0.000000	
Percent check	84%			11%	6%									100%
Assumed Mix	97.0%			2.00%	1.00%									100%
adjusted with Assumed	0.708205	0.042661	0.212386	0.020000	0.002712	0.000942	0.002373	0.003973	0.000000	0.000000	0.006749	0.000000	0.000000	100%
Trips	1,199	72	360	34	5	2	4	7	0	0	11	0	0	1693
Percent check	97%			2%	1%									
Check	*1,642*			*34*	*17*									

Fleet mix for the project is modified to reflect a higher proportion of passenger vehicles that the regional VMT. Assumes a mix of approximately 97% passenger vehicles, 2% medium duty trucks, and 1% heavy duty trucks and buses.

City of Campbell Carbon Intensity Factor Calculator

The project team calculated a custom electricity emissions factor for Silicon Valley Clean Energy (SVCE) by consulting the most recent data from the US EPA's Emissions & Generation Resource Integrated Database (eGRID). This database includes records of GHG emissions and power generation by all power plants in the United States. Using this information, the team determined the electricity emissions factor for all power plants within California by fuel source, since it is not feasible to identify the specific power plants that supply SVCE. The team consulted SVCE's Power Content Label, which identifies the percent of SVCE's electricity generated by various fuel sources. Using the average emissions factor for power plants by fuel source, in combination with SVCE's specific fuel mix, the team was able to calculate an emissions factor that accurately reflects SVCE's particular sources of electricity.

$MTCO_2e$

Source	Percent	Adjusted percent	$MTCO_2e$/kWh Emission factor
Coal	0.00%	0.00%	0.00052518
Large hydro	45.00%	45.00%	0.00000000
Natural gas	0.00%	0.00%	0.00040027
Nuclear	0.00%	0.00%	0.00000000
Oil	0.00%	0.00%	0.00061190
Other/unspecified	0.00%	0.00%	0.00042800
Biomass	6.00%	6.00%	0.00006741
Geothermal	1.00%	1.00%	0.00008747
Small hydro	2.00%	2.00%	0.00000000
Solar	10.00%	10.00%	0.00000000
Wind	36.00%	36.00%	0.00000000
	100.00%	100.00%	

	MTCO2e/kWh
Emission factor	**0.000004919**
Calculation check	0.000004919
	MTCO2e/MWh
	0.0049192742
	lbsCO2e/MWh
	10.845

$MTCO_2$

Source	Percent	Adjusted percent	$MTCO_2$/kWh Emission factor
Coal	0.00%	0.00%	0.000525182
Large hydro	45.00%	45.00%	0
Natural gas	0.00%	0.00%	0.000400274
Nuclear	0.00%	0.00%	0
Oil	0.00%	0.00%	0.0006119
Other/unspecified	0.00%	0.00%	0.00042508
Biomass	6.00%	6.00%	6.7393E-05
Geothermal	1.00%	1.00%	8.74747E-05
Small hydro	2.00%	2.00%	0
Solar	10.00%	10.00%	0
Wind	36.00%	36.00%	0
	100.00%	100.00%	

	MTCO2/kWh
Emission factor	**0.0000049183**

MTCO2/MWh
0.004918328266
lbsCO2/MWh
10.843

$MTCH_4$

Source	Percent	Adjusted percent	$MTCO_4$/kWh Emission factor
Coal	0.00%	0.00%	5.89676E-12
Large hydro	45.00%	45.00%	0
Natural gas	0.00%	0.00%	7.52558E-12
Nuclear	0.00%	0.00%	0
Oil	0.00%	0.00%	2.00932E-11
Other/unspecified	0.00%	0.00%	0.00000005
Biomass	6.00%	6.00%	2.51224E-10
Geothermal	1.00%	1.00%	0
Small hydro	2.00%	2.00%	0
Solar	10.00%	10.00%	0
Wind	36.00%	36.00%	0
	100.00%	100.00%	

	MTCH4/kWh
Emission factor	**0.000000000015**

MTCH4/MWh
0.0000000150734142
lbsCH4/MWh
0.000033

MTN_2O			MTN_2O/kWh
Source	**Percent**	**Adjusted percent**	**Emission factor**
Coal	0.00%	0.00%	8.61834E-12
Large hydro	45.00%	45.00%	0
Natural gas	0.00%	0.00%	8.14808E-13
Nuclear	0.00%	0.00%	0
Oil	0.00%	0.00%	3.97229E-12
Other/unspecified	0.00%	0.00%	0.00
Biomass	6.00%	6.00%	3.29476E-11
Geothermal	1.00%	1.00%	0
Small hydro	2.00%	2.00%	0
Solar	10.00%	10.00%	0
Wind	36.00%	36.00%	0
	100.00%	100.00%	

	MTN2O/kWh
Emission factor	**0.000000000**

MTN2O/MWh
0.0000000197685409
lbsN2O/MWh
0.00000436

Emission Factor Calculator

Select GWPs	AR5

CO_2	1
CH_4	28
N_2O	265

Fuel type	MWh generated	lbs CO_2/kWh	lbs CH_4/kWh	lbs N_2O/kWh	lbs CO_2e/kWh	MTCO_2e/kWh
Biomass	4,754,601	0.148575	0.000001	0.000000	0.148609	0.000067
Coal	325,958	1.157816	0.000000	0.000000	1.157821	0.000525
Gas	84,035,036	0.882443	0.000000	0.000000	0.882444	0.000400
Geothermal	11,104,158	0.192847	0.000000	0.000000	0.192847	0.000087
Hydro	25,140,892	0.000000	0.000000	0.000000	0.000000	-
Nuclear	18,907,578	0.000000	0.000000	0.000000	0.000000	-
Oil	120,698	1.348996	0.000000	0.000000	1.348999	0.000612
Solar	17,486,623	0.009991	0.000000	0.000000	0.009991	0.000005
Wind	11,337,510	0.000000	0.000000	0.000000	0.000000	-
Other	5,422,246					0.000428

Dell Avenue - Construction

Santa Clara County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Office Park	161.87	1000sqft	0.83	161,870.00	0
Enclosed Parking with Elevator	146.48	1000sqft	0.67	146,478.00	0
Other Non-Asphalt Surfaces	5.58	1000sqft	0.13	0.00	0
Other Non-Asphalt Surfaces	46.97	1000sqft	1.08	0.00	0
Parking Lot	75.89	1000sqft	1.74	75,886.00	0

1.2 Other Project Characteristics

Urbanization Urban **Wind Speed (m/s)** 2.2 **Precipitation Freq (Days)** 58

Climate Zone 4 **Operational Year** 2022

Utility Company Pacific Gas & Electric Company

CO2 Intensity (lb/MWhr) 641.35 **CH4 Intensity (lb/MWhr)** 0.029 **N2O Intensity (lb/MWhr)** 0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - See CalEEMod Assumptions

Construction Phase - See CalEEMod Assumptions

Off-road Equipment - Applicant adjusted Painting-Air Compressor at 6 HP

Off-road Equipment - See CalEEMod Assumptions

Off-road Equipment - See CalEEMod Assumptions

Off-road Equipment - See CalEEMod Assumptions

Off-road Equipment - See CalEEMod Assumptions

Off-road Equipment - See CalEEMod Assumptions

Off-road Equipment - See CalEEMod Assumptions

Off-road Equipment - See CalEEMod Assumptions

Trips and VMT - See CalEEMod Assumptions

Demolition -

Grading - See CalEEMod Assumptions

Architectural Coating - See CalEEMod Assumptions

Construction Off-road Equipment Mitigation - BAAQMD BMPs

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	80,935.00	0.00
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	9
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	20.00	43.00
tblConstructionPhase	NumDays	20.00	43.00
tblConstructionPhase	NumDays	5.00	23.00
tblConstructionPhase	NumDays	8.00	43.00
tblConstructionPhase	NumDays	8.00	43.00
tblConstructionPhase	NumDays	230.00	263.00
tblConstructionPhase	NumDays	18.00	87.00
tblConstructionPhase	NumDays	18.00	23.00
tblGrading	MaterialExported	0.00	5,000.00
tblGrading	MaterialImported	0.00	1,750.00
tblLandUse	LandUseSquareFeet	146,480.00	146,478.00
tblLandUse	LandUseSquareFeet	46,970.00	0.00
tblLandUse	LandUseSquareFeet	5,580.00	0.00
tblLandUse	LandUseSquareFeet	75,890.00	75,886.00
tblLandUse	LotAcreage	3.72	0.83

tblLandUse	LotAcreage	3.36	0.67
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	3.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	7.00	4.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblTripsAndVMT	HaulingTripLength	20.00	15.00
tblTripsAndVMT	HaulingTripNumber	555.00	560.00
tblTripsAndVMT	HaulingTripNumber	844.00	422.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	63.00	0.00

tblTripsAndVMT	WorkerTripNumber	8.00	10.00
tblTripsAndVMT	WorkerTripNumber	145.00	60.00
tblTripsAndVMT	WorkerTripNumber	29.00	10.00
tblTripsAndVMT	WorkerTripNumber	23.00	18.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.2237	1.9466	1.5556	3.2600e-003	0.2503	0.0915	0.3419	0.0947	0.0868	0.1815	0.0000	284.1470	284.1470	0.0514	0.0000	285.4317
2021	0.7371	0.9456	0.9606	1.8100e-003	0.0315	0.0480	0.0795	8.3800e-003	0.0460	0.0544	0.0000	154.3451	154.3451	0.0255	0.0000	154.9824
Maximum	**0.7371**	**1.9466**	**1.5556**	**3.2600e-003**	**0.2503**	**0.0915**	**0.3419**	**0.0947**	**0.0868**	**0.1815**	**0.0000**	**284.1470**	**284.1470**	**0.0514**	**0.0000**	**285.4317**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.2237	1.9466	1.5556	3.2600e-003	0.1314	0.0915	0.2229	0.0471	0.0868	0.1339	0.0000	284.1467	284.1467	0.0514	0.0000	285.4314
2021	0.7371	0.9456	0.9606	1.8100e-003	0.0291	0.0480	0.0771	7.7800e-003	0.0460	0.0538	0.0000	154.3450	154.3450	0.0255	0.0000	154.9822
Maximum	**0.7371**	**1.9466**	**1.5556**	**3.2600e-003**	**0.1314**	**0.0915**	**0.2229**	**0.0471**	**0.0868**	**0.1339**	**0.0000**	**284.1467**	**284.1467**	**0.0514**	**0.0000**	**285.4314**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	43.07	0.00	28.81	46.76	0.00	20.43	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	2-1-2020	4-30-2020	0.5907	0.5907
2	5-1-2020	7-31-2020	0.6778	0.6778
3	8-1-2020	10-31-2020	0.5041	0.5041
4	11-1-2020	1-31-2021	0.6544	0.6544
5	2-1-2021	4-30-2021	0.9674	0.9674
6	5-1-2021	7-31-2021	0.3830	0.3830
		Highest	0.9674	0.9674

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/2/2020	3/2/2020	5	43	
2	Demolition Haul	Demolition	1/2/2020	3/2/2020	5	43	
3	Site Preparation	Site Preparation	3/3/2020	4/2/2020	5	23	
4	Grading	Grading	4/3/2020	6/2/2020	5	43	
5	Grading Haul	Grading	4/3/2020	6/2/2020	5	43	
6	Building Construction	Building Construction	6/3/2020	6/4/2021	5	263	
7	Architectural Coating	Architectural Coating	1/4/2021	5/4/2021	5	87	
8	Paving	Paving	5/5/2021	6/4/2021	5	23	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 21.5

Acres of Paving: 3.62

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 242,805; Non-Residential Outdoor: 0; Striped Parking Area:

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40
Demolition Haul	Concrete/Industrial Saws	0	8.00	81	0.73
Demolition Haul	Excavators	0	8.00	158	0.38
Demolition Haul	Rubber Tired Dozers	0	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	0	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Excavators	0	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading Haul	Excavators	0	8.00	158	0.38
Grading Haul	Graders	0	8.00	187	0.41
Grading Haul	Rubber Tired Dozers	0	8.00	247	0.40
Grading Haul	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Building Construction	Cranes	2	4.00	231	0.29
Building Construction	Forklifts	1	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	0	7.00	97	0.37
Building Construction	Welders	2	8.00	46	0.45
Architectural Coating	Air Compressors	1	8.00	78	0.48
Paving	Cement and Mortar Mixers	2	8.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Paving	Tractors/Loaders/Backhoes	2	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	4.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Demolition Haul	0	0.00	0.00	560.00	10.80	7.30	15.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	10.00	4.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	4.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading Haul	0	0.00	0.00	422.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	6	60.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	9	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Demolition - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0248	0.2265	0.2900	4.7000e-004		0.0118	0.0118		0.0112	0.0112	0.0000	40.8233	40.8233	0.0102	0.0000	41.0782
Total	**0.0248**	**0.2265**	**0.2900**	**4.7000e-004**		**0.0118**	**0.0118**		**0.0112**	**0.0112**	**0.0000**	**40.8233**	**40.8233**	**0.0102**	**0.0000**	**41.0782**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.4000e-004	9.7900e-003	2.6100e-003	2.0000e-005	5.7000e-004	5.0000e-005	6.1000e-004	1.6000e-004	5.0000e-005	2.1000e-004	0.0000	2.2484	2.2484	1.0000e-004	0.0000	2.2510
Worker	7.1000e-004	5.1000e-004	5.3800e-003	2.0000e-005	1.7100e-003	1.0000e-005	1.7200e-003	4.5000e-004	1.0000e-005	4.6000e-004	0.0000	1.4623	1.4623	4.0000e-005	0.0000	1.4632
Total	**1.0500e-003**	**0.0103**	**7.9900e-003**	**4.0000e-005**	**2.2800e-003**	**6.0000e-005**	**2.3300e-003**	**6.1000e-004**	**6.0000e-005**	**6.7000e-004**	**0.0000**	**3.7107**	**3.7107**	**1.4000e-004**	**0.0000**	**3.7142**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0248	0.2265	0.2900	4.7000e-004		0.0118	0.0118		0.0112	0.0112	0.0000	40.8232	40.8232	0.0102	0.0000	41.0781
Total	**0.0248**	**0.2265**	**0.2900**	**4.7000e-004**		**0.0118**	**0.0118**		**0.0112**	**0.0112**	**0.0000**	**40.8232**	**40.8232**	**0.0102**	**0.0000**	**41.0781**

Mitigated Construction Off-Site

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

Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.4000e-004	9.7900e-003	2.6100e-003	2.0000e-005	5.3000e-004	5.0000e-005	5.8000e-004	1.5000e-004	5.0000e-005	2.0000e-004	0.0000	2.2484	2.2484	1.0000e-004	0.0000	2.2510
Worker	7.1000e-004	5.1000e-004	5.3800e-003	2.0000e-005	1.5700e-003	1.0000e-005	1.5800e-003	4.2000e-004	1.0000e-005	4.3000e-004	0.0000	1.4623	1.4623	4.0000e-005	0.0000	1.4632
Total	**1.0500e-003**	**0.0103**	**7.9900e-003**	**4.0000e-005**	**2.1000e-003**	**6.0000e-005**	**2.1600e-003**	**5.7000e-004**	**6.0000e-005**	**6.3000e-004**	**0.0000**	**3.7107**	**3.7107**	**1.4000e-004**	**0.0000**	**3.7142**

3.3 Demolition Haul - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0600	0.0000	0.0600	9.0900e-003	0.0000	9.0900e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0600**	**0.0000**	**0.0600**	**9.0900e-003**	**0.0000**	**9.0900e-003**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.8700e-003	0.0675	0.0135	1.7000e-004	3.5600e-003	2.0000e-004	3.7600e-003	9.8000e-004	1.9000e-004	1.1700e-003	0.0000	16.6929	16.6929	8.2000e-004	0.0000	16.7134
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Total	**1.8700e-003**	**0.0675**	**0.0135**	**1.7000e-004**	**3.5600e-003**	**2.0000e-004**	**3.7600e-003**	**9.8000e-004**	**1.9000e-004**	**1.1700e-003**	**0.0000**	**16.6929**	**16.6929**	**8.2000e-004**	**0.0000**	**16.7134**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0257	0.0000	0.0257	3.8900e-003	0.0000	3.8900e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0257**	**0.0000**	**0.0257**	**3.8900e-003**	**0.0000**	**3.8900e-003**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.8700e-003	0.0675	0.0135	1.7000e-004	3.3200e-003	2.0000e-004	3.5200e-003	9.2000e-004	1.9000e-004	1.1100e-003	0.0000	16.6929	16.6929	8.2000e-004	0.0000	16.7134
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.8700e-003**	**0.0675**	**0.0135**	**1.7000e-004**	**3.3200e-003**	**2.0000e-004**	**3.5200e-003**	**9.2000e-004**	**1.9000e-004**	**1.1100e-003**	**0.0000**	**16.6929**	**16.6929**	**8.2000e-004**	**0.0000**	**16.7134**

3.4 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.2300e-003	0.0726	0.0787	1.1000e-004		4.5900e-003	4.5900e-003		4.2300e-003	4.2300e-003	0.0000	9.4134	9.4134	3.0400e-003	0.0000	9.4895
Total	**7.2300e-003**	**0.0726**	**0.0787**	**1.1000e-004**	**0.0000**	**4.5900e-003**	**4.5900e-003**	**0.0000**	**4.2300e-003**	**4.2300e-003**	**0.0000**	**9.4134**	**9.4134**	**3.0400e-003**	**0.0000**	**9.4895**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.8000e-004	5.2400e-003	1.3900e-003	1.0000e-005	3.0000e-004	3.0000e-005	3.3000e-004	9.0000e-005	2.0000e-005	1.1000e-004	0.0000	1.2026	1.2026	6.0000e-005	0.0000	1.2040
Worker	3.8000e-004	2.7000e-004	2.8800e-003	1.0000e-005	9.1000e-004	1.0000e-005	9.2000e-004	2.4000e-004	1.0000e-005	2.5000e-004	0.0000	0.7822	0.7822	2.0000e-005	0.0000	0.7827
Total	**5.6000e-004**	**5.5100e-003**	**4.2700e-003**	**2.0000e-005**	**1.2100e-003**	**4.0000e-005**	**1.2500e-003**	**3.3000e-004**	**3.0000e-005**	**3.6000e-004**	**0.0000**	**1.9848**	**1.9848**	**8.0000e-005**	**0.0000**	**1.9867**

Mitigated Construction On-Site

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

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.2300e-003	0.0726	0.0787	1.1000e-004		4.5900e-003	4.5900e-003		4.2300e-003	4.2300e-003	0.0000	9.4134	9.4134	3.0400e-003	0.0000	9.4895
Total	**7.2300e-003**	**0.0726**	**0.0787**	**1.1000e-004**	**0.0000**	**4.5900e-003**	**4.5900e-003**	**0.0000**	**4.2300e-003**	**4.2300e-003**	**0.0000**	**9.4134**	**9.4134**	**3.0400e-003**	**0.0000**	**9.4895**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.8000e-004	5.2400e-003	1.3900e-003	1.0000e-005	2.8000e-004	3.0000e-005	3.1000e-004	8.0000e-005	2.0000e-005	1.1000e-004	0.0000	1.2026	1.2026	6.0000e-005	0.0000	1.2040
Worker	3.8000e-004	2.7000e-004	2.8800e-003	1.0000e-005	8.4000e-004	1.0000e-005	8.5000e-004	2.3000e-004	1.0000e-005	2.3000e-004	0.0000	0.7822	0.7822	2.0000e-005	0.0000	0.7827
Total	**5.6000e-004**	**5.5100e-003**	**4.2700e-003**	**2.0000e-005**	**1.1200e-003**	**4.0000e-005**	**1.1600e-003**	**3.1000e-004**	**3.0000e-005**	**3.4000e-004**	**0.0000**	**1.9848**	**1.9848**	**8.0000e-005**	**0.0000**	**1.9867**

3.5 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1409	0.0000	0.1409	0.0724	0.0000	0.0724	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0425	0.4702	0.2259	4.6000e-004		0.0220	0.0220		0.0202	0.0202	0.0000	40.4054	40.4054	0.0131	0.0000	40.7321
Total	**0.0425**	**0.4702**	**0.2259**	**4.6000e-004**	**0.1409**	**0.0220**	**0.1629**	**0.0724**	**0.0202**	**0.0926**	**0.0000**	**40.4054**	**40.4054**	**0.0131**	**0.0000**	**40.7321**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.4000e-004	9.7900e-003	2.6100e-003	2.0000e-005	5.7000e-004	5.0000e-005	6.1000e-004	1.6000e-004	5.0000e-005	2.1000e-004	0.0000	2.2484	2.2484	1.0000e-004	0.0000	2.2510
Worker	7.1000e-004	5.1000e-004	5.3800e-003	2.0000e-005	1.7100e-003	1.0000e-005	1.7200e-003	4.5000e-004	1.0000e-005	4.6000e-004	0.0000	1.4623	1.4623	4.0000e-005	0.0000	1.4632
Total	**1.0500e-003**	**0.0103**	**7.9900e-003**	**4.0000e-005**	**2.2800e-003**	**6.0000e-005**	**2.3300e-003**	**6.1000e-004**	**6.0000e-005**	**6.7000e-004**	**0.0000**	**3.7107**	**3.7107**	**1.4000e-004**	**0.0000**	**3.7142**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0602	0.0000	0.0602	0.0310	0.0000	0.0310	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0425	0.4702	0.2259	4.6000e-004		0.0220	0.0220		0.0202	0.0202	0.0000	40.4054	40.4054	0.0131	0.0000	40.7321
Total	**0.0425**	**0.4702**	**0.2259**	**4.6000e-004**	**0.0602**	**0.0220**	**0.0822**	**0.0310**	**0.0202**	**0.0512**	**0.0000**	**40.4054**	**40.4054**	**0.0131**	**0.0000**	**40.7321**

Mitigated Construction Off-Site

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

Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.4000e-004	9.7900e-003	2.6100e-003	2.0000e-005	5.3000e-004	5.0000e-005	5.8000e-004	1.5000e-004	5.0000e-005	2.0000e-004	0.0000	2.2484	2.2484	1.0000e-004	0.0000	2.2510
Worker	7.1000e-004	5.1000e-004	5.3800e-003	2.0000e-005	1.5700e-003	1.0000e-005	1.5800e-003	4.2000e-004	1.0000e-005	4.3000e-004	0.0000	1.4623	1.4623	4.0000e-005	0.0000	1.4632
Total	**1.0500e-003**	**0.0103**	**7.9900e-003**	**4.0000e-005**	**2.1000e-003**	**6.0000e-005**	**2.1600e-003**	**5.7000e-004**	**6.0000e-005**	**6.3000e-004**	**0.0000**	**3.7107**	**3.7107**	**1.4000e-004**	**0.0000**	**3.7142**

3.6 Grading Haul - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					3.8000e-004	0.0000	3.8000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**3.8000e-004**	**0.0000**	**3.8000e-004**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.7500e-003	0.0612	0.0125	1.7000e-004	3.5800e-003	2.0000e-004	3.7800e-003	9.8000e-004	1.9000e-004	1.1700e-003	0.0000	16.0931	16.0931	7.4000e-004	0.0000	16.1115
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Total	**1.7500e-003**	**0.0612**	**0.0125**	**1.7000e-004**	**3.5800e-003**	**2.0000e-004**	**3.7800e-003**	**9.8000e-004**	**1.9000e-004**	**1.1700e-003**	**0.0000**	**16.0931**	**16.0931**	**7.4000e-004**	**0.0000**	**16.1115**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.6000e-004	0.0000	1.6000e-004	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**1.6000e-004**	**0.0000**	**1.6000e-004**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.7500e-003	0.0612	0.0125	1.7000e-004	3.3400e-003	2.0000e-004	3.5300e-003	9.2000e-004	1.9000e-004	1.1100e-003	0.0000	16.0931	16.0931	7.4000e-004	0.0000	16.1115
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.7500e-003**	**0.0612**	**0.0125**	**1.7000e-004**	**3.3400e-003**	**2.0000e-004**	**3.5300e-003**	**9.2000e-004**	**1.9000e-004**	**1.1100e-003**	**0.0000**	**16.0931**	**16.0931**	**7.4000e-004**	**0.0000**	**16.1115**

3.7 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1277	1.0116	0.8007	1.4400e-003		0.0524	0.0524		0.0504	0.0504	0.0000	120.2978	120.2978	0.0224	0.0000	120.8580
Total	**0.1277**	**1.0116**	**0.8007**	**1.4400e-003**		**0.0524**	**0.0524**		**0.0504**	**0.0504**	**0.0000**	**120.2978**	**120.2978**	**0.0224**	**0.0000**	**120.8580**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0152	0.0109	0.1141	3.4000e-004	0.0362	2.3000e-004	0.0364	9.6200e-003	2.2000e-004	9.8300e-003	0.0000	31.0148	31.0148	7.6000e-004	0.0000	31.0338
Total	**0.0152**	**0.0109**	**0.1141**	**3.4000e-004**	**0.0362**	**2.3000e-004**	**0.0364**	**9.6200e-003**	**2.2000e-004**	**9.8300e-003**	**0.0000**	**31.0148**	**31.0148**	**7.6000e-004**	**0.0000**	**31.0338**

Mitigated Construction On-Site

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.1277	1.0116	0.8007	1.4400e-003		0.0524	0.0524		0.0504	0.0504	0.0000	120.2976	120.2976	0.0224	0.0000	120.8579
Total	**0.1277**	**1.0116**	**0.8007**	**1.4400e-003**		**0.0524**	**0.0524**		**0.0504**	**0.0504**	**0.0000**	**120.2976**	**120.2976**	**0.0224**	**0.0000**	**120.8579**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0152	0.0109	0.1141	3.4000e-004	0.0334	2.3000e-004	0.0336	8.9300e-003	2.2000e-004	9.1400e-003	0.0000	31.0148	31.0148	7.6000e-004	0.0000	31.0338
Total	**0.0152**	**0.0109**	**0.1141**	**3.4000e-004**	**0.0334**	**2.3000e-004**	**0.0336**	**8.9300e-003**	**2.2000e-004**	**9.1400e-003**	**0.0000**	**31.0148**	**31.0148**	**7.6000e-004**	**0.0000**	**31.0338**

3.7 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0835	0.6778	0.5702	1.0500e-003		0.0331	0.0331		0.0319	0.0319	0.0000	87.8465	87.8465	0.0158	0.0000	88.2422
Total	**0.0835**	**0.6778**	**0.5702**	**1.0500e-003**		**0.0331**	**0.0331**		**0.0319**	**0.0319**	**0.0000**	**87.8465**	**87.8465**	**0.0158**	**0.0000**	**88.2422**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0103	7.1000e-003	0.0762	2.4000e-004	0.0264	1.7000e-004	0.0266	7.0200e-003	1.5000e-004	7.1800e-003	0.0000	21.8628	21.8628	5.0000e-004	0.0000	21.8753
Total	**0.0103**	**7.1000e-003**	**0.0762**	**2.4000e-004**	**0.0264**	**1.7000e-004**	**0.0266**	**7.0200e-003**	**1.5000e-004**	**7.1800e-003**	**0.0000**	**21.8628**	**21.8628**	**5.0000e-004**	**0.0000**	**21.8753**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0835	0.6778	0.5702	1.0500e-003		0.0331	0.0331		0.0319	0.0319	0.0000	87.8464	87.8464	0.0158	0.0000	88.2421
Total	**0.0835**	**0.6778**	**0.5702**	**1.0500e-003**		**0.0331**	**0.0331**		**0.0319**	**0.0319**	**0.0000**	**87.8464**	**87.8464**	**0.0158**	**0.0000**	**88.2421**

Mitigated Construction Off-Site

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

Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0103	7.1000e-003	0.0762	2.4000e-004	0.0244	1.7000e-004	0.0245	6.5200e-003	1.5000e-004	6.6700e-003	0.0000	21.8628	21.8628	5.0000e-004	0.0000	21.8753
Total	**0.0103**	**7.1000e-003**	**0.0762**	**2.4000e-004**	**0.0244**	**1.7000e-004**	**0.0245**	**6.5200e-003**	**1.5000e-004**	**6.6700e-003**	**0.0000**	**21.8628**	**21.8628**	**5.0000e-004**	**0.0000**	**21.8753**

3.8 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.6091					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0127	0.0886	0.1054	1.7000e-004		5.4600e-003	5.4600e-003		5.4600e-003	5.4600e-003	0.0000	14.8089	14.8089	1.0200e-003	0.0000	14.8343
Total	**0.6218**	**0.0886**	**0.1054**	**1.7000e-004**		**5.4600e-003**	**5.4600e-003**		**5.4600e-003**	**5.4600e-003**	**0.0000**	**14.8089**	**14.8089**	**1.0200e-003**	**0.0000**	**14.8343**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3400e-003	9.3000e-004	9.9500e-003	3.0000e-005	3.4500e-003	2.0000e-005	3.4700e-003	9.2000e-004	2.0000e-005	9.4000e-004	0.0000	2.8560	2.8560	6.0000e-005	0.0000	2.8576

Total	**1.3400e-003**	**9.3000e-004**	**9.9500e-003**	**3.0000e-005**	**3.4500e-003**	**2.0000e-005**	**3.4700e-003**	**9.2000e-004**	**2.0000e-005**	**9.4000e-004**	**0.0000**	**2.8560**	**2.8560**	**6.0000e-005**	**0.0000**	**2.8576**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.6091					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0127	0.0886	0.1054	1.7000e-004		5.4600e-003	5.4600e-003		5.4600e-003	5.4600e-003	0.0000	14.8089	14.8089	1.0200e-003	0.0000	14.8343
Total	**0.6218**	**0.0886**	**0.1054**	**1.7000e-004**		**5.4600e-003**	**5.4600e-003**		**5.4600e-003**	**5.4600e-003**	**0.0000**	**14.8089**	**14.8089**	**1.0200e-003**	**0.0000**	**14.8343**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3400e-003	9.3000e-004	9.9500e-003	3.0000e-005	3.1800e-003	2.0000e-005	3.2000e-003	8.5000e-004	2.0000e-005	8.7000e-004	0.0000	2.8560	2.8560	6.0000e-005	0.0000	2.8576
Total	**1.3400e-003**	**9.3000e-004**	**9.9500e-003**	**3.0000e-005**	**3.1800e-003**	**2.0000e-005**	**3.2000e-003**	**8.5000e-004**	**2.0000e-005**	**8.7000e-004**	**0.0000**	**2.8560**	**2.8560**	**6.0000e-005**	**0.0000**	**2.8576**

3.9 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0173	0.1708	0.1942	3.0000e-004		9.2500e-003	9.2500e-003		8.5400e-003	8.5400e-003	0.0000	25.6119	25.6119	8.0500e-003	0.0000	25.8132
Paving	2.2800e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0196**	**0.1708**	**0.1942**	**3.0000e-004**		**9.2500e-003**	**9.2500e-003**		**8.5400e-003**	**8.5400e-003**	**0.0000**	**25.6119**	**25.6119**	**8.0500e-003**	**0.0000**	**25.8132**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.4000e-004	4.4000e-004	4.7400e-003	2.0000e-005	1.6400e-003	1.0000e-005	1.6500e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.3590	1.3590	3.0000e-005	0.0000	1.3598
Total	**6.4000e-004**	**4.4000e-004**	**4.7400e-003**	**2.0000e-005**	**1.6400e-003**	**1.0000e-005**	**1.6500e-003**	**4.4000e-004**	**1.0000e-005**	**4.5000e-004**	**0.0000**	**1.3590**	**1.3590**	**3.0000e-005**	**0.0000**	**1.3598**

Mitigated Construction On-Site

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

Off-Road	0.0173	0.1708	0.1942	3.0000e-004		9.2500e-003	9.2500e-003		8.5400e-003	8.5400e-003	0.0000	25.6119	25.6119	8.0500e-003	0.0000	25.8132
Paving	2.2800e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0196**	**0.1708**	**0.1942**	**3.0000e-004**		**9.2500e-003**	**9.2500e-003**		**8.5400e-003**	**8.5400e-003**	**0.0000**	**25.6119**	**25.6119**	**8.0500e-003**	**0.0000**	**25.8132**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.4000e-004	4.4000e-004	4.7400e-003	2.0000e-005	1.5100e-003	1.0000e-005	1.5200e-003	4.1000e-004	1.0000e-005	4.1000e-004	0.0000	1.3590	1.3590	3.0000e-005	0.0000	1.3598
Total	**6.4000e-004**	**4.4000e-004**	**4.7400e-003**	**2.0000e-005**	**1.5100e-003**	**1.0000e-005**	**1.5200e-003**	**4.1000e-004**	**1.0000e-005**	**4.1000e-004**	**0.0000**	**1.3590**	**1.3590**	**3.0000e-005**	**0.0000**	**1.3598**

Dell Avenue - Existing Site 2018

Santa Clara County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Office Park	71.60	1000sqft	1.64	71,600.00	0
Other Non-Asphalt Surfaces	44.78	1000sqft	1.03	44,780.00	0
Parking Lot	79.60	1000sqft	1.83	79,600.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2018
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	10.84	**CH4 Intensity (lb/MWhr)**	0	**N2O Intensity (lb/MWhr)**	0

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - See CalEEMod Assumptions

Construction Phase -

Vehicle Trips - Refer to W-Trans trip generation.

Energy Use -

Water And Wastewater - See CalEEmod Assumptions

Solid Waste - Refer to CalEEMod Inputs.

Mobile Land Use Mitigation -

Mobile Commute Mitigation -

Fleet Mix - See CalEEmod Assumptions

Table Name	Column Name	Default Value	New Value
tblFleetMix	HHD	0.02	3.6450e-003
tblFleetMix	LDA	0.60	0.70
tblFleetMix	LDT1	0.04	0.05
tblFleetMix	LDT2	0.19	0.22
tblFleetMix	LHD1	0.02	3.1450e-003
tblFleetMix	LHD2	4.9480e-003	9.2700e-004
tblFleetMix	MCY	5.4100e-003	6.9170e-003
tblFleetMix	MDV	0.11	0.02
tblFleetMix	MH	8.4100e-004	0.00
tblFleetMix	MHD	0.01	2.2830e-003
tblFleetMix	OBUS	2.0070e-003	0.00
tblFleetMix	SBUS	6.1200e-004	0.00
tblFleetMix	UBUS	1.6260e-003	0.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0
tblProjectCharacteristics	CO2IntensityFactor	641.35	10.84
tblProjectCharacteristics	N2OIntensityFactor	0.006	0
tblSolidWaste	SolidWasteGenerationRate	66.59	25.10
tblVehicleTrips	DV_TP	15.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	82.00	100.00
tblVehicleTrips	ST_TR	1.64	0.66
tblVehicleTrips	SU_TR	0.76	0.47
tblVehicleTrips	WD_TR	11.42	3.43
tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	IndoorWaterUseRate	12,725,736.36	4,098,955.84

tblWater	OutdoorWaterUseRate	7,799,644.86	654,445.00
tblWater	SepticTankPercent	10.33	0.00

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.3278	2.0000e-005	1.8300e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.5000e-003	3.5000e-003	1.0000e-005	0.0000	3.7400e-003
Energy	9.9100e-003	0.0901	0.0757	5.4000e-004		6.8500e-003	6.8500e-003		6.8500e-003	6.8500e-003	0.0000	106.4378	106.4378	1.8800e-003	1.8000e-003	107.0209
Mobile	0.0595	0.1060	0.7835	2.0200e-003	0.2006	1.4700e-003	0.2020	0.0533	1.3700e-003	0.0547	0.0000	182.6796	182.6796	6.5700e-003	0.0000	182.8439
Waste						0.0000	0.0000		0.0000	0.0000	5.0951	0.0000	5.0951	0.3011	0.0000	12.6228
Water						0.0000	0.0000		0.0000	0.0000	1.4502	0.1203	1.5705	4.9900e-003	3.1500e-003	2.6351
Total	**0.3971**	**0.1961**	**0.8611**	**2.5600e-003**	**0.2006**	**8.3300e-003**	**0.2089**	**0.0533**	**8.2300e-003**	**0.0616**	**6.5453**	**289.2413**	**295.7865**	**0.3146**	**4.9500e-003**	**305.1265**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.3278	2.0000e-005	1.8300e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.5000e-003	3.5000e-003	1.0000e-005	0.0000	3.7400e-003
Energy	9.9100e-003	0.0901	0.0757	5.4000e-004		6.8500e-003	6.8500e-003		6.8500e-003	6.8500e-003	0.0000	106.4378	106.4378	1.8800e-003	1.8000e-003	107.0209

Mobile	0.0585	0.1024	0.7562	1.9300e-003	0.1916	1.4200e-003	0.1930	0.0510	1.3100e-003	0.0523	0.0000	174.7893	174.7893	6.3200e-003	0.0000	174.9474
Waste						0.0000	0.0000		0.0000	0.0000	5.0951	0.0000	5.0951	0.3011	0.0000	12.6228
Water						0.0000	0.0000		0.0000	0.0000	1.4502	0.1203	1.5705	4.9900e-003	3.1500e-003	2.6351
Total	**0.3962**	**0.1926**	**0.8338**	**2.4700e-003**	**0.1916**	**8.2800e-003**	**0.1999**	**0.0510**	**8.1700e-003**	**0.0591**	**6.5453**	**281.3509**	**287.8962**	**0.3143**	**4.9500e-003**	**297.2300**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.24**	**1.81**	**3.17**	**3.52**	**4.47**	**0.60**	**4.31**	**4.48**	**0.73**	**3.95**	**0.00**	**2.73**	**2.67**	**0.08**	**0.00**	**2.59**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Implement Trip Reduction Program

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0585	0.1024	0.7562	1.9300e-003	0.1916	1.4200e-003	0.1930	0.0510	1.3100e-003	0.0523	0.0000	174.7893	174.7893	6.3200e-003	0.0000	174.9474
Unmitigated	0.0595	0.1060	0.7835	2.0200e-003	0.2006	1.4700e-003	0.2020	0.0533	1.3700e-003	0.0547	0.0000	182.6796	182.6796	6.5700e-003	0.0000	182.8439

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Office Park	245.59	47.26	33.65	546,250	521,850
Other Non-Asphalt Surfaces	0.00	0.00	0.00		

Parking Lot	0.00	0.00	0.00		
Total	245.59	47.26	33.65	546,250	521,850

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Office Park	9.50	7.30	7.30	33.00	48.00	19.00	100	0	0
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Office Park	0.696615	0.046930	0.219538	0.020000	0.003145	0.000927	0.002283	0.003645	0.000000	0.000000	0.006917	0.000000	0.000000
Other Non-Asphalt Surfaces	0.596719	0.040200	0.188056	0.111125	0.016796	0.004948	0.012194	0.019466	0.002007	0.001626	0.005410	0.000612	0.000841
Parking Lot	0.596719	0.040200	0.188056	0.111125	0.016796	0.004948	0.012194	0.019466	0.002007	0.001626	0.005410	0.000612	0.000841

5.0 Energy Detail

Historical Energy Use: Y

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	8.3184	8.3184	0.0000	0.0000	8.3184
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	8.3184	8.3184	0.0000	0.0000	8.3184
NaturalGas Mitigated	9.9100e-003	0.0901	0.0757	5.4000e-004		6.8500e-003	6.8500e-003		6.8500e-003	6.8500e-003	0.0000	98.1194	98.1194	1.8800e-003	1.8000e-003	98.7025

NaturalGas Unmitigated	9.9100e-003	0.0901	0.0757	5.4000e-004		6.8500e-003	6.8500e-003		6.8500e-003	6.8500e-003	0.0000	98.1194	98.1194	1.8800e-003	1.8000e-003	98.7025

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Office Park	1.83869e+006	9.9100e-003	0.0901	0.0757	5.4000e-004		6.8500e-003	6.8500e-003		6.8500e-003	6.8500e-003	0.0000	98.1194	98.1194	1.8800e-003	1.8000e-003	98.7025
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**9.9100e-003**	**0.0901**	**0.0757**	**5.4000e-004**		**6.8500e-003**	**6.8500e-003**		**6.8500e-003**	**6.8500e-003**	**0.0000**	**98.1194**	**98.1194**	**1.8800e-003**	**1.8000e-003**	**98.7025**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Office Park	1.83869e+006	9.9100e-003	0.0901	0.0757	5.4000e-004		6.8500e-003	6.8500e-003		6.8500e-003	6.8500e-003	0.0000	98.1194	98.1194	1.8800e-003	1.8000e-003	98.7025
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**9.9100e-003**	**0.0901**	**0.0757**	**5.4000e-004**		**6.8500e-003**	**6.8500e-003**		**6.8500e-003**	**6.8500e-003**	**0.0000**	**98.1194**	**98.1194**	**1.8800e-003**	**1.8000e-003**	**98.7025**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Office Park	1.62174e+006	7.9740	0.0000	0.0000	7.9740
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	70048	0.3444	0.0000	0.0000	0.3444
Total		**8.3184**	**0.0000**	**0.0000**	**8.3184**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Office Park	1.62174e+006	7.9740	0.0000	0.0000	7.9740
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	70048	0.3444	0.0000	0.0000	0.3444
Total		**8.3184**	**0.0000**	**0.0000**	**8.3184**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.3278	2.0000e-005	1.8300e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.5000e-003	3.5000e-003	1.0000e-005	0.0000	3.7400e-003
Unmitigated	0.3278	2.0000e-005	1.8300e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.5000e-003	3.5000e-003	1.0000e-005	0.0000	3.7400e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0399					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2877					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.7000e-004	2.0000e-005	1.8300e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.5000e-003	3.5000e-003	1.0000e-005	0.0000	3.7400e-003
Total	**0.3278**	**2.0000e-005**	**1.8300e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**3.5000e-003**	**3.5000e-003**	**1.0000e-005**	**0.0000**	**3.7400e-003**

Mitigated

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

SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0399					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2877					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.7000e-004	2.0000e-005	1.8300e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.5000e-003	3.5000e-003	1.0000e-005	0.0000	3.7400e-003
Total	**0.3278**	**2.0000e-005**	**1.8300e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**3.5000e-003**	**3.5000e-003**	**1.0000e-005**	**0.0000**	**3.7400e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	1.5705	4.9900e-003	3.1500e-003	2.6351
Unmitigated	1.5705	4.9900e-003	3.1500e-003	2.6351

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Office Park	4.09896 / 0.654445	1.5705	4.9900e-003	3.1500e-003	2.6351

Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**1.5705**	**4.9900e-003**	**3.1500e-003**	**2.6351**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Office Park	4.09896 / 0.654445	1.5705	4.9900e-003	3.1500e-003	2.6351
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**1.5705**	**4.9900e-003**	**3.1500e-003**	**2.6351**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	5.0951	0.3011	0.0000	12.6228

Unmitigated	5.0951	0.3011	0.0000	12.6228

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Office Park	25.1	5.0951	0.3011	0.0000	12.6228
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**5.0951**	**0.3011**	**0.0000**	**12.6228**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Office Park	25.1	5.0951	0.3011	0.0000	12.6228
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**5.0951**	**0.3011**	**0.0000**	**12.6228**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Dell Avenue - Existing Site 2022

Santa Clara County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Office Park	71.60	1000sqft	1.64	71,600.00	0
Other Non-Asphalt Surfaces	44.78	1000sqft	1.03	44,780.00	0
Parking Lot	79.60	1000sqft	1.83	79,600.00	0

1.2 Other Project Characteristics

Urbanization Urban

Wind Speed (m/s) 2.2

Precipitation Freq (Days) 58

Climate Zone 4

Operational Year 2022

Utility Company Pacific Gas & Electric Company

CO2 Intensity (lb/MWhr) 10.8429465

CH4 Intensity (lb/MWhr) 3.32308E-05

N2O Intensity (lb/MWhr) 4.35817E-06

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - See CalEEMod Assumptions

Construction Phase -

Vehicle Trips - Refer to W-Trans trip generation.

Energy Use -

Water And Wastewater - See CalEEmod Assumptions

Solid Waste - See CalEEMod Assumptions

Fleet Mix - See CalEEmod Assumptions

Mobile Land Use Mitigation -

Mobile Commute Mitigation -

Table Name	Column Name	Default Value	New Value
tblFleetMix	HHD	0.02	3.9730e-003
tblFleetMix	LDA	0.61	0.71
tblFleetMix	LDT1	0.04	0.04
tblFleetMix	LDT2	0.18	0.21
tblFleetMix	LHD1	0.01	2.7120e-003
tblFleetMix	LHD2	5.0070e-003	9.4200e-004
tblFleetMix	MCY	5.3120e-003	6.7490e-003
tblFleetMix	MDV	0.11	0.02
tblFleetMix	MH	7.4000e-004	0.00
tblFleetMix	MHD	0.01	2.3730e-003
tblFleetMix	OBUS	2.1440e-003	0.00
tblFleetMix	SBUS	6.2700e-004	0.00
tblFleetMix	UBUS	1.5480e-003	0.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	3.32308490390544E-05
tblProjectCharacteristics	CO2IntensityFactor	641.35	10.8429464953082
tblProjectCharacteristics	N2OIntensityFactor	0.006	4.35817252570431E-06
tblSolidWaste	SolidWasteGenerationRate	66.59	25.10
tblVehicleTrips	DV_TP	15.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	82.00	100.00
tblVehicleTrips	ST_TR	1.64	0.66
tblVehicleTrips	SU_TR	0.76	0.47
tblVehicleTrips	WD_TR	11.42	3.43
tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	IndoorWaterUseRate	12,725,736.36	4,098,955.84

tblWater	OutdoorWaterUseRate	7,799,644.86	654,445.00
tblWater	SepticTankPercent	10.33	0.00

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.3278	2.0000e-005	1.8000e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.5000e-003	3.5000e-003	1.0000e-005	0.0000	3.7300e-003
Energy	9.9100e-003	0.0901	0.0757	5.4000e-004		6.8500e-003	6.8500e-003		6.8500e-003	6.8500e-003	0.0000	106.4401	106.4401	1.9100e-003	1.8000e-003	107.0248
Mobile	0.0422	0.0728	0.5539	1.7600e-003	0.2006	1.2600e-003	0.2018	0.0533	1.1600e-003	0.0545	0.0000	159.1069	159.1069	4.8500e-003	0.0000	159.2280
Waste						0.0000	0.0000		0.0000	0.0000	5.0951	0.0000	5.0951	0.3011	0.0000	12.6228
Water						0.0000	0.0000		0.0000	0.0000	1.4502	0.1204	1.5706	4.9900e-003	3.1500e-003	2.6352
Total	**0.3799**	**0.1630**	**0.6314**	**2.3000e-003**	**0.2006**	**8.1200e-003**	**0.2087**	**0.0533**	**8.0200e-003**	**0.0614**	**6.5453**	**265.6708**	**272.2161**	**0.3129**	**4.9500e-003**	**281.5146**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.3278	2.0000e-005	1.8000e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.5000e-003	3.5000e-003	1.0000e-005	0.0000	3.7300e-003

Energy	9.9100e-003	0.0901	0.0757	5.4000e-004		6.8500e-003	6.8500e-003		6.8500e-003	6.8500e-003	0.0000	106.4401	106.4401	1.9100e-003	1.8000e-003	107.0248
Mobile	0.0415	0.0705	0.5341	1.6800e-003	0.1916	1.2100e-003	0.1928	0.0510	1.1200e-003	0.0521	0.0000	152.2481	152.2481	4.6600e-003	0.0000	152.3646
Waste						0.0000	0.0000		0.0000	0.0000	5.0951	0.0000	5.0951	0.3011	0.0000	12.6228
Water						0.0000	0.0000		0.0000	0.0000	1.4502	0.1204	1.5706	4.9900e-003	3.1500e-003	2.6352
Total	**0.3792**	**0.1606**	**0.6116**	**2.2200e-003**	**0.1916**	**8.0700e-003**	**0.1997**	**0.0510**	**7.9800e-003**	**0.0589**	**6.5453**	**258.8121**	**265.3574**	**0.3127**	**4.9500e-003**	**274.6512**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.19**	**1.43**	**3.14**	**3.48**	**4.47**	**0.62**	**4.32**	**4.46**	**0.50**	**3.96**	**0.00**	**2.58**	**2.52**	**0.06**	**0.00**	**2.44**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Implement Trip Reduction Program

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0415	0.0705	0.5341	1.6800e-003	0.1916	1.2100e-003	0.1928	0.0510	1.1200e-003	0.0521	0.0000	152.2481	152.2481	4.6600e-003	0.0000	152.3646
Unmitigated	0.0422	0.0728	0.5539	1.7600e-003	0.2006	1.2600e-003	0.2018	0.0533	1.1600e-003	0.0545	0.0000	159.1069	159.1069	4.8500e-003	0.0000	159.2280

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT

Office Park	245.59	47.26	33.65	546,250	521,850
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	245.59	47.26	33.65	546,250	521,850

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Office Park	9.50	7.30	7.30	33.00	48.00	19.00	100	0	0
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Office Park	0.708205	0.042661	0.212386	0.020000	0.002712	0.000942	0.002373	0.003973	0.000000	0.000000	0.006749	0.000000	0.000000
Other Non-Asphalt Surfaces	0.610498	0.036775	0.183084	0.106123	0.014413	0.005007	0.012610	0.021118	0.002144	0.001548	0.005312	0.000627	0.000740
Parking Lot	0.610498	0.036775	0.183084	0.106123	0.014413	0.005007	0.012610	0.021118	0.002144	0.001548	0.005312	0.000627	0.000740

5.0 Energy Detail

Historical Energy Use: Y

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	8.3207	8.3207	3.0000e-005	0.0000	8.3223
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	8.3207	8.3207	3.0000e-005	0.0000	8.3223

NaturalGas Mitigated	9.9100e-003	0.0901	0.0757	5.4000e-004		6.8500e-003	6.8500e-003		6.8500e-003	6.8500e-003	0.0000	98.1194	98.1194	1.8800e-003	1.8000e-003	98.7025
NaturalGas Unmitigated	9.9100e-003	0.0901	0.0757	5.4000e-004		6.8500e-003	6.8500e-003		6.8500e-003	6.8500e-003	0.0000	98.1194	98.1194	1.8800e-003	1.8000e-003	98.7025

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Office Park	1.83869e+006	9.9100e-003	0.0901	0.0757	5.4000e-004		6.8500e-003	6.8500e-003		6.8500e-003	6.8500e-003	0.0000	98.1194	98.1194	1.8800e-003	1.8000e-003	98.7025
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**9.9100e-003**	**0.0901**	**0.0757**	**5.4000e-004**		**6.8500e-003**	**6.8500e-003**		**6.8500e-003**	**6.8500e-003**	**0.0000**	**98.1194**	**98.1194**	**1.8800e-003**	**1.8000e-003**	**98.7025**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Office Park	1.83869e+006	9.9100e-003	0.0901	0.0757	5.4000e-004		6.8500e-003	6.8500e-003		6.8500e-003	6.8500e-003	0.0000	98.1194	98.1194	1.8800e-003	1.8000e-003	98.7025
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**9.9100e-003**	**0.0901**	**0.0757**	**5.4000e-004**		**6.8500e-003**	**6.8500e-003**		**6.8500e-003**	**6.8500e-003**	**0.0000**	**98.1194**	**98.1194**	**1.8800e-003**	**1.8000e-003**	**98.7025**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Office Park	1.62174e+006	7.9762	2.0000e-005	0.0000	7.9777
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	70048	0.3445	0.0000	0.0000	0.3446
Total		**8.3207**	**2.0000e-005**	**0.0000**	**8.3223**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Office Park	1.62174e+006	7.9762	2.0000e-005	0.0000	7.9777
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	70048	0.3445	0.0000	0.0000	0.3446
Total		**8.3207**	**2.0000e-005**	**0.0000**	**8.3223**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.3278	2.0000e-005	1.8000e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.5000e-003	3.5000e-003	1.0000e-005	0.0000	3.7300e-003
Unmitigated	0.3278	2.0000e-005	1.8000e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.5000e-003	3.5000e-003	1.0000e-005	0.0000	3.7300e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0399					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2877					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.7000e-004	2.0000e-005	1.8000e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.5000e-003	3.5000e-003	1.0000e-005	0.0000	3.7300e-003
Total	**0.3278**	**2.0000e-005**	**1.8000e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**3.5000e-003**	**3.5000e-003**	**1.0000e-005**	**0.0000**	**3.7300e-003**

Mitigated

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

SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0399					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2877					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.7000e-004	2.0000e-005	1.8000e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.5000e-003	3.5000e-003	1.0000e-005	0.0000	3.7300e-003
Total	**0.3278**	**2.0000e-005**	**1.8000e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**3.5000e-003**	**3.5000e-003**	**1.0000e-005**	**0.0000**	**3.7300e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	1.5706	4.9900e-003	3.1500e-003	2.6352
Unmitigated	1.5706	4.9900e-003	3.1500e-003	2.6352

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Office Park	4.09896 / 0.654445	1.5706	4.9900e-003	3.1500e-003	2.6352

Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**1.5706**	**4.9900e-003**	**3.1500e-003**	**2.6352**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Office Park	4.09896 / 0.654445	1.5706	4.9900e-003	3.1500e-003	2.6352
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**1.5706**	**4.9900e-003**	**3.1500e-003**	**2.6352**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	5.0951	0.3011	0.0000	12.6228

Unmitigated	5.0951	0.3011	0.0000	12.6228

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Office Park	25.1	5.0951	0.3011	0.0000	12.6228
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**5.0951**	**0.3011**	**0.0000**	**12.6228**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Office Park	25.1	5.0951	0.3011	0.0000	12.6228
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**5.0951**	**0.3011**	**0.0000**	**12.6228**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Dell Avenue - Operation

Santa Clara County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Office Park	161.87	1000sqft	0.83	161,870.00	0
Enclosed Parking with Elevator	146.48	1000sqft	0.67	146,478.00	0
Other Non-Asphalt Surfaces	46.97	1000sqft	1.08	0.00	0
Other Non-Asphalt Surfaces	5.58	1000sqft	0.13	0.00	0
Parking Lot	75.89	1000sqft	1.74	75,886.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2022
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	10.84	**CH4 Intensity (lb/MWhr)**	0	**N2O Intensity (lb/MWhr)**	0

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - See CalEEMod Assumptions

Construction Phase - See CalEEMod Assumptions

Off-road Equipment -

Off-road Equipment - See CalEEMod Assumptions

Off-road Equipment - See CalEEMod Assumptions

Off-road Equipment - See CalEEMod Assumptions

Off-road Equipment - See CalEEMod Assumptions

Off-road Equipment - See CalEEMod Assumptions

Off-road Equipment - See CalEEMod Assumptions

Off-road Equipment - See CalEEMod Assumptions

Trips and VMT - See CalEEMod Assumptions

Demolition -

Grading - See CalEEMod Assumptions

Architectural Coating - See CalEEMod Assumptions

Vehicle Trips - Trip generation rate calculated from W-Trans study.

Area Coating - See CalEEMod Assumptions

Water And Wastewater - See CaleEmod Assumptions

Solid Waste - See CalEEMod Assumptions

Construction Off-road Equipment Mitigation - BAAQMD BMPs

Mobile Land Use Mitigation -

Mobile Commute Mitigation -

Water Mitigation -

Fleet Mix - See CalEEMod Assumptions

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_Nonresidential_Exterior	80935	0
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	9
tblFleetMix	HHD	0.02	3.9730e-003
tblFleetMix	LDA	0.61	0.71
tblFleetMix	LDT1	0.04	0.04
tblFleetMix	LDT2	0.18	0.21
tblFleetMix	LHD1	0.01	2.7120e-003
tblFleetMix	LHD2	5.0070e-003	9.4200e-004
tblFleetMix	MCY	5.3120e-003	6.7490e-003
tblFleetMix	MDV	0.11	0.02

tblFleetMix	MH	7.4000e-004	0.00
tblFleetMix	MHD	0.01	2.3730e-003
tblFleetMix	OBUS	2.1440e-003	0.00
tblFleetMix	SBUS	6.2700e-004	0.00
tblFleetMix	UBUS	1.5480e-003	0.00
tblLandUse	LandUseSquareFeet	46,968.00	0.00
tblLandUse	LandUseSquareFeet	5,580.00	0.00
tblLandUse	LotAcreage	3.72	0.83
tblLandUse	LotAcreage	3.36	0.67
tblProjectCharacteristics	CH4IntensityFactor	0.029	0
tblProjectCharacteristics	CO2IntensityFactor	641.35	10.84
tblProjectCharacteristics	N2OIntensityFactor	0.006	0
tblSolidWaste	SolidWasteGenerationRate	150.54	177.25
tblTripsAndVMT	HaulingTripNumber	389.00	393.00
tblTripsAndVMT	HaulingTripNumber	0.00	120.00
tblTripsAndVMT	VendorTripNumber	63.00	57.00
tblTripsAndVMT	WorkerTripNumber	145.00	130.00
tblTripsAndVMT	WorkerTripNumber	29.00	26.00
tblVehicleTrips	DV_TP	15.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	82.00	100.00
tblVehicleTrips	ST_TR	1.64	2.04
tblVehicleTrips	SU_TR	0.76	1.47
tblVehicleTrips	WD_TR	11.42	10.46
tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	IndoorWaterUseRate	28,769,761.79	28,950,449.50
tblWater	OutdoorWaterUseRate	17,633,079.81	686,200.00
tblWater	SepticTankPercent	10.33	0.00

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.7078	4.0000e-005	4.0200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	7.8000e-003	7.8000e-003	2.0000e-005	0.0000	8.3200e-003
Energy	0.0184	0.1676	0.1408	1.0100e-003		0.0127	0.0127		0.0127	0.0127	0.0000	202.3456	202.3456	3.5000e-003	3.3400e-003	203.4297
Mobile	0.2916	0.5026	3.8233	0.0121	1.3844	8.6800e-003	1.3931	0.3682	8.0100e-003	0.3762	0.0000	1,098.1916	1,098.1916	0.0335	0.0000	1,099.0279
Waste						0.0000	0.0000		0.0000	0.0000	35.9802	0.0000	35.9802	2.1264	0.0000	89.1393
Water						0.0000	0.0000		0.0000	0.0000	10.2427	0.7821	11.0248	0.0353	0.0223	18.5439
Total	**1.0178**	**0.6702**	**3.9681**	**0.0131**	**1.3844**	**0.0214**	**1.4058**	**0.3682**	**0.0208**	**0.3889**	**46.2229**	**1,301.3271**	**1,347.5500**	**2.1986**	**0.0256**	**1,410.1491**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.7078	4.0000e-005	4.0200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	7.8000e-003	7.8000e-003	2.0000e-005	0.0000	8.3200e-003
Energy	0.0184	0.1676	0.1408	1.0100e-003		0.0127	0.0127		0.0127	0.0127	0.0000	202.3456	202.3456	3.5000e-003	3.3400e-003	203.4297
Mobile	0.2865	0.4865	3.6863	0.0116	1.3225	8.3500e-003	1.3309	0.3517	7.7100e-003	0.3594	0.0000	1,050.8511	1,050.8511	0.0322	0.0000	1,051.6551
Waste						0.0000	0.0000		0.0000	0.0000	35.9802	0.0000	35.9802	2.1264	0.0000	89.1393
Water						0.0000	0.0000		0.0000	0.0000	8.1942	0.6273	8.8215	0.0282	0.0178	14.8368

Total	1.0128	0.6541	3.8311	0.0126	1.3225	0.0211	1.3436	0.3517	0.0205	0.3722	44.1743	1,253.8318	1,298.0061	2.1903	0.0212	1,359.0693

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.49	2.40	3.45	4.04	4.47	1.54	4.42	4.47	1.45	4.31	4.43	3.65	3.68	0.38	17.38	3.62

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Implement Trip Reduction Program

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2865	0.4865	3.6863	0.0116	1.3225	8.3500e-003	1.3309	0.3517	7.7100e-003	0.3594	0.0000	1,050.8511	1,050.8511	0.0322	0.0000	1,051.6551
Unmitigated	0.2916	0.5026	3.8233	0.0121	1.3844	8.6800e-003	1.3931	0.3682	8.0100e-003	0.3762	0.0000	1,098.1916	1,098.1916	0.0335	0.0000	1,099.0279

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Enclosed Parking with Elevator	0.00	0.00	0.00		
Office Park	1,693.16	330.21	237.95	3,770,343	3,601,929
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	1,693.16	330.21	237.95	3,770,343	3,601,929

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Enclosed Parking with Elevator	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Office Park	9.50	7.30	7.30	33.00	48.00	19.00	100	0	0
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Enclosed Parking with Elevator	0.610498	0.036775	0.183084	0.106123	0.014413	0.005007	0.012610	0.021118	0.002144	0.001548	0.005312	0.000627	0.000740
Office Park	0.708205	0.042661	0.212386	0.020000	0.002712	0.000942	0.002373	0.003973	0.000000	0.000000	0.006749	0.000000	0.000000
Other Non-Asphalt Surfaces	0.610498	0.036775	0.183084	0.106123	0.014413	0.005007	0.012610	0.021118	0.002144	0.001548	0.005312	0.000627	0.000740
Parking Lot	0.610498	0.036775	0.183084	0.106123	0.014413	0.005007	0.012610	0.021118	0.002144	0.001548	0.005312	0.000627	0.000740

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	19.9111	19.9111	0.0000	0.0000	19.9111
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	19.9111	19.9111	0.0000	0.0000	19.9111
NaturalGas Mitigated	0.0184	0.1676	0.1408	1.0100e-003		0.0127	0.0127		0.0127	0.0127	0.0000	182.4346	182.4346	3.5000e-003	3.3400e-003	183.5187

NaturalGas Unmitigated	0.0184	0.1676	0.1408	1.0100e-003		0.0127	0.0127		0.0127	0.0127	0.0000	182.4346	182.4346	3.5000e-003	3.3400e-003	183.5187

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Office Park	3.41869e+006	0.0184	0.1676	0.1408	1.0100e-003		0.0127	0.0127		0.0127	0.0127	0.0000	182.4346	182.4346	3.5000e-003	3.3400e-003	183.5187
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0184**	**0.1676**	**0.1408**	**1.0100e-003**		**0.0127**	**0.0127**		**0.0127**	**0.0127**	**0.0000**	**182.4346**	**182.4346**	**3.5000e-003**	**3.3400e-003**	**183.5187**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Office Park	3.41869e+006	0.0184	0.1676	0.1408	1.0100e-003		0.0127	0.0127		0.0127	0.0127	0.0000	182.4346	182.4346	3.5000e-003	3.3400e-003	183.5187
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0184**	**0.1676**	**0.1408**	**1.0100e-003**		**0.0127**	**0.0127**		**0.0127**	**0.0127**	**0.0000**	**182.4346**	**182.4346**	**3.5000e-003**	**3.3400e-003**	**183.5187**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Enclosed Parking with Elevator	858361	4.2205	0.0000	0.0000	4.2205
Office Park	3.16456e+006	15.5600	0.0000	0.0000	15.5600
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	26560.1	0.1306	0.0000	0.0000	0.1306
Total		**19.9111**	**0.0000**	**0.0000**	**19.9111**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Enclosed Parking with Elevator	858361	4.2205	0.0000	0.0000	4.2205
Office Park	3.16456e+006	15.5600	0.0000	0.0000	15.5600
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	26560.1	0.1306	0.0000	0.0000	0.1306
Total		**19.9111**	**0.0000**	**0.0000**	**19.9111**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.7078	4.0000e-005	4.0200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	7.8000e-003	7.8000e-003	2.0000e-005	0.0000	8.3200e-003
Unmitigated	0.7078	4.0000e-005	4.0200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	7.8000e-003	7.8000e-003	2.0000e-005	0.0000	8.3200e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0609					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.6466					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.7000e-004	4.0000e-005	4.0200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	7.8000e-003	7.8000e-003	2.0000e-005	0.0000	8.3200e-003
Total	**0.7078**	**4.0000e-005**	**4.0200e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**7.8000e-003**	**7.8000e-003**	**2.0000e-005**	**0.0000**	**8.3200e-003**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0609					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.6466					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.7000e-004	4.0000e-005	4.0200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	7.8000e-003	7.8000e-003	2.0000e-005	0.0000	8.3200e-003
Total	**0.7078**	**4.0000e-005**	**4.0200e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**7.8000e-003**	**7.8000e-003**	**2.0000e-005**	**0.0000**	**8.3200e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	8.8215	0.0282	0.0178	14.8368
Unmitigated	11.0248	0.0353	0.0223	18.5439

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Office Park	28.9504 / 0.6862	11.0248	0.0353	0.0223	18.5439
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**11.0248**	**0.0353**	**0.0223**	**18.5439**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Office Park	23.1604 / 0.644342	8.8215	0.0282	0.0178	14.8368
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**8.8215**	**0.0282**	**0.0178**	**14.8368**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	35.9802	2.1264	0.0000	89.1393
Unmitigated	35.9802	2.1264	0.0000	89.1393

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Office Park	177.25	35.9802	2.1264	0.0000	89.1393
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**35.9802**	**2.1264**	**0.0000**	**89.1393**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Office Park	177.25	35.9802	2.1264	0.0000	89.1393
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**35.9802**	**2.1264**	**0.0000**	**89.1393**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Criteria Air Pollutant Emissions Summary - Construction

	tons/yr	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total
Total		0.96	2.89	2.52	0.01	0.16	0.14	0.30	0.05	0.13	0.19

	tons/yr	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total
Total Onsite		0.93	2.72	2.27	0.00	0.09	0.14	0.22	0.03	0.13	0.17
Total Offsite		0.03	0.17	0.25	0.00	0.07	0.00	0.08	0.02	0.00	0.02

	tons/yr	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total
Total 2020		0.22	1.95	1.56	0.00	0.13	0.09	0.22	0.05	0.09	0.13
Total 2021		0.74	0.95	0.96	0.00	0.03	0.05	0.08	0.01	0.05	0.05

FOR CONSTRUCTION RISK ASSESSMENT - Unmitigated Run

	tons/yr	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total
2020 Onsite		0.20	1.78	1.40	0.00	0.09	0.09	0.18	0.03	0.09	0.12
2020 Offsite		0.02	0.17	0.16	0.00	0.05	0.00	0.05	0.01	0.00	0.01
2021 Onsite		0.72	0.94	0.87	0.00	0.00	0.05	0.05	0.00	0.05	0.05
2021 Offsite		0.01	0.01	0.09	0.00	0.03	0.00	0.03	0.01	0.00	0.01

Demolition - 2020

Unmitigated Construction

Category	tons/yr	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total
Off-Road		2.48E-02	0.2265	0.29	4.70E-04		1.18E-02	1.18E-02		1.12E-02	1.12E-02
Hauling		0	0	0	0	0	0	0	0	0	0
Vendor		3.40E-04	9.79E-03	2.61E-03	2.00E-05	5.30E-04	5.00E-05	5.80E-04	1.50E-04	5.00E-05	2.00E-04
Worker		7.10E-04	5.10E-04	5.38E-03	2.00E-05	1.57E-03	1.00E-05	1.58E-03	4.20E-04	1.00E-05	4.30E-04
Total		2.59E-02	2.37E-01	2.98E-01	5.10E-04	2.10E-03	1.19E-02	1.40E-02	5.70E-04	1.13E-02	1.18E-02
TOTAL ONSITE		0.02	0.23	0.29	0.00	0.00	0.01	0.01	0.00	0.01	0.01
TOTAL OFFSITE		0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Demolition Haul - 2020

Unmitigated Construction

Category	tons/yr	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total
Fugitive Dust						0.03	0.00	0.03	0.00	0.00	0.00
Off-Road		0	0	0	0.00E+00		0	0		0.00E+00	0.00E+00
Hauling		1.87E-03	0.0675	1.35E-02	1.70E-04	3.32E-03	2.00E-04	3.52E-03	9.20E-04	1.90E-04	1.11E-03
Vendor		0	0	0	0	0	0	0	0	0	0
Worker		0	0	0	0	0	0	0	0	0	0
Total		1.87E-03	6.75E-02	1.35E-02	1.70E-04	2.90E-02	2.00E-04	2.92E-02	4.81E-03	1.90E-04	5.00E-03
TOTAL ONSITE		0.00	0.00	0.00	0.00	0.03	0.00	0.03	0.00	0.00	0.00
TOTAL OFFSITE		0.00	0.07	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Site Preparation - 2020

Unmitigated Construction

Category	tons/yr	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total
Fugitive Dust						0.00E+00	0	0.00E+00	0.00E+00	0	0.00E+00
Off-Road		7.23E-03	0.0726	0.0787	1.10E-04		4.59E-03	4.59E-03		4.23E-03	4.23E-03
Hauling		0	0	0	0	0	0	0	0	0	0
Vendor		1.80E-04	5.24E-03	1.39E-03	1.00E-05	2.80E-04	3.00E-05	3.10E-04	8.00E-05	2.00E-05	1.10E-04
Worker		3.80E-04	2.70E-04	2.88E-03	1.00E-05	8.40E-04	1.00E-05	8.50E-04	2.30E-04	1.00E-05	2.30E-04
Total		0.01	0.08	0.08	0.00	0.00	0.00	0.01	0.00	0.00	0.00
TOTAL ONSITE		0.01	0.07	0.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL OFFSITE		0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Grading - 2020

Unmitigated Construction

Category	tons/yr	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total
Fugitive Dust						0.0602	0	0.0602	0.031	0	0.031
Off-Road		4.25E-02	0.4702	0.2259	4.60E-04		2.20E-02	2.20E-02		2.02E-02	2.02E-02
Hauling		0	0	0	0	0	0	0	0	0	0
Vendor		3.40E-04	9.79E-03	2.61E-03	2.00E-05	5.30E-04	5.00E-05	5.80E-04	1.50E-04	5.00E-05	2.00E-04
Worker		7.10E-04	5.10E-04	5.38E-03	2.00E-05	1.57E-03	1.00E-05	1.58E-03	4.20E-04	1.00E-05	4.30E-04
Total		4.36E-02	4.81E-01	2.34E-01	5.00E-04	6.23E-02	2.21E-02	8.44E-02	3.16E-02	2.03E-02	5.18E-02
TOTAL ONSITE		0.04	0.47	0.23	0.00	0.06	0.02	0.08	0.03	0.02	0.05
TOTAL OFFSITE		0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Grading Haul - 2020

Unmitigated Construction

Category	tons/yr	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total
Fugitive Dust						1.60E-04	0.00E+00	1.60E-04	2.00E-05	0.00E+00	2.00E-05
Off-Road		0	0	0	0		0	0		0	0
Hauling		1.75E-03	0.0612	1.25E-02	1.70E-04	3.34E-03	2.00E-04	3.53E-03	9.20E-04	1.90E-04	1.11E-03
Vendor		0	0	0	0	0	0	0	0	0	0
Worker		0	0	0	0	0	0	0	0	0	0
Total		1.75E-03	6.12E-02	1.25E-02	1.70E-04	3.50E-03	2.00E-04	3.69E-03	9.40E-04	1.90E-04	1.13E-03
TOTAL ONSITE		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL OFFSITE		0.00	0.06	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Building Construction - 2020

Unmitigated Construction

Category	tons/yr	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total
Off-Road		0.1277	1.0116	0.8007	1.44E-03		0.0524	0.0524		0.0504	0.0504
Hauling		0	0	0	0	0	0	0	0	0	0
Vendor		0	0	0	0	0	0	0	0	0	0
Worker		1.52E-02	1.09E-02	0.1141	3.40E-04	3.34E-02	2.30E-04	3.36E-02	8.93E-03	2.20E-04	9.14E-03
Total		0.14	1.02	0.91	0.00	0.03	0.05	0.09	0.01	0.05	0.06
TOTAL ONSITE		0.13	1.01	0.80	0.00	0.00	0.05	0.05	0.00	0.05	0.05
TOTAL OFFSITE		0.02	0.01	0.11	0.00	0.03	0.00	0.03	0.01	0.00	0.01

Building Construction - 2021

Unmitigated Construction

Category	tons/yr	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total
Off-Road		0.0835	0.6778	0.5702	1.05E-03		0.0331	0.0331		0.0319	0.0319
Hauling		0	0	0	0	0	0	0	0	0	0
Vendor		0	0	0	0	0	0	0	0	0	0
Worker		1.03E-02	7.10E-03	0.0762	2.40E-04	0.0244	1.70E-04	0.0245	6.52E-03	1.50E-04	6.67E-03
Total		0.09	0.68	0.65	0.00	0.02	0.03	0.06	0.01	0.03	0.04
TOTAL ONSITE		0.08	0.68	0.57	0.00	0.00	0.03	0.03	0.00	0.03	0.03
TOTAL OFFSITE		0.01	0.01	0.08	0.00	0.02	0.00	0.02	0.01	0.00	0.01

Architectural Coating - 2021

Unmitigated Construction

Category	tons/yr	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total
Arch. Coating		0.6091					0.00E+00	0.00E+00		0.00E+00	0.00E+00
Off-Road		1.27E-02	8.86E-02	1.05E-01	1.70E-04		5.46E-03	5.46E-03		5.46E-03	5.46E-03
Hauling		0	0	0	0	0	0	0	0	0	0
Vendor		0.00E+00	0.00E+00	0.00E+00	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	0.00E+00
Worker		1.34E-03	9.30E-04	9.95E-03	3.00E-05	3.18E-03	2.00E-05	3.20E-03	8.50E-04	2.00E-05	8.70E-04
Total		0.62	0.09	0.12	0.00	0.00	0.01	0.01	0.00	0.01	0.01
TOTAL ONSITE		0.62	0.09	0.11	0.00	0.00	0.01	0.01	0.00	0.01	0.01
TOTAL OFFSITE		0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Paving - 2021

Unmitigated Construction

Category	tons/yr	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total
Off-Road		1.73E-02	0.1708	0.1942	3.00E-04		9.25E-03	9.25E-03		8.54E-03	8.54E-03
Paving		2.28E-03					0.00E+00	0.00E+00		0.00E+00	0.00E+00
Hauling		0.00E+00	0	0	0	0	0	0	0	0	0
Vendor		0.00E+00	0.00E+00	0.00E+00	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
Worker		6.40E-04	4.40E-04	4.74E-03	2.00E-05	1.51E-03	1.00E-05	1.52E-03	4.10E-04	1.00E-05	4.10E-04
Total		0.02	0.17	0.20	0.00	0.00	0.01	0.01	0.00	0.01	0.01
TOTAL ONSITE		0.02	0.17	0.19	0.00	0.00	0.01	0.01	0.00	0.01	0.01
TOTAL OFFSITE		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Criteria Air Pollutant Emissions Summary - Construction

Annual emissions divided by total construction duration to obtain average daily emissions. Average construction emissions accounts for the duration of each construction phase and the time each piece of construction equipment is onsite.

Unmigated Run - with Best Control Measures for Fugitive Dust

avg lbs/day	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total
Total	5.17	15.55	13.53	0.03	0.86	0.75	1.61	0.30	0.71	1.01
BAAQMD Threshold	54	54	NA	NA	BMP	82	54	BMP	54	NA
Exceeds Threshold	No	No	NA	NA	NA	No	No	NA	No	NA

avg lbs/day	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total
TOTAL 2020	1.71	14.92	11.92	0.02	1.01	0.70	1.71	0.36	0.66	1.03
TOTAL 2021	13.28	17.04	17.31	0.03	0.52	0.87	1.39	0.14	0.83	0.97

FOR CONSTRUCTION RISK ASSESSMENT

Onsite Details

avg lbs/day	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total
2020 Onsite	1.55	13.65	10.69	0.02	0.66	0.6957	1.36	0.27	0.6592	0.93
2021 Onsite	13.06	16.89	15.67	0.03	0.00	0.8614	0.86	0.00	0.8270	0.83

Offsite Details

avg lbs/day	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total
2020 Offsite	0.16	1.27	1.23	0.01	0.35	0.0061	0.35	0.09	0.0057	0.10
2021 Offsite	0.22	0.15	1.64	0.01	0.52	0.0036	0.53	0.14	0.0032	0.14

Criteria Air Pollutant Emissions Summary - Construction

	tons/yr	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total
Total		0.96	2.89	2.52	0.01	0.13	0.08	0.22	0.05	0.08	0.13

	tons/yr	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total
Total Onsite		0.93	2.72	2.27	0.00	0.09	0.08	0.17	0.03	0.08	0.11
Total Offsite		0.03	0.17	0.25	0.00	0.07	0.00	0.08	0.02	0.00	0.02

	tons/yr	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total
Total 2020		0.22	1.95	1.56	0.00	0.11	0.05	0.16	0.04	0.05	0.09
Total 2021		0.74	0.95	0.96	0.00	0.03	0.03	0.06	0.01	0.03	0.04

FOR CONSTRUCTION RISK ASSESSMENT - Mitigated Run

	tons/yr	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total
2020 Onsite		0.20	1.78	1.40	0.00	0.09	0.05	0.14	0.03	0.05	0.08
2020 Offsite		0.02	0.17	0.16	0.00	0.05	0.00	0.05	0.01	0.00	0.01
2021 Onsite		0.72	0.94	0.87	0.00	0.00	0.03	0.03	0.00	0.03	0.03
2021 Offsite		0.01	0.01	0.09	0.00	0.03	0.00	0.03	0.01	0.00	0.01

Demolition - 2020

Mitigated Construction

Category	tons/yr	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total
Off-Road		2.48E-02	0.2265	0.29	4.70E-04		5.90E-03	5.90E-03		5.60E-03	5.60E-03
Hauling		0	0	0	0	0	0	0	0	0	0
Vendor		3.40E-04	9.79E-03	2.61E-03	2.00E-05	5.30E-04	5.00E-05	5.80E-04	1.50E-04	5.00E-05	2.00E-04
Worker		7.10E-04	5.10E-04	5.38E-03	2.00E-05	1.57E-03	1.00E-05	1.58E-03	4.20E-04	1.00E-05	4.30E-04
Total		2.59E-02	2.37E-01	2.98E-01	5.10E-04	2.10E-03	5.96E-03	8.06E-03	5.70E-04	5.66E-03	6.23E-03
TOTAL ONSITE		0.02	0.23	0.29	0.00	0.00	0.01	0.01	0.00	0.01	0.01
TOTAL OFFSITE		0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Demolition Haul - 2020

Mitigated Construction

Category	tons/yr	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total
Fugitive Dust						0.03	0.00	0.03	0.00	0.00	0.00
Off-Road		0	0	0	0.00E+00		0	0		0.00E+00	0.00E+00
Hauling		1.87E-03	0.0675	1.35E-02	1.70E-04	3.32E-03	2.00E-04	3.52E-03	9.20E-04	1.90E-04	1.11E-03
Vendor		0	0	0	0	0	0	0	0	0	0
Worker		0	0	0	0	0	0	0	0	0	0
Total		1.87E-03	6.75E-02	1.35E-02	1.70E-04	3.32E-03	2.00E-04	3.52E-03	9.20E-04	1.90E-04	1.11E-03
TOTAL ONSITE		0.00	0.00	0.00	0.00	0.03	0.00	0.03	0.00	0.00	0.00
TOTAL OFFSITE		0.00	0.07	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Site Preparation - 2020

Mitigated Construction

Category	tons/yr	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total
Fugitive Dust						0.00E+00	0	0.00E+00	0.00E+00	0	0.00E+00
Off-Road		7.23E-03	0.0726	0.0787	1.10E-04		2.30E-03	2.30E-03		2.11E-03	2.11E-03
Hauling		0	0	0	0	0	0	0	0	0	0
Vendor		1.80E-04	5.24E-03	1.39E-03	1.00E-05	2.80E-04	3.00E-05	3.10E-04	8.00E-05	2.00E-05	1.10E-04
Worker		3.80E-04	2.70E-04	2.88E-03	1.00E-05	8.40E-04	1.00E-05	8.50E-04	2.30E-04	1.00E-05	2.30E-04
Total		0.01	0.08	0.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL ONSITE		0.01	0.07	0.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL OFFSITE		0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Grading - 2020

Mitigated Construction

Category	tons/yr	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total
Fugitive Dust						0.0602	0	0.0602	0.031	0	0.031
Off-Road		4.25E-02	0.4702	0.2259	4.60E-04		1.10E-02	1.10E-02		1.01E-02	1.01E-02
Hauling		0	0	0	0	0	0	0	0	0	0
Vendor		3.40E-04	9.79E-03	2.61E-03	2.00E-05	5.30E-04	5.00E-05	5.80E-04	1.50E-04	5.00E-05	2.00E-04
Worker		7.10E-04	5.10E-04	5.38E-03	2.00E-05	1.57E-03	1.00E-05	1.58E-03	4.20E-04	1.00E-05	4.30E-04
Total		4.36E-02	4.81E-01	2.34E-01	5.00E-04	6.23E-02	1.11E-02	7.34E-02	3.16E-02	1.02E-02	4.17E-02
TOTAL ONSITE		0.04	0.47	0.23	0.00	0.06	0.01	0.07	0.03	0.01	0.04
TOTAL OFFSITE		0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Grading Haul - 2020

Mitigated Construction

Category	tons/yr	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total
Fugitive Dust						1.60E-04	0	1.60E-04	2.00E-05	0	2.00E-05
Off-Road		0	0	0	0		0	0		0	0
Hauling		1.75E-03	0.0612	1.25E-02	1.70E-04	3.34E-03	2.00E-04	3.53E-03	9.20E-04	1.90E-04	1.11E-03
Vendor		0	0	0	0	0	0	0	0	0	0
Worker		0	0	0	0	0	0	0	0	0	0
Total		1.75E-03	6.12E-02	1.25E-02	1.70E-04	3.50E-03	2.00E-04	3.69E-03	9.40E-04	1.90E-04	1.13E-03
TOTAL ONSITE		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL OFFSITE		0.00	0.06	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Building Construction - 2020

Mitigated Construction

Category	tons/yr	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total
Off-Road		0.1277	1.0116	0.8007	1.44E-03		0.0328	0.0328		0.0318	0.0318
Hauling		0	0	0	0	0	0	0	0	0	0
Vendor		0.00E+00	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
Worker		1.52E-02	1.09E-02	0.1141	3.40E-04	3.34E-02	2.30E-04	3.36E-02	8.93E-03	2.20E-04	9.14E-03
Total		0.14	1.02	0.91	0.00	0.03	0.03	0.07	0.01	0.03	0.04
TOTAL ONSITE		0.13	1.01	0.80	0.00	0.00	0.03	0.03	0.00	0.03	0.03
TOTAL OFFSITE		0.02	0.01	0.11	0.00	0.03	0.00	0.03	0.01	0.00	0.01

Building Construction - 2021

Mitigated Construction

Category	tons/yr	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total
Off-Road		0.0835	0.6778	0.5702	1.05E-03		0.0207	0.0207		0.02	0.02
Hauling		0	0	0	0	0	0	0	0	0	0
Vendor		0.00E+00	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
Worker		1.03E-02	7.10E-03	0.0762	2.40E-04	0.0244	1.70E-04	0.0245	6.52E-03	1.50E-04	6.67E-03
Total		0.09	0.68	0.65	0.00	0.02	0.02	0.05	0.01	0.02	0.03
TOTAL ONSITE		0.08	0.68	0.57	0.00	0.00	0.02	0.02	0.00	0.02	0.02
TOTAL OFFSITE		0.01	0.01	0.08	0.00	0.02	0.00	0.02	0.01	0.00	0.01

Architectural Coating - 2021

Mitigated Construction

Category	tons/yr	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total
Arch. Coating		0.6091					0.00E+00	0.00E+00		0.00E+00	0.00E+00
Off-Road		1.27E-02	8.86E-02	1.05E-01	1.70E-04		2.73E-03	2.73E-03		2.73E-03	2.73E-03
Hauling		0	0	0	0	0	0	0	0	0	0
Vendor		0.00E+00	0.00E+00	0.00E+00	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	0.00E+00
Worker		1.34E-03	9.30E-04	9.95E-03	3.00E-05	3.18E-03	2.00E-05	3.20E-03	8.50E-04	2.00E-05	8.70E-04
Total		0.62	0.09	0.12	0.00	0.00	0.00	0.01	0.00	0.00	0.00
TOTAL ONSITE		0.62	0.09	0.11	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL OFFSITE		0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Paving - 2021

Mitigated Construction

Category	tons/yr	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total
Off-Road		1.73E-02	0.1708	0.1942	3.00E-04		4.79E-03	4.79E-03		4.43E-03	4.43E-03
Paving		2.28E-03					0.00E+00	0.00E+00		0.00E+00	0.00E+00
Hauling		0.00E+00	0	0	0	0	0	0	0	0	0
Vendor		0.00E+00	0.00E+00	0.00E+00	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
Worker		6.40E-04	4.40E-04	4.74E-03	2.00E-05	1.51E-03	1.00E-05	1.52E-03	4.10E-04	1.00E-05	4.10E-04
Total		0.02	0.17	0.20	0.00	0.00	0.00	0.01	0.00	0.00	0.00
TOTAL ONSITE		0.02	0.17	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL OFFSITE		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Criteria Air Pollutant Emissions Summary - Construction

Annual emissions divided by total construction duration to obtain average daily emissions. Average construction emissions accounts for the duration of each construction phase and the time each piece of construction equipment is onsite.

Migated Run - Level 2 Diesel Particulate Filters for Eq. > 50 hp; with Best Control Measures for Fugitive Dust

avg lbs/day	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total
Total	5.17	15.55	13.53	0.03	0.72	0.44	1.16	0.27	0.42	0.69
BAAQMD Threshold	54	54	NA	NA	BMP	82	54	BMP	54	NA
Exceeds Threshold	No	No	NA	NA	NA	No	No	NA	No	NA

avg lbs/day	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total
TOTAL 2020	1.71	14.92	11.92	0.02	1.01	0.40	1.41	0.36	0.39	0.75
TOTAL 2021	13.28	17.04	17.31	0.03	0.52	0.51	1.03	0.14	0.49	0.63

FOR CONSTRUCTION RISK ASSESSMENT - Mitigated Scenario

Onsite Details

avg lbs/day	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total
2020 Onsite	1.55	13.65	10.69	0.02	0.66	0.3985	1.06	0.27	0.3802	0.65
2021 Onsite	13.06	16.89	15.67	0.03	0.00	0.5085	0.51	0.00	0.4894	0.49

Offsite Details

avg lbs/day	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total
2020 Offsite	0.16	1.27	1.23	0.01	0.35	0.0061	0.35	0.09	0.0057	0.10
2021 Offsite	0.22	0.15	1.64	0.01	0.52	0.0036	0.53	0.14	0.0032	0.14

Criteria Air Pollutant Emissions Summary - Operations: Existing Uses

Annual emissions divided by 365 days/year to obtain average daily emissions.

Existing Operation at Project Buildout (2018)

lbs/day	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total
Area Sources	1.80	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy Use	0.05	0.49	0.41	0.00	0.00	0.04	0.04	0.00	0.04	0.04
Mobile Sources	0.32	0.56	4.14	0.01	1.05	0.01	1.06	0.28	0.01	0.29
Total	2.17	1.05490	4.57	0.01	1.05	0.05	1.09512	0.28	0.04	0.32416

Criteria Air Pollutant Emissions Summary - Operations: Existing Uses

Existing Land Use - Total AnnualEmission Rates 2018										
					Fugitive	Exhaust	PM10	Fugitive	Exhaust	PM2.5
Tons/yr	ROG	NOx	CO	SO2	PM10	PM10	Total	PM2.5	PM2.5	Total
Area Sources	0.3278	2.00E-05	1.83E-03	0.00E+00		1.00E-05	1.00E-05		1.00E-05	1.00E-05
Energy Use	9.91E-03	0.0901	0.0757	5.40E-04		6.85E-03	6.85E-03		6.85E-03	6.85E-03
Mobile Sources	0.0585	0.1024	0.7562	1.93E-03	1.92E-01	1.42E-03	0.193	0.051	1.31E-03	0.0523
Waste Generation						0	0		0	0
Water/Wastewater						0	0		0	0
Total	0.40	0.20	0.86	0.00	0.20	0.01	0.21	0.05	0.01	0.06

Criteria Air Pollutant Emissions Summary - Operations

Existing Land Use - Total AnnualEmission Rates 2022

	Tons/yr	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total
Area Sources		0.3278	2.00E-05	1.80E-03	0.00E+00		1.00E-05	1.00E-05		1.00E-05	1.00E-05
Energy Use		9.91E-03	0.0901	0.0757	5.40E-04		6.85E-03	6.85E-03		6.85E-03	6.85E-03
Mobile Sources		0.0415	0.0705	0.5341	1.68E-03	0.1916	1.21E-03	0.1928	0.051	1.12E-03	0.0521
Waste Generation							0	0		0	0
Water/Wastewater							0	0		0	0
Total		0.38	0.16	0.61	0.00	0.19	0.01	0.20	0.05	0.01	0.06

Proposed Project - Total AnnualEmission Rates 2022

	Tons/yr	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total
Area Sources		0.7078	4.00E-05	4.02E-03	0.00E+00		1.00E-05	1.00E-05		1.00E-05	1.00E-05
Energy Use		1.84E-02	0.1676	0.1408	1.01E-03		1.27E-02	1.27E-02		1.27E-02	1.27E-02
Mobile Sources		0.2865	0.4865	3.6863	1.16E-02	1.3225	8.35E-03	1.3309	0.3517	7.71E-03	0.3594
Waste Generation							0	0		0	0
Water/Wastewater							0	0		0	0
Total		1.01	0.65	3.83	0.01	1.32	0.02	1.34	0.35	0.02	0.37

Net AnnualEmission Rates

	Tons/yr	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total
Area Sources		0.38	0.00002	0.00222	0	0	0	0	0	0	0
Energy Use		0.00849	0.0775	0.0651	0.00047	0	0.00585	0.00585	0	0.00585	0.00585
Mobile Sources		0.245	0.416	3.1522	9.92E-03	1.1309	0.00714	1.1381	0.3007	0.00659	0.3073
Waste Generation		0	0	0	0	0	0	0	0	0	0
Water/Wastewater		0	0	0	0	0	0	0	0	0	0
Total		0.63	0.49	3.22	0.01	1.13	0.01	1.14	0.30	0.01	0.31
BAAQMD Threshold (Annual)		10.00	10.00	NA	NA	NA	NA	15.00	NA	NA	10.00
Exceeds Threshold		No	No	NA	NA	NA	NA	No	NA	NA	No

Criteria Air Pollutant Emissions Summary - Operations

Annual emissions divided by 365 days/year to obtain average daily emissions.

Existing Land Use - Total AnnualEmission Rates 2022

lbs/day	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total
Area Sources	2	0	0	0	0	0	0	0	0	0
Energy Use	0	0	0	0	0	0	0	0	0	0
Mobile Sources	0	0	3	0	1	0	1	0	0	0
Waste Generation	0	0	0	0	0	0	0	0	0	0
Water/Wastewater	0	0	0	0	0	0	0	0	0	0
Total	2	1	3	0	1	0	1	0	0	0

Proprosed Project - Total AnnualEmission Rates 2022

lbs/day	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total
Area Sources	4	0	0	0	0	0	0	0	0	0
Energy Use	0	1	1	0	0	0	0	0	0	0
Mobile Sources	2	3	20	0	7	0	7	2	0	2
Waste Generation	0	0	0	0	0	0	0	0	0	0
Water/Wastewater	0	0	0	0	0	0	0	0	0	0
Total	6	4	21	0	7	0	7	2	0	2

Net AnnualEmission Rates

lbs/day	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total
Area Sources	2	0	0	0	0	0	0	0	0	0
Energy Use	0	0	0	0	0	0	0	0	0	0
Mobile Sources	1	2	17	0	6	0	6	2	0	2
Waste Generation	0	0	0	0	0	0	0	0	0	0
Water/Wastewater	0	0	0	0	0	0	0	0	0	0
Total	3	3	18	0	6	0	6	2	0	2
BAAQMD Threshold (Daily)	54	54	NA	NA	NA	NA	82	NA	NA	54
Exceeds Threshold	No	No	NA	NA	NA	NA	No	NA	NA	No

Greenhouse Gas Emissions Summary

Operation 2022

Existing Land Use - 2018

MT/yr	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Area Sources	0	3.50E-03	3.50E-03	1.00E-05	0	0.00374	0%
Energy Use	0	106.44	106.44	1.88E-03	1.80E-03	107	36%
Mobile Sources	0	174.79	174.79	6.32E-03	0	175	59%
Waste Generation	5.0951	0	5.0951	0.3011	0	13	4%
Water/Wastewater	1.45E+00	1.20E-01	1.57E+00	4.99E-03	3.15E-03	3	1%
Total	7	281	288	0	0	297	100%

Proposed Project - 2022

MT/yr	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Area Sources	0	7.80E-03	7.80E-03	2.00E-05	0	0.00832	0%
Energy Use	0	202.35	202.35	3.50E-03	3.34E-03	203	15%
Mobile Sources	0	1,050.85	1,050.85	3.22E-02	0	1,052	77%
Waste Generation	35.9802	0	35.9802	2.1264	0	89	7%
Water/Wastewater	8.19E+00	6.27E-01	8.8215	2.82E-02	1.78E-02	15	1%
Total	44	1254	1298	2	0	1,359	100%

Net Emission Rates from Proposed Project

MT/yr	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Area Sources	0	0.0043	0.0043	0.00001	0	0.00	0%
Energy Use	0	95.9078	95.9078	0.00162	0.00154	96	9%
Mobile Sources	0	876.0618	876.0618	0.02588	0	877	81%
Waste Generation	30.8851	0	30.8851	1.8253	0	77	7%
Water/Wastewater	6.744	0.507	7.251	0.02321	0.01465	12	1%
Amoritized Construction						15	1%
Total	**37.63**	**972.4809**	**1010.11**	**1.876**	**0.01625**	**1,077**	**100%**

BAAQMD Threshold	**1,100**
Exceeds Threshold	**No**
2030 Efficiency Threshold	**3.2**
Service Population	719
Project GHG Efficiency	**1.9**
Exceeds Threshold	**No**

Construction

Construction

Unmitigated	**Const.**
2020	285
2021	155
Total Construction	440
30-Year Amortization	**15**
BAAQMD Threshold	**1,100**
Exceeds Threshold	**No**

GHG Emissions Target Setting - Forecasting the 2030 Efficiency Target

2020 Scoping Plan Emissions Inventory

Source: CARB 1990 Inventory. California Air Resources Board. 2007, November. California Greenhouse Gas Inventory (millions of metric tonnes of CO2 equivalent) — Summary by Economic Sector. https://www.arb.ca.gov/cc/inventory/1990level/1990data.htm

1990 End Use Sector	**MTCO2e**	**MMTCO2e**	**Notes**
Electricity	94,754,207	94.8	Removed Industrial
Transportation	137,901,182	137.9	On-Road Only
Landfills	7,447,544	7.4	Landfill
Wastewater	3,183,648	3.2	Domestic Wastewater Treatment
Commercial	13,848,597	13.8	Removed National Security
Residential	29,740,487	29.7	Includes all
TOTAL LAND USE	286,875,666	286.9	

2017 Scoping Plan Emissions Inventory

Source: Pathways Main Outputs Final (Dec 2017). California Air Resources Board. 2017, December. The 2017 Climate Change Scoping Plan Update: The Proposed Strategy for Achieving California's 2030 Greenhouse Gas Target. https://www.arb.ca.gov/cc/scopingplan/2030sp_pp_final.pdf.

End Use Sector 2030	MMTCO2e				
	Reference Scenario	Scoping Plan Scenario	Change	Percent Change	Sector Definition
Residential	46.5	41.4	-5.1	-11.0%	Residential final energy consumption
Commercial	36.00	30.1	-5.90	-16.4%	Commercial final energy consumption
Transportation	123.1	105.1	-18	-14.6%	Transportation energy consumption
Industrial*	33.8	30.7	-3.1	-9.2%	Industrial manufacturing final energy consumption,
Oil & Gas Extraction*	19.5	19.4	-0.1	-0.5%	Energy used in the extraction of oil and gas
Petroleum Refining*	32.6	32.5	-0.1	-0.3%	Energy used in petroleum Refining
Agriculture	7.7	6.8	-0.9	-11.7%	Energy use of physical infrastructure of agriculture, like buildings and pumps
Transportation Communications and Utilities	5.5	5.00	-0.5	-9.1%	Transportation Communications and Utilities (TCU) energy supports public infrastructure, like street lighting and waste treatment facilities
Non-Energy GHGs*	84.3	49.4	-34.9	-41.40%	Examples of non-energy GHG emissions include methane and N2O emissions from agriculture and waste, refrigerant F-gases, and emissions from cement production
Solid Waste Non-Energy GHGs	10.7	9.1	-1.6	-14.95%	Isolated the Solid Waste Subsector
Unspecified	0	0	0	n/a	
	389	320.4	-68.6	-17.63%	
Target	260	260			
Gap	-129	-60.4			

CARB 2017 Scoping Plan Assumes GAP from the Scoping Plan Scenario is closed by the Cap-and-Trade

GHG Emissions Target Setting - Forecasting the 2030 Efficiency Target

STATEWIDE SERVICE POPULATION CALCULATIONS

Population

2020	40,639,392
2021	40,980,939
2022	41,321,565
2023	41,659,526
2024	41,994,283
2025	42,326,397
2026	42,655,695
2027	42,981,484
2028	43,304,691
2029	43,624,393
2030	43,939,250
2031	44,250,503
2032	44,556,617
2033	44,856,079
2034	45,150,800
2035	45,440,735
2036	45,726,459
2037	46,006,009
2038	46,277,743
2039	46,544,307
2040	46,804,202
2050	49,077,801

California Department of Finance. 2018, March 8. Report P-1 (County): State and County Total Population Projections, 2010-2060 (1 -year increments).http://www.dof.ca.gov/Forecasting/Demographics/Projections/

GHG Emissions Target Setting - Forecasting the 2030 Efficiency Target

CALIFORNIA SERVICE POPULATION (ESTIMATE)

Employment

	Total Employment	Farm Employment	Natural Resources and Mining Employment	Manufacturing + Durable Manufacturing Employment	Employment w/o Industrial and Agricultural Sectors
2020	17,630,930	418,171	22,268	2,177,747	15,012,744
2021	17,787,640	417,961	22,388	2,184,418	15,162,873
2022	17,939,780	418,291	22,578	2,190,008	15,308,902
2023	18,083,910	418,582	22,538	2,192,829	15,449,961
2024	18,224,870	418,862	22,398	2,195,081	15,588,529
2025	18,370,230	419,122	22,188	2,204,979	15,723,941
2026	18,511,920	419,372	22,198	2,215,447	15,854,903
2027	18,648,200	419,612	22,408	2,224,416	15,981,764
2028	18,808,150	419,872	22,438	2,229,397	16,136,443
2029	18,971,340	420,142	22,478	2,234,398	16,294,322
2030	19,137,080	420,402	22,508	2,239,408	16,454,761
2031	19,299,670	420,673	22,538	2,244,399	16,612,060
2032	19,458,160	420,933	22,578	2,249,420	16,765,229
2033	19,615,470	421,203	22,608	2,254,441	16,917,218
2034	19,770,890	421,463	22,648	2,259,502	17,067,277
2035	19,924,140	421,733	22,678	2,264,562	17,215,166
2036	20,078,780	421,993	22,718	2,269,643	17,364,425
2037	20,235,200	422,263	22,748	2,274,724	17,515,465
2038	20,395,030	422,523	22,788	2,279,835	17,669,884
2039	20,551,830	422,794	22,818	2,284,955	17,821,263
2040	20,709,630	423,054	22,859	2,290,086	17,973,632
2050	22,371,010	425,715	23,209	2,342,246	19,579,840

California Department of Transportation. 2017. Long-Term Socio-Economic Forecasts by County.
http://www.dot.ca.gov/hq/tpp/offices/eab/socio_economic.html

GHG Emissions Target Setting - Forecasting the 2030 Efficiency Target

Service Population (SP)

	Total Employment	Employment w/o Industrial and Agricultural Sectors
2020	58,270,322	55,652,136
2021	58,768,579	56,143,812
2022	59,261,345	56,630,467
2023	59,743,436	57,109,487
2024	60,219,153	57,582,812
2025	60,696,627	58,050,338
2026	61,167,615	58,510,598
2027	61,629,684	58,963,248
2028	62,112,841	59,441,134
2029	62,595,733	59,918,715
2030	63,076,330	60,394,011
2031	63,550,173	60,862,563
2032	64,014,777	61,321,846
2033	64,471,549	61,773,297
2034	64,921,690	62,218,077
2035	65,364,875	62,655,901
2036	65,805,239	63,090,884
2037	66,241,209	63,521,474
2038	66,672,773	63,947,627
2039	67,096,137	64,365,570
2040	67,513,832	64,777,834
2050	71,448,811	68,657,641

Project Horizon Year Estimate	2030
2040 population	43,939,250
2040 employment (w/o industrial & Ag)	16,454,761
2040 GP	60,394,011

GHG Emissions Target Setting - Forecasting the 2030 Efficiency Target

2030 Scoping Plan - Efficiency Metric

Year 2020 Plan-Level			
2020 Target (Plan-Level)	MMTCO2e	431	
2020 Per Capita Target	MTCO2e/pc	10.6	
2020 Per Service Population Target (Plan-Level)	MTCO2e/sp	7.7	
Year 2020 Project-Level			
2020 Target (Project-Level)	MMTCO2e	286.9	
2020 Per Capita Target	MTCO2e/pc	7.1	
2020 Per Service Population Target (Project-Level)	MTCO2e/sp	5.2	
Year 2030 Plan-Level			
2030 Target (Plan-Level)	MMTCO2e	260	
2030 Per Capita Target	MTCO2e/pc	5.9	
2030 Per Service Population Target (Plan-Level)	MTCO2e/sp	4.3	
Year 2030 Project-Level			
Land Use Inventory (Project-Level)	MMTCO2e	190.7	
2030 Per Capita Target	MTCO2e/pc	4.3	
2030 Per Service Population Target (Project-Level)	MTCO2e/sp	3.2	
Year 2050 Plan-Level			
2050 Target estimated (Plan-Level)	MMTCO2e	86	
2050 Per Capita Target	MTCO2e/pc	1.8	
2050 Per Service Population Target (Plan-Level)	MTCO2e/sp	1.3	
Year 2050 Project-Level			
2050 Target estimated (Plan-Level)	MMTCO2e	57	
2050 Per Capita Target	MTCO2e/pc	1.2	
2050 Per Service Population Target (Plan-Level)	MTCO2e/sp	0.8	
Project Horizon Year Estimate	2022		
Land Use Inventory (Project-Level)	MMTCO2e	267.6	-7%
2022 Per Service Population Target (Project-Level)	MTCO2e/sp	4.43	

Appendix C

Health Risk Assessment

1. Health Risk Assessment

1.1 CONSTRUCTION HEALTH RISK ASSESSMENT

The proposed project would construct an office building on a 4.5-acre site at 1700 Dell Avenue in the City of Campbell. The following provides the background methodology used for the construction health risk assessment for the proposed project.

The latest version of the Bay Area Air Quality Management District (BAAQMD) CEQA Air Quality Guidelines requires projects to evaluate the impacts of construction activities on sensitive receptors (BAAQMD, 2017). Project construction is anticipated to take place starting at the beginning of January 2020 and be completed by the beginning of November 2021 (approximately 481 work days). The nearest sensitive receptors to the project site include the residents at the single-family homes to the southeast along Mozart Way. The BAAQMD has developed *Screening Tables for Air Toxics Evaluation During Construction* (2017) that evaluate construction-related health risks associated with residential, commercial, and industrial projects. According to the screening tables, the residences are closer than the distance of 150 meters (492 feet) that would screen out potential health risks and therefore could be potentially impacted from the proposed construction activities. As a result, a site-specific construction health risk assessment (HRA) has been prepared for the proposed project. This HRA considers the health impact to off-site sensitive receptors (children at the nearby residences) from construction emissions at the project site, including diesel equipment exhaust (diesel particulate matter or DPM) and particulate matter less than 2.5 microns ($PM_{2.5}$).

It should be noted that these health impacts are based on conservative (i.e., health protective) assumptions. The United States Environmental Protection Agency (USEPA, 2005) and the Office of Environmental Health Hazard Assessment (OEHHA, 2015) note that conservative assumptions used in a risk assessment are intended to ensure that the estimated risks do not underestimate the actual risks. Therefore, the estimated risks may not necessarily represent actual risks experienced by populations at or near a site. The use of conservative assumptions tends to produce upper-bound estimates of exposure and thus risk.

For residential-based receptors, the following conservative assumptions were used:

- It was assumed that maximum-exposed off-site residential receptors (both children and adults) stood outdoors and are subject to DPM at their residence for 8 hours per day, and approximately 260 construction days per year. In reality, California residents typically will spend on average 2 hours per day outdoors at their residences (USEPA, 2011). This would result in lower exposures to construction related DPM emissions and lower estimated risk values.

- The calculated risk for infants from third trimester to age 2 is multiplied by a factor of 10 to account for early life exposure and uncertainty in child versus adult exposure impacts (OEHHA, 2015).

1.2 METHODOLOGY AND SIGNIFICANCE THRESHOLDS

For this HRA, the BAAQMD significance thresholds were deemed to be appropriate and the thresholds that were used for this project are shown below:

- Excess cancer risk of more than 10 in a million
- Non-cancer hazard index (chronic or acute) greater than 1.0
- Incremental increase in average annual $PM_{2.5}$ concentration of greater than 0.3 $\mu g/m^3$

The methodology used in this HRA is consistent with the following BAAQMD and the OEHHA guidance documents:

- BAAQMD, 2017. *California Environmental Quality Act Air Quality Guidelines*. May 2017.
- BAAQMD, 2010. *Screening Tables for Air Toxics Evaluation During Construction.* May 2010.
- BAAQMD, 2012. *Recommended Methods for Screening and Modeling Local Risks and Hazards*. Version 3.0. May 2012.
- OEHHA. 2015. *Air Toxics Hot Spots Program Guidance Manual for the Preparation of Health Risk Assessments.* February, 2015.

Potential exposures to DPM and $PM_{2.5}$ from proposed project construction were evaluated for off-site sensitive receptors in close proximity to the site. Pollutant concentrations were estimated using an air dispersion model, and excess lifetime cancer risks and chronic non-cancer hazard indexes were calculated. These risks were then compared to the significance thresholds adopted for this HRA.

1.3 CONSTRUCTION EMISSIONS

Construction emissions were calculated as average daily emissions in pounds per day, using the proposed construction schedule and the latest version of California Emissions Estimation Model, known as CalEEMod Version 2016.3.2 (CAPCOA, 2016). DPM emissions were based on the CalEEMod construction runs, using annual exhaust PM_{10} construction emissions presented in pounds (lbs) per day. The $PM_{2.5}$ emissions were taken from the CalEEMod output for exhaust $PM_{2.5}$ also presented in lbs per day.

The project was assumed to take place over 22 months (481 work days) from beginning of January 2020 to November 2021. The average daily emission rates from construction equipment used during the proposed project were determined by dividing the annual average emissions for each construction year by the number of construction days per year for each calendar year of construction (i.e., 2020 and 2021). The off-site hauling emission rates were adjusted to evaluate localized emissions from the 0.31-mile haul route within 1,000 feet of the project site. The CalEEMod construction emissions output and emission rate calculations are provided in Appendix A of the HRA.

1.4 AIR DISPERSION MODELING

To assess the impact of emitted compounds on sensitive receptors near the project, air quality modeling using the AERMOD atmospheric dispersion model was performed. The model is a steady state Gaussian plume model and is an approved model by BAAQMD for estimating ground level impacts from point and fugitive sources in simple and complex terrain. The on-site construction emissions for the project were modeled as poly-area sources. The off-site mobile sources were modeled as adjacent line volume sources. The model requires additional input parameters, including chemical emission data and local meteorology. Inputs for the construction emission rates are those described in Section 1.3. Meteorological data obtained from the BAAQMD for the nearest representative meteorological station (N.Y. Mineta San Jose International Airport) with the five latest available years (2009 to 2013) of record were used to represent local weather conditions and prevailing winds.

The modeling analysis also considered the spatial distribution and elevation of each emitting source in relation to the sensitive receptors. To accommodate the model's Cartesian grid format, direction-dependent calculations were obtained by identifying the Universal Transverse Mercator (UTM) coordinates for each source location. In addition, digital elevation model (DEM) data for the area were obtained and included in the model runs to account for complex terrain. An emission release height of 4.15 meters was used as representative of the stack exhaust height for off-road construction equipment and diesel truck traffic, and an initial vertical dispersion parameter of 1.93 m was used, per California Air Resources Board (CARB) guidance (2000).

To determine contaminant impacts during construction hours, the model's Season-Hour-Day (HRDOW) scalar option was invoked to predict flagpole-level concentrations (1.5 m for ground-floor receptors and 6.1 m for second-floor receptors) for construction emissions generated between the hours of 7:00 AM and 4:00 PM with a 1-hour lunch break. In addition, a scalar factor was applied to the risk calculations to account for the number of days residents are exposed to construction emissions per year.

For all modeling runs, a unit emission rate of 1 gram per second was used. The unit emission rates were proportioned over the poly-area sources for on-site construction emissions, and divided between the volume sources for off-site hauling emissions. The maximum modeled concentrations from the output files were then multiplied by the emission rates calculated in Appendix A to obtain the maximum flagpole-level concentrations at the off-site maximum exposed receptors (MER). The off-site MER is the single-family residences approximately 250 feet to the southeast along Mozart Way. The MER location is the receptor location associated with the maximum predicted AERMOD concentrations from the on-site emission source. The calculated on-site emission rates are approximately 3 to 4 orders of magnitude higher than the calculated off-site emission rates (see Appendix A). Therefore, the maximum concentrations associated with the on-site emission sources produce the highest overall ground-level MER concentrations and, consequently, higher calculated health risks.

The air dispersion model output for the emission sources is presented in Appendix B. The model output DPM and $PM_{2.5}$ concentrations from the construction emission sources are provided in Appendix C.

1.5 RISK CHARACTERIZATION

1.5.1 Carcinogenic Chemical Risk

A threshold of ten in a million ($10x10^{-6}$) has been established as a level posing no significant risk for exposures to carcinogens. Health risks associated with exposure to carcinogenic compounds can be defined in terms of the probability of developing cancer as a result of exposure to a chemical at a given concentration. The cancer risk probability is determined by multiplying the chemical's annual concentration by its cancer potency factor (CPF), a measure of the carcinogenic potential of a chemical when a dose is received through the inhalation pathway. It is an upper-limit estimate of the probability of contracting cancer as a result of continuous exposure to an ambient concentration of one microgram per cubic meter ($\mu g/m^3$) over a lifetime of 70 years.

Recent guidance from OEHHA recommends a refinement to the standard point estimate approach with the use of age-specific breathing rates and age sensitivity factors (ASFs) to assess risk for susceptible subpopulations such as children. For the inhalation pathway, the procedure requires the incorporation of several discrete variates to effectively quantify dose for each age group. Once determined, contaminant dose is multiplied by the cancer potency factor in units of inverse dose expressed in milligrams per kilogram per day $(mg/kg/day)^{-1}$ to derive the cancer risk estimate. Therefore, to accommodate the unique exposures associated with the residential receptors, the following dose algorithm was used.

$$\mathrm{Dose_{AIR,per\ age\ group}} = (\mathrm{C_{air}} \times \mathrm{EF} \times [\frac{\mathrm{BR}}{\mathrm{BW}}] \times \mathrm{A} \times \mathrm{CF})$$

Where:

$\mathrm{Dose_{AIR}}$	=	dose by inhalation (mg/kg-day), per age group
$\mathrm{C_{air}}$	=	concentration of contaminant in air ($\mu g/m^3$)
EF	=	exposure frequency (number of days/365 days)
BR/BW	=	daily breathing rate normalized to body weight (L/kg-day)
A	=	inhalation absorption factor (default = 1)
CF	=	conversion factor ($1x10^{-6}$, µg to mg, L to m^3)

The inhalation absorption factor (A) is a unitless factor that is only used if the cancer potency factor included a correction for absorption across the lung. For this assessment, the default value of 1 was used. For residential receptors, the exposure frequency (EF) of 0.96 is used to represent 350 days per year to allow for a two week period away from home each year (OEHHA, 2015). The 95th percentile daily breathing rates (BR/BW), exposure duration (ED), age sensitivity factors (ASFs), and fraction of time at home (FAH) for the various age groups are provided herein:

Age Groups	BR/BW (L/kg-day)	ED	ASF	FAH
Third trimester	361	0.25	10	0.85
0-2 age group	1,090	2	10	0.85
2-9 age group	861	7	3	0.72
2-16 age group	745	14	3	0.72

16-30 age group	335	14	1	0.73
16-70 age group	290	54	1	0.73

For construction analysis, the exposure duration spans the length of construction (e.g. 370 work days). As the length of construction is equal to 2 years, only the third trimester and 0-2 age bins apply to the construction analysis for the off-site residential receptors.

To calculate the overall cancer risk, the risk for each appropriate age group is calculated per the following equation:

$$\text{Cancer Risk}_{\text{AIR}} = \text{Dose}_{\text{AIR}} \times \text{CPF} \times \text{ASF} \times \text{FAH} \times \frac{\text{ED}}{AT}$$

Where:

Dose_{AIR}	=	dose by inhalation (mg/kg-day), per age group
CPF	=	cancer potency factor, chemical-specific $(\text{mg/kg-day})^{-1}$
ASF	=	age sensitivity factor, per age group
FAH	=	fraction of time at home, per age group (for residential receptors only)
ED	=	exposure duration (years)
AT	=	averaging time period over which exposure duration is averaged (70 years)

The CPFs used in the assessment were obtained from OEHHA guidance. The excess lifetime cancer risks during the construction period to the maximally exposed resident were calculated based on the factors provided above. The cancer risks for each age group are summed to estimate the total cancer risk for each toxic chemical species. For purposes of this assessment and as stated, the calculated residential cancer risks associated with construction activities are based on the 3rd trimester and 0-2 year old age groups. The final step converts the cancer risk in scientific notation to a whole number that expresses the cancer risk in "chances per million" by multiplying the cancer risk by a factor of $1\text{x}10^6$ (i.e. 1 million).

The calculated results are provided in Appendix C.

1.5.2 Non-Carcinogenic Hazards

An evaluation of the potential non-cancer effects of chronic chemical exposures was also conducted. Adverse health effects are evaluated by comparing the annual receptor level (flagpole) concentration of each chemical compound with the appropriate reference exposure limit (REL). Available RELs promulgated by OEHHA were considered in the assessment.

The hazard index approach was used to quantify non-carcinogenic impacts. The hazard index assumes that chronic sub-threshold exposures adversely affect a specific organ or organ system (toxicological endpoint). For each discrete chemical exposure, target organs presented in regulatory guidance were used. To calculate the hazard index, each chemical concentration or dose is divided by the appropriate toxicity value. This ratio is summed for compounds affecting the same toxicological endpoint. A health hazard is presumed to exist where the total equals or exceeds one.

The chronic hazard analysis for DPM is provided in Appendix C. The calculations contain the relevant exposure concentrations and corresponding reference dose values used in the evaluation of non-carcinogenic exposures.

1.5.3 Criteria Pollutants

The BAAQMD has recently incorporated $PM_{2.5}$ into the District's CEQA significance thresholds due to recent studies that show adverse health impacts from exposure to this pollutant. An incremental increase of greater than 0.3 μg/m^3 for the annual average $PM_{2.5}$ concentration is considered to be a significant impact.

1.6 CONSTRUCTION HRA RESULTS

The calculated results are provided in Appendix C and the results are summarized in Table 1.

TABLE 1. CONSTRUCTION RISK SUMMARY - UNMITIGATED

Receptor	Cancer Risk (per million)	Chronic Hazards	$PM_{2.5}$ (μg/m^3)
Maximum Exposed Receptor – Offsite Residences	11.8	0.021	0.06
BAAQMD Threshold	10	1.0	0.30
Exceeds Threshold?	Yes	No	No

Note: Cancer risk calculated using 2015 OEHHA HRA guidance.
Source: Lakes AERMOD View, 9.6 (2018).

Cancer risk for the maximum exposed receptor (MER) from project-related construction emissions was calculated to be 11.8 in a million, which would exceed the 10 in a million significance threshold. In accordance with the latest 2015 OEHHA guidance, the calculated total cancer risk conservatively assumes that the risk for the MER consists of a pregnant woman in the third trimester that subsequently gives birth to an infant during the approximately 22-month construction period; therefore, all calculated risk values were multiplied by a factor of 10. In addition, it was conservatively assumed that the residents were outdoors 8 hours a day, 260 construction days per year and exposed to all of the daily construction emissions.

For non-carcinogenic effects, the chronic hazard index identified for each toxicological endpoint totaled less than one for all the off-site sensitive receptors. Therefore, chronic non-carcinogenic hazards are within acceptable limits. The highest $PM_{2.5}$ annual concentration of 0.06 is below the BAAQMD significance threshold of 0.3 micrograms per cubic meter (μg/m^3).

Therefore, highest $PM_{2.5}$ annual concentrations are within acceptable limits during project construction.

Mitigation measures are needed because cancer risk for nearby residential receptors would exceed BAAQMD's significance thresholds during project construction.

> **Mitigation Measure AQ-4:** The project applicant shall specify in the construction bid that the construction contractor(s) shall use construction equipment with fitted with Level 2 Diesel Particulate Filters (DPF) or higher emissions standards for all equipment of 50 horsepower or

more. Level 2 DPFs are capable of reducing 50 percent of diesel exhaust and particulate emissions from off-road equipment.

Prior to construction, the construction contractor(s) shall ensure that all construction plans submitted to the City of Campbell Building Division, or designee, clearly show the requirement for Level 2 DPF or higher emissions standards for construction equipment over 50 horsepower. During construction, the construction contractor(s) shall maintain a list of all operating equipment in use on the project site for verification by the City of Campbell Building Division or designee. The construction equipment list shall state the makes, models, and number of construction equipment on-site. Equipment shall be properly serviced and maintained in accordance with manufacturer recommendations. The construction contractor shall ensure that all non-essential idling of construction equipment is restricted to five minutes or less in compliance with Section 2449 of the California Code of Regulations, Title 13, Article 4.8, Chapter 9.

Incremental cancer risks for the maximum exposed off-site resident would exceed BAAQMD's significance thresholds due to construction activities associated with the proposed project. However, Mitigation Measure AQ-4 would reduce the project's localized construction emissions. The mitigated health risk values were calculated and are summarized in Table 2. The results indicate that, with mitigation, health risks would be less than the BAAQMD's significance thresholds for residential receptors. Therefore, the project would not expose off-site sensitive receptors to substantial concentrations of air pollutant emissions during construction and impacts would be *less than significant with mitigation*.

TABLE 2 CONSTRUCTION RISK SUMMARY – MITIGATED

Receptor	Cancer Risk (per million)	Chronic Hazards	$PM_{2.5}$ ($\mu g/m^3$)[a]
Maximum Exposed Receptor – Off-site Residence	6.9	0.012	0.04
BAAQMD Threshold	10	1.0	0.3
Exceeds Threshold?	No	No	No

Note: Cancer risk calculated using 2015 OEHHA HRA guidance.
Risks incorporate Mitigation Measure AQ-4, which includes using construction equipment with Level 2 Diesel Particulate Filters for equipment over 50 horsepower.
Source: Lakes AERMOD View, 9.6 (2018).

2. References

Bay Area Air Quality Management District. 2017. *California Environmental Quality Act Air Quality Guidelines.*

———. 2012. *Recommended Methods for Screening and Modeling Local Risks and Hazards.* Version 3.0. Dated May 2012.

———. 2010. Screening Tables for Air Toxics Evaluation During Construction. Version 1.0. Dated May 2010.

———. 2009-2013. Meteorological Data Set for N.Y. Mineta San Jose International Airport.

California Air Pollution Control Officers Association (CAPCOA). 2016. California Emissions Estimator Model (CalEEMod). Version 2016.3.2. Prepared by: ENVIRON International Corporation and the California Air Districts.

California Air Resources Board (CARB). 2000. *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles.*

———. 2015. *Meteorological Files.* https://www.arb.ca.gov/toxics/harp/metfiles2.htm

Office of Environmental Health Hazard Assessment (OEHHA). 2015. *Air Toxics Hot Spots Program Guidance Manual for the Preparation of Health Risk Assessments.* Dated February, 2015.

United States Environmental Protection Agency (USEPA). 2011. *Exposure Factors Handbook 2011 Edition (Final).* EPA/600/R-09/052F, 2011.

______. 2005. *Guideline on Air Quality Models* (Revised). EPA-450/2-78-027R.

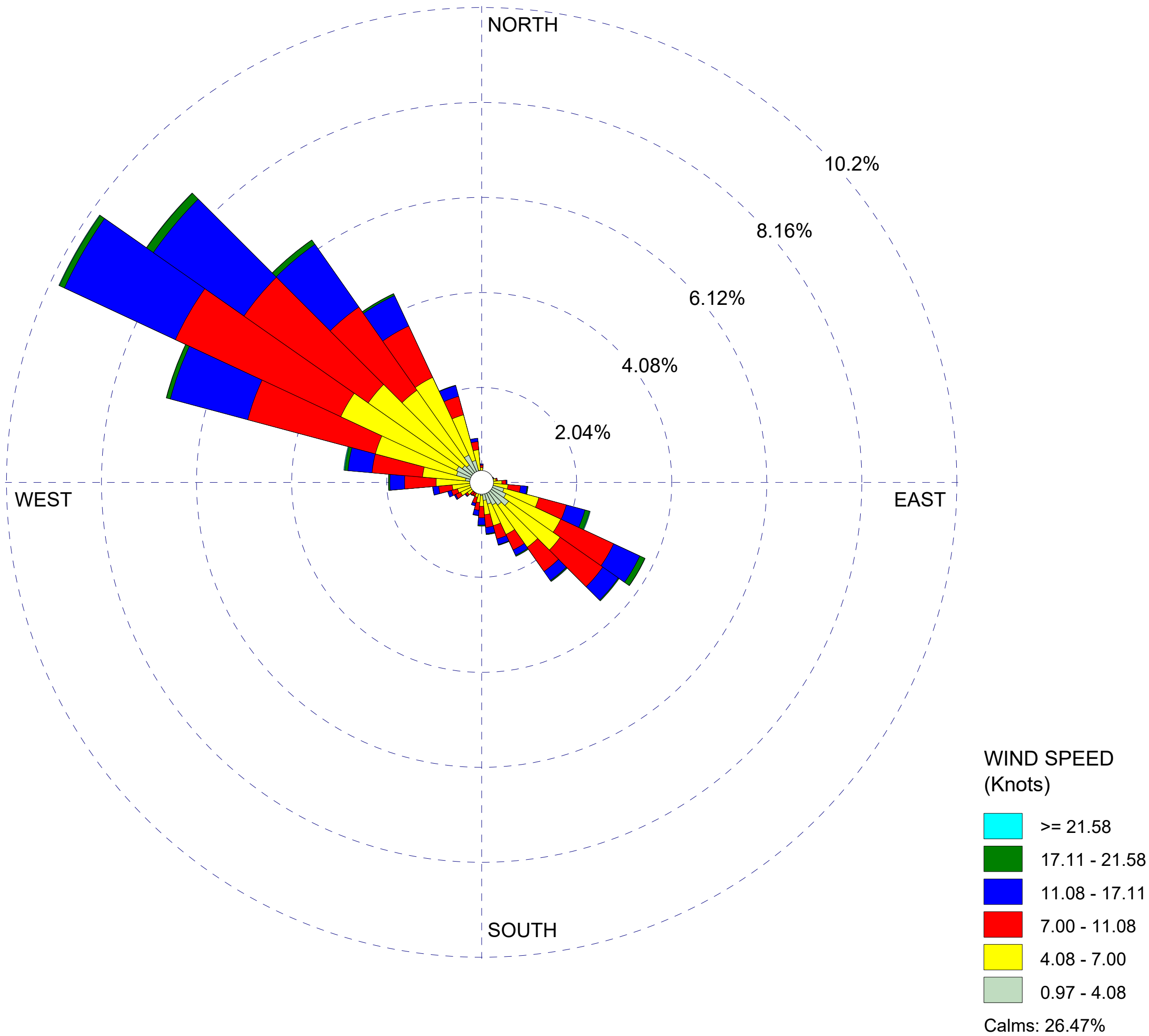
Appendix A. Emission Rate Calculations

WIND ROSE PLOT:

Wind Rose for San Jose Mineta Airport

DISPLAY:

Wind Speed
Direction (blowing from)



COMMENTS:

DATA PERIOD:

Start Date: 1/1/2009 - 00:00
End Date: 1/2/2014 - 23:59

COMPANY NAME:

MODELER:

CALM WINDS:

26.47%

TOTAL COUNT:

42621 hrs.

AVG. WIND SPEED:

5.71 Knots

DATE:

5/22/2018

PROJECT NO.:

WRPLOT View - Lakes Environmental Software

Construction Emissions - DPM and PM2.5
Input to Risk Tables

On-site Construction Emissions		DPM [1]	$PM_{2.5}$ [2]
2020 On-site Emissions	Average Daily Emissions (lbs/day)	0.69	0.66
	Average Daily Emissions (lbs/hr)	8.69E-02	8.24E-02
	Emission Rate (g/s)	1.09E-02	1.04E-02
2021 On-site Emissions	Average Daily Emissions (lbs/day)	0.38	0.37
	Average Daily Emissions (lbs/hr)	4.79E-02	4.57E-02
	Emission Rate (g/s)	6.03E-03	5.76E-03

Note: Emissions assumed to be evenly distributed over entire construction phase area.

Off-site Construction Emissions		DPM [1]	$PM_{2.5}$ [2]
2020 Off-site Emissions	Haul Length Daily Emissions (lbs/day)	0.006	0.006
	Hauling Emissions w/in 1,000 ft (lbs/day) [3]	1.08E-04	1.02E-04
	Emission Rate (lbs/hr)	1.35E-05	1.28E-05
	Emission Rate (g/s)	1.70E-06	1.61E-06
2021 Off-site Emissions	Haul Length Daily Emissions (lbs/day)	0.002	0.002
	Hauling Emissions w/in 1,000 ft (lbs/day) [3]	3.12E-05	2.95E-05
	Emission Rate (lbs/hr)	3.90E-06	3.69E-06
	Emission Rate (g/s)	4.91E-07	4.65E-07

Note: Emissions evenly distributed over 54 modeled volume sources.

Hours per work day (7:00 AM to 4:00 PM, 1-hour of breaks) [4] 8 hours

	Year	Workdays	Risk Scalar [5]
Total construction days per year	2020	261	1.00
	2021	220	0.84

	Demolition	Site Prep	Grading
Number of Haul Trips	544	0	422
Hauling Length (miles)	15		20
Average Hauling Length (miles)	**17.2**		
Haul Length within 1,000 ft of Site (mile) [3]	**0.31**		

[1] DPM emissions taken as PM_{10} exhaust emissions from CalEEMod average daily emissions.

[2] $PM_{2.5}$ emissions taken as $PM_{2.5}$ exhaust emissions from CalEEMod average daily emissions.

[3] Emissions from CalEEMod offsite average daily emissions, which is based on proportioned haul truck trip distances proportioned to evaluate emissions from the 0.31-mile route within 1,000 of the project site.

[4] Work hours applied in By Hour/Day (HRDOW) variable emissions module in air dispersion model (see App B - Air Dispersion Model Output Files).

[5] Residential risk scalars determined for each year of construction to adjust receptor exposures to the exposure durations for each construction year (see App C - Risk Calculations).

Construction Emissions - DPM and PM2.5
Input to Risk Tables
Mitigation - Level 2 Diesel Particulate Filters for Equipment > 50 hp

Mitigated On-site Construction Emissions		DPM [1]	$PM_{2.5}$ [2]
2020 On-site Emissions	Average Daily Emissions (lbs/day)	0.40	0.38
	Average Daily Emissions (lbs/hr)	4.98E-02	4.75E-02
	Emission Rate (g/s)	6.28E-03	5.99E-03
2021 On-site Emissions	Average Daily Emissions (lbs/day)	0.23	0.22
	Average Daily Emissions (lbs/hr)	2.90E-02	2.80E-02
	Emission Rate (g/s)	3.66E-03	3.53E-03

Note: Emissions assumed to be evenly distributed over entire construction phase area.

Mitigated Off-site Construction Emissions		DPM [1]	$PM_{2.5}$ [2]
2020 Off-site Emissions	Haul Length Daily Emissions (lbs/day)	0.006	0.006
	Hauling Emissions w/in 1,000 ft (lbs/day) [3]	1.08E-04	1.02E-04
	Emission Rate (lbs/hr)	1.35E-05	1.28E-05
	Emission Rate (g/s)	1.70E-06	1.61E-06
2021 Off-site Emissions	Haul Length Daily Emissions (lbs/day)	0.002	0.002
	Hauling Emissions w/in 1,000 ft (lbs/day) [3]	3.12E-05	2.95E-05
	Emission Rate (lbs/hr)	3.90E-06	3.69E-06
	Emission Rate (g/s)	4.91E-07	4.65E-07

Note: Emissions evenly distributed over 54 modeled volume sources.

Hours per work day (7:00 AM to 4:00 PM, 1-hour of breaks) [4] 8 hours

	Year	Workdays	Risk Scalar [5]
Total construction days per year	2020	261	1.00
	2021	220	0.84

	Demolition	Site Prep	Grading
Number of Haul Trips	544	0	422
Hauling Length (miles)	15		20
Average Hauling Length (miles)	**17.2**		
Haul Length within 1,000 ft of Site (mile) [3]	**0.31**		

[1] DPM emissions taken as PM_{10} exhaust emissions from CalEEMod average daily emissions.

[2] $PM_{2.5}$ emissions taken as $PM_{2.5}$ exhaust emissions from CalEEMod average daily emissions.

[3] Emissions from CalEEMod offsite average daily emissions, which is based on proportioned haul truck trip distances proportioned to evaluate emissions from the 0.31-mile route within 1,000 of the project site.

[4] Work hours applied in By Hour/Day (HRDOW) variable emissions module in air dispersion model (see App B - Air Dispersion Model Output Files).

[5] Residential risk scalars determined for each year of construction to adjust receptor exposures to the exposure durations for each construction year (see App C - Risk Calculations).

Appendix B. Air Dispersion Model Output

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Model Output
Unit Emission Rates (1 g/s)


```
*** MODELOPTs:    RegDFAULT  CONC  ELEV  FLGPOL  URBAN

                                          ***     MODEL SETUP OPTIONS SUMMARY       ***
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

**Model Is Setup For Calculation of Average CONCentration Values.

  --  DEPOSITION LOGIC  --
**NO GAS DEPOSITION Data Provided.
**NO PARTICLE DEPOSITION Data Provided.
**Model Uses NO DRY DEPLETION.  DRYDPLT  =  F
**Model Uses NO WET DEPLETION.  WETDPLT  =  F

**Model Uses URBAN Dispersion Algorithm for the SBL for    55 Source(s),
  for Total of    1 Urban Area(s):
  Urban Population =     60643.0 ;  Urban Roughness Length =  1.000 m

**Model Uses Regulatory DEFAULT Options:
        1. Stack-tip Downwash.
        2. Model Accounts for ELEVated Terrain Effects.
        3. Use Calms Processing Routine.
        4. Use Missing Data Processing Routine.
        5. No Exponential Decay.
        6. Urban Roughness Length of 1.0 Meter Assumed.

**Other Options Specified:
        CCVR_Sub - Meteorological data includes CCVR substitutions
        TEMP_Sub - Meteorological data includes TEMP substitutions

**Model Accepts FLAGPOLE Receptor Heights.

**The User Specified a Pollutant Type of:  OTHER

**Model Calculates PERIOD Averages Only

**This Run Includes:     55 Source(s);       2 Source Group(s); and     758 Receptor(s)

               with:      0 POINT(s), including
                          0 POINTCAP(s) and      0 POINTHOR(s)
                and:     54 VOLUME source(s)
                and:      1 AREA type source(s)
                and:      0 LINE source(s)
                and:      0 OPENPIT source(s)
                and:      0 BUOYANT LINE source(s) with      0 line(s)


**Model Set To Continue RUNning After the Setup Testing.
```

```
**The AERMET Input Meteorological Data Version Date:  14134

**Output Options Selected:
         Model Outputs Tables of PERIOD Averages by Receptor
         Model Outputs External File(s) of High Values for Plotting (PLOTFILE Keyword)
         Model Outputs Separate Summary File of High Ranked Values (SUMMFILE Keyword)

**NOTE:  The Following Flags May Appear Following CONC Values:  c for Calm Hours
                                                                m for Missing Hours
                                                                b for Both Calm and Missing Hours

**Misc. Inputs:  Base Elev. for Pot. Temp. Profile (m MSL) =    15.50 ;  Decay Coef. =    0.000     ;  Rot. Angle =     0.0
                 Emission Units = GRAMS/SEC                                ;  Emission Rate Unit Factor =   0.10000E+07
                 Output Units   = MICROGRAMS/M**3

**Approximate Storage Requirements of Model =      3.7 MB of RAM.

**Input Runstream File:          aermod.inp
**Output Print File:             aermod.out

**Detailed Error/Message File:   1700_Dell_Ave.err
**File for Summary of Results:   1700_Dell_Ave.sum
```

Model Output
Unit Emission Rates (1 g/s)

```
*** AERMOD - VERSION  18081 ***   *** 1700 Dell Avenue Health Risk Assessment                          ***        09/10/18
*** AERMET - VERSION  14134 ***   ***                                                                  ***        12:33:06
                                                                                                                  PAGE   2
*** MODELOPTs:    RegDFAULT  CONC  ELEV  FLGPOL  URBAN
```

*** VOLUME SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC)	X (METERS)	Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	INIT. SY (METERS)	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
L0000001	0	0.18519E-01	592416.5	4124484.3	75.7	1.26	4.25	1.93	YES	HRDOW
L0000002	0	0.18519E-01	592415.8	4124475.2	75.8	1.26	4.25	1.93	YES	HRDOW
L0000003	0	0.18519E-01	592415.0	4124466.1	75.8	1.26	4.25	1.93	YES	HRDOW
L0000004	0	0.18519E-01	592414.3	4124457.0	75.9	1.26	4.25	1.93	YES	HRDOW
L0000005	0	0.18519E-01	592413.6	4124447.9	75.9	1.26	4.25	1.93	YES	HRDOW
L0000006	0	0.18519E-01	592412.8	4124438.8	76.0	1.26	4.25	1.93	YES	HRDOW
L0000007	0	0.18519E-01	592412.1	4124429.6	76.0	1.26	4.25	1.93	YES	HRDOW
L0000008	0	0.18519E-01	592411.3	4124420.5	76.1	1.26	4.25	1.93	YES	HRDOW
L0000009	0	0.18519E-01	592410.6	4124411.4	76.2	1.26	4.25	1.93	YES	HRDOW
L0000010	0	0.18519E-01	592409.9	4124402.3	76.3	1.26	4.25	1.93	YES	HRDOW
L0000011	0	0.18519E-01	592409.1	4124393.2	76.4	1.26	4.25	1.93	YES	HRDOW
L0000012	0	0.18519E-01	592408.4	4124384.1	76.5	1.26	4.25	1.93	YES	HRDOW
L0000013	0	0.18519E-01	592407.7	4124375.0	76.6	1.26	4.25	1.93	YES	HRDOW
L0000014	0	0.18519E-01	592406.9	4124365.8	76.7	1.26	4.25	1.93	YES	HRDOW
L0000015	0	0.18519E-01	592406.2	4124356.7	76.8	1.26	4.25	1.93	YES	HRDOW
L0000016	0	0.18519E-01	592401.7	4124349.5	76.8	1.26	4.25	1.93	YES	HRDOW
L0000017	0	0.18519E-01	592394.8	4124343.5	76.8	1.26	4.25	1.93	YES	HRDOW
L0000018	0	0.18519E-01	592387.0	4124340.9	76.9	1.26	4.25	1.93	YES	HRDOW
L0000019	0	0.18519E-01	592378.0	4124342.6	76.9	1.26	4.25	1.93	YES	HRDOW
L0000020	0	0.18519E-01	592369.0	4124344.2	77.0	1.26	4.25	1.93	YES	HRDOW
L0000021	0	0.18519E-01	592360.0	4124345.9	77.0	1.26	4.25	1.93	YES	HRDOW
L0000022	0	0.18519E-01	592351.0	4124347.6	77.1	1.26	4.25	1.93	YES	HRDOW
L0000023	0	0.18519E-01	592342.1	4124349.3	77.1	1.26	4.25	1.93	YES	HRDOW
L0000024	0	0.18519E-01	592333.1	4124351.0	77.1	1.26	4.25	1.93	YES	HRDOW
L0000025	0	0.18519E-01	592324.1	4124352.7	77.1	1.26	4.25	1.93	YES	HRDOW
L0000026	0	0.18519E-01	592315.1	4124354.4	77.1	1.26	4.25	1.93	YES	HRDOW
L0000027	0	0.18519E-01	592306.1	4124356.1	77.2	1.26	4.25	1.93	YES	HRDOW
L0000028	0	0.18519E-01	592297.1	4124357.8	77.3	1.26	4.25	1.93	YES	HRDOW
L0000029	0	0.18519E-01	592288.1	4124359.4	77.3	1.26	4.25	1.93	YES	HRDOW
L0000030	0	0.18519E-01	592279.2	4124361.1	77.4	1.26	4.25	1.93	YES	HRDOW
L0000031	0	0.18519E-01	592270.2	4124362.8	77.5	1.26	4.25	1.93	YES	HRDOW
L0000032	0	0.18519E-01	592261.2	4124364.5	77.6	1.26	4.25	1.93	YES	HRDOW
L0000033	0	0.18519E-01	592252.2	4124366.2	77.6	1.26	4.25	1.93	YES	HRDOW
L0000034	0	0.18519E-01	592243.2	4124367.9	77.8	1.26	4.25	1.93	YES	HRDOW
L0000035	0	0.18519E-01	592234.2	4124369.6	77.9	1.26	4.25	1.93	YES	HRDOW
L0000036	0	0.18519E-01	592225.2	4124371.3	78.0	1.26	4.25	1.93	YES	HRDOW
L0000037	0	0.18519E-01	592216.2	4124373.0	78.1	1.26	4.25	1.93	YES	HRDOW
L0000038	0	0.18519E-01	592207.3	4124374.6	78.2	1.26	4.25	1.93	YES	HRDOW

L0000039	0	0.18519E-01	592198.3	4124376.3	78.4	1.26	4.25	1.93	YES	HRDOW
L0000040	0	0.18519E-01	592189.3	4124378.0	78.5	1.26	4.25	1.93	YES	HRDOW
L0000041	0	0.18519E-01	592180.3	4124379.7	78.7	1.26	4.25	1.93	YES	HRDOW
L0000042	0	0.18519E-01	592171.3	4124381.4	78.8	1.26	4.25	1.93	YES	HRDOW
L0000043	0	0.18519E-01	592162.3	4124383.1	79.0	1.26	4.25	1.93	YES	HRDOW
L0000044	0	0.18519E-01	592153.3	4124384.8	79.1	1.26	4.25	1.93	YES	HRDOW
L0000045	0	0.18519E-01	592144.4	4124386.5	79.3	1.26	4.25	1.93	YES	HRDOW
L0000046	0	0.18519E-01	592135.4	4124388.1	79.5	1.26	4.25	1.93	YES	HRDOW
L0000047	0	0.18519E-01	592126.4	4124389.8	79.6	1.26	4.25	1.93	YES	HRDOW
L0000048	0	0.18519E-01	592117.4	4124391.5	79.7	1.26	4.25	1.93	YES	HRDOW
L0000049	0	0.18519E-01	592108.4	4124393.2	79.7	1.26	4.25	1.93	YES	HRDOW
L0000050	0	0.18519E-01	592099.4	4124394.9	79.8	1.26	4.25	1.93	YES	HRDOW
L0000051	0	0.18519E-01	592090.4	4124396.6	79.9	1.26	4.25	1.93	YES	HRDOW
L0000052	0	0.18519E-01	592081.4	4124398.3	80.0	1.26	4.25	1.93	YES	HRDOW
L0000053	0	0.18519E-01	592072.5	4124400.0	80.0	1.26	4.25	1.93	YES	HRDOW
L0000054	0	0.18519E-01	592063.5	4124401.7	80.1	1.26	4.25	1.93	YES	HRDOW

*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN

*** AREAPOLY SOURCE DATA ***

SOURCE ID	NUMBER PART. CATS.	EMISSION RATE (GRAMS/SEC /METER**2)	LOCATION OF AREA X (METERS)	LOCATION OF AREA Y (METERS)	BASE ELEV. (METERS)	RELEASE HEIGHT (METERS)	NUMBER OF VERTS.	INIT. SZ (METERS)	URBAN SOURCE	EMISSION RATE SCALAR VARY BY
PAREA1	0	0.55207E-04	592614.5	4124437.5	74.6	4.15	4	1.93	YES	HRDOW

```
*** AERMOD - VERSION  18081 ***   *** 1700 Dell Avenue Health Risk Assessment                           ***        09/10/18
*** AERMET - VERSION  14134 ***   ***                                                                   ***        12:33:06
                                                                                                                   PAGE   5
*** MODELOPTs:    RegDFAULT  CONC  ELEV  FLGPOL  URBAN

                                                  *** SOURCE IDs DEFINING SOURCE GROUPS ***

SRCGROUP ID                                                SOURCE IDs
-----------                                                ----------

 OFFSITE    L0000001    , L0000002    , L0000003    , L0000004    , L0000005    , L0000006    , L0000007    , L0000008    ,
            L0000009    , L0000010    , L0000011    , L0000012    , L0000013    , L0000014    , L0000015    , L0000016    ,
            L0000017    , L0000018    , L0000019    , L0000020    , L0000021    , L0000022    , L0000023    , L0000024    ,
            L0000025    , L0000026    , L0000027    , L0000028    , L0000029    , L0000030    , L0000031    , L0000032    ,
            L0000033    , L0000034    , L0000035    , L0000036    , L0000037    , L0000038    , L0000039    , L0000040    ,
            L0000041    , L0000042    , L0000043    , L0000044    , L0000045    , L0000046    , L0000047    , L0000048    ,
            L0000049    , L0000050    , L0000051    , L0000052    , L0000053    , L0000054    ,

 ONSITE     PAREA1      ,


                                                 *** SOURCE IDs DEFINED AS URBAN SOURCES ***

 URBAN ID   URBAN POP                                      SOURCE IDs
 --------   ---------                                      ----------


               60643.   PAREA1      , L0000001    , L0000002    , L0000003    , L0000004    , L0000005    , L0000006    ,
L0000007    ,

            L0000008    , L0000009    , L0000010    , L0000011    , L0000012    , L0000013    , L0000014    , L0000015    ,

            L0000016    , L0000017    , L0000018    , L0000019    , L0000020    , L0000021    , L0000022    , L0000023    ,

            L0000024    , L0000025    , L0000026    , L0000027    , L0000028    , L0000029    , L0000030    , L0000031    ,

            L0000032    , L0000033    , L0000034    , L0000035    , L0000036    , L0000037    , L0000038    , L0000039    ,

            L0000040    , L0000041    , L0000042    , L0000043    , L0000044    , L0000045    , L0000046    , L0000047    ,

            L0000048    , L0000049    , L0000050    , L0000051    , L0000052    , L0000053    , L0000054    ,
```

*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN

* SOURCE EMISSION RATE SCALARS WHICH VARY DIURNALLY AND BY DAY OF WEEK (HRDOW) *

SOURCE ID = PAREA1 ; SOURCE TYPE = AREAPOLY :

HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR
DAY OF WEEK = WEEKDAY															
1	.0000E+00	2	.0000E+00	3	.0000E+00	4	.0000E+00	5	.0000E+00	6	.0000E+00	7	.0000E+00	8	.1000E+01
9	.1000E+01	10	.1000E+01	11	.1000E+01	12	.1000E+01	13	.0000E+00	14	.1000E+01	15	.1000E+01	16	.1000E+01
17	.0000E+00	18	.0000E+00	19	.0000E+00	20	.0000E+00	21	.0000E+00	22	.0000E+00	23	.0000E+00	24	.0000E+00
DAY OF WEEK = SATURDAY															
1	.0000E+00	2	.0000E+00	3	.0000E+00	4	.0000E+00	5	.0000E+00	6	.0000E+00	7	.0000E+00	8	.0000E+00
9	.0000E+00	10	.0000E+00	11	.0000E+00	12	.0000E+00	13	.0000E+00	14	.0000E+00	15	.0000E+00	16	.0000E+00
17	.0000E+00	18	.0000E+00	19	.0000E+00	20	.0000E+00	21	.0000E+00	22	.0000E+00	23	.0000E+00	24	.0000E+00
DAY OF WEEK = SUNDAY															
1	.0000E+00	2	.0000E+00	3	.0000E+00	4	.0000E+00	5	.0000E+00	6	.0000E+00	7	.0000E+00	8	.0000E+00
9	.0000E+00	10	.0000E+00	11	.0000E+00	12	.0000E+00	13	.0000E+00	14	.0000E+00	15	.0000E+00	16	.0000E+00
17	.0000E+00	18	.0000E+00	19	.0000E+00	20	.0000E+00	21	.0000E+00	22	.0000E+00	23	.0000E+00	24	.0000E+00

*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN

* SOURCE EMISSION RATE SCALARS WHICH VARY DIURNALLY AND BY DAY OF WEEK (HRDOW) *

SOURCE ID = L0000001 thru L0000054 ; SOURCE TYPE = VOLUME :

HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR	HOUR	SCALAR
DAY OF WEEK = WEEKDAY															
1	.0000E+00	2	.0000E+00	3	.0000E+00	4	.0000E+00	5	.0000E+00	6	.0000E+00	7	.0000E+00	8	.1000E+01
9	.1000E+01	10	.1000E+01	11	.1000E+01	12	.1000E+01	13	.0000E+00	14	.1000E+01	15	.1000E+01	16	.1000E+01
17	.0000E+00	18	.0000E+00	19	.0000E+00	20	.0000E+00	21	.0000E+00	22	.0000E+00	23	.0000E+00	24	.0000E+00
DAY OF WEEK = SATURDAY															
1	.0000E+00	2	.0000E+00	3	.0000E+00	4	.0000E+00	5	.0000E+00	6	.0000E+00	7	.0000E+00	8	.0000E+00
9	.0000E+00	10	.0000E+00	11	.0000E+00	12	.0000E+00	13	.0000E+00	14	.0000E+00	15	.0000E+00	16	.0000E+00
17	.0000E+00	18	.0000E+00	19	.0000E+00	20	.0000E+00	21	.0000E+00	22	.0000E+00	23	.0000E+00	24	.0000E+00
DAY OF WEEK = SUNDAY															
1	.0000E+00	2	.0000E+00	3	.0000E+00	4	.0000E+00	5	.0000E+00	6	.0000E+00	7	.0000E+00	8	.0000E+00
9	.0000E+00	10	.0000E+00	11	.0000E+00	12	.0000E+00	13	.0000E+00	14	.0000E+00	15	.0000E+00	16	.0000E+00
17	.0000E+00	18	.0000E+00	19	.0000E+00	20	.0000E+00	21	.0000E+00	22	.0000E+00	23	.0000E+00	24	.0000E+00

*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

```
( 592283.2, 4123992.7,    78.0,    78.0,     1.5);     ( 592304.2, 4123992.7,    78.0,    78.0,     1.5);
( 592325.1, 4123992.7,    77.9,    77.9,     1.5);     ( 592346.1, 4123992.7,    77.8,    77.8,     1.5);
( 592367.1, 4123992.7,    77.7,    77.7,     1.5);     ( 592388.1, 4123992.7,    77.6,    77.6,     1.5);
( 592409.1, 4123992.7,    77.5,    77.5,     1.5);     ( 592430.1, 4123992.7,    77.4,    77.4,     1.5);
( 592451.1, 4123992.7,    77.4,    77.4,     1.5);     ( 592472.1, 4123992.7,    77.3,    77.3,     1.5);
( 592493.1, 4123992.7,    77.1,    77.1,     1.5);     ( 592514.1, 4123992.7,    77.1,    77.1,     1.5);
( 592535.0, 4123992.7,    77.1,    77.1,     1.5);     ( 592556.0, 4123992.7,    77.2,    77.2,     1.5);
( 592577.0, 4123992.7,    77.2,    77.2,     1.5);     ( 592283.2, 4124007.6,    78.0,    78.0,     1.5);
( 592304.2, 4124007.6,    78.0,    78.0,     1.5);     ( 592325.1, 4124007.6,    77.8,    77.8,     1.5);
( 592346.1, 4124007.6,    77.6,    77.6,     1.5);     ( 592367.1, 4124007.6,    77.6,    77.6,     1.5);
( 592388.1, 4124007.6,    77.5,    77.5,     1.5);     ( 592409.1, 4124007.6,    77.4,    77.4,     1.5);
( 592430.1, 4124007.6,    77.3,    77.3,     1.5);     ( 592451.1, 4124007.6,    77.3,    77.3,     1.5);
( 592472.1, 4124007.6,    77.2,    77.2,     1.5);     ( 592493.1, 4124007.6,    77.1,    77.1,     1.5);
( 592514.1, 4124007.6,    77.1,    77.1,     1.5);     ( 592535.0, 4124007.6,    77.1,    77.1,     1.5);
( 592556.0, 4124007.6,    77.1,    77.1,     1.5);     ( 592577.0, 4124007.6,    77.1,    77.1,     1.5);
( 592598.0, 4124007.6,    77.4,    77.4,     1.5);     ( 592283.2, 4124022.5,    78.0,    78.0,     1.5);
( 592304.2, 4124022.5,    77.8,    77.8,     1.5);     ( 592325.1, 4124022.5,    77.6,    77.6,     1.5);
( 592346.1, 4124022.5,    77.5,    77.5,     1.5);     ( 592367.1, 4124022.5,    77.5,    77.5,     1.5);
( 592388.1, 4124022.5,    77.4,    77.4,     1.5);     ( 592409.1, 4124022.5,    77.4,    77.4,     1.5);
( 592430.1, 4124022.5,    77.2,    77.2,     1.5);     ( 592451.1, 4124022.5,    77.2,    77.2,     1.5);
( 592472.1, 4124022.5,    77.1,    77.1,     1.5);     ( 592493.1, 4124022.5,    77.1,    77.1,     1.5);
( 592514.1, 4124022.5,    77.1,    77.1,     1.5);     ( 592535.0, 4124022.5,    77.1,    77.1,     1.5);
( 592556.0, 4124022.5,    77.1,    77.1,     1.5);     ( 592577.0, 4124022.5,    77.1,    77.1,     1.5);
( 592598.0, 4124022.5,    77.3,    77.3,     1.5);     ( 592283.2, 4124037.4,    77.8,    77.8,     1.5);
( 592304.2, 4124037.4,    77.7,    77.7,     1.5);     ( 592325.1, 4124037.4,    77.5,    77.5,     1.5);
( 592346.1, 4124037.4,    77.3,    77.3,     1.5);     ( 592367.1, 4124037.4,    77.3,    77.3,     1.5);
( 592388.1, 4124037.4,    77.3,    77.3,     1.5);     ( 592409.1, 4124037.4,    77.3,    77.3,     1.5);
( 592430.1, 4124037.4,    77.1,    77.1,     1.5);     ( 592451.1, 4124037.4,    77.1,    77.1,     1.5);
( 592472.1, 4124037.4,    77.1,    77.1,     1.5);     ( 592493.1, 4124037.4,    77.1,    77.1,     1.5);
( 592514.1, 4124037.4,    77.1,    77.1,     1.5);     ( 592535.0, 4124037.4,    77.1,    77.1,     1.5);
( 592556.0, 4124037.4,    77.0,    77.0,     1.5);     ( 592577.0, 4124037.4,    77.0,    77.0,     1.5);
( 592598.0, 4124037.4,    77.2,    77.2,     1.5);     ( 592283.2, 4124052.3,    77.5,    77.5,     1.5);
( 592304.2, 4124052.3,    77.5,    77.5,     1.5);     ( 592325.1, 4124052.3,    77.3,    77.3,     1.5);
( 592346.1, 4124052.3,    77.2,    77.2,     1.5);     ( 592367.1, 4124052.3,    77.2,    77.2,     1.5);
( 592388.1, 4124052.3,    77.2,    77.2,     1.5);     ( 592409.1, 4124052.3,    77.1,    77.1,     1.5);
( 592430.1, 4124052.3,    77.1,    77.1,     1.5);     ( 592451.1, 4124052.3,    77.1,    77.1,     1.5);
( 592472.1, 4124052.3,    77.1,    77.1,     1.5);     ( 592493.1, 4124052.3,    77.1,    77.1,     1.5);
( 592514.1, 4124052.3,    77.1,    77.1,     1.5);     ( 592535.0, 4124052.3,    77.0,    77.0,     1.5);
( 592556.0, 4124052.3,    76.8,    76.8,     1.5);     ( 592577.0, 4124052.3,    76.8,    76.8,     1.5);
( 592598.0, 4124052.3,    77.0,    77.0,     1.5);     ( 592283.2, 4124067.2,    77.3,    77.3,     1.5);
( 592304.2, 4124067.2,    77.2,    77.2,     1.5);     ( 592325.1, 4124067.2,    77.1,    77.1,     1.5);
( 592346.1, 4124067.2,    77.0,    77.0,     1.5);     ( 592367.1, 4124067.2,    77.0,    77.0,     1.5);
```

Model Output

Unit Emission Rates (1 g/s)

```
( 592388.1, 4124067.2,     77.0,     77.0,      1.5);        ( 592409.1, 4124067.2,     77.0,     77.0,      1.5);
( 592430.1, 4124067.2,     77.0,     77.0,      1.5);        ( 592451.1, 4124067.2,     77.0,     77.0,      1.5);
( 592472.1, 4124067.2,     77.0,     77.0,      1.5);        ( 592493.1, 4124067.2,     77.0,     77.0,      1.5);

( 592514.1, 4124067.2,     77.0,     77.0,      1.5);        ( 592535.0, 4124067.2,     76.9,     76.9,      1.5);
( 592556.0, 4124067.2,     76.8,     76.8,      1.5);        ( 592577.0, 4124067.2,     76.8,     76.8,      1.5);
( 592598.0, 4124067.2,     76.9,     76.9,      1.5);        ( 592262.2, 4124082.1,     77.0,     77.0,      1.5);
( 592283.2, 4124082.1,     77.2,     77.2,      1.5);        ( 592304.2, 4124082.1,     77.0,     77.0,      1.5);
( 592325.1, 4124082.1,     76.9,     76.9,      1.5);        ( 592346.1, 4124082.1,     76.8,     76.8,      1.5);
( 592367.1, 4124082.1,     76.8,     76.8,      1.5);        ( 592388.1, 4124082.1,     76.8,     76.8,      1.5);
( 592409.1, 4124082.1,     76.8,     76.8,      1.5);        ( 592430.1, 4124082.1,     76.8,     76.8,      1.5);
( 592451.1, 4124082.1,     76.8,     76.8,      1.5);        ( 592472.1, 4124082.1,     76.8,     76.8,      1.5);
( 592493.1, 4124082.1,     76.8,     76.8,      1.5);        ( 592514.1, 4124082.1,     76.8,     76.8,      1.5);
( 592535.0, 4124082.1,     76.8,     76.8,      1.5);        ( 592556.0, 4124082.1,     76.8,     76.8,      1.5);
( 592577.0, 4124082.1,     76.8,     76.8,      1.5);        ( 592598.0, 4124082.1,     76.8,     76.8,      1.5);
( 592262.2, 4124097.0,     76.7,     76.7,      1.5);        ( 592283.2, 4124097.0,     76.9,     76.9,      1.5);
( 592304.2, 4124097.0,     76.8,     76.8,      1.5);        ( 592325.1, 4124097.0,     76.7,     76.7,      1.5);
( 592346.1, 4124097.0,     76.7,     76.7,      1.5);        ( 592367.1, 4124097.0,     76.7,     76.7,      1.5);
( 592388.1, 4124097.0,     76.8,     76.8,      1.5);        ( 592409.1, 4124097.0,     76.8,     76.8,      1.5);
( 592430.1, 4124097.0,     76.8,     76.8,      1.5);        ( 592451.1, 4124097.0,     76.8,     76.8,      1.5);
( 592472.1, 4124097.0,     76.8,     76.8,      1.5);        ( 592493.1, 4124097.0,     76.8,     76.8,      1.5);
( 592514.1, 4124097.0,     76.8,     76.8,      1.5);        ( 592535.0, 4124097.0,     76.8,     76.8,      1.5);
( 592556.0, 4124097.0,     76.8,     76.8,      1.5);        ( 592577.0, 4124097.0,     76.7,     76.7,      1.5);
( 592598.0, 4124097.0,     76.7,     76.7,      1.5);        ( 592262.2, 4124111.9,     76.4,     76.4,      1.5);
( 592283.2, 4124111.9,     76.6,     76.6,      1.5);        ( 592304.2, 4124111.9,     76.6,     76.6,      1.5);
( 592325.1, 4124111.9,     76.5,     76.5,      1.5);        ( 592346.1, 4124111.9,     76.5,     76.5,      1.5);
( 592367.1, 4124111.9,     76.5,     76.5,      1.5);        ( 592388.1, 4124111.9,     76.7,     76.7,      1.5);
( 592409.1, 4124111.9,     76.8,     76.8,      1.5);        ( 592430.1, 4124111.9,     76.8,     76.8,      1.5);
( 592451.1, 4124111.9,     76.8,     76.8,      1.5);        ( 592472.1, 4124111.9,     76.8,     76.8,      1.5);
( 592493.1, 4124111.9,     76.8,     76.8,      1.5);        ( 592514.1, 4124111.9,     76.8,     76.8,      1.5);
( 592535.0, 4124111.9,     76.8,     76.8,      1.5);        ( 592556.0, 4124111.9,     76.8,     76.8,      1.5);
( 592577.0, 4124111.9,     76.6,     76.6,      1.5);        ( 592598.0, 4124111.9,     76.5,     76.5,      1.5);
( 592262.2, 4124126.9,     76.3,     76.3,      1.5);        ( 592283.2, 4124126.9,     76.4,     76.4,      1.5);
( 592304.2, 4124126.9,     76.4,     76.4,      1.5);        ( 592325.1, 4124126.9,     76.4,     76.4,      1.5);
( 592346.1, 4124126.9,     76.4,     76.4,      1.5);        ( 592367.1, 4124126.9,     76.4,     76.4,      1.5);
( 592388.1, 4124126.9,     76.5,     76.5,      1.5);        ( 592409.1, 4124126.9,     76.7,     76.7,      1.5);
( 592430.1, 4124126.9,     76.7,     76.7,      1.5);        ( 592451.1, 4124126.9,     76.7,     76.7,      1.5);
( 592472.1, 4124126.9,     76.7,     76.7,      1.5);        ( 592493.1, 4124126.9,     76.8,     76.8,      1.5);
( 592514.1, 4124126.9,     76.8,     76.8,      1.5);        ( 592535.0, 4124126.9,     76.8,     76.8,      1.5);
( 592556.0, 4124126.9,     76.7,     76.7,      1.5);        ( 592577.0, 4124126.9,     76.5,     76.5,      1.5);
( 592598.0, 4124126.9,     76.5,     76.5,      1.5);        ( 592262.2, 4124141.8,     76.2,     76.2,      1.5);
( 592283.2, 4124141.8,     76.2,     76.2,      1.5);        ( 592304.2, 4124141.8,     76.2,     76.2,      1.5);
( 592325.1, 4124141.8,     76.2,     76.2,      1.5);        ( 592346.1, 4124141.8,     76.2,     76.2,      1.5);
( 592367.1, 4124141.8,     76.2,     76.2,      1.5);        ( 592388.1, 4124141.8,     76.4,     76.4,      1.5);
( 592409.1, 4124141.8,     76.5,     76.5,      1.5);        ( 592430.1, 4124141.8,     76.5,     76.5,      1.5);
( 592451.1, 4124141.8,     76.5,     76.5,      1.5);        ( 592472.1, 4124141.8,     76.6,     76.6,      1.5);
( 592493.1, 4124141.8,     76.8,     76.8,      1.5);        ( 592514.1, 4124141.8,     76.8,     76.8,      1.5);
( 592535.0, 4124141.8,     76.7,     76.7,      1.5);        ( 592556.0, 4124141.8,     76.5,     76.5,      1.5);
( 592577.0, 4124141.8,     76.5,     76.5,      1.5);        ( 592598.0, 4124141.8,     76.4,     76.4,      1.5);
```

*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN

*** DISCRETE CARTESIAN RECEPTORS ***
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
(METERS)

```
( 592283.2, 4124156.7,      76.4,      76.4,       1.5);        ( 592304.2, 4124156.7,      76.3,      76.3,       1.5);
( 592325.1, 4124156.7,      76.2,      76.2,       1.5);        ( 592346.1, 4124156.7,      76.2,      76.2,       1.5);
( 592367.1, 4124156.7,      76.2,      76.2,       1.5);        ( 592388.1, 4124156.7,      76.3,      76.3,       1.5);
( 592409.1, 4124156.7,      76.4,      76.4,       1.5);        ( 592430.1, 4124156.7,      76.5,      76.5,       1.5);
( 592451.1, 4124156.7,      76.5,      76.5,       1.5);        ( 592472.1, 4124156.7,      76.6,      76.6,       1.5);
( 592493.1, 4124156.7,      76.7,      76.7,       1.5);        ( 592514.1, 4124156.7,      76.7,      76.7,       1.5);
( 592535.0, 4124156.7,      76.6,      76.6,       1.5);        ( 592556.0, 4124156.7,      76.5,      76.5,       1.5);
( 592577.0, 4124156.7,      76.4,      76.4,       1.5);        ( 592598.0, 4124156.7,      76.2,      76.2,       1.5);
( 592619.0, 4124156.7,      76.1,      76.1,       1.5);        ( 592304.2, 4124171.6,      76.3,      76.3,       1.5);
( 592325.1, 4124171.6,      76.2,      76.2,       1.5);        ( 592346.1, 4124171.6,      76.2,      76.2,       1.5);
( 592367.1, 4124171.6,      76.2,      76.2,       1.5);        ( 592388.1, 4124171.6,      76.2,      76.2,       1.5);
( 592409.1, 4124171.6,      76.3,      76.3,       1.5);        ( 592430.1, 4124171.6,      76.5,      76.5,       1.5);
( 592451.1, 4124171.6,      76.5,      76.5,       1.5);        ( 592472.1, 4124171.6,      76.5,      76.5,       1.5);
( 592493.1, 4124171.6,      76.5,      76.5,       1.5);        ( 592514.1, 4124171.6,      76.5,      76.5,       1.5);
( 592535.0, 4124171.6,      76.5,      76.5,       1.5);        ( 592556.0, 4124171.6,      76.5,      76.5,       1.5);
( 592577.0, 4124171.6,      76.3,      76.3,       1.5);        ( 592598.0, 4124171.6,      76.1,      76.1,       1.5);
( 592619.0, 4124171.6,      75.9,      75.9,       1.5);        ( 592367.1, 4124186.5,      76.2,      76.2,       1.5);
( 592388.1, 4124186.5,      76.1,      76.1,       1.5);        ( 592409.1, 4124186.5,      76.1,      76.1,       1.5);
( 592430.1, 4124186.5,      76.3,      76.3,       1.5);        ( 592451.1, 4124186.5,      76.4,      76.4,       1.5);
( 592472.1, 4124186.5,      76.4,      76.4,       1.5);        ( 592493.1, 4124186.5,      76.5,      76.5,       1.5);
( 592514.1, 4124186.5,      76.5,      76.5,       1.5);        ( 592535.0, 4124186.5,      76.5,      76.5,       1.5);
( 592556.0, 4124186.5,      76.4,      76.4,       1.5);        ( 592577.0, 4124186.5,      76.2,      76.2,       1.5);
( 592598.0, 4124186.5,      76.0,      76.0,       1.5);        ( 592619.0, 4124186.5,      75.9,      75.9,       1.5);
( 592430.1, 4124201.4,      76.0,      76.0,       1.5);        ( 592451.1, 4124201.4,      76.1,      76.1,       1.5);
( 592472.1, 4124201.4,      76.3,      76.3,       1.5);        ( 592493.1, 4124201.4,      76.5,      76.5,       1.5);
( 592514.1, 4124201.4,      76.5,      76.5,       1.5);        ( 592535.0, 4124201.4,      76.4,      76.4,       1.5);
( 592556.0, 4124201.4,      76.2,      76.2,       1.5);        ( 592577.0, 4124201.4,      76.0,      76.0,       1.5);
( 592598.0, 4124201.4,      75.9,      75.9,       1.5);        ( 592619.0, 4124201.4,      75.8,      75.8,       1.5);
( 592451.1, 4124216.3,      75.9,      75.9,       1.5);        ( 592472.1, 4124216.3,      76.1,      76.1,       1.5);
( 592493.1, 4124216.3,      76.4,      76.4,       1.5);        ( 592514.1, 4124216.3,      76.3,      76.3,       1.5);
( 592535.0, 4124216.3,      76.2,      76.2,       1.5);        ( 592556.0, 4124216.3,      76.1,      76.1,       1.5);
( 592577.0, 4124216.3,      75.9,      75.9,       1.5);        ( 592598.0, 4124216.3,      75.8,      75.8,       1.5);
( 592619.0, 4124216.3,      75.8,      75.8,       1.5);        ( 592472.1, 4124231.2,      75.9,      75.9,       1.5);
( 592493.1, 4124231.2,      76.2,      76.2,       1.5);        ( 592514.1, 4124231.2,      76.1,      76.1,       1.5);
( 592535.0, 4124231.2,      76.0,      76.0,       1.5);        ( 592556.0, 4124231.2,      75.9,      75.9,       1.5);
( 592577.0, 4124231.2,      75.7,      75.7,       1.5);        ( 592598.0, 4124231.2,      75.6,      75.6,       1.5);
( 592619.0, 4124231.2,      75.6,      75.6,       1.5);        ( 592493.1, 4124246.1,      75.8,      75.8,       1.5);
( 592514.1, 4124246.1,      75.7,      75.7,       1.5);        ( 592535.0, 4124246.1,      75.7,      75.7,       1.5);
( 592556.0, 4124246.1,      75.7,      75.7,       1.5);        ( 592577.0, 4124246.1,      75.5,      75.5,       1.5);
( 592598.0, 4124246.1,      75.5,      75.5,       1.5);        ( 592514.1, 4124261.0,      75.3,      75.3,       1.5);
( 592535.0, 4124261.0,      75.4,      75.4,       1.5);        ( 592556.0, 4124261.0,      75.4,      75.4,       1.5);
( 592577.0, 4124261.0,      75.3,      75.3,       1.5);        ( 592598.0, 4124261.0,      75.3,      75.3,       1.5);
```

Model Output
Unit Emission Rates (1 g/s)

```
( 592535.0, 4124276.0,      75.1,       75.1,       1.5);        ( 592556.0, 4124276.0,      75.1,       75.1,       1.5);
( 592577.0, 4124276.0,      75.2,       75.2,       1.5);        ( 592556.0, 4124290.9,      74.8,       74.8,       1.5);
( 592577.0, 4124290.9,      75.0,       75.0,       1.5);        ( 592038.3, 4124187.7,      81.6,       81.6,       1.5);

( 592048.3, 4124187.7,      81.5,       81.5,       1.5);        ( 592058.3, 4124187.7,      81.4,       81.4,       1.5);
( 592068.3, 4124187.7,      81.3,       81.3,       1.5);        ( 592078.3, 4124187.7,      81.2,       81.2,       1.5);
( 592088.3, 4124187.7,      81.1,       81.1,       1.5);        ( 592098.3, 4124187.7,      81.0,       81.0,       1.5);
( 592108.3, 4124187.7,      80.9,       80.9,       1.5);        ( 592118.3, 4124187.7,      80.8,       80.8,       1.5);
( 592128.3, 4124187.7,      80.7,       80.7,       1.5);        ( 592038.3, 4124197.7,      81.6,       81.6,       1.5);
( 592048.3, 4124197.7,      81.4,       81.4,       1.5);        ( 592058.3, 4124197.7,      81.3,       81.3,       1.5);
( 592068.3, 4124197.7,      81.2,       81.2,       1.5);        ( 592078.3, 4124197.7,      81.1,       81.1,       1.5);
( 592088.3, 4124197.7,      81.0,       81.0,       1.5);        ( 592098.3, 4124197.7,      80.9,       80.9,       1.5);
( 592108.3, 4124197.7,      80.8,       80.8,       1.5);        ( 592118.3, 4124197.7,      80.7,       80.7,       1.5);
( 592128.3, 4124197.7,      80.6,       80.6,       1.5);        ( 592138.3, 4124197.7,      80.4,       80.4,       1.5);
( 592038.3, 4124207.7,      81.5,       81.5,       1.5);        ( 592048.3, 4124207.7,      81.3,       81.3,       1.5);
( 592058.3, 4124207.7,      81.2,       81.2,       1.5);        ( 592068.3, 4124207.7,      81.1,       81.1,       1.5);
( 592078.3, 4124207.7,      81.0,       81.0,       1.5);        ( 592088.3, 4124207.7,      80.9,       80.9,       1.5);
( 592098.3, 4124207.7,      80.8,       80.8,       1.5);        ( 592108.3, 4124207.7,      80.7,       80.7,       1.5);
( 592118.3, 4124207.7,      80.6,       80.6,       1.5);        ( 592128.3, 4124207.7,      80.5,       80.5,       1.5);
( 592138.3, 4124207.7,      80.3,       80.3,       1.5);        ( 592148.3, 4124207.7,      80.1,       80.1,       1.5);
( 592038.3, 4124217.7,      81.5,       81.5,       1.5);        ( 592048.3, 4124217.7,      81.3,       81.3,       1.5);
( 592058.3, 4124217.7,      81.2,       81.2,       1.5);        ( 592068.3, 4124217.7,      81.0,       81.0,       1.5);
( 592078.3, 4124217.7,      80.9,       80.9,       1.5);        ( 592088.3, 4124217.7,      80.8,       80.8,       1.5);
( 592098.3, 4124217.7,      80.7,       80.7,       1.5);        ( 592108.3, 4124217.7,      80.6,       80.6,       1.5);
( 592118.3, 4124217.7,      80.5,       80.5,       1.5);        ( 592128.3, 4124217.7,      80.4,       80.4,       1.5);
( 592138.3, 4124217.7,      80.3,       80.3,       1.5);        ( 592148.3, 4124217.7,      80.1,       80.1,       1.5);
( 592158.3, 4124217.7,      79.9,       79.9,       1.5);        ( 592048.3, 4124227.7,      81.3,       81.3,       1.5);
( 592058.3, 4124227.7,      81.1,       81.1,       1.5);        ( 592068.3, 4124227.7,      81.0,       81.0,       1.5);
( 592078.3, 4124227.7,      80.8,       80.8,       1.5);        ( 592088.3, 4124227.7,      80.7,       80.7,       1.5);
( 592098.3, 4124227.7,      80.6,       80.6,       1.5);        ( 592108.3, 4124227.7,      80.5,       80.5,       1.5);
( 592118.3, 4124227.7,      80.4,       80.4,       1.5);        ( 592128.3, 4124227.7,      80.3,       80.3,       1.5);
( 592138.3, 4124227.7,      80.2,       80.2,       1.5);        ( 592148.3, 4124227.7,      80.0,       80.0,       1.5);
( 592158.3, 4124227.7,      79.9,       79.9,       1.5);        ( 592048.3, 4124237.7,      81.3,       81.3,       1.5);
( 592058.3, 4124237.7,      81.1,       81.1,       1.5);        ( 592068.3, 4124237.7,      80.9,       80.9,       1.5);
( 592078.3, 4124237.7,      80.7,       80.7,       1.5);        ( 592088.3, 4124237.7,      80.6,       80.6,       1.5);
( 592098.3, 4124237.7,      80.5,       80.5,       1.5);        ( 592108.3, 4124237.7,      80.4,       80.4,       1.5);
( 592118.3, 4124237.7,      80.3,       80.3,       1.5);        ( 592128.3, 4124237.7,      80.2,       80.2,       1.5);
( 592138.3, 4124237.7,      80.1,       80.1,       1.5);        ( 592148.3, 4124237.7,      80.0,       80.0,       1.5);
( 592158.3, 4124237.7,      79.9,       79.9,       1.5);        ( 592058.3, 4124247.7,      81.1,       81.1,       1.5);
( 592068.3, 4124247.7,      80.9,       80.9,       1.5);        ( 592078.3, 4124247.7,      80.7,       80.7,       1.5);
( 592088.3, 4124247.7,      80.6,       80.6,       1.5);        ( 592098.3, 4124247.7,      80.5,       80.5,       1.5);
( 592108.3, 4124247.7,      80.4,       80.4,       1.5);        ( 592118.3, 4124247.7,      80.3,       80.3,       1.5);
( 592128.3, 4124247.7,      80.1,       80.1,       1.5);        ( 592138.3, 4124247.7,      80.0,       80.0,       1.5);
( 592148.3, 4124247.7,      79.9,       79.9,       1.5);        ( 592158.3, 4124247.7,      79.8,       79.8,       1.5);
( 592058.3, 4124257.7,      81.1,       81.1,       1.5);        ( 592068.3, 4124257.7,      80.9,       80.9,       1.5);
( 592078.3, 4124257.7,      80.7,       80.7,       1.5);        ( 592088.3, 4124257.7,      80.6,       80.6,       1.5);
( 592098.3, 4124257.7,      80.5,       80.5,       1.5);        ( 592108.3, 4124257.7,      80.4,       80.4,       1.5);
( 592118.3, 4124257.7,      80.2,       80.2,       1.5);        ( 592128.3, 4124257.7,      80.0,       80.0,       1.5);
( 592138.3, 4124257.7,      79.9,       79.9,       1.5);        ( 592148.3, 4124257.7,      79.8,       79.8,       1.5);
```

```
*** AERMOD - VERSION  18081 ***   *** 1700 Dell Avenue Health Risk Assessment                            ***        09/10/18
*** AERMET - VERSION  14134 ***   ***                                                                    ***        12:33:06
                                                                                                                    PAGE  66
*** MODELOPTs:    RegDFAULT  CONC  ELEV  FLGPOL  URBAN

                                                  *** DISCRETE CARTESIAN RECEPTORS ***
                                                (X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
                                                                (METERS)

    ( 592158.3, 4124257.7,      79.7,      79.7,       1.5);        ( 592068.3, 4124267.7,      80.9,      80.9,       1.5);
    ( 592078.3, 4124267.7,      80.7,      80.7,       1.5);        ( 592088.3, 4124267.7,      80.6,      80.6,       1.5);
    ( 592098.3, 4124267.7,      80.5,      80.5,       1.5);        ( 592108.3, 4124267.7,      80.4,      80.4,       1.5);
    ( 592118.3, 4124267.7,      80.2,      80.2,       1.5);        ( 592128.3, 4124267.7,      80.0,      80.0,       1.5);
    ( 592138.3, 4124267.7,      79.8,      79.8,       1.5);        ( 592148.3, 4124267.7,      79.7,      79.7,       1.5);
    ( 592088.3, 4124277.7,      80.6,      80.6,       1.5);        ( 592098.3, 4124277.7,      80.5,      80.5,       1.5);
    ( 592108.3, 4124277.7,      80.4,      80.4,       1.5);        ( 592118.3, 4124277.7,      80.2,      80.2,       1.5);
    ( 592128.3, 4124277.7,      80.0,      80.0,       1.5);        ( 592138.3, 4124277.7,      79.8,      79.8,       1.5);
    ( 592088.3, 4124287.7,      80.6,      80.6,       1.5);        ( 592098.3, 4124287.7,      80.5,      80.5,       1.5);
    ( 592108.3, 4124287.7,      80.4,      80.4,       1.5);        ( 592283.2, 4123992.7,      78.0,      78.0,       6.1);
    ( 592304.2, 4123992.7,      78.0,      78.0,       6.1);        ( 592325.1, 4123992.7,      77.9,      77.9,       6.1);
    ( 592346.1, 4123992.7,      77.8,      77.8,       6.1);        ( 592367.1, 4123992.7,      77.7,      77.7,       6.1);
    ( 592388.1, 4123992.7,      77.6,      77.6,       6.1);        ( 592409.1, 4123992.7,      77.5,      77.5,       6.1);
    ( 592430.1, 4123992.7,      77.4,      77.4,       6.1);        ( 592451.1, 4123992.7,      77.4,      77.4,       6.1);
    ( 592472.1, 4123992.7,      77.3,      77.3,       6.1);        ( 592493.1, 4123992.7,      77.1,      77.1,       6.1);
    ( 592514.1, 4123992.7,      77.1,      77.1,       6.1);        ( 592535.0, 4123992.7,      77.1,      77.1,       6.1);
    ( 592556.0, 4123992.7,      77.2,      77.2,       6.1);        ( 592577.0, 4123992.7,      77.2,      77.2,       6.1);
    ( 592283.2, 4124007.6,      78.0,      78.0,       6.1);        ( 592304.2, 4124007.6,      78.0,      78.0,       6.1);
    ( 592325.1, 4124007.6,      77.8,      77.8,       6.1);        ( 592346.1, 4124007.6,      77.6,      77.6,       6.1);
    ( 592367.1, 4124007.6,      77.6,      77.6,       6.1);        ( 592388.1, 4124007.6,      77.5,      77.5,       6.1);
    ( 592409.1, 4124007.6,      77.4,      77.4,       6.1);        ( 592430.1, 4124007.6,      77.3,      77.3,       6.1);
    ( 592451.1, 4124007.6,      77.3,      77.3,       6.1);        ( 592472.1, 4124007.6,      77.2,      77.2,       6.1);
    ( 592493.1, 4124007.6,      77.1,      77.1,       6.1);        ( 592514.1, 4124007.6,      77.1,      77.1,       6.1);
    ( 592535.0, 4124007.6,      77.1,      77.1,       6.1);        ( 592556.0, 4124007.6,      77.1,      77.1,       6.1);
    ( 592577.0, 4124007.6,      77.1,      77.1,       6.1);        ( 592598.0, 4124007.6,      77.4,      77.4,       6.1);
    ( 592283.2, 4124022.5,      78.0,      78.0,       6.1);        ( 592304.2, 4124022.5,      77.8,      77.8,       6.1);
    ( 592325.1, 4124022.5,      77.6,      77.6,       6.1);        ( 592346.1, 4124022.5,      77.5,      77.5,       6.1);
    ( 592367.1, 4124022.5,      77.5,      77.5,       6.1);        ( 592388.1, 4124022.5,      77.4,      77.4,       6.1);
    ( 592409.1, 4124022.5,      77.4,      77.4,       6.1);        ( 592430.1, 4124022.5,      77.2,      77.2,       6.1);
    ( 592451.1, 4124022.5,      77.2,      77.2,       6.1);        ( 592472.1, 4124022.5,      77.1,      77.1,       6.1);
    ( 592493.1, 4124022.5,      77.1,      77.1,       6.1);        ( 592514.1, 4124022.5,      77.1,      77.1,       6.1);
    ( 592535.0, 4124022.5,      77.1,      77.1,       6.1);        ( 592556.0, 4124022.5,      77.1,      77.1,       6.1);
    ( 592577.0, 4124022.5,      77.1,      77.1,       6.1);        ( 592598.0, 4124022.5,      77.3,      77.3,       6.1);
    ( 592283.2, 4124037.4,      77.8,      77.8,       6.1);        ( 592304.2, 4124037.4,      77.7,      77.7,       6.1);
    ( 592325.1, 4124037.4,      77.5,      77.5,       6.1);        ( 592346.1, 4124037.4,      77.3,      77.3,       6.1);
    ( 592367.1, 4124037.4,      77.3,      77.3,       6.1);        ( 592388.1, 4124037.4,      77.3,      77.3,       6.1);
    ( 592409.1, 4124037.4,      77.3,      77.3,       6.1);        ( 592430.1, 4124037.4,      77.1,      77.1,       6.1);
    ( 592451.1, 4124037.4,      77.1,      77.1,       6.1);        ( 592472.1, 4124037.4,      77.1,      77.1,       6.1);
    ( 592493.1, 4124037.4,      77.1,      77.1,       6.1);        ( 592514.1, 4124037.4,      77.1,      77.1,       6.1);
    ( 592535.0, 4124037.4,      77.1,      77.1,       6.1);        ( 592556.0, 4124037.4,      77.0,      77.0,       6.1);
    ( 592577.0, 4124037.4,      77.0,      77.0,       6.1);        ( 592598.0, 4124037.4,      77.2,      77.2,       6.1);
    ( 592283.2, 4124052.3,      77.5,      77.5,       6.1);        ( 592304.2, 4124052.3,      77.5,      77.5,       6.1);
```

```
( 592325.1, 4124052.3,     77.3,     77.3,      6.1);     ( 592346.1, 4124052.3,     77.2,     77.2,      6.1);
( 592367.1, 4124052.3,     77.2,     77.2,      6.1);     ( 592388.1, 4124052.3,     77.2,     77.2,      6.1);
( 592409.1, 4124052.3,     77.1,     77.1,      6.1);     ( 592430.1, 4124052.3,     77.1,     77.1,      6.1);

( 592451.1, 4124052.3,     77.1,     77.1,      6.1);     ( 592472.1, 4124052.3,     77.1,     77.1,      6.1);
( 592493.1, 4124052.3,     77.1,     77.1,      6.1);     ( 592514.1, 4124052.3,     77.1,     77.1,      6.1);
( 592535.0, 4124052.3,     77.0,     77.0,      6.1);     ( 592556.0, 4124052.3,     76.8,     76.8,      6.1);
( 592577.0, 4124052.3,     76.8,     76.8,      6.1);     ( 592598.0, 4124052.3,     77.0,     77.0,      6.1);
( 592283.2, 4124067.2,     77.3,     77.3,      6.1);     ( 592304.2, 4124067.2,     77.2,     77.2,      6.1);
( 592325.1, 4124067.2,     77.1,     77.1,      6.1);     ( 592346.1, 4124067.2,     77.0,     77.0,      6.1);
( 592367.1, 4124067.2,     77.0,     77.0,      6.1);     ( 592388.1, 4124067.2,     77.0,     77.0,      6.1);
( 592409.1, 4124067.2,     77.0,     77.0,      6.1);     ( 592430.1, 4124067.2,     77.0,     77.0,      6.1);
( 592451.1, 4124067.2,     77.0,     77.0,      6.1);     ( 592472.1, 4124067.2,     77.0,     77.0,      6.1);
( 592493.1, 4124067.2,     77.0,     77.0,      6.1);     ( 592514.1, 4124067.2,     77.0,     77.0,      6.1);
( 592535.0, 4124067.2,     76.9,     76.9,      6.1);     ( 592556.0, 4124067.2,     76.8,     76.8,      6.1);
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( 592304.2, 4124082.1,     77.0,     77.0,      6.1);     ( 592325.1, 4124082.1,     76.9,     76.9,      6.1);
( 592346.1, 4124082.1,     76.8,     76.8,      6.1);     ( 592367.1, 4124082.1,     76.8,     76.8,      6.1);
( 592388.1, 4124082.1,     76.8,     76.8,      6.1);     ( 592409.1, 4124082.1,     76.8,     76.8,      6.1);
( 592430.1, 4124082.1,     76.8,     76.8,      6.1);     ( 592451.1, 4124082.1,     76.8,     76.8,      6.1);
( 592472.1, 4124082.1,     76.8,     76.8,      6.1);     ( 592493.1, 4124082.1,     76.8,     76.8,      6.1);
( 592514.1, 4124082.1,     76.8,     76.8,      6.1);     ( 592535.0, 4124082.1,     76.8,     76.8,      6.1);
( 592556.0, 4124082.1,     76.8,     76.8,      6.1);     ( 592577.0, 4124082.1,     76.8,     76.8,      6.1);
( 592598.0, 4124082.1,     76.8,     76.8,      6.1);     ( 592262.2, 4124097.0,     76.7,     76.7,      6.1);
( 592283.2, 4124097.0,     76.9,     76.9,      6.1);     ( 592304.2, 4124097.0,     76.8,     76.8,      6.1);
( 592325.1, 4124097.0,     76.7,     76.7,      6.1);     ( 592346.1, 4124097.0,     76.7,     76.7,      6.1);
( 592367.1, 4124097.0,     76.7,     76.7,      6.1);     ( 592388.1, 4124097.0,     76.8,     76.8,      6.1);
( 592409.1, 4124097.0,     76.8,     76.8,      6.1);     ( 592430.1, 4124097.0,     76.8,     76.8,      6.1);
( 592451.1, 4124097.0,     76.8,     76.8,      6.1);     ( 592472.1, 4124097.0,     76.8,     76.8,      6.1);
( 592493.1, 4124097.0,     76.8,     76.8,      6.1);     ( 592514.1, 4124097.0,     76.8,     76.8,      6.1);
( 592535.0, 4124097.0,     76.8,     76.8,      6.1);     ( 592556.0, 4124097.0,     76.8,     76.8,      6.1);
( 592577.0, 4124097.0,     76.7,     76.7,      6.1);     ( 592598.0, 4124097.0,     76.7,     76.7,      6.1);
( 592262.2, 4124111.9,     76.4,     76.4,      6.1);     ( 592283.2, 4124111.9,     76.6,     76.6,      6.1);
( 592304.2, 4124111.9,     76.6,     76.6,      6.1);     ( 592325.1, 4124111.9,     76.5,     76.5,      6.1);
( 592346.1, 4124111.9,     76.5,     76.5,      6.1);     ( 592367.1, 4124111.9,     76.5,     76.5,      6.1);
( 592388.1, 4124111.9,     76.7,     76.7,      6.1);     ( 592409.1, 4124111.9,     76.8,     76.8,      6.1);
( 592430.1, 4124111.9,     76.8,     76.8,      6.1);     ( 592451.1, 4124111.9,     76.8,     76.8,      6.1);
( 592472.1, 4124111.9,     76.8,     76.8,      6.1);     ( 592493.1, 4124111.9,     76.8,     76.8,      6.1);
( 592514.1, 4124111.9,     76.8,     76.8,      6.1);     ( 592535.0, 4124111.9,     76.8,     76.8,      6.1);
( 592556.0, 4124111.9,     76.8,     76.8,      6.1);     ( 592577.0, 4124111.9,     76.6,     76.6,      6.1);
( 592598.0, 4124111.9,     76.5,     76.5,      6.1);     ( 592262.2, 4124126.9,     76.3,     76.3,      6.1);
( 592283.2, 4124126.9,     76.4,     76.4,      6.1);     ( 592304.2, 4124126.9,     76.4,     76.4,      6.1);
( 592325.1, 4124126.9,     76.4,     76.4,      6.1);     ( 592346.1, 4124126.9,     76.4,     76.4,      6.1);
( 592367.1, 4124126.9,     76.4,     76.4,      6.1);     ( 592388.1, 4124126.9,     76.5,     76.5,      6.1);
( 592409.1, 4124126.9,     76.7,     76.7,      6.1);     ( 592430.1, 4124126.9,     76.7,     76.7,      6.1);
( 592451.1, 4124126.9,     76.7,     76.7,      6.1);     ( 592472.1, 4124126.9,     76.7,     76.7,      6.1);
( 592493.1, 4124126.9,     76.8,     76.8,      6.1);     ( 592514.1, 4124126.9,     76.8,     76.8,      6.1);
( 592535.0, 4124126.9,     76.8,     76.8,      6.1);     ( 592556.0, 4124126.9,     76.7,     76.7,      6.1);
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*** AERMOD - VERSION  18081 ***   *** 1700 Dell Avenue Health Risk Assessment                          ***        09/10/18
*** AERMET - VERSION  14134 ***   ***                                                                  ***        12:33:06
                                                                                                                  PAGE  68
*** MODELOPTs:     RegDFAULT  CONC  ELEV  FLGPOL  URBAN

                                              *** DISCRETE CARTESIAN RECEPTORS ***
                                            (X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
                                                            (METERS)

    ( 592577.0, 4124126.9,      76.5,      76.5,       6.1);         ( 592598.0, 4124126.9,      76.5,      76.5,       6.1);
    ( 592262.2, 4124141.8,      76.2,      76.2,       6.1);         ( 592283.2, 4124141.8,      76.2,      76.2,       6.1);
    ( 592304.2, 4124141.8,      76.2,      76.2,       6.1);         ( 592325.1, 4124141.8,      76.2,      76.2,       6.1);
    ( 592346.1, 4124141.8,      76.2,      76.2,       6.1);         ( 592367.1, 4124141.8,      76.2,      76.2,       6.1);
    ( 592388.1, 4124141.8,      76.4,      76.4,       6.1);         ( 592409.1, 4124141.8,      76.5,      76.5,       6.1);
    ( 592430.1, 4124141.8,      76.5,      76.5,       6.1);         ( 592451.1, 4124141.8,      76.5,      76.5,       6.1);
    ( 592472.1, 4124141.8,      76.6,      76.6,       6.1);         ( 592493.1, 4124141.8,      76.8,      76.8,       6.1);
    ( 592514.1, 4124141.8,      76.8,      76.8,       6.1);         ( 592535.0, 4124141.8,      76.7,      76.7,       6.1);
    ( 592556.0, 4124141.8,      76.5,      76.5,       6.1);         ( 592577.0, 4124141.8,      76.5,      76.5,       6.1);
    ( 592598.0, 4124141.8,      76.4,      76.4,       6.1);         ( 592283.2, 4124156.7,      76.4,      76.4,       6.1);
    ( 592304.2, 4124156.7,      76.3,      76.3,       6.1);         ( 592325.1, 4124156.7,      76.2,      76.2,       6.1);
    ( 592346.1, 4124156.7,      76.2,      76.2,       6.1);         ( 592367.1, 4124156.7,      76.2,      76.2,       6.1);
    ( 592388.1, 4124156.7,      76.3,      76.3,       6.1);         ( 592409.1, 4124156.7,      76.4,      76.4,       6.1);
    ( 592430.1, 4124156.7,      76.5,      76.5,       6.1);         ( 592451.1, 4124156.7,      76.5,      76.5,       6.1);
    ( 592472.1, 4124156.7,      76.6,      76.6,       6.1);         ( 592493.1, 4124156.7,      76.7,      76.7,       6.1);
    ( 592514.1, 4124156.7,      76.7,      76.7,       6.1);         ( 592535.0, 4124156.7,      76.6,      76.6,       6.1);
    ( 592556.0, 4124156.7,      76.5,      76.5,       6.1);         ( 592577.0, 4124156.7,      76.4,      76.4,       6.1);
    ( 592598.0, 4124156.7,      76.2,      76.2,       6.1);         ( 592619.0, 4124156.7,      76.1,      76.1,       6.1);
    ( 592304.2, 4124171.6,      76.3,      76.3,       6.1);         ( 592325.1, 4124171.6,      76.2,      76.2,       6.1);
    ( 592346.1, 4124171.6,      76.2,      76.2,       6.1);         ( 592367.1, 4124171.6,      76.2,      76.2,       6.1);
    ( 592388.1, 4124171.6,      76.2,      76.2,       6.1);         ( 592409.1, 4124171.6,      76.3,      76.3,       6.1);
    ( 592430.1, 4124171.6,      76.5,      76.5,       6.1);         ( 592451.1, 4124171.6,      76.5,      76.5,       6.1);
    ( 592472.1, 4124171.6,      76.5,      76.5,       6.1);         ( 592493.1, 4124171.6,      76.5,      76.5,       6.1);
    ( 592514.1, 4124171.6,      76.5,      76.5,       6.1);         ( 592535.0, 4124171.6,      76.5,      76.5,       6.1);
    ( 592556.0, 4124171.6,      76.5,      76.5,       6.1);         ( 592577.0, 4124171.6,      76.3,      76.3,       6.1);
    ( 592598.0, 4124171.6,      76.1,      76.1,       6.1);         ( 592619.0, 4124171.6,      75.9,      75.9,       6.1);
    ( 592367.1, 4124186.5,      76.2,      76.2,       6.1);         ( 592388.1, 4124186.5,      76.1,      76.1,       6.1);
    ( 592409.1, 4124186.5,      76.1,      76.1,       6.1);         ( 592430.1, 4124186.5,      76.3,      76.3,       6.1);
    ( 592451.1, 4124186.5,      76.4,      76.4,       6.1);         ( 592472.1, 4124186.5,      76.4,      76.4,       6.1);
    ( 592493.1, 4124186.5,      76.5,      76.5,       6.1);         ( 592514.1, 4124186.5,      76.5,      76.5,       6.1);
    ( 592535.0, 4124186.5,      76.5,      76.5,       6.1);         ( 592556.0, 4124186.5,      76.4,      76.4,       6.1);
    ( 592577.0, 4124186.5,      76.2,      76.2,       6.1);         ( 592598.0, 4124186.5,      76.0,      76.0,       6.1);
    ( 592619.0, 4124186.5,      75.9,      75.9,       6.1);         ( 592430.1, 4124201.4,      76.0,      76.0,       6.1);
    ( 592451.1, 4124201.4,      76.1,      76.1,       6.1);         ( 592472.1, 4124201.4,      76.3,      76.3,       6.1);
    ( 592493.1, 4124201.4,      76.5,      76.5,       6.1);         ( 592514.1, 4124201.4,      76.5,      76.5,       6.1);
    ( 592535.0, 4124201.4,      76.4,      76.4,       6.1);         ( 592556.0, 4124201.4,      76.2,      76.2,       6.1);
    ( 592577.0, 4124201.4,      76.0,      76.0,       6.1);         ( 592598.0, 4124201.4,      75.9,      75.9,       6.1);
    ( 592619.0, 4124201.4,      75.8,      75.8,       6.1);         ( 592451.1, 4124216.3,      75.9,      75.9,       6.1);
    ( 592472.1, 4124216.3,      76.1,      76.1,       6.1);         ( 592493.1, 4124216.3,      76.4,      76.4,       6.1);
    ( 592514.1, 4124216.3,      76.3,      76.3,       6.1);         ( 592535.0, 4124216.3,      76.2,      76.2,       6.1);
    ( 592556.0, 4124216.3,      76.1,      76.1,       6.1);         ( 592577.0, 4124216.3,      75.9,      75.9,       6.1);
    ( 592598.0, 4124216.3,      75.8,      75.8,       6.1);         ( 592619.0, 4124216.3,      75.8,      75.8,       6.1);
```

Model Output
Unit Emission Rates (1 g/s)

```
( 592472.1, 4124231.2,     75.9,      75.9,       6.1);       ( 592493.1, 4124231.2,     76.2,      76.2,       6.1);
( 592514.1, 4124231.2,     76.1,      76.1,       6.1);       ( 592535.0, 4124231.2,     76.0,      76.0,       6.1);
( 592556.0, 4124231.2,     75.9,      75.9,       6.1);       ( 592577.0, 4124231.2,     75.7,      75.7,       6.1);

( 592598.0, 4124231.2,     75.6,      75.6,       6.1);       ( 592619.0, 4124231.2,     75.6,      75.6,       6.1);
( 592493.1, 4124246.1,     75.8,      75.8,       6.1);       ( 592514.1, 4124246.1,     75.7,      75.7,       6.1);
( 592535.0, 4124246.1,     75.7,      75.7,       6.1);       ( 592556.0, 4124246.1,     75.7,      75.7,       6.1);
( 592577.0, 4124246.1,     75.5,      75.5,       6.1);       ( 592598.0, 4124246.1,     75.5,      75.5,       6.1);
( 592514.1, 4124261.0,     75.3,      75.3,       6.1);       ( 592535.0, 4124261.0,     75.4,      75.4,       6.1);
( 592556.0, 4124261.0,     75.4,      75.4,       6.1);       ( 592577.0, 4124261.0,     75.3,      75.3,       6.1);
( 592598.0, 4124261.0,     75.3,      75.3,       6.1);       ( 592535.0, 4124276.0,     75.1,      75.1,       6.1);
( 592556.0, 4124276.0,     75.1,      75.1,       6.1);       ( 592577.0, 4124276.0,     75.2,      75.2,       6.1);
( 592556.0, 4124290.9,     74.8,      74.8,       6.1);       ( 592577.0, 4124290.9,     75.0,      75.0,       6.1);
( 592038.3, 4124187.7,     81.6,      81.6,       6.1);       ( 592048.3, 4124187.7,     81.5,      81.5,       6.1);
( 592058.3, 4124187.7,     81.4,      81.4,       6.1);       ( 592068.3, 4124187.7,     81.3,      81.3,       6.1);
( 592078.3, 4124187.7,     81.2,      81.2,       6.1);       ( 592088.3, 4124187.7,     81.1,      81.1,       6.1);
( 592098.3, 4124187.7,     81.0,      81.0,       6.1);       ( 592108.3, 4124187.7,     80.9,      80.9,       6.1);
( 592118.3, 4124187.7,     80.8,      80.8,       6.1);       ( 592128.3, 4124187.7,     80.7,      80.7,       6.1);
( 592038.3, 4124197.7,     81.6,      81.6,       6.1);       ( 592048.3, 4124197.7,     81.4,      81.4,       6.1);
( 592058.3, 4124197.7,     81.3,      81.3,       6.1);       ( 592068.3, 4124197.7,     81.2,      81.2,       6.1);
( 592078.3, 4124197.7,     81.1,      81.1,       6.1);       ( 592088.3, 4124197.7,     81.0,      81.0,       6.1);
( 592098.3, 4124197.7,     80.9,      80.9,       6.1);       ( 592108.3, 4124197.7,     80.8,      80.8,       6.1);
( 592118.3, 4124197.7,     80.7,      80.7,       6.1);       ( 592128.3, 4124197.7,     80.6,      80.6,       6.1);
( 592138.3, 4124197.7,     80.4,      80.4,       6.1);       ( 592038.3, 4124207.7,     81.5,      81.5,       6.1);
( 592048.3, 4124207.7,     81.3,      81.3,       6.1);       ( 592058.3, 4124207.7,     81.2,      81.2,       6.1);
( 592068.3, 4124207.7,     81.1,      81.1,       6.1);       ( 592078.3, 4124207.7,     81.0,      81.0,       6.1);
( 592088.3, 4124207.7,     80.9,      80.9,       6.1);       ( 592098.3, 4124207.7,     80.8,      80.8,       6.1);
( 592108.3, 4124207.7,     80.7,      80.7,       6.1);       ( 592118.3, 4124207.7,     80.6,      80.6,       6.1);
( 592128.3, 4124207.7,     80.5,      80.5,       6.1);       ( 592138.3, 4124207.7,     80.3,      80.3,       6.1);
( 592148.3, 4124207.7,     80.1,      80.1,       6.1);       ( 592038.3, 4124217.7,     81.5,      81.5,       6.1);
( 592048.3, 4124217.7,     81.3,      81.3,       6.1);       ( 592058.3, 4124217.7,     81.2,      81.2,       6.1);
( 592068.3, 4124217.7,     81.0,      81.0,       6.1);       ( 592078.3, 4124217.7,     80.9,      80.9,       6.1);
( 592088.3, 4124217.7,     80.8,      80.8,       6.1);       ( 592098.3, 4124217.7,     80.7,      80.7,       6.1);
( 592108.3, 4124217.7,     80.6,      80.6,       6.1);       ( 592118.3, 4124217.7,     80.5,      80.5,       6.1);
( 592128.3, 4124217.7,     80.4,      80.4,       6.1);       ( 592138.3, 4124217.7,     80.3,      80.3,       6.1);
( 592148.3, 4124217.7,     80.1,      80.1,       6.1);       ( 592158.3, 4124217.7,     79.9,      79.9,       6.1);
( 592048.3, 4124227.7,     81.3,      81.3,       6.1);       ( 592058.3, 4124227.7,     81.1,      81.1,       6.1);
( 592068.3, 4124227.7,     81.0,      81.0,       6.1);       ( 592078.3, 4124227.7,     80.8,      80.8,       6.1);
( 592088.3, 4124227.7,     80.7,      80.7,       6.1);       ( 592098.3, 4124227.7,     80.6,      80.6,       6.1);
( 592108.3, 4124227.7,     80.5,      80.5,       6.1);       ( 592118.3, 4124227.7,     80.4,      80.4,       6.1);
( 592128.3, 4124227.7,     80.3,      80.3,       6.1);       ( 592138.3, 4124227.7,     80.2,      80.2,       6.1);
( 592148.3, 4124227.7,     80.0,      80.0,       6.1);       ( 592158.3, 4124227.7,     79.9,      79.9,       6.1);
( 592048.3, 4124237.7,     81.3,      81.3,       6.1);       ( 592058.3, 4124237.7,     81.1,      81.1,       6.1);
( 592068.3, 4124237.7,     80.9,      80.9,       6.1);       ( 592078.3, 4124237.7,     80.7,      80.7,       6.1);
( 592088.3, 4124237.7,     80.6,      80.6,       6.1);       ( 592098.3, 4124237.7,     80.5,      80.5,       6.1);
( 592108.3, 4124237.7,     80.4,      80.4,       6.1);       ( 592118.3, 4124237.7,     80.3,      80.3,       6.1);
( 592128.3, 4124237.7,     80.2,      80.2,       6.1);       ( 592138.3, 4124237.7,     80.1,      80.1,       6.1);
( 592148.3, 4124237.7,     80.0,      80.0,       6.1);       ( 592158.3, 4124237.7,     79.9,      79.9,       6.1);
( 592058.3, 4124247.7,     81.1,      81.1,       6.1);       ( 592068.3, 4124247.7,     80.9,      80.9,       6.1);
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*** AERMOD - VERSION  18081 ***   *** 1700 Dell Avenue Health Risk Assessment                              ***        09/10/18
*** AERMET - VERSION  14134 ***   ***                                                                      ***        12:33:06
                                                                                                                      PAGE  70
*** MODELOPTs:    RegDFAULT  CONC  ELEV  FLGPOL  URBAN

                                                 *** DISCRETE CARTESIAN RECEPTORS ***
                                               (X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)
                                                              (METERS)

    ( 592078.3, 4124247.7,      80.7,      80.7,       6.1);        ( 592088.3, 4124247.7,      80.6,      80.6,       6.1);
    ( 592098.3, 4124247.7,      80.5,      80.5,       6.1);        ( 592108.3, 4124247.7,      80.4,      80.4,       6.1);
    ( 592118.3, 4124247.7,      80.3,      80.3,       6.1);        ( 592128.3, 4124247.7,      80.1,      80.1,       6.1);
    ( 592138.3, 4124247.7,      80.0,      80.0,       6.1);        ( 592148.3, 4124247.7,      79.9,      79.9,       6.1);
    ( 592158.3, 4124247.7,      79.8,      79.8,       6.1);        ( 592058.3, 4124257.7,      81.1,      81.1,       6.1);
    ( 592068.3, 4124257.7,      80.9,      80.9,       6.1);        ( 592078.3, 4124257.7,      80.7,      80.7,       6.1);
    ( 592088.3, 4124257.7,      80.6,      80.6,       6.1);        ( 592098.3, 4124257.7,      80.5,      80.5,       6.1);
    ( 592108.3, 4124257.7,      80.4,      80.4,       6.1);        ( 592118.3, 4124257.7,      80.2,      80.2,       6.1);
    ( 592128.3, 4124257.7,      80.0,      80.0,       6.1);        ( 592138.3, 4124257.7,      79.9,      79.9,       6.1);
    ( 592148.3, 4124257.7,      79.8,      79.8,       6.1);        ( 592158.3, 4124257.7,      79.7,      79.7,       6.1);
    ( 592068.3, 4124267.7,      80.9,      80.9,       6.1);        ( 592078.3, 4124267.7,      80.7,      80.7,       6.1);
    ( 592088.3, 4124267.7,      80.6,      80.6,       6.1);        ( 592098.3, 4124267.7,      80.5,      80.5,       6.1);
    ( 592108.3, 4124267.7,      80.4,      80.4,       6.1);        ( 592118.3, 4124267.7,      80.2,      80.2,       6.1);
    ( 592128.3, 4124267.7,      80.0,      80.0,       6.1);        ( 592138.3, 4124267.7,      79.8,      79.8,       6.1);
    ( 592148.3, 4124267.7,      79.7,      79.7,       6.1);        ( 592088.3, 4124277.7,      80.6,      80.6,       6.1);
    ( 592098.3, 4124277.7,      80.5,      80.5,       6.1);        ( 592108.3, 4124277.7,      80.4,      80.4,       6.1);
    ( 592118.3, 4124277.7,      80.2,      80.2,       6.1);        ( 592128.3, 4124277.7,      80.0,      80.0,       6.1);
    ( 592138.3, 4124277.7,      79.8,      79.8,       6.1);        ( 592088.3, 4124287.7,      80.6,      80.6,       6.1);
    ( 592098.3, 4124287.7,      80.5,      80.5,       6.1);        ( 592108.3, 4124287.7,      80.4,      80.4,       6.1);
```

*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN

*** METEOROLOGICAL DAYS SELECTED FOR PROCESSING ***
(1=YES; 0=NO)

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1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1
1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1  1 1 1 1 1 1 1 1 1 1
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1 1 1 1 1 1 1 1 1 1  1 1 1 1 1
```

NOTE: METEOROLOGICAL DATA ACTUALLY PROCESSED WILL ALSO DEPEND ON WHAT IS INCLUDED IN THE DATA FILE.

*** UPPER BOUND OF FIRST THROUGH FIFTH WIND SPEED CATEGORIES ***
(METERS/SEC)

1.54,   3.09,   5.14,   8.23, 10.80,

*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN

*** UP TO THE FIRST 24 HOURS OF METEOROLOGICAL DATA ***

Surface file: L:\CAMP-03.0\03_ProductFiles\Future Project Folders\10_Tech_Studies\AQGHG\Constr Met Version: 14134
Profile file: L:\CAMP-03.0\03_ProductFiles\Future Project Folders\10_Tech_Studies\AQGHG\Constr
Surface format: FREE
Profile format: FREE
Surface station no.: 23293 Upper air station no.: 23230
Name: UNKNOWN Name: OAKLAND/WSO_AP
Year: 2009 Year: 2009

First 24 hours of scalar data

YR	MO	DY	JDY	HR	H0	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O LEN	Z0	BOWEN	ALBEDO	REF WS	WD	HT	REF TA	HT
09	01	01	1	01	-999.0	-9.000	-9.000	-9.000	-999.	-999.	-99999.0	0.25	1.10	1.00	0.00	0.	10.0	282.5	2.0
09	01	01	1	02	-13.4	0.236	-9.000	-9.000	-999.	275.	89.0	0.32	1.10	1.00	2.36	18.	10.0	282.5	2.0
09	01	01	1	03	-7.9	0.139	-9.000	-9.000	-999.	128.	30.9	0.32	1.10	1.00	1.76	4.	10.0	282.0	2.0
09	01	01	1	04	-12.4	0.217	-9.000	-9.000	-999.	242.	74.8	0.25	1.10	1.00	2.36	73.	10.0	281.4	2.0
09	01	01	1	05	-999.0	-9.000	-9.000	-9.000	-999.	-999.	-99999.0	0.25	1.10	1.00	0.00	0.	10.0	282.0	2.0
09	01	01	1	06	-9.7	0.170	-9.000	-9.000	-999.	168.	46.1	0.47	1.10	1.00	1.76	342.	10.0	281.4	2.0
09	01	01	1	07	-13.5	0.236	-9.000	-9.000	-999.	275.	88.6	0.32	1.10	1.00	2.36	5.	10.0	281.4	2.0
09	01	01	1	08	-19.7	0.345	-9.000	-9.000	-999.	486.	189.6	0.47	1.10	0.74	2.86	333.	10.0	280.9	2.0
09	01	01	1	09	-8.3	0.363	-9.000	-9.000	-999.	526.	525.4	0.47	1.10	0.39	2.86	327.	10.0	280.9	2.0
09	01	01	1	10	8.1	0.382	0.288	0.014	106.	566.	-625.1	0.47	1.10	0.27	2.86	351.	10.0	280.9	2.0
09	01	01	1	11	17.6	-9.000	-9.000	-9.000	189.	-999.	-99999.0	0.25	1.10	0.23	0.00	0.	10.0	280.9	2.0
09	01	01	1	12	23.0	-9.000	-9.000	-9.000	259.	-999.	-99999.0	0.25	1.10	0.21	0.00	0.	10.0	281.4	2.0
09	01	01	1	13	23.9	-9.000	-9.000	-9.000	315.	-999.	-99999.0	0.25	1.10	0.21	0.00	0.	10.0	281.4	2.0
09	01	01	1	14	48.5	-9.000	-9.000	-9.000	407.	-999.	-99999.0	0.25	1.10	0.22	0.00	0.	10.0	283.1	2.0
09	01	01	1	15	69.5	0.319	0.953	0.016	453.	433.	-42.6	0.32	1.10	0.25	2.36	32.	10.0	283.1	2.0
09	01	01	1	16	24.5	-9.000	-9.000	-9.000	460.	-999.	-99999.0	0.25	1.10	0.33	0.00	0.	10.0	283.1	2.0
09	01	01	1	17	-999.0	-9.000	-9.000	-9.000	-999.	-999.	-99999.0	0.25	1.10	0.57	0.00	0.	10.0	283.1	2.0
09	01	01	1	18	-999.0	-9.000	-9.000	-9.000	-999.	-999.	-99999.0	0.25	1.10	1.00	0.00	0.	10.0	282.5	2.0
09	01	01	1	19	-24.2	0.212	-9.000	-9.000	-999.	235.	35.9	0.47	1.10	1.00	2.36	324.	10.0	281.4	2.0
09	01	01	1	20	-999.0	-9.000	-9.000	-9.000	-999.	-999.	-99999.0	0.25	1.10	1.00	0.00	0.	10.0	281.4	2.0
09	01	01	1	21	-999.0	-9.000	-9.000	-9.000	-999.	-999.	-99999.0	0.25	1.10	1.00	0.00	0.	10.0	280.9	2.0
09	01	01	1	22	-999.0	-9.000	-9.000	-9.000	-999.	-999.	-99999.0	0.25	1.10	1.00	0.00	0.	10.0	280.9	2.0
09	01	01	1	23	-999.0	-9.000	-9.000	-9.000	-999.	-999.	-99999.0	0.25	1.10	1.00	0.00	0.	10.0	280.4	2.0
09	01	01	1	24	-9.7	0.170	-9.000	-9.000	-999.	168.	45.7	0.47	1.10	1.00	1.76	310.	10.0	280.4	2.0

First hour of profile data

YR	MO	DY	HR	HEIGHT	F	WDIR	WSPD	AMB_TMP	sigmaA	sigmaW	sigmaV
09	01	01	01	10.0	1	-999.	-99.00	282.6	99.0	-99.00	-99.00

F indicates top of profile (=1) or below (=0)

*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN

*** THE PERIOD (43872 HRS) AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: OFFSITE ***
INCLUDING SOURCE(S): L0000001 , L0000002 , L0000003 , L0000004 , L0000005 ,
L0000006 , L0000007 , L0000008 , L0000009 , L0000010 , L0000011 , L0000012 , L0000013 ,
L0000014 , L0000015 , L0000016 , L0000017 , L0000018 , L0000019 , L0000020 , L0000021 ,
L0000022 , L0000023 , L0000024 , L0000025 , L0000026 , L0000027 , L0000028 , . . . ,

*** DISCRETE CARTESIAN RECEPTOR POINTS ***

** CONC OF OTHER IN MICROGRAMS/M**3 **

X-COORD (M)	Y-COORD (M)	CONC	X-COORD (M)	Y-COORD (M)	CONC
592535.04	4124216.32	1.85671	592556.03	4124216.32	1.75573
592577.02	4124216.32	1.64353	592598.01	4124216.32	1.52980
592619.00	4124216.32	1.41439	592472.07	4124231.23	2.32576
592493.06	4124231.23	2.28792	592514.05	4124231.23	2.18407
592535.04	4124231.23	2.06230	592556.03	4124231.23	1.92594
592577.02	4124231.23	1.77751	592598.01	4124231.23	1.63080
592619.00	4124231.23	1.48797	592493.06	4124246.14	2.59975
592514.05	4124246.14	2.45256	592535.04	4124246.14	2.27992
592556.03	4124246.14	2.09357	592577.02	4124246.14	1.90212
592598.01	4124246.14	1.71858	592514.05	4124261.05	2.74672
592535.04	4124261.05	2.49948	592556.03	4124261.05	2.24878
592577.02	4124261.05	2.00824	592598.01	4124261.05	1.78611
592535.04	4124275.96	2.70202	592556.03	4124275.96	2.37833
592577.02	4124275.96	2.08639	592556.03	4124290.87	2.46959 MER LOCATION
592577.02	4124290.87	2.12961	592038.27	4124187.70	0.24191
592048.27	4124187.70	0.25470	592058.27	4124187.70	0.26848
592068.27	4124187.70	0.28357	592078.27	4124187.70	0.30010
592088.27	4124187.70	0.31835	592098.27	4124187.70	0.33826
592108.27	4124187.70	0.36020	592118.27	4124187.70	0.38391
592128.27	4124187.70	0.40959	592038.27	4124197.70	0.26099
592048.27	4124197.70	0.27568	592058.27	4124197.70	0.29139
592068.27	4124197.70	0.30862	592078.27	4124197.70	0.32768
592088.27	4124197.70	0.34851	592098.27	4124197.70	0.37157
592108.27	4124197.70	0.39663	592118.27	4124197.70	0.42392
592128.27	4124197.70	0.45408	592138.27	4124197.70	0.48703
592038.27	4124207.70	0.28219	592048.27	4124207.70	0.29905
592058.27	4124207.70	0.31717	592068.27	4124207.70	0.33699
592078.27	4124207.70	0.35895	592088.27	4124207.70	0.38321
592098.27	4124207.70	0.40970	592108.27	4124207.70	0.43870
592118.27	4124207.70	0.47083	592128.27	4124207.70	0.50520
592138.27	4124207.70	0.54274	592148.27	4124207.70	0.58329
592038.27	4124217.70	0.30509	592048.27	4124217.70	0.32438
592058.27	4124217.70	0.34556	592068.27	4124217.70	0.36917
592078.27	4124217.70	0.39496	592088.27	4124217.70	0.42298

```
 *** AERMOD - VERSION  18081 ***   *** 1700 Dell Avenue Health Risk Assessment                               ***        09/10/18
 *** AERMET - VERSION  14134 ***   ***                                                                       ***        12:33:06
                                                                                                                        PAGE  93
 *** MODELOPTs:    RegDFAULT  CONC  ELEV  FLGPOL  URBAN

                                      *** THE SUMMARY OF MAXIMUM PERIOD ( 43872 HRS) RESULTS ***

                                  ** CONC OF OTHER    IN MICROGRAMS/M**3                          **

                                                                                                             NETWORK
GROUP ID                        AVERAGE CONC               RECEPTOR  (XR, YR, ZELEV, ZHILL, ZFLAG)  OF TYPE  GRID-ID
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

OFFSITE   1ST HIGHEST VALUE IS       2.99832 AT (  592514.05,  4124261.05,     75.34,     75.34,     6.10)  DC
          2ND HIGHEST VALUE IS       2.90084 AT (  592535.04,  4124275.96,     75.09,     75.09,     6.10)  DC
          3RD HIGHEST VALUE IS       2.85324 AT (  592493.06,  4124246.14,     75.81,     75.81,     6.10)  DC
          4TH HIGHEST VALUE IS       2.74672 AT (  592514.05,  4124261.05,     75.34,     75.34,     1.50)  DC
          5TH HIGHEST VALUE IS       2.70202 AT (  592535.04,  4124275.96,     75.09,     75.09,     1.50)  DC
          6TH HIGHEST VALUE IS       2.68860 AT (  592535.04,  4124261.05,     75.40,     75.40,     6.10)  DC
          7TH HIGHEST VALUE IS       2.66456 AT (  592514.05,  4124246.14,     75.73,     75.73,     6.10)  DC
          8TH HIGHEST VALUE IS       2.59975 AT (  592493.06,  4124246.14,     75.81,     75.81,     1.50)  DC
          9TH HIGHEST VALUE IS       2.59407 AT (  592556.03,  4124290.87,     74.81,     74.81,     6.10)  DC
         10TH HIGHEST VALUE IS       2.53582 AT (  592472.07,  4124231.23,     75.86,     75.86,     6.10)  DC

ONSITE    1ST HIGHEST VALUE IS       6.22001 AT (  592556.03,  4124290.87,     74.81,     74.81,     1.50)  DC MER LOCATION
          2ND HIGHEST VALUE IS       5.92736 AT (  592577.02,  4124290.87,     74.99,     74.99,     1.50)  DC
          3RD HIGHEST VALUE IS       5.87316 AT (  592556.03,  4124290.87,     74.81,     74.81,     6.10)  DC
          4TH HIGHEST VALUE IS       5.66791 AT (  592577.02,  4124290.87,     74.99,     74.99,     6.10)  DC
          5TH HIGHEST VALUE IS       4.84201 AT (  592556.03,  4124275.96,     75.10,     75.10,     1.50)  DC
          6TH HIGHEST VALUE IS       4.78723 AT (  592577.02,  4124275.96,     75.17,     75.17,     1.50)  DC
          7TH HIGHEST VALUE IS       4.71355 AT (  592535.04,  4124275.96,     75.09,     75.09,     1.50)  DC
          8TH HIGHEST VALUE IS       4.59527 AT (  592577.02,  4124275.96,     75.17,     75.17,     6.10)  DC
          9TH HIGHEST VALUE IS       4.58641 AT (  592556.03,  4124275.96,     75.10,     75.10,     6.10)  DC
         10TH HIGHEST VALUE IS       4.37758 AT (  592535.04,  4124275.96,     75.09,     75.09,     6.10)  DC

 *** RECEPTOR TYPES:  GC = GRIDCART
                      GP = GRIDPOLR
                      DC = DISCCART
                      DP = DISCPOLR
```

```
*** AERMOD - VERSION  18081 ***   *** 1700 Dell Avenue Health Risk Assessment                              ***        09/10/18
*** AERMET - VERSION  14134 ***   ***                                                                      ***        12:33:06
                                                                                                                      PAGE  94
*** MODELOPTs:    RegDFAULT  CONC  ELEV  FLGPOL  URBAN

*** Message Summary : AERMOD Model Execution ***

 --------- Summary of Total Messages --------

A Total of           0 Fatal Error Message(s)
A Total of           0 Warning Message(s)
A Total of       13130 Informational Message(s)

A Total of       43872 Hours Were Processed

A Total of       11611 Calm Hours Identified

A Total of        1519 Missing Hours Identified (  3.46 Percent)


   ******** FATAL ERROR MESSAGES ********
              ***  NONE  ***


   ********   WARNING MESSAGES   ********
              ***  NONE  ***


   ************************************
   *** AERMOD Finishes Successfully ***
   ************************************
```

Appendix C. Construction Risk Calculations

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Table C1
Off-site Residential MER Concentrations for Risk Calculations

Contaminant (a)	Source (b)		Model Output [1] (μg/m³) (c)	Emission Rates [2] (g/s) (d)	MER Conc. (μg/m³) (e)	Total MER Conc. Annual Average (μg/m³) (f)
Residential Receptors - Unmitigated						
DPM	2020	On-Site Emissions	6.22	1.09E-02	6.81E-02	6.81E-02
		Truck Route	2.47	1.70E-06	4.19E-06	
	2021	On-Site Emissions	6.22	6.03E-03	3.75E-02	3.75E-02
		Truck Route	2.47	4.91E-07	1.21E-06	
			Total DPM concentrations used for Cancer Risk and Chronic Hazard calculations			
$PM_{2.5}$	2020	On-Site Emissions	6.22	1.04E-02	6.46E-02	6.46E-02
		Truck Route	2.47	1.61E-06	3.98E-06	
	2021	On-Site Emissions	6.22	5.76E-03	3.58E-02	3.58E-02
		Truck Route	2.47	4.65E-07	1.15E-06	
				Maximum Annual $PM_{2.5}$ Concentration		**0.06**
				BAAQMD Threshold		**0.30**
Residential Receptors - Mitigated Run: Level 2 DPFs for eq. > 50 HP						
DPM	2020	On-Site Emissions	6.22	6.28E-03	3.90E-02	3.90E-02
		Truck Route	2.47	1.70E-06	4.19E-06	
	2021	On-Site Emissions	6.22	3.66E-03	2.28E-02	2.28E-02
		Truck Route	2.47	4.91E-07	1.21E-06	
			Total DPM concentrations used for Cancer Risk and Chronic Hazard calculations			
$PM_{2.5}$	2020	On-Site Emissions	6.22	5.99E-03	3.72E-02	3.73E-02
		Truck Route	2.47	1.61E-06	3.98E-06	
	2021	On-Site Emissions	6.22	3.53E-03	2.19E-02	2.19E-02
		Truck Route	2.47	4.65E-07	1.15E-06	
				Maximum Annual $PM_{2.5}$ Concentration		**0.04**

Maximum Exposed Receptor (MER) UTM coordinates: 592556.03 E, 4124290.87 N

[1] Model Output at the MER based on unit emission rates for sources (1 g/s).

[2] Emission Rates from Emission Rate Calculations (Appendix A - Construction Emissions).

Table C2
Quantification of Health Risks for Off-site Residents

Source		MER	Weight	Contaminant			Dose (by age bin)		Carcinogenic Risks (by age bin)		**Total Cancer Risk**	**Chronic Hazards [3]**	
		Conc.	Fraction		URF	CPF	3rd Trimester	0 < 2 years	3rd Trimester	0 < 2 years		Chronic REL	RESP
		(μg/m^3)			(μg/m^3)$^{-1}$	(mg/kg/day)$^{-1}$	(mg/kg-day)		per million		per million	(μg/m^3)	
(a)		(b)	(c)	(d)	(e)	(f)	(g)		(i)		(k)	(l)	(m)
Residential Receptors - Unmitigated													
2020	On & Off-Site	6.81E-02	1.00E+00	DPM	3.0E-04	1.1E+00	2.36E-05	7.12E-05	7.51E-01	6.80E+00	7.6	5.0E+00	1.36E-02
2021	On & Off-Site	3.75E-02	1.00E+00	DPM	3.0E-04	1.1E+00		3.92E-05		4.21E+00	4.2	5.0E+00	7.50E-03
										Total	**11.8**		**0.021**
										BAAQMD Threshold	**10.0**		**1.0**
Residential Receptors - Mitigated Run: Level 2 DPFs for eq. > 50 HP													
2020	On & Off-Site	3.90E-02	1.00E+00	DPM	3.0E-04	1.1E+00	1.35E-05	4.08E-05	4.31E-01	3.90E+00	4.3	5.0E+00	7.81E-03
2021	On & Off-Site	2.28E-02	1.00E+00	DPM	3.0E-04	1.1E+00		2.38E-05		2.56E+00	2.6	5.0E+00	4.55E-03
										Total	**6.9**		**0.012**

Maximum Exposed Receptor (MER) UTM coordinates: 592556.03 E, 4124290.87 N

		3rd Trimester	0 < 2 years
	OEHHA age bin	3rd Trimester	0 < 2 years
	exposure year(s)	2020	2020-2021
Dose Exposure Factors:	xposure frequency (days/year)	350	350
	inhalation rate (L/kg-day) [1]	361	1090
	inhalation absorption factor	1	1
	conversion factor (mg/μg; m^3/L)	1.0E-06	1.0E-06
Risk Calculation Factors:	age sensitivity factor	10	10
	averaging time (years)	70	70
	per million	1.0E+06	1.0E+06
	fraction of time at home	0.85	0.85

exposure durations per age bin		exposure durations (year)	
Construction Year	Risk Scalar [2]	3rd Trimester	0 < 2 years
2020	1.00	0.25	0.75
2021	0.84		0.84
Total	1.84	0.25	1.59

[1] Inhalation rate taken as the 95th percentile breathing rates (OEHHA, 2015).

[2] Risk scalar determined for each year of construction to adjust receptor exposures to the exposure durations for each construction year (see App A - Construction Emissions).

[3] Chronic Hazards for DPM using the chronic reference exposure level (REL) for the Respiratory Toxicological Endpoint.

APPENDIX D

ARBORIST REPORT

Assessment of and Recommendations for 26 Protected-Size Trees at 1700 Dell Avenue Campbell, California

Prepared for:
Property Owner, 1700 Dell Ave.
c/o Chang Architecture
251 Park, Suite 900
Burlingame, CA

Field Visit:
Walter Levison, Consulting Arborist (WLCA)
5/16/2017

Report by WLCA
5/22/2017
Revised 1/17/2018 & 3/19/2019

ASCA Registered Consulting Arborist #401 / ISA Tree Risk Assessment Qualified / ISA Certified Arborist #WE-3172A cell (415) 203-0990 / walterslevisonjr@yahoo.com

Table of Contents

1.0 Summary

a. Total Number of Trees:

Walter Levison Consulting Arborist (WLCA) determined that per City of Campbell tree ordinance, there are 26 protected-size trees on the subject property. WLCA tagged these trees with numeric tag numbers as “1” to “26”, as noted on the WLCA tree map markup and WLCA tree data charts below in this report.

Note that the very large California pepper tree (multi-stem specimen) at the north boundary of the site is a species exempt from tree removal permitting due to its status as a “fruiting tree”. Therefore, WLCA excluded the tree from this initial tree study.

b. Removals:

Eight (8) of the 26 protected-size trees at this site are to be removed due to proposed new site plan work. Most of these trees are in “good” overall condition per WLCA’s tree data determination (see tree data charts below in this report).

Proposed removals include **trees #6, 7, 8, 15, 16, 22, 25, and #26.**

c. Preservation:

The eighteen (18) trees to be retained are **trees #1, 2, 3, 4, 5, 9, 10, 11, 12, 13, 14, 17, 18, 19, 20, 21, 23, and #24.** See the WLCA tree map markup below for the locations of these trees to be protected and preserved in-situ.

d. Appraisal Valuation:

WLCA determined appraisal values for all 26 survey trees, as required per the City of Campbell planning division arborist report submittal requirements. These values are noted in a yellow highlighted column in the tree data charts below in this report.

The total value of the 8 trees proposed to be removed, as determined by WLCA using the trunk formula method, is **$49,720.**

See the WLCA tree data table for more information.

e. Subgrade Damages to Trees:

Various potential impacts to trees being retained include, but are not limited to:

- Landscape plant pit and tree pit digging, and associated irrigation pipe trenching routes.
- Finalized grading daylight limits, curb footing cut depths, parking lot base section excavation cuts. As currently shown on the landscape set of plan sheets (L-series), new cuts will cause root loss within the root zones of various trees.
- Utility and Drainage trench routes.
- Lighting plan low voltage and high voltage conduit trench routes.

2.0 Assignment & Background

Walter Levison, Consulting Arborist (WLCA) was directed to tag and assess all Protected Size trees on the lot known as 1700 Dell Avenue.

WLCA recorded data for 26 trees tagged as trees #1 through #26, and entered this data into a spreadsheet below in this report.

Tree tags are racetrack-shaped numeric aluminum tags nailed onto the mainstems of the trees at eye level.

The trees are noted at right on a tree map markup by WLCA, using the landscape architect's plan sheet as a basis. This sheet shows the approximate locations of proposed new buildings and landscape structures, as well as the tree trunk plots. WLCA's tree tag numbers are noted in this map in large bold numerals, with lines indicating the trunk plot dot associated with each tree tag number.

WLCA archived digital images of the trees which are also included below as a reference of existing pre-project conditions.

Off-site trees such as trees within the red highlighted area shown on the tree map markup (an existing fenced-off easement) were not included in this initial tree study.

Tree heights were estimated visually.

Tree canopy spread diameters were estimated visually.

Trunk diameters were measured using a forester's "D-tape" which converts measured trunk circumference into an average diameter reading in inches and tenths of inches. WLCA's accurate diameter measurements supersede any of the site surveyor's "approximate, general reference" tree trunk diameters printed on any plan sheets used by the project team for this plan submittal.

Recommendations for tree protection and maintenance are noted below for eighteen (18) trees expected to be retained (subject to change).

Appraisal

Note that City of Campbell has one additional arborist report submittal standard which is non-standard: all trees reported on in an arborist report are to be appraised by the arborist to determine dollar value of the tree using the *Guide for Plant Appraisal* and other documents. The method used by WLCA in this report to determine tree values was the trunk formula method or “TFM”. The appraised values determined by WLCA were embedded in the tree data charts below in this report. Therefore, the full appraisal calculation work used by WLCA to determine the stated appraisal values is not transparent.

3.0 Recommendations

1. Project Arborist (“PA”):

   Initial Signoff

   It is suggested that a third party ASCA registered consulting arborist or ISA Certified Arborist with good experience in tree protection during construction be retained by the applicant, to provide pre-project verification that tree protection and maintenance measures outlined in this section of the arborist report are adhered to.

   City of Campbell planning division may or may not require that a PA be retained by the property owner to provide initial pre-project fence and trunk buffer erection verification, and/or once-monthly inspection reporting of site conditions during site plan work.

2. Project Team Pre-Construction Actions Suggested:

   i. Landscape and Irrigation Plans:

   WLCA suggests that all proposed irrigation piping within 20 feet of trees being retained be specified as no dig (trenchless) type tubing, such as but not limited to (a) flexible poly tubing such as Netafim 1/2 inch diameter black poly tube or other UV resistant tubing that can be set on the ground or shallow-buried. Pin down with steel U-shaped landscape pins to secure.

   Verify whether the specified material is UV-stabilized if placing on the soil surface.

   The idea is to **avoid all trenching within approximately 10 to 20 feet from trunk edges of trees being retained.**

   Mulch such as a 4 inch thick layer of natural woody chips can be placed over the soil surface and the piping to hide the pipe runs.

ii. Utility and Storm Drain Alignments (as applicable): Adjust any and all proposed new storm drain and/or utility pipe alignments such that a minimum 20 foot offset distance is maintained from the trunk edges of **trees being retained. Items typically trenched into the subgrade include:**

a. Potable Water.
b. Fire water.
c. Gas.
d. Electric.
e. Sanitary sewer.
f. Drainage pipes and boxes.
g. CATV/communications.
h. Landscape lighting, both low voltage and high voltage conduits.
i. (Irrigation piping for landscaping).

iii. Curb Footings, Parking Lot Base Course, and Subbase Prep Cut Depths & Locations:

Verify all proposed new curb footing cut depths and new baserock base excavation cut depths for asphalt, etc. with the project engineer.

Where cuts of any depth below existing soil surface grade elevations are proposed to occur within 20 horizontal feet of a tree being retained, adjust the cut depths to a maximum of 4 to 6 inches below existing soil grade to minimize tree root loss and optimize tree survival.

This is especially crucial for deodar cedars #11, 12, 13, and #14 being retained in the street frontage area of the site.

iv. Geogrid Use:

If subbase preparation is proposed within 20 horizontal feet of any tree being retained, it is suggested that a triaxial geogrid underlayment such as Tensar TriAx TX5 triaxial geogrid be utilized to reduce base course thickness by 50%, and also eliminate the need for subbase excavation and eliminate the need for subbase compaction. Leave subbase at 80 of 85% background Proctor compaction rate, which is loose enough to allow for normal tree root extension and expansion, as well as for oxygen penetration into the medium.

Pin the geogrid down over the existing soil using steel pins, and build up base course over this underlayment (see photo below showing WLCA consulting projects using TriAx geogrid at Stanford University parking lots in 2018):

Above: Parking lot renovation, Stanford University, 2018. By using a Tensar TriAx geogrid, we eliminated subbase excavation and eliminate subbase compaction. By using a geogrid, we preserved the root systems of nearby mature coast live oak specimens.

cell (415) 203-0990 / walterslevisonjr@yahoo.com

v. Pruning: Retain a reputable tree care company that employs its own ISA-Certified Arborist and/or ISA-Certified Tree Workers to work up in the trees, to perform as-needed pruning. All pruning shall conform to the most current iteration of ANSI-A300 Tree, Shrub, and Other Woody Plant Maintenance – Pruning.

vi. Trunk Buffer Wrap Type III Protection:

Prior to demolition commencement, install a trunk buffer around the lowermost 8 to 10 feet of the trunks of **all trees being retained.**

Wrap approximately 20 to 30 wraps of orange plastic snow fencing around the trunk between grade and 8 feet above grade to create a padding at least 1 to 2 inches thickness. Use at least one (1) entire roll of snow fencing per each single tree trunk.

Stand 2x4 wood boards upright, side by side, around the entire circumference of the trunk. Affix using duct tape (do not use wires or ropes). See spec images in this section.

vii. Chain Link Root Protection Zone (RPZ) Fencing:

Erect five foot tall chain link fence panels on moveable concrete footings, as far as possible offset from the trunks of trees being retained. If possible, pound steel stakes such as layout stakes or rebar 24 inches into the ground next to the concrete block footings, and wire the stakes to the end of each fence panel such that the panels are effectively rigid and cannot easily be moved or pushed over during site work.

Initial Fencing: Per the red dashed lines on the tree map mark-up in the WLCA arborist report (routes may be subject to change, depending on the finalized alignments of work items).

The fencing may need to be moved or removed temporarily to allow for phased landscape and irrigation work to proceed.

IMPORTANT NOTE: The fence perimeter may need to be initially pushed westward to allow for demolition of existing parking lot materials located between the existing building and the existing deodar cedar swale.

This fencing must be erected prior to any heavy machinery traffic or construction material arrival on site.

The protective fencing must not be temporarily moved during construction, except as noted above. No materials, tools, excavated soil, liquids, substances, etc. are to be placed or dumped, even temporarily, inside the root protection zone or "RPZ".

No storage, staging, work, or other activities will be allowed inside the RPZ except with Project Arborist monitoring.

3. Irrigation Temporary During Construction:

   Apply temporary irrigation to certain specified trees being retained, at a frequency and duration or total output to be specified by the project arborist (PA).

   Method of water delivery can be soaker hose, emitter line, garden hose trickle, water truck, tow-behind water tank with spray apparatus, etc.

   Locations: (TBD). See examples of two irrigation solutions on construction sites at right.

   The black pop-up is attached with wire to a piece of rebar pounded into the ground to make the surface PVC irrigation system rigid. A battery operated timer turned on the system once a day.

   Trees to supply with temporary irrigation with over-grade trenchless system: trees #1, 2, 3, 4, 5, 9, 10, 11, 12, 13, 14, 17, 18, 19, 20, 21, 23, 24.

4. Signage: The RPZ fencing shall have signs affixed with UV-stabilized zip ties to the chain link at eye level, minimum 8"X11" size each, plastic laminated, with wordage that includes the appropriate code section referring to tree fence protection requirements (wordage can be adjusted). Signs should be posted approximately one sign per every 20 to 30 linear feet of chain link fencing:

TREE ROOT PROTECTION ZONE FENCE
ZONA DE PROTECCION PARA ARBOLES

-NO ENTRE SIN PERMISO-
-LLAME EL ARBOLISTA-

REMOVAL OF THIS FENCE IS SUBJECT TO PENALTY ACCORDING TO CITY OF CAMPBELL CODE
(Enter appropriate code citing here)

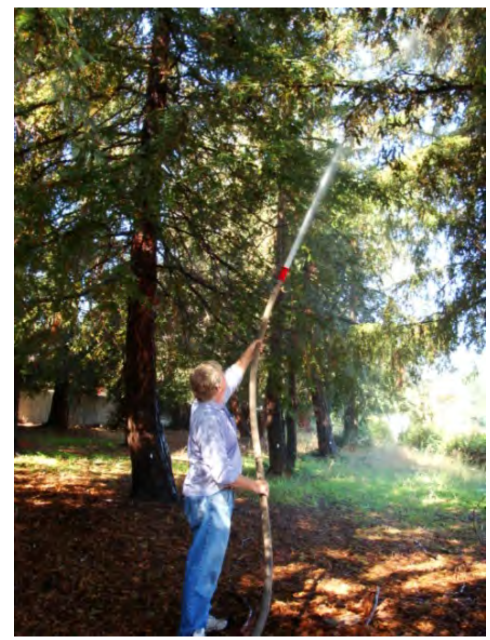
PROJECT ARBORIST:
TELEFONO CELL: **EMAIL:**

5. Root Pruning:

All root pruning shall be performed only by, or under direct supervision of an ISA-Certified Arborist

If woody roots measuring greater than 1-inch in diameter are encountered **within 20-feet of any tree being retained during site work.** contractors shall alert the project arborist, and shall proceed to sever roots at right angles to the direction of root growth using sharp hand tools such as professional grade loppers, hand shears, chain saw, A/C sawzall, or other tools only under his/her direct supervision.

Note that a Sawzall blade indicating use for "bimetal" or "demolition" is typically not a good choice for this work. Instead, opt for a relatively large-toothed blade that indicates use for "pruning" or "wood" (see images above right).



Sever each root at a right angle to the root growth direction.

Woody roots shall not be shattered or broken in any way as a result of site activities. Shattered or broken areas shall be hand-dug back into clear healthy root tissue and re-severed at right angles to root growth direction under the direct supervision of the project arborist (PA). Immediately (same day) backfill over roots and heavily irrigate (same day) after backfill to saturate the uppermost 24 inches of the soil profile.

6. Water Spray:

Spray off foliage of all trees within 30 feet of construction activity using a very high power garden hose or a pressure washer system set on low pressure to wash both the upper and lower surfaces of foliage.

This helps keep the gas portals (stomata) unclogged for better gas exchange which is crucial for normal tree function (see image at right in which a fire hose system was used to wash approximately 50 redwood tree specimens in Sunnyvale on a once-monthly basis, during a one-year demolition period).

Spray should be applied approximately once-monthly, or when ambient airborne dust concentration is unusually high.

4.0 Author's Qualifications

- Continued education through The American Society of Consulting Arborists, The International Society of Arboriculture (Western Chapter), and various governmental and non-governmental entities.

- Contract Town Arborist, Town of Los Gatos, California
  Community Development Department / Planning Division
  2015-present

- Tree Risk Assessment Qualified (ISA TRAQ Course Graduate, Palo Alto, California)

- Millbrae Community Preservation Commission (Tree Board)
  2001-2006

- ASCA Registered Consulting Arborist #401

- ASCA Arboriculture Consulting Academy graduate, class of 2000

- Associate Consulting Arborist
  Barrie D. Coate and Associates
  4/99-8/99

- Contract City Arborist, City of Belmont, California
  Planning and Community Development Department
  5/99-present

- ISA Certified Arborist #WC-3172

- Peace Corps Soil and Water Conservation Extension Agent (Agroforestry, etc.)
  Chiangmai Province, Thailand 1991-1993

- B.A. Environmental Studies/Soil and Water Resources
  UC Santa Cruz, Santa Cruz, California 1990
  Chancellor's Award 1990

- Five-Week Rocky Mountain Wilderness Field Ecology & Deep Ecology Course (Backpacking)
  UC Santa Cruz Extension, Dr. Edward Grumbine
  7/86-8/86

- First-Ever Joint U.S./China Field Ecology Study

Xujiaba Forest Reserve, Jingdong County, Yunnan Province, China
Led by Dr. Chris Carpenter, Wildlands Studies, Santa Cruz, California
9/89-12/89

(My full curriculum vitae is available upon request)

5.0 Assumptions and Limiting Conditions

Any legal description provided to the consultant/appraiser is assumed to be correct. Any titles and ownership to any property are assumed to be good and marketable. No responsibility is assumed for matters legal in character. Any and all property is appraised and evaluated as through free and clean, under responsible ownership and competent management.

It is assumed that any property is not in violation of any applicable codes, ordinance, statutes, or other government regulations.

Care has been taken to obtain all information from reliable sources. All data has been verified insofar as possible; however, the consultant/appraiser can neither guarantee nor be responsible for the accuracy of information provided by others.

The consultant/appraiser shall not be required to give testimony or to attend court by reason of this report unless subsequent contractual arrangements are made, including payment of an additional fee for such services as described in the fee schedule and contract of engagement.

Unless required by law otherwise, the possession of this report or a copy thereof does not imply right of publication or use for any other purpose by any other than the person to whom it is addressed, without the prior expressed written or verbal consent of the consultant/appraiser.

Unless required by law otherwise, neither all nor any part of the contents of this report, nor copy thereof, shall be conveyed by anyone, including the client, to the public through advertising, public relations, news, sales, or other media, without the prior expressed conclusions, identity of the consultant/appraiser, or any reference to any professional society or institute or to any initiated designation conferred upon the consultant/appraiser as stated in his qualifications.

This report and any values expressed herein represent the opinion of the consultant/appraiser, and the consultant's/appraiser's fee is in no way contingent upon the reporting of a specified value, a stipulated result, the occurrence of a subsequent event, nor upon any finding to be reported.

Sketches, drawings, and photographs in this report, being intended for visual aids, are not necessarily to scale and should not be construed as engineering or architectural reports or surveys unless expressed otherwise. The reproduction of any information generated by engineers, architects, or other consultants on any sketches, drawings, or photographs is for the express purpose of coordination and ease of reference only. Inclusion of said information on any drawings or other documents does not constitute a representation by Walter Levison to the sufficiency or accuracy of said information.

Unless expressed otherwise:
a. information contained in this report covers only those items that were examined and reflects the conditions of those items at the time of inspection; and
b. the inspection is limited to visual examination of accessible items without dissection, excavation, probing, or coring. There is no warranty or guarantee, expressed or implied, that problems or deficiencies of the plants or property in question may not arise in the future.

Loss or alteration of any part of this report invalidates the entire report.

Arborist Disclosure Statement:

Arborists are tree specialists who use their education, knowledge, training, and experience to examine trees, recommend measures to enhance the beauty and health of trees, and attempt to reduce the risk of living near trees. Clients may choose to accept or disregard the recommendations of the arborist, or to seek additional advice.

Arborists cannot detect every condition that could possibly lead to the structural failure of a tree. Tree are living organisms that fail in ways we do not fully understand. Conditions are often hidden within trees and below ground. Arborist cannot guarantee that a tree will be healthy or safe under all circumstances, or for a specified period of time. Likewise, remedial treatments, like any medicine, cannot be guaranteed.

Treatment, pruning, and removal of trees may involve considerations beyond the scope of the arborist's services such as property boundaries, property ownership, site lines, disputes between neighbors, and other issues. Arborists cannot take such considerations into account unless complete and accurate information is disclosed to the arborist. An arborist should then be expected to reasonably rely upon the completeness and accuracy of the information provided.

Trees can be managed, but they cannot be controlled. To live near trees is to accept some degree of risk. The only way to eliminate all risk associated with trees is to eliminate the trees.

6.0 Certification

I hereby certify that all the statements of fact in this report are true, complete, and correct to the best of my knowledge and belief, and are made in good faith.

Signature of Consultant

7.0 Digital Images

WLCA archived images of the survey trees during the field assessment on 5/16/2017.

Tree Tag #	Image	Tree Tag #	Image
L to R 1, 2		L to R 4, 3, 5	

Tree Tag #	Image	Tree Tag #	Image
6		7	
R to L 8, 9		10	

ASCA Registered Consulting Arborist #401 / ISA Tree Risk Assessment Qualified / ISA Certified Arborist #WE-3172A cell (415) 203-0990 / walterslevisonjr@yahoo.com

Tree Tag #	Image	Tree Tag #	Image
L to R 11, 12, 13, 14, 15		R to L 12, 13, 14, 15	
L to R 16, 17, 18		L to R 19, 20	

Tree Tag #	Image	Tree Tag #	Image
L to R 21, 24		23	
25		26	

8.0 Tree Data Table (Protected Trees, On-Site Only)

Note that non-protected size trees (e.g. less than 12.0 inches diameter at 4.5 feet above grade), and tree ordinance exemptions (fruiting tree species) such as citrus, pepper tree, olive, etc. were excluded from the study.

Tree Tag Number	Genus & Species	Common Name	Trunk1 Diameter	Trunk2 Diameter	Trunk3 Diameter	Sum of All Trunk Diameters	Height & Canopy Spread (Ft.)	Health & Structural Rating (100% Each)	Overall Condition Rating (0 to 100%)	Appraised Value Calculated Using Trunk Formula Method	(R)emove Tree	(S)ave Tree	(D)isposition Unclear	Severity of Impacts Expected from Site Plan Related Work	Lopsided Canopy (note direction)	Trunk Lean (note direction)	Girdling Roots	Buried Root Crown	Pests and Disease Presence, and Other Notes	SUGGESTED ROOT PROTECTION FENCE RADIUS (Ft.)	MAINTENANCE AND PROTECTION CODES
1	*Pinus canariensis*	Canary Island pine	29.0			29.0	55/25	85/65	70% Good	$12,400.		X		Tree conflicts with proposed work footprint.					Multi stem fork at 30 feet. Tree in irrigated turf area.	TBD	TB, RPZ
2	*Pinus canariensis*	Canary Island pine	26.2			26.2	70/30	85/75	83% Good	$12,000.		X		Tree conflicts with proposed work footprint.					Tree at irrigated turf area.	TBD	TB, RPZ
3	*Pinus canariensis*	Canary Island pine	18.2			18.2	60/18	80/70	77% Good	$4,930.		X		Tree conflicts with proposed work footprint.						TBD	TB, RPZ
4	*Pinus canariensis*	Canary Island pine	21.0			21.0	70/20	80/60	70% Good	$5,900.		X		Tree conflicts with proposed work footprint.					Trunk bend noted at 14 feet, possibly due to fungal pathogen or injury to apical stem when young.	TBD	TB, RPZ
5	*Pinus canariensis*	Canary Island pine	12.8			12.8	60/12	75/45	54% Fair	$1,730.		X		Tree conflicts with proposed work footprint.					Girdling roots noted on north side of root crown. S-trunk form noted.	TBD	TB, RPZ
6	*Pyrus kawakamii*	Evergreen pear	13.0			13.0	28/22	60/40	50% Fair	$1,670.	X			Tree conflicts with proposed work footprint.	West	West			Large diameter pruning wound at 7 feet (14 inches dia.).	n/a	n/a

Tree Tag Number	Genus & Species	Common Name	Trunk1 Diameter	Trunk2 Diameter	Trunk3 Diameter	Sum of All Trunk Diameters	Height & Canopy Spread (Ft.)	Health & Structural Rating (100% Each)	Overall Condition Rating (0 to 100%)	Appraised Value Calculated Using Trunk Formula Method	(R)emove Tree	(S)ave Tree	(D)isposition Unclear	Severity of Impacts Expected from Site Plan Related Work	Lopsided Canopy (note direction)	Trunk Lean (note direction)	Girdling Roots	Buried Root Crown	Pests and Disease Presence, and Other Notes	SUGGESTED ROOT PROTECTION FENCE RADIUS (Ft.)	MAINTENANCE AND PROTECTION CODES
7	*Pyrus kawakamii*	Evergreen pear	11.4			11.4	25/25	40/30	35% Poor	$880.	X			Tree conflicts with proposed work footprint.					Gardener performed poor pruning (split scar) at 6 feet. Tree was topped in past (poor pruning)	n/a	n/a
8	*Pinus canariensis*	Canary Island pine	26.3			26.3	75/20	85/80	84% Good	$11,700.	X			Tree conflicts with proposed work footprint.					Tree root expansion is causing displacement of existing asphalt and curb work in this area.	n/a	n/a
9	*Pinus canariensis*	Canary Island pine	24.8			24.8	70/20	85/80	84% Good	$10,900.		X		Tree appears to be retainable, albeit with possible significant root loss which cannot be quantified at time of writing due to limited available grading plan information.					Tree appears to be retainable. Use chain link fencing and heavy irrigation.	10 to 20 feet offset radius	RPZ, TB, W
10	*Ulmus parvifolia*	Chinese elm cultivar	14.7	12.0		26.7	40/55	85/75	80% Good	$10,500.		X		Proposed work has been modified in 2019 to allow for retention of this tree.					Lanky, extended form. Little or no symptoms of elm anthracnose, so tree may be a 'Drake' cultivar. Forks into two co-dominant mainstems at zero feet above grade.	15 to 20 feet offset radius	RPZ, TB, W

Tree Tag Number	Genus & Species	Common Name	Trunk1 Diameter	Trunk2 Diameter	Trunk3 Diameter	Sum of All Trunk Diameters	Height & Canopy Spread (Ft.)	Health & Structural Rating (100% Each)	Overall Condition Rating (0 to 100%)	Appraised Value Calculated Using Trunk Formula Method	(R)emove Tree	(S)ave Tree	(D)isposition Unclear	Severity of Impacts Expected from Site Plan Related Work	Lopsided Canopy (note direction)	Trunk Lean (note direction)	Girdling Roots	Buried Root Crown	Pests and Disease Presence, and Other Notes	SUGGESTED ROOT PROTECTION FENCE RADIUS (Ft.)	MAINTENANCE AND PROTECTION CODES
11	*Cedrus deodara*	Deodar cedar	29.1			29.1	85/55	90/65	80% Good	$20,300.		X		Proposed work has been modified in 2019 to allow for retention of this tree.					Dogleg type scaffold limbs bend vertically to act as virtual codominant mainstems. Very large specimen.	15 to 20 feet offset radius	RPZ, TB, W
12	*Cedrus deodara*	Deodar cedar	28.1			28.1	70/45	90/80	90% Exc.	$21,300.		X		Proposed work has been modified in 2019 to allow for retention of this tree.					Very large specimen of an evergreen shade tree species that is highly prized in this geographic region.	15 to 20 feet offset radius	RPZ, TB, W
13	*Cedrus deodara*	Deodar cedar	26.4			26.4	70/40	90/80	90% Exc.	$18,800.		X		Proposed work has been modified in 2019 to allow for retention of this tree.					Very large specimen of an evergreen shade tree species that is highly prized in this geographic region.	15 to 20 feet offset radius	RPZ, TB, W
14	*Cedrus deodara*	Deodar cedar	30.3			30.3	60/35	75/75	75% Good	$20,200.		X		Proposed work has been modified in 2019 to allow for retention of this tree.					Very large specimen of an evergreen shade tree species that is highly prized in this geographic region. Sweep form trunk rights to vertical.	15 to 20 feet offset radius	RPZ, TB, W
15	*Cedrus deodara*	Deodar cedar	27.3			27.3	65/35	85/77	83% Good	$18,500.	X			Tree conflicts with proposed work footprint.					Very large specimen of an evergreen shade tree species that is highly prized in this geographic region.	n/a	n/a

Tree Tag Number	Genus & Species	Common Name	Trunk1 Diameter	Trunk2 Diameter	Trunk3 Diameter	Sum of All Trunk Diameters	Height & Canopy Spread (Ft.)	Health & Structural Rating (100% Each)	Overall Condition Rating (0 to 100%)	Appraised Value Calculated Using Trunk Formula Method	(R)emove Tree	(S)ave Tree	(D)isposition Unclear	Severity of Impacts Expected from Site Plan Related Work	Lopsided Canopy (note direction)	Trunk Lean (note direction)	Girdling Roots	Buried Root Crown	Pests and Disease Presence, and Other Notes	SUGGESTED ROOT PROTECTION FENCE RADIUS (Ft.)	MAINTENANCE AND PROTECTION CODES
16	*Cedrus deodara*	Deodar cedar	23.9			23.9	55/35	90/80	85% Good	$13,400.	X			Tree conflicts with proposed work footprint.					Large specimen of an evergreen shade tree species that is highly prized in this geographic region.	n/a	n/a
17	*Cedrus deodara*	Deodar cedar	18.9			18.9	65/28	75/80	77% Good	$7,600.		X		Tree appears to be retainable, albeit with possible significant root loss which cannot be quantified at time of writing due to limited available grading plan information.					Large specimen of an evergreen shade tree species that is highly prized in this geographic region.	10 to 20 foot offset radius	RPZ, W
18	*Cedrus deodara*	Deodar cedar	21.4			21.4	65/35	75/70	75% Good	$8,700.		X		Tree appears to be retainable, albeit with possible significant root loss which cannot be quantified at time of writing due to limited available grading plan information.					East side of root zone is crowded due to existing curbed trash enclosure area, the removal of which may cause root damage if roots are comingled with curbs being demolished.	10 to 20 foot offset radius	RPZ, TB, W, and monitor root pruning needs during curb removal.
19	*Geijera parviflora*	Australian willow	13.0			13.0	30/25	85/60	68% Fair	$2,180.		X		Tree appears to be retainable, albeit with possible significant root loss which cannot be quantified at time of writing due to limited available grading plan information.					Root expansion causing cracking of existing A/C parking lot materials due to tree being in small planter area.	10 foot offset radius	RPZ, TB, W, and monitor root pruning needs.

Tree Tag Number	Genus & Species	Common Name	Trunk1 Diameter	Trunk2 Diameter	Trunk3 Diameter	Sum of All Trunk Diameters	Height & Canopy Spread (Ft.)	Health & Structural Rating (100% Each)	Overall Condition Rating (0 to 100%)	Appraised Value Calculated Using Trunk Formula Method	(R)emove Tree	(S)ave Tree	(D)isposition Unclear	Severity of Impacts Expected from Site Plan Related Work	Lopsided Canopy (note direction)	Trunk Lean (note direction)	Girdling Roots	Buried Root Crown	Pests and Disease Presence, and Other Notes	SUGGESTED ROOT PROTECTION FENCE RADIUS (Ft.)	MAINTENANCE AND PROTECTION CODES
20	*Geijera parviflora*	Australian willow	15.6			15.6	30/25	70/60	63% Fair	$2,890.		X		Plan has been modified in 2019 to allow for retention of this tree, albeit with expected root loss.					(Same comments as above).	10 foot offset radius	RPZ, TB, W, and monitor root pruning needs,
21	*Pinus canariensis*	Canary Island pine	21.2			21.2	60/20	85/80	84% Good	$7,150.		X		Expect root loss if new pavement base course is required to be installed in close proximity to tree.					Tree located near irrigated turf.	7 to 20 feet radius offset from trunk	TB, RPZ, W
22	*Geijera parviflora*	Australian willow	17.8			17.8	25/25	80/30	35% Poor	$1,730.	X			Tree conflicts with proposed work footprint.	South west	South west			Trunk expansion causing severe asphalt cracking and heaving. Codominant mainstem fork at 3 feet.	n/a	n/a
23	*Eucalyptus sideroxylon*	Red ironbark eucalyptus	26.2			26.2	60/35	65/55	60% Fair	$3,170.		X		Work plan has been modified in 2019 to increase offsets from trunk.						10 to 20 feet offset radius	RPZ, W

Tree Tag Number	Genus & Species	Common Name	Trunk1 Diameter	Trunk2 Diameter	Trunk3 Diameter	Sum of All Trunk Diameters	Height & Canopy Spread (Ft.)	Health & Structural Rating (100% Each)	Overall Condition Rating (0 to 100%)	Appraised Value Calculated Using Trunk Formula Method	(R)emove Tree	(S)ave Tree	(D)isposition Unclear	Severity of Impacts Expected from Site Plan Related Work	Lopsided Canopy (note direction)	Trunk Lean (note direction)	Girdling Roots	Buried Root Crown	Pests and Disease Presence, and Other Notes	SUGGESTED ROOT PROTECTION FENCE RADIUS (Ft.)	MAINTENANCE AND PROTECTION CODES
24	*Pinus canariensis*	Canary Island pine	13.4			13.4	35/20	60/60	60% Fair	$2,210.		X		Tree conflicts with proposed work footprint.					Red flagging (needles) may indicate this tree is infected with pine pitch canker fungus: a pathogenic infection for which there is no cure.	7 to 13 feet radius offset from trunk	TB, RPZ
25	*Pyrus calleryana* Cult.	Flowering pear cultivar (likely 'Bradford')	16.0			16.0	35/30	40/35	37% Poor	$1,100.	X			Tree conflicts with proposed work footprint. Note also bacterial fireblight infection expressed as twig and foliar dieback.					Tight forks noted at 8 feet are a defect associated with 'Bradford'.	n/a	n/a
26	*Pyrus calleryana* Cult.	Flowering pear cultivar (likely 'Bradford')	12.9			12.9	45/30	50/35	38% Poor	$740.	X			Tree conflicts with proposed work footprint.					Tight forks noted at 8 feet are a defect associated with 'Bradford'. Note also bacterial fireblight infection expressed as twig and foliar dieback.	n/a	n/a

Tree Maintenance and Protection Codes Used in Data Table:

RPZ: Root protection zone fence, chain link, with 2" diameter iron posts driven 24" into the ground, 6 to 8 feet on center max. spacing. Alternative material: chain link fence panels set over concrete block-type footings, with the fence panels wired to steel pins pounded 24 inches into the ground at both ends of each panel.

RB: Root buffer consisting of wood chip mulch lain over existing soil as a 12 inch thick layer, overlain with 1 inch or greater plywood strapped together with metal plates. This root buffer or soil buffer should be placed over the entire width of the construction corridor between tree trunks and construction.

RP: Root pruning. Prune woody roots measuring greater than or equal to 1 inch diameter by carefully back-digging into the soil around each root using small hand tools until an area is reached where the root is undamaged. Cleanly cut through the root at right angle to the root growth direction, using professional grade pruning equipment and/or a Sawzall with wood pruning blade. Backfill around the cut root immediately (same day), and thoroughly irrigate the area to saturate the uppermost 24 inches of the soil profile.

BDRP: Back-dig root pruning: Hand-dig around the broken root, digging horizontally into the open soil root zone until a clean, unbroken, unshattered section of the root is visible. Proceed as per ‘root pruning’.

RCX: Root crown excavation. Retain an experienced arborist to perform careful hand-digging using small trowels or other dull digging tools to uncover currently-buried buttress root flares. Digging shall occur between trunk edge and at least two (2) feet horizontal from trunk edge. The final soil elevation will be at a level such that the tree’s buttress roots visibly flare out from the vertical trunk.

TB: Trunk buffer consists of 20-40 wraps of orange plastic snow fencing to create a 2 inch thick buffer over the lowest 8 feet of tree trunk (usually takes at least an entire roll of orange fencing per each tree). Lay 2X4 wood boards vertically, side by side, around the entire circumference of the trunk. Secure buffer using duct tape (not wires).

F: Fertilization with slow-release Greenbelt 22-14-14 tree formula, as a soil injection application using a fertilizer injection gun. This brand and formulation is commonly used by reputable tree care companies in the Bay Area. Apply at label rate and injection hole spacing.

M: 4-inch thick layer of chipper truck type natural wood chips (example source: Lyngso Garden Supply, self pick-up). Do not use bark chips or shredded redwood bark.

W: Irrigate the protected portion of root zone inside chain link protective fencing, using various methods to be determined through discussion with General Contractor. Irrigation frequency and duration to be determined through discussion and/or per directions in this report. Native oak species typically require 1x/month irrigation, while other tree species tend to prefer 2x/month or 4x/month moderate to heavy irrigation during construction.

P: Pruning per specifications noted elsewhere. All pruning must be performed only under direct site supervision of an ISA Certified Arborist, or performed directly by an ISA Certified Arborist, and shall conform to all current ANSI A300 standards.

MON: A Project Arborist must be present to monitor specific work as noted for each tree.

9.0 Attached: Tree Location & Protection Fence Map Mark-up (WLCA)

As noted above, WLCA used the most currently available iteration of the landscape plan sheet by Reed Associates Landscape Architects of Sunnyvale, California as the basis for the tree map markup below. The iteration used for the WLCA markup is version 2/18/2019.

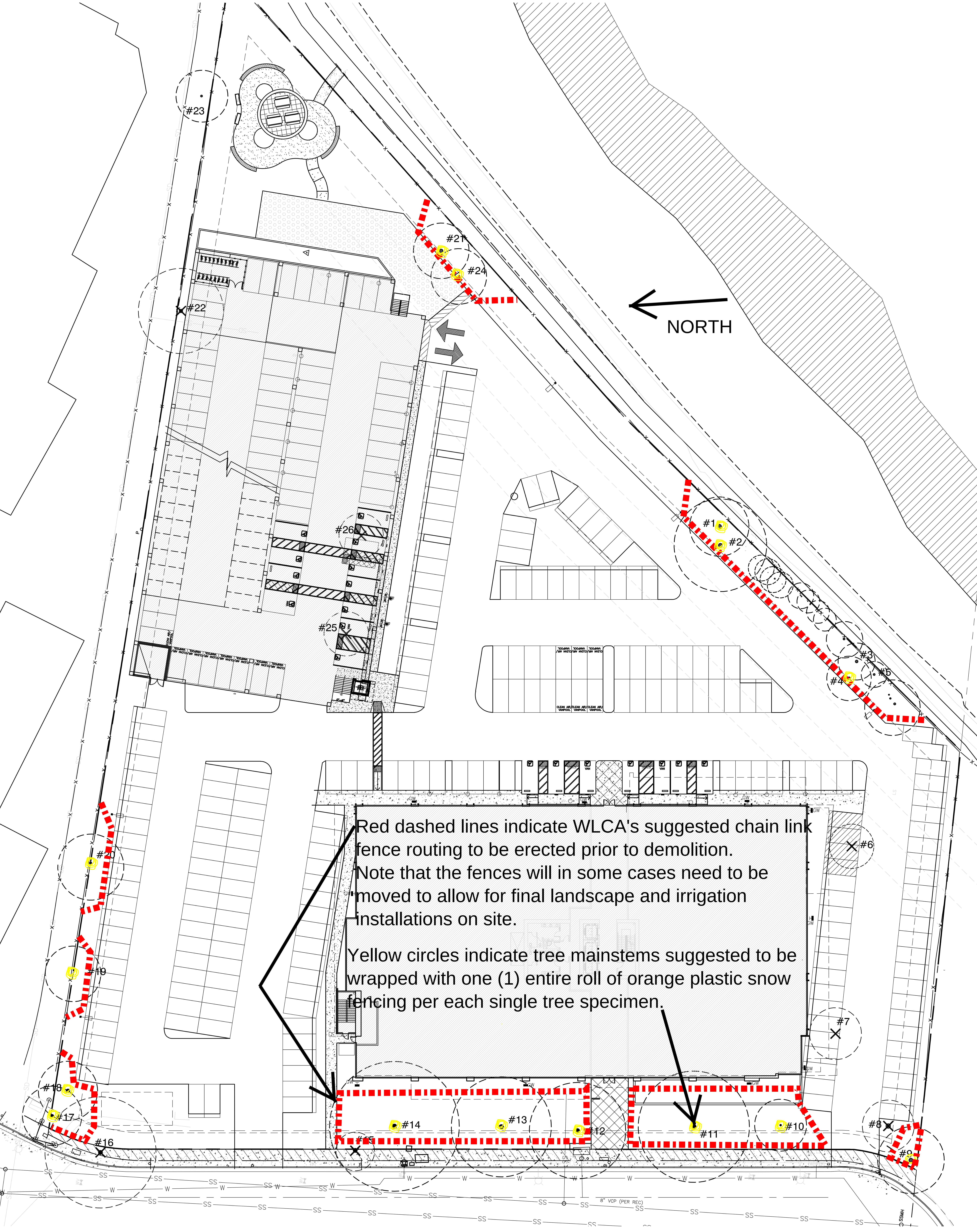
The boundary area along the north side of site, running roughly east-west, is an existing easement, inside which are various trees. The author did not include any of these “off-site” trees.

The trees expected to be preserved and protected with fencing are shown with red line perimeters surrounding a portion of each tree’s root zone where chain link fencing can be feasibly erected, offset as far as possible from the trunk edges of the trees to optimize root preservation. It is expected that significant root loss to these trees will occur, depending on the extent of utility trenching, grading, curb excavation, irrigation pipe trenching, etc. within or adjacent to the fenced off areas, and depending on the perimeter radius of each tree’s fence protection. Also note that the fencing will in most cases need to be removed to allow for final landscape and irrigation installation, which is why most of the trees are suggested to be wrapped with many layers of orange plastic snow fencing as a “redundant protection measure” so that the lower trunk areas are protected during landscape and other work after the fences are removed.[1]

Best Management Practice (BMP) for root protection is to fence off a tree using a minimum radius of approximately (0.50 to 1.00 feet) X (numeric inches of trunk diameter measured at 4.5 feet above grade) of offset radius between trunk of tree and fencing. This equates to roughly 5 to 10 feet of offset radius for a 10” diameter tree, and 10 to 20 feet of offset radius for a 20” diameter tree. This calculation assumes that construction-related work will only occur on one side of a tree (i.e. only in one quadrant, etc.).

Note also that most professional and laypersons do not understand the true extent of tree root system growth. Roots tend to grow radially outward from trees in all directions, extending as much as 2x to 3x the canopy dripline radius of an unpruned tree with full canopy radius developed. For trees in close quarters such as a densely stocked forest or other situation where a tree might exhibit a relatively narrow canopy radius, the root extension from a tree may be 3x to 5x the observed canopy dripline radius.

[1] Note that trunk wraps of orange plastic snow fencing only protect the lower trunk bark and wood tissues, and do not provide any protection to the root systems of the trees which may extend 30 to 100 feet in radius outward (horizontally) from the trunk edges.


NORTH
Red dashed lines indicate WLCA's suggested chain link fence routing to be erected prior to demolition.
Note that the fences will in some cases need to be moved to allow for final landscape and irrigation installations on site.
Yellow circles indicate tree mainstems suggested to be wrapped with one (1) entire roll of orange plastic snow fencing per each single tree specimen.
#1
#2
#3
#4
#5
#6
#7
#8
#9
#10
#11
#12
#13
#14
#15
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#19
#20
#21
#22
#23
#24
#25
#26
8" VCP (PER REC)

APPENDIX E

GEOTECHNICAL INVESTIGATION

REPORT TO

DOLLINGER PROPERTIES
REDWOOD CITY, CALIFORNIA

FOR

PROPOSED OFFICE BUILDING AND PARKING STRUCTURE

1700 DELL AVENUE
CAMPBELL, CALIFORNIA

GEOTECHNICAL INVESTIGATION

NOVEMBER 2017

PREPARED BY

SILICON VALLEY SOIL ENGINEERING
2391 ZANKER ROAD, SUITE 350
SAN JOSE, CALIFORNIA

SILICON VALLEY SOIL ENGINEERING
GEOTECHNICAL CONSULTANTS

File No. SV1692
November 13, 2017

Dollinger Properties
555 Twin Dolphin Drive, Suite 600
Redwood City, CA 94065

Attention: Mr. Derrick C. Larson

Subject: Proposed Office Building and Parking Structure
1700 Dell Avenue
Campbell, California
GEOTECHNICAL INVESTIGATION

Dear Mr. Larson:

Pursuant to your request, we are pleased to present herein our geotechnical investigation for the proposed office building and parking structure. The subject site is located at 1700 Dell Avenue in San Jose, California.

Our findings indicate that the site is suitable for the proposed development provided the recommendations contained in this report are carefully followed. Field reconnaissance, drilling, sampling, and laboratory testing of the surface and subsurface material evaluated the suitability of the site. The following report details our investigation, outlines our findings, and presents our conclusions based on those findings.

If you have any questions or require additional information, please feel free to contact our office at your convenience.

Very truly yours,

SILICON VALLEY SOIL ENGINEERING

Sean Deivert/vv

Sean Deivert
Project Manager

Vien Vo, P.E.

REGISTERED PROFESSIONAL ENGINEER
VIEN M. VO
C 32296
EXP. 12/31/18
CIVIL
STATE OF CALIFORNIA

SV1692.GI/Copies: 4 to Dollinger Properties

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INTRODUCTION

Per your authorization, Silicon Valley Soil Engineering (SVSE) conducted a geotechnical investigation. The purpose of this geotechnical investigation was to determine the nature of the surface and subsurface soil conditions at the project site through field investigations and laboratory testing. This report presents an explanation of our investigative procedures, results of the testing program, our conclusions, and our recommendations for earthwork and foundation design to adapt the proposed development to the existing soil conditions.

SITE LOCATION AND DESCRIPTION

The subject site is located at 1700 Dell Avenue in San Jose, California (Figure 1). Dell Avenue bound the subject site to the west, office buildings to the north and south, and Los Gatos Creek to the southeast. At the time of this investigation, the subject site is an irregular shaped, relatively flat parcel occupied by multi-unit office buildings surrounded by paved parking lot. Based on the preliminary site plan, the proposed development will include the demolition of the existing structures and the construction of a five-story building and a four to five-level parking structure with associated improvements. The approximate location of the proposed structures and our borings are shown on the Site Plan (Figure 2).

FIELD INVESTIGATION

After considering the nature of the proposed development and reviewing available data on the area, our geotechnical engineer conducted a field investigation at the project site. It included a site reconnaissance to detect any unusual surface features, and the drilling of five exploratory test borings to determine the subsurface soil characteristics. The borings were drilled on September 27, 2017. The approximate location of the borings is shown on the

Site Plan (Figure 2). The borings were drilled to the depths ranging from 20 feet to 50 feet below the existing ground surface. The borings were drilled with a truck mounted drill rig using 8-inch hollow stem augers.

The soils encountered were logged continuously in the field during the drilling operation. Relatively undisturbed soil samples were obtained by hammering a 2,5-inch outside diameter (O.D.) split-tube sampler (Modified California) into the ground at various depths. A 140- pound hammer with a free fall of 30 inches was used to drive the sampler 18 inches into the ground. Blow counts were recorded on each 6-inch increment of the sampled interval. The blows required to advance the sampler the last 12 inches of the 18 inch sampled interval were recorded on the boring logs as penetration resistance.

In addition, one disturbed bulk sample of the near-surface soil was collected for laboratory analyses. The Exploratory Boring Log, a graphic representation of the encountered soil profile which also shows the depths at which the relatively undisturbed soil samples were obtained, can be found in the Appendix at the end of this report.

LABORATORY INVESTIGATION

A laboratory-testing program was performed to determine the physical and engineering properties of the soils underlying the site.

1. Moisture content and dry density tests were performed on the relatively undisturbed soil samples in order to determine soil consistency and the moisture variation throughout the explored soil profile (Table I).
2. Atterberg Limits tests were performed on the sub-surface soil to assist in the classification of these soils and to obtain an evaluation of their expansion and shrinkage potential and liquefaction analysis (Figure 4).

3. The strength parameters of the foundation soils were determined from direct shear tests that were performed on selected relatively undisturbed soil samples (Table I).

4. Laboratory compaction tests were performed on the near-surface material per the ASTM D1557 test procedure (Figure 5).

5. One R-Value test was performed on a near surface soil sample for pavement section design recommendations (Figure 6).

The results of the laboratory-testing program are presented in the Tables and Figures at the end of this report.

SOIL CONDITIONS

In Boring B-1 (50 feet boring), the pavement surface soil consists of 3.0 inches of Asphalt Concrete (AC) over 4.0 inches of Aggregate Base (AB). Below the pavement section to a depth of 7 feet, a brown, damp, very stiff sandy silt layer was encountered. From the depths of 7 feet to 13 feet, the soil became brown, dry, dense silty gravel. The gravel was 2.5 inches maximum diameter, sub-rounded, and poorly graded. From the depths of 13 feet to 28 feet, the soil became brown, damp, dense, sandy gravel. From the depths of 28 feet to the end of the boring at 50 feet, a greenish gray, moist, dense clayey sand layer was encountered. Similar soil profiles were encountered in other borings.

Groundwater was encountered in all borings to the depth of 17 feet and stabilized at the depth of 15 feet at the end of the drilling operation. It should be noted that the groundwater level would fluctuate as a result of seasonal changes and hydrogeological variations such as groundwater pumping and/or recharging. A graphic description of the explored soil profiles is presented in the Exploratory Boring Log contained in the Appendix.

GENERAL GEOLOGY

The site lies in the San Francisco Bay Region, which is part of the Coast Range province. The regional structure is dominated by the northwest trending Santa Cruz Mountains to the southwest and the Diablo Range across the bay to the northeast.

The site lies on the east flank of the Santa Cruz Mountains on a thin layer of Holocene alluvial deposits overlying the Merced formation, Lower Pleistocene and Upper Pliocene marine deposits. The Santa Cruz Mountains consists of two entirely different, incompatible core complexes, lying side by side and separated from each other by large faults. These two core complexes are Early Cretaceous Granitic intrusions, and an Upper Jurassic to Lower Cretaceous eugosynclinal assemblage - the Franciscan formation. These core complexes are blanketed by thick layers of Eocene to Pleistocene marine deposits. Some Miocene volcanic intrusions are also present in the Santa Cruz Mountains southwest of the subject site. The core complex of the Diablo Range to the northeast of the subject site is comprised of Franciscan formation, predominantly covered with Upper Cretaceous and Lower to Middle Pliocene marine deposits.

The Quaternary history of the region is recorded by sedimentary marine strata alternating with non-marine strata. The changes of the depositional environment are related to the fluctuation of sea level corresponding to the glacial and interglacial periods. Late Quaternary deposits fill the center of the San Francisco Bay Region and most of the strata are of continental origin characterized as alluvial and fluvial materials.

Folds, thrust faults, steep reverse faults, and strike-slip faults developed as a consequence of Cenozoic deformations that occur very often within the province and are continuing today.

LIQUEFACTION ANALYSIS:

The site is located within the State of California Seismic Hazard Zone for liquefaction (CGS, 2001). Therefore, a liquefaction analysis was performed.

A. GROUNDWATER

Groundwater was initially encountered in Boring B-1 and Boring B-5 at the depths of 17 feet and stabilized at a depth of 15 feet at the completion of the drilling operation. Based on the State guidelines and CGS Seismic Hazard Zone Report 058 [*Seismic Hazard Evaluation of the San Jose West 7.5-Minute Quadrangle, Santa Clara County, California. 2002 (Updated 10/10/2005).* Department Of Conservation. Division of Mines and Geology], the highest expected groundwater level is approximately 22 feet below ground elevation. Therefore, the stabilized depth of the groundwater table at 15 feet will be used for the liquefaction analysis.

B. SUSPECTED LIQUEFIABLE SOIL LAYERS

The State Guidelines (CGS Special Publication 117A, revised 2008, Southern California Earthquake Center, 1999) were followed by this study. Based on recent studies (Bray and Sancio, 2006, Boulanger and Idriss, 2004), the "Chinese Criteria", previously used as the liquefaction screening (CGS SP 117, SCEC, 1999) is no longer valid indicator of liquefaction susceptibility. The revised screening criteria clearly stated that liquefaction is the transformation of loose saturated silts, sands, and clay with a Plasticity Index (PI) $<$ 12 and moisture content (MC) $>$ 85% of the liquid limits are susceptible to liquefaction and $12<PI<18$ and $MC>80\%$ of LL are moderately susceptible to liquefaction. This occurs under vibratory conditions such as those induced by a seismic event. To help evaluate liquefaction potential, samples of potentially liquefiable soil were obtained by hammering the split tube sampler into the ground. The number of blows required driving the sampler the last 12 inches of the 18 inch sampled interval were recorded on the log of test boring. The number of blows was recorded as a Standard Penetration Test (SPT), ASTM Standard D1586-92.

The results from our exploratory boring show that the subsurface soil material in Boring B-1 and B-5 to the depth of 50.0 feet consists of very stiff sandy silt to dense silty gravel to dense sandy gravel to dense clayey sand. The following is the determination of the liquefiable soil for each soil layer in Boring B-1 and B-5.

1. The very stiff sandy silt layer from the surface to the depth of 7 feet is not liquefiable soil because it is above the highest expected groundwater table (15 feet).
2. The dense silty gravel layer from the depths of 7 feet to 13 feet is not liquefiable soil because it is above the highest expected groundwater table (15 feet).
3. The dense sandy gravel layer from the depths of 13 feet to 15 feet is not liquefiable soil because it is above the highest expected groundwater table (15 feet).
4. The dense sandy gravel layer from the depths of 15 feet to 28 feet is not liquefiable soil based on high blow counts.
5. The dense clayey sand layer from the depths of 28 feet to the end of the boring at 50 feet is not liquefiable soil based on high blow counts.

In summary, there is no liquefiable soil layer underlying the subject site.

C. CONCLUSION

Since there is no liquefiable soil layer underlying the subject site, the potential for liquefaction is minimal.

INUNDATION POTENTIAL

The subject site is located at 1700 Dell Avenue in San Jose, California. According to the Limerinos and others, 1973 report, the site is not located in an area that has potential for inundation as the result of a 100-year flood (Limerinos; 1973).

CONCLUSIONS

1. The site covered by this investigation is suitable for the proposed development provided the recommendations set forth in this report are carefully followed.

2. Based on the laboratory testing results, the native surface soil at the project site has been found to have a low expansion potential when subjected to fluctuations in moisture.

3. The proposed office building and parking structure should be supported on conventional spread foundation. The basement should either be supported by mat slab foundation or conventional spread foundation.

4. We recommend the elevations around the building structures should promote proper drainage and diversion of water away from the building foundations.

5. A reference to our report should be stated in the grading and foundation plans that includes the *Geotechnical Investigation* report file number and date.

6. On the basis of the engineering reconnaissance and exploratory borings, it is our opinion that trenches that will be excavated to depths less than 5 feet below the existing ground surface will not need shoring. However, for trenches that will be excavated greater than 5 feet in depth, shoring will be required.

7. Specific recommendations are presented in the remainder of this report.

8. All earthwork including grading and foundation excavation shall be observed and inspected by a representative from Silicon Valley Soil Engineering (SVSE). Contact our office 48 hours prior to commencement of any earthworks.

RECOMMENDATIONS:

GRADING

1. The placement of fill and control of any grading operations at the site should be performed in accordance with the recommendations of this report. These recommendations set forth the minimum standards to satisfy other requirements of this report.

2. All existing surface and subsurface structures, if any, that will not be incorporated in the final development shall be removed from the project site prior to any grading operations. These objects should be accurately located on the grading plans to assist the field engineer in establishing proper control over their removal. All utility lines in the new building pad area must be removed prior to any grading at the site.

3. The depressions left by the removal of subsurface structures should be cleaned of all debris, backfilled and compacted with clean, native soil. This backfill must be engineered fill and should be conducted under the supervision of a SVSE representative.

4. All organic surface material and debris shall be stripped prior to any other grading operations, and transported away from all areas that are to receive structures or structural fills. Soil containing organic material may be stockpiled for later use in landscaping areas only.

5. After removing all the subsurface structures or existing pavement section and after stripping the organic material from the soil, the building pad area should be scarified by machine to a depth of 12 inches and thoroughly cleaned of vegetation and other deleterious matter.

6. After stripping, scarifying and cleaning operations, native soil should be compacted to not less than 95% relative maximum density in accordance to ASTM D1557 procedure over the entire building pad, 5 feet beyond the

perimeter of the pad, and 3 feet beyond the edge of the driveway and parking pavement areas.

7. All engineered fill or imported soil should be placed in uniform horizontal lifts of not more than 8 inches in un-compacted thickness, and compacted to not less than 95% relative maximum density. The baserock should also be compacted to not less than 95% relative maximum density. Before compaction begins, the fill shall be brought to a water content that will permit proper compaction by either; 1) aerating the material if it is too wet, or 2) spraying the material with water if it is too dry. Each lift shall be thoroughly mixed before compaction to assure a uniform distribution of water content.

8. When fill material includes rocks, nesting of rocks will not be allowed and all voids must be carefully filled by proper compaction. Rocks larger than 4 inches in diameter should not be used for the final 2 feet of building pad.

9. Unstable (yielding) subgrade should be aerated or moisture conditioned as necessary. Yielding isolated area in the subgrade can be stabilized with an excavation of the subgrade to the depth of 12 to 18 inches, lined with stabilization fabric membrane (Mirafi 500X or equivalent) and backfilled with aggregate base.

10. Silicon Valley Soil Engineering (SVSE), should be notified at least two days prior to commencement of any grading operations so that our office may coordinate the work in the field with the contractor. All imported borrow must be approved by SVSE before being brought to the site. Import soil must have a plasticity index no greater than 15, an R-Value greater than 25 and environmentally clean (non-hazardous).

11. All grading work shall be observed and approved by a representative from SVSE. The geotechnical engineer shall prepare a final report upon completion of the grading operations.

WATER WELLS

12. Any water wells and/or monitoring wells on the site which are to be abandoned, shall be capped according to the requirements of the Santa Clara Valley Water District. The final elevation of the top of the well casing must be a minimum of 3 feet below the adjacent grade prior to any grading operation.

FOUNDATION DESIGN CRITERIA

13. The proposed five-story office building should be supported on conventional continuous perimeter and isolated interior spread foundation and the five-level parking structure should be supported on conventional spread foundation or a mat slab foundation. Recommendations are presented in the following paragraphs.

14. Conventional spread footings should be founded at a minimum depth of 48 inches below finished subgrade pad elevation. Under these conditions, the allowable bearing capacity is 3,800 psf. The excavated footing bottoms should be compacted with jumping jack or vibratory plate prior to rebar placement.

15. For the five-level parking structure, the mat foundation should have a minimum thickness of 12 inches with thickened edge at 30 inch depth and a contact pressure of 2,000 psf.

    - A value of 150 pci as the soil modulus of subgrade of reaction can be used in the design of the mat foundation.
    - The mat slab should be underlain by 6 inches of ¾ inch crushed rock.

- The subgrade soil should be compacted to not less than 95% relative maximum density.

- Waterproof membrane (Paraseal LG or equivalent) should be placed between the basement concrete slab and rock section.

16. The fore-mentioned bearing values are for dead plus live loads and may be increased by one-third for short term seismic and wind loads. The design of the structures and the foundations shall meet local building code requirements.

17. The project structural engineer responsible for the foundation design shall determine the final design of the foundations and reinforcing required. We recommend that the foundation plans be reviewed by our office prior to submitting to the appropriate local agency and/or to construction.

2016 CBC SEISMIC VALUES

18. Chapter 16 of the 2016 California Building Code (CBC) outlines the procedure for seismic design. The site categorization and site coefficients are shown in the following table.

Classification/Coefficient	Design Value
Site Class (ASCE 7-10, Table 20.3-1; 2016 CBC, Section 1613A.3.2)	D
Risk Category	I,II,III
Site Latitude	37.261514° N.
Site Longitude	121.956942° W.
0.2-second Mapped Spectra Acceleration[1], S_S (Section 1613A.3.1)*	2.168g
1-second Mapped Spectra Acceleration[1], S_1 (Section 1613A.3.1)*	0.758g
Short-Period Site Coefficient, F_a Table 1613A.3.3(1)*	1.0
Long-Period Site Coefficient, F_V Table 1613A.3.3(2)*	1.5
0.2-second Period, Maximum considered Earthquake Spectral Response Acceleration, S_{MS} ($S_{MS} = F_aS_S$: Section 1613A.3.3)*	2.168g
1-second Period, Maximum Considered Earthquake Spectral Response Acceleration, S_{M1} ($S_{M1} = F_VS_1$: Section 1613A.3.3)*	1.137g
0.2-second Period, Designed Spectra Acceleration, S_{DS} ($S_{DS} = 2/3S_{MS}$: Section 1613A.3.4)*	1.446g
1-second Period, Designed Spectra Acceleration, S_{D1} ($S_{D1} = 2/3S_{M1}$: Section 1613A.3.4)*	0.758g

[1] For Site Class B, 5 percent damped.
*2016 CBC

CONCRETE SLAB-ON-GRADE CONSTRUCTION

19. Based on the laboratory testing results of the near-surface soil, the native soil on the site was found to have a low expansion potential when subjected to fluctuation in moisture.

20. The concrete slab should have a minimum thickness of 5 inches and reinforced with No. 4 rebar with maximum spacing of 18 inches on center both ways. If the concrete garage slab were to receive floor covering, a 15-mil vapor barrier should be placed on the rock section.

21. A minimum of 5 inches of ¾ inch crushed rock or Class II Baserock (recycled crushed asphalt concrete is not acceptable) should be placed on the subgrade soil. The baserock material should be compacted to not less than 95% relative maximum density. The finished crushed rock grade should be compacted with vibratory plate.

22. The subgrade should be compacted to not less than 95% relative maximum density. The pad subgrade should be compacted prior to placement of the crushed rock and after installation of any under utility pipes and footing excavation with smooth drum roller and/or heavy vibratory plate equipment. A representative from our office should inspect the subgrade prior to rock placement.

23. Use of a vapor barrier membrane under the concrete slab is required if a floor covering would be applied. If the slab would not receive a floor covering, the vapor barrier membrane can be eliminated.

24. Prior to placing the vapor barrier membrane and/or pouring concrete, the slab grade shall be moistened with water to reduce the swell potential, if deemed necessary, by the field engineer at the time of construction.

25. Waterproof membrane (Paraseal LG or equivalent) should be placed between the basement concrete slab and rock section.

EXCAVATION

26. No difficulties due to soil conditions are anticipated in excavating the on-site material. Conventional earth moving equipment will be adequate for this project.

27. Any vertical cuts deeper than 5 feet must be properly shored. The minimum cut slope for excavation to the desired elevation is one horizontal to one vertical (1:1). The cut slope should be increased to 2:1 if

the excavation is conducted during the rainy season or when the soil is highly saturated with water.

BASEMENT EXCAVATION (PARKING STRUCTURE)

28. It is our understanding that the excavation for the underground parking structure will be approximately 8 feet to 10 below the existing ground elevation. No difficulties due to soil conditions are anticipated in excavating the on-site material. Conventional earth moving equipment will be adequate for this project.

29. Any vertical cuts deeper than 5 feet must be properly shored. The temporary minimum cut slope for excavation to the desired elevation is one horizontal to one vertical (1:1). The cut slope should be increased to 2:1 if the excavation is conducted during the rainy season or when the soil is highly saturated with water.

30. The bottom subgrade of the underground basement parking structure will be approximately 8 feet to 10 feet below ground surface elevation. The groundwater table at the time of our investigation was encountered at a depth of 17 feet during the drilling operation and stabilized at a depth of 15 feet. Based on the State guidelines and CGS Seismic Hazard Zone Report 058 [*Seismic Hazard Evaluation of the San Jose West 7.5-Minute Quadrangle, Santa Clara County, California. 2002 (Updated 10/10/05).* Department Of Conservation. Division of Mines and Geology], the highest expected groundwater level is approximately 22 feet below ground elevation. Therefore, dewatering is not required during basement excavation.

31. If there are space constraints for open excavation, we recommend that the following procedure be implemented for shoring of the underground parking structure excavation.

SHORING SUPPORT FOR THE BASEMENT EXCAVATION

32. The basement will be excavated to the approximate depths of 8 feet to 10 feet below existing ground surface. Therefore, the excavation should be supported with steel "H" beams and a 4 x 12 wood lagging. Prior to any excavation, the steel "H" beams should be placed in pre-drilled minimum 24-inch diameter holes to a minimum depth of 20 feet. The holes should be filled with concrete to one foot below the bottom of the excavation and concrete slurry (2 sack cement) for the remaining void to existing ground elevation. Groundwater will be encountered and should be displaced properly in the pier holes by the concrete via tremmie pipe or other methods approved by our office. At this point, excavation can begin. As the excavation operation proceeds, the 4 x 12 wood lagging should be placed between the steel "H" beams. The "H" beams should be placed a maximum distance of 8 feet apart. There should be no voids between the soil wall excavation and wood lagging. However, if a void occurs, the void should be filled with sand slurry or pressure grouted especially at the area below each lagging bench (last lagging board). Proper attention should be considered during the construction. Introduction of any heavy equipment on the top of the vertical cut may damage the excavated slope. The lateral soil pressure acting on the shoring system is shown in Figure 7. The passive pressure of 250 pounds equivalent fluid pressure can be used for short-term shoring purposes. The shoring should be designed by the structural engineer or shoring design engineer and our office should review the shoring plan for approval.

BASEMENT RETAINING WALLS

33. The basement retaining walls should be design for seismic loading condition. The pseudo-static method by Seed and Whitman can be used ($PE = (3/8)(0.45\mathbf{a}_{max}/g)(H^2)\mathbf{W}_t$ (where $\mathbf{a}_{max} = 0.56g$; $\mathbf{H}$ = height of the retaining wall; $\mathbf{W}_t$ = total unit weight of retained soil, for this site $\mathbf{W}_t = 120$

pcf). This pseudo-static pressure is inverted triangularly-distributed with the top value of 230 psf and 0 psf at the bottom. This pseudo-static pressure should be added to the active pressure for seismic loading condition.

34. The basement retaining wall shall be designed for active lateral earth pressure (static and seismic) and a surcharge value of 100 psf (vertically uniformed distributed down to 6 feet) as shown in Figure 8. This surcharge also include truck loading and any adjacent structures.

35. A friction coefficient of 0.3 shall be used for retaining wall design. This value may be increased by 1/3 for short-term seismic loads.

36. The basement walls should be waterproofed with Bitumen Waterproof Membrane, Paraseal LG or equivalent including pipes protruding through the basement concrete walls. A waterproofing consultant should provide waterproofing recommendations.

37. Waterproof membrane (Paraseal LG or equivalent) should be placed between the basement concrete slab and rock section.

SITE RETAINING WALLS

38. Any facilities that will retain a soil mass shall be designed for a lateral earth pressure (active) equivalent to 50 pounds equivalent fluid pressure plus surcharge loads. If the retaining walls are restrained from free movement at both ends, the walls shall be designed for the earth pressure resulting from 60 pounds equivalent fluid pressure, to which shall be added surcharge loads.

39. In designing for allowable resistive lateral earth pressure (passive), a value of 250 pounds equivalent fluid pressure may be used with the resultant acting at the third point. The top foot of subgrade soil shall be neglected for computation of passive resistance.

40. A friction coefficient of 0.3 shall be used for retaining wall design. This value may be increased by 1/3 for short-term seismic loads.

41. The above values assume a drained condition, and a moisture content compatible with those encountered during our investigation.

42. Drainage should be provided behind the retaining wall. The drainage system should consist of perforated pipe, Schedule 40 or equivalent, placed at the base of the retaining wall and surrounded by ¾ inch drain rock wrapped in a filter fabric, Mirafi 140N or equivalent. The drain rock wrapped in fabric should be at least 12 inches wide and extend from the base of the wall to within 1.5 feet of the ground surface. The upper 1.5 feet of backfill should consist of compacted native soil. The retaining wall drainage system should drain to a discharge facility.

43. As an alternative to the drain rock and fabric, Miradrain 2000 or approved drain mat may be used behind the retaining wall. The drain mat should extend from the base of the wall to the ground surface. A perforated pipe (subdrain system) should be placed at the base of the wall in direct contact with the drain mat. The pipe should drain to an appropriate discharge facility.

44. The basement/retaining walls could be designed as un-drained condition. Therefore, a subdrain system would not be required and 70 pounds equivalent fluid pressure plus surcharge loads shall be used for lateral active pressures.

45. We recommend a thorough review by our office of all designs pertaining to facilities retaining a soil mass.

DRAINAGE

46. It is considered essential that positive drainage be provided during construction and be maintained throughout the life of the proposed structures.

47. The final exterior grade adjacent to the proposed structures should be such that the surface drainage will flow away from the structures. Rainwater discharge at downspouts should be directed onto pavement sections, splash blocks, or other acceptable facilities, which will prevent water from collecting in the soil adjacent to the foundations.

48. Utility lines that cross under the slab or through perimeter slab should be completely sealed to prevent moisture intrusion into the areas under the slab and/or perimeter. The utility trench backfill should be of impervious material and this material should be placed at least 4 feet on either side of the exterior perimeter.

49. Consideration should be given to collection and diversion of roof runoff and the elimination of planted areas or other surfaces, which could retain water in areas adjoining the building. In unpaved areas, the grade adjacent to the perimeter building walls should be extended to a minimum of 5 feet horizontally from building walls with a minimum slope of 2 percent away from the structures.

50. If the subgrade in the landscaping area is moderately to highly expansive, proper drainage should be provided in the landscaping area adjacent to the building foundation. A drip irrigation system is preferable. If the sprinkler system is located adjacent to the building foundation or concrete walkway, a moisture cut-off barrier should be provided.

51. Based on laboratory test results of the near surface soil at the subject site, we estimated that the infiltration rate is approximately 1 inch per hour

(K_{SAT} = 7.5×10^{-4} cm/sec). This rate can be used in the design of the bio-retention system for on-site storm drainage.

ABANDONMENT OF THE EXISTING UTILITY LINES

52. All existing and abandoned utility lines located within the new building pad must be removed.

53. All abandoned utility lines within 2 feet from existing ground surface should be removed.

54. Removing the utility lines would require proper backfill and re-compaction of the excavation. Abandoning utility lines in-place would require to cap the abandoned portion of the pipe and all exposed pipe ends with concrete and the removal of any surface clean-outs, manhole or drain inlet structures.

ON-SITE UTILITY TRENCHING

55. All on-site utility trenches must be backfilled with native, on-site material, or import fill and compacted to at least 90% relative maximum density and 95% for the final 12 inches. Backfill should be placed in 8 inch lifts and compacted. Jetting of trench backfill is not recommended. A representative from our firm should be notified at least 48 hours before the commencement of any utility trench backfilling operations.

56. The utility trenches running parallel to the building foundation should not be located in an influence zone that will undermine the stability of the foundation. The influence zone is defined as the imaginary line extending at the outer edge of the footing at a downward slope of 1:1 (one unit horizontal distance to one unit vertical distance). If the utility trenches were encroaching the influence zone, the encroached area should be stabilized with cement sand slurry.

57. If utility trench excavation is to encounter groundwater, our office should be notified for dewatering recommendations.

PAVEMENT DESIGN

58. Due to the uniformity of the near-surface soil at the site, one R-Value Test was performed on a representative bulk sample. The result of the R-Value test is enclosed in this report. The following asphalt and concrete sections are based on our laboratory resistance R-Value test of near-surface soil samples and traffic indices (T.I.) of 4.5 for parking stalls and 5.5 for parking area and driveway (travel way). Alternate asphalt section designs, which satisfy the State of California Standard Design Criteria, and above traffic indices, are presented in Table II. Concrete pavement section designs are presented in Table III. The paver pavement sections designs are presented in Table IV.

CORROSIVITY ANALYSIS

59. Two soil samples collected on September 27, 2017 at the depths of 5.0 feet and 10.0 feet below existing grade were submitted to Cooper Testing Lab. The sample was tested for Resistivity (100% Saturation), Conductivity, Chloride, Sulfate, pH, and Redox potential.

- The soil resistivity measurements for the subsurface soil are 1,879 and 2,797, which can be classified as "highly corrosive". Therefore, all buried iron, steel, cast iron, galvanized steel and dielectric coated steel or iron should be properly protected against corrosion depending upon the nature of the structure. In addition, all buried metallic pressure piping such as ductile iron firewater pipelines should be protected against corrosion.

- The chloride ion concentrations for the site soil are 76 mg/kg and less than 2 mg/kg. Because the chloride concentrations are less than

100 mg/kg, it is determined to be insufficient to attack steel embedded in a concrete mortar coating.

- The sulfate ion concentrations for the site soil are 41 and 91 mg/kg. Therefore, the sulfate ion concentration in the soil is determined to be insufficient to damage reinforced concrete structures and cement mortar-coated steel at the site.

- The type of cement for construction: Evaluation of soluble sulfate content of soil samples considered representative of the predominate material types on-site suggests that no special type cement is a requirement for use in construction.

- The soil pH for the subsurface soil are 6.4 and 6.6, which does not present corrosion problems for buried iron, steel, mortar-coated steel and reinforced concrete structures.

- The soil redox potential for the subsurface soil are 499 mV and 520 mV, which is indicative of potentially "non-corrosive" soil resulting from anaerobic soil conditions.

A corrosivity consultant should be consulted if necessary such as for the cathodic protection design. The results of the corrosivity laboratory tests results are shown in the Appendix.

LIMITATIONS AND UNIFORMITY OF CONDITIONS

1. The recommendations presented herein are based on the soil conditions revealed by our test borings and evaluated for the proposed construction planned at the present time. If any unusual soil conditions are encountered during the construction, or if the proposed construction will differ from that planned at the present time, Silicon Valley Soil Engineering (SVSE) should be notified for supplemental recommendations.

2. This report is issued with the understanding that it is the responsibility of the owner, or his representative, to ensure that the necessary steps are taken to see that the contractor carries out the recommendations of this report in the field.

3. The findings of this report are valid, as of the present time. However, the passing of time will change the conditions of the existing property due to natural processes, works of man, from legislation or the broadening of knowledge. Therefore, this report is subjected to review and should not be relied upon after a period of three years.

4. The conclusions and recommendations presented in this report are professional opinions derived from current standards of geotechnical practice and no warranty is intended, expressed, or implied, is made or should be inferred.

5. The area of the borings is very small compared to the site area. As a result, buried structures such as septic tanks, storage tanks, abandoned utilities, or etc. may not be revealed in the borings during our field investigation. Therefore, if buried structures are encountered during grading or construction, our office should be notified immediately for proper disposal recommendations.

6. Standard maintenance should be expected after the initial construction has been completed. Should ownership of this property change hands, the prospective owner should be informed of this report and recommendations so as not to change the grading or block drainage facilities of this subject site.

7. This report has been prepared solely for the purpose of geotechnical investigation and does not include investigations for toxic contamination studies of soil or groundwater of any type. If there are any environmental concerns, our firm can provide additional studies.

8. Any work related to grading and/or foundation operations during construction performed without direct observation from SVSE personnel will invalidate the recommendations of this report and, furthermore, if we are not retained for observation services during construction, SVSE will cease to be the Geotechnical Engineer of Record for this subject site.

REFERENCES

Borcherdt R.D., Gibbs J. F., Lajoie K.R., 1977 - Maps showing maximum earthquake intensity predicted in the southern San Francisco Bay Region, California, for large earthquakes on the San Andreas and Hayward faults. U.S.G.S. MF-709.

Helley E.J., Brabb, E.E., 1971 - Geologic map of Late Cenozoic deposits, Santa Clara County, California, U.S.G.S. MFS No. 335, Basic Data Contribution No. 27.

Limerinos J.T., Lee K.W., Lugo P.E., 1973 - Flood Prone Areas in the San Francisco Bay Region, California U.S.G.S. Open file report.

Rogers T.H., and Williams J.W., 1974 - Potential seismic hazards in Santa Clara County, California Special Report, No. 107, California Division of Mines and Geology.

USGS (2002). CGS Seismic Hazard Zone Report 058 [*Seismic Hazard Evaluation of the San Jose West 7.5-Minute Quadrangle, Santa Clara County, California* (Updated 10/10/2005). Department Of Conservation. Division of Mines and Geology].

2016 (CBC) California Building Code, Title 24, Part 2.

TABLES

TABLE I

SUMMARY OF LABORATORY TESTS

Sample No.	Depth (Ft.)	In-Place Conditions: Moisture Content (% Dry Wt.)	In-Place Conditions: Dry Density (pcf)	Direct Shear Testing: Unit Cohesion (ksf)	Direct Shear Testing: Angle of Internal Friction (Degrees)		
1-1	3	8.5	95.5	0.4	23		
1-2	5	7.4	90.0				
1-3	10	13.5	97.9				
1-4	15	4.4	117.8				
1-5	20	18.1	113.7				
1-6	25	12.4	128.9				
1-7	30	15.1	125.6				
1-8	40	13.7	117.1				
1-9	50	12.5	110.8				
2-1	3	8.1	94.2				
2-2	5	8.8	91.7				
2-3	10	12.6	95.1				
2-4	15	5.3	118.0				
2-5	20	16.6	115.4				
3-1	3	7.7	93.8				
3-2	5	8.0	92.5				
3-3	10	13.1	94.8				
3-4	15	6.5	117.4				
3-5	20	5.3	117.0				

TABLE I (CONTINUED)

SUMMARY OF LABORATORY TESTS

Sample No.	Depth (Ft.)	In-Place Conditions: Moisture Content (% Dry Wt.)	In-Place Conditions: Dry Density (pcf)	Direct Shear Testing: Unit Cohesion (ksf)	Direct Shear Testing: Angle of Internal Friction (Degrees)		
4-1	3	7.0	95.5				
4-2	5	8.3	94.3				
4-3	10	12.8	93.9				
4-4	15	6.7	118.1				
4-5	20	6.4	118.6				
5-1	3	9.1	96.2	0.5	22		
5-2	5	7.0	93.6				
5-3	10	14.2	99.4				
5-4	15	5.1	118.6				
5-5	20	17.8	114.9				
5-6	25	12.0	127.1				
5-7	30	14.8	124.3				
5-8	40	14.6	118.4				
5-9	50	127	113.5				

TABLE II

PROPOSED ASPHALT PAVEMENT SECTIONS

Location: Proposed Office Building and Parking Structure
1700 Dell Avenue
Campbell, California

	PARKING STALLS			DRIVEWAY		
Design R-Value	24.0			24.0		
Traffic Index	4.5			5.5		
Gravel Equivalent	14.0			16.0		
Recommended Alternate Pavement Sections:	1A	1B	1C	2A	2B	2C
Asphalt Concrete	3.0"	3.5"	4.0"	3.0"	3.5"	4.0"
Class II Baserock (R=78 min.) compacted to at least 95% relative maximum density	6.0"	5.0"	4.0"	9.0"	8.0"	7.0"
Subgrade soil scarified and compacted to at least 95% relative maximum density	12.0"	12.0"	12.0"	12.0"	12.0"	12.0"

TABLE III

PROPOSED CONCRETE PAVEMENT SECTIONS

Location: Proposed Office Building and Parking Structure
1700 Dell Avenue
Campbell, California

	DRIVEWAY *	SIDEWALK **
Recommended Rigid Pavement Sections:		
P.C. Concrete	6.0"	4.0"
Class II Baserock (R=78 min.) compacted to at least 95% relative maximum density	6.0"	4.0"
Subgrade soil scarified and compacted to at least 95% relative maximum density	12.0"	12.0"

* Including trash enclosures, stress slabs, valley gutters, and curb & gutters. Reinforced with No. 4 rebar at 18" on level maximum spacing both ways or reinforcement provided by Structural Engineer. Maximum control joints at 10' x 10'.

** Reinforced with No. 3 rebar at 18" on level maximum spacing both ways or reinforcement provided by Structural Engineer. Maximum control joints at 10' x 10'.

TABLE IV

PROPOSED PAVER PAVEMENT SECTIONS

Location: Proposed Office Building and Parking Structure
1700 Dell Avenue
Campbell, California

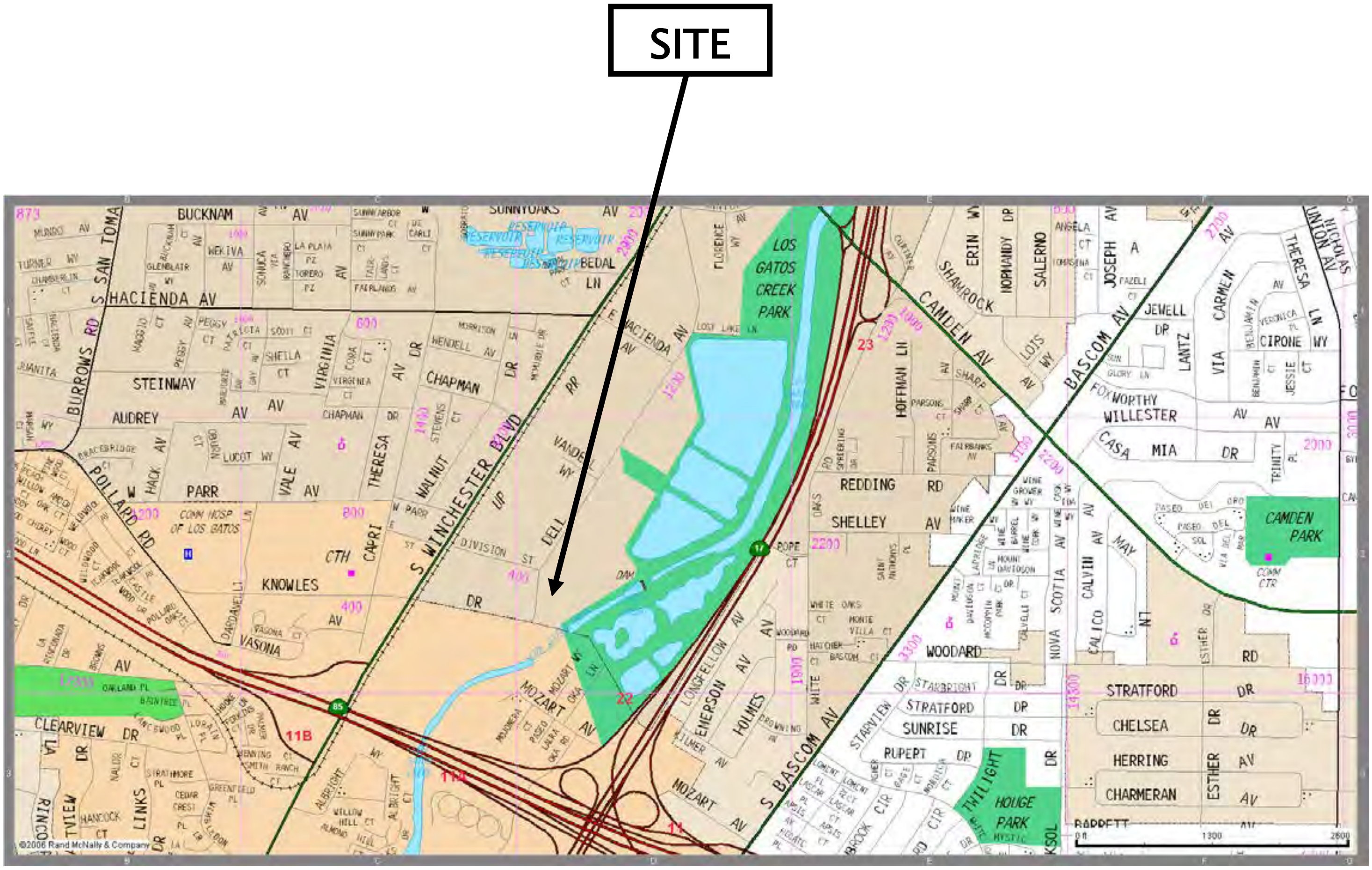
	DRIVEWAY/PARKING AREA			
Recommended Paver Pavement Sections:	1A*	1B*	2A	2B
Vehicular Rated Pavers	Min. 3.25" ± Permeable Paver Parking Stalls	Min. 3.25" ± Permeable Paver Driveway	Min. 3.25" ± Non-Permeable Paver Parking Stalls	Min. 3.25" ± Non-Permeable Paver Driveway
ASTM No. 8 Bedding Course & Paver Filler	2.0"	2.0"	2.0"	2.0"
3/4" Clean Crushed Rock or Class II Permeable Baserock compacted to at least 92% relative maximum density	8.0"	14.0"	---	---
Class II Baserock (R=78 min.) compacted to at least 95% relative maximum density	---	---	12.0"	16.0"
Subgrade soil scarified and compacted to at least 90% relative maximum density	12.0"	12.0"	12.0"	12.0"

* The subgrade should be lined with a geotextile membrane, Mirafi 500X, Geo-Grid or equivalent. The membrane should be place and overlapped properly for drainage. The subgrade should be sloped at a minimum of 2% towards the subdrain system. Mirafi 500X should not be placed over the subdrain system.

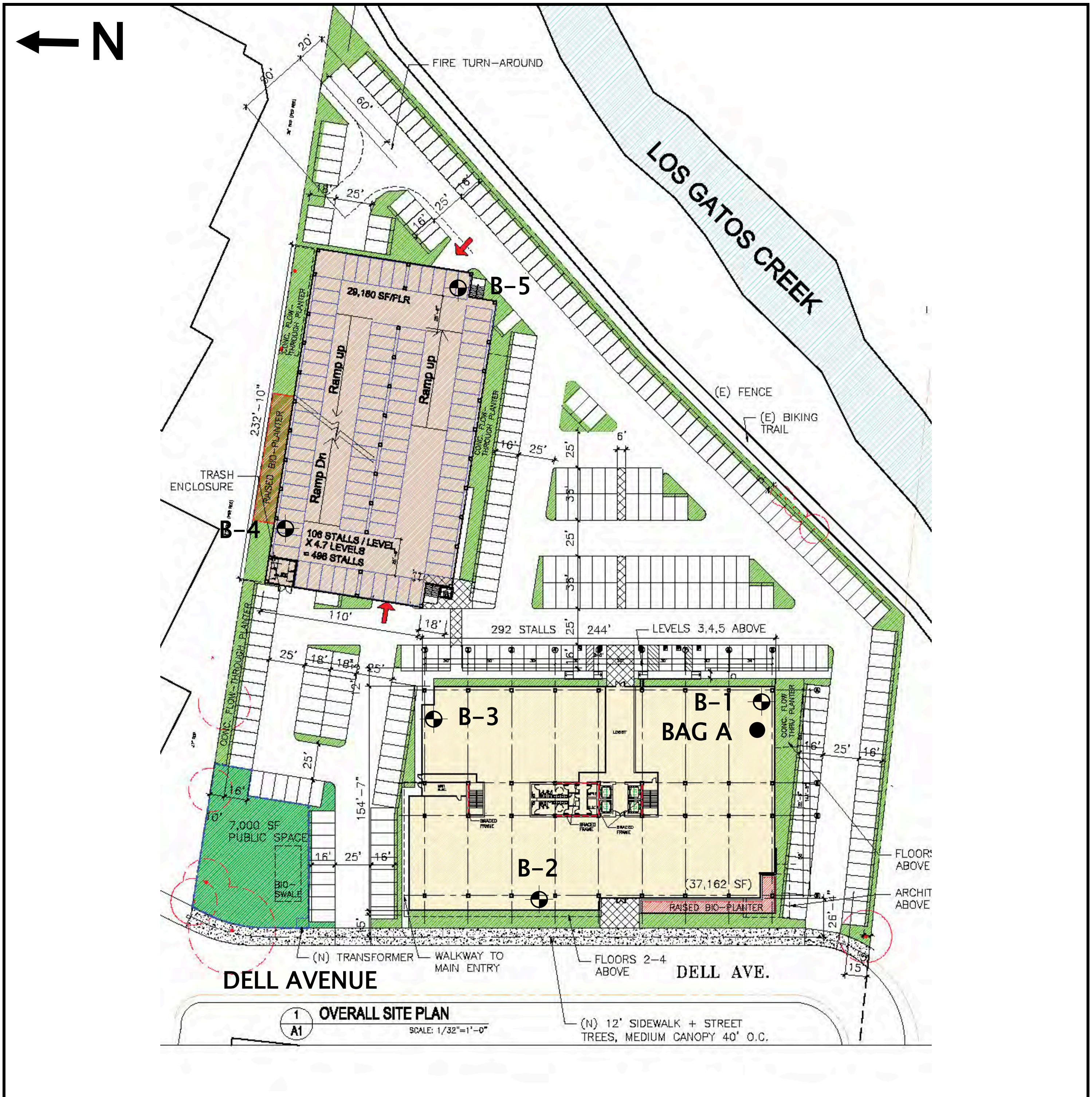
* The subdrain system should consist of a 4-inch diameter perforated pipe surrounded by ¾ inch drain rock wrapped in a filter fabric. The drain rock wrapped in fabric should be at least 12 inches wide and 12 inches below the finished subgrade elevation. The drainage system should drain to a discharge facility.

The pavers should be bordered with a concrete curb/band. Typically, minor maintenance would be required during the life of the pavers.

FIGURES



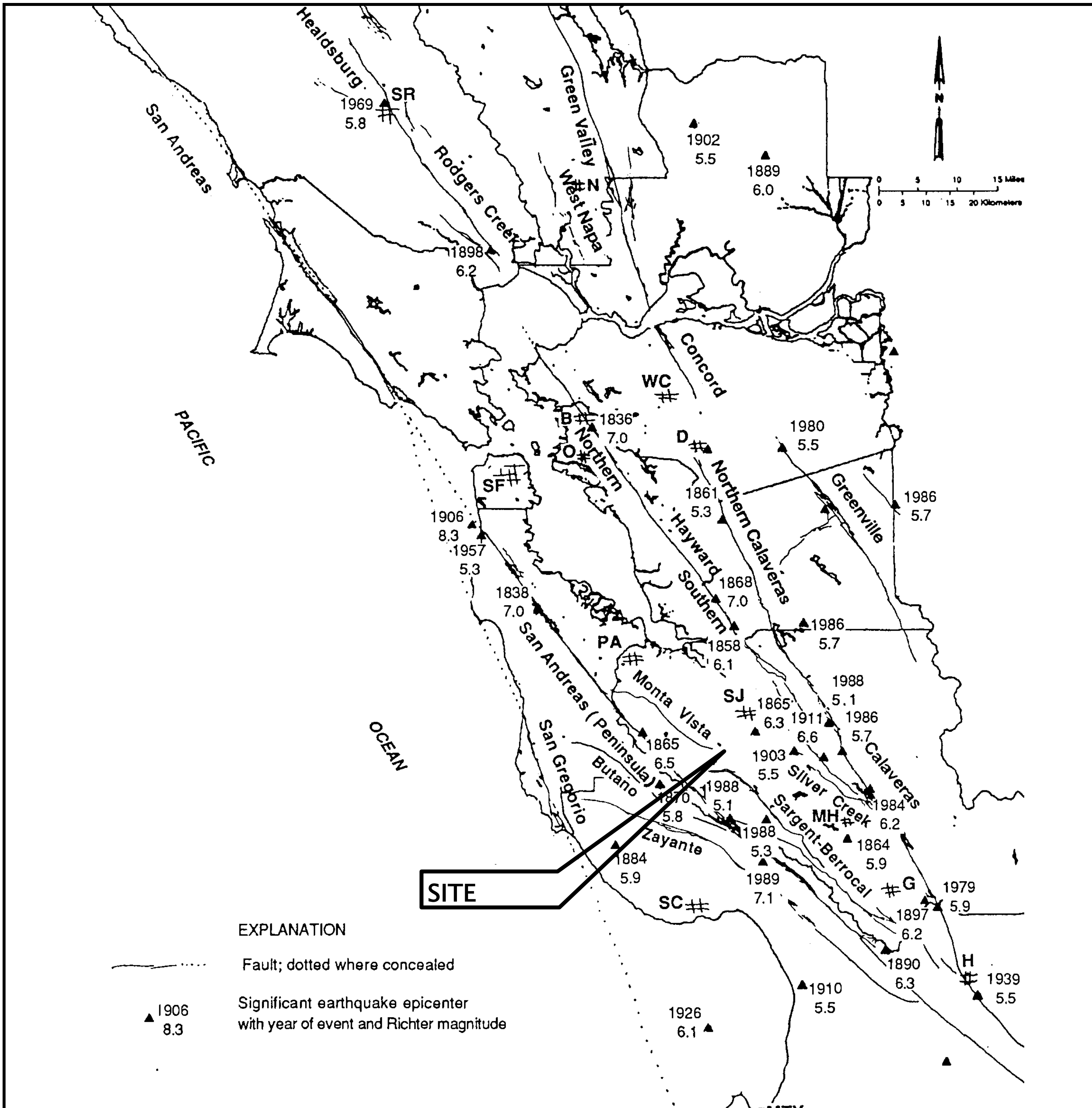
Silicon Valley Soil Engineering 2391 Zanker Road, #350 San Jose, CA 95131 (408) 324-1400	**VICINITY MAP** Proposed Office Building and Parking Structure 1700 Dell Avenue Campbell, California	File No.: SV1692	FIGURE
		Drawn by: V.V.	1
		Scale: NOT TO SCALE	Nov. 2017



NOTE: ⊕ DENOTES APPROXIMATE EXPLORATORY BORING LOCATION

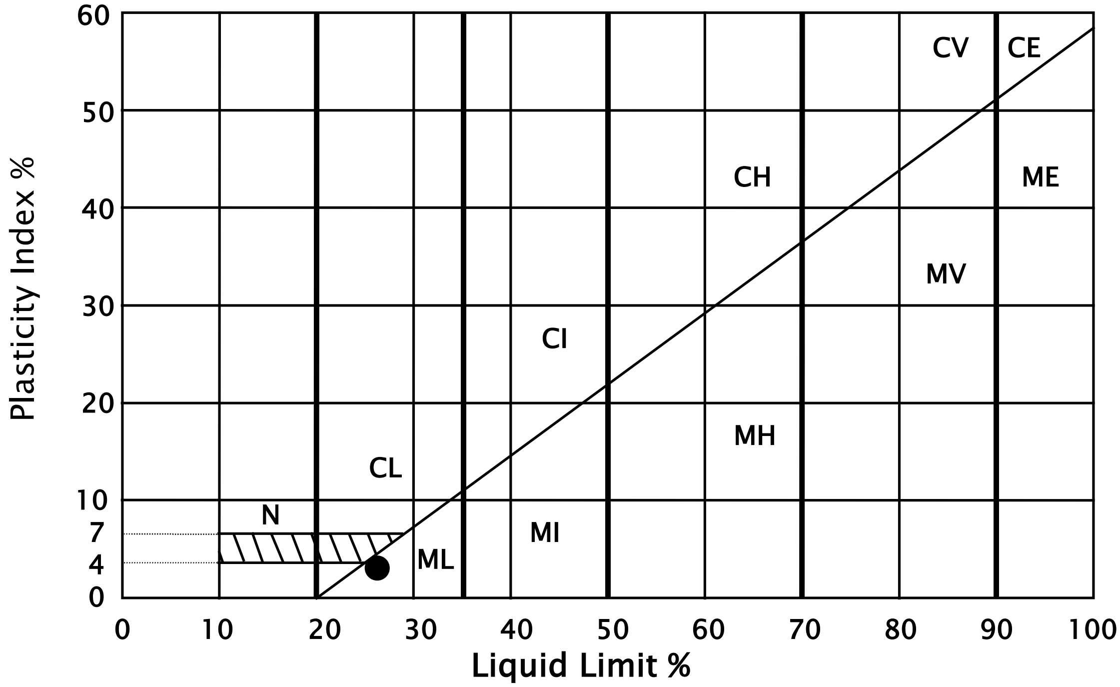
● DENOTES APPROXIMATE EXPLORATORY BAG SAMPLE LOCATION

Silicon Valley Soil Engineering 2391 Zanker Road, #350 San Jose, CA 95131 (408) 324-1400	**SITE PLAN** Proposed Office Building and Parking Structure 1700 Dell Avenue Campbell, California	File No.: SV1692	FIGURE
		Drawn by: V.V.	2
		Scale: NOT TO SCALE	Nov. 2017



Silicon Valley Soil Engineering 2391 Zanker Road, #350 San Jose, CA 95131 (408) 324-1400	**FAULT LOCATION MAP** Proposed Office Building and Parking Structure 1700 Dell Avenue Campbell, California	File No.: SV1692	FIGURE
		Drawn by: V.V.	3
		Scale: NOT TO SCALE	Nov. 2017

PLASTICITY CHART

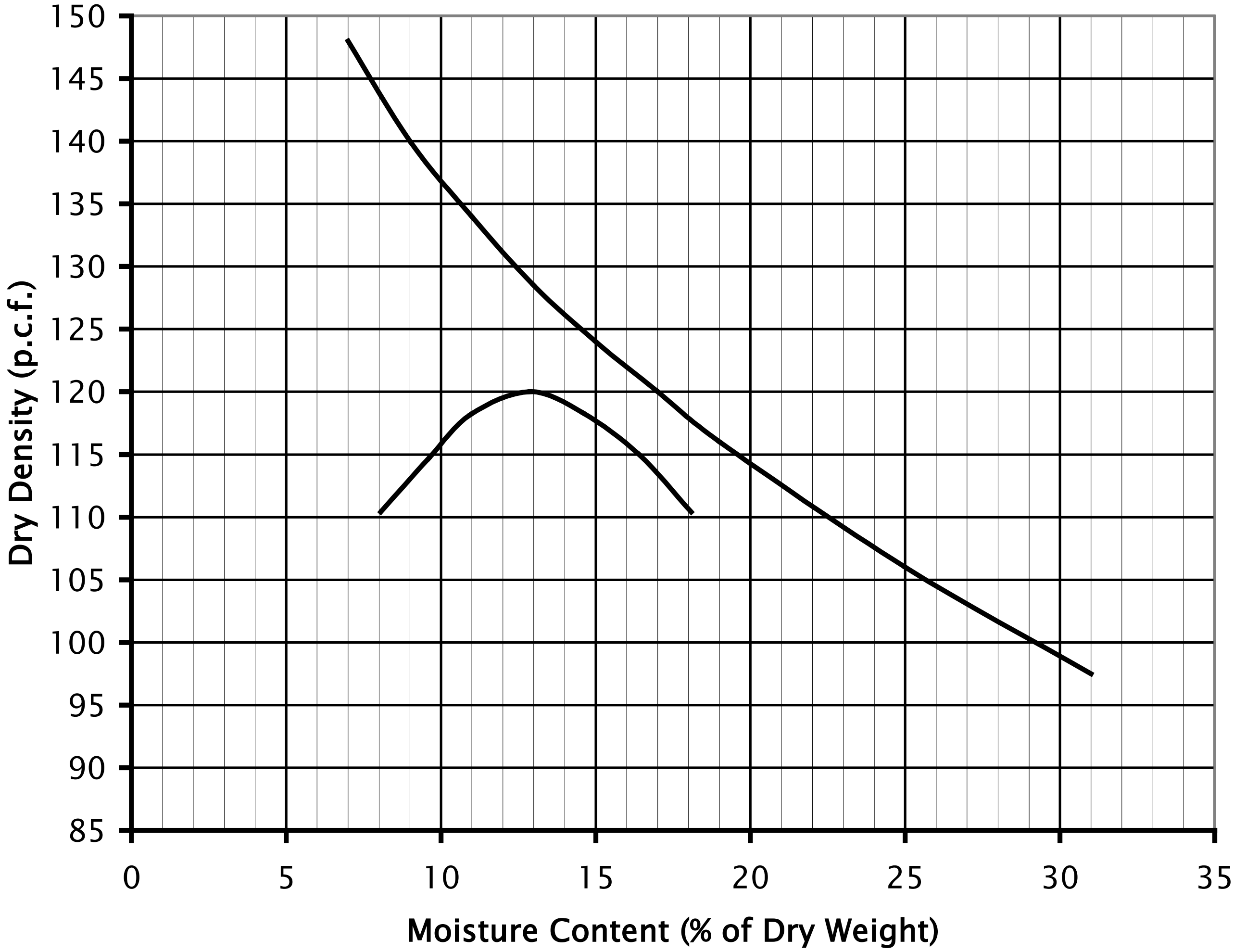


PLASTICITY DATA

Key Symbol	Hole No.	Depth ft.	Liquid Limit %	Plasticity Index %	Unified Soil Classification Symbol *
●	BAG A	0–1	25	4	ML

*Soil type classification Based on British suggested revisions to Unified Soil Classification System

Silicon Valley Soil Engineering 2391 Zanker Road, #350 San Jose, CA 95131 (408) 324-1400	**PLASTICITY INDEX** Proposed Office Building and Parking Structure 1700 Dell Avenue Campbell, California	File No.: SV1692 Drawn by: V.V. Scale: NOT TO SCALE	FIGURE 4 Nov. 2017



SAMPLE: A

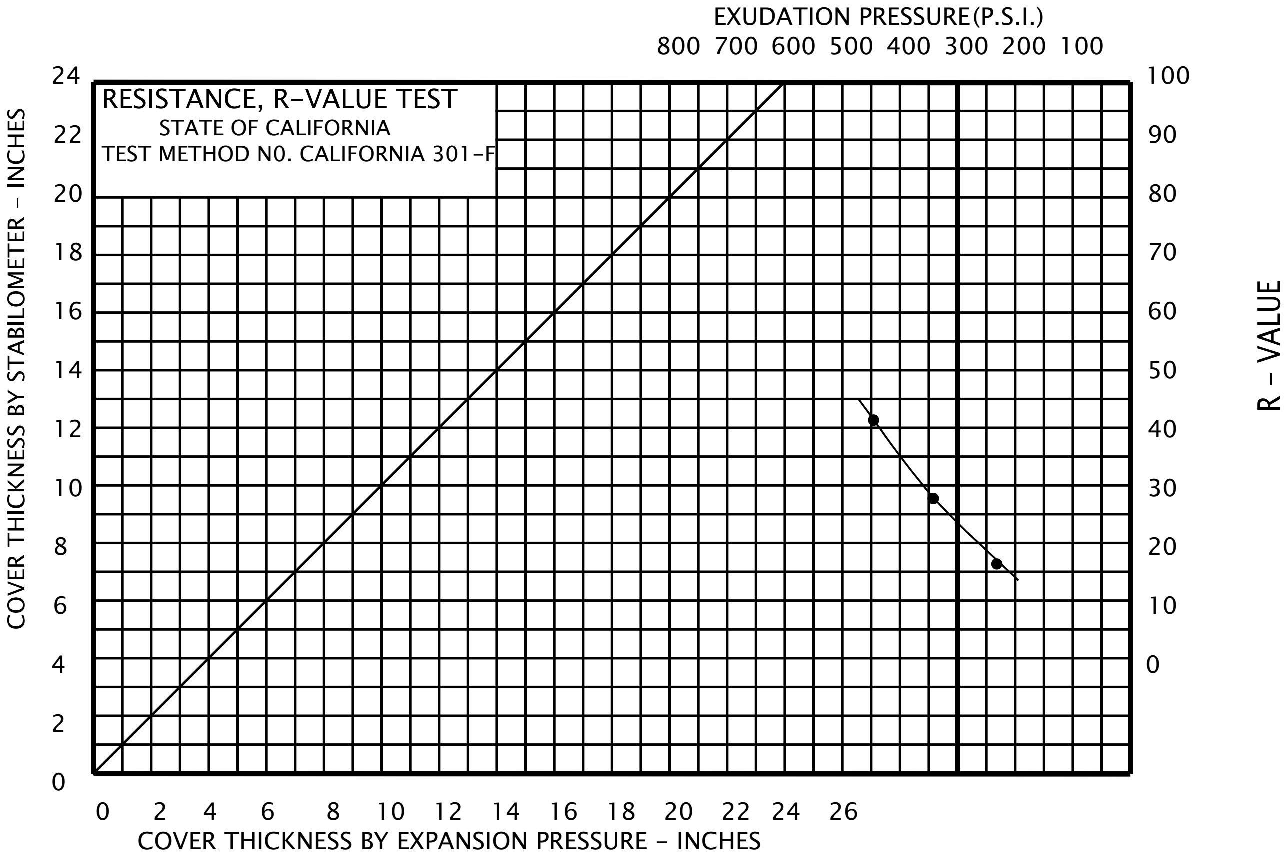
DESCRIPTION: Brown Sandy SILT

LABORATORY TEST PROCEDURE: ASTM D1557

MAXIMUM DRY DENSITY: 120.0 p.c.f.

OPTIMUM MOISTURE CONTENT: 13.0 %

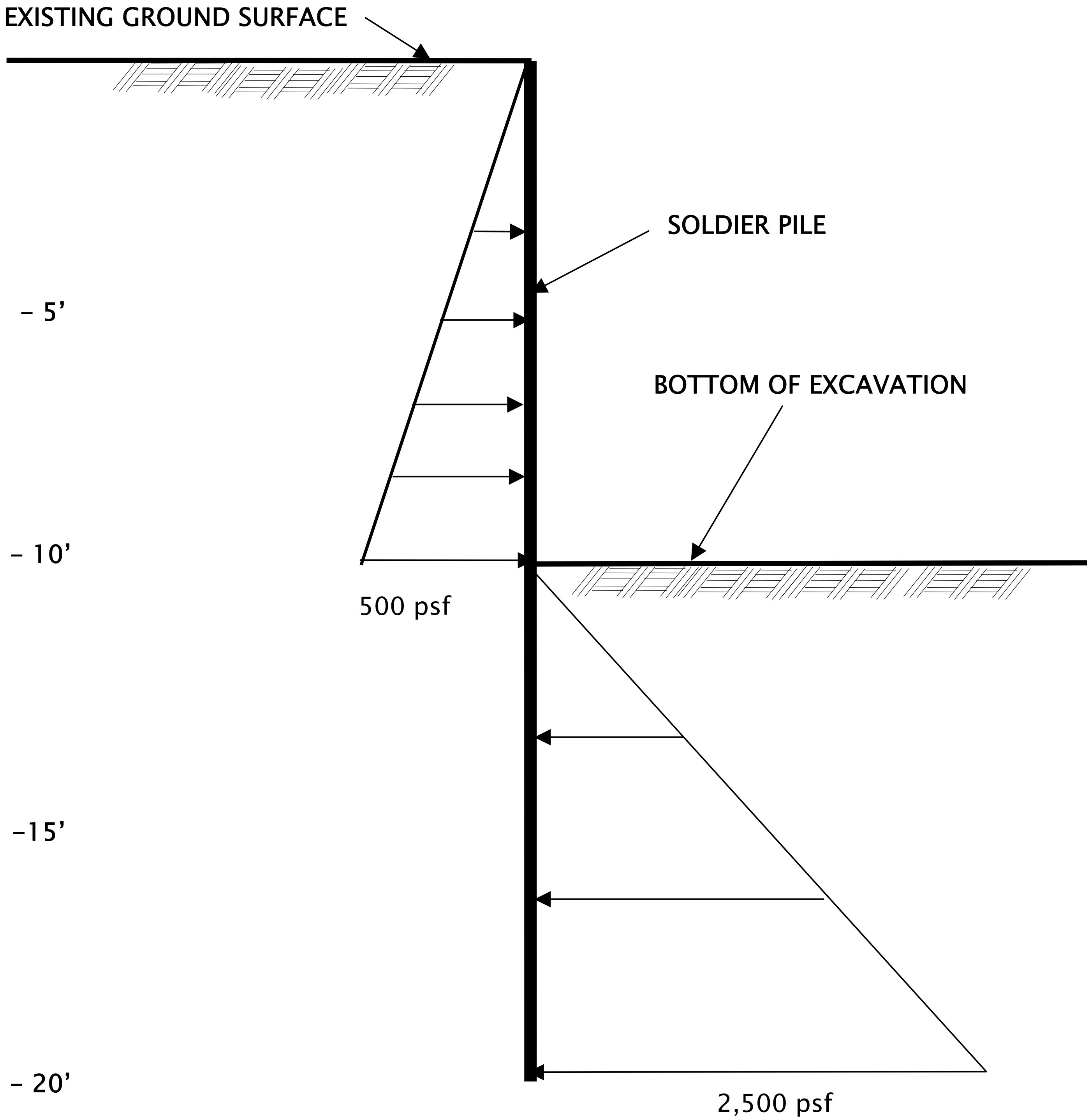
Silicon Valley Soil Engineering 2391 Zanker Road, #350 San Jose, CA 95131 (408) 324-1400	**COMPACTION TEST A** Proposed Office Building and Parking Structure 1700 Dell Avenue Campbell, California	File No. SV1692 Drawn by: V.V. Scale: NOT TO SCALE	FIGURE 5 Nov. 2017



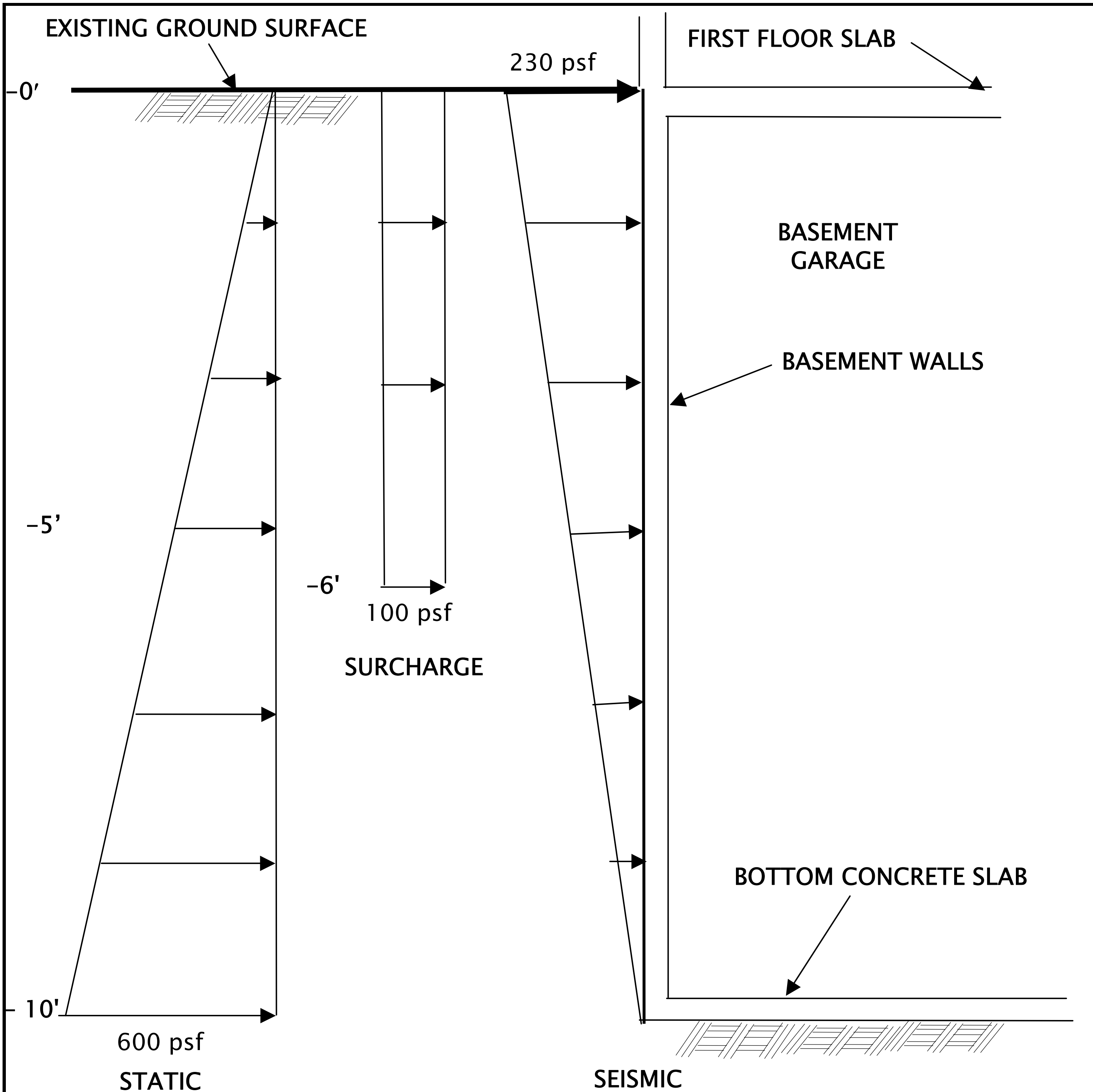
SAMPLE: A
DESCRIPTION: Brown Sandy SILT

SPECIMEN	A	B	C
EXUDATION PRESSURE (P.S.I.)	216.0	329.0	431.0
EXPANSION DIAL (.0001”)	33.0	60.0	85.0
EXPANSION PRESSURE (P.S.F.)	143.0	260.0	368.0
RESISTANCE VALUE, “R”	16.0	27.0	41.0
% MOISTURE AT TEST	16.3	15.3	14.4
DRY DENSITY AT TEST (P.C.F.)	110.1	112.3	115.3
R-VALUE AT 300 P.S.I. EXUDATION PRESSURE	= (24)		

Silicon Valley Soil Engineering 2391 Zanker Road, #350 San Jose, CA 95131 (408) 324-1400	**R-VALUE TEST** Proposed Office Building and Parking Structure 1700 Dell Avenue Campbell, California	File No. SV1692 Drawn by: V.V. Scale: NOT TO SCALE	FIGURE 6 Nov. 2017



Silicon Valley Soil Engineering 2391 Zanker Road, #350 San Jose, CA 95131 (408) 324-1400	**LATERAL SOIL PRESSURES** **SOLDIER PILE & WOOD LAGGING** Proposed Office Building & Parking Structure 1700 Dell Avenue Campbell, California	File No.: SV1692 Drawn by: V.V. Scale: NOT TO SCALE	FIGURE 7 Nov. 2017



Silicon Valley Soil Engineering 2391 Zanker Road, #350 San Jose, CA 95131 (408) 324-1400	**LATERAL SOIL PRESSURES BASEMENT WALLS** Proposed Office Building & Parking Structure 1700 Dell Avenue Campbell, California	File No.: SV1692	FIGURE
		Drawn by: V.V.	8
		Scale: NOT TO SCALE	Nov. 2017

APPENDICES

MODIFIED MERCALLI SCALE

METHOD OF SOIL CLASSIFICATION

KEY TO LOG OF BORING

EXPLORATORY BORING LOGS (B-1 THROUGH B-5)

SANTA CLARA VALLEY WATER DISTRICT
DRILLING PERMIT

CORROSIVITY TESTS SUMMARY

File No. SV1692

GENERAL COMPARISON BETWEEN EARTHQUAKE MAGNITUDE AND THE EARTHQUAKE EFFECTS DUE TO GROUND SHAKING

Earthquake Category	Richter Magnitude	Modified Mercalli Intensity Scale* (After Housner, 1970)		Damage to Structure
		I –	Detected only by sensitive instruments.	
	2.0	II –	Felt by few persons at rest, especially on upper floors; delicate suspended objects may swing.	
	3.0	III –	Felt noticeably indoors, but not always recognized as an earthquake; standing cars rock slightly, vibration like passing truck.	No Damage
Minor		IV –	Felt indoors by many, outdoors by a few; at night some awaken; dishes, windows, doors disturbed; cars rock noticeably.	
	4.0	V –	Felt by most people; some breakage of dishes, windows, and plaster; disturbance of tall objects.	Architec-tural Damage
		VI –	Felt by all; many are frightened and run outdoors; falling plaster and chimneys; damage small.	
5.3	5.0	VII –	Everybody runs outdoors. Damage to building varies, depending on quality of construction; noticed by drivers of cars.	
Moderate	6.0	VIII –	Panel walls thrown out of frames; fall of walls, monuments, chimneys; sand and mud ejected; drivers of cars disturbed.	
6.9		IX –	Buildings shifted off foundations, cracked, thrown out of plumb; ground cracked, underground pipes broken; serious damage to reservoirs and embankments.	Structural Damage
Major	7.0	X –	Most masonry and frame structures destroyed; ground cracked; rail bent slightly; landslides.	
7.7		XI –	Few structures remain standing; bridges destroyed; fissures in ground; pipes broken; landslides; rails bent.	
Great	8.0	XII –	Damage total; waves seen on ground surface; lines of sight and level distorted; objects thrown into the air; large rock masses displaced.	Near Total Destruction

*Intensity is a subject measure of the effect of the ground shaking, and is not engineering measure of the ground acceleration.

File No. SV1692

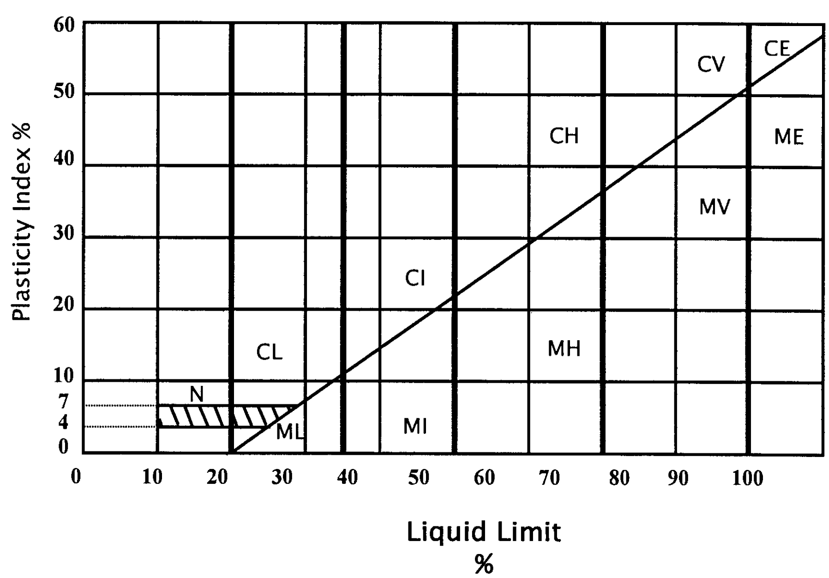
METHOD OF SOIL CLASSIFICATION CHART

MAJOR DIVISIONS			SYMBOL	TYPICAL NAMES
COARSE GRAINED SOILS	(More than 1/2 of soil > no. 200 sieve size)	GRAVELS (More than 1/2 of coarse fraction > no. 4 sieve size)	GW	Well graded gravel or gravel-sand mixtures, little or no fines
			GP	Poorly graded gravel or gravel-sand moistures, little or no fines
			GM	Silty gravels, gravel-sand-silt mixtures
			GC	Clayey Gravels, gravel-sand-clay mixtures
		SANDS (More than 1/2 of coarse fraction < no. 4 sieve size	SW	Well graded sands or gravelly sands, no fines
			SP	Poorly graded sands or gravelly sands, no fines
			SM	Silty sands, sand-silt mixtures
			SC	Clayey sands, sand-clay mixtures
FINE GRAINED SOILS	(More than 1/2 of soil < no. 200 sieve size)	SILTS & CLAYS LL < 50	ML	Inorganic silts and very fine sand, rock, flour, silty or clayey fine sand or clayey silt/slight plasticity
			CL	Inorganic clay of low to medium plasticity, gravelly clayes, sandy clay, silty clay, lean clays
			OL	Organic siltys and organic silty clay of low plasticity
		SILTS & CLAYS LL > 50	MH	Inorganic silts, micaceous or diatocaceous fine sandy, or silty soils, elastic silt
			CH	Inorganic clays of high plasticity, fat clays
			OH	Organic clays of medium to high plasticity, organic silty clays, organic silts
HIGHLY ORGANIC SOIL			PT	Peat and other highly organic soils

CLASSIFICATION CHART - UNIFIED SOIL CLASSIFICATION SYSTEM

CLASSIFICATION	RANGE OF GRAIN SIZES	
	U.S. Standard Sieve Size	Grain Size In Millimeters
BOULDERS	Above 12"	Above 305
COBBLES	12" to 3"	305 to 76.2
GRAVELS Coarse Fine	3" to No. 4 3" to 3/4" 3/4" to No. 4	76.2 to 4.76 76.2 to 19.1 19.1 to 4.76
SAND Coarse Medium Fine	No. 4 to No. 200 No. 4 to No. 10 No.10 to No. 40 No.40 to No. 200	4.76 to 0.074 4.76 to 2.00 2.00 to 0.420 0.420 to 0.074
SILT AND CLAY	Below No. 200	Below 0.074

PLASTICITY INDEX CHART



Project: Proposed Office Building & Parking Structure **Project Location:** 1700 Dell Ave. Campbell, California **Project Number:** SV1692	**Silicon Valley Soil Engineering** **2391 Zanker Road, Suite 350** **San Jose, CA 95131** **(408) 324-1400**	Key to Log of Boring **Sheet 1 of 1**

Depth (feet)	Sample Type	Sample Number	Sampling Resistance, blows/ft	Material Type	Graphic Log	MATERIAL DESCRIPTION	Water Content, %	Dry Unit Weight, pcf	Direct Shear Test - Cohesion in ksf	Direct Shear Test - Internal Friction Angle in degrees	Liquid Limit - LL, %	Plasticity Index - PI, %
1	2	3	4	5	6	7	8	9	10	11	12	13

COLUMN DESCRIPTIONS

1 Depth (feet): Depth in feet below the ground surface.
2 Sample Type: Type of soil sample collected at the depth interval shown.
3 Sample Number: Sample identification number.
4 Sampling Resistance, blows/ft: Number of blows to advance driven sampler one foot (or distance shown) beyond seating interval using the hammer identified on the boring log.
5 Material Type: Type of material encountered.
6 Graphic Log: Graphic depiction of the subsurface material encountered.
7 MATERIAL DESCRIPTION: Description of material encountered. May include consistency, moisture, color, and other descriptive text.
8 Water Content, %: Water content of the soil sample, expressed as percentage of dry weight of sample.
9 Dry Unit Weight, pcf: Dry weight per unit volume of soil sample measured in laboratory, in pounds per cubic foot.
10 Direct Shear Test - Cohesion in ksf: Cohesion is the y-axis intercept of the failure envelope tangent to the Mohr circles.
11 Direct Shear Test - Internal Friction Angle in degrees: The internal friction angle (Phi) is the angle inclination of the failure envelope.
12 Liquid Limit - LL, %: Liquid Limit, expressed as a water content.
13 Plasticity Index - PI, %: Plasticity Index, expressed as a water content.

FIELD AND LABORATORY TEST ABBREVIATIONS

CHEM: Chemical tests to assess corrosivity
COMP: Compaction test
CONS: One-dimensional consolidation test
LL: Liquid Limit, percent
PI: Plasticity Index, percent
SA: Sieve analysis (percent passing No. 200 Sieve)
UC: Unconfined compressive strength test, Qu, in ksf
WA: Wash sieve (percent passing No. 200 Sieve)

MATERIAL GRAPHIC SYMBOLS

Asphaltic Concrete (AC)
Poorly graded GRAVEL (GP)
Poorly graded GRAVEL with Silt (GP-GM)
Aggregate Base (AB)
SILT, SILT w/SAND, SANDY SILT (ML)
Clayey SAND to Sandy CLAY (SC-CL)

TYPICAL SAMPLER GRAPHIC SYMBOLS

Auger sampler
Bulk Sample
3-inch-OD California w/ brass rings
CME Sampler
Grab Sample
2.5-inch-OD Modified California w/ brass liners
Pitcher Sample
2-inch-OD unlined split spoon (SPT)
Shelby Tube (Thin-walled, fixed head)

OTHER GRAPHIC SYMBOLS

Water level (at time of drilling, ATD)
Water level (after waiting)
Minor change in material properties within a stratum
Inferred/gradational contact between strata
—?— Queried contact between strata

GENERAL NOTES

1: Soil classifications are based on the Unified Soil Classification System. Descriptions and stratum lines are interpretive, and actual lithologic changes may be gradual. Field descriptions may have been modified to reflect results of lab tests.
2: Descriptions on these logs apply only at the specific boring locations and at the time the borings were advanced. They are not warranted to be representative of subsurface conditions at other locations or times.

Project: Proposed Office Building & Parking Structure **Project Location:** 1700 Dell Ave. Campbell, California **Project Number:** SV1692	**Silicon Valley Soil Engineering** **2391 Zanker Road, Suite 350** **San Jose, CA 95131** **(408) 324-1400**	Log of Boring B-1 **Sheet 1 of 2**

Date(s) Drilled **09/27/17**	Logged By **V.V.**	Checked By
Drilling Method **Hollow Stem Auger**	Drill Bit Size/Type **8-inch**	Total Depth of Borehole **50.0 feet**
		Approximate Surface Elevation **feet**
Groundwater Level and Date Measured **15 feet (09/27/17)**	Sampling Method(s) **SPT**	Hammer Data **140 lbs**
Borehole Backfill **Grout**	Location	

Depth (feet)	Sample Type	Sample Number	Sampling Resistance, blows/ft	Material Type	Graphic Log	MATERIAL DESCRIPTION	Water Content, %	Dry Unit Weight, pcf	Direct Shear Test - Cohesion in ksf	Direct Shear Test - Internal Friction Angle in degrees	Liquid Limit - LL, %	Plasticity Index - PI, %
0				Asphalt		3.0 inches of Asphalt Concrete (AC)						
				ML		4.0 inches of Aggregate Base (AB)						
						Brown Sandy SILT Damp, very stiff						
		1-1	26				8.5	95.5	0.4	23		
		1-2	26				7.4	90.0				
5												
				GP-GM		Brown Silty GRAVEL Dry, dense GRAVEL: 2.5 inches maximum diameter Sub-rounded, poorly graded						
		1-3	55+				13.5	97.9				
10												
				GP		Brown Sandy GRAVEL Damp, dense						
		1-4	43				4.4	117.8				
15						Stabilized after drilling completion						
						First encountered						
		1-5	55+				18.1	113.7				
20												
		1-6	55+				12.4	128.9				
25												
				SC-CL		Greenish Gray Clayey SAND Moist, dense						
		1-7	55+				15.1	125.6				
30												

Project: Proposed Office Building & Parking Structure **Project Location:** 1700 Dell Ave. Campbell, California **Project Number:** SV1692	**Silicon Valley Soil Engineering** **2391 Zanker Road, Suite 350** **San Jose, CA 95131** **(408) 324-1400**	Log of Boring B-1 **Sheet 2 of 2**

Depth (feet)	Sample Type	Sample Number	Sampling Resistance, blows/ft	Material Type	Graphic Log	MATERIAL DESCRIPTION	Water Content, %	Dry Unit Weight, pcf	Direct Shear Test - Cohesion in ksf	Direct Shear Test - Internal Friction Angle in degrees	Liquid Limit - LL, %	Plasticity Index - PI, %
30				SC-CL		Greenish Gray Clayey SAND Moist, dense						
35												
40		1-8	55+				13.7	117.1				
45												
50		1-9	55+				12.5	110.8				
						Boring terminated at 50.0 feet						
55												
60												
65												

Project: Proposed Office Building & Parking Structure Project Location: 1700 Dell Ave. Campbell, California Project Number: SV1692	**Silicon Valley Soil Engineering** **2391 Zanker Road, Suite 350** **San Jose, CA 95131** **(408) 324-1400**	# Log of Boring B-2 **Sheet 1 of 1**
Date(s) Drilled **09/27/17**	Logged By **V.V.**	Checked By
Drilling Method **Hollow Stem Auger**	Drill Bit Size/Type **8-inch**	Total Depth of Borehole **20.0 feet**
		Approximate Surface Elevation **feet**
Groundwater Level and Date Measured **15 feet (09/27/17)**	Sampling Method(s) **SPT**	Hammer Data **140 lbs**
Borehole Backfill **Grout**	Location	

Depth (feet)	Sample Type	Sample Number	Sampling Resistance, blows/ft	Material Type	Graphic Log	MATERIAL DESCRIPTION	Water Content, %	Dry Unit Weight, pcf	Direct Shear Test - Cohesion in ksf	Direct Shear Test - Internal Friction Angle in degrees	Liquid Limit - LL, %	Plasticity Index - PI, %
0 – 0.25				Asphalt		3.0 inches of Asphalt Concrete (AC)						
0.25 – 0.75						6.0 inches of Aggregate Base (AB)						
0.75 – 6				ML		Brown Sandy SILT Damp, very stiff						
		2-1	25				8.1	94.2				
5		2-2	28				8.8	91.7				
6 – 13				GP-GM		Brown Silty GRAVEL Dry, dense GRAVEL: 2.5 inches maximum diameter Sub-rounded, poorly graded						
10		2-3	55+				12.6	95.1				
13 – 20				GP		Brown Sandy GRAVEL Damp, dense						
15		2-4	51			Stabilized after drilling completion	5.3	118.0				
						First encountered						
20		2-5	55+				16.6	115.4				
20						Boring terminated at 20.0 feet						
25												
30												

Project: Proposed Office Building & Parking Structure **Project Location:** 1700 Dell Ave. Campbell, California **Project Number:** SV1692	**Silicon Valley Soil Engineering** **2391 Zanker Road, Suite 350** **San Jose, CA 95131** **(408) 324-1400**	# Log of Boring B-3 **Sheet 1 of 1**

Date(s) Drilled **09/27/17**	Logged By **V.V.**	Checked By
Drilling Method **Hollow Stem Auger**	Drill Bit Size/Type **8-inch**	Total Depth of Borehole **20.0 feet**
		Approximate Surface Elevation **feet**
Groundwater Level and Date Measured **15 feet (09/27/17)**	Sampling Method(s) **SPT**	Hammer Data **140 lbs**
Borehole Backfill **Grout**	Location	

Depth (feet)	Sample Type	Sample Number	Sampling Resistance, blows/ft	Material Type	Graphic Log	MATERIAL DESCRIPTION	Water Content, %	Dry Unit Weight, pcf	Direct Shear Test - Cohesion in ksf	Direct Shear Test - Internal Friction Angle in degrees	Liquid Limit - LL, %	Plasticity Index - PI, %
0–0.25				Asphalt		3.0 inches of Asphalt Concrete (AC)						
0.25–0.75						6.0 inches of Aggregate Base (AB)						
0.75–6				ML		Brown Sandy SILT Damp, very stiff						
		3-1	23				7.7	93.8				
		3-2	30				8.0	92.5				
6–13				GP-GM		Brown Silty GRAVEL Dry, dense GRAVEL: 2.5 inches maximum diameter Sub-rounded, poorly graded						
		3-3	55+				13.1	94.8				
13–20				GP		Brown Sandy GRAVEL Damp, dense						
		3-4	51			Stabilized after drilling completion (15 ft)	6.5	117.4				
						First encountered						
		3-5	55+				5.3	117.0				
20						Boring terminated at 20.0 feet						

Project: Proposed Office Building & Parking Structure Project Location: 1700 Dell Ave. Campbell, California Project Number: SV1692	**Silicon Valley Soil Engineering** **2391 Zanker Road, Suite 350** **San Jose, CA 95131** **(408) 324-1400**	Log of Boring B-4 **Sheet 1 of 1**

Date(s) Drilled **09/27/17**	Logged By **V.V.**	Checked By
Drilling Method **Hollow Stem Auger**	Drill Bit Size/Type **8-inch**	Total Depth of Borehole **20.0 feet**
		Approximate Surface Elevation **feet**
Groundwater Level and Date Measured **15 feet (09/27/17)**	Sampling Method(s) **SPT**	Hammer Data **140 lbs**
Borehole Backfill **Grout**	Location	

Depth (feet)	Sample Type	Sample Number	Sampling Resistance, blows/ft	Material Type	Graphic Log	MATERIAL DESCRIPTION	Water Content, %	Dry Unit Weight, pcf	Direct Shear Test - Cohesion in ksf	Direct Shear Test - Internal Friction Angle in degrees	Liquid Limit - LL, %	Plasticity Index - PI, %
0–0.25				Asphalt		3.0 inches of Asphalt Concrete (AC)						
0.25–0.75						6.0 inches of Aggregate Base (AB)						
0.75–6				ML		Brown Sandy SILT Damp, very stiff						
		4-1	26				7.0	95.5				
		4-2	31				8.3	94.3				
6–12				GP-GM		Brown Silty GRAVEL Dry, dense GRAVEL: 2.5 inches maximum diameter Sub-rounded, poorly graded						
		4-3	55+				12.8	93.9				
12–20				GP		Brown Sandy GRAVEL Damp, dense						
		4-4	55+				6.7	118.1				
15						Stabilized after drilling completion ▼						
						First encountered ▽						
		4-5	55+				6.4	118.6				
20						Boring terminated at 20.0 feet						

Project: Proposed Office Building & Parking Structure **Project Location:** 1700 Dell Ave. Campbell, California **Project Number:** SV1692	**Silicon Valley Soil Engineering** **2391 Zanker Road, Suite 350** **San Jose, CA 95131** **(408) 324-1400**	Log of Boring B-5 **Sheet 1 of 2**

Date(s) Drilled **09/27/17**	Logged By **V.V.**	Checked By
Drilling Method **Hollow Stem Auger**	Drill Bit Size/Type **8-inch**	Total Depth of Borehole **50.0 feet**
		Approximate Surface Elevation **feet**
Groundwater Level and Date Measured **15 feet (09/27/17)**	Sampling Method(s) **SPT**	Hammer Data **140 lbs**
Borehole Backfill **Grout**	Location	

Depth (feet)	Sample Type	Sample Number	Sampling Resistance, blows/ft	Material Type	Graphic Log	MATERIAL DESCRIPTION	Water Content, %	Dry Unit Weight, pcf	Direct Shear Test - Cohesion in ksf	Direct Shear Test - Internal Friction Angle in degrees	Liquid Limit - LL, %	Plasticity Index - PI, %
0				Asphalt		3.0 inches of Asphalt Concrete (AC)						
				ML		4.0 inches of Aggregate Base (AB)						
						Brown Sandy SILT Damp, very stiff						
		5-1	28				9.1	96.2	0.5	22		
		5-2	30				7.0	93.6				
5												
				GP-GM		Brown Silty GRAVEL Dry, dense GRAVEL: 2.5 inches maximum diameter Sub-rounded, poorly graded						
		5-3	55+				14.2	99.4				
10												
				GP		Brown Sandy GRAVEL Damp, dense						
		5-4	43				5.1	118.6				
15						Stabilized after drilling completion						
						First encountered						
		5-5	55+				17.8	114.9				
20												
		5-6	55+				12.0	127.1				
25												
				SC-CL		Greenish Gray Clayey SAND Moist, dense						
		5-7	55+				14.8	124.3				
30												

Project: Proposed Office Building & Parking Structure **Project Location:** 1700 Dell Ave. Campbell, California **Project Number:** SV1692	**Silicon Valley Soil Engineering** **2391 Zanker Road, Suite 350** **San Jose, CA 95131** **(408) 324-1400**	Log of Boring B-5 **Sheet 2 of 2**

Depth (feet)	Sample Type	Sample Number	Sampling Resistance, blows/ft	Material Type	Graphic Log	MATERIAL DESCRIPTION	Water Content, %	Dry Unit Weight, pcf	Direct Shear Test - Cohesion in ksf	Direct Shear Test - Internal Friction Angle in degrees	Liquid Limit - LL, %	Plasticity Index - PI, %
30				SC-CL		Greenish Gray Clayey SAND Moist, dense						
35												
		5-8	55+				14.6	118.4				
40												
45												
		5-9	55+				12.7	113.5				
50						Boring terminated at 50.0 feet						
55												
60												
65												

Santa Clara Valley Water District

5750 Almaden Expressway
San Jose, CA 95118-3686
(408) 265-2600

APPLICATION TO DRILL EXPLORATORY BORINGS

FC 285 (03-26-15)

Date Issued: 10-11-2017	Expiration Date: 10-11-2018	District Permit No.: E20171011001
Client (if different from property owner): Dollinger Dell Associates, LP	**Property Owner**: Dollinger Dell Associates, LP	Name of Business/Residence at Site: Office Building & Parking Structure
Client's Address: 555 Twin Dolphin Drive, Suite 600 City, State, Zip: Redwood City, CA 94065	Property Owner's Address: 555 Twin Dolphin Drive, Suite 600 City, State, Zip: Redwood City, CA 94065	Address of Site: 1700 Dell Avenue City, State, Zip: Campbell, CA 95008
Telephone No.: 650-508-8666 Derrick Larson	Telephone No.: 650-508-8666 Derrick Larson	Assessor's Parcel No. of Site: Book 424 Page 33 Parcel 094

Consulting Company Name: Silicon Valley Soil Engineering	Drilling Company Name: Exploration Geoservices, Inc.	
Address: 2391 Zanker Road, Suite 350 City, State, Zip: San Jose, CA 95131	Address: 1535 Industrial Avenue City, State, Zip: San Jose, CA 95112	
Telephone No.: 408-324-1400	Telephone No.: 408-280-6822	C-57/C-61 License No.: 484288
☐ Check if address or phone number has changed	☐ Check if address or phone number has changed	

In space at right, sketch location of proposed boring(s) in sufficient detail to identify location. In addition to distances to nearest street and intersection, show distances to any existing structures, landmarks, or topographic features.

How many borings will be installed on parcel? 2

☐ Proposed borings on District property/easement (See General Condition F, page 2.)

☐ Within 50 feet of the top of a creek bank or District facility

Proposed depth of boring(s):

☒ 45 to 150 feet
☐ 151 to 300 feet
☐ Over 300 feet

NOTE: No permit is required for borings under 45 feet deep.

Boring Type:
☒ Hollow stem
☐ Rotary
☐ CPT
☐ Hydropunch
☐ Other:

Boring Use:
☒ Geotechnical Investigation
☐ Environmental Investigation
☐ Material Emplacement
☐ Sensor Emplacement
☐ Other:

SITE PLAN
(Please draw accurately)

See Attached.

N

RECEIVED
SEP 21 2017
S.C.V.W.D.
WELLS

SIGNATURES

I understand and agree that all work associated with this permit is required to be done in accordance with Santa Clara Valley Water District (District) Well Ordinance 90-1, the District Well Standards, and conditions of this permit (see page 2). I certify that the information given in this permit is correct to the best of my knowledge and that the signature below, whether original, electronic, or photocopied, is authorized and valid, and is affixed with the intent to be enforceable. I also certify that a right of entry/encroachment agreement has been formalized between the well owner and property owner, if parties differ.

Signature of Property Owner/Agent: VIEN VO	Print/Type Name: VIEN VO	Date: 9/18/17
Signature of Client/Agent:	Print/Type Name: VIEN VO	Date: 9/18/17
Signature of Driller/Agent:	Print/Type Name: VIEN VO	Date: 9/18/17
Signature of Consultant/Agent:	Print/Type Name: VIEN VO	Date: 9/18/17

Santa Clara Valley Water District
5750 Almaden Expressway
San Jose, CA 95118-3686
(408) 265-2600

APPLICATION TO DRILL EXPLORATORY BORINGS

IMPORTANT: A minimum 24-hour notice must be given to Santa Clara Valley Water District Well Inspection Department prior to installing the annular seal. Call (408) 265-2607, ext. 2660. Please allow 10 working days to process permit application.

GENERAL CONDITIONS

A. **District** (telephone 408-630-2660) **must be notified a minimum of one working day before the exploratory boring is backfilled**. An authorized District representative must be on site to witness the sealing operation. This requirement may be waived by an authorized District representative. If the District waives the inspection requirement, the District may request the permittee(s) to furnish certification under penalty of perjury that the seal was constructed in accordance with the District Well Standards.

B. This permit is valid only for the purpose specified herein. Boring destruction methods authorized under this permit may not be changed except by written approval of an authorized District representative, and only if the District believes that such a change will result in equal or superior compliance with the District and State Well Standards (e.g., if the District representative finds that site conditions warrant such a change).

C. This permit is only valid for the Assessor's Parcel No. indicated on it.

D. This permit may be voided if it contains incorrect information.

E. Borings shall be sealed within 24 hours following completion of testing or sampling activities. Borings shall not be left in such a condition as to allow for the introduction of surface waters or foreign materials into them. Borings shall be secured such that they do not endanger public health.

F. If any work associated with this permit will take place on District property/easement, an encroachment or construction permit must be granted by the District's Community Projects Review Unit (telephone 408-630-2350, -2217, or -2253).

G. The permittee(s) shall assume entire responsibility for all activities and uses under this permit and shall indemnify, defend, and hold the District, its officers, agents, and employees, free and harmless from any and all expense, cost, and liability in connection with or resulting from the granting or exercise of this permit including, but not limited to, property damage, personal injury, and wrongful death.

H. Permittees are required to be in full compliance with Cal/OSHA California Labor Code Section 6300.

I. A current C-57 or C-61 Contractor's License is required for work associated with this permit.

J. Permittee, permittee's contractors, consultants, or agents shall be responsible to assure that all materials or waters generated during drilling, boring destruction, and/or other activities associated with this permit will be safely handled, properly managed, and disposed of according to all applicable federal, state, and local statues regulating such. In no case shall these materials and/or waters be allowed to enter, or potentially enter, on- or off-site storm sewers, dry wells, or waterways or be allowed to move off the property where the work is being completed.

K. The driller and consultants (if applicable) shall have an active copy of their Worker's Compensation Insurance on file with District.

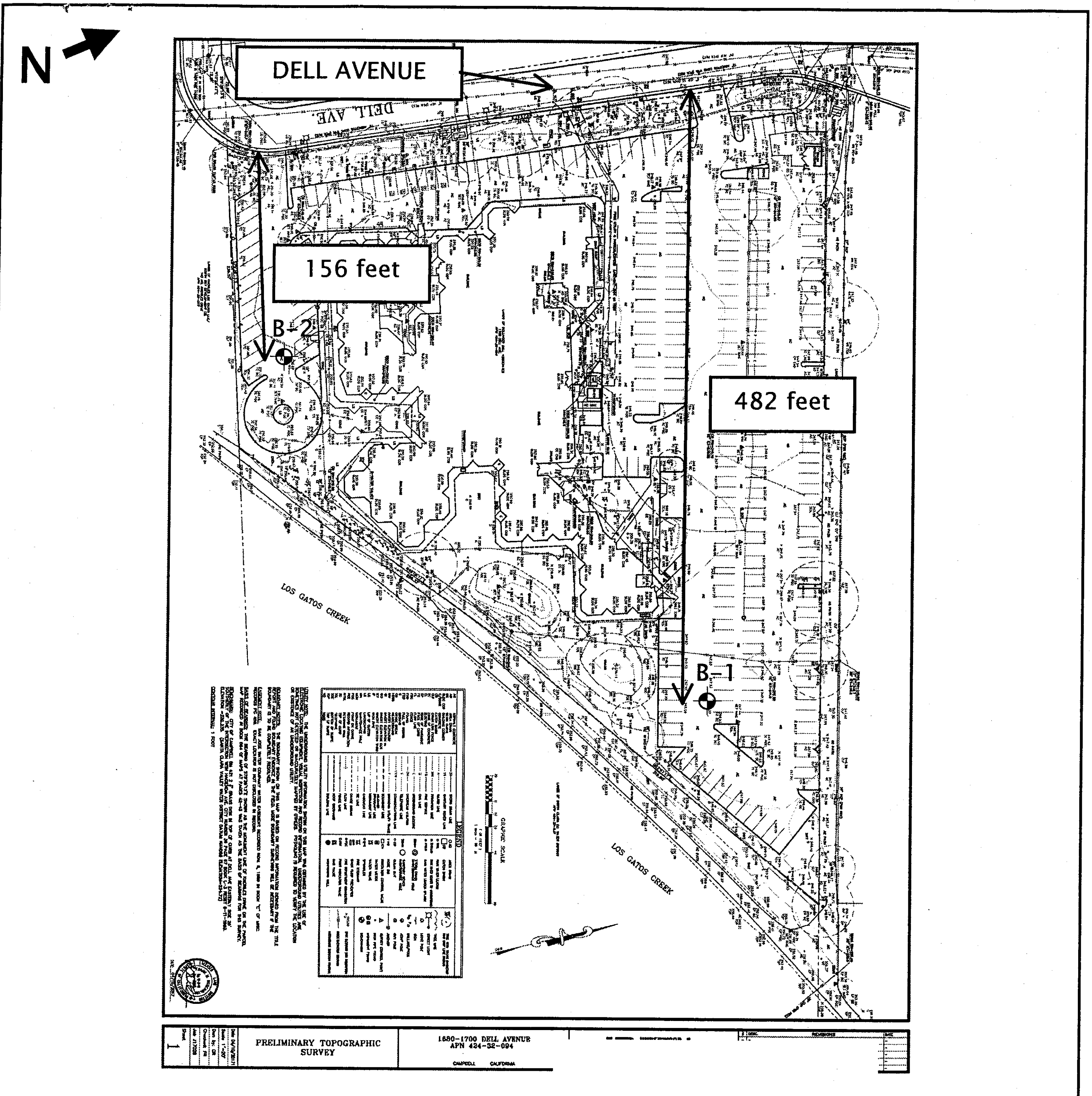
L. This permit shall expire if not exercised within 180 calendar days of its approval, unless an extension of the permit expiration date is granted by an authorized District representative.

M. This permit shall be kept on site during all activities associated with it and shall immediately be presented to an authorized District representative upon request.

N. Permittee shall notify Underground Service Alert (USA) at 1-800-227-2600 or 811 prior to any digging.

Permit Approved by:	Date:
[signature]	10-11-2017

Please allow 10 working days to process this application.



NOTE: ⊕ DENOTES APPROXIMATE PROPOSED EXPLORATORY BORING LOCATION

Silicon Valley Soil Engineering 2391 Zanker Road, #350 San Jose, CA 95131 (408) 324-1400	**SITE PLAN** Proposed Office Building & Parking Structure 1700 Dell Avenue Campbell, California	File No.: SV1692 Drawn by: V.V. Scale: NOT TO SCALE	FIGURE 2 September 2017

COOPER TESTING LABORATORY

Corrosivity Tests Summary

CTL # 768-051 | Date: 11/21/2017 | Tested By: PJ | Checked: PJ

Client: Silicon Valley Soil Engineering | Project: 1700 Dell Ave, Campbell,CA | Proj. No: SV1692

Remarks:

Sample Location or ID			Resistivity @ 15.5 °C (Ohm-cm)			Chloride	Sulfate		pH	ORP		Sulfide	Moisture	Soil Visual Description
			As Rec.	Min	Sat.	mg/kg Dry Wt.	mg/kg Dry Wt.	% Dry Wt.		(Redox) E_H (mv)	At Test Temp °C	Qualitative by Lead	At Test %	
Boring	Sample, No.	Depth, ft.	ASTM G57	Cal 643	ASTM G57	ASTM D4327	ASTM D4327	ASTM D4327	ASTM G51	ASTM G200		Acetate Paper	ASTM D2216	
B-1-2	-	5	-	-	1,879	76	91	0.0091	6.6	499	21	-	1.6	Dark Yellowish Brown Clayey SAND w/ Gravel
B-1-3	-	10	-	-	2,797	<2	41	0.0041	6.4	520	21	-	1.8	Dark Yellowish Brown Clayey SAND w/ Gravel

APPENDIX F

PHASE I ENVIRONMENTAL SITE ASSESSMENT

January 19, 2016

Dollinger Properties
555 Twin Dolphin Drive, Suite 600
Redwood City, CA 94065

Attn: Mr. Dave Dollinger

Subject: Phase I Environmental Site Assessment Conclusion Letter
1680-1700 Dell Avenue
Campbell, CA

Dear Mr. Dollinger:

Applied Water Resources Corporation (AWR) has completed a Phase I Environmental Site Assessment (ESA) of 1680-1700 Dell Avenue, Campbell, California.

Our assessment revealed no evidence of recognized environmental conditions in connection with the site.

The subject site was developed in approximately 1975 and appears to have always been used as a multiple tenant office building since that time. Based on the 1975 construction date, there is a potential asbestos containing materials and/or lead-based paint have been used at the subject site. This is not a REC as defined in the ASTM standard practice, but any future building renovation or demolition should comply with applicable sampling and abatement requirements.

As discussed above, a generator that appears to no longer be in use was observed at the site and the owner representative reported it has not been used in more than ten years and had been converted to natural gas at some point. Although we observed no indication of a supplemental above or underground fuel tank, we recommend the generator and supporting equipment as well as any other mechanical equipment in the enclosure that is no longer being used be properly removed from the site.

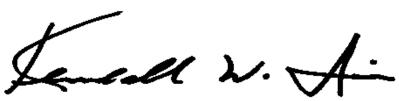
Our review has not revealed any releases on the site or other issues on the subject site or adjacent properties that are likely to impact the subject site.

AWR did not observe significant staining, stressed vegetation, odors or other indication of an unreported release originating at the subject site.

Other than the items noted above, AWR recommends no additional environmental investigation or sampling for the subject site.

AWR looks forward to working with you on this project. Please contact me at 408.496.0801 or at kprice@awrcorp.net if you have any questions or comments.

Best Regards
APPLIED WATER RESOURCES CORPORATION



Kendall W. Price CEG, REA
Principal Consultant/Regional Manager

PHASE I ENVIRONMENTAL SITE ASSESSMENT

1680-1700 Dell Avenue
Campbell, California

January 19, 2016

Prepared For:
Dollinger Properties
555 Twin Dolphin Drive, Suite 600
Redwood City, CA 94065

APPLIED WATER RESOURCES

EXECUTIVE SUMMARY

Consultant: Applied Water Resources Corporation (AWR)

Subject Property: 1680-1700 Dell Avenue, Campbell, California

Client: Dollinger Properties

Location: The site is 1680-1700 Dell Avenue and is known as Santa Clara County Assessor's Parcel Number 424-33-094. It is located in a generally light industrial use area. The site is bordered to the west by Dell Avenue and to the south and east by the Los Gatos Creek and parkland with walking trails.

Current Use: The site is a multiple tenant office building. Current occupants of the site are Denistat / Go To Dental, Jerome A. Bellati and Associates, The Nicholson Company, Greentree Systems, Spiralinks, and South Bay Development Company. There are also several vacant suites, most of which were recently vacated by Chargepoint. All of the current occupants used the site as only office space and it appears that the former occupants also used the site for offices. There is a shared main lobby with a hydraulic elevator, a mechanical room, and a walled storage enclosure at the site. There is a large paved parking area on the northern portion of the site and smaller parking and driveway areas on the south and west side of the site building..

Current Owner: The property owner is listed in Santa Clara County records as BKR Investors LLC.

Site Characteristics: The site is a 4.523 acre parcel with one multiple story, multiple tenant office building. The building is irregularly shaped and has areas that are single story, two-stories, and three stories totaling approximately 70,000 square foot. The building was originally constructed in approximately 1975.

There is a large parking area on the northern portion of the site and parking and driveway areas along the western and the southern portion of the site. The site is accessed from Dell Avenue on the western property boundary.

Within a walled enclosure on the northern side of the building was what appeared to be a small generator and other mechanical equipment. Based on information provided to us by Mr. Eric Fox at Cushman Wakefield from the property owner, it appears that the generator and other equipment in this enclosure has not been used for at least ten years and at some point the generator was converted to natural gas. We saw no evidence of an underground or supplemental aboveground fuel tank near the generator. If the generator is no longer being used, we recommend it and any supporting lines and equipment be removed.

Vicinity Characteristics: The property is in a generally light industrial area within the City of Campbell, California. Properties adjacent to the site are light industrial and walking trails along the Los Gatos Creek.

Purpose: This Phase I Environmental Site Assessment (ESA) was performed to (1) identify any recognized environmental conditions (RECs), and (2) permit a user to satisfy one of the requirements to qualify for the innocent landowner defense under the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) liability protection (42 U.S.C. §9601). All components of this ESA were performed or overseen by Environmental Professionals as defined in the All Appropriate Inquiries (AAI) Standard and the American Society for Testing and Materials (ASTM) E 1527-13.

Conclusions:

The subject site was developed in approximately 1975 and appears to have always been used as a multiple tenant office building since that time. Based on the 1975 construction date, there is a potential asbestos containing materials and/or lead-based paint have been used at the subject site. This is not a REC as defined in the ASTM standard practice, but any future building renovation or demolition should comply with applicable sampling and abatement requirements.

As discussed above, a generator that appears to no longer be in use was observed at the site and the owner representative reported it has not been used in more than ten years and had been converted to natural gas at some point. Although we observed no indication of a supplemental above or underground fuel tank, we recommend the generator and supporting equipment as well as any other mechanical equipment in the enclosure that is no longer being used be properly removed from the site.

Our review has not revealed any releases on the site or other issues on the subject site or adjacent properties that are likely to impact the subject site.

AWR did not observe significant staining, stressed vegetation, odors or other indication of an unreported release originating at the subject site.

Other than the items noted above, AWR recommends no additional environmental investigation or sampling for the subject site.

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1.0 INTRODUCTION

On behalf of Dollinger Properties (hereinafter referred to as the "Client"), Applied Water Resources Corporation (AWR), performed a Phase I Environmental Site Assessment (ESA) of the property located at 1680-1700 Dell Avenue, Campbell, Santa Clara County, California (hereinafter referred to as the "subject property").

1.1 Purpose

This ESA was performed to provide a record of the site conditions at the subject property and to evaluate what, if any, recognized environmental conditions exist at this site. Additional goals of this ESA are to identify recognized environmental conditions (RECs) from current and historical practices on the subject property and surrounding area and to assist the Client to satisfy one of the requirements to qualify for the innocent landowner, contiguous property owner, or bona fide prospective purchaser limitations from Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) liability.

1.2 Detailed Scope of Services

The following tasks were performed in accordance with the Scope of Services.

- Visual site inspection of the subject property to investigate for recognized environmental conditions. AWR is not responsible for inspecting areas covered by parked vehicles, overgrown vegetation, and other obstacles preventing access.

- A historical review of the use and improvements of the subject property through a review of aerial photographs, historical topographic maps, city directories, fire insurance maps, title reports, and/or building department records.

- A review of available geologic and hydrogeologic literature concerning the property and surrounding area.

- Interviews of persons familiar with the history of the subject property, including key site managers, owners, tenants, past tenants, and/or previous owners.

- Review of appropriate federal, state, and local regulatory agencies to reveal known hazardous wastes sites or significant leaks or spills of hazardous materials that May have occurred at the subject property and immediate vicinity.

- Interviews with applicable local agencies familiar with the areas in the vicinity of the subject property such as local fire departments, health departments, Regional Water Quality Control Board, and/or other local government agencies.

1.3 Significant Assumptions

No significant assumptions were made during this Phase I ESA.

1.4 Limitations and Exceptions of Agreement

AWR has performed the services for this project in accordance with our proposal, and within the current standards of the American Society for Testing and Materials (ASTM 1527-13) for Phase I Environmental Site Assessments and the standards for All Appropriate Inquiries (AAI) approved by the Federal Environmental Protection Agency. Except for the representations set forth in this Phase I ESA, no other representations, guarantees, or warrantees are either expressed or implied. A record search was limited to reasonably ascertainable information that could be obtained within 20 calendar days.

The review was limited to a search for RECs at the subject property. The term REC means the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater, or surface water of the property. The term includes hazardous substances or petroleum products even under conditions in compliance with laws. The term is not intended to include *de minimus* conditions that generally do not present a material risk of harm to public health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies.

There is no investigation that is thorough enough to preclude the presence of hazardous materials that presently, or in the future, may be considered hazardous at the site. Because regulatory evaluation criteria are constantly changing, concentrations of contaminants presently considered low may, in the future, fall under more stringent regulatory standards that require remediation.

The Site Reconnaissance was limited to visual observation of surface conditions at the subject property. Interviews with public agency personnel were conducted. Reasonably ascertainable information was reviewed. This approach reflects current ASTM standards and AAI regulations.

Where there is a conflict between the environmental database and AWR's actual knowledge with regard to the distance and direction from the subject property of sites listed on the database, information obtained by AWR from the site reconnaissance was used. Whenever feasible, AWR notes such conflict within the text of the report.

This ESA addresses recognized environmental conditions at the subject property. However, certain conditions, such as those listed below may not be revealed:

1) naturally occurring toxic materials in subsurface soils, rocks, or water, or toxicity of onsite flora;
2) toxicity of substances common in current habitable environments, such as stored household products, building materials, and consumables;
3) biological pathogens;
4) contaminant plume below the depths sampled or from remote source;
5) contaminants or contaminant concentrations that do not violate present regulatory standards, but may violate future standards; and
6) unknown site contamination, such as illegal dumping and/or accidental spillage which may occur following the site visit by AWR.

Opinions and judgments expressed herein, which are based on our understanding and interpretation of current regulatory standards, should not be construed as legal opinions. This document and the information contained herein have been prepared solely for the Client and any reliance on this report by third parties not authorized by the Client shall be at such party's sole risk.

Conducting an AAI Phase I ESA alone does not provide a landowner with protection against CERCLA liability. Landowners who want to qualify as bona fide prospective purchasers or contiguous property owner must comply with all of the statutory requirements identified in CERCLA Section 107(r) and 107(q).

1.5 Special Terms and Conditions

No special terms or conditions were agreed upon for conducting this Phase I ESA.

1.6 User Reliance

As specified in ASTM E 1527-13, Sections 7.5.2 and 7.5.2.1, AWR is not required to independently verify the information provided by the User (Client), obtained from interviews, previous environmental reports, and/or reviewed documents during records review.

2.0 SITE DESCRIPTION

2.1 Site Location

The site is 1680-1700 Dell Avenue and is known as Santa Clara County Assessor's Parcel Number 424-33-094. It is located in a generally light industrial use area. The site is bordered to the west by Dell Avenue and to the south and east by the Los Gatos Creek and parkland with walking trails.

2.2 Site and Vicinity General Characteristics

The property is in a generally light industrial area within the City of Campbell, California with walking trails and parkland along the Los Gatos Creek adjacent to the site.

2.3 Current and Proposed Use of the Property

2.3.1 Current Site Use

The site is a multiple tenant office building. Current occupants of the site are Denistat / Go To Dental, Jerome A. Bellati and Associates, The Nicholson Company, Greentree Systems, Spiralinks, and South Bay Development Company. There are also several vacant suites, most of which were recently vacated by Chargepoint. All of the current occupants used the site as only office space and it appears that the former occupants also used the site for offices. There is a shared main lobby with a hydraulic elevator, a mechanical room, and a walled storage enclosure at the site. There is a large paved parking area on the northern portion of the site and smaller parking and driveway areas on the south and west side of the site building.

2.3.2 Proposed Site Use

It is our understanding the client is proposing to purchase the subject site. No information on proposed site use changes was provided to AWR.

2.4 Description of Structures, Road, and Other Improvements

The site is a 4.523 acre parcel with one multiple story, multiple tenant office building. The building is irregularly shaped and has areas that are single story, two-stories, and three stories totaling approximately 70,000 square foot. The building was originally constructed in approximately 1975.

There is a large parking area on the northern portion of the site and parking and driveway areas along the western and the southern portion of the site. The site is accessed from Dell Avenue on the western property boundary.

2.5 Current Uses of the Adjoining Properties

The property is in a generally light industrial area within the City of Campbell, California. Properties adjacent to the site are light industrial and walking trails along the Los Gatos Creek.

3.0 USER PROVIDED INFORMATION

3.1 Title Records

An Environmental Liens Search was performed by EDR as a part of this Phase I ESA. No additional title information was provided by the user.

3.2 Environmental Liens or Activity and Use Limitations

The Environmental Professional is required to search for Activity and Use Limitations (AULs) if such records are available in *"publicly available lists or registries."* Typical AULs include land use restrictions (LURs), institutional controls (ICs), and Engineering Controls (ECs). Typical ICs include: 1) governmental controls such as zoning; 2) proprietary controls such as covenants or easements; 3) enforcement documents such as orders or consent decrees; and 4) information devices such as land record or deed notices. Typical ECs include: 1) passive measures such as vapor barriers and setbacks; 2) active measures such as remediation systems; and 3) monitoring of passive and/or active measures. According to 40 CFR Part 312.26 (b) (7), ICs are to be investigated on the subject property and according to 40 CFR Part 312.26 (b) (6) and (c) (2) (ii), ECs are to be reviewed to a 0.5 mile radius of the subject property. ASTM 1527-05 recommends that ECs be reviewed only for the subject property.

An Environmental Liens Search was performed for the subject property by EDR. The Environmental Liens Search did not report any environmental liens associated with the subject property.

3.3 Specialized Knowledge

AWR does not have and was not informed by the user of any specialized knowledge associated with the subject property or the area in the vicinity of the subject property.

3.4 Commonly Known or Reasonably Ascertainable Information

AWR does not have and was not informed by the user of any commonly known or reasonably ascertainable information associated with the subject property or the area in the vicinity of the subject property.

3.5 Valuation Reduction for Environmental Issues

AWR was not provided with purchase price information.

3.6 Owner, Property Manager, and Occupant Information

The property owner is listed in Santa Clara County records as BKR Investors LLC.

No property manager was identified to AWR.

The site is a multiple tenant office building. Current occupants of the site are Denistat / Go To Dental, Jerome A. Bellati and Associates, The Nicholson Company, Greentree Systems, Spiralinks, and South Bay Development Company. There are also several vacant suites, most of which were recently vacated by Chargepoint. All of the current occupants used the site as only office space and it appears that the former occupants also used the site for offices. There is a shared main lobby with a hydraulic elevator, a mechanical room, and a walled storage enclosure at the site. There is a large paved parking area on the northern portion of the site and smaller parking and driveway areas on the south and west side of the site building.

3.7 Reason for Performing the Phase I ESA

AWR has performed this Phase I ESA in preparation of a proposed property transfer.

3.8 Previous Reports

AWR was not provided with any previous environmental reports for the subject site.

4.0 RECORDS REVIEW

The government environmental agency databases AWR reviewed are listed on pages 4 through 16 of the Map Findings Summary of the database obtained from Environmental Data Resources, Inc. (EDR), included as Appendix C. Please refer to the EDR report in Appendix C for additional information on the searched databases including the full names of the databases, the regulatory agency overseeing the databases, a summary of the types of facilities listed on each database, and the dates the information was obtained from the regulatory agencies. Where locations and distances reported by EDR were observed to be incorrect, AWR amended the information to provide a more accurate assessment.

AWR also requested information from the San Francisco Bay Regional Water Quality Control Board, the Santa Clara County Environmental Health Department, the Santa Clara County Valley Water District, the Santa Clara County Fire Department, and the California Department of Toxic Substance Control Envirostor database. Information from these sources for the subject site is included in Section 4.1.1.

4.1 Standard Environmental Record Sources

4.1.1 Subject Property

One of the site addresses was identified on one of the searched databases:

- South Bay Development at 1690 Dell Avenue was identified on the Haznet database. This database lists facilities that have shipped hazardous waste from the site for offsite disposal. This listing is typical for facilities that are managing their wastes with appropriate permits, records, and reporting. Inclusion on this database is not indicative of a release. Based on the information in the EDR report, shipments from the site included 0.2 tons of unspecified oil containing waste in 2007, 0.06 tons of waste classified as other organic solids in 2007, 1.33 tons of off-specification, aged, or surplus organics in 2007, and 0.61 tons of unspecified organic liquid mixture in 2007. Since all the shipments were in one year, it is likely they were associated with equipment or building upgrades or tenant improvements that occurred in 2007.

There were no other listings for site addresses in the reviewed records.

AWR obtained additional information on these listings from the overseeing regulatory agencies. AWR requested information from the San Francisco Bay Regional Water Quality CVaontrol Board, the Santa Clara County Fire Department, the Santa Clara County Environmental Health Department, the Santa Clara Valley Water District, and the California Department of Toxic Substance Control Envirostor database.

Santa Clara County Fire Department
AWR reviewed files at the Santa Clara Fire Department for the subject site addresses. The Santa Clara County Fire Department is the agency that is in charge of verifying hazardous material and tank use, storage, compliance, reporting, and verifying all materials are appropriately removed when a business ceases operations in Campbell.

Santa Clara County Environmental Health LUSTOP
AWR reviewed the Santa Clara County Leaking Underground Storage Tank and Oversight Program (LUSTOP). AWR found no records of releases originating at any of the subject site addresses.

Santa Clara Valley Water District
AWR reviewed files at the Santa Clara County Water District. The Santa Clara County Water District had no records of releases originating at any of the subject site addresses.

California Department of Toxic Substance Control
AWR reviewed files at the California Department of Toxic Substance Control Envirostor database. The DTSC had no records of releases originating at any of the subject site addresses.

Regional Water Quality Control Board
AWR reviewed files at the Regional Water Quality Control Board Geotracker database. The Regional Water Quality Control Board Geotracker database records had no records of releases originating at any of the subject site addresses.

US EPA Region 9
AWR reviewed files available online for the US Environmental Protection Agency (EPA) Region 9 Superfund sites. There were no release files for the subject site address.

4.1.2 Offsite Listings

AWR reviewed files for nearby releases on the Geotracker, Envirostor, and Santa Clara County Environmental Health LUSTOP, and Santa Clara Valley Water District historical solvent release databases. Based on the documents reviewed, natural groundwater appears to be 45-50 feet below ground surface with a general regional gradient to the north although depth to groundwater and groundwater flow direction is heavily influenced with rapid changes by the activities of the groundwater recharge ponds and Los Gatos Creek near the site. Variability of more the 30 feet in the depth to groundwater in relatively short times and complete reversal of apparent groundwater flow direction have been observed at nearby releases. As a result of these influences, it is not practical to accurately classify sites as upgradient or downgradient. Notable offsite listings are discussed below.

- Adjacent and proximate properties at 1717 Dell Avenue (Ahead Technologies), 1735 Dell Avenue (Justin Industries, 1711 Dell Avenue (South Bay Construction), 1671 Dell Avenue (South Bay Construction), and 1640 Dell Avenue (Jessee Bros Machine), 460 Division Street (Collimated Holes), and 470 Division Street (Golden State Moving and Pacific Coast Fire), were identified on hazardous waste and/or hazardous material databases. These listings indicate hazardous materials are present at the listed addresses, but listing on these databases is common for facilities that are operating with appropriate permits, records, and notifications, and there is no indication of a spill or release at any of the listed addresses or other adjacent properties.

- There have been releases at nearby 1587 Dell Avenue, which is listed as Warner-Lambert, United States Postal, and Campbell Postal Service. The release of volatile organics was investigated, remediated, and closed in 1999. Although the release has been closed, known impacts remain at the listed release address. Based on our review of the release information, there is no evidence this release impacted the subject site, and with the closed status, this release does not appear likely to significantly impact the subject site.

- There have been releases at nearby 1551 Dell Avenue, which is listed as Deluxe Corporation. The release of volatile organics, most notably 1,1,1-trichloroethane (TCA), and tetrachloroethylene (PCE) was investigated, remediated, and closed in 2005. Although the release has been closed, known impacts remain at the listed release address. Based on our review of the release information, there is no evidence this release impacted the subject site, and with the closed status, this release does not appear likely to significantly impact the subject site.

Based on our evaluation of the distance, direction, regulatory status, and nature of the databases, none of the other offsite listings are likely to adversely impact the subject site.

4.1.3 Other Sites of Potential Environmental Concern

AWR did not identify any other sites of environmental concern. AWR reviewed the sites in the EDR Database that were unable to be mapped. None of the listings appeared to correspond to the site or adjacent properties. None of the listings appear likely to have the potential to impact the site.

4.2 Agency File Reviews

AWR reviewed information on this site from the Santa Clara County Fire Department, and searched for information on the site and nearby properties at the California Department of Toxic Substance Control (DTSC) Envirostor database, and the California Geotracker Database, Santa

Clara County Environmental Health, Santa Clara Valley Water District, and US EPA. Information from these sources were included in Section 4.1.

4.3 Physical Setting Sources(s)

The EDR Report in Appendix C indicates that the underlying hard rock geology consists of Cenozoic Quaternary stratified sequence. Surface soils in the vicinity of the site are classified by the United States Department of Agriculture (USDA) Soil Conservation Service (SCS) as Botella clay loam. Drilling on nearby sites have encountered coarse gravelly soil in the majority of drilled locations.

Based on the documents reviewed, natural groundwater appears to be 45-50 feet below ground surface with a general regional gradient to the north although depth to groundwater and groundwater flow direction is heavily influenced with rapid changes by the activities of the groundwater recharge ponds and Los Gatos Creek near the site. Variability of more the 30 feet in the depth to groundwater in relatively short times and complete reversal of apparent groundwater flow direction have been observed at nearby releases.

Current site-specific information on groundwater flow direction, depth, and quality can only be confirmed through the installation and survey of a minimum of three on-site groundwater-monitoring wells, which was beyond the scope of this assessment.

According to the 2012 USGS San Jose West, California Quadrangle Map, the site elevation is approximately 251 feet above mean sea level with a regional topographic slope downward to the north with a dip to the east for the Los Gatos Creek.

4.4 Historical Use Information on the Property

AWR reconstructed a brief history of the subject property through a review of historical Topographic Maps; the EDR City Abstract; available records, permits and other documents available at Santa Clara County; historical aerial photographs provided by EDR, site owner interviews, and previous environmental reports prepared for the subject site. A summary of historical sources can be found in Section 12.0 of this Report with pertinent documents available in Appendices.

Based on our review of aerial photographs, the majority of the site was farmed agricultural land from at least 1939 through 1970.

City directories list the following at the site addresses.

<u>1684 DELL AV</u>
2001 ADAPTIVETELECOM
1996 NETIVA SOFTWARE INC

1991 HVE Engineering Inc
1986 HVE Hal Versa Engineering Inc

1686 DELL AV
2013 INFINITE Z
2001 PORTERASYSTEMS
1996 CYGNET LABORATORIES

1688 DELL AVE
2013 DENTISTAT INC, HOWARD FISCHER ASSOCIATES INC
2008 HOWARD FISCHER ASSOCIATES, NETIVA SOFTWARE

1690 DELL AV
2013 SOUTH BAY DEVELOPMENT COMPANY
2008 DELL ASSOCIATES, MP PARTNERSHIP A CL GN PARTNER, SOUTH BAY DEVELOPMENT CO
2001 XXXX \
1996 ADVANCED REMOTE TECHNOLOGIES INC

1692 DELL AVE
2013 COULOMB TECHNOLOGIES, SPIRLINKS
2008 ENGLISH MANAGEMENT & CONSULTING, MOBILE DIGITAL MEDICAL INC
1985 TANG DONG CHIEN Pacific Bell

1694 DELL AVE
2008 CORE OUTPATIENT SERVICES
2001 XXXX

1696 DELL AVE
2008 ATRUA TECHNOLOGIES, AURA MEMORIES
2001 COMMUNITIES IC, NETTAXIONLINE
1996 AURA MEMORIES INC, ODDZON PRODUCTS INC

1700 DELL AV
2013 SENSIS CORPORATION \
2008 CENSUS CORP SEAGULL TECHNOLOGY CENTER, SENSIS CORP, SG SENSORS INC
1996 PRECEDENCE INC
1980 Nuclear Ser Corp
1975 E A HATHAWAY CO, NUCLEAR SERVICES CORP

Based on the fire department records, it does not appear there has been extensive hazardous material use or storage at the site. Some of the former occupants use and stored small quantities of hazardous materials but based on the reviewed records, it appears to have been limited to welding and other gasses and small quantities (less than 5 gallons) of acetone and isopropyl alcohol.

Based on reviewed city and county records, the site use appears to have been generally office since the building was initially constructed in the mid 1970s.

4.5 Historical Use Information on Adjoining Properties

With the exception of Los Gatos Creek east and south of the site, the surrounding properties were primarily agricultural fields and orchards until being developed with light industrial development in the late 1960s and early 1970s.

5.0 SITE RECONNAISSANCE

The goal of the site reconnaissance is to obtain information indicating the likelihood of identifying RECs in connection with the subject property. The subject property is visually observed and any structures located on the property are observed to the extent not obstructed by bodies of water, adjacent buildings, and/or other obstructions.

5.1 Methodology and Limiting Conditions

The exterior site reconnaissance was performed by walking open areas of the property in a grid fashion. Special attention was given to observe surfaces adjacent to the structures and sidewalks, surfaces in storage areas, and potential conduits to the subsurface such as drains and sumps. The interior site reconnaissance was performed by systematically observing each room and open space of the property. Additional attention was given to doors, utility rooms, storage areas, areas where hazardous materials were used or stored, and any other accessible areas.

5.2 General Site Setting

On January 8, 2015, Ms. Janelle Amendola of AWR conducted a site reconnaissance at the subject property. Ms. Amendola was accompanied by the owner representative, Mr. Eric Fox of Cushman Wakefield, for a portion of the site visit and unaccompanied during the remainder of the site visit.

5.3 Site Observations

AWR conducted a site reconnaissance as part of the preparation of this Phase I ESA. The building is divided into multiple tenant suites. . Current occupants of the site are Denistat / Go To Dental, Jerome A. Bellati and Associates, The Nicholson Company, Greentree Systems, Spiralinks, and South Bay Development Company. There are also several vacant suites, most of which were recently vacated by Chargepoint. All of the current occupants were only office space and it appears that the former occupants also used the site for offices. There is a shared main lobby with a hydraulic elevator, a mechanical room, and a walled storage enclosure at the site. No staining or other indication of a release was observed near the reservoir for the hydraulic elevator.

Within the walled enclosure on the northern side of the building was what appeared to be a small generator and other mechanical equipment. Based on information provided to us by Mr. Eric Fox at Cushman Wakefield from the property owner, it appears that the generator and other equipment in this enclosure has not been used for at least ten years and at some point the generator was converted to natural gas. We saw no evidence of an underground or supplemental aboveground fuel tank near the generator. If the generator is no longer being used, we recommend it and any supporting lines and equipment be removed.

The reservoir for the hydraulic elevator appeared to be in good condition and no staining or other indication of a release was observed near the hydraulic elevator.

We observed no staining, stressed vegetation, unusual odors, or other indication of a spill or release at the subject property. We saw no evidence of wells, sumps, underground storage tanks, or other aboveground tanks or reservoirs (other than the hydraulic oil reservoir previously discussed).

5.4 Non-Scope Items

The following non-scope items were included as part of this Report based on readily available information.

5.4.1 Suspect Asbestos Containing Building Materials and Lead-Based Paint

Based on the reported 1975 construction date, there is a potential that asbestos containing building materials and/or lead based paint have been used at the subject site. Any future demolition or renovation should comply with applicable sampling and abatement regulations. This is not a recognized environmental condition as defined in the ASTM standard practice.

6.0 INTERVIEWS

6.1 Interview with Owner Representative

Mr. David Shaw, the building owner/manager completed the questionnaire included in Appendix L. In addition. AWR was provided with information on the buildings and access to the site by the current owner representative, Mr. Eric Fox at Cushman Wakefield.

6.2 Interview with Site Manager

The property owner is also the manager.

6.3 Interviews with Occupants

Tenants provided access to their suites and information on their site operations during the site visit. Due to the office nature of the site operations, formal interviews were not conducted with the site occupants.

6.4 Interviews with Local Government Officials

AWR reviewed information from the Santa Clara County Fire Department, Campbell Building Department, the Santa Clara County Environmental Health Department, Santa Clara Valley Water District, the San Francisco Bay Regional Quality Control Board, and the California Department of Toxic Substance Control. Information from these requests is presented elsewhere throughout this report.

6.5 Interviews with Others

AWR did not perform any interviews with others regarding the subject property.

7.0 FINDINGS

Our investigation identified the following findings at the Site:

Our review of regulatory database files for the site and nearby properties revealed one listing for the site address: South Bay Development at 1690 Dell Avenue was listed on the HAZNET database. This database lists businesses that have shipped waste for offsite disposal with proper recordkeeping and tracking and listing on this database is not indicative of a spill or release. According to the reviewed information, a total of approximately 2.2 tons of wastes classified as unspecified oil-containing waste, off-specification, aged or surplus organics, unspecified organic liquid mixture, and other organic solids were shipped from the site in 2007 by South Bay Development. There is no indication of a spill or release or material mishandling and this is not a REC as defined by the ASTM standard practice.

The subject site was developed in approximately 1975 and appears to have always been used as a multiple tenant office building since that time. Based on the 1975 construction date, there is a potential asbestos containing materials and/or lead-based paint have been used at the subject site. This is not a REC as defined in the ASTM standard practice, but any future building renovation or demolition should comply with applicable sampling and abatement requirements.

There have been several releases of chlorinated solvent and petroleum hydrocarbons on nearby properties northwest and southwest of the subject site, but there are no records of releases originating on the site. The nearby releases are closed or stable although impacts remain at the source properties. We did not find any record indicating that the site has been impacted by an offsite release.

Our review of other state, federal, and local records and our review of historical information for the subject site and nearby properties have not revealed any other potential recognized environmental conditions in connection with the subject property. No subsurface environmental investigation is recommended at this time.

7.1 Data Gaps

AWR was not able to review a Chain of Title Report for the subject property. It is AWR's opinion that the lack of this information does not pose a significant data gap, as an environmental lien search was performed for the subject property and revealed no issues.

7.2 Continuing Obligations

Continuing obligations start on the date that a landowner acquires title to a property. The landowner must: 1) comply with land use restrictions and institutional controls; 2) take "reasonable" steps with respect to hazardous substances releases; 3) provide full cooperation, assistance and access to persons that are authorized to conduct response actions or natural resource restoration; 4) comply with information requests and administrative subpoenas; and 5) provide all legally required notices. Continuing obligations must be satisfied to maintain liability protection under CERCLA for innocent landowners, bona fide prospective purchasers, and contiguous property owners.

AWR identified no specific continuing obligations for the subject site.

8.0 OPINION

8.1 Opinion of Findings

The information reviewed and our site observations did not reveal any recognized environmental conditions, historical recognized environmental conditions, or controlled recognized environmental conditions at the subject site.

Asbestos containing building materials and lead-based paint are not a recognized environmental condition as defined by the ASTM standard practice. Any renovation and demolition should comply with applicable sampling and abatement requirements.

8.2 Recommendations

As discussed above, a generator that appears to no longer be in use was observed at the site and the owner representative reported it has not been used in more than ten years and had been converted to natural gas at some point. Although we observed no indication of a supplemental above or underground fuel tank, we recommend the generator and supporting equipment as well as any other mechanical equipment in the enclosure that is no longer being used be properly removed from the site.

Based on the 1975 construction date, there is a potential asbestos containing materials and/or lead-based paint have been used at the subject site. This is not a REC as defined in the ASTM standard practice, but any future building renovation or demolition should comply with applicable sampling and abatement requirements.

AWR recommends no environmental sampling with regards to known or potential RECs identified at the site.

9.0 CONCLUSIONS

We have performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Practice E 1527-13 of 1680-1700 Dell Avenue, Campbell, Santa Clara County, California, the subject property. Any exceptions to, or deletions from, this practice are described in Section 5.1 of this Report.

This assessment has revealed no evidence of Recognized Environmental Conditions in connection with the subject property.

10.0 DEVIATIONS

AWR did not evaluate the purchase price versus property value as AWR is not qualified to evaluate this issue.

11.0 ADDITIONAL SERVICES

AWR has been contracted to seal the existing inactive monitoring well at the site. AWR has applied for a well destruction permit from the Santa Clara Valley Water District well division and will coordinate the well destruction. AWR has also completed no additional services in conjunction with this Phase I ESA.

12.0 REFERENCES

EDR City Abstract:– 1957-2012.

Historic Sanborn® Fire Insurance Maps: No Coverage

Aerial Photographs: 1939, 1948 1956, 1968, 1974, 1982, 1991, 1999, 2005, 2006, 2009, 2010, and 2012.

The following governmental agencies were contacted to obtain the information in this report:

Jurisdiction	Agency
Federal	U.S. Environmental Protection Agency, Region IX, San Francisco
State and Regional	State of California Environmental Protection Agency, Department of Toxic Substances Control, Berkeley San Francisco Bay Regional Water Quality Control Board
County and Local	Santa Clara County Environmental Health Dept. Santa Clara County Water District Santa Clara County Fire Department Campbell Building Department

Websites:
http://www.envirostor.dtsc.ca.gov/public/
http://www.geotracker.swrcb.ca.gov/
http://www.dhs.ca.gov/radon/default.htm

13.0 SIGNATURES OF ENVIRONMENTAL PROFESSIONALS

We declare that to the best of our professional knowledge and belief, we meet the definition of an Environmental Professional as defined in §312.21 of 40 CFR Part 312 and we have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject property. We have developed and performed the all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.

Prepared by:

Janelle Amendola, REA
Environmental Assessor

Reviewed by:

Kendall W. Price, CEG, REA
Regional Manager/Principal Consultant

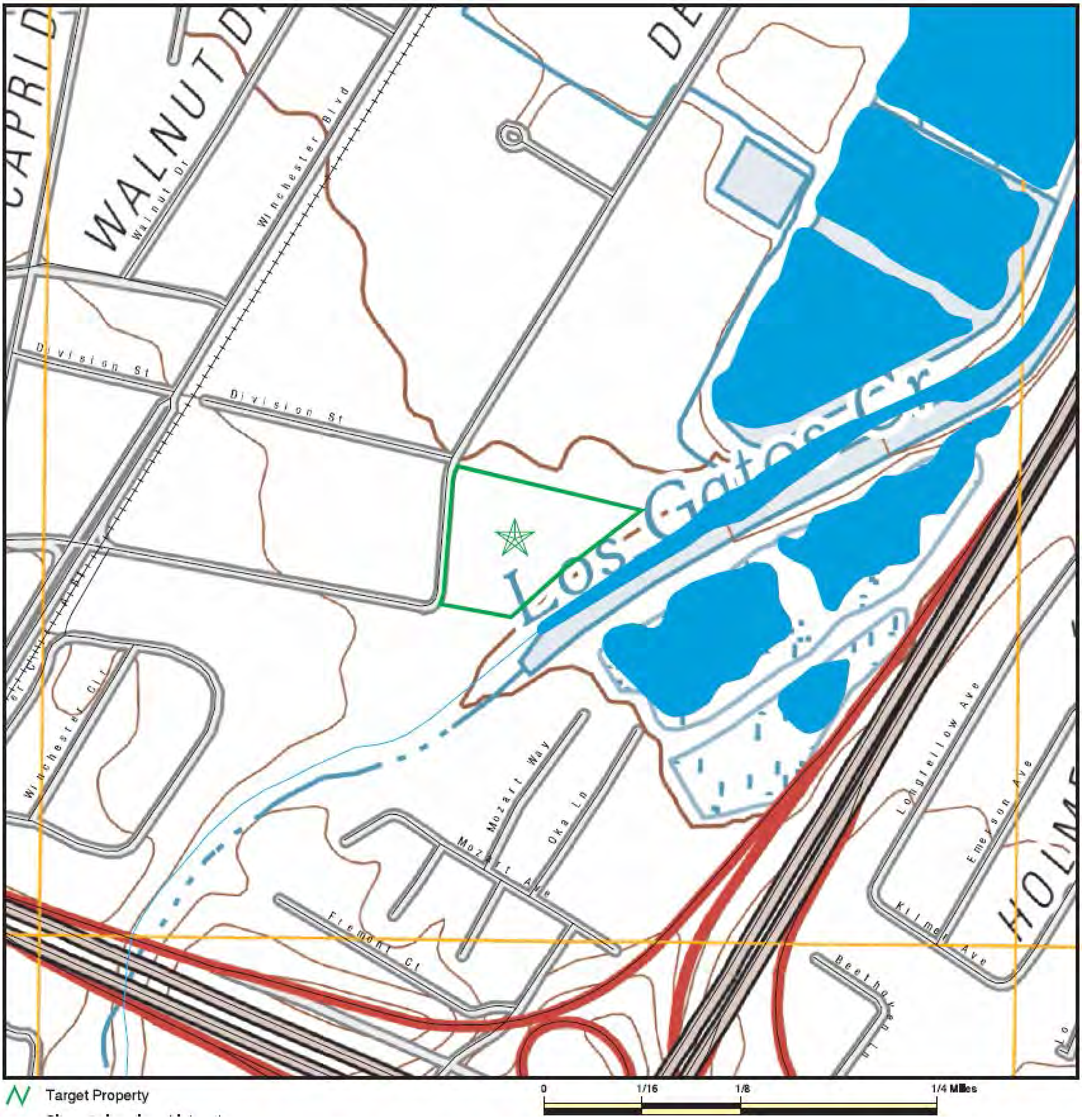
14.0 QUALIFICATIONS OF ENVIRONMENTAL PROFESSIONALS

Pursuant to 40 CFR 10 and according to 40 CFR Part 312, the Environmental Professionals listed in Section 13.0 possess sufficient education, training, and experience necessary to exercise the professional judgment to develop the opinions and conclusions regarding conditions indicative of releases or threatened releases on, at, in or to a property, sufficient to meet the objectives and performance factors in §312.20(e) and (f). See Appendix D for resumes on the following individuals:

Ms. Janelle Amendola

Mr. Kendall W. Price

APPENDIX A
Site Location Map



NOTE: Base map from figure prepared by USGS and provided to AWR by EDR.

N

FIGURE 1 – Site Location

1680-1700 Dell Avenue
Campbell, CA

APPLIED WATER RESOURCES

APPENDIX B
Site Photographs

Photo 1: View of site building

Photo 2: View of site building

APPLIED
WATER
RESOURCES

Photo 3: View of walled enclosure on northern side of building

Photo 4: View of apparent generator in walled enclosure

APPLIED WATER RESOURCES

Photo 5: View of additional equipment in walled enclosure

Photo 6: View of west parking area including charging station and Dell Avenue

APPLIED WATER RESOURCES

Photo 7: View of eastern side of property with landscaping.

Photo 8: View of typical building interior undergoing renivation

APPLIED WATER RESOURCES

APPENDIX C
EDR Database Report

1680-1700 Dell Avenue
1700 Dell Avenue
Campbell, CA 95008

Inquiry Number: 4500346.2s
December 28, 2015

The EDR Radius Map™ Report with GeoCheck®

EDR® Environmental Data Resources Inc

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

FORM-LBB-LMI

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GEOCHECK ADDENDUM

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-13) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

TARGET PROPERTY INFORMATION

ADDRESS

1700 DELL AVENUE
CAMPBELL, CA 95008

COORDINATES

Latitude (North):	37.2617000 - 37° 15' 42.12''
Longitude (West):	121.9570000 - 121° 57' 25.20''
Universal Tranverse Mercator:	Zone 10
UTM X (Meters):	592486.7
UTM Y (Meters):	4124210.0
Elevation:	251 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property Map:	5640416 SAN JOSE WEST, CA
Version Date:	2012
South Map:	5640396 LOS GATOS, CA
Version Date:	2012

AERIAL PHOTOGRAPHY IN THIS REPORT

Portions of Photo from:	20120520
Source:	USDA

MAPPED SITES SUMMARY

Target Property Address:
1700 DELL AVENUE
CAMPBELL, CA 95008

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
A1	SOUTH BAY DEVELOPMEN	1690 DELL AVE	HAZNET		TP
A2	AHEAD TECHNOLOGY COR	1717 DELL AVE	RCRA NonGen / NLR, FINDS	Higher	38, 0.007, West
3	JUSTIN INDUSTRIES	1735 DELL AVE	RCRA NonGen / NLR, FINDS	Higher	39, 0.007, WSW
A4	SOUTH BAY CONSTRUCTI	1711 DELL AV	CUPA Listings	Higher	39, 0.007, West
B5		1671 DELL AVE	EDR Hist Auto	Lower	120, 0.023, NNW
B6	JESSEE BROS MACHINE	1640 DELL AVE	RCRA-SQG, FINDS, HAZNET	Lower	190, 0.036, NNW
B7	COLLIMATED HOLES INC	460 DIVISION STREET	RCRA-SQG, FINDS, CUPA Listings, EMI, HAZNET	Higher	209, 0.040, NW
B8	PACIFIC COAST FIRE	470 DIVISION ST	CUPA Listings	Higher	236, 0.045, NW
B9	GOLDEN STATE MOVING	470 DIVISION ST	RCRA NonGen / NLR, FINDS	Higher	236, 0.045, NW
B10	BELKO ELECTRIC	1624 DELL AVE	SWEEPS UST, CA FID UST	Lower	271, 0.051, North
B11	BELKO ELECTRIC	1624 DELL AVE	HIST UST	Lower	271, 0.051, North
B12	TRU COLOR CONCEPTS	1610 DELL AVE UNIT E	RCRA NonGen / NLR, FINDS	Lower	345, 0.065, North
C13	LUCERO CABLES INC	500 DIVISION ST	RCRA NonGen / NLR, FINDS	Higher	349, 0.066, NW
C14	SOUTHBAY CONSTRUCTIO	511 DIVISION ST	HIST UST	Higher	395, 0.075, WNW
C15	SOUTHBAY CONSTRUCTIO	511 DIVISION ST	SWEEPS UST, CA FID UST	Higher	395, 0.075, WNW
D16	ASHLAND CHEMICAL CO.	1600 DELL AVE.	RCRA-SQG, ENVIROSTOR, CHMIRS, ICIS, FINDS, EMI	Lower	398, 0.075, North
D17	WARNER-LAMBERT CO	1587 DELL AVE	SLIC, Cortese, ENF, HIST CORTESE	Lower	464, 0.088, North
D18	CAMPBELL POSTAL SERV	1587 DELL AVENUE	RCRA-SQG, FINDS	Lower	464, 0.088, North
D19	UNITED STATES POSTAL	1587 DELL AVENUE	CERCLIS-NFRAP, FINDS	Lower	464, 0.088, North
D20	WARNER-LAMBERT CO	1587 DELL AVE	SLIC	Lower	464, 0.088, North
E21	BOSTON SCIENTIFIC	160 KNOWLES DR	CUPA Listings, EMI, HAZNET	Higher	478, 0.091, WSW
E22	SADRA MEDICAL (AKA)	160 KNOWLES DR	RCRA-LQG	Higher	478, 0.091, WSW
C23	SINCLAIR SYSTEMS INT	500 AND 530 DIVISION	RCRA-SQG, FINDS	Higher	486, 0.092, WNW
D24	ZIRCON INTERNATINAL	1580 DELL AVE	RCRA-SQG, FINDS	Lower	503, 0.095, North
C25	LIST BIOLOGICAL LABO	540 DIVISION ST	CHMIRS, CUPA Listings	Higher	532, 0.101, WNW
C26	LIST LABS	540 DIVISION STREET	RCRA-SQG, FINDS	Higher	532, 0.101, WNW
C27	WOLFE ENGINEERING, I	546 DIVISION STREET	RCRA-SQG	Higher	559, 0.106, WNW
C28	HOSMER DORRANCE CORP	561 DIVISION ST	CUPA Listings, HIST CORTESE, NPDES	Higher	623, 0.118, WNW
C29	HOSMER DORRANCE	561 DIVISION ST.	RCRA-SQG	Higher	623, 0.118, WNW
D30	1551 DELL,CB, DELUXE	1551 DELL	SLIC, DEED, CHMIRS, Cortese, ENF, HIST CORTESE	Lower	639, 0.121, North
D31	DELUXE CHECK PRINTER	1551 DELL AVE	RCRA-SQG, FINDS, EMI	Lower	639, 0.121, North
D32	RON WITHERSPOON INC	1551 DELL AV	SLIC, CUPA Listings	Lower	639, 0.121, North
D33	WOLFE MECHANICAL	1550 DELL AV STE H	CUPA Listings	Lower	662, 0.125, North
F34	SADRA MEDICAL	580 DIVISION ST	RCRA-SQG	Higher	715, 0.135, WNW
F35	SILICON GENESIS CORP	590 DIVISION STREET	ENVIROSTOR	Higher	762, 0.144, WNW
G36	K & K MANUFACTURING	1510 B DELL AVE	RCRA NonGen / NLR	Lower	788, 0.149, NNE
G37	ENCORE INTERNATIONAL	1520-B DELL AVE	RCRA NonGen / NLR	Lower	788, 0.149, NNE
G38	NOEL TECHNOLOGIES	1510 DELL AVE	RCRA-SQG	Lower	788, 0.149, NNE
G39	NOEL TECHNOLOGIES	1510 DELL AV C	CUPA Listings	Lower	788, 0.149, NNE

MAPPED SITES SUMMARY

Target Property Address:
1700 DELL AVENUE
CAMPBELL, CA 95008

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
H40	CHEVRON	3405 WINCHESTER	HIST CORTESE	Higher	968, 0.183, NW
H41	CHEVRON # 98122	3405 S WINCHESTER BL	UST	Higher	968, 0.183, NW
H42	98122	3405 WINCHESTER BLVD	HIST UST	Higher	968, 0.183, NW
H43	CHEVRON STATION NO 9	3405 WINCHESTER BLVD	RCRA-SQG, FINDS, HAZNET	Higher	968, 0.183, NW
H44	PARK VASONA CHEVRON	3405 S WINCHESTER BL	LUST, HIST LUST, SWEEPS UST, CA FID UST, CUPA...	Higher	968, 0.183, NW
H45	SWEDISH AUTO SERVICE	3375 S WINCHESTER BL	SWEEPS UST, CUPA Listings	Higher	992, 0.188, NW
H46	M AND M AUDI HOUSE	3375 SO WINCHESTER B	RCRA-SQG, FINDS, EMI, HAZNET	Higher	992, 0.188, NW
H47	AAMCO TRANSMISSIONS	3373 WINCHESTER BLVD	LUST	Higher	993, 0.188, NW
H48	AAMCO TRANSMISSIONS	3373 WINCHESTER BLVD	LUST, HIST LUST, HIST UST	Higher	993, 0.188, NW
H49	AAMCO TRANSMISSIONS	3373 S WINCHESTER BL	SWEEPS UST, CA FID UST, CUPA Listings	Higher	993, 0.188, NW
50	VASONA STATION ORCHI	14107 WINCHESTER BL	CUPA Listings	Higher	1042, 0.197, WNW
I51	GALLIEN KRUEGER, INC	504-B VANDELL WY	RCRA-SQG	Lower	1083, 0.205, North
I52	RESTORATION TECHNOLO	476 VANDELL WY	RCRA-SQG, FINDS	Lower	1091, 0.207, North
I53	LIST BIOLOGICAL LABO	501 B VANDELL WAY	RCRA-SQG, FINDS, HAZNET	Lower	1092, 0.207, North
J54	FORMER K&K MANUFACTU	1500 DELL AVE	SLIC, BROWNFIELDS, HIST UST	Lower	1109, 0.210, NNE
J55	WEST VALLEY DEVELOPE	1500 DELL AVE	SWEEPS UST, CA FID UST	Lower	1109, 0.210, NNE
J56	K & K MANUFACTURING	1500 DELL AVENUE	RCRA-SQG, SLIC, HIST UST, FINDS	Lower	1109, 0.210, NNE
I57	IMPERIAL PRINTING	481 VANDELL WAY	FINDS, CUPA Listings, EMI	Lower	1122, 0.213, North
K58	FRANK FOREIGN CAR SE	3303 WINCHESTER BLVD	SLIC	Lower	1123, 0.213, NNW
K59	PRESTIGE AUTO BODY	3303 S WINCHESTER BL	CUPA Listings	Lower	1123, 0.213, NNW
K60	SCOTTY'S AUTOMOTIVE	3303 S WINCHESTER BL	CUPA Listings	Lower	1123, 0.213, NNW
K61	PARK VASONA AUTOMOTI	3303 WINCHESTER BL 1	CUPA Listings	Lower	1123, 0.213, NNW
K62	FRANK'S FOREIGN CAR	3303 S WINCHESTER BL	CUPA Listings	Lower	1123, 0.213, NNW
K63	PRESTIGE AUTO BODY	3303 S WINCHESTER BL	RCRA-SQG, EMI, HAZNET	Lower	1123, 0.213, NNW
I64	ALLERGAN INC	503 VANDELL WY	AST	Lower	1172, 0.222, North
I65	ALLERGAN INC	503 VANDELL WY B	CUPA Listings, EMI	Lower	1172, 0.222, North
I66	ENVIRONMENTAL DEVICE	503E VANDELL WAY	RCRA-SQG	Lower	1172, 0.222, North
L67	MAXXIM MEDICAL	14300 WINCHESTER BLV	RCRA NonGen / NLR, FINDS	Higher	1187, 0.225, West
L68	BECTON DICKINSON & C	14300 WINCHESTER BLV	CERCLIS-NFRAP	Higher	1187, 0.225, West
L69	MAXXIM MEDICAL, INC	14300 WINCHESTER BLV	SLIC, EMI	Higher	1187, 0.225, West
L70	MAXXIM MEDICAL	14300 WINCHESTER BOU	ENVIROSTOR, SLIC, ENF	Higher	1187, 0.225, West
K71	AUTO HAUS LOS GATOS	3275 WINCHESTER BL	CUPA Listings	Lower	1200, 0.227, NNW
72	MID PENINSULA HOUSIN	650 PARR	HIST CORTESE	Higher	2425, 0.459, WNW
M73	UNOCAL STATION #5088	3035 WINCHESTER	LUST, HIST LUST, SWEEPS UST, HIST UST, CA FID UST,...	Lower	2595, 0.491, North
M74	TOSCO 76 #5088	3035 WINCHESTER BLVD	LUST, HIST LUST	Lower	2595, 0.491, North
75	EXXON GASOLINE STATI	3702 SOUTH BASCOM AV	Notify 65	Higher	2762, 0.523, East
76	VALET ORGANIZERS INC	1190 DELL AVENUE	ENVIROSTOR, EMI, ENF	Lower	2825, 0.535, NNE
77	LARK AVENUE CAR WASH	16500 LARK AVE	LUST, HIST LUST, SWEEPS UST, HIST CORTESE, Notify...	Higher	4542, 0.860, South
78	UNOCAL SERVICE STATI	3145 SOUTH BASCOM AV	Notify 65	Lower	4561, 0.864, ENE

EXECUTIVE SUMMARY

TARGET PROPERTY SEARCH RESULTS

The target property was identified in the following records. For more information on this property see page 8 of the attached EDR Radius Map report:

Site	Database(s)	EPA ID
SOUTH BAY DEVELOPMEN 1690 DELL AVE CAMPBELL, CA 95008	HAZNET GEPAID: CAC002619322	N/A

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records either on the target property or within the search radius around the target property for the following databases:

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL - National Priority List
Proposed NPL - Proposed National Priority List Sites
NPL LIENS - Federal Superfund Liens

Federal Delisted NPL site list

Delisted NPL - National Priority List Deletions

Federal CERCLIS list

FEDERAL FACILITY - Federal Facility Site Information listing
CERCLIS - Comprehensive Environmental Response, Compensation, and Liability Information System

Federal RCRA CORRACTS facilities list

CORRACTS - Corrective Action Report

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF - RCRA - Treatment, Storage and Disposal

Federal RCRA generators list

RCRA-CESQG - RCRA - Conditionally Exempt Small Quantity Generator

Federal institutional controls / engineering controls registries

LUCIS - Land Use Control Information System

EXECUTIVE SUMMARY

US ENG CONTROLS - - - - - - - - - Engineering Controls Sites List
US INST CONTROL - - - - - - - - - Sites with Institutional Controls

Federal ERNS list

ERNS - Emergency Response Notification System

State- and tribal - equivalent NPL

RESPONSE - - - - - - - - - - - - - - - - - State Response Sites

State and tribal landfill and/or solid waste disposal site lists

SWF/LF - Solid Waste Information System

State and tribal leaking storage tank lists

INDIAN LUST - - - - - - - - - - - - - - - Leaking Underground Storage Tanks on Indian Land

State and tribal registered storage tank lists

FEMA UST - - - - - - - - - - - - - - - - - - Underground Storage Tank Listing
INDIAN UST - - - - - - - - - - - - - - - - - Underground Storage Tanks on Indian Land

State and tribal voluntary cleanup sites

INDIAN VCP - - - - - - - - - - - - - - - - - Voluntary Cleanup Priority Listing
VCP - Voluntary Cleanup Program Properties

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS - - - - - - - - - - A Listing of Brownfields Sites

Local Lists of Landfill / Solid Waste Disposal Sites

WMUDS/SWAT - - - - - - - - - - - - - - Waste Management Unit Database
SWRCY - Recycler Database
HAULERS - - - - - - - - - - - - - - - - - - - Registered Waste Tire Haulers Listing
INDIAN ODI - - - - - - - - - - - - - - - - - Report on the Status of Open Dumps on Indian Lands
ODI - Open Dump Inventory
DEBRIS REGION 9 - - - - - - - - - - Torres Martinez Reservation Illegal Dump Site Locations

Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL - - - - - - - - - - - - - - - National Clandestine Laboratory Register
HIST Cal-Sites - - - - - - - - - - - - - - - Historical Calsites Database
SCH - School Property Evaluation Program
CDL - Clandestine Drug Labs
Toxic Pits - - - - - - - - - - - - - - - - - - - Toxic Pits Cleanup Act Sites
US CDL - Clandestine Drug Labs

Local Land Records

LIENS - Environmental Liens Listing

EXECUTIVE SUMMARY

LIENS 2 .... CERCLA Lien Information

Records of Emergency Release Reports

HMIRS .... Hazardous Materials Information Reporting System
CHMIRS .... California Hazardous Material Incident Report System
LDS .... Land Disposal Sites Listing
MCS .... Military Cleanup Sites Listing
SPILLS 90 .... SPILLS 90 data from FirstSearch

Other Ascertainable Records

FUDS .... Formerly Used Defense Sites
DOD .... Department of Defense Sites
SCRD DRYCLEANERS .... State Coalition for Remediation of Drycleaners Listing
US FIN ASSUR .... Financial Assurance Information
EPA WATCH LIST .... EPA WATCH LIST
2020 COR ACTION .... 2020 Corrective Action Program List
TSCA .... Toxic Substances Control Act
TRIS .... Toxic Chemical Release Inventory System
SSTS .... Section 7 Tracking Systems
ROD .... Records Of Decision
RMP .... Risk Management Plans
RAATS .... RCRA Administrative Action Tracking System
PRP .... Potentially Responsible Parties
PADS .... PCB Activity Database System
ICIS .... Integrated Compliance Information System
FTTS .... FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
MLTS .... Material Licensing Tracking System
COAL ASH DOE .... Steam-Electric Plant Operation Data
COAL ASH EPA .... Coal Combustion Residues Surface Impoundments List
PCB TRANSFORMER .... PCB Transformer Registration Database
RADINFO .... Radiation Information Database
HIST FTTS .... FIFRA/TSCA Tracking System Administrative Case Listing
DOT OPS .... Incident and Accident Data
CONSENT .... Superfund (CERCLA) Consent Decrees
INDIAN RESERV .... Indian Reservations
UMTRA .... Uranium Mill Tailings Sites
LEAD SMELTERS .... Lead Smelter Sites
US AIRS .... Aerometric Information Retrieval System Facility Subsystem
US MINES .... Mines Master Index File
FINDS .... Facility Index System/Facility Registry System
CA BOND EXP. PLAN .... Bond Expenditure Plan
DRYCLEANERS .... Cleaner Facilities
EMI .... Emissions Inventory Data
ENF .... Enforcement Action Listing
Financial Assurance .... Financial Assurance Information Listing
HWP .... EnviroStor Permitted Facilities Listing
HWT .... Registered Hazardous Waste Transporter Database
MINES .... Mines Site Location Listing
MWMP .... Medical Waste Management Program Listing
NPDES .... NPDES Permits Listing
PEST LIC .... Pesticide Regulation Licenses Listing
PROC .... Certified Processors Database

EXECUTIVE SUMMARY

SAN JOSE HAZMAT	Hazardous Material Facilities
UIC	UIC Listing
WASTEWATER PITS	Oil Wastewater Pits Listing
WDS	Waste Discharge System
WIP	Well Investigation Program Case List

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP	EDR Proprietary Manufactured Gas Plants
EDR Hist Cleaner	EDR Exclusive Historic Dry Cleaners

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA LF	Recovered Government Archive Solid Waste Facilities List
RGA LUST	Recovered Government Archive Leaking Underground Storage Tank

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified in the following databases.

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.
Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

STANDARD ENVIRONMENTAL RECORDS

Federal CERCLIS NFRAP site List

CERCLIS-NFRAP: Archived sites are sites that have been removed and archived from the inventory of CERCLIS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list this site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. This decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be a potential NPL site.

A review of the CERCLIS-NFRAP list, as provided by EDR, and dated 10/25/2013 has revealed that there are 2 CERCLIS-NFRAP sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
BECTON DICKINSON & C	14300 WINCHESTER BLV	W 1/8 - 1/4 (0.225 mi.)	L68	134

Lower Elevation	Address	Direction / Distance	Map ID	Page
UNITED STATES POSTAL	***1587 DELL AVENUE***	***N 0 - 1/8 (0.088 mi.)***	***D19***	***49***

EXECUTIVE SUMMARY

Federal RCRA generators list

RCRA-LQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

A review of the RCRA-LQG list, as provided by EDR, and dated 06/09/2015 has revealed that there is 1 RCRA-LQG site within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SADRA MEDICAL (AKA)	160 KNOWLES DR	WSW 0 - 1/8 (0.091 mi.)	E22	52

RCRA-SQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

A review of the RCRA-SQG list, as provided by EDR, and dated 06/09/2015 has revealed that there are 20 RCRA-SQG sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
COLLIMATED HOLES INC	***460 DIVISION STREET***	***NW 0 - 1/8 (0.040 mi.)***	***B7***	***15***
SINCLAIR SYSTEMS INT	***500 AND 530 DIVISION***	***WNW 0 - 1/8 (0.092 mi.)***	***C23***	***54***
LIST LABS	***540 DIVISION STREET***	***WNW 0 - 1/8 (0.101 mi.)***	***C26***	***58***
WOLFE ENGINEERING, I	546 DIVISION STREET	WNW 0 - 1/8 (0.106 mi.)	C27	60
HOSMER DORRANCE	561 DIVISION ST.	WNW 0 - 1/8 (0.118 mi.)	C29	63
SADRA MEDICAL	580 DIVISION ST	WNW 1/8 - 1/4 (0.135 mi.)	F34	74
CHEVRON STATION NO 9	***3405 WINCHESTER BLVD***	***NW 1/8 - 1/4 (0.183 mi.)***	***H43***	***82***
M AND M AUDI HOUSE	***3375 SO WINCHESTER B***	***NW 1/8 - 1/4 (0.188 mi.)***	***H46***	***91***

Lower Elevation	Address	Direction / Distance	Map ID	Page
JESSEE BROS MACHINE	***1640 DELL AVE***	***NNW 0 - 1/8 (0.036 mi.)***	***B6***	***12***
ASHLAND CHEMICAL CO.	***1600 DELL AVE.***	***N 0 - 1/8 (0.075 mi.)***	***D16***	***31***
CAMPBELL POSTAL SERV	***1587 DELL AVENUE***	***N 0 - 1/8 (0.088 mi.)***	***D18***	***47***
ZIRCON INTERNATINAL	***1580 DELL AVE***	***N 0 - 1/8 (0.095 mi.)***	***D24***	***55***
DELUXE CHECK PRINTER	***1551 DELL AVE***	***N 0 - 1/8 (0.121 mi.)***	***D31***	***68***
NOEL TECHNOLOGIES	1510 DELL AVE	NNE 1/8 - 1/4 (0.149 mi.)	G38	79
GALLIEN KRUEGER, INC	504-B VANDELL WY	N 1/8 - 1/4 (0.205 mi.)	I51	102
RESTORATION TECHNOLO	***476 VANDELL WY***	***N 1/8 - 1/4 (0.207 mi.)***	***I52***	***103***
LIST BIOLOGICAL LABO	***501 B VANDELL WAY***	***N 1/8 - 1/4 (0.207 mi.)***	***I53***	***104***
K & K MANUFACTURING	***1500 DELL AVENUE***	***NNE 1/8 - 1/4 (0.210 mi.)***	***J56***	***110***
PRESTIGE AUTO BODY	***3303 S WINCHESTER BL***	***NNW 1/8 - 1/4 (0.213 mi.)***	***K63***	***120***
ENVIRONMENTAL DEVICE	503E VANDELL WAY	N 1/8 - 1/4 (0.222 mi.)	I66	130

EXECUTIVE SUMMARY

State- and tribal - equivalent CERCLIS

ENVIROSTOR: The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

A review of the ENVIROSTOR list, as provided by EDR, and dated 11/07/2015 has revealed that there are 4 ENVIROSTOR sites within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SILICON GENESIS CORP Facility Id: 71003650 Status: Inactive - Needs Evaluation	590 DIVISION STREET	WNW 1/8 - 1/4 (0.144 mi.)	F35	76
MAXXIM MEDICAL Facility Id: 43300115 Facility Id: 71002289 Status: Refer: RWQCB Status: Refer: Other Agency	***14300 WINCHESTER BOU***	***W 1/8 - 1/4 (0.225 mi.)***	***L70***	***138***

Lower Elevation	Address	Direction / Distance	Map ID	Page
ASHLAND CHEMICAL CO. Facility Id: 71003078 Status: Inactive - Needs Evaluation	***1600 DELL AVE.***	***N 0 - 1/8 (0.075 mi.)***	***D16***	***31***
VALET ORGANIZERS INC Facility Id: 43360018 Status: Refer: RWQCB	***1190 DELL AVENUE***	***NNE 1/2 - 1 (0.535 mi.)***	***76***	***154***

State and tribal leaking storage tank lists

LUST: The Leaking Underground Storage Tank Incident Reports contain an inventory of reported leaking underground storage tank incidents. The data come from the State Water Resources Control Board Leaking Underground Storage Tank Information System.

A review of the LUST list, as provided by EDR, and dated 10/21/2015 has revealed that there are 5 LUST sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
PARK VASONA CHEVRON Date Closed: 09/09/2002 Global Id: T0608500376 SCVWD ID: 08S1W03L01F date9: 9/9/2002	***3405 S WINCHESTER BL***	***NW 1/8 - 1/4 (0.183 mi.)***	***H44***	***85***

Status: Completed - Case Closed Facility Status: Case Closed				
AAMCO TRANSMISSIONS Global Id: T0608594005 Status: Completed - Case Closed	3373 WINCHESTER BLVD	NW 1/8 - 1/4 (0.188 mi.)	H47	98
AAMCO TRANSMISSIONS Date Closed: 05/03/2000 SCVWD ID: 08S1W03L02F date9: 5/3/2000 Facility Status: Case Closed	***3373 WINCHESTER BLVD***	***NW 1/8 - 1/4 (0.188 mi.)***	***H48***	***100***

Lower Elevation	Address	Direction / Distance	Map ID	Page
UNOCAL STATION #5088 Date Closed: 05/29/1996 Date Closed: 07/22/2009 Global Id: T0608502365 Global Id: T0608501767 SCVWD ID: 08S1W03B01F SCVWD ID: 08S1W03B02F date9: 5/29/1996 Status: Completed - Case Closed Facility Status: Case Closed	***3035 WINCHESTER***	***N 1/4 - 1/2 (0.491 mi.)***	***M73***	***145***
TOSCO 76 #5088 date9: 10/8/1999 Facility Status: Case Closed	***3035 WINCHESTER BLVD***	***N 1/4 - 1/2 (0.491 mi.)***	***M74***	***154***

SLIC: SLIC Region comes from the California Regional Water Quality Control Board.

A review of the SLIC list, as provided by EDR, and dated 10/21/2015 has revealed that there are 9 SLIC sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
MAXXIM MEDICAL, INC Facility Id: 43-1978	***14300 WINCHESTER BLV***	***W 1/8 - 1/4 (0.225 mi.)***	***L69***	***135***
MAXXIM MEDICAL Facility Status: Completed - Case Closed Global Id: T0608591798 Facility Id: SL18293714	***14300 WINCHESTER BOU***	***W 1/8 - 1/4 (0.225 mi.)***	***L70***	***138***

Lower Elevation	Address	Direction / Distance	Map ID	Page
WARNER-LAMBERT CO Facility Status: Completed - Case Closed Global Id: SL18255676	***1587 DELL AVE***	***N 0 - 1/8 (0.088 mi.)***	***D17***	***42***
WARNER-LAMBERT CO Facility Id: SL18255676	1587 DELL AVE	N 0 - 1/8 (0.088 mi.)	D20	50
1551 DELL,CB, DELUXE Facility Status: Completed - Case Closed Global Id: SL18201581	***1551 DELL***	***N 0 - 1/8 (0.121 mi.)***	***D30***	***64***
RON WITHERSPOON INC	***1551 DELL AV***	***N 0 - 1/8 (0.121 mi.)***	***D32***	***73***

Facility Id: 43s0278				
FORMER K&K MANUFACTU	***1500 DELL AVE***	***NNE 1/8 - 1/4 (0.210 mi.)***	***J54***	***107***
Facility Status: Open - Site Assessment				
Global Id: T0608591779				
K & K MANUFACTURING	***1500 DELL AVENUE***	***NNE 1/8 - 1/4 (0.210 mi.)***	***J56***	***110***
Facility Id: 43-1954				
FRANK FOREIGN CAR SE	3303 WINCHESTER BLVD	NNW 1/8 - 1/4 (0.213 mi.)	K58	118
Facility Status: Open - Inactive				
Global Id: T0608591657				
Facility Id: 43S0540				

HIST LUST: A listing of open and closed leaking underground storage tanks. This listing is no longer updated by the county. Leaking underground storage tanks are now handled by the Department of Environmental Health.

A review of the HIST LUST list, as provided by EDR, and dated 03/29/2005 has revealed that there are 4 HIST LUST sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
PARK VASONA CHEVRON	***3405 S WINCHESTER BL***	***NW 1/8 - 1/4 (0.183 mi.)***	***H44***	***85***
SCVWD ID: 08S1W03L01				
AAMCO TRANSMISSIONS	***3373 WINCHESTER BLVD***	***NW 1/8 - 1/4 (0.188 mi.)***	***H48***	***100***
SCVWD ID: 08S1W03L02				

Lower Elevation	Address	Direction / Distance	Map ID	Page
UNOCAL STATION #5088	***3035 WINCHESTER***	***N 1/4 - 1/2 (0.491 mi.)***	***M73***	***145***
SCVWD ID: 08S1W03B01				
TOSCO 76 #5088	***3035 WINCHESTER BLVD***	***N 1/4 - 1/2 (0.491 mi.)***	***M74***	***154***
SCVWD ID: 08S1W03B02				

State and tribal registered storage tank lists

UST: The Underground Storage Tank database contains registered USTs. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data come from the State Water Resources Control Board’s Hazardous Substance Storage Container Database.

A review of the UST list, as provided by EDR, and dated 10/21/2015 has revealed that there is 1 UST site within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CHEVRON # 98122	3405 S WINCHESTER BL	NW 1/8 - 1/4 (0.183 mi.)	H41	81
Facility Id: 23				

EXECUTIVE SUMMARY

AST: A listing of aboveground storage tank petroleum storage tank locations.

A review of the AST list, as provided by EDR, and dated 08/01/2009 has revealed that there is 1 AST site within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
ALLERGAN INC	503 VANDELL WY	N 1/8 - 1/4 (0.222 mi.)	I64	128

State and tribal Brownfields sites

BROWNFIELDS: A listing of sites the SWRCB considers to be Brownfields since these are sites have come to them through the MOA Process.

A review of the BROWNFIELDS list, as provided by EDR, and dated 06/25/2015 has revealed that there is 1 BROWNFIELDS site within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
FORMER K&K MANUFACTU	*1500 DELL AVE*	*NNE 1/8 - 1/4 (0.210 mi.)*	*J54*	*107*

ADDITIONAL ENVIRONMENTAL RECORDS

Local Lists of Registered Storage Tanks

SWEEPS UST: Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

A review of the SWEEPS UST list, as provided by EDR, and dated 06/01/1994 has revealed that there are 6 SWEEPS UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SOUTHBAY CONSTRUCTIO Status: A Tank Status: A Comp Number: 10417	*511 DIVISION ST*	*WNW 0 - 1/8 (0.075 mi.)*	*C15*	*30*
PARK VASONA CHEVRON Status: A Tank Status: A Comp Number: 63068	*3405 S WINCHESTER BL*	*NW 1/8 - 1/4 (0.183 mi.)*	*H44*	*85*
SWEDISH AUTO SERVICE Comp Number: 51087	*3375 S WINCHESTER BL*	*NW 1/8 - 1/4 (0.188 mi.)*	*H45*	*90*
AAMCO TRANSMISSIONS Status: A Tank Status: A Comp Number: 1363	*3373 S WINCHESTER BL*	*NW 1/8 - 1/4 (0.188 mi.)*	*H49*	*101*

Lower Elevation	Address	Direction / Distance	Map ID	Page
BELKO ELECTRIC	*1624 DELL AVE*	*N 0 - 1/8 (0.051 mi.)*	*B10*	*26*

Comp Number: 6802				
WEST VALLEY DEVELOPE	***1500 DELL AVE***	***NNE 1/8 - 1/4 (0.210 mi.)***	***J55***	***109***
Comp Number: 42032				

HIST UST: Historical UST Registered Database.

A review of the HIST UST list, as provided by EDR, and dated 10/15/1990 has revealed that there are 6 HIST UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SOUTHBAY CONSTRUCTIO Facility Id: 00000010417	511 DIVISION ST	WNW 0 - 1/8 (0.075 mi.)	C14	29
98122 Facility Id: 00000063068	3405 WINCHESTER BLVD	NW 1/8 - 1/4 (0.183 mi.)	H42	81
AAMCO TRANSMISSIONS Facility Id: 00000001363	***3373 WINCHESTER BLVD***	***NW 1/8 - 1/4 (0.188 mi.)***	***H48***	***100***

Lower Elevation	Address	Direction / Distance	Map ID	Page
BELKO ELECTRIC Facility Id: 00000006802	1624 DELL AVE	N 0 - 1/8 (0.051 mi.)	B11	26
FORMER K&K MANUFACTU Facility Id: 00000042032	***1500 DELL AVE***	***NNE 1/8 - 1/4 (0.210 mi.)***	***J54***	***107***
K & K MANUFACTURING Facility Id: 00000068956	***1500 DELL AVENUE***	***NNE 1/8 - 1/4 (0.210 mi.)***	***J56***	***110***

CA FID UST: The Facility Inventory Database contains active and inactive underground storage tank locations. The source is the State Water Resource Control Board.

A review of the CA FID UST list, as provided by EDR, and dated 10/31/1994 has revealed that there are 5 CA FID UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SOUTHBAY CONSTRUCTIO Facility Id: 43012238 Status: A	***511 DIVISION ST***	***WNW 0 - 1/8 (0.075 mi.)***	***C15***	***30***
PARK VASONA CHEVRON Facility Id: 43000515 Status: A	***3405 S WINCHESTER BL***	***NW 1/8 - 1/4 (0.183 mi.)***	***H44***	***85***
AAMCO TRANSMISSIONS Facility Id: 43010557 Status: A	***3373 S WINCHESTER BL***	***NW 1/8 - 1/4 (0.188 mi.)***	***H49***	***101***

Lower Elevation	Address	Direction / Distance	Map ID	Page
BELKO ELECTRIC Facility Id: 43012235 Status: A	***1624 DELL AVE***	***N 0 - 1/8 (0.051 mi.)***	***B10***	***26***
WEST VALLEY DEVELOPE	***1500 DELL AVE***	***NNE 1/8 - 1/4 (0.210 mi.)***	***J55***	***109***

EXECUTIVE SUMMARY

Facility Id: 43007213
Status: A

Local Land Records

DEED: The use of recorded land use restrictions is one of the methods the DTSC uses to protect the public from unsafe exposures to hazardous substances and wastes .

A review of the DEED list, as provided by EDR, and dated 09/08/2015 has revealed that there is 1 DEED site within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
1551 DELL,CB, DELUXE	***1551 DELL***	***N 0 - 1/8 (0.121 mi.)***	***D30***	***64***
Status: COMPLETED - CASE CLOSED Envirostor ID: SL18201581				

Other Ascertainable Records

RCRA NonGen / NLR: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

A review of the RCRA NonGen / NLR list, as provided by EDR, and dated 06/09/2015 has revealed that there are 8 RCRA NonGen / NLR sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
AHEAD TECHNOLOGY COR	***1717 DELL AVE***	***W 0 - 1/8 (0.007 mi.)***	***A2***	***9***
JUSTIN INDUSTRIES	***1735 DELL AVE***	***WSW 0 - 1/8 (0.007 mi.)***	***3***	***10***
GOLDEN STATE MOVING	***470 DIVISION ST***	***NW 0 - 1/8 (0.045 mi.)***	***B9***	***24***
LUCERO CABLES INC	***500 DIVISION ST***	***NW 0 - 1/8 (0.066 mi.)***	***C13***	***28***
MAXXIM MEDICAL	***14300 WINCHESTER BLV***	***W 1/8 - 1/4 (0.225 mi.)***	***L67***	***131***

Lower Elevation	Address	Direction / Distance	Map ID	Page
TRU COLOR CONCEPTS	***1610 DELL AVE UNIT E***	***N 0 - 1/8 (0.065 mi.)***	***B12***	***27***
K & K MANUFACTURING	1510 B DELL AVE	NNE 1/8 - 1/4 (0.149 mi.)	G36	77
ENCORE INTERNATIONAL	1520-B DELL AVE	NNE 1/8 - 1/4 (0.149 mi.)	G37	78

Cortese: The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites).

A review of the Cortese list, as provided by EDR, and dated 09/28/2015 has revealed that there are 2 Cortese sites within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
WARNER-LAMBERT CO	***1587 DELL AVE***	***N 0 - 1/8 (0.088 mi.)***	***D17***	***42***
1551 DELL,CB, DELUXE	***1551 DELL***	***N 0 - 1/8 (0.121 mi.)***	***D30***	***64***

EXECUTIVE SUMMARY

CUPA Listings: A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

A review of the CUPA Listings list, as provided by EDR, has revealed that there are 20 CUPA Listings sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SOUTH BAY CONSTRUCTI	1711 DELL AV	W 0 - 1/8 (0.007 mi.)	A4	12
COLLIMATED HOLES INC	***460 DIVISION STREET***	***NW 0 - 1/8 (0.040 mi.)***	***B7***	***15***
PACIFIC COAST FIRE	470 DIVISION ST	NW 0 - 1/8 (0.045 mi.)	B8	24
BOSTON SCIENTIFIC	***160 KNOWLES DR***	***WSW 0 - 1/8 (0.091 mi.)***	***E21***	***50***
LIST BIOLOGICAL LABO	***540 DIVISION ST***	***WNW 0 - 1/8 (0.101 mi.)***	***C25***	***57***
HOSMER DORRANCE CORP	***561 DIVISION ST***	***WNW 0 - 1/8 (0.118 mi.)***	***C28***	***61***
PARK VASONA CHEVRON	***3405 S WINCHESTER BL***	***NW 1/8 - 1/4 (0.183 mi.)***	***H44***	***85***
SWEDISH AUTO SERVICE	***3375 S WINCHESTER BL***	***NW 1/8 - 1/4 (0.188 mi.)***	***H45***	***90***
AAMCO TRANSMISSIONS	***3373 S WINCHESTER BL***	***NW 1/8 - 1/4 (0.188 mi.)***	***H49***	***101***
VASONA STATION ORCHI	14107 WINCHESTER BL	WNW 1/8 - 1/4 (0.197 mi.)	50	101

Lower Elevation	Address	Direction / Distance	Map ID	Page
RON WITHERSPOON INC	***1551 DELL AV***	***N 0 - 1/8 (0.121 mi.)***	***D32***	***73***
WOLFE MECHANICAL	1550 DELL AV STE H	N 1/8 - 1/4 (0.125 mi.)	D33	73
NOEL TECHNOLOGIES	1510 DELL AV C	NNE 1/8 - 1/4 (0.149 mi.)	G39	80
IMPERIAL PRINTING	***481 VANDELL WAY***	***N 1/8 - 1/4 (0.213 mi.)***	***I57***	***112***
PRESTIGE AUTO BODY	3303 S WINCHESTER BL	NNW 1/8 - 1/4 (0.213 mi.)	K59	119
SCOTTY'S AUTOMOTIVE	3303 S WINCHESTER BL	NNW 1/8 - 1/4 (0.213 mi.)	K60	119
PARK VASONA AUTOMOTI	3303 WINCHESTER BL 1	NNW 1/8 - 1/4 (0.213 mi.)	K61	119
FRANK'S FOREIGN CAR	3303 S WINCHESTER BL	NNW 1/8 - 1/4 (0.213 mi.)	K62	119
ALLERGAN INC	***503 VANDELL WY B***	***N 1/8 - 1/4 (0.222 mi.)***	***I65***	***128***
AUTO HAUS LOS GATOS	3275 WINCHESTER BL	NNW 1/8 - 1/4 (0.227 mi.)	K71	144

HIST CORTESE: The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

A review of the HIST CORTESE list, as provided by EDR, and dated 04/01/2001 has revealed that there are 6 HIST CORTESE sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
HOSMER DORRANCE CORP Reg Id: 2850	***561 DIVISION ST***	***WNW 0 - 1/8 (0.118 mi.)***	***C28***	***61***
CHEVRON Reg Id: 43-0319	3405 WINCHESTER	NW 1/8 - 1/4 (0.183 mi.)	H40	80
MID PENINSULA HOUSIN Reg Id: 43-0890	650 PARR	WNW 1/4 - 1/2 (0.459 mi.)	72	144

Lower Elevation	Address	Direction / Distance	Map ID	Page
WARNER-LAMBERT CO Reg Id: 2 438346N01	***1587 DELL AVE***	***N 0 - 1/8 (0.088 mi.)***	***D17***	***42***
1551 DELL,CB, DELUXE	***1551 DELL***	***N 0 - 1/8 (0.121 mi.)***	***D30***	***64***

Reg Id: 2 438313N01

UNOCAL STATION #5088	***3035 WINCHESTER***	***N 1/4 - 1/2 (0.491 mi.)***	***M73***	***145***

Reg Id: 43-1840

Notify 65: Listings of all Proposition 65 incidents reported to counties by the State Water Resources Control Board and the Regional Water Quality Control Board. This database is no longer updated by the reporting agency.

A review of the Notify 65 list, as provided by EDR, and dated 08/04/2015 has revealed that there are 3 Notify 65 sites within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
EXXON GASOLINE STATI	3702 SOUTH BASCOM AV	E 1/2 - 1 (0.523 mi.)	75	154
LARK AVENUE CAR WASH	***16500 LARK AVE***	***S 1/2 - 1 (0.860 mi.)***	***77***	***159***

Lower Elevation	Address	Direction / Distance	Map ID	Page
UNOCAL SERVICE STATI	3145 SOUTH BASCOM AV	ENE 1/2 - 1 (0.864 mi.)	78	175

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR Hist Auto: EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

A review of the EDR Hist Auto list, as provided by EDR, has revealed that there is 1 EDR Hist Auto site within approximately 0.125 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
Not reported	1671 DELL AVE	NNW 0 - 1/8 (0.023 mi.)	B5	12

EXECUTIVE SUMMARY

Due to poor or inadequate address information, the following sites were not mapped. Count: 1 records.

Site Name	Database(s)
BILLY JONES WILDCAT RAILROAD	SLIC

OVERVIEW MAP - 4500346.2S

0 1/4 1/2 1 Miles

Target Property
Sites at elevations higher than or equal to the target property
Sites at elevations lower than the target property
Manufactured Gas Plants
National Priority List Sites
Dept. Defense Sites

Indian Reservations BIA
Power transmission lines
Pipelines
100-year flood zone
500-year flood zone
National Wetland Inventory
State Wetlands

Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: 1684-1700 Dell Avenue	CLIENT: Applied Water Resources Corporation
ADDRESS: 1700 Dell Avenue	CONTACT: Janelle Amendola
Campbell CA 95008	INQUIRY #: 4500346.2s
LAT/LONG: 37.2617 / 121.957	DATE: December 28, 2015 12:37 pm

DETAIL MAP - 4500346.2S

Target Property

Sites at elevations higher than or equal to the target property

Sites at elevations lower than the target property

Manufactured Gas Plants

Sensitive Receptors

National Priority List Sites

Dept. Defense Sites

Indian Reservations BIA

100-year flood zone

500-year flood zone

National Wetland Inventory

State Wetlands

Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: 1684-1700 Dell Avenue ADDRESS: 1700 Dell Avenue Campbell CA 95008 LAT/LONG: 37.2617 / 121.957	CLIENT: Applied Water Resources Corporation CONTACT: Janelle Amendola INQUIRY #: 4500346.2s DATE: December 28, 2015 12:40 pm

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
STANDARD ENVIRONMENTAL RECORDS								
Federal NPL site list								
NPL	1.000		0	0	0	0	NR	0
Proposed NPL	1.000		0	0	0	0	NR	0
NPL LIENS	TP		NR	NR	NR	NR	NR	0
Federal Delisted NPL site list								
Delisted NPL	1.000		0	0	0	0	NR	0
Federal CERCLIS list								
FEDERAL FACILITY	0.500		0	0	0	NR	NR	0
CERCLIS	0.500		0	0	0	NR	NR	0
Federal CERCLIS NFRAP site List								
CERCLIS-NFRAP	0.500		1	1	0	NR	NR	2
Federal RCRA CORRACTS facilities list								
CORRACTS	1.000		0	0	0	0	NR	0
Federal RCRA non-CORRACTS TSD facilities list								
RCRA-TSDF	0.500		0	0	0	NR	NR	0
Federal RCRA generators list								
RCRA-LQG	0.250		1	0	NR	NR	NR	1
RCRA-SQG	0.250		10	10	NR	NR	NR	20
RCRA-CESQG	0.250		0	0	NR	NR	NR	0
Federal institutional controls / engineering controls registries								
LUCIS	0.500		0	0	0	NR	NR	0
US ENG CONTROLS	0.500		0	0	0	NR	NR	0
US INST CONTROL	0.500		0	0	0	NR	NR	0
Federal ERNS list								
ERNS	TP		NR	NR	NR	NR	NR	0
State- and tribal - equivalent NPL								
RESPONSE	1.000		0	0	0	0	NR	0
State- and tribal - equivalent CERCLIS								
ENVIROSTOR	1.000		1	2	0	1	NR	4
State and tribal landfill and/or solid waste disposal site lists								
SWF/LF	0.500		0	0	0	NR	NR	0
State and tribal leaking storage tank lists								
LUST	0.500		0	3	2	NR	NR	5

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
INDIAN LUST	0.500		0	0	0	NR	NR	0
SLIC	0.500		4	5	0	NR	NR	9
HIST LUST	0.500		0	2	2	NR	NR	4
State and tribal registered storage tank lists								
FEMA UST	0.250		0	0	NR	NR	NR	0
UST	0.250		0	1	NR	NR	NR	1
AST	0.250		0	1	NR	NR	NR	1
INDIAN UST	0.250		0	0	NR	NR	NR	0
State and tribal voluntary cleanup sites								
INDIAN VCP	0.500		0	0	0	NR	NR	0
VCP	0.500		0	0	0	NR	NR	0
State and tribal Brownfields sites								
BROWNFIELDS	0.500		0	1	0	NR	NR	1
ADDITIONAL ENVIRONMENTAL RECORDS								
Local Brownfield lists								
US BROWNFIELDS	0.500		0	0	0	NR	NR	0
Local Lists of Landfill / Solid Waste Disposal Sites								
WMUDS/SWAT	0.500		0	0	0	NR	NR	0
SWRCY	0.500		0	0	0	NR	NR	0
HAULERS	TP		NR	NR	NR	NR	NR	0
INDIAN ODI	0.500		0	0	0	NR	NR	0
ODI	0.500		0	0	0	NR	NR	0
DEBRIS REGION 9	0.500		0	0	0	NR	NR	0
Local Lists of Hazardous waste / Contaminated Sites								
US HIST CDL	TP		NR	NR	NR	NR	NR	0
HIST Cal-Sites	1.000		0	0	0	0	NR	0
SCH	0.250		0	0	NR	NR	NR	0
CDL	TP		NR	NR	NR	NR	NR	0
Toxic Pits	1.000		0	0	0	0	NR	0
US CDL	TP		NR	NR	NR	NR	NR	0
Local Lists of Registered Storage Tanks								
SWEEPS UST	0.250		2	4	NR	NR	NR	6
HIST UST	0.250		2	4	NR	NR	NR	6
CA FID UST	0.250		2	3	NR	NR	NR	5
Local Land Records								
LIENS	TP		NR	NR	NR	NR	NR	0
LIENS 2	TP		NR	NR	NR	NR	NR	0
DEED	0.500		1	0	0	NR	NR	1
Records of Emergency Release Reports								
HMIRS	TP		NR	NR	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
CHMIRS	TP		NR	NR	NR	NR	NR	0
LDS	TP		NR	NR	NR	NR	NR	0
MCS	TP		NR	NR	NR	NR	NR	0
SPILLS 90	TP		NR	NR	NR	NR	NR	0
Other Ascertainable Records								
RCRA NonGen / NLR	0.250		5	3	NR	NR	NR	8
FUDS	1.000		0	0	0	0	NR	0
DOD	1.000		0	0	0	0	NR	0
SCRD DRYCLEANERS	0.500		0	0	0	NR	NR	0
US FIN ASSUR	TP		NR	NR	NR	NR	NR	0
EPA WATCH LIST	TP		NR	NR	NR	NR	NR	0
2020 COR ACTION	0.250		0	0	NR	NR	NR	0
TSCA	TP		NR	NR	NR	NR	NR	0
TRIS	TP		NR	NR	NR	NR	NR	0
SSTS	TP		NR	NR	NR	NR	NR	0
ROD	1.000		0	0	0	0	NR	0
RMP	TP		NR	NR	NR	NR	NR	0
RAATS	TP		NR	NR	NR	NR	NR	0
PRP	TP		NR	NR	NR	NR	NR	0
PADS	TP		NR	NR	NR	NR	NR	0
ICIS	TP		NR	NR	NR	NR	NR	0
FTTS	TP		NR	NR	NR	NR	NR	0
MLTS	TP		NR	NR	NR	NR	NR	0
COAL ASH DOE	TP		NR	NR	NR	NR	NR	0
COAL ASH EPA	0.500		0	0	0	NR	NR	0
PCB TRANSFORMER	TP		NR	NR	NR	NR	NR	0
RADINFO	TP		NR	NR	NR	NR	NR	0
HIST FTTS	TP		NR	NR	NR	NR	NR	0
DOT OPS	TP		NR	NR	NR	NR	NR	0
CONSENT	1.000		0	0	0	0	NR	0
INDIAN RESERV	1.000		0	0	0	0	NR	0
UMTRA	0.500		0	0	0	NR	NR	0
LEAD SMELTERS	TP		NR	NR	NR	NR	NR	0
US AIRS	TP		NR	NR	NR	NR	NR	0
US MINES	0.250		0	0	NR	NR	NR	0
FINDS	TP		NR	NR	NR	NR	NR	0
CA BOND EXP. PLAN	1.000		0	0	0	0	NR	0
Cortese	0.500		2	0	0	NR	NR	2
CUPA Listings	0.250		7	13	NR	NR	NR	20
DRYCLEANERS	0.250		0	0	NR	NR	NR	0
EMI	TP		NR	NR	NR	NR	NR	0
ENF	TP		NR	NR	NR	NR	NR	0
Financial Assurance	TP		NR	NR	NR	NR	NR	0
HAZNET	TP	1	NR	NR	NR	NR	NR	1
HIST CORTESE	0.500		3	1	2	NR	NR	6
HWP	1.000		0	0	0	0	NR	0
HWT	0.250		0	0	NR	NR	NR	0
MINES	TP		NR	NR	NR	NR	NR	0
MWMP	0.250		0	0	NR	NR	NR	0
NPDES	TP		NR	NR	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
PEST LIC	TP		NR	NR	NR	NR	NR	0
PROC	0.500		0	0	0	NR	NR	0
Notify 65	1.000		0	0	0	3	NR	3
SAN JOSE HAZMAT	0.250		0	0	NR	NR	NR	0
UIC	TP		NR	NR	NR	NR	NR	0
WASTEWATER PITS	0.500		0	0	0	NR	NR	0
WDS	TP		NR	NR	NR	NR	NR	0
WIP	0.250		0	0	NR	NR	NR	0
EDR HIGH RISK HISTORICAL RECORDS								
EDR Exclusive Records								
EDR MGP	1.000		0	0	0	0	NR	0
EDR Hist Auto	0.125		1	NR	NR	NR	NR	1
EDR Hist Cleaner	0.125		0	NR	NR	NR	NR	0
EDR RECOVERED GOVERNMENT ARCHIVES								
Exclusive Recovered Govt. Archives								
RGA LF	TP		NR	NR	NR	NR	NR	0
RGA LUST	TP		NR	NR	NR	NR	NR	0
- Totals --		1	42	54	6	4	0	107

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

A1 **SOUTH BAY DEVELOPMENT** **HAZNET** **S112963120**
Target **1690 DELL AVE** **N/A**
Property **CAMPBELL, CA 95008**

Site 1 of 3 in cluster A

Actual:
251 ft.

HAZNET:

envid:	S112963120
Year:	2007
GEPAID:	CAC002619322
Contact:	DAVID ANDRIS
Telephone:	4083793229
Mailing Name:	Not reported
Mailing Address:	1690 DELL AVE
Mailing City,St,Zip:	CAMPBELL, CA 95008
Gen County:	Not reported
TSD EPA ID:	CAD980884183
TSD County:	Not reported
Waste Category:	Unspecified oil-containing waste
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.2
Cat Decode:	Unspecified oil-containing waste
Method Decode:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County:	Santa Clara

envid:	S112963120
Year:	2007
GEPAID:	CAC002619322
Contact:	DAVID ANDRIS
Telephone:	4083793229
Mailing Name:	Not reported
Mailing Address:	1690 DELL AVE
Mailing City,St,Zip:	CAMPBELL, CA 95008
Gen County:	Not reported
TSD EPA ID:	CAD980884183
TSD County:	Not reported
Waste Category:	Other organic solids
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.06
Cat Decode:	Other organic solids
Method Decode:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County:	Santa Clara

envid:	S112963120
Year:	2007
GEPAID:	CAC002619322
Contact:	DAVID ANDRIS
Telephone:	4083793229
Mailing Name:	Not reported
Mailing Address:	1690 DELL AVE
Mailing City,St,Zip:	CAMPBELL, CA 95008
Gen County:	Not reported
TSD EPA ID:	CAD980884183
TSD County:	Not reported
Waste Category:	Off-specification, aged or surplus organics
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)

SOUTH BAY DEVELOPMENT (Continued) **S112963120**

Tons: 1.33
Cat Decode: Off-specification, aged or surplus organics
Method Decode: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County: Santa Clara

envid: S112963120
Year: 2007
GEPAID: CAC002619322
Contact: DAVID ANDRIS
Telephone: 4083793229
Mailing Name: Not reported
Mailing Address: 1690 DELL AVE
Mailing City,St,Zip: CAMPBELL, CA 95008
Gen County: Not reported
TSD EPA ID: CAD980884183
TSD County: Not reported
Waste Category: Unspecified organic liquid mixture
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.61
Cat Decode: Unspecified organic liquid mixture
Method Decode: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County: Santa Clara

A2 **AHEAD TECHNOLOGY CORP** **RCRA NonGen / NLR** **1000145193**
West **1717 DELL AVE** **FINDS** **CAD982011702**
< 1/8 **CAMPBELL, CA 95008**
0.007 mi.
38 ft. **Site 2 of 3 in cluster A**

Relative:
Higher

Actual:
253 ft.

RCRA NonGen / NLR:
Date form received by agency: 05/07/1992
Facility name: AHEAD TECHNOLOGY CORP
Facility address: 1717 DELL AVE
CAMPBELL, CA 95008
EPA ID: CAD982011702
Mailing address: DELL AVE
CAMPBELL, CA 95008
Contact: JERRY ASHFORD
Contact address: 1717 DELL AVE
CAMPBELL, CA 95008
Contact country: US
Contact telephone: (408) 866-7414
Contact email: Not reported
EPA Region: 09
Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:
Owner/operator name: XEBEC CORP
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported

AHEAD TECHNOLOGY CORP (Continued) **1000145193**

Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002775845

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

3	**JUSTIN INDUSTRIES**	**RCRA NonGen / NLR**	**1000412294**
WSW	**1735 DELL AVE**	**FINDS**	**CAD053283172**
< 1/8	**CAMPBELL, CA 95008**		
0.007 mi.			
39 ft.			

Relative: Higher

Actual: 254 ft.

RCRA NonGen / NLR:
Date form received by agency: 02/07/1983
Facility name: JUSTIN INDUSTRIES
Facility address: 1735 DELL AVE
CAMPBELL, CA 95008
EPA ID: CAD053283172
Mailing address: PO BOX 128
CAMPBELL, CA 95009

JUSTIN INDUSTRIES (Continued) **1000412294**

Contact:	ENVIRONMENTAL MANAGER
Contact address:	1735 DELL AVE CAMPBELL, CA 95008
Contact country:	US
Contact telephone:	(408) 379-3980
Contact email:	Not reported
EPA Region:	09
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	SOUTH BAY CONSTRUCTION CO
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	Yes
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110002649304

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of

JUSTIN INDUSTRIES (Continued) **1000412294**

events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

A4
West
< 1/8
0.007 mi.
39 ft.

SOUTH BAY CONSTRUCTION
1711 DELL AV
CAMPBELL, CA 95008

Database(s): CUPA Listings — **S103635742** / **N/A**

Site 3 of 3 in cluster A

Relative: Higher
Actual: 253 ft.

CUPA SANTA CLARA:

Region:	SANTA CLARA
PE#:	2205
Program Description:	GENERATES 100 KG YR TO <5 TONS/YR

B5
NNW
< 1/8
0.023 mi.
120 ft.

1671 DELL AVE
CAMPBELL, CA 95008

Database(s): EDR Hist Auto — **1015262394** / **N/A**

Site 1 of 8 in cluster B

Relative: Lower
Actual: 250 ft.

EDR Historical Auto Stations:

Name:	DEALERS AUTO
Year:	2009
Address:	1671 DELL AVE

B6
NNW
< 1/8
0.036 mi.
190 ft.

JESSEE BROS MACHINE SHOP
1640 DELL AVE
CAMPBELL, CA 95008

Database(s): RCRA-SQG, FINDS, HAZNET — **1001075529** / **CAR000006171**

Site 2 of 8 in cluster B

Relative: Lower
Actual: 250 ft.

RCRA-SQG:

Date form received by agency:	10/04/1995
Facility name:	JESSEE BROS MACHINE SHOP
Facility address:	1640 DELL AVE CAMPBELL, CA 950086901
EPA ID:	CAR000006171
Mailing address:	DELL AVE CAMPBELL, CA 950086901
Contact:	TYLER BAUGHMAN
Contact address:	1640 DELL AVE CAMPBELL, CA 950086901
Contact country:	US
Contact telephone:	(408) 866-1755
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

JESSEE BROS MACHINE SHOP (Continued) **1001075529**

Owner/Operator Summary:

Owner/operator name:	CHETT JESSEE
Owner/operator address:	1640 DELL AVE CAMPBELL, CA 95088
Owner/operator country:	Not reported
Owner/operator telephone:	(408) 866-1755
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110009552144

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZNET:

envid:	1001075529
Year:	2003
GEPAID:	CAR000006171
Contact:	CHETT JESSEE/PRESIDENT
Telephone:	4088661755
Mailing Name:	Not reported
Mailing Address:	1640 DELL AVE
Mailing City,St,Zip:	CAMPBELL, CA 950080000
Gen County:	Not reported
TSD EPA ID:	CAT080033681
TSD County:	Not reported
Waste Category:	Unspecified organic liquid mixture

JESSEE BROS MACHINE SHOP (Continued) **1001075529**

Disposal Method:	Recycler
Tons:	0.68
Cat Decode:	Unspecified organic liquid mixture
Method Decode:	Recycler
Facility County:	Santa Clara

envid:	1001075529
Year:	2002
GEPAID:	CAR000006171
Contact:	CHETT JESSEE/PRESIDENT
Telephone:	4088661755
Mailing Name:	Not reported
Mailing Address:	1640 DELL AVE
Mailing City,St,Zip:	CAMPBELL, CA 950080000
Gen County:	Not reported
TSD EPA ID:	CAD088838222
TSD County:	Not reported
Waste Category:	Not reported
Disposal Method:	Recycler
Tons:	0.83
Cat Decode:	Not reported
Method Decode:	Recycler
Facility County:	Santa Clara

envid:	1001075529
Year:	2001
GEPAID:	CAR000006171
Contact:	CHETT JESSEE/PRESIDENT
Telephone:	4088661755
Mailing Name:	Not reported
Mailing Address:	1640 DELL AVE
Mailing City,St,Zip:	CAMPBELL, CA 950080000
Gen County:	Not reported
TSD EPA ID:	CAD088838222
TSD County:	Not reported
Waste Category:	Not reported
Disposal Method:	Recycler
Tons:	2.33
Cat Decode:	Not reported
Method Decode:	Recycler
Facility County:	Santa Clara

envid:	1001075529
Year:	2000
GEPAID:	CAR000006171
Contact:	CHETT JESSEE/PRESIDENT
Telephone:	4088661755
Mailing Name:	Not reported
Mailing Address:	1640 DELL AVE
Mailing City,St,Zip:	CAMPBELL, CA 950080000
Gen County:	Not reported
TSD EPA ID:	CAD088838222
TSD County:	Not reported
Waste Category:	Not reported
Disposal Method:	Recycler
Tons:	1.77
Cat Decode:	Not reported

JESSEE BROS MACHINE SHOP (Continued) **1001075529**

Method Decode: Recycler
Facility County: Santa Clara

envid: 1001075529
Year: 1999
GEPAID: CAR000006171
Contact: CHETT JESSEE
Telephone: 4088661755
Mailing Name: Not reported
Mailing Address: 1640 DELL AVE
Mailing City,St,Zip: CAMPBELL, CA 950080000
Gen County: Not reported
TSD EPA ID: CAD088838222
TSD County: Not reported
Waste Category: Not reported
Disposal Method: Recycler
Tons: .6255
Cat Decode: Not reported
Method Decode: Recycler
Facility County: Santa Clara

Click this hyperlink while viewing on your computer to access
2 additional CA_HAZNET: record(s) in the EDR Site Report.

B7 **COLLIMATED HOLES INC** **RCRA-SQG** **1000285053**
NW **460 DIVISION STREET** **FINDS** **CAD981369770**
< 1/8 **CAMPBELL, CA 95008** **CUPA Listings**
0.040 mi. **EMI**
209 ft. **Site 3 of 8 in cluster B** **HAZNET**

Relative:
Higher

Actual:
251 ft.

RCRA-SQG:
Date form received by agency: 01/24/1986
Facility name: COLLIMATED HOLES INC
Facility address: 460 DIVISION ST
CAMPBELL, CA 95008
EPA ID: CAD981369770
Contact: ENVIRONMENTAL MANAGER
Contact address: 460 DIVISION ST
CAMPBELL, CA 95008
Contact country: US
Contact telephone: (408) 374-5080
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: MEAD RW
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private

COLLIMATED HOLES INC (Continued) **1000285053**

Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110001162116

Environmental Interest/Information System

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

US EPA TRIS (Toxics Release Inventory System) contains information from facilities on the amounts of over 300 listed toxic chemicals that these facilities release directly to air, water, land, or that are transported off-site.

HAZARDOUS AIR POLLUTANT MAJOR

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

COLLIMATED HOLES INC (Continued) **1000285053**

CUPA SANTA CLARA:
Region: SANTA CLARA
PE#: 2205
Program Description: GENERATES 100 KG YR TO <5 TONS/YR

Region: SANTA CLARA
PE#: 2263
Program Description: CONDITIONALLY EXEMPT (CE)

EMI:
Year: 1990
County Code: 43
Air Basin: SF
Facility ID: 4869
Air District Name: BA
SIC Code: 3827
Air District Name: BAY AREA AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 0
Reactive Organic Gases Tons/Yr: 0
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smllr Tons/Yr: 0

Year: 1996
County Code: 43
Air Basin: SF
Facility ID: 4869
Air District Name: BA
SIC Code: 3827
Air District Name: BAY AREA AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 0
Reactive Organic Gases Tons/Yr: 0
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smllr Tons/Yr: 0

Year: 1997
County Code: 43
Air Basin: SF
Facility ID: 4869
Air District Name: BA
SIC Code: 3827
Air District Name: BAY AREA AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 0
Reactive Organic Gases Tons/Yr: 0
Carbon Monoxide Emissions Tons/Yr: 0

COLLIMATED HOLES INC (Continued) **1000285053**

NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0
Year:	1998
County Code:	43
Air Basin:	SF
Facility ID:	4869
Air District Name:	BA
SIC Code:	3827
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0
Year:	1999
County Code:	43
Air Basin:	SF
Facility ID:	4869
Air District Name:	BA
SIC Code:	3827
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0
Year:	2000
County Code:	43
Air Basin:	SF
Facility ID:	4869
Air District Name:	BA
SIC Code:	3827
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0
Year:	2001

COLLIMATED HOLES INC (Continued) **1000285053**

County Code:	43
Air Basin:	SF
Facility ID:	4869
Air District Name:	BA
SIC Code:	3827
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2003
County Code:	43
Air Basin:	SF
Facility ID:	4869
Air District Name:	BA
SIC Code:	3827
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2004
County Code:	43
Air Basin:	SF
Facility ID:	4869
Air District Name:	BA
SIC Code:	3827
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.049
Reactive Organic Gases Tons/Yr:	0.049
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2005
County Code:	43
Air Basin:	SF
Facility ID:	4869
Air District Name:	BA
SIC Code:	3827
Air District Name:	BAY AREA AQMD

COLLIMATED HOLES INC (Continued) **1000285053**

Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	.049
Reactive Organic Gases Tons/Yr:	.049
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2006
County Code:	43
Air Basin:	SF
Facility ID:	4869
Air District Name:	BA
SIC Code:	3827
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	.059
Reactive Organic Gases Tons/Yr:	.059
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2007
County Code:	43
Air Basin:	SF
Facility ID:	4869
Air District Name:	BA
SIC Code:	3827
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	.059
Reactive Organic Gases Tons/Yr:	.059
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2008
County Code:	43
Air Basin:	SF
Facility ID:	4869
Air District Name:	BA
SIC Code:	3827
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	.059
Reactive Organic Gases Tons/Yr:	.059
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0

COLLIMATED HOLES INC (Continued) **1000285053**

SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0
Year:	2009
County Code:	43
Air Basin:	SF
Facility ID:	4869
Air District Name:	BA
SIC Code:	3827
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	5.8999999999999997E-2
Reactive Organic Gases Tons/Yr:	5.8999999999999997E-2
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0
Year:	2010
County Code:	43
Air Basin:	SF
Facility ID:	4869
Air District Name:	BA
SIC Code:	3827
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	7.0000000000000001E-3
Reactive Organic Gases Tons/Yr:	7.0000000000000001E-3
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0
Year:	2011
County Code:	43
Air Basin:	SF
Facility ID:	4869
Air District Name:	BA
SIC Code:	3827
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.007
Reactive Organic Gases Tons/Yr:	0.007
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0
Year:	2012
County Code:	43

COLLIMATED HOLES INC (Continued) **1000285053**

Air Basin:	SF
Facility ID:	4869
Air District Name:	BA
SIC Code:	3827
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.007
Reactive Organic Gases Tons/Yr:	0.007
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2013
County Code:	43
Air Basin:	SF
Facility ID:	4869
Air District Name:	BA
SIC Code:	3827
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.007
Reactive Organic Gases Tons/Yr:	0.007
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

HAZNET:

envid:	1000285053
Year:	2014
GEPAID:	CAD981369770
Contact:	DANIEL J. DICKERSON, V.P.
Telephone:	4083745080
Mailing Name:	Not reported
Mailing Address:	460 DIVISION ST
Mailing City,St,Zip:	CAMPBELL, CA 950086923
Gen County:	Santa Clara
TSD EPA ID:	CAD008252405
TSD County:	Los Angeles
Waste Category:	Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.025
Cat Decode:	Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)
Method Decode:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County:	Santa Clara

envid:	1000285053
Year:	2014
GEPAID:	CAD981369770
Contact:	DANIEL J. DICKERSON, V.P.
Telephone:	4083745080

COLLIMATED HOLES INC (Continued) **1000285053**

Mailing Name:	Not reported
Mailing Address:	460 DIVISION ST
Mailing City,St,Zip:	CAMPBELL, CA 950086923
Gen County:	Santa Clara
TSD EPA ID:	CAD097030993
TSD County:	Los Angeles
Waste Category:	Off-specification, aged or surplus organics
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.1815
Cat Decode:	Off-specification, aged or surplus organics
Method Decode:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County:	Santa Clara

envid:	1000285053
Year:	2013
GEPAID:	CAD981369770
Contact:	DANIEL J. DICKERSON, V.P.
Telephone:	4083745080
Mailing Name:	Not reported
Mailing Address:	460 DIVISION ST
Mailing City,St,Zip:	CAMPBELL, CA 950086923
Gen County:	Santa Clara
TSD EPA ID:	CAD008252405
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.0175
Cat Decode:	Not reported
Method Decode:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County:	Not reported

envid:	1000285053
Year:	2013
GEPAID:	CAD981369770
Contact:	DANIEL J. DICKERSON, V.P.
Telephone:	4083745080
Mailing Name:	Not reported
Mailing Address:	460 DIVISION ST
Mailing City,St,Zip:	CAMPBELL, CA 950086923
Gen County:	Santa Clara
TSD EPA ID:	CAD097030993
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.1815
Cat Decode:	Not reported
Method Decode:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County:	Not reported

envid:	1000285053
Year:	2013
GEPAID:	CAD981369770
Contact:	DANIEL J. DICKERSON, V.P.
Telephone:	4083745080

COLLIMATED HOLES INC (Continued) **1000285053**

Mailing Name:	Not reported
Mailing Address:	460 DIVISION ST
Mailing City,St,Zip:	CAMPBELL, CA 950086923
Gen County:	Santa Clara
TSD EPA ID:	TXD982560294
TSD County:	99
Waste Category:	Not reported
Disposal Method:	Incineration--Thermal Destruction Other Than Use As A Fuel
Tons:	0.02085
Cat Decode:	Not reported
Method Decode:	Incineration--Thermal Destruction Other Than Use As A Fuel
Facility County:	Not reported

Click this hyperlink while viewing on your computer to access
45 additional CA_HAZNET: record(s) in the EDR Site Report.

B8
NW
< 1/8
0.045 mi.
236 ft.

PACIFIC COAST FIRE — **CUPA Listings** — **S108752501** / **N/A**
470 DIVISION ST
CAMPBELL, CA 95008

Site 4 of 8 in cluster B

Relative:
Higher

Actual:
252 ft.

CUPA SANTA CLARA:

Region:	SANTA CLARA
PE#:	2201
Program Description:	GENERATES WASTE OIL ONLY

B9
NW
< 1/8
0.045 mi.
236 ft.

GOLDEN STATE MOVING CO — **RCRA NonGen / NLR**, **FINDS** — **1000186997** / **CAD089959829**
470 DIVISION ST
CAMPBELL, CA 95008

Site 5 of 8 in cluster B

Relative:
Higher

Actual:
252 ft.

RCRA NonGen / NLR:

Date form received by agency:	03/07/1983
Facility name:	GOLDEN STATE MOVING CO
Facility address:	470 DIVISION ST CAMPBELL, CA 95008
EPA ID:	CAD089959829
Mailing address:	DIVISION ST CAMPBELL, CA 95008
Contact:	ENVIRONMENTAL MANAGER
Contact address:	470 DIVISION ST CAMPBELL, CA 95008
Contact country:	US
Contact telephone:	(415) 555-1212
Contact email:	Not reported
EPA Region:	09
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	JAK VAN NADA
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported

GOLDEN STATE MOVING CO (Continued) **1000186997**

Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	Yes
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110002663243

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

B10	**BELKO ELECTRIC**	**SWEEPS UST**	**S101624840**
North	**1624 DELL AVE**	**CA FID UST**	**N/A**
< 1/8	**CAMPBELL, CA 95008**		
0.051 mi.			
271 ft.	**Site 6 of 8 in cluster B**		

Relative: **Lower**

Actual: **249 ft.**

SWEEPS UST:

Status:	Not reported
Comp Number:	6802
Number:	Not reported
Board Of Equalization:	44-026282
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	43-008-006802-000001
Tank Status:	Not reported
Capacity:	1000
Active Date:	Not reported
Tank Use:	M.V. FUEL
STG:	PRODUCT
Content:	LEADED
Number Of Tanks:	1

CA FID UST:

Facility ID:	43012235
Regulated By:	UTNKA
Regulated ID:	00006802
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	4083789060
Mail To:	Not reported
Mailing Address:	1624 DELL AVE
Mailing Address 2:	Not reported
Mailing City,St,Zip:	CAMPBELL 95008
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

B11	**BELKO ELECTRIC**	**HIST UST**	**U001600849**
North	**1624 DELL AVE**		**N/A**
< 1/8	**CAMPBELL, CA 95008**		
0.051 mi.			
271 ft.	**Site 7 of 8 in cluster B**		

Relative: **Lower**

Actual: **249 ft.**

HIST UST:

Region:	STATE
Facility ID:	00000006802
Facility Type:	Other
Other Type:	CONTRACTOR
Contact Name:	GARY HUTCHISON
Telephone:	4083789060
Owner Name:	BELKO ELECTRIC CORP
Owner Address:	1624 DELL AVE
Owner City,St,Zip:	CAMPBELL, CA 95008

BELKO ELECTRIC (Continued) **U001600849**

Total Tanks:	0001
Tank Num:	001
Container Num:	1
Year Installed:	Not reported
Tank Capacity:	00001000
Tank Used for:	PRODUCT
Type of Fuel:	REGULAR
Container Construction Thickness:	Not reported
Leak Detection:	Visual

B12 **TRU COLOR CONCEPTS** **RCRA NonGen / NLR** **1000108253**
North **1610 DELL AVE UNIT E** **FINDS** **CAD981693096**
< 1/8 **CAMPBELL, CA 95008**
0.065 mi.
345 ft. **Site 8 of 8 in cluster B**

Relative:
Lower

Actual:
248 ft.

RCRA NonGen / NLR:

Date form received by agency:	12/16/1986
Facility name:	TRU COLOR CONCEPTS
Facility address:	1610 DELL AVE UNIT E CAMPBELL, CA 95008
EPA ID:	CAD981693096
Mailing address:	DELL AVE UNIT E CAMPBELL, CA 95008
Contact:	ENVIRONMENTAL MANAGER
Contact address:	1610 DELL AVE UNIT E CAMPBELL, CA 95008
Contact country:	US
Contact telephone:	(408) 378-5577
Contact email:	Not reported
EPA Region:	09
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported
Owner/operator name:	JAY TOPPING
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

TRU COLOR CONCEPTS (Continued) **1000108253**

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110009540229

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

C13
NW
< 1/8
0.066 mi.
349 ft.

LUCERO CABLES INC
500 DIVISION ST
CAMPBELL, CA 95008

Site 1 of 9 in cluster C

RCRA NonGen / NLR **1000217174**
FINDS **CAD982348138**

Relative:
Higher

Actual:
252 ft.

RCRA NonGen / NLR:

Date form received by agency:	01/15/1997
Facility name:	LUCERO CABLES INC
Facility address:	500 DIVISION ST CAMPBELL, CA 95008
EPA ID:	CAD982348138
Contact:	RICHARD EVANS
Contact address:	500 DIVISION ST CAMPBELL, CA 95008
Contact country:	US
Contact telephone:	(408) 374-5400
Contact email:	Not reported
EPA Region:	09
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	ATOOR ELIASNIA
Owner/operator address:	6560 ROLLONG OAKS DR

LUCERO CABLES INC (Continued) **1000217174**

	SAN JOSE, CA 95120
Owner/operator country:	Not reported
Owner/operator telephone:	(408) 720-3008
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110002798296

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

C14 **SOUTHBAY CONSTRUCTION** **HIST UST** **U001600902**
WNW **511 DIVISION ST** **N/A**
< 1/8 **CAMPBELL, CA 95008**
0.075 mi.
395 ft. **Site 2 of 9 in cluster C**

Relative:
Higher

Actual:
253 ft.

HIST UST:

Region:	STATE
Facility ID:	00000010417
Facility Type:	Other
Other Type:	Not reported
Contact Name:	Not reported
Telephone:	4083790400
Owner Name:	S.B.C. & D. CO., INC.
Owner Address:	511 DIVISION STREET
Owner City,St,Zip:	CAMPBELL, CA 95008
Total Tanks:	0002

SOUTHBAY CONSTRUCTION (Continued) **U001600902**

Tank Num:	001
Container Num:	101
Year Installed:	1980
Tank Capacity:	00005000
Tank Used for:	PRODUCT
Type of Fuel:	REGULAR
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor

Tank Num:	002
Container Num:	102
Year Installed:	1980
Tank Capacity:	00005000
Tank Used for:	PRODUCT
Type of Fuel:	REGULAR
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor

C15 **SOUTHBAY CONSTRUCTION** **SWEEPS UST** **S101624871**
WNW **511 DIVISION ST** **CA FID UST** **N/A**
< 1/8 **CAMPBELL, CA 95008**
0.075 mi.
395 ft. **Site 3 of 9 in cluster C**

Relative:
Higher

Actual:
253 ft.

SWEEPS UST:

Status:	Active
Comp Number:	10417
Number:	1
Board Of Equalization:	44-026290
Referral Date:	04-04-91
Action Date:	04-04-91
Created Date:	02-29-88
Owner Tank Id:	101
SWRCB Tank Id:	43-008-010417-000001
Tank Status:	A
Capacity:	6000
Active Date:	04-04-91
Tank Use:	M.V. FUEL
STG:	P
Content:	REG UNLEADED
Number Of Tanks:	2

Status:	Active
Comp Number:	10417
Number:	1
Board Of Equalization:	44-026290
Referral Date:	04-04-91
Action Date:	04-04-91
Created Date:	02-29-88
Owner Tank Id:	102
SWRCB Tank Id:	43-008-010417-000002
Tank Status:	A
Capacity:	6000
Active Date:	04-04-91
Tank Use:	M.V. FUEL
STG:	P
Content:	REG UNLEADED
Number Of Tanks:	Not reported

SOUTHBAY CONSTRUCTION (Continued) **S101624871**

CA FID UST:

Facility ID:	43012238
Regulated By:	UTNKA
Regulated ID:	00010417
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	4083790400
Mail To:	Not reported
Mailing Address:	511 DIVISION ST
Mailing Address 2:	Not reported
Mailing City,St,Zip:	CAMPBELL 95008
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

D16 **ASHLAND CHEMICAL CO.** **RCRA-SQG** **1000181795**
North **1600 DELL AVE.** **ENVIROSTOR** **CAD982486870**
< 1/8 **CAMPBELL, CA 95008** **CHMIRS**
0.075 mi. **ICIS**
398 ft. **Site 1 of 10 in cluster D** **FINDS**
EMI

Relative:
Lower

Actual:
248 ft.

RCRA-SQG:

Date form received by agency:	06/20/1996
Facility name:	ASHLAND CHEMICAL COMPANY
Facility address:	1600 DELL AVE CAMPBELL, CA 95008
EPA ID:	CAD982486870
Contact:	DON GEBHARDT
Contact address:	PO BOX 2219 COLUMBUS, OH 432162219
Contact country:	US
Contact telephone:	(614) 790-3333
Contact email:	Not reported
EPA Region:	09
Land type:	Private
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	ASHLAND CHEMICAL COMPANY
Owner/operator address:	PO BOX 2219 COLUMBUS, OH 43216
Owner/operator country:	Not reported
Owner/operator telephone:	(614) 790-3333
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

ASHLAND CHEMICAL CO. (Continued) **1000181795**

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Facility Has Received Notices of Violations:

Regulation violated:	F - 262.30-34.C
Area of violation:	Generators - General
Date violation determined:	06/14/2001
Date achieved compliance:	08/13/2001
Violation lead agency:	EPA
Enforcement action:	Not reported
Enforcement action date:	07/05/2001
Enf. disposition status:	Not reported
Enf. disp. status date:	Not reported
Enforcement lead agency:	EPA
Proposed penalty amount:	Not reported
Final penalty amount:	Not reported
Paid penalty amount:	Not reported

Regulation violated:	F - 262.30-34.C
Area of violation:	Generators - General
Date violation determined:	06/14/2001
Date achieved compliance:	08/13/2001
Violation lead agency:	EPA
Enforcement action:	WRITTEN INFORMAL
Enforcement action date:	07/16/2001
Enf. disposition status:	Not reported
Enf. disp. status date:	Not reported
Enforcement lead agency:	EPA
Proposed penalty amount:	Not reported
Final penalty amount:	Not reported
Paid penalty amount:	Not reported

ASHLAND CHEMICAL CO. (Continued) **1000181795**

Evaluation Action Summary:
Evaluation date: 06/14/2001
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - General
Date achieved compliance: 08/13/2001
Evaluation lead agency: EPA

ENVIROSTOR:
Facility ID: 71003078
Status: Inactive - Needs Evaluation
Status Date: Not reported
Site Code: Not reported
Site Type: Tiered Permit
Site Type Detailed: Tiered Permit
Acres: Not reported
NPL: NO
Regulatory Agencies: NONE SPECIFIED
Lead Agency: NONE SPECIFIED
Program Manager: Not reported
Supervisor: Not reported
Division Branch: Cleanup Berkeley
Assembly: 28
Senate: 15
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Not reported
Latitude: 37.26303
Longitude: -121.9560
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: CAD982486870
Alias Type: EPA Identification Number
Alias Name: 110000484020
Alias Type: EPA (FRS #)
Alias Name: 71003078
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: Not reported
Completed Sub Area Name: Not reported
Completed Document Type: Not reported
Completed Date: Not reported
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

ASHLAND CHEMICAL CO. (Continued) **1000181795**

CHMIRS:

OES Incident Number:	7-4513
OES notification:	11/13/1997
OES Date:	Not reported
OES Time:	Not reported
Date Completed:	**Not reported**
Property Use:	Not reported
Agency Id Number:	Not reported
Agency Incident Number:	Not reported
Time Notified:	Not reported
Time Completed:	Not reported
Surrounding Area:	Not reported
Estimated Temperature:	Not reported
Property Management:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agncy Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA DOT PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	Yes
Waterway:	Storm Drain/Los Gatos Creek
Spill Site:	Not reported
Cleanup By:	Diluted w/water
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Not reported
Other:	Not reported
Date/Time:	Not reported
Year:	1997
Agency:	Santa Clara County Fire
Incident Date:	11/13/199712:00:00 AM
Admin Agency:	Santa Clara County Health Department
Amount:	Not reported
Contained:	Yes
Site Type:	Industrial Plant
E Date:	Not reported
Substance:	Hydrogen Peroxide 30%
Gallons:	25
Unknown:	0
Substance #2:	Not reported
Substance #3:	Not reported
Evacuations:	0
Number of Injuries:	0
Number of Fatalities:	0
#1 Pipeline:	Not reported

ASHLAND CHEMICAL CO. (Continued) **1000181795**

#2 Pipeline:	Not reported
#3 Pipeline:	Not reported
#1 Vessel >= 300 Tons:	Not reported
#2 Vessel >= 300 Tons:	Not reported
#3 Vessel >= 300 Tons:	Not reported
Evacs:	Not reported
Injuries:	Not reported
Fatals:	Not reported
Comments:	Not reported
Description:	Rec'd call for request to make report unclear how this occured. Event #973170031.

ICIS:

Enforcement Action ID:	09-2001-0031
FRS ID:	110000484020
Program ID:	FRS 110000484020
Action Name:	ASHLAND SPECIALTY CHEMICALS
Full Address:	1600 DELL AVE. CAMPBELL CA 95008
State:	California
Facility Name:	ASHLAND CHEMICAL CO.
Facility Address:	1600 DELL AVE. CAMPBELL, CA 95008
Enforcement Action Type:	TSCA 16 Action For Penalty
Facility County:	SANTA CLARA
EPA Region #:	9

Enforcement Action ID:	09-2001-0031
FRS ID:	110000484020
Program ID:	HWTS-DATAMART CAD982486870
Action Name:	ASHLAND SPECIALTY CHEMICALS
Full Address:	1600 DELL AVE. CAMPBELL CA 95008
State:	California
Facility Name:	ASHLAND CHEMICAL CO.
Facility Address:	1600 DELL AVE. CAMPBELL, CA 95008
Enforcement Action Type:	TSCA 16 Action For Penalty
Facility County:	SANTA CLARA
EPA Region #:	9

Enforcement Action ID:	09-2001-0031
FRS ID:	110000484020
Program ID:	TRIS 95008SHLND1600D
Action Name:	ASHLAND SPECIALTY CHEMICALS
Full Address:	1600 DELL AVE. CAMPBELL CA 95008
State:	California
Facility Name:	ASHLAND CHEMICAL CO.
Facility Address:	1600 DELL AVE. CAMPBELL, CA 95008
Enforcement Action Type:	TSCA 16 Action For Penalty
Facility County:	SANTA CLARA
EPA Region #:	9

Enforcement Action ID:	09-2001-0031
FRS ID:	110000484020
Program ID:	RCRAINFO CAD982486870
Action Name:	ASHLAND SPECIALTY CHEMICALS
Full Address:	1600 DELL AVE. CAMPBELL CA 95008

ASHLAND CHEMICAL CO. (Continued) **1000181795**

State:	California
Facility Name:	ASHLAND CHEMICAL CO.
Facility Address:	1600 DELL AVE.
	CAMPBELL, CA 95008
Enforcement Action Type:	TSCA 16 Action For Penalty
Facility County:	SANTA CLARA
EPA Region #:	9

Enforcement Action ID:	09-2001-0031
FRS ID:	110000484020
Program ID:	RE-POWERING 71003078-11323
Action Name:	ASHLAND SPECIALTY CHEMICALS
Full Address:	1600 DELL AVE. CAMPBELL CA 95008
State:	California
Facility Name:	ASHLAND CHEMICAL CO.
Facility Address:	1600 DELL AVE.
	CAMPBELL, CA 95008
Enforcement Action Type:	TSCA 16 Action For Penalty
Facility County:	SANTA CLARA
EPA Region #:	9

Enforcement Action ID:	09-2001-0031
FRS ID:	110000484020
Program ID:	NEI NEICA0850862
Action Name:	ASHLAND SPECIALTY CHEMICALS
Full Address:	1600 DELL AVE. CAMPBELL CA 95008
State:	California
Facility Name:	ASHLAND CHEMICAL CO.
Facility Address:	1600 DELL AVE.
	CAMPBELL, CA 95008
Enforcement Action Type:	TSCA 16 Action For Penalty
Facility County:	SANTA CLARA
EPA Region #:	9

Program ID:	FRS 110000484020
Facility Name:	ASHLAND CHEMICAL CO.
Address:	1600 DELL AVE.
Tribal Indicator:	N
Fed Facility:	No
NAIC Code:	Not reported
SIC Code:	2819

Program ID:	FRS 110000484020
Facility Name:	ASHLAND CHEMICAL CO.
Address:	1600 DELL AVE.
Tribal Indicator:	N
Fed Facility:	No
NAIC Code:	Not reported
SIC Code:	2869

Program ID:	HWTS-DATAMART CAD982486870
Facility Name:	ASHLAND CHEMICAL CO.
Address:	1600 DELL AVE.
Tribal Indicator:	N
Fed Facility:	No
NAIC Code:	Not reported

ASHLAND CHEMICAL CO. (Continued) **1000181795**

SIC Code: 2819

Program ID: HWTS-DATAMART CAD982486870
Facility Name: ASHLAND CHEMICAL CO.
Address: 1600 DELL AVE.
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: 2869

Program ID: NEI NEICA0850862
Facility Name: ASHLAND CHEMICAL CO.
Address: 1600 DELL AVE.
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: 2819

Program ID: NEI NEICA0850862
Facility Name: ASHLAND CHEMICAL CO.
Address: 1600 DELL AVE.
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: 2869

Program ID: RCRAINFO CAD982486870
Facility Name: ASHLAND CHEMICAL CO.
Address: 1600 DELL AVE.
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: 2819

Program ID: RCRAINFO CAD982486870
Facility Name: ASHLAND CHEMICAL CO.
Address: 1600 DELL AVE.
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: 2869

Program ID: RE-POWERING 71003078-11323
Facility Name: ASHLAND CHEMICAL CO.
Address: 1600 DELL AVE.
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: 2819

Program ID: RE-POWERING 71003078-11323
Facility Name: ASHLAND CHEMICAL CO.
Address: 1600 DELL AVE.
Tribal Indicator: N
Fed Facility: No
NAIC Code: Not reported
SIC Code: 2869

ASHLAND CHEMICAL CO. (Continued) **1000181795**

Program ID:	TRIS 95008SHLND1600D
Facility Name:	ASHLAND CHEMICAL CO.
Address:	1600 DELL AVE.
Tribal Indicator:	N
Fed Facility:	No
NAIC Code:	Not reported
SIC Code:	2819

Program ID:	TRIS 95008SHLND1600D
Facility Name:	ASHLAND CHEMICAL CO.
Address:	1600 DELL AVE.
Tribal Indicator:	N
Fed Facility:	No
NAIC Code:	Not reported
SIC Code:	2869

FINDS:

Registry ID: 110000484020

Environmental Interest/Information System

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

US EPA TRIS (Toxics Release Inventory System) contains information from facilities on the amounts of over 300 listed toxic chemicals that these facilities release directly to air, water, land, or that are transported off-site.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

ICIS (Integrated Compliance Information System) is the Integrated Compliance Information System and provides a database that, when complete, will contain integrated Enforcement and Compliance information across most of EPA's programs. The vision for ICIS is to replace EPA's independent databases that contain Enforcement data with a single repository for that information. Currently, ICIS contains all Federal Administrative and Judicial enforcement actions. This information is maintained in ICIS by EPA in the Regional offices and it Headquarters. A future release of ICIS will replace the Permit Compliance System (PCS) which supports the NPDES and will integrate that information with Federal actions already in the system. ICIS also has the capability to track other activities occurring in the Region that support Compliance and Enforcement programs. These include; Incident Tracking, Compliance Assistance, and Compliance Monitoring.

EMI:

Year: 1987

ASHLAND CHEMICAL CO. (Continued) **1000181795**

County Code:	43
Air Basin:	SF
Facility ID:	2606
Air District Name:	BA
SIC Code:	2891
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1990
County Code:	43
Air Basin:	SF
Facility ID:	4867
Air District Name:	BA
SIC Code:	2869
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	7
Reactive Organic Gases Tons/Yr:	6
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1993
County Code:	43
Air Basin:	SF
Facility ID:	4867
Air District Name:	BA
SIC Code:	2869
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3
Reactive Organic Gases Tons/Yr:	3
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1995
County Code:	43
Air Basin:	SF
Facility ID:	4867
Air District Name:	BA
SIC Code:	2869
Air District Name:	BAY AREA AQMD

ASHLAND CHEMICAL CO. (Continued) **1000181795**

Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 1
Reactive Organic Gases Tons/Yr: 1
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smllr Tons/Yr: 0

Year: 1996
County Code: 43
Air Basin: SF
Facility ID: 4867
Air District Name: BA
SIC Code: 2869
Air District Name: BAY AREA AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 1
Reactive Organic Gases Tons/Yr: 1
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smllr Tons/Yr: 0

Year: 1996
County Code: 43
Air Basin: SF
Facility ID: 10862
Air District Name: BA
SIC Code: 2869
Air District Name: BAY AREA AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 1
Reactive Organic Gases Tons/Yr: 1
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smllr Tons/Yr: 0

Year: 1997
County Code: 43
Air Basin: SF
Facility ID: 10862
Air District Name: BA
SIC Code: 2869
Air District Name: BAY AREA AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 1
Reactive Organic Gases Tons/Yr: 1
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0

ASHLAND CHEMICAL CO. (Continued) **1000181795**

SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1998
County Code:	43
Air Basin:	SF
Facility ID:	10862
Air District Name:	BA
SIC Code:	2869
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1999
County Code:	43
Air Basin:	SF
Facility ID:	10862
Air District Name:	BA
SIC Code:	2869
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2000
County Code:	43
Air Basin:	SF
Facility ID:	10862
Air District Name:	BA
SIC Code:	2869
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

D17	**WARNER-LAMBERT CO**	**SLIC**	**S103960283**
North	**1587 DELL AVE**	**Cortese**	**N/A**
< 1/8	**CAMPBELL, CA 95008**	**ENF**	
0.088 mi.		**HIST CORTESE**	
464 ft.	**Site 2 of 10 in cluster D**		

Relative:
Lower

Actual:
247 ft.

SLIC:

Region:	STATE
Facility Status:	**Completed - Case Closed**
Status Date:	05/25/1999
Global Id:	SL18255676
Lead Agency:	SAN FRANCISCO BAY RWQCB (REGION 2)
Lead Agency Case Number:	Not reported
Latitude:	37.26481
Longitude:	-121.954791
Case Type:	Cleanup Program Site
Case Worker:	Not reported
Local Agency:	Not reported
RB Case Number:	SL18255676
File Location:	Not reported
Potential Media Affected:	Not reported
Potential Contaminants of Concern:	Not reported
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

CORTESE:

Region:	CORTESE
Envirostor Id:	Not reported
Site/Facility Type:	Not reported
Cleanup Status:	Not reported
Status Date:	Not reported
Site Code:	Not reported
Latitude:	Not reported
Longitude:	Not reported
Owner:	Not reported
Enf Type:	Not reported
Swat R:	Not reported
Flag:	CORTESE
Order No:	Not reported
Waste Discharge System No:	Not reported
Effective Date:	Not reported
Region 2:	2
WID Id:	2 438346N01
Solid Waste Id No:	Not reported
Waste Management Uit Name:	Not reported

ENF:

Region:	2
Facility Id:	271726
Agency Name:	Warner-Lambert / USPS
Place Type:	Manufacturing
Place Subtype:	Manufacturing NEC
Facility Type:	All other facilities
Agency Type:	Privately-Owned Business
# Of Agencies:	1
Place Latitude:	37.263323
Place Longitude:	-121.957015

WARNER-LAMBERT CO (Continued) **S103960283**

SIC Code 1:	2819
SIC Desc 1:	Industrial Inorganic Chemicals, NEC
SIC Code 2:	Not reported
SIC Desc 2:	Not reported
SIC Code 3:	Not reported
SIC Desc 3:	Not reported
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	Not reported
Threat To Water Quality:	Not reported
Complexity:	Not reported
Pretreatment:	Not reported
Facility Waste Type:	Not reported
Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	UNREGS
Program Category1:	UNREGS
Program Category2:	UNREGS
# Of Programs:	1
WDID:	2 438346N01
Reg Measure Id:	162903
Reg Measure Type:	Unregulated
Region:	2
Order #:	Not reported
Npdes# CA#:	Not reported
Major-Minor:	Not reported
Npdes Type:	Not reported
Reclamation:	Not reported
Dredge Fill Fee:	Not reported
301H:	Not reported
Application Fee Amt Received:	Not reported
Status:	Never Active
Status Date:	02/21/2013
Effective Date:	Not reported
Expiration/Review Date:	Not reported
Termination Date:	Not reported
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	I
Fee Code:	Not reported
Direction/Voice:	Passive
Enforcement Id(EID):	222962
Region:	2
Order / Resolution Number:	94-078
Enforcement Action Type:	Clean-up and Abatement Order

WARNER-LAMBERT CO (Continued) **S103960283**

Effective Date:	07/20/1994
Adoption/Issuance Date:	Not reported
Achieve Date:	Not reported
Termination Date:	Not reported
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Historical
Title:	Enforcement - 2 438346N01
Description:	SCR-VOC CONTAM SOIL/GW; INVEST CLUP.
Program:	UNREGS
Latest Milestone Completion Date:	Not reported
# Of Programs1:	1
Total Assessment Amount:	$0.00
Initial Assessed Amount:	$0.00
Liability $ Amount:	$0.00
Project $ Amount:	$0.00
Liability $ Paid:	$0.00
Project $ Completed:	$0.00
Total $ Paid/Completed Amount:	$0.00

Region:	2
Facility Id:	271726
Agency Name:	Warner-Lambert / USPS
Place Type:	Manufacturing
Place Subtype:	Manufacturing NEC
Facility Type:	All other facilities
Agency Type:	Privately-Owned Business
# Of Agencies:	1
Place Latitude:	37.263323
Place Longitude:	-121.957015
SIC Code 1:	2819
SIC Desc 1:	Industrial Inorganic Chemicals, NEC
SIC Code 2:	Not reported
SIC Desc 2:	Not reported
SIC Code 3:	Not reported
SIC Desc 3:	Not reported
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	Not reported
Threat To Water Quality:	Not reported
Complexity:	Not reported
Pretreatment:	Not reported
Facility Waste Type:	Not reported
Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	UNREGS
Program Category1:	UNREGS
Program Category2:	UNREGS
# Of Programs:	1
WDID:	2 438346N01

WARNER-LAMBERT CO (Continued) **S103960283**

Reg Measure Id:	162903
Reg Measure Type:	Unregulated
Region:	2
Order #:	Not reported
Npdes# CA#:	Not reported
Major-Minor:	Not reported
Npdes Type:	Not reported
Reclamation:	Not reported
Dredge Fill Fee:	Not reported
301H:	Not reported
Application Fee Amt Received:	Not reported
Status:	Never Active
Status Date:	02/21/2013
Effective Date:	Not reported
Expiration/Review Date:	Not reported
Termination Date:	Not reported
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	I
Fee Code:	Not reported
Direction/Voice:	Passive
Enforcement Id(EID):	221616
Region:	2
Order / Resolution Number:	R2-1999-0032
Enforcement Action Type:	Clean-up and Abatement Order
Effective Date:	05/25/1999
Adoption/Issuance Date:	Not reported
Achieve Date:	Not reported
Termination Date:	Not reported
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Historical
Title:	Enforcement - 2 438346N01
Description:	Not reported
Program:	UNREGS
Latest Milestone Completion Date:	Not reported
# Of Programs1:	1
Total Assessment Amount:	$0.00
Initial Assessed Amount:	$0.00
Liability $ Amount:	$0.00
Project $ Amount:	$0.00
Liability $ Paid:	$0.00
Project $ Completed:	$0.00
Total $ Paid/Completed Amount:	$0.00

Region:	2
Facility Id:	271726
Agency Name:	Warner-Lambert / USPS
Place Type:	Manufacturing
Place Subtype:	Manufacturing NEC
Facility Type:	All other facilities
Agency Type:	Privately-Owned Business

WARNER-LAMBERT CO (Continued) **S103960283**

# Of Agencies:	1
Place Latitude:	37.263323
Place Longitude:	-121.957015
SIC Code 1:	2819
SIC Desc 1:	Industrial Inorganic Chemicals, NEC
SIC Code 2:	Not reported
SIC Desc 2:	Not reported
SIC Code 3:	Not reported
SIC Desc 3:	Not reported
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	Not reported
Threat To Water Quality:	Not reported
Complexity:	Not reported
Pretreatment:	Not reported
Facility Waste Type:	Not reported
Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	UNREGS
Program Category1:	UNREGS
Program Category2:	UNREGS
# Of Programs:	1
WDID:	2 438346N01
Reg Measure Id:	162903
Reg Measure Type:	Unregulated
Region:	2
Order #:	Not reported
Npdes# CA#:	Not reported
Major-Minor:	Not reported
Npdes Type:	Not reported
Reclamation:	Not reported
Dredge Fill Fee:	Not reported
301H:	Not reported
Application Fee Amt Received:	Not reported
Status:	Never Active
Status Date:	02/21/2013
Effective Date:	Not reported
Expiration/Review Date:	Not reported
Termination Date:	Not reported
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	I
Fee Code:	Not reported
Direction/Voice:	Passive
Enforcement Id(EID):	219392

WARNER-LAMBERT CO (Continued) **S103960283**

Region:	2
Order / Resolution Number:	93-024
Enforcement Action Type:	Clean-up and Abatement Order
Effective Date:	03/17/1993
Adoption/Issuance Date:	Not reported
Achieve Date:	Not reported
Termination Date:	Not reported
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Active
Title:	Enforcement - 2 438346N01
Description:	SCR-VOC CONTAM SOIL/GW; INVEST CLUP.
Program:	UNREGS
Latest Milestone Completion Date:	Not reported
# Of Programs1:	1
Total Assessment Amount:	$0.00
Initial Assessed Amount:	$0.00
Liability $ Amount:	$0.00
Project $ Amount:	$0.00
Liability $ Paid:	$0.00
Project $ Completed:	$0.00
Total $ Paid/Completed Amount:	$0.00

HIST CORTESE:

Region:	CORTESE
Facility County Code:	43
Reg By:	WBC&D
Reg Id:	2 438346N01

D18
North
< 1/8
0.088 mi.
464 ft.

CAMPBELL POSTAL SERVICE
1587 DELL AVENUE
CAMPBELL, CA 95006

RCRA-SQG **1000186998**
FINDS **CAD121377402**

Site 3 of 10 in cluster D

Relative:
Lower

Actual:
247 ft.

RCRA-SQG:

Date form received by agency:	06/13/1986
Facility name:	SOWDEN SPENCER INC
Facility address:	1587 DELL AVENUE CAMPBELL, CA 95008
EPA ID:	CAD121377402
Mailing address:	DELL AVENUE CAMPBELL, CA 95008
Contact:	ENVIRONMENTAL MANAGER
Contact address:	1587 DELL AVENUE CAMPBELL, CA 95008
Contact country:	US
Contact telephone:	(408) 379-5930
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

CAMPBELL POSTAL SERVICE (Continued) **1000186998**

Owner/Operator Summary:

Owner/operator name:	ADLER INSTRUMENT CO
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110002668079

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

D19	**UNITED STATES POSTAL SERVICE**	**CERCLIS-NFRAP**	**1003879848**
North	**1587 DELL AVENUE**	**FINDS**	**CAD983664756**
< 1/8	**CAMPBELL, CA 95008**		
0.088 mi.			
464 ft.	**Site 4 of 10 in cluster D**		

Relative:
Lower

Actual:
247 ft.

CERCLIS-NFRAP:

Site ID:	0904809
Federal Facility:	Federal Facility
NPL Status:	Not on the NPL
Non NPL Status:	NFRAP-Site does not qualify for the NPL based on existing information

CERCLIS-NFRAP Site Contact Details:

Contact Sequence ID:	13288892.00000
Person ID:	13003854.00000
Contact Sequence ID:	13294487.00000
Person ID:	13003858.00000
Contact Sequence ID:	13300345.00000
Person ID:	13004003.00000

CERCLIS-NFRAP Site Alias Name(s):

Alias Name:	CAMPBELL USPS
Alias Address:	1587 DELL AVENUE
	CAMPBELL, CA 92627

CERCLIS-NFRAP Assessment History:

Action:	PRELIMINARY ASSESSMENT
Date Started:	/ /
Date Completed:	08/20/93
Priority Level:	NFRAP-Site does not qualify for the NPL based on existing information
Action:	ARCHIVE SITE
Date Started:	/ /
Date Completed:	08/20/93
Priority Level:	Not reported
Action:	DISCOVERY
Date Started:	/ /
Date Completed:	04/26/93
Priority Level:	Not reported

FINDS:

Registry ID: 110064002573

Environmental Interest/Information System
FEDERAL FACILITY HAZARDOUS WASTE DOCKET

D20 **North** **< 1/8** **0.088 mi.** **464 ft.**

WARNER-LAMBERT CO
1587 DELL AVE
CAMPBELL, CA

SLIC **S106235143** **N/A**

Site 5 of 10 in cluster D

Relative: **Lower**

Actual: **247 ft.**

SLIC REG 2:
Region: 2
Facility ID: SL18255676
Facility Status: Case Closed
Date Closed: Not reported
Local Case #: Not reported
How Discovered: UNK
Leak Cause: Not reported
Leak Source: Not reported
Date Confirmed: Not reported
Date Prelim Site Assmnt Workplan Submitted: Not reported
Date Preliminary Site Assessment Began: Not reported
Date Pollution Characterization Began: Not reported
Date Remediation Plan Submitted: Not reported
Date Remedial Action Underway: Not reported
Date Post Remedial Action Monitoring Began: Not reported

E21 **WSW** **< 1/8** **0.091 mi.** **478 ft.**

BOSTON SCIENTIFIC
160 KNOWLES DR
LOS GATOS, CA 95030

CUPA Listings **EMI** **HAZNET** **S113161362** **N/A**

Site 1 of 2 in cluster E

Relative: **Higher**

Actual: **257 ft.**

CUPA SANTA CLARA:
Region: SANTA CLARA
PE#: LQ05
Program Description: GENERATES 100 KG YR TO <5 TONS/YR (RCRA LQG)

EMI:
Year: 2013
County Code: 43
Air Basin: SF
Facility ID: 21346
Air District Name: BA
SIC Code: 3829
Air District Name: BAY AREA AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 0.871
Reactive Organic Gases Tons/Yr: 0.3484
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smllr Tons/Yr: 0

HAZNET:
envid: S113161362
Year: 2014
GEPAID: CAL000361861
Contact: Kerry Carilli
Telephone: 4083704120
Mailing Name: Not reported

BOSTON SCIENTIFIC (Continued) **S113161362**

Mailing Address:	160 KNOWLES DR
Mailing City,St,Zip:	LOS GATOS, CA 950321828
Gen County:	Santa Clara
TSD EPA ID:	CAT080014079
TSD County:	Contra Costa
Waste Category:	Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.0075
Cat Decode:	Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)
Method Decode:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County:	Santa Clara

envid:	S113161362
Year:	2014
GEPAID:	CAL000361861
Contact:	Kerry Carilli
Telephone:	4083704120
Mailing Name:	Not reported
Mailing Address:	160 KNOWLES DR
Mailing City,St,Zip:	LOS GATOS, CA 950321828
Gen County:	Santa Clara
TSD EPA ID:	CAD008302903
TSD County:	Los Angeles
Waste Category:	Off-specification, aged or surplus organics
Disposal Method:	Fuel Blending Prior To Energy Recovery At Another Site
Tons:	0.01
Cat Decode:	Off-specification, aged or surplus organics
Method Decode:	Fuel Blending Prior To Energy Recovery At Another Site
Facility County:	Santa Clara

envid:	S113161362
Year:	2014
GEPAID:	CAL000361861
Contact:	Kerry Carilli
Telephone:	4083704120
Mailing Name:	Not reported
Mailing Address:	160 KNOWLES DR
Mailing City,St,Zip:	LOS GATOS, CA 950321828
Gen County:	Santa Clara
TSD EPA ID:	CAD008302903
TSD County:	Los Angeles
Waste Category:	Unspecified organic liquid mixture
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.03
Cat Decode:	Unspecified organic liquid mixture
Method Decode:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County:	Santa Clara

envid:	S113161362
Year:	2014
GEPAID:	CAL000361861
Contact:	Kerry Carilli
Telephone:	4083704120
Mailing Name:	Not reported
Mailing Address:	160 KNOWLES DR

BOSTON SCIENTIFIC (Continued) **S113161362**

Mailing City,St,Zip:	LOS GATOS, CA 950321828
Gen County:	Santa Clara
TSD EPA ID:	CAD008302903
TSD County:	Los Angeles
Waste Category:	Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Disposal Method:	Fuel Blending Prior To Energy Recovery At Another Site
Tons:	0.0305
Cat Decode:	Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Method Decode:	Fuel Blending Prior To Energy Recovery At Another Site
Facility County:	Santa Clara

envid:	S113161362
Year:	2014
GEPAID:	CAL000361861
Contact:	Kerry Carilli
Telephone:	4083704120
Mailing Name:	Not reported
Mailing Address:	160 KNOWLES DR
Mailing City,St,Zip:	LOS GATOS, CA 950321828
Gen County:	Santa Clara
TSD EPA ID:	CAD008302903
TSD County:	Los Angeles
Waste Category:	Other organic solids
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.15
Cat Decode:	Other organic solids
Method Decode:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County:	Santa Clara

Click this hyperlink while viewing on your computer to access
63 additional CA_HAZNET: record(s) in the EDR Site Report.

E22 **SADRA MEDICAL (AKA) BOSTON SCIENTIFIC, STRUCTURAL HEART** **RCRA-LQG** **1016954637**
WSW **160 KNOWLES DR** **CAL000361861**
< 1/8 **LOS GATOS, CA 95032**
0.091 mi.
478 ft. **Site 2 of 2 in cluster E**

Relative:
Higher

Actual:
257 ft.

RCRA-LQG:

Date form received by agency:	03/01/2014
Facility name:	SADRA MEDICAL (AKA) BOSTON SCIENTIFIC, STRUCTURAL HEART
Facility address:	160 KNOWLES DR LOS GATOS, CA 95032
EPA ID:	CAL000361861
Mailing address:	KNOWLES DR LOS GATOS, CA 95032
Contact:	ANA AGUILAR
Contact address:	KNOWLES DR LOS GATOS, CA 95032
Contact country:	Not reported
Contact telephone:	(408) 370-4274
Contact email:	ANA.AGUILAR@BSCI.COM
EPA Region:	09
Classification:	Large Quantity Generator
Description:	Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any

SADRA MEDICAL (AKA) BOSTON SCIENTIFIC, STRUCTURAL HEART (Continued) **1016954637**

residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:

Owner/operator name:	JON TANAKA
Owner/operator address:	Not reported Not reported
Owner/operator country:	Not reported
Owner/operator telephone:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	11/01/2010
Owner/Op end date:	Not reported

Owner/operator name:	BOSTON SCIENTIFIC
Owner/operator address:	BOSTON SCIENTIFIC PLACE, CORP HEADQUARTERS NATICK, MA 01760
Owner/operator country:	Not reported
Owner/operator telephone:	(508) 650-8000
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	11/01/2010
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

. Waste code:	D001
. Waste name:	IGNITABLE WASTE

. Waste code:	D002
. Waste name:	CORROSIVE WASTE

. Waste code:	F003
. Waste name:	THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL

SADRA MEDICAL (AKA) BOSTON SCIENTIFIC, STRUCTURAL HEART (Continued) **1016954637**

ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NONHALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS, AND A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Violation Status: No violations found

C23
WNW
< 1/8
0.092 mi.
486 ft.

SINCLAIR SYSTEMS INT INC — **RCRA-SQG** **1000336714**
500 AND 530 DIVISION ST — **FINDS** **CAD085306660**
CAMPBELL, CA 95008

Site 4 of 9 in cluster C

Relative:
Higher

Actual:
254 ft.

RCRA-SQG:

Date form received by agency:	01/09/1997
Facility name:	SINCLAIR SYSTEMS INT INC
Facility address:	500 AND 530 DIVISION ST CAMPBELL, CA 95008
EPA ID:	CAD085306660
Contact:	RICHARD EVANS
Contact address:	500 AND FIFTH HUNDRED THIRTY D CAMPBELL, CA 95008
Contact country:	US
Contact telephone:	(408) 374-5400
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	ATLAS PACIFIC ENG INC
Owner/operator address:	1 ATLAS AVE PO BOX 500 PUEBLO, CO 81002
Owner/operator country:	Not reported
Owner/operator telephone:	(719) 948-3040
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

SINCLAIR SYSTEMS INT INC (Continued) **1000336714**

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110008263182

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

D24 **ZIRCON INTERNATINAL INC** — **RCRA-SQG** **1000179824**
North **1580 DELL AVE** — **FINDS** **CAD982503898**
< 1/8 **CAMPBELL, CA 95008**
0.095 mi.
503 ft. **Site 6 of 10 in cluster D**

Relative:
Lower

Actual:
247 ft.

RCRA-SQG:

Date form received by agency:	12/28/1989
Facility name:	ZIRCON INTERNATINAL INC
Facility address:	1580 DELL AVE CAMPBELL, CA 95008
EPA ID:	CAD982503898
Contact:	ENVIRONMENTAL MANAGER
Contact address:	1580 DELL AVE CAMPBELL, CA 95008
Contact country:	US
Contact telephone:	(408) 866-8600
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

ZIRCON INTERNATINAL INC (Continued) **1000179824**

Owner/Operator Summary:

Owner/operator name:	STAUSS CHARLES
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110002835095

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

C25 **LIST BIOLOGICAL LABORATORIES INC** **CHMIRS** **S104566428**
WNW **540 DIVISION ST** **CUPA Listings** **N/A**
< 1/8 **CAMPBELL, CA 95008**
0.101 mi.
532 ft. **Site 5 of 9 in cluster C**

Relative: **Higher**

Actual: **254 ft.**

CHMIRS:

OES Incident Number:	13-3460
OES notification:	06/07/2013
OES Date:	Not reported
OES Time:	Not reported
Date Completed:	**Not reported**
Property Use:	Not reported
Agency Id Number:	Not reported
Agency Incident Number:	Not reported
Time Notified:	Not reported
Time Completed:	Not reported
Surrounding Area:	Not reported
Estimated Temperature:	Not reported
Property Management:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agncy Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA DOT PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	Unknown
Waterway:	Potential to the South San Francisco Bay
Spill Site:	Other
Cleanup By:	Unknown
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Liters(s)
Other:	Not reported
Date/Time:	800
Year:	2013
Agency:	City of San Jose ENV Services
Incident Date:	6/7/2013
Admin Agency:	Santa Clara County Health Department
Amount:	Not reported
Contained:	Yes
Site Type:	Potential to the South San Francisco Bay
E Date:	Not reported
Substance:	Bordatella Pertussis
Quantity Released:	80
Unknown:	Not reported
Substance #2:	Not reported
Substance #3:	Not reported

LIST BIOLOGICAL LABORATORIES INC (Continued) **S104566428**

Evacuations:	Not reported
Number of Injuries:	Not reported
Number of Fatalities:	Not reported
#1 Pipeline:	Not reported
#2 Pipeline:	Not reported
#3 Pipeline:	Not reported
#1 Vessel >= 300 Tons:	Not reported
#2 Vessel >= 300 Tons:	Not reported
#3 Vessel >= 300 Tons:	Not reported
Evacs:	Not reported
Injuries:	Not reported
Fatals:	Not reported
Comments:	Not reported
Description:	The cause of the release is unknown at this time, caller states an investigation has begun. The release was to the sanitary sewer system. The facility manager advises that 12 bottles of Clorox bleach were utilized and the line flushed with water for approximately 15 minutes to clean the line. Caller states that the release would go through a waste water treatment system before reaching the Bay. The company specializes in the production of bacterial toxins.

CUPA SANTA CLARA:

Region:	SANTA CLARA
PE#:	2205
Program Description:	GENERATES 100 KG YR TO <5 TONS/YR
Region:	SANTA CLARA
PE#:	2263
Program Description:	CONDITIONALLY EXEMPT (CE)

C26
WNW
< 1/8
0.101 mi.
532 ft.

LIST LABS
540 DIVISION STREET
CAMPBELL, CA 95008

Site 6 of 9 in cluster C

RCRA-SQG **1000351548**
FINDS **CAD982015885**

Relative: Higher

Actual: 254 ft.

RCRA-SQG:

Date form received by agency:	07/23/1987
Facility name:	STAR MICROWAVE
Facility address:	540 DIVISION ST CAMPBELL, CA 95008
EPA ID:	CAD982015885
Mailing address:	DIVISION ST CAMPBELL, CA 95008
Contact:	ENVIRONMENTAL MANAGER
Contact address:	540 DIVISION ST CAMPBELL, CA 95008
Contact country:	US
Contact telephone:	(408) 370-6868
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of

LIST LABS (Continued) **1000351548**

hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	STAR MICROWAVE
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110058328466

Environmental Interest/Information System
AIR EMISSIONS CLASSIFICATION UNKNOWN

Registry ID: 110002777031

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport,

LIST LABS (Continued) **1000351548**

and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

C27
WNW
< 1/8
0.106 mi.
559 ft.

WOLFE ENGINEERING, INC.
546 DIVISION STREET
CAMPBELL, CA 95008

RCRA-SQG **1008194619**
CAL000220482

Site 7 of 9 in cluster C

Relative:
Higher

Actual:
254 ft.

RCRA-SQG:

Date form received by agency:	02/06/2004
Facility name:	WOLFE ENGINEERING, INC.
Facility address:	546 DIVISION STREET CAMPBELL, CA 95008
EPA ID:	CAL000220482
Mailing address:	1450 KIFER ROAD SUNNYVALE, CA 94086
Contact:	STEVE HARKNESS
Contact address:	Not reported Not reported
Contact country:	US
Contact telephone:	(408) 617-6329
Contact email:	SHARKNESS@E-WOLFE.COM
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	UNKNOWN--MANAGED BY SOUTH BAY DEV.
Owner/operator address:	1690 DELL AVENUE CAMPBELL, CA 95008
Owner/operator country:	US
Owner/operator telephone:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	01/01/2001
Owner/Op end date:	Not reported

Owner/operator name:	WOLFE ENGINEERING, INC.
Owner/operator address:	Not reported Not reported
Owner/operator country:	US
Owner/operator telephone:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	01/01/2001
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No

WOLFE ENGINEERING, INC. (Continued) **1008194619**

Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 02/06/2004
Site name: WOLFE ENGINEERING, INC.
Classification: Large Quantity Generator

. Waste code: D002
. Waste name: CORROSIVE WASTE

Violation Status: No violations found

C28	**HOSMER DORRANCE CORP**	**CUPA Listings**	**S102229853**
WNW	**561 DIVISION ST**	**HIST CORTESE**	**N/A**
< 1/8	**CAMPBELL, CA 95008**	**NPDES**	
0.118 mi.			
623 ft.	**Site 8 of 9 in cluster C**		

Relative: **Higher**

Actual: **255 ft.**

CUPA SANTA CLARA:
Region: SANTA CLARA
PE#: 2206
Program Description: GENERATES 5 TO <25 TONS/YR

HIST CORTESE:
Region: CORTESE
Facility County Code: 43
Reg By: LTNKA
Reg Id: 2850

NPDES:
Npdes Number: Not reported
Facility Status: Not reported
Agency Id: Not reported
Region: 2
Regulatory Measure Id: 275268
Order No: Not reported
Regulatory Measure Type: Industrial
Place Id: Not reported
WDID: 2 43I003794
Program Type: Not reported
Adoption Date Of Regulatory Measure: Not reported
Effective Date Of Regulatory Measure: Not reported
Expiration Date Of Regulatory Measure: Not reported
Termination Date Of Regulatory Measure: Not reported
Discharge Name: Not reported

HOSMER DORRANCE CORP (Continued) **S102229853**

Discharge Address:	Not reported
Discharge City:	Not reported
Discharge State:	Not reported
Discharge Zip:	Not reported
RECEIVED DATE:	5/9/2008
PROCESSED DATE:	4/3/1992
STATUS CODE NAME:	Terminated
STATUS DATE:	4/3/1992
PLACE SIZE:	2
PLACE SIZE UNIT:	Acres
FACILITY CONTACT NAME:	Tom Cavanaugh
FACILITY CONTACT TITLE:	Not reported
FACILITY CONTACT PHONE:	408-379-5151
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	Not reported
OPERATOR NAME:	Hosmer Dorrance Corp
OPERATOR ADDRESS:	561 Division St
OPERATOR CITY:	Campbell
OPERATOR STATE:	California
OPERATOR ZIP:	95008
OPERATOR CONTACT NAME:	Tom Cavanaugh
OPERATOR CONTACT TITLE:	Not reported
OPERATOR CONTACT PHONE:	408-379-5151
OPERATOR CONTACT PHONE EXT:	Not reported
OPERATOR CONTACT EMAIL:	Not reported
OPERATOR TYPE:	Private Business
DEVELOPER NAME:	Not reported
DEVELOPER ADDRESS:	Not reported
DEVELOPER CITY:	Not reported
DEVELOPER STATE:	California
DEVELOPER ZIP:	Not reported
DEVELOPER CONTACT NAME:	Not reported
DEVELOPER CONTACT TITLE:	Not reported
CONSTYPE LINEAR UTILITY IND:	Not reported
EMERGENCY PHONE NO:	408-379-5151
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	Not reported
CONSTYPE BELOW GROUND IND:	Not reported
CONSTYPE CABLE LINE IND:	Not reported
CONSTYPE COMM LINE IND:	Not reported
CONSTYPE COMMERTIAL IND:	Not reported
CONSTYPE ELECTRICAL LINE IND:	Not reported
CONSTYPE GAS LINE IND:	Not reported
CONSTYPE INDUSTRIAL IND:	Not reported
CONSTYPE OTHER DESRIPTION:	Not reported
CONSTYPE OTHER IND:	Not reported
CONSTYPE RECONS IND:	Not reported
CONSTYPE RESIDENTIAL IND:	Not reported
CONSTYPE TRANSPORT IND:	Not reported
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	Not reported
CONSTYPE WATER SEWER IND:	Not reported
DIR DISCHARGE USWATER IND:	Not reported
RECEIVING WATER NAME:	Los Gatos Creek
CERTIFIER NAME:	Not reported
CERTIFIER TITLE:	Not reported
CERTIFICATION DATE:	Not reported

HOSMER DORRANCE CORP (Continued) **S102229853**

PRIMARY SIC:	3842-Orthopedic, Prosthetic, and Surgical Appliances and Supplies
SECONDARY SIC:	Not reported
TERTIARY SIC:	Not reported

C29
WNW
< 1/8
0.118 mi.
623 ft.

HOSMER DORRANCE
561 DIVISION ST.
CAMPBELL, CA 95008

RCRA-SQG **1008194389**
CAD057442725

Site 9 of 9 in cluster C

Relative:
Higher

Actual:
255 ft.

RCRA-SQG:

Date form received by agency:	01/28/2004
Facility name:	HOSMER DORRANCE
Facility address:	561 DIVISION ST. CAMPBELL, CA 95008
EPA ID:	CAD057442725
Contact:	TOM K CAVANAUGH
Contact address:	Not reported Not reported
Contact country:	US
Contact telephone:	(408) 379-5151
Telephone ext.:	226
Contact email:	TCAVANAUGH@HOSMER.COM
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	FILLAUER INC.
Owner/operator address:	2710 AMNICOLA HIGHWAY CHATTANOOGA, TN 37406
Owner/operator country:	US
Owner/operator telephone:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	01/01/1997
Owner/Op end date:	Not reported
Owner/operator name:	HOSMER DORRANCE INC.
Owner/operator address:	Not reported Not reported
Owner/operator country:	US
Owner/operator telephone:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	01/01/1960
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No

HOSMER DORRANCE (Continued) **1008194389**

Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Historical Generators:

Date form received by agency:	01/28/2004
Site name:	HOSMER DORRANCE
Classification:	Large Quantity Generator
. Waste code:	D001
. Waste name:	IGNITABLE WASTE
. Waste code:	D007
. Waste name:	CHROMIUM
Violation Status:	No violations found

D30 **1551 DELL,CB, DELUXE CHK PRNTS** **SLIC** **S103632966**
North **1551 DELL** **DEED** **N/A**
< 1/8 **CAMPBELL, CA 95008** **CHMIRS**
0.121 mi. **Cortese**
639 ft. **Site 7 of 10 in cluster D** **ENF**
HIST CORTESE

Relative:
Lower

Actual:
247 ft.

SLIC:

Region:	STATE
Facility Status:	**Completed - Case Closed**
Status Date:	05/18/2005
Global Id:	SL18201581
Lead Agency:	SAN FRANCISCO BAY RWQCB (REGION 2)
Lead Agency Case Number:	Not reported
Latitude:	37.26481
Longitude:	-121.954791
Case Type:	Cleanup Program Site
Case Worker:	Not reported
Local Agency:	Not reported
RB Case Number:	43S0278
File Location:	Not reported
Potential Media Affected:	Not reported
Potential Contaminants of Concern:	1,1,1-Trichloroethane (TCA), Tetrachloroethylene (PCE)
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

DEED:

Envirostor ID:	SL18201581
Area:	Not reported
Sub Area:	Not reported
Site Type:	SLIC
Status:	COMPLETED - CASE CLOSED

1551 DELL,CB, DELUXE CHK PRNTS (Continued) **S103632966**

Agency: SWRCB
Covenant Uploaded: Y
Deed Date(s): 05/06/2005

CHMIRS:

OES Incident Number:	9-2125
OES notification:	05/18/1999
OES Date:	Not reported
OES Time:	Not reported
Date Completed:	**Not reported**
Property Use:	Not reported
Agency Id Number:	Not reported
Agency Incident Number:	Not reported
Time Notified:	Not reported
Time Completed:	Not reported
Surrounding Area:	Not reported
Estimated Temperature:	Not reported
Property Management:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agncy Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA DOT PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	No
Waterway:	Not reported
Spill Site:	Not reported
Cleanup By:	Reporting Party
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Not reported
Other:	Not reported
Date/Time:	Not reported
Year:	1999
Agency:	Delux Financial Svcs
Incident Date:	5/18/199912:00:00 AM
Admin Agency:	Santa Clara County Health Department
Amount:	Not reported
Contained:	Yes
Site Type:	Industrial Plant
E Date:	Not reported
Substance:	Sodium Hydroxide
Gallons:	3
Unknown:	0
Substance #2:	Not reported
Substance #3:	Not reported

1551 DELL,CB, DELUXE CHK PRNTS (Continued) **S103632966**

Evacuations:	0
Number of Injuries:	0
Number of Fatalities:	0
#1 Pipeline:	Not reported
#2 Pipeline:	Not reported
#3 Pipeline:	Not reported
#1 Vessel >= 300 Tons:	Not reported
#2 Vessel >= 300 Tons:	Not reported
#3 Vessel >= 300 Tons:	Not reported
Evacs:	Not reported
Injuries:	Not reported
Fatals:	Not reported
Comments:	Not reported
Description:	During a pumping operation removing the solution the solution leaked

CORTESE:

Region:	CORTESE
Envirostor Id:	Not reported
Site/Facility Type:	Not reported
Cleanup Status:	Not reported
Status Date:	Not reported
Site Code:	Not reported
Latitude:	Not reported
Longitude:	Not reported
Owner:	Not reported
Enf Type:	Not reported
Swat R:	Not reported
Flag:	CORTESE
Order No:	Not reported
Waste Discharge System No:	Not reported
Effective Date:	Not reported
Region 2:	2
WID Id:	2 438313N01
Solid Waste Id No:	Not reported
Waste Management Uit Name:	Not reported

ENF:

Region:	2
Facility Id:	201693
Agency Name:	Deluxe Check Printers
Place Type:	Facility
Place Subtype:	Not reported
Facility Type:	Industrial
Agency Type:	Privately-Owned Business
# Of Agencies:	1
Place Latitude:	37.263599
Place Longitude:	-121.956805
SIC Code 1:	2752
SIC Desc 1:	Commercial Printing, Lithographic
SIC Code 2:	Not reported
SIC Desc 2:	Not reported
SIC Code 3:	Not reported
SIC Desc 3:	Not reported
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported

1551 DELL,CB, DELUXE CHK PRNTS (Continued) **S103632966**

NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	Not reported
Threat To Water Quality:	Not reported
Complexity:	Not reported
Pretreatment:	Not reported
Facility Waste Type:	Not reported
Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	UNREGS
Program Category1:	UNREGS
Program Category2:	UNREGS
# Of Programs:	1
WDID:	2 438313N01
Reg Measure Id:	162896
Reg Measure Type:	Unregulated
Region:	2
Order #:	Not reported
Npdes# CA#:	Not reported
Major-Minor:	Not reported
Npdes Type:	Not reported
Reclamation:	Not reported
Dredge Fill Fee:	Not reported
301H:	Not reported
Application Fee Amt Received:	Not reported
Status:	Never Active
Status Date:	02/21/2013
Effective Date:	Not reported
Expiration/Review Date:	Not reported
Termination Date:	Not reported
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	I
Fee Code:	Not reported
Direction/Voice:	Passive
Enforcement Id(EID):	219524
Region:	2
Order / Resolution Number:	92-084
Enforcement Action Type:	Clean-up and Abatement Order
Effective Date:	07/15/1992
Adoption/Issuance Date:	Not reported
Achieve Date:	Not reported
Termination Date:	Not reported
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Active
Title:	Enforcement - 2 438313N01

1551 DELL,CB, DELUXE CHK PRNTS (Continued) **S103632966**

Description:	SCR-
Program:	UNREGS
Latest Milestone Completion Date:	Not reported
# Of Programs1:	1
Total Assessment Amount:	$0.00
Initial Assessed Amount:	$0.00
Liability $ Amount:	$0.00
Project $ Amount:	$0.00
Liability $ Paid:	$0.00
Project $ Completed:	$0.00
Total $ Paid/Completed Amount:	$0.00

HIST CORTESE:

Region:	CORTESE
Facility County Code:	43
Reg By:	WBC&D
Reg Id:	2 438313N01

D31 **DELUXE CHECK PRINTERS INC** **RCRA-SQG** **1000428984**
North **1551 DELL AVE** **FINDS** **CAD009207069**
< 1/8 **CAMPBELL, CA 95008** **EMI**
0.121 mi.
639 ft. **Site 8 of 10 in cluster D**

Relative:
Lower

Actual:
247 ft.

RCRA-SQG:

Date form received by agency:	09/01/1996
Facility name:	DELUXE CHECK PRINTERS INC
Facility address:	1551 DELL AVE CAMPBELL, CA 95008
EPA ID:	CAD009207069
Contact:	Not reported
Contact address:	Not reported Not reported
Contact country:	US
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported
Owner/operator name:	DELUXE CHECK PRINTERS ST PAUL MINN
Owner/operator address:	NOT REQUIRED

DELUXE CHECK PRINTERS INC (Continued) **1000428984**

	NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Historical Generators:

Date form received by agency:	08/01/1980
Site name:	DELUXE CHECK PRINTERS INC
Classification:	Large Quantity Generator

Violation Status: No violations found

FINDS:

Registry ID: 110002411373

Environmental Interest/Information System

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

US EPA TRIS (Toxics Release Inventory System) contains information from facilities on the amounts of over 300 listed toxic chemicals that these facilities release directly to air, water, land, or that are transported off-site.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZARDOUS AIR POLLUTANT MAJOR

DELUXE CHECK PRINTERS INC (Continued) **1000428984**

EMI:

Year:	1990
County Code:	43
Air Basin:	SF
Facility ID:	4890
Air District Name:	BA
SIC Code:	2752
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	6
Reactive Organic Gases Tons/Yr:	6
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1995
County Code:	43
Air Basin:	SF
Facility ID:	4890
Air District Name:	BA
SIC Code:	2752
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	6
Reactive Organic Gases Tons/Yr:	6
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1996
County Code:	43
Air Basin:	SF
Facility ID:	4890
Air District Name:	BA
SIC Code:	2752
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	20
Reactive Organic Gases Tons/Yr:	10
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1997
County Code:	43
Air Basin:	SF
Facility ID:	4890
Air District Name:	BA

DELUXE CHECK PRINTERS INC (Continued) **1000428984**

SIC Code:	2752
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	12
Reactive Organic Gases Tons/Yr:	11
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1998
County Code:	43
Air Basin:	SF
Facility ID:	4890
Air District Name:	BA
SIC Code:	2752
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	5
Reactive Organic Gases Tons/Yr:	5
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1999
County Code:	43
Air Basin:	SF
Facility ID:	4890
Air District Name:	BA
SIC Code:	4953
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4
Reactive Organic Gases Tons/Yr:	4
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2000
County Code:	43
Air Basin:	SF
Facility ID:	4890
Air District Name:	BA
SIC Code:	4953
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4
Reactive Organic Gases Tons/Yr:	4

DELUXE CHECK PRINTERS INC (Continued) **1000428984**

Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0
Year:	2001
County Code:	43
Air Basin:	SF
Facility ID:	4890
Air District Name:	BA
SIC Code:	4953
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0
Year:	2002
County Code:	43
Air Basin:	SF
Facility ID:	4890
Air District Name:	BA
SIC Code:	6282
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0
Year:	2003
County Code:	43
Air Basin:	SF
Facility ID:	4890
Air District Name:	BA
SIC Code:	6282
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

DELUXE CHECK PRINTERS INC (Continued) **1000428984**

Year:	2004
County Code:	43
Air Basin:	SF
Facility ID:	4890
Air District Name:	BA
SIC Code:	6282
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.25
Reactive Organic Gases Tons/Yr:	0.2325188
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0.006
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0.0054

D32 **RON WITHERSPOON INC** **SLIC** **S106235045**
North **1551 DELL AV** **CUPA Listings** **N/A**
< 1/8 **CAMPBELL, CA 95008**
0.121 mi.
639 ft. **Site 9 of 10 in cluster D**

Relative:
Lower

Actual:
247 ft.

SLIC REG 2:

Region:	2
Facility ID:	43s0278
Facility Status:	Post remedial action monitoring
Date Closed:	Not reported
Local Case #:	Not reported
How Discovered:	Not reported
Leak Cause:	Not reported
Leak Source:	Not reported
Date Confirmed:	Not reported
Date Prelim Site Assmnt Workplan Submitted:	Not reported
Date Preliminary Site Assessment Began:	Not reported
Date Pollution Characterization Began:	Not reported
Date Remediation Plan Submitted:	Not reported
Date Remedial Action Underway:	Not reported
Date Post Remedial Action Monitoring Began:	Not reported

CUPA SANTA CLARA:

Region:	SANTA CLARA
PE#:	2205
Program Description:	GENERATES 100 KG YR TO <5 TONS/YR

D33 **WOLFE MECHANICAL** **CUPA Listings** **S114555355**
North **1550 DELL AV STE H** **N/A**
1/8-1/4 **CAMPBELL, CA 95008**
0.125 mi.
662 ft. **Site 10 of 10 in cluster D**

Relative:
Lower

Actual:
246 ft.

CUPA SANTA CLARA:

Region:	SANTA CLARA
PE#:	2240
Program Description:	GENERATES < 10 GAL/YR

F34	**SADRA MEDICAL**	**RCRA-SQG**	**1014950559**
WNW	**580 DIVISION ST**		**CAR000225284**
1/8-1/4	**CAMPBELL, CA 95008**		
0.135 mi.			
715 ft.	**Site 1 of 2 in cluster F**		

Relative: **Higher**

Actual: **257 ft.**

RCRA-SQG:

Date form received by agency:	05/16/2012
Facility name:	SADRA MEDICAL
Facility address:	580 DIVISION ST CAMPBELL, CA 95008
EPA ID:	CAR000225284
Contact:	BROCK GAUSE
Contact address:	580 DIVISION ST CAMPBELL, CA 95008
Contact country:	US
Contact telephone:	408-385-8652
Contact email:	BROCK.GAUSE@BSCI.COM
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	SADRA MEDICAL
Owner/operator address:	Not reported Not reported
Owner/operator country:	US
Owner/operator telephone:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	04/15/2012
Owner/Op end date:	Not reported

Owner/operator name:	DELL ASSOCS II LLC
Owner/operator address:	1690 DELL AVE CAMPBELL, CA 95008
Owner/operator country:	US
Owner/operator telephone:	408-379-0400
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	01/01/1978
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No

SADRA MEDICAL (Continued) **1014950559**

User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

. Waste code: 135
. Waste name: 135

. Waste code: 141
. Waste name: 141

. Waste code: 212
. Waste name: 212

. Waste code: 221
. Waste name: 221

. Waste code: 331
. Waste name: 331

. Waste code: 343
. Waste name: 343

. Waste code: 791
. Waste name: 791

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

. Waste code: D007
. Waste name: CHROMIUM

. Waste code: F003
. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NONHALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS, AND A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Violation Status: No violations found

F35 **SILICON GENESIS CORP.** **ENVIROSTOR** **S111842253**
WNW **590 DIVISION STREET** **N/A**
1/8-1/4 **CAMPBELL, CA 95008**
0.144 mi.
762 ft. **Site 2 of 2 in cluster F**

Relative: **Higher**

Actual: **257 ft.**

ENVIROSTOR:

Facility ID:	71003650
Status:	Inactive - Needs Evaluation
Status Date:	Not reported
Site Code:	Not reported
Site Type:	Tiered Permit
Site Type Detailed:	Tiered Permit
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	Not reported
Division Branch:	Cleanup Berkeley
Assembly:	28
Senate:	15
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Not reported
Latitude:	37.26291
Longitude:	-121.9604
APN:	NONE SPECIFIED
Past Use:	NONE SPECIFIED
Potential COC:	NONE SPECIFIED
Confirmed COC:	NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	CAD982416430
Alias Type:	EPA Identification Number
Alias Name:	71003650
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	Not reported
Completed Sub Area Name:	Not reported
Completed Document Type:	Not reported
Completed Date:	Not reported
Comments:	Not reported

Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

G36 **NNE** **1/8-1/4** **0.149 mi.** **788 ft.**	**K & K MANUFACTURING INC** **1510 B DELL AVE** **CAMPBELL, CA 95008** **Site 1 of 4 in cluster G**	**RCRA NonGen / NLR**	**1000121271** **CAD009183146**

Relative:
Lower

Actual:
244 ft.

RCRA NonGen / NLR:

Date form received by agency:	04/16/1981
Facility name:	K & K MANUFACTURING INC
Facility address:	1510 B DELL AVE CAMPBELL, CA 95008
EPA ID:	CAD009183146
Mailing address:	1500 DELL AVE CAMPBELL, CA 95008
Contact:	ENVIRONMENTAL MANAGER
Contact address:	1510 B DELL AVE CAMPBELL, CA 95008
Contact country:	US
Contact telephone:	(408) 374-6500
Contact email:	Not reported
EPA Region:	09
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported
Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No

K & K MANUFACTURING INC (Continued) **1000121271**

Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

G37 **ENCORE INTERNATIONAL** **RCRA NonGen / NLR** **1000341289**
NNE **1520-B DELL AVE** **CAD981655335**
1/8-1/4 **CAMPBELL, CA 95008**
0.149 mi.
788 ft. **Site 2 of 4 in cluster G**

Relative:
Lower

Actual:
244 ft.

RCRA NonGen / NLR:
Date form received by agency: 09/15/1986
Facility name: ENCORE INTERNATIONAL
Facility address: 1520-B DELL AVE
CAMPBELL, CA 95008
EPA ID: CAD981655335
Mailing address: DELL AVE
CAMPBELL, CA 95008
Contact: ENVIRONMENTAL MANAGER
Contact address: 1520 B DELL AVE
CAMPBELL, CA 95008
Contact country: US
Contact telephone: (408) 866-6000
Contact email: Not reported
EPA Region: 09
Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:
Owner/operator name: JOHN PETERSON
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No

ENCORE INTERNATIONAL (Continued) **1000341289**

On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

G38
NNE
1/8-1/4
0.149 mi.
788 ft.

NOEL TECHNOLOGIES **RCRA-SQG** **1010313512**
1510 DELL AVE **CAR000174334**
CAMPBELL, CA 95008

Site 3 of 4 in cluster G

Relative:
Lower

Actual:
244 ft.

RCRA-SQG:

Date form received by agency:	06/07/2006
Facility name:	NOEL TECHNOLOGIES
Facility address:	1510 DELL AVE UNIT C CAMPBELL, CA 95008
EPA ID:	CAR000174334
Contact:	GLENN A SILVEIRA
Contact address:	1510 DELL AVE UNIT C CAMPBELL, CA 95008
Contact country:	US
Contact telephone:	408-374-9549
Telephone ext.:	17
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	WEST VALLEY DEVELOPERS
Owner/operator address:	Not reported Not reported
Owner/operator country:	US
Owner/operator telephone:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	01/01/1978
Owner/Op end date:	Not reported
Owner/operator name:	NOEL TECHNOLOGIES
Owner/operator address:	Not reported Not reported
Owner/operator country:	US
Owner/operator telephone:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator

NOEL TECHNOLOGIES (Continued) **1010313512**

Owner/Op start date: 09/06/1996
Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

Violation Status: No violations found

G39 **NOEL TECHNOLOGIES** **CUPA Listings** **S108215040**
NNE **1510 DELL AV C** **N/A**
1/8-1/4 **CAMPBELL, CA 95008**
0.149 mi.
788 ft. **Site 4 of 4 in cluster G**

Relative:
Lower

Actual:
244 ft.

CUPA SANTA CLARA:
Region: SANTA CLARA
PE#: 2205
Program Description: GENERATES 100 KG YR TO <5 TONS/YR

Region: SANTA CLARA
PE#: 2262
Program Description: CONDITIONALLY AUTHORIZED (CA)

H40 **CHEVRON** **HIST CORTESE** **S110060540**
NW **3405 WINCHESTER** **N/A**
1/8-1/4 **CAMPBELL, CA**
0.183 mi.
968 ft. **Site 1 of 10 in cluster H**

Relative:
Higher

Actual:
256 ft.

HIST CORTESE:
Region: CORTESE
Facility County Code: 43
Reg By: LTNKA
Reg Id: 43-0319

H41 **NW** **1/8-1/4** **0.183 mi.** **968 ft.**

CHEVRON # 98122
3405 S WINCHESTER BL
CAMPBELL, CA 95008

UST **U003948814** **N/A**

Site 2 of 10 in cluster H

Relative: Higher

Actual: 256 ft.

UST:

Facility ID:	23
Permitting Agency:	CAMPBELL,CUPERTINO,LOS GATOS,MORGAN HILL
Latitude:	37.26459
Longitude:	-121.95984

H42 **NW** **1/8-1/4** **0.183 mi.** **968 ft.**

98122
3405 WINCHESTER BLVD
CAMPBELL, CA 95008

HIST UST **U001600839** **N/A**

Site 3 of 10 in cluster H

Relative: Higher

Actual: 256 ft.

HIST UST:

Region:	STATE
Facility ID:	00000063068
Facility Type:	Gas Station
Other Type:	Not reported
Contact Name:	DARTON INC
Telephone:	4083786967
Owner Name:	CHEVRON U.S.A. INC.
Owner Address:	575 MARKET
Owner City,St,Zip:	SAN FRANCISCO, CA 94105
Total Tanks:	0004

Tank Num:	001
Container Num:	1
Year Installed:	1967
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	Not reported
Container Construction Thickness:	0000250
Leak Detection:	Stock Inventor

Tank Num:	002
Container Num:	2
Year Installed:	1967
Tank Capacity:	00005000
Tank Used for:	PRODUCT
Type of Fuel:	Not reported
Container Construction Thickness:	0000250
Leak Detection:	Stock Inventor

Tank Num:	003
Container Num:	3
Year Installed:	1967
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	Not reported
Container Construction Thickness:	0000250
Leak Detection:	Stock Inventor

Tank Num:	004
Container Num:	4
Year Installed:	1967

98122 (Continued) **U001600839**

Tank Capacity:	00001000
Tank Used for:	WASTE
Type of Fuel:	Not reported
Container Construction Thickness:	0000130
Leak Detection:	Stock Inventor

H43
NW
1/8-1/4
0.183 mi.
968 ft.

CHEVRON STATION NO 98122
3405 WINCHESTER BLVD
CAMPBELL, CA 95008

RCRA-SQG **1006805268**
FINDS **CAR000125310**
HAZNET

Site 4 of 10 in cluster H

Relative:
Higher

Actual:
256 ft.

RCRA-SQG:

Date form received by agency:	06/17/2002
Facility name:	CHEVRON STATION NO 98122
Facility address:	3405 WINCHESTER BLVD CAMPBELL, CA 950086844
EPA ID:	CAR000125310
Mailing address:	P O BOX 6004 SAN RAMON, CA 94583
Contact:	KATHY NORRIS
Contact address:	P O BOX 6004 SAN RAMON, CA 94583
Contact country:	US
Contact telephone:	(925) 842-5931
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	CHEVRON PRODUCTS CO
Owner/operator address:	P O BOX 6004 SAN RAMON, CA 94583
Owner/operator country:	Not reported
Owner/operator telephone:	(925) 842-5931
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No

CHEVRON STATION NO 98122 (Continued) **1006805268**

Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D018
. Waste name: BENZENE

Violation Status: No violations found

FINDS:

Registry ID: 110013292203

Environmental Interest/Information System
California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

STATE MASTER

HAZNET:
envid: 1006805268
Year: 2014
GEPAID: CAR000125310
Contact: KATHY NORRIS-SLUSHER
Telephone: 8773866044
Mailing Name: Not reported
Mailing Address: PO BOX 6004
Mailing City,St,Zip: SAN RAMON, CA 945830000
Gen County: Santa Clara
TSD EPA ID: CAD059494310
TSD County: Santa Clara
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.231
Cat Decode: Aqueous solution with total organic residues less than 10 percent
Method Decode: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County: Santa Clara

envid: 1006805268
Year: 2013
GEPAID: CAR000125310
Contact: KATHY NORRIS-SLUSHER

CHEVRON STATION NO 98122 (Continued) **1006805268**

Telephone: 8773866044
Mailing Name: Not reported
Mailing Address: PO BOX 6004
Mailing City,St,Zip: SAN RAMON, CA 945830000
Gen County: Santa Clara
TSD EPA ID: CAD980675276
TSD County: Kern
Waste Category: Not reported
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.68805
Cat Decode: Not reported
Method Decode: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilizatior
Facility County: Not reported

envid: 1006805268
Year: 2012
GEPAID: CAR000125310
Contact: KATHY NORRIS-SLUSHER
Telephone: 8773866044
Mailing Name: Not reported
Mailing Address: PO BOX 6004
Mailing City,St,Zip: SAN RAMON, CA 945830000
Gen County: Santa Clara
TSD EPA ID: CAD982444481
TSD County: San Bernardino
Waste Category: Not reported
Disposal Method: Metals Recovery Including Retoring,Smelting,Chemicals,Ect
Tons: 0.325
Cat Decode: Not reported
Method Decode: Metals Recovery Including Retoring,Smelting,Chemicals,Ect
Facility County: Santa Clara

envid: 1006805268
Year: 2012
GEPAID: CAR000125310
Contact: KATHY NORRIS-SLUSHER
Telephone: 8773866044
Mailing Name: Not reported
Mailing Address: PO BOX 6004
Mailing City,St,Zip: SAN RAMON, CA 945830000
Gen County: Santa Clara
TSD EPA ID: CAD982444481
TSD County: San Bernardino
Waste Category: Not reported
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.019
Cat Decode: Not reported
Method Decode: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County: Santa Clara

envid: 1006805268
Year: 2012
GEPAID: CAR000125310
Contact: KATHY NORRIS-SLUSHER
Telephone: 8773866044

CHEVRON STATION NO 98122 (Continued) **1006805268**

Mailing Name:	Not reported
Mailing Address:	PO BOX 6004
Mailing City,St,Zip:	SAN RAMON, CA 945830000
Gen County:	Santa Clara
TSD EPA ID:	CAD044429835
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.255
Cat Decode:	Not reported
Method Decode:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County:	Santa Clara

Click this hyperlink while viewing on your computer to access
7 additional CA_HAZNET: record(s) in the EDR Site Report.

H44
NW
1/8-1/4
0.183 mi.
968 ft.

PARK VASONA CHEVRON
3405 S WINCHESTER BLVD
CAMPBELL, CA 95008

Site 5 of 10 in cluster H

LUST
HIST LUST
SWEEPS UST
CA FID UST
CUPA Listings

S101594404
N/A

Relative:
Higher

Actual:
256 ft.

LUST:

Region:	STATE
Global Id:	T0608500376
Latitude:	37.2632948569603
Longitude:	-121.961073875427
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	09/09/2002
Lead Agency:	SANTA CLARA COUNTY LOP
Case Worker:	UST
Local Agency:	SANTA CLARA COUNTY LOP
RB Case Number:	Not reported
LOC Case Number:	Not reported
File Location:	All Files are on GeoTracker or in the Local Agency Database
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0608500376
Contact Type:	Local Agency Caseworker
Contact Name:	UST CASE WORKER
Organization Name:	SANTA CLARA COUNTY LOP
Address:	1555 Berger Drive, Suite 300
City:	SAN JOSE
Email:	Not reported
Phone Number:	4089183400
Global Id:	T0608500376
Contact Type:	Regional Board Caseworker
Contact Name:	ZSC
Organization Name:	SAN FRANCISCO BAY RWQCB (REGION 2)
Address:	1515 CLAY STREET, SUITE 1400

PARK VASONA CHEVRON (Continued) **S101594404**

City:	OAKLAND
Email:	Not reported
Phone Number:	Not reported

Status History:

Global Id:	T0608500376
Status:	Completed - Case Closed
Status Date:	09/09/2002
Global Id:	T0608500376
Status:	Open - Case Begin Date
Status Date:	06/18/1986
Global Id:	T0608500376
Status:	Open - Site Assessment
Status Date:	06/18/1986
Global Id:	T0608500376
Status:	Open - Site Assessment
Status Date:	03/01/1989

Regulatory Activities:

Global Id:	T0608500376
Action Type:	Other
Date:	10/15/1986
Action:	Leak Reported
Global Id:	T0608500376
Action Type:	ENFORCEMENT
Date:	01/11/1987
Action:	Notice of Responsibility - #39309
Global Id:	T0608500376
Action Type:	ENFORCEMENT
Date:	09/22/1997
Action:	Staff Letter - #19740
Global Id:	T0608500376
Action Type:	ENFORCEMENT
Date:	12/09/1998
Action:	Staff Letter - #19746
Global Id:	T0608500376
Action Type:	ENFORCEMENT
Date:	01/01/2002
Action:	Staff Letter - #38322
Global Id:	T0608500376
Action Type:	ENFORCEMENT
Date:	08/06/1998
Action:	Staff Letter - #19744
Global Id:	T0608500376
Action Type:	ENFORCEMENT
Date:	02/06/1997
Action:	Staff Letter - #19738

PARK VASONA CHEVRON (Continued) **S101594404**

Global Id:	T0608500376
Action Type:	ENFORCEMENT
Date:	06/29/1989
Action:	Staff Letter - #19732
Global Id:	T0608500376
Action Type:	ENFORCEMENT
Date:	02/05/1996
Action:	Staff Letter - #19735
Global Id:	T0608500376
Action Type:	RESPONSE
Date:	09/30/1997
Action:	Monitoring Report - Quarterly
Global Id:	T0608500376
Action Type:	RESPONSE
Date:	01/30/1999
Action:	Monitoring Report - Quarterly
Global Id:	T0608500376
Action Type:	RESPONSE
Date:	07/31/1999
Action:	Monitoring Report - Quarterly
Global Id:	T0608500376
Action Type:	RESPONSE
Date:	10/31/1999
Action:	Monitoring Report - Quarterly
Global Id:	T0608500376
Action Type:	RESPONSE
Date:	07/30/2002
Action:	Monitoring Report - Quarterly
Global Id:	T0608500376
Action Type:	RESPONSE
Date:	04/30/2002
Action:	Monitoring Report - Quarterly
Global Id:	T0608500376
Action Type:	RESPONSE
Date:	01/30/2002
Action:	Monitoring Report - Quarterly
Global Id:	T0608500376
Action Type:	RESPONSE
Date:	10/30/1998
Action:	Monitoring Report - Quarterly
Global Id:	T0608500376
Action Type:	RESPONSE
Date:	04/30/1997
Action:	Monitoring Report - Quarterly
Global Id:	T0608500376
Action Type:	RESPONSE

PARK VASONA CHEVRON (Continued) **S101594404**

Date:	05/06/1996
Action:	Monitoring Report - Quarterly
Global Id:	T0608500376
Action Type:	REMEDIATION
Date:	01/01/2001
Action:	Excavation
Global Id:	T0608500376
Action Type:	RESPONSE
Date:	04/30/1999
Action:	Monitoring Report - Quarterly
Global Id:	T0608500376
Action Type:	RESPONSE
Date:	10/30/2002
Action:	Monitoring Report - Quarterly
Global Id:	T0608500376
Action Type:	RESPONSE
Date:	07/03/1989
Action:	Other Report / Document

LUST REG 2:

Region:	2
Facility Id:	Not reported
Facility Status:	Case Closed
Case Number:	08S1W03L01f
How Discovered:	Not reported
Leak Cause:	Not reported
Leak Source:	Not reported
Date Leak Confirmed:	Not reported
Oversight Program:	LUST
Prelim. Site Assesment Wokplan Submitted:	Not reported
Preliminary Site Assesment Began:	6/18/1986
Pollution Characterization Began:	3/1/1989
Pollution Remediation Plan Submitted:	Not reported
Date Remediation Action Underway:	Not reported
Date Post Remedial Action Monitoring Began:	Not reported

LUST SANTA CLARA:

Region:	SANTA CLARA
SCVWD ID:	08S1W03L01F
Date Closed:	09/09/2002
EDR Link ID:	08S1W03L01F

HIST LUST SANTA CLARA:

Region:	SANTA CLARA
Region Code:	2
SCVWD ID:	08S1W03L01
Oversite Agency:	SCVWD
Date Listed:	1987-01-01 00:00:00
Closed Date:	2002-09-09 00:00:00

PARK VASONA CHEVRON (Continued) **S101594404**

SWEEPS UST:

Status:	Active
Comp Number:	63068
Number:	1
Board Of Equalization:	44-026334
Referral Date:	04-04-91
Action Date:	04-04-91
Created Date:	02-29-88
Owner Tank Id:	1
SWRCB Tank Id:	43-008-063068-000001
Tank Status:	A
Capacity:	10000
Active Date:	04-04-91
Tank Use:	M.V. FUEL
STG:	P
Content:	LEADED
Number Of Tanks:	4

Status:	Active
Comp Number:	63068
Number:	1
Board Of Equalization:	44-026334
Referral Date:	04-04-91
Action Date:	04-04-91
Created Date:	02-29-88
Owner Tank Id:	2
SWRCB Tank Id:	43-008-063068-000002
Tank Status:	A
Capacity:	10000
Active Date:	04-04-91
Tank Use:	M.V. FUEL
STG:	P
Content:	REG UNLEADED
Number Of Tanks:	Not reported

Status:	Active
Comp Number:	63068
Number:	1
Board Of Equalization:	44-026334
Referral Date:	04-04-91
Action Date:	04-04-91
Created Date:	02-29-88
Owner Tank Id:	3
SWRCB Tank Id:	43-008-063068-000003
Tank Status:	A
Capacity:	10000
Active Date:	04-04-91
Tank Use:	M.V. FUEL
STG:	P
Content:	REG UNLEADED
Number Of Tanks:	Not reported

Status:	Active
Comp Number:	63068
Number:	1
Board Of Equalization:	44-026334
Referral Date:	04-04-91

PARK VASONA CHEVRON (Continued) **S101594404**

Action Date: 04-04-91
Created Date: 02-29-88
Owner Tank Id: 4
SWRCB Tank Id: 43-008-063068-000004
Tank Status: A
Capacity: 1000
Active Date: 04-04-91
Tank Use: OIL
STG: W
Content: WASTE OIL
Number Of Tanks: Not reported

CA FID UST:
Facility ID: 43000515
Regulated By: UTNKA
Regulated ID: 00063068
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 4083786967
Mail To: Not reported
Mailing Address: P O BOX
Mailing Address 2: Not reported
Mailing City,St,Zip: CAMPBELL 95008
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

CUPA SANTA CLARA:
Region: SANTA CLARA
PE#: 2205
Program Description: GENERATES 100 KG YR TO <5 TONS/YR

Region: SANTA CLARA
PE#: 2202
Program Description: GENERATES < 100 KG/YR

H45
NW
1/8-1/4
0.188 mi.
992 ft.

SWEDISH AUTO SERVICE
3375 S WINCHESTER BL
CAMPBELL, CA 95008

Site 6 of 10 in cluster H

SWEEPS UST **S106928928**
CUPA Listings **N/A**

Relative:
Higher

Actual:
253 ft.

SWEEPS UST:
Status: Not reported
Comp Number: 51087
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 43-008-051087-000001
Tank Status: Not reported

SWEDISH AUTO SERVICE (Continued) **S106928928**

Capacity: 500
Active Date: Not reported
Tank Use: OIL
STG: WASTE
Content: WASTE OIL
Number Of Tanks: 1

CUPA SANTA CLARA:
Region: SANTA CLARA
PE#: 2205
Program Description: GENERATES 100 KG YR TO <5 TONS/YR

H46	**M AND M AUDI HOUSE**	**RCRA-SQG**	**1000818288**
NW	**3375 SO WINCHESTER BLVD**	**FINDS**	**CAD983641341**
1/8-1/4	**CAMPBELL, CA 95008**	**EMI**	
0.188 mi.		**HAZNET**	
992 ft.	**Site 7 of 10 in cluster H**		

Relative:
Higher

Actual:
253 ft.

RCRA-SQG:
Date form received by agency: 06/24/1992
Facility name: M AND M AUDI HOUSE
Facility address: 3375 WINCHESTER BLVD
CAMPBELL, CA 95008
EPA ID: CAD983641341
Mailing address: WINCHESTER BLVD
CAMPBELL, CA 95008
Contact: PETER MELER
Contact address: 3375 WINCHESTER BLVD
CAMPBELL, CA 95008
Contact country: US
Contact telephone: (408) 378-7001
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: REINHARD MELER
Owner/operator address: 337 WINCHESTER BLVD
CAMPBELL, CA 95008
Owner/operator country: Not reported
Owner/operator telephone: (408) 378-7001
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No

M AND M AUDI HOUSE (Continued) **1000818288**

Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110002410882

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

EMI:

Year:	1996
County Code:	43
Air Basin:	SF
Facility ID:	7089
Air District Name:	BA
SIC Code:	7538
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1997
County Code:	43
Air Basin:	SF
Facility ID:	7089
Air District Name:	BA
SIC Code:	7538
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0

M AND M AUDI HOUSE (Continued) **1000818288**

NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1998
County Code:	43
Air Basin:	SF
Facility ID:	7089
Air District Name:	BA
SIC Code:	7538
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1999
County Code:	43
Air Basin:	SF
Facility ID:	7089
Air District Name:	BA
SIC Code:	7538
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2000
County Code:	43
Air Basin:	SF
Facility ID:	7089
Air District Name:	BA
SIC Code:	7538
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2001

M AND M AUDI HOUSE (Continued) **1000818288**

County Code:	43
Air Basin:	SF
Facility ID:	7089
Air District Name:	BA
SIC Code:	7538
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2002
County Code:	43
Air Basin:	SF
Facility ID:	7089
Air District Name:	BA
SIC Code:	7538
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2003
County Code:	43
Air Basin:	SF
Facility ID:	7089
Air District Name:	BA
SIC Code:	7538
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2004
County Code:	43
Air Basin:	SF
Facility ID:	7089
Air District Name:	BA
SIC Code:	7538
Air District Name:	BAY AREA AQMD

M AND M AUDI HOUSE (Continued) **1000818288**

Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2005
County Code:	43
Air Basin:	SF
Facility ID:	7089
Air District Name:	BA
SIC Code:	7538
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	.133
Reactive Organic Gases Tons/Yr:	.0532
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2006
County Code:	43
Air Basin:	SF
Facility ID:	7089
Air District Name:	BA
SIC Code:	7538
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	.133
Reactive Organic Gases Tons/Yr:	.0532
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2008
County Code:	43
Air Basin:	SF
Facility ID:	7089
Air District Name:	BA
SIC Code:	7538
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0

M AND M AUDI HOUSE (Continued) **1000818288**

SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2009
County Code:	43
Air Basin:	SF
Facility ID:	7089
Air District Name:	BA
SIC Code:	7538
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4.4409999999999998
Reactive Organic Gases Tons/Yr:	1.7764
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2010
County Code:	43
Air Basin:	SF
Facility ID:	7089
Air District Name:	BA
SIC Code:	7538
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2011
County Code:	43
Air Basin:	SF
Facility ID:	7089
Air District Name:	BA
SIC Code:	7538
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4.441
Reactive Organic Gases Tons/Yr:	1.7764
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

HAZNET:
envid: 1000818288

M AND M AUDI HOUSE (Continued) **1000818288**

Year: 2013
GEPAID: CAL000266876
Contact: BARRY HYDE
Telephone: 4083787001
Mailing Name: Not reported
Mailing Address: 3375 WINCHESTER BLVD
Mailing City,St,Zip: CAMPBELL, CA 950086854
Gen County: Santa Clara
TSD EPA ID: CAD980887418
TSD County: Alameda
Waste Category: Not reported
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.126
Cat Decode: Not reported
Method Decode: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County: Not reported

envid: 1000818288
Year: 2007
GEPAID: CAD983641341
Contact: PETER MEIER/GREG LINAFELTER
Telephone: 4083787001
Mailing Name: Not reported
Mailing Address: 8101 CANTERSHIRE
Mailing City,St,Zip: GRANITE BAY, CA 957460000
Gen County: Not reported
TSD EPA ID: CAD059494310
TSD County: Not reported
Waste Category: Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.22
Cat Decode: Liquids with halogenated organic compounds >= 1,000 Mg./L
Method Decode: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County: Santa Clara

envid: 1000818288
Year: 2006
GEPAID: CAD983641341
Contact: PETER MEIER/GREG LINAFELTER
Telephone: 4083787001
Mailing Name: Not reported
Mailing Address: 8101 CANTERSHIRE
Mailing City,St,Zip: GRANITE BAY, CA 957460000
Gen County: Not reported
TSD EPA ID: NVD980895338
TSD County: Not reported
Waste Category: Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method: Recycler
Tons: 0.08
Cat Decode: Liquids with halogenated organic compounds >= 1,000 Mg./L
Method Decode: Recycler
Facility County: Santa Clara

envid: 1000818288
Year: 2004

M AND M AUDI HOUSE (Continued) **1000818288**

GEPAID: CAD983641341
Contact: PETER MEIER/GREG LINAFELTER
Telephone: 4083787001
Mailing Name: Not reported
Mailing Address: 8101 CANTERSHIRE
Mailing City,St,Zip: GRANITE BAY, CA 957460000
Gen County: Not reported
TSD EPA ID: CAD009452657
TSD County: Not reported
Waste Category: Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method: Recycler
Tons: 0.06
Cat Decode: Liquids with halogenated organic compounds >= 1,000 Mg./L
Method Decode: Recycler
Facility County: Santa Clara

envid: 1000818288
Year: 2003
GEPAID: CAD983641341
Contact: PETER MEIER/GREG LINAFELTER
Telephone: 4083787001
Mailing Name: Not reported
Mailing Address: 8101 CANTERSHIRE
Mailing City,St,Zip: GRANITE BAY, CA 957460000
Gen County: Not reported
TSD EPA ID: CAD053044053
TSD County: Not reported
Waste Category: Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Disposal Method: Transfer Station
Tons: 0.25
Cat Decode: Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Method Decode: Transfer Station
Facility County: Santa Clara

Click this hyperlink while viewing on your computer to access
13 additional CA_HAZNET: record(s) in the EDR Site Report.

H47 **AAMCO TRANSMISSIONS** **LUST** **S108196593**
NW **3373 WINCHESTER BLVD** **N/A**
1/8-1/4 **CAMPBELL, CA 95008**
0.188 mi.
993 ft. **Site 8 of 10 in cluster H**

Relative:
Higher

Actual:
253 ft.

LUST:
Region: STATE
Global Id: T0608594005
Latitude: 37.2641487189072
Longitude: -121.960430145264
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 05/03/2000
Lead Agency: SANTA CLARA COUNTY LOP
Case Worker: UST
Local Agency: SANTA CLARA COUNTY LOP
RB Case Number: Not reported
LOC Case Number: Not reported
File Location: All Files are on GeoTracker or in the Local Agency Database
Potential Media Affect: Soil

AAMCO TRANSMISSIONS (Continued) **S108196593**

Potential Contaminants of Concern: Heating Oil / Fuel Oil
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0608594005
Contact Type:	Local Agency Caseworker
Contact Name:	UST CASE WORKER
Organization Name:	SANTA CLARA COUNTY LOP
Address:	1555 Berger Drive, Suite 300
City:	SAN JOSE
Email:	Not reported
Phone Number:	4089183400

Global Id:	T0608594005
Contact Type:	Regional Board Caseworker
Contact Name:	ZSC
Organization Name:	SAN FRANCISCO BAY RWQCB (REGION 2)
Address:	1515 CLAY STREET, SUITE 1400
City:	OAKLAND
Email:	Not reported
Phone Number:	Not reported

Status History:

Global Id:	T0608594005
Status:	Completed - Case Closed
Status Date:	05/03/2000

Global Id:	T0608594005
Status:	Open - Case Begin Date
Status Date:	12/03/1999

Global Id:	T0608594005
Status:	Open - Site Assessment
Status Date:	12/03/1999

Regulatory Activities:

Global Id:	T0608594005
Action Type:	ENFORCEMENT
Date:	05/03/2000
Action:	Closure/No Further Action Letter

Global Id:	T0608594005
Action Type:	Other
Date:	04/04/2000
Action:	Leak Reported

Global Id:	T0608594005
Action Type:	RESPONSE
Date:	04/26/1993
Action:	Other Report / Document

Global Id:	T0608594005
Action Type:	RESPONSE
Date:	04/04/2000
Action:	Unauthorized Release Form

H48 **AAMCO TRANSMISSIONS** — **LUST** **U001600842**
NW **3373 WINCHESTER BLVD** — **HIST LUST** **N/A**
1/8-1/4 **CAMPBELL, CA 95008** — **HIST UST**
0.188 mi.
993 ft. **Site 9 of 10 in cluster H**

Relative:
Higher

Actual:
253 ft.

LUST REG 2:

Region:	2
Facility Id:	Not reported
Facility Status:	Case Closed
Case Number:	08S1W03L02f
How Discovered:	Not reported
Leak Cause:	Not reported
Leak Source:	Not reported
Date Leak Confirmed:	Not reported
Oversight Program:	LUST
Prelim. Site Assesment Wokplan Submitted:	Not reported
Preliminary Site Assesment Began:	12/3/1999
Pollution Characterization Began:	Not reported
Pollution Remediation Plan Submitted:	Not reported
Date Remediation Action Underway:	Not reported
Date Post Remedial Action Monitoring Began:	Not reported

LUST SANTA CLARA:

Region:	SANTA CLARA
SCVWD ID:	08S1W03L02F
Date Closed:	05/03/2000
EDR Link ID:	08S1W03L02F

HIST LUST SANTA CLARA:

Region:	SANTA CLARA
Region Code:	2
SCVWD ID:	08S1W03L02
Oversite Agency:	SCVWD
Date Listed:	2000-05-03 00:00:00
Closed Date:	2000-05-03 00:00:00

HIST UST:

Region:	STATE
Facility ID:	00000001363
Facility Type:	Other
Other Type:	AUTO REPAIR
Contact Name:	Not reported
Telephone:	4088662424
Owner Name:	ANTHONY F. GANINO
Owner Address:	3373 S. WINCHESTER BLVD
Owner City,St,Zip:	CAMPBELL, CA 95008
Total Tanks:	0001

Tank Num:	001
Container Num:	1
Year Installed:	1981
Tank Capacity:	00000550
Tank Used for:	WASTE
Type of Fuel:	WASTE OIL
Container Construction Thickness:	Not reported
Leak Detection:	Visual, Stock Inventor

H49 **AAMCO TRANSMISSIONS** **SWEEPS UST** **S101630415**
NW **3373 S WINCHESTER BLVD** **CA FID UST** **N/A**
1/8-1/4 **CAMPBELL, CA 95008** **CUPA Listings**
0.188 mi.
993 ft. **Site 10 of 10 in cluster H**

Relative:
Higher

Actual:
253 ft.

SWEEPS UST:

Status:	Active
Comp Number:	1363
Number:	9
Board Of Equalization:	44-001940
Referral Date:	07-01-85
Action Date:	Not reported
Created Date:	02-29-88
Owner Tank Id:	1
SWRCB Tank Id:	43-008-001363-000001
Tank Status:	A
Capacity:	550
Active Date:	07-01-85
Tank Use:	OIL
STG:	W
Content:	WASTE OIL
Number Of Tanks:	1

CA FID UST:

Facility ID:	43010557
Regulated By:	UTNKA
Regulated ID:	00001363
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	4088662424
Mail To:	Not reported
Mailing Address:	3373 S WINCHESTER BLVD
Mailing Address 2:	Not reported
Mailing City,St,Zip:	CAMPBELL 95008
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

CUPA SANTA CLARA:

Region:	SANTA CLARA
PE#:	2205
Program Description:	GENERATES 100 KG YR TO <5 TONS/YR

---

50 **VASONA STATION ORCHID CLEANERS** **CUPA Listings** **S109933142**
WNW **14107 WINCHESTER BL Q** **N/A**
1/8-1/4 **LOS GATOS, CA 95030**
0.197 mi.
1042 ft.

Relative:
Higher

Actual:
260 ft.

CUPA SANTA CLARA:

Region:	SANTA CLARA
PE#:	2205
Program Description:	GENERATES 100 KG YR TO <5 TONS/YR

I51	**GALLIEN KRUEGER, INC**	**RCRA-SQG**	**1000284807**
North	**504-B VANDELL WY**		**CAD981368343**
1/8-1/4	**CAMPBELL, CA 95008**		
0.205 mi.			
1083 ft.	**Site 1 of 7 in cluster I**		

Relative:
Lower

Actual:
244 ft.

RCRA-SQG:

Date form received by agency:	01/23/1986
Facility name:	GALLIEN KRUEGER, INC
Facility address:	504-B VANDELL WY CAMPBELL, CA 95008
EPA ID:	CAD981368343
Mailing address:	VANDELL WY CAMPBELL, CA 95008
Contact:	ENVIRONMENTAL MANAGER
Contact address:	504 B VANDELL WY CAMPBELL, CA 95008
Contact country:	US
Contact telephone:	(408) 379-3344
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	VANDERSON PROP
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No

GALLIEN KRUEGER, INC (Continued) **1000284807**

Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

I52 **North** **1/8-1/4** **0.207 mi.** **1091 ft.**	**RESTORATION TECHNOLOGIES INC** **476 VANDELL WY** **CAMPBELL, CA 95008** **Site 2 of 7 in cluster I**	**RCRA-SQG** **FINDS**	**1000417851** **CAD981388903**

Relative:
Lower

Actual:
244 ft.

RCRA-SQG:

Date form received by agency:	09/01/1996
Facility name:	RESTORATION TECHNOLOGIES INC
Facility address:	476 VANDELL WY CAMPBELL, CA 95008
EPA ID:	CAD981388903
Mailing address:	VANDELL WY CAMPBELL, CA 95008
Contact:	Not reported
Contact address:	Not reported Not reported
Contact country:	US
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	KEN GREENOUGH
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

RESTORATION TECHNOLOGIES INC (Continued) **1000417851**

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110002690712

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

I53
North
1/8-1/4
0.207 mi.
1092 ft.

LIST BIOLOGICAL LABORATORIES
501 B VANDELL WAY
CAMPBELL, CA 95008

Site 3 of 7 in cluster I

RCRA-SQG **FINDS** **HAZNET**

1000391137
CAD982518664

Relative:
Lower

Actual:
244 ft.

RCRA-SQG:

Date form received by agency:	03/08/1989
Facility name:	LIST BIOLOGICAL LABORATORIES
Facility address:	501 B VANDELL WAY CAMPBELL, CA 95008
EPA ID:	CAD982518664
Contact:	ENVIRONMENTAL MANAGER
Contact address:	501 B VANDELL WAY CAMPBELL, CA 95008
Contact country:	US
Contact telephone:	(408) 866-6363
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

LIST BIOLOGICAL LABORATORIES (Continued) **1000391137**

Owner/Operator Summary:

Owner/operator name:	LINDA SHOER
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110002839858

Environmental Interest/Information System

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

LIST BIOLOGICAL LABORATORIES (Continued) **1000391137**

HAZNET:

envid:	1000391137
Year:	2005
GEPAID:	CAD982518664
Contact:	DEBRA J DYE VP ADMINISTRATION
Telephone:	4088666363
Mailing Name:	Not reported
Mailing Address:	540 DIVISION ST
Mailing City,St,Zip:	CAMPBELL, CA 950080000
Gen County:	Not reported
TSD EPA ID:	CAT000646117
TSD County:	Not reported
Waste Category:	Other inorganic solid waste
Disposal Method:	Disposal, Land Fill
Tons:	0.4
Cat Decode:	Other inorganic solid waste
Method Decode:	Disposal, Land Fill
Facility County:	Santa Clara

envid:	1000391137
Year:	2004
GEPAID:	CAD982518664
Contact:	DEBRA J DYE VP ADMINISTRATION
Telephone:	4088666363
Mailing Name:	Not reported
Mailing Address:	540 DIVISION ST
Mailing City,St,Zip:	CAMPBELL, CA 950080000
Gen County:	Not reported
TSD EPA ID:	CAD059494310
TSD County:	Not reported
Waste Category:	Unspecified organic liquid mixture
Disposal Method:	Treatment, Tank
Tons:	0.22
Cat Decode:	Unspecified organic liquid mixture
Method Decode:	Treatment, Tank
Facility County:	Santa Clara

envid:	1000391137
Year:	2004
GEPAID:	CAD982518664
Contact:	DEBRA J DYE VP ADMINISTRATION
Telephone:	4088666363
Mailing Name:	Not reported
Mailing Address:	540 DIVISION ST
Mailing City,St,Zip:	CAMPBELL, CA 950080000
Gen County:	Not reported
TSD EPA ID:	CAD059494310
TSD County:	Not reported
Waste Category:	Unspecified organic liquid mixture
Disposal Method:	Transfer Station
Tons:	0.45
Cat Decode:	Unspecified organic liquid mixture
Method Decode:	Transfer Station
Facility County:	Santa Clara

envid:	1000391137
Year:	2003

LIST BIOLOGICAL LABORATORIES (Continued) **1000391137**

GEPAID: CAD982518664
Contact: DEBRA J DYE VP ADMINISTRATION
Telephone: 4088666363
Mailing Name: Not reported
Mailing Address: 540 DIVISION ST
Mailing City,St,Zip: CAMPBELL, CA 950080000
Gen County: Not reported
TSD EPA ID: CAD059494310
TSD County: Not reported
Waste Category: Unspecified organic liquid mixture
Disposal Method: Treatment, Tank
Tons: 0.22
Cat Decode: Unspecified organic liquid mixture
Method Decode: Treatment, Tank
Facility County: Santa Clara

envid: 1000391137
Year: 2001
GEPAID: CAD982518664
Contact: DEBRA J DYE VP ADMINISTRATION
Telephone: 4088666363
Mailing Name: Not reported
Mailing Address: 540 DIVISION ST
Mailing City,St,Zip: CAMPBELL, CA 950080000
Gen County: Not reported
TSD EPA ID: CAD059494310
TSD County: Not reported
Waste Category: Unspecified organic liquid mixture
Disposal Method: Disposal, Other
Tons: 0.45
Cat Decode: Unspecified organic liquid mixture
Method Decode: Disposal, Other
Facility County: Santa Clara

Click this hyperlink while viewing on your computer to access
27 additional CA_HAZNET: record(s) in the EDR Site Report.

J54 **FORMER K&K MANUFACTURING** **SLIC** **U001600918**
NNE **1500 DELL AVE** **BROWNFIELDS** **N/A**
1/8-1/4 **CAMPBELL, CA 95008** **HIST UST**
0.210 mi.
1109 ft. **Site 1 of 3 in cluster J**

Relative:
Lower

Actual:
243 ft.

SLIC:
Region: STATE
Facility Status: **Open - Site Assessment**
Status Date: 09/16/1990
Global Id: T0608591779
Lead Agency: SAN FRANCISCO BAY RWQCB (REGION 2)
Lead Agency Case Number: Not reported
Latitude: 37.265332
Longitude: -121.954226
Case Type: Cleanup Program Site
Case Worker: UUU
Local Agency: Not reported
RB Case Number: 43-1954
File Location: Not reported
Potential Media Affected: Soil

FORMER K&K MANUFACTURING (Continued) **U001600918**

Potential Contaminants of Concern: Gasoline, Other Petroleum, Waste Oil / Motor / Hydraulic / Lubricating
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

BROWNFIELDS:
Global ID: T0608591779

HIST UST:
Region: STATE
Facility ID: 00000042032
Facility Type: Gas Station
Other Type: Not reported
Contact Name: Not reported
Telephone: 4083746500
Owner Name: WEST VALLEY DEVELOPERS
Owner Address: 1500 DELL AVE
Owner City,St,Zip: CAMPBELL, CA 95008
Total Tanks: 0004

Tank Num: 001
Container Num: 3
Year Installed: 1972
Tank Capacity: 00000500
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Container Construction Thickness: Not reported
Leak Detection: Visual

Tank Num: 002
Container Num: 4
Year Installed: 1972
Tank Capacity: 00001000
Tank Used for: WASTE
Type of Fuel: Not reported
Container Construction Thickness: Not reported
Leak Detection: Visual

Tank Num: 003
Container Num: 1
Year Installed: 1975
Tank Capacity: 00005000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Container Construction Thickness: Not reported
Leak Detection: Visual

Tank Num: 004
Container Num: 2
Year Installed: 1975
Tank Capacity: 00001250
Tank Used for: WASTE
Type of Fuel: Not reported
Container Construction Thickness: Not reported
Leak Detection: Visual

J55 **WEST VALLEY DEVELOPERS** **SWEEPS UST** **S101624879**
NNE **1500 DELL AVE** **CA FID UST** **N/A**
1/8-1/4 **CAMPBELL, CA 95008**
0.210 mi.
1109 ft. **Site 2 of 3 in cluster J**

Relative:
Lower

Actual:
243 ft.

SWEEPS UST:

Status:	Not reported
Comp Number:	42032
Number:	Not reported
Board Of Equalization:	44-026312
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	43-008-042032-000001
Tank Status:	Not reported
Capacity:	500
Active Date:	Not reported
Tank Use:	M.V. FUEL
STG:	PRODUCT
Content:	REG UNLEADED
Number Of Tanks:	2

Status:	Not reported
Comp Number:	42032
Number:	Not reported
Board Of Equalization:	44-026312
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	43-008-042032-000002
Tank Status:	Not reported
Capacity:	5000
Active Date:	Not reported
Tank Use:	UNKNOWN
STG:	PRODUCT
Content:	Not reported
Number Of Tanks:	Not reported

CA FID UST:

Facility ID:	43007213
Regulated By:	UTNKA
Regulated ID:	00042032
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	4083746500
Mail To:	Not reported
Mailing Address:	1500 DELL AVE
Mailing Address 2:	Not reported
Mailing City,St,Zip:	CAMPBELL 95008
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

J56 **NNE** **1/8-1/4** **0.210 mi.** **1109 ft.**	**K & K MANUFACTURING INC.** **1500 DELL AVENUE** **CAMPBELL, CA 95008** **Site 3 of 3 in cluster J**	**RCRA-SQG** **SLIC** **HIST UST** **FINDS**	**1000121273** **CAD982464182**

Relative:
Lower

Actual:
243 ft.

RCRA-SQG:

Date form received by agency:	02/07/1989
Facility name:	K & K MANUFACTURING
Facility address:	1500 DELL AVENUE CAMPBELL, CA 95008
EPA ID:	CAD982464182
Mailing address:	DELL AVENUE CAMPBELL, CA 95008
Contact:	ENVIRONMENTAL MANAGER
Contact address:	1500 DELL AVENUE CAMPBELL, CA 95008
Contact country:	US
Contact telephone:	(408) 374-6500
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	PHILLIP KRONZER
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No

K & K MANUFACTURING INC. (Continued) **1000121273**

Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

SLIC REG 2:
Region: 2
Facility ID: 43-1954
Facility Status: Leak being confirmed
Date Closed: Not reported
Local Case #: SBS0781
How Discovered: Tank Closure
Leak Cause: Not reported
Leak Source: Not reported
Date Confirmed: 9/16/1990
Date Prelim Site Assmnt Workplan Submitted: Not reported
Date Preliminary Site Assessment Began: Not reported
Date Pollution Characterization Began: Not reported
Date Remediation Plan Submitted: Not reported
Date Remedial Action Underway: Not reported
Date Post Remedial Action Monitoring Began: Not reported

HIST UST:
Region: STATE
Facility ID: 00000068956
Facility Type: Other
Other Type: MANUFACTURING
Contact Name: PHILLIP KRONZER
Telephone: 4083746500
Owner Name: K AND K MANUFACTURING, INC.
Owner Address: 1500 DELL AVENUE
Owner City,St,Zip: CAMPBELL, CA 95008
Total Tanks: 0001

Tank Num: 001
Container Num: 1
Year Installed: 1971
Tank Capacity: 00001000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Container Construction Thickness: X
Leak Detection: Not reported

FINDS:

Registry ID: 110057046307

Environmental Interest/Information System
STATE MASTER

Registry ID: 110001152733

K & K MANUFACTURING INC. (Continued) **1000121273**

Environmental Interest/Information System
AIR EMISSIONS CLASSIFICATION UNKNOWN

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

US EPA TRIS (Toxics Release Inventory System) contains information from facilities on the amounts of over 300 listed toxic chemicals that these facilities release directly to air, water, land, or that are transported off-site.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

I57
North
1/8-1/4
0.213 mi.
1122 ft.

IMPERIAL PRINTING
481 VANDELL WAY
CAMPBELL, CA 95008

FINDS
CUPA Listings
EMI

1006823505
N/A

Site 4 of 7 in cluster I

Relative:
Lower

Actual:
244 ft.

FINDS:

Registry ID: 110013820749

Environmental Interest/Information System
AIR EMISSIONS CLASSIFICATION UNKNOWN

CUPA SANTA CLARA:

Region:	SANTA CLARA
PE#:	2205
Program Description:	GENERATES 100 KG YR TO <5 TONS/YR

EMI:

Year:	1990
County Code:	43
Air Basin:	SF
Facility ID:	619
Air District Name:	BA
SIC Code:	3479
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

IMPERIAL PRINTING (Continued) **1006823505**

Year:	1995
County Code:	43
Air Basin:	SF
Facility ID:	619
Air District Name:	BA
SIC Code:	3479
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1997
County Code:	43
Air Basin:	SF
Facility ID:	10809
Air District Name:	BA
SIC Code:	2752
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	7
Reactive Organic Gases Tons/Yr:	7
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1998
County Code:	43
Air Basin:	SF
Facility ID:	10809
Air District Name:	BA
SIC Code:	2752
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	5
Reactive Organic Gases Tons/Yr:	5
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1999
County Code:	43
Air Basin:	SF
Facility ID:	10809
Air District Name:	BA
SIC Code:	2752

IMPERIAL PRINTING (Continued) **1006823505**

Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	5
Reactive Organic Gases Tons/Yr:	5
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2000
County Code:	43
Air Basin:	SF
Facility ID:	10809
Air District Name:	BA
SIC Code:	2752
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	5
Reactive Organic Gases Tons/Yr:	5
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2001
County Code:	43
Air Basin:	SF
Facility ID:	10809
Air District Name:	BA
SIC Code:	2752
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2002
County Code:	43
Air Basin:	SF
Facility ID:	10809
Air District Name:	BA
SIC Code:	2752
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	0

IMPERIAL PRINTING (Continued) **1006823505**

NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2003
County Code:	43
Air Basin:	SF
Facility ID:	10809
Air District Name:	BA
SIC Code:	2752
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2004
County Code:	43
Air Basin:	SF
Facility ID:	10809
Air District Name:	BA
SIC Code:	2752
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1.711
Reactive Organic Gases Tons/Yr:	1.711
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2005
County Code:	43
Air Basin:	SF
Facility ID:	10809
Air District Name:	BA
SIC Code:	2752
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1.746
Reactive Organic Gases Tons/Yr:	1.746
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2006

IMPERIAL PRINTING (Continued) **1006823505**

County Code:	43
Air Basin:	SF
Facility ID:	10809
Air District Name:	BA
SIC Code:	2752
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1.746
Reactive Organic Gases Tons/Yr:	1.746
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2007
County Code:	43
Air Basin:	SF
Facility ID:	10809
Air District Name:	BA
SIC Code:	2752
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1.555
Reactive Organic Gases Tons/Yr:	1.555
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2008
County Code:	43
Air Basin:	SF
Facility ID:	10809
Air District Name:	BA
SIC Code:	2752
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1.555
Reactive Organic Gases Tons/Yr:	1.555
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2009
County Code:	43
Air Basin:	SF
Facility ID:	10809
Air District Name:	BA
SIC Code:	2752
Air District Name:	BAY AREA AQMD

IMPERIAL PRINTING (Continued) **1006823505**

Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1.147
Reactive Organic Gases Tons/Yr:	1.147
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2010
County Code:	43
Air Basin:	SF
Facility ID:	10809
Air District Name:	BA
SIC Code:	2752
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1.147
Reactive Organic Gases Tons/Yr:	1.147
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2011
County Code:	43
Air Basin:	SF
Facility ID:	10809
Air District Name:	BA
SIC Code:	2752
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1.147
Reactive Organic Gases Tons/Yr:	1.147
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2012
County Code:	43
Air Basin:	SF
Facility ID:	10809
Air District Name:	BA
SIC Code:	2752
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1.147
Reactive Organic Gases Tons/Yr:	1.147
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0

IMPERIAL PRINTING (Continued) **1006823505**

SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2013
County Code:	43
Air Basin:	SF
Facility ID:	10809
Air District Name:	BA
SIC Code:	2752
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.898
Reactive Organic Gases Tons/Yr:	0.898
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

K58 **FRANK FOREIGN CAR SERVICE** **SLIC** **S100465446**
NNW **3303 WINCHESTER BLVD S** **N/A**
1/8-1/4 **CAMPBELL, CA 95008**
0.213 mi.
1123 ft. **Site 1 of 7 in cluster K**

Relative: **Lower**

Actual: **249 ft.**

SLIC:

Region:	STATE
Facility Status:	**Open - Inactive**
Status Date:	04/17/2009
Global Id:	T0608591657
Lead Agency:	SAN FRANCISCO BAY RWQCB (REGION 2)
Lead Agency Case Number:	Not reported
Latitude:	37.265229
Longitude:	-121.959327
Case Type:	Cleanup Program Site
Case Worker:	UUU
Local Agency:	Not reported
RB Case Number:	43S0540
File Location:	Not reported
Potential Media Affected:	Soil
Potential Contaminants of Concern:	Diesel
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

SLIC REG 2:

Region:	2
Facility ID:	43S0540
Facility Status:	Leak being confirmed
Date Closed:	Not reported
Local Case #:	Not reported
How Discovered:	Tank Closure
Leak Cause:	UNK
Leak Source:	UNK
Date Confirmed:	4/18/1989

FRANK FOREIGN CAR SERVICE (Continued) **S100465446**

Date Prelim Site Assmnt Workplan Submitted: Not reported
Date Preliminary Site Assessment Began: Not reported
Date Pollution Characterization Began: Not reported
Date Remediation Plan Submitted: Not reported
Date Remedial Action Underway: Not reported
Date Post Remedial Action Monitoring Began: Not reported

K59 **PRESTIGE AUTO BODY** — **CUPA Listings** — **S112833908** **N/A**
NNW **3303 S WINCHESTER BL 6-7**
1/8-1/4 **CAMPBELL, CA 95008**
0.213 mi.
1123 ft. **Site 2 of 7 in cluster K**

Relative: Lower
Actual: 249 ft.

CUPA SANTA CLARA:
Region: SANTA CLARA
PE#: 2205
Program Description: GENERATES 100 KG YR TO <5 TONS/YR

K60 **SCOTTY'S AUTOMOTIVE** — **CUPA Listings** — **S112833910** **N/A**
NNW **3303 S WINCHESTER BL 9-11**
1/8-1/4 **CAMPBELL, CA 95008**
0.213 mi.
1123 ft. **Site 3 of 7 in cluster K**

Relative: Lower
Actual: 249 ft.

CUPA SANTA CLARA:
Region: SANTA CLARA
PE#: 2205
Program Description: GENERATES 100 KG YR TO <5 TONS/YR

K61 **PARK VASONA AUTOMOTIVE** — **CUPA Listings** — **S112833906** **N/A**
NNW **3303 WINCHESTER BL 1**
1/8-1/4 **CAMPBELL, CA 95008**
0.213 mi.
1123 ft. **Site 4 of 7 in cluster K**

Relative: Lower
Actual: 249 ft.

CUPA SANTA CLARA:
Region: SANTA CLARA
PE#: 2205
Program Description: GENERATES 100 KG YR TO <5 TONS/YR

K62 **FRANK'S FOREIGN CAR SERVICE** — **CUPA Listings** — **S112345809** **N/A**
NNW **3303 S WINCHESTER BL 4-5**
1/8-1/4 **CAMPBELL, CA 95008**
0.213 mi.
1123 ft. **Site 5 of 7 in cluster K**

Relative: Lower
Actual: 249 ft.

CUPA SANTA CLARA:
Region: SANTA CLARA
PE#: 2205
Program Description: GENERATES 100 KG YR TO <5 TONS/YR

K63	**PRESTIGE AUTO BODY**	**RCRA-SQG**	**1000388924**
NNW	**3303 S WINCHESTER BLVD**	**EMI**	**CAD981979636**
1/8-1/4	**CAMPBELL, CA 95008**	**HAZNET**	
0.213 mi.			
1123 ft.	**Site 6 of 7 in cluster K**		

Relative:
Lower

Actual:
249 ft.

RCRA-SQG:

Date form received by agency:	09/01/1996
Facility name:	PRESTIGE AUTO BODY
Facility address:	3303 S WINCHESTER BLVD
	CAMPBELL, CA 95008
EPA ID:	CAD981979636
Contact:	Not reported
Contact address:	Not reported
	Not reported
Contact country:	US
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED
	NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NORM ROBERTS
Owner/operator address:	NOT REQUIRED
	NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No

PRESTIGE AUTO BODY (Continued) **1000388924**

User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Historical Generators:

Date form received by agency:	04/14/1987
Site name:	PRESTIGE AUTO BODY
Classification:	Large Quantity Generator
Violation Status:	No violations found

EMI:

Year:	1990
County Code:	43
Air Basin:	SF
Facility ID:	5757
Air District Name:	BA
SIC Code:	7532
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1995
County Code:	43
Air Basin:	SF
Facility ID:	5757
Air District Name:	BA
SIC Code:	7532
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1996
County Code:	43
Air Basin:	SF
Facility ID:	5757
Air District Name:	BA
SIC Code:	7532
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported

PRESTIGE AUTO BODY (Continued) **1000388924**

Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1997
County Code:	43
Air Basin:	SF
Facility ID:	5757
Air District Name:	BA
SIC Code:	7532
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1998
County Code:	43
Air Basin:	SF
Facility ID:	5757
Air District Name:	BA
SIC Code:	7532
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1999
County Code:	43
Air Basin:	SF
Facility ID:	5757
Air District Name:	BA
SIC Code:	7532
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0

PRESTIGE AUTO BODY (Continued) **1000388924**

Part. Matter 10 Micrometers & Smllr Tons/Yr:	0
Year:	2000
County Code:	43
Air Basin:	SF
Facility ID:	5757
Air District Name:	BA
SIC Code:	7532
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0
Year:	2001
County Code:	43
Air Basin:	SF
Facility ID:	5757
Air District Name:	BA
SIC Code:	7532
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0
Year:	2003
County Code:	43
Air Basin:	SF
Facility ID:	15041
Air District Name:	BA
SIC Code:	7532
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0
Year:	2004
County Code:	43
Air Basin:	SF
Facility ID:	15041

PRESTIGE AUTO BODY (Continued) **1000388924**

Air District Name:	BA
SIC Code:	7532
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1.362
Reactive Organic Gases Tons/Yr:	1.0229214
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2005
County Code:	43
Air Basin:	SF
Facility ID:	15041
Air District Name:	BA
SIC Code:	7532
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1.362
Reactive Organic Gases Tons/Yr:	1.0229214
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2006
County Code:	43
Air Basin:	SF
Facility ID:	15041
Air District Name:	BA
SIC Code:	7532
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1.362
Reactive Organic Gases Tons/Yr:	1.0229214
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2007
County Code:	43
Air Basin:	SF
Facility ID:	15041
Air District Name:	BA
SIC Code:	7532
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1.362

PRESTIGE AUTO BODY (Continued) **1000388924**

Reactive Organic Gases Tons/Yr:	1.0229214
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2008
County Code:	43
Air Basin:	SF
Facility ID:	15041
Air District Name:	BA
SIC Code:	7532
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	.562
Reactive Organic Gases Tons/Yr:	.5235088
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2009
County Code:	43
Air Basin:	SF
Facility ID:	15041
Air District Name:	BA
SIC Code:	7532
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.56200000000000006
Reactive Organic Gases Tons/Yr:	0.5235088
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2010
County Code:	43
Air Basin:	SF
Facility ID:	15041
Air District Name:	BA
SIC Code:	7532
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.56200000000000006
Reactive Organic Gases Tons/Yr:	0.5235088
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

PRESTIGE AUTO BODY (Continued) **1000388924**

Year:	2011
County Code:	43
Air Basin:	SF
Facility ID:	15041
Air District Name:	BA
SIC Code:	7532
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.562
Reactive Organic Gases Tons/Yr:	0.5235088
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2012
County Code:	43
Air Basin:	SF
Facility ID:	15041
Air District Name:	BA
SIC Code:	7532
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.562
Reactive Organic Gases Tons/Yr:	0.5235088
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2013
County Code:	43
Air Basin:	SF
Facility ID:	15041
Air District Name:	BA
SIC Code:	7532
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1.097
Reactive Organic Gases Tons/Yr:	0.9045552
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

HAZNET:

envid:	1000388924
Year:	2013
GEPAID:	CAD981979636
Contact:	ROGELIO ESQUIVEL
Telephone:	4083795570

PRESTIGE AUTO BODY (Continued) **1000388924**

Mailing Name: Not reported
Mailing Address: 3303 S WINCHESTER BLVD #7
Mailing City,St,Zip: CAMPBELL, CA 950086813
Gen County: Santa Clara
TSD EPA ID: CAD008252405
TSD County: Los Angeles
Waste Category: Not reported
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 0.11259
Cat Decode: Not reported
Method Decode: Fuel Blending Prior To Energy Recovery At Another Site
Facility County: Not reported

envid: 1000388924
Year: 2012
GEPAID: CAD981979636
Contact: ROGELIO ESQUIVEL
Telephone: 4083795570
Mailing Name: Not reported
Mailing Address: 3303 S WINCHESTER BLVD #7
Mailing City,St,Zip: CAMPBELL, CA 950086813
Gen County: Santa Clara
TSD EPA ID: CAD008252405
TSD County: Los Angeles
Waste Category: Not reported
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 0.1251
Cat Decode: Not reported
Method Decode: Fuel Blending Prior To Energy Recovery At Another Site
Facility County: Santa Clara

envid: 1000388924
Year: 2005
GEPAID: CAD981979636
Contact: ROGELIO ESQUIVEL
Telephone: 4083795570
Mailing Name: Not reported
Mailing Address: 3303 S WINCHESTER BLVD #7
Mailing City,St,Zip: CAMPBELL, CA 950086813
Gen County: Not reported
TSD EPA ID: CAD008252405
TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: Recycler
Tons: 0.09
Cat Decode: Unspecified solvent mixture
Method Decode: Recycler
Facility County: Santa Clara

envid: 1000388924
Year: 2004
GEPAID: CAD981979636
Contact: ROGELIO ESQUIVEL
Telephone: 4083795570
Mailing Name: Not reported
Mailing Address: 3303 S WINCHESTER BLVD #7
Mailing City,St,Zip: CAMPBELL, CA 950086813

PRESTIGE AUTO BODY (Continued) **1000388924**

Gen County: Not reported
TSD EPA ID: CAD009452657
TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: Recycler
Tons: 0.22
Cat Decode: Unspecified solvent mixture
Method Decode: Recycler
Facility County: Santa Clara

envid: 1000388924
Year: 2001
GEPAID: CAD981979636
Contact: ROGELIO ESQUIVEL
Telephone: 4083795570
Mailing Name: Not reported
Mailing Address: 3303 S WINCHESTER BLVD #7
Mailing City,St,Zip: CAMPBELL, CA 950086813
Gen County: Not reported
TSD EPA ID: CAD009452657
TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: Recycler
Tons: 0.78
Cat Decode: Unspecified solvent mixture
Method Decode: Recycler
Facility County: Santa Clara

Click this hyperlink while viewing on your computer to access
14 additional CA_HAZNET: record(s) in the EDR Site Report.

I64 **ALLERGAN INC** **AST** **A100340064**
North **503 VANDELL WY** **N/A**
1/8-1/4 **CAMPBELL, CA 95008**
0.222 mi.
1172 ft. **Site 5 of 7 in cluster I**

Relative:
Lower

Actual:
244 ft.

AST:
Certified Unified Program Agencies: Santa Clara County
Owner: ALLERGAN INC
Total Gallons: 1,500

I65 **ALLERGAN INC** **CUPA Listings** **S106247969**
North **503 VANDELL WY B** **EMI** **N/A**
1/8-1/4 **CAMPBELL, CA 95008**
0.222 mi.
1172 ft. **Site 6 of 7 in cluster I**

Relative:
Lower

Actual:
244 ft.

CUPA SANTA CLARA:
Region: SANTA CLARA
PE#: 2205
Program Description: GENERATES 100 KG YR TO <5 TONS/YR

Region: SANTA CLARA
PE#: 2011
Program Description: APSA FACILITY-SPCC TEMPLATE (<10,000 GAL CAP)

ALLERGAN INC (Continued) **S106247969**

EMI:

Year:	2002
County Code:	43
Air Basin:	SF
Facility ID:	14002
Air District Name:	BA
SIC Code:	2834
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2003
County Code:	43
Air Basin:	SF
Facility ID:	14002
Air District Name:	BA
SIC Code:	2834
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2004
County Code:	43
Air Basin:	SF
Facility ID:	14002
Air District Name:	BA
SIC Code:	2834
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.033
Reactive Organic Gases Tons/Yr:	0.0276111
Carbon Monoxide Emissions Tons/Yr:	0.091
NOX - Oxides of Nitrogen Tons/Yr:	0.42
SOX - Oxides of Sulphur Tons/Yr:	0.007
Particulate Matter Tons/Yr:	0.03
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0.02928

Year:	2005
County Code:	43
Air Basin:	SF
Facility ID:	14002
Air District Name:	BA

ALLERGAN INC (Continued) **S106247969**

SIC Code:	2834
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	.033
Reactive Organic Gases Tons/Yr:	.0276111
Carbon Monoxide Emissions Tons/Yr:	.091
NOX - Oxides of Nitrogen Tons/Yr:	.42
SOX - Oxides of Sulphur Tons/Yr:	.007
Particulate Matter Tons/Yr:	.03
Part. Matter 10 Micrometers & Smllr Tons/Yr:	.02928

I66
North
1/8-1/4
0.222 mi.
1172 ft.

ENVIRONMENTAL DEVICES INC — **RCRA-SQG** — **1000261683**
503E VANDELL WAY — **CAD076301159**
CAMPBELL, CA 95008

Site 7 of 7 in cluster I

Relative:
Lower

Actual:
244 ft.

RCRA-SQG:

Date form received by agency:	09/01/1996
Facility name:	ENVIRONMENTAL DEVICES INC
Facility address:	503E VANDELL WAY CAMPBELL, CA 95008
EPA ID:	CAD076301159
Mailing address:	VANDELL WAY CAMPBELL, CA 95008
Contact:	Not reported
Contact address:	Not reported Not reported
Contact country:	US
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	MATHEWS ASHLEY RAY
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private

ENVIRONMENTAL DEVICES INC (Continued) **1000261683**

Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

L67	**MAXXIM MEDICAL**	**RCRA NonGen / NLR**	**1000417350**
West	**14300 WINCHESTER BLVD.**	**FINDS**	**CAD009447921**
1/8-1/4	**LOS GATOS, CA 95030**		
0.225 mi.			
1187 ft.	**Site 1 of 4 in cluster L**		

Relative:
Higher

Actual:
266 ft.

RCRA NonGen / NLR:
Date form received by agency: 10/12/2000
Facility name: MAXXIM MEDICAL
Facility address: 14300 WINCHESTER BOULEVARD
LOS GATOS, CA 95030
EPA ID: CAD009447921
Contact: KEVIN O'KELLEY
Contact address: Not reported
Not reported
Contact country: US
Contact telephone: (408) 866-3360
Contact email: Not reported
EPA Region: 09
Land type: Private
Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No

MAXXIM MEDICAL (Continued) **1000417350**

Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 08/31/2000
Site name: MAXXIM MEDICAL
Classification: Not a generator, verified

Date form received by agency: 03/04/1999
Site name: MAXXIM MEDICAL
Classification: Large Quantity Generator

Date form received by agency: 09/01/1996
Site name: MAXXIM MEDICAL
Classification: Large Quantity Generator

Date form received by agency: 01/11/1996
Site name: MAXXIM MEDICAL
Classification: Large Quantity Generator

Date form received by agency: 03/08/1994
Site name: BECTON-DICKINSON
Classification: Large Quantity Generator

Date form received by agency: 03/19/1992
Site name: BECTON DICKINSON
Classification: Large Quantity Generator

Date form received by agency: 06/12/1990
Site name: BARD-PARKER_NOW BECTON DICKINSON
Classification: Large Quantity Generator

Facility Has Received Notices of Violations:
Regulation violated: FR - 262.10-12.A
Area of violation: Generators - General
Date violation determined: 11/02/1994
Date achieved compliance: 01/06/1995
Violation lead agency: State
Enforcement action: Not reported
Enforcement action date: Not reported
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: Not reported
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: FR - 262.10-12.A
Area of violation: Generators - General
Date violation determined: 10/25/1994
Date achieved compliance: 11/02/1994
Violation lead agency: State
Enforcement action: Not reported
Enforcement action date: Not reported

MAXXIM MEDICAL (Continued) **1000417350**

Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: Not reported
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: FR - 262.10-12.A
Area of violation: Generators - General
Date violation determined: 02/17/1993
Date achieved compliance: 03/24/1993
Violation lead agency: State
Enforcement action: Not reported
Enforcement action date: Not reported
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: Not reported
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Evaluation Action Summary:
Evaluation date: 11/02/1994
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - General
Date achieved compliance: 01/06/1995
Evaluation lead agency: State Contractor/Grantee

Evaluation date: 10/25/1994
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - General
Date achieved compliance: 11/02/1994
Evaluation lead agency: State Contractor/Grantee

Evaluation date: 02/17/1993
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - General
Date achieved compliance: 03/24/1993
Evaluation lead agency: State Contractor/Grantee

FINDS:

Registry ID: 110000484084

Environmental Interest/Information System

US EPA TRIS (Toxics Release Inventory System) contains information from facilities on the amounts of over 300 listed toxic chemicals that these facilities release directly to air, water, land, or that are transported off-site.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

MAXXIM MEDICAL (Continued) **1000417350**

HAZARDOUS AIR POLLUTANT MAJOR

L68
West
1/8-1/4
0.225 mi.
1187 ft.

BECTON DICKINSON & CO
14300 WINCHESTER BLVD
LOS GATOS, CA 95030

CERCLIS-NFRAP **1003878324**
CAD039133277

Site 2 of 4 in cluster L

Relative:
Higher

Actual:
266 ft.

CERCLIS-NFRAP:

Site ID:	0901311
Federal Facility:	Not a Federal Facility
NPL Status:	Not on the NPL
Non NPL Status:	NFRAP-Site does not qualify for the NPL based on existing information

CERCLIS-NFRAP Site Contact Details:

Contact Sequence ID:	13288518.00000
Person ID:	13003854.00000
Contact Sequence ID:	13294113.00000
Person ID:	13003858.00000
Contact Sequence ID:	13299971.00000
Person ID:	13004003.00000

CERCLIS-NFRAP Assessment History:

Action:	DISCOVERY
Date Started:	/ /
Date Completed:	04/01/85
Priority Level:	Not reported
Action:	PRELIMINARY ASSESSMENT
Date Started:	/ /
Date Completed:	12/01/87
Priority Level:	Low priority for further assessment
Action:	PRELIMINARY ASSESSMENT
Date Started:	/ /
Date Completed:	12/14/88
Priority Level:	Low priority for further assessment
Action:	ARCHIVE SITE
Date Started:	/ /
Date Completed:	03/23/94
Priority Level:	Not reported
Action:	SITE INSPECTION
Date Started:	/ /
Date Completed:	03/29/90
Priority Level:	NFRAP-Site does not qualify for the NPL based on existing information

L69 **MAXXIM MEDICAL, INC** **SLIC** **1000417388**
West **14300 WINCHESTER BLVD** **EMI** **N/A**
1/8-1/4 **LOS GATOS, CA 95030**
0.225 mi.
1187 ft. **Site 3 of 4 in cluster L**

Relative:
Higher

Actual:
266 ft.

SLIC REG 2:

Region:	2
Facility ID:	43-1978
Facility Status:	Pollution Characterization
Date Closed:	Not reported
Local Case #:	43-1978
How Discovered:	Tank Closure
Leak Cause:	Structure Failure
Leak Source:	Tank
Date Confirmed:	Not reported
Date Prelim Site Assmnt Workplan Submitted:	Not reported
Date Preliminary Site Assessment Began:	Not reported
Date Pollution Characterization Began:	9/29/1990
Date Remediation Plan Submitted:	Not reported
Date Remedial Action Underway:	Not reported
Date Post Remedial Action Monitoring Began:	Not reported

EMI:

Year:	1987
County Code:	43
Air Basin:	SF
Facility ID:	149
Air District Name:	BA
SIC Code:	3842
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	25
Reactive Organic Gases Tons/Yr:	24
Carbon Monoxide Emissions Tons/Yr:	2
NOX - Oxides of Nitrogen Tons/Yr:	7
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1990
County Code:	43
Air Basin:	SF
Facility ID:	149
Air District Name:	BA
SIC Code:	3842
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	18
Reactive Organic Gases Tons/Yr:	17
Carbon Monoxide Emissions Tons/Yr:	2
NOX - Oxides of Nitrogen Tons/Yr:	6
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1993

MAXXIM MEDICAL, INC (Continued) **1000417388**

County Code:	43
Air Basin:	SF
Facility ID:	149
Air District Name:	BA
SIC Code:	3842
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	23
Reactive Organic Gases Tons/Yr:	22
Carbon Monoxide Emissions Tons/Yr:	1
NOX - Oxides of Nitrogen Tons/Yr:	5
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1995
County Code:	43
Air Basin:	SF
Facility ID:	149
Air District Name:	BA
SIC Code:	3842
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	25
Reactive Organic Gases Tons/Yr:	25
Carbon Monoxide Emissions Tons/Yr:	2
NOX - Oxides of Nitrogen Tons/Yr:	6
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	1
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1996
County Code:	43
Air Basin:	SF
Facility ID:	149
Air District Name:	BA
SIC Code:	3842
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	26
Reactive Organic Gases Tons/Yr:	26
Carbon Monoxide Emissions Tons/Yr:	2
NOX - Oxides of Nitrogen Tons/Yr:	6
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	1
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1997
County Code:	43
Air Basin:	SF
Facility ID:	149
Air District Name:	BA
SIC Code:	3842
Air District Name:	BAY AREA AQMD

MAXXIM MEDICAL, INC (Continued) **1000417388**

Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	26
Reactive Organic Gases Tons/Yr:	26
Carbon Monoxide Emissions Tons/Yr:	2
NOX - Oxides of Nitrogen Tons/Yr:	6
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	1
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1998
County Code:	43
Air Basin:	SF
Facility ID:	11667
Air District Name:	BA
SIC Code:	3842
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	43
Reactive Organic Gases Tons/Yr:	42
Carbon Monoxide Emissions Tons/Yr:	2
NOX - Oxides of Nitrogen Tons/Yr:	7
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	1
Part. Matter 10 Micrometers & Smllr Tons/Yr:	1

Year:	1999
County Code:	43
Air Basin:	SF
Facility ID:	11667
Air District Name:	BA
SIC Code:	3842
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2000
County Code:	43
Air Basin:	SF
Facility ID:	11667
Air District Name:	BA
SIC Code:	3842
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0

MAXXIM MEDICAL, INC (Continued) **1000417388**

SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smllr Tons/Yr: 0

L70
West
1/8-1/4
0.225 mi.
1187 ft.

MAXXIM MEDICAL
14300 WINCHESTER BOULEVARD
LOS GATOS, CA 90530

ENVIROSTOR **S106235156**
SLIC **N/A**
ENF

Site 4 of 4 in cluster L

Relative:
Higher

Actual:
266 ft.

ENVIROSTOR:

Facility ID: 43300115
Status: Refer: RWQCB
Status Date: 03/29/1990
Site Code: Not reported
Site Type: Historical
Site Type Detailed: * Historical
Acres: Not reported
NPL: NO
Regulatory Agencies: NONE SPECIFIED
Lead Agency: NONE SPECIFIED
Program Manager: Not reported
Supervisor: Referred - Not Assigned
Division Branch: Cleanup Berkeley
Assembly: 28
Senate: 15
Special Program: * CERC2
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Not reported
Latitude: 37.25963
Longitude: -121.9612
APN: 424-32-072
Past Use: NONE SPECIFIED
Potential COC: * HYDROCARBON SOLVENTS * UNSPECIFIED ORGANIC LIQUID MIXTURE
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: BARD PARKER CORPORATION
Alias Type: Alternate Name
Alias Name: 424-32-072
Alias Type: APN
Alias Name: CAD039133277
Alias Type: EPA Identification Number
Alias Name: CAD009447921
Alias Type: HWTS Identification Code
Alias Name: 43300115
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Discovery
Completed Date: 07/01/1987
Comments: FACILITY IDENTIFIED ID UNDER CERCLA GRANT

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Discovery

MAXXIM MEDICAL (Continued) **S106235156**

Completed Date: 06/04/1981
Comments: FACILITY IDENTIFIED RWQCB FILES - BARD PARKER CORPORATION

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 03/29/1990
Comments: SITE SCREENING DONE EPA COMPLETED SCREENING SITE INSPECTION AND RECOMMENDS LISTING SITE INSPECTION.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Assessment Report
Completed Date: 10/09/1987
Comments: PRELIM ASSESS DONE PND: RWQCB IS LEAD AGENCY; CURRENTLY PERSUING REMEDIATION. SOIL AND GRD WTR CONTMN WITH STODDARD SOLVENT & PTHALATES (PLASTICIZERS).

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

Facility ID: 71002289
Status: Refer: Other Agency
Status Date: 05/16/2002
Site Code: 201463
Site Type: Tiered Permit
Site Type Detailed: Tiered Permit
Acres: Not reported
NPL: NO
Regulatory Agencies: NONE SPECIFIED
Lead Agency: NONE SPECIFIED
Program Manager: Not reported
Supervisor: Not reported
Division Branch: Cleanup Berkeley
Assembly: 28
Senate: 15
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Not reported
Latitude: 37.26018
Longitude: -121.9630
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: CAD009447921
Alias Type: EPA Identification Number
Alias Name: 201463

MAXXIM MEDICAL (Continued) **S106235156**

Alias Type: Project Code (Site Code)
Alias Name: 71002289
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Order
Completed Date: 09/09/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase I Verification
Completed Date: 05/16/2002
Comments: Inspection report sent on 5/16/2002

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Consent Agreement
Completed Date: 09/09/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 05/16/2002
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

SLIC:
Region: STATE
Facility Status: **Completed - Case Closed**
Status Date: 02/01/2008
Global Id: T0608591798
Lead Agency: SAN FRANCISCO BAY RWQCB (REGION 2)
Lead Agency Case Number: Not reported
Latitude: 37.2601
Longitude: -121.9619
Case Type: Cleanup Program Site
Case Worker: Not reported
Local Agency: Not reported
RB Case Number: 43S0012
File Location: All Files are on GeoTracker or in the Local Agency Database
Potential Media Affected: Other Groundwater (uses other than drinking water)
Potential Contaminants of Concern: * Solvents
Site History: Not reported

MAXXIM MEDICAL (Continued) **S106235156**

Click here to access the California GeoTracker records for this facility:

SLIC REG 2:

Region:	2
Facility ID:	SL18293714
Facility Status:	Not reported
Date Closed:	Not reported
Local Case #:	Not reported
How Discovered:	Not reported
Leak Cause:	Not reported
Leak Source:	Not reported
Date Confirmed:	Not reported
Date Prelim Site Assmnt Workplan Submitted:	Not reported
Date Preliminary Site Assessment Began:	Not reported
Date Pollution Characterization Began:	Not reported
Date Remediation Plan Submitted:	Not reported
Date Remedial Action Underway:	Not reported
Date Post Remedial Action Monitoring Began:	Not reported

ENF:

Region:	2
Facility Id:	209081
Agency Name:	Becton Dickerson & Company
Place Type:	Manufacturing
Place Subtype:	Manufacturing NEC
Facility Type:	Industrial
Agency Type:	Privately-Owned Business
# Of Agencies:	1
Place Latitude:	Not reported
Place Longitude:	Not reported
SIC Code 1:	3069
SIC Desc 1:	Fabricated Rubber Products, NEC
SIC Code 2:	Not reported
SIC Desc 2:	Not reported
SIC Code 3:	Not reported
SIC Desc 3:	Not reported
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	Not reported
Threat To Water Quality:	Not reported
Complexity:	Not reported
Pretreatment:	Not reported
Facility Waste Type:	Not reported
Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	DISCHLND
Program Category1:	UNREGS
Program Category2:	UNREGS

MAXXIM MEDICAL (Continued) **S106235156**

# Of Programs:	1
WDID:	2 438139N01
Reg Measure Id:	162604
Reg Measure Type:	Unregulated
Region:	2
Order #:	Not reported
Npdes# CA#:	Not reported
Major-Minor:	Not reported
Npdes Type:	Not reported
Reclamation:	Not reported
Dredge Fill Fee:	Not reported
301H:	Not reported
Application Fee Amt Received:	Not reported
Status:	Historical
Status Date:	06/17/2005
Effective Date:	Not reported
Expiration/Review Date:	Not reported
Termination Date:	Not reported
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	Not reported
Fee Code:	Not reported
Direction/Voice:	Passive
Enforcement Id(EID):	222953
Region:	2
Order / Resolution Number:	95-012
Enforcement Action Type:	Clean-up and Abatement Order
Effective Date:	01/18/1995
Adoption/Issuance Date:	Not reported
Achieve Date:	Not reported
Termination Date:	Not reported
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Historical
Title:	Enforcement - 2 438139N01
Description:	SCR-
Program:	DISCHLND
Latest Milestone Completion Date:	Not reported
# Of Programs1:	1
Total Assessment Amount:	$0.00
Initial Assessed Amount:	$0.00
Liability $ Amount:	$0.00
Project $ Amount:	$0.00
Liability $ Paid:	$0.00
Project $ Completed:	$0.00
Total $ Paid/Completed Amount:	$0.00

Region:	2
Facility Id:	209081
Agency Name:	Becton Dickerson & Company
Place Type:	Manufacturing
Place Subtype:	Manufacturing NEC

MAXXIM MEDICAL (Continued) **S106235156**

Facility Type:	Industrial
Agency Type:	Privately-Owned Business
# Of Agencies:	1
Place Latitude:	Not reported
Place Longitude:	Not reported
SIC Code 1:	3069
SIC Desc 1:	Fabricated Rubber Products, NEC
SIC Code 2:	Not reported
SIC Desc 2:	Not reported
SIC Code 3:	Not reported
SIC Desc 3:	Not reported
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	Not reported
Threat To Water Quality:	Not reported
Complexity:	Not reported
Pretreatment:	Not reported
Facility Waste Type:	Not reported
Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	DISCHLND
Program Category1:	UNREGS
Program Category2:	UNREGS
# Of Programs:	1
WDID:	2 438139N01
Reg Measure Id:	162604
Reg Measure Type:	Unregulated
Region:	2
Order #:	Not reported
Npdes# CA#:	Not reported
Major-Minor:	Not reported
Npdes Type:	Not reported
Reclamation:	Not reported
Dredge Fill Fee:	Not reported
301H:	Not reported
Application Fee Amt Received:	Not reported
Status:	Historical
Status Date:	06/17/2005
Effective Date:	Not reported
Expiration/Review Date:	Not reported
Termination Date:	Not reported
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	Not reported
Fee Code:	Not reported

MAXXIM MEDICAL (Continued) **S106235156**

Direction/Voice:	Passive
Enforcement Id(EID):	219481
Region:	2
Order / Resolution Number:	86-100
Enforcement Action Type:	Clean-up and Abatement Order
Effective Date:	12/17/1986
Adoption/Issuance Date:	Not reported
Achieve Date:	1/18/1995
Termination Date:	Not reported
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Historical
Title:	Enforcement - 2 438139N01
Description:	SCR-
Program:	DISCHLND
Latest Milestone Completion Date:	1/18/1995
# Of Programs1:	1
Total Assessment Amount:	$0.00
Initial Assessed Amount:	$0.00
Liability $ Amount:	$0.00
Project $ Amount:	$0.00
Liability $ Paid:	$0.00
Project $ Completed:	$0.00
Total $ Paid/Completed Amount:	$0.00

K71 **AUTO HAUS LOS GATOS** — **CUPA Listings** — **S112345383** **N/A**

NNW **3275 WINCHESTER BL**
1/8-1/4 **CAMPBELL, CA 95008**
0.227 mi.
1200 ft. **Site 7 of 7 in cluster K**

Relative: Lower
Actual: 247 ft.

CUPA SANTA CLARA:

Region:	SANTA CLARA
PE#:	2205
Program Description:	GENERATES 100 KG YR TO <5 TONS/YR

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72 **MID PENINSULA HOUSING COA** — **HIST CORTESE** — **S104405828** **N/A**

WNW **650 PARR**
1/4-1/2 **LOS GATOS, CA 95030**
0.459 mi.
2425 ft.

Relative: Higher
Actual: 258 ft.

HIST CORTESE:

Region:	CORTESE
Facility County Code:	43
Reg By:	LTNKA
Reg Id:	43-0890

M73 **North** **1/4-1/2** **0.491 mi.** **2595 ft.**	**UNOCAL STATION #5088** **3035 WINCHESTER** **CAMPBELL, CA 95008** **Site 1 of 2 in cluster M**	**LUST** **HIST LUST** **SWEEPS UST** **HIST UST** **CA FID UST** **HIST CORTESE**	**1000167223** **N/A**

Relative:
Lower

Actual:
233 ft.

LUST:

Region:	STATE
Global Id:	T0608502365
Latitude:	37.2694506666667
Longitude:	-121.956430333333
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	07/22/2009
Lead Agency:	SANTA CLARA COUNTY LOP
Case Worker:	Not reported
Local Agency:	Not reported
RB Case Number:	21-093
LOC Case Number:	08S1W03B02f
File Location:	All Files are on GeoTracker or in the Local Agency Database
Potential Media Affect:	Other Groundwater (uses other than drinking water)
Potential Contaminants of Concern:	Gasoline
Site History:	11/07 the case was re-opened based on the results of a Baseline Assessment, which reported TPHd in groundwater at a maximum concentration of 2,000 ppb. 11/08 8 borings were advanced to depths of 22-44 feet below the ground surface. 3/09 - 3 groundwater monitoring wells were completed. The site is located near percolation ponds, which appear to affect the depth to groundwater onsite - when the ponds are dry, the wells are dry. Constituents of concern were not reported in groundwater or soil samples collected from the monitoring wells.

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0608502365
Contact Type:	Regional Board Caseworker
Contact Name:	NATHAN KING
Organization Name:	SAN FRANCISCO BAY RWQCB (REGION 2)
Address:	1515 CLAY ST., SUITE 1400
City:	OAKLAND
Email:	nking@waterboards.ca.gov
Phone Number:	Not reported

Status History:

Global Id:	T0608502365
Status:	Completed - Case Closed
Status Date:	10/08/1999
Global Id:	T0608502365
Status:	Completed - Case Closed
Status Date:	07/22/2009
Global Id:	T0608502365
Status:	Open - Case Begin Date
Status Date:	11/15/1998
Global Id:	T0608502365

UNOCAL STATION #5088 (Continued) **1000167223**

Status:	Open - Reopen Case
Status Date:	11/14/2007
Global Id:	T0608502365
Status:	Open - Site Assessment
Status Date:	01/05/1999
Global Id:	T0608502365
Status:	Open - Site Assessment
Status Date:	09/05/2008

Regulatory Activities:

Global Id:	T0608502365
Action Type:	Other
Date:	01/05/1999
Action:	Leak Reported
Global Id:	T0608502365
Action Type:	ENFORCEMENT
Date:	02/06/2009
Action:	Staff Letter
Global Id:	T0608502365
Action Type:	ENFORCEMENT
Date:	01/09/2009
Action:	Staff Letter
Global Id:	T0608502365
Action Type:	ENFORCEMENT
Date:	07/22/2009
Action:	Closure/No Further Action Letter
Global Id:	T0608502365
Action Type:	RESPONSE
Date:	06/09/2009
Action:	Soil and Water Investigation Report
Global Id:	T0608502365
Action Type:	Other
Date:	11/15/1998
Action:	Leak Stopped
Global Id:	T0608502365
Action Type:	ENFORCEMENT
Date:	09/05/2008
Action:	Staff Letter
Global Id:	T0608502365
Action Type:	ENFORCEMENT
Date:	05/19/2008
Action:	Staff Letter - #80915
Global Id:	T0608502365
Action Type:	ENFORCEMENT
Date:	06/10/2009
Action:	Staff Letter

UNOCAL STATION #5088 (Continued) **1000167223**

Global Id:	T0608502365
Action Type:	ENFORCEMENT
Date:	11/14/2007
Action:	Notice of Responsibility - #704111

Global Id:	T0608502365
Action Type:	RESPONSE
Date:	01/12/2009
Action:	Preliminary Site Assessment Report

Global Id:	T0608502365
Action Type:	RESPONSE
Date:	07/14/2008
Action:	Preliminary Site Assessment Workplan

Global Id:	T0608502365
Action Type:	Other
Date:	11/15/1998
Action:	Leak Discovery

Global Id:	T0608502365
Action Type:	ENFORCEMENT
Date:	10/08/1999
Action:	Closure/No Further Action Letter

Global Id:	T0608502365
Action Type:	RESPONSE
Date:	02/25/2009
Action:	Soil and Water Investigation Workplan

Region:	STATE
Global Id:	T0608501767
Latitude:	37.26954
Longitude:	-121.956266
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	05/29/1996
Lead Agency:	SANTA CLARA COUNTY LOP
Case Worker:	UST
Local Agency:	SANTA CLARA COUNTY LOP
RB Case Number:	Not reported
LOC Case Number:	Not reported
File Location:	All Files are on GeoTracker or in the Local Agency Database
Potential Media Affect:	Other Groundwater (uses other than drinking water)
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0608501767
Contact Type:	Local Agency Caseworker
Contact Name:	UST CASE WORKER
Organization Name:	SANTA CLARA COUNTY LOP
Address:	1555 Berger Drive, Suite 300
City:	SAN JOSE
Email:	Not reported

UNOCAL STATION #5088 (Continued) **1000167223**

Phone Number:	4089183400
Global Id:	T0608501767
Contact Type:	Regional Board Caseworker
Contact Name:	ZSC
Organization Name:	SAN FRANCISCO BAY RWQCB (REGION 2)
Address:	1515 CLAY STREET, SUITE 1400
City:	OAKLAND
Email:	Not reported
Phone Number:	Not reported

Status History:

Global Id:	T0608501767
Status:	Completed - Case Closed
Status Date:	05/29/1996
Global Id:	T0608501767
Status:	Open - Case Begin Date
Status Date:	01/01/1992
Global Id:	T0608501767
Status:	Open - Site Assessment
Status Date:	07/14/1993

Regulatory Activities:

Global Id:	T0608501767
Action Type:	Other
Date:	01/01/1992
Action:	Leak Reported
Global Id:	T0608501767
Action Type:	RESPONSE
Date:	05/29/1996
Action:	Other Report / Document
Global Id:	T0608501767
Action Type:	Other
Date:	01/01/1992
Action:	Leak Stopped
Global Id:	T0608501767
Action Type:	ENFORCEMENT
Date:	05/29/1996
Action:	Closure/No Further Action Letter - #699250
Global Id:	T0608501767
Action Type:	ENFORCEMENT
Date:	05/29/1996
Action:	Closure/No Further Action Letter
Global Id:	T0608501767
Action Type:	Other
Date:	01/01/1992
Action:	Leak Discovery

UNOCAL STATION #5088 (Continued) **1000167223**

LUST REG 2:

Region:	2
Facility Id:	Not reported
Facility Status:	Case Closed
Case Number:	08S1W03B01f
How Discovered:	Not reported
Leak Cause:	Not reported
Leak Source:	Not reported
Date Leak Confirmed:	Not reported
Oversight Program:	LUST
Prelim. Site Assesment Wokplan Submitted:	Not reported
Preliminary Site Assesment Began:	Not reported
Pollution Characterization Began:	Not reported
Pollution Remediation Plan Submitted:	Not reported
Date Remediation Action Underway:	Not reported
Date Post Remedial Action Monitoring Began:	Not reported

LUST SANTA CLARA:

Region:	SANTA CLARA
SCVWD ID:	08S1W03B01F
Date Closed:	05/29/1996
EDR Link ID:	08S1W03B01F
Region:	SANTA CLARA
SCVWD ID:	08S1W03B02F
Date Closed:	07/22/2009
EDR Link ID:	08S1W03B02F

HIST LUST SANTA CLARA:

Region:	SANTA CLARA
Region Code:	2
SCVWD ID:	08S1W03B01
Oversite Agency:	SCVWD
Date Listed:	1993-12-03 00:00:00
Closed Date:	1996-05-29 00:00:00

SWEEPS UST:

Status:	Active
Comp Number:	21113
Number:	1
Board Of Equalization:	44-001057
Referral Date:	11-24-93
Action Date:	03-08-94
Created Date:	02-29-88
Owner Tank Id:	5088-1-1
SWRCB Tank Id:	43-008-021113-000001
Tank Status:	A
Capacity:	12000
Active Date:	05-28-93
Tank Use:	M.V. FUEL
STG:	P
Content:	REG UNLEADED
Number Of Tanks:	2
Status:	Active

UNOCAL STATION #5088 (Continued) **1000167223**

Comp Number: 21113
Number: 1
Board Of Equalization: 44-001057
Referral Date: 11-24-93
Action Date: 03-08-94
Created Date: 02-29-88
Owner Tank Id: 5088-22
SWRCB Tank Id: 43-008-021113-000007
Tank Status: A
Capacity: 12000
Active Date: 05-28-93
Tank Use: M.V. FUEL
STG: P
Content: PRM UNLEADED
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 21113
Number: Not reported
Board Of Equalization: 44-001057
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 43-008-021113-000002
Tank Status: Not reported
Capacity: 12000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: REG UNLEADED
Number Of Tanks: 6

Status: Not reported
Comp Number: 21113
Number: Not reported
Board Of Equalization: 44-001057
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 43-008-021113-000003
Tank Status: Not reported
Capacity: 280
Active Date: Not reported
Tank Use: OIL
STG: WASTE
Content: WASTE OIL
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 21113
Number: Not reported
Board Of Equalization: 44-001057
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported

UNOCAL STATION #5088 (Continued) **1000167223**

Owner Tank Id:	Not reported
SWRCB Tank Id:	43-008-021113-000004
Tank Status:	Not reported
Capacity:	12000
Active Date:	Not reported
Tank Use:	M.V. FUEL
STG:	PRODUCT
Content:	REG UNLEADED
Number Of Tanks:	Not reported

Status:	Not reported
Comp Number:	21113
Number:	Not reported
Board Of Equalization:	44-001057
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	43-008-021113-000005
Tank Status:	Not reported
Capacity:	12000
Active Date:	Not reported
Tank Use:	M.V. FUEL
STG:	PRODUCT
Content:	REG UNLEADED
Number Of Tanks:	Not reported

Status:	Not reported
Comp Number:	21113
Number:	Not reported
Board Of Equalization:	44-001057
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	43-008-021113-000006
Tank Status:	Not reported
Capacity:	280
Active Date:	Not reported
Tank Use:	OIL
STG:	WASTE
Content:	WASTE OIL
Number Of Tanks:	Not reported

Status:	Not reported
Comp Number:	21113
Number:	Not reported
Board Of Equalization:	44-001057
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	43-008-021113-000008
Tank Status:	Not reported
Capacity:	550
Active Date:	Not reported
Tank Use:	OIL

UNOCAL STATION #5088 (Continued) **1000167223**

STG:	WASTE
Content:	WASTE OIL
Number Of Tanks:	Not reported

HIST UST:

Region:	STATE
Facility ID:	00000057104
Facility Type:	Gas Station
Other Type:	Not reported
Contact Name:	EBRAHIM KAABIPOUR
Telephone:	4088661096
Owner Name:	UNION OIL CO.
Owner Address:	1 CALIFORNIA ST. SUITE 2700
Owner City,St,Zip:	SAN FRANCISCO, CA 94111
Total Tanks:	0001

Tank Num:	001
Container Num:	5088-10-1
Year Installed:	Not reported
Tank Capacity:	00000000
Tank Used for:	WASTE
Type of Fuel:	Not reported
Container Construction Thickness:	6
Leak Detection:	Visual

Tank Num:	001
Container Num:	5088-1-1
Year Installed:	1983
Tank Capacity:	00012000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor, 10

Tank Num:	002
Container Num:	5088-2-1
Year Installed:	1983
Tank Capacity:	00012000
Tank Used for:	PRODUCT
Type of Fuel:	PREMIUM
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor, 10

Tank Num:	003
Container Num:	5088-4-1
Year Installed:	Not reported
Tank Capacity:	00000280
Tank Used for:	WASTE
Type of Fuel:	WASTE OIL
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor

Tank Num:	004
Container Num:	5088-1-1
Year Installed:	1983
Tank Capacity:	00012000
Tank Used for:	PRODUCT

UNOCAL STATION #5088 (Continued) **1000167223**

Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor, 10

Tank Num:	005
Container Num:	5088-2-1
Year Installed:	1983
Tank Capacity:	00012000
Tank Used for:	PRODUCT
Type of Fuel:	PREMIUM
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor, 10

Tank Num:	006
Container Num:	5088-4-1
Year Installed:	Not reported
Tank Capacity:	00000280
Tank Used for:	WASTE
Type of Fuel:	WASTE OIL
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor

CA FID UST:

Facility ID:	43005160
Regulated By:	UTNKA
Regulated ID:	00021113
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	4083747600
Mail To:	Not reported
Mailing Address:	3035 WINCHESTER BLVD
Mailing Address 2:	Not reported
Mailing City,St,Zip:	CAMPBELL 95008
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

HIST CORTESE:

Region:	CORTESE
Facility County Code:	43
Reg By:	LTNKA
Reg Id:	43-1840

M74 **TOSCO 76 #5088** **LUST** **S104541993**
North **3035 WINCHESTER BLVD** **HIST LUST** **N/A**
1/4-1/2 **CAMPBELL, CA 95008**
0.491 mi.
2595 ft. **Site 2 of 2 in cluster M**

Relative: **Lower**

Actual: **233 ft.**

LUST REG 2:

Region:	2
Facility Id:	Not reported
Facility Status:	Case Closed
Case Number:	08S1W03B02f
How Discovered:	Not reported
Leak Cause:	Not reported
Leak Source:	Not reported
Date Leak Confirmed:	Not reported
Oversight Program:	LUST
Prelim. Site Assesment Wokplan Submitted:	Not reported
Preliminary Site Assesment Began:	11/20/1998
Pollution Characterization Began:	Not reported
Pollution Remediation Plan Submitted:	Not reported
Date Remediation Action Underway:	Not reported
Date Post Remedial Action Monitoring Began:	Not reported

HIST LUST SANTA CLARA:

Region:	SANTA CLARA
Region Code:	2
SCVWD ID:	08S1W03B02
Oversite Agency:	SCVWD
Date Listed:	1999-01-11 00:00:00
Closed Date:	1999-10-08 00:00:00

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75 **EXXON GASOLINE STATION** **Notify 65** **S100179527**
East **3702 SOUTH BASCOM AVENUE** **N/A**
1/2-1 **SAN JOSE, CA 93212**
0.523 mi.
2762 ft.

Relative: **Higher**

Actual: **263 ft.**

NOTIFY 65:

Date Reported:	Not reported
Staff Initials:	Not reported
Board File Number:	Not reported
Facility Type:	Not reported
Discharge Date:	Not reported
Issue Date:	Not reported
Incident Description:	Not reported

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76 **VALET ORGANIZERS INC** **ENVIROSTOR** **S100186287**
NNE **1190 DELL AVENUE** **EMI** **N/A**
1/2-1 **CAMPBELL, CA 95008** **ENF**
0.535 mi.
2825 ft.

Relative: **Lower**

Actual: **232 ft.**

ENVIROSTOR:

Facility ID:	43360018
Status:	Refer: RWQCB
Status Date:	06/08/1994
Site Code:	Not reported
Site Type:	Historical

VALET ORGANIZERS INC (Continued) **S100186287**

Site Type Detailed: * Historical
Acres: Not reported
NPL: NO
Regulatory Agencies: NONE SPECIFIED
Lead Agency: NONE SPECIFIED
Program Manager: Not reported
Supervisor: Referred - Not Assigned
Division Branch: Cleanup Berkeley
Assembly: 28
Senate: 15
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Not reported
Latitude: 37.26905
Longitude: -121.9517
APN: 424-01-095
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: AMERICAN AUTOMATED INDUSTRIES
Alias Type: Alternate Name
Alias Name: H&H MACHINE SHOP
Alias Type: Alternate Name
Alias Name: RMK MANUFACTURING
Alias Type: Alternate Name
Alias Name: SAN JOSE PEST CONTROL
Alias Type: Alternate Name
Alias Name: 424-01-095
Alias Type: APN
Alias Name: CAD981368400
Alias Type: EPA Identification Number
Alias Name: 110002682598
Alias Type: EPA (FRS #)
Alias Name: CAX000042598
Alias Type: HWTS Identification Code
Alias Name: 43360018
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Discovery
Completed Date: 08/03/1981
Comments: FACILITY IDENTIFIED REFERRED BY RWQCB

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 03/18/1987
Comments: Site Screening Done: Letter from SF RWQCB addressed to American Auto Industries. PA by EPA 12/01/86.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported

VALET ORGANIZERS INC (Continued) **S100186287**

Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

EMI:

Year: 2007
County Code: 43
Air Basin: SF
Facility ID: 18238
Air District Name: BA
SIC Code: 2499
Air District Name: BAY AREA AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 1.459
Reactive Organic Gases Tons/Yr: .5867304
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smllr Tons/Yr: 0

Year: 2008
County Code: 43
Air Basin: SF
Facility ID: 18238
Air District Name: BA
SIC Code: 2499
Air District Name: BAY AREA AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: .675
Reactive Organic Gases Tons/Yr: .2731304
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smllr Tons/Yr: 0

Year: 2009
County Code: 43
Air Basin: SF
Facility ID: 18238
Air District Name: BA
SIC Code: 2499
Air District Name: BAY AREA AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 0.67500000000000004
Reactive Organic Gases Tons/Yr: 0.2731304
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smllr Tons/Yr: 0

VALET ORGANIZERS INC (Continued) **S100186287**

Year:	2010
County Code:	43
Air Basin:	SF
Facility ID:	18238
Air District Name:	BA
SIC Code:	2499
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.33800000000000002
Reactive Organic Gases Tons/Yr:	0.13833039999999999
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2011
County Code:	43
Air Basin:	SF
Facility ID:	18238
Air District Name:	BA
SIC Code:	2499
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.338
Reactive Organic Gases Tons/Yr:	0.1383304
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2012
County Code:	43
Air Basin:	SF
Facility ID:	18238
Air District Name:	BA
SIC Code:	2499
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.338
Reactive Organic Gases Tons/Yr:	0.1383304
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2013
County Code:	43
Air Basin:	SF
Facility ID:	18238
Air District Name:	BA
SIC Code:	2499

VALET ORGANIZERS INC (Continued) **S100186287**

Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.338
Reactive Organic Gases Tons/Yr:	0.1383304
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

ENF:

Region:	2
Facility Id:	219521
Agency Name:	South Bay Development Company
Place Type:	Facility
Place Subtype:	Not reported
Facility Type:	Not reported
Agency Type:	Privately-Owned Business
# Of Agencies:	1
Place Latitude:	Not reported
Place Longitude:	Not reported
SIC Code 1:	Not reported
SIC Desc 1:	Not reported
SIC Code 2:	Not reported
SIC Desc 2:	Not reported
SIC Code 3:	Not reported
SIC Desc 3:	Not reported
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	Not reported
Threat To Water Quality:	Not reported
Complexity:	Not reported
Pretreatment:	Not reported
Facility Waste Type:	Not reported
Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	UNREGS
Program Category1:	UNREGS
Program Category2:	UNREGS
# Of Programs:	1
WDID:	2 438555N01
Reg Measure Id:	167031
Reg Measure Type:	Unregulated
Region:	2
Order #:	Not reported
Npdes# CA#:	Not reported
Major-Minor:	Not reported
Npdes Type:	Not reported
Reclamation:	Not reported

VALET ORGANIZERS INC (Continued) **S100186287**

Dredge Fill Fee:	Not reported
301H:	Not reported
Application Fee Amt Received:	Not reported
Status:	Never Active
Status Date:	02/21/2013
Effective Date:	Not reported
Expiration/Review Date:	Not reported
Termination Date:	Not reported
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	I
Fee Code:	Not reported
Direction/Voice:	Passive
Enforcement Id(EID):	227438
Region:	2
Order / Resolution Number:	UNKNOWN
Enforcement Action Type:	Staff Enforcement Letter
Effective Date:	07/27/1999
Adoption/Issuance Date:	Not reported
Achieve Date:	Not reported
Termination Date:	07/27/1999
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Historical
Title:	Enforcement - 2 438555N01
Description:	Not reported
Program:	UNREGS
Latest Milestone Completion Date:	Not reported
# Of Programs1:	1
Total Assessment Amount:	$0.00
Initial Assessed Amount:	$0.00
Liability $ Amount:	$0.00
Project $ Amount:	$0.00
Liability $ Paid:	$0.00
Project $ Completed:	$0.00
Total $ Paid/Completed Amount:	$0.00

77
South
1/2-1
0.860 mi.
4542 ft.

LARK AVENUE CAR WASH
16500 LARK AVE
LOS GATOS, CA 95032

LUST
HIST LUST
SWEEPS UST
HIST CORTESE
Notify 65

S100179319
N/A

Relative:
Higher

Actual:
309 ft.

LUST:

Region:	STATE
Global Id:	T0608500398
Latitude:	37.248260313
Longitude:	-121.957105
Case Type:	LUST Cleanup Site
Status:	Open - Remediation
Status Date:	05/27/2005
Lead Agency:	SANTA CLARA COUNTY LOP
Case Worker:	AC

LARK AVENUE CAR WASH (Continued) **S100179319**

Local Agency:	SANTA CLARA COUNTY LOP
RB Case Number:	12-040
LOC Case Number:	08S1W10L01f
File Location:	All Files are on GeoTracker or in the Local Agency Database
Potential Media Affect:	Aquifer used for drinking water supply, Soil
Potential Contaminants of Concern:	Benzene, Toluene, Xylene, MTBE / TBA / Other Fuel Oxygenates, Gasoline
Site History:	In a letter dated July 19, 2012, DEH required the property owner to submit a revised corrective action plan and work plan for replacing well MW-2R: The work plan for replacing well MW-2R was submitted on September 18, 2012, and includes the following general scope of services: Obtain monitoring well destruction and construction permits from the Santa Clara Valley Water District (SCVWD); Over-drill and remove the existing MW-2R four-inch-diameter PVC well casing and screen; Reconstruct (deepen) MW-2R using similar well construction materials; and Develop MW-2R and resurvey location and top of casing elevation. The revised corrective action plan is due on November 23, 2012.

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0608500398
Contact Type:	Local Agency Caseworker
Contact Name:	AARON COSTA
Organization Name:	SANTA CLARA COUNTY LOP
Address:	1555 Berger Drive, Suite 300
City:	SAN JOSE
Email:	aaron.costa@deh.sccgov.org
Phone Number:	4089181954

Status History:

Global Id:	T0608500398
Status:	Open - Case Begin Date
Status Date:	10/22/1989
Global Id:	T0608500398
Status:	Open - Remediation
Status Date:	12/15/1998
Global Id:	T0608500398
Status:	Open - Remediation
Status Date:	05/27/2005
Global Id:	T0608500398
Status:	Open - Site Assessment
Status Date:	03/31/1993
Global Id:	T0608500398
Status:	Open - Site Assessment
Status Date:	01/01/1994

Regulatory Activities:

Global Id:	T0608500398
Action Type:	ENFORCEMENT
Date:	08/13/2009
Action:	Staff Letter - #9002318

LARK AVENUE CAR WASH (Continued) **S100179319**

Global Id:	T0608500398
Action Type:	RESPONSE
Date:	04/30/2010
Action:	Monitoring Report - Quarterly
Global Id:	T0608500398
Action Type:	ENFORCEMENT
Date:	10/24/2014
Action:	Staff Letter
Global Id:	T0608500398
Action Type:	ENFORCEMENT
Date:	08/28/2013
Action:	Email Correspondence
Global Id:	T0608500398
Action Type:	RESPONSE
Date:	02/02/1995
Action:	Monitoring Report - Quarterly
Global Id:	T0608500398
Action Type:	RESPONSE
Date:	08/08/1994
Action:	Soil and Water Investigation Workplan
Global Id:	T0608500398
Action Type:	RESPONSE
Date:	11/01/1994
Action:	Soil and Water Investigation Report
Global Id:	T0608500398
Action Type:	RESPONSE
Date:	09/14/2012
Action:	Well Installation Workplan - Regulator Responded
Global Id:	T0608500398
Action Type:	Other
Date:	10/22/1989
Action:	Leak Reported
Global Id:	T0608500398
Action Type:	RESPONSE
Date:	10/30/2014
Action:	Monitoring Report - Semi-Annually
Global Id:	T0608500398
Action Type:	RESPONSE
Date:	10/30/2013
Action:	Monitoring Report - Semi-Annually
Global Id:	T0608500398
Action Type:	RESPONSE
Date:	04/30/2014
Action:	Monitoring Report - Semi-Annually
Global Id:	T0608500398
Action Type:	RESPONSE

LARK AVENUE CAR WASH (Continued) **S100179319**

Date: 11/15/2013
Action: Other Workplan - Regulator Responded

Global Id: T0608500398
Action Type: RESPONSE
Date: 09/12/2014
Action: Corrective Action Plan / Remedial Action Plan - Regulator Responded

Global Id: T0608500398
Action Type: RESPONSE
Date: 01/31/2014
Action: Well Installation Workplan - Regulator Responded

Global Id: T0608500398
Action Type: RESPONSE
Date: 01/17/2014
Action: Interim Remedial Action Report - Regulator Responded

Global Id: T0608500398
Action Type: RESPONSE
Date: 05/30/2014
Action: Well Installation Report - Regulator Responded

Global Id: T0608500398
Action Type: ENFORCEMENT
Date: 06/15/1993
Action: Staff Letter - #19629

Global Id: T0608500398
Action Type: ENFORCEMENT
Date: 10/29/1993
Action: Staff Letter - #19633

Global Id: T0608500398
Action Type: ENFORCEMENT
Date: 04/29/1994
Action: Staff Letter - #19461

Global Id: T0608500398
Action Type: ENFORCEMENT
Date: 10/31/1994
Action: Staff Letter - #19467

Global Id: T0608500398
Action Type: ENFORCEMENT
Date: 05/04/1995
Action: Staff Letter - #19473

Global Id: T0608500398
Action Type: ENFORCEMENT
Date: 11/10/1999
Action: Staff Letter - #19479

Global Id: T0608500398
Action Type: ENFORCEMENT
Date: 02/05/2001
Action: Staff Letter - #19485

LARK AVENUE CAR WASH (Continued) **S100179319**

Global Id:	T0608500398
Action Type:	ENFORCEMENT
Date:	12/18/2001
Action:	Staff Letter - #19491
Global Id:	T0608500398
Action Type:	ENFORCEMENT
Date:	02/29/2004
Action:	Staff Letter - #43810
Global Id:	T0608500398
Action Type:	RESPONSE
Date:	01/24/2003
Action:	Soil and Water Investigation Workplan
Global Id:	T0608500398
Action Type:	RESPONSE
Date:	06/05/2001
Action:	Soil and Water Investigation Workplan
Global Id:	T0608500398
Action Type:	RESPONSE
Date:	04/30/2015
Action:	Remedial Progress Report
Global Id:	T0608500398
Action Type:	RESPONSE
Date:	10/30/2015
Action:	Remedial Progress Report
Global Id:	T0608500398
Action Type:	RESPONSE
Date:	10/30/2015
Action:	Monitoring Report - Semi-Annually
Global Id:	T0608500398
Action Type:	RESPONSE
Date:	06/19/2015
Action:	Corrective Action Plan / Remedial Action Plan - Addendum - Regulator Responded
Global Id:	T0608500398
Action Type:	ENFORCEMENT
Date:	03/04/2010
Action:	Staff Letter
Global Id:	T0608500398
Action Type:	ENFORCEMENT
Date:	03/09/1992
Action:	Staff Letter - #19623
Global Id:	T0608500398
Action Type:	ENFORCEMENT
Date:	03/24/1992
Action:	Notice of Responsibility - #39324
Global Id:	T0608500398

LARK AVENUE CAR WASH (Continued) **S100179319**

Action Type:	ENFORCEMENT
Date:	02/08/1993
Action:	Staff Letter - #19627
Global Id:	T0608500398
Action Type:	ENFORCEMENT
Date:	10/26/1993
Action:	Staff Letter - #19631
Global Id:	T0608500398
Action Type:	ENFORCEMENT
Date:	01/31/1994
Action:	Staff Letter - #19635
Global Id:	T0608500398
Action Type:	ENFORCEMENT
Date:	04/20/1994
Action:	Staff Letter - #19637
Global Id:	T0608500398
Action Type:	ENFORCEMENT
Date:	07/29/1994
Action:	Staff Letter - #19463
Global Id:	T0608500398
Action Type:	ENFORCEMENT
Date:	08/03/1994
Action:	Staff Letter - #19465
Global Id:	T0608500398
Action Type:	ENFORCEMENT
Date:	02/01/1995
Action:	Staff Letter - #19469
Global Id:	T0608500398
Action Type:	ENFORCEMENT
Date:	04/28/1995
Action:	Staff Letter - #19471
Global Id:	T0608500398
Action Type:	ENFORCEMENT
Date:	07/13/1995
Action:	Staff Letter - #19475
Global Id:	T0608500398
Action Type:	ENFORCEMENT
Date:	02/25/1997
Action:	Staff Letter - #19477
Global Id:	T0608500398
Action Type:	ENFORCEMENT
Date:	02/21/2000
Action:	Staff Letter - #19481
Global Id:	T0608500398
Action Type:	ENFORCEMENT
Date:	05/15/2001

LARK AVENUE CAR WASH (Continued) **S100179319**

Action:	Staff Letter - #19489
Global Id:	T0608500398
Action Type:	ENFORCEMENT
Date:	06/05/2001
Action:	Staff Letter - #19487
Global Id:	T0608500398
Action Type:	ENFORCEMENT
Date:	12/19/2002
Action:	Staff Letter - #40704
Global Id:	T0608500398
Action Type:	ENFORCEMENT
Date:	08/08/2003
Action:	Staff Letter - #41915
Global Id:	T0608500398
Action Type:	ENFORCEMENT
Date:	05/13/2005
Action:	Staff Letter
Global Id:	T0608500398
Action Type:	RESPONSE
Date:	10/31/2009
Action:	Monitoring Report - Quarterly
Global Id:	T0608500398
Action Type:	RESPONSE
Date:	01/31/2010
Action:	Monitoring Report - Quarterly
Global Id:	T0608500398
Action Type:	ENFORCEMENT
Date:	12/24/2013
Action:	Staff Letter
Global Id:	T0608500398
Action Type:	ENFORCEMENT
Date:	11/21/2013
Action:	Staff Letter
Global Id:	T0608500398
Action Type:	ENFORCEMENT
Date:	02/12/2014
Action:	Notice to Comply
Global Id:	T0608500398
Action Type:	ENFORCEMENT
Date:	02/21/2014
Action:	Staff Letter
Global Id:	T0608500398
Action Type:	ENFORCEMENT
Date:	11/01/2013
Action:	Email Correspondence

LARK AVENUE CAR WASH (Continued) **S100179319**

Global Id:	T0608500398
Action Type:	ENFORCEMENT
Date:	11/21/2014
Action:	Staff Letter
Global Id:	T0608500398
Action Type:	RESPONSE
Date:	05/22/2015
Action:	Monitoring Report - Semi-Annually
Global Id:	T0608500398
Action Type:	RESPONSE
Date:	11/10/2014
Action:	Correspondence
Global Id:	T0608500398
Action Type:	RESPONSE
Date:	01/16/2015
Action:	Correspondence
Global Id:	T0608500398
Action Type:	RESPONSE
Date:	02/01/2013
Action:	Well Installation Report
Global Id:	T0608500398
Action Type:	ENFORCEMENT
Date:	06/03/2014
Action:	Staff Letter
Global Id:	T0608500398
Action Type:	RESPONSE
Date:	04/30/2013
Action:	Monitoring Report - Semi-Annually
Global Id:	T0608500398
Action Type:	RESPONSE
Date:	04/30/2001
Action:	Monitoring Report - Quarterly
Global Id:	T0608500398
Action Type:	REMEDIATION
Date:	12/15/1998
Action:	Pump & Treat (P&T) Groundwater
Global Id:	T0608500398
Action Type:	REMEDIATION
Date:	12/15/1998
Action:	Soil Vapor Extraction (SVE)
Global Id:	T0608500398
Action Type:	ENFORCEMENT
Date:	03/15/2013
Action:	Staff Letter
Global Id:	T0608500398
Action Type:	ENFORCEMENT

LARK AVENUE CAR WASH (Continued) **S100179319**

Date:	09/24/2012
Action:	Notice to Comply
Global Id:	T0608500398
Action Type:	ENFORCEMENT
Date:	07/27/2015
Action:	Staff Letter
Global Id:	T0608500398
Action Type:	RESPONSE
Date:	07/31/2003
Action:	Monitoring Report - Quarterly
Global Id:	T0608500398
Action Type:	RESPONSE
Date:	07/30/2002
Action:	Monitoring Report - Quarterly
Global Id:	T0608500398
Action Type:	RESPONSE
Date:	10/10/2003
Action:	Soil and Water Investigation Report
Global Id:	T0608500398
Action Type:	RESPONSE
Date:	07/30/2004
Action:	Monitoring Report - Quarterly
Global Id:	T0608500398
Action Type:	RESPONSE
Date:	06/18/1993
Action:	Soil and Water Investigation Report
Global Id:	T0608500398
Action Type:	RESPONSE
Date:	03/17/2000
Action:	Monitoring Report - Quarterly
Global Id:	T0608500398
Action Type:	RESPONSE
Date:	04/25/1994
Action:	Soil and Water Investigation Report
Global Id:	T0608500398
Action Type:	RESPONSE
Date:	05/03/1994
Action:	Monitoring Report - Quarterly
Global Id:	T0608500398
Action Type:	RESPONSE
Date:	08/01/1994
Action:	Monitoring Report - Quarterly
Global Id:	T0608500398
Action Type:	ENFORCEMENT
Date:	07/19/2012
Action:	Staff Letter

LARK AVENUE CAR WASH (Continued) **S100179319**

Global Id: T0608500398
Action Type: RESPONSE
Date: 07/30/2015
Action: Remedial Progress Report

Global Id: T0608500398
Action Type: ENFORCEMENT
Date: 09/04/2015
Action: Staff Letter

Global Id: T0608500398
Action Type: RESPONSE
Date: 03/18/1992
Action: Soil and Water Investigation Workplan

Global Id: T0608500398
Action Type: RESPONSE
Date: 02/09/1993
Action: Soil and Water Investigation Workplan

Global Id: T0608500398
Action Type: RESPONSE
Date: 11/01/1993
Action: Monitoring Report - Quarterly

Global Id: T0608500398
Action Type: RESPONSE
Date: 02/03/1994
Action: Monitoring Report - Quarterly

Global Id: T0608500398
Action Type: RESPONSE
Date: 04/30/2003
Action: Monitoring Report - Quarterly

Global Id: T0608500398
Action Type: RESPONSE
Date: 01/30/2004
Action: Other Report / Document

Global Id: T0608500398
Action Type: RESPONSE
Date: 10/31/2003
Action: Monitoring Report - Quarterly

Global Id: T0608500398
Action Type: RESPONSE
Date: 10/27/1993
Action: Soil and Water Investigation Workplan

Global Id: T0608500398
Action Type: RESPONSE
Date: 04/30/2004
Action: Monitoring Report - Quarterly

Global Id: T0608500398
Action Type: RESPONSE

LARK AVENUE CAR WASH (Continued) **S100179319**

Date:	03/17/1997
Action:	Corrective Action Plan / Remedial Action Plan
Global Id:	T0608500398
Action Type:	RESPONSE
Date:	01/30/2005
Action:	Monitoring Report - Quarterly
Global Id:	T0608500398
Action Type:	RESPONSE
Date:	04/30/2005
Action:	Monitoring Report - Quarterly
Global Id:	T0608500398
Action Type:	ENFORCEMENT
Date:	03/28/2006
Action:	Staff Letter - #60325
Global Id:	T0608500398
Action Type:	ENFORCEMENT
Date:	11/09/2012
Action:	Staff Letter
Global Id:	T0608500398
Action Type:	ENFORCEMENT
Date:	04/14/2015
Action:	Staff Letter
Global Id:	T0608500398
Action Type:	ENFORCEMENT
Date:	09/17/2014
Action:	Notice to Comply
Global Id:	T0608500398
Action Type:	ENFORCEMENT
Date:	04/18/2014
Action:	Staff Letter
Global Id:	T0608500398
Action Type:	ENFORCEMENT
Date:	06/16/2014
Action:	Staff Letter
Global Id:	T0608500398
Action Type:	RESPONSE
Date:	05/01/1995
Action:	Monitoring Report - Quarterly
Global Id:	T0608500398
Action Type:	RESPONSE
Date:	05/08/1995
Action:	Other Report / Document
Global Id:	T0608500398
Action Type:	RESPONSE
Date:	10/30/2002
Action:	Monitoring Report - Quarterly

LARK AVENUE CAR WASH (Continued) **S100179319**

Global Id:	T0608500398
Action Type:	RESPONSE
Date:	07/30/2000
Action:	Monitoring Report - Quarterly
Global Id:	T0608500398
Action Type:	Other
Date:	10/12/1988
Action:	Leak Discovery
Global Id:	T0608500398
Action Type:	RESPONSE
Date:	07/17/1995
Action:	Soil and Water Investigation Workplan
Global Id:	T0608500398
Action Type:	RESPONSE
Date:	11/15/1999
Action:	Monitoring Report - Quarterly
Global Id:	T0608500398
Action Type:	RESPONSE
Date:	10/30/2001
Action:	Monitoring Report - Quarterly
Global Id:	T0608500398
Action Type:	ENFORCEMENT
Date:	06/20/2013
Action:	Staff Letter
Global Id:	T0608500398
Action Type:	RESPONSE
Date:	05/10/2013
Action:	Other Workplan
Global Id:	T0608500398
Action Type:	ENFORCEMENT
Date:	03/04/2015
Action:	Staff Letter
Global Id:	T0608500398
Action Type:	ENFORCEMENT
Date:	06/24/2015
Action:	Notification - Public Notice of ROD/RAP/CAP
Global Id:	T0608500398
Action Type:	RESPONSE
Date:	08/31/2015
Action:	Other Report / Document
Global Id:	T0608500398
Action Type:	RESPONSE
Date:	07/23/2015
Action:	Correspondence
Global Id:	T0608500398
Action Type:	RESPONSE

LARK AVENUE CAR WASH (Continued) **S100179319**

Date:	07/31/2010
Action:	Monitoring Report - Quarterly - Regulator Responded
Global Id:	T0608500398
Action Type:	RESPONSE
Date:	05/30/2005
Action:	Monitoring Report - Quarterly
Global Id:	T0608500398
Action Type:	RESPONSE
Date:	05/30/2005
Action:	Remedial Progress Report
Global Id:	T0608500398
Action Type:	RESPONSE
Date:	06/13/2005
Action:	Other Report / Document
Global Id:	T0608500398
Action Type:	RESPONSE
Date:	08/15/2005
Action:	Monitoring Report - Quarterly
Global Id:	T0608500398
Action Type:	RESPONSE
Date:	10/31/2004
Action:	Monitoring Report - Quarterly
Global Id:	T0608500398
Action Type:	RESPONSE
Date:	01/30/2003
Action:	Monitoring Report - Quarterly
Global Id:	T0608500398
Action Type:	RESPONSE
Date:	04/30/2002
Action:	Monitoring Report - Quarterly
Global Id:	T0608500398
Action Type:	RESPONSE
Date:	08/13/2001
Action:	Soil and Water Investigation Report
Global Id:	T0608500398
Action Type:	RESPONSE
Date:	02/22/2002
Action:	Soil and Water Investigation Report

LUST REG 2:

Region:	2
Facility Id:	Not reported
Facility Status:	Remedial action (cleanup) Underway
Case Number:	08S1W10L01f
How Discovered:	Not reported
Leak Cause:	Not reported
Leak Source:	Not reported

LARK AVENUE CAR WASH (Continued) **S100179319**

Date Leak Confirmed: Not reported
Oversight Program: LUST
Prelim. Site Assesment Wokplan Submitted: Not reported
Preliminary Site Assesment Began: 3/31/1993
Pollution Characterization Began: 1/1/1994
Pollution Remediation Plan Submitted: Not reported
Date Remediation Action Underway: 12/15/1998
Date Post Remedial Action Monitoring Began: Not reported

LUST SANTA CLARA:
Region: SANTA CLARA
SCVWD ID: 08S1W10L01F
Date Closed: Not reported
EDR Link ID: 08S1W10L01F

HIST LUST SANTA CLARA:
Region: SANTA CLARA
Region Code: 2
SCVWD ID: 08S1W10L01
Oversite Agency: SCCDEH
Date Listed: 1992-06-04 00:00:00
Closed Date: Not reported

SWEEPS UST:
Status: Not reported
Comp Number: 51083
Number: Not reported
Board Of Equalization: 44-025904
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 43-003-051083-000001
Tank Status: Not reported
Capacity: 10000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: REG UNLEADED
Number Of Tanks: 6

Status: Not reported
Comp Number: 51083
Number: Not reported
Board Of Equalization: 44-025904
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 43-003-051083-000002
Tank Status: Not reported
Capacity: 10000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: REG UNLEADED

LARK AVENUE CAR WASH (Continued) **S100179319**

Number Of Tanks: Not reported

Status: Not reported
Comp Number: 51083
Number: Not reported
Board Of Equalization: 44-025904
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 43-003-051083-000003
Tank Status: Not reported
Capacity: 10000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: PRM UNLEADED
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 51083
Number: Not reported
Board Of Equalization: 44-025904
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 43-003-051083-000004
Tank Status: Not reported
Capacity: 10000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 51083
Number: Not reported
Board Of Equalization: 44-025904
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 43-003-051083-000008
Tank Status: Not reported
Capacity: 1
Active Date: Not reported
Tank Use: UNKNOWN
STG: PRODUCT
Content: Not reported
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 51083
Number: Not reported
Board Of Equalization: 44-025904

LARK AVENUE CAR WASH (Continued) **S100179319**

Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	43-003-051083-000009
Tank Status:	Not reported
Capacity:	1
Active Date:	Not reported
Tank Use:	UNKNOWN
STG:	PRODUCT
Content:	Not reported
Number Of Tanks:	Not reported

Status:	Active
Comp Number:	51083
Number:	1
Board Of Equalization:	44-025904
Referral Date:	06-26-92
Action Date:	09-29-92
Created Date:	02-29-88
Owner Tank Id:	5A
SWRCB Tank Id:	43-003-051083-000005
Tank Status:	A
Capacity:	7500
Active Date:	01-13-93
Tank Use:	M.V. FUEL
STG:	P
Content:	PRM UNLEADED
Number Of Tanks:	3

Status:	Active
Comp Number:	51083
Number:	1
Board Of Equalization:	44-025904
Referral Date:	06-26-92
Action Date:	09-29-92
Created Date:	02-29-88
Owner Tank Id:	6
SWRCB Tank Id:	43-003-051083-000006
Tank Status:	A
Capacity:	10000
Active Date:	01-13-93
Tank Use:	M.V. FUEL
STG:	P
Content:	REG UNLEADED
Number Of Tanks:	Not reported

Status:	Active
Comp Number:	51083
Number:	1
Board Of Equalization:	44-025904
Referral Date:	06-26-92
Action Date:	09-29-92
Created Date:	02-29-88
Owner Tank Id:	5B
SWRCB Tank Id:	43-003-051083-000007
Tank Status:	A

LARK AVENUE CAR WASH (Continued) **S100179319**

Capacity: 7500
Active Date: 01-13-93
Tank Use: M.V. FUEL
STG: P
Content: PRM UNLEADED
Number Of Tanks: Not reported

HIST CORTESE:
Region: CORTESE
Facility County Code: 43
Reg By: LTNKA
Reg Id: 43-0342

NOTIFY 65:
Date Reported: Not reported
Staff Initials: Not reported
Board File Number: Not reported
Facility Type: Not reported
Discharge Date: Not reported
Issue Date: Not reported
Incident Description: Not reported

78
ENE
1/2-1
0.864 mi.
4561 ft.

UNOCAL SERVICE STATION #4328
3145 SOUTH BASCOM AVE.
SAN JOSE, CA 93212

Notify 65 **S100179600**
N/A

Relative:
Lower

Actual:
236 ft.

NOTIFY 65:
Date Reported: Not reported
Staff Initials: Not reported
Board File Number: Not reported
Facility Type: Not reported
Discharge Date: Not reported
Issue Date: Not reported
Incident Description: Not reported

Count: 1 records.

ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
LOS GATOS	S118172398	BILLY JONES WILDCAT RAILROAD	VASONA PARK	95032	SLIC

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Number of Days to Update: Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL: National Priority List

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 03/26/2015
Date Data Arrived at EDR: 04/08/2015
Date Made Active in Reports: 06/22/2015
Number of Days to Update: 75

Source: EPA
Telephone: N/A
Last EDR Contact: 11/07/2015
Next Scheduled EDR Contact: 01/18/2016
Data Release Frequency: Quarterly

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 3
Telephone 215-814-5418

EPA Region 4
Telephone 404-562-8033

EPA Region 5
Telephone 312-886-6686

EPA Region 10
Telephone 206-553-8665

EPA Region 6
Telephone: 214-655-6659

EPA Region 7
Telephone: 913-551-7247

EPA Region 8
Telephone: 303-312-6774

EPA Region 9
Telephone: 415-947-4246

Proposed NPL: Proposed National Priority List Sites

A site that has been proposed for listing on the National Priorities List through the issuance of a proposed rule in the Federal Register. EPA then accepts public comments on the site, responds to the comments, and places on the NPL those sites that continue to meet the requirements for listing.

Date of Government Version: 03/26/2015
Date Data Arrived at EDR: 04/08/2015
Date Made Active in Reports: 06/22/2015
Number of Days to Update: 75

Source: EPA
Telephone: N/A
Last EDR Contact: 11/07/2015
Next Scheduled EDR Contact: 01/18/2016
Data Release Frequency: Quarterly

NPL LIENS: Federal Superfund Liens

Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/1991
Date Data Arrived at EDR: 02/02/1994
Date Made Active in Reports: 03/30/1994
Number of Days to Update: 56

Source: EPA
Telephone: 202-564-4267
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Federal Delisted NPL site list

Delisted NPL: National Priority List Deletions

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 03/26/2015
Date Data Arrived at EDR: 04/08/2015
Date Made Active in Reports: 06/22/2015
Number of Days to Update: 75

Source: EPA
Telephone: N/A
Last EDR Contact: 11/07/2015
Next Scheduled EDR Contact: 01/18/2016
Data Release Frequency: Quarterly

Federal CERCLIS list

FEDERAL FACILITY: Federal Facility Site Information listing

A listing of National Priority List (NPL) and Base Realignment and Closure (BRAC) sites found in the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) Database where EPA Federal Facilities Restoration and Reuse Office is involved in cleanup activities.

Date of Government Version: 03/26/2015
Date Data Arrived at EDR: 04/08/2015
Date Made Active in Reports: 06/11/2015
Number of Days to Update: 64

Source: Environmental Protection Agency
Telephone: 703-603-8704
Last EDR Contact: 10/09/2015
Next Scheduled EDR Contact: 01/18/2016
Data Release Frequency: Varies

CERCLIS: Comprehensive Environmental Response, Compensation, and Liability Information System

CERCLIS contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). CERCLIS contains sites which are either proposed to or on the National Priorities List (NPL) and sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 10/25/2013
Date Data Arrived at EDR: 11/11/2013
Date Made Active in Reports: 02/13/2014
Number of Days to Update: 94

Source: EPA
Telephone: 703-412-9810
Last EDR Contact: 11/23/2015
Next Scheduled EDR Contact: 03/07/2016
Data Release Frequency: Quarterly

Federal CERCLIS NFRAP site List

CERCLIS-NFRAP: CERCLIS No Further Remedial Action Planned

Archived sites are sites that have been removed and archived from the inventory of CERCLIS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list this site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. This decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be a potential NPL site.

Date of Government Version: 10/25/2013
Date Data Arrived at EDR: 11/11/2013
Date Made Active in Reports: 02/13/2014
Number of Days to Update: 94

Source: EPA
Telephone: 703-412-9810
Last EDR Contact: 11/23/2015
Next Scheduled EDR Contact: 03/07/2016
Data Release Frequency: Quarterly

Federal RCRA CORRACTS facilities list

CORRACTS: Corrective Action Report

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 06/09/2015	Source: EPA
Date Data Arrived at EDR: 06/26/2015	Telephone: 800-424-9346
Date Made Active in Reports: 09/16/2015	Last EDR Contact: 12/18/2015
Number of Days to Update: 82	Next Scheduled EDR Contact: 01/11/2016
	Data Release Frequency: Quarterly

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF: RCRA - Treatment, Storage and Disposal

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 06/09/2015	Source: Environmental Protection Agency
Date Data Arrived at EDR: 06/26/2015	Telephone: (415) 495-8895
Date Made Active in Reports: 09/16/2015	Last EDR Contact: 12/18/2015
Number of Days to Update: 82	Next Scheduled EDR Contact: 04/11/2016
	Data Release Frequency: Quarterly

Federal RCRA generators list

RCRA-LQG: RCRA - Large Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

Date of Government Version: 06/09/2015	Source: Environmental Protection Agency
Date Data Arrived at EDR: 06/26/2015	Telephone: (415) 495-8895
Date Made Active in Reports: 09/16/2015	Last EDR Contact: 12/18/2015
Number of Days to Update: 82	Next Scheduled EDR Contact: 04/11/2016
	Data Release Frequency: Quarterly

RCRA-SQG: RCRA - Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

Date of Government Version: 06/09/2015	Source: Environmental Protection Agency
Date Data Arrived at EDR: 06/26/2015	Telephone: (415) 495-8895
Date Made Active in Reports: 09/16/2015	Last EDR Contact: 12/18/2015
Number of Days to Update: 82	Next Scheduled EDR Contact: 04/11/2016
	Data Release Frequency: Quarterly

RCRA-CESQG: RCRA - Conditionally Exempt Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

Date of Government Version: 06/09/2015	Source: Environmental Protection Agency
Date Data Arrived at EDR: 06/26/2015	Telephone: (415) 495-8895
Date Made Active in Reports: 09/16/2015	Last EDR Contact: 12/18/2015
Number of Days to Update: 82	Next Scheduled EDR Contact: 04/11/2016
	Data Release Frequency: Varies

Federal institutional controls / engineering controls registries

LUCIS: Land Use Control Information System

LUCIS contains records of land use control information pertaining to the former Navy Base Realignment and Closure properties.

Date of Government Version: 05/28/2015
Date Data Arrived at EDR: 05/29/2015
Date Made Active in Reports: 06/11/2015
Number of Days to Update: 13

Source: Department of the Navy
Telephone: 843-820-7326
Last EDR Contact: 11/13/2015
Next Scheduled EDR Contact: 02/29/2016
Data Release Frequency: Varies

US ENG CONTROLS: Engineering Controls Sites List

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 09/10/2015
Date Data Arrived at EDR: 09/11/2015
Date Made Active in Reports: 11/03/2015
Number of Days to Update: 53

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 11/24/2015
Next Scheduled EDR Contact: 03/14/2016
Data Release Frequency: Varies

US INST CONTROL: Sites with Institutional Controls

A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 09/10/2015
Date Data Arrived at EDR: 09/11/2015
Date Made Active in Reports: 11/03/2015
Number of Days to Update: 53

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 11/24/2015
Next Scheduled EDR Contact: 03/14/2016
Data Release Frequency: Varies

Federal ERNS list

ERNS: Emergency Response Notification System

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 06/22/2015
Date Data Arrived at EDR: 06/26/2015
Date Made Active in Reports: 09/16/2015
Number of Days to Update: 82

Source: National Response Center, United States Coast Guard
Telephone: 202-267-2180
Last EDR Contact: 09/29/2015
Next Scheduled EDR Contact: 01/11/2016
Data Release Frequency: Annually

State- and tribal - equivalent NPL

RESPONSE: State Response Sites

Identifies confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk.

Date of Government Version: 11/07/2015
Date Data Arrived at EDR: 11/07/2015
Date Made Active in Reports: 12/17/2015
Number of Days to Update: 40

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 11/07/2015
Next Scheduled EDR Contact: 02/15/2016
Data Release Frequency: Quarterly

State- and tribal - equivalent CERCLIS

ENVIROSTOR: EnviroStor Database

The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

Date of Government Version: 11/07/2015	Source: Department of Toxic Substances Control
Date Data Arrived at EDR: 11/07/2015	Telephone: 916-323-3400
Date Made Active in Reports: 12/17/2015	Last EDR Contact: 11/07/2015
Number of Days to Update: 40	Next Scheduled EDR Contact: 02/15/2016
	Data Release Frequency: Quarterly

State and tribal landfill and/or solid waste disposal site lists

SWF/LF (SWIS): Solid Waste Information System

Active, Closed and Inactive Landfills. SWF/LF records typically contain an inve ntory of solid waste disposal facilities or landfills. These may be active or i nactive facilities or open dumps that failed to meet RCRA Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 08/17/2015	Source: Department of Resources Recycling and Recovery
Date Data Arrived at EDR: 08/18/2015	Telephone: 916-341-6320
Date Made Active in Reports: 09/03/2015	Last EDR Contact: 11/18/2015
Number of Days to Update: 16	Next Scheduled EDR Contact: 02/29/2016
	Data Release Frequency: Quarterly

State and tribal leaking storage tank lists

LUST REG 2: Fuel Leak List

Leaking Underground Storage Tank locations. Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, Sonoma counties.

Date of Government Version: 09/30/2004	Source: California Regional Water Quality Control Board San Francisco Bay Region (2)
Date Data Arrived at EDR: 10/20/2004	Telephone: 510-622-2433
Date Made Active in Reports: 11/19/2004	Last EDR Contact: 09/19/2011
Number of Days to Update: 30	Next Scheduled EDR Contact: 01/02/2012
	Data Release Frequency: Quarterly

LUST REG 6L: Leaking Underground Storage Tank Case Listing

For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/09/2003	Source: California Regional Water Quality Control Board Lahontan Region (6)
Date Data Arrived at EDR: 09/10/2003	Telephone: 530-542-5572
Date Made Active in Reports: 10/07/2003	Last EDR Contact: 09/12/2011
Number of Days to Update: 27	Next Scheduled EDR Contact: 12/26/2011
	Data Release Frequency: No Update Planned

LUST REG 6V: Leaking Underground Storage Tank Case Listing

Leaking Underground Storage Tank locations. Inyo, Kern, Los Angeles, Mono, San Bernardino counties.

Date of Government Version: 06/07/2005	Source: California Regional Water Quality Control Board Victorville Branch Office (6)
Date Data Arrived at EDR: 06/07/2005	Telephone: 760-241-7365
Date Made Active in Reports: 06/29/2005	Last EDR Contact: 09/12/2011
Number of Days to Update: 22	Next Scheduled EDR Contact: 12/26/2011
	Data Release Frequency: No Update Planned

LUST REG 8: Leaking Underground Storage Tanks
California Regional Water Quality Control Board Santa Ana Region (8). For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/14/2005
Date Data Arrived at EDR: 02/15/2005
Date Made Active in Reports: 03/28/2005
Number of Days to Update: 41

Source: California Regional Water Quality Control Board Santa Ana Region (8)
Telephone: 909-782-4496
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: Varies

LUST REG 9: Leaking Underground Storage Tank Report
Orange, Riverside, San Diego counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 03/01/2001
Date Data Arrived at EDR: 04/23/2001
Date Made Active in Reports: 05/21/2001
Number of Days to Update: 28

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-637-5595
Last EDR Contact: 09/26/2011
Next Scheduled EDR Contact: 01/09/2012
Data Release Frequency: No Update Planned

LUST REG 1: Active Toxic Site Investigation
Del Norte, Humboldt, Lake, Mendocino, Modoc, Siskiyou, Sonoma, Trinity counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/01/2001
Date Data Arrived at EDR: 02/28/2001
Date Made Active in Reports: 03/29/2001
Number of Days to Update: 29

Source: California Regional Water Quality Control Board North Coast (1)
Telephone: 707-570-3769
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

LUST: Geotracker's Leaking Underground Fuel Tank Report
Leaking Underground Storage Tank Incident Reports. LUST records contain an inventory of reported leaking underground storage tank incidents. Not all states maintain these records, and the information stored varies by state. For more information on a particular leaking underground storage tank sites, please contact the appropriate regulatory agency.

Date of Government Version: 10/21/2015
Date Data Arrived at EDR: 10/22/2015
Date Made Active in Reports: 11/05/2015
Number of Days to Update: 14

Source: State Water Resources Control Board
Telephone: see region list
Last EDR Contact: 12/14/2015
Next Scheduled EDR Contact: 03/28/2016
Data Release Frequency: Quarterly

LUST REG 3: Leaking Underground Storage Tank Database
Leaking Underground Storage Tank locations. Monterey, San Benito, San Luis Obispo, Santa Barbara, Santa Cruz counties.

Date of Government Version: 05/19/2003
Date Data Arrived at EDR: 05/19/2003
Date Made Active in Reports: 06/02/2003
Number of Days to Update: 14

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-542-4786
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: No Update Planned

LUST REG 4: Underground Storage Tank Leak List
Los Angeles, Ventura counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6710
Last EDR Contact: 09/06/2011
Next Scheduled EDR Contact: 12/19/2011
Data Release Frequency: No Update Planned

LUST REG 5: Leaking Underground Storage Tank Database
Leaking Underground Storage Tank locations. Alameda, Alpine, Amador, Butte, Colusa, Contra Costa, Calveras, El Dorado, Fresno, Glenn, Kern, Kings, Lake, Lassen, Madera, Mariposa, Merced, Modoc, Napa, Nevada, Placer, Plumas, Sacramento, San Joaquin, Shasta, Solano, Stanislaus, Sutter, Tehama, Tulare, Tuolumne, Yolo, Yuba counties.

Date of Government Version: 07/01/2008
Date Data Arrived at EDR: 07/22/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 9

Source: California Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-4834
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: No Update Planned

LUST REG 7: Leaking Underground Storage Tank Case Listing
Leaking Underground Storage Tank locations. Imperial, Riverside, San Diego, Santa Barbara counties.

Date of Government Version: 02/26/2004
Date Data Arrived at EDR: 02/26/2004
Date Made Active in Reports: 03/24/2004
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Colorado River Basin Region (7)
Telephone: 760-776-8943
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

INDIAN LUST R5: Leaking Underground Storage Tanks on Indian Land
Leaking underground storage tanks located on Indian Land in Michigan, Minnesota and Wisconsin.

Date of Government Version: 07/28/2015
Date Data Arrived at EDR: 08/07/2015
Date Made Active in Reports: 10/13/2015
Number of Days to Update: 67

Source: EPA, Region 5
Telephone: 312-886-7439
Last EDR Contact: 10/26/2015
Next Scheduled EDR Contact: 02/08/2016
Data Release Frequency: Varies

INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 07/21/2015
Date Data Arrived at EDR: 07/29/2015
Date Made Active in Reports: 10/13/2015
Number of Days to Update: 76

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 10/26/2015
Next Scheduled EDR Contact: 02/08/2016
Data Release Frequency: Quarterly

INDIAN LUST R9: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Arizona, California, New Mexico and Nevada

Date of Government Version: 01/08/2015
Date Data Arrived at EDR: 01/08/2015
Date Made Active in Reports: 02/09/2015
Number of Days to Update: 32

Source: Environmental Protection Agency
Telephone: 415-972-3372
Last EDR Contact: 10/30/2015
Next Scheduled EDR Contact: 02/08/2016
Data Release Frequency: Quarterly

INDIAN LUST R8: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming.

Date of Government Version: 04/30/2015
Date Data Arrived at EDR: 05/05/2015
Date Made Active in Reports: 06/22/2015
Number of Days to Update: 48

Source: EPA Region 8
Telephone: 303-312-6271
Last EDR Contact: 10/08/2015
Next Scheduled EDR Contact: 02/08/2016
Data Release Frequency: Quarterly

INDIAN LUST R7: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Iowa, Kansas, and Nebraska

Date of Government Version: 03/30/2015
Date Data Arrived at EDR: 04/28/2015
Date Made Active in Reports: 06/22/2015
Number of Days to Update: 55

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 10/08/2015
Next Scheduled EDR Contact: 02/08/2016
Data Release Frequency: Varies

INDIAN LUST R6: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in New Mexico and Oklahoma.

Date of Government Version: 05/13/2015
Date Data Arrived at EDR: 08/03/2015
Date Made Active in Reports: 10/13/2015
Number of Days to Update: 71

Source: EPA Region 6
Telephone: 214-665-6597
Last EDR Contact: 10/26/2015
Next Scheduled EDR Contact: 02/08/2016
Data Release Frequency: Varies

INDIAN LUST R4: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Florida, Mississippi and North Carolina.

Date of Government Version: 07/30/2015
Date Data Arrived at EDR: 08/07/2015
Date Made Active in Reports: 10/13/2015
Number of Days to Update: 67

Source: EPA Region 4
Telephone: 404-562-8677
Last EDR Contact: 10/26/2015
Next Scheduled EDR Contact: 02/08/2016
Data Release Frequency: Semi-Annually

INDIAN LUST R1: Leaking Underground Storage Tanks on Indian Land
A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 02/03/2015
Date Data Arrived at EDR: 04/30/2015
Date Made Active in Reports: 06/22/2015
Number of Days to Update: 53

Source: EPA Region 1
Telephone: 617-918-1313
Last EDR Contact: 10/27/2015
Next Scheduled EDR Contact: 02/08/2016
Data Release Frequency: Varies

SLIC: Statewide SLIC Cases
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 10/21/2015
Date Data Arrived at EDR: 10/22/2015
Date Made Active in Reports: 11/06/2015
Number of Days to Update: 15

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/14/2015
Next Scheduled EDR Contact: 03/28/2016
Data Release Frequency: Varies

SLIC REG 1: Active Toxic Site Investigations
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2003
Date Data Arrived at EDR: 04/07/2003
Date Made Active in Reports: 04/25/2003
Number of Days to Update: 18

Source: California Regional Water Quality Control Board, North Coast Region (1)
Telephone: 707-576-2220
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 2: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-286-0457
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: Quarterly

SLIC REG 3: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/18/2006
Date Data Arrived at EDR: 05/18/2006
Date Made Active in Reports: 06/15/2006
Number of Days to Update: 28

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-549-3147
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: Semi-Annually

SLIC REG 4: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/17/2004
Date Data Arrived at EDR: 11/18/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 47

Source: Region Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6600
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: Varies

SLIC REG 5: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/01/2005
Date Data Arrived at EDR: 04/05/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 16

Source: Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-3291
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: Semi-Annually

SLIC REG 6V: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/24/2005
Date Data Arrived at EDR: 05/25/2005
Date Made Active in Reports: 06/16/2005
Number of Days to Update: 22

Source: Regional Water Quality Control Board, Victorville Branch
Telephone: 619-241-6583
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: Semi-Annually

SLIC REG 6L: SLIC Sites
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board, Lahontan Region
Telephone: 530-542-5574
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

SLIC REG 7: SLIC List
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/24/2004
Date Data Arrived at EDR: 11/29/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 36

Source: California Regional Quality Control Board, Colorado River Basin Region
Telephone: 760-346-7491
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 8: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2008
Date Data Arrived at EDR: 04/03/2008
Date Made Active in Reports: 04/14/2008
Number of Days to Update: 11

Source: California Region Water Quality Control Board Santa Ana Region (8)
Telephone: 951-782-3298
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: Semi-Annually

SLIC REG 9: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/10/2007
Date Data Arrived at EDR: 09/11/2007
Date Made Active in Reports: 09/28/2007
Number of Days to Update: 17

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-467-2980
Last EDR Contact: 08/08/2011
Next Scheduled EDR Contact: 11/21/2011
Data Release Frequency: Annually

State and tribal registered storage tank lists

FEMA UST: Underground Storage Tank Listing

A listing of all FEMA owned underground storage tanks.

Date of Government Version: 01/01/2010
Date Data Arrived at EDR: 02/16/2010
Date Made Active in Reports: 04/12/2010
Number of Days to Update: 55

Source: FEMA
Telephone: 202-646-5797
Last EDR Contact: 10/08/2015
Next Scheduled EDR Contact: 01/25/2016
Data Release Frequency: Varies

UST: Active UST Facilities

Active UST facilities gathered from the local regulatory agencies

Date of Government Version: 10/21/2015
Date Data Arrived at EDR: 10/22/2015
Date Made Active in Reports: 11/19/2015
Number of Days to Update: 28

Source: SWRCB
Telephone: 916-341-5851
Last EDR Contact: 12/14/2015
Next Scheduled EDR Contact: 03/28/2016
Data Release Frequency: Semi-Annually

AST: Aboveground Petroleum Storage Tank Facilities

A listing of aboveground storage tank petroleum storage tank locations.

Date of Government Version: 08/01/2009
Date Data Arrived at EDR: 09/10/2009
Date Made Active in Reports: 10/01/2009
Number of Days to Update: 21

Source: California Environmental Protection Agency
Telephone: 916-327-5092
Last EDR Contact: 09/28/2015
Next Scheduled EDR Contact: 01/11/2016
Data Release Frequency: Quarterly

INDIAN UST R9: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 9 (Arizona, California, Hawaii, Nevada, the Pacific Islands, and Tribal Nations).

Date of Government Version: 12/14/2014
Date Data Arrived at EDR: 02/13/2015
Date Made Active in Reports: 03/13/2015
Number of Days to Update: 28

Source: EPA Region 9
Telephone: 415-972-3368
Last EDR Contact: 10/30/2015
Next Scheduled EDR Contact: 02/09/2016
Data Release Frequency: Quarterly

INDIAN UST R8: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 8 (Colorado, Montana, North Dakota, South Dakota, Utah, Wyoming and 27 Tribal Nations).

Date of Government Version: 07/28/2015
Date Data Arrived at EDR: 08/14/2015
Date Made Active in Reports: 10/13/2015
Number of Days to Update: 60

Source: EPA Region 8
Telephone: 303-312-6137
Last EDR Contact: 07/22/2015
Next Scheduled EDR Contact: 02/08/2016
Data Release Frequency: Quarterly

INDIAN UST R6: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 6 (Louisiana, Arkansas, Oklahoma, New Mexico, Texas and 65 Tribes).

Date of Government Version: 05/13/2015
Date Data Arrived at EDR: 08/03/2015
Date Made Active in Reports: 10/13/2015
Number of Days to Update: 71

Source: EPA Region 6
Telephone: 214-665-7591
Last EDR Contact: 10/26/2015
Next Scheduled EDR Contact: 02/08/2016
Data Release Frequency: Semi-Annually

INDIAN UST R7: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 7 (Iowa, Kansas, Missouri, Nebraska, and 9 Tribal Nations).

Date of Government Version: 09/23/2014
Date Data Arrived at EDR: 11/25/2014
Date Made Active in Reports: 01/29/2015
Number of Days to Update: 65

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 10/26/2015
Next Scheduled EDR Contact: 02/08/2016
Data Release Frequency: Varies

INDIAN UST R5: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 5 (Michigan, Minnesota and Wisconsin and Tribal Nations).

Date of Government Version: 07/28/2015
Date Data Arrived at EDR: 08/07/2015
Date Made Active in Reports: 10/13/2015
Number of Days to Update: 67

Source: EPA Region 5
Telephone: 312-886-6136
Last EDR Contact: 10/26/2015
Next Scheduled EDR Contact: 02/08/2016
Data Release Frequency: Varies

INDIAN UST R4: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 4 (Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee and Tribal Nations)

Date of Government Version: 07/30/2015
Date Data Arrived at EDR: 08/07/2015
Date Made Active in Reports: 10/13/2015
Number of Days to Update: 67

Source: EPA Region 4
Telephone: 404-562-9424
Last EDR Contact: 10/26/2015
Next Scheduled EDR Contact: 02/08/2016
Data Release Frequency: Semi-Annually

INDIAN UST R10: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 10 (Alaska, Idaho, Oregon, Washington, and Tribal Nations).

Date of Government Version: 07/21/2015
Date Data Arrived at EDR: 07/29/2015
Date Made Active in Reports: 10/13/2015
Number of Days to Update: 76

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 10/26/2015
Next Scheduled EDR Contact: 02/08/2016
Data Release Frequency: Quarterly

INDIAN UST R1: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 1 (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont and ten Tribal Nations).

Date of Government Version: 02/03/2015
Date Data Arrived at EDR: 04/30/2015
Date Made Active in Reports: 06/22/2015
Number of Days to Update: 53

Source: EPA, Region 1
Telephone: 617-918-1313
Last EDR Contact: 10/27/2015
Next Scheduled EDR Contact: 02/08/2016
Data Release Frequency: Varies

State and tribal voluntary cleanup sites

INDIAN VCP R1: Voluntary Cleanup Priority Listing
A listing of voluntary cleanup priority sites located on Indian Land located in Region 1.

Date of Government Version: 09/29/2014
Date Data Arrived at EDR: 10/01/2014
Date Made Active in Reports: 11/06/2014
Number of Days to Update: 36

Source: EPA, Region 1
Telephone: 617-918-1102
Last EDR Contact: 09/29/2015
Next Scheduled EDR Contact: 01/11/2016
Data Release Frequency: Varies

VCP: Voluntary Cleanup Program Properties
Contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have request that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

Date of Government Version: 11/07/2015
Date Data Arrived at EDR: 11/07/2015
Date Made Active in Reports: 12/17/2015
Number of Days to Update: 40

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 11/07/2015
Next Scheduled EDR Contact: 02/15/2016
Data Release Frequency: Quarterly

INDIAN VCP R7: Voluntary Cleanup Priority Lisitng
A listing of voluntary cleanup priority sites located on Indian Land located in Region 7.

Date of Government Version: 03/20/2008
Date Data Arrived at EDR: 04/22/2008
Date Made Active in Reports: 05/19/2008
Number of Days to Update: 27

Source: EPA, Region 7
Telephone: 913-551-7365
Last EDR Contact: 04/20/2009
Next Scheduled EDR Contact: 07/20/2009
Data Release Frequency: Varies

State and tribal Brownfields sites

BROWNFIELDS: Considered Brownfieds Sites Listing
A listing of sites the SWRCB considers to be Brownfields since these are sites have come to them through the MOA Process.

Date of Government Version: 06/25/2015
Date Data Arrived at EDR: 09/08/2015
Date Made Active in Reports: 10/12/2015
Number of Days to Update: 34

Source: State Water Resources Control Board
Telephone: 916-323-7905
Last EDR Contact: 12/04/2015
Next Scheduled EDR Contact: 03/21/2016
Data Release Frequency: Varies

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS: A Listing of Brownfields Sites
Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. Assessment, Cleanup and Redevelopment Exchange System (ACRES) stores information reported by EPA Brownfields grant recipients on brownfields properties assessed or cleaned up with grant funding as well as information on Targeted Brownfields Assessments performed by EPA Regions. A listing of ACRES Brownfield sites is obtained from Cleanups in My Community. Cleanups in My Community provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

Date of Government Version: 06/22/2015	Source: Environmental Protection Agency
Date Data Arrived at EDR: 06/24/2015	Telephone: 202-566-2777
Date Made Active in Reports: 09/02/2015	Last EDR Contact: 12/21/2015
Number of Days to Update: 70	Next Scheduled EDR Contact: 04/04/2016
	Data Release Frequency: Semi-Annually

Local Lists of Landfill / Solid Waste Disposal Sites

WMUDS/SWAT: Waste Management Unit Database

Waste Management Unit Database System. WMUDS is used by the State Water Resources Control Board staff and the Regional Water Quality Control Boards for program tracking and inventory of waste management units. WMUDS is composed of the following databases: Facility Information, Scheduled Inspections Information, Waste Management Unit Information, SWAT Program Information, SWAT Report Summary Information, SWAT Report Summary Data, Chapter 15 (formerly Subchapter 15) Information, Chapter 15 Monitoring Parameters, TPCA Program Information, RCRA Program Information, Closure Information, and Interested Parties Information.

Date of Government Version: 04/01/2000	Source: State Water Resources Control Board
Date Data Arrived at EDR: 04/10/2000	Telephone: 916-227-4448
Date Made Active in Reports: 05/10/2000	Last EDR Contact: 11/09/2015
Number of Days to Update: 30	Next Scheduled EDR Contact: 02/22/2016
	Data Release Frequency: No Update Planned

SWRCY: Recycler Database

A listing of recycling facilities in California.

Date of Government Version: 09/14/2015	Source: Department of Conservation
Date Data Arrived at EDR: 09/15/2015	Telephone: 916-323-3836
Date Made Active in Reports: 10/14/2015	Last EDR Contact: 12/17/2015
Number of Days to Update: 29	Next Scheduled EDR Contact: 03/28/2016
	Data Release Frequency: Quarterly

HAULERS: Registered Waste Tire Haulers Listing

A listing of registered waste tire haulers.

Date of Government Version: 09/21/2015	Source: Integrated Waste Management Board
Date Data Arrived at EDR: 09/22/2015	Telephone: 916-341-6422
Date Made Active in Reports: 11/05/2015	Last EDR Contact: 11/13/2015
Number of Days to Update: 44	Next Scheduled EDR Contact: 02/29/2016
	Data Release Frequency: Varies

INDIAN ODI: Report on the Status of Open Dumps on Indian Lands

Location of open dumps on Indian land.

Date of Government Version: 12/31/1998	Source: Environmental Protection Agency
Date Data Arrived at EDR: 12/03/2007	Telephone: 703-308-8245
Date Made Active in Reports: 01/24/2008	Last EDR Contact: 11/06/2015
Number of Days to Update: 52	Next Scheduled EDR Contact: 02/15/2016
	Data Release Frequency: Varies

DEBRIS REGION 9: Torres Martinez Reservation Illegal Dump Site Locations

A listing of illegal dump sites location on the Torres Martinez Indian Reservation located in eastern Riverside County and northern Imperial County, California.

Date of Government Version: 01/12/2009	Source: EPA, Region 9
Date Data Arrived at EDR: 05/07/2009	Telephone: 415-947-4219
Date Made Active in Reports: 09/21/2009	Last EDR Contact: 10/26/2015
Number of Days to Update: 137	Next Scheduled EDR Contact: 02/08/2016
	Data Release Frequency: No Update Planned

ODI: Open Dump Inventory

An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/1985
Date Data Arrived at EDR: 08/09/2004
Date Made Active in Reports: 09/17/2004
Number of Days to Update: 39

Source: Environmental Protection Agency
Telephone: 800-424-9346
Last EDR Contact: 06/09/2004
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL: National Clandestine Laboratory Register

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 08/12/2015
Date Data Arrived at EDR: 09/04/2015
Date Made Active in Reports: 11/03/2015
Number of Days to Update: 60

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 08/31/2015
Next Scheduled EDR Contact: 12/14/2015
Data Release Frequency: No Update Planned

HIST CAL-SITES: Calsites Database

The Calsites database contains potential or confirmed hazardous substance release properties. In 1996, California EPA reevaluated and significantly reduced the number of sites in the Calsites database. No longer updated by the state agency. It has been replaced by ENVIROSTOR.

Date of Government Version: 08/08/2005
Date Data Arrived at EDR: 08/03/2006
Date Made Active in Reports: 08/24/2006
Number of Days to Update: 21

Source: Department of Toxic Substance Control
Telephone: 916-323-3400
Last EDR Contact: 02/23/2009
Next Scheduled EDR Contact: 05/25/2009
Data Release Frequency: No Update Planned

SCH: School Property Evaluation Program

This category contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. In some cases, these properties may be listed in the CalSites category depending on the level of threat to public health and safety or the environment they pose.

Date of Government Version: 11/07/2015
Date Data Arrived at EDR: 11/07/2015
Date Made Active in Reports: 12/17/2015
Number of Days to Update: 40

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 11/07/2015
Next Scheduled EDR Contact: 02/15/2016
Data Release Frequency: Quarterly

CDL: Clandestine Drug Labs

A listing of drug lab locations. Listing of a location in this database does not indicate that any illegal drug lab materials were or were not present there, and does not constitute a determination that the location either requires or does not require additional cleanup work.

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 03/10/2015
Date Made Active in Reports: 03/18/2015
Number of Days to Update: 8

Source: Department of Toxic Substances Control
Telephone: 916-255-6504
Last EDR Contact: 10/26/2015
Next Scheduled EDR Contact: 01/25/2016
Data Release Frequency: Varies

TOXIC PITS: Toxic Pits Cleanup Act Sites

Toxic PITS Cleanup Act Sites. TOXIC PITS identifies sites suspected of containing hazardous substances where cleanup has not yet been completed.

Date of Government Version: 07/01/1995
Date Data Arrived at EDR: 08/30/1995
Date Made Active in Reports: 09/26/1995
Number of Days to Update: 27

Source: State Water Resources Control Board
Telephone: 916-227-4364
Last EDR Contact: 01/26/2009
Next Scheduled EDR Contact: 04/27/2009
Data Release Frequency: No Update Planned

US CDL: Clandestine Drug Labs

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 08/12/2015
Date Data Arrived at EDR: 09/04/2015
Date Made Active in Reports: 11/03/2015
Number of Days to Update: 60

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 11/25/2015
Next Scheduled EDR Contact: 03/14/2016
Data Release Frequency: Quarterly

Local Lists of Registered Storage Tanks

SWEEPS UST: SWEEPS UST Listing

Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

Date of Government Version: 06/01/1994
Date Data Arrived at EDR: 07/07/2005
Date Made Active in Reports: 08/11/2005
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/03/2005
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

UST MENDOCINO: Mendocino County UST Database

A listing of underground storage tank locations in Mendocino County.

Date of Government Version: 11/25/2015
Date Data Arrived at EDR: 12/01/2015
Date Made Active in Reports: 12/17/2015
Number of Days to Update: 16

Source: Department of Public Health
Telephone: 707-463-4466
Last EDR Contact: 11/23/2015
Next Scheduled EDR Contact: 03/14/2016
Data Release Frequency: Annually

HIST UST: Hazardous Substance Storage Container Database

The Hazardous Substance Storage Container Database is a historical listing of UST sites. Refer to local/county source for current data.

Date of Government Version: 10/15/1990
Date Data Arrived at EDR: 01/25/1991
Date Made Active in Reports: 02/12/1991
Number of Days to Update: 18

Source: State Water Resources Control Board
Telephone: 916-341-5851
Last EDR Contact: 07/26/2001
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

CA FID UST: Facility Inventory Database

The Facility Inventory Database (FID) contains a historical listing of active and inactive underground storage tank locations from the State Water Resource Control Board. Refer to local/county source for current data.

Date of Government Version: 10/31/1994
Date Data Arrived at EDR: 09/05/1995
Date Made Active in Reports: 09/29/1995
Number of Days to Update: 24

Source: California Environmental Protection Agency
Telephone: 916-341-5851
Last EDR Contact: 12/28/1998
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

Local Land Records

LIENS: Environmental Liens Listing

A listing of property locations with environmental liens for California where DTSC is a lien holder.

Date of Government Version: 09/08/2015
Date Data Arrived at EDR: 09/10/2015
Date Made Active in Reports: 10/12/2015
Number of Days to Update: 32

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 12/04/2015
Next Scheduled EDR Contact: 03/21/2016
Data Release Frequency: Varies

LIENS 2: CERCLA Lien Information

A Federal CERCLA ('Superfund') lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties.

Date of Government Version: 02/18/2014
Date Data Arrived at EDR: 03/18/2014
Date Made Active in Reports: 04/24/2014
Number of Days to Update: 37

Source: Environmental Protection Agency
Telephone: 202-564-6023
Last EDR Contact: 10/30/2015
Next Scheduled EDR Contact: 02/08/2016
Data Release Frequency: Varies

DEED: Deed Restriction Listing

Site Mitigation and Brownfields Reuse Program Facility Sites with Deed Restrictions & Hazardous Waste Management Program Facility Sites with Deed / Land Use Restriction. The DTSC Site Mitigation and Brownfields Reuse Program (SMBRP) list includes sites cleaned up under the program's oversight and generally does not include current or former hazardous waste facilities that required a hazardous waste facility permit. The list represents deed restrictions that are active. Some sites have multiple deed restrictions. The DTSC Hazardous Waste Management Program (HWMP) has developed a list of current or former hazardous waste facilities that have a recorded land use restriction at the local county recorder's office. The land use restrictions on this list were required by the DTSC HWMP as a result of the presence of hazardous substances that remain on site after the facility (or part of the facility) has been closed or cleaned up. The types of land use restriction include deed notice, deed restriction, or a land use restriction that binds current and future owners.

Date of Government Version: 09/08/2015
Date Data Arrived at EDR: 09/09/2015
Date Made Active in Reports: 10/13/2015
Number of Days to Update: 34

Source: DTSC and SWRCB
Telephone: 916-323-3400
Last EDR Contact: 12/08/2015
Next Scheduled EDR Contact: 12/21/2015
Data Release Frequency: Semi-Annually

Records of Emergency Release Reports

HMIRS: Hazardous Materials Information Reporting System

Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 06/24/2015
Date Data Arrived at EDR: 06/26/2015
Date Made Active in Reports: 09/02/2015
Number of Days to Update: 68

Source: U.S. Department of Transportation
Telephone: 202-366-4555
Last EDR Contact: 09/29/2015
Next Scheduled EDR Contact: 01/11/2016
Data Release Frequency: Annually

CHMIRS: California Hazardous Material Incident Report System

California Hazardous Material Incident Reporting System. CHMIRS contains information on reported hazardous material incidents (accidental releases or spills).

Date of Government Version: 09/25/2015	Source: Office of Emergency Services
Date Data Arrived at EDR: 10/27/2015	Telephone: 916-845-8400
Date Made Active in Reports: 11/16/2015	Last EDR Contact: 10/27/2015
Number of Days to Update: 20	Next Scheduled EDR Contact: 11/09/2015
	Data Release Frequency: Varies

LDS: Land Disposal Sites Listing

The Land Disposal program regulates of waste discharge to land for treatment, storage and disposal in waste management units.

Date of Government Version: 10/21/2015	Source: State Water Qualilty Control Board
Date Data Arrived at EDR: 10/22/2015	Telephone: 866-480-1028
Date Made Active in Reports: 11/05/2015	Last EDR Contact: 12/14/2015
Number of Days to Update: 14	Next Scheduled EDR Contact: 03/28/2016
	Data Release Frequency: Quarterly

MCS: Military Cleanup Sites Listing

The State Water Resources Control Board and nine Regional Water Quality Control Boards partner with the Department of Defense (DoD) through the Defense and State Memorandum of Agreement (DSMOA) to oversee the investigation and remediation of water quality issues at military facilities.

Date of Government Version: 10/21/2015	Source: State Water Resources Control Board
Date Data Arrived at EDR: 10/22/2015	Telephone: 866-480-1028
Date Made Active in Reports: 11/05/2015	Last EDR Contact: 12/14/2015
Number of Days to Update: 14	Next Scheduled EDR Contact: 03/28/2016
	Data Release Frequency: Quarterly

SPILLS 90: SPILLS90 data from FirstSearch

Spills 90 includes those spill and release records available exclusively from FirstSearch databases. Typically, they may include chemical, oil and/or hazardous substance spills recorded after 1990. Duplicate records that are already included in EDR incident and release records are not included in Spills 90.

Date of Government Version: 06/06/2012	Source: FirstSearch
Date Data Arrived at EDR: 01/03/2013	Telephone: N/A
Date Made Active in Reports: 02/22/2013	Last EDR Contact: 01/03/2013
Number of Days to Update: 50	Next Scheduled EDR Contact: N/A
	Data Release Frequency: No Update Planned

Other Ascertainable Records

RCRA NonGen / NLR: RCRA - Non Generators / No Longer Regulated

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

Date of Government Version: 06/09/2015	Source: Environmental Protection Agency
Date Data Arrived at EDR: 06/26/2015	Telephone: (415) 495-8895
Date Made Active in Reports: 09/16/2015	Last EDR Contact: 12/18/2015
Number of Days to Update: 82	Next Scheduled EDR Contact: 04/11/2016
	Data Release Frequency: Varies

FUDS: Formerly Used Defense Sites

The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 01/31/2015	Source: U.S. Army Corps of Engineers
Date Data Arrived at EDR: 07/08/2015	Telephone: 202-528-4285
Date Made Active in Reports: 10/13/2015	Last EDR Contact: 12/11/2015
Number of Days to Update: 97	Next Scheduled EDR Contact: 03/21/2016
	Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

DOD: Department of Defense Sites

This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 11/10/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 62

Source: USGS
Telephone: 888-275-8747
Last EDR Contact: 10/16/2015
Next Scheduled EDR Contact: 01/25/2016
Data Release Frequency: Semi-Annually

FEDLAND: Federal and Indian Lands

Federally and Indian administrated lands of the United States. Lands included are administrated by: Army Corps of Engineers, Bureau of Reclamation, National Wild and Scenic River, National Wildlife Refuge, Public Domain Land, Wilderness, Wilderness Study Area, Wildlife Management Area, Bureau of Indian Affairs, Bureau of Land Management, Department of Justice, Forest Service, Fish and Wildlife Service, National Park Service.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 02/06/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 339

Source: U.S. Geological Survey
Telephone: 888-275-8747
Last EDR Contact: 10/16/2015
Next Scheduled EDR Contact: 01/25/2016
Data Release Frequency: N/A

SCRD DRYCLEANERS: State Coalition for Remediation of Drycleaners Listing

The State Coalition for Remediation of Drycleaners was established in 1998, with support from the U.S. EPA Office of Superfund Remediation and Technology Innovation. It is comprised of representatives of states with established drycleaner remediation programs. Currently the member states are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.

Date of Government Version: 03/07/2011
Date Data Arrived at EDR: 03/09/2011
Date Made Active in Reports: 05/02/2011
Number of Days to Update: 54

Source: Environmental Protection Agency
Telephone: 615-532-8599
Last EDR Contact: 11/19/2015
Next Scheduled EDR Contact: 02/29/2016
Data Release Frequency: Varies

US FIN ASSUR: Financial Assurance Information

All owners and operators of facilities that treat, store, or dispose of hazardous waste are required to provide proof that they will have sufficient funds to pay for the clean up, closure, and post-closure care of their facilities.

Date of Government Version: 09/01/2015
Date Data Arrived at EDR: 09/03/2015
Date Made Active in Reports: 11/03/2015
Number of Days to Update: 61

Source: Environmental Protection Agency
Telephone: 202-566-1917
Last EDR Contact: 11/13/2015
Next Scheduled EDR Contact: 02/29/2016
Data Release Frequency: Quarterly

EPA WATCH LIST: EPA WATCH LIST

EPA maintains a "Watch List" to facilitate dialogue between EPA, state and local environmental agencies on enforcement matters relating to facilities with alleged violations identified as either significant or high priority. Being on the Watch List does not mean that the facility has actually violated the law only that an investigation by EPA or a state or local environmental agency has led those organizations to allege that an unproven violation has in fact occurred. Being on the Watch List does not represent a higher level of concern regarding the alleged violations that were detected, but instead indicates cases requiring additional dialogue between EPA, state and local agencies - primarily because of the length of time the alleged violation has gone unaddressed or unresolved.

Date of Government Version: 08/30/2013
Date Data Arrived at EDR: 03/21/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 88

Source: Environmental Protection Agency
Telephone: 617-520-3000
Last EDR Contact: 11/10/2015
Next Scheduled EDR Contact: 02/22/2016
Data Release Frequency: Quarterly

2020 COR ACTION: 2020 Corrective Action Program List

The EPA has set ambitious goals for the RCRA Corrective Action program by creating the 2020 Corrective Action Universe. This RCRA cleanup baseline includes facilities expected to need corrective action. The 2020 universe contains a wide variety of sites. Some properties are heavily contaminated while others were contaminated but have since been cleaned up. Still others have not been fully investigated yet, and may require little or no remediation. Inclusion in the 2020 Universe does not necessarily imply failure on the part of a facility to meet its RCRA obligations.

Date of Government Version: 04/22/2013
Date Data Arrived at EDR: 03/03/2015
Date Made Active in Reports: 03/09/2015
Number of Days to Update: 6

Source: Environmental Protection Agency
Telephone: 703-308-4044
Last EDR Contact: 11/13/2015
Next Scheduled EDR Contact: 02/22/2016
Data Release Frequency: Varies

TSCA: Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/2012
Date Data Arrived at EDR: 01/15/2015
Date Made Active in Reports: 01/29/2015
Number of Days to Update: 14

Source: EPA
Telephone: 202-260-5521
Last EDR Contact: 09/25/2015
Next Scheduled EDR Contact: 01/04/2016
Data Release Frequency: Every 4 Years

TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/2013
Date Data Arrived at EDR: 02/12/2015
Date Made Active in Reports: 06/02/2015
Number of Days to Update: 110

Source: EPA
Telephone: 202-566-0250
Last EDR Contact: 11/24/2015
Next Scheduled EDR Contact: 03/07/2016
Data Release Frequency: Annually

SSTS: Section 7 Tracking Systems

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 12/31/2009
Date Data Arrived at EDR: 12/10/2010
Date Made Active in Reports: 02/25/2011
Number of Days to Update: 77

Source: EPA
Telephone: 202-564-4203
Last EDR Contact: 10/26/2015
Next Scheduled EDR Contact: 02/08/2016
Data Release Frequency: Annually

ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 11/25/2013
Date Data Arrived at EDR: 12/12/2013
Date Made Active in Reports: 02/24/2014
Number of Days to Update: 74

Source: EPA
Telephone: 703-416-0223
Last EDR Contact: 12/11/2015
Next Scheduled EDR Contact: 03/21/2016
Data Release Frequency: Annually

RMP: Risk Management Plans

When Congress passed the Clean Air Act Amendments of 1990, it required EPA to publish regulations and guidance for chemical accident prevention at facilities using extremely hazardous substances. The Risk Management Program Rule (RMP Rule) was written to implement Section 112(r) of these amendments. The rule, which built upon existing industry codes and standards, requires companies of all sizes that use certain flammable and toxic substances to develop a Risk Management Program, which includes a(n): Hazard assessment that details the potential effects of an accidental release, an accident history of the last five years, and an evaluation of worst-case and alternative accidental releases; Prevention program that includes safety precautions and maintenance, monitoring, and employee training measures; and Emergency response program that spells out emergency health care, employee training measures and procedures for informing the public and response agencies (e.g the fire department) should an accident occur.

Date of Government Version: 08/01/2015
Date Data Arrived at EDR: 08/26/2015
Date Made Active in Reports: 11/03/2015
Number of Days to Update: 69

Source: Environmental Protection Agency
Telephone: 202-564-8600
Last EDR Contact: 10/26/2015
Next Scheduled EDR Contact: 02/08/2016
Data Release Frequency: Varies

RAATS: RCRA Administrative Action Tracking System

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/1995
Date Data Arrived at EDR: 07/03/1995
Date Made Active in Reports: 08/07/1995
Number of Days to Update: 35

Source: EPA
Telephone: 202-564-4104
Last EDR Contact: 06/02/2008
Next Scheduled EDR Contact: 09/01/2008
Data Release Frequency: No Update Planned

PRP: Potentially Responsible Parties

A listing of verified Potentially Responsible Parties

Date of Government Version: 10/25/2013
Date Data Arrived at EDR: 10/17/2014
Date Made Active in Reports: 10/20/2014
Number of Days to Update: 3

Source: EPA
Telephone: 202-564-6023
Last EDR Contact: 11/13/2015
Next Scheduled EDR Contact: 02/22/2016
Data Release Frequency: Quarterly

PADS: PCB Activity Database System

PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 07/01/2014
Date Data Arrived at EDR: 10/15/2014
Date Made Active in Reports: 11/17/2014
Number of Days to Update: 33

Source: EPA
Telephone: 202-566-0500
Last EDR Contact: 10/29/2015
Next Scheduled EDR Contact: 01/25/2016
Data Release Frequency: Annually

ICIS: Integrated Compliance Information System

The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

Date of Government Version: 01/23/2015
Date Data Arrived at EDR: 02/06/2015
Date Made Active in Reports: 03/09/2015
Number of Days to Update: 31

Source: Environmental Protection Agency
Telephone: 202-564-5088
Last EDR Contact: 10/08/2015
Next Scheduled EDR Contact: 01/25/2016
Data Release Frequency: Quarterly

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25

Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Telephone: 202-566-1667
Last EDR Contact: 11/18/2015
Next Scheduled EDR Contact: 03/07/2016
Data Release Frequency: Quarterly

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

A listing of FIFRA/TSCA Tracking System (FTTS) inspections and enforcements.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25

Source: EPA
Telephone: 202-566-1667
Last EDR Contact: 11/18/2015
Next Scheduled EDR Contact: 03/07/2016
Data Release Frequency: Quarterly

MLTS: Material Licensing Tracking System

MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 06/26/2015
Date Data Arrived at EDR: 07/10/2015
Date Made Active in Reports: 10/13/2015
Number of Days to Update: 95

Source: Nuclear Regulatory Commission
Telephone: 301-415-7169
Last EDR Contact: 12/07/2015
Next Scheduled EDR Contact: 03/21/2016
Data Release Frequency: Quarterly

COAL ASH DOE: Steam-Electric Plant Operation Data

A listing of power plants that store ash in surface ponds.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 08/07/2009
Date Made Active in Reports: 10/22/2009
Number of Days to Update: 76

Source: Department of Energy
Telephone: 202-586-8719
Last EDR Contact: 07/13/2015
Next Scheduled EDR Contact: 10/28/2015
Data Release Frequency: Varies

COAL ASH EPA: Coal Combustion Residues Surface Impoundments List

A listing of coal combustion residues surface impoundments with high hazard potential ratings.

Date of Government Version: 07/01/2014
Date Data Arrived at EDR: 09/10/2014
Date Made Active in Reports: 10/20/2014
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: N/A
Last EDR Contact: 12/11/2015
Next Scheduled EDR Contact: 03/21/2016
Data Release Frequency: Varies

PCB TRANSFORMER: PCB Transformer Registration Database

The database of PCB transformer registrations that includes all PCB registration submittals.

Date of Government Version: 02/01/2011
Date Data Arrived at EDR: 10/19/2011
Date Made Active in Reports: 01/10/2012
Number of Days to Update: 83

Source: Environmental Protection Agency
Telephone: 202-566-0517
Last EDR Contact: 10/29/2015
Next Scheduled EDR Contact: 02/08/2016
Data Release Frequency: Varies

RADINFO: Radiation Information Database

The Radiation Information Database (RADINFO) contains information about facilities that are regulated by U.S. Environmental Protection Agency (EPA) regulations for radiation and radioactivity.

Date of Government Version: 07/07/2015	Source: Environmental Protection Agency
Date Data Arrived at EDR: 07/09/2015	Telephone: 202-343-9775
Date Made Active in Reports: 09/16/2015	Last EDR Contact: 10/07/2015
Number of Days to Update: 69	Next Scheduled EDR Contact: 01/18/2016
	Data Release Frequency: Quarterly

HIST FTTS: FIFRA/TSCA Tracking System Administrative Case Listing

A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006	Source: Environmental Protection Agency
Date Data Arrived at EDR: 03/01/2007	Telephone: 202-564-2501
Date Made Active in Reports: 04/10/2007	Last EDR Contact: 12/17/2007
Number of Days to Update: 40	Next Scheduled EDR Contact: 03/17/2008
	Data Release Frequency: No Update Planned

HIST FTTS INSP: FIFRA/TSCA Tracking System Inspection & Enforcement Case Listing

A complete inspection and enforcement case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006	Source: Environmental Protection Agency
Date Data Arrived at EDR: 03/01/2007	Telephone: 202-564-2501
Date Made Active in Reports: 04/10/2007	Last EDR Contact: 12/17/2008
Number of Days to Update: 40	Next Scheduled EDR Contact: 03/17/2008
	Data Release Frequency: No Update Planned

DOT OPS: Incident and Accident Data

Department of Transporation, Office of Pipeline Safety Incident and Accident data.

Date of Government Version: 07/31/2012	Source: Department of Transporation, Office of Pipeline Safety
Date Data Arrived at EDR: 08/07/2012	Telephone: 202-366-4595
Date Made Active in Reports: 09/18/2012	Last EDR Contact: 11/07/2015
Number of Days to Update: 42	Next Scheduled EDR Contact: 02/15/2016
	Data Release Frequency: Varies

CONSENT: Superfund (CERCLA) Consent Decrees

Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: 12/31/2014	Source: Department of Justice, Consent Decree Library
Date Data Arrived at EDR: 04/17/2015	Telephone: Varies
Date Made Active in Reports: 06/02/2015	Last EDR Contact: 09/28/2015
Number of Days to Update: 46	Next Scheduled EDR Contact: 01/11/2016
	Data Release Frequency: Varies

BRS: Biennial Reporting System

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/2013	Source: EPA/NTIS
Date Data Arrived at EDR: 02/24/2015	Telephone: 800-424-9346
Date Made Active in Reports: 09/30/2015	Last EDR Contact: 11/24/2015
Number of Days to Update: 218	Next Scheduled EDR Contact: 03/07/2016
	Data Release Frequency: Biennially

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

INDIAN RESERV: Indian Reservations

This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 12/08/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 34

Source: USGS
Telephone: 202-208-3710
Last EDR Contact: 10/16/2015
Next Scheduled EDR Contact: 01/25/2016
Data Release Frequency: Semi-Annually

UMTRA: Uranium Mill Tailings Sites

Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

Date of Government Version: 09/14/2010
Date Data Arrived at EDR: 10/07/2011
Date Made Active in Reports: 03/01/2012
Number of Days to Update: 146

Source: Department of Energy
Telephone: 505-845-0011
Last EDR Contact: 11/19/2015
Next Scheduled EDR Contact: 03/07/2016
Data Release Frequency: Varies

LEAD SMELTER 1: Lead Smelter Sites

A listing of former lead smelter site locations.

Date of Government Version: 11/25/2014
Date Data Arrived at EDR: 11/26/2014
Date Made Active in Reports: 01/29/2015
Number of Days to Update: 64

Source: Environmental Protection Agency
Telephone: 703-603-8787
Last EDR Contact: 10/05/2015
Next Scheduled EDR Contact: 01/18/2016
Data Release Frequency: Varies

LEAD SMELTER 2: Lead Smelter Sites

A list of several hundred sites in the U.S. where secondary lead smelting was done from 1931and 1964. These sites may pose a threat to public health through ingestion or inhalation of contaminated soil or dust

Date of Government Version: 04/05/2001
Date Data Arrived at EDR: 10/27/2010
Date Made Active in Reports: 12/02/2010
Number of Days to Update: 36

Source: American Journal of Public Health
Telephone: 703-305-6451
Last EDR Contact: 12/02/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

US AIRS (AFS): Aerometric Information Retrieval System Facility Subsystem (AFS)

The database is a sub-system of Aerometric Information Retrieval System (AIRS). AFS contains compliance data on air pollution point sources regulated by the U.S. EPA and/or state and local air regulatory agencies. This information comes from source reports by various stationary sources of air pollution, such as electric power plants, steel mills, factories, and universities, and provides information about the air pollutants they produce. Action, air program, air program pollutant, and general level plant data. It is used to track emissions and compliance data from industrial plants.

Date of Government Version: 07/22/2015
Date Data Arrived at EDR: 07/24/2015
Date Made Active in Reports: 09/02/2015
Number of Days to Update: 40

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 12/22/2015
Next Scheduled EDR Contact: 04/11/2016
Data Release Frequency: Annually

US AIRS MINOR: Air Facility System Data

A listing of minor source facilities.

Date of Government Version: 07/22/2015
Date Data Arrived at EDR: 07/24/2015
Date Made Active in Reports: 09/02/2015
Number of Days to Update: 40

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 12/22/2015
Next Scheduled EDR Contact: 04/11/2016
Data Release Frequency: Annually

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

US MINES: Mines Master Index File

Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

Date of Government Version: 05/14/2015	Source: Department of Labor, Mine Safety and Health Administration
Date Data Arrived at EDR: 06/03/2015	Telephone: 303-231-5959
Date Made Active in Reports: 09/02/2015	Last EDR Contact: 12/03/2015
Number of Days to Update: 91	Next Scheduled EDR Contact: 03/14/2016
	Data Release Frequency: Semi-Annually

US MINES 2: Ferrous and Nonferrous Metal Mines Database Listing

This map layer includes ferrous (ferrous metal mines are facilities that extract ferrous metals, such as iron ore or molybdenum) and nonferrous (Nonferrous metal mines are facilities that extract nonferrous metals, such as gold, silver, copper, zinc, and lead) metal mines in the United States.

Date of Government Version: 12/05/2005	Source: USGS
Date Data Arrived at EDR: 02/29/2008	Telephone: 703-648-7709
Date Made Active in Reports: 04/18/2008	Last EDR Contact: 12/04/2015
Number of Days to Update: 49	Next Scheduled EDR Contact: 03/14/2016
	Data Release Frequency: Varies

US MINES 3: Active Mines & Mineral Plants Database Listing

Active Mines and Mineral Processing Plant operations for commodities monitored by the Minerals Information Team of the USGS.

Date of Government Version: 04/14/2011	Source: USGS
Date Data Arrived at EDR: 06/08/2011	Telephone: 703-648-7709
Date Made Active in Reports: 09/13/2011	Last EDR Contact: 12/04/2015
Number of Days to Update: 97	Next Scheduled EDR Contact: 03/14/2016
	Data Release Frequency: Varies

FINDS: Facility Index System/Facility Registry System

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 07/20/2015	Source: EPA
Date Data Arrived at EDR: 09/09/2015	Telephone: (415) 947-8000
Date Made Active in Reports: 11/03/2015	Last EDR Contact: 12/10/2015
Number of Days to Update: 55	Next Scheduled EDR Contact: 03/21/2016
	Data Release Frequency: Quarterly

CA BOND EXP. PLAN: Bond Expenditure Plan

Department of Health Services developed a site-specific expenditure plan as the basis for an appropriation of Hazardous Substance Cleanup Bond Act funds. It is not updated.

Date of Government Version: 01/01/1989	Source: Department of Health Services
Date Data Arrived at EDR: 07/27/1994	Telephone: 916-255-2118
Date Made Active in Reports: 08/02/1994	Last EDR Contact: 05/31/1994
Number of Days to Update: 6	Next Scheduled EDR Contact: N/A
	Data Release Frequency: No Update Planned

CORTESE: "Cortese" Hazardous Waste & Substances Sites List

The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites).

Date of Government Version: 09/28/2015
Date Data Arrived at EDR: 09/29/2015
Date Made Active in Reports: 11/05/2015
Number of Days to Update: 37

Source: CAL EPA/Office of Emergency Information
Telephone: 916-323-3400
Last EDR Contact: 09/29/2015
Next Scheduled EDR Contact: 01/11/2016
Data Release Frequency: Quarterly

DRYCLEANERS: Cleaner Facilities

A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaner's agents; linen supply; coin-operated laundries and cleaning; drycleaning plants, except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

Date of Government Version: 08/10/2015
Date Data Arrived at EDR: 08/27/2015
Date Made Active in Reports: 10/01/2015
Number of Days to Update: 35

Source: Department of Toxic Substance Control
Telephone: 916-327-4498
Last EDR Contact: 12/17/2015
Next Scheduled EDR Contact: 03/21/2016
Data Release Frequency: Annually

EMI: Emissions Inventory Data

Toxics and criteria pollutant emissions data collected by the ARB and local air pollution agencies.

Date of Government Version: 12/31/2013
Date Data Arrived at EDR: 09/25/2015
Date Made Active in Reports: 11/05/2015
Number of Days to Update: 41

Source: California Air Resources Board
Telephone: 916-322-2990
Last EDR Contact: 09/25/2015
Next Scheduled EDR Contact: 01/04/2016
Data Release Frequency: Varies

ENF: Enforcement Action Listing

A listing of Water Board Enforcement Actions. Formal is everything except Oral/Verbal Communication, Notice of Violation, Expedited Payment Letter, and Staff Enforcement Letter.

Date of Government Version: 08/24/2015
Date Data Arrived at EDR: 08/26/2015
Date Made Active in Reports: 10/01/2015
Number of Days to Update: 36

Source: State Water Resoruces Control Board
Telephone: 916-445-9379
Last EDR Contact: 11/18/2015
Next Scheduled EDR Contact: 02/08/2016
Data Release Frequency: Varies

Financial Assurance 1: Financial Assurance Information Listing

Financial Assurance information

Date of Government Version: 11/02/2015
Date Data Arrived at EDR: 11/07/2015
Date Made Active in Reports: 12/17/2015
Number of Days to Update: 40

Source: Department of Toxic Substances Control
Telephone: 916-255-3628
Last EDR Contact: 10/26/2015
Next Scheduled EDR Contact: 02/08/2016
Data Release Frequency: Varies

Financial Assurance 2: Financial Assurance Information Listing

A listing of financial assurance information for solid waste facilities. Financial assurance is intended to ensure that resources are available to pay for the cost of closure, post-closure care, and corrective measures if the owner or operator of a regulated facility is unable or unwilling to pay.

Date of Government Version: 08/17/2015
Date Data Arrived at EDR: 08/18/2015
Date Made Active in Reports: 09/03/2015
Number of Days to Update: 16

Source: California Integrated Waste Management Board
Telephone: 916-341-6066
Last EDR Contact: 11/13/2015
Next Scheduled EDR Contact: 02/29/2016
Data Release Frequency: Varies

HAZNET: Facility and Manifest Data

Facility and Manifest Data. The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000 - 1,000,000 annually, representing approximately 350,000 - 500,000 shipments. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, and disposal method. This database begins with calendar year 1993.

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 10/14/2015
Date Made Active in Reports: 12/11/2015
Number of Days to Update: 58

Source: California Environmental Protection Agency
Telephone: 916-255-1136
Last EDR Contact: 10/14/2015
Next Scheduled EDR Contact: 01/25/2016
Data Release Frequency: Annually

HIST CORTESE: Hazardous Waste & Substance Site List

The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

Date of Government Version: 04/01/2001
Date Data Arrived at EDR: 01/22/2009
Date Made Active in Reports: 04/08/2009
Number of Days to Update: 76

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/22/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

HWP: EnviroStor Permitted Facilities Listing

Detailed information on permitted hazardous waste facilities and corrective action ("cleanups") tracked in EnviroStor.

Date of Government Version: 08/24/2015
Date Data Arrived at EDR: 08/26/2015
Date Made Active in Reports: 10/01/2015
Number of Days to Update: 36

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 11/24/2015
Next Scheduled EDR Contact: 03/07/2016
Data Release Frequency: Quarterly

HWT: Registered Hazardous Waste Transporter Database

A listing of hazardous waste transporters. In California, unless specifically exempted, it is unlawful for any person to transport hazardous wastes unless the person holds a valid registration issued by DTSC. A hazardous waste transporter registration is valid for one year and is assigned a unique registration number.

Date of Government Version: 07/27/2015
Date Data Arrived at EDR: 10/14/2015
Date Made Active in Reports: 11/19/2015
Number of Days to Update: 36

Source: Department of Toxic Substances Control
Telephone: 916-440-7145
Last EDR Contact: 10/14/2015
Next Scheduled EDR Contact: 01/25/2016
Data Release Frequency: Quarterly

MINES: Mines Site Location Listing

A listing of mine site locations from the Office of Mine Reclamation.

Date of Government Version: 09/14/2015
Date Data Arrived at EDR: 09/15/2015
Date Made Active in Reports: 10/14/2015
Number of Days to Update: 29

Source: Department of Conservation
Telephone: 916-322-1080
Last EDR Contact: 12/17/2015
Next Scheduled EDR Contact: 03/28/2016
Data Release Frequency: Varies

MWMP: Medical Waste Management Program Listing

The Medical Waste Management Program (MWMP) ensures the proper handling and disposal of medical waste by permitting and inspecting medical waste Offsite Treatment Facilities (PDF) and Transfer Stations (PDF) throughout the state. MWMP also oversees all Medical Waste Transporters.

Date of Government Version: 09/03/2015
Date Data Arrived at EDR: 09/09/2015
Date Made Active in Reports: 10/12/2015
Number of Days to Update: 33

Source: Department of Public Health
Telephone: 916-558-1784
Last EDR Contact: 12/08/2015
Next Scheduled EDR Contact: 03/21/2016
Data Release Frequency: Varies

NPDES: NPDES Permits Listing

A listing of NPDES permits, including stormwater.

Date of Government Version: 08/17/2015
Date Data Arrived at EDR: 08/18/2015
Date Made Active in Reports: 09/11/2015
Number of Days to Update: 24

Source: State Water Resources Control Board
Telephone: 916-445-9379
Last EDR Contact: 11/18/2015
Next Scheduled EDR Contact: 02/29/2016
Data Release Frequency: Quarterly

PEST LIC: Pesticide Regulation Licenses Listing

A listing of licenses and certificates issued by the Department of Pesticide Regulation. The DPR issues licenses and/or certificates to: Persons and businesses that apply or sell pesticides; Pest control dealers and brokers; Persons who advise on agricultural pesticide applications.

Date of Government Version: 09/08/2015
Date Data Arrived at EDR: 09/09/2015
Date Made Active in Reports: 10/12/2015
Number of Days to Update: 33

Source: Department of Pesticide Regulation
Telephone: 916-445-4038
Last EDR Contact: 12/08/2015
Next Scheduled EDR Contact: 03/21/2016
Data Release Frequency: Quarterly

PROC: Certified Processors Database

A listing of certified processors.

Date of Government Version: 09/14/2015
Date Data Arrived at EDR: 09/15/2015
Date Made Active in Reports: 10/14/2015
Number of Days to Update: 29

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 12/17/2015
Next Scheduled EDR Contact: 03/28/2016
Data Release Frequency: Quarterly

NOTIFY 65: Proposition 65 Records

Listings of all Proposition 65 incidents reported to counties by the State Water Resources Control Board and the Regional Water Quality Control Board. This database is no longer updated by the reporting agency.

Date of Government Version: 08/04/2015
Date Data Arrived at EDR: 08/25/2015
Date Made Active in Reports: 10/05/2015
Number of Days to Update: 41

Source: State Water Resources Control Board
Telephone: 916-445-3846
Last EDR Contact: 12/17/2015
Next Scheduled EDR Contact: 04/04/2016
Data Release Frequency: No Update Planned

UIC: UIC Listing

A listing of wells identified as underground injection wells, in the California Oil and Gas Wells database.

Date of Government Version: 07/23/2015
Date Data Arrived at EDR: 09/15/2015
Date Made Active in Reports: 10/13/2015
Number of Days to Update: 28

Source: Deaprtment of Conservation
Telephone: 916-445-2408
Last EDR Contact: 12/18/2015
Next Scheduled EDR Contact: 03/28/2016
Data Release Frequency: Varies

WASTEWATER PITS: Oil Wastewater Pits Listing

Water officials discovered that oil producers have been dumping chemical-laden wastewater into hundreds of unlined pits that are operating without proper permits. Inspections completed by the Central Valley Regional Water Quality Control Board revealed the existence of previously unidentified waste sites. The water board?s review found that more than one-third of the region?s active disposal pits are operating without permission.

Date of Government Version: 04/15/2015
Date Data Arrived at EDR: 04/17/2015
Date Made Active in Reports: 06/23/2015
Number of Days to Update: 67

Source: RWQCB, Central Valley Region
Telephone: 559-445-5577
Last EDR Contact: 10/16/2015
Next Scheduled EDR Contact: 01/25/2016
Data Release Frequency: Varies

WDS: Waste Discharge System

Sites which have been issued waste discharge requirements.

Date of Government Version: 06/19/2007	Source: State Water Resources Control Board
Date Data Arrived at EDR: 06/20/2007	Telephone: 916-341-5227
Date Made Active in Reports: 06/29/2007	Last EDR Contact: 11/18/2015
Number of Days to Update: 9	Next Scheduled EDR Contact: 03/07/2016
	Data Release Frequency: Quarterly

WIP: Well Investigation Program Case List
Well Investigation Program case in the San Gabriel and San Fernando Valley area.

Date of Government Version: 07/03/2009	Source: Los Angeles Water Quality Control Board
Date Data Arrived at EDR: 07/21/2009	Telephone: 213-576-6726
Date Made Active in Reports: 08/03/2009	Last EDR Contact: 09/28/2015
Number of Days to Update: 13	Next Scheduled EDR Contact: 01/11/2016
	Data Release Frequency: Varies

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP: EDR Proprietary Manufactured Gas Plants
The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A	Source: EDR, Inc.
Date Data Arrived at EDR: N/A	Telephone: N/A
Date Made Active in Reports: N/A	Last EDR Contact: N/A
Number of Days to Update: N/A	Next Scheduled EDR Contact: N/A
	Data Release Frequency: No Update Planned

EDR Hist Auto: EDR Exclusive Historic Gas Stations
EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A	Source: EDR, Inc.
Date Data Arrived at EDR: N/A	Telephone: N/A
Date Made Active in Reports: N/A	Last EDR Contact: N/A
Number of Days to Update: N/A	Next Scheduled EDR Contact: N/A
	Data Release Frequency: Varies

EDR Hist Cleaner: EDR Exclusive Historic Dry Cleaners
EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA LF: Recovered Government Archive Solid Waste Facilities List

The EDR Recovered Government Archive Landfill database provides a list of landfills derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Department of Resources Recycling and Recovery in California.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 01/13/2014
Number of Days to Update: 196

Source: Department of Resources Recycling and Recovery
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

RGA LUST: Recovered Government Archive Leaking Underground Storage Tank

The EDR Recovered Government Archive Leaking Underground Storage Tank database provides a list of LUST incidents derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the State Water Resources Control Board in California.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 12/30/2013
Number of Days to Update: 182

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

COUNTY RECORDS

ALAMEDA COUNTY:

Contaminated Sites

A listing of contaminated sites overseen by the Toxic Release Program (oil and groundwater contamination from chemical releases and spills) and the Leaking Underground Storage Tank Program (soil and ground water contamination from leaking petroleum USTs).

Date of Government Version: 10/09/2015
Date Data Arrived at EDR: 10/13/2015
Date Made Active in Reports: 11/16/2015
Number of Days to Update: 34

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 10/09/2015
Next Scheduled EDR Contact: 01/25/2016
Data Release Frequency: Semi-Annually

Underground Tanks

Underground storage tank sites located in Alameda county.

Date of Government Version: 10/09/2015
Date Data Arrived at EDR: 10/13/2015
Date Made Active in Reports: 11/19/2015
Number of Days to Update: 37

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 10/09/2015
Next Scheduled EDR Contact: 01/25/2016
Data Release Frequency: Semi-Annually

AMADOR COUNTY:

CUPA Facility List
Cupa Facility List

Date of Government Version: 08/24/2015
Date Data Arrived at EDR: 09/08/2015
Date Made Active in Reports: 10/13/2015
Number of Days to Update: 35

Source: Amador County Environmental Health
Telephone: 209-223-6439
Last EDR Contact: 12/04/2015
Next Scheduled EDR Contact: 03/21/2016
Data Release Frequency: Varies

BUTTE COUNTY:

CUPA Facility Listing
Cupa facility list.

Date of Government Version: 11/20/2014
Date Data Arrived at EDR: 11/24/2014
Date Made Active in Reports: 01/07/2015
Number of Days to Update: 44

Source: Public Health Department
Telephone: 530-538-7149
Last EDR Contact: 12/11/2015
Next Scheduled EDR Contact: 01/25/2016
Data Release Frequency: No Update Planned

CALVERAS COUNTY:

CUPA Facility Listing
Cupa Facility Listing

Date of Government Version: 10/22/2015
Date Data Arrived at EDR: 10/23/2015
Date Made Active in Reports: 11/16/2015
Number of Days to Update: 24

Source: Calveras County Environmental Health
Telephone: 209-754-6399
Last EDR Contact: 09/28/2015
Next Scheduled EDR Contact: 01/11/2016
Data Release Frequency: Quarterly

COLUSA COUNTY:

CUPA Facility List
Cupa facility list.

Date of Government Version: 06/08/2015
Date Data Arrived at EDR: 09/22/2015
Date Made Active in Reports: 10/14/2015
Number of Days to Update: 22

Source: Health & Human Services
Telephone: 530-458-0396
Last EDR Contact: 11/09/2015
Next Scheduled EDR Contact: 02/22/2016
Data Release Frequency: Varies

CONTRA COSTA COUNTY:

Site List
List includes sites from the underground tank, hazardous waste generator and business plan/2185 programs.

Date of Government Version: 08/24/2015
Date Data Arrived at EDR: 08/25/2015
Date Made Active in Reports: 10/01/2015
Number of Days to Update: 37

Source: Contra Costa Health Services Department
Telephone: 925-646-2286
Last EDR Contact: 11/07/2015
Next Scheduled EDR Contact: 02/15/2016
Data Release Frequency: Semi-Annually

DEL NORTE COUNTY:

CUPA Facility List
Cupa Facility list

Date of Government Version: 11/16/2015	Source: Del Norte County Environmental Health Division
Date Data Arrived at EDR: 11/17/2015	Telephone: 707-465-0426
Date Made Active in Reports: 12/11/2015	Last EDR Contact: 11/13/2015
Number of Days to Update: 24	Next Scheduled EDR Contact: 02/15/2016
	Data Release Frequency: Varies

EL DORADO COUNTY:

CUPA Facility List
CUPA facility list.

Date of Government Version: 09/23/2015	Source: El Dorado County Environmental Management Department
Date Data Arrived at EDR: 09/25/2015	Telephone: 530-621-6623
Date Made Active in Reports: 10/15/2015	Last EDR Contact: 11/07/2015
Number of Days to Update: 20	Next Scheduled EDR Contact: 02/15/2016
	Data Release Frequency: Varies

FRESNO COUNTY:

CUPA Resources List
Certified Unified Program Agency. CUPA's are responsible for implementing a unified hazardous materials and hazardous waste management regulatory program. The agency provides oversight of businesses that deal with hazardous materials, operate underground storage tanks or aboveground storage tanks.

Date of Government Version: 10/15/2015	Source: Dept. of Community Health
Date Data Arrived at EDR: 10/15/2015	Telephone: 559-445-3271
Date Made Active in Reports: 11/16/2015	Last EDR Contact: 10/05/2015
Number of Days to Update: 32	Next Scheduled EDR Contact: 01/18/2016
	Data Release Frequency: Semi-Annually

HUMBOLDT COUNTY:

CUPA Facility List
CUPA facility list.

Date of Government Version: 08/04/2015	Source: Humboldt County Environmental Health
Date Data Arrived at EDR: 08/07/2015	Telephone: N/A
Date Made Active in Reports: 09/03/2015	Last EDR Contact: 11/12/2015
Number of Days to Update: 27	Next Scheduled EDR Contact: 12/07/2015
	Data Release Frequency: Varies

IMPERIAL COUNTY:

CUPA Facility List
Cupa facility list.

Date of Government Version: 10/30/2015	Source: San Diego Border Field Office
Date Data Arrived at EDR: 11/07/2015	Telephone: 760-339-2777
Date Made Active in Reports: 12/11/2015	Last EDR Contact: 10/26/2015
Number of Days to Update: 34	Next Scheduled EDR Contact: 02/08/2016
	Data Release Frequency: Varies

INYO COUNTY:

CUPA Facility List
Cupa facility list.

Date of Government Version: 09/10/2013
Date Data Arrived at EDR: 09/11/2013
Date Made Active in Reports: 10/14/2013
Number of Days to Update: 33

Source: Inyo County Environmental Health Services
Telephone: 760-878-0238
Last EDR Contact: 11/18/2015
Next Scheduled EDR Contact: 03/07/2016
Data Release Frequency: Varies

KERN COUNTY:

Underground Storage Tank Sites & Tank Listing
Kern County Sites and Tanks Listing.

Date of Government Version: 05/19/2015
Date Data Arrived at EDR: 06/18/2015
Date Made Active in Reports: 07/22/2015
Number of Days to Update: 34

Source: Kern County Environment Health Services Department
Telephone: 661-862-8700
Last EDR Contact: 11/18/2015
Next Scheduled EDR Contact: 02/22/2016
Data Release Frequency: Quarterly

KINGS COUNTY:

CUPA Facility List
A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 11/19/2015
Date Data Arrived at EDR: 11/23/2015
Date Made Active in Reports: 12/11/2015
Number of Days to Update: 18

Source: Kings County Department of Public Health
Telephone: 559-584-1411
Last EDR Contact: 11/18/2015
Next Scheduled EDR Contact: 03/07/2016
Data Release Frequency: Varies

LAKE COUNTY:

CUPA Facility List
Cupa facility list

Date of Government Version: 08/11/2015
Date Data Arrived at EDR: 08/14/2015
Date Made Active in Reports: 09/03/2015
Number of Days to Update: 20

Source: Lake County Environmental Health
Telephone: 707-263-1164
Last EDR Contact: 10/19/2015
Next Scheduled EDR Contact: 02/01/2016
Data Release Frequency: Varies

LOS ANGELES COUNTY:

San Gabriel Valley Areas of Concern
San Gabriel Valley areas where VOC contamination is at or above the MCL as designated by region 9 EPA office.

Date of Government Version: 03/30/2009
Date Data Arrived at EDR: 03/31/2009
Date Made Active in Reports: 10/23/2009
Number of Days to Update: 206

Source: EPA Region 9
Telephone: 415-972-3178
Last EDR Contact: 12/17/2015
Next Scheduled EDR Contact: 04/04/2016
Data Release Frequency: No Update Planned

HMS: Street Number List
Industrial Waste and Underground Storage Tank Sites.

Date of Government Version: 11/24/2014
Date Data Arrived at EDR: 01/30/2015
Date Made Active in Reports: 03/04/2015
Number of Days to Update: 33

Source: Department of Public Works
Telephone: 626-458-3517
Last EDR Contact: 10/09/2015
Next Scheduled EDR Contact: 01/25/2016
Data Release Frequency: Semi-Annually

List of Solid Waste Facilities
Solid Waste Facilities in Los Angeles County.

Date of Government Version: 10/19/2015
Date Data Arrived at EDR: 10/20/2015
Date Made Active in Reports: 11/19/2015
Number of Days to Update: 30

Source: La County Department of Public Works
Telephone: 818-458-5185
Last EDR Contact: 10/20/2015
Next Scheduled EDR Contact: 02/01/2016
Data Release Frequency: Varies

City of Los Angeles Landfills
Landfills owned and maintained by the City of Los Angeles.

Date of Government Version: 01/01/2015
Date Data Arrived at EDR: 07/27/2015
Date Made Active in Reports: 08/10/2015
Number of Days to Update: 14

Source: Engineering & Construction Division
Telephone: 213-473-7869
Last EDR Contact: 10/19/2015
Next Scheduled EDR Contact: 02/01/2016
Data Release Frequency: Varies

Site Mitigation List
Industrial sites that have had some sort of spill or complaint.

Date of Government Version: 01/15/2015
Date Data Arrived at EDR: 01/29/2015
Date Made Active in Reports: 03/10/2015
Number of Days to Update: 40

Source: Community Health Services
Telephone: 323-890-7806
Last EDR Contact: 10/19/2015
Next Scheduled EDR Contact: 02/01/2016
Data Release Frequency: Annually

City of El Segundo Underground Storage Tank
Underground storage tank sites located in El Segundo city.

Date of Government Version: 03/30/2015
Date Data Arrived at EDR: 04/02/2015
Date Made Active in Reports: 04/13/2015
Number of Days to Update: 11

Source: City of El Segundo Fire Department
Telephone: 310-524-2236
Last EDR Contact: 10/19/2015
Next Scheduled EDR Contact: 02/01/2016
Data Release Frequency: Semi-Annually

City of Long Beach Underground Storage Tank
Underground storage tank sites located in the city of Long Beach.

Date of Government Version: 11/04/2015
Date Data Arrived at EDR: 11/13/2015
Date Made Active in Reports: 12/17/2015
Number of Days to Update: 34

Source: City of Long Beach Fire Department
Telephone: 562-570-2563
Last EDR Contact: 10/26/2015
Next Scheduled EDR Contact: 02/08/2016
Data Release Frequency: Annually

City of Torrance Underground Storage Tank
Underground storage tank sites located in the city of Torrance.

Date of Government Version: 10/13/2015
Date Data Arrived at EDR: 10/14/2015
Date Made Active in Reports: 12/01/2015
Number of Days to Update: 48

Source: City of Torrance Fire Department
Telephone: 310-618-2973
Last EDR Contact: 10/09/2015
Next Scheduled EDR Contact: 01/25/2016
Data Release Frequency: Semi-Annually

MADERA COUNTY:

CUPA Facility List

A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 09/15/2015
Date Data Arrived at EDR: 09/17/2015
Date Made Active in Reports: 10/14/2015
Number of Days to Update: 27

Source: Madera County Environmental Health
Telephone: 559-675-7823
Last EDR Contact: 11/18/2015
Next Scheduled EDR Contact: 03/07/2016
Data Release Frequency: Varies

MARIN COUNTY:

Underground Storage Tank Sites

Currently permitted USTs in Marin County.

Date of Government Version: 10/05/2015
Date Data Arrived at EDR: 10/08/2015
Date Made Active in Reports: 10/15/2015
Number of Days to Update: 7

Source: Public Works Department Waste Management
Telephone: 415-499-6647
Last EDR Contact: 10/05/2015
Next Scheduled EDR Contact: 01/18/2016
Data Release Frequency: Semi-Annually

MERCED COUNTY:

CUPA Facility List

CUPA facility list.

Date of Government Version: 09/21/2015
Date Data Arrived at EDR: 09/22/2015
Date Made Active in Reports: 11/03/2015
Number of Days to Update: 42

Source: Merced County Environmental Health
Telephone: 209-381-1094
Last EDR Contact: 12/10/2015
Next Scheduled EDR Contact: 03/07/2016
Data Release Frequency: Varies

MONO COUNTY:

CUPA Facility List

CUPA Facility List

Date of Government Version: 09/02/2015
Date Data Arrived at EDR: 09/04/2015
Date Made Active in Reports: 10/13/2015
Number of Days to Update: 39

Source: Mono County Health Department
Telephone: 760-932-5580
Last EDR Contact: 11/23/2015
Next Scheduled EDR Contact: 03/14/2016
Data Release Frequency: Varies

MONTEREY COUNTY:

CUPA Facility Listing

CUPA Program listing from the Environmental Health Division.

Date of Government Version: 10/01/2015
Date Data Arrived at EDR: 10/06/2015
Date Made Active in Reports: 12/11/2015
Number of Days to Update: 66

Source: Monterey County Health Department
Telephone: 831-796-1297
Last EDR Contact: 11/18/2015
Next Scheduled EDR Contact: 03/07/2016
Data Release Frequency: Varies

NAPA COUNTY:

Sites With Reported Contamination
A listing of leaking underground storage tank sites located in Napa county.

Date of Government Version: 12/05/2011
Date Data Arrived at EDR: 12/06/2011
Date Made Active in Reports: 02/07/2012
Number of Days to Update: 63

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 11/23/2015
Next Scheduled EDR Contact: 03/14/2016
Data Release Frequency: No Update Planned

Closed and Operating Underground Storage Tank Sites
Underground storage tank sites located in Napa county.

Date of Government Version: 01/15/2008
Date Data Arrived at EDR: 01/16/2008
Date Made Active in Reports: 02/08/2008
Number of Days to Update: 23

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 11/23/2015
Next Scheduled EDR Contact: 03/14/2016
Data Release Frequency: No Update Planned

NEVADA COUNTY:

CUPA Facility List
CUPA facility list.

Date of Government Version: 11/16/2015
Date Data Arrived at EDR: 11/17/2015
Date Made Active in Reports: 12/11/2015
Number of Days to Update: 24

Source: Community Development Agency
Telephone: 530-265-1467
Last EDR Contact: 11/06/2015
Next Scheduled EDR Contact: 02/15/2016
Data Release Frequency: Varies

ORANGE COUNTY:

List of Industrial Site Cleanups
Petroleum and non-petroleum spills.

Date of Government Version: 08/01/2015
Date Data Arrived at EDR: 08/10/2015
Date Made Active in Reports: 09/03/2015
Number of Days to Update: 24

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 11/10/2015
Next Scheduled EDR Contact: 02/22/2016
Data Release Frequency: Annually

List of Underground Storage Tank Cleanups
Orange County Underground Storage Tank Cleanups (LUST).

Date of Government Version: 08/03/2015
Date Data Arrived at EDR: 08/10/2015
Date Made Active in Reports: 09/11/2015
Number of Days to Update: 32

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 11/10/2015
Next Scheduled EDR Contact: 02/22/2016
Data Release Frequency: Quarterly

List of Underground Storage Tank Facilities
Orange County Underground Storage Tank Facilities (UST).

Date of Government Version: 11/01/2015
Date Data Arrived at EDR: 11/11/2015
Date Made Active in Reports: 12/17/2015
Number of Days to Update: 36

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 11/11/2015
Next Scheduled EDR Contact: 02/22/2016
Data Release Frequency: Quarterly

PLACER COUNTY:

Master List of Facilities

List includes aboveground tanks, underground tanks and cleanup sites.

Date of Government Version: 09/08/2015
Date Data Arrived at EDR: 09/08/2015
Date Made Active in Reports: 10/14/2015
Number of Days to Update: 36

Source: Placer County Health and Human Services
Telephone: 530-745-2363
Last EDR Contact: 12/04/2015
Next Scheduled EDR Contact: 03/21/2016
Data Release Frequency: Semi-Annually

RIVERSIDE COUNTY:

Listing of Underground Tank Cleanup Sites

Riverside County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 10/26/2015
Date Data Arrived at EDR: 10/28/2015
Date Made Active in Reports: 11/19/2015
Number of Days to Update: 22

Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 12/17/2015
Next Scheduled EDR Contact: 04/04/2016
Data Release Frequency: Quarterly

Underground Storage Tank Tank List

Underground storage tank sites located in Riverside county.

Date of Government Version: 10/26/2015
Date Data Arrived at EDR: 10/28/2015
Date Made Active in Reports: 11/19/2015
Number of Days to Update: 22

Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 12/17/2015
Next Scheduled EDR Contact: 04/04/2016
Data Release Frequency: Quarterly

SACRAMENTO COUNTY:

Toxic Site Clean-Up List

List of sites where unauthorized releases of potentially hazardous materials have occurred.

Date of Government Version: 08/03/2015
Date Data Arrived at EDR: 10/06/2015
Date Made Active in Reports: 11/16/2015
Number of Days to Update: 41

Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 10/06/2015
Next Scheduled EDR Contact: 01/18/2016
Data Release Frequency: Quarterly

Master Hazardous Materials Facility List

Any business that has hazardous materials on site - hazardous material storage sites, underground storage tanks, waste generators.

Date of Government Version: 08/03/2015
Date Data Arrived at EDR: 10/06/2015
Date Made Active in Reports: 11/06/2015
Number of Days to Update: 31

Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 10/06/2015
Next Scheduled EDR Contact: 01/18/2016
Data Release Frequency: Quarterly

SAN BERNARDINO COUNTY:

Hazardous Material Permits

This listing includes underground storage tanks, medical waste handlers/generators, hazardous materials handlers, hazardous waste generators, and waste oil generators/handlers.

Date of Government Version: 06/30/2015
Date Data Arrived at EDR: 07/07/2015
Date Made Active in Reports: 07/14/2015
Number of Days to Update: 7

Source: San Bernardino County Fire Department Hazardous Materials Division
Telephone: 909-387-3041
Last EDR Contact: 11/09/2015
Next Scheduled EDR Contact: 02/22/2016
Data Release Frequency: Quarterly

SAN DIEGO COUNTY:

Hazardous Materials Management Division Database

The database includes: HE58 - This report contains the business name, site address, business phone number, establishment 'H' permit number, type of permit, and the business status. HE17 - In addition to providing the same information provided in the HE58 listing, HE17 provides inspection dates, violations received by the establishment, hazardous waste generated, the quantity, method of storage, treatment/disposal of waste and the hauler, and information on underground storage tanks. Unauthorized Release List - Includes a summary of environmental contamination cases in San Diego County (underground tank cases, non-tank cases, groundwater contamination, and soil contamination are included.)

Date of Government Version: 09/23/2013
Date Data Arrived at EDR: 09/24/2013
Date Made Active in Reports: 10/17/2013
Number of Days to Update: 23

Source: Hazardous Materials Management Division
Telephone: 619-338-2268
Last EDR Contact: 12/04/2015
Next Scheduled EDR Contact: 03/21/2016
Data Release Frequency: Quarterly

Solid Waste Facilities

San Diego County Solid Waste Facilities.

Date of Government Version: 10/31/2014
Date Data Arrived at EDR: 11/21/2014
Date Made Active in Reports: 12/29/2014
Number of Days to Update: 38

Source: Department of Health Services
Telephone: 619-338-2209
Last EDR Contact: 10/26/2015
Next Scheduled EDR Contact: 02/08/2016
Data Release Frequency: Varies

Environmental Case Listing

The listing contains all underground tank release cases and projects pertaining to properties contaminated with hazardous substances that are actively under review by the Site Assessment and Mitigation Program.

Date of Government Version: 03/23/2010
Date Data Arrived at EDR: 06/15/2010
Date Made Active in Reports: 07/09/2010
Number of Days to Update: 24

Source: San Diego County Department of Environmental Health
Telephone: 619-338-2371
Last EDR Contact: 12/04/2015
Next Scheduled EDR Contact: 03/21/2016
Data Release Frequency: No Update Planned

SAN FRANCISCO COUNTY:

Local Oversite Facilities

A listing of leaking underground storage tank sites located in San Francisco county.

Date of Government Version: 09/19/2008
Date Data Arrived at EDR: 09/19/2008
Date Made Active in Reports: 09/29/2008
Number of Days to Update: 10

Source: Department Of Public Health San Francisco County
Telephone: 415-252-3920
Last EDR Contact: 11/09/2015
Next Scheduled EDR Contact: 02/22/2016
Data Release Frequency: Quarterly

Underground Storage Tank Information

Underground storage tank sites located in San Francisco county.

Date of Government Version: 11/29/2010
Date Data Arrived at EDR: 03/10/2011
Date Made Active in Reports: 03/15/2011
Number of Days to Update: 5

Source: Department of Public Health
Telephone: 415-252-3920
Last EDR Contact: 11/09/2015
Next Scheduled EDR Contact: 02/22/2016
Data Release Frequency: Quarterly

SAN JOAQUIN COUNTY:

San Joaquin Co. UST
A listing of underground storage tank locations in San Joaquin county.

Date of Government Version: 09/23/2015
Date Data Arrived at EDR: 09/25/2015
Date Made Active in Reports: 10/15/2015
Number of Days to Update: 20

Source: Environmental Health Department
Telephone: N/A
Last EDR Contact: 12/17/2015
Next Scheduled EDR Contact: 04/04/2016
Data Release Frequency: Semi-Annually

SAN LUIS OBISPO COUNTY:

CUPA Facility List
Cupa Facility List.

Date of Government Version: 08/25/2015
Date Data Arrived at EDR: 08/27/2015
Date Made Active in Reports: 09/30/2015
Number of Days to Update: 34

Source: San Luis Obispo County Public Health Department
Telephone: 805-781-5596
Last EDR Contact: 12/04/2015
Next Scheduled EDR Contact: 03/07/2016
Data Release Frequency: Varies

SAN MATEO COUNTY:

Business Inventory
List includes Hazardous Materials Business Plan, hazardous waste generators, and underground storage tanks.

Date of Government Version: 10/14/2015
Date Data Arrived at EDR: 10/15/2015
Date Made Active in Reports: 11/16/2015
Number of Days to Update: 32

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 12/14/2015
Next Scheduled EDR Contact: 03/28/2016
Data Release Frequency: Annually

Fuel Leak List
A listing of leaking underground storage tank sites located in San Mateo county.

Date of Government Version: 09/16/2015
Date Data Arrived at EDR: 09/17/2015
Date Made Active in Reports: 11/05/2015
Number of Days to Update: 49

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 12/10/2015
Next Scheduled EDR Contact: 03/28/2016
Data Release Frequency: Semi-Annually

SANTA BARBARA COUNTY:

CUPA Facility Listing
CUPA Program Listing from the Environmental Health Services division.

Date of Government Version: 09/08/2011
Date Data Arrived at EDR: 09/09/2011
Date Made Active in Reports: 10/07/2011
Number of Days to Update: 28

Source: Santa Barbara County Public Health Department
Telephone: 805-686-8167
Last EDR Contact: 11/18/2015
Next Scheduled EDR Contact: 03/07/2016
Data Release Frequency: Varies

SANTA CLARA COUNTY:

Cupa Facility List
Cupa facility list

Date of Government Version: 11/18/2015	Source: Department of Environmental Health
Date Data Arrived at EDR: 11/24/2015	Telephone: 408-918-1973
Date Made Active in Reports: 12/11/2015	Last EDR Contact: 11/18/2015
Number of Days to Update: 17	Next Scheduled EDR Contact: 03/07/2016
	Data Release Frequency: Varies

HIST LUST - Fuel Leak Site Activity Report

A listing of open and closed leaking underground storage tanks. This listing is no longer updated by the county. Leaking underground storage tanks are now handled by the Department of Environmental Health.

Date of Government Version: 03/29/2005	Source: Santa Clara Valley Water District
Date Data Arrived at EDR: 03/30/2005	Telephone: 408-265-2600
Date Made Active in Reports: 04/21/2005	Last EDR Contact: 03/23/2009
Number of Days to Update: 22	Next Scheduled EDR Contact: 06/22/2009
	Data Release Frequency: No Update Planned

LOP Listing

A listing of leaking underground storage tanks located in Santa Clara county.

Date of Government Version: 03/03/2014	Source: Department of Environmental Health
Date Data Arrived at EDR: 03/05/2014	Telephone: 408-918-3417
Date Made Active in Reports: 03/18/2014	Last EDR Contact: 11/23/2015
Number of Days to Update: 13	Next Scheduled EDR Contact: 03/14/2016
	Data Release Frequency: Annually

Hazardous Material Facilities

Hazardous material facilities, including underground storage tank sites.

Date of Government Version: 08/10/2015	Source: City of San Jose Fire Department
Date Data Arrived at EDR: 08/14/2015	Telephone: 408-535-7694
Date Made Active in Reports: 09/03/2015	Last EDR Contact: 11/18/2015
Number of Days to Update: 20	Next Scheduled EDR Contact: 02/22/2016
	Data Release Frequency: Annually

SANTA CRUZ COUNTY:

CUPA Facility List

CUPA facility listing.

Date of Government Version: 11/18/2015	Source: Santa Cruz County Environmental Health
Date Data Arrived at EDR: 11/23/2015	Telephone: 831-464-2761
Date Made Active in Reports: 12/11/2015	Last EDR Contact: 11/18/2015
Number of Days to Update: 18	Next Scheduled EDR Contact: 03/07/2016
	Data Release Frequency: Varies

SHASTA COUNTY:

CUPA Facility List

Cupa Facility List.

Date of Government Version: 09/15/2015	Source: Shasta County Department of Resource Management
Date Data Arrived at EDR: 09/17/2015	Telephone: 530-225-5789
Date Made Active in Reports: 11/05/2015	Last EDR Contact: 11/18/2015
Number of Days to Update: 49	Next Scheduled EDR Contact: 03/07/2016
	Data Release Frequency: Varies

SOLANO COUNTY:

Leaking Underground Storage Tanks
A listing of leaking underground storage tank sites located in Solano county.

Date of Government Version: 09/02/2015
Date Data Arrived at EDR: 09/17/2015
Date Made Active in Reports: 11/05/2015
Number of Days to Update: 49

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 09/10/2015
Next Scheduled EDR Contact: 12/28/2015
Data Release Frequency: Quarterly

Underground Storage Tanks
Underground storage tank sites located in Solano county.

Date of Government Version: 09/02/2015
Date Data Arrived at EDR: 09/18/2015
Date Made Active in Reports: 10/15/2015
Number of Days to Update: 27

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 12/10/2015
Next Scheduled EDR Contact: 03/28/2016
Data Release Frequency: Quarterly

SONOMA COUNTY:

Cupa Facility List
Cupa Facility list

Date of Government Version: 09/28/2015
Date Data Arrived at EDR: 09/30/2015
Date Made Active in Reports: 11/05/2015
Number of Days to Update: 36

Source: County of Sonoma Fire & Emergency Services Department
Telephone: 707-565-1174
Last EDR Contact: 09/28/2015
Next Scheduled EDR Contact: 01/11/2016
Data Release Frequency: Varies

Leaking Underground Storage Tank Sites
A listing of leaking underground storage tank sites located in Sonoma county.

Date of Government Version: 10/01/2015
Date Data Arrived at EDR: 10/02/2015
Date Made Active in Reports: 11/05/2015
Number of Days to Update: 34

Source: Department of Health Services
Telephone: 707-565-6565
Last EDR Contact: 09/28/2015
Next Scheduled EDR Contact: 01/11/2016
Data Release Frequency: Quarterly

SUTTER COUNTY:

Underground Storage Tanks
Underground storage tank sites located in Sutter county.

Date of Government Version: 12/07/2015
Date Data Arrived at EDR: 12/08/2015
Date Made Active in Reports: 12/17/2015
Number of Days to Update: 9

Source: Sutter County Department of Agriculture
Telephone: 530-822-7500
Last EDR Contact: 12/04/2015
Next Scheduled EDR Contact: 03/21/2016
Data Release Frequency: Semi-Annually

TUOLUMNE COUNTY:

CUPA Facility List
Cupa facility list

Date of Government Version: 10/29/2015
Date Data Arrived at EDR: 10/30/2015
Date Made Active in Reports: 12/11/2015
Number of Days to Update: 42

Source: Divison of Environmental Health
Telephone: 209-533-5633
Last EDR Contact: 10/26/2015
Next Scheduled EDR Contact: 02/08/2016
Data Release Frequency: Varies

VENTURA COUNTY:

Business Plan, Hazardous Waste Producers, and Operating Underground Tanks

The BWT list indicates by site address whether the Environmental Health Division has Business Plan (B), Waste Producer (W), and/or Underground Tank (T) information.

Date of Government Version: 07/27/2015
Date Data Arrived at EDR: 08/17/2015
Date Made Active in Reports: 09/03/2015
Number of Days to Update: 17

Source: Ventura County Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 08/12/2015
Next Scheduled EDR Contact: 11/30/2015
Data Release Frequency: Quarterly

Inventory of Illegal Abandoned and Inactive Sites

Ventura County Inventory of Closed, Illegal Abandoned, and Inactive Sites.

Date of Government Version: 12/01/2011
Date Data Arrived at EDR: 12/01/2011
Date Made Active in Reports: 01/19/2012
Number of Days to Update: 49

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 10/02/2015
Next Scheduled EDR Contact: 01/18/2016
Data Release Frequency: Annually

Listing of Underground Tank Cleanup Sites

Ventura County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 05/29/2008
Date Data Arrived at EDR: 06/24/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 37

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 11/13/2015
Next Scheduled EDR Contact: 02/29/2016
Data Release Frequency: Quarterly

Medical Waste Program List

To protect public health and safety and the environment from potential exposure to disease causing agents, the Environmental Health Division Medical Waste Program regulates the generation, handling, storage, treatment and disposal of medical waste throughout the County.

Date of Government Version: 09/28/2015
Date Data Arrived at EDR: 10/28/2015
Date Made Active in Reports: 11/19/2015
Number of Days to Update: 22

Source: Ventura County Resource Management Agency
Telephone: 805-654-2813
Last EDR Contact: 10/26/2015
Next Scheduled EDR Contact: 02/08/2016
Data Release Frequency: Quarterly

Underground Tank Closed Sites List

Ventura County Operating Underground Storage Tank Sites (UST)/Underground Tank Closed Sites List.

Date of Government Version: 08/26/2015
Date Data Arrived at EDR: 09/15/2015
Date Made Active in Reports: 10/15/2015
Number of Days to Update: 30

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 12/17/2015
Next Scheduled EDR Contact: 03/28/2016
Data Release Frequency: Quarterly

YOLO COUNTY:

Underground Storage Tank Comprehensive Facility Report

Underground storage tank sites located in Yolo county.

Date of Government Version: 10/19/2015
Date Data Arrived at EDR: 10/27/2015
Date Made Active in Reports: 11/19/2015
Number of Days to Update: 23

Source: Yolo County Department of Health
Telephone: 530-666-8646
Last EDR Contact: 10/19/2015
Next Scheduled EDR Contact: 01/18/2016
Data Release Frequency: Annually

YUBA COUNTY:

CUPA Facility List
CUPA facility listing for Yuba County.

Date of Government Version: 11/13/2015
Date Data Arrived at EDR: 11/17/2015
Date Made Active in Reports: 12/11/2015
Number of Days to Update: 24

Source: Yuba County Environmental Health Department
Telephone: 530-749-7523
Last EDR Contact: 11/13/2015
Next Scheduled EDR Contact: 02/15/2016
Data Release Frequency: Varies

OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

CT MANIFEST: Hazardous Waste Manifest Data
Facility and manifest data. Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a tsd facility.

Date of Government Version: 07/30/2013
Date Data Arrived at EDR: 08/19/2013
Date Made Active in Reports: 10/03/2013
Number of Days to Update: 45

Source: Department of Energy & Environmental Protection
Telephone: 860-424-3375
Last EDR Contact: 11/16/2015
Next Scheduled EDR Contact: 02/29/2016
Data Release Frequency: No Update Planned

NJ MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2013
Date Data Arrived at EDR: 07/17/2015
Date Made Active in Reports: 08/12/2015
Number of Days to Update: 26

Source: Department of Environmental Protection
Telephone: N/A
Last EDR Contact: 10/13/2015
Next Scheduled EDR Contact: 01/25/2016
Data Release Frequency: Annually

NY MANIFEST: Facility and Manifest Data
Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

Date of Government Version: 11/02/2015
Date Data Arrived at EDR: 11/08/2015
Date Made Active in Reports: 12/09/2015
Number of Days to Update: 31

Source: Department of Environmental Conservation
Telephone: 518-402-8651
Last EDR Contact: 11/08/2015
Next Scheduled EDR Contact: 02/15/2016
Data Release Frequency: Annually

PA MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 07/24/2015
Date Made Active in Reports: 08/18/2015
Number of Days to Update: 25

Source: Department of Environmental Protection
Telephone: 717-783-8990
Last EDR Contact: 10/19/2015
Next Scheduled EDR Contact: 02/01/2016
Data Release Frequency: Annually

RI MANIFEST: Manifest information
Hazardous waste manifest information

Date of Government Version: 12/31/2013
Date Data Arrived at EDR: 06/19/2015
Date Made Active in Reports: 07/15/2015
Number of Days to Update: 26

Source: Department of Environmental Management
Telephone: 401-222-2797
Last EDR Contact: 11/19/2015
Next Scheduled EDR Contact: 03/07/2016
Data Release Frequency: Annually

WI MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 03/19/2015
Date Made Active in Reports: 04/07/2015
Number of Days to Update: 19

Source: Department of Natural Resources
Telephone: N/A
Last EDR Contact: 12/09/2015
Next Scheduled EDR Contact: 03/28/2016
Data Release Frequency: Annually

Oil/Gas Pipelines
Source: PennWell Corporation
Petroleum Bundle (Crude Oil, Refined Products, Petrochemicals, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)) N = Natural Gas Bundle (Natural Gas, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)). This map includes information copyrighted by PennWell Corporation. This information is provided on a best effort basis and PennWell Corporation does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of PennWell.

Electric Power Transmission Line Data
Source: PennWell Corporation
This map includes information copyrighted by PennWell Corporation. This information is provided on a best effort basis and PennWell Corporation does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of PennWell.

Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

AHA Hospitals:
Source: American Hospital Association, Inc.
Telephone: 312-280-5991
The database includes a listing of hospitals based on the American Hospital Association’s annual survey of hospitals.

Medical Centers: Provider of Services Listing
Source: Centers for Medicare & Medicaid Services
Telephone: 410-786-3000
A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes
Source: National Institutes of Health
Telephone: 301-594-6248
Information on Medicare and Medicaid certified nursing homes in the United States.

Public Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics’ primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

Private Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics’ primary database on private school locations in the United States.

Daycare Centers: Licensed Facilities
Source: Department of Social Services
Telephone: 916-657-4041

Flood Zone Data: This data, available in select counties across the country, was obtained by EDR in 2003 & 2011 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetland Inventory
Source: Department of Fish & Game
Telephone: 916-445-0411

Current USGS 7.5 Minute Topographic Map
Source: U.S. Geological Survey

STREET AND ADDRESS INFORMATION

GEOCHECK ®- PHYSICAL SETTING SOURCE ADDENDUM

TARGET PROPERTY ADDRESS

.... -1700 DELL AVENUE
1700 DELL AVENUE
CAMPBELL, CA 95008

TARGET PROPERTY COORDINATES

Latitude (North):	37.2617 - 37° 15’ 42.12’’
Longitude (West):	121.957 - 121° 57’ 25.20’’
Universal Tranverse Mercator:	Zone 10
UTM X (Meters):	592486.7
UTM Y (Meters):	4124210.0
Elevation:	251 ft. above sea level

USGS TOPOGRAPHIC MAP

Target Property Map:	5640416 SAN JOSE WEST, CA
Version Date:	2012
South Map:	5640396 LOS GATOS, CA
Version Date:	2012

EDR’s GeoCheck Physical Setting Source Addendum is provided to assist the environmental professional in forming an opinion about the impact of potential contaminant migration.

Assessment of the impact of contaminant migration generally has two principal investigative components:

1. Groundwater flow direction, and
2. Groundwater flow velocity.

Groundwater flow direction may be impacted by surface topography, hydrology, hydrogeology, characteristics of the soil, and nearby wells. Groundwater flow velocity is generally impacted by the nature of the geologic strata.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW DIRECTION INFORMATION

Groundwater flow direction for a particular site is best determined by a qualified environmental professional using site-specific well data. If such data is not reasonably ascertainable, it may be necessary to rely on other sources of information, such as surface topographic information, hydrologic information, hydrogeologic data collected on nearby properties, and regional groundwater flow information (from deep aquifers).

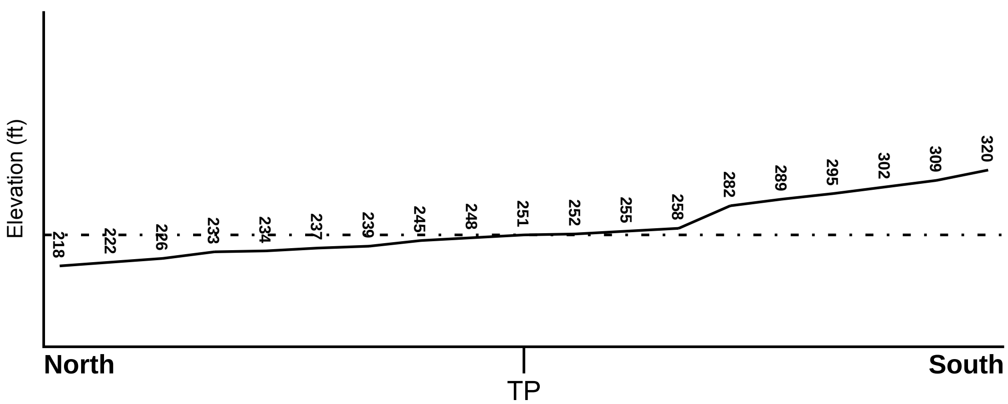
TOPOGRAPHIC INFORMATION

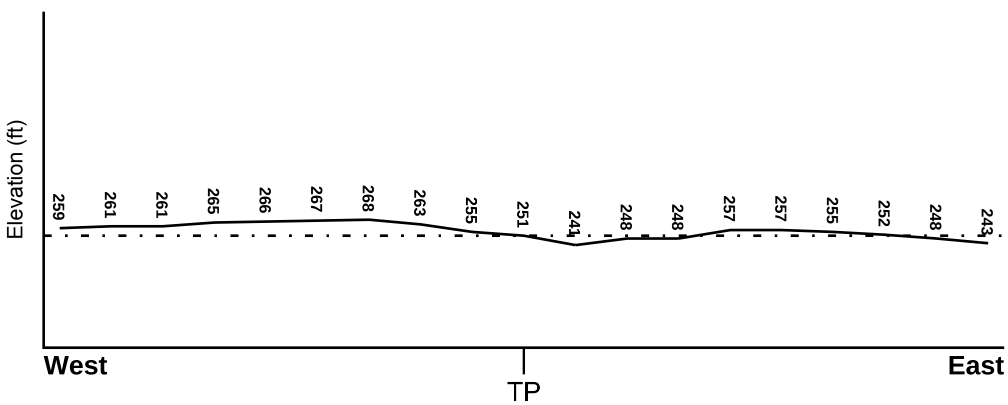
Surface topography may be indicative of the direction of surficial groundwater flow. This information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

TARGET PROPERTY TOPOGRAPHY

General Topographic Gradient: General NE

SURROUNDING TOPOGRAPHY: ELEVATION PROFILES





Target Property Elevation: 251 ft.

Source: Topography has been determined from the USGS 7.5' Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

HYDROLOGIC INFORMATION

Surface water can act as a hydrologic barrier to groundwater flow. Such hydrologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Refer to the Physical Setting Source Map following this summary for hydrologic information (major waterways and bodies of water).

FEMA FLOOD ZONE

Target Property County	FEMA Flood Electronic Data
SANTA CLARA, CA	YES - refer to the Overview Map and Detail Map

Flood Plain Panel at Target Property: 06085C - FEMA DFIRM Flood data

Additional Panels in search area: Not Reported

NATIONAL WETLAND INVENTORY

NWI Quad at Target Property	NWI Electronic Data Coverage
SAN JOSE WEST	YES - refer to the Overview Map and Detail Map

HYDROGEOLOGIC INFORMATION

Hydrogeologic information obtained by installation of wells on a specific site can often be an indicator of groundwater flow direction in the immediate area. Such hydrogeologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Site-Specific Hydrogeological Data*:

Search Radius: 1.25 miles
Status: Not found

AQUIFLOW®

Search Radius: 1.000 Mile.

EDR has developed the AQUIFLOW Information System to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted by environmental professionals to regulatory authorities at select sites and has extracted the date of the report, groundwater flow direction as determined hydrogeologically, and the depth to water table.

MAP ID	LOCATION FROM TP	GENERAL DIRECTION GROUNDWATER FLOW
Not Reported		

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW VELOCITY INFORMATION

Groundwater flow velocity information for a particular site is best determined by a qualified environmental professional using site specific geologic and soil strata data. If such data are not reasonably ascertainable, it may be necessary to rely on other sources of information, including geologic age identification, rock stratigraphic unit and soil characteristics data collected on nearby properties and regional soil information. In general, contaminant plumes move more quickly through sandy-gravelly types of soils than silty-clayey types of soils.

GEOLOGIC INFORMATION IN GENERAL AREA OF TARGET PROPERTY

Geologic information can be used by the environmental professional in forming an opinion about the relative speed at which contaminant migration may be occurring.

ROCK STRATIGRAPHIC UNIT

Era:	Cenozoic
System:	Quaternary
Series:	Quaternary
Code:	Q *(decoded above as Era, System & Series)*

GEOLOGIC AGE IDENTIFICATION

Category: Stratifed Sequence

Geologic Age and Rock Stratigraphic Unit Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - a digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

DOMINANT SOIL COMPOSITION IN GENERAL AREA OF TARGET PROPERTY

The U.S. Department of Agriculture’s (USDA) Soil Conservation Service (SCS) leads the National Cooperative Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps. The following information is based on Soil Conservation Service STATSGO data.

Soil Component Name:	BOTELLA
Soil Surface Texture:	clay loam
Hydrologic Group:	Class B - Moderate infiltration rates. Deep and moderately deep, moderately well and well drained soils with moderately coarse textures.
Soil Drainage Class:	Not reported

Hydric Status: Soil does not meet the requirements for a hydric soil.

Corrosion Potential - Uncoated Steel:	MODERATE
Depth to Bedrock Min:	> 60 inches
Depth to Bedrock Max:	> 60 inches

Soil Layer Information							
	Boundary			Classification			
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil	Permeability Rate (in/hr)	Soil Reaction (pH)
1	0 inches	9 inches	clay loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), Lean Clay	Max: 0.60 Min: 0.20	Max: 7.30 Min: 5.60
2	9 inches	41 inches	silty clay loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), Lean Clay	Max: 0.60 Min: 0.20	Max: 7.80 Min: 5.60
3	41 inches	76 inches	sandy clay loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	COARSE-GRAINED SOILS, Sands, Sands with fines, Clayey sand.	Max: 0.60 Min: 0.20	Max: 7.80 Min: 5.60

OTHER SOIL TYPES IN AREA

Based on Soil Conservation Service STATSGO data, the following additional subordinant soil types may appear within the general area of target property.

Soil Surface Textures: No Other Soil Types

Surficial Soil Types: No Other Soil Types

Shallow Soil Types: No Other Soil Types

Deeper Soil Types: No Other Soil Types

LOCAL / REGIONAL WATER AGENCY RECORDS

EDR Local/Regional Water Agency records provide water well information to assist the environmental professional in assessing sources that may impact ground water flow direction, and in forming an opinion about the impact of contaminant migration on nearby drinking water wells.

WELL SEARCH DISTANCE INFORMATION

DATABASE	SEARCH DISTANCE (miles)
Federal USGS	1.000
Federal FRDS PWS	Nearest PWS within 1 mile
State Database	1.000

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

FEDERAL USGS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
No Wells Found		

FEDERAL FRDS PUBLIC WATER SUPPLY SYSTEM INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
No PWS System Found		

Note: PWS System location is not always the same as well location.

STATE DATABASE WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
1	CADW60000004114	0 - 1/8 Mile NNW

OTHER STATE DATABASE INFORMATION

STATE OIL/GAS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
1	CAOG11000257734	1/2 - 1 Mile SSW

PHYSICAL SETTING SOURCE MAP - 4500346.2s

County Boundary
Major Roads
Contour Lines
Earthquake Fault Lines
Earthquake epicenter, Richter 5 or greater
Water Wells
Public Water Supply Wells
Cluster of Multiple Icons

Groundwater Flow Direction
Indeterminate Groundwater Flow at Location
Groundwater Flow Varies at Location
Closest Hydrogeological Data
Oil, gas or related wells

SITE NAME:	1684-1700 Dell Avenue	CLIENT:	Applied Water Resources Corporation
ADDRESS:	1700 Dell Avenue	CONTACT:	Janelle Amendola
	Campbell CA 95008	INQUIRY #:	4500346.2s
LAT/LONG:	37.2617 / 121.957	DATE:	December 28, 2015 12:42 pm

Map ID Direction Distance Elevation	Database	EDR ID Number
1 **NNW** **0 - 1/8 Mile** **Higher**	**CA WELLS**	**CADW60000004114**

Objectid:	4114
Latitude:	37.26238
Longitude:	-121.9572
Site code:	372624N1219572W001
State well numbe:	08S01W03K013M
Local well name:	'08S01W03K013'
Well use id:	1
Well use descrip:	Observation
County id:	43
County name:	Santa Clara
Basin code:	'2-9.02'
Basin desc:	Santa Clara
Dwr region id:	80236
Dwr region:	North Central Region Office
Site id:	CADW60000004114

1
SSW
1/2 - 1 Mile | **OIL_GAS** | **CAOG11000257734**

District nun:	3	Api number:	08500020
Blm well:	N	Redrill can:	Not Reported
Dryhole:	Y	Well status:	P
Operator name:	Traders Oil Corp.		
County name:	Santa Clara	Fieldname:	Any Field
Area name:	Any Area	Section:	10
Township:	08S	Range:	01W
Base meridian:	MD	Elevation:	Not Reported
Locationde:	Not Reported		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Not Reported	Wellnumber:	2
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Not Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000257734		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS
RADON

AREA RADON INFORMATION

State Database: CA Radon

Radon Test Results

Zipcode	Num Tests	> 4 pCi/L
95008	36	2

Federal EPA Radon Zone for SANTA CLARA County: 2

Note: Zone 1 indoor average level > 4 pCi/L.
: Zone 2 indoor average level >= 2 pCi/L and <= 4 pCi/L.
: Zone 3 indoor average level < 2 pCi/L.

Federal Area Radon Information for Zip Code: 95008

Number of sites tested: 2

Area	Average Activity	% <4 pCi/L	% 4-20 pCi/L	% >20 pCi/L
Living Area - 1st Floor	0.100 pCi/L	100%	0%	0%
Living Area - 2nd Floor	Not Reported	Not Reported	Not Reported	Not Reported
Basement	Not Reported	Not Reported	Not Reported	Not Reported

PHYSICAL SETTING SOURCE RECORDS SEARCHED

TOPOGRAPHIC INFORMATION

USGS 7.5' Digital Elevation Model (DEM)
Source: United States Geologic Survey
EDR acquired the USGS 7.5' Digital Elevation Model in 2002 and updated it in 2006. The 7.5 minute DEM corresponds to the USGS 1:24,000- and 1:25,000-scale topographic quadrangle maps. The DEM provides elevation data with consistent elevation units and projection.

Current USGS 7.5 Minute Topographic Map
Source: U.S. Geological Survey

HYDROLOGIC INFORMATION

Flood Zone Data: This data, available in select counties across the country, was obtained by EDR in 2003 & 2011 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetland Inventory
Source: Department of Fish & Game
Telephone: 916-445-0411

HYDROGEOLOGIC INFORMATION

AQUIFLOW[R] Information System
Source: EDR proprietary database of groundwater flow information
EDR has developed the AQUIFLOW Information System (AIS) to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted to regulatory authorities at select sites and has extracted the date of the report, hydrogeologically determined groundwater flow direction and depth to water table information.

GEOLOGIC INFORMATION

Geologic Age and Rock Stratigraphic Unit
Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - A digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

STATSGO: State Soil Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)
The U.S. Department of Agriculture's (USDA) Natural Resources Conservation Service (NRCS) leads the national Conservation Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps.

SSURGO: Soil Survey Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)
Telephone: 800-672-5559
SSURGO is the most detailed level of mapping done by the Natural Resources Conservation Service, mapping scales generally range from 1:12,000 to 1:63,360. Field mapping methods using national standards are used to construct the soil maps in the Soil Survey Geographic (SSURGO) database. SSURGO digitizing duplicates the original soil survey maps. This level of mapping is designed for use by landowners, townships and county natural resource planning and management.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

LOCAL / REGIONAL WATER AGENCY RECORDS

FEDERAL WATER WELLS

PWS: Public Water Systems
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Public Water System data from the Federal Reporting Data System. A PWS is any water system which provides water to at least 25 people for at least 60 days annually. PWSs provide water from wells, rivers and other sources.

PWS ENF: Public Water Systems Violation and Enforcement Data
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Violation and Enforcement data for Public Water Systems from the Safe Drinking Water Information System (SDWIS) after August 1995. Prior to August 1995, the data came from the Federal Reporting Data System (FRDS).

USGS Water Wells: USGS National Water Inventory System (NWIS)
This database contains descriptive information on sites where the USGS collects or has collected data on surface water and/or groundwater. The groundwater data includes information on wells, springs, and other sources of groundwater.

STATE RECORDS

Water Well Database
Source: Department of Water Resources
Telephone: 916-651-9648

California Drinking Water Quality Database
Source: Department of Public Health
Telephone: 916-324-2319
The database includes all drinking water compliance and special studies monitoring for the state of California since 1984. It consists of over 3,200,000 individual analyses along with well and water system information.

OTHER STATE DATABASE INFORMATION

California Oil and Gas Well Locations
Source: Department of Conservation
Telephone: 916-323-1779
Oil and Gas well locations in the state.

RADON

State Database: CA Radon
Source: Department of Health Services
Telephone: 916-324-2208
Radon Database for California

Area Radon Information
Source: USGS
Telephone: 703-356-4020
The National Radon Database has been developed by the U.S. Environmental Protection Agency (USEPA) and is a compilation of the EPA/State Residential Radon Survey and the National Residential Radon Survey. The study covers the years 1986 - 1992. Where necessary data has been supplemented by information collected at private sources such as universities and research institutions.

EPA Radon Zones
Source: EPA
Telephone: 703-356-4020
Sections 307 & 309 of IRAA directed EPA to list and identify areas of U.S. with the potential for elevated indoor radon levels.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

OTHER

Airport Landing Facilities: Private and public use landing facilities
Source: Federal Aviation Administration, 800-457-6656

Epicenters: World earthquake epicenters, Richter 5 or greater
Source: Department of Commerce, National Oceanic and Atmospheric Administration

California Earthquake Fault Lines: The fault lines displayed on EDR's Topographic map are digitized quaternary fault lines, prepared in 1975 by the United State Geological Survey. Additional information (also from 1975) regarding activity at specific fault lines comes from California's Preliminary Fault Activity Map prepared by the California Division of Mines and Geology.

STREET AND ADDRESS INFORMATION

APPENDIX D
Resumes

Janelle T. Amendola

Senior Project Engineer

TECHNICAL EXPERTISE

- Geotechnical engineering
- Phase I and II Environmental Site Assessments
- Brownfields redevelopment
- Compliance audits
- Construction testing and inspections
- Storm water management
- Soil and Ground water contamination investigation and remediation
- NEPA evaluations
- Telecommunications

PROJECT ASSIGNMENT

EDUCATION

BS/1994/Civil Engineering; University of Minnesota – Institute of Technology

PROFESSIONAL REGISTRATION

Professional Engineer: MN

Registered Environmental Assessor I: CA

PROFESSIONAL PROFILE

Ms. Amendola has more than 12 years of diverse environmental and engineering consulting experience, and extensive skills conducting and managing numerous concurrent and varied projects for diverse public and private sector clients. Ms. Amendola's specific areas of expertise include geotechnical engineering, environmental due diligence, soil and ground water contamination investigation and remediation, construction inspections, brownfields redevelopment, environmental regulatory compliance, storm water pollution prevention planning and sampling, hazardous materials compliance, air emissions permitting, underground storage tank removals, NEPA evaluations, and project management/coordination.

With ERS, Ms. Amendola is responsible for planning, conducting, and documenting environmental assessments and investigations, geotechnical assessments, and construction testing and inspections. She also conducts research, develops recommendations, prepares written reports, and oversees and approves assessments and construction inspections conducted by others. In addition, Ms. Amendola maintains client contact during study, design, and construction, and is responsible for maintaining client contact following project completion.

REPRESENTATIVE PROJECTS

ENVIRONMENTAL COMPLIANCE AND REMEDIATION:

Robert Millavec, Phase I and II Environmental Site Assessment and Remediation Confirmation Soil Testing, San Jose, CA, Senior Project Engineer – Conducted a Phase I and Phase II Environmental Site consisting of an ASTM Phase I with surface and near surface soil sampling in a former automotive storage yard. Subsequently directed the removal of impacted soil and conducted confirmation soil sampling.

Korean Presbyterian Church, Risk Assessment, San Jose, California, Senior Project Engineer – Conducted a risk assessment to evaluate the conversion of a former industrial facility located in an industrial park to a youth center. Included gathering and analysis of information on the types and quantities of all hazardous materials stored and used within a ½-mile radius and consideration of potential exposure routes and threats.

A French Cleaners, Ground Water and Vapor Intrusion Investigation, Morgan Hill, CA, Senior Project Engineer – Developed and implemented a work plan to assess vapor intrusion and ground water impacts at a former dry cleaner.

Victaulic Corporation, Phase I Environmental Site Assessment, Reno, NV, Senior Project Engineer – Conducted a Phase I Environmental Site Assessment that included evaluating operations of a current tenant who would continue to operate in a shared space.

Janelle T. Amendola

Senior Project Engineer

Deerfield Realty, Hazardous Material Facility Closure, Santa Clara, CA, Senior Project Engineer – Monitored facility closure for a former circuit board manufacturer in Santa Clara, CA. This included regular site visits to monitor progress of cleaning and removing equipment and piping, as well as interaction with the regulating agency, the client, and the contractor.

Numerous Clients, San Francisco Bay Area, CA, Senior Project Engineer – Conducted Phase I Environmental Site Assessments in accordance with ASTM 1527 and/or client-specified requirements. Included conducting site inspections, compiling and analyzing historical documents and information, conducting interviews, evaluating surrounding properties, and preparing final reports.

GEOTECHNICAL AND CONSTRUCTION TESTING:

Confidential Client, Geotechnical Assessments, Monterey County, California, Senior Project Engineer – Conducted numerous geotechnical assessments for various areas in a planned residential development. Developed and presented geotechnical engineering recommendations for features including retaining walls, roads, and building foundations.

Cypress Marina Heights, Geotechnical Assessment, Marina, California, Senior Project Engineer – Conducted a geotechnical assessment to challenge and modify grading recommendations presented by others.

Cypress Marina Heights, Construction Testing and Inspections Coordination and Recommendations, Marina, California, Senior Project Engineer – Conducted, approved, and documented compaction and other testing completed during the construction of a residential development and attended weekly project status meetings.

Carmel Development Company, Construction Testing and Inspections Coordination and Recommendations, Monterey, California, Senior Project Engineer – Conducted, approved, and documented compaction and other testing completed during the construction of a residential development. Included conducting special inspections for foundations and other structural elements. Also presented recommendations for managing specific issues encountered during the construction including solutions for substandard soil, embankment construction, and slope stability.

Confidential Client, Evaluation of Interlocking Concrete Pavement Failure, Pebble Beach, CA, Senior Project Engineer – Conducted an investigation to evaluate causes of failure for two surfaces paved with interlocking concrete pavers. Developed subgrade, baserock, and paver installation recommendations to repair the interlocking concrete paver failed surfaces as well as designing alternatives to replace the paver surfaces with concrete or asphalt.

Confidential Client, Construction Testing and Inspections, Parking Ramp Entrances, Pebble Beach, CA, Senior Project Engineer – Conducted construction testing and inspections for two parking lot entrances including subgrade, baserock, and drainage systems.

ATC Associates Inc., Monterey, CA, Project Manager:

- Managed multiple clients and numerous projects simultaneously within specified budgets and timeframes
- Developed proposals and prepared project budgets
- Directed and prepared Phase I and Phase II Environmental Site Assessments
- Conducted dry cleaner and industrial compliance audits
- Performed ground water monitoring
- Prepared storm water pollution prevention plans and conducted storm water sampling
- Planned, directed, and oversaw underground storage tank removals and reporting
- Conducted leaking underground storage tank investigations
- Completed National Environmental Policy Act (NEPA) environmental assessments
- Prepared Property Condition Assessments
- Conducted geotechnical assessments
- Coordinated with various regulatory agencies
- Prepared hazardous material business response plans and business response plans

Pinnacle Engineering, Inc., Maple Grove, MN, Project Manager, and Staff Engineer/Project Engineer:

- Prepared and managed Phase I Environmental Site Assessments, Phase II Assessments, site investigation, remedial action plan, and remedial action plan reports
- Conducted geotechnical assessments and provided oversight of construction testing services
- Directed NEPA preliminary assessments, Environmental Assessment (EA) reports, including conducting site visits, compiling and presenting information, interacting with local and state government agencies, planning and moderating public comment meetings, and responding to submitted comments
- Led brownfields redevelopment projects including obtaining more than $1.6M in brownfields redevelopment grants, coordinating with various regulatory agencies, hiring and supervising subcontractors, and developing and implanting

confirmation sampling plans

- Managed Pinnacle's telecommunications services including directing and tracking more than 80 telecommunications projects simultaneously
- Developed a radio-frequency radiation (RFR) model, sampling program, and tracking and reporting database for a nationwide wireless telecommunications provider
- Prepared dredging permits including simultaneous coordination with seven regulatory agencies and local governments
- Developed Phase I, Phase II, and NEPA report templates
- Prepared air emissions permit applications and monitoring reports
- Directed storm water permit and storm water pollution prevention plan preparation
- Conducted industrial wastewater permitting, monitoring, and reporting
- Performed industrial compliance audits and facility assessments
- Prepared spill prevention, control, and countermeasure (SPCC) and emergency response plans
- Presented annual right-to-know training seminars

SPECIAL TRAINING

40-hour HAZWOPER Certification
Licensed Nuclear Density Gauge Operator

PROFESSIONAL AFFILIATIONS

American Society of Civil Engineers
American Water Works Association
Groundwater Resources Association of California

Kendall W. Price, CEG, REA

TECHNICAL EXPERTISE

- Soil and ground water contamination investigations
- Geotechnical feasibility / remedial investigation
- Environmental arbitration
- Project management
- Operations management

PROJECT ASSIGNMENT

EDUCATION

BS/1970/Geology;
San Jose State University

PROFESSIONAL REGISTRATIONS

Registered Geologist: CA, OR

Certified Engineering Geologist: CA, OR

Registered Environmental Assessor: CA

PROFESSIONAL PROFILE

Mr. Price has more than 37 years of professional experience. He establishes technical criteria, provides technical guidance, and directs the activities of large or unique project teams including regional office groups. He is responsible for preparing project authorizations, establishing budget costs and schedules for each project under supervision, maintaining and updating all CIS system reports, and periodically reviewing the fiscal status and schedule of projects. Mr. Price assumes a project management role in leading major multi-disciplinary project teams of staff members from other sections and/or offices within the Firm, and offers significant contributions in the areas of technical development and quality improvement. He also provides continuous follow-up on client relations by maintaining personal contact with the client throughout the duration of a project and following project completion.

REPRESENTATIVE PROJECTS

E2C, Inc., Project Management, Santa Clara, CA, President – Provided technical direction of the company, client contact, client support and the day-to-day scheduling of projects and field assignments. Met with local agencies regarding the implementation of technical directives issued by the various local agencies. Served in the capacity of expert witness on over 20 projects in both the environmental and geological fields. Served as court appointed consultant by the Special Master regarding the remediation of a hydrocarbon-impacted site. Worked directly with the local implementing agency and the counsels for both the property owner and the responsible party. Directed projects that included environmental studies ranging from Phase I Environmental Site Assessments to ground water investigations for both hydrocarbon and volatile organic compounds contamination, as well as geotechnical and geological investigation for commercial and residential development.

Environmental Geotechnical Consultants, Inc., Phase I Environmental Site Assessments, Hayward, CA, Associate – Prepared Phase I Environmental Site Assessments, working with lenders and their specific environmental requirements. Studies included investigation of leaking underground fuel tanks and completion of the associated reports. Performed field studies on sanitary landfill to investigate leachate migration. Performed studies and quarterly monitoring events to comply with the owner's reporting requirements to the State of California.

United Soil Engineering, Inc., Geotechnical and Geological Experience, Santa Clara, CA, Vice President – Performed oversight of projects related to geotechnical and geological reporting. Scheduled field activities both pre and post studies that included field drilling, grading testing, and inspections. Responsible for field work and report preparations for landslide and fault related investigations.

International Engineering Co., Inc., Field Investigations, San Francisco, CA, Associate Engineering Geologist – Assisted in the establishment of a field investigation for the Inga-Shaba, D.C. Transmission Line in Zaire, Africa.

W.A. Wahler & Associates, Field Explorations, Palo Alto, CA, Staff Geologist – Conducted field explorations related to new commercial, industrial, residential and earth dam projects. Performed engineering property testing in the laboratory for final design evaluation. Performed extensive field investigation in Buffalo Creek, WV regarding a coal tailings dam failure, as well as similar studies in the southwest on copper tailings' impoundments.

PROFESSIONAL AFFILIATIONS

Association of Engineering Geologists
San Jose Engineers Club
SABER Society, San Jose State University
American Institute of Architects
California Groundwater Association

APPENDIX E
Topographic Maps

1684-1700 Dell Avenue

1700 Dell Avenue

Campbell, CA 95008

Inquiry Number: 4500346.4

December 28, 2015

EDR Historical Topo Map Report

with QuadMatch™

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

EDR Historical Topo Map Report

12/28/15

Site Name:	**Client Name:**
1684-1700 Dell Avenue	Applied Water Resources Corpo
1700 Dell Avenue	1046 W. Taylor Street
Campbell, CA 95008	San Jose, CA 95126
EDR Inquiry # 4500346.4	Contact: Janelle Amendola

EDR Topographic Map Library has been searched by EDR and maps covering the target property location as provided by Applied Water Resources Corporation were identified for the years listed below. EDR's Historical Topo Map Report is designed to assist professionals in evaluating potential liability on a target property resulting from past activities. EDRs Historical Topo Map Report includes a search of a collection of public and private color historical topographic maps, dating back to the late 1800s.

Search Results:		***Coordinates:***	
Site Name:	1684-1700 Dell Avenue	**Latitude:**	37.2617 37° 15' 42" North
Address:	1700 Dell Avenue	**Longitude:**	-121.957 -121° 57' 25" West
City,State,Zip:	Campbell, CA 95008	**UTM Zone:**	Zone 10 North
P.O.#	NA	**UTM X Meters:**	592484.40
Project:	1684-1700 Dell Avenue	**UTM Y Meters:**	4124413.94
		Elevation:	251.00' above sea level

Maps Provided:

2012
1980
1973
1968
1961
1953
1899
1897
1889

Topo Sheet Thumbnails

This EDR Topo Map Report is based upon the following USGS topographic map sheets.

2012 Source Sheets

San Jose West
2012
7.5-minute, 24000

Los Gatos
2012
7.5-minute, 24000

1980 Source Sheets

Los Gatos
1980
7.5-minute, 24000
Photo Revised 1980
Aerial Photo Revised 1978

San Jose West
1980
7.5-minute, 24000
Photo Revised 1980
Aerial Photo Revised 1979

1973 Source Sheets

Los Gatos
1973
7.5-minute, 24000
Photo Revised 1973
Aerial Photo Revised 1973

San Jose West
1973
7.5-minute, 24000
Photo Revised 1973
Aerial Photo Revised 1973

1968 Source Sheets

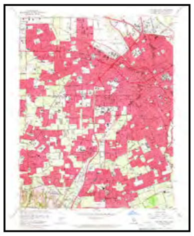
Los Gatos
1968
7.5-minute, 24000
Photo Revised 1968
Aerial Photo Revised 1968

San Jose West
1968
7.5-minute, 24000
Photo Revised 1968
Aerial Photo Revised 1968

Topo Sheet Thumbnails

This EDR Topo Map Report is based upon the following USGS topographic map sheets.

1961 Source Sheets



San Jose West
1961
7.5-minute, 24000
Aerial Photo Revised 1960

1953 Source Sheets

Los Gatos
1953
7.5-minute, 24000
Aerial Photo Revised 1948

San Jose West
1953
7.5-minute, 24000
Aerial Photo Revised 1948

1899 Source Sheets

San Jose
1899
15-minute, 62500

1897 Source Sheets

San Jose
1897
15-minute, 62500

Topo Sheet Thumbnails

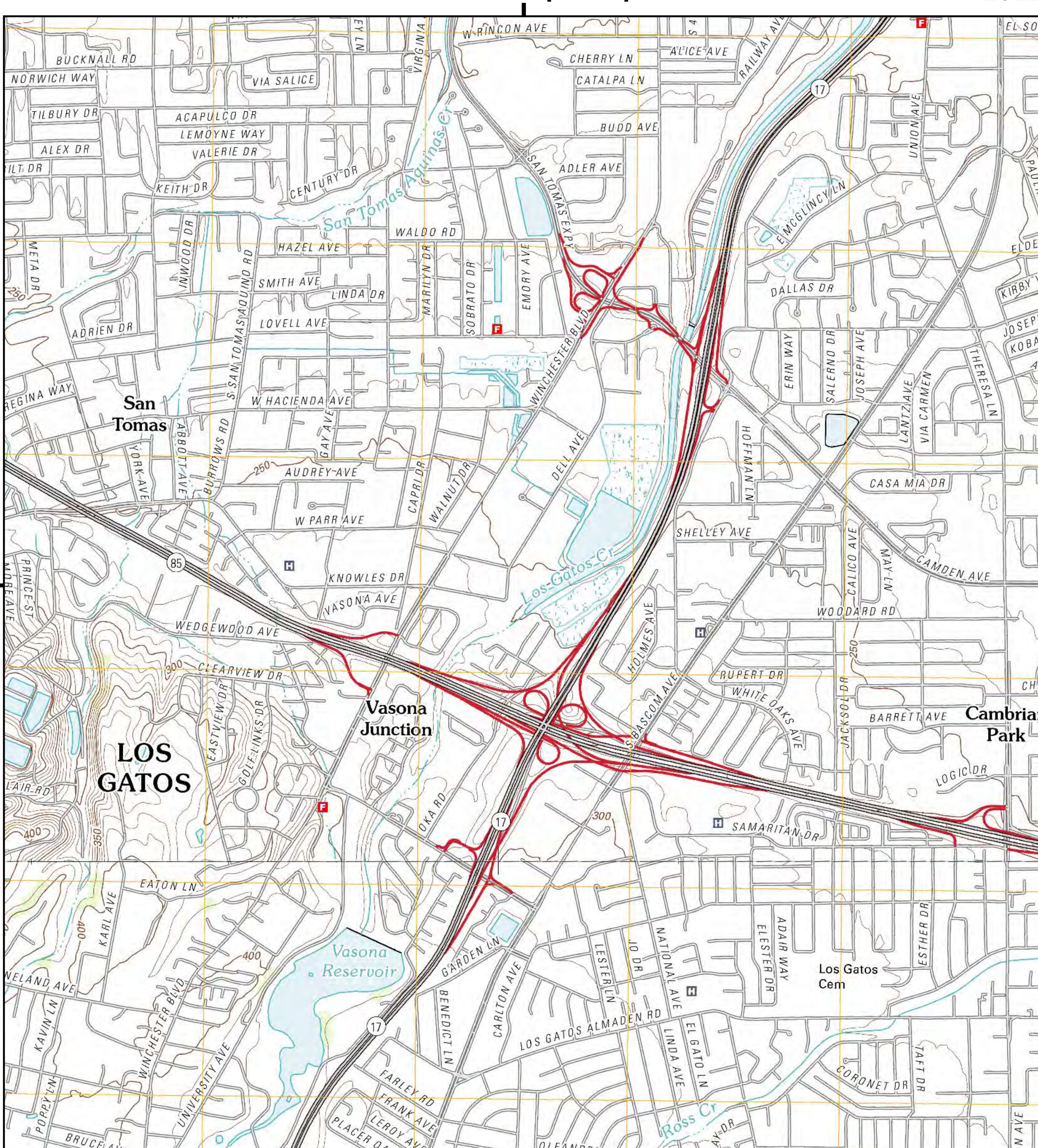
This EDR Topo Map Report is based upon the following USGS topographic map sheets.

1889 Source Sheets

San Jose
1889
15-minute, 62500

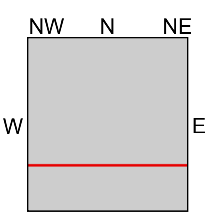
Historical Topo Map

2012



This report includes information from the following map sheet(s).

Miles 0.25 0.5 1 1.5



TP, San Jose West, 2012, 7.5-minute

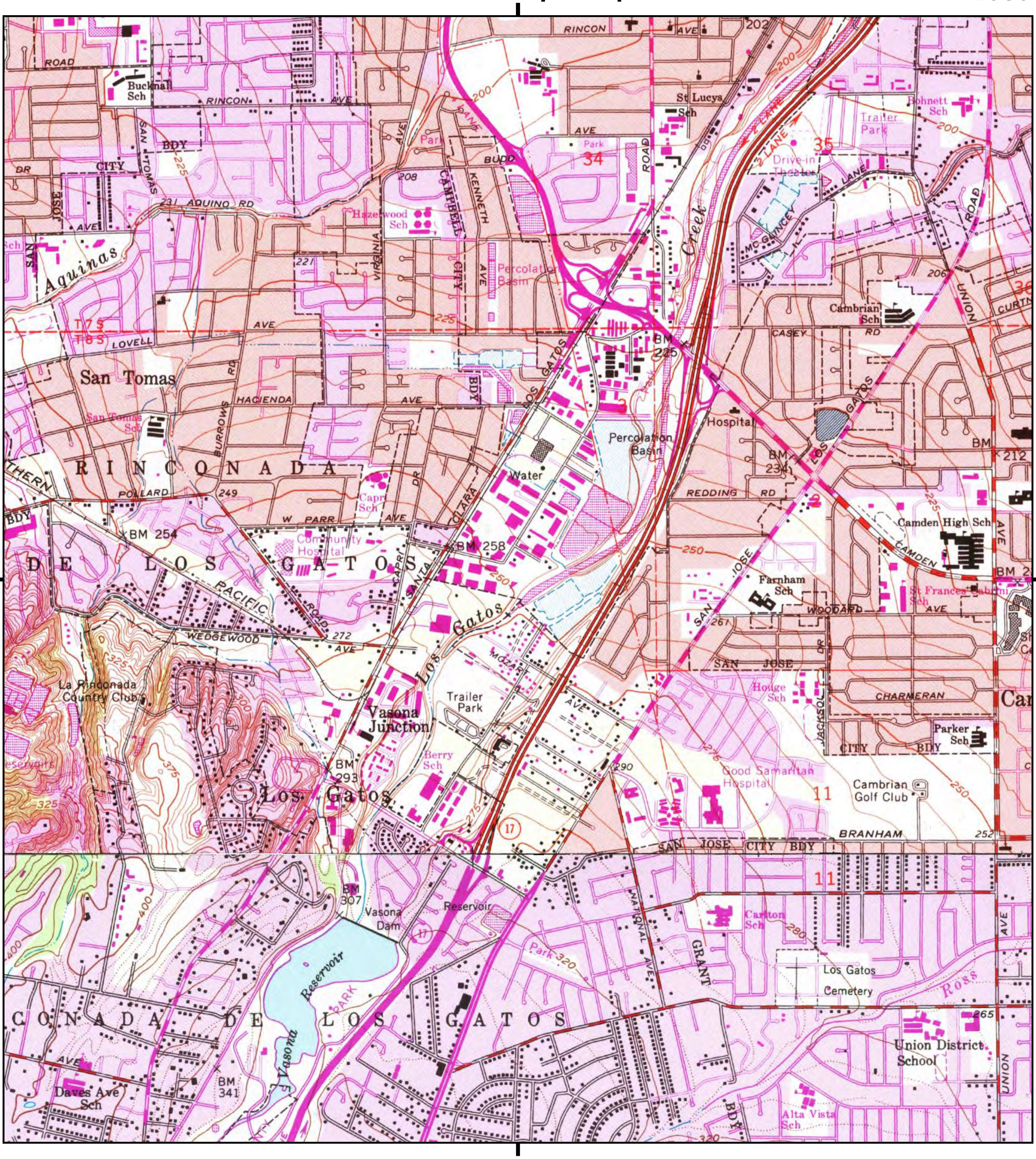
S, Los Gatos, 2012, 7.5-minute

SITE NAME: 1684-1700 Dell Avenue
ADDRESS: 1700 Dell Avenue
Campbell, CA 95008
CLIENT: Applied Water Resources Corporation

N

Historical Topo Map

1980



This report includes information from the following map sheet(s).

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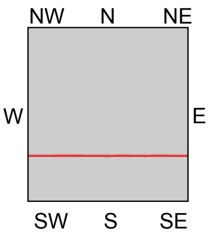


TP, San Jose West, 1980, 7.5-minute

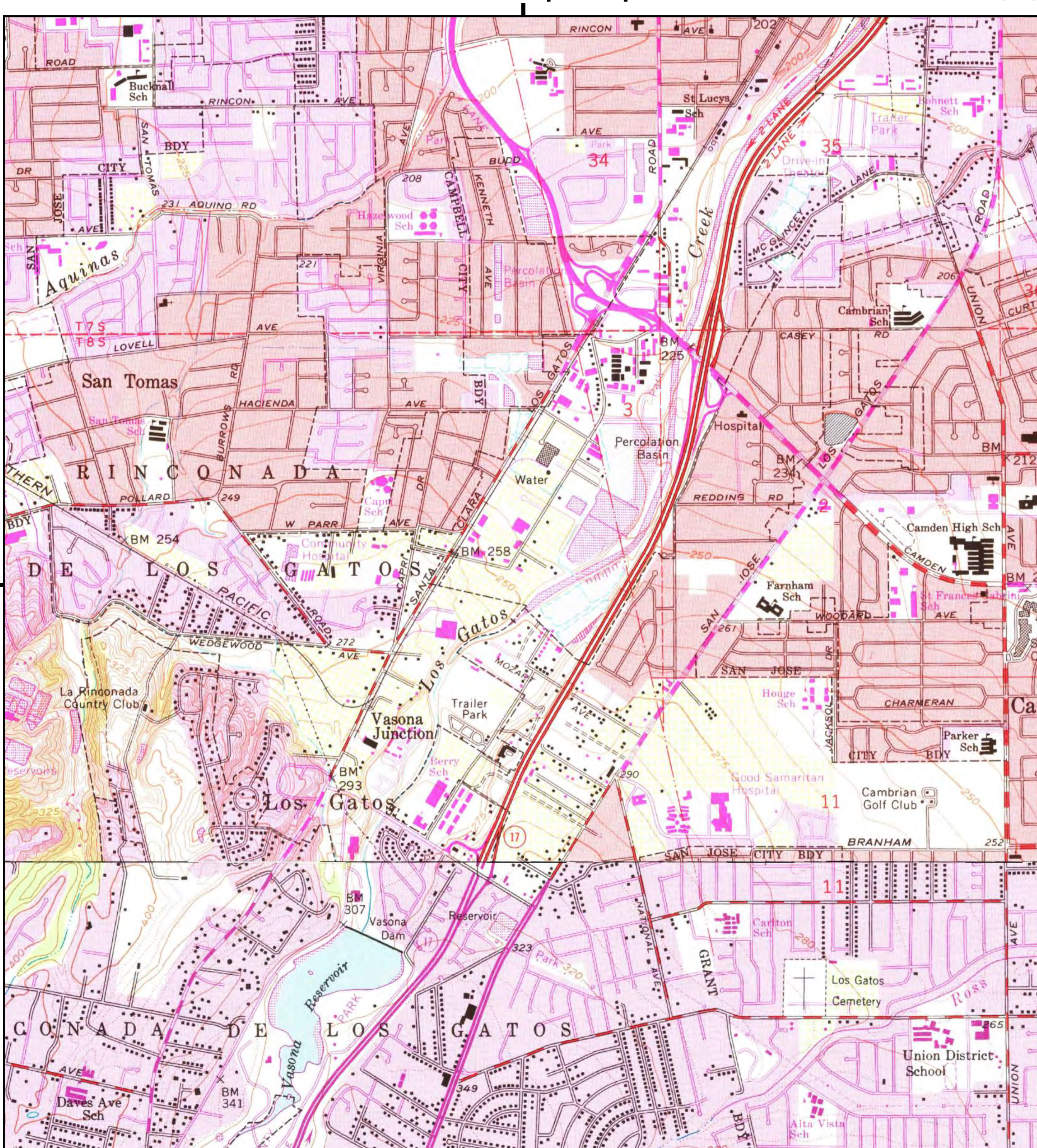
S, Los Gatos, 1980, 7.5-minute

SITE NAME: 1684-1700 Dell Avenue
ADDRESS: 1700 Dell Avenue
Campbell, CA 95008
CLIENT: Applied Water Resources Corporation

N

Historical Topo Map

1973



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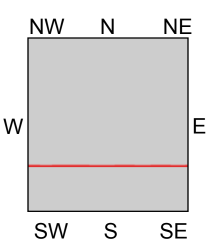


TP, San Jose West, 1973, 7.5-minute

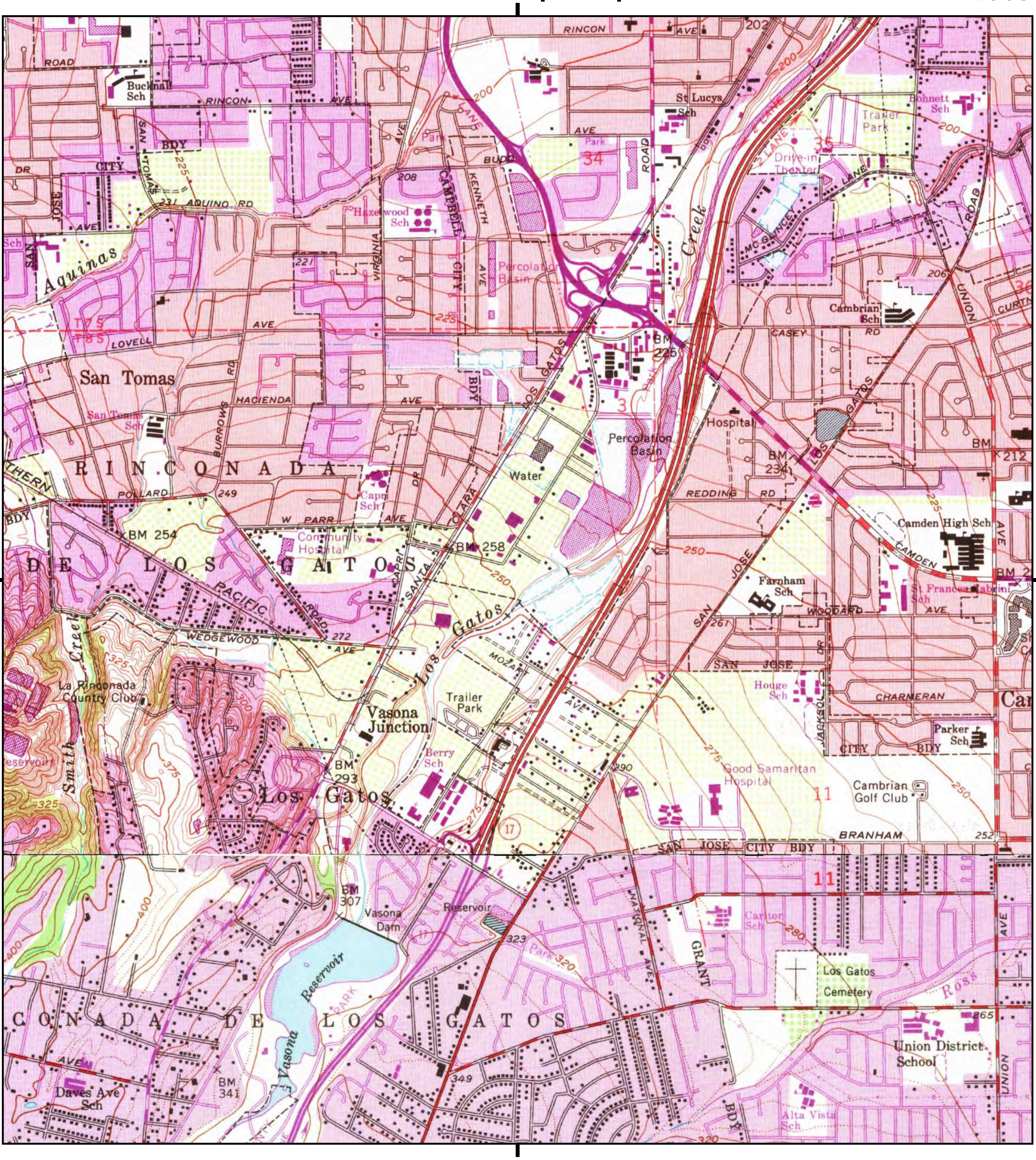
S, Los Gatos, 1973, 7.5-minute

SITE NAME: 1684-1700 Dell Avenue
ADDRESS: 1700 Dell Avenue
Campbell, CA 95008
CLIENT: Applied Water Resources Corporation

N

Historical Topo Map

1968



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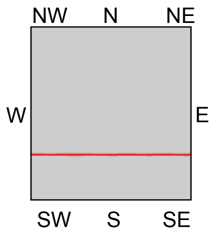
Miles 0.25 0.5 1 1.5



TP, San Jose West, 1968, 7.5-minute

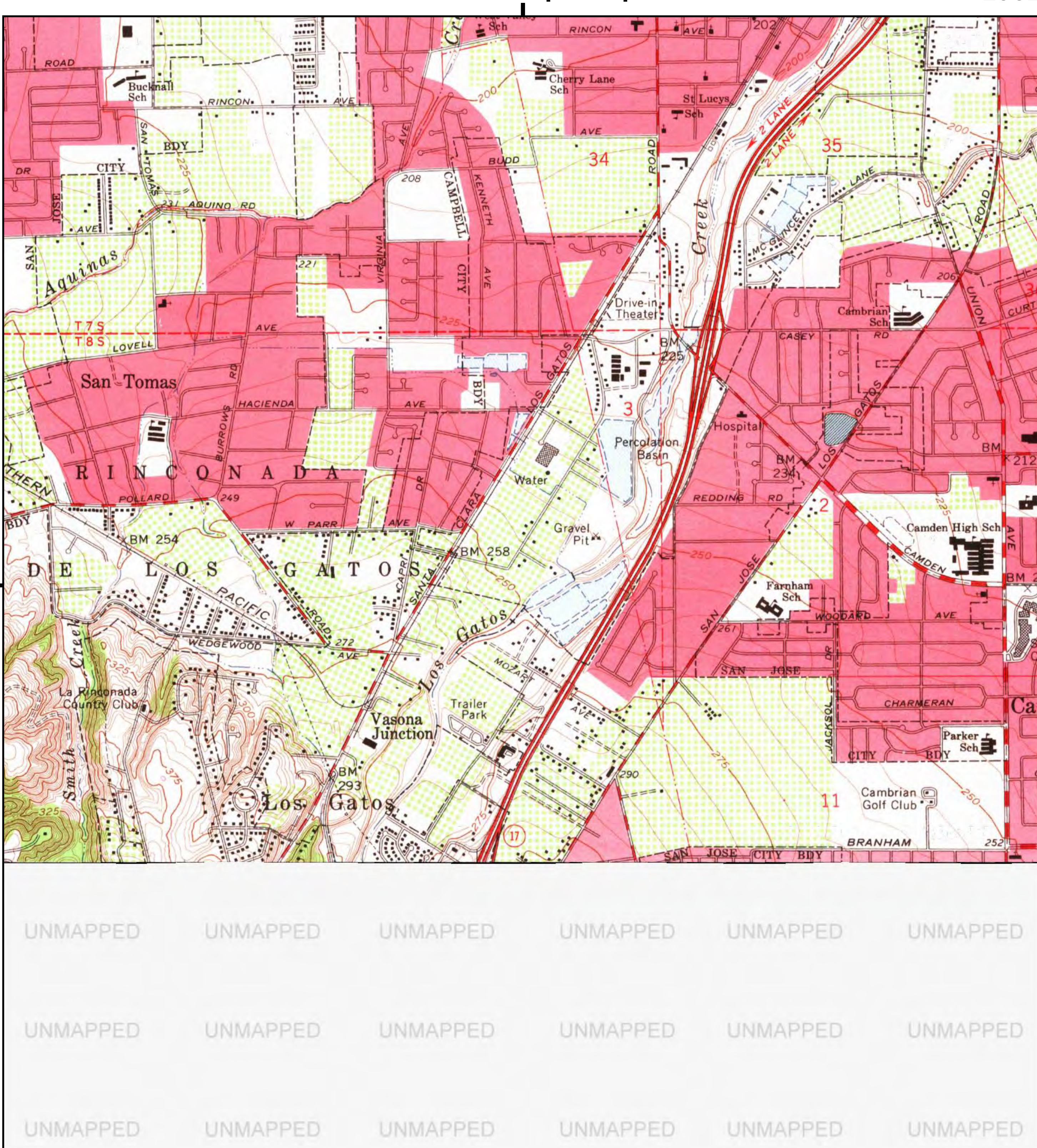
S, Los Gatos, 1968, 7.5-minute

SITE NAME: 1684-1700 Dell Avenue
ADDRESS: 1700 Dell Avenue
Campbell, CA 95008
CLIENT: Applied Water Resources Corporation

N

Historical Topo Map

1961



This report includes information from the following map sheet(s).

Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

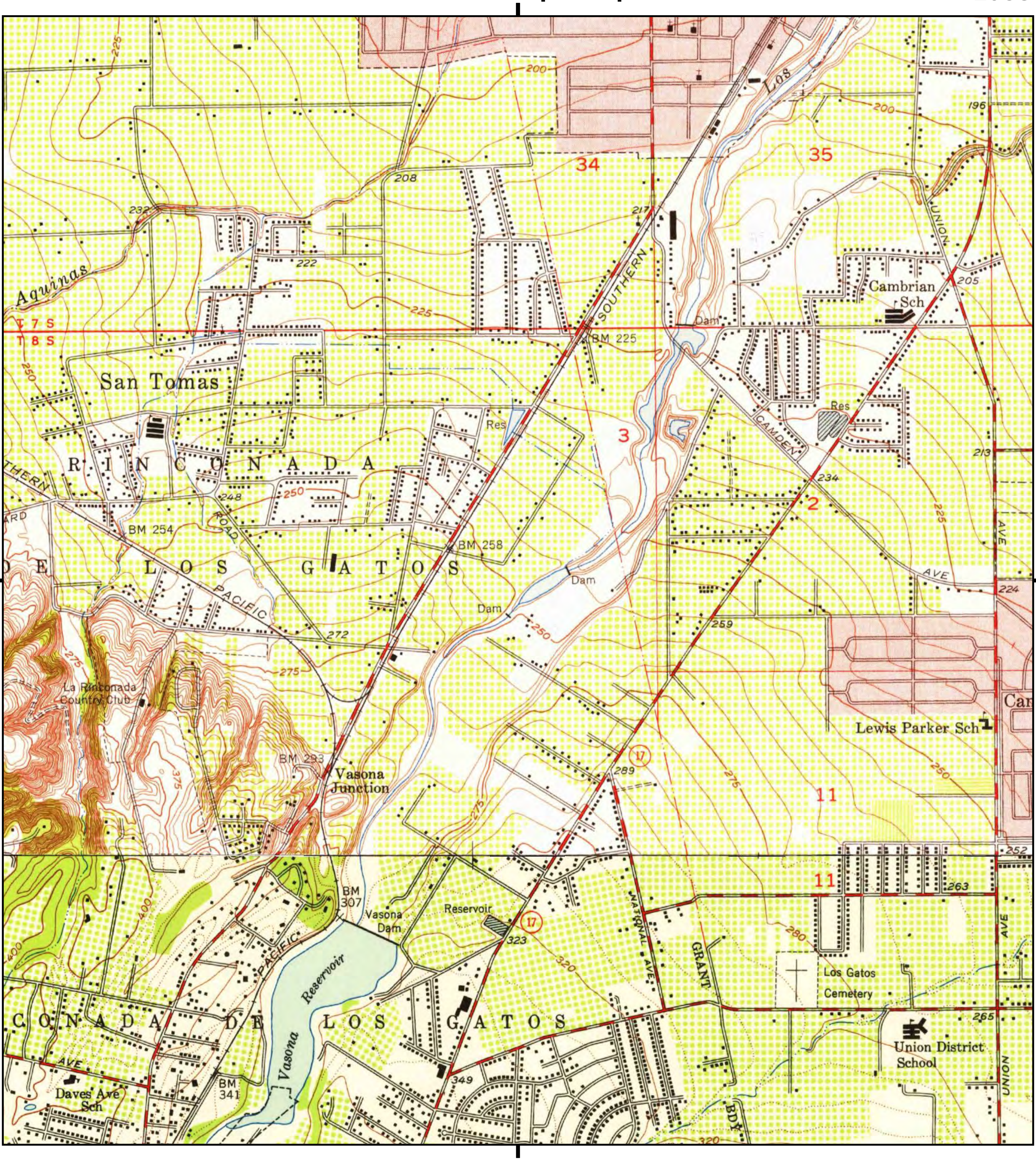
TP, San Jose West, 1961, 7.5-minute

SITE NAME: 1684-1700 Dell Avenue
ADDRESS: 1700 Dell Avenue
Campbell, CA 95008
CLIENT: Applied Water Resources Corporation

N

Historical Topo Map

1953



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Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

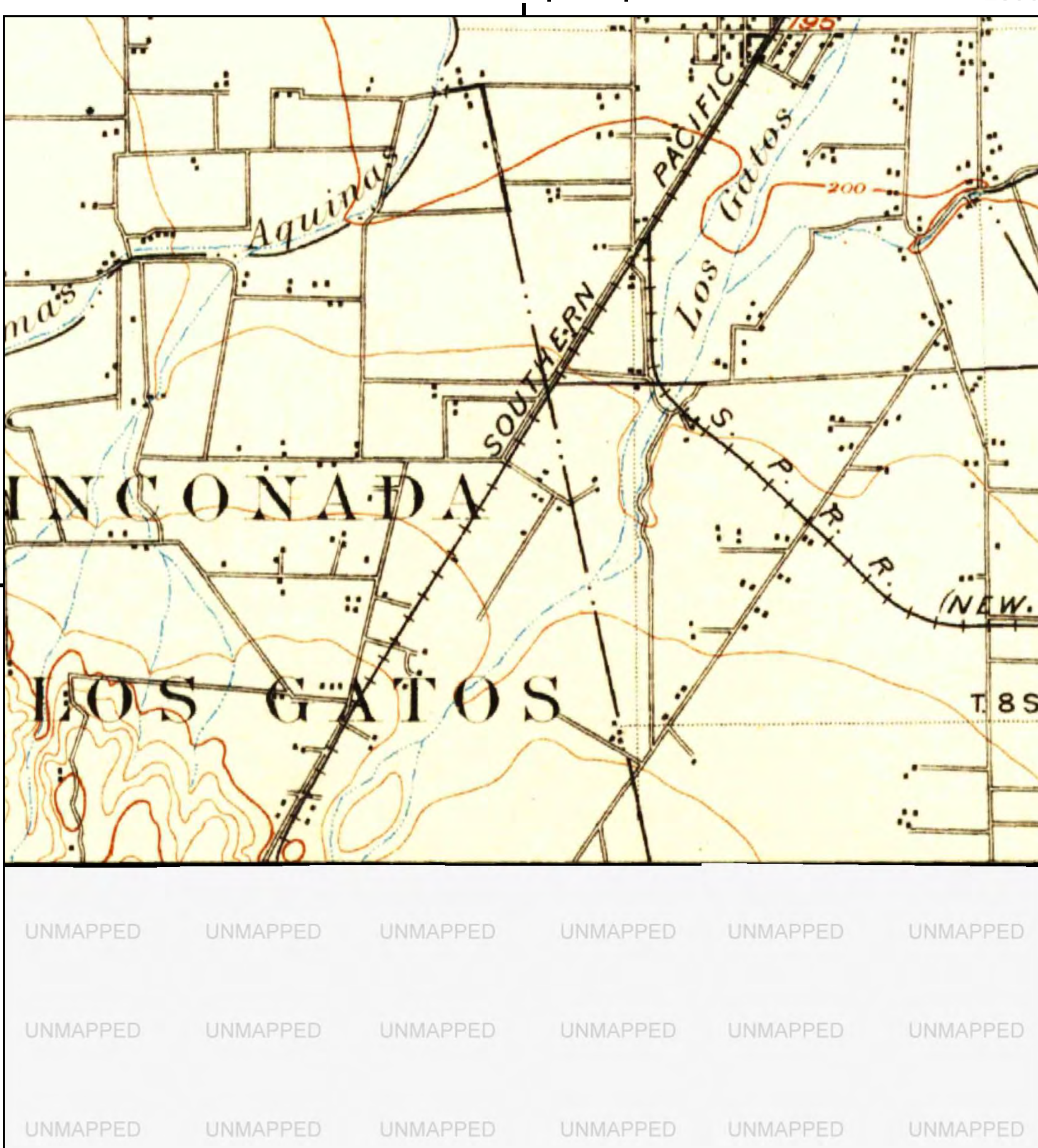
TP, San Jose West, 1953, 7.5-minute

S, Los Gatos, 1953, 7.5-minute

SITE NAME: 1684-1700 Dell Avenue
ADDRESS: 1700 Dell Avenue
Campbell, CA 95008
CLIENT: Applied Water Resources Corporation

N

Historical Topo Map



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Miles 0.25 0.5 1 1.5

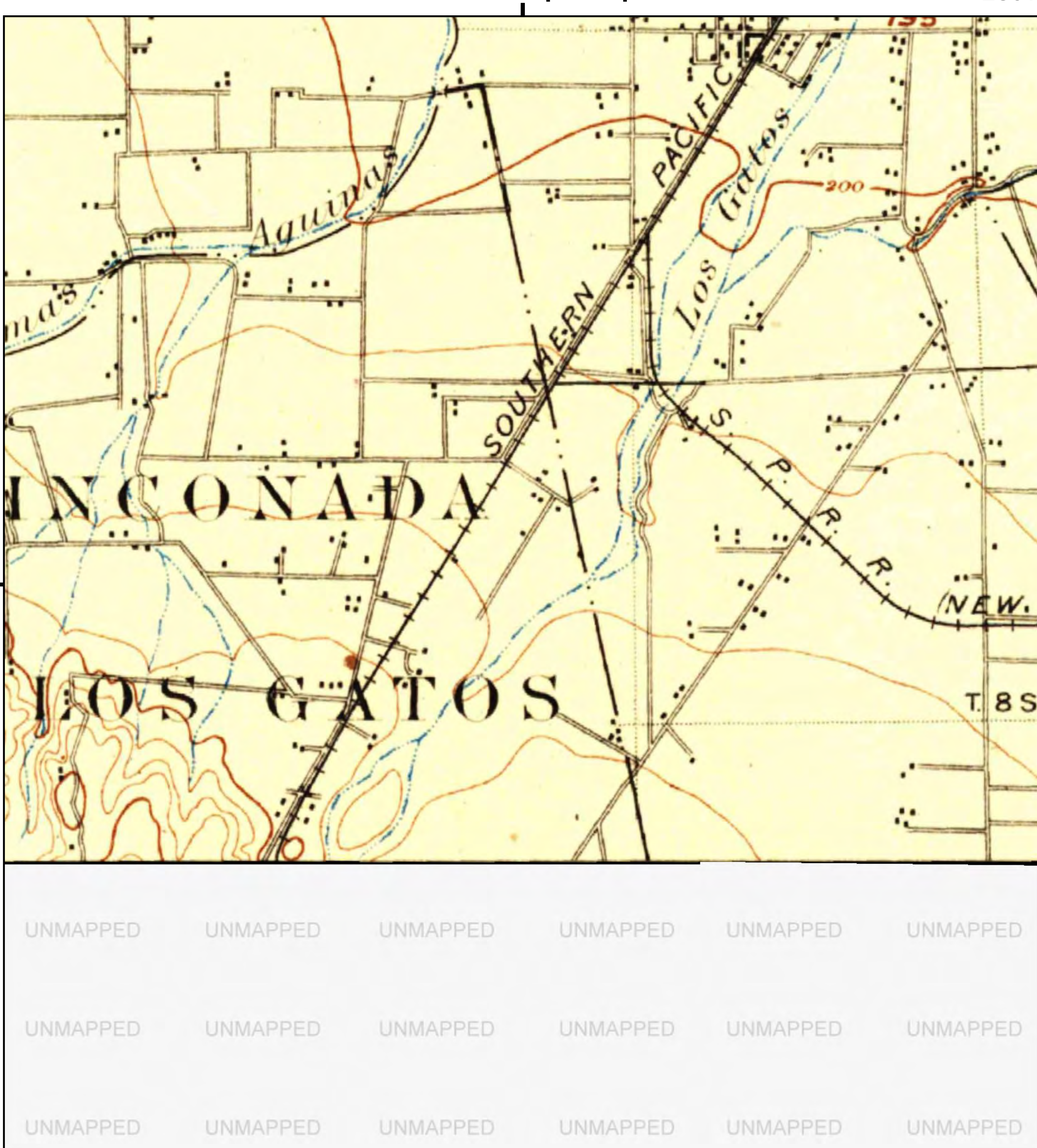
NW N NE
W E
SW S SE

TP, San Jose, 1899, 15-minute

SITE NAME: 1684-1700 Dell Avenue
ADDRESS: 1700 Dell Avenue
Campbell, CA 95008
CLIENT: Applied Water Resources Corporation

Historical Topo Map

1897



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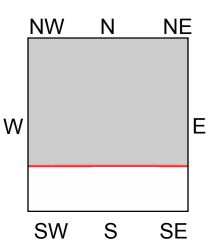
Miles 0.25 0.5 1 1.5



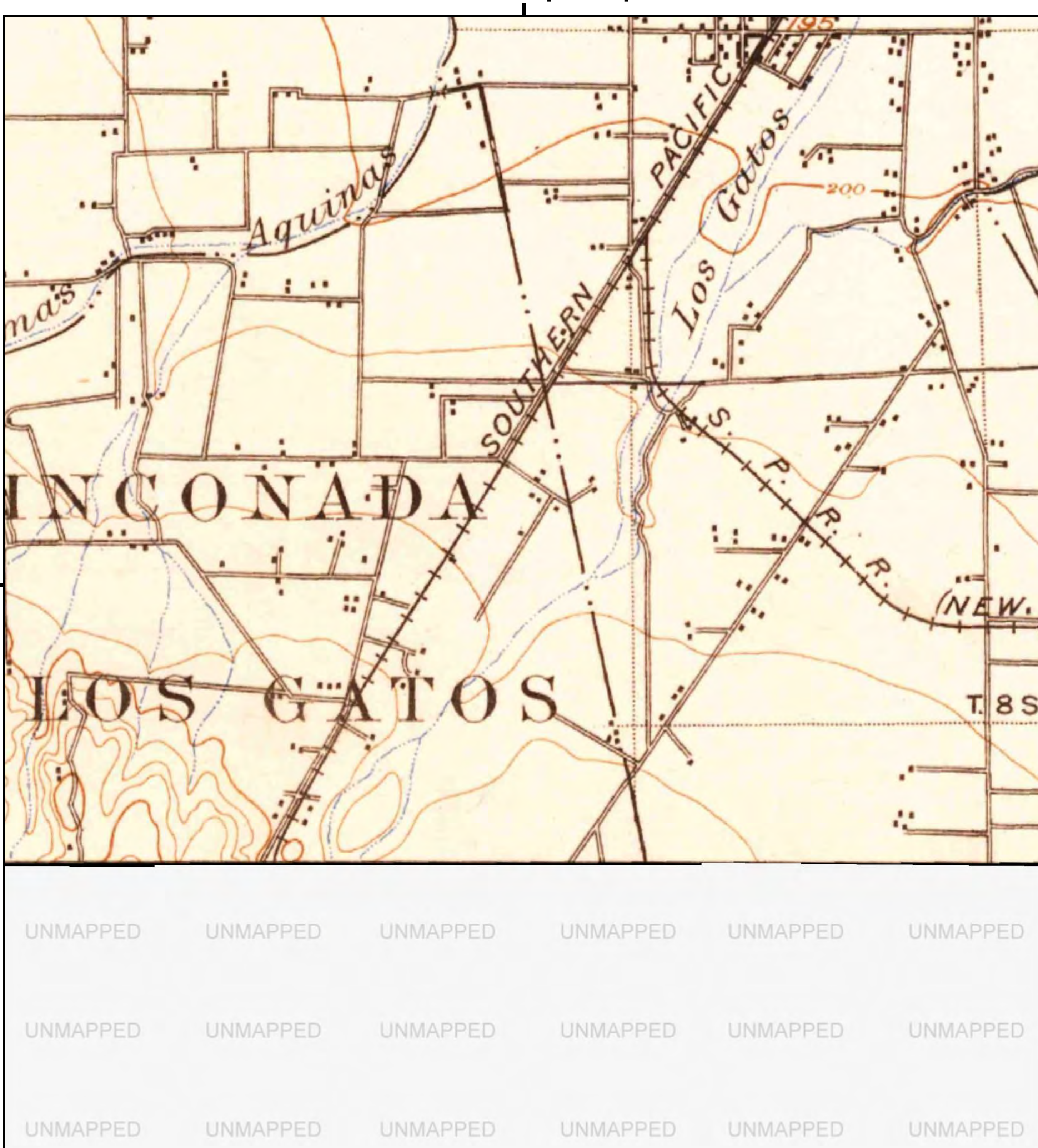
TP, San Jose, 1897, 15-minute

SITE NAME: 1684-1700 Dell Avenue
ADDRESS: 1700 Dell Avenue
Campbell, CA 95008
CLIENT: Applied Water Resources Corporation

N

Historical Topo Map

1889



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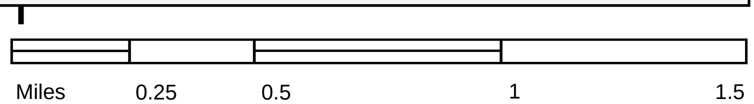

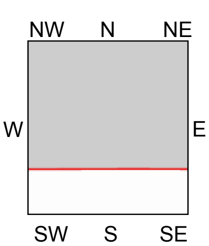

TP, San Jose, 1889, 15-minute

SITE NAME: 1684-1700 Dell Avenue
ADDRESS: 1700 Dell Avenue
Campbell, CA 95008
CLIENT: Applied Water Resources Corporation

APPENDIX F

Aerial Photographs

1684-1700 Dell Avenue
1700 Dell Avenue
Campbell, CA 95008

Inquiry Number: 4500346.12
December 28, 2015

The EDR Aerial Photo Decade Package

EDR®

6 Armstrong Road, 4th Floor
Shelton, Connecticut 06484
Toll Free: 800.352.0050
www.edrnet.com

EDR Aerial Photo Decade Package

Environmental Data Resources, Inc. (EDR) Aerial Photo Decade Package is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's professional researchers provide digitally reproduced historical aerial photographs, and when available, provide one photo per decade.

When delivered electronically by EDR, the aerial photo images included with this report are for ONE TIME USE ONLY. Further reproduction of these aerial photo images is prohibited without permission from EDR. For more information contact your EDR Account Executive.

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

Date EDR Searched Historical Sources:
Aerial Photography December 28, 2015

Target Property:
1700 Dell Avenue
Campbell, CA 95008

Year	***Scale***	***Details***	***Source***
1939	Aerial Photograph. Scale: 1"=500'	Flight Year: 1939	USGS
1948	Aerial Photograph. Scale: 1"=500'	Flight Year: 1948	USGS
1950	Aerial Photograph. Scale: 1"=500'	Flight Year: 1950	USGS
1956	Aerial Photograph. Scale: 1"=500'	Flight Year: 1956	USGS
1968	Aerial Photograph. Scale: 1"=500'	Flight Year: 1968	USGS
1974	Aerial Photograph. Scale: 1"=500'	Flight Year: 1974	USGS
1982	Aerial Photograph. Scale: 1"=500'	Flight Year: 1982	USGS
1993	Aerial Photograph. Scale: 1"=500'	/DOQQ - acquisition dates: 1993	USGS/DOQQ
2005	Aerial Photograph. Scale: 1"=500'	Flight Year: 2005	USDA/NAIP
2006	Aerial Photograph. Scale: 1"=500'	Flight Year: 2006	USDA/NAIP
2009	Aerial Photograph. Scale: 1"=500'	Flight Year: 2009	USDA/NAIP
2010	Aerial Photograph. Scale: 1"=500'	Flight Year: 2010	USDA/NAIP
2012	Aerial Photograph. Scale: 1"=500'	Flight Year: 2012	USDA/NAIP

INQUIRY #: 4500346.12

YEAR: 1939

= 500'

N

EDR


INQUIRY #: 4500346.12
YEAR: 1948
= 500'
N
EDR


INQUIRY #: 4500346.12
YEAR: 1950
= 500'
N
EDR

INQUIRY #: 4500346.12

YEAR: 1956

= 500'

N

INQUIRY #: 4500346.12

YEAR: 1968

= 500'

N

EDR

INQUIRY #: 4500346.12

YEAR: 1974

= 500'

N

EDR


INQUIRY #: 4500346.12
YEAR: 1982
= 500'
N
EDR

INQUIRY #: 4500346.12

YEAR: 1993

= 500'

N

EDR

INQUIRY #: 4500346.12

YEAR: 2005

= 500'

N


INQUIRY #: 4500346.12
YEAR: 2006
= 500'
N
EDR

INQUIRY #: 4500346.12

YEAR: 2009

= 500'

N

EDR


INQUIRY #: 4500346.12
YEAR: 2010
= 500'
N
EDR

INQUIRY #: 4500346.12

YEAR: 2012

= 500'

N

EDR

APPENDIX G
Sanborn Fire Insurance Maps

1684-1700 Dell Avenue

1700 Dell Avenue

Campbell, CA 95008

Inquiry Number: 4500346.3

December 28, 2015

Certified Sanborn® Map Report

EDR®

6 Armstrong Road, 4th Floor
Shelton, Connecticut 06484
Toll Free: 800.352.0050
www.edrnet.com

Certified Sanborn® Map Report

12/28/15

Site Name:	Client Name:
1684-1700 Dell Avenue	Applied Water Resources
1700 Dell Avenue	1046 W. Taylor Street
Campbell, CA 95008	San Jose, CA 95126
EDR Inquiry # 4500346.3	Contact: Janelle Amendola

The Sanborn Library has been searched by EDR and maps covering the target property location as provided by Applied Water Resources Corporation were identified for the years listed below. The Sanborn Library is the largest, most complete collection of fire insurance maps. The collection includes maps from Sanborn, Bromley, Perris & Browne, Hopkins, Barlow, and others. Only Environmental Data Resources Inc. (EDR) is authorized to grant rights for commercial reproduction of maps by the Sanborn Library LLC, the copyright holder for the collection. Results can be authenticated by visiting www.edrnet.com/sanborn.

The Sanborn Library is continually enhanced with newly identified map archives. This report accesses all maps in the collection as of the day this report was generated.

Certified Sanborn Results:

Site Name: 1684-1700 Dell Avenue
Address: 1700 Dell Avenue
City, State, Zip: Campbell, CA 95008
Cross Street:
P.O. # NA
Project: 1684-1700 Dell Avenue
Certification # 31DF-450D-A7BA

Sanborn® Library search results
Certification # 31DF-450D-A7BA

UNMAPPED PROPERTY

This report certifies that the complete holdings of the Sanborn Library, LLC collection have been searched based on client supplied target property information, and fire insurance maps covering the target property were not found.

The Sanborn Library includes more than 1.2 million fire insurance maps from Sanborn, Bromley, Perris & Browne, Hopkins, Barlow and others which track historical property usage in approximately 12,000 American cities and towns. Collections searched:

- ✔ Library of Congress
- ✔ University Publications of America
- ✔ EDR Private Collection

The Sanborn Library LLC Since 1866™

Limited Permission To Make Copies

Applied Water Resources Corporation (the client) is permitted to make up to FIVE photocopies of this Sanborn Map transmittal and each fire insurance map accompanying this report solely for the limited use of its customer. No one other than the client is authorized to make copies. Upon request made directly to an EDR Account Executive, the client may be permitted to make a limited number of additional photocopies. This permission is conditioned upon compliance by the client, its customer and their agents with EDR's copyright policy; a copy of which is available upon request.

APPENDIX H
City Directories

1684-1700 Dell Avenue
1700 Dell Avenue
Campbell, CA 95008

Inquiry Number: 4500346.5
December 28, 2015

The EDR-City Directory Abstract

Environmental Data Resources Inc

6 Armstrong Road
Shelton, CT 06484
800.352.0050
www.edrnet.com

TABLE OF CONTENTS

SECTION

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

EXECUTIVE SUMMARY

DESCRIPTION

Environmental Data Resources, Inc.'s (EDR) City Directory Abstract is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's City Directory Abstract includes a search and abstract of available city directory data. For each address, the directory lists the name of the corresponding occupant at five year intervals.

Business directories including city, cross reference and telephone directories were reviewed, if available, at approximately five year intervals for the years spanning 1922 through 2013. This report compiles information gathered in this review by geocoding the latitude and longitude of properties identified and gathering information about properties within 660 feet of the target property.

A summary of the information obtained is provided in the text of this report.

RESEARCH SUMMARY

The following research sources were consulted in the preparation of this report. An "X" indicates where information was identified in the source and provided in this report.

Year	***Source***	***TP***	***Adjoining***	***Text Abstract***	***Source Image***
2013	Cole Information Services	X	X	X	-
2008	Cole Information Services	X	X	X	-
2006	Haines Company, Inc.	-	-	-	-
2001	Haines Company, Inc.	-	X	X	-
	Haines Company, Inc.	X	X	X	-
2000	Haines Company	-	-	-	-
1996	Pacific Bell	-	X	X	-
	Pacific Bell	X	X	X	-
1991	PACIFIC BELL WHITE PAGES	-	X	X	-
	PACIFIC BELL WHITE PAGES	X	X	X	-
1986	Pacific Bell	-	X	X	-
	Pacific Bell	X	X	X	-
1985	Pacific Bell	-	X	X	-
	Pacific Bell	X	X	X	-
1982	Pacific Telephone	-	-	-	-
1980	Pacific Telephone	X	X	X	-
1978	R. L. Polk & Co.	-	-	-	-
1975	Pacific Telephone	X	X	X	-
1974	R. L. Polk Co.	-	X	X	-
1970	R. L. Polk & Co.	-	X	X	-
1968	R. L. Polk Co.	-	-	-	-
1966	R. L. POLK	-	-	-	-
1965	R. L. Polk Co.	-	-	-	-
1964	R. L. Polk & Co.	-	-	-	-
1963	Pacific Telephone	-	X	X	-

EXECUTIVE SUMMARY

Year	*Source*	*TP*	*Adjoining*	*Text Abstract*	*Source Image*
1962	R. L. Polk & Co.	-	-	-	-
1960	R. L. Polk Co.	-	-	-	-
1957	Pacific Telephone	-	X	X	-
	R. L. Polk Co.	-	X	X	-
1955	R. L. Polk Co.	-	-	-	-
1950	R. L. Polk Co.	-	-	-	-
1946	R. L. Polk Co.	-	-	-	-
1945	R. L. Polk & Co.	-	-	-	-
1942	R.L. Polk	-	-	-	-
1940	R. L. Polk Co.	-	-	-	-
1936	R. L. Polk Co.	-	-	-	-
1935	R. L. Polk Co.	-	-	-	-
1931	R. L. Polk Co.	-	-	-	-
1930	R. L. Polk Co.	-	-	-	-
1926	R. L. Polk Co.	-	-	-	-
1925	R. L. Polk Co. of California	-	-	-	-
1922	R. L. Polk Co.	-	-	-	-

EXECUTIVE SUMMARY

SELECTED ADDRESSES

The following addresses were selected by the client, for EDR to research. An "X" indicates where information was identified.

Address	***Type***	***Findings***
1698 Dell Avenue	Client Entered	
1696 Dell Avenue	Client Entered	X
1694 Dell Avenue	Client Entered	X
1692 Dell Avenue	Client Entered	X
1690 Dell Avenue	Client Entered	X
1688 Dell Avenue	Client Entered	
1686 Dell Avenue	Client Entered	X
1684 Dell Avenue	Client Entered	X

FINDINGS

TARGET PROPERTY INFORMATION

ADDRESS

1700 Dell Avenue
Campbell, CA 95008

FINDINGS DETAIL

Target Property research detail.

DELL AV CONR TD

1684 DELL AV CONR TD

Year	Uses	Source
1996	NETIVA SOFTWARE INC	Pacific Bell

1686 DELL AV CONR TD

Year	Uses	Source
1996	CYGNET LABORATORIES	Pacific Bell

1690 DELL AV CONR TD

Year	Uses	Source
1996	ADVANCED REMOTE TECHNOLOGIES INC	Pacific Bell

1696 DELL AV CONR TD

Year	Uses	Source
1996	AURA MEMORIES INC	Pacific Bell
	ODDZON PRODUCTS INC	Pacific Bell

1700 DELL AV CONR TD

Year	Uses	Source
1996	PRECEDENCE INC	Pacific Bell

DELL AVE

1684 DELL AVE

Year	Uses	Source
2001	ADAPTIVETELECOM	Haines Company, Inc.
1991	HVE Engineering Inc	PACIFIC BELL WHITE PAGES
1986	HVE Hal Versa Engineering Inc	Pacific Bell

FINDINGS

1686 DELL AVE

Year	Uses	Source
2013	INFINITE Z	Cole Information Services
2001	XXXX PORTERASYSTEMS	Haines Company, Inc.

1688 DELL AVE

Year	Uses	Source
2013	DENTISTAT INC	Cole Information Services
	HOWARD FISCHER ASSOCIATES INC	Cole Information Services
2008	HOWARD FISCHER ASSOCIATES	Cole Information Services
	NETIVA SOFTWARE	Cole Information Services

1690 DELL AVE

Year	Uses	Source
2013	SOUTH BAY DEVELOPMENT COMPANY	Cole Information Services
2008	DELL ASSOCIATES	Cole Information Services
	MP PARTNERSHIP A CL GN PARTNER	Cole Information Services
	SOUTH BAY DEVELOPMENT CO	Cole Information Services
2001	XXXX	Haines Company, Inc.

1692 DELL AVE

Year	Uses	Source
2013	COULOMB TECHNOLOGIES	Cole Information Services
	SPIRLINKS	Cole Information Services
2008	ENGLISH MANAGEMENT & CONSULTING IN	Cole Information Services
	MOBILE DIGITAL MEDICAL INC	Cole Information Services
1985	TANG DONG CHIEN	Pacific Bell

1694 DELL AVE

Year	Uses	Source
2008	CORE OUTPATIENT SERVICES	Cole Information Services
2001	XXXX	Haines Company, Inc.

1696 DELL AVE

Year	Uses	Source
2008	ATRUA TECHNOLOGIES INC	Cole Information Services
	AURA MEMORIES	Cole Information Services
2001	COMMUNITIES IC	Haines Company, Inc.
	NETTAXIONLINE	Haines Company, Inc.

FINDINGS

1700 DELL AVE

Year	Uses	Source
2013	SENSIS CORPORATION	Cole Information Services
2008	CENSUS CORP SEAGULL TECHNOLOGY CENTE	Cole Information Services
	SENSIS CORP	Cole Information Services
	SG SENSORS INC	Cole Information Services
1980	Nuclear Ser Corp	Pacific Telephone
1975	E A HATHAWAY CO	Pacific Telephone
	NUCLEAR SERVICES CORP	Pacific Telephone

Dell Avenue

1684 Dell Avenue

Year	Uses	Source
2001	ADAPTIVETELECOM	Haines Company, Inc.
1991	HVE Engineering Inc	PACIFIC BELL WHITE PAGES
1986	HVE Hal Versa Engineering Inc	Pacific Bell

1686 Dell Avenue

Year	Uses	Source
2001	XXXX PORTERASYSTEMS	Haines Company, Inc.

1688 Dell Avenue

Year	Uses	Source

1690 Dell Avenue

Year	Uses	Source
2001	XXXX	Haines Company, Inc.

1692 Dell Avenue

Year	Uses	Source
1985	TANG DONG CHIEN	Pacific Bell

1694 Dell Avenue

Year	Uses	Source
2001	XXXX	Haines Company, Inc.

1696 Dell Avenue

Year	Uses	Source
2001	COMMUNITIES IC	Haines Company, Inc.

FINDINGS

Year	*Uses*	*Source*
2001	NETTAXIONLINE	Haines Company, Inc.

1698 Dell Avenue

Year	*Uses*	*Source*

DIL AVE

1684 DIL AVE

Year	*Uses*	*Source*
1991	ImagIcon	PACIFIC BELL WHITE PAGES

FINDINGS

ADJOINING PROPERTY DETAIL

The following Adjoining Property addresses were researched for this report. Detailed findings are provided for each address.

DEL AVE

1580 DEL AVE

Year	*Uses*	*Source*
1986	Crocker Developmant Co	Pacific Bell

DELL

1624 DELL

Year	*Uses*	*Source*
1980	Torpe L E	Pacific Telephone

DELL AV CONR TD

1551 DELL AV CONR TD

Year	*Uses*	*Source*
1996	DELUXE CHECK PRINTERS	Pacific Bell

1580 DELL AV CONR TD

Year	*Uses*	*Source*
1996	ZIRCON CORP	Pacific Bell

1600 DELL AV CONR TD

Year	*Uses*	*Source*
1996	S SOUND MINDS TECHNOLOGYINC	Pacific Bell
	H DAVIS RICHARD W INDUSTRIAL DESIGN	Pacific Bell
	B SANDWICH HOUSE DELI	Pacific Bell
	A ALL FORD PARTS	Pacific Bell
	A SOLIDS	Pacific Bell
	A ALL FORD PARTS	Pacific Bell
	E M T INC	Pacific Bell
	A ALL FORD PARTS	Pacific Bell

1610 DELL AV CONR TD

Year	*Uses*	*Source*
1996	A SUMMIT ASSEMBLY	Pacific Bell

FINDINGS

Year	Uses	Source
1996	B ORBITRON COMPUTER PRODUCTS	Pacific Bell
	MANUFACTURING CONCEPT	Pacific Bell
	C MICRO PRECISION MACHINING	Pacific Bell
	E TOM MALLOY UPHOLSTERY	Pacific Bell
	G VAULTLINE INC	Pacific Bell
	I SOURCE 1 X RAY	Pacific Bell
	K A & B FLOOR DESIGNER	Pacific Bell
	L KARSEN CO THE	Pacific Bell
	M ACCU TURN PRECISION MACHINING	Pacific Bell
	M CNC PRECISION MACHINE SHOP	Pacific Bell
	N TRIPLE 0 SYSTEMS INC	Pacific Bell
	P VALUESERVE INTERNET	Pacific Bell
	Q EUROPEAN	Pacific Bell

1624 DELL AV CONR TD

Year	Uses	Source
1996	E FLOW INC	Pacific Bell

1640 DELL AV CONR TD

Year	Uses	Source
1996	JESSEE BROTHERS MACHINE SHOP	Pacific Bell

1660 DELL AV CONR TD

Year	Uses	Source
1996	SIERRA PACIFIC SYSTEMSINC	Pacific Bell

1671 DELL AV CONR TD

Year	Uses	Source
1996	NAYMARK COMMUNICATION INC	Pacific Bell

1711 DELL AV CONR TD

Year	Uses	Source
1996	ALAMAR ELECTRONICS	Pacific Bell

1717 DELL AV CONR TD

Year	Uses	Source
1996	KB COMPUTER WERX INC	Pacific Bell

1719 DELL AV CONR TD

Year	Uses	Source
1996	TONY & ALBAS PIZZA	Pacific Bell

FINDINGS

Year	Uses	Source
1996	& PASTA CORPORATE OFFICE	Pacific Bell

1725 DELL AV CONR TD

Year	Uses	Source
1996	VACCARO TOOL & DIE	Pacific Bell

1731 DELL AV CONR TD

Year	Uses	Source
1996	MURPHYS PRINTING COMPANY	Pacific Bell

1733 DELL AV CONR TD

Year	Uses	Source
1996	PELIO W LESLIE & ASSOCIATES	Pacific Bell

1745 DELL AV CONR TD

Year	Uses	Source
1996	THE ENDEARING SPECIES	Pacific Bell

DELL AVE

1549 DELL AVE

Year	Uses	Source
1963	Brown S A	Pacific Telephone

1551 DELL AVE

Year	Uses	Source
2013	DELUXE CHECK PRINTERS	Cole Information Services
2008	WITHERSPOON INC	Cole Information Services
	DELUXE CORP	Cole Information Services
2001	DELUXE CHECK	Haines Company, Inc.
	PRNTRS DELUXE FINANCIAL	Haines Company, Inc.
	SERVICES	Haines Company, Inc.
1986	Deluxe Check Printers Inc	Pacific Bell
1985	DELUXE CHECK PRINTERS INC	Pacific Bell
1970	De Luxe Check Printers Inc	R. L. Polk & Co.
1963	Kledzik Thad J	Pacific Telephone
	Vasser Billy O	Pacific Telephone
1957	Elliott Edw	R. L. Polk Co.
	ELTITT EDW	Pacific Telephone

FINDINGS

1559 DELL AVE

Year	Uses	Source
2001	XXXX	Haines Company, Inc.

1561 DELL AVE

Year	Uses	Source
1963	Sparaco Kathleen	Pacific Telephone
	Sparaco Anthony	Pacific Telephone

1563 DELL AVE

Year	Uses	Source
1985	WILLIAMS ALFRED TJR	Pacific Bell
1963	Hughes Jas H	Pacific Telephone

1573 DELL AVE

Year	Uses	Source
1975	MAY JOHN R	Pacific Telephone
1963	Mc Coy Walter H	Pacific Telephone
1957	ARGENIO PAUL	Pacific Telephone
	Argenllo Paul	R. L. Polk Co.

1575 DELL AVE

Year	Uses	Source
1975	BELL JAS A	Pacific Telephone
1963	Moore Wm R	Pacific Telephone

1580 DELL AVE

Year	Uses	Source
2013	ZIRCON CORP	Cole Information Services
2008	ZIRCON CORP	Cole Information Services
1991	Zircon Corp	PACIFIC BELL WHITE PAGES
	ZIRCON CORP	PACIFIC BELL WHITE PAGES
1986	American First Aid	Pacific Bell
1985	R L CROCKER INC	Pacific Bell
1980	Doetsch Ralph	Pacific Telephone
	Doetsch Jos	Pacific Telephone
1975	DOETSCH RALPH	Pacific Telephone
1974	Doetsch Ralph	R. L. Polk Co.
1970	Doetsch Ralph	R. L. Polk & Co.
1963	Doetsch Ralph	Pacific Telephone

FINDINGS

1582 DELL AVE

Year	Uses	Source
1985	RAIDER N	Pacific Bell
1975	DE LAPAZ DESIDORO	Pacific Telephone
1963	Jiminez Esmael	Pacific Telephone

1587 DELL AVE

Year	Uses	Source
2013	UNITED STATES GOVERNMENT	Cole Information Services
2001	XXXX	Haines Company, Inc.
1986	Parke Davis & Co	Pacific Bell
1985	SNOWDEN FENCER CORP	Pacific Bell
	PARKE DAVIS & CO	Pacific Bell
1980	Snowden Pencer Corp	Pacific Telephone
	Parke Davis & Co	Pacific Telephone
1975	SNOWDEN PENCER CORP	Pacific Telephone
	PARKE DAVIS & CO	Pacific Telephone
1970	Snowden Pencer Corp surgical instr mfr	R. L. Polk & Co.
1963	Pesina Lupe	Pacific Telephone
	Pesina Frank	Pacific Telephone
1957	LOPES RONALD C	Pacific Telephone

1589 DELL AVE

Year	Uses	Source
1963	Mexicano Carlos	Pacific Telephone
	Mexicano Ruth	Pacific Telephone
1957	VANBIBER F D	Pacific Telephone

1596 DELL AVE

Year	Uses	Source
1957	ALLEN MADGEMRS	Pacific Telephone
	Allen Madge Mrs	R. L. Polk Co.

1598 DELL AVE

Year	Uses	Source
1975	HERSMAN GEO	Pacific Telephone
1963	Barraza Barbara	Pacific Telephone

1600 DELL AVE

Year	Uses	Source
2013	MR CS CATERING & KITCHEN RENTAL	Cole Information Services

FINDINGS

Year	*Uses*	*Source*
2013	GLOBAL IMAGINATION	Cole Information Services
	EXTREME FITNESS & SPORTS	Cole Information Services
	PETER LYON GENERAL CONTRACTOR	Cole Information Services
	ALL FORD PARTS	Cole Information Services
	ALL FORD PARTS 190948	Cole Information Services
	SOLIDS	Cole Information Services
2008	MEDINA ENGINEERING	Cole Information Services
	LAZEEZ	Cole Information Services
	QUADMATION INC	Cole Information Services
	SOLIDS	Cole Information Services
	ALL FORD PARTS	Cole Information Services
	SUPERGATE TECHNOLOGY	Cole Information Services
	WILLIAM PERRY	Cole Information Services
1991	EM Tine	PACIFIC BELL WHITE PAGES
	Davis Richard W Industrial Design	PACIFIC BELL WHITE PAGES
	E M TINE	PACIFIC BELL WHITE PAGES
	DAVIS RICHARD W INDUSTRIAL DESIGN	PACIFIC BELL WHITE PAGES
	FIREHOUSE WEST	PACIFIC BELL WHITE PAGES
	Firehouse West	PACIFIC BELL WHITE PAGES
	olds	PACIFIC BELL WHITE PAGES
	SOLECTRON	PACIFIC BELL WHITE PAGES
1985	PACER TECHNOLOGY & RESOURCES INC	Pacific Bell
1980	Garrett A D	Pacific Telephone
	arrett Bernaard	Pacific Telephone
	PACER TECHNOLOGY & RESOURCES INC	Pacific Telephone
	Howie Edward G	Pacific Telephone
1975	BIGGAM ENTERPRISES	Pacific Telephone
	CARRIAGE TRADE CARPETS INC	Pacific Telephone
	MESL CORP	Pacific Telephone
	MESL Corp	Pacific Telephone

1603 DELL AVE

Year	*Uses*	*Source*
1963	Owen Reva F	Pacific Telephone
	Owen Spencer	Pacific Telephone

FINDINGS

1610 DELL AVE

Year	***Uses***	***Source***
2013	A1 ON TRACK SLIDING DOOR REPAIR & I	Cole Information Services
	EUGENE MITCHELL NAZZISI	Cole Information Services
	SARATOGA BUILDERS	Cole Information Services
	OLYMPIAN SOFTBALL SCHOOL	Cole Information Services
	DAVES AUTO GLASS SHOP	Cole Information Services
	SMALL WORLD SCHOOLS	Cole Information Services
	SOURCE 1 XRAY	Cole Information Services
	BUILDING & BEYOND INC	Cole Information Services
	ELECTRIC INFINITE	Cole Information Services
	GREEN OFFICE SUPPLIES	Cole Information Services
	ENTRABASE INC	Cole Information Services
	IMTECH	Cole Information Services
	VACUUM BARRIER ALLIANCE	Cole Information Services
	CALVAND & COMPANY	Cole Information Services
	WINGO ELECTRIC COMPANY INC	Cole Information Services
	CORPORATE WEST COMPUTER SYSTEMS	Cole Information Services
	PETER LYON GENERAL CONTRACTOR INC	Cole Information Services
	ROCKTAPE INC	Cole Information Services
	TE SCHMIDT & SONS	Cole Information Services
2008	SUMMIT ASSEMBLY INC	Cole Information Services
	TARKA INC	Cole Information Services
	SURFACE MOUNT SOLUTIONS	Cole Information Services
	PETER LYON GENERAL CONTRACTOR INC	Cole Information Services
	SOUTH VALLEY DESIGN	Cole Information Services
	VACUUM BARRIER ALLIANCE INC	Cole Information Services
	CORPORATE WEST INC	Cole Information Services
	CORPORATE WEST COMPUTER SYSTEMS INC	Cole Information Services
	SMALL WORLD SCHOOLS	Cole Information Services
	ENTRABASE	Cole Information Services
	OUT DOOR LIGHTING PERSPECTIVES	Cole Information Services
	GREEN OFFICE SUPPLIES	Cole Information Services
2001	BUILDING BRIGHTSTAROESIGN	Haines Company, Inc.
	CHIREYNOLDSELEC	Haines Company, Inc.
	COMMUNTIONS CABINETSHOPPETHE	Haines Company, Inc.

FINDINGS

Year	*Uses*	*Source*
2001	CAGLEELECTRIC	Haines Company, Inc.
	ODEDICATED CIRCUITS	Haines Company, Inc.
	ELECTRIC CO DEOICATED CIRCUITS	Haines Company, Inc.
	ELECTRIC CO HOME IMPROVEMENT	Haines Company, Inc.
	COMPANY MICRO PRCSH	Haines Company, Inc.
	MACHNG SOURCE 1 XRAY	Haines Company, Inc.
	SOUTH VLY DESIGN	Haines Company, Inc.
	SUMMIT ASSEMBLY	Haines Company, Inc.
	THECABINETSHOPPE	Haines Company, Inc.
1991	A B TE RMITE CON TROL GE N E RAL CON TRACTORS IN C	PACIFIC BELL WHITE PAGES
	BUILDERS SOURCE BOOK	PACIFIC BELL WHITE PAGES
	CN C PRECISION MACHINE SHOP	PACIFIC BELL WHITE PAGES
	COPYFARM	PACIFIC BELL WHITE PAGES
	DAVARI DI IAOCO	PACIFIC BELL WHITE PAGES
	DEVASHER PRINTING	PACIFIC BELL WHITE PAGES
	FRANK DAVID B	PACIFIC BELL WHITE PAGES
	HEIGHTEN MFG	PACIFIC BELL WHITE PAGES
	ROCKY S WIRFE DM	PACIFIC BELL WHITE PAGES
	SPLICHAL AJ	PACIFIC BELL WHITE PAGES
	A B TERMITE CONTROL GENERAL CONTRACTORSINC	PACIFIC BELL WHITE PAGES
	Builders Source Book	PACIFIC BELL WHITE PAGES
	CNC Precision Machine Shop	PACIFIC BELL WHITE PAGES
	Copyfarm	PACIFIC BELL WHITE PAGES
	Davari Di Iaoco	PACIFIC BELL WHITE PAGES
	Davco	PACIFIC BELL WHITE PAGES
	Devasher Printing	PACIFIC BELL WHITE PAGES
	Frank David B	PACIFIC BELL WHITE PAGES
	Heighten Mfg	PACIFIC BELL WHITE PAGES
	Rockys Wirfe DM	PACIFIC BELL WHITE PAGES
	Splichal AJ	PACIFIC BELL WHITE PAGES
	CALIFORN IA AUTO TIN TIN G & POLIS HIN G IN C	PACIFIC BELL WHITE PAGES
1986	Weimer Machining	Pacific Bell
	A B Termite Control General Contractors Inc	Pacific Bell
	Catalyst Eequlpment Corp	Pacific Bell
	Catalyst Equipment Corp	Pacific Bell
	Conragan Systems Company	Pacific Bell

FINDINGS

Year	Uses	Source
1986	Falco Pacific	Pacific Bell
	Haldan Distributors	Pacific Bell
	Hi Tech Engineering Services Inc	Pacific Bell
	Semi Gas Systems Nanotech Division	Pacific Bell
1985	CATALYST EQUIPMENT CORP	Pacific Bell
	HAL DAN DISTRIBUTORS	Pacific Bell
	TRU-COLOR CONCEPTS	Pacific Bell
	SOUND PRECISION CASTING	Pacific Bell
1980	A B TERMITE CONTROL GENERAL CONTRACTOR INC	Pacific Telephone
	Ball Electronic Display Division	Pacific Telephone
	JAM Fiberglass Specialists	Pacific Telephone
	Ross Wells Co	Pacific Telephone

1612 DELL AVE

Year	Uses	Source
1957	Mc Campbell Marlyn	R. L. Polk Co.

1614 DELL AVE

Year	Uses	Source
1963	Carrillo Guadalupe D	Pacific Telephone

1617 DELL AVE

Year	Uses	Source
1963	Nelson Jas R	Pacific Telephone

1619 DELL AVE

Year	Uses	Source
1985	SIERRAS FRANK	Pacific Bell
1963	Heid Gene	Pacific Telephone
1957	MARTIN A DUANE	Pacific Telephone
	Martin A Duane	R. L. Polk Co.

1624 DELL AVE

Year	Uses	Source
2013	REAL GOODS SOLAR	Cole Information Services
	MCCALMONT ENGINEERING	Cole Information Services
	ANTARES MICROSYSTEMS	Cole Information Services
2008	ALAN D GLENDAY	Cole Information Services
	PACIFIC ASSOCIATES	Cole Information Services

FINDINGS

Year	Uses	Source
2008	REGRID POWER INC	Cole Information Services
2001	ANTARES	Haines Company, Inc.
	HABINGMchelle	Haines Company, Inc.
	MICROSYSTEMS EESAINC	Haines Company, Inc.
1991	E Flowl Inc	PACIFIC BELL WHITE PAGES
	E-FLOWL INC	PACIFIC BELL WHITE PAGES
1986	Industrial Resource Engineers	Pacific Bell
	Belko Electric Corp	Pacific Bell
1985	INDUSTRIAL RESOURCE ENGINEERS	Pacific Bell
1980	Southbay Properties	Pacific Telephone
	Southbay Construction & Development	Pacific Telephone
	BELKO ELECTRIC CORP	Pacific Telephone
1975	BELKO ELECTRIC CORP	Pacific Telephone
1974	Belko Electric contr	R. L. Polk Co.
1970	Moore Roger	R. L. Polk & Co.
1963	Shimizu Esau	Pacific Telephone

1627 DELL AVE

Year	Uses	Source
1963	Carter Ramon	Pacific Telephone

1628 DELL AVE

Year	Uses	Source
2001	XXXX	Haines Company, Inc.

1629 DELL AVE

Year	Uses	Source
1980	Griffin Toni & Victor	Pacific Telephone

1630 DELL AVE

Year	Uses	Source
1975	INOVONICS INC	Pacific Telephone

1636 DELL AVE

Year	Uses	Source
1980	Garcia Juanita	Pacific Telephone
1963	Lastra Domingo	Pacific Telephone
	Lastra Hector J	Pacific Telephone
	Lastra Jennie	Pacific Telephone
	Lastra Josepha P	Pacific Telephone

FINDINGS

Year	Uses	Source
1963	Lastra Josie	Pacific Telephone
1957	LASTRA CONNIE	Pacific Telephone

1640 DELL AVE

Year	Uses	Source
2013	JESSEE BROTHERS MACHINE SHOP	Cole Information Services
2008	J B PRECISION INC	Cole Information Services
	JESSEE BROTHERS MACHINE SHOP INC	Cole Information Services
2001	JESSEEBROTHERS	Haines Company, Inc.
	MACHINE SHOP	Haines Company, Inc.
	JESSEECHe O	Haines Company, Inc.
1986	A M T	Pacific Bell
	A MT	Pacific Bell
1985	A M T	Pacific Bell
	HENDERSHOT WM LII	Pacific Bell
	EM ASSOCIATES INC	Pacific Bell
1975	FISCHER GORDON C	Pacific Telephone
1974	Fischer Gordon C	R. L. Polk Co.
1970	Fischer Gordon C	R. L. Polk & Co.
1963	Fischer Gordon C	Pacific Telephone

1641 DELL AVE

Year	Uses	Source
1957	CENTOLA EVELYN M	Pacific Telephone
	Centola Evelyn M	R. L. Polk Co.

1643 DELL AVE

Year	Uses	Source
1963	Farnsworth Richard P	Pacific Telephone
	Thoren Elton	Pacific Telephone

1648 DELL AVE

Year	Uses	Source
1963	Villalba Santos	Pacific Telephone
1957	VILLALBA SANTOS	Pacific Telephone
	Villalba Santos	R. L. Polk Co.

FINDINGS

1651 DELL AVE

Year	Uses	Source
1974	De Luxe Check Printers Inc	R. L. Polk Co.

1655 DELL AVE

Year	Uses	Source
1963	Van Dine Howard Lee	Pacific Telephone

1657 DELL AVE

Year	Uses	Source
1963	Catalano Frank	Pacific Telephone
	Catalano Patricia	Pacific Telephone

1660 DELL AVE

Year	Uses	Source
2013	MICHAEL ROBERTS CONSTRUCTION	Cole Information Services
2008	MICHAEL ROBERTS CONSTRUCTION INC	Cole Information Services
2001	ALBERICOGerald	Haines Company, Inc.
1986	G & L Machining	Pacific Bell
1985	G & J QUALITY CABINETS	Pacific Bell
1975	PENA MIGUEL	Pacific Telephone
	G & J QUALITY CABINETS	Pacific Telephone
1974	G & J Qualty Cabinets cabt mkrs	R. L. Polk Co.
1970	G & J Quality Cabinets cabt mkrs	R. L. Polk & Co.
1957	Pena Mike	R. L. Polk Co.
	PENA MIKE	Pacific Telephone

1668 DELL AVE

Year	Uses	Source
1991	West Tace	PACIFIC BELL WHITE PAGES
	WEST TACE	PACIFIC BELL WHITE PAGES

1670 DELL AVE

Year	Uses	Source
2013	MIKES MOBILE AUTO GLASS	Cole Information Services

1671 DELL AVE

Year	Uses	Source
2013	GUGGENHEIM REALTY GROUP INC	Cole Information Services
	SPARC INTERNATIONAL	Cole Information Services
	APPLIED SYSTEMS ENGINEERING INC	Cole Information Services

FINDINGS

Year	Uses	Source
2013	SCIENCE APPLICATIONS INTERNATIL CORP	Cole Information Services
	CO AUTO	Cole Information Services
2008	CO AUTO	Cole Information Services
	METAWAVE COMMUNICATIONS CORP	Cole Information Services
	APPLIED SYSTEMS ENGINEERING INC	Cole Information Services
	NORCAL VOCATIONAL INC	Cole Information Services
	PULPAN ENTERPRISES	Cole Information Services
	NPL ASSOCIATES LLC	Cole Information Services
	SPARC INTERNATIONAL	Cole Information Services
2001	VERIFICATION	Haines Company, Inc.
	SUREFI RE	Haines Company, Inc.
	NORCAL VOCATIONAL	Haines Company, Inc.
	NAYMARKCOMMNCTN	Haines Company, Inc.
	CO AUTO	Haines Company, Inc.
1991	System Administrators	PACIFIC BELL WHITE PAGES
	Lawton School The	PACIFIC BELL WHITE PAGES
	VS L CORPORAT ION	PACIFIC BELL WHITE PAGES
	IMEX Healthcare Inc	PACIFIC BELL WHITE PAGES
	VSL Corporat Ion	PACIFIC BELL WHITE PAGES
	Corporate Ofice	PACIFIC BELL WHITE PAGES
	SYSTEM ADMINISTRATORS	PACIFIC BELL WHITE PAGES
	LAWTON SCHOOL THE	PACIFIC BELL WHITE PAGES
1986	Automation Technology Products	Pacific Bell
	ATP	Pacific Bell
	ATP	Pacific Bell
1985	AUTOMATION TECHNOLOGY PRODUCTS	Pacific Bell
1980	Adda Corp	Pacific Telephone
	ADDACorp	Pacific Telephone

1672 DELL AVE

Year	Uses	Source
1963	Moore Sophie	Pacific Telephone
	Moore Ephron Jr	Pacific Telephone
1957	SHANK LEROY	Pacific Telephone

1677 DELL AVE

Year	Uses	Source
2001	CO CLORTEC	Haines Company, Inc.

FINDINGS

Year	Uses	Source
2001	WINGOWUDOOR CHEMICALSERVICES	Haines Company, Inc.
	ARGONAUT	Haines Company, Inc.

1680 DELL AVE

Year	Uses	Source
2013	NICHOLSON CO THE	Cole Information Services
2008	NICHOLSON BLYTHE L P	Cole Information Services
	350NG LLC	Cole Information Services
	THE NICHOLSON CO	Cole Information Services

1682 DELL AVE

Year	Uses	Source
2008	SPLY	Cole Information Services
	SPIRALINKS INC	Cole Information Services
1963	Goddard Geo	Pacific Telephone
1957	GODDARD GEO	Pacific Telephone
	Goddard Geo	R. L. Polk Co.

1685 DELL AVE

Year	Uses	Source
1975	RIVERA B	Pacific Telephone
1963	Hughes Elizabeth	Pacific Telephone

1687 DELL AVE

Year	Uses	Source
1974	Products Div surgical instr mfr	R. L. Polk Co.
	Parke Davis & Co Medical Surgical	R. L. Polk Co.

1708 DELL AVE

Year	Uses	Source
1980	QUADREX CORP	Pacific Telephone

1711 DELL AVE

Year	Uses	Source
2008	APOGEE TECHNOLOGIES INC	Cole Information Services
	BIG WAVE POWER	Cole Information Services
2001	SYSTEM ATMTN	Haines Company, Inc.
	PHILIPSDIOITAL	Haines Company, Inc.
1991	Data Recall	PACIFIC BELL WHITE PAGES
	TWO-C ELECTRONICS	PACIFIC BELL WHITE PAGES

FINDINGS

Year	Uses	Source
1991	DATA RECALL	PACIFIC BELL WHITE PAGES
	Two C Electronics	PACIFIC BELL WHITE PAGES
	Data Recall	PACIFIC BELL WHITE PAGES
1980	Redlakc Corporation	Pacific Telephone

1715 DELL AVE

Year	Uses	Source
2013	RAMCO TECHNOLOGY	Cole Information Services
	MRL INDUSTRIES	Cole Information Services
	BRUKER NANO INC TMT	Cole Information Services
2008	CETR INC	Cole Information Services
	CENTER FOR TRIBOLOGY	Cole Information Services
2001	XXXX	Haines Company, Inc.
1991	CONRAGAN SYSTEMS COMPANY	PACIFIC BELL WHITE PAGES
	Conragan Systems Company	PACIFIC BELL WHITE PAGES
	Diamond Fence Co Inc	PACIFIC BELL WHITE PAGES
	DIAMOND FENCE CO INC	PACIFIC BELL WHITE PAGES
	OCTAVE SYSTEMS IN	PACIFIC BELL WHITE PAGES

1717 DELL AVE

Year	Uses	Source
2008	SADRA MEDICAL INC	Cole Information Services
2001	BERINGTECHNOLOGY	Haines Company, Inc.
1991	AHEAD TECHNOLOGY	PACIFIC BELL WHITE PAGES
	Ahead Technology	PACIFIC BELL WHITE PAGES
1986	Manufacturing Facility	Pacific Bell
	WIDCOM INC	Pacific Bell
1985	WIDCOM INC	Pacific Bell
1980	Filmamotic Corp	Pacific Telephone

1719 DELL AVE

Year	Uses	Source
2001	PIZZA 9 PASTA OFFICE	Haines Company, Inc.
	TONY 8 ALBAS	Haines Company, Inc.
1980	Seaborn Co	Pacific Telephone
	Discover Technology Inc	Pacific Telephone

1721 DELL AVE

Year	Uses	Source
2001	XXXX	Haines Company, Inc.

FINDINGS

Year	Uses	Source
1991	KOSER D	PACIFIC BELL WHITE PAGES
	Moser Enterprises	PACIFIC BELL WHITE PAGES
	Koser D	PACIFIC BELL WHITE PAGES

1723 DELL AVE

Year	Uses	Source
2001	XXXX	Haines Company, Inc.
1986	Bright Solar Heating Inc	Pacific Bell
1980	Habermacher Co The whse	Pacific Telephone

1725 DELL AVE

Year	Uses	Source
2001	XXXX	Haines Company, Inc.
1991	VACCARO TOOL & DIE	PACIFIC BELL WHITE PAGES
	Vaccaro Tool & Die	PACIFIC BELL WHITE PAGES
1986	MC COID J C MANUFACTURING INC	Pacific Bell
1985	MC COIO J C MANUFACTURING INC	Pacific Bell
1980	Mc Coid J C Manufacturing Inc	Pacific Telephone

1727 DELL AVE

Year	Uses	Source
1991	DENNIS DANIELS CO INC	PACIFIC BELL WHITE PAGES
	Dennis Daniels Co Inc	PACIFIC BELL WHITE PAGES

1729 DELL AVE

Year	Uses	Source
1980	J D Engineering & Associates	Pacific Telephone

1731 DELL AVE

Year	Uses	Source
2013	VANTAGE TECHNOLOGY	Cole Information Services
2001	MURPHYSPRINTING	Haines Company, Inc.
1991	MURPHY S PRINTING COMPANY	PACIFIC BELL WHITE PAGES
	Murphys Printing Company	PACIFIC BELL WHITE PAGES
1986	Murphys Printing Company	Pacific Bell
1985	MURPHY S PRINTING COMPANY	Pacific Bell

1733 DELL AVE

Year	Uses	Source
2001	PELIOWLESLIE&ASC	Haines Company, Inc.

FINDINGS

Year	Uses	Source
1985	PELIO W LESLIE & ASSOCIATES	Pacific Bell
1980	Inovex Inc	Pacific Telephone
	Pelio W Leslie & Associates	Pacific Telephone
	Andrade M L & Associates labis	Pacific Telephone

1735 DELL AVE

Year	Uses	Source
2013	ASSOCIATED TERRA CONSULTANTS	Cole Information Services
2008	ASSOCIATED TERRA CONSULTANTS	Cole Information Services
2001	XXXX	Haines Company, Inc.
1991	JUS TIN IN DUS TRIE S	PACIFIC BELL WHITE PAGES
	JUSTIN INDUSTRIES	PACIFIC BELL WHITE PAGES
1986	JUSTIN INDUSTRIES	Pacific Bell
1985	JUSTIN INDUSTRIES	Pacific Bell
1980	Justin Industries	Pacific Telephone

1737 DELL AVE

Year	Uses	Source
2001	XXXX	Haines Company, Inc.

1739 DELL AVE

Year	Uses	Source
2001	XXXX	Haines Company, Inc.
1980	Machinging Services	Pacific Telephone
	GiS Machined Products	Pacific Telephone

1741 DELL AVE

Year	Uses	Source
1991	AMERICAN TRANSPORTATION TECHNOLOGY CORP	PACIFIC BELL WHITE PAGES
	American Transportation Technology Corp	PACIFIC BELL WHITE PAGES
	American Transportation Technology	PACIFIC BELL WHITE PAGES
1986	Solar Termite Control	Pacific Bell
1980	Machine Sport	Pacific Telephone

1743 DELL AVE

Year	Uses	Source
2001	IN 0 ERC 0 AFT	Haines Company, Inc.
1991	R SJ Machining	PACIFIC BELL WHITE PAGES
	R S J MACHINING	PACIFIC BELL WHITE PAGES

FINDINGS

Year	Uses	Source
1985	MATRICIAN HARRY	Pacific Bell

1745 DELL AVE

Year	Uses	Source
2013	PROSYS INC	Cole Information Services
2008	LUND FINANCIAL CORP	Cole Information Services
	PRODUCT SYSTEMS INC	Cole Information Services
1991	Visatex Corp	PACIFIC BELL WHITE PAGES
	VISATEX CORP	PACIFIC BELL WHITE PAGES
1986	Metrician Harry	Pacific Bell
	Matre Susan J DVM Parktown Veterinary Clinic	Pacific Bell
1985	HABERMACHER CO THE WHSE	Pacific Bell
1980	RP Associates	Pacific Telephone
	Clark Medical Supply	Pacific Telephone

1939 DELL AVE

Year	Uses	Source
2001	XXXX	Haines Company, Inc.

1610P DELL AVE

Year	Uses	Source
1985	BALL ELECTRONIC SYSTEMS DIVISION	Pacific Bell

DIVISION

460 DIVISION

Year	Uses	Source
1996	COLLIMATED HOLES INC	Pacific Bell

466 DIVISION

Year	Uses	Source
1980	American Red Ball Moving Agency Golden State Moving & Storage Co	Pacific Telephone

470 DIVISION

Year	Uses	Source
1996	AQUA DESIGN INC	Pacific Bell

471 DIVISION

Year	Uses	Source
1996	INTELLICHOICE INC	Pacific Bell

FINDINGS

490 DIVISION

Year	***Uses***	***Source***
1996	SKYLINE COMPUTER CORP	Pacific Bell
	DIET NET	Pacific Bell
	SPARTAN COMPUTER	Pacific Bell

492 DIVISION

Year	***Uses***	***Source***
1996	MINT SYSTEMS CORP	Pacific Bell

500 DIVISION

Year	***Uses***	***Source***
1996	SINCLAIR SYSTEMS INTERNATIONAL INC	Pacific Bell

511 DIVISION

Year	***Uses***	***Source***
1996	SOUTH BAY DEVELOPMENT	Pacific Bell

540 DIVISION

Year	***Uses***	***Source***
1996	MOUNTAINGATE ENGINEERING	Pacific Bell

541 DIVISION

Year	***Uses***	***Source***
1996	PANA OEM	Pacific Bell
	PANA PACIFIC CORP	Pacific Bell
	PANA PACIFIC MARKETING	Pacific Bell

546 DIVISION

Year	***Uses***	***Source***
1996	WOLFE JOHN P	Pacific Bell
	ENGINEERING & FABRICATION	Pacific Bell
	ROBINSON ERIC	Pacific Bell

548 DIVISION

Year	***Uses***	***Source***
1996	LARTRONICS INC	Pacific Bell

550 DIVISION

Year	***Uses***	***Source***
1996	PRECISION SYSTEMS INC	Pacific Bell

FINDINGS

560 DIVISION

Year	Uses	Source
1996	VTECH OEM INC	Pacific Bell

561 DIVISION

Year	Uses	Source
1996	HOSMER DORRANCE CORP	Pacific Bell

562 DIVISION

Year	Uses	Source
1996	J M CONSTRUCTION	Pacific Bell

DIVISION ST

460 DIVISION ST

Year	Uses	Source
2013	COLLIMATED HOLES INC	Cole Information Services
2008	COLLIMATED HOLES INC	Cole Information Services
1991	Collimated Holes Inc	PACIFIC BELL WHITE PAGES
	COLLIMATED HOLES INC	PACIFIC BELL WHITE PAGES
1985	COLLIMATED HOLES INC	Pacific Bell

466 DIVISION ST

Year	Uses	Source
1991	CHARMUR PRECISION	PACIFIC BELL WHITE PAGES
	Charmur Precision	PACIFIC BELL WHITE PAGES
1980	GOLDEN STATE MOVING & STORAGE	Pacific Telephone
	GOLDEN STATE MOVING & STORAGE CO	Pacific Telephone

470 DIVISION ST

Year	Uses	Source
2013	PACIFIC COAST FIRE	Cole Information Services
2008	MITSUI & CO INC	Cole Information Services
1991	DYTUS AINC	PACIFIC BELL WHITE PAGES
	AQUA DESIGN INC	PACIFIC BELL WHITE PAGES
	DYTUSAInc	PACIFIC BELL WHITE PAGES
	Aqua Design Inc	PACIFIC BELL WHITE PAGES
1975	WRIGHT R H CO	Pacific Telephone
	SCARDINA BUILDERS INC	Pacific Telephone
	AZTEC BUILDERS INC	Pacific Telephone

FINDINGS

Year	Uses	Source
1975	B & C DRYWALL INC	Pacific Telephone

471 DIVISION ST

Year	Uses	Source
2013	WELLNESS PROS THE	Cole Information Services

477 DIVISION ST

Year	Uses	Source
1991	CPU Corp	PACIFIC BELL WHITE PAGES
	CPU CORP	PACIFIC BELL WHITE PAGES
1980	BMK Inc	Pacific Telephone
1974	Nuclear Services Corp	R. L. Polk Co.
1970	Singer Information Services Co data processing serv	R. L. Polk & Co.

489 DIVISION ST

Year	Uses	Source
2013	NORCAL VOCATIONAL INC	Cole Information Services
1991	ALAMAR ELECTRONICS	PACIFIC BELL WHITE PAGES
	Alamar Electronics	PACIFIC BELL WHITE PAGES
1970	Sterling Home Developers Div Of Shapell Industry	R. L. Polk & Co.

490 DIVISION ST

Year	Uses	Source
2013	SKYLINE ADVANCED TECHNOLOGY SERVICES	Cole Information Services
2008	SKYLINE COMPUTER CORP	Cole Information Services
	SKYLINE	Cole Information Services
	SKYLINE ADVANCED TECHNOLOGY SERVICES	Cole Information Services
1991	Data Envelope & Packaging Inc	PACIFIC BELL WHITE PAGES
	DATA ENVELOPE & PACKAGING INC	PACIFIC BELL WHITE PAGES
1985	OKTEL CORP	Pacific Bell

492 DIVISION ST

Year	Uses	Source
2008	CALIFORNIA FAMILY HEALTH COUNCIL	Cole Information Services
1991	LATHROP E N GIN E E RIN G IN C	PACIFIC BELL WHITE PAGES
	LATHROP ENGINEERING INC	PACIFIC BELL WHITE PAGES

FINDINGS

500 DIVISION ST

Year	*Uses*	*Source*
2013	MECTRONIC NET INC	Cole Information Services
	NEILSEN KULJIAN INC	Cole Information Services
2008	NEILSEN KULJIAN INC	Cole Information Services
	NK TECHNOLOGIES INC	Cole Information Services
1991	LUCERO CABLES INC	PACIFIC BELL WHITE PAGES
	Lucero Cables Inc	PACIFIC BELL WHITE PAGES
1985	ROON ELECTRONICS INC	Pacific Bell

511 DIVISION ST

Year	*Uses*	*Source*
2013	GROUPWARE TECHNOLOGY INC	Cole Information Services
2008	QFORMX LLC	Cole Information Services
1991	S OUTH BAY CON S TRUCTION & DE VE LOPME N T	PACIFIC BELL WHITE PAGES
1985	SOUTH BAY CONSTRUCTION & DEVELOPMENT	Pacific Bell
1975	LUBECKIS OLEG A	Pacific Telephone
1974	Lubekis Oleg A	R. L. Polk Co.
	L Tool Engineering tool mfrs	R. L. Polk Co.
1970	0 L Tool Engineering tool mfrs	R. L. Polk & Co.
	Lubekis Oleg A	R. L. Polk & Co.
	In I I	R. L. Polk & Co.

530 DIVISION ST

Year	*Uses*	*Source*
2013	SIGNAL & POWER DELIVERY SYSTEMS	Cole Information Services

535 DIVISION ST

Year	*Uses*	*Source*
1985	SUMMIT SERVICES	Pacific Bell
	JAMSILL INC	Pacific Bell
1980	SUMMIT MACHINE INC	Pacific Telephone
	Sgenmit Services	Pacific Telephone

540 DIVISION ST

Year	*Uses*	*Source*
2013	LIST BIBLOGICAL LABORATORIES	Cole Information Services
2008	LIST BIOLOGICAL LABORATORIES	Cole Information Services
1985	WICAT SYSTEMS INC	Pacific Bell

Year	Uses	Source
1980	Sea Bag Industries	Pacific Telephone

541 DIVISION ST

Year	Uses	Source
2013	CALIFORNIA MOBILE PHONE COMPANY INC	Cole Information Services
	HARDTKE WORLD BASEBALL	Cole Information Services
2008	THE BRIX GROUP INC	Cole Information Services
	PANA PACIFIC CORP	Cole Information Services
1991	PANA OEM	PACIFIC BELL WHITE PAGES
	PAN A-PACIFIC CORP	PACIFIC BELL WHITE PAGES
	PANA PACIFIC RET I	PACIFIC BELL WHITE PAGES
	CALIFORNIA MOBILE PHONE COMPANY INC	PACIFIC BELL WHITE PAGES
	CALIFORNIA MOBIL PHONE	PACIFIC BELL WHITE PAGES
	ARNOLD & ASSOCIATES	PACIFIC BELL WHITE PAGES
	Pana Pacific Ret I	PACIFIC BELL WHITE PAGES
	PANA PACIFIC CORP	PACIFIC BELL WHITE PAGES
	Pana Oem	PACIFIC BELL WHITE PAGES
	California Mobile Phone Company Inc	PACIFIC BELL WHITE PAGES
	California Mobil Phone	PACIFIC BELL WHITE PAGES
	Arnold & Associates	PACIFIC BELL WHITE PAGES
1985	BROWN NOEL J MANUFACTURING	Pacific Bell
1975	BROWN NOEL J MFG CO INC	Pacific Telephone
1974	Brown Noel J Mfg Co Inc tool & die mnfrs	R. L. Polk Co.
1970	Dorrance D W Co Inc artificial limbs	R. L. Polk & Co.
	Brown Noel J Mfg Co Inc tool & die mfts	R. L. Polk & Co.

546 DIVISION ST

Year	Uses	Source
1991	STAR MICROWAVE	PACIFIC BELL WHITE PAGES
	Star Microwave	PACIFIC BELL WHITE PAGES
1985	STAR MICRO WAVE	Pacific Bell

548 DIVISION ST

Year	Uses	Source
2013	ALTA ANALOG	Cole Information Services
2008	CATHAROS MEDICAL SYSTEMS INC	Cole Information Services
1985	DAYMARC ENGINEERING GROUP	Pacific Bell
1980	De Pauls	Pacific Telephone

FINDINGS

550 DIVISION ST

Year	Uses	Source
2013	INXITU	Cole Information Services
	BRIDGECLIFF MANAGEMENT GROUP	Cole Information Services
2008	MASSINGHAM & ASSOCIATES	Cole Information Services
	CRESTVIEW HOMEOWNERS ASSN	Cole Information Services
	ADVANCE CONSTRUCTION TECH INC	Cole Information Services
	MASSINGHAM ASSOCIATES SOUTH BAY	Cole Information Services
1991	Lynx Real Tme Systems Inc	PACIFIC BELL WHITE PAGES
	LYNX REAL TME SYSTEMS INC	PACIFIC BELL WHITE PAGES
	KAPANA INC	PACIFIC BELL WHITE PAGES
	Kapana Inc	PACIFIC BELL WHITE PAGES
1980	Specialty Disc Packs Inc	Pacific Telephone

560 DIVISION ST

Year	Uses	Source
2008	SOLSTICE SOLAR SYSTEMS	Cole Information Services
1991	PELIO W LESLIE & ASSOCIATES	PACIFIC BELL WHITE PAGES
	Pelio W Leslie & Associates	PACIFIC BELL WHITE PAGES
1980	WMcroscan Inc	Pacific Telephone
	Microprom Inc	Pacific Telephone
	CNR Laboratories	Pacific Telephone

561 DIVISION ST

Year	Uses	Source
2013	HOSMER DORRANCE CORP FIBER	Cole Information Services
2008	CENTER FOR ORTHOTICS DESIGN INC	Cole Information Services
	CD WORKS THE	Cole Information Services
	HOSMER	Cole Information Services
1985	HOSMER DORRANCE CORP	Pacific Bell
1975	HOSMER DORRANCE CORP	Pacific Telephone
1970	Hoamer A J Corp prosthetics	R. L. Polk & Co.

562 DIVISION ST

Year	Uses	Source
2013	JM CONSTRUCTION	Cole Information Services
1991	R GB COMPUTERS & COMMUNICATIONS CAMPBELLL 378 306	PACIFIC BELL WHITE PAGES
	ACCUGRAPHICS	PACIFIC BELL WHITE PAGES

Year	Uses	Source
1980	K W Machining	Pacific Telephone

564 DIVISION ST

Year	Uses	Source
1980	RB E Enterprises	Pacific Telephone

KNOWLES DR

110 KNOWLES DR

Year	Uses	Source
2001	CORPORATION LEAPFROG	Haines Company, Inc.
	PIXELINSTRUMENTS	Haines Company, Inc.
1996	PARITY SYSTEMS INC	Pacific Bell

120 KNOWLES DR

Year	Uses	Source
2013	SOURCE ONE CABLE	Cole Information Services
2008	SOURCE ONE TECHNOLOGIES INC	Cole Information Services

130 KNOWLES DR

Year	Uses	Source
2013	SA PHOTONICS INC	Cole Information Services
	SUVOLTA INC	Cole Information Services
	SA PHOTONICS INC	Cole Information Services
	SUVOLTA INC	Cole Information Services
2008	SGARLATO LABORATORIES	Cole Information Services
	GREYSTONE PERIPHERALS INC	Cole Information Services
	SGARLATO LABORATORIES	Cole Information Services
	GREYSTONE PERIPHERALS INC	Cole Information Services
1996	SOLOPOINT INC	Pacific Bell
	A GREYSTONE TECHNOLOGYINC	Pacific Bell
	C LOTUS TECHNOLOGIES	Pacific Bell
	D M TT	Pacific Bell
1991	Award Software	PACIFIC BELL WHITE PAGES
	AWARD SOFTWARE INC	PACIFIC BELL WHITE PAGES
	GAMMA MICROWAVE	PACIFIC BELL WHITE PAGES
	UTC-USER TRAINING CORP	PACIFIC BELL WHITE PAGES
	USER TRAINING CORP	PACIFIC BELL WHITE PAGES
	Avtex Research Corp	PACIFIC BELL WHITE PAGES
	Award Software Inc	PACIFIC BELL WHITE PAGES

FINDINGS

Year	*Uses*	*Source*
1991	Gamma Microwave	PACIFIC BELL WHITE PAGES
	User Training Corp	PACIFIC BELL WHITE PAGES
1986	I C M S	Pacific Bell
	Individual Check Management System	Pacific Bell
	International Market Vision	Pacific Bell
	Market Vision	Pacific Bell
	Maxon Systems	Pacific Bell
	UTC User Training Corp	Pacific Bell
	User Training Corp	Pacific Bell
	Gamma Microwave	Pacific Bell
	Elecon	Pacific Bell
1985	Adda Corporation	Pacific Bell
	CONTROL VIDEO CORP	Pacific Bell
	ADDA CORP	Pacific Bell
	ADDA CORP	Pacific Bell
	CONTROL VIDEO CORP	Pacific Bell

140 KNOWLES DR

Year	*Uses*	*Source*
2013	FIRETIDE INC	Cole Information Services
	FIRETIDE INC	Cole Information Services
2001	w PIXERA CORPORATION	Haines Company, Inc.
1996	PIXERA CORPORATION	Pacific Bell

FINDINGS

TARGET PROPERTY: ADDRESS NOT IDENTIFIED IN RESEARCH SOURCE

The following Target Property addresses were researched for this report, and the addresses were not identified in the research source.

Address Researched	Address Not Identified in Research Source
1700 Dell Avenue	2006, 2000, 1982, 1978, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922

ADJOINING PROPERTY: ADDRESSES NOT IDENTIFIED IN RESEARCH SOURCE

The following Adjoining Property addresses were researched for this report, and the addresses were not identified in research source.

Address Researched	Address Not Identified in Research Source
110 KNOWLES DR	2013, 2008, 2006, 2000, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
120 KNOWLES DR	2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
130 KNOWLES DR	2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
130 KNOWLES DR	2013, 2008, 2006, 2001, 2000, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
140 KNOWLES DR	2013, 2008, 2006, 2000, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
140 KNOWLES DR	2008, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1549 DELL AVE	2013, 2008, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1551 DELL AV CONR TD	2013, 2008, 2006, 2001, 2000, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1551 DELL AVE	2013, 2008, 2006, 2000, 1996, 1991, 1982, 1980, 1978, 1975, 1974, 1968, 1966, 1965, 1964, 1962, 1960, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1551 DELL AVE	2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1559 DELL AVE	2013, 2008, 2006, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922

FINDINGS

Address Researched	Address Not Identified in Research Source
1561 DELL AVE	2013, 2008, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1563 DELL AVE	2013, 2008, 2006, 2001, 2000, 1996, 1991, 1986, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1573 DELL AVE	2013, 2008, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1974, 1970, 1968, 1966, 1965, 1964, 1962, 1960, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1575 DELL AVE	2013, 2008, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1974, 1970, 1968, 1966, 1965, 1964, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1580 DEL AVE	2013, 2008, 2006, 2001, 2000, 1996, 1991, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1580 DELL AV CONR TD	2013, 2008, 2006, 2001, 2000, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1580 DELL AVE	2013, 2008, 2006, 2001, 2000, 1996, 1982, 1978, 1968, 1966, 1965, 1964, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1580 DELL AVE	2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1582 DELL AVE	2013, 2008, 2006, 2001, 2000, 1996, 1991, 1986, 1982, 1980, 1978, 1974, 1970, 1968, 1966, 1965, 1964, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1587 DELL AVE	2013, 2008, 2006, 2000, 1996, 1991, 1982, 1978, 1974, 1968, 1966, 1965, 1964, 1962, 1960, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1587 DELL AVE	2008, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1589 DELL AVE	2013, 2008, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1962, 1960, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1596 DELL AVE	2013, 2008, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1598 DELL AVE	2013, 2008, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1974, 1970, 1968, 1966, 1965, 1964, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1600 DELL AV CONR TD	2013, 2008, 2006, 2001, 2000, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1600 DELL AVE	2013, 2008, 2006, 2001, 2000, 1996, 1986, 1982, 1978, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1600 DELL AVE	2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922

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Address Researched	Address Not Identified in Research Source
1603 DELL AVE	2013, 2008, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1610 DELL AV CONR TD	2013, 2008, 2006, 2001, 2000, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1610 DELL AVE	2013, 2008, 2006, 2000, 1996, 1982, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1610 DELL AVE	2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1610P DELL AVE	2013, 2008, 2006, 2001, 2000, 1996, 1991, 1986, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1612 DELL AVE	2013, 2008, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1614 DELL AVE	2013, 2008, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1617 DELL AVE	2013, 2008, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1619 DELL AVE	2013, 2008, 2006, 2001, 2000, 1996, 1991, 1986, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1962, 1960, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1624 DELL	2013, 2008, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1624 DELL AV CONR TD	2013, 2008, 2006, 2001, 2000, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1624 DELL AVE	2013, 2008, 2006, 2000, 1996, 1982, 1978, 1968, 1966, 1965, 1964, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1624 DELL AVE	2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1627 DELL AVE	2013, 2008, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1628 DELL AVE	2013, 2008, 2006, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1629 DELL AVE	2013, 2008, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1630 DELL AVE	2013, 2008, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922

FINDINGS

Address Researched	Address Not Identified in Research Source
1636 DELL AVE	2013, 2008, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1962, 1960, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1640 DELL AV CONR TD	2013, 2008, 2006, 2001, 2000, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1640 DELL AVE	2013, 2008, 2006, 2000, 1996, 1991, 1982, 1980, 1978, 1968, 1966, 1965, 1964, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1640 DELL AVE	2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1641 DELL AVE	2013, 2008, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1643 DELL AVE	2013, 2008, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1648 DELL AVE	2013, 2008, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1962, 1960, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1651 DELL AVE	2013, 2008, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1655 DELL AVE	2013, 2008, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1657 DELL AVE	2013, 2008, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1660 DELL AV CONR TD	2013, 2008, 2006, 2001, 2000, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1660 DELL AVE	2013, 2008, 2006, 2000, 1996, 1991, 1982, 1980, 1978, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1660 DELL AVE	2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1668 DELL AVE	2013, 2008, 2006, 2001, 2000, 1996, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1670 DELL AVE	2008, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1671 DELL AV CONR TD	2013, 2008, 2006, 2001, 2000, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1671 DELL AVE	2013, 2008, 2006, 2000, 1996, 1982, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922

FINDINGS

Address Researched	Address Not Identified in Research Source
1671 DELL AVE	2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1672 DELL AVE	2013, 2008, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1962, 1960, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1677 DELL AVE	2013, 2008, 2006, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1680 DELL AVE	2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1682 DELL AVE	2013, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1682 DELL AVE	2013, 2008, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1962, 1960, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1685 DELL AVE	2013, 2008, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1974, 1970, 1968, 1966, 1965, 1964, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1687 DELL AVE	2013, 2008, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1708 DELL AVE	2013, 2008, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1711 DELL AV CONR TD	2013, 2008, 2006, 2001, 2000, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1711 DELL AVE	2013, 2008, 2006, 2000, 1996, 1986, 1985, 1982, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1711 DELL AVE	2013, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1715 DELL AVE	2013, 2008, 2006, 2000, 1996, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1715 DELL AVE	2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1717 DELL AV CONR TD	2013, 2008, 2006, 2001, 2000, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1717 DELL AVE	2013, 2008, 2006, 2000, 1996, 1982, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1717 DELL AVE	2013, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922

FINDINGS

Address Researched	Address Not Identified in Research Source
1719 DELL AV CONR TD	2013, 2008, 2006, 2001, 2000, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1719 DELL AVE	2013, 2008, 2006, 2000, 1996, 1991, 1986, 1985, 1982, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1721 DELL AVE	2013, 2008, 2006, 2000, 1996, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1723 DELL AVE	2013, 2008, 2006, 2000, 1996, 1991, 1985, 1982, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1725 DELL AV CONR TD	2013, 2008, 2006, 2001, 2000, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1725 DELL AVE	2013, 2008, 2006, 2000, 1996, 1982, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1727 DELL AVE	2013, 2008, 2006, 2001, 2000, 1996, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1729 DELL AVE	2013, 2008, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1731 DELL AV CONR TD	2013, 2008, 2006, 2001, 2000, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1731 DELL AVE	2013, 2008, 2006, 2000, 1996, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1731 DELL AVE	2008, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1733 DELL AV CONR TD	2013, 2008, 2006, 2001, 2000, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1733 DELL AVE	2013, 2008, 2006, 2000, 1996, 1991, 1986, 1982, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1735 DELL AVE	2013, 2008, 2006, 2000, 1996, 1982, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1735 DELL AVE	2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1737 DELL AVE	2013, 2008, 2006, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1739 DELL AVE	2013, 2008, 2006, 2000, 1996, 1991, 1986, 1985, 1982, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922

FINDINGS

Address Researched	Address Not Identified in Research Source
1741 DELL AVE	2013, 2008, 2006, 2001, 2000, 1996, 1985, 1982, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1743 DELL AVE	2013, 2008, 2006, 2000, 1996, 1986, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1745 DELL AV CONR TD	2013, 2008, 2006, 2001, 2000, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1745 DELL AVE	2013, 2008, 2006, 2001, 2000, 1996, 1982, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1745 DELL AVE	2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1939 DELL AVE	2013, 2008, 2006, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
460 DIVISION	2013, 2008, 2006, 2001, 2000, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
460 DIVISION ST	2013, 2008, 2006, 2001, 2000, 1996, 1986, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
460 DIVISION ST	2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
466 DIVISION	2013, 2008, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
466 DIVISION ST	2013, 2008, 2006, 2001, 2000, 1996, 1986, 1985, 1982, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
470 DIVISION	2013, 2008, 2006, 2001, 2000, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
470 DIVISION ST	2013, 2008, 2006, 2001, 2000, 1996, 1986, 1985, 1982, 1980, 1978, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
470 DIVISION ST	2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
471 DIVISION	2013, 2008, 2006, 2001, 2000, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
471 DIVISION ST	2008, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
477 DIVISION ST	2013, 2008, 2006, 2001, 2000, 1996, 1986, 1985, 1982, 1978, 1975, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922

FINDINGS

Address Researched	Address Not Identified in Research Source
489 DIVISION ST	2013, 2008, 2006, 2001, 2000, 1996, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
489 DIVISION ST	2008, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
490 DIVISION	2013, 2008, 2006, 2001, 2000, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
490 DIVISION ST	2013, 2008, 2006, 2001, 2000, 1996, 1986, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
490 DIVISION ST	2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
492 DIVISION	2013, 2008, 2006, 2001, 2000, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
492 DIVISION ST	2013, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
492 DIVISION ST	2013, 2008, 2006, 2001, 2000, 1996, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
500 DIVISION	2013, 2008, 2006, 2001, 2000, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
500 DIVISION ST	2013, 2008, 2006, 2001, 2000, 1996, 1986, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
500 DIVISION ST	2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
511 DIVISION	2013, 2008, 2006, 2001, 2000, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
511 DIVISION ST	2013, 2008, 2006, 2001, 2000, 1996, 1986, 1982, 1980, 1978, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
511 DIVISION ST	2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
530 DIVISION ST	2008, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
535 DIVISION ST	2013, 2008, 2006, 2001, 2000, 1996, 1991, 1986, 1982, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
540 DIVISION	2013, 2008, 2006, 2001, 2000, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922

FINDINGS

Address Researched	Address Not Identified in Research Source
540 DIVISION ST	2013, 2008, 2006, 2001, 2000, 1996, 1991, 1986, 1982, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
540 DIVISION ST	2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
541 DIVISION	2013, 2008, 2006, 2001, 2000, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
541 DIVISION ST	2013, 2008, 2006, 2001, 2000, 1996, 1986, 1982, 1980, 1978, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
541 DIVISION ST	2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
546 DIVISION	2013, 2008, 2006, 2001, 2000, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
546 DIVISION ST	2013, 2008, 2006, 2001, 2000, 1996, 1986, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
548 DIVISION	2013, 2008, 2006, 2001, 2000, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
548 DIVISION ST	2013, 2008, 2006, 2001, 2000, 1996, 1991, 1986, 1982, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
548 DIVISION ST	2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
550 DIVISION	2013, 2008, 2006, 2001, 2000, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
550 DIVISION ST	2013, 2008, 2006, 2001, 2000, 1996, 1986, 1985, 1982, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
550 DIVISION ST	2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
560 DIVISION	2013, 2008, 2006, 2001, 2000, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
560 DIVISION ST	2013, 2008, 2006, 2001, 2000, 1996, 1986, 1985, 1982, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
560 DIVISION ST	2013, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
561 DIVISION	2013, 2008, 2006, 2001, 2000, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922

FINDINGS

Address Researched	Address Not Identified in Research Source
561 DIVISION ST	2013, 2008, 2006, 2001, 2000, 1996, 1991, 1986, 1982, 1980, 1978, 1974, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
561 DIVISION ST	2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
562 DIVISION	2013, 2008, 2006, 2001, 2000, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
562 DIVISION ST	2013, 2008, 2006, 2001, 2000, 1996, 1986, 1985, 1982, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
562 DIVISION ST	2008, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
564 DIVISION ST	2013, 2008, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922

APPENDIX I
EDR Property Tax Maps

1684-1700 Dell Avenue
1700 Dell Avenue
Campbell, CA 95008

Inquiry Number: 4500346.6
December 28, 2015

The EDR Property Tax Map Report

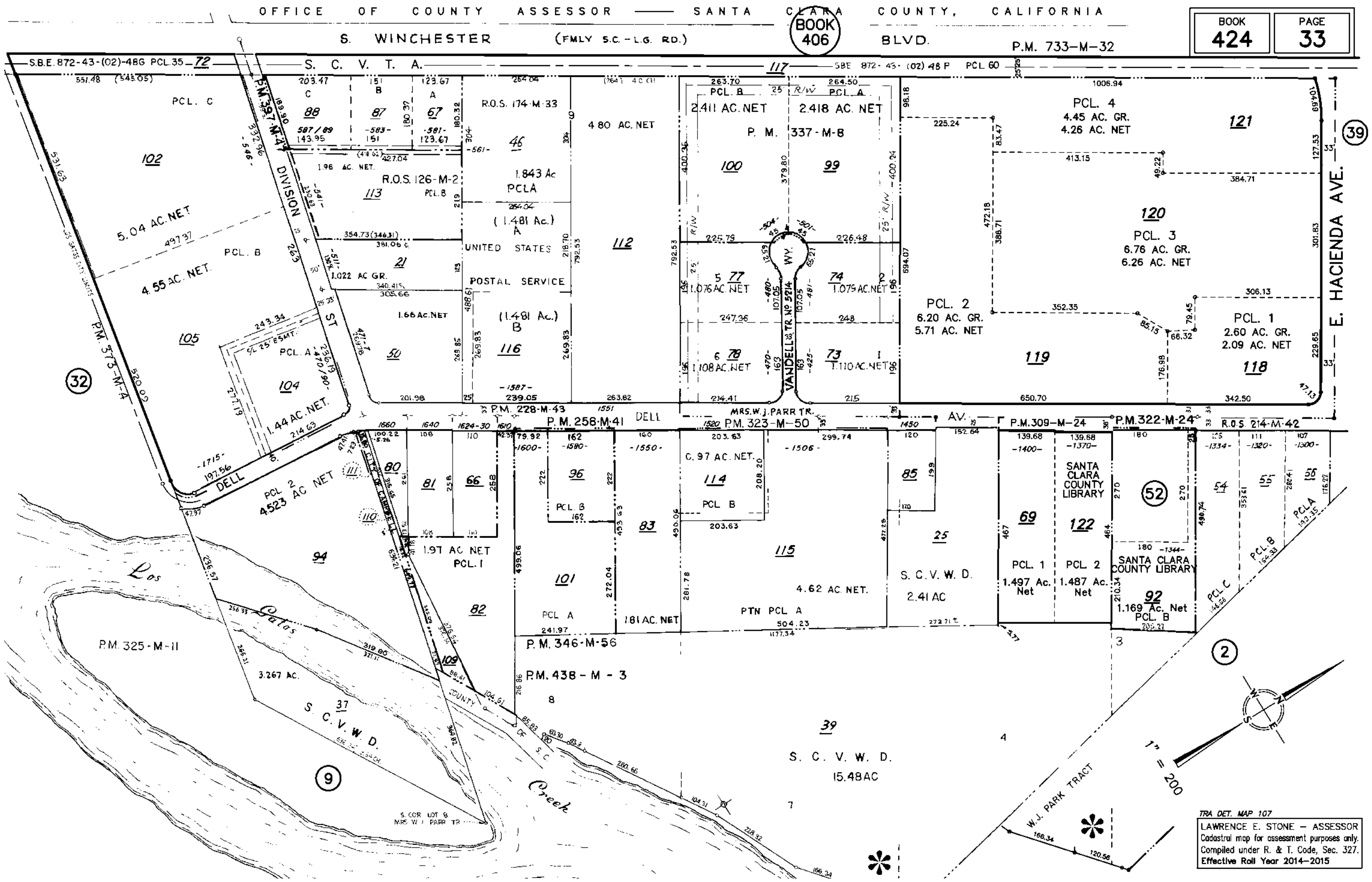
EDR® Environmental Data Resources Inc

6 Armstrong Road
Shelton, CT 06484
800.352.0050
www.edrnet.com

EDR Property Tax Map Report

Environmental Data Resources, Inc.'s EDR Property Tax Map Report is designed to assist environmental professionals in evaluating potential environmental conditions on a target property by understanding property boundaries and other characteristics. The report includes a search of available property tax maps, which include information on boundaries for the target property and neighboring properties, addresses, parcel identification numbers, as well as other data typically used in property location and identification.

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.


OFFICE OF COUNTY ASSESSOR — SANTA CLARA COUNTY, CALIFORNIA
BOOK 424
PAGE 33
BOOK 406
S. WINCHESTER (FMLY S.C.-L.G. RD.) BLVD.
P.M. 733-M-32
S. C. V. T. A.
E. HACIENDA AVE.
DIVISION ST
DELL AV.
VANDELL & TR. No 5214
Los Gatos Creek
UNITED STATES POSTAL SERVICE
SANTA CLARA COUNTY LIBRARY
S. C. V. W. D.
15.48AC
W.J. PARK TRACT
1" = 200
LAWRENCE E. STONE - ASSESSOR
Cadastral map for assessment purposes only.
Compiled under R. & T. Code, Sec. 327.
Effective Roll Year 2014-2015

APPENDIX J
Land Use Restrictions

1684-1700 Dell Avenue
1700 Dell Avenue
Campbell, CA 95008

Inquiry Number: 4500346.7
December 29, 2015

EDR Environmental Lien and AUL Search

Environmental Data Resources Inc

6 Armstrong Road
Shelton, CT 06484
800.352.0050
www.edrnet.com

EDR Environmental Lien and AUL Search

The EDR Environmental Lien and AUL Search Report provides results from a search of available current land title records for environmental cleanup liens and other activity and use limitations, such as engineering controls and institutional controls.

A network of professional, trained researchers, following established procedures, uses client supplied address information to:

- search for parcel information and/or legal description;
- search for ownership information;
- research official land title documents recorded at jurisdictional agencies such as recorders' offices, registries of deeds, county clerks' offices, etc.;
- access a copy of the deed;
- search for environmental encumbering instrument(s) associated with the deed;
- provide a copy of any environmental encumbrance(s) based upon a review of key words in the instrument(s) (title, parties involved, and description); and
- provide a copy of the deed or cite documents reviewed.

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

EDR Environmental Lien and AUL Search

TARGET PROPERTY INFORMATION

ADDRESS

1700 Dell Avenue
1684-1700 Dell Avenue
Campbell, CA 95008

RESEARCH SOURCE

Source 1:

Santa Clara County Clerk
Santa Clara, CA

PROPERTY INFORMATION

Deed 1:

Type of Deed:	Grant Deed
Title is vested in:	BKR INVESTORS LLC
Title received from:	DZ F PROPERTIES LLC
Deed Dated	1/19/2005
Deed Recorded:	1/19/2005
Book:	NA
Page:	NA
Volume:	NA
Instrument:	18194608
Docket:	NA
Land Record Comments:	
Miscellaneous Comments:	
Legal Description:	See Exhibit
Legal Current Owner:	BKR INVESTORS LLC
Parcel # / Property Identifier:	424-33-094
Comments:	See Exhibit

ENVIRONMENTAL LIEN

Environmental Lien: Found ☐ Not Found ☒

OTHER ACTIVITY AND USE LIMITATIONS (AULs)

AULs: Found ☐ Not Found ☒

Deed Exhibit 1

DOCUMENT: 18194608 | Pages: 2

Fees 20.00
Taxes ** Conf **
Copies
AMT PAID 20.00

BRENDA DAVIS
SANTA CLARA COUNTY RECORDER
Recorded at the request of
Financial Title Company

RDE # 005
1/19/2005
8:00 AM

RECORDING REQUESTED BY
Financial Title Company
AND WHEN RECORDED MAIL TO

Name BKR Investors, LLC
Street Address Attn: Dan shaw
15700 Winchester Blvd.
City, State Zip Los Gatos, CA 95030
Order No. 41138065-276-LRE

SPACE ABOVE THIS LINE FOR RECORDER'S USE

GRANT DEED

THE UNDERSIGNED GRANTOR(s) DECLARE(s)
City of Campbell or ☐ Unicorporated Area
City Conveyance Tax is $
Parcel No. 424-33-094

Documentary Transfer Tax is $Filor requests do not record stamp value
☐ computed on full value of interest or property conveyed, or
☑ full value less value of liens or encumbrances remaining at the time of sale

Signature of Declarant or Agent Determining Tax/ Firm Name

FOR A VALUABLE CONSIDERATION, receipt of which is hereby acknowledged,
DZ F Properties, LLC, a California Limited Liability Company
hereby GRANT(s) to
BKR Investors, LLC, a California Limited Liability Company
the following real property:
See Exhibit A attached hereto and made a part hereof.

Dated: **January 14, 2005**

By:

STATE OF CALIFORNIA
COUNTY OF Santa Clara } s.s.
On 1/14/05 before me,
Jennifer Guevara
a Notary Public in and for said County and State, personally appeared
David J. Feece, Sr.

~~personally known to me~~ (or proved to me on the basis of satisfactory evidence) to be the person(s) whose name(s) is/~~are~~ subscribed to the within instrument and acknowledged to me that he/~~she/they~~ executed the same in his/~~her/their~~ authorized capacity(ies) and that by his/~~her/their~~ signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

WITNESS my hand and official seal.

Signature Jennifer Guevara

JENNIFER GUEVARA
Commission # 1441524
Notary Public - California
Santa Clara County
My Comm. Expires Sep 23, 2007

(This area for official notarial seal)

MAIL TAX STATEMENTS TO PARTY SHOWN ON THE FOLLOWING LINE; IF NO PARTY SHOWN, MAIL AS DIRECTED ABOVE

Name | Street Address | City & State

pcor (rev. 051499)

41138065 -276 -LRE

Legal Description

All that certain real property situated in the City of Campbell, County of Santa Clara, State of California, described as follows:

Parcel Two, as shown on that Parcel Map recorded June 19, 1973 in Book 325, Page 11 of Maps, records of Santa Clara County, California.

EXCEPTING THEREFROM that certain portion lying within Dell Avenue as described in that Deed to the City of Campbell, recorded June 19, 1973 in Book 0449, Page 544 of Official Records, described as follows:

BEGINNING at a ¾" iron pipe at the Southwest corner of Lot 8, as said Lot 8 is show upon the Map of the Subdivision of the Mrs. W. J. Parr Tract, recorded in Volume E of Maps, at Page 63, records of said County; said point also being the intersection of the center line of Dell Avenue, formerly known as Parr Avenue, with the Southerly line of Division Street, formerly known as Parr Avenue, as shown upon the certain Record of Survey Map recorded March 7, 1957 and filed in Book 79 of Maps, at Page 6 in the Office of the County Recorder, County of Santa Clara, State of California; thence along the future center line of Dell Avenue extension, South 4° 32' 13" West 418.13 feet to the beginning of a tangent curve concave Northwesterly; thence Southerly and Westerly along the arc of said curve having a radius of 60.00 feet through a central angle of 59° 07' 05" an arc length of 61.91 feet to a point of cusp in the Southerly line of said real property, as shown upon said Record of Survey Map; thence along said Southerly line described in the preceding course, South 79° 27' 47" East 35.44 feet; thence along the arc of a non-tangent curve concave Northwesterly from a tangent at which point bears, North 38° 53' 47" East having a radius of 80.00 feet, through a central angle of 34° 21' 34" an arc length of 47.97 feet; thence along the arc of said curve described in the preceding course, having a radius of 100.00 feet through a central angle of 27° 09' 47" an arc distance of 47.41 feet to a point of the Southerly prolongation of the Easterly line of said Dell Avenue; thence along said Easterly line, North 31° 42' 00" East 7.23 feet to its intersection with the Easterly prolongation of said Southerly line of Division Street; thence along said Easterly prolonged line, North 76° 33' 00" West 34.75 feet to the point of beginning.

APN: **424-33-094**

APPENDIX K
Santa Clara County Fire Records

PW 12/19

HAZARDOUS MATERIAL INVENTORY STATEMENT
PART A - DECLARATION

(THIS IS A LEGAL DOCUMENT AND MUST BE FILLED OUT LEGIBLY AND COMPLETELY. PLEASE TYPE OR PRINT IN INK.)

1. Business Name: NEWELL RESEARCH CORPORATION
2. Address: 1690 Dell Avenue, Campbell, California 95008 PHONE: 374-8600
3. Date: 11/19/90

Hmmp mid 12-26-90

4. Declaration: Under penalty of perjury, I declare the above and subsequent information, provided as part of the Hazarsous Materials Inventory Statement, is true and correct.

Signature: ______________ Date: 12/14/90 / 12/14/90

Print Name: C. W. Newell / GLEN WARNER Title President / SENIOR TECH

(Must be signed by owner/operator or designated representative)

PART B

	(1) HAZARD CLASS	(2) COMMON/ TRADE NAME	(3) CHEMICAL NAME, COMPONENTS AND CONCENTRATION	(4) CHEMICAL ABSTRACT SERVICE NO.	(5) PHYSICAL STATE	(6) QUANTITY ON HAND MAX.	(6) QUANTITY ON HAND AVG.	(7) UNITS	(8) DAYS ON SITE	(9) STORAGE CODE TYPE/PRES./TEMP	(10) SARA CLASS	(11) ANNUAL WASTE THROUGHPUT
5	NFCG	NITROGEN	N_2 - 100%		G	15	7.5	lb	365	L/2/4	P	15 lbs
	ORM	FREON	CCL_2FCCLF_2	76-13-1	LP	5	<1	GA	365	D/1/4	ORM	5 GAL
	FL	MEK	$CH_3COC_2H_3$		L	1	<1	GA	365	F/1/4	FLAM	2 GAL
	FL	ACETONE	CH_3COCH_3		L	2	1	GA	365	F/1/4	FLAM	2 GAL
	FL	ISOPROPYL ALCOHOL	$(CH_3)_2CHOH$		L	2	1	GA	365	F/1/4	FLAM	2 GAL

OUT OF DATE

FILE

Date: March 30, 1993

To: Campbell Firer Dept.

From: Ron LaRonge

Here is a blue print of OddZon products. I called on tuesday, to see if I could stick a 2' high X 2' wide X 2' DEEP. Includes ,one 12" fan with a 1/2 hp motor, a 12" ducting , and a 20" X 20" exhaust filter. paint booth in our R&D room. If I can't use a paint booth ,what can I use. Thank you.

Sincerely,

Ron LaRonge

Ron LaRONGE
(408) 866-2966

4/7/93

PER RON LARONGE - THE BOOTH IS TO BE USED FOR REMOVING GLUE FUMES NOT FOR SPRAY PAINTING

JT

APPENDIX L
Property Owner/Manager Questionnaire

Applied Water Resources

Phase I Owner/Occupant Questionnaire

Property Address: 1680 - 1700 DELL AVENUE

I am the: X Property Owner (PARTIAL % OF OWNERSHIP)

(check all that apply) ____ Property Occupant - name of business ____

X Owner Representative - relationship to owner Prop. Mgr.

____ Other - explain ____

I have owned and/or occupied the property since: October 2004

Please briefly describe your operations at the site (attach additional pages if necessary).

Manage a multi tenant office building. 8-12 tenants have occupied property during ownership.

Have there been any other businesses operating at the site? If so, please describe. Please provide current and former tenant list if available (attach additional pages if necessary).

SEE ATTACED LIST.

Tenant Directory
dell - 1684-1700 Dell Avenue

Unit # / Code / Status	Tenant Name / Tenant Address	Total Owe / 0 - 30 / 30 - 60 / 60 - 90	Rent / New Rent / Late Fee / $/Day	Deposit / Interest / Last Mont / Due Day	Move In / Move Out / Lease Fro / Lease To	Last Inc / Next Inc / Notice	Sq. Ft. / $ / Sq Ft / % Sq Ft	Phone: Office / Home / Notes
dell	1684-1700 Dell Avenue							
1680	Nicholson Property Management	0.00	6,300.00	5,985.00	05/15/05	03/01/15	3,551.0	(408) 371-1734 x104
nichols	1680 Dell Ave.	0.00	0.00	0.0			1.77	
Current	Campbell, CA 95008	0.00	10.00%	0.00	03/04/05		0.0	
		0.00	0.00	15	02/29/16			
1682	SpiraLinks	0.00	3,250.00	2,700.50	04/01/05	04/01/10	1,667.0	(408) 608-6900 / (408) 608-6918
spiral	1682 Dell Ave.	0.00	0.00	0.0			1.95	
Current	Campbell, CA 95008	0.00	10.00%	0.00	04/01/05		0.0	
		0.00	0.00	1	09/30/16			
1684	ChargePoint	0.00	12,965.86	0.00		01/01/15	5,846.0	
coulombe	254 E. Hacienda Ave.	0.00	0.00	0.0			2.22	
Past	Campbell, Ca 95008	0.00	0.00%	0.00	11/01/11		0.0	
		0.00	0.00	1	06/30/12			
1684	Infinite Z, Inc.	0.00	9,950.00	0.00	06/01/08	04/01/10	1,000.0	
iz	1684-B Dell Ave.	0.00	0.00	0.0	06/27/11		9.95	
Past	Campbell, CA 95008	0.00	0.00%	0.00	10/01/08		0.0	
		0.00	0.00	1	03/31/11			
1684	Kiwi Networks	0.00	8,715.00	0.00		03/01/05	5,810.0	(408) 379-5800
kiwi	1684 Dell Ave.	0.00	0.00	0.0	03/31/05		1.50	
Past	Campbell, CA 95030	0.00	0.00%	0.00			0.0	
		0.00	0.00	1	02/28/05			
1684	abazab (formerly Santa Cruz Networks	0.00	9,500.00	0.00	10/01/05		5,846.0	(408) 871-1713
santa	985 University Ave. #34	0.00	0.00	0.0	09/30/06		1.63	
Past	Los Gatos, CA 95032	0.00	10.00%	0.00	10/01/05		0.0	
		0.00	0.00	1	09/30/06			
1686-A	Jerome A. Bellotti and Associates-OLD	0.00	9,959.25	0.00	06/01/11	06/01/15	3,890.0	
bellott	1686-A Dell Ave.	0.00	0.00	0.0			2.56	
Past	Campbell, Ca 95008	0.00	10.00%	0.00	06/01/11		0.0	
		0.00	0.00	1	05/31/16			
1686-A	Jerome A. Bellotti and Associates	10,528.35	10,528.35	10,528.35	06/01/11	06/01/15	5,690.0	
bellotti	1686-A Dell Ave	10,528.35	0.00	0.0			1.85	
Current	Campbell, CA 95008	0.00	10.00%	0.00	06/01/11		0.0	
		0.00	0.00	1	05/31/16			
1686-A	Silverado Financial	157,766.5	14,125.00	0.00	11/01/04	12/01/06	5,690.0	(925) 227-1500
silver	1686-A Dell Ave.	0.00	0.00	0.0	10/31/06		2.48	
Past	Campbell, CA 95008	0.00	10.00%	0.00	11/01/04		0.0	
		0.00	0.00	1	10/31/07			
1686-B	Greentree Systems, Inc.-OLD ACCOU	0.00	5,100.00	11,680.00	08/01/08	08/01/13	0.0	
greentr	1686-B Dell Avenue	0.00	0.00	0.0				
Past	Campbell, CA 95008	0.00	0.00%	0.00	08/01/08		0.0	
		0.00	0.00	1	07/31/14			
1686-B	Greentree Systems, Inc.	6,482.00	6,482.00	11,680.00	08/01/08	08/01/14	2,920.0	
greentre	1686-B Dell Ave	6,482.00	0.00	0.0			2.22	
Current	Campbell, Ca 95008	0.00	0.00%	0.00	08/01/08		0.0	
		0.00	0.00	1	07/31/14			
1686-B	Infinite Z, Inc.	0.00	5,700.00	0.00	01/01/07	07/01/07	6,810.0	
z	1686 B Dell Ave.	0.00	0.00	0.0	05/31/08		0.84	
Past	Campbell, CA 95008	0.00	10.00%	0.00	01/01/07		0.0	
		0.00	0.00	1	12/31/07			
1688-210	DENTISTAT, INC.-OLD ACCT	0.00	10,000.00	0.00	10/01/11	12/01/15	6,740.0	
dentist	1688 DELL AVE, #210	0.00	0.00	0.0	11/30/13		1.48	
Past	CAMPBELL, CA 95008	0.00	10.00%	0.00	10/01/11		0.0	
		0.00	0.00	1	11/30/16			
1688-210	DENTISTAT, INC.	0.00	13,325.00	13,000.00	10/01/11	12/01/15	6,740.0	
dentista	1688 DELL AVE, #210	0.00	0.00	0.0			1.98	
Current	CAMPBELL, CA 95008	0.00	10.00%	0.00	10/01/11		9.8914	
		0.00	0.00	1	11/30/16			

Tenant Directory
dell - 1684-1700 Dell Avenue

Unit # / Code / Status	Tenant Name / Tenant Address	Total Owe / 0 - 30 / 30 - 60 / 60 - 90	Rent / New Rent / Late Fee / $/Day	Deposit / Interest / Last Mont / Due Day	Move In / Move Out / Lease Fro / Lease To	Last Inc / Next Inc / Notice	Sq. Ft. / $ / Sq Ft / % Sq Ft	Phone: Office / Home / Notes
1688-210	Virtio Corporation/Synopsys	0.00	12,714.90	0.00		01/01/06	6,740.0	(408) 341-0844
synop	c/o Synopsys, Inc.	0.00	0.00	0.0	08/31/06		1.89	
Past	700 E Middlefield Rd.	0.00	6.00%	0.00	01/01/04		0.0	
	Mountain View, CA 94043	0.00	0.00	1	12/01/05			
1688-A	Howard Fischer Assoc., Inc., Dennis Pf	0.00	5,250.00	0.00		01/01/14	5,694.0	(408) 364-4609 / (215) 568-8363
howard	1800 Kennedy Blvd. 7th Floor	0.00	0.00	0.0	05/15/15		0.92	
Past	Philadelphia, Pa 19103	0.00	10.00%	0.00	02/08/03		0.0	
		0.00	0.00	1	06/30/13			
1688-B	CHARGEPOINT	0.00	6,181.30	0.00		01/01/15	0.0	
coulombd	254 E. Hacienda Ave.	0.00	0.00	0.0	08/31/15			
Past	Campbell, CA 95008	0.00	10.00%	0.00	09/01/11		0.0	
		0.00	0.00	1	06/30/12			
1690	South Bay Development Company	1,445.84	15,575.00	0.00		02/01/15	7,971.0	(408) 379-0400
sbdev	1690 Dell Ave.	1,445.84	16,400.00	0.0		02/01/16	1.95	
Current	Campbell, CA 95008	0.00	10.00%	0.00	02/01/00		0.0	
		0.00	0.00	1	01/31/16			
1692	ChargePoint	0.00	8,550.02	0.00	01/15/10	01/01/15	3,855.0	
coulomba	254 E. Hacienda Ave.	0.00	0.00	0.0	12/31/15		2.22	
Past	Campbell, Ca 95008	0.00	0.00%	0.00	01/15/10		0.0	
		0.00	0.00	1	06/30/12			
1692	English Management & Consulting, Inc	0.00	7,324.50	0.00	11/21/06	01/01/09	3,855.0	(408) 370-3945 / (408) 594-3482
emc	1692 Dell Ave.	0.00	0.00	0.0	12/31/09		1.90	
Past	Campbell, CA 95008	0.00	10.00%	0.00	01/01/07		0.0	
		0.00	0.00	1	12/31/09			
1692	FILAO Americas	0.00	5,975.25	0.00	12/20/05	04/01/08	3,855.0	/ (408) 464-8001
filao	1692 Dell Ave	0.00	0.00	0.0	11/20/06		1.55	
Past	Campbell, CA 95008	0.00	10.00%	0.00	03/20/06		0.0	
		0.00	0.00	1	03/19/09			
1694	Core Outpatient Services	0.00	2,700.00	0.00	08/01/05	09/01/07	3,016.0	(408) 370-1155 x306
core	1694 Dell Ave.	0.00	0.00	0.0	05/31/08		0.90	
Past	Campbell, CA 95008	0.00	10.00%	0.00	08/01/05		0.0	
		0.00	0.00	1	07/31/07			
1694	Coulomb Technologies, Inc.	0.00	3,350.00	0.00	02/01/09		3,016.0	
coulomb	1692 Dell Avenue	0.00	0.00	0.0	02/01/10		1.11	
Past	Campbell, CA 95008	0.00	0.00%	0.00	02/01/09		0.0	
		0.00	0.00	1				
1694	ChargePoint	0.00	6,689.20	0.00	01/15/10	01/01/15	3,016.0	
coulombb	254 E. Hacienda Ave.	0.00	0.00	0.0	12/31/15		2.22	
Past	Campbell, Ca 95008	0.00	0.00%	0.00	01/15/10		0.0	
		0.00	0.00	1	06/30/12			
1696	Atrua Technologies	0.00	14,694.80	0.00		08/01/06	0.0	(408) 370-8036
atrua	1696 Dell Ave.	0.00	0.00	0.0	05/30/09			
Past	Campbell, CA 95008	0.00	10.00%	0.00	11/01/04		0.0	
		0.00	0.00	1	07/31/06			
1696	ChargePoint	0.00	18,113.62	0.00	01/15/10	01/01/15	8,167.0	
coulombc	254 E. Hacienda Ave.	0.00	0.00	0.0	12/31/15		2.22	
Past	Campbell, Ca 95008	0.00	0.00%	0.00	01/15/10		0.0	
		0.00	0.00	1	06/30/12			
1698	Architecture Technology Corp	0.00	14,250.00	16,000.00	05/01/15	05/01/15	5,846.0	
atc	PO Box 24859	0.00	14,750.00	0.0		05/01/16	2.44	
Current	Minneapolis, MN 55424	0.00	10.00%	0.00	05/01/15		0.0	
		0.00	0.00	1	04/30/19			
1700	Saab Sensis Corp.	0.00	25,250.00	0.00		05/01/15	13,023.0	(408) 364-8200
sensis	Attn: Accounts Payable	0.00	26,100.00	0.0	04/30/15	05/01/16	1.94	
Past	85 Collamer Crossing	0.00	10.00%	0.00	05/01/02		0.0	
	East Syracuse, NY 13057	0.00	0.00	1	04/30/15			
		176,222.6	272,519.0	71,573.85			130,254.0	

To the best of your knowledge, Do you currently or have you previously had any ***hazardous materials*** used or stored at the site? If so, what and where? (attach additional pages if necessary) If you have a hazardous materials management plan (HMMP or HMBP) please attach a copy of the most recent plan.

No.

To the best of your knowledge, do you currently or have you previously had any ***underground storage tanks (USTs)*** at the site? If so, are they still active? What did they contain? When were the tanks installed? If applicable, when were the tanks removed? (attach additional pages if necessary)

No.

To the best of your knowledge, do you currently or have you previously had any ***aboveground storage tanks (ASTs)*** at the site? If so, are they still active? What did they contain? When were the tanks installed? If applicable, when were the tanks removed? (attach additional pages if necessary)

No.

To the best of your knowledge, do you currently or have you previously had any ***wells*** at the site (including water supply wells and monitoring wells)? If so, are they still active? (attach additional pages if necessary)

No.

To the best of your knowledge, do you currently or have you previously had any ***septic systems*** at the site? If so, are they still active? Where is or was it located?

No.

Are you aware of any ***former spills or releases*** at the site? If so, please give approximate date, material released, approximate quantity, and any reporting or cleanup information. Please provide any previous sampling reports or results. (attach additional pages if necessary)

No.

Are you aware of any ***previous environmental sampling*** at the site? If so, approximately when, where, and why (if known). Please provide any previous sampling reports or results. (attach additional pages if necessary)

~~[illegible]~~ No. There have been prior Phase I reports, but no samples that we are aware of.

Are you aware of any ***lien restrictions or other use limitations*** relating to environmental issues on the site? If so, please describe.

No.

Have you noticed any ***staining, dead vegetation, or odors*** at the site? If so, please describe.

Dead vegetation - due to lack of water during summer.

Are you aware of any ***former spills or releases*** on the ***ADJACENT properties***? Please describe.

No.

Do you personally know of any other environmental impacts or concerns to the site? If yes, please describe.

No.

Signature: Daniel J Shaw

Printed name: DANIEL J. SHAW

Title (if applicable): PROPERTY MANAGER/OWNER

Date: JANUARY 6, 2016

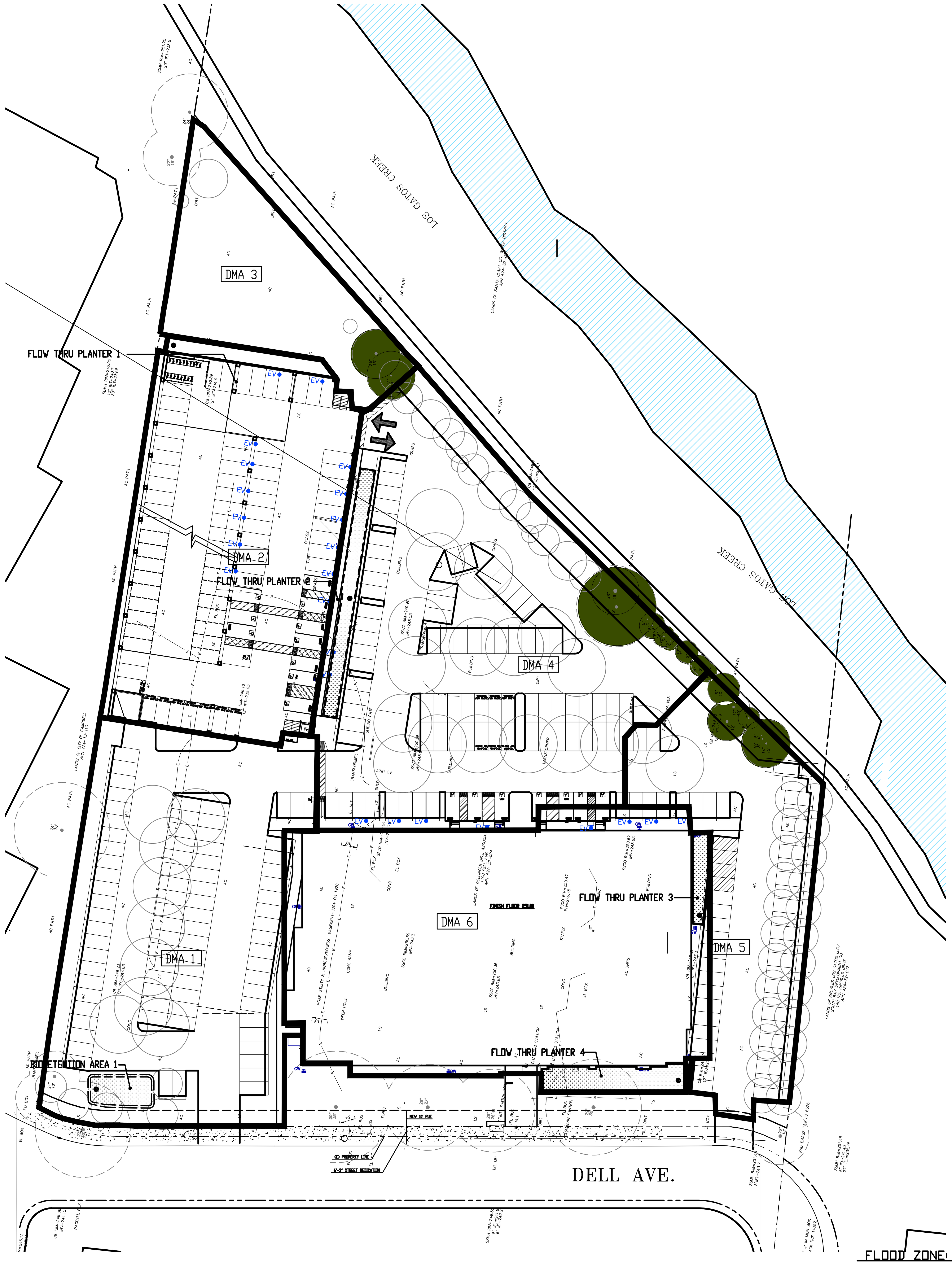
Phone Number in case we have additional followup questions: 408-354-9838

Please fax completed questionnoire to (408) 273-6995 or scan and e-mail to jamendola@awrcorp.net

*** Please provide copies (electronic is fine) of previous environmental reports you have for this site.***

APPENDIX G

HYDROLOGY AND WATER QUALITY



STORMWATER CONTROL PLAN

0 20 40 80 160

SCALE : 1" = 40'-0"

FLOOD ZONE:

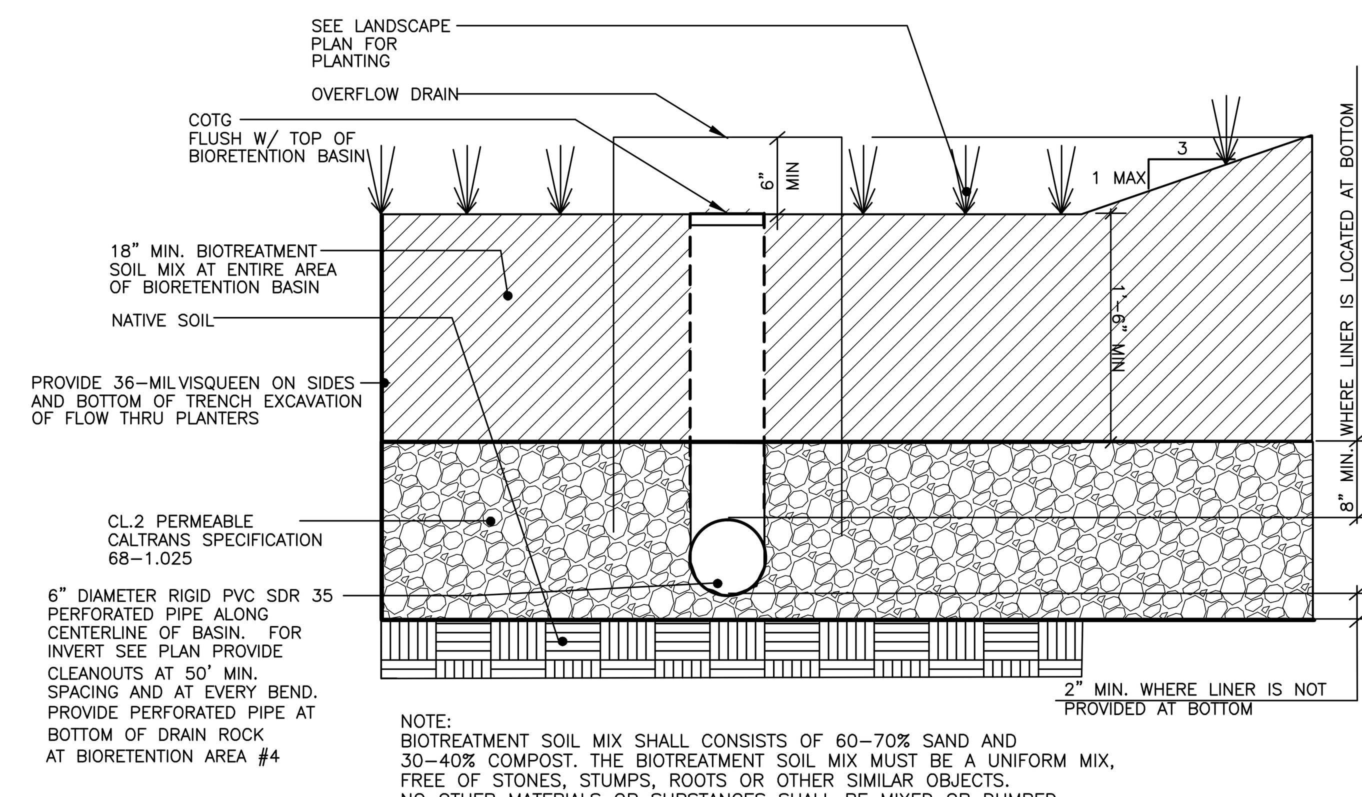
THE MAJORITY OF THE SITE IS IN FLOOD ZONE "X". A SMALL PORTION OF THE SITE ADJACENT TO THE SCVWD IS IN FLOOD ZONE "A".

RECEIVING BODY OF WATER:

LOS GATOS CREEK

PAVING MATERIALS:

ASPHALT



NOTE:
BIOTREATMENT SOIL MIX SHALL CONSISTS OF 60-70% SAND AND 30-40% COMPOST. THE BIORETENTION SOIL MIX MUST BE A UNIFORM MIX, FREE OF STONES, STUMPS, ROOTS OR OTHER SIMILAR OBJECTS. NO OTHER MATERIALS OR SUBSTANCES SHALL BE MIXED OR DUMPED WITHIN THE BIORETENTION AREA THAT MAY BE HARMFUL TO THE PLANT GROWTH, OR PROVE A HINDRANCE TO THE PLANTING OR MAINTENANCE OPERATIONS. SOIL MIXTURE PERCOLATION RATE SHALL BE 5 INCHES PER HOUR MINIMUM AND 10 INCHES PER HOUR MAXIMUM SUSTAINED. BIOTREATMENT SOIL MIX SHALL MEET THE SPECIFICATIONS OF APPENDIX C OF THE C.3 STORMWATER CONTROL HANDBOOK.
BIOTREATMENT SOIL MIX SHALL BE SUBMITTED TO AND APPROVED BY THE CITY.

BIORETENTION AREA WITH SUBDRAIN (1)

NTS 206102B

STORMWATER CONTROL MEASURES USED

SITE DESIGN

ROOF DRAINS DIRECTED TO FLOW THRU PLANTERS

STORMWATER TREATMENT

1. BIORETENSION AREAS
1. FLOW THRU PLANTERS

SOURCE CONTROLS

1. BENEFICIAL LANDSCAPING (MINIMIZES IRRIGATION, RUNOFF, PESTICIDES & FERTILLIZERS; PROMOTES TREATMENT)
2. MAINTENANCE (STREET SWEEPING, CATCH BASIN CLEANING)
3. STORM DRAIN SIGNAGE

GENERAL NOTE

1. STENCIL ALL CATCH BASINS 'NO DUMPING! FLOWS TO BAY' STORM WATER STENCILING. CONTACT CITY OF CAMPBELL FOR STENCILS.

TABLE 1-TREATMENT CONTROL MEASURE (TMC) SUMMARY TABLE AREA*

AREA ID	SURFACE	PERVIOUS AREA (s.f.)	IMPERVIOUS AREA (s.f.)	TOTAL AREA (s.f.)	SIZING FACTOR	BIORETENTION AREA REQUIRED(s.f.)	BIORETENTION AREA PROVIDED(s.f.)	TREATMENT METHOD	LINER YES/NO
DMA 1	AC PAVING WALKS LANDSCAPE	8,132	26,831	34,963	COMBINATION FLOW AND VOLUME SEE C-14	830 SF	837 SF	BIORETENTION AREA #1	NO
DMA 2	ROOF RETAINING WALL LANDSCAPE	957	29,644	30,601	COMBINATION FLOW AND VOLUME SEE C-14	921 SF	957 SF	FLOW THU PLANTER #1	YES
DMA 3	TURF BLOCK LANDSCAPE	12,559	-	12,559	SELF-TREATING	-	-	SELF-TREATING	NO
DMA 4	AC PAVING WALKS LANDSCAPE	9,105	33,239	44,892	COMBINATION FLOW AND VOLUME SEE C-14	1,024 SF	1,272 SF	FLOW THU PLANTER #2	YES
DMA 5	AC PAVING WALKS LANDSCAPE	3,052	15,428	18,480	COMBINATION FLOW AND VOLUME SEE C-14	472 SF	498 SF	FLOW THU PLANTER #3	YES
DMA 6	ROOF RETAINING WALL LANDSCAPE	1,331	41,092	42,403	COMBINATION FLOW AND VOLUME SEE C-14	1,276 SF	1,331 SF	FLOW THU PLANTER #4	YES
TOTAL		34,601	150,272	184,893					

TOTAL AREA SERVED BY BMPS 184,893

*PER CHAPTER 2.3 OF THE C.3 STORMWATER HANDBOOK ROADWAY PROJECT THAT ADD NEW SIDEWALK ALONG AN EXISTING ROADWAY ARE EXEMPT FROM PROVISION C.3.c OF THE MUNICIPAL STORMWATER PERMIT.

ENGINEERS CERTIFICATION

THE SELECTION, SIZING, AND PRELIMINARY DESIGN TREATMENT BMP'S AND OTHER CONTROL MEASURES IN THIS PLAN MEET THE REQUIREMENTS OF REGIONAL WATER QULITY CONTROL BOARD ORDER

REGISTERED PROFESSIONAL ENGINEER STEVAN H. NAKASHIMA C26597 REN.3/31/18 CIVIL STATE OF CALIFORNIA

CERTIFYING ENGINEER
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Rev.	Descrip.	DATE
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	PLANNING SUBMITTAL	11/29/17
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	PLANNING RESUMITTAL	10/16/18
	PLANNING RESUMITTAL	02/18/19
	PLANNING RESUMITTAL	02/28/19

OFFICE + PARKING STRUCTURE

1700 DELL AVE
CAMPBELL, CA

Drawing Title

STORMWATER CONTROL PLAN

Job #	A4097.17
Date:	5/24/17
Scale:	AS NOTED
Drawn By:	CLC
Sheet:	

C-13

COMBINATION FLOW AND VOLUME DESIGN BASIS CALCULATIONS

MAP =18

MAP ADJUSTMENT FACTOR = 18/18.35 = 0.98

TABLE 5.2 UNIT BASIN STORAGE VOLUME FOR OAKLAND AIRPORT = .67

ADJUSTED UNIT BASIN STORAGE VOLUME X MAP ADJUSTMENT FACTOR
.98 X .67= .66 INCHES

DURATION RAIN EVENT .66/0.2 = 3.3 HOURS

BIORETENTION AREA 1

PERVIOUS AREA 8,132 SF

IMPERVIOUS AREA 26,831 SF

TOTAL AREA 34,963 SF

EFFECTIVE IMPERVIOUS AREA = (26,831)(1)+(8,132)(.1) = 27,644 SF

ASSUME BASIN SIZE =27,644 X .04 = 1,106 SF

VOLUME OF TREATED RUNOFF = 1,106 X 5/12 X 3.3 = 1,521 CF

ASSUME BASIN SIZE 27,644 X .04 X .73 = 807 SF

VOLUME OF TREATED RUNOFF = 807 X 5/12 X 3.3 = 1,110 CF

DIFFERENCE IN VOLUME 1,521 - 1,110 = 411 CF

PONDING DEPTH 411/807 = .509 FT = 6"

MINIMUM BASIN SIZE IS .75 X 1,106 = 830

FLOW THRU PLANTER #1

PERVIOUS AREA 957 SF

IMPERVIOUS AREA 29,644 SF

TOTAL AREA 30,601 SF

EFFECTIVE IMPERVIOUS AREA = (30,601)(1)+(957)(.1) = 30,697 SF

ASSUME BASIN SIZE =30,697 X .04 = 1,228 SF

VOLUME OF TREATED RUNOFF = 1,228 X 5/12 X 3.3 = 1,689 CF

ASSUME BASIN SIZE 30,701 X .04 X .73 = 897 SF

VOLUME OF TREATED RUNOFF = 897 X 5/12 X 3.3 = 1,233 CF

DIFFERENCE IN VOLUME 1,689 - 1,233 = 456 CF

PONDING DEPTH 456/897 = .51 FT = 6"

MINIMUM BASIN SIZE IS .75 X 1,228 = 921

FLOW THRU PLANTER #2

PERVIOUS AREA 9,105 SF

IMPERVIOUS AREA 33,239 SF

TOTAL AREA 44,892 SF

EFFECTIVE IMPERVIOUS AREA = (33,239)(1)+(9,105)(.1) = 34,150 SF

ASSUME BASIN SIZE =34,150 X .04 = 1,366 SF

VOLUME OF TREATED RUNOFF = 1,366 X 5/12 X 3.3 = 1,878 CF

ASSUME BASIN SIZE 34,150 X .04 X .735 = 1,004 SF

VOLUME OF TREATED RUNOFF = 1,004 X 5/12 X 3.3 = 1,385 CF

DIFFERENCE IN VOLUME 1,878 - 1,385 = 493 CF

PONDING DEPTH 493/1,004 = .491 FT = 6"

MINIMUM BASIN SIZE IS .75 X 1,366 = 1,024

FLOW THRU PLANTER #3

PERVIOUS AREA 3,052 SF

IMPERVIOUS AREA 15,428 SF

TOTAL AREA 18,480 SF

EFFECTIVE IMPERVIOUS AREA = (15,428)(1)+(3,052)(.1) = 15,733 SF

ASSUME BASIN SIZE =15,733 X .04 = 629 SF

VOLUME OF TREATED RUNOFF = 629 X 5/12 X 3.3 = 865 CF

ASSUME BASIN SIZE 15,733 X .04 X .734 = 462 SF

VOLUME OF TREATED RUNOFF = 462 X 5/12 X 3.3 = 635 CF

DIFFERENCE IN VOLUME 865 - 635 = 230 CF

PONDING DEPTH 230/462 = .498 FT = 6"

MINIMUM BASIN SIZE IS .75 X 629 = 472

FLOW THRU PLANTER #4

PERVIOUS AREA 1,331 SF

IMPERVIOUS AREA 41,092 SF

TOTAL AREA 42,403 SF

EFFECTIVE IMPERVIOUS AREA = (42,403)(1)+(1,331)(.1) = 42,536 SF

ASSUME BASIN SIZE =42,536 X .04 = 1,701 SF

VOLUME OF TREATED RUNOFF = 1,701 X 5/12 X 3.3 = 2,339 CF

ASSUME BASIN SIZE 42,536 X .04 X .73 = 1,242 SF

VOLUME OF TREATED RUNOFF = 1,242 X 5/12 X 3.3 = 1,708 CF

DIFFERENCE IN VOLUME 2,339 - 1,708 = 631 CF

PONDING DEPTH 631/1,242 = .508 FT = 6"

MINIMUM BASIN SIZE IS .75 X 1,701 = 1,276

SUMMARY OF MAINTENANCE REQUIREMENTS

ENTITY RESPONSIBLE FOR THE MAINTENANCE OF THE STORMWATER CONTROL MEASURES:
SCOTT A. ATHEARN
DOLLINGER PROPERTIES
CELL 408-221-8380
OFFICE 650-508-8666
SCOTT@DOLLINGERPROPERTIES.COM

BIORETENTION AREAS AND FLOW THRU PLANTERS REMOVE POLLUTANTS PRIMARILY BY FILTERING RUNOFF SLOWLY THROUGH AN ACTIVE LAYER OF SOIL. ROUTINE MAINTENANCE IS NEEDED TO INSURE THAT FLOW IS UNOBSTRUCTED, THAT EROSION IS PREVENTED, AND THAT SOILS ARE HELD TOGETHER BY PLANT ROOTS AND ARE BIOLOGICALLY ACTIVE. TYPICAL ROUTINE MAINTENANCE CONSISTS OF THE FOLLOWING:

- INSPECT INLETS, EXPOSURE OF SOILS, OR OTHER EVIDENCE OF EROSION. CLEAR ANY OBSTRUCTIONS AND REMOVE ANY ACCUMULATION OF SEDIMENT. EXAMINE ROCK OR OTHER MATERIAL USED AS A SPLASH PAD AND REPLENISH IF NECESSARY.
- INSPECT OUTLETS FOR EROSION OR UNPLUGGING.
- INSPECT SIDE SLOPES FOR EVIDENCE OF INSTABILITY OR EROSION AND CORRECT AS NECESSARY.
- OBSERVE SOIL IN THE BASINS FOR UNIFORM PERCOLATION THROUGHOUT. IF PORTIONS OF THE SWALE OR FILTER DO NOT DRAIN WITHIN 48 HOURS AFTER THE END OF A STORM, THE SOIL SHOULD BE TILLED AND REPLANTED. REMOVE ANY DERBIS OR ACCUMULATIONS OF SEDIMENT.
- EXAMINE THE VEGETATION TO INSURE THAT IT IS HEALTHY AND DENSE ENOUGH TO PROVIDE FILTERING AND TO PROTECT SOILS FROM EROSION. REPLENISH MUCH AS NECESSARY, REMOVE FALLEN LEAVES AND DEBRIS, PRUNE LARGE SHRUBS OR TREES, AND MOW TURF AREAS. CONFIRM THAT IRRIGATION IS ADEQUATE AND NOT EXCESSIVE. REPLACE DEAD PLANTS AND REMOVE INVASIVE VEGETATION.
- ABATE ANY POTENTIAL VECTORS BY FILLING HOLES IN THE GROUND IN AND AROUND THE SWALE AND BY INSURING THAT THERE ARE NOT AREAS WHERE WATER STANDS LONGER THAN 48 HOURS FOLLOWING A STORM. IF MOSQUITO LARVAE ARE PRESENT AND PERSISTENT, CONTACT THE SANTA CLARA COUNTY VECTOR CONTROL DISTRICT FOR INFORMATION AND ADVICE. MOSQUITO LARVICIDES SHOULD BE APPLIED ONLY WHEN ABSOLUTELY NECESSARY AND THEN ONLY BY A LICENSED INDIVIDUAL OR CONTRACTOR.

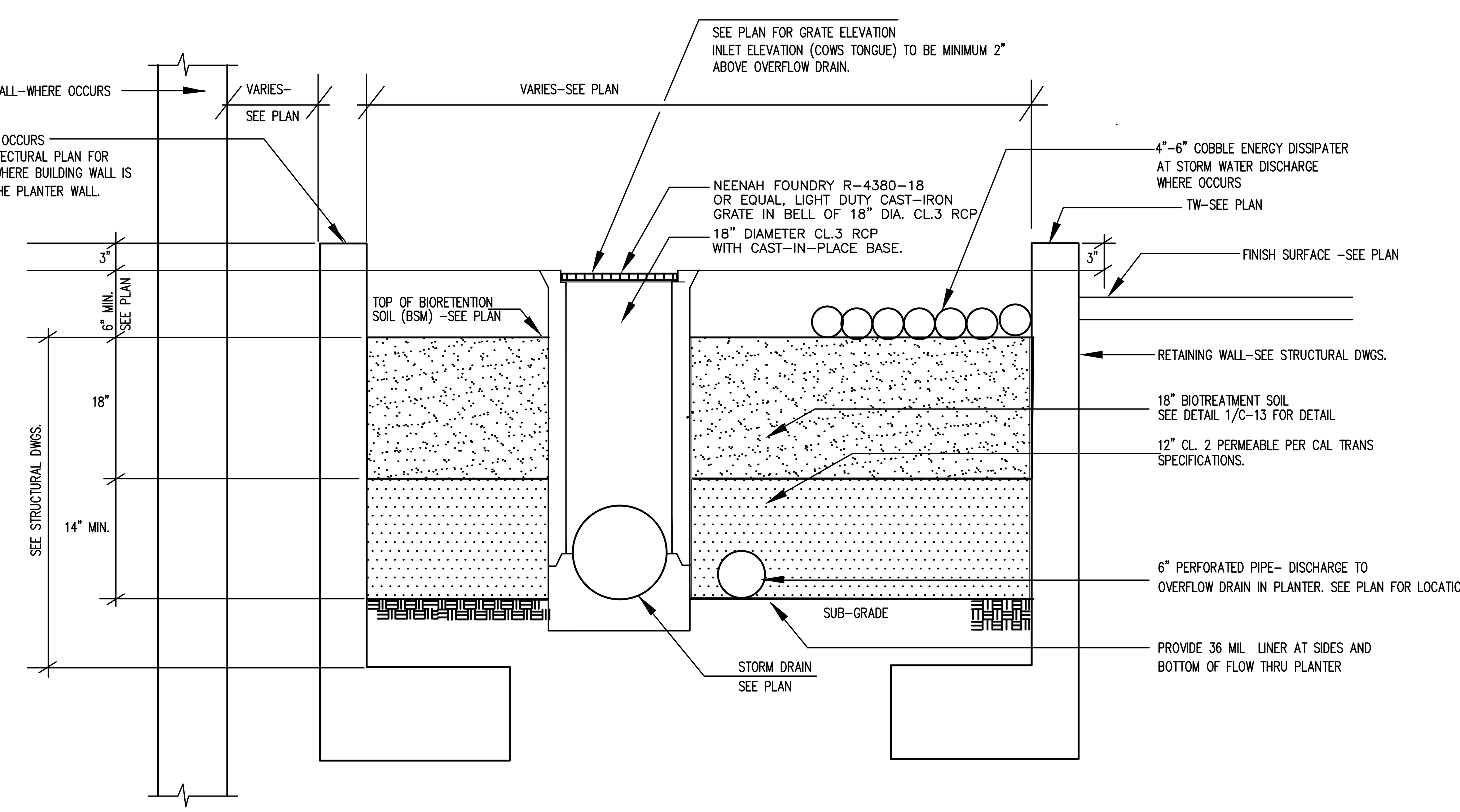
2. PROJECT DATA:

PERVIOUS AND IMPERVIOUS SURFACES COMPARISON TABLE

A. PROJECT PHASE NUMBER (N/A, 1, 2, 3, ETC.):	N/A	B. TOTAL SITE (AREA):	4.456
C. TOTAL SITE EXISTING IMPERVIOUS SURFACES (SQUARE FEET):	153,207	D. TOTAL AREA OF SITE DISTURBED (ACRES):	4.34

E. IMPERVIOUS SURFACES	EXISTING CONDITION OF SITE AREA DISTURBED (SQUARE FEET):	PROPOSED CONDITION OF SITE AREA DISTURBED (SQUARE FEET)	
		REPLACED	NEW
ROOF AREA(S)	38,561	61,137	4,547
PARKING/DRIVEWAY	97,740	60,131	15,755
SIDEWALKS,PATIOS, ETC. DRIVEWAYS, ETC.	16,906	4,100	1,483
STREETS (PUBLIC)	-	-	-
STREETS (PRIVATE)	-	-	-
TOTAL IMPERVIOUS SURFACES:	E.1: 153,207	E.2: 125,368	E.3: 21,785
F. PERVIOUS SURFACES			
LANDSCAPED AREAS	40,914	25,160	18,579
PERVIOUS PAVING	-	299	2,930
OTHER PERVIOUS SURFACES (GREEN ROOF, ETC)	-	-	-
TOTAL PERVIOUS SURFACES:	F.1: 40,914	F.2: 25,459	F.3: 21,509

G. TOTAL PROPOSED REPLACED + NEW IMPERVIOUS SURFACES (E.2+E.3):	147,153
H. TOTAL PROPOSED REPLACED + NEW PERVIOUS SURFACES (F.2+F.3):	46,968
I. PERCENT OF REPLACEMENT OF IMPERVIOUS AREA IN REDEVELOPMENT PROJECTS (E.2÷C X 100):	81.8%



FLOW THROUGH PLANTER @ GRADE
SCALE: NONE
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206106C

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STATE OF CALIFORNIA
Stevan Nakashima

Rev.	Descrip.	DATE
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	PLANNING SUBMITTAL	11/09/17
	PLANNING SUBMITTAL	11/29/17
	PLANNING SUBMITTAL	02/02/18
	PLANNING COMMENT RESPONSE	05/10/18
	PLANNING COMMENT RESPONSE	08/30/18
	PLANNING RESUBMITTAL	10/16/18
	PLANNING RESUBMITTAL	02/18/19
	PLANNING RESUBMITTAL	02/28/19

OFFICE + PARKING STRUCTURE

1700 DELL AVE
CAMPBELL, CA

Drawing Title
STORMWATER CONTROL TABLES & NOTES

Job #	A4097.17
Date:	5/24/17
Scale:	AS NOTED
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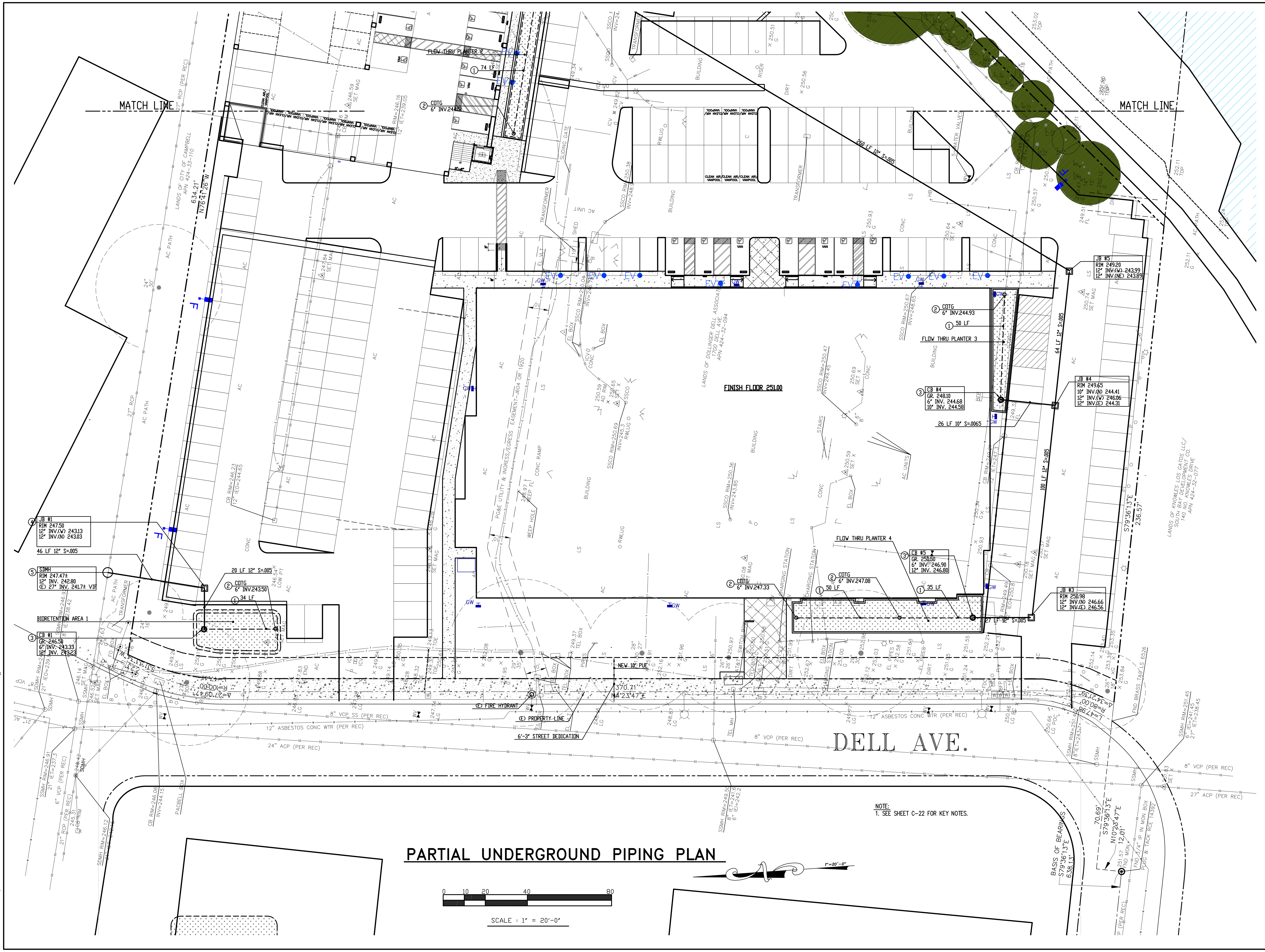
Sheet:	C-14



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Stevan Nakashima, SNCE 2/27/2019 9:11 PM

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	PLANNING RESUMITTAL	10/16/18
	PLANNING RESUMITTAL	02/18/19
	PLANNING RESUMITTAL	02/28/19

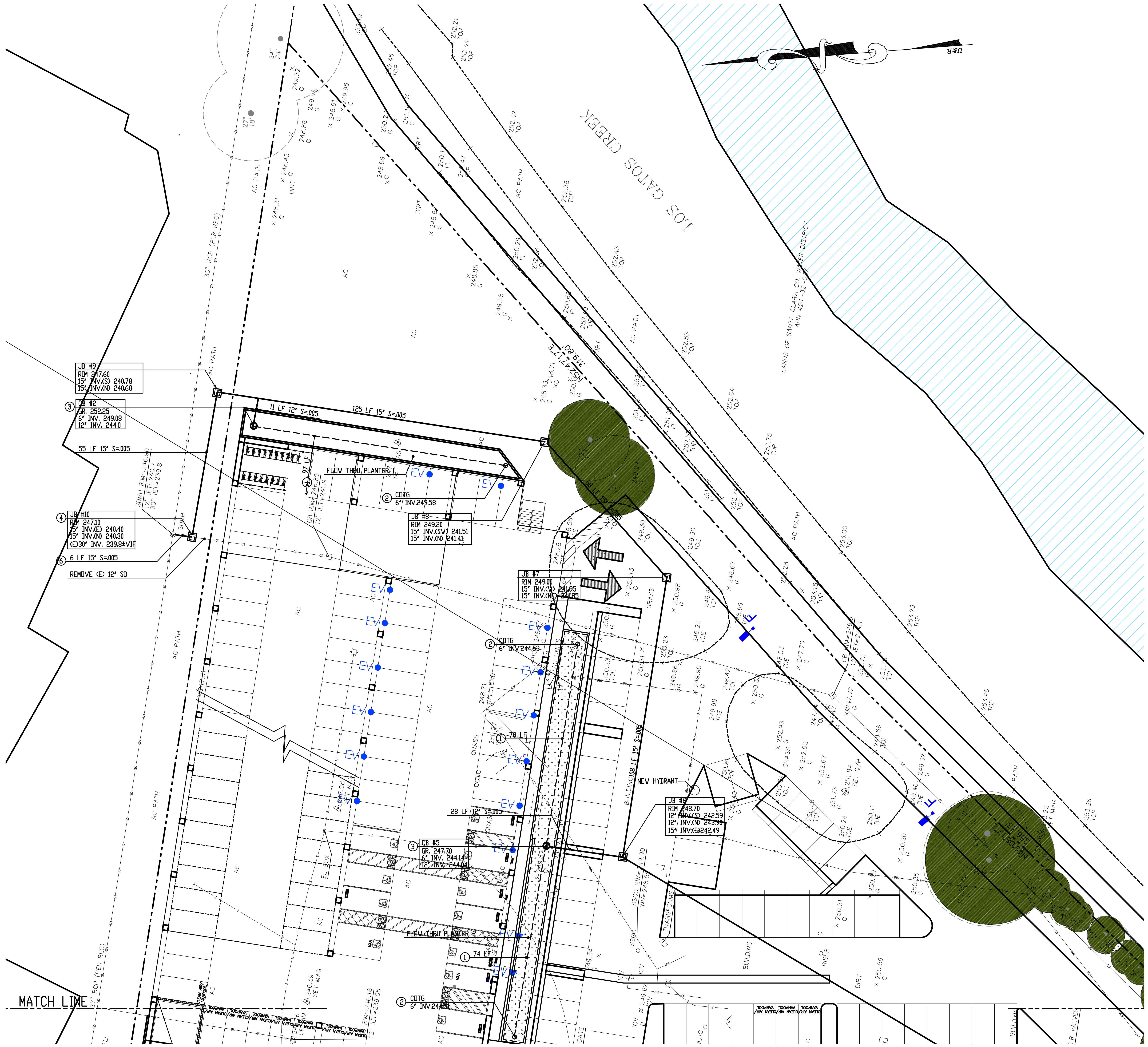
OFFICE + PARKING STRUCTURE

1700 DELL AVE
CAMPBELL, CA

Drawing Title

PARTIAL UNDERGROUND PIPING PLAN

Job #	A4097.17
Date:	5/24/17
Scale:	AS NOTED
Drawn By:	CLC
Sheet:	C-21



PARTIAL UNDERGROUND PIPING PLAN

SCALE : 1" = 20'-0"

KEY NOTES:

1. PROVIDE 6" PVC SDR 35 PERFORATED PIPE AT S=.005 MIN.
2. CDTG AT PERFORATED PIPE. SEE 11/C-31.
3. (N) OVERFLOW DRAIN. PROVIDE 18" ROUND CATCH BASIN GRATE 6" ABOVE BIORETENTION BASIN GRADE. SEE GENERAL NOTE 6.
4. PROVIDE JUNCTION BOX AT (E) 12" STORM DRAIN. VIF.

CHANG ARCHITECTURE

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	PLANNING SUBMITTAL	05/24/17
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OFFICE + PARKING STRUCTURE

1700 DELL AVE
CAMPBELL, CA

Drawing Title
PARTIAL UNDERGROUND PIPING PLAN

Job #	A4097.17
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Appendix H

Technical Noise Data and Modeling

Fundamentals of Noise

NOISE

Noise is most often defined as unwanted sound; whether it is loud, unpleasant, unexpected, or otherwise undesirable. Although sound can be easily measured, the perception of noise and the physical response to sound complicate the analysis of its impact on people. People judge the relative magnitude of sound sensation in subjective terms such as "noisiness" or "loudness."

Noise Descriptors

The following are brief definitions of terminology used in this chapter:

- **Sound.** A disturbance created by a vibrating object, which, when transmitted by pressure waves through a medium such as air, is capable of being detected by a receiving mechanism, such as the human ear or a microphone.

- **Noise.** Sound that is loud, unpleasant, unexpected, or otherwise undesirable.

- **Decibel (dB).** A unitless measure of sound, expressed on a logarithmic scale and with respect to a defined reference sound pressure. The standard reference pressure is 20 micropascals (20 μPa).

- **Vibration Decibel (VdB).** A unitless measure of vibration, expressed on a logarithmic scale and with respect to a defined reference vibration velocity. In the U.S., the standard reference velocity is 1 micro-inch per second ($1x10^{-6}$ in/sec).

- **A-Weighted Decibel (dBA).** An overall frequency-weighted sound level in decibels that approximates the frequency response of the human ear.

- **Equivalent Continuous Noise Level (L_{eq}); also called the Energy-Equivalent Noise Level.** The value of an equivalent, steady sound level which, in a stated time period (often over an hour) and at a stated location, has the same A-weighted sound energy as the time-varying sound. Thus, the L_{eq} metric is a single numerical value that represents the equivalent amount of variable sound energy received by a receptor over the specified duration.

- **Statistical Sound Level (L_n).** The sound level that is exceeded "n" percent of time during a given sample period. For example, the L_{50} level is the statistical indicator of the time-varying noise signal that is exceeded 50 percent of the time (during each sampling period); that is, half of the sampling time, the changing noise levels are above this value and half of the time they are below it. This is called the "median sound level." The L_{10} level, likewise, is the value that is exceeded 10 percent of the time (i.e., near the maximum) and this is often known as the "intrusive sound level." The L_{90} is the sound level exceeded 90 percent of the time and is often considered the "effective background level" or "residual noise level."

- **Day-Night Sound Level (L_{dn} or DNL).** The energy-average of the A-weighted sound levels occurring during a 24-hour period, with 10 dB added to the sound levels occurring during the period from 10:00 PM to 7:00 AM.

- **Community Noise Equivalent Level (CNEL).** The energy average of the A-weighted sound levels occurring during a 24-hour period, with 5 dB added from 7:00 PM to 10:00 PM and 10 dB from 10:00 PM to 7:00 AM. NOTE: For general community/environmental noise, CNEL and L_{dn} values rarely differ by more than 1 dB (with the CNEL being only slightly more restrictive – that is, higher than the L_{dn} value). As a matter of practice, L_{dn} and CNEL values are interchangeable and are treated as equivalent in this assessment.

- **Sensitive Receptor.** Noise- and vibration-sensitive receptors include land uses where quiet environments are necessary for enjoyment and public health and safety. Residences, schools, motels and hotels, libraries, religious institutions, hospitals, and nursing homes are examples.

Characteristics of Sound

When an object vibrates, it radiates part of its energy in the form of a pressure wave. Sound is that pressure wave transmitted through the air. Technically, airborne sound is a rapid fluctuation or oscillation of air pressure above and below atmospheric pressure that creates sound waves.

Sound can be described in terms of amplitude (loudness), frequency (pitch), or duration (time). Loudness or amplitude is measured in dB, frequency or pitch is measured in Hertz [Hz] or cycles per second, and duration or time variations is measured in seconds or minutes.

Amplitude

Unlike linear units such as inches or pounds, decibels are measured on a logarithmic scale. Because of the physical characteristics of noise transmission and perception, the relative loudness of sound does not closely match the actual amounts of sound energy. Table 1 presents the subjective effect of changes in sound pressure levels. Ambient sounds generally range from 30 dBA (very quiet) to 100 dBA (very loud). Changes of 1 to 3 dB are detectable under quiet, controlled conditions, and changes of less than 1 dB are usually not discernible (even under ideal conditions). A 3 dB change in noise levels is considered the minimum change that is detectable with human hearing in outside environments. A change of 5 dB is readily discernible to most people in an exterior environment, and a 10 dB change is perceived as a doubling (or halving) of the sound.

Table 1 Noise Perceptibility

Change in dB	Noise Level
± 3 dB	Threshold of human perceptibility

± 5 dB	Clearly noticeable change in noise level
± 10 dB	Half or twice as loud
± 20 dB	Much quieter or louder

Source: Bies, David A. and Colin H. Hansen. 2009. *Engineering Noise Control: Theory and Practice*. 4th ed. New York: Spon Press.

Frequency

The human ear is not equally sensitive to all frequencies. Sound waves below 16 Hz are not heard at all, but are "felt" more as a vibration. Similarly, though people with extremely sensitive hearing can hear sounds as high as 20,000 Hz, most people cannot hear above 15,000 Hz. In all cases, hearing acuity falls off rapidly above about 10,000 Hz and below about 200 Hz.

When describing sound and its effect on a human population, A-weighted (dBA) sound levels are typically used to approximate the response of the human ear. The A-weighted noise level has been found to correlate well with people's judgments of the "noisiness" of different sounds and has been used for many years as a measure of community and industrial noise. Although the A-weighted scale and the energy-equivalent metric are commonly used to quantify the range of human response to individual events or general community sound levels, the degree of annoyance or other response also depends on several other perceptibility factors, including:

- Ambient (background) sound level
- General nature of the existing conditions (e.g., quiet rural or busy urban)
- Difference between the magnitude of the sound event level and the ambient condition
- Duration of the sound event
- Number of event occurrences and their repetitiveness
- Time of day that the event occurs

Duration

Time variation in noise exposure is typically expressed in terms of a steady-state energy level equal to the energy content of the time varying period (called L_{eq}), or alternately, as a statistical description of the sound level that is exceeded over some fraction of a given observation period. For example, the L_{50} noise level represents the noise level that is exceeded 50 percent of the time; half the time the noise level exceeds this level and half the time the noise level is less than this level. This level is also representative of the level that is exceeded 30 minutes in an hour. Similarly, the L_2, L_8 and L_{25} values represent the noise levels that are exceeded 2, 8, and 25 percent of the time or 1, 5, and 15 minutes per hour, respectively. These "n" values are typically used to demonstrate compliance for stationary noise sources with many cities' noise ordinances. Other values typically noted during a noise survey are the L_{min} and L_{max}. These values represent the minimum and maximum root-mean-square noise levels obtained over the measurement period, respectively.

Because community receptors are more sensitive to unwanted noise intrusion during the evening and at night, state law and many local jurisdictions use an adjusted 24-hour noise descriptor called the Community Noise Equivalent Level (CNEL) or Day-Night Noise Level (L_{dn}). The CNEL descriptor requires that an artificial increment (or "penalty") of 5 dBA be added to the actual noise level for the hours from 7:00 PM to 10:00 PM and 10 dBA for the hours from 10:00 PM to 7:00 AM. The L_{dn} descriptor uses the same methodology except that there is no artificial increment added to the hours between 7:00 PM and 10:00 PM. Both descriptors give roughly the same 24-hour level, with the CNEL being only slightly more restrictive (i.e., higher). The CNEL or L_{dn} metrics are commonly applied to the assessment of roadway and airport-related noise sources.

Sound Propagation

Sound dissipates exponentially with distance from the noise source. This phenomenon is known as "spreading loss." For a single-point source, sound levels decrease by approximately 6 dB for each doubling of distance from the source (conservatively neglecting ground attenuation effects, air absorption factors, and barrier shielding). For example, if a backhoe at 50 feet generates 84 dBA, at 100 feet the noise level would be 79 dBA, and at 200 feet it would be 73 dBA. This drop-off rate is appropriate for noise generated by on-site operations from stationary equipment or activity at a project site. If noise is produced by a line source, such as highway traffic, the sound decreases by 3 dB for each doubling of distance over a reflective ("hard site") surface such as concrete or asphalt. Line source noise in a relatively flat environment with ground-level absorptive vegetation decreases by an additional 1.5 dB for each doubling of distance.

Psychological and Physiological Effects of Noise

Physical damage to human hearing begins at prolonged exposure to noise levels higher than 85 dBA. Exposure to high noise levels affects the entire system, with prolonged noise exposure in excess of 75 dBA increasing body tensions, thereby affecting blood pressure and functions of the heart and the nervous system. Extended periods of noise exposure above 90 dBA results in permanent cell damage, which is the main driver for employee hearing protection regulations in the workplace. For community environments, the ambient or background noise problem is widespread, through generally worse in urban areas than in outlying, less-developed areas. Elevated ambient noise levels can result in noise interference (e.g., speech interruption/masking, sleep disturbance, disturbance of concentration) and cause annoyance. Since most people do not routinely work with decibels or A-weighted sound levels, it is often difficult to appreciate what a given sound pressure level number means. To help relate noise level values to common experience, Table 2 shows typical noise levels from familiar sources.

Table 2 Typical Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Onset of physical discomfort	120+	
	110	Rock Band (near amplification system)
Jet Flyover at 1,000 feet		
	100	
Gas Lawn Mower at three feet		
	90	
Diesel Truck at 50 feet, at 50 mph		Food Blender at 3 feet
	80	Garbage Disposal at 3 feet
Noisy Urban Area, Daytime		
	70	Vacuum Cleaner at 10 feet
Commercial Area		Normal speech at 3 feet
Heavy Traffic at 300 feet	60	
		Large Business Office
Quiet Urban Daytime	50	Dishwasher Next Room
Quiet Urban Nighttime	40	Theater, Large Conference Room (background)
Quiet Suburban Nighttime		
	30	Library
Quiet Rural Nighttime		Bedroom at Night, Concert Hall (background)
	20	
		Broadcast/Recording Studio
	10	
Lowest Threshold of Human Hearing	0	Lowest Threshold of Human Hearing

Source: California Department of Transportation (Caltrans). 2009, November. Technical Noise Supplement ("TeNS"). Prepared by ICF International.

Vibration Fundamentals

Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. Vibration is normally associated with activities stemming from operations of railroads or vibration-intensive stationary sources, but can also be associated with construction equipment such as jackhammers, pile drivers, and hydraulic hammers. As with noise, vibration can be described by both its amplitude and frequency. Vibration displacement is the distance that a point on a surface moves away from its original static position; velocity is the instantaneous speed that a point on a surface moves; and acceleration is the rate of change of the speed. Each of these descriptors can be used to correlate vibration to human response, building damage, and acceptable equipment vibration levels. During construction, the operation of construction equipment can cause groundborne vibration. During the operational phase of a project, receptors may be subject to levels of vibration that can cause annoyance due to noise generated from vibration of a structure or items within a structure.

Vibration amplitudes are usually described in terms of either the peak particle velocity (PPV) or the root mean square (RMS) velocity. PPV is the maximum instantaneous peak of the vibration signal and RMS is the square root of the average of the squared amplitude of the signal. PPV is more appropriate for evaluating potential building damage and RMS is typically more suitable for evaluating human response.

As with airborne sound, annoyance with vibrational energy is a subjective measure, depending on the level of activity and the sensitivity of the individual. To sensitive individuals, vibrations approaching the threshold of perception can be annoying. Persons accustomed to elevated ambient vibration levels, such as in an urban environment, may tolerate higher vibration levels. Table 3 displays the human response and the effects on buildings resulting from continuous vibration (in terms of various levels of PPV).

Table 3 Human Reaction to Typical Vibration Levels

Vibration Level, PPV (in/sec)	Human Reaction	Effect on Buildings
0.006–0.019	Threshold of perception, possibility of intrusion	Vibrations unlikely to cause damage of any type
0.08	Vibrations readily perceptible	Recommended upper level of vibration to which ruins and ancient monuments should be subjected
0.10	Level at which continuous vibration begins to annoy people	Virtually no risk of “architectural” (i.e. not structural) damage to normal buildings
0.20	Vibrations annoying to people in buildings	Threshold at which there is a risk to “architectural” damage to normal dwelling – houses with plastered walls and ceilings
0.4–0.6	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Vibrations at a greater level than normally expected from traffic, but would cause “architectural” damage and possibly minor structural damage

Source: California Department of Transportation (Caltrans). 2004, June. Transportation- and Construction-Induced Vibration Guidance Manual. Prepared by ICF International.

LOCAL REGULATIONS AND STANDARDS

Solid Waste

The City's agreements with Green Valley Disposal Company and Guadalupe Rubbish Disposal Company for the disposal of municipal solid wastes extend through 2007. When City wastes were last studied in 1991, about 39 percent came from homes, 22 percent from businesses and 37 percent from industry.

The California Integrated Waste Management Act of 1989 requires cities and counties to establish a local plan to cut the volume of solid waste disposed to 50 percent by 2000. In 1992, the City adopted a Source Reduction and Recycling Element, which identifies waste diversion opportunities and programs. In 1999, the City was diverting roughly 41 percent of its solid waste from the landfill. The City is considering additional measures to meet the mandate, including adoption of a Construction and Demolition Debris Recycling Ordinance.

City waste diversion measures include source reduction, recycling, composting and yard waste programs. Source reduction prevents creation of solid waste by diminishing the amount of a product used and/or by prolonging the useful life of a product. Diversion through source reduction may reduce landfill disposal by 20 percent.

NOISE

The Noise Element is a required element of the General Plan. Included here as a portion of the Conservation and Natural Resources Element, it identifies and evaluates noise problems in Campbell and includes policies to ensure that future land use decisions minimize adverse noise impacts to the fullest extent possible.

Noise is commonly defined as a sound or series of sounds that are irritating, intrusive and disruptive to daily activities. Sound becomes unwanted when it interferes with normal activities, when it causes actual physical harm, or when it has adverse effects on health. Noise sources occur in two forms: point sources, such as stationary mechanical equipment, a water recycling plant, or individual motor vehicles; and line sources, such as roadways with large numbers of point sources (motor vehicles).

Transportation corridors traversing the City are its primary noise sources, especially Highways 17 and 85 and the San Tomas Expressway. The Land Use and Transportation Element addresses noise issues in its discussion of land use compatibility. Consistent with those elements, a goal of the Natural Resources and Conservation Element is to sustain and improve quality of life in Campbell by minimizing noise impacts in the community.

Policies and strategies in this Element address existing noise issues and ways of reducing noise generation associated with new development and redevelopment, which produce both short-term impacts during construction and long-term operational impacts, such as traffic. A primary way of reducing the potential for noise impacts is to ensure separation between noise-sensitive uses, such as residences, schools and churches and noise generators, such as manufacturing businesses and major transportation corridors. However since such incompatibilities already exist, measures should be taken to minimize noise impacts. These include site planning, design and construction methods that absorb or deflect sound.

Noise levels are reported as measurements over a given period of time in order to account for variations in noise exposure. Noise levels also account for different degrees of noise sensitivity during the day and night. The Community Noise Equivalent Level (CNEL) and Day-Night Noise Level (Ldn) reflect noise exposure over and average day with weighting to account for the sensitivity to day and night time noise. The CNEL is the reference level for State noise law and is used to describe noise levels for major continuous noise sources, such as traffic and aircraft noise. Noise impacts on the existing and future land uses within the City would primarily occur as a result of traffic volumes on the adjacent and nearby roadways. The future contours for major roadways within the City are identified in Table CNR-2 and shown in Figure CNR-2: Traffic-Related Noise Conditions Under General Plan Buildout.

Table CNR-2: Traffic-Related Noise Conditions at General Plan Buildout

Roadway Segment	*Projected ADT*	*Centerline to 70 dBA CNEL (ft)*	*Centerline to 65 dBA CNEL (ft)*	*Centerline to 60 dBA CNEL (ft)*
San Tomas Expy between Hamilton and Campbell	62,867	144	303	650
San Tomas Expy between Winchester and SR 17	94,400	187	397	851
Hamilton Ave between Creekside and Bascom	72,267	158	332	713
Hamilton Ave between Eden and Winchester	42,933	114	236	504
Campbell Ave between Union and Bascom	27,667	61	123	260
Campbell Ave between Milton and Winchester	26,333	59	119	252
Bascom Ave between Campisi and Hamilton	57,333	136	286	611
Bascom Ave between Apricot and Campbell	42,533	114	235	501
Union Ave between Apricot and Campbell	18,333	<50[1]	93	198
Winchester Blvd between Latimer and Campbell	29,800	63	129	273
Winchester Blvd between Sunnyoaks and Hacienda	43,333	79	164	350
Winchester Blvd between Hacienda and Chapman	26,200	59	118	251
Camden Avenue between Curtner and Bascom	76,067	163	344	737

1. Traffic noise within 50 feet of roadway centerline requires detailed site-specific analysis.

Source: Fehr and Peers Associates and LSA Associates Inc, 2001.

Figure CNR-2: Traffic-Related Noise Conditions Under General Plan Buildout

Campbell Community Development Department 2001

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hours after service, prohibit the placement of the cans on the curb no more than 24 hours before service and require the screening of garbage cans.

Noise

Goal CNR-10: Protect the community, especially sensitive noise receptors such as schools, hospitals and senior facilities, from excessive noise.

Policy CNR-10.1: Noise Reduction: Reduce noise levels at the source.

Strategy CNR-10.1a: Noise Ordinance: Adopt and strictly enforce a Noise Ordinance that establishes noise standards for various noise-sensitive land uses and for all Zoning Districts.

Strategy CNR-10.1b: Minimization of Noise Exposure and Generation: Encourage practices and technologies that minimize noise exposure and noise generation in new development and redevelopment.

Strategy CNR-10.1c: Noise and New Development: Evaluate the potential for noise pollution and ways to reduce noise impacts when reviewing development proposals.

Noise from Stationary Sources: New residential development shall conform to a stationary source noise exposure standard of 65 dBA for exterior noise levels and 45 dBA for interior noise levels. Acoustical studies shall be required for all new noise-sensitive projects that may be affected by existing noise from stationary sources. Where existing stationary noise sources exceed the City's noise standards, mitigation measures shall be implemented to reduce noise exposure to or below the allowable levels of the Noise Ordinance.

Traffic-Related Noise: New residential development shall conform to a traffic-related noise exposure standard of 60 dBA CNEL for outdoor noise in noise-sensitive outdoor activity areas and 45 dBA CNEL for indoor noise. New development, which does not and cannot be made to conform to this standard shall not be permitted. Acoustical studies, describing how the exterior and interior noise standards will be met, shall be required for all new residential developments with a noise exposure greater than 60 dBA CNEL. The studies should also satisfy the requirements set forth in Title 24, part 2, of the California Administrative Code, Noise Insulation Standards, for multiple-family attached residential projects, hotels, motels, etc., regulated by Title 24. Table CNR-2: Traffic-Related Noise Conditions at General Plan Buildout should be used as the basis to initially identify areas with potential excessive noise exposure.

Strategy CNR-10.1d: Noise Mitigation Measures: Review and require noise mitigation measures for development projects, including setbacks between uses, earth berms, sound walls, landscaping and site design that shields noise-sensitive uses with non-sensitive structures such as parking lots, utility areas and garages, or orients buildings to shield outdoor spaces from noise sources.

Strategy CNR-10.1e: Construction Noise Mitigation: Require mitigation measures during construction, including limits on operating times of noise-producing activities (including vehicles).

Strategy CNR-10.1f: Sound Walls: In cases where sound walls are used as mitigation, they should be encouraged to help create an attractive setting with features such as setbacks, changes in alignment, detail and texture, pedestrian access (if appropriate) and landscaping.

Strategy CNR 10.1g: Expansion of Bay Area Airports: Participate in public forums regarding expansion of Bay Area Airports, including San Jose Airport and San Francisco International Airport, to ensure that future activities do not increase noise levels in Campbell.

Strategy CNR 10.1h: Helicopter Noise Reduction: Undertake measures to limit helicopter overflight noise in the City.

Strategy CNR-10.1i: Vehicle Noise Reduction: Employ roadway design, traffic signalization, reduced speed limits and other traffic management techniques to reduce noise caused by speed or acceleration of vehicles.

Strategy CNR-10.1j: Truck Traffic Limits: Limit commercial, industrial and construction truck traffic in residential areas.

Strategy CNR-10.1k: Vasona Light Rail: Work with VTA to identify potential noise impacts resulting from the planned Vasona Light Rail and develop adequate mitigation measures to reduce significant adverse impacts on residents and businesses.

Air Quality

Goal CNR-11: Work toward improving air quality and meeting all federal and State ambient air quality standards

Policy CNR-11.1: Air Quality Impacts: Reduce adverse air quality impacts of City operations.

Strategy CNR-11.1a: Alternative Vehicles: Consider use of alternative fuel vehicles or electric vehicles for City use.

Policy CNR-11.2: Effects of Development on Air Quality: Use the City's development review process and the California Environmental Quality Act to evaluate and mitigate the local and cumulative effects of new development on air quality

Strategy CNR-11.2a: Vehicle Trip Reduction Measures: Consider requiring vehicle trip reduction measures for new development.

Strategy CNR-11.2b: Vehicle Pollution Reduction: Encourage improvements such as bus turnouts and synchronized traffic signals for new development to reduce excessive vehicle emissions caused by idling.

Strategy CNR-11.2c: Clean-burning Fireplaces and Wood Stoves: Consider an ordinance that requires the installation of clean-burning fireplaces and wood stoves in new residences and significantly remodeled residences.

21.16.070 - Noise.

A. Purpose. It is declared to be the policy of the city to prohibit unnecessary, excessive, and annoying sound levels from all sources. In compliance with this policy, Campbell is designated a quiet city. At certain levels, sounds are detrimental to the health and welfare of the citizenry and, in the public interest, shall be systematically proscribed. It is the purpose of this chapter to prescribe standards for and to provide an effective and readily available remedy for violations of this chapter.

B. Definitions. As used in this chapter, unless the context otherwise clearly indicates, the words and phrases used in this chapter are defined as follows:

"A-weighting" means a filter network designed to transform a frequency spectrum to that which is heard by the human ear.

"Decibel (dB)" means a unit for measuring the amplitude of sound, equal to twenty times the logarithm to the base ten of the ratio of the pressure of the sound measured to the reference pressure of zero decibels, which is twenty micropascals.

"Impulsive sound" means a sound of short duration, usually less than one second, with an abrupt onset and rapid decay. Examples of impulsive sounds include explosions, drop impacts, and firearm discharge.

"Noise" means any loud discordant or disagreeable sound or sounds.

"Noise level" expressed in decibels (dB), means a logarithmic indication of the ratio between the acoustic energy present at a given location and the lowest amount of acoustic energy audible to sensitive human ears and weighted by frequency to account for characteristics of human hearing, as given in the American National Standards Institute Standard S1.1, Acoustic Terminology, Paragraph 2.9, or successor references.

"Noise level measurement" means the procedure of measuring sound consisting of the usage of a precision sound level meter (SLM), as defined in this section, set to "fast" response. If the sound level meter is analog with a VU meter, then the response shall be "slow" unless the noise issue is impulsive. The meter shall be calibrated before any measurements and the microphone shall be a minimum of three and one-half feet from any wall, floor, or other large sound-reflecting surface. The meter shall be protected from wind or other extraneous noise by the use of screens, shields, or other appropriate devices.

"Powered equipment" means a motorized device powered by electricity or fuel used for property maintenance and/or landscape maintenance. Powered equipment includes: lawn mowers, edgers, parking lot sweepers, blowers, wood chippers, vacuums, and similar devices.

"Precision sound level meter" means a sound pressure level measuring instrument that conforms to the American National Standards Institute (ANSI) specification S1.4 for Type 1 or Type 2 measuring instruments.

"Sensitive receptor" means a land use in which there is a reasonable degree of sensitivity to noise. Such uses include single-family and multi-family residential uses, schools, hospitals, churches, rest homes, cemeteries, public libraries, and other sensitive uses as determined by the enforcement officer.

C. Applicability. It is unlawful for any person, at any location within the city, to create any noise or to allow the creation of any noise on property leased, occupied, owned, or otherwise controlled by the person which does not comply with the provisions of this chapter, unless the provisions of either subsection E or subsection G of this section, have been met.

D. Noise measurement.

    1. Noise measurement equipment. Any noise measurement made in compliance with this chapter shall be made with a sound level meter using the A-weighting network at slow meter response. Fast meter response shall be used for impulsive type noise. Calibration of the measurement equipment utilizing an acoustical calibrator meeting American National Standards Institute (ANSI) standards shall be performed immediately prior to recording any sound data.

    2. Location of noise measurement. Exterior sound levels shall be measured at the property line or at any location within the property of the affected sensitive receptor. Sound measurements shall be taken in a manner and location so that it can be determined whether sound level standards are exceeded at the property line. Where practical, the microphone of the sound level meter shall be positioned three to five feet above the ground and away from reflective surfaces. The actual location of the sound measurements shall be at the discretion of the enforcement officer.

E. Residential noise standards.

    1. Noise from stationary sources. New residential development shall conform to a stationary source noise exposure standard of sixty-five dBA for exterior noise levels and forty-five dBA for interior noise levels.

    2. Traffic-related noise. New residential development shall conform to a traffic-related noise exposure standard of sixty dBA CNEL for outdoor noise in noise-sensitive outdoor activity areas and forty-five dBA CNEL for indoor noise. New development that does not and cannot be made to conform to this standard shall not be allowed.

F. Acoustical studies required.

    1. Acoustical studies. Acoustical studies are required for all new noise-sensitive projects that may be affected by existing noise from stationary sources, including all new residential developments with a noise exposure greater than 60 dBA CNEL. The studies

shall also satisfy the requirements set forth in Title 24, Part 2, of the California Administrative Code, Noise Insulation Standards, for multiple-family attached residential projects, hotels, motels, etc., regulated by Title 24.

2. Mitigation measures. Where acoustical studies show that existing stationary noise sources exceed, or will exceed maximum allowable noise levels, mitigation shall be identified to reduce noise exposure to or below the allowable levels of this chapter. Mitigation measures may include increased setbacks between uses, earth berms, sound walls, landscaping, and site design that shields noise-sensitive uses with nonsensitive structures, (e.g., parking lots, utility areas and garages), or orientation of buildings to shield outdoor spaces from noise sources. In cases where sound walls are used as mitigation, they should be encouraged to help create an attractive setting with features such as setbacks, changes in alignment, detail and texture, pedestrian access (if appropriate) and landscaping.

G. Exemptions. Sound or noise emanating from the following sources and activities are exempt from the provisions of this chapter:

1. Municipal Code provisions. The provisions of this chapter shall not apply where noise standards are specified elsewhere in the Municipal Code.
2. City parks. The provisions of this chapter shall not apply to city-sanctioned recreational activities/programs conducted in public parks.
3. Safety, warning, and alarm devices. Safety, warning, and alarm devices, including house and car alarms, and other warning devices that are designed to protect the health, safety, and welfare, provided the devices are not negligently maintained or operated.
4. Schools. The normal operation of public and private schools typically consisting of classes, daytime recreation, and other school-sponsored activities.
5. Emergencies. Emergencies involving the execution of the duties of duly authorized governmental personnel and others providing emergency response to the general public, including sworn peace officers, emergency personnel, utility personnel, and the operation of emergency response vehicles and equipment. Also included is work by private or public utilities when restoring utility services.
6. Private construction. Private construction (e.g., construction, alteration or repair activities) between the hours of eight a.m. and five p.m. Monday through Friday, and between the hours of nine a.m. and four p.m. Saturday, in compliance with Section 18.04.052 of the Municipal Code. The community development director may impose further limitations on the hours and day of construction or other measures to mitigate significant noise impacts on sensitive uses.
7. Powered equipment. Powered equipment shall be limited to the hours of eight a.m. and seven p.m. Monday through Friday, and between the hours of nine a.m. and six p.m.

Saturday, Sunday and nationally recognized holidays.

8. City projects and activities. Noise from construction of public works projects and maintenance activities, or city-sponsored events, may be exempted from the provisions of the noise ordinance by the city manager or his designee should the public benefit of alternative work hours and or noise levels require such modification.

H. Violations/penalties. The violation of any provision contained in this chapter is declared to be a misdemeanor and shall be punishable as prescribed in Chapter 21.70, (Enforcement).

(Ord. 2070 § 1 (Exh. A)(part), 2006: Ord. 2043 § 1 (part), 2004).

21.16.090 - Vibration.

Uses, activities, and processes shall not generate ground vibration that is perceptible without instruments by the average person at any point along or beyond the property line of the parcel containing the activities. Vibrations from temporary construction, demolition, and vehicles that enter and leave the subject parcel (e.g., construction equipment, trains, trucks, etc.) shall be exempt.

(Ord. 2043 § 1 (part), 2004).

10 NOISE ELEMENT

A. Introduction

Noise is defined as a sound or series of sounds that are considered to be invasive, irritating, objectionable, and/or disruptive to the quality of daily life. Noise varies in range and volume and can originate from individual incidents such as construction equipment, sporadic disturbances, such as car horns or train whistles, or more constant irritants, such as traffic along major arterials.

Section 65302(f) of the California Government Code requires that General Plans contain a Noise Element that can be used as a guide for establishing a pattern of land uses that minimizes the exposure of community residents to excessive noise. Local governments are required to analyze and quantify noise levels and the extent of noise exposure through field measurements or noise modeling, and implement measures and possible solutions to existing and foreseeable noise problems.

This section describes the existing noise environment in Los Gatos and is divided into the following sections:

- **Introduction:** A description of the scope, requirements, and contents of the Noise Element.
- **Noise Background and Terminology:** A description of noise issues, standards, and terminology used to describe noise.
- **Noise Standards:** A summary of outdoor noise limits established by Los Gatos.
- **Sources of Existing Noise:** A summary of the sources of noise, including stationary, non-stationary, and construction noise sources.
- **Future Noise Contours:** A description of projected noise conditions in Los Gatos at General Plan buildout.
- **Goals, Policies, and Actions:** A list of goal, policy, and action statements that are intended to mitigate and reduce noise impacts in Los Gatos.

B. Noise Background and Terminology

The Town is generally characterized as a quiet, residential community. This element identifies and evaluates unwanted noise sources in the Town, and establishes goals and policies for reducing noise levels in the Town. Policies aimed at reducing noise levels must address specific sources of unwanted noise, as well as noise-sensitive receptors. Noise level generation, intensity, and related impacts should be considered in determining the placement of housing, open space areas and other noise-sensitive land uses.

The State of California Office of Planning and Research Noise Element Guidelines (Guidelines) include recommended interior and exterior noise level standards for local jurisdictions to identify and prevent the creation of incompatible land uses due to noise. These Guidelines describe the compatibility of various land uses with a range of environmental noise levels in terms of dBA CNEL, as explained in Table NOI-1.

According to the State, a noise environment of 50 dBA CNEL to 60 dBA CNEL is considered to be "normally acceptable" for residential uses. Therefore, locating residential units, parks, and institutions (such as churches, schools, libraries, and hospitals) in areas where exterior ambient noise levels exceed 65 dBA CNEL is undesirable. Additionally, more restrictive standards for quiet suburban and rural communities may be reduced by 5 to 10 dB to reflect their lower existing outdoor noise levels in comparison with urban environments.

Title 25, Section 1092 of the California Code of Regulations also sets forth requirements for the insulation of multiple-family residential dwelling units from excessive and potentially harmful noise. Whenever multiple-family residential dwelling units are proposed in areas with excessive noise exposure, the developer must incorporate construction features into the building's design that reduce interior noise levels to 45 dBA CNEL.

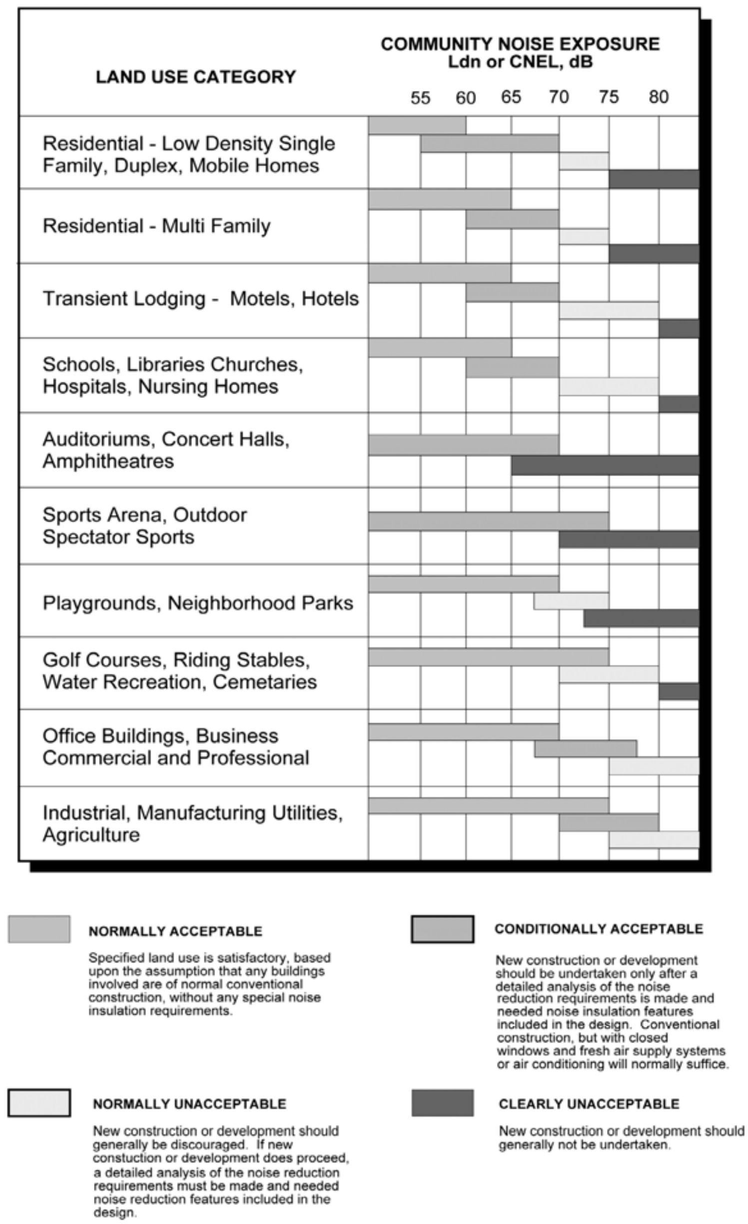
Figure NOI-1 illustrates the State guidelines established by the State Department of Health Services for acceptable noise levels for each jurisdiction.

TABLE NOI-1 **NOISE DESCRIPTORS**

Term	Definition
Decibel (dB)	The unit for measuring the volume of sound equal to 10 times the logarithm (base 10) of the ratio of the pressure of a measured sound to a reference pressure (20 micropascals).
A-Weighted Decibel (dBA)	A sound measurement scale that adjusts the pressure of individual frequencies according to human sensitivities. The scale accounts for the fact that the region of highest sensitivity for the human ear is between 2,000 and 4,000 cycles per second (hertz).
Equivalent Sound Level (L_{eq})	The sound level containing the same total energy as a time varying signal over a given time period. The L_{eq} is the value that expresses the time averaged total energy of a fluctuating sound level.
Maximum Sound Level (L_{max})	The highest individual sound level (dBA) occurring over a given time period.
Minimum Sound Level (L_{min})	The lowest individual sound level (dBA) occurring over a given time period.
Community Noise Equivalent Level (CNEL)	A rating of community noise exposure to all sources of sound that differentiates between daytime, evening and nighttime noise exposure. These adjustments are +5 dBA for the evening, 7:00 p.m. to 10:00 p.m., and +10 dBA for the night, 10:00 p.m. to 7:00 a.m.
Day/Night Average (L_{dn})	The L_{dn} is a measure of the 24-hour average noise level at a given location. It was adopted by the U.S. Environmental Protection Agency (EPA) for developing criteria for the evaluation of community noise exposure. It is based on a measure of the average noise level over a given time period called the L_{eq}. The L_{dn} is calculated by averaging the L_{eq}'s for each hour of the day at a given location after penalizing the "sleeping hours" (defined as 10:00 p.m. to 7:00 a.m.) by 10 dBA to account for the increased sensitivity of people to noises that occur at night.
L_{01}, L_{10}, L_{50}, L_{90}	The fast A-weighted noise levels equaled or exceeded by a fluctuating sound level for 1%, 10%, 50% and 90% of a stated time period.

Source: Cyril M. Harris, *Handbook of Noise Control*, 1979.

Figure NOI-1 **NOISE AND LAND USE COMPATIBILITY**



Source: Office of Planning and Research, California, *General Plan Guidelines*, October 2003.

These standards and criteria are incorporated into the land use planning process to reduce future noise and land use incompatibilities. This figure helps the Town ensure integrated planning for compatibility between land uses and outdoor noise.

1. Noise Descriptors

Various methods have been developed for evaluating community noise, including: the variation of noise levels over time; the influence of periodic individual loud events; and the community response to changes in the community noise environment. Table NOI-1 lists various methods to measure sound over a period of time.

2. Health Effects

Human response to sound is highly individualized. Annoyance is the most common issue regarding community noise. The percentage of people claiming to be annoyed by noise generally increases with the environmental sound level. However, many factors also influence people's response to noise. The factors can include the noise character, variability of the sound level, presence of tones or impulses, and time of day of the occurrence.

Additionally, non-acoustical factors, such as a person's opinion of the noise source, ability to adapt to the noise, attitude toward the source and those noises associated with it, and predictability of the noise, all influence a person's response. As such, response to noise varies widely from one person to the next and with any particular noise, individual responses range from "not annoyed" to "highly annoyed." When the noise level of an activity rises above 70 dBA, the chance of receiving a complaint is possible. The effects of noise are often only transitory, but adverse effects can be cumulative with prolonged or repeated exposure.

The effects of noise on the community can include:

- ♦ Noise-induced hearing loss
- ♦ Sleep interference
- ♦ Annoyance
- ♦ Interference with communication
- ♦ Dissatisfaction, complaints, and stress

C. Noise Standards

Los Gatos has established outdoor noise limits, which represent long-range community goals for different land use designations within the town. These outdoor noise limits are shown in Table NOI-2. The Town of Los Gatos Municipal Code describes when and how construction activities may occur, with the goal of reducing any short-term impacts from construction noise.

D. Sources of Existing Noise

1. Stationary Noise Sources

Commercial and industrial land uses located near residential areas currently generate occasional noise impacts. The primary noise sources associated with these facilities are delivery trucks, air compressors, generators, outdoor loud-speakers and gas venting. Other significant stationary noise sources in the town include construction activities, street sweepers, and gas-powered leaf blowers. Airports, fire, police, hospitals, schools, and parks also generate occasional stationary noise impacts. Most of the noise impacts from these stationary sources are temporary and intermittent.

2. Non-Stationary Noise Sources

The noise environment in the Town is dominated by vehicular traffic, including traffic-generated noise along State Routes 17 and 85 as well as along major arterials. The major roadways that serve the Town and contribute to mobile noise are Blossom Hill Road, Lark Avenue, Los Gatos/Saratoga Road, Los Gatos Boulevard, and Winchester Boulevard.

3. Construction Noise

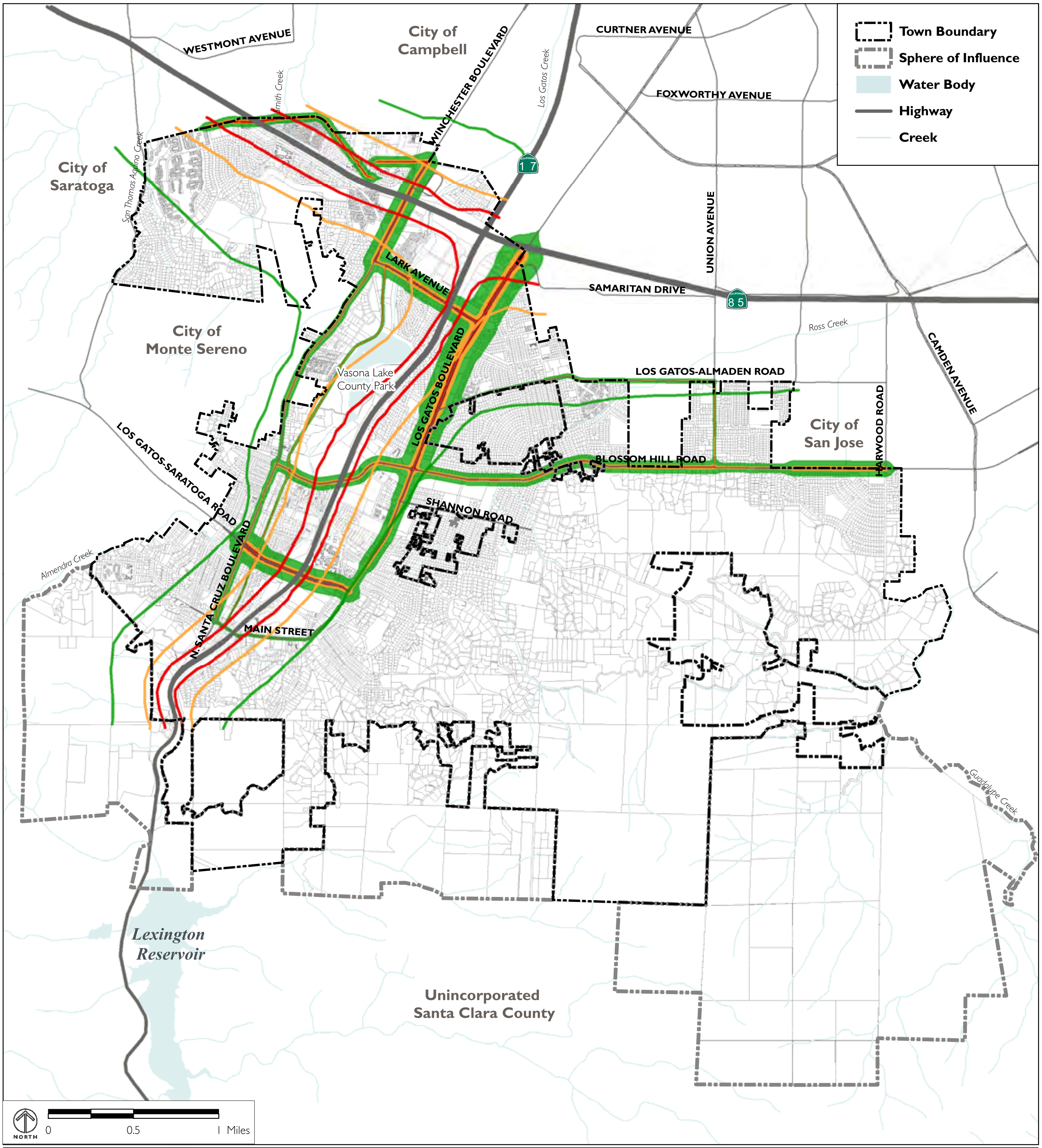
Typical activities associated with construction are highly noticeable temporary noise sources. Noise from construction activities are generated by two primary sources: (1) the transport of workers and equipment to construction sites; and (2) the noise related to active construction equipment. These noise sources can be a nuisance to local residents and businesses or unbearable to sensitive receptors.

TABLE NOI-2 **OUTDOOR NOISE LIMITS**

Land Use	Max. L_{dn} Value	Max. L_{eq} 24 Value	Comparable Noise Source	Response
Residential	55 dBA		Light auto traffic (100 feet)	Quiet
Commercial		70 dBA	Freeway traffic (50 feet)	Telephone use difficult
Industrial		70 dBA	Freeway traffic (50 feet)	Telephone use difficult
Open Space				
Intensive (Developed Park)		55 dBA	Light auto traffic (100 feet)	Quiet
Passive (Nature Park)		50 dBA	Light auto traffic (100 feet)	Quiet
Hospital		55 dBA	Light auto traffic (100 feet)	Quiet
Educational		55 dBA	Light auto traffic (100 feet)	Quiet

E. Future Noise Contours

The noise environment in Los Gatos is not expected to significantly increase as a result of the implementation of the 2020 General Plan. However, vehicular traffic noise, the dominant source throughout the town, would slightly increase as a result of additional traffic within the town along local streets and major through routes, including Highways 17 and 85. Sources of non-transportation noise are not anticipated to substantially increase in the community with implementation of the Town's Noise Ordinance and the following goals, policies, and actions. Noise contours for projected conditions within Los Gatos at 2020 General Plan buildout are provided in Figure NOI-2 in terms of the Day-Night Average Level (L_{dn}).



Source: Town of Los Gatos; RBF Consulting; DC&E, 2010.

Highways	Local Roads
70 CNEL	70 CNEL
65 CNEL	65 CNEL
60 CNEL	60 CNEL

FIGURE NOI-2

FUTURE NOISE CONTOURS

F. Goals, Policies, and Actions

The following goal, policy, and action statements are intended to limit the exposure of the community to excessive noise levels.

Goal NOI-1	**To ensure that noise from new development and new land uses does not adversely affect neighboring land uses.**

Policies

Policy NOI-1.1 The Town, as part of the Environmental Review process, shall require applicants to submit an acoustical analysis of projects. All input related to noise levels shall use the adopted standard of measurement shown in Table NOI-2. Noise impacts of new development shall be evaluated in terms of any increase of the existing ambient noise levels and the potential for adverse noise and groundborne vibrations impacts on nearby or adjacent properties. The evaluation shall consider short-term construction noise and on-going operational noise.

Policy NOI-1.2 The Town shall maintain the noise ordinance standards.

Policy NOI-1.3 Employ the L_{dn} scale for the evaluation of outdoor noise for residential land uses and the L_{eq} scale for evaluation of outdoor noise for non-residential uses, as shown in Table NOI-2. Pursue the outdoor noise limits shown in Table NOI-2 as representing the long range community aspirations and work toward their accomplishment, even though some may be presently unattainable.

Policy NOI-1.4 Apply the same indoor noise levels standards for single family residential uses and multi-family dwellings.

Actions

Action NOI-1.1 Adopt a procedure for reviewing the noise impacts of any proposed development.

Action NOI-1.2 Establish significance criteria for evaluating increases in ambient noise resulting from new development and evaluating the compatibility of new development with the existing noise environment.

Goal NOI-2 To ensure that proposed development is not adversely affected by existing noise levels.

Policies

Policy NOI-2.1 Evaluate the potential for existing ambient and/or intrusive noise to adversely affect new development.

Policy NOI-2.2 Require all noise-sensitive developments adjacent to or within an area where noise levels exceed community aspirations to include a noise study and recommendation for reducing noise impact to an acceptable level.

Goal NOI-3 To ensure that roadway noise does not adversely affect land uses.

Policies

Policy NOI-3.1 Roads constructed or improved by the Town of Los Gatos shall meet Town of Los Gatos noise level standards or, in some situations, the Los Gatos Noise Ordinance, to the maximum extent feasible.

Policy NOI-3.2 The Town shall take a proactive stance in cooperating with transportation agencies, including Caltrans and VTA, to reduce noise from existing and future facilities. Noise reduction strategies related to the design and location of all facilities will be considered.

Policy NOI-3.3 Require that stringent noise control measures accompany construction of new County, State, and federal roads and highways, preferably by depressing them, but also by constructing sound walls and berms, by landscaping, and by soliciting funds to modify existing noise-sensitive buildings where appropriate.

Actions

Action NOI-3.1 Conduct a study to identify traffic improvements that could be constructed or signal timing changes that could be made to improve traffic flows without increasing speed levels to reduce high noise levels created by traffic congestion.

Action NOI-3.2 Periodically review traffic volumes and average speeds to ensure maximum effectiveness in reducing noise levels, especially adjacent to residential areas.

Action NOI-3.3 Identify those areas adjacent to existing or proposed State Highways that presently need acoustical protection and request that the State construct noise attenuation walls as a noise-reducing measure.

Goal NOI-4 To ensure that equipment noise does not adversely affect land uses.

Policies

Policy NOI-4.1 All purchases of noise-producing Town equipment shall be made with careful consideration given to the noise impact they will create.

Policy NOI-4.2 Services contracted or performed by the Town shall not cause undue noise problems.

Policy NOI-4.3 The Town shall continue to support legislation that encourages or requires reducing noise levels for machinery, motor vehicles, and other equipment that generates offensive noise.

Policy NOI-4.4 All Town-owned and operated equipment and equipment operated under contract with the Town shall contain adequate noise attenuation equipment.

Action

Action NOI-4.1 Study a ban on gardening equipment that may create adverse noise.

Goal NOI-5 To ensure that residential land uses are not adversely affected by noise.

Policies

Policy NOI-5.1 Protect residential areas from noise by requiring appropriate site and building design, sound walls, and landscaping and by the use of noise attenuating construction techniques and materials.

Policy NOI-5.2 For commercial and industrial developments adjacent to residential neighborhoods, additional restrictions beyond the Noise Ordinance may be applied to reduce noise intrusions in residential districts to an acceptable level.

Goal NOI-6 To ensure that sensitive receptors are not exposed to unacceptable noise levels.

Policies

Policy NOI-6.1 The Town shall not approve land use patterns and traffic patterns that expose sensitive land uses or sensitive noise receptors to unacceptable noise levels.

Policy NOI-6.2 Review transportation improvement plans to ensure that noise-sensitive areas are not exposed to unacceptable noise levels.

Actions

Action NOI-6.1 Amend the Town Code to require buffers or separation between noise-generating uses and noise sensitive uses. Examples of noise sensitive uses include, but are not limited to residences, hospitals, schools, libraries, and parks.

Goal NOI-7 To actively enforce noise standards.

Policies

Policy NOI-7.1 Enforce noise limits and monitor compliance with noise standards.

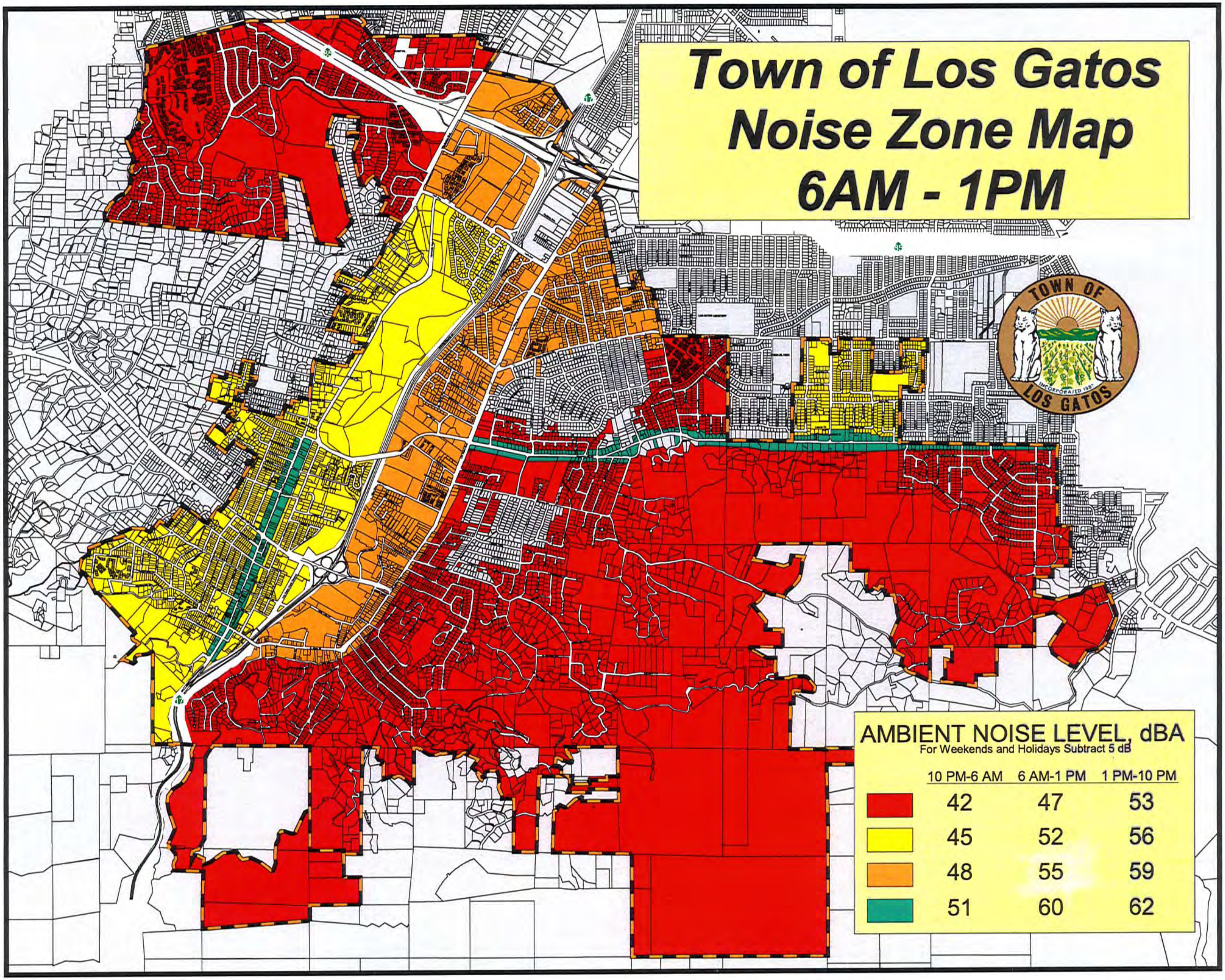
Policy NOI-7.2 Regularly review data from both the public and private sector to update noise control procedures and programs.

Actions

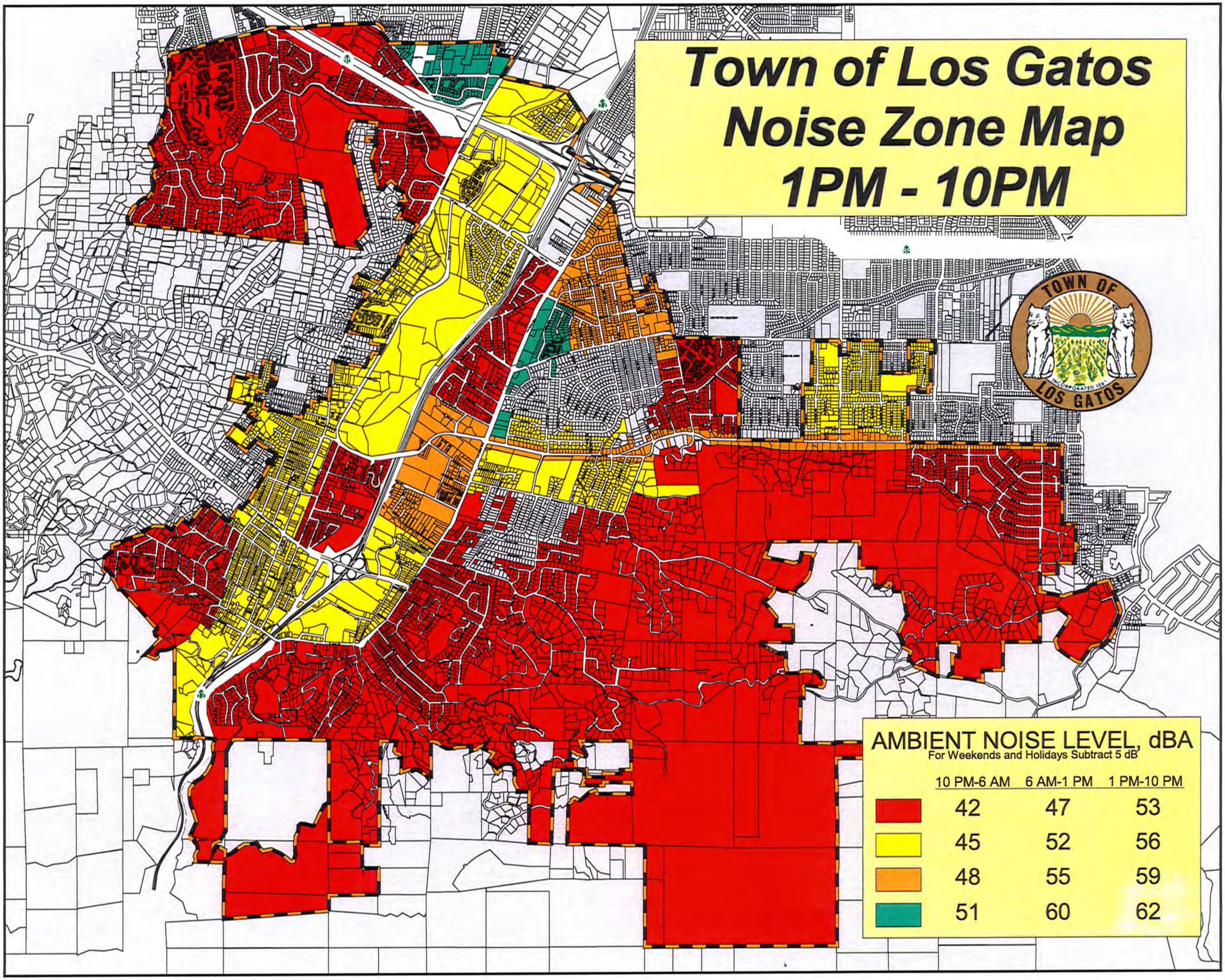
Action NOI-7.1 The Town shall establish a measurable program to reduce noise, including effective procedures to monitor noise and enforce noise reduction.

Action NOI-7.2 The Town shall encourage all law enforcement agencies operating within the Town limits to enforce the State Vehicle Code noise standards.

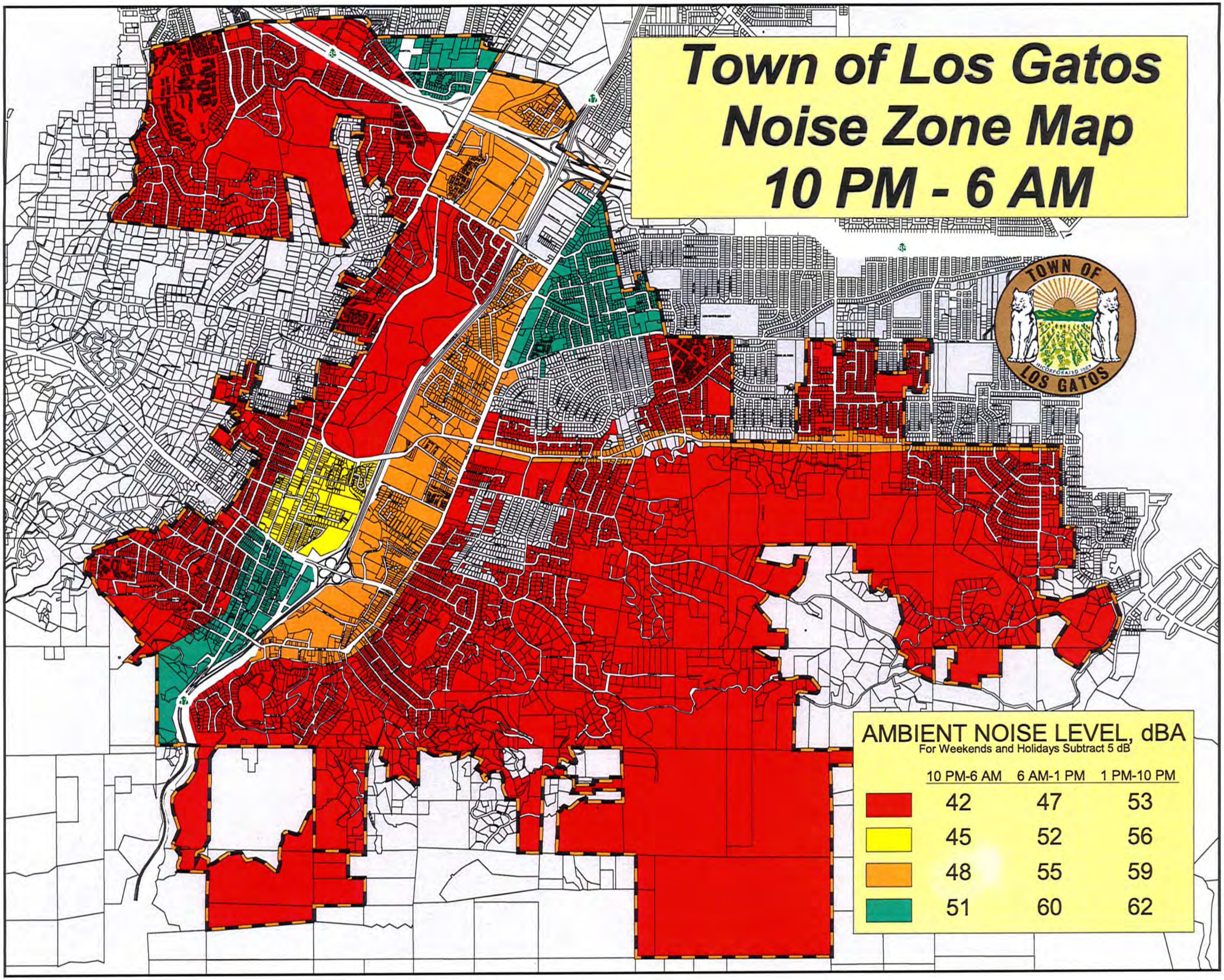
Action NOI-7.3 Any Environmental Review document prepared for the Town for a project that identifies noise factors shall relate the noise data to the Town's Noise Ordinance to give the Planning Commission and Town Council a standard for comparison.



Town of Los Gatos
Noise Zone Map
6AM - 1PM
TOWN OF LOS GATOS
INCORPORATED 1887
AMBIENT NOISE LEVEL, dBA
For Weekends and Holidays Subtract 5 dB
10 PM-6 AM 6 AM-1 PM 1 PM-10 PM
42 47 53
45 52 56
48 55 59
51 60 62



Town of Los Gatos
Noise Zone Map
1PM - 10PM
TOWN OF
LOS GATOS
AMBIENT NOISE LEVEL, dBA
For Weekends and Holidays Subtract 5 dB
10 PM-6 AM 6 AM-1 PM 1 PM-10 PM
42 47 53
45 52 56
48 55 59
51 60 62


Town of Los Gatos
Noise Zone Map
10 PM - 6 AM
TOWN OF
INCORPORATED 1887
LOS GATOS
AMBIENT NOISE LEVEL, dBA
For Weekends and Holidays Subtract 5 dB
10 PM-6 AM 6 AM-1 PM 1 PM-10 PM
42 47 53
45 52 56
48 55 59
51 60 62

Chapter 16 - NOISE[1]

ARTICLE I. - IN GENERAL

Sec. 16.10.010. - Definitions.

The following words, terms and phrases, when used in this chapter shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

Acoustics means the ambient or background noise level shall be defined as the continuous equivalent-energy level (Leq) measured for a minimum of three (3) minutes, or until the Leq remains within a one (1) dB spread, and with the noise issue at silent. If the measuring instrument does not integrate the Leq instantaneously, the ambient shall be the average noise level displayed on the meter.

A-weighting means a filter network designed to transform a frequency spectrum to that which is heard by the human ear.

Construction means any site preparation, assembly, erection, substantial repair, alteration or similar action, for or of public or private rights-of-way, structures, utilities or similar property.

Decibel (dB) means a unit for measuring the amplitude of sound, equal to twenty (20) times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is twenty (20) micropascals.

Emergency means activity essential to restore, preserve, protect or save lives or property from imminent danger of loss or harm.

Equivalent energy level (Leq) means the level of a steady state noise that has the same sound energy as a given time-varying noise.

Holiday. The term "holiday" shall mean the following days:

New Years Day;
Memorial Day;
Independence Day;
Labor Day;
Thanksgiving Day;
Christmas Day;

and any other day as recognized by the Town.

Impulsive sound means sound of short duration, usually less than one (1) second, with an abrupt onset and rapid decay. Examples of impulsive sound include explosions, drop impacts, and firearm discharge.

Motor boat means any vessel propelled by machinery, whether or not such machinery is the principle source of propulsion, but shall include a vessel which has a valid marine document issued by the Bureau of Customs of the United States Government or any federal agency successor thereto (Section 651(d), Harbors and Navigation Code).

Motor vehicle means any and all self-propelled vehicle as described in the California Motor Vehicle Code including all on-highway type motor vehicles subject to registration under said Code, and all off-highway type motor vehicles subject to identification under said Code.

Multi-family dwelling means any housing unit where two (2) or more dwellings are separated by a common wall and/or floor/ceiling assembly. The State of California recognizes only "single-family" and "multi-family" as terminology.

Noise disturbance means any sound judged by a reasonable, sane and competent person, which occurs with such intensity, frequency, or in such a manner as to disturb the peace and quiet, endanger or injure personal or real property, or violates the factors set forth in this ordinance. It shall include, but not be limited to noise from the following sounds (this enumeration not being exclusive but only illustrative):

(1) The use, operation, playing of any radio, television, musical instrument or instruments, to phonograph, stereo, loud speaker, sound amplifier or other devices for the production or reproduction of sound with louder volume than is necessary for hearing for any person or persons who are in the room, vehicle or chamber in which such machine or device is operated and who are voluntary listeners thereto.

(2) The sounding of any horn or signal device or siren except as a danger warning.

(3) The operation of any machinery or tool.

(4) The continuous or recurrent acceleration of a motor vehicle or other engine while stationary.

(5) Yelling, shouting, hooting, whistling or singing on a public street.

Compliance with the quantitative standards as listed herein shall constitute elimination of a noise disturbance.

Noise level means the amplitude of sound pressure referenced to twenty (20) micropascals, measured in decibels, using the A-weighting network (for the purposes of this chapter).

Noise level measurement means the procedure shall consist of the usage of Precision Sound Level

Meter (SLM), as defined in this section, set to "fast" response. If the SLM is analog with a VU meter, then the response shall be "slow" unless the noise issue is impulsive. The meter must be calibrated before any measurements and the microphone shall be a minimum of three and one-half (3½) feet from any wall, floor or other large sound reflecting surface. The meter shall be protected from wind or other extraneous noise by the use of screens, shields or other appropriate devices.

Noise sensitive zone means any place within the Town of Los Gatos where a person would require peace and quiet, including, but not limited to, all residences, hospitals, schools, churches, parks, nursing homes, child care facilities, hotels and motels.

Noise zone means a geographic area within the limits of the Town of Los Gatos that maintains a similar noise exposure (constant noise level over a period of time) over the area.

Person means an individual or group of persons, firm, association, partnership, joint ventures, corporation, or any entity, public or private.

Powered equipment means a motorized device powered by electricity or fuel used for construction, demolition, landscaping and repairs. Powered equipment includes but is not limited to: lawn mowers, edgers, leafblowers, saws, sanders, paint sprayers, motors, pumps, blowers, fans, vacuums, nail guns, planes, tractors, bulldozers, loaders, fork lifts, air-conditioners and cooling towers.

Powered toys and models means any self-propelled airborne, waterborne or landborne plane, vessel or vehicle, not designed to carry persons, including but not limited to, any model or toy airplane, boat, car, rocket or robotic.

Precision sound level meter means a sound pressure level measuring instrument which conforms to the American National Standards Institute (ANSI) specifiation S1.4 for Type 1 or Type 2 measuring instruments.

Property plane means a two-dimensional boundary extending vertically from the entire length of a line that separates two (2) different pieces of real property.

Public space means any property or structures thereon which are owned or controlled by a government entity.

Pure tone means any audible sound which can be judged as a single pitch or set of single pitches.

Single-family dwelling means a detached building containing but one (1) kitchen and designed and used to house not more than one (1) family, including domestic employees of such family.

Sound means:

(1) An oscillation in pressure, stress, particle displacement, particle velocity, etc., in a medium with internal forces (e.g., elastic viscous), or the superposition of such propagated alterations.

(2) An auditory sensation evoked by the oscillation described above.

Note 1: In case of possible confusion the term "sound wave" or "elastic wave" may be used for concept (1), and the term "sound sensation" for concept (2). Not all sound waves can evoke an auditory sensation: e.g., ultrasound.

Note 2: The medium in which the source exists is often indicated by an appropriate adjective: e.g., airborne, waterborne, structure-borne.

Sound amplifying equipment means any device for the amplification of the human voice, music, or any other sound, excluding standard automobile radios when used and heard only by the occupants of the vehicle in which the radio is installed, and as used in this chapter, warning devices on authorized emergency vehicles or horns or other warning devices on any vehicle used solely for traffic safety purposes.

Sound level meter means an instrument comprised of a microphone, frequency-filtering networks, an amplifier, and a display that is used to measure sound pressure.

Sound pressure level means twenty (20) times the logarithm to the base ten (10) of the ratio of the sound pressure in question to a reference pressure of twenty (20) micropascals, expressed in decibels (dB).

Sound transmission class (STC) means the preferred single figure rating system designed to give an estimate of the airborne sound insulation properties of a partition or a rank ordering of a series of partitions.

Sound truck means any motor vehicle, or any other vehicle, regardless of motive power, whether in motion or stationary, having mounted thereon, or attached thereto, any sound amplifying equipment.

Standard means:

(1) A prescribed method of measuring acoustical quantities. Standards in this sense are promulgated by professional and scientific societies like ANSI, SAE, ISO, etc., as well as by other groups.

(2) In the sense used in Federal environmental statutes, a standard is a specific statement of permitted environment.

Threshold of hearing (audibility) means the minimum effective sound pressure level of an acoustic signal capable of exciting the sensation of hearing in a specified proportion of trials in prescribed conditions of listening (approximately 0 dB).

(Ord. No. 1852, § II(11.10.010), 5-20-91)

Cross reference— Definitions and rules of construction generally, § 1.10.015.

Sec. 16.10.015. - Declaration of policy.

(a) The Town Council finds that unnecessary, excessive and disturbing noise and vibration is detrimental to the health, safety and welfare of the public and is contrary to public interest. Residents of Los Gatos are to be entitled to the reasonable use and enjoyment of their property without exposure to noise disturbances.

(b) The Town Council hereby declares a policy to prohibit such noise and vibration as specified herein, and protect the peace, health and safety of its citizens from such noise and vibration. The standards prescribed hereunder shall be enforceable by the Town's Code Compliance Officer and Police Department.

(Ord. No. 1852, § II(11.20.010), 5-20-91)

ARTICLE II. - NOISE LIMITS

Sec. 16.20.010. - Curfew noise disturbance.

(a) No persons shall between the hours of 10:00 p.m. and 8:00 a.m. make, cause, suffer or permit to be made any noise disturbance which:

  (1) Is made within one hundred (100) feet of any building or place regularly used for sleeping purposes; or

  (2) Disturbs any person(s) within hearing distance of such noise.

(b) No persons shall make, cause, suffer or permit to be made any noise or sounds which:

  (1) Are unreasonably disturbing or physically annoying to people of ordinary sensitivity or which are so harsh or prolonged or unnatural or unusual in their use, time or place as to cause physical discomfort to a person(s); or

  (2) Are not necessary in connection with an activity which is otherwise lawfully conducted.

(Ord. No. 1852, § II(11.30.010), 5-20-91)

Sec. 16.20.015. - Exterior noise levels for residential zones.

No person shall cause, make, suffer or allow to be made by any machine, animal, device or any combination of same in a residential zone, a noise level more than six (6) dB above the noise level specified for that particular noise zone, as shown on the Noise Zone Map, during that particular time frame, at any point outside of the property plane.

(Ord. No. 1852, § II(11.30.015), 5-20-91)

Sec. 16.20.020. - Interior noise levels for multi-family residences.

No person shall cause, make, suffer or allow to be made by any machine, animal, device or any combination of same, in a multi-family residential zone, a noise level more than six (6) dB above the local ambient (interior), three (3) feet from any common wall, floor or ceiling inside any dwelling unit on the same or adjacent property, except within the dwelling unit in which the noise source or sources may be located.

(Ord. No. 1852, § II(11.30.020), 5-20-91)

Sec. 16.20.025. - Noise levels for commercial and industrial zones.

No person shall cause, make, suffer or allow to be made by any machine, animal, device or any combination of same, in any commercial or industrial zone, a noise level more than eight (8) dB above the noise level specified for that particular noise zone, as shown on the Noise Zone Map, during that particular time frame, at any point outside of the property plane.

(Ord. No. 1852, § II(11.30.025), 5-20-91)

Sec. 16.20.030. - Public property noise limits.

(a) No person shall cause, make, suffer or allow to be made by any machine, animal, device or combination of same, on public property a noise level more than fifteen (15) dB noise level specified for that particular noise zone, as shown on the Noise Zone Map, during that particular time frame, at any point outside of the property plane.

(b) Public performances or special events not exceeding seventy (70) dBA at the property plane are exempt from this chapter when approval therefor has been obtained from the appropriate governmental entity.

(c) Vehicle horns or other devices primarily intended to create a loud noise for warning purposes, shall not be used when the vehicle is at rest, or when a situation endangering life, health, or property is not imminent.

(Ord. No. 1852, § II(11.30.030), 5-20-91)

Sec. 16.20.035. - Construction.

Notwithstanding any other provision of this chapter, between the hours of 8:00 a.m. to 8:00 p.m., weekdays and 9:00 a.m. to 7:00 p.m. weekends and holidays, construction, alteration or repair activities which are authorized by a valid Town permit or as otherwise allowed by Town permit, shall be allowed if they meet at least one of the following noise limitations:

(1) No individual piece of equipment shall produce a noise level exceeding eighty-five (85) dBA at twenty-five (25) feet. If the device is located within a structure on the property, the measurement shall be made at distances as close to twenty-five (25) feet from the device as possible.

(2) The noise level at any point outside of the property plane shall not exceed eighty-five (85) dBA.

(Ord. No. 1852, § II(11.30.035), 5-20-91)

Sec. 16.20.040. - Amplified sound.

(a) It shall be unlawful for any person other than authorized personnel of law enforcement or government agencies, to install, use, or operate within the Town any hand held or portable voice amplification device or sound amplifying equipment attached to or housed within any vehicle, boat or aircraft, including sound trucks for the purposes of giving instructions, directions, addresses, lectures or transmitting music to any persons or assemblies in or upon any street, alley, sidewalk, park or public property or any open space generally available to the public, without prior approval through a special events permit or conditional use permit granted by the Town.

(b) Under such a permit, the commercial and noncommercial use of sound amplifying equipment shall be subject to the following limitations:

(1) Only music, human speech or a combination of the same shall be permitted.

(2) The operation of sound amplifying equipment, including outdoor paging systems, for commercial purposes shall be limited to no greater than the hours of 8:00 a.m. to 7:00 p.m. weekdays, 9:00 a.m. to 6:00 p.m. Saturdays and 10:00 a.m. to 4:00 p.m.; Sundays and holidays.

(3) Sound amplifying equipment shall not be operated within two hundred (200) feet of any church, school, or hospital while any of these facilities are in operation.

(4)

In all events, the volume of sound and the hours of operation shall be so controlled that the sound will not be unreasonably loud, raucous, jarring, disturbing or a nuisance as defined by the Town Code.

(5) Such conditions as are imposed on time of usage, level of volume, and quantity of equipment in the permit approval because of location of the usage.

(Ord. No. 1852, § II(11.30.040), 5-20-91; Ord. No. 1949, § III, 7-7-93)

Sec. 16.20.045. - Street sales.

Offering for sale, selling anything, or advertising by outcry, shouting or the use of a noise making device within any residential, commercial or a noise sensitive zone of the Town, except by variance or permit issued by the Town, shall be prohibited. Exceptions to this provision are the selling by outcry of merchandise, food and beverage at licensed sporting events, parades, fairs, circuses, or other similarly licensed public entertainment events.

(Ord. No. 1852, § II(11.30.045), 5-20-91)

Sec. 16.20.050. - Animals and birds.

Owning, possessing or harboring any animal or bird which howls, barks, meows, squawks, or makes other noises continuously and/or incessantly for a period of ten (10) minutes or intermittently for one-half (½) hour or more which creates a noise disturbance across a residential or commercial property plane or within a noise sensitive zone shall be prohibited. For the purpose of this chapter, the animal or bird noise shall not be deemed a disturbance if a person is trespassing or threatening to trespass upon private property in or upon which the animal or bird is situated or for any other legitimate cause which teased or provoked the animal or bird.

(Ord. No. 1852, § II(11.30.050), 5-20-91)

Sec. 16.20.055. - Motor vehicles.

(a) *Motor vehicles.* It shall be the policy of the Town to enforce those sections of the Vehicle Code of the State of California regarding motor vehicle noise emission limits and equipment problems which create noise problems, motor vehicle horns, sound levels emitted from off highway vehicles operating off the public right-of-way, and the successors thereof.

(b) *Refuse collection vehicles.*

(1) No person shall collect refuse with a refuse collection vehicle between the hours of 6:00 p.m. and 6:00 a.m. the following day in a residential area.

(Exception: Any other professional refuse collection company acting as an agent to the Town shall be exempt from the provisions of this subsection (b)(1) and shall abide by the contract with the Town.)

(2) No person authorized to engage in waste disposal service or garbage collection shall operate any truck-mounted waste or garbage loading and/or similar device in any manner so as to create any noise exceeding state or federal standards.

(c) *Vehicle, motorboat and aircraft repairs and testing.* No person shall repair, rebuild, modify or test any motor vehicle, motorboat or aircraft in such a manner as to create a noise disturbance across a residential property plane or at any time to violate the provisions of article II of this chapter.

(d) *Standing motor vehicles.* No person shall operate or permit the operation of any motor vehicle with a Gross Vehicle Weight Rating (GVWR) in excess of ten thousand (10,000) pounds, including refrigeration and/or heating units attached to any vehicle weighing in excess of five thousand (5,000) pounds, or any auxiliary equipment attached to same, for a period of fifteen (15) minutes in any hour while the vehicle is stationary, for reasons other than traffic congestion, within one hundred fifty (150) feet of a residential area or designated noise sensitive zone, between the hours of 10:00 p.m. and 7:00 a.m. of the following day.

(e) *Motorized recreational vehicles operating off public rights-of-way.* No person shall operate or cause to be operated any motorized recreational vehicle off a public right-of-way in such a manner that the sound levels emitted therefrom violate the provisions of this chapter. This paragraph shall apply to all motorized recreational vehicles, whether or not duly licensed and registered including, but not limited to, commercial or noncommercial racing vehicles, motorcycles, go-carts, amphibious craft, campers and dune buggies, but not including motorboats.

(Ord. No. 1852, § II(11.30.055), 5-20-91)

Sec. 16.20.060. - Powered equipment.

(a) Gasoline leaf blowers shall be prohibited from use in all residential, commercial, and industrial zones or public space.

(b) Electric leaf blowers in excess of sixty-five (65) decibels shall be prohibited from use in all residential, commercial, and industrial zones or public space, measured fifty (50) feet from the source.

(c) Miscellaneous nonstationary noise sources such as; electric or gasoline lawn mowers, electrical leaf blowers, edge trimmers, hedge trimmers and other similar moveable noise sources shall be operated only during the hours of 8:00 a.m. to 5:00 p.m. weekdays and 9:00 a.m. to 4:00 p.m. weekends in residential, commercial, industrial, public spaces or noise sensitive zones. Leaf blower use is prohibited on Sundays and holidays.

(d) The provisions of this section shall not apply to emergency work as defined in article I of this chapter.

(e) Powered toys and models. No person shall operate or permit to be operated any powered toy or model, as defined in article I of this chapter, so as to cause a noise disturbance across a residential property plane or violate the limitations and provisions of this chapter.

(Ord. No. 1852, § II(11.30.060), 5-20-91; Ord. No. 2231, 6-2-14)

Sec. 16.20.070. - Enforcement and violation—Penalty.

(a) The Town Manager, or his or her designee, has primary responsibility for enforcement of this chapter. The Town Manager is authorized to promulgate regulations and to take any and all other actions reasonable and necessary to enforce this chapter, including, but not limited to, investigating violations, and issuing fines.

(b) If the Town Manager or his or her designee determines that a violation of this chapter has occurred, he /she will issue a written warning notice that a violation has occurred and the potential penalties that will apply for future violations.

(c) The violation of any provision contained in this chapter, is hereby declared to be unlawful and any person or entity found to be in violation shall be guilty of an infraction, which shall be punishable by a fine not exceeding five hundred dollars ($500.00).

(d) The remedies provided in this subsection are not exclusive, and nothing in this subsection shall preclude the use or application of any other remedies, penalties or procedures established by law.

(Ord. No. 2231, 6-2-14)

ARTICLE III. - EXEMPTIONS

Sec. 16.30.010. - Exemptions.

(a) *Safety devices.* Aural warning devices which are allowed by law to protect the health, safe and welfare of the community such as, fire, burglar, police and ambulance sirens and train horns, shall be exempted from this chapter.

(b)

Emergencies. Emergencies and emergency work shall be exempted from this chapter.

(c) *Town maintenance.* Nonstationary powered equipment, including but not limited to street sweepers, landscaping maintenance equipment, construction equipment and other powered equipment used solely for the purpose of improving the quality of life within the Town, used by employees or agents of the Town, shall be exempt from the provisions of this chapter.

(Ord. No. 1852, § II(11.40.010), 5-20-91)

Sec. 16.30.015. - Exemption permit process.

If the applicant can show to the Town that a diligent investigation of available noise abatement techniques indicates that immediate compliance with the requirements of this chapter would be impractical or unreasonable, a permit to allow exception from the provisions contained in all or part of this chapter may be issued, with appropriate conditions to minimize the public detriment caused by such exceptions. Any such permit shall be of as short duration as possible up to six (6) months, but renewable upon a showing of good cause, and shall be conditioned by a schedule for compliance and details of methods therefor in appropriate cases.

(Ord. No. 1852, § II(11.40.015), 5-20-91)

CONSTRUCTION NOISE MODELING

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 03/19/2019
Case Description: Con Mod CAMP-03

**** Receptor #1 ****

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Demolition	Residential	60.0	55.0	60.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Concrete Saw	No	20		89.6	400.0	0.0
Excavator	No	40		80.7	400.0	0.0
Excavator	No	40		80.7	400.0	0.0
Excavator	No	40		80.7	400.0	0.0
Dozer	No	40		81.7	400.0	0.0
Dozer	No	40		81.7	400.0	0.0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Concrete Saw	71.5	64.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator	62.6	58.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator	62.6	58.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator	62.6	58.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer	63.6	59.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer	63.6	59.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	71.5	68.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 03/19/2019
Case Description: Con Mod CAMP-03

**** Receptor #1 ****

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Site Prep	Residential	60.0	55.0	60.0

Equipment

Description	Impact Device	Spec Usage (%)	Actual Lmax (dBA)	Receptor Lmax (dBA)	Estimated Distance (feet)	Shielding (dBA)
Dozer	No	40		81.7	400.0	0.0
Dozer	No	40		81.7	400.0	0.0
Dozer	No	40		81.7	400.0	0.0
Tractor	No	40	84.0		400.0	0.0
Tractor	No	40	84.0		400.0	0.0
Front End Loader	No	40		79.1	400.0	0.0
Backhoe	No	40		77.6	400.0	0.0

Results

	Calculated (dBA)		Noise Limits (dBA) Day		Evening		Night		Noise Limit Exceedance (dBA) Day		Evening		Night	
Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Dozer	63.6	59.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer	63.6	59.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer	63.6	59.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor	65.9	62.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor	65.9	62.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader	61.0	57.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe	59.5	55.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	65.9	68.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 03/19/2019
Case Description: Con Mod CAMP-03

**** Receptor #1 ****

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Grading	Residential	60.0	55.0	60.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Excavator	No	40		80.7	400.0	0.0
Gradall	No	40		83.4	400.0	0.0
Dozer	No	40		81.7	400.0	0.0
Tractor	No	40	84.0		400.0	0.0
Front End Loader	No	40		79.1	400.0	0.0
Backhoe	No	40	80.0		400.0	0.0

Results

	Calculated (dBA)		Noise Limits (dBA) Day		Evening		Night		Noise Limit Exceedance (dBA) Day		Evening		Night	
Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Excavator	62.6	58.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Gradall	65.3	61.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer	63.6	59.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor	65.9	62.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader	61.0	57.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe	61.9	58.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	65.9	67.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 03/19/2019
Case Description: Con Mod CAMP-03

**** Receptor #1 ****

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Building	Residential	60.0	55.0	60.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Crane	No	16		80.6	400.0	0.0
Man Lift	No	20		74.7	400.0	0.0
Man Lift	No	20		74.7	400.0	0.0
Man Lift	No	20		74.7	400.0	0.0
Generator	No	50		80.6	400.0	0.0
Tractor	No	40	84.0		400.0	0.0
Front End Loader	No	40		79.1	400.0	0.0
Backhoe	No	40		77.6	400.0	0.0
Welder / Torch	No	40		74.0	400.0	0.0

Results

	Calculated (dBA)		Noise Limits (dBA) Day		Evening		Night		Noise Limit Exceedance (dBA) Day		Evening		Night	
Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Crane	62.5	54.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Man Lift	56.6	49.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Man Lift	56.6	49.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Man Lift	56.6	49.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Generator	62.6	59.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor	65.9	62.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader	61.0	57.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe	59.5	55.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Welder / Torch	55.9	52.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	65.9	66.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 03/19/2019
Case Description: Con Mod CAMP-03

**** Receptor #1 ****

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Paving	Residential	60.0	55.0	60.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Drum Mixer	No	50		80.0	400.0	0.0
Drum Mixer	No	50		80.0	400.0	0.0
Paver	No	50		77.2	400.0	0.0
Pavement Scarafier	No	20		89.5	400.0	0.0
Roller	No	20		80.0	400.0	0.0
Roller	No	20		80.0	400.0	0.0
Tractor	No	40	84.0		400.0	0.0

Results

	Calculated (dBA)		Noise Limits (dBA) Day		Evening		Night		Noise Limit Exceedance (dBA) Day		Evening		Night	
Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Drum Mixer	61.9	58.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Drum Mixer	61.9	58.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Paver	59.2	56.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Pavement Scarafier	71.4	64.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	61.9	54.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	61.9	54.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor	65.9	62.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	71.4	68.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 03/19/2019
Case Description: Con Mod CAMP-03

**** Receptor #1 ****

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Painting	Residential	60.0	55.0	60.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	400.0	0.0

Results

Equipment	Calculated (dBA) Lmax	Leq	Noise Limits (dBA) Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq	Noise Limit Exceedance (dBA) Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq
Compressor (air)	59.6	55.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	59.6	55.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 03/22/2019
Case Description: Con Mod CAMP-03

**** Receptor #1 ****

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Equipment	Residential	60.0	55.0	60.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Concrete Saw	No	20		89.6	275.0	0.0
Pavement Scarafier	No	20		89.5	275.0	0.0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Concrete Saw	74.8	67.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Pavement Scarafier	74.7	67.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	74.8	70.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

TRAFFIC NOISE INCREASE CALCULATIONS

Intersection	Direction	Segment	Existing No Project	Existing Plus Project	Future No Project	Future + Project	Noise Increase	Cumulative Increase	Project Cumulative Contribution
1	N	San Tomas Expy - North of Hamilton Ave	4253	4259	4751	4757	0.01	0.49	0.01
	S	San Tomas Expy - South of Hamilton Ave	4189	4203	4682	4696	0.01	0.50	0.01
	E	Hamilton Ave - East of San Tomas Exwy	2614	2618	2922	2926	0.01	0.49	0.01
	W	Hamilton Ave - West of San Tomas Ave	2434	2438	2722	2726	0.01	0.49	0.01
2	N	San Tomas Expy - North of Campbell Ave	3858	3870	4310	4322	0.01	0.49	0.01
	S	San Tomas Expy - South of North Campbell Ave	4194	4214	4686	4706	0.02	0.50	0.02
	E	Campbell Ave - East of San Tomas Expy	1785	1789	1996	2000	0.01	0.49	0.01
	W	Campbell Ave - West of San Tomas Ave	2653	2657	2966	2970	0.01	0.49	0.01
3	N	Winchester Blvd - North of Campbell Ave	3411	3428	3810	3827	0.02	0.50	0.02
	S	Winchester Blvd - South of Campbell Ave	3203	3221	3578	3596	0.02	0.50	0.02
	E	Campbell Ave - East of Winchester Blvd	0	0	0	0	-	-	-
	W	Campbell Ave - West of Winchester Blcd	653	654	730	731	0.01	0.49	0.01
4	N	Dell Ave - North of Sunnyoaks Ave	380	395	427	442	0.17	0.66	0.15
	S	Dell Ave - South of Sunnyoaks Ave	649	717	726	794	0.43	0.88	0.39
	E	Sunnyoaks Ave - East of Dell Ave	517	570	579	632	0.42	0.87	0.38
	W	Sunnyoaks Ave - West of Dell Ave	0	0	0	0	-	-	-
5	N	Bascom Ave - North of Curtner Ave	1162	1163	1300	1301	0.00	0.49	0.00
	S	Bascom Ave - South of Curnter Ave	1469	1470	1643	1644	0.00	0.49	0.00
	E	Curtner Ave - East of Bascom Ave	908	908	1017	1017	0.00	0.49	0.00
	W	Curtner Ave - West of Bascom Ave	723	724	810	811	0.01	0.50	0.01
6	N	San Tomas Expy - North of SR 17 SB Ramps	6146	6204	6865	6923	0.04	0.52	0.04
	S	San Tomas Expy - South of SR 17 SB Ramps	5833	5869	6516	6552	0.03	0.50	0.02
	E	South of SR 17 SB Ramps - East of San Tomas Expy	1800	1806	2012	2018	0.01	0.50	0.01
	W	South of SR 17 SB Ramps - West of San Tomas Expy	861	877	963	979	0.08	0.56	0.07
7	N	Curtner Ave - North of Camden Ave	5551	5586	6202	6237	0.03	0.51	0.02
	S	White Oaks Rd - South of Camden Ave	3967	3969	4433	4435	0.00	0.48	0.00
	E	Camden Ave - East of Curnter Ave/ White Oaks Rd	1127	1128	1262	1263	0.00	0.49	0.00
	W	Camdent Ave - West of Curnter Ave/ White Oak Rd	2053	2085	2297	2329	0.07	0.55	0.06
8	N	Winchester Blvd - North of Hacienda Ave	2833	2853	3166	3186	0.03	0.51	0.03
	S	Winchester Blvd - South of Hacienda Ave	2073	2083	2317	2327	0.02	0.50	0.02
	E	Hacienda Ave - East of Winchester Blvd	908	919	1016	1027	0.05	0.53	0.05
	W	Hacienda Ave - West of Winchester Blvd	967	968	1082	1083	0.00	0.49	0.00
9	N	Dell Ave - North of Hacienda Ave	557	624	624	691	0.49	0.94	0.44
	S	Dell Ave - South of Hacienda Ave	628	706	703	781	0.51	0.95	0.46
	W	Hacienda Ave - West of Dell Ave	569	580	638	649	0.08	0.57	0.07
10	NE	Bascom Ave - NE of Camden Ave	1456	1456	1629	1629	0.00	0.49	0.00
	SW	Bascom Ave - SW of Camden Ave	2145	2145	2399	2399	0.00	0.49	0.00
	SE	Camden Ave - SE of Bascom Ave	3165	3166	3537	3538	0.00	0.48	0.00
	NW	Camdent Ave - NW of Bascom Ave	3669	3671	4100	4102	0.00	0.48	0.00
11	N	Winchester Blvd - North of Knowles Dr	1631	1641	1824	1834	0.03	0.51	0.02
	S	Winchester Blvd - South of Knowles Dr	2446	2509	2734	2797	0.11	0.58	0.10
	E	Knowles Dr - East of Winchester Blvd	482	559	541	618	0.64	1.08	0.58
	W	Knowles Dr - West of Winchester Blvd	1251	1255	1399	1403	0.01	0.50	0.01
12	N	Winchester Blvd - North of SR 85 NB On-Ramp	2425	2488	2710	2773	0.11	0.58	0.10
	S	Winchester Blvd - South of SR 85 NB On-Ramp	2621	2671	2928	2978	0.08	0.55	0.07
	E	SR 85 NB On-Ramp - East of Winchester Blvd	229	229	258	258	0.00	0.52	0.00
	W	SR 85 NB On-Ramp - West of Winchester Blvd	801	814	896	909	0.07	0.55	0.06
13	N	Winchester Blvd - North of SR 85 SB Off-Ramp	2518	2566	2813	2861	0.08	0.55	0.07
	S	Winchester Blvd - South of SR 85 SB Off-Ramp	2669	2717	2982	3030	0.08	0.55	0.07
	E	SR 85 SB Off-Ramp - East of Winchester Blvd	0	0	0	0	-	-	-
	W	SR 85 SB Off-Ramp - West of Winchester Blvd	265	268	297	300	0.05	0.54	0.04
14	N	Winchester Blvd - North of Albright Way	2453	2501	2742	2790	0.08	0.56	0.08
	S	Winchester Blvd - South of Albright Way	2727	2775	3048	3096	0.08	0.55	0.07
	E	Albright Way - East of Winchester Blvd	187	187	213	213	0.00	0.57	0.00
	W	Albright Way - West of Winchester Blvd	314	314	355	355	0.00	0.53	0.00
15	N	Winchester Blvd - North of Wimbledon Dr	2520	2568	2815	2863	0.08	0.55	0.07
	S	Winchester Blvd - South of Wimbledon Dr	2823	2871	3154	3202	0.07	0.55	0.07
	E	Wimbledon Dr - East of Winchester Blvd	0	0	0	0	-	-	-
	W	Wimbledon Dr - West of Winchester Blvd	422	422	473	473	0.00	0.50	0.00
16	N	Bascom Ave - North of SR 85 NB Ramps	2126	2126	2376	2376	0.00	0.48	0.00
	S	Bascom Ave - South of SR 85 NB Ramps	2338	2339	2613	2614	0.00	0.48	0.00
	E	SR 85 NB Ramps - East of Bascom Ave	414	415	464	465	0.01	0.50	0.01
	W	SR 85 NB Ramps - West of Bascom Ave	412	412	461	461	0.00	0.49	0.00
17	N	Bascom Ave - North of SR 85 SB Ramps	2087	2088	2331	2332	0.00	0.48	0.00
	S	Bascom Ave - South of SR 85 SB Ramps	2705	2711	3022	3028	0.01	0.49	0.01
	E	SR 85 SB Ramps - East of Bascom Ave	672	677	752	757	0.03	0.52	0.03
	W	SR 85 SB Ramps - West of Bascom Ave	539	539	603	603	0.00	0.49	0.00
18	N	Los Gatos Blvd - North of Burton Rd/ Samaritan Dr	2693	2699	3009	3015	0.01	0.49	0.01
	S	Los Gatos Blvd - South of Burton Rd/ Samaritan Dr	2264	2270	2530	2536	0.01	0.49	0.01
	E	Burton Rd - East of Los Gatos Blvd	1500	1500	1677	1677	0.00	0.48	0.00
	W	Burton Rd - West of Los Gatos Blvd	159	159	180	180	0.00	0.54	0.00
19	N	Winchester Blvd - North of Lark Ave	2817	2865	3148	3196	0.07	0.55	0.07
	S	Winchester Blvd - South of Lark Ave	1647	1665	1841	1859	0.05	0.53	0.04
	E	Lark Ave - East of Winchester Blvd	2352	2382	2629	2659	0.06	0.53	0.05
	W	Lark Ave - West of Winchester Blvd	0	0	0	0	-	-	-
20	N	SR 17 SB Ramps - North of Lark Ave	1800	1803	2013	2016	0.01	0.49	0.01
	S	SR 17 SB Ramps - South of Lark Ave	113	113	129	129	0.00	0.58	0.00
	E	Lark Ave - East of SR 17 SB Ramps	2942	2955	3288	3301	0.02	0.50	0.02
	W	Lark Ave - West of SR 17 SB Ramps	2689	2718	3005	3034	0.05	0.52	0.04
21	N	SR 17 NB Ramps - North of Lark Ave	557	557	623	623	0.00	0.49	0.00
	S	SR 17 NB Ramps - South of Lark Ave	193	196	217	220	0.07	0.57	0.06
	E	Lark Ave - East of SR 17 NB Ramps	3106	3117	3470	3481	0.02	0.50	0.01
	W	Lark Ave - West of SR 17 NB Ramps	2928	2942	3271	3285	0.02	0.50	0.02
22	N	Los Gatos Blvd - North of Lark Ave	1694	1695	1894	1895	0.00	0.49	0.00
	S	Los Gatos Blvd - South of Lark Ave	3057	3062	3416	3421	0.01	0.49	0.01
	E	Lark Ave - East of Los Gatos Blvd	201	201	227	227	0.00	0.53	0.00
	W	Lark Ave - West of Los Gatos Blvd	2904	2915	3246	3257	0.02	0.50	0.01

Appendix I

Transportation Impact Study

Traffic Impact Study for 1700 Dell Avenue

Prepared for the City of Campbell

Submitted by
W-Trans

April 19, 2019

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Figures

Tables

Appendices

Executive Summary

The proposed project includes the removal of the existing 71,620 square foot office building, and construction of a new 161,870 square-foot office building and six-level (including one subsurface level) parking structure at 1700 Dell Avenue. The trip generation estimated for the project includes a net increase of 1,447 trips per weekday, including 149 trips during the a.m. peak hour and 153 during the p.m. peak hour.

The analysis addresses potential impacts at twenty-two study intersections. The intersection of San Tomas Expressway/SR 17 Southbound Ramps is forecasted to operate at an unacceptable LOS F during the a.m. peak hour under existing plus project, background plus project and cumulative plus project volumes. The addition of project-generated trips would increase the volume-to-capacity ratios by more than 0.01 and increase the average control delay for critical movements by more than four seconds. Under the City and CMA policies, this is considered a significant impact.

At the San Tomas Expressway/SR 17 Southbound Ramps intersection, it is recommended to extend the SR-17 southbound off-ramp right-turn lane by 50-feet (plus a 120-foot long transition taper) and widen the westbound (SR-17 southbound off-ramp) approach to provide an additional right turn lane. Although the recommended improvement on the southbound off-ramp would reduce the project impact to a less-than-significant level, implementation of the widening cannot be guaranteed as the off-ramp is a Caltrans facility and the intersection is County-operated. Furthermore, the recommended improvement is not part of the VTA's Measure B regional improvements list. Therefore, this impact is considered significant and unavoidable.

Two local street segments were evaluated using the TIRE Index Methodology, which included Hacienda Avenue from Winchester Boulevard to Capri Drive and from Capri Drive to Virginia Avenue. The addition of project-related trips would not result in an increase to the TIRE index for either of these street segments, and therefore impacts to residential streets are expected to be less-than-significant.

The freeway segment off southbound SR 85 from Saratoga Avenue to Winchester Boulevard would deteriorate from LOS E to F with the addition of project-traffic during the Existing plus Project conditions. This is considered a significant impact according to the standards described in the Santa Clara County Congestion Management Program. Widening this freeway segment would add capacity to the travel lanes and reduce the impact to less-than-significant levels. However, freeways are under the jurisdiction of Caltrans and freeway widening projects are typically planned and funded on a regional scale and would be too costly for a single development project to be expected to fund. Thus, this impact would remain significant and unavoidable.

Analysis of vehicle queuing at freeway ramps revealed that the addition of project-generated trips would not result in queuing exceeding the storage length at any of the locations evaluated.

Pedestrian, bicycle, and transit facilities on the project site and within the study area were evaluated and determined to be generally adequate. The project will include a new sidewalk on Dell Avenue along the entire frontage providing continuous pedestrian access between the pathway serving the Los Gatos Creek Trail and the sidewalk on Knowles Drive.

Introduction

This report presents an analysis of the potential traffic impacts that would be associated with development of a proposed office building and multilevel parking structure at 1700 Dell Avenue, in the City of Campbell. The traffic study was completed in accordance with the criteria established by the City of Campbell and is consistent with standard traffic engineering techniques.

Prelude

The purpose of a traffic impact study is to provide City of Campbell staff and policy makers with data that they can use to make an informed decision regarding the potential traffic impacts of a proposed project, and any associated improvements that would be required in order to mitigate these impacts to a level of insignificance as defined by the City of Campbell's General Plan or other policies. Vehicular traffic impacts are typically evaluated by determining the number of new trips that the proposed use would be expected to generate, distributing these trips to the surrounding street system based on existing travel patterns or anticipated travel patterns specific to the proposed project, then analyzing the impact the new traffic would be expected to have on critical intersections or roadway segments. Impacts relative to access for pedestrians, bicyclists, and to transit are also addressed.

Project Profile

The proposed project would remove the existing 71,620 square foot office building and replace it with a new 161,870 square foot office building, six level (including one subsurface level) parking structure and small public open space at 1700 Dell Avenue. The proposed project would not alter the two existing driveways on Dell Avenue that currently provide vehicular access to the site. The project would provide 736 parking stalls (513 within the parking structure and 223 within the at-grade parking lot). The public open space would be comprised of a handful of picnic tables, benches and a landscaped area. The proposed project site plan is shown in Appendix A.

Environmental Setting

Regulatory Framework

This section describes federal, State, regional, and local environmental laws and policies that are relevant to the California Environmental Quality Act (CEQA) review process for transportation and circulation. These policies provide a context for the impact discussion related to the proposed Plan's consistency with the applicable regulatory conditions.

Federal Regulations

Americans with Disabilities Act

The Americans with Disabilities Act (ADA) of 1990 provides comprehensive rights and protections to individuals with disabilities. The goal of the ADA is to assure equality of opportunity, full participation, independent living, and economic self-sufficiency for people with disabilities. To implement this goal, the US Access Board, an independent Federal agency created in 1973 to ensure accessibility for people with disabilities, has created accessibility guidelines for public rights-of-way. While these guidelines have not been formally adopted, they have been widely followed by jurisdictions and agencies nationwide in the last decade. These guidelines, last revised in July 2011, address various issues, including roadway design practices, slope and terrain issues, and pedestrian access to streets, sidewalks, curb ramps, street furnishings, pedestrian signals, parking, public transit, and other components of public rights-of-way. These guidelines would apply to proposed roadways in the study area.

State Regulations

California Department of Transportation

The California Department of Transportation (Caltrans) is the primary State agency responsible for transportation issues. One of its duties is the construction and maintenance of the State highway system. Caltrans approves the planning, design, and construction of improvements for all State-controlled facilities including State Route (SR) 17, SR 85, and the associated interchanges for these facilities in the study area. Caltrans has established standards for roadway traffic flow and developed procedures to determine if State-controlled facilities require improvements. For projects that may physically affect facilities under its administration, Caltrans requires encroachment permits before any construction work may be undertaken. For projects that would not physically affect facilities but may influence traffic flow and levels of service at such facilities, Caltrans may recommend measures to mitigate the traffic impacts of such projects.

The following Caltrans procedures and directives are relevant to the proposed Plan, particularly to State roadway facilities:

- Level of Service Target. Caltrans maintains a minimum level of service (LOS) at the transition between LOS C and LOS D for all its facilities. Where an existing facility is operating at less than the LOS C/D threshold, the existing measure of effectiveness should be maintained.
- Caltrans Project Development Procedures Manual. This manual outlines pertinent statutory requirements, planning policies, and implementing procedures regarding transportation facilities. It is continually and incrementally updated to reflect changes in policy and procedures. For example, the most recent revision incorporates the Complete Streets policy from Deputy Directive 64-R1, which is detailed below.
- Caltrans Deputy Directive 64. This directive requires Caltrans to consider the needs of non-motorized travelers, including pedestrians, bicyclists, and persons with disabilities, in all programming, planning,

maintenance, construction, operations, and project development activities and products. This includes incorporation of the best available standards in all of Caltrans' practices.
- Caltrans Deputy Directive 64-RI. This directive requires Caltrans to provide for the needs of travelers of all ages and abilities in all planning, programming, design, construction, operations, and maintenance activities and products on the State highway system. Caltrans supports bicycle, pedestrian, and transit travel with a focus on "complete streets" that begins early in system planning and continues through project construction and maintenance and operations.
- Caltrans Director's Policy 22. This policy establishes support for balancing transportation needs with community goals. Caltrans seeks to involve and integrate community goals in the planning, design, construction, and maintenance and operations processes, including accommodating the needs of bicyclists and pedestrians.

California Complete Streets Act of 2008 (AB 1358)

Originally passed in 2008, California's Complete Streets Act came into force in 2011 and requires local jurisdictions to plan for land use transportation policies that reflect a "complete streets" approach to mobility. "Complete streets" comprises a suite of policies and street design guidelines which provide for the needs of all road users, including pedestrians, bicyclists, transit operators and riders, children, the elderly, and the disabled. From 2011 onward, any local jurisdiction—county or city—that undertakes a substantive update of the circulation element of its general plan must consider "complete streets" and incorporate corresponding policies and programs.

State Transportation Improvement Program

The California Transportation Commission (CTC) administers the public decision-making process that sets priorities and funds projects envisioned in long-range transportation plans. The CTC's programming includes the State Transportation Improvement Program (STIP), a multi-year capital improvement program of transportation projects on and off the State highway system, funded with revenues from the State Highway Account and other funding sources.

Regional Regulations

Metropolitan Transportation Commission

The Metropolitan Transportation Commission (MTC) is the transportation planning, coordinating, and financing agency for the nine-county Bay Area, including Santa Clara County. It also functions as the federally-mandated metropolitan planning organization (MPO) for the region. It is responsible for regularly updating the Regional Transportation Plan (RTP), a comprehensive blueprint for the development of mass transit, highway, airport, seaport, railroad, bicycle, and pedestrian facilities.

Santa Clara Valley Transportation Authority

Santa Clara Valley Transportation Authority (VTA) is the Congestion Management Agency (CMA) for Santa Clara County, tasked with preparing the Congestion Management Plan (CMP) that describes the strategies to address congestion problems and monitoring compliance. MTC requires the local transportation authority, such as the VTA, to establish transportation plans that can feed into the larger RTP. VTA works cooperatively with MTC, transit agencies, local governments, Caltrans, and the Bay Area Air Quality Management District. The CMP contains level-of-service standards for highways and arterials, multimodal performance standards, a capital improvement program, a program for analyzing land use decisions, and a travel demand management (TDM) program.

The minimum level-of-service standard for CMP designated facilities in Santa Clara County is LOS E, except for facilities grandfathered in at LOS F, which states that intersections operating at LOS F at the baseline year for implementation of an LOS standard can be grandfathered in. The LOS standards for Santa Clara County were established in October of 1991; thus, any intersection operating at LOS F prior to the established 1991 LOS standards are not held to the minimum standard of LOS E. Member Agencies, which include the cities and County of Santa Clara, must ensure that CMP roadways operate at or better than the minimum level-of-service standard or they face losing gas tax subventions. VTA monitors the performance of the CMP facilities at a minimum of every 2 years. If the minimum level-of-service standards are not met, Member Agencies must develop multimodal improvement plans to address the congestion.

Valley Transportation Plan 2040

The Valley Transportation Plan 2040 (VTP 2040) is the countywide long-range transportation plan for Santa Clara County. As the CMA for the county, VTA periodically updates this 25-year plan. VTP 2040, the most recent plan, was adopted by the VTA Board in October 2014 and builds upon the previous plan VTP 2035.

VTP 2040 provides a planning and policy framework for developing and delivering future transportation projects. Location-specific improvements for all modes of travel are covered in three major program areas: Highways, Local System, and Transit. The Highways Program includes major freeway improvements, local freeway interchanges, and express lanes. The Local System includes local roadway improvements, expressway improvements, pedestrian and bicycle projects, and technology-related projects. The Transit Program includes projects related to transit efficiency and new transit system improvements. The VTP 2040 also identifies transportation needs through a systematic approach based on input from local jurisdictions, elected officials and the community.

Countywide Bicycle Plan

The *Santa Clara Countywide Bicycle Plan* (VTA, 2008) identifies planned bicycle network improvements within the study area. These improvements are intended to decrease the distance between crossing points of physical barriers and increase the safety of these crossings. Gaps between access points across physical barriers were identified where there was more than one mile between accessible crossings. This distance was determined to be a deterrent to pedestrian and bicycle activity. Several of these gap locations are within the study area. Potential connections across barriers are recommended to provide access to the Los Gatos Creek Trail over SR 17 between Campbell Avenue and San Tomas Expressway, between San Tomas Expressway and the Pedestrian Overcrossing at Mozart Avenue, as well as between the Pedestrian Overcrossing at Mozart Avenue and Lark Avenue. Additional connections are recommended over Los Gatos Creek between the Campbell Park Bridge and the Camden Avenue Pedestrian Bridge, as well as between San Tomas Expressway and the Pedestrian Bridge at Lark Avenue. The Countywide Bicycle Plan also recommends bicycle lanes or shoulders on existing roadway overcrossings with inadequate lane widths. An update to the Countywide Bicycle Plan is currently being drafted with an anticipated adoption in the Fall of 2018.

Bay Area Air Quality Management District

The Bay Area Air Quality Management District (BAAQMD) is the public agency tasked with regulating air pollution in the nine-county Bay Area, including Santa Clara County. As a primary source of air pollution in the Bay Area region is from motor vehicles, air district regulations affect transportation planning in the Project Study Area. The BAAQMD's goals include reducing health disparities due to air pollution, achieving and maintaining air quality standards, and implementing exemplary regulatory programs and compliance with federal, State, and regional regulations.

Local Regulations

Campbell General Plan

The City of Campbell's General Plan (Adopted on November 6, 2001) provides a framework for development within the City. Policies and strategies that are pertinent to the transportation analysis for the proposed project are shown in Table 1. In 2016, the City began an effort to update the General Plan called Envision Campbell. The Envision Campbell General Plan Update is currently being developed with an anticipated adoption to occur in 2019/2020.

Table 1 – City of Campbell General Plan Goals, Policies, and Strategies Pertaining to Transportation and Traffic	
Goal/Policy/ Strategy No.	**Goal/Policy/Strategy Text**
Policy LUT-1.5	Land Use Planning and the Regional Transportation System: Support land use planning that complements the regional transportation system.
Strategy LUT-1.5a	Transit-Oriented Developments: Encourage transit-oriented developments including employment centers such as office and research and development facilities and the city's highest density residential projects by coordinating the location, intensity, and mix of land uses with transportation resources, such as Light Rail.
Strategy LUT-1.5e	Shuttle Services: Encourage major employers to develop shuttle services connecting employment areas with multi-modal or regional transit facilities and business districts.
Strategy LUT-1.5f	Transportation Impact Mitigation: Require appropriate mitigation measures for new development that impacts the transportation system and consider collecting impact/mitigation fees as an in-lieu fee that could be used toward approved capital improvement projects.
Policy LUT-2.1	Alternative Transportation: Encourage the use of alternative transportation such as ridesharing, public transit, walking, and bicycling to reduce reliance on automobile use.
Strategy LUT-2.1a	Public Transit Services: Work with transit providers to provide improved public transit services, conveniently located passenger waiting areas, attractive shelters and amenities between neighborhood centers and major transit corridors.
Strategy LUT-2.1b	Transportation for the Disadvantaged: Encourage the provision of efficient transportation services for the transportation disadvantaged, such as demand responsive paratransit services.
Strategy LUT-2.1c	Transportation Management Programs: Consider alternative parking requirements and programs such as Transportation Demand Management (TDM) programs for new development, for single occupant vehicles in projects in Downtown, near transit lines, near Light Rail Stations and where shared parking is feasible.
Strategy LUT-2.1d	Alternative Fueled Vehicles: Encourage the use of alternative fueled vehicles (e.g., Electric cars) and encourage the installation of recharge facilities at commercial and employment centers.
Strategy LUT-2.1e	High Occupancy Vehicles: Encourage preferential parking treatment for high-occupancy vehicles and alternative fueled vehicles at employment and activity centers.
Strategy LUT-2.1f	School Commuting: Support the integration of public school commuting into the local transit system. For example, support the coordination and scheduling of bus routes with school functions and after school extra-curricular activities of high school students.
Strategy LUT-2.1g	Amenities: Improve amenities such as seating, lighting, signage, secure bicycle parking, street trees, and interpretive stations along bicycle and pedestrian paths, in City parks, on transit vehicles and at multi-modal transit stations to encourage walking and cycling and enhance the feeling of safety.
Strategy LUT-2.1h	Bicycle Facilities: Encourage adequate and secure bicycle facilities at employment centers, activity centers, and residential projects.
Strategy LUT-2.1i	Pedestrian Facilities Plan: Develop a Community Pedestrian Facilities Plan for the City.
Strategy LUT-2.1j	Bicycle Plan: Regularly update the citywide bicycle plan to ensure that it provides safe and convenient commuter and recreation routes throughout the City for bicyclists of all abilities.

Table 1 – City of Campbell General Plan Goals, Policies, and Strategies Pertaining to Transportation and Traffic	
Goal/Policy/ Strategy No.	**Goal/Policy/Strategy Text**
Strategy LUT-2.1k	Transit Schedule Integration: Support the integration of light-rail, bus, and shuttle schedules and multi-modal transit stations to reduce the loss of time associated with using public transportation.
Strategy LUT-2.1l	Taxi Service: Encourage a responsive private sector taxi service
Strategy LUT-2.1m	Reduced Fare or Voucher Systems: Support transit agencies in implementing or continuing reduced fare or no fare voucher systems for populations in need.
Policy LUT-2.2	Hierarchy of Streets: Maintain a hierarchy of streets that includes freeways, expressways, arterials, collectors, and local access streets.
Strategy LUT-2.2a	Roadways for a Variety of Users: Design roadway space for a variety of users, including motor vehicles, transit vehicles, bicycles, and pedestrians when constructing or modifying roadways.
Strategy LUT-2.2b	Street Capacity: Avoid major increases in street capacity unless necessary to remedy severe traffic congestion or critical neighborhood traffic problems.
Strategy LUT-2.2c	Truck Movements: Regulate truck movements in a manner that balances the efficient movement of goods with the small town character of Campbell's street system.
Strategy LUT-2.2d	Slow Traffic in Downtown: Evaluate slowing traffic in the Downtown area by reducing through traffic lanes and trading the area for improved turning lanes, landscaping and bicycle lanes, and consider conversion of one-way streets to two-way travel.
Strategy LUT-2.2e	Variety of Alternate Routes: Design and maintain the City street network to provide a variety of alternate routes, so that traffic loads on any one street are minimized.
Strategy LUT-2.2f	Cut-Through Traffic: Discourage cut-through traffic in residential neighborhoods by improving the operation of arterials and collectors.
Policy LUT-2.3	Roadway and Intersection Disruption Minimization: Minimize traffic disruptions along arterial roadways and major intersections.
Strategy LUT-2.3a	Intersection Level of Service: To the extent possible, maintain level of service (LOS) on designated intersections consistent with the Santa Clara County Congestion Management Plan.
Strategy LUT-2.3b	Operation and Performance of Streets: Monitor the operation and performance of street systems. Strategy LUT-2.3c: Roadway and Intersection Capacities: Assess improvements to increase roadway and intersection capacities for all types of transportation.
Strategy LUT-2.3d	Winchester Boulevard: Evaluate alternative methods to reduce speed on Winchester Boulevard, including boulevard treatments such as bulb-outs or on-street parking and encourage north-south transit on the 17 Freeway and San Tomas Expressway.
Strategy HS-1.1f	Adequate Access: Require adequate access for emergency vehicles, including minimum street width and vertical clearance. The Uniform Fire Code currently sets the minimum street width at 20 feet. Larger buildings may require a minimum width of 30 feet.

Source: City of Campbell, General Plan, 2001

Transportation Setting

Operational Analysis

Study Intersection and Periods

A list of study intersections is provided below with the governing agency and inclusion of the location in the Santa Clara County Congestion Management Program (CMP) network indicated:

1. San Tomas Expressway/Hamilton Avenue (County, CMP)
2. San Tomas Expressway/Campbell Avenue (County, CMP)
3. Winchester Boulevard/West Sunnyoaks Avenue (Campbell)
4. Dell Avenue/East Sunnyoaks Avenue (Campbell)
5. Bascom Avenue/Curtner Avenue (San Jose, CMP)
6. San Tomas Expressway/SR 17 Southbound Ramps (County, CMP)
7. Camden Avenue/White Oaks Road-Curtner Avenue (County, CMP)
8. Winchester Boulevard/West Hacienda Avenue (Campbell)
9. Dell Avenue/Hacienda Avenue (Campbell)
10. Bascom Avenue/Camden Avenue (San Jose, CMP)
11. Winchester Boulevard/Knowles Drive (Los Gatos)
12. Winchester Boulevard/SR 85 Northbound Ramp (Caltrans)
13. Winchester Boulevard/SR 85 Southbound Ramp (Caltrans)
14. Winchester Boulevard /Albright Way (Los Gatos)
15. Winchester Boulevard /Wimbledon Drive (Los Gatos)
16. Bascom Avenue/SR 85 Northbound Ramps (San Jose, CMP)
17. Bascom Avenue/SR 85 Southbound Ramps (San Jose, CMP)
18. Los Gatos Boulevard /Burton Road-Samaritan Drive (San Jose, CMP)
19. Winchester Boulevard/Lark Avenue (Los Gatos)
20. SR 17 South Ramp/Lark Avenue (Caltrans)
21. SR 17 North Ramp/Lark Avenue (Caltrans)
22. Los Gatos Boulevard/Lark Avenue (Los Gatos, CMP)

Operating conditions during the a.m. and p.m. peak periods were evaluated to capture the highest potential impacts for the proposed project as well as the highest volumes on the local transportation network. The morning peak hour occurs between 7:00 and 9:00 a.m. and reflects conditions during the home to work or school commute, while the p.m. peak hour occurs between 4:00 and 6:00 p.m. and typically reflects the highest level of congestion during the homeward bound commute. Where available, traffic counts from the Santa Clara County Congestion Management Program was used for the p.m. peak hour analysis. Intersection counts are included in Appendix B. The a.m. and p.m. peak hours for the following scenarios were evaluated:

1. **Existing Conditions**. Existing peak hour volume, lane geometry, and traffic control (e.g., signal timing, signal phasing, etc.)

2. **Existing plus Project Conditions**. Existing peak hour volumes plus net-new Project-generated trips estimated for the proposed office building with multilevel parking structure.

3. **Background Conditions**. (Existing plus Approved but Not Yet Built Projects). Existing peak hour volumes plus trips from approved but not yet constructed developments in the study area vicinity.

4. **Background plus Project Conditions**. (Existing Plus Approved Plus Project). Background Condition volumes plus net-new Project-generated trips estimated for the proposed office building with multilevel parking structure.

5. **Cumulative Conditions**. Existing peak hour volumes plus anticipated forecasted growth for the year 2040 derived from the Santa Clara County Travel Demand Model.

6. **Cumulative plus Project Conditions**. Cumulative Year Condition volumes plus net-new Project-generated trips estimated for the proposed office building with multilevel parking structure.

Local Roadway Analysis

The following nearby residential streets were evaluated for potential impacts:

1. Hacienda Avenue from Winchester Boulevard to Capri Drive
2. Hacienda Avenue from Capri Drive to Virginia Avenue

Study Freeway Segments

Operation of the following freeway segments designated as Congestion Management Program (CMP) facilities was also evaluated.

1. Northbound SR 17 between Saratoga Avenue and Lark Avenue
2. Northbound SR 17 between Lark Avenue and SR 85
3. Northbound SR 17 between SR 85 and San Tomas Expressway/Camden Avenue
4. Northbound SR 17 between San Tomas Expressway/Camden Avenue and Hamilton Avenue
5. Southbound SR 17 between Hamilton Avenue and San Tomas Expressway/Camden Avenue
6. Southbound SR 17 between San Tomas Expressway/Camden Avenue to SR 85
7. Southbound SR 17 between SR 85 and Lark Avenue
8. Southbound SR 17 between Lark Avenue and Saratoga Avenue
9. Northbound SR 85 between Union Avenue and Bascom Avenue
10. Northbound SR 85 between Bascom Avenue and SR 17
11. Northbound SR 85 between SR 17 and Winchester Boulevard
12. Northbound SR 85 between Winchester Boulevard and Saratoga Avenue
13. Southbound SR 85 between Saratoga Avenue and Winchester Boulevard
14. Southbound SR 85 between Winchester Boulevard and SR 17
15. Southbound SR 85 between SR 17 and Bascom Avenue
16. Southbound SR 85 between Bascom Avenue and Union Avenue

Roadway Network

Regional Roadway Network

Within the Study Area, regional access is provided primarily by San Tomas Expressway, SR 17, and SR 85 as described below.

San Tomas Expressway is a six-to eight-lane north-south expressway that connects US 101 in Santa Clara to SR 17 in Campbell. East of SR 17 and north of US 101 respectively, San Tomas Expressway transitions to Camden Avenue and Montague Expressway. Within the Study Area, San Tomas Expressway has three lanes in each direction including a high occupancy vehicle (HOV) lane in each direction of travel, with the HOV restrictions applying during defined hours only.

SR 17 is a four- to eight-lane north-south State highway extending between SR 1 in Santa Cruz and I-280 in San Jose. North of I-280, SR 17 transitions into I-880 to Oakland. Access to the Study Area is provided via interchanges at San Tomas Expressway-Camden Avenue and Lark Avenue.

SR 85 is a six-lane State Highway, extending between US 101 in Mountain View and south San Jose, where it once again joins with US 101. Within the Study Area, SR 85 runs generally in the east-west direction and consists of two mixed-flow lanes plus an HOV lane in each direction of travel. Interchanges with Winchester Boulevard and Los Gatos Boulevard provide access to the Study Area from SR 85.

Local Roadway Network

The Study Area is served by a network of arterials, collectors, and local streets. Through traffic is generally served by arterial streets, while collector streets connect arterials to local streets and land uses. Local streets provide direct access to land uses. These roadways are summarized below:

Albright Way is a two-lane local roadway that provides direct access between the Bay Club Courtside Tennis Club, The Netflix Campus and Winchester Boulevard.

Campbell Avenue is a two-lane east-west minor arterial roadway that provides access between Downtown Campbell, Bascom Avenue and Saratoga Avenue. The posted speed limit of Campbell Avenue in the vicinity of San Tomas Expressway is 35 mph.

Curtner Avenue is a two- to four-lane east-west minor arterial roadway providing access between Camden Avenue and the Willow Glen area of San Jose. Curtner Avenue has a posted speed limit of 30 mph.

Camden Avenue is a four-lane north-south principal arterial roadway that extends from Campbell to Los Gatos where it terminates at Blossom Hill Road.

Dell Avenue is a north-south commercial/industrial collector with one lane in each direction. It connects San Tomas Expressway to the north and Knowles Drive to the south and provides direct access to the Study Area.

East Sunnyoaks Avenue is an east-west commercial/industrial collector with one lane in each direction that runs between San Tomas Expressway and Dell Avenue.

Hacienda Avenue is an east-west residential collector with one lane in each direction of travel. It extends between Del Loma Drive, just north of SR 85, eastward past Winchester Boulevard to Dell Avenue, where it terminates. Hacienda Avenue provides access to the Study Area. The posted speed limit of Hacienda Avenue is 30 mph.

Hamilton Avenue is a six-lane east-west principal arterial roadway that provides access between Saratoga Avenue and San Jose where it transitions to become Pine Avenue east of Hicks Avenue. Hamilton Avenue has a posted speed limit of 35 mph.

Knowles Drive is an east-west local street that connects Pollard Road and Dell Avenue. Within the Study Area Knowles Drive has one to two lanes in each direction. Access to the Study Area is provided via Knowles Drive.

Lark Avenue is a four-lane east-west arterial that runs between Winchester Boulevard and Los Gatos Boulevard in Los Gatos with a posted speed limit of 30 mph.

Los Gatos Boulevard-Bascom Avenue is a four- to six-lane north-south arterial that extends from East Main Street, south of Saratoga Los Gatos Road, to I-880 in San Jose. North of Samaritan Drive it is known as Bascom Avenue; south of Samaritan Drive it is called Los Gatos Boulevard. South of Lark Avenue, Los Gatos Boulevard has three travel lanes in each direction, parking lanes on both sides of the street and a landscaped median. North of Samaritan Drive, Bascom Avenue has three travel lanes in each direction and a two-way left-turn lane. The posted speed limit of Los Gatos Boulevard 30 mph and for Bascom Avenue is 40 mph.

Samaritan Drive is a two- to four-lane east-west major collector road that extends from Bascom Avenue/Los Gatos Boulevard eastward to Union Avenue in San Jose.

West Sunnyoaks Avenue is an east-west residential collector with one lane in each direction, connecting Virginia Avenue and Winchester Boulevard.

White Oaks Road is a two-lane north-south local roadway connecting Bascom Avenue with Camden Avenue with a 25-mph posted speed limit.

Wimbledon Drive is a two-lane east-west local roadway connecting Winchester Boulevard with Wedgewood Avenue. Wimbledon Drive has a 25-mph speed limit.

Winchester Boulevard is a four-lane north-south arterial roadway extending from Santa Clara southward to Los Gatos. North of Division Street, Winchester Boulevard consists of four-lanes (two lanes in each direction) plus a two-way left-turn lane (TWLTL). Between Lark Avenue and Division Street, the northbound and southbound directions on Winchester Boulevard are separated by a raised median with openings at each intersection for cross-street access. The posted speed limit for Winchester Boulevard is 35 mph south of Knowles Drive and 40 mph north of Knowles Drive. Winchester Boulevard changes to Santa Cruz Avenue south of Blossom Hill Road, in Los Gatos, and to Lincoln Street north of Market Street, in Santa Clara. Access between Winchester Boulevard and the areas to the north is provided via the partial interchange with SR 85.

Study Intersections

San Tomas Expressway/Hamilton Avenue is a signalized intersection with protected left-turn phasing on all four approaches. The right-most northbound through lane is a carpool-only lane during the a.m. peak hour and the right-most southbound through lane is a carpool only lane during the p.m. peak hour. Pedestrian refuge islands and crosswalks are provided on all four legs. This intersection is operated by Santa Clara County and is part of the Santa Clara County's Congestion Management Program (CMP) network.

San Tomas Expressway/Campbell Avenue is a signalized intersection with protected left-turn phasing on all four approaches. The right-most northbound through lane is a carpool-only lane during the a.m. peak hour and the right-most southbound through lane is a carpool only lane during the p.m. peak hour. All four legs have pedestrian refuge islands and crosswalks. This intersection is operated by Santa Clara County and is part of the Santa Clara County's Congestion Management Program (CMP) network.

Winchester Boulevard/W. Sunnyoaks Avenue is a signalized tee-intersection with protected left-turn phasing on the northbound Winchester Boulevard approach. Crosswalks are provided on the west and south legs of the intersection. This intersection is operated by the City of Campbell.

East Sunnyoaks Avenue/Dell Avenue is an all-way stop-controlled tee-intersection with channelized right turns on the northbound and westbound approaches. The intersection has no crosswalks.

Bascom Avenue/Curtner Avenue is a signalized intersection with protected left-turn phasing on all approaches. Crosswalks are provided on every leg. This intersection is operated by the City of San Jose and is part of the Santa Clara County's CMP network.

San Tomas Expressway/SR 17 Southbound Ramps is a signalized intersection with protected left-turn phasing for northbound San Tomas Expressway. Crosswalks are provided on the north and west legs only. This intersection is operated by Santa Clara County and is part of the Santa Clara County's CMP network.

Camden Avenue/White Oaks Road-Curtner Avenue is a four-legged signalized intersection with protected left-turn phasing on northbound and southbound Camden Avenue approaches and split-phasing on the Curtner Avenue and White Oaks Road approaches. Crosswalks are provided on the south, west and east legs of the intersection with channelized right-turn lanes on the eastbound White Oaks Road and southbound Camden Avenue approaches. Right turns are prohibited on red for the northbound Camden Avenue to Curtner Avenue movement. This intersection is operated by Santa Clara County and is part of the Santa Clara County's CMP network.

Winchester Boulevard/W. Hacienda Avenue is a four-legged signalized intersection with protected left-turn phasing on Winchester Boulevard and split-phasing on Hacienda Avenue. Crosswalks are provided on all four legs of the intersection. There is a railroad track parallel to Winchester Boulevard just east of the crosswalk over East Hacienda Avenue.

Dell Avenue/Hacienda Avenue a three-way stop-controlled intersection. A crosswalk is provided on the south leg of the intersection.

Bascom Avenue/Camden Avenue is a signalized intersection with protected left-turn phasing on all approaches. Crosswalks are provided on every leg. This intersection is operated by the City of San Jose and is part of the Santa Clara County's CMP network.

Winchester Boulevard/Knowles Drive is a signalized intersection with protected left-turn phasing along Winchester Boulevard and split-phasing on Knowles Drive. There is a railroad track parallel to Winchester Boulevard just east of the intersection. Crosswalks are provided on the south and west legs only. This intersection is operated by the City of Los Gatos.

Winchester Boulevard/Winchester Circle-SR 85 Northbound Ramp is a signalized intersection with protected left-turn phasing on Winchester Boulevard and Winchester Circle. There is a railroad track parallel to Winchester Boulevard between Winchester Boulevard and the crosswalk. Crosswalks are provided on the north and east legs only. This intersection is operated by Caltrans.

Winchester Boulevard/SR 85 Southbound Ramp is a three-legged signalized intersection with left-turn movements prohibited along Winchester Boulevard. There is a railroad track parallel to Winchester Boulevard just east of the intersection that also curves and crosses Winchester Boulevard with an at-grade crossing just south of this intersection. Only the west leg has a crosswalk. This intersection is operated by Caltrans.

Winchester Boulevard/Albright Way is a signalized intersection with protected left-turn phasing on Winchester Boulevard and split-phasing on Albright Way. Crosswalks are provided on the east, west and north legs only. This intersection is operated by the City of Los Gatos.

Winchester Boulevard/Wimbledon Drive is a three-legged signalized intersection with protected left-turn phasing on the northbound and eastbound approaches. Crosswalks are provided on the west and north legs only. This intersection is operated by the City of Los Gatos.

Bascom Avenue/SR 85 Northbound Ramps is a signalized intersection with protected left turns from northbound Bascom Avenue. Crosswalks are provided on the north and south legs only. This intersection is operated by the City of San Jose and is part of the Santa Clara County's CMP network.

Bascom Avenue/SR 85 Southbound Ramps is a signalized intersection with protected left-turns at southbound Bascom Avenue. Crosswalks are provided at the north and south legs only. This intersection is operated by the City of San Jose and is part of the Santa Clara County's CMP network.

Los Gatos Boulevard/Burton Road - Samaritan Drive is a signalized intersection with protected left-turn phasing along Los Gatos Boulevard and split-phasing along Samaritan Drive. Crosswalks are provided at the south and east legs only. This intersection is operated by the City of San Jose and is part of the Santa Clara County's CMP network.

Winchester Boulevard/Lark Avenue is a three-legged signalized intersection with protected left-turn phasing on the southbound and westbound approaches. Crosswalks are provided on the north and east legs only. This intersection is operated by the City of Los Gatos.

SR 17 South Ramp-Garden Hill Drive/Lark Avenue is a signalized intersection with protected left-turn phasing along Lark Avenue and split-phasing on the SR 17-Garden Hill Drive approaches. Crosswalks are provided on the north and south legs only. This intersection is operated by Caltrans.

SR 17 North Ramp/Lark Avenue is a signalized intersection with protected left-turn phasing on the eastbound Lark Avenue approach only. Crosswalks are provided at the north and south legs only. This intersection is operated by Caltrans.

Los Gatos Boulevard/Lark Avenue is a signalized intersection with protected left-turn phasing along Los Gatos Boulevard and split-phasing along Lark Avenue. Channelized right turns are provided at the southbound and eastbound approaches. Crosswalks are provided at the south and west legs only. This intersection operated by the City of Los Gatos and is part of the Santa Clara County's CMP network. The locations of the study intersections and the existing lane configurations and controls are shown in Figures 1 and 2, respectively.

Alternative Modes

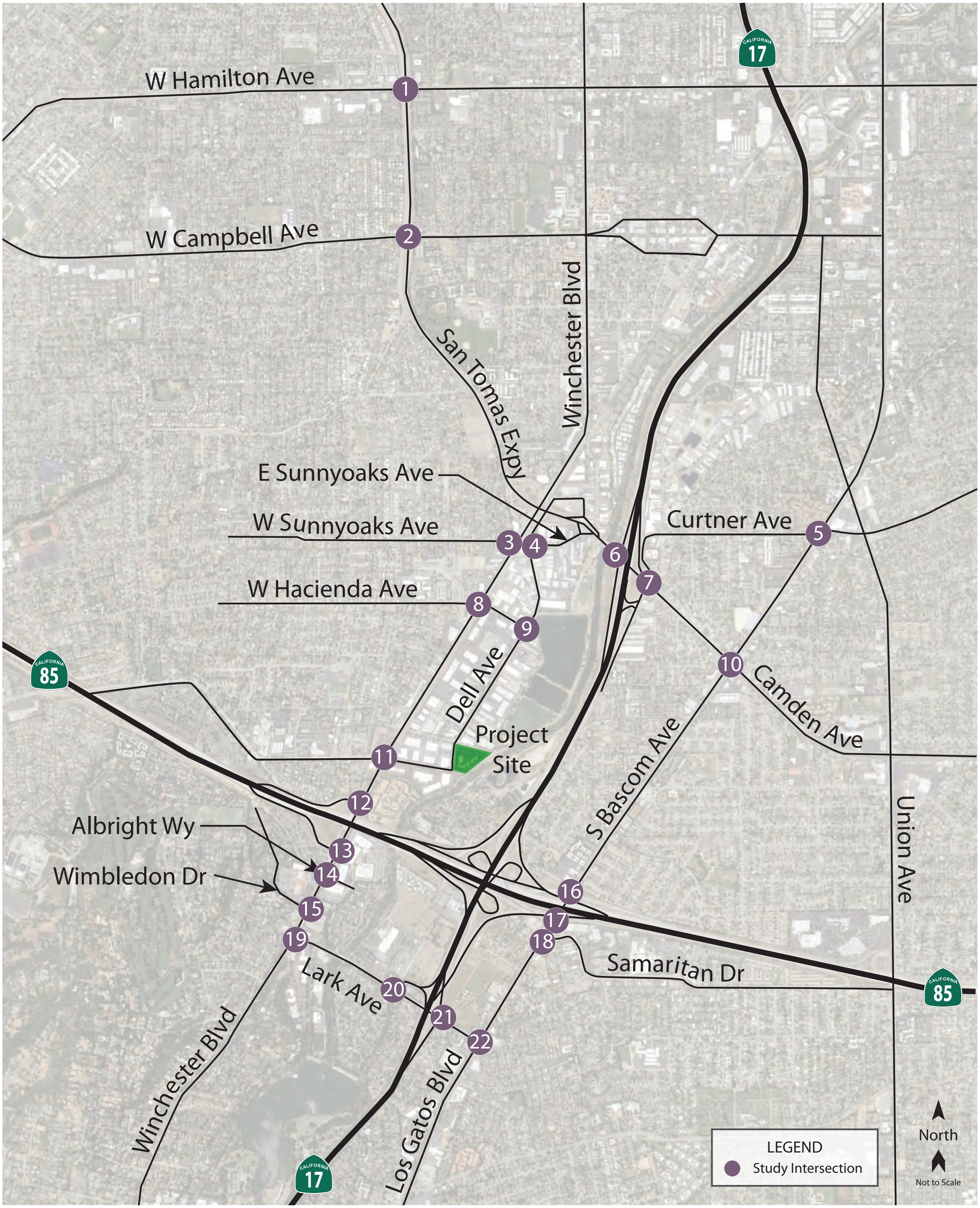
Pedestrian Facilities

Pedestrian facilities include sidewalks, crosswalks, pedestrian signal phases, curb ramps, curb extensions, and various streetscape amenities such as lighting, benches, etc. In general, a network of sidewalks, crosswalks, pedestrian signals, and curb ramps provide access for pedestrians in the proposed Study Area; however, sidewalk gaps, obstacles, and barriers can be found along some or all of the roadways. Existing gaps and obstacles along the connecting roadways impact convenient and continuous access for pedestrians and present safety concerns. The following list includes locations where appropriate pedestrian infrastructure would address potential conflict points:

Dell Avenue – Intermittent sidewalk coverage is provided on Dell Avenue, with gaps on one or both sides of the street between East Sunnyoaks Avenue and Knowles Drive. This includes the area of Dell Avenue along the project frontage, which currently has no sidewalks.

Winchester Boulevard – Within the Study Area, sidewalks do not exist on the east side of Winchester Boulevard. However, on the west side of Winchester Boulevard, there are continuous sidewalks. South of Lark Avenue, intermittent sidewalks are provided on both sides of Winchester Boulevard.

Hacienda Avenue – Intermittent sidewalks exist on both sides of the roadway on either side of Winchester Boulevard.



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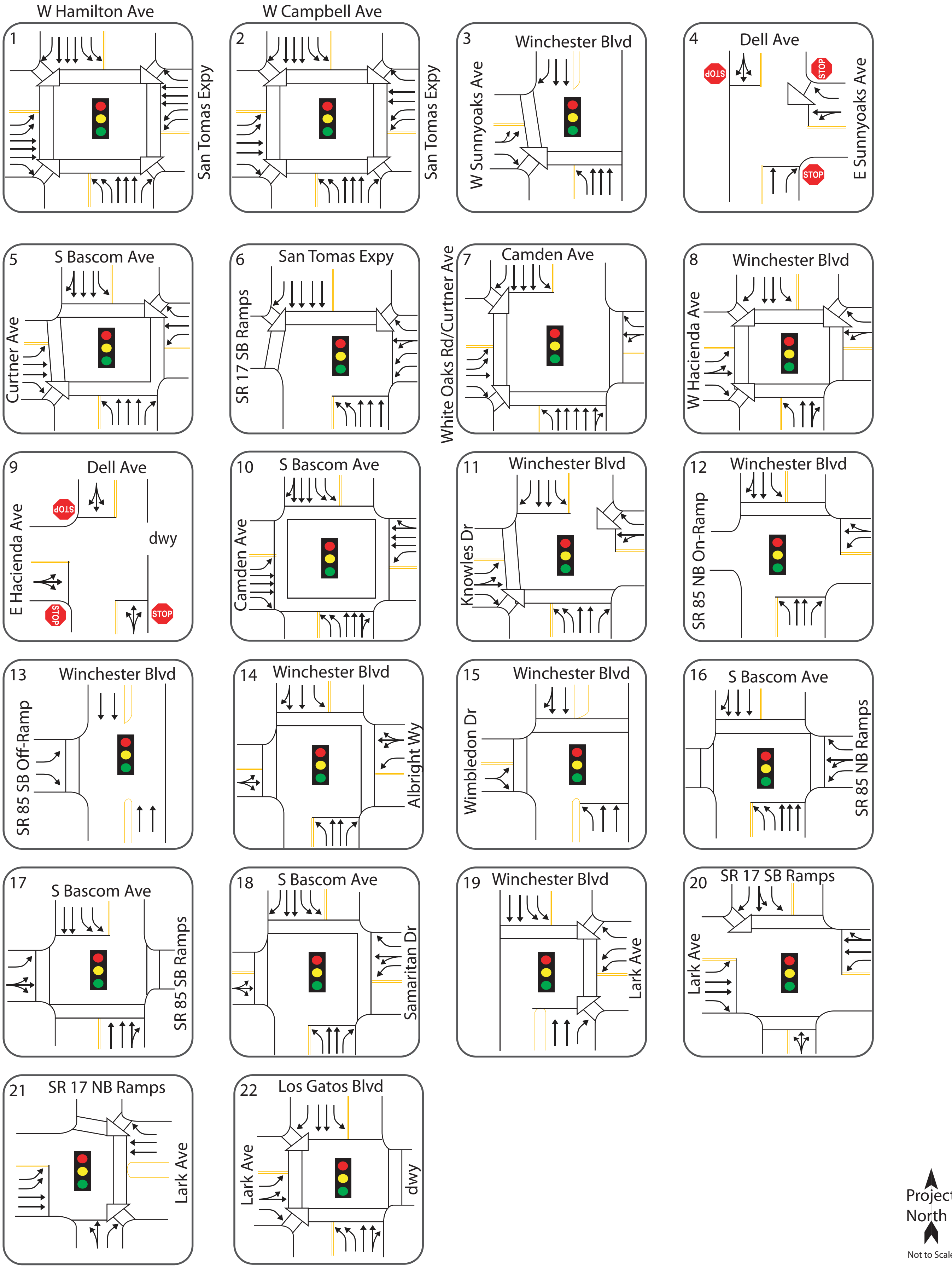
Traffic Impact Study for 1700 Dell Avenue

Figure 1 – Study Area

W-Trans



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Traffic Impact Study for 1700 Dell Avenue

Figure 2 – Lane Configurations

W-Trans

Knowles Drive – A continuous sidewalk exists on the south side of Knowles Drive, east of Winchester Boulevard; however, no sidewalk is provided on the north side of the roadway. West of Winchester Boulevard, intermittent sidewalk exists on both sides of Knowles Drive.

Winchester Boulevard/Hacienda Avenue – Marked crosswalks with pedestrian signal heads and push buttons are provided across all legs of the intersections. Curb ramps also exist at all corners of the intersection. However,

due to a lack of sidewalks on the north and south sides of Hacienda Avenue just east of Winchester Boulevard, pedestrian connectivity to the Study Area is incomplete.

Winchester Boulevard/Knowles Drive – Marked crosswalks, with pedestrian facilities including signal heads and push buttons, are provided on the western and southern legs of the intersections. Curb ramps are provided at the intersection corners where marked crosswalks are present.

Hacienda Avenue/Dell Avenue – A marked crosswalk exists on the south side of Dell Avenue at Hacienda Avenue. A sidewalk exists only at the southwest corner of this intersection.

Dell Avenue/Division Street – The addition of painted crosswalks is planned on the south and west legs and is scheduled to be installed prior to the end of 2018.

Bicycle Facilities

The *Highway Design Manual*, California Department of Transportation (Caltrans), 2012, classifies bikeways into three categories that are used by the City of Campbell:

- **Class I Multi-Use Path** – a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flows of motorized traffic minimized.
- **Class II Bike Lane** – a striped and signed lane for one-way bike travel on a street or highway.
- **Class III Bike Route** – signing only for shared use with motor vehicles within the same travel lane on a street or highway.

Within the Study Area a Class I multi-use path exists adjacent to Los Gatos Creek. The Los Gatos Creek Trail extends from south of Los Gatos through Vasona Park and into San Jose. The trail lies between the Los Gatos Creek and the project site. The project site has direct access to the trail. A Class II bike lane exists on Winchester Boulevard south of Albright Way. Knowles Drive is classified as a Class III Bike Route from Dell Avenue to Parr Avenue. Bicyclists ride in the roadway and/or on sidewalks along all other streets within the project Study Area. Table 2 summarizes the existing and planned bicycle facilities in the project vicinity.

Table 2 – Bicycle Facility Summary				
Status **Facility**	**Class**	**Length (miles)**	**Begin Point**	**End Point**
Existing				
Los Gatos Creek Trail	I	9.7	Lexington Reservoir (Los Gatos)	Meridian Ave (San Jose)
Winchester Blvd	II	1.6	Albright Way	Blossom Hill Rd
Winchester Blvd	III	1.8	Hamilton Ave	Hacienda Ave
Knowles Dr	III	0.8	Dell Ave	Parr Ave
Planned				
Dell Ave	II	0.7	E. Sunnyoaks Ave	Division St
Dell Ave	III	0.1	Division St	Knowles Dr

Source: Santa Clara Valley Bikeways Map, Santa Clara Valley Transportation Authority, 2016

Transit Facilities

The Santa Clara Valley Transportation Authority (VTA) provides fixed route bus service and light rail train service in Santa Clara County. Two bicycles can be carried on VTA light rail trains and most VTA buses. Bike rack space is on a first come, first served basis. Additional bicycles are allowed on VTA buses at the discretion of the driver. VTA provides bus service to the immediate Study Area via two local routes that are described below. Specific routes and schedules are subject to change in the future as part of VTA's regular review and adjustment of their operations.

Bus Route 37 provides weekday service between the Capitol LRT station and West Valley College, connecting Camden Avenue, Winchester LRT Station, Winchester Boulevard, and Hacienda Avenue. Service is provided between 6:00 a.m. and 10:00 p.m. with an approximately 30-minute headway during the a.m. and p.m. peak hours. The nearest bus stop to the project site is located approximately one-half-mile away near the intersection of Winchester Boulevard/Hacienda Avenue.

Bus Route 48 provides both weekday and weekend service between Los Gatos Civic Center and the Winchester Transit Center in Campbell via Winchester Boulevard, Hacienda Avenue, and Knowles Drive. During weekdays, service is provided 6:00 a.m. to 7:30 p.m. with approximately 30- to 60-minute headways. On weekends service is provided between 7:30 a.m. and 7:30 p.m. with an approximately 60-minute headway. The nearest bus stop to the project site is located approximately 2,000 feet away near the intersection of Capri Drive/Knowles Drive.

Additionally, the Winchester Transit Center is located approximately 1.5 miles north of the Study Area at 2400 Winchester Boulevard. The Winchester Transit Center provides connections to all the above bus routes and currently serves as the southern station and termination point of the VTA LRT line 902 between Mountain View and Winchester Station Area. Line 902 operates on weekdays between 5:00 a.m. and 12:00 a.m. with 10- to 20-minute headways and from 6:00 a.m. to 12:00 a.m. with 30-minute headways. The Winchester Transit Center is also served by VTA Bus Routes 37, 48, 49, 60 and 101.

Dial-a-ride, also known as paratransit, or door-to-door service, is available for those who are unable to independently use the transit system due to a physical or mental disability. VTA Paratransit is designed to serve the needs of individuals with disabilities within the City of Campbell and greater Santa Clara County.

Vasona Light Rail Transit Extension

VTA is currently planning to extend light rail service along the Winchester Boulevard corridor, referred to as the Vasona Light Rail Transit (LRT) Extension. The proposed Vasona LRT Extension includes 1.6 miles of new double light rail tracks running in the existing railroad right-of-way parallel to Winchester Boulevard, along with two new light rail stations: The Hacienda Station and the Vasona Junction Station. This would be an extension of VTA Route 902, which currently travels between Campbell-Winchester Station and Downtown Mountain View and operates at 15-minute headways during the peak periods and 30-minutes during off-peak periods and on the weekend. The construction of the Vasona Light Rail Transit Extension is currently unfunded and therefore its anticipated completion date is unknown.

The installation of these new light rail tracks would require the existing freight rail tracks to be relocated within the right-of-way. Winchester Station would no longer serve as the end of the line; the Vasona Junction Station would become the end of the line. At full buildout the proposed extension is expected to serve approximately 775 daily boardings at the Hacienda Station and 870 daily boardings at the Vasona Junction Station.

The proposed Hacienda Station would be located along Winchester Boulevard south of Hacienda Avenue, approximately one-half-mile from the project site. Construction of this station would require acquisition of additional right-of-way to the east of the railroad right-of-way and removal of 80 parking spaces at the Vasona Technology Park. The station would also require partial removal of the center turn lane on Winchester Boulevard to accommodate the expanded rail right-of-way. There are two alternatives for the Hacienda Station, one with a park-and-ride lot and one without the park-and-ride lot. If constructed, the park-and-ride lot would be located just to the north of Hacienda Avenue to the east of Winchester Boulevard and would accommodate 35 vehicles.

The proposed Vasona Junction Station would be located along Winchester Boulevard adjacent to the Netflix development just north of the SR 85 northbound on-ramp. The Vasona Junction Station is planned to include a park-and-ride lot as well as two bus stops in a currently vacant parcel to the south of the Netflix development. 135 parking spaces are also currently planned for this future station. All vehicular and bus access to the station parking lot would occur from Winchester Circle, which is currently the interior roadway through the Netflix site. Direct pedestrian and bicycle access would be provided from the parking lot to the adjacent Los Gatos Creek Trail.

Capacity Analysis

Intersection Level of Service Methodologies

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

All the study intersections were evaluated using the signalized intersection methodology published in the *Traffic Level of Service Analysis Guidelines*, Santa Clara County Transportation Authority, Congestion Management Program (CMP), 2003. This methodology is based on the signalized methodology published in the *Highway Capacity Manual* (HCM), Transportation Research Board, 2000, which has been modified for use in Santa Clara County. This methodology is based on factors including traffic volumes, green time for each movement, phasing, whether the signals are coordinated or not, truck traffic, and pedestrian activity. Average stopped delay per vehicle in seconds is used as the basis for evaluation in this LOS methodology.

VTA has adopted modified default values for HCM analysis as well as modified LOS thresholds. These modified default values were applied to all study intersections. The City of Campbell employs the same CMP default values as is used by the VTA for the analysis parameters. The VTA approved LOS thresholds are indicated in Table 3.

Table 3 – Santa Clara VTA Level of Service Criteria

LOS	Control Delay (sec per veh)	Description
A	delay ≤ 10.0	Free Flow; minimal to no delay.
B+	10.0 < delay ≤ 12.0	Stable flow, but speeds are beginning to be restricted by traffic conditions; slight delays.
B	12.0 < delay ≤ 18.0	
B-	18.0 < delay ≤ 20.0	
C+	20.0 < delay ≤ 23.0	Stable flow, but most drivers cannot select their own speeds and feel somewhat restricted; acceptable delays.
C	23.0 < delay ≤ 32.0	
C-	32.0 < delay ≤ 35.0	
D+	35.0 < delay ≤ 39.0	Approaching unstable flow, and drivers have difficulty maneuvering; tolerable delays.
D	39.0 < delay ≤ 51.0	
D-	51.0 < delay ≤ 55.0	
E+	55.0 < delay ≤ 60.0	Unstable flow with stop and go; delays.
E	60.0 < delay ≤ 75.0	
E-	75.0 < delay ≤ 80.0	
F	delay > 80.0	Total breakdown; congested conditions with excessive delays.

Reference: *Traffic Level of Service Analysis Guidelines*, Santa Clara Valley Transportation Authority, 2003

The unsignalized study intersections with stop signs on all approaches were analyzed using the "All-Way Stop-Controlled" Intersection methodology from the HCM. This methodology evaluates delay for each approach based on turning movements, opposing and conflicting traffic volumes, and the number of lanes. Average vehicle delay is computed for the overall intersection, which is then related to an LOS. The ranges of delay associated with the various levels of service are indicated in Table 4.

Table 4 – All-Way Stop-Controlled Intersection Level of Service Criteria	
LOS A	Delay of 0 to 10 seconds. Upon stopping, drivers are immediately able to proceed.
LOS B	Delay of 10 to 15 seconds. Drivers may wait for one or two vehicles to clear the intersection before proceeding from a stop.
LOS C	Delay of 15 to 25 seconds. Drivers will enter a queue of one or two vehicles on the same approach, and wait for vehicle to clear from one or more approaches prior to entering the intersection.
LOS D	Delay of 25 to 35 seconds. Queues of more than two vehicles are encountered on one or more approaches.
LOS E	Delay of 35 to 50 seconds. Longer queues are encountered on more than one approach to the intersection.
LOS F	Delay of more than 50 seconds. Drivers enter long queues on all approaches.

Source: *Highway Capacity Manual*, Transportation Research Board, 2000.

Freeway Levels of Service

Freeways in the study area identified as being in the Congestion Management Program (CMP) in Santa Clara County were analyzed using the data published in VTA's 2016 Annual Monitoring and Conformance Report, which is based on the density of traffic flow using methods described in the 2000 HCM and on VTA's *Traffic Level of Service Analysis Guidelines* (June 2003). Density is expressed in passenger's cars per mile per lane. Vehicle density is calculated using the following formula:

$$D = \frac{V}{N \times S}$$, where:

D = density in vehicles per mile per lane (vpmpl)

V = peak hour volume, in vehicles per hour (vph)

N = number of travel lanes

S = average travel speed, in miles per hour (mph)

The CMP requires that mixed-flow lanes and auxiliary lanes be analyzed separately from HOV carpool lanes. The CMP specifies that a capacity of 2,300 vehicles per hour per lane (vphpl) be used for segments with three lanes or more in one direction, a capacity of 2,200 vphpl be used for segments two lanes in one direction and a capacity of 1,650 vphpl be used on HOV lanes. VTA CMP definitions for freeway segment levels of service are summarized in Table 5.

Table 5 – Freeway Segment Level of Service Definitions (Santa Clara County)			
LOS	**Density (passenger cars / mile / lane)**	**Travel Speed (MPH)**	**Description**
A	density<11.0	60-65	Free flow operations.
B	11.0<density<18.0	57-60	Reasonably free flow, and free flow speeds are maintained.
C	18.0<density<26.0	54-57	Flow with speeds and or near the free-flow speed.
D	26.0<density<46.0	46-54	Level at which speed begins to decline with increasing flow.
E	46.0<density<58.0	35-46	Operation at capacity.
F	58.0<density	< 35	Breakdown in vehicular flow.

Source: 2016 CMP *Monitoring and Conformance Report*, Santa Clara Valley Transportation Authority, 2016

Traffic Infusion on Residential Environment (TIRE) index Methodology

The potential effect of adding project-related traffic on residential streets near the project site was evaluated based on the Traffic Infusion on Residential Environment (TIRE) index. The TIRE index is a tool that measures the residents' perception of the effect of increased Average Daily Traffic (ADT) on residential streets. TIRE index values range from 0.0 to 5.0 depending on daily traffic volume. An index of 0.0 represents the least infusion of traffic and 5.0 the greatest, and, thereby the poorest residential environment. A TIRE index of 3.0 represents the threshold at which the character of a residential street changes. Residential streets with a TIRE index above this mid-range point of 3.0 typically exhibit higher traffic volumes, while streets with a TIRE index below 3.0 are usually more suitable for residential activities. According to this methodology, an impact occurs on the residential street when the difference in index between no project and project conditions is 0.10 or more. An abbreviated list of the TIRE indices is presented in Table 6, while the entire TIRE index table is provided in Appendix C.

Table 6 – TIRE Index Table		
Existing Volume Range (Daily Volume)	**TIRE Index**	**Minimum Daily Volume Increase to Produce +0.1 change in the TIRE Index**
561-710	2.8	140
711-890	2.9	170
891-1,100	3.0	220
1,101-1,400	3.1	290
1,401-1800	3.2	380
1,801-2,200	3.3	500
2,201-2800	3.4	650

Reference: Goodrich Traffic Group

Traffic Operation Standards/Significance Impact Criteria

The following criteria, based on the guidelines from the City of Campbell, City of San Jose, Town of Los Gatos, and VTA, were used to determine whether the proposed Project would result in a significant impact to the transportation system.

Santa Clara County Valley Transportation Authority

The Santa Clara County Valley Transportation Authority (VTA) has established criteria to determine the level of significance of traffic impacts based on standards set by the Santa Clara County *Congestion Management Program* (CMP) in the *Transportation Impact Analysis Guidelines*, adopted in October 2014 which states that significant traffic impacts at signalized CMP intersections are defined to occur when the addition of project-generated trips causes one of the following:

- Intersection operations deteriorate from LOS E or better to LOS F; or
- For intersections operating at LOS F under background or cumulative conditions, the project condition increases the average control delay for critical movements by four seconds or more and project traffic increases the critical volume-to-capacity (v/c)[1] ratio by 0.01 or more.

For a CMP freeway segment, a significant impact for a project is defined as:

- When addition of project traffic under the project condition causes a freeway segment LOS to deteriorate from LOS E (or better) to LOS F; or
- If a freeway segment already operates at LOS F, and under the project condition scenario, traffic increases by 1-percent or more of capacity.

City of Campbell

For local signalized intersections not on the CMP network, a traffic impact is considered significant if:

- The addition of project-generated traffic causes operation of an intersection to deteriorate from an acceptable level of service (LOS D or better) to LOS E or LOS F, or
- For intersections where LOS E operation has been established as acceptable, the project condition causes operation to deteriorate from LOS E to LOS F.

The City of Campbell does not have a formally adopted minimum threshold for unsignalized intersections. Thus, for the purposes of this report, a traffic impact is considered significant if the addition of project-generated traffic causes operation of an unsignalized intersection to deteriorate from an acceptable level of service (LOS E or better) to LOS F in combination with the satisfaction of the peak hour traffic warrant as defined in the *California Manual on Uniform Traffic Control Devices* (CA-MUTCD).

City of San Jose

Significant traffic impacts at signalized intersections are defined to occur when the addition of project-generated trips causes one of the following:

- Intersection operations deteriorate from an acceptable LOS D or better to an unacceptable LOS E or F.
- Critical delay increases four seconds or more and the V/C ratio increases 0.01 or more at intersections operating at LOS E or F.
- The V/C ratio increases by 0.01 or more at an intersection operating at an unacceptable LOS E or F when the change in critical delay is negative.

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[1] Volume-to-Capacity (v/c) is a measure that reflects the mobility and quality of travel within a roadway facility. It compares the number of vehicles using the roadway to the theoretical capacity of that facility. For example, a v/c of 1.00 indicates the facility is operating at its capacity.

Town of Los Gatos

The Town of Los Gatos has defined LOS D as an acceptable level of service. Traffic impacts at intersections would occur when traffic resulting from the implementation of a project causes:

- Intersection operations to deteriorate by more than one letter grade from LOS A, B or C;
- Intersection operations to deteriorate from LOS D to an unacceptable level (LOS E or LOS F); or,
- Any increase to average delay at an intersection already operating at an unacceptable level (LOS E or F).

These significance criteria apply to signalized intersections only.

Caltrans

In the *Guide for the Preparation of Traffic Impact Studies* (2002), Caltrans indicates that they endeavor to maintain operation at the transition from LOS C to LOS D for all its facilities. Where an existing facility is operating a less than LOS C/D threshold, the existing measure of effectiveness should be maintained.

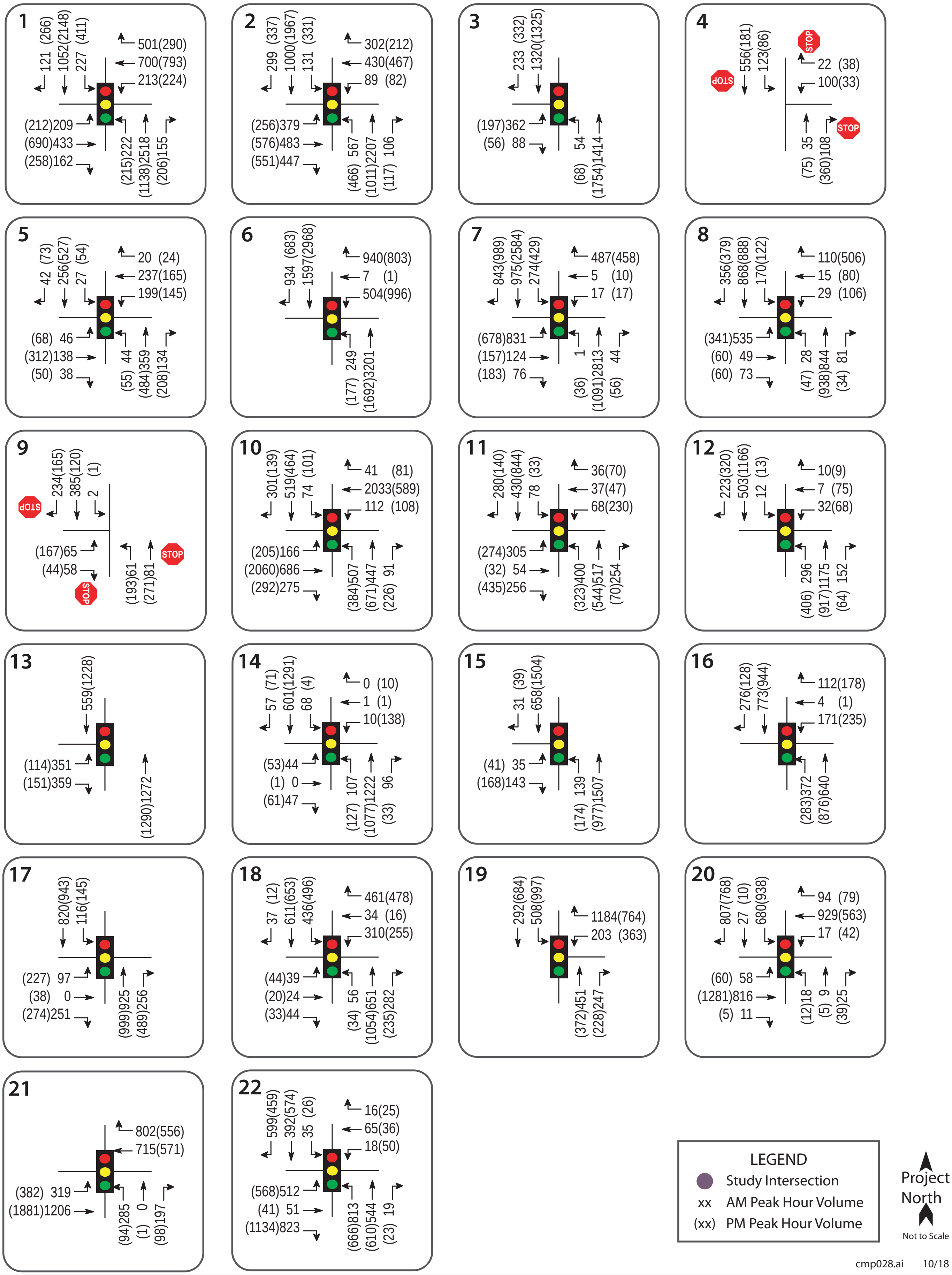
Existing Conditions

The Existing Conditions scenario provides an evaluation of current operation based on existing traffic volumes during the a.m. and p.m. peak periods. This condition does not include project-generated traffic volumes. Where available, traffic counts conducted during the Fall or Winter of 2016 from the Santa Clara County Congestion Management Program (CMP) were used for the p.m. peak hour analysis. At all remaining locations, traffic data was collected either in May 2018 or September 2018 while local schools were in session.

Under existing conditions, all study intersections are operating at acceptable Levels of Service during the a.m. and p.m. peak hours except for the following intersections and periods:

- #2) San Tomas Expressway/Campbell Avenue during the p.m. peak hour (LOS F);
- #6) San Tomas Expressway/SR 17 South Ramps during the a.m. peak hour (LOS F); and
- #7) Camden Avenue/White Oaks Road-Curtner Avenue during the a.m. peak hour (LOS F)

Existing traffic volumes are shown in Figure 3, a summary of existing intersection Levels of Service is contained in Table 7, and the Level of Service calculations are provided in Appendix D.



Traffic Impact Study for 1700 Dell Avenue

Figure 3 – Existing Traffic Volumes

Table 7 – Existing Peak Hour Intersection Levels of Service				
Study Intersection	**AM Peak**		**PM Peak**	
	Avg Delay	**LOS**	**Avg Delay**	**LOS**
1. San Tomas Exp/Hamilton Ave (CMP)	59.9	E+	59.8	E+
2. San Tomas Exp/Campbell Ave (CMP)	66.1	E	87.9	F
3. Winchester Blvd/W. Sunnyoaks Ave	20.0	C+	12.4	B
4. Dell Ave/E. Sunnyoaks Ave	48.3	E	11.0	B
5. Bascom Ave/Curtner Ave (CMP)	32.9	C-	38.4	D+
6. San Tomas Exp/SR 17 SB Ramps (CMP)	90.4	F	68.3	E
7. Camden Ave/White Oaks Rd-Curtner Ave (CMP)	90.8	F	49.1	D
8. Winchester Blvd/W. Hacienda Ave	28.8	C	40.3	D
9. Dell Ave/Hacienda Ave	17.9	C	32.9	D
10. Bascom Ave/Camden Ave (CMP)	56.4	E+	49.0	D
11. Winchester Blvd/Knowles Dr	30.8	C	39.2	D
12. Winchester Blvd/SR 85 NB Ramp	12.2	B	25.0	C
13. Winchester Blvd/SR 85 SB Ramp	15.8	B	6.8	A
14. Winchester Blvd/Albright Wy	9.3	A	11.7	B+
15. Winchester Blvd/Wimbledon Dr	11.8	B+	13.7	B
16. Bascom Ave/SR 85 NB Ramps (CMP)	20.7	C+	21.4	C+
17. Bascom Ave/SR 85 SB Ramps (CMP)	21.2	C+	24.8	C
18. Los Gatos Blvd/Burton Rd-Samaritan Dr (CMP)	32.1	C-	32.2	C-
19. Winchester Blvd/Lark Ave	28.6	C	15.1	B
20. SR 17 SB Ramp/Lark Ave	30.5	C	36.0	D+
21. SR 17 NB Ramp/Lark Ave	20.9	C+	12.9	B
22. Los Gatos Blvd/Lark Ave (CMP)	50.0	D	37.1	D+

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

Background Conditions

Background operating conditions include existing vehicle turning movements plus trips from approved developments in the study area. Nearby projects, that have either been approved or are currently under review and pending a decision, were identified by the Cities of Campbell, San Jose and the Town of Los Gatos and include:

- Medical Office Buildings at 250 East Hacienda Avenue
- North Forty Specific Plan – Project Alternative A
- Samaritan Medical Campus Development Plan
- Cresleigh Homes Mixed Use Development (under review)
- Office Building at 95 East Hamilton Avenue

Although the Cresleigh Homes Mixed Use Development and Office Building at 95 East Hamilton Avenue are not near the proposed project site, trips from these two projects are included with the Background Conditions because of their proximity to the study intersections of San Tomas Expressway/Hamilton Avenue and San Tomas Expressway/Campbell Avenue.

With traffic associated with each of these projects added to existing volumes, all the study intersections are expected to continue operating at acceptable service levels except for the following intersections and periods:

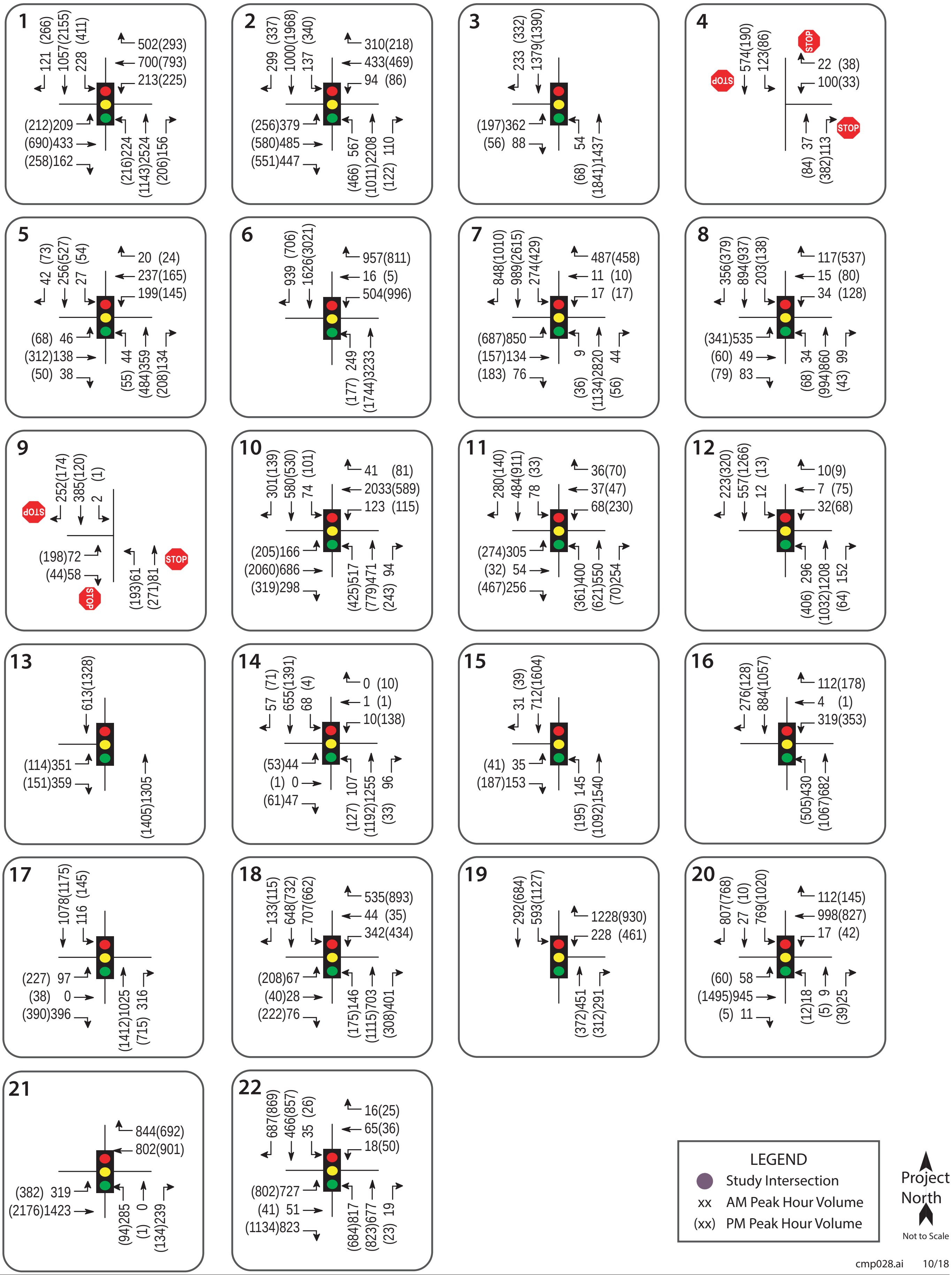
- #2) San Tomas Expressway/Campbell Avenue during both the a.m. and p.m. peak hours (LOS F);
- #6) San Tomas Expressway/SR 17 Southbound (SB) Ramps during the a.m. peak hour (LOS F);
- #7) Camden Avenue/White Oaks Road-Curtner Avenue during the a.m. peak hour (LOS F);
- #18) Los Gatos Boulevard/Burton Road-Samaritan Drive during the p.m. peak hour (LOS F); and
- #22) Los Gatos Boulevard/Lark Avenue during the p.m. peak hour (LOS F).

Background intersection Levels of Service are summarized in Table 8 and background condition volumes are shown in Figure 4.

Table 8 – Background Peak Hour Intersection Levels of Service

Study Intersection	AM Peak		PM Peak	
	Avg Delay	LOS	Avg Delay	LOS
1. San Tomas Exp/Hamilton Ave (CMP)	60.3	E	60.0	E
2. San Tomas Exp/Campbell Ave (CMP)	84.2	F	109.2	F
3. Winchester Blvd/W. Sunnyoaks Ave	18.7	B-	11.9	B+
4. Dell Ave/E. Sunnyoaks Ave	34.4	D	10.2	B+
5. Bascom Ave/Curtner Ave (CMP)	32.9	C-	38.4	D+
6. San Tomas Exp/SR 17 SB Ramps (CMP)	93.0	F	68.9	E
7. Camden Ave/White Oaks Rd-Curtner Ave (CMP)	93.0	F	49.9	D
8. Winchester Blvd/W. Hacienda Ave	28.2	C	40.6	D
9. Dell Ave/Hacienda Ave	15.6	C	14.1	B
10. Bascom Ave/Camden Ave (CMP)	57.1	E+	50.7	D
11. Winchester Blvd/Knowles Dr	30.5	C	39.0	D
12. Winchester Blvd/SR 85 NB Ramp	11.9	B+	21.3	C+
13. Winchester Blvd/SR 85 SB Ramp	13.8	B	6.4	A
14. Winchester Blvd/Albright Wy	9.1	A	11.2	B+
15. Winchester Blvd/Wimbledon Dr	11.9	B+	15.1	B
16. Bascom Ave/SR 85 NB Ramps (CMP)	23.3	C	23.6	C
17. Bascom Ave/SR 85 SB Ramps (CMP)	25.3	C	27.0	C
18. Los Gatos Blvd/Burton Rd-Samaritan Dr (CMP)	36.1	D+	106.9	F
19. Winchester Blvd/Lark Ave	28.6	C	16.1	B
20. SR 17 SB Ramp/Lark Ave	30.4	C	40.8	D
21. SR 17 NB Ramp/Lark Ave	20.7	C+	13.5	B
22. Los Gatos Blvd/Lark Ave (CMP)	77.9	E-	91.4	F

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



Traffic Impact Study for 1700 Dell Avenue

Figure 4 – Background Traffic Volumes

Cumulative Conditions

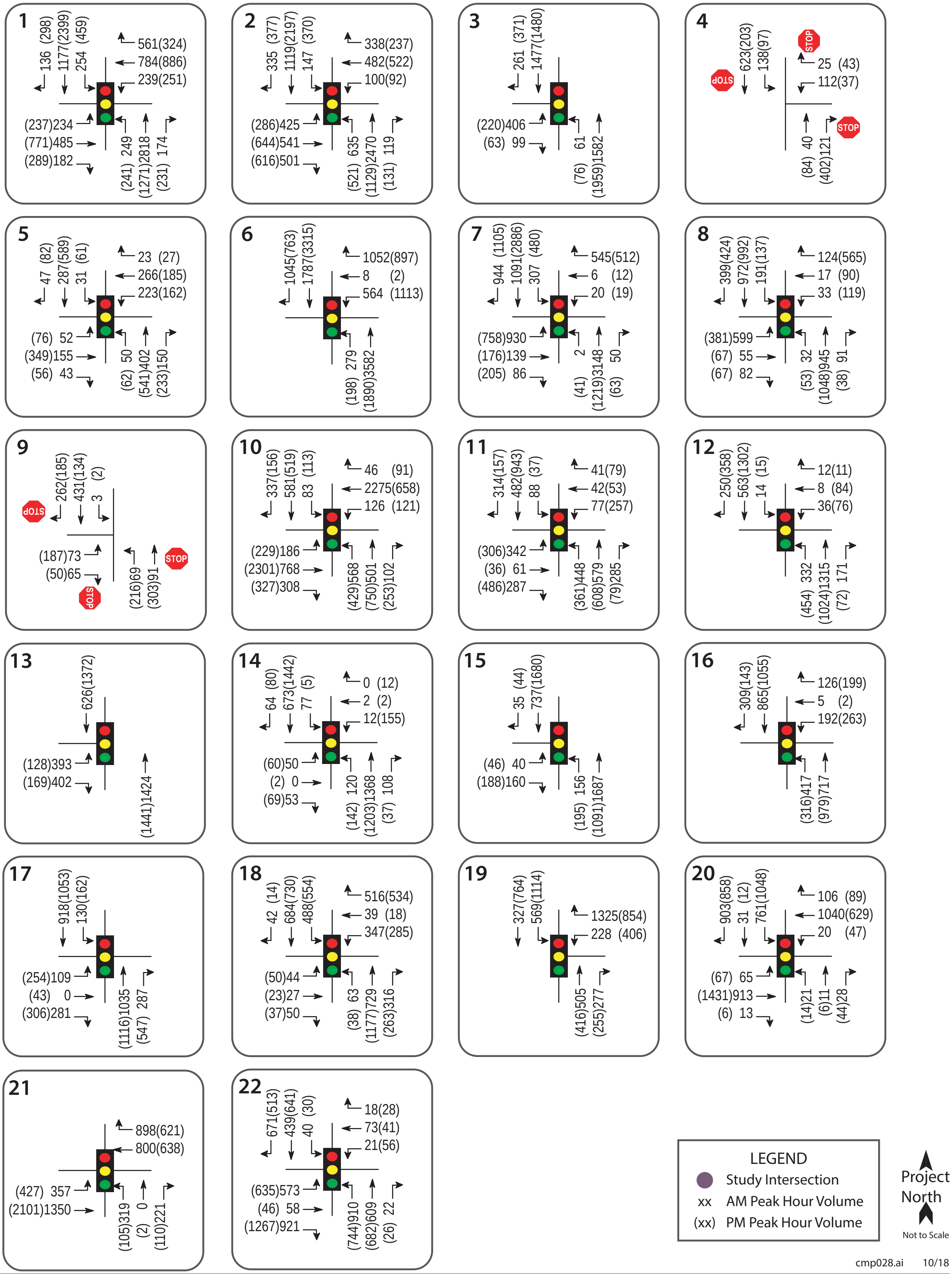
Recent a.m. and p.m. peak hour forecasts from the Santa Clara County Travel Demand model were reviewed for roadway segments within the vicinity of the study area. The 2015 and 2040 growth forecasts (roadway segment link volumes) were used to derive an annual growth rate of 0.54-percent for the a.m. and 0.53-percent for the p.m. peak hours. Since this growth rate was based on the County Travel Demand model, it accounts for any potential future developments not yet identified or approved, overall regional traffic growth and regional roadway capacity improvements (such as the SR 85 Express Lane Project). These growth rates were applied to existing volumes for both the a.m. and p.m. peak hours to forecast the cumulative condition future traffic demand. Use of the Santa Clara County Travel Demand model is consistent with Section 11.1.2 of the *VTA Transportation Impact Analysis Guidelines* and provides a reasonable growth profile for expected traffic demands for the future year analysis.

It was assumed that the existing roadway network would not undergo any widening improvements at the study intersections and the existing intersection geometry would remain unchanged for the cumulative condition.

Under the anticipated Cumulative volumes (without any roadway network improvements), the study intersections would be expected to continue operating at acceptable Levels of Service, except for the following intersections and periods:

- #1) San Tomas Expressway/Hamilton Avenue during both the a.m. and p.m. peak hours (LOS F);
- #2) San Tomas Expressway/Campbell Avenue during both the a.m. and p.m. peak hours (LOS F);
- #4) Dell Avenue/E. Sunnyoaks Avenue during the a.m. peak hour (LOS F);
- #6) San Tomas Expressway/SR 17 Southbound (SB) Ramps during the a.m. peak hour (LOS F); and
- #7) Camden Avenue/White Oaks Road-Curtner Avenue during the a.m. peak hour (LOS F);

Cumulative traffic volumes are shown in Figure 5. These operating conditions are summarized in Table 9.



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Traffic Impact Study for 1700 Dell Avenue

Figure 5 – Cumulative 2040 Traffic Volumes

Table 9 – Cumulative Peak Hour Intersection Levels of Service				
Study Intersection	**AM Peak**		**PM Peak**	
	Avg Delay	**LOS**	**Avg Delay**	**LOS**
1. San Tomas Exp/Hamilton Ave (CMP)	107.5	F	99.1	F
2. San Tomas Exp/Campbell Ave (CMP)	116.9	F	143.2	F
3. Winchester Blvd/W. Sunnyoaks Ave	20.2	C+	12.8	B
4. Dell Ave/E. Sunnyoaks Ave	53.3	F	10.7	B
5. Bascom Ave/Curtner Ave (CMP)	33.1	C-	38.7	D+
6. San Tomas Exp/SR 17 SB Ramps (CMP)	111.3	F	79.7	E-
7. Camden Ave/White Oaks Rd-Curtner Ave (CMP)	124.2	F	57.3	E+
8. Winchester Blvd/W. Hacienda Ave	29.0	C	45.1	D
9. Dell Ave/Hacienda Ave	19.5	C	16.3	C
10. Bascom Ave/Camden Ave (CMP)	64.0	E	51.4	D-
11. Winchester Blvd/Knowles Dr	31.1	C	41.8	D
12. Winchester Blvd/SR 85 NB Ramp	12.3	B	25.8	C
13. Winchester Blvd/SR 85 SB Ramp	14.9	B	7.0	A
14. Winchester Blvd/Albright Wy	9.7	A	12.7	B
15. Winchester Blvd/Wimbledon Dr	12.2	B	15.9	B
16. Bascom Ave/SR 85 NB Ramps (CMP)	21.1	C+	21.9	C+
17. Bascom Ave/SR 85 SB Ramps (CMP)	21.9	C+	26.0	C
18. Los Gatos Blvd/Burton Rd-Samaritan Dr (CMP)	33.2	C-	34.1	C-
19. Winchester Blvd/Lark Ave	41.8	D	15.5	B
20. SR 17 SB Ramp/Lark Ave	30.5	C	40.6	D
21. SR 17 NB Ramp/Lark Ave	24.1	C	13.2	B
22. Los Gatos Blvd/Lark Ave (CMP)	72.0	E	42.9	D

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

Project Description

The proposed project would remove the existing 71,620 square-foot office building and replace it with a new 161,870 square-foot office building, six level (including one subsurface level) parking structure and small public open space at 1700 Dell Avenue. The proposed project would not alter the two existing driveways on Dell Avenue that currently provide vehicular access to the site. The project would provide 736 parking stalls; 513 within the parking structure and 223 in an at-grade parking lot. The proposed project site plan is provided in Appendix A.

Trip Generation

The anticipated trip generation for the proposed project was estimated using fitted curve equations published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual*, 10th Edition, 2017 for "General Office Building" (ITE LU #710). Because the site is currently occupied by an office building, the trip generation for "General Office Building" was also used to estimate the existing trips at the site. These trips were reduced by 68 percent which is the current proportion of the building that is not occupied (according to information provided by the project sponsor, the current building occupancy was 32-percent in May 2018 when the traffic counts were conducted). Internal capture trips are a portion of the total trips generated by a development project that both begin and end within the development itself. Internal capture trips are commonly applied in development projects with multiple land uses (such as various combinations of office, retail and residential). Vehicle trips which are not considered "new," but are instead comprised of drivers who are already driving on the adjacent street system and choose to make an interim stop, are referred to as "pass-by trips." Pass by trips are typically associated with retail and commercial land uses such as gas stations and fast-food restaurants. Since the proposed project is not proposing a mixed-use development with retail and commercial components, it is not anticipated to generate any internal capture trips, or have pass-by trip credits, or trip reductions resulting from nearby transit options. The trips associated with the open public space area are assumed to be zero, as all the expected users would be employees of the development and would already be on-site.

The expected trip generation potential for the proposed project as indicated in Table 10 includes a net average of 1,447 additional trips per day, including 149 trips during the a.m. peak hour and 153 trips during the p.m. peak hour.

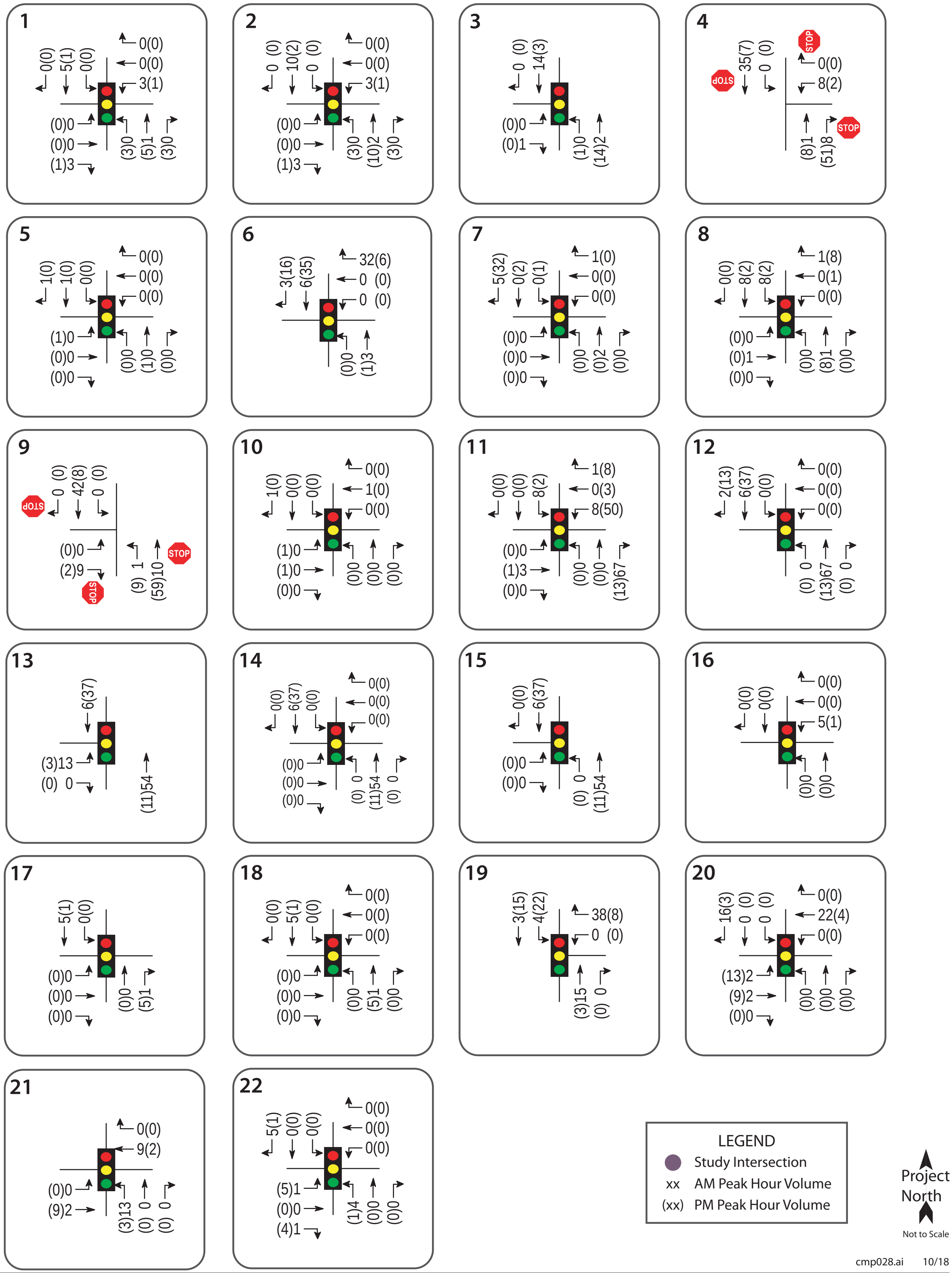
Table 10 – Trip Generation Summary

Land Use	Size (ksf)	Daily		AM Peak Hour				PM Peak Hour			
		Rate	Trips	Rate	Trips	In	Out	Rate	Trips	In	Out
Existing											
General Office Building	71.62	10.72	-768	1.31	-94	-81	-13	1.16	-83	-13	-70
Occupancy Adjustment		68%	522	68%	64	55	9	68%	56	9	47
Subtotal (Occupied)			-246		-30	-26	-4		-27	-4	-23
Proposed											
General Office Building	161.87	10.46	1,693	1.10	179	154	25	1.11	180	29	151
Total			1,447		149	128	21		153	25	128

Note: ksf = 1,000 square feet

Trip Distribution

The trip distribution pattern used to allocate new project trips to the street network was determined by field observations, land uses in the area, traffic count data, as well as consistency with assumptions applied in previous traffic impact analyses in the area. Since major modifications to the roadway network in Campbell are not anticipated, the same trip distribution was used for all study periods and conditions. The applied distribution assumptions and resulting trips are shown in Table 11 and Project trip turning movement volumes are shown in Figure 6.



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Traffic Impact Study for 1700 Dell Avenue

Figure 6 – Project Trips Traffic Volumes

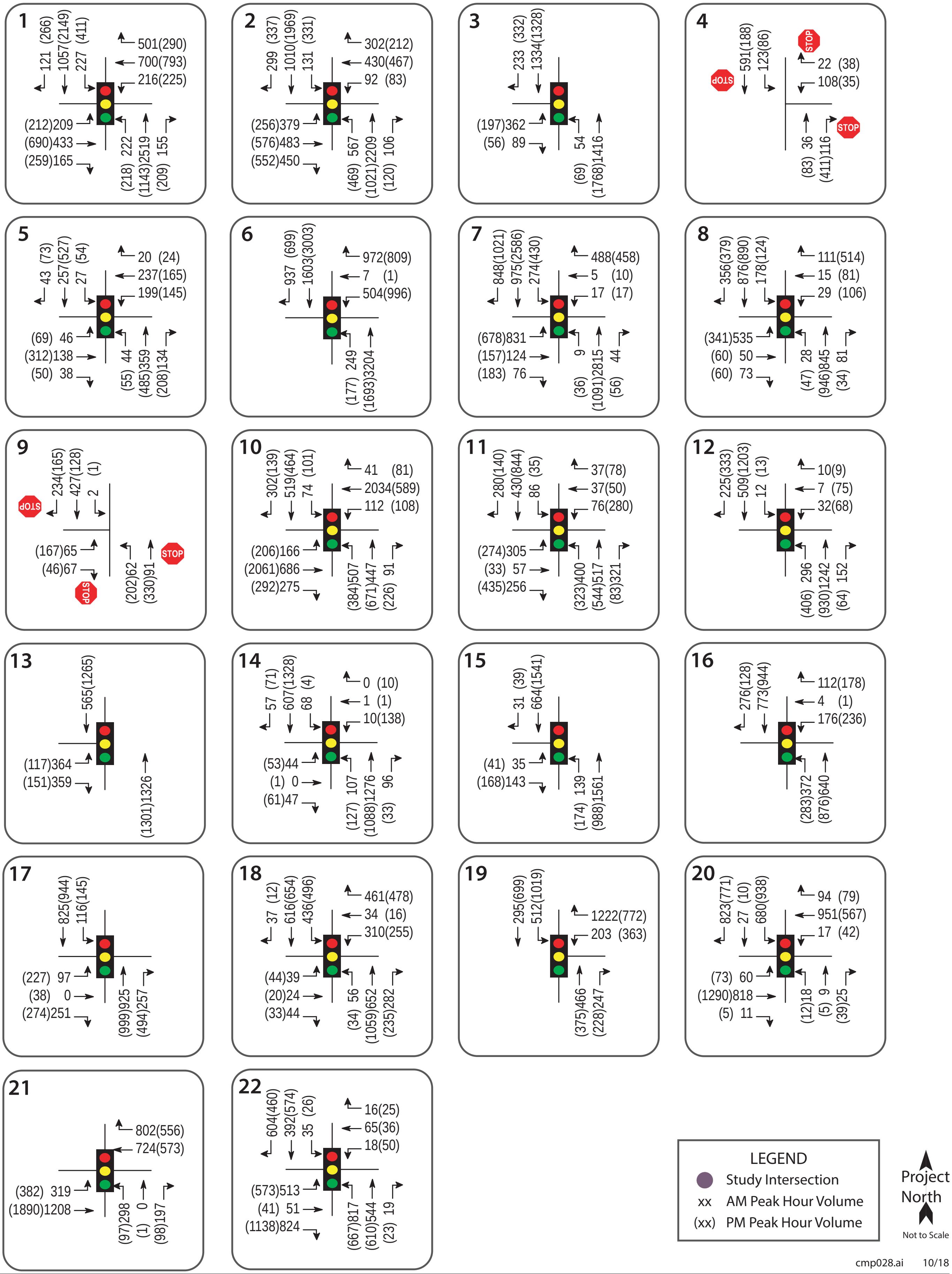
W-Trans

Table 11 – Trip Distribution Assumptions				
Route	**Percent**	**Daily Trips**	**AM Trips**	**PM Trips**
to/from north via SR 17	25%	174	19	18
to/from north via Winchester Blvd	5%	14	1	2
to/from north via Bascom Ave	1%	362	37	38
to/from south via SR 17	10%	145	15	15
to/from south via Los Gatos Blvd	3%	145	15	15
to/from south via Winchester Blvd	12%	247	26	26
to/from east via SR 85	17%	14	1	2
to/from east via Camden Ave	1%	14	1	2
to/from west via San Tomas Expy	12%	29	3	3
to/from west via SR 85	10%	72	7	7
to/from west via Knowles Dr	2%	174	19	18
to/from west via West Sunnyoaks Ave	1%	14	1	2
to/from west via Hacienda Ave	1%	43	4	5
TOTAL	**100%**	**1,447**	**149**	**153**

Intersection Operation

Existing plus Project Conditions

This section summarizes the existing traffic conditions plus project-generated traffic. Existing plus Project traffic volumes are shown in Figure 7. Intersection level of service results showing both existing and existing plus project-generated traffic are summarized in Table 12.



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Traffic Impact Study for 1700 Dell Avenue

Figure 7 – Existing plus Project Traffic Volumes

W-Trans

Table 12 – Existing and Existing plus Project Peak Hour Intersection Levels of Service

Study Intersection	Existing Conditions				Existing + Project			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Avg Delay	LOS	Avg Delay	LOS	Avg Delay	LOS	Avg Delay	LOS
1. San Tomas Exp/Hamilton Ave (CMP)	59.9	E+	59.8	E+	60.0	E+	59.8	E+
2. San Tomas Exp/Campbell Ave (CMP)	66.1	E	87.9	F	66.2	E	88.0	F
3. Winchester Blvd/W. Sunnyoaks Ave	20.0	C+	12.4	B	20.0	B-	12.4	B
4. Dell Ave/E. Sunnyoaks Ave	48.3	E	11.0	B	62.2	F	11.9	B
5. Bascom Ave/Curtner Ave (CMP)	32.9	C-	38.4	D+	34.3	C-	38.4	D+
6. San Tomas Exp/SR 17 SB Ramps (CMP)	90.4	F	68.3	E	95.7	F	69.0	E
With Westbound Approach Widening	-	-	-	-	44.7	D	38.3	D+
7. Camden Ave/White Oaks Rd-Curtner Ave (CMP)	90.8	F	49.1	D	90.9	F	49.1	D
8. Winchester Blvd/W. Hacienda Ave	28.8	C	40.3	D	29.0	C	41.0	D
9. Dell Ave/Hacienda Ave	17.9	C	32.9	D	22.2	C	56.4	F
10. Bascom Ave/Camden Ave (CMP)	56.4	E+	49.0	D	56.4	E+	49.0	D
11. Winchester Blvd/Knowles Dr	30.8	C	39.2	D	30.8	C	41.8	D
12. Winchester Blvd/SR 85 NB Ramp	12.2	B	25.0	C	12.2	B	26.6	C
13. Winchester Blvd/SR 85 SB Ramp	15.8	B	6.8	A	16.2	B	6.8	A
14. Winchester Blvd/Albright Wy	9.3	A	11.7	B+	9.1	A	11.6	B+
15. Winchester Blvd/Wimbledon Dr	11.8	B+	13.7	B	11.7	B+	13.8	B
16. Bascom Ave/SR 85 NB Ramps (CMP)	20.7	C+	21.4	C+	20.7	C+	21.4	C+
17. Bascom Ave/SR 85 SB Ramps (CMP)	21.2	C+	24.8	C	21.2	C+	24.7	C
18. Los Gatos Blvd/Burton Rd-Samaritan Dr (CMP)	32.1	C-	32.2	C-	32.1	C-	32.2	C-
19. Winchester Blvd/Lark Ave	28.6	C	15.1	B	32.5	C-	15.1	B
20. SR 17 SB Ramp/Lark Ave	30.5	C	36.0	D+	30.5	C	36.2	D+
21. SR 17 NB Ramp/Lark Ave	20.9	C+	12.9	B	21.4	C+	12.9	B
22. Los Gatos Blvd/Lark Ave (CMP)	50.0	D	37.1	D+	50.9	D	37.2	D+

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; Shaded cells indicate mitigated conditions

Upon the addition of project-related traffic to the Existing volumes, all the study intersections are expected to continue operating at the same Levels of Service as without the project-generated trips, except that the intersection of Winchester Boulevard/W. Sunnyoaks Avenue (#3) would improve from LOS C+ to B-, Dell Avenue/E. Sunnyoaks Avenue (#4) is expected to deteriorate to LOS F during the a.m. peak hour, and Dell Avenue/Hacienda Avenue (#9) would drop to LOS F operation during the p.m. peak hour.

The intersection level of service at Winchester Boulevard/W. Sunnyoaks Avenue (#3) would improve from LOS C+ to LOS B- and have no change in average vehicle delay with the addition of project-generated trips. Because of mathematical rounding default settings in the TRAFFIX analysis software both average delay results are presented as 20.0 seconds per vehicle. However, it is more likely that the Existing Condition is slightly more than 20.0 seconds per vehicle and the Existing plus Project Condition is slightly less than 20.0 seconds per vehicle. According to the

LOS thresholds summarized in Table 3, an average delay between 18.0 and 20.0 seconds of delay is considered to be an LOS B- and an average delay between 20.0 and 23.0 seconds of delay is an LOS C+.

It should also be noted that with the addition of project-related traffic volumes, average delays at Winchester Boulevard/W. Sunnyoaks Ave (#3) would be expected to decrease during the a.m. peak hour. While this is counter-intuitive, this condition occurs when a project adds trips to movements that are currently underutilized or have delays that are below the intersection average, resulting in a better balance between approaches and lower overall average delay. The conclusion could incorrectly be drawn that the project actually improves operation based on this data alone; however, it is more appropriate to conclude that the project trips are expected to make use of excess capacity, so drivers would experience little, if any, change in conditions as a result of the project.

The addition of project-generated vehicle trips would cause the level of service to deteriorate from LOS D or E to an unacceptable LOS F at the unsignalized intersections of Dell Avenue/E. Sunnyoaks Avenue (#4) during the a.m. peak hour and Dell Avenue/Hacienda Avenue (#9) during the p.m. peak hour. However, since these intersections do not satisfy the peak hour volume warrant, they are not considered a significant impact.

During the a.m. peak hour, the intersection of San Tomas Expressway/SR 17 Southbound (SB) Ramps (#6) would be expected to operate at an unacceptable LOS F with or without the addition of project-generated vehicle trips. The addition of project-generated trips would increase the volume-to-capacity ratios by more than 0.01 and increase the average control delay for critical movements by more than four seconds. Therefore, the project's contribution would result in a significant impact at this intersection.

Although the intersections of San Tomas Expressway/Campbell Avenue (#2) and Camden Avenue/White Oaks Road-Curtner Avenue (#7) would operate at LOS F during the p.m. and a.m. peak hours, respectively, these are not considered a significant impact because they do not satisfy the conditions described by the VTA Transportation Impact Analysis Guidelines (namely, the volume-to-capacity ratio would not increase by more than 0.01 or the average control delay for critical movements does not increase by more than four seconds).

Findings – Based on the traffic operation standards described in the Santa Clara County Congestion Management Program, the intersection of San Tomas Expressway/ SR 17 Southbound (SB) Ramps (#6) is considered to have a significant impact during the a.m. peak hour.

Mitigation – The recommended mitigation measure is to widen the westbound approach (SR-17 southbound off-ramp) at the intersection of San Tomas Expressway/SR 17 Southbound (SB) Ramps (#6) to include a second right turn lane, resulting in two left-turn lanes, one through shared left-turn lane and two right-turn lanes (with the right-turn-on-red (RTOR) movement prohibited). This improvement is recommended to improve traffic operation and reduce the project impact to a less-than-significant level under the Existing plus Project Conditions.

Although the recommended improvements of the southbound off-ramp would reduce the project impact to a less-than-significant level, implementation of the widening cannot be guaranteed as the off-ramp is a Caltrans facility and the intersection is County-operated. Furthermore, the recommended improvement is not part of the VTA's Measure B regional improvements list. Therefore, this impact is considered significant and unavoidable.

An evaluation of expected queue lengths for the right-turn lane at the SR 17 Southbound Ramps was conducted under the recommended mitigated conditions to verify that there would be sufficient stacking space provided. A Poisson probability distribution was used to estimate the 95th percentile number of queued vehicles per signal cycle length for the right-turn lane. Based on a review of aerial photos of the off-ramp, it was estimated that the westbound right-turn lane has approximately 600 feet of stacking space available. This is sufficient to accommodate 24 vehicles, assuming 25-feet per vehicle. Under the mitigated condition during the a.m. and p.m. peak hours, the queue in the right-turn lane has a 95th percentile length equivalent to 23 vehicles which is one vehicle less than the estimated storage capacity.

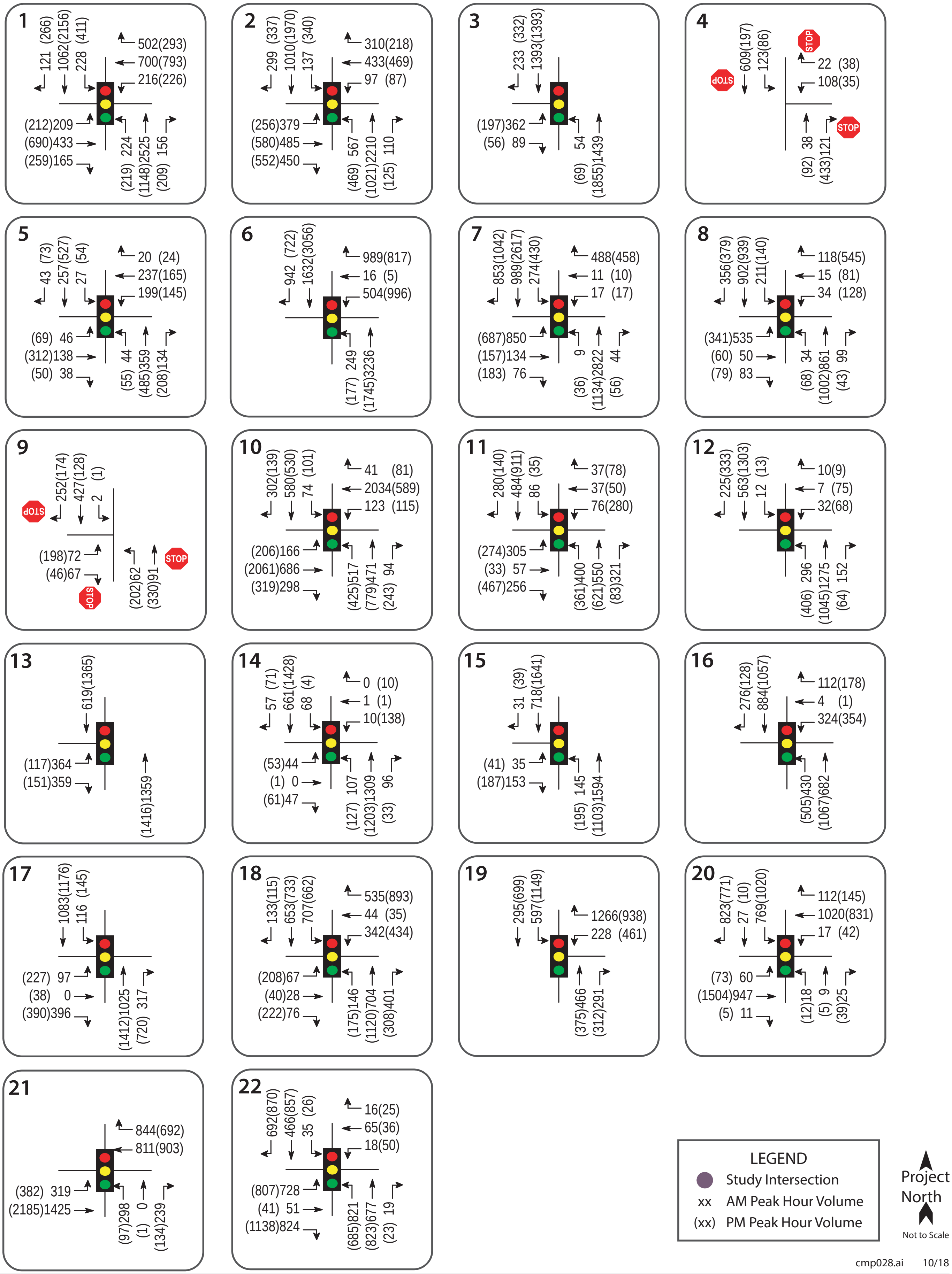
Background plus Project Conditions

This section summarizes the findings for the background and background plus project-generated traffic condition. Intersection level of service results showing both background and background plus project-generated traffic are summarized in Table 13. Background plus Project traffic volumes are shown in Figure 8.

Table 13 – Background and Background plus Project Peak Hour Intersection Levels of Service

Study Intersection	Background Conditions				Background + Project			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Avg Delay	LOS	Avg Delay	LOS	Avg Delay	LOS	Avg Delay	LOS
1. San Tomas Exp/Hamilton Ave (CMP)	60.3	E	60.0	E	60.3	E	60.1	E
2. San Tomas Exp/Campbell Ave (CMP)	84.2	F	109.2	F	84.4	F	109.4	F
3. Winchester Blvd/W. Sunnyoaks Ave	18.7	B-	11.9	B+	18.7	B-	11.9	B+
4. Dell Ave/E. Sunnyoaks Ave	34.4	D	10.2	B+	43.8	E	10.8	B
5. Bascom Ave/Curtner Ave (CMP)	32.9	C-	38.4	D+	34.3	C-	38.4	D+
6. San Tomas Exp/SR 17 SB Ramps (CMP)	93.0	F	68.9	E	98.4	F	69.7	E
With Westbound Approach Widening	-	-	-	-	45.9	D	38.6	D+
7. Camden Ave/White Oaks Rd-Curtner Ave (CMP)	93.0	F	49.9	D	93.1	F	49.9	D
8. Winchester Blvd/W. Hacienda Ave	28.2	C	40.6	D	28.4	C	41.3	D
9. Dell Ave/Hacienda Ave	15.6	C	14.1	B	18.5	C	16.9	C
10. Bascom Ave/Camden Ave (CMP)	57.1	E+	50.7	D	57.1	E+	50.7	D
11. Winchester Blvd/Knowles Dr	30.5	C	39.0	D	30.4	C	41.6	D
12. Winchester Blvd/SR 85 NB Ramp	11.9	B+	21.3	C+	11.8	B+	22.1	C+
13. Winchester Blvd/SR 85 SB Ramp	13.8	B	6.4	A	13.9	B	6.4	A
14. Winchester Blvd/Albright Wy	9.1	A	11.2	B+	8.9	A	11.1	B+
15. Winchester Blvd/Wimbledon Dr	11.9	B+	15.1	B	11.9	B+	15.3	B
16. Bascom Ave/SR 85 NB Ramps (CMP)	23.3	C	23.6	C	23.4	C	23.6	C
17. Bascom Ave/SR 85 SB Ramps (CMP)	25.3	C	27.0	C	25.3	C	26.9	C
18. Los Gatos Blvd/Burton Rd-Samaritan Dr (CMP)	36.1	D+	106.9	F	36.1	D+	107.2	F
19. Winchester Blvd/Lark Ave	28.6	C	16.1	B	32.5	C-	16.2	B
20. SR 17 SB Ramp/Lark Ave	30.4	C	40.8	D	30.4	C	41.2	D
21. SR 17 NB Ramp/Lark Ave	20.7	C+	13.5	B	21.2	C+	13.5	B
22. Los Gatos Blvd/Lark Ave (CMP)	77.9	E-	91.4	F	79.3	E-	92.1	F

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; Shaded cells indicate mitigated conditions



Traffic Impact Study for 1700 Dell Avenue

Figure 8 – Background plus Project Traffic Volumes

Upon the addition of project-related traffic to the Background condition volumes, all the study intersections are expected to continue operating at the same Levels of Service as without the project-generated trips, except that Dell Avenue/E. Sunnyoaks Avenue (#4) is expected to drop from LOS D to LOS E operation during the a.m. peak hour and Dell Avenue/Hacienda Avenue (#9) would drop from LOS B to LOS C during the p.m. peak hour.

For the a.m. peak hour, the intersection of San Tomas Expressway/SR 17 Southbound (SB) Ramps (#6) would operate at an unacceptable LOS F with or without the addition of project-generated vehicle trips. The addition of project-generated trips would increase the volume-to-capacity ratios by more than 0.01 and increase the average control delay for critical movements by more than four seconds. Therefore, the project's contribution would result in a significant impact at this intersection.

Although the intersections of San Tomas Expressway/Campbell Avenue (#2) and Camden Avenue/White Oaks Road-Curtner Avenue (#7) would operate at LOS F (both a.m. and p.m. peak hours at San Tomas Expressway/Campbell Avenue and only the a.m. peak hour at Camden Avenue/White Oaks Road-Curtner Avenue), these are not considered a significant impact because they do not satisfy the conditions described by the VTA Transportation Impact Analysis Guidelines (namely, the volume-to-capacity ratio would not increase by more than 0.01 or the average control delay for critical movements does not increase by more than four seconds).

Findings –Based on the traffic operation standards described in the Santa Clara County Congestion Management Program, the intersection of San Tomas Expressway/ SR 17 Southbound (SB) Ramps (#6) is considered to have a significant impact during the a.m. peak hour.

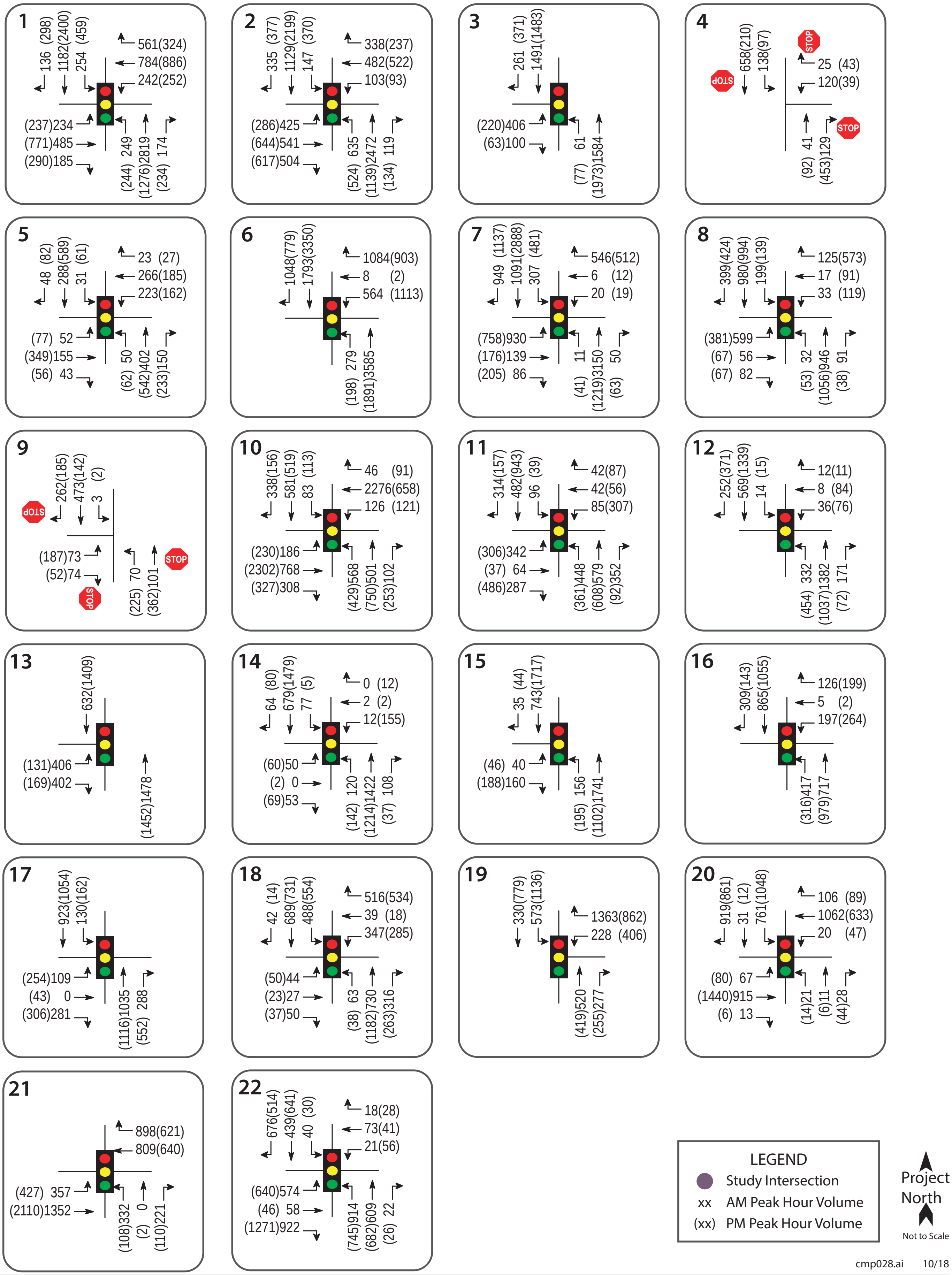
Mitigation – As discussed in the Existing Plus Project section, the recommended mitigation measure is to widen the westbound off-ramp approach at the intersection of San Tomas Expressway/SR 17 Southbound (SB) Ramps (#6) to include two left-turn lanes, one through shared left-turn lane and two right-turn lanes (with the right-turn-on-red (RTOR) movement prohibited). Although the recommended improvements of the southbound off-ramp would reduce the project impact to a less-than-significant level, implementation of the widening cannot be guaranteed as the off-ramp is a Caltrans facility and the intersection is County-operated. Furthermore, the recommended improvement is not part of the VTA's Measure B regional improvements list. Therefore, this impact is considered significant and unavoidable.

As previously discussed, the City and/or VTA may negotiate a financial contribution from the project sponsor per VTA's Voluntary Contributions to Transportation Improvements program.

Based on a review of aerial photos of the off-ramp, it was estimated that the westbound right-turn lane has approximately 600 feet of stacking space available. This is sufficient to accommodate 24 vehicles, assuming 25-feet per vehicle. Under the mitigated Background plus Project Condition during the a.m. and p.m. peak hours, the queue in the westbound right-turn lane (as determined using a Poisson distribution formula) has a 95th percentile length equivalent to 24 vehicles. Thus, no further improvements are anticipated.

Cumulative plus Project Conditions

This section summarizes the Cumulative plus Project-generated traffic Conditions. Cumulative plus Project traffic volumes are shown in Figure 9. The Cumulative plus Project operating conditions are summarized in Table 14.



Traffic Impact Study for 1700 Dell Avenue

Figure 9 – Cumulative 2040 plus Project Traffic Volumes

Table 14 – Cumulative and Cumulative plus Project Peak Hour Intersection Levels of Service								
Study Intersection	**Cumulative Conditions**				**Cumulative + Project**			
	AM Peak		**PM Peak**		**AM Peak**		**PM Peak**	
	Avg Delay	**LOS**	**Avg Delay**	**LOS**	**Avg Delay**	**LOS**	**Avg Delay**	**LOS**
1. San Tomas Exp/Hamilton Ave (CMP)	107.5	F	99.1	F	107.4	F	99.1	F
2. San Tomas Exp/Campbell Ave (CMP)	116.9	F	143.2	F	117.1	F	143.3	F
3. Winchester Blvd/W. Sunnyoaks Ave	20.2	C+	12.8	B	20.2	C+	12.8	B
4. Dell Ave/E. Sunnyoaks Ave	53.3	F	10.7	B	66.7	F	11.4	B
5. Bascom Ave/Curtner Ave (CMP)	33.1	C-	38.7	D+	33.1	C-	38.7	D+
6. San Tomas Exp/SR 17 SB Ramps (CMP)	111.3	F	79.7	E-	116.9	F	80.6	F
With Westbound Approach Widening	-	-	-	-	58.7	E+	42.9	D
7. Camden Ave/White Oaks Rd-Curtner Ave (CMP)	124.2	F	57.3	E+	124.3	F	57.4	E+
8. Winchester Blvd/W. Hacienda Ave	29.0	C	45.1	D	29.2	C	46.2	D
9. Dell Ave/Hacienda Ave	19.5	C	16.3	C	24.4	C	20.9	C
10. Bascom Ave/Camden Ave (CMP)	64.0	E	51.4	D-	64.1	E	51.4	D-
11. Winchester Blvd/Knowles Dr	31.1	C	41.8	D	31.2	C	45.2	D
12. Winchester Blvd/SR 85 NB Ramp	12.3	B	25.8	C	12.3	B	27.3	C
13. Winchester Blvd/SR 85 SB Ramp	14.9	B	7.0	A	15.1	B	7.0	A
14. Winchester Blvd/Albright Wy	9.7	A	12.7	B	9.5	A	12.6	B
15. Winchester Blvd/Wimbledon Dr	12.2	B	15.9	B	12.1	B	16.1	B
16. Bascom Ave/SR 85 NB Ramps (CMP)	21.1	C+	21.9	C+	21.2	C+	21.9	C+
17. Bascom Ave/SR 85 SB Ramps (CMP)	21.9	C+	26.0	C	21.9	C+	26.0	C
18. Los Gatos Blvd/Burton Rd-Samaritan Dr (CMP)	33.2	C-	34.1	C-	33.1	C-	34.2	C-
19. Winchester Blvd/Lark Ave	41.8	D	15.5	B	47.8	D	15.5	B
20. SR 17 SB Ramp/Lark Ave	30.5	C	40.6	D	30.6	C	40.9	D
21. SR 17 NB Ramp/Lark Ave	24.1	C	13.2	B	24.7	C	13.3	B
22. Los Gatos Blvd/Lark Ave (CMP)	72.0	E	42.9	D	73.4	E	43.2	D

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; Shaded cells indicate mitigated conditions

Upon the addition of project-generated traffic to the anticipated Cumulative volumes, all the study intersections would be expected to continue operating at the same levels of service as without the project-generated trips. Because the increase in delay at intersections already expected to operate at LOS F without the project is less than four seconds, the impact is considered less than significant except at San Tomas Expressway/SR 17 Southbound (SB) Ramps (#6).

The unsignalized intersection of Dell Avenue/E. Sunnyoaks Avenue (#4) would operate at an unacceptable LOS F with or without the addition of project-generated vehicle trips during the a.m. peak hour. However, since this intersection does not satisfy the peak hour volume warrant for the a.m. peak hour, it is not considered a significant impact.

For the a.m. peak hour, the intersection of San Tomas Expressway/SR 17 Southbound (SB) Ramps (#6) would operate at an unacceptable LOS F with or without the addition of project-generated vehicle trips. The addition of project-generated trips would increase the volume-to-capacity ratios by more than 0.01 and increase the average control delay for critical movements by more than four seconds. Therefore, the project's contribution would result in a significant impact at this intersection.

Similarly, for the p.m. peak hour, the intersection of San Tomas Expressway/SR 17 Southbound (SB) Ramps (#6) would worsen from LOS E- to F with the addition of project-generated vehicle trips. Therefore, the project's contribution would result in a significant impact at this intersection.

Although the intersections of San Tomas Expressway/Hamilton Avenue (#1), San Tomas Expressway/Campbell Avenue (#2) and Camden Avenue/White Oaks Road-Curtner Avenue (#7) would operate at LOS F (both a.m. and p.m. peak hours at San Tomas Expressway/Hamilton Avenue and San Tomas Expressway/Campbell Avenue and only the a.m. peak hour at Camden Avenue/White Oaks Road-Curtner Avenue), these are not considered a significant impact because they do not satisfy the conditions described by the VTA Transportation Impact Analysis Guidelines (namely, the volume-to-capacity ratio would not increase by more than 0.01 or the average control delay for critical movements does not increase by more than four seconds).

Findings –Based on the traffic operation standards described in the Santa Clara County Congestion Management Program, the intersection of San Tomas Expressway/ SR 17 Southbound Ramps is considered to have a significant impact during both the a.m. and p.m. peak hour.

Mitigations – As previously discussed, widening the westbound approach at the intersection of San Tomas Expressway/SR 17 Southbound (SB) Ramps (#6) to include two left-turn lanes, one through shared left-turn lane and two right-turn lanes (with the right-turn-on-red (RTOR) movement prohibited) is recommended.

Under the mitigated Cumulative plus Project Condition, during the a.m. and p.m. peak hours the queue in the westbound right-turn lane (as determined using a Poisson distribution formula) has a 95th percentile length equivalent to 26 vehicles which is two more vehicles than the estimated storage capacity. The right-turn lane should be extended by 50 linear feet (plus a 120-foot transition taper) for an off-ramp to accommodate the anticipated vehicle queuing. Extension of the existing right-turn lane would include modification of the roadway pavement, pavement striping, metal beam guardrails and roadside embankment to accommodate the added length.

Although the recommended improvements on the SR-17 southbound off-ramp would reduce the project impact to a less-than-significant level, implementation of the widening and extension of the right turn lane cannot be guaranteed as the off-ramp is a Caltrans facility and the intersection is County-operated. Furthermore, the recommended improvement is not part of the VTA's Measure B regional improvements list. Therefore, this impact is considered significant and unavoidable.

Traffic Signal Warrants Analysis

A traffic signal warrant analysis was performed to determine the potential need for a traffic signal at each unsignalized study intersection that is projected to operate below the LOS standards. A warrant is a set of criteria used to define the relative need for, and appropriateness of a particular traffic control device (e.g., stop sign, signal, etc.) Chapter 4C of the *California Manual on Uniform Traffic Control Devices* (CA-MUTCD) provides guidance on when a traffic signal should be considered. For the purposes of this study, only Warrant 3 was considered.

Warrant 3 is satisfied when an engineering study finds that the criteria in either of the following two categories are met:

A. If all three of the following conditions exist for the same one hour (any four consecutive 15-minute periods) of an average day:

   1. The total stopped time delay experienced by the traffic on one minor-street approach (one direction only) controlled by a STOP sign equals or exceeds: four vehicle-hours for a one-lane approach; or five vehicle-hours for a two-lane approach, and
   2. The volume on the same minor-street approach (one direction only) equals or exceeds 100 vehicles per hour for one moving lane of traffic or 150 vehicles per hour for two moving lanes, and
   3. The total entering volume serviced during the hour equals or exceeds 650 vehicles per hour for intersections with three approaches or 800 vehicles per hour for intersections with four or more approaches.

B. Or the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for one hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4C-3 for the existing combination of approach lanes.

Based on projected traffic volumes for the all scenarios considered, a traffic signal is not expected to be warranted at either Dell Avenue/E. Sunnyoaks Avenue (#4) or Dell Avenue/Hacienda Avenue (#9).

The intersection of Dell Avenue/E. Sunnyoaks Avenue (#4) is projected to operate at LOS F for the a.m. peak hour under existing plus project, cumulative, and cumulative plus project conditions. However, the evaluation confirmed that Warrant 3 would not be satisfied by the projected volumes at the intersection of Dell Avenue/E. Sunnyoaks Avenue for any of these scenarios and therefore does not warrant a new signal.

The intersection of Dell Avenue/Hacienda Avenue (#9) is projected to operate at LOS F during the p.m. peak hour under existing plus project conditions. The evaluation confirmed that volumes at the intersection of Dell Avenue/Hacienda Avenue would be insufficient to satisfy Warrant 3 for any of these scenarios.

It should be noted that the satisfaction of a traffic signal warrant or warrants does not, in and of itself, require the installation of a traffic control signal, as other factors (warrants) should also be considered. The Warrant 3 worksheet is provided in Appendix E.

Project Specific Issues

Freeway Levels of Service

Potential changes to the level of service of freeway segments near the project site were analyzed. According to *Transportation Impact Analysis Guidelines,* Santa Clara County Transportation Authority (VTA), 2014, a freeway segment shall be included in the analysis if it meets any one of the following conditions:

- The proposed development project is expected to add traffic equal to or greater than one-percent of the freeway segment's capacity.
- The proposed development project is adjacent to one of the freeway segment's access or egress points.
- Based on engineering judgment, Lead Agency staff determines that the freeway segment should be included in the analysis.

The proposed project would not add more than one-percent to any freeway segment, and is also not located adjacent to a freeway access or egress point. Therefore, a freeway segment analysis is not required per the VTA traffic impact analysis guidelines. However, a brief analysis was conducted to document existing freeway conditions and the potential change to levels of service attributable to the project.

Freeway Analysis

Freeway levels of service for major roadways in Santa Clara County are summarized in the Congestion Management Programs Monitoring & Conformance Report on a regular basis. A summary of freeway segments and existing levels of service from the 2016 report for both SR 17 and SR 85 are provided in Table 15 and Table 16.

Table 15 – Existing Freeway Levels of Service (SR 17)

State Route	Segment	DIR	Peak Hour	Mixed-Flow Lane					HOV Lane				
				Avg. Speed[1]	# of Lanes	Volume[1]	Density	LOS	Avg. Speed[1]	# of Lanes	Volume[1]	Density	LOS
SR 17	Saratoga Ave to Lark Ave	NB	a.m.	42	2	4,200	50	E	-	-	-	-	-
			p.m.	66	2	3,170	24	C	-	-	-	-	-
SR 17	Lark Ave to SR 85	NB	a.m.	64	2	4,100	32	D	-	-	-	-	-
			p.m.	66	2	2,640	20	C	-	-	-	-	-
SR 17	SR 85 to San Tomas Exp-Camden Ave	NB	a.m.	66	3	4,760	24	C	-	-	-	-	-
			p.m.	66	3	3,770	19	C	-	-	-	-	-
SR 17	San Tomas Exp-Camden Ave to Hamilton Ave	NB	a.m.	40	3	6,240	52	E	-	-	-	-	-
			p.m.	67	3	3,600	18	B	-	-	-	-	-
SR 17	Hamilton Ave to San Tomas Exp-Camden Ave	SB	a.m.	66	3	4,490	20	C	-	-	-	-	-
			p.m.	65	3	6,860	31	D	-	-	-	-	-
SR 17	San Tomas Exp-Camden Ave to SR 85	SB	a.m.	66	3	3,770	19	C	-	-	-	-	-
			p.m.	66	3	4,950	25	C	-	-	-	-	-
SR 17	SR 85 to Lark Ave	SB	a.m.	66	2	2,510	19	C	-	-	-	-	-
			p.m.	**24**	**2**	**3,560**	**74**	**F**	-	-	-	-	-
SR 17	Lark Ave to Saratoga Ave	SB	a.m.	38	2	4,110	54	E	-	-	-	-	-
			p.m.	**25**	**2**	**3,650**	**73**	**F**	-	-	-	-	-

Notes: **Bold** indicates segment operating at LOS F conditions; - indicates no HOV lane provided on segment; [1]*2016 CMP Monitoring and Conformance Report*, Santa Clara Valley Transportation Authority, 2016

Table 16 – Existing Freeway Levels of Service (SR 85)														
State Route	Segment	DIR	Peak Hour	Mixed-Flow Lane					HOV Lane					
				Avg. Speed[1]	# of Lanes	Volume[1]	Density	LOS	Avg. Speed[1]	# of Lanes	Volume[1]	Density	LOS
SR 85	Union Ave to Bascom Ave	NB	a.m.	**17**	**2**	**3,100**	**91**	**F**	**14**	**1**	**1,400**	**100**	**F**
			p.m.	66	2	3,170	24	C	70	1	980	14	B
SR 85	Bascom Ave to SR 17	NB	a.m.	**10**	**2**	**2,280**	**114**	**F**	**10**	**1**	**1,160**	**116**	**F**
			p.m.	67	2	2,130	16	B	70	1	1,540	22	C
SR 85	SR 17 to Winchester Blvd	NB	a.m.	**10**	**2**	**2,340**	**117**	**F**	**9**	**1**	**1,100**	**122**	**F**
			p.m.	67	2	2,000	15	B	70	1	560	8	A
SR 85	Winchester Blvd to Saratoga Ave	NB	a.m.	**21**	**2**	**3,410**	**81**	**F**	**29**	**1**	**1,890**	**65**	**F**
			p.m.	65	2	4,030	31	D	70	1	700	10	A
SR 85	Saratoga Ave to Winchester Blvd	SB	a.m.	66	2	3,170	24	C	67	1	470	7	A
			p.m.	35	2	4,060	58	E	60	1	2,340	39	D
SR 85	Winchester Blvd to SR 17	SB	a.m.	67	2	1,600	12	B	67	1	670	10	A
			p.m.	**16**	**2**	**3,010**	**94**	**F**	50	1	2,300	46	D
SR 85	SR 17 to Bascom Ave	SB	a.m.	67	2	2,400	18	B	67	1	740	11	A
			p.m.	**9**	**2**	**2,200**	**122**	**F**	**20**	**1**	**1,760**	**88**	**F**
SR 85	Bascom Ave to Union Ave	SB	a.m.	66	2	2,910	22	C	67	1	470	7	A
			p.m.	**14**	**2**	**2,780**	**99**	**F**	**30**	**1**	**1,950**	**65**	**F**

Notes: **Bold** indicates segment operating at LOS F conditions; [1] *2016 CMP Monitoring and Conformance Report*, Santa Clara Valley Transportation Authority, 2016

As reported in the VTA's Congestion Management Program Monitoring and Conformance Report (2016), mixed-flow lanes on nine of the sixteen directional freeway segments analyzed operate at an unacceptable LOS F during at least one of the two peak hours evaluated. For existing freeway levels on SR 17 (see Table 15) and SR 85 (see Table 16), six out of eight HOV lane segments currently operate at an unacceptable LOS F during at least one of the two peak hours assessed.

Under existing plus project conditions, the mixed-flow lanes on ten of the sixteen directional freeway segments analyzed on SR 17 (see Table 17) and SR 85 (see Table 18) would operate at an unacceptable LOS F during at least one of the peak hours studied. Of these ten segments, nine were previously identified as unacceptable under existing conditions. The addition of project-generated trips onto southbound SR 85 between Saratoga Avenue and Winchester Boulevard would result in a level of service change from LOS E to F. This is considered a significant impact according to the conditions described in VTA's Congestion Management Program.

Both the existing and existing plus project conditions would have six HOV lane segments on SR 17 and SR 85 that are expected to operate at an unacceptable LOS F.

A summary of freeway segments and existing plus project condition levels of service for both SR 17 and SR 85 are provided in Table 17 and Table 18.

Table 17 – Existing plus Project Freeway Levels of Service (SR 17)														
State Route	**Segment**	**DIR**		**Mixed-Flow Lane**					**HOV Lane**					
			Peak Hour	**Added Volume**	**# of Lanes**	**Volume**	**Density**	**LOS**	**Added Volume**	**# of Lanes**	**Volume**	**Density**	**LOS**	
SR 17	Saratoga Ave to Lark Ave	NB	a.m.	13	2	4,213	50.2	E	-	-	-	-	-	
			p.m.	2	2	3,172	24	C	-	-	-	-	-	
SR 17	Lark Ave to SR 85	NB	a.m.	0	2	4,100	32	D	-	-	-	-	-	
			p.m.	0	2	2,640	20	C	-	-	-	-	-	
SR 17	SR 85 to San Tomas Exp-Camden Ave	NB	a.m.	0	3	4,760	24	C	-	-	-	-	-	
			p.m.	0	3	3,770	19	C	-	-	-	-	-	
SR 17	San Tomas Exp-Camden Ave to Hamilton Ave	NB	a.m.	5	3	6,245	52	E	-	-	-	-	-	
			p.m.	32	3	3,632	18.1	C	-	-	-	-	-	
SR 17	Hamilton Ave to San Tomas Exp-Camden Ave	SB	a.m.	32	3	4,522	22.8	C	-	-	-	-	-	
			p.m.	6	3	6,866	35.2	D	-	-	-	-	-	
SR 17	San Tomas Exp-Camden Ave to SR 85	SB	a.m.	3	3	3,773	19.1	C	-	-	-	-	-	
			p.m.	16	3	4,966	25.1	C	-	-	-	-	-	
SR 17	SR 85 to Lark Ave	SB	a.m.	3	2	2,513	19	C	-	-	-	-	-	
			p.m.	**16**	**2**	**3,576**	**74.5**	**F**	-	-	-	-	-	
SR 17	Lark Ave to Saratoga Ave	SB	a.m.	5	2	4,115	54.1	E	-	-	-	-	-	
			p.m.	**29**	**2**	**3,679**	**73.6**	**F**	-	-	-	-	-	

Notes: **Bold** indicates segment operating at LOS F conditions; - indicates no HOV lane provided on segment

Table 18 – Existing plus Project Freeway Levels of Service (SR 85)													
State Route	Segment	DIR		Mixed-Flow Lane					HOV Lane				
			Peak Hour	Added Volume	# of Lanes	Volume	Density	LOS	Added Volume	# of Lanes	Volume	Density	LOS
SR 85	Union Ave to Bascom Ave	NB	a.m.	**3**	**2**	**3,103**	**91.3**	**F**	**2**	**1**	**1,402**	**100.1**	**F**
			p.m.	1	2	3,171	24	C	0	1	980	14	B
SR 85	Bascom Ave to SR 17	NB	a.m.	**0**	**2**	**2,280**	**114**	**F**	**0**	**1**	**1,160**	**116**	**F**
			p.m.	0	2	2,130	15.9	B	0	1	1,540	22	C
SR 85	SR 17 to Winchester Blvd	NB	a.m.	**0**	**2**	**2,340**	**117**	**F**	**0**	**1**	**1,100**	**122.2**	**F**
			p.m.	0	2	2,000	14.9	B	0	1	560	8	A
SR 85	Winchester Blvd to Saratoga Ave	NB	a.m.	**1**	**2**	**3,411**	**81.2**	**F**	**1**	**1**	**1,891**	**65.2**	**F**
			p.m.	11	2	4,041	31.1	D	2	1	702	10	A
SR 85	Saratoga Ave to Winchester Blvd	SB	a.m.	11	2	3,181	24.1	C	2	1	472	7	A
			p.m.	**2**	2	**4,062**	**58**	**F**	1	1	2,341	39	D
SR 85	Winchester Blvd to SR 17	SB	a.m.	0	2	1,600	11.9	B	0	1	670	10	A
			p.m.	**0**	**2**	**3,010**	**94.1**	**F**	0	1	2,300	46	E
SR 85	SR 17 to Bascom Ave	SB	a.m.	0	2	2,400	17.9	B	0	1	740	11	B
			p.m.	**0**	**2**	**2,200**	**122.2**	**F**	**0**	**1**	**1,760**	**88**	**F**
SR 85	Bascom Ave to Union Ave	SB	a.m.	1	2	2,911	22.1	C	0	1	470	7	A
			p.m.	**3**	**2**	**2,783**	**99.4**	**F**	**2**	**1**	**1,952**	**65.1**	**F**

Notes: **Bold** indicates segment operating at LOS F conditions

Findings - During the PM peak hour under Existing plus Project conditions, the addition of project-traffic would cause the freeway segment of southbound SR 85 from Saratoga Avenue to Winchester Boulevard to deteriorate from LOS E to F. This is considered a significant impact according to the standards described in the Santa Clara County Congestion Management Program.

Mitigation Measure - A typical mitigation measure would seek to widen the road to add travel lanes and capacity. However, impacts to freeways would remain significant and unavoidable because these roadways are under the jurisdiction of Caltrans and not under the jurisdiction of the City of Campbell, and as such cannot be assured of implementation. In addition, freeway improvement projects, which add travel lanes are planned and funded on a regional scale and would be too costly for a single development project to be expected to fund. Thus, the impact would remain significant and unavoidable.

Queuing at Freeway Ramps

The following select freeway on- and off-ramps were evaluated to determine whether there is adequate storage for the anticipated queues for conditions under the existing and existing plus project, background and background plus project, and cumulative and cumulative plus project volumes:

- Northbound SR 85 Winchester Boulevard Diagonal On-Ramp
- Southbound SR 85 Winchester Boulevard Diagonal Off-Ramp
- Northbound SR 17 On- and Off-Ramp to/From White Oaks Road
- Southbound SR 17 On- and Off-Ramp to/From San Tomas Expressway

At the SR 85 Northbound On-Ramp from Winchester Boulevard and the SR 17 Southbound On-Ramp from San Tomas Expressway standard queue approximating formulas were used to estimate the 95th percentile[2] queue lengths at the ramp metering lights on each on-ramp. Metering rates used for the analysis were provided by Caltrans.

At the Winchester Boulevard/SR 85 Off-Ramp and San Tomas Expressway/SR 17 South Ramps intersections the 95th percentile queue length of the off-ramp was estimated using a Poisson Probability Distribution to determine if the anticipated queue length would be expected to exceed the storage length of the off-ramp.

At the White Oaks Road/SR 17 North Ramps intersection, SimTraffic was used to evaluate the 95th percentile queue length on the off-ramp from SR 17 Northbound. SimTraffic is a stochastic microsimulation tool that is capable of tracking vehicles across multiple intersections such as is the case with the operation of the closely spaced intersections of White Oaks Road/SR 17 North Ramps and Camden Avenue/White Oaks Road. SimTraffic is a useful tool when analyzing congested traffic conditions that span multiple roadway segments or intersections where queued sections are likely to impact the performance of other segments upstream of the traffic flow. SimTraffic estimates of the 95th percentile queue lengths are based off the measured average queue length plus 1.65 standard deviations.

SimTraffic can vary the arrival of vehicles to replicate probable real-world conditions. Since these occur randomly in the model, each run of the model produces a slightly different outcome. For this reason, the SimTraffic model was run ten times and results shown here represent the average.

An evaluation of the freeway ramp queues is not a requirement contained in the *VTA TIA Guidelines* but is provided for informational purposes only. A summary of queue lengths at select freeway ramps is provided in Table 19 for every study scenario considered and queue estimating worksheets or SimTraffic Output reports are included in Appendix F.

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[2] The 95th-percentile queue is defined to be the queue length (in number of vehicles) that has only a 5-percent probability of being exceeded during the analysis time period. It is a useful and conservative parameter for determining the appropriate length of turn pockets, but it is not typical of what an average driver would experience.

Table 19 – Comparison of Queue Lengths at Freeway Ramps			
Location Scenarios	**Storage**	**95th Percentile Queue Length**	
		AM Peak	**PM Peak**
SR 85 Northbound Diagonal On-Ramp from Winchester Blvd			
Existing Condition	820	100	250
Existing + Approved Project Trips (Background) Condition		100	250
Existing + Project Condition		100	250
Background + Project Condition		100	250
Cumulative Condition		125	250
Cumulative + Project Condition		125	250
SR 85 Southbound Diagonal Off-Ramp to Winchester Blvd			
Existing Condition	1,300	450	175
Existing + Approved Project Trips (Background) Condition		450	175
Existing + Project Condition		475	200
Background + Project Condition		450	175
Cumulative Condition		475	200
Cumulative + Project Condition		500	200
SR 17 Northbound Off-Ramp to White Oaks Rd			
Existing Condition	940	372	189
Existing + Approved Project Trips (Background) Condition		387	176
Existing + Project Condition		365	193
Background + Project Condition		395	172
Cumulative Condition		481	435
Cumulative + Project Condition		477	475
SR 17 Southbound On-Ramp from San Tomas Expy			
Existing Condition	1,000	250	125
Existing + Approved Project Trips (Background) Condition		250	150
Existing + Project Condition		250	125
Background + Project Condition		250	150
Cumulative Condition		250	175
Cumulative + Project Condition		250	175
SR 17 Southbound Off-Ramp to San Tomas Expy			
Existing Condition	1,500	850	1,500
Existing + Approved Project Trips (Background) Condition		850	1,500
Existing + Project Condition		925	1,500
Background + Project Condition		850	1,500
Cumulative Condition		925	1,500
Cumulative + Project Condition		925	1,500

Finding –Vehicle storage at the selected ramp facilities is anticipated to be sufficient to accommodate the 95th percentile queues for every scenario considered.

Neighborhood Traffic Analysis

The average daily traffic (ADT) volumes on the study neighborhood street segments was determined based on 24-hour machine counts conducted across three days from September 12 through September 14, 2017 on the segments of Hacienda Avenue between Winchester Boulevard and Capri Drive and Capri Drive to Virginia Avenue. The volumes used for the analysis represent the average of the three-day count. Roadway segment counts are provided in Appendix B.

It is estimated that one-percent of the project-generated traffic would access the project via Hacienda Avenue. This represents 43 trips per day. The number of daily trips needed to change the TIRE index calculation by 0.1 (or greater) is much higher than the volume of project-generated traffic that is anticipated to use these roadways. Based on likely travel routes and the surrounding roadway network, it is anticipated that project-related traffic would result in an imperceptible change in the volume of traffic on these street segments. Table 20 summarizes the average daily traffic of the neighborhood streets, the TIRE index for the street segments under Existing Conditions, and the project-added trips.

Table 20 – TIRE Index Summary

Study Segment	Existing Conditions		Volume Needed to Cause +0.1 Increase in TIRE Index	Daily Project Trips	Significant Impact
	ADT	TIRE Index			
Hacienda Ave - Winchester Blvd to Capri Dr	10,134	4.0	2,300	43	No
Hacienda Ave - Capri Dr to Virginia Ave	8,767	3.9	1,800	43	No

Notes: ADT = Average Daily Traffic; Dates of Counts = September 12-14, 2017

Finding – The project would result in a less-than-significant project impact along Hacienda Avenue since the addition of project-related trips would result in an insignificant increase to the TIRE index.

Vehicle Miles Traveled (VMT) Analysis

Governor Jerry Brown signed California Senate Bill (SB) 743 (Steinberg, 2013) on September 27, 2013 which recommends Vehicle Miles Traveled (VMT) as the sole measure of a project's impact on transportation infrastructure as opposed to the current methods which focus on metrics related to vehicular roadway capacity and Level of Service (LOS). The shift to VMT will decouple the LOS analysis approach from environmental analysis this has the potential to streamline the CEQA review process in cases where LOS-based traffic impacts could not be mitigated to less than significant levels.

In November 2017, the California Governor's Office of Planning and Research (OPR) released a Technical Advisory on Evaluating Transportation Impacts in CEQA that contained recommendations regarding the assessment of VMT, proposed thresholds of significance, and potential mitigation measures for lead agencies to use while implementing the required changes contained in SB 743. The "Final Adopted Text for Revision to the CEQA Guidelines" became effective December 28, 2018 and included updated text for Section 15064.3 Determining the Significance of Transportation Impacts. This updated Section included updated language regarding the criteria for analyzing transportation impacts for land use projects and transportation projects and directs lead agencies to "choose the most appropriate methodology to evaluate a project's vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure." OPR recommends that for most instances a per service population threshold should be adopted and that a fifteen percent reduction below that of existing development would be a reasonable threshold. Specifically, for office projects OPR proposes the following threshold "a proposed project exceeding a level of 15-percent below existing regional VMT per employee may indicate a significant transportation impact," where the regional VMT per employee represents the entire Bay Area as reported by the Metropolitan Transportation Commission. Conversely, where the region is substantially larger than the geography over which most workers would be expected to live, it might be appropriate to refer to a smaller geography, such as the county, that includes the area over which nearly all workers would be expected to live.

The City of Campbell has not yet adopted updated CEQA significance criteria for transportation analysis, but intends to update the criteria prior to the January 1, 2020 statewide application deadline. However, in recognition of the emerging requirements under SB743 to consider VMT as an alternative metric to LOS, the discussion below compares the existing and proposed VMT per employee to the regional average VMT per employee threshold as reported in the City of San Jose's Transportation Analysis Handbook, April 2018.

The City of San Jose adopted OPR's proposed language as its significance threshold for "General Employment Uses" on February 27, 2018. Additionally, screening thresholds can be adopted for land use projects to identify projects that would be expected to result in a less-than-significant without conducting a detailed VMT study. Lead agencies may screen out VMT impacts using project size, map-based screening tools, and transit availability. The City of San Jose has adopted all three strategies. The existing and proposed VMT per employee was calculated using the California Emissions Estimator Model (CalEEMod, version 2016.3.2). CalEEMod is a statewide land use emissions model used to quantify potential emissions impacts associated with a variety of land use projects. The model quantifies direct emissions, including vehicle use, and indirect emissions, including energy and water use. The model was developed for the California Air Pollution Control Officers Associations and incorporates the air quality mitigation measures outlined in *Quantifying Greenhouse Gas Mitigation Measures*, CAPCOA 2010. Under Existing Conditions, based on the existing building footprints and overall building occupancy, it was estimated that the project site generates approximately 14.04 VMT per employee. The proposed project would be expected to generate approximately 13.72 VMT per employee. The VMT per employee value is lower with the proposed project due to the assumption that the project would enact a Transportation Demand Management (TDM) program to reduce vehicle trips whereas the existing building currently has no such program. The threshold of significance for general employment use development projects as determined by the City of San Jose is 12.21 VMT per employee. Only the implementation of a trip reduction program was modeled as a transportation demand management (TDM) strategy for both the existing and proposed scenarios. CalEEMod can quantify the trip reduction potential of other TDM strategies. Quantifying the VMT per employee for the proposed project helps to understand the larger impact to regional travel patterns; however, VMT is not the basis for a standard of significance used in this EIR. Therefore, no impact finding regarding VMT is made.

Alternative Modes

Pedestrian Facilities

Given the proximity of nearby residences (the San Tomas residential community is approximately 2,000 feet west of the project) and commercial land uses surrounding the site, it is reasonable to assume that some patrons and employees would walk, bicycle, and/or use transit to reach the project site.

Project Site – The proposed project would include a sidewalk on Dell Avenue along the entire frontage adjacent to the project, between the existing pathway to the Los Gatos Creek Trail along the northern project limits and the existing sidewalk on Knowles Drive.

Finding – Existing and proposed pedestrian facilities serving the project site would be adequate.

Bicycle Facilities

Existing bicycle facilities, including the Los Gatos Creek Trail and bike facilities on Winchester Boulevard and Knowles Drive, together with shared use of minor streets, would provide adequate access for bicyclists. A bike rack with capacity for 37 bikes would be provided on-site within the parking structure.

Finding – Bicycle facilities serving the project site would be adequate with the bike parking, as proposed.

Transit

Existing transit routes are adequate to accommodate potential project-generated transit trips based on the number of routes and frequency of service. Existing bus stops located on either Knowles Drive or Winchester Boulevard are within acceptable walking distance of the site.

Finding – Existing transit facilities serving the project site would be adequate.

Access and Circulation

Site Access

The project would not alter the existing location of the driveways on Dell Avenue. There are two full access driveways located 340 feet apart. The south driveway is located within 50 feet of two other driveways serving adjacent properties (One on the west side of Dell Avenue and another just south of the project site on Knowles Avenue) as well as the 90-degree curve between Dell Avenue and Knowles Drive. Additionally, the project is planned to include a new pedestrian pathway between Dell Avenue and the Los Gatos Creek Trail to be located along the southern limit of the project site. The entrance to the pathway would be located on Dell Avenue between the south project driveway and the adjacent driveway, serving a neighboring land use on Knowles Avenue.

Sight Distance

At driveways a substantially clear line of sight should be maintained between the driver of a vehicle waiting at the crossroad and the driver of an approaching vehicle. Adequate time must be provided for the waiting vehicle to either cross, turn left, or turn right, without requiring the through traffic to radically alter their speed. Sight distance along Dell Avenue at the project driveways was evaluated based on sight distance criteria contained in the *Highway Design Manual* published by Caltrans. The recommended sight distances for driveways are based on stopping sight distance, which uses the approach travel speeds as the basis for determining the recommended sight distance. Based on the posted speed limits near the project of 30 mph on Knowles Drive and Dell Avenue, the minimum stopping sight distance needed is 200 feet.

Sight distances at the proposed driveways were field measured which includes consideration for the existing and proposed trees and vegetation along Dell Avenue. The available sight distance at each driveway along Dell Avenue exceeds 200 feet in every direction.

Finding – Sight distances along Dell Avenue at the project driveways are adequate for the approach speeds.

Driveway Separation

The southernmost project driveway is located within 35 feet of an existing driveway serving the neighboring land use on Knowles Avenue. Although it is desirable to provide greater separation between driveways, the proposed close spacing between these two driveways is acceptable based on the availability of unobstructed sight lines between vehicles at each driveway, combined with the expected slow operating speeds of vehicles.

The project is proposing to improve the pedestrian and bicycle access by providing a new sidewalk along the project frontage of Dell Avenue. The proposed sidewalk on Dell Avenue would connect the trail access pathway along the northern limits of the site to the existing sidewalk at Knowles Drive, providing continuous pedestrian access to both the northern and southern project boundaries.

Finding – Ingress and egress would be provided via two full access driveways on Dell Avenue. Although the southernmost driveway would be closely spaced with another driveway on Knowles Avenue, the line of sight between driveways is clear of obstructions and is considered acceptable.

Site Circulation, Safety and Access

On-site circulation was evaluated to determine if the layout would provide adequate circulation and room for interaction between pedestrians walking and vehicles maneuvering through the parking lot. Based on a review of the site plan, the internal roadways are expected to provide acceptable circulation for motorized vehicles and clearly marked paths for pedestrians between the building entrances, the parking structure and sidewalks along Dell Avenue.

The site plan included an exhibit showing access for a standard fire truck. The exhibit demonstrates that a fire truck has sufficient space (minimum outside turning radius of 42 feet) to enter from Dell Avenue, maneuver within the at-grade parking lot and exit onto Dell Avenue without striking permanent fixtures on the project site.

Finding – Vehicle access to all areas of the site would be adequate. Sidewalks to be provided between the project building and Dell Avenue result in adequate access for pedestrians.

Parking

The proposed project off-street parking supply was analyzed to determine whether it would be sufficient for the anticipated parking demand. The project includes 736 parking stalls with 513 spaces within the multilevel parking structure and the remaining 223 spaces located in the surface parking lot. These spaces are not anticipated to be shared with adjacent land uses. Neither the public open space nor the trail access is expected to produce any additional demand for parking. The parking demand was estimated using two separate resources to determine a reasonable number of parking spaces for this type of land use; the City Municipal Code and published ITE rates. The estimated parking requirements were determined by calculating the demand using both sources and choosing the more conservative result.

Parking supply requirements are in the City of Campbell Municipal Code, Chapter 21.28; Parking and Loading for "Professional Offices". The City requirement states that one space is required per 225 square feet of gross floor area.

Parking demand for the proposed project was estimated using standard rates published by ITE in *Parking Generation*, 4th Edition, 2010. The parking demand of the project was estimated using the published 85th-percentile rates for Office Building (ITE LU #701) in a suburban setting.

The City requirement of 719 spaces is higher than the calculated ITE demand of 559 spaces. The project is proposing to provide 736 spaces which is greater than either the City requirement or the ITE calculated demand. The proposed parking supply, expected demand, and City requirements are summarized in Table 21.

Table 21 – Parking Analysis Summary

Land Use	Units (ksf)	Supply (spaces)	ITE Parking Generation		City Requirements	
			Rate[1]	Est. Parking Demand	Rate[2]	Spaces Required
Office Building	161.87	736	3.45	559	1 space for each 225 sf of gross floor area	719

Notes: sf = square feet; ksf = 1,000 square feet
[1] *Parking Generation 4th Edition,* Institute of Transportation Engineers, 2010
[2] Chapter 21.28.040 Number of Parking Spaces Required, *Campbell Municipal Code,* Municipal Code Corporation, 2017

The City of Campbell Municipal Code requires that parking spaces for the disabled be provided in compliance with the California Building Code and the Federal Accessibility Guidelines. The requirements stipulated by the Federal Accessibility Guidelines state that two-percent of the total number of stalls must be categorized as accessible stalls for disabled persons. To satisfy this requirement, at least fifteen stalls for disabled persons must be provided. The site plan shows that out of the 736 spaces available at the proposed project, there are sixteen stalls designated for this type of use. Thus, the project complies with these Federal Accessibility Guidelines.

Finding – The project would provide an adequate number of parking spaces to accommodate the anticipated demand per ITE rates and City requirements. The number of stalls for disabled persons satisfies applicable requirements.

Conclusions

- The proposed project would generate an average of 1,447 net-new daily trips, including 149 new trips during the a.m. peak hour and 153 new trips during the p.m. peak hour, after deducting trips associated with existing uses to be eliminated.

- Although many intersections would be projected to operate at unacceptable levels of service with or without the addition of project-related traffic, only the intersection of San Tomas Expressway/SR 17 Southbound Ramps would result in a significant impact according to traffic operation standards defined in the Santa Clara County Congestion Management Program. Although the recommended improvements of a 50-foot extension of the right-turn lane and widening to accommodate a second right turn lane would reduce the project's impact to a less-than-significant level, implementation of these improvements cannot be guaranteed. The project is not included in VTA's current Measure B regional improvements list. The mitigation measures would be within Caltrans right-of-way and the intersection is County-operated. Thus, the impact would remain significant and unavoidable.

- The proposed project would result in a less-than-significant impact in terms of traffic intrusion on Hacienda Avenue from Winchester Boulevard to Capri Drive and from Capri Drive to Virginia Avenue.

- The freeway segment off southbound SR 85 from Saratoga Avenue to Winchester Boulevard would deteriorate from LOS E to F with the addition of project-traffic during the Existing plus Project conditions. This is considered a significant and unavoidable impact according to the standards described in the Santa Clara County Congestion Management Program.

- Pedestrian, bicycle, and transit facilities are adequate to serve the project as proposed.

- Sight lines at the project driveways are adequate.

- On-site vehicle and pedestrian access between the building, the parking structure and surrounding amenities is adequate.

- Freeway ramps are anticipated to have adequate storage to accommodate the 95th percentile queue lengths.

- The mixed-flow lanes on ten directional freeway segments would operate at an unacceptable LOS F during at least one of the peak hours studied with the addition of project-related trips. Of these ten segments, nine were previously identified as unacceptable under existing conditions without project-related trips added.

- The addition of project trips would not alter the Level of Service for the HOV Lanes along SR 17 or SR 85 for any of the segments evaluated.

- The peak hour volume warrant (Warrant 3) is not satisfied for the unsignalized intersections at Dell Avenue/E. Sunnyoaks Avenue or Dell Avenue/Hacienda Avenue for any of the peak hours evaluated.

- The proposed parking supply of 736 spaces exceeds both the City parking requirements and estimated demand based on standard rates.

Study Participants and References

Study Participants

Principal in Charge	Mark E. Spencer, PE
Project Manager	Kenneth Jeong, PE
Graphics	Hannah Yung-Boxdell
Editing/Formatting	Alex Scrobonia, Hannah Yung-Boxdell, Katia Wolfe
Quality Control	Dalene J. Whitlock, PE, PTOE

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CMP028

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Appendix A

Site Plan

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1
A1
OVERALL SITE PLAN
SCALE: 1/32"=1'-0"

LIGHT STANDARD (F)
WALL SCONCE (WS) SIM

PARKING STATISTICS

SITE PARKING:
6 VANPOOL/CLEAN AIR PARKING
14 EV CHARGING STATIONS
196 PARKING STALLS
5 ACCESSIBLE STALLS
2 VAN ACCESSIBLE STALLS
223 TOTAL PARKING

(CBC TABLE 5.106.5.3.3)
(3 EV CHARGERS PER CBC TABLE 11B-228.3.2.1)

GARAGE PARKING:
8 VANPOOL/CLEAN AIR PARKING
31 EV CHARGING STATIONS
463 STANDARD STALLS
9 ACCESSIBLE STALLS
2 VAN ACCESSIBLE STALL
513 TOTAL PARKING

(CBC TABLE 5.106.5.3.3)
(3 EV CHARGERS PER CBC TABLE 11B-228.3.2.1)

ZONING

ZONE	C-M (PD ZONING)
FAR	45%

STATISTICS

APN: 424-33-094

ORIGINAL SITE AREA 197,007 SF (4.5227 ACRES)
MINUS DEDICATION -3,030 SF (ALONG DELL AVE)
NET SITE AREA: 193,977 SF

BUILDING AREA:
1ST FLOOR: 36,300 SF
2ND FLOOR: 42,690 SF
3RD FLOOR: 42,690 SF
4TH FLOOR: 40,190 SF
TOTAL: 161,870 SF

FAR: 83% (161,870 / 193,977)

PARKING:
ON-GRADE: 223 STALLS
GARAGE: 513 STALLS
736 STALLS (1 PER 220 SF) (4.5/1000)

SITE ACCESSIBLE STALLS REQ'D: 7 (CBC TABL;E 11B-208.2)
GARAGE ACCESSIBLE STALLS REQ'D: 11 (2% X 513)
18 TOTAL

45 EV CHARGING INFRASTRUCTURE (6% OF TOTAL PARKING)
14 CLEAN AIR/VANPOOL EV
59 CLEAN AIR VEHICLES (8% OF TOTAL PARKING)
(CAL-GREEN TABLE 5.106.5.2)

LOCATION	EV CHARGERS	CAR/VAN/ LOW-EMITTING	SUBTOTAL
SITE	10	6	16
GARAGE	35	8	43
TOTAL:	45	14	59

BICYCLE PARKING 736X5%=37 STALLS
LONG TERM 35 STALLS
SHORT TERM 2 STALLS
TOTAL 37 STALLS

COVERAGE:
OFFICE 36,912 SF
GARAGE: 29,180 SF
66,092 SF
66,092 SF/ 197,007 = 33.5%

MIN. LANDSCAPE AREA REQ'D: 19,701 SF 10%
LANDSCAPE AREA PROPOSED: 46,551 SF 24% (SEE 2/A1a)

PERCENT OVER REQUIRED: 14%
SF. OVER REQUIRED: 26,850 SF

LANDSCAPE/STALL: 63 SF/STALL (46,551/ 736)

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Web: www.changarchitecture.com

Rev.	Descrip.	DATE
	~~SITE PLAN ALTS.~~	~~3/13/17~~
	~~SITE PLAN ALTS.~~	~~3/16/17~~
	~~SITE PLAN BASES~~	~~4/13/17~~
	~~REVIEW~~	~~4/18/17~~
	~~REVIEW~~	~~5/1/17~~
	~~REVIEW~~	~~5/19/17~~
	~~PRE-APPLICATION~~	~~6/1/17~~
	~~CITY COUNCIL RESPONSE~~	~~8/28/17~~
	~~PLANNING COMMISSION RESPONSE~~	~~10/18/17~~
	~~PLANNING RESUBMITTAL~~	~~11/24/17~~
	~~PLANNING COMMENT RESPONSE~~	~~2/6/18~~
	~~PLANNING COMMENT RESPONSE~~	~~5/15/18~~
	~~ADA REVIEW RESPONSE~~	~~8/17/18~~
	~~PLANNING COMMENT RESPONSE~~	~~10/18/18~~
	~~PLANNING + SCVWD RESPONSE~~	~~11/18/18~~
	~~PLANNING COMMENT RESPONSE~~	~~2/19/19~~

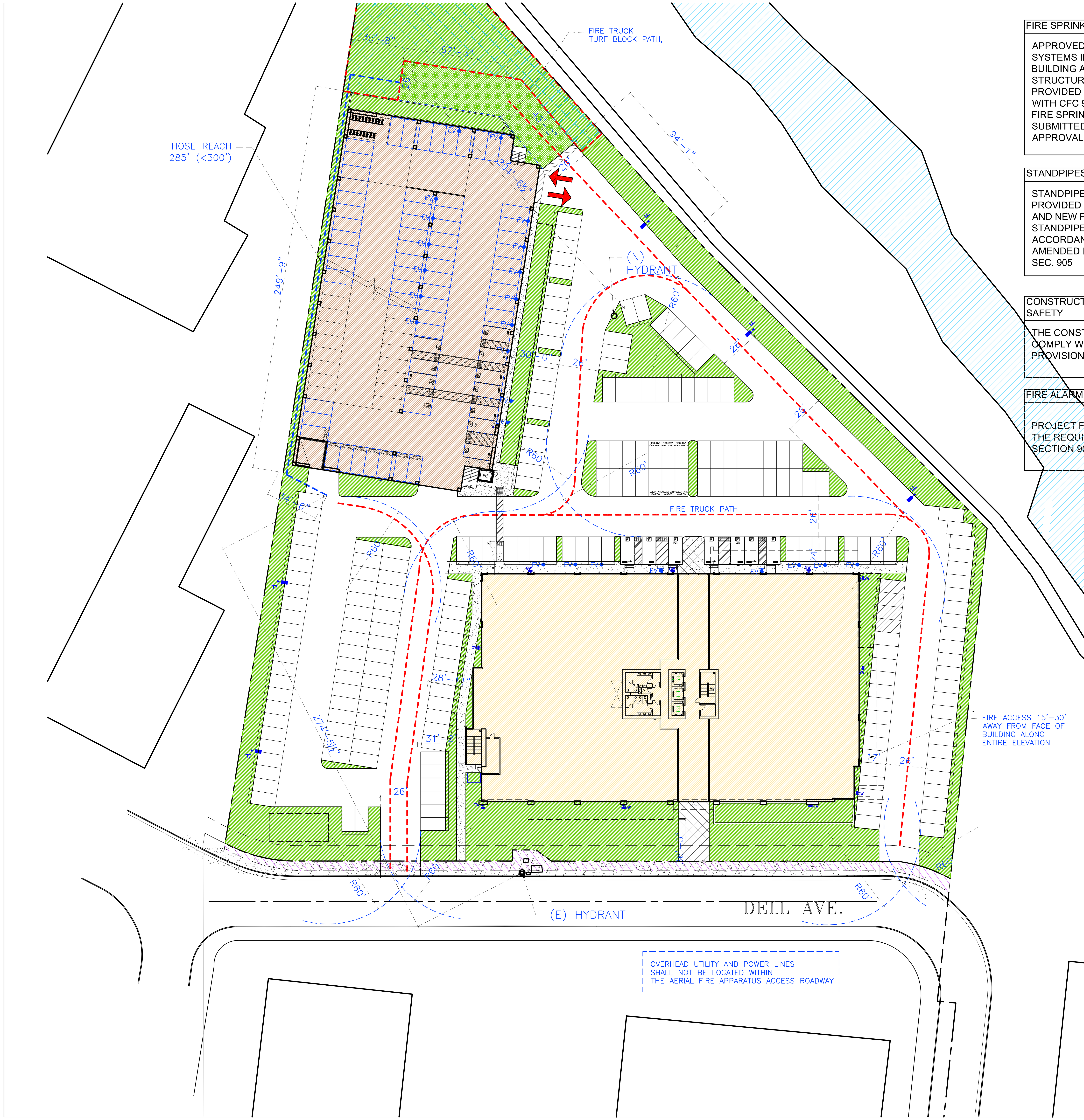
OFFICE + PARKING STRUCTURE

1700 DELL AVE
CAMPBELL, CA

Drawing Title:

OVERALL SITE PLAN

Job #	A4097.17
Date:	6/1/17
Scale:	AS NOTED
Drawn By:	CLC + BR
Sheet:	A1



1
A1c
FIRE ACCESS SITE PLAN
SCALE: 1/32"=1'-0"

FIRE SPRINKLERS REQUIRED

APPROVED AUTOMATIC SPRINKLER SYSTEMS IN BOTH THE NEW OFFICE BUILDING AND IN THE NEW PARKING STRUCTURE. SPRINKLERS SHALL BE PROVIDED IN LOCATIONS COMPLIANT WITH CFC 903.2.1 THROUGH 903.2.18. FIRE SPRINKLERS WILL BE SUBMITTED DURING BUILDING APPROVAL.

STANDPIPES REQUIRED:

STANDPIPE SYSTEMS SHALL BE PROVIDED IN NEW OFFICE BUILDING AND NEW PARKING STRUCTURE. STANDPIPES SHALL BE INSTALLED IN ACCORDANCE WITH NFPA 14 AS AMENDED IN CHAPTER 47 AND CFC SEC. 905

CONSTRUCTION SITE FIRE SAFETY

THE CONSTRUCTION SITE WILL COMPLY WITH APPLICABLE PROVISIONS OF CFC CHAPTER 33

FIRE ALARM REQUIREMENTS:

PROJECT FIRE ALARM WILL MEET THE REQUIREMENTS OF CFC SECTION 907 AND NFPA 72

EMERGENCY RESPONDER RADIO COVERAGE

CFC 510.1
EMERGENCY RESPONDER RADIO COVERAGE IN NEW BUILDINGS. ALL NEW BUILDINGS (NEW OFFICE BUILDING AND NEW PARKING GARAGE) SHALL HAVE APPROVED RADIO COVERAGE FOR EMERGENCY RESPONDER WITHIN THE BUILDING BASED UPON THE EXISTING COVERAGE LEVELS OF THE PUBLIC SAFETY COMMUNICATION SYSTEMS OF THE JURISDICTION AT THE EXTERIOR OF THE BUILDING. THIS SECTION SHALL NOT REQUIRE IMPROVEMENT OF THE EXISTING PUBLIC SAFETY COMMUNICATION SYSTEMS.

WATER SUPPLY REQUIREMENTS:

POTABLE WATER SUPPLIES SHALL BE PROTECTED FROM CONTAMINATION CUASED BY FIRE PROTECTION WATER SUPPLIES. IT IS THE RESPONSIBILITY OF THE APPLICANT AND ANY CONTRACTORS AND SUBCONTRACTORS TO CONTACT THE WATER PURVEYOR SUPPLYING THE SITE OF SUCH PROJECT, AND TO COMPLY WITH THE REQUIREMENTS OF THAT PURVEYOR. SUCH REQUIREMENTS SHALL BE INCORPORATED INTO THE DESIGN OF ANY WATER-BASED FIRE PROTECTION SYSTEMS, AND/OR FIRE SUPPRESSION WATER SUPPLY SYSTEMS OR STORAGE CONTAINERS THAT MAY BE PHYSICALLY CONNECTED IN ANY MANNER TO AN APPLIANCE CAPABLE OF CAUSING CONTAMINATION OF THE PORTABL WATER SUPPLY OF THE PURVEYOR OF RECORD. FINAL APPROVAL OF THE SYSTEMS UNDER CONSIDERATION WILL NOT BE GRANTED BY THIS OFFICE UNTIL COMPLIANCE WITH THE REQUIRMENTS OF THE WATER PURVEYOR OF RECORD ARE DOCUMENTED BY THAT PURVEYOR AS HAVING BEEN MET BY THE APPLICANT. 2010 CFC SEC 903.3.5 AND HEATH AND SAFETY CODE 13114.7

TIMING OF INSTALLATION

WHEN FIRE APPARATUS ACCESS ROADS OR A WATER SUPPLY FOR FIRE PROTECTION IS REQUIRED TO BE INSTALLED, SUCH APROTECTION SHALL BE INSTALLED AND MADE SERVICEABLE PRIOR TO AND DURING THE TIME OF CONSTRUCTION EXCEPT WHEN APPROVED ALTERNATIVE METHODS OF PROTECTION ARE PROVIDED. TEMPORARY STREET SIGNS SHALL BE INSTALLED AT EACH STREET INTERSECTION WHEN CONSTRUCTION OF NEW ROADWAYS ALLOWS PASSAGE BY VEHICLES IN ACCORDANCE WITH SECTION 505.2 CFC SECTION 501.4

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251 Park Road, #900
Burlingame
California 94010
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Fax: 650.340.9641
Web: www.changarchitecture.com

Rev.	Descrip.	DATE
	~~SITE PLAN ALTS.~~	3/13/17
	~~SITE PLAN ALTS.~~	3/16/17
	~~SITE PLAN BASES~~	4/3/17
	~~REVIEW~~	4/8/17
	~~REVIEW~~	5/1/17
	~~REVIEW~~	5/19/17
	~~PRE-APPLICATION~~	6/1/17
	~~CITY COUNCIL RESPONSE~~	8/28/17
	~~PLANNING COMMISSION RESPONSE~~	10/18/17
	~~PLANNING RESUBMITTAL~~	11/24/17
	~~PLANNING COMMENT RESPONSE~~	2/6/18
	~~PLANNING COMMENT RESPONSE~~	5/15/18
	~~ADA REVIEW RESPONSE~~	8/17/18
	~~PLANNING COMMENT RESPONSE~~	10/18/18
	~~PLANNING + SCVWD RESPONSE~~	11/18/18
	~~PLANNING COMMENT RESPONSE~~	2/19/19

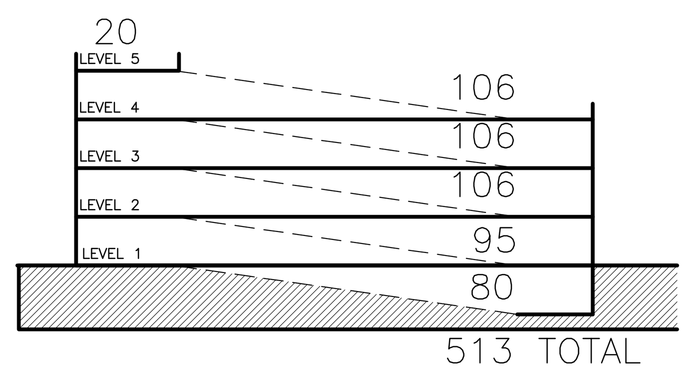
OFFICE + PARKING STRUCTURE

1700 DELL AVE
CAMPBELL, CA

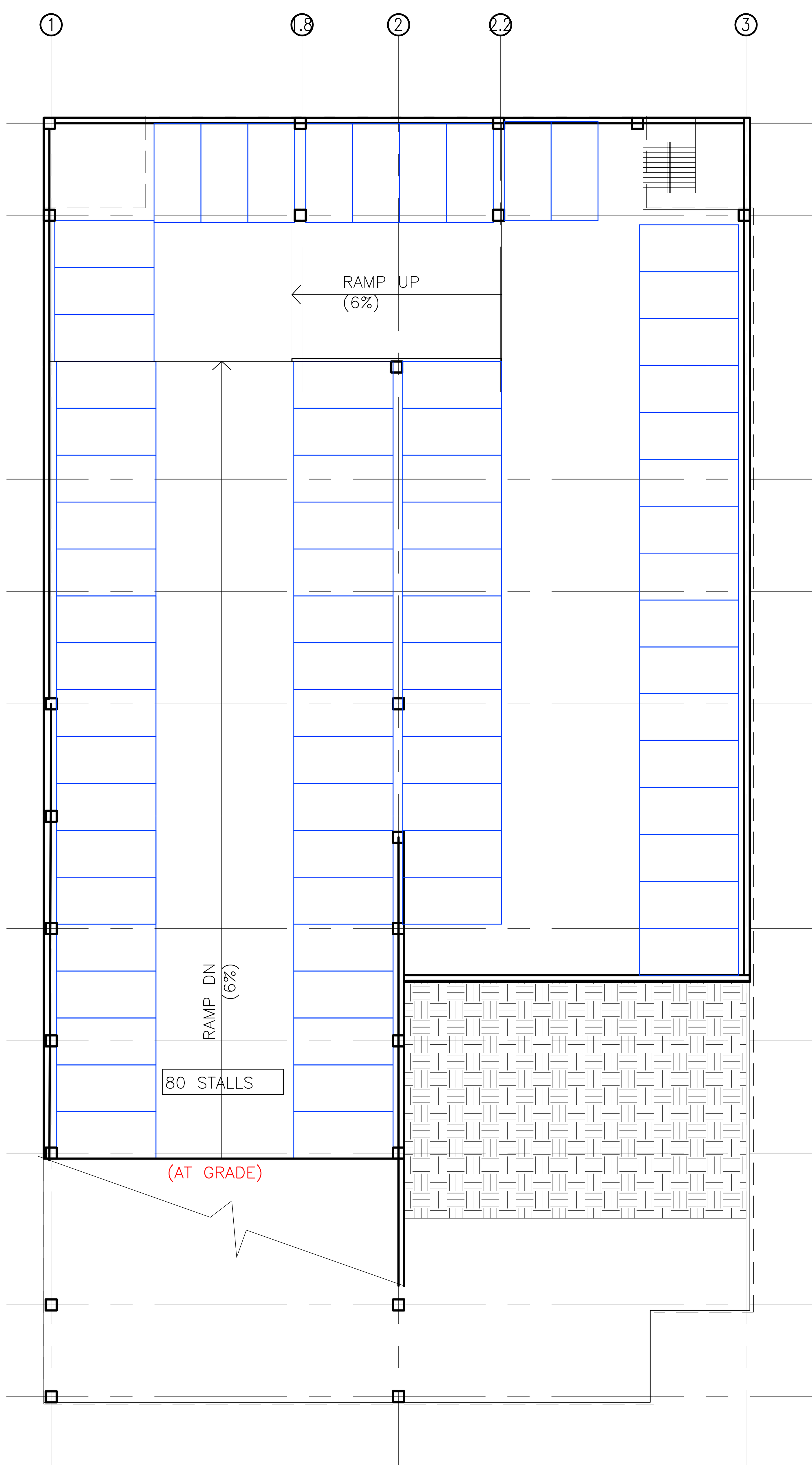
Drawing Title:

FIRE ACCESS SITE PLAN

Job #	A4097.17
Date:	6/1/17
Scale:	AS NOTED
Drawn By:	CLC + BR
Sheet:	A1c



TRASH ENCLOSURE:		
SERVICES - MANAGEMENT, ADMINISTRATIVE, SUPPORT & SOCIAL	5,000 LB/WEEK (APPROX.)	https://www2.calrecycle.ca.gov/WasteCharacterization/BusinessGroupStreams?lg=507&cy=43
50% RECYCLING	2,500 LB/WEEK	= 2.3 (4-CUBIC YARD BINS)/WEEK
50% SOLID WASTE	2,500 LB/WEEK	= 4.5 (4-CUBIC YARD BINS)/WEEK
	2 PICKUPS PER WEEK	
50% RECYCLING	1,250 LB/(.5)WEEK	= 1.1 (4-CUBIC YARD BINS)/WEEK
50% SOLID WASTE	1,250 LB/(.5)WEEK	= 2.2 (4-CUBIC YARD BINS)/WEEK



1 BASEMENT LEVEL
A4 22,148 SF
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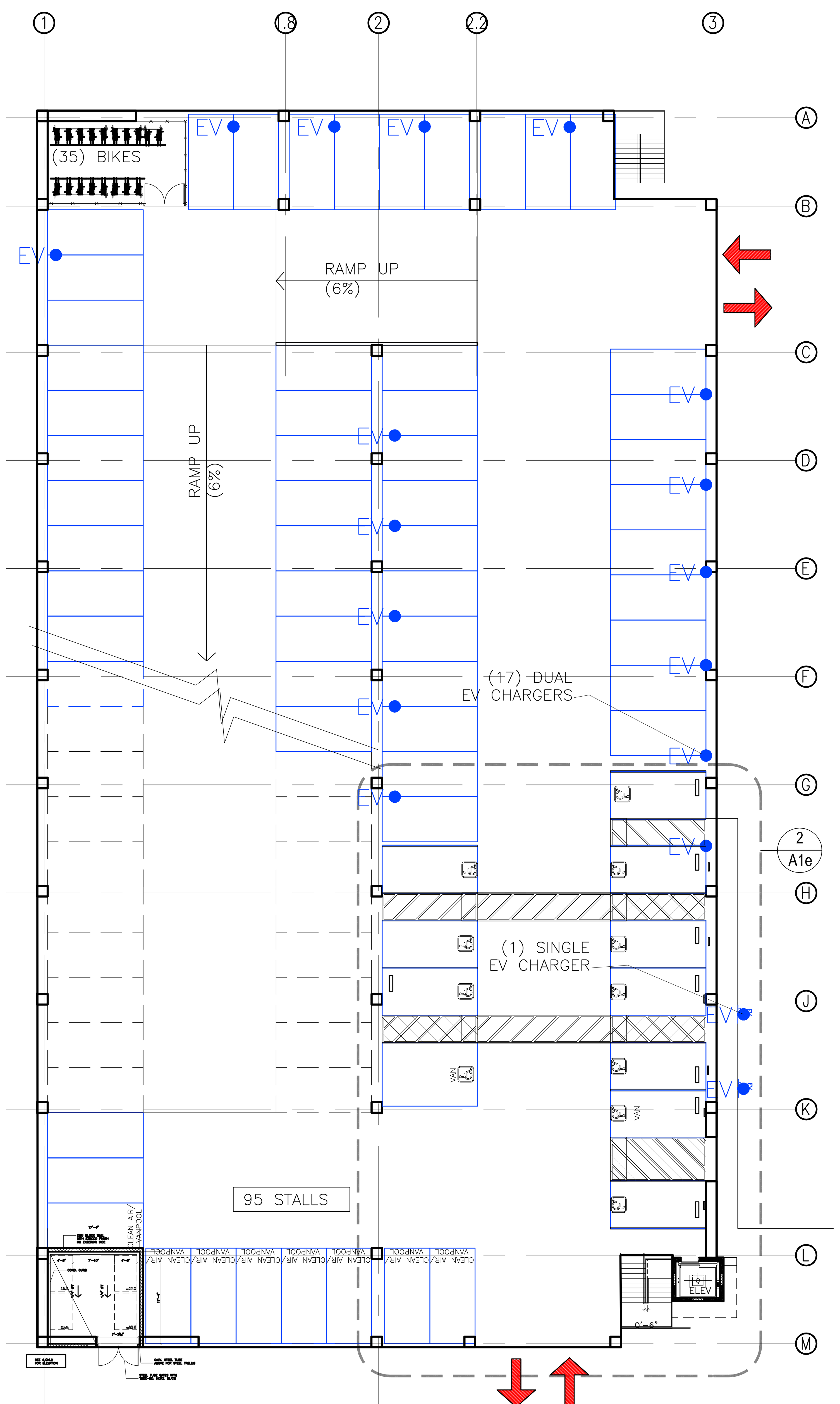

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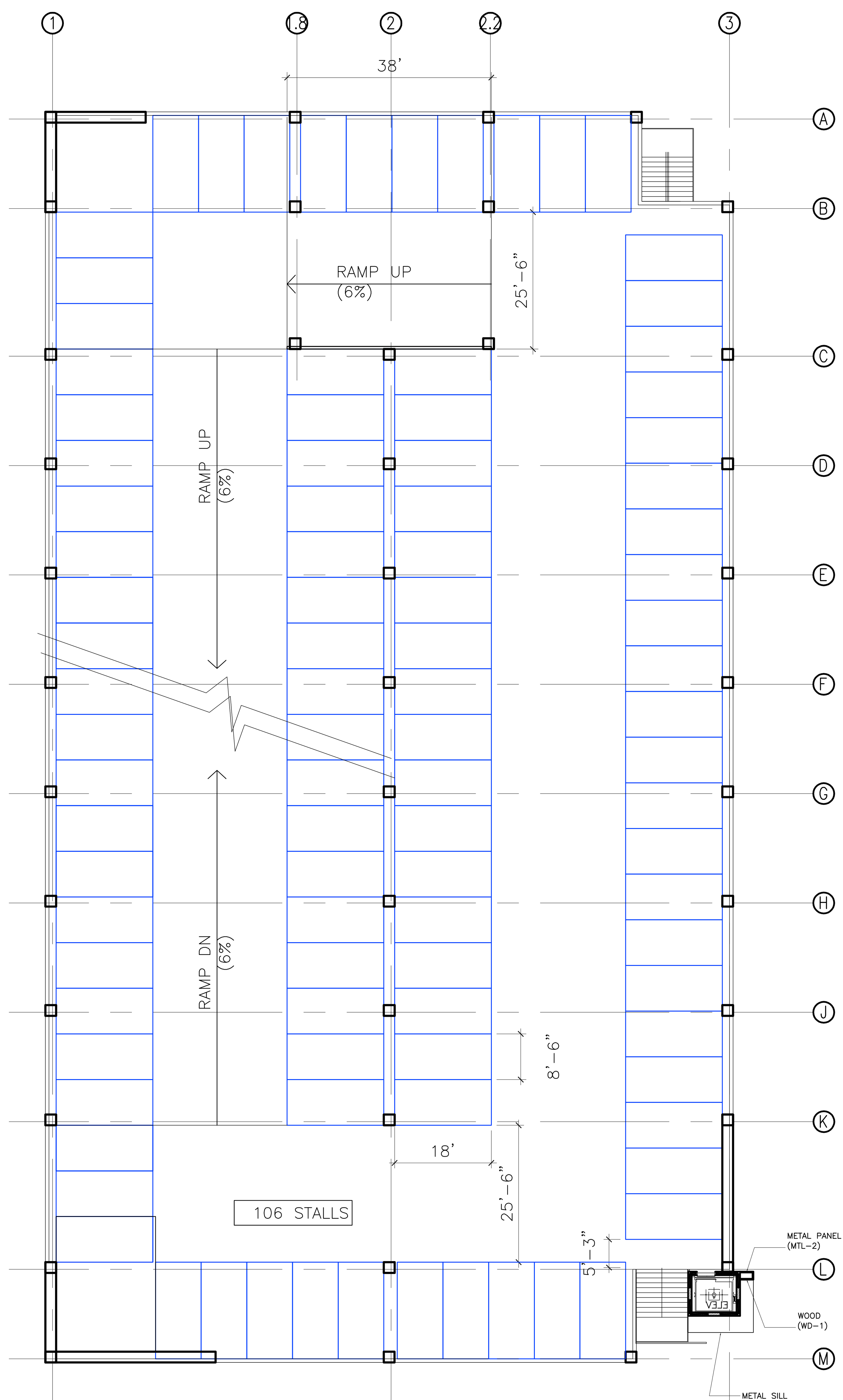
A4 29,237 SF
SCALE: 1/16"=1'-0"



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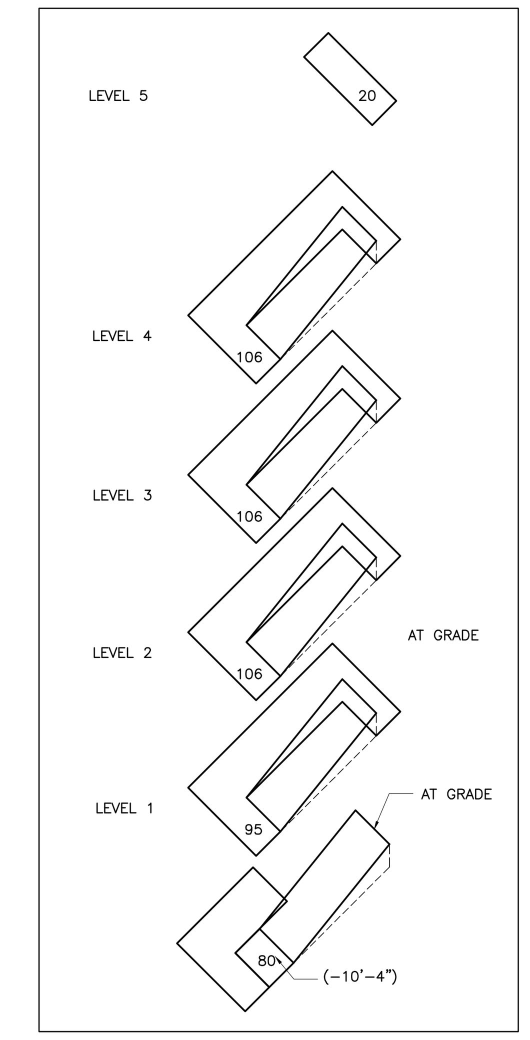

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Rev.	Descrip.	DATE
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	SITE PLAN ALTS.	3/16/17
	SITE PLAN BASES	4/13/17
	REVIEW	4/18/17
	REVIEW	5/1/17
	REVIEW	5/19/17
	PRE-APPLICATION	6/1/17
	CITY COUNCIL RESPONSE	8/28/17
	PLANNING COMMISSION RESPONSE	10/18/17
	PLANNING RESUBMITTAL	11/24/17
	PLANNING COMMENT RESPONSE	2/6/18
	PLANNING COMMENT RESPONSE	5/15/18
	ADA REVIEW RESPONSE	8/17/18
	PLANNING COMMENT RESPONSE	10/18/18
	PLANNING + SCVWD RESPONSE	11/18/18

OFFICE + PARKING STRUCTURE

1700 DELL AVE
CAMPBELL, CA

Drawing Title:

GARAGE FLOOR PLANS

Job #	A4097.17
Date:	6/1/17
Scale:	AS NOTED
Drawn By:	CLC + BR
Sheet:	A4

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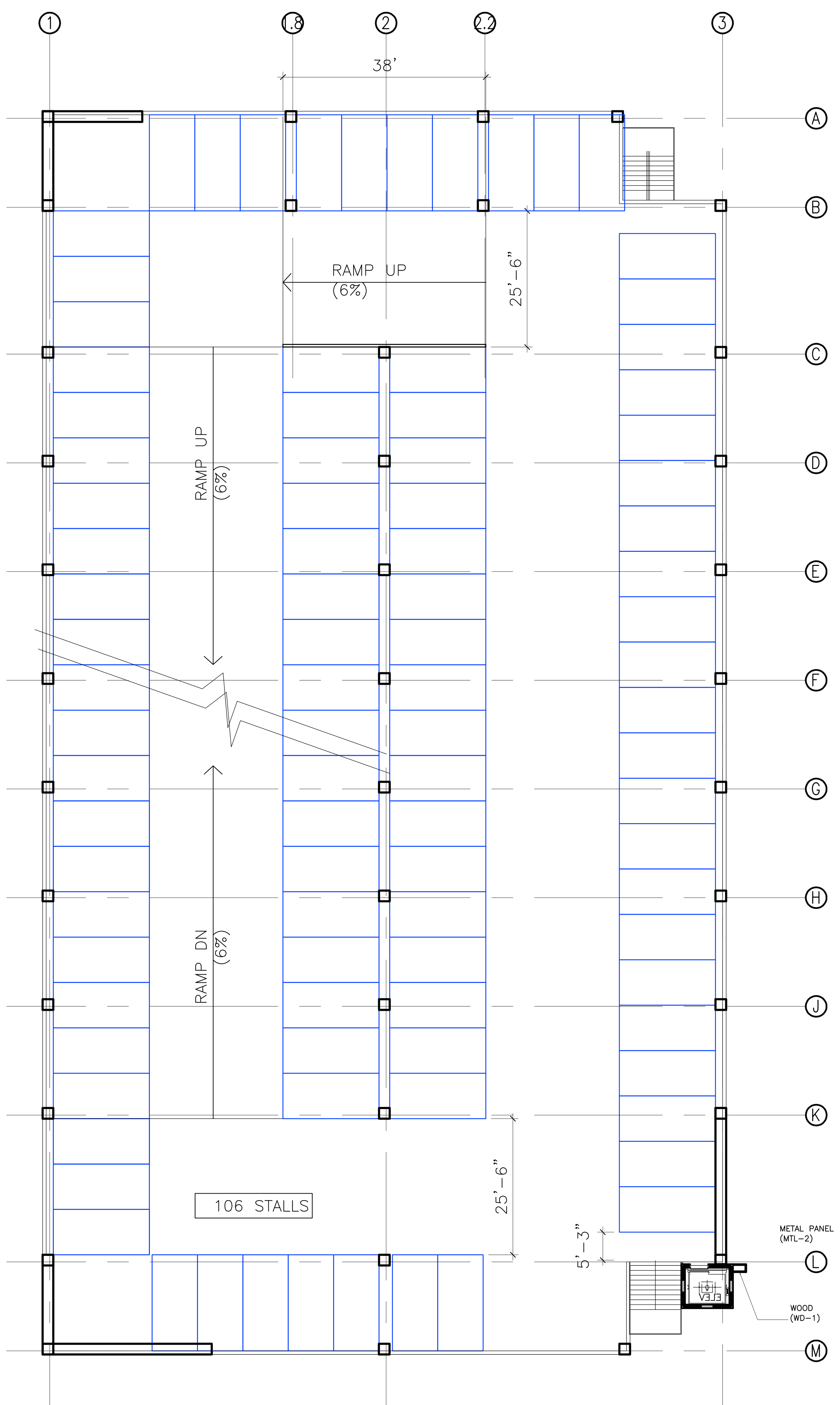
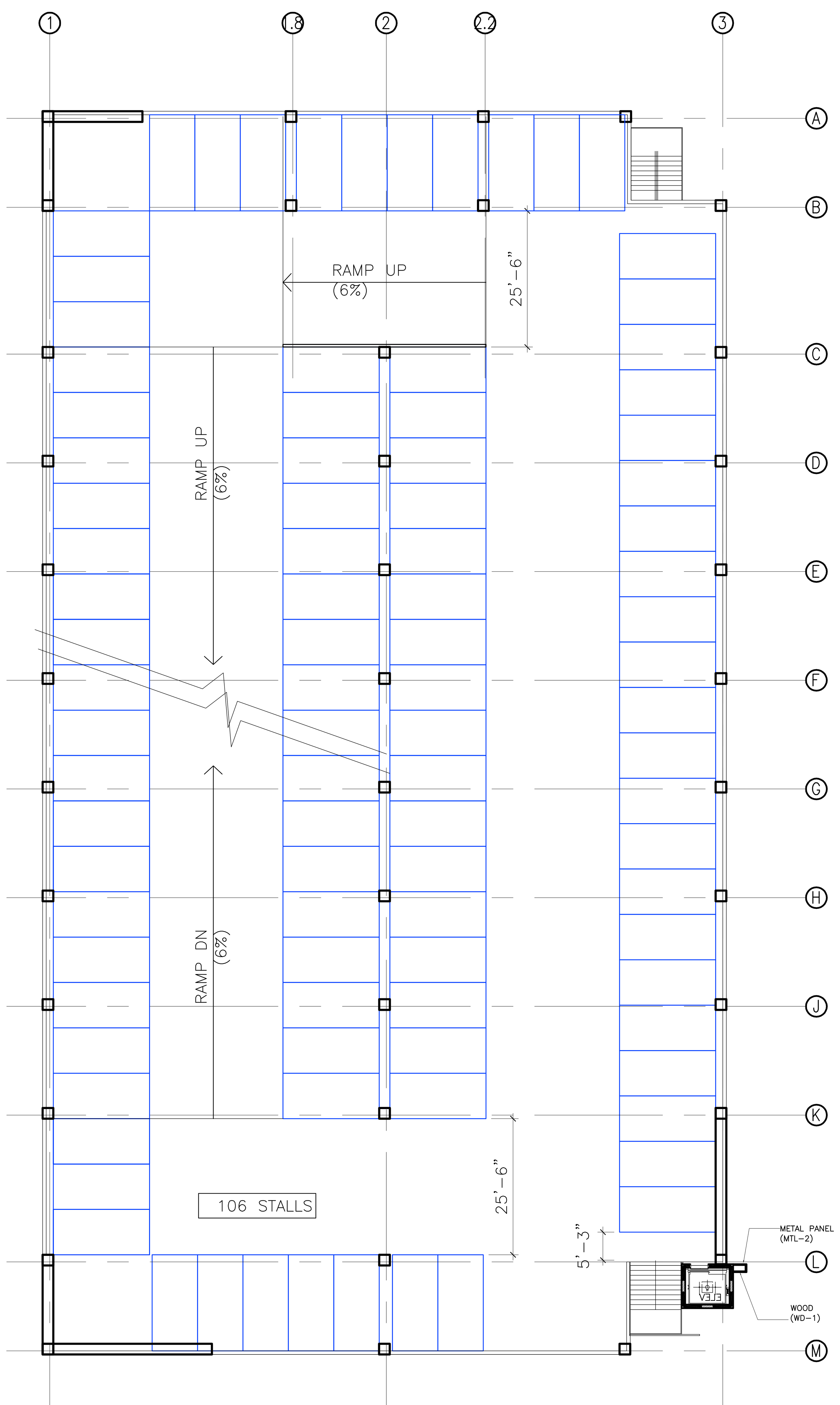
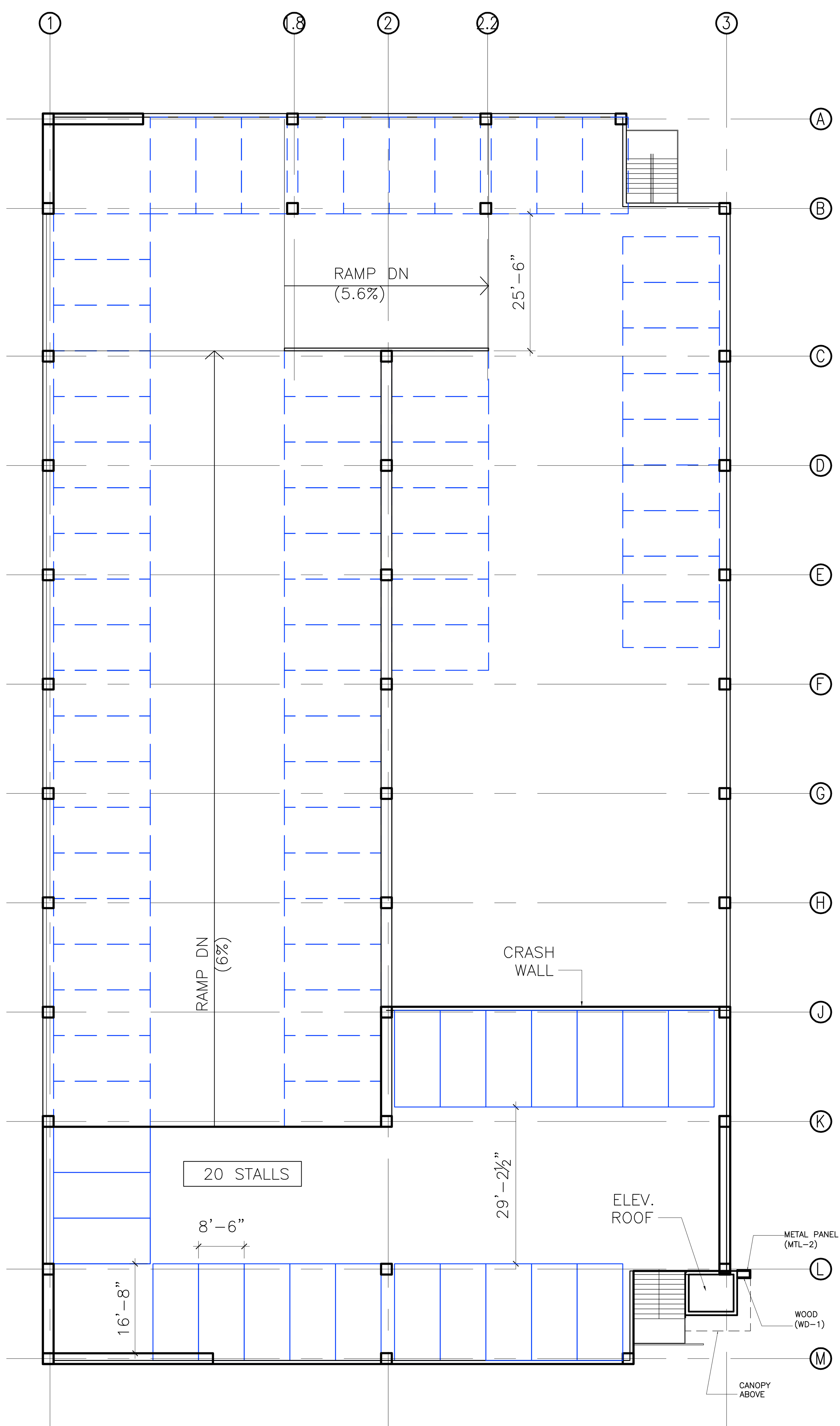


1 A4.1 3RD LEVEL
29,237 SF
SCALE: 1/16"=1'-0"



2 A4.1 4TH LEVEL
29,237 SF
SCALE: 1/16"=1'-0"



3 A4.1 5TH LEVEL
6,794 SF
SCALE: 1/16"=1'-0"

Rev.	Descrip.	DATE
	SITE PLAN ALTS.	3/13/17
	SITE PLAN ALTS.	3/16/17
	SITE PLAN BASES	4/13/17
	REVIEW	4/18/17
	REVIEW	5/1/17
	REVIEW	5/19/17
	PRE-APPLICATION	6/1/17
	CITY COUNCIL RESPONSE	8/28/17
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	ADA REVIEW RESPONSE	8/1/18
	PLANNING COMMENT RESPONSE	10/18/18
	PLANNING + SCVWD RESPONSE	11/18/18

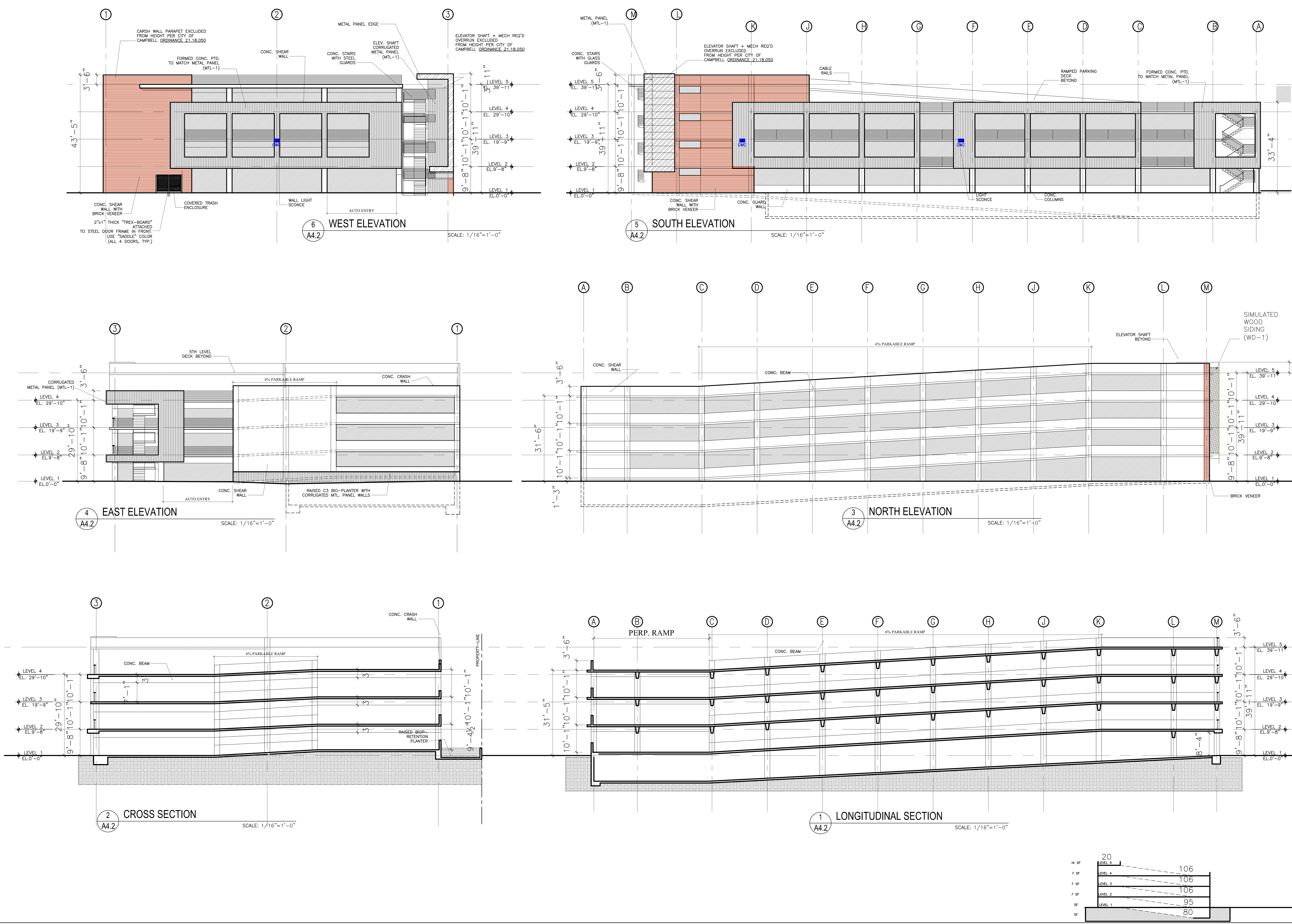
OFFICE + PARKING STRUCTURE

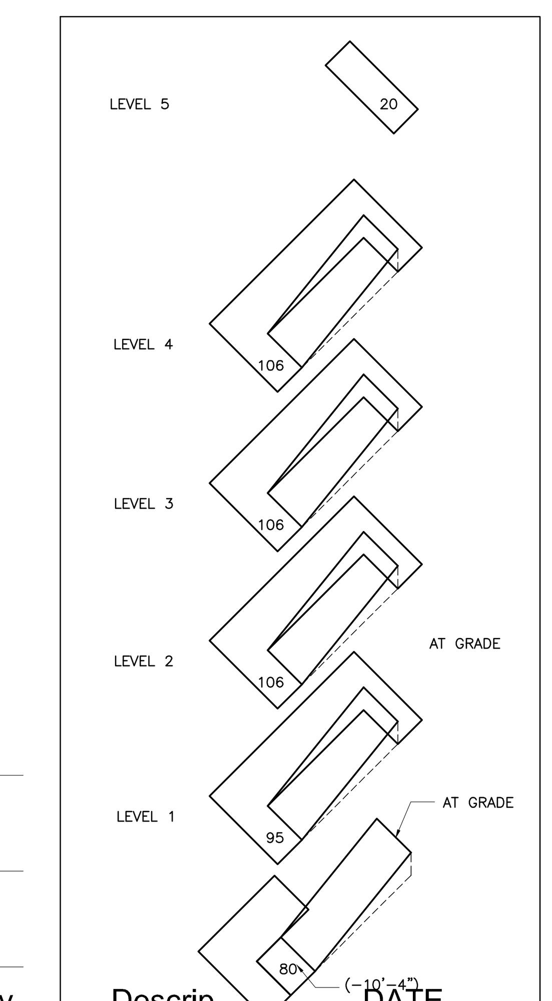
1700 DELL AVE
CAMPBELL, CA

Drawing Title:

GARAGE FLOOR PLANS

Job #	A4097.17
Date:	6/1/17
Scale:	AS NOTED
Drawn By:	CLC + BR
Sheet:	A4.1





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Rev.	Descrip.	DATE
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	SITE PLAN ALTS.	3/16/17
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	REVIEW	4/18/17
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	PLANNING COMMENT RESPONSE	10/18/18
	PLANNING + SCVWD RESPONSE	11/18/18

OFFICE + PARKING STRUCTURE

1700 DELL AVE
CAMPBELL, CA

Drawing Title:

GARAGE ELEVATIONS

Job #	A4097.17
Date:	6/1/17
Scale:	AS NOTED
Drawn By:	CLC + BR
Sheet:	A4.2

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Appendix B

Count Data

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Prepared by National Data & Surveying Services

San Tomas Expy & Hamilton Ave

Peak Hour Turning Movement Count

ID: 18-08245-014
City: Campbell

Day: Tuesday
Date: 05/15/2018

	PEAK HOURS	COUNT PERIODS
AM	07:30 AM - 08:30 AM	07:00 AM - 09:00 AM
NOON	NONE	NONE
PM	NONE	NONE

San Tomas Expy — SOUTHBOUND

	Right	Thru	Left	U-Turn	Departing
AM	121	1052	225	2	3224
NOON	0	0	0	0	0
PM	0	0	0	0	0
(red)	0	0	0	0	

Hamilton Ave — EASTBOUND

	AM	NOON	PM	(red)
Departing	1046	0	0	
U-Turn	6	0	0	0
Left	203	0	0	0
Thru	433	0	0	0
Right	162	0	0	0

Hamilton Ave — WESTBOUND

	(red)	PM	NOON	AM
Right	0	0	0	501
Thru	0	0	0	700
Left	0	0	0	205
U-Turn	0	0	0	8
Departing		0	0	821

San Tomas Expy — NORTHBOUND

	Departing	U-Turn	Left	Thru	Right
(red)		0	0	0	0
PM	0	0	0	0	0
NOON	0	0	0	0	0
AM	1422	3	219	2518	155

CONTROL

0

	AM	NOON	PM
TEV	6513	0	0
PHF	0.96		

Total Vehicles (AM)

Approach	Left	Thru	Right
Southbound	225	1052	121
Eastbound	203	433	162
Westbound	205	700	501
Northbound	219	2518	155

Total Vehicles (Noon)

Approach	Left	Thru	Right
Southbound	N/A	N/A	N/A
Eastbound	N/A	N/A	N/A
Westbound	N/A	N/A	N/A
Northbound	N/A	N/A	N/A

Total Vehicles (PM)

Approach	Left	Thru	Right
Southbound	N/A	N/A	N/A
Eastbound	N/A	N/A	N/A
Westbound	N/A	N/A	N/A
Northbound	N/A	N/A	N/A

Bikes (AM)

Approach	Left	Thru	Right
Southbound	0	2	1
Eastbound	0	7	0
Westbound	2	4	1
Northbound	0	14	0

Bikes (NOON)

Approach	Left	Thru	Right
Southbound	N/A	N/A	N/A
Eastbound	N/A	N/A	N/A
Westbound	N/A	N/A	N/A
Northbound	N/A	N/A	N/A

Bikes (PM)

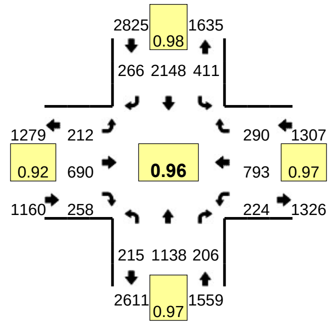
Approach	Left	Thru	Right
Southbound	N/A	N/A	N/A
Eastbound	N/A	N/A	N/A
Westbound	N/A	N/A	N/A
Northbound	N/A	N/A	N/A

Pedestrians (Crosswalks)

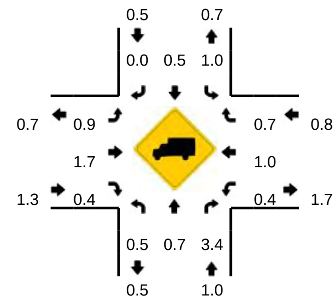
Crosswalk	Direction	AM	NOON	PM
North leg	Eastbound	1	0	0
North leg	Westbound	3	0	0
West leg	Southbound	0	0	0
West leg	Northbound	0	0	0
East leg	Southbound	2	0	0
East leg	Northbound	1	0	0
South leg	Eastbound	3	0	0
South leg	Westbound	3	0	0
NW diagonal		0	0	0
NE diagonal		0	0	0
SW diagonal		0	0	0
SE diagonal		0	0	0

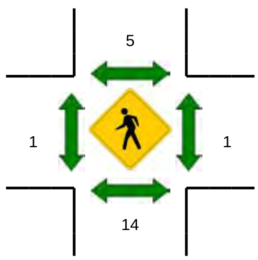
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

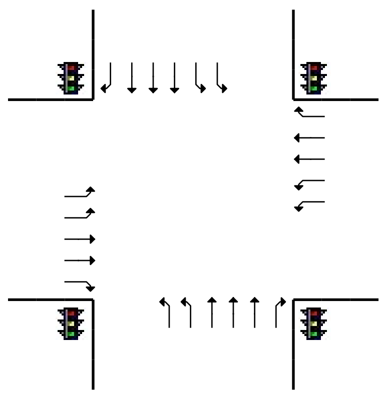
LOCATION: 5429. San Tomas Expy -- Hamilton Ave | **QC JOB #:** 13875032
CITY/STATE: Santa Clara, CA | **CLIENT ID:** 5429 | **DATE:** Wed, Oct 05 2016

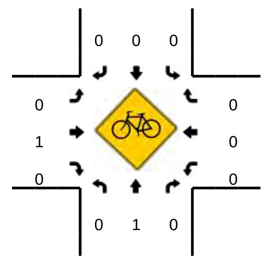


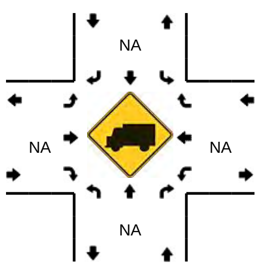
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

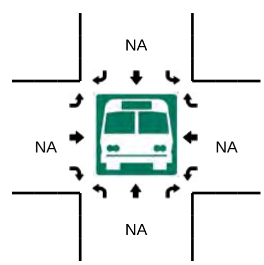












15-Min Count Period Beginning At	5429. San Tomas Expy (Northbound)				5429. San Tomas Expy (Southbound)				Hamilton Ave (Eastbound)				Hamilton Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:30 PM	46	235	56	0	95	495	60	0	49	194	46	2	54	178	69	1	1580	
4:45 PM	46	246	41	2	120	532	67	0	44	188	58	0	41	184	64	9	1642	
5:00 PM	44	279	41	0	109	548	75	0	50	157	56	0	55	203	73	3	1693	
5:15 PM	46	290	60	0	103	567	64	0	49	186	80	2	60	191	79	2	1779	6694
5:30 PM	70	282	47	0	91	537	60	0	56	162	52	3	53	206	71	8	1698	6812
5:45 PM	55	287	58	0	108	496	67	0	52	185	70	0	37	193	67	6	1681	6851
6:00 PM	40	238	45	1	106	568	60	1	28	149	70	0	47	165	65	5	1588	6746
6:15 PM	40	241	42	2	101	541	60	0	58	158	63	0	47	156	61	4	1574	6541

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	184	1160	240	0	412	2268	256	0	196	744	320	8	240	764	316	8	7116
Heavy Trucks	4	0	20		4	20	0		4	8	0		0	12	4		76
Pedestrians		12				4				0				0			16
Bicycles	0	1	0		0	0	0		0	1	0		0	0	0		2
Railroad																	
Stopped Buses																	

Comments:

Prepared by National Data & Surveying Services

San Tomas Expy & Campbell Ave

Peak Hour Turning Movement Count

ID: 18-08460-001
City: Campbell

Day: Tuesday
Date: 09/18/2018

PEAK HOURS		COUNT PERIODS
AM	07:45 AM - 08:45 AM	07:00 AM - 09:00 AM
NOON	NONE	NONE
PM	NONE	NONE

San Tomas Expy SOUTHBOUND

	Right	Through	Left	U-Turn	Departing
AM	299	1000	131	0	2888
NOON	0	0	0	0	0
PM	0	0	0	0	0
	0	0	0	0	

Campbell Ave EASTBOUND

	AM	NOON	PM	
Departing	1296	0	0	
U-Turn	0	0	0	0
Left	379	0	0	0
Through	483	0	0	0
Right	447	0	0	0

Campbell Ave WESTBOUND

		PM	NOON	AM
Right	0	0	0	302
Through	0	0	0	430
Left	0	0	0	89
U-Turn	0	0	0	0
Departing		0	0	720

San Tomas Expy NORTHBOUND

	Departing	U-Turn	Left	Through	Right
		0	0	0	0
PM	0	0	0	0	0
NOON	0	0	0	0	0
AM	1536	0	567	2207	106

CONTROL

0

	AM	NOON	PM
TEV	6440	0	0
PHF	0.94		

Total Vehicles (AM)

Approach	Left	Through	Right
Southbound	131	1000	299
Eastbound	379	483	447
Westbound	89	430	302
Northbound	567	2207	106

Total Vehicles (Noon)

Approach	Left	Through	Right
Southbound	N/A	N/A	N/A
Eastbound	N/A	N/A	N/A
Westbound	N/A	N/A	N/A
Northbound	N/A	N/A	N/A

Total Vehicles (PM)

Approach	Left	Through	Right
Southbound	N/A	N/A	N/A
Eastbound	N/A	N/A	N/A
Westbound	N/A	N/A	N/A
Northbound	N/A	N/A	N/A

Bikes (AM)

Approach	Left	Through	Right
Southbound	1	1	0
Eastbound	3	2	0
Westbound	0	3	4
Northbound	0	5	0

Bikes (NOON)

Approach	Left	Through	Right
Southbound	N/A	N/A	N/A
Eastbound	N/A	N/A	N/A
Westbound	N/A	N/A	N/A
Northbound	N/A	N/A	N/A

Bikes (PM)

Approach	Left	Through	Right
Southbound	N/A	N/A	N/A
Eastbound	N/A	N/A	N/A
Westbound	N/A	N/A	N/A
Northbound	N/A	N/A	N/A

Pedestrians (Crosswalks)

Crosswalk	PM	NOON	AM	AM	NOON	PM
North	0	0	2	0	0	0
West	0	0	0	2	0	0
East	0	0	0	0	0	0
South	0	0	1	2	0	0
NW diagonal	0	0	0			
NE diagonal	0	0	0			
SW diagonal	0	0	0			
SE diagonal	0	0	0			

Prepared by National Data & Surveying Services

Winchester Blvd & W Sunnyoaks Ave

Peak Hour Turning Movement Count

ID: 18-08245-004
City: Campbell

Day: Tuesday
Date: 05/15/2018

	PEAK HOURS	COUNT PERIODS
AM	07:45 AM - 08:45 AM	07:00 AM - 09:00 AM
NOON	NONE	NONE
PM	04:45 PM - 05:45 PM	04:00 PM - 06:00 PM

Winchester Blvd — SOUTHBOUND

	Right	Through	Left	U-Turn	Exit
AM	233	1320	0	0	1776
NOON	0	0	0	0	0
PM	332	1325	0	0	1951
Bikes/Peds	0	0	0	0	

W Sunnyoaks Ave — EASTBOUND

	AM	NOON	PM	
Exit	269	0	383	
U-Turn	0	0	0	0
Left	362	0	197	0
Through	0	0	0	0
Right	88	0	56	0

W Sunnyoaks Ave — WESTBOUND

		PM	NOON	AM
Right	0	0	0	0
Through	0	0	0	0
Left	0	0	0	0
U-Turn	0	0	0	0
Exit		0	0	0

CONTROL

0

	AM	NOON	PM
TEV	3471	0	3732
PHF	0.92		0.92

Winchester Blvd — NORTHBOUND

	Exit	U-Turn	Left	Through	Right
Bikes/Peds		0	0	0	0
PM	1398	17	51	1754	0
NOON	0	0	0	0	0
AM	1426	18	36	1414	0

Total Vehicles (AM)

SB: 233 (right), 1320 (through), 0 (left)
EB: 362 (left), 0 (through), 88 (right)
WB: 0 (right), 0 (through), 0 (left)
NB: 36 (left), 1414 (through), 0 (right)

Total Vehicles (Noon)

All movements: N/A

Total Vehicles (PM)

SB: 332 (right), 1325 (through), 0 (left)
EB: 197 (left), 0 (through), 56 (right)
WB: 0 (right), 0 (through), 0 (left)
NB: 51 (left), 175[illegible] (through), 0 (right)

Bikes (AM)

SB: 0, 5, 0
EB: 2, 0, 0
WB: 0, 0, 0
NB: 2, 2, 0

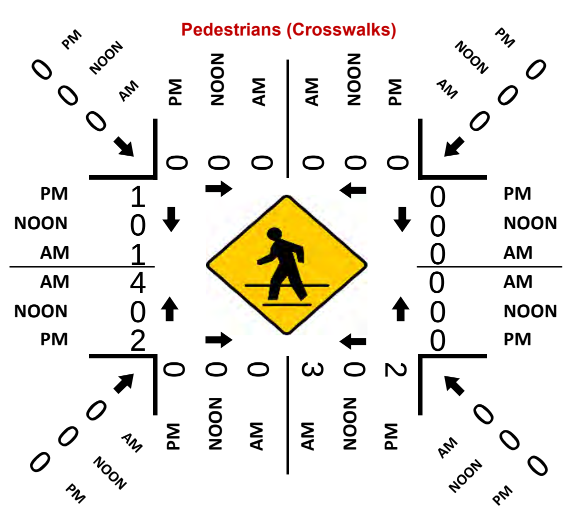
Bikes (NOON)

All movements: N/A

Bikes (PM)

SB: 1, 3, 0
EB: 1, 0, 1
WB: 0, 0, 0
NB: 0, 1, 0

Pedestrians (Crosswalks)



Prepared by National Data & Surveying Services

Dell Ave & E Sunnyoaks Ave

Peak Hour Turning Movement Count

ID: 18-08245-003
City: Campbell

Day: Tuesday
Date: 05/15/2018

PEAK HOURS		COUNT PERIODS
AM	08:00 AM - 09:00 AM	07:00 AM - 09:00 AM
NOON	NONE	NONE
PM	04:45 PM - 05:45 PM	04:00 PM - 06:00 PM

Dell Ave — SOUTHBOUND

	U-turn	Left	Through	Right	Exit
AM	0	556	123	0	57
NOON	0	0	0	0	0
PM	0	181	85	1	114

0 0 0 0

E Sunnyoaks Ave — WESTBOUND

	PM	NOON	AM
0	38	0	22
0	0	0	0
0	33	0	100
0	0	0	0
Exit	445	0	231

E Sunnyoaks Ave — EASTBOUND

	AM	NOON	PM
Exit	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

CONTROL

0

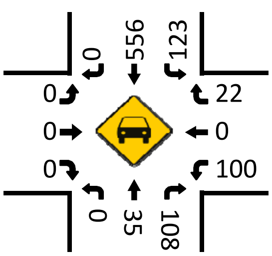
	AM	NOON	PM
TEV	944	0	773
PHF	0.93		0.90

Dell Ave — NORTHBOUND

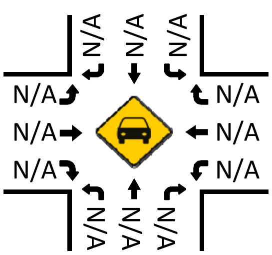
0 0 0 0

	Exit	U-turn	Left	Through	Right
PM	214	0	0	75	360
NOON	0	0	0	0	0
AM	656	0	0	35	108

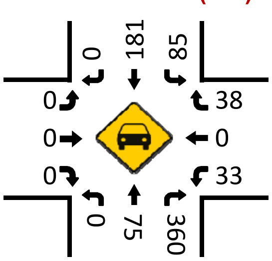
Total Vehicles (AM)



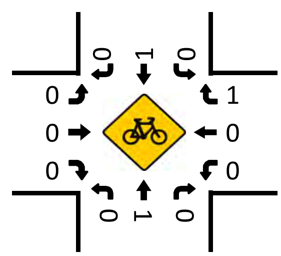
Total Vehicles (Noon)



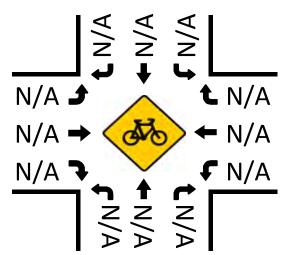
Total Vehicles (PM)



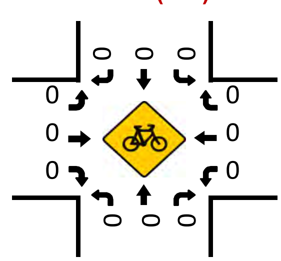
Bikes (AM)



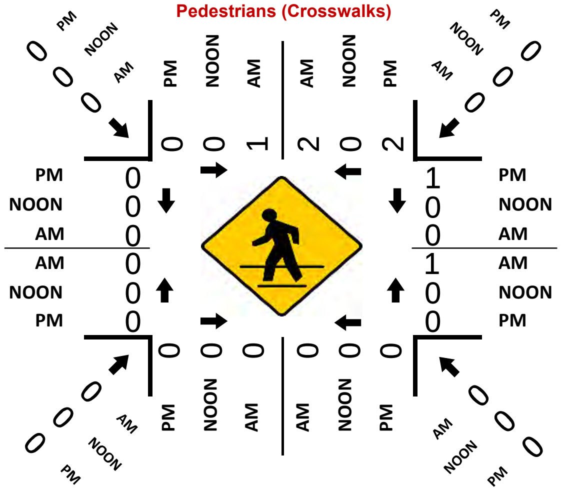
Bikes (NOON)



Bikes (PM)



Pedestrians (Crosswalks)



Prepared by National Data & Surveying Services

Bascom Ave & Curtner Ave

Peak Hour Turning Movement Count

ID: 18-08245-015
City: Campbell

Day: Tuesday
Date: 05/15/2018

PEAK HOURS		COUNT PERIODS
AM	07:45 AM - 08:45 AM	07:00 AM - 09:00 AM
NOON	NONE	NONE
PM	NONE	NONE

Bascom Ave — SOUTHBOUND

	U-turn / Left / Thru / Right				Total
AM	42	256	21	6	431
NOON	0	0	0	0	0
PM	0	0	0	0	0
Lanes	0	0	0	0	

Curtner Ave — EASTBOUND

	AM	NOON	PM	Lanes
Total (departing)	303	0	0	
U-turn	0	0	0	0
Left	46	0	0	0
Thru	138	0	0	0
Right	38	0	0	0

Curtner Ave — WESTBOUND

	PM	NOON	AM	Lanes
Right	0	0	20	0
Thru	0	0	237	0
Left	0	0	199	0
U-turn	0	0	0	0
Total	0	0	293	

Bascom Ave — NORTHBOUND

	Total	U-turn	Left	Thru	Right
Lanes		0	0	0	0
PM	0	0	0	0	0
NOON	0	0	0	0	0
AM	513	20	24	359	134

CONTROL

0

	AM	NOON	PM
TEV	1540	0	0
PHF	0.98		

Total Vehicles (AM)

SB: 42, 256, 21; EB: 46, 138, 38; WB: 20, 237, 199; NB: 24, 359, 134

Total Vehicles (Noon)

N/A

Total Vehicles (PM)

N/A

Bikes (AM)

SB: 0, 0, 0; EB: 0, 1, 0; WB: 0, 0, 1; NB: 0, 1, 2

Bikes (NOON)

N/A

Bikes (PM)

N/A

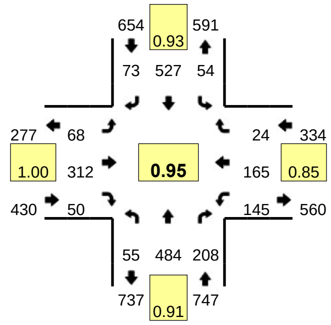
Pedestrians (Crosswalks)

Crosswalk	AM	NOON	PM
North leg	4 / 3	0 / 0	0 / 0
West leg	1 / 1	0 / 0	0 / 0
East leg	1 / 1	0 / 0	0 / 0
South leg	4 / 1	0 / 0	0 / 0
Corners (diagonal)	0	0	0

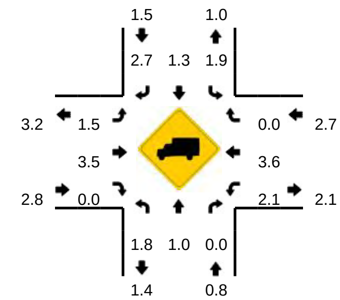
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

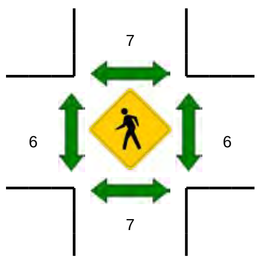
LOCATION: 3068. S Bascom Ave -- Curtner Ave | **QC JOB #:** 13874905

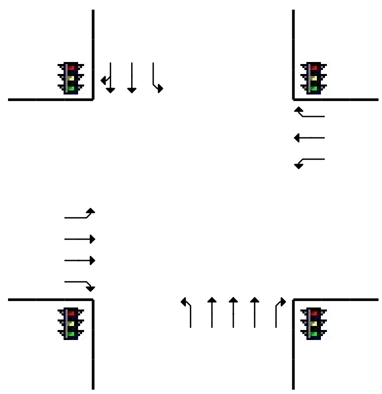
CITY/STATE: Santa Clara, CA | **CLIENT ID:** 3068 | **DATE:** Tue, Oct 11 2016

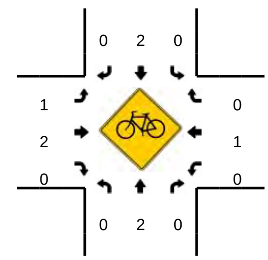


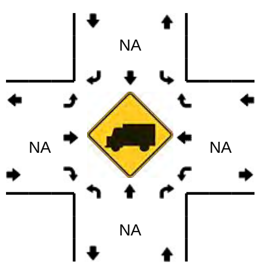
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:30 PM -- 5:45 PM

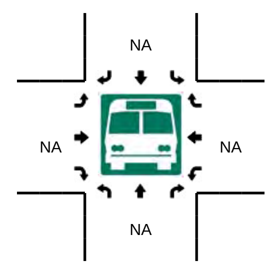












15-Min Count Period Beginning At	3068. S Bascom Ave (Northbound) Left	Thru	Right	U	3068. S Bascom Ave (Southbound) Left	Thru	Right	U	Curtner Ave (Eastbound) Left	Thru	Right	U	Curtner Ave (Westbound) Left	Thru	Right	U	Total	Hourly Totals
4:30 PM	5	112	55	3	11	107	25	2	15	77	11	0	41	55	6	0	525	
4:45 PM	9	124	45	3	14	131	23	7	21	64	10	0	45	43	6	0	545	
5:00 PM	10	119	49	7	5	131	20	2	13	73	14	0	31	34	5	0	513	
5:15 PM	5	113	55	2	9	137	12	3	21	82	14	0	38	36	8	0	535	2118
5:30 PM	15	128	59	4	11	128	18	3	13	93	12	0	30	52	5	1	572	2165
5:45 PM	10	98	49	9	15	135	15	4	21	87	10	0	35	36	0	0	524	2144
6:00 PM	2	81	45	4	11	108	11	3	15	89	13	0	31	37	5	0	455	2086
6:15 PM	5	82	40	6	9	104	19	2	15	79	17	0	36	42	4	0	460	2011

Peak 15-Min Flowrates	Northbound Left	Thru	Right	U	Southbound Left	Thru	Right	U	Eastbound Left	Thru	Right	U	Westbound Left	Thru	Right	U	Total
All Vehicles	60	512	236	16	44	512	72	12	52	372	48	0	120	208	20	4	2288
Heavy Trucks	0	4	0		0	4	0		4	12	0		0	16	0		40
Pedestrians		0				4				16				4			24
Bicycles	0	1	0		0	1	0		0	1	0		0	0	0		3
Railroad																	
Stopped Buses																	

Comments:

Report generated on 1/9/2017 1:54 PM

Prepared by National Data & Surveying Services

SR 17 SB Ramps & San Tomas Expy

Peak Hour Turning Movement Count

ID: 18-08245-002
City: Campbell

Day: Tuesday
Date: 05/15/2018

	PEAK HOURS	COUNT PERIODS
AM	07:30 AM - 08:30 AM	07:00 AM - 09:00 AM
NOON	NONE	NONE
PM	NONE	NONE

SR 17 SB Ramps — SOUTHBOUND

AM	940	7	504	0	0
NOON	0	0	0	0	0
PM	0	0	0	0	0
	0	0	0	0	

San Tomas Expy — EASTBOUND

AM	NOON	PM	
4141	0	0	
0	0	0	0
0	0	0	0
1597	0	0	0
934	0	0	0

San Tomas Expy — WESTBOUND

	PM	NOON	AM
0	0	0	0
0	0	0	3201
0	0	0	247
0	0	0	2
	0	0	2103

CONTROL

0

	AM	NOON	PM
TEV	7432	0	0
PHF	0.97		

SR 17 SB Ramps — NORTHBOUND

		0	0	0	0
PM	0	0	0	0	0
NOON	0	0	0	0	0
AM	1188	0	0	0	0

Total Vehicles (AM)

940 7 504
0 ↰ 0
1597 → ← 3201
934 ↱ 247
0 0 0

Bikes (AM)

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

Total Vehicles (Noon)

N/A N/A N/A
N/A N/A
N/A N/A
N/A N/A
N/A N/A N/A

Bikes (NOON)

N/A N/A N/A
N/A N/A
N/A N/A
N/A N/A
N/A N/A N/A

Total Vehicles (PM)

N/A N/A N/A
N/A N/A
N/A N/A
N/A N/A
N/A N/A N/A

Bikes (PM)

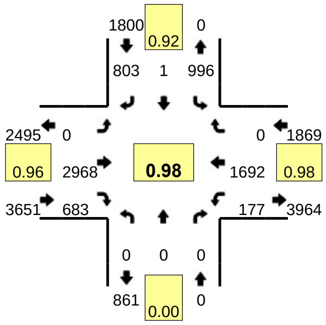
N/A N/A N/A
N/A N/A
N/A N/A
N/A N/A
N/A N/A N/A

Pedestrians (Crosswalks)

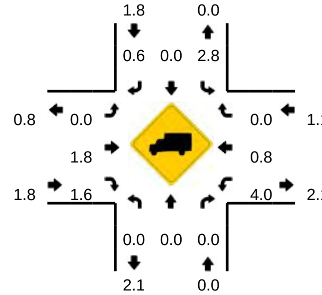
North crosswalk: PM 0, NOON 0, AM 0 | AM 0, NOON 0, PM 0
West crosswalk: PM 0, NOON 0, AM 0 | AM 1, NOON 0, PM 0
East crosswalk: PM 0, NOON 0, AM 0 | AM 0, NOON 0, PM 0
South crosswalk: PM 0, NOON 0, AM 2 | AM 1, NOON 0, PM 0
Diagonals: NW PM 0, NOON 0, AM 0; NE AM 0, NOON 0, PM 0; SW AM 0, NOON 0, PM 0; SE AM 0, NOON 0, PM 0

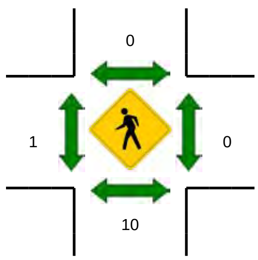
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

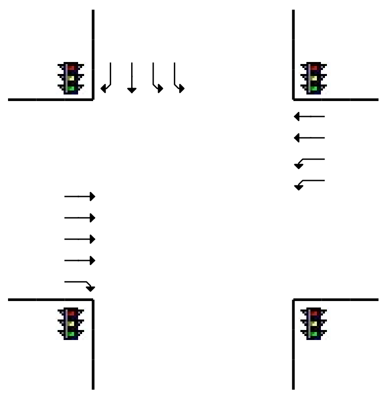
LOCATION: 5432. Hwy 17 (SB) -- San Tomas Expy_Camden Ave | **QC JOB #:** 13875034
CITY/STATE: Campbell, CA | **CLIENT ID:** 5432 | **DATE:** Wed, Oct 05 2016

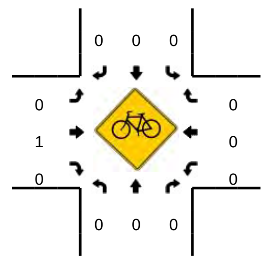


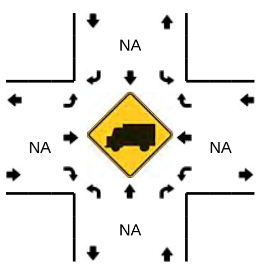
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

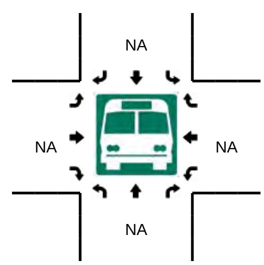












15-Min Count Period Beginning At	5432. Hwy 17 (SB) (Northbound) Left	Thru	Right	U	5432. Hwy 17 (SB) (Southbound) Left	Thru	Right	U	San Tomas Expy_Camden Ave (Eastbound) Left	Thru	Right	U	San Tomas Expy_Camden Ave (Westbound) Left	Thru	Right	U	Total	Hourly Totals
4:30 PM	0	0	0	0	247	0	195	0	0	750	184	0	42	381	0	0	1799	
4:45 PM	0	0	0	0	246	1	190	0	0	729	155	0	40	440	0	0	1801	
5:00 PM	0	0	0	0	239	0	183	0	0	762	184	0	50	436	0	0	1854	
5:15 PM	0	0	0	0	264	0	235	0	0	727	160	0	45	435	0	0	1866	7320
5:30 PM	0	0	0	0	267	0	217	0	0	723	127	0	45	419	0	0	1798	7319
5:45 PM	0	0	0	0	267	1	147	0	0	721	158	0	49	386	0	0	1729	7247
6:00 PM	0	0	0	0	235	1	178	0	0	728	174	0	50	342	0	0	1708	7101
6:15 PM	0	0	0	0	251	3	129	0	0	729	152	0	49	335	0	1	1649	6884

Peak 15-Min Flowrates	Northbound Left	Thru	Right	U	Southbound Left	Thru	Right	U	Eastbound Left	Thru	Right	U	Westbound Left	Thru	Right	U	Total
All Vehicles	0	0	0	0	1056	0	940	0	0	2908	640	0	180	1740	0	0	7464
Heavy Trucks	0	0	0		28	0	8		0	52	12		4	12	0		116
Pedestrians		4				0				4				0			8
Bicycles	0	0	0		0	0	0		0	1	0		0	0	0		1
Railroad																	
Stopped Buses																	

Comments:

Report generated on 1/9/2017 1:52 PM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Prepared by National Data & Surveying Services

White Oaks Rd/Curtner Ave & Camden Ave

Peak Hour Turning Movement Count

ID: 18-08245-001
City: Campbell

Day: Tuesday
Date: 05/15/2018

	PEAK HOURS	COUNT PERIODS
AM	07:30 AM - 08:30 AM	07:00 AM - 09:00 AM
NOON	NONE	NONE
PM	NONE	NONE

White Oaks Rd/Curtner Ave — SOUTHBOUND

	Right	Thru	Left	U-Turn	Out
AM	487	5	17	0	442
NOON	0	0	0	0	0
PM	0	0	0	0	0
	0	0	0	0	

Camden Ave — EASTBOUND

	AM	NOON	PM	
Out	4131	0	0	
U-Turn	0	0	0	0
Left	274	0	0	0
Thru	975	0	0	0
Right	843	0	0	0

Camden Ave — WESTBOUND

		PM	NOON	AM
Right	0	0	0	44
Thru	0	0	0	2813
Left	0	0	0	1
U-Turn	0	0	0	8
Out		0	0	1076

White Oaks Rd/Curtner Ave — NORTHBOUND

	Out	U-Turn	Left	Thru	Right
		0	0	0	0
PM	0	0	0	0	0
NOON	0	0	0	0	0
AM	849	0	831	124	76

CONTROL

0

	AM	NOON	PM
TEV	6498	0	0
PHF	0.98		

Total Vehicles (AM)

Approach	Left	Thru	Right
Southbound	17	5	487
Eastbound	274	975	843
Westbound	1	2813	44
Northbound	831	124	76

Total Vehicles (Noon)

All movements: N/A

Total Vehicles (PM)

All movements: N/A

Bikes (AM)

Approach	Left	Thru	Right
Southbound	0	0	0
Eastbound	1	0	0
Westbound	0	4	0
Northbound	0	1	0

Bikes (NOON)

All movements: N/A

Bikes (PM)

All movements: N/A

Pedestrians (Crosswalks)

Crosswalk		PM	NOON	AM	AM	NOON	PM
North		0	0	0	0	0	0
West		0	0	0	0	0	0
East		0	0	3	2	0	0
South		0	0	2	2	0	0

Diagonal corners (PM / NOON / AM): 0 / 0 / 0 at each corner.

Prepared by National Data & Surveying Services

Winchester Blvd & W Hacienda Ave

Peak Hour Turning Movement Count

ID: 18-08245-005
City: Campbell

Day: Tuesday
Date: 05/15/2018

	PEAK HOURS	COUNT PERIODS
AM	07:45 AM - 08:45 AM	07:00 AM - 09:00 AM
NOON	NONE	NONE
PM	04:45 PM - 05:45 PM	04:00 PM - 06:00 PM

Winchester Blvd – SOUTHBOUND

	Right	Thru	Left	U-Turn	Northbound exit
AM	356	868	170	0	1489
NOON	0	0	0	0	0
PM	379	888	122	0	1785
(red)	0	0	0	0	

W Hacienda Ave – EASTBOUND

	AM	NOON	PM	(red)
Westbound exit	399	0	506	
U-Turn	0	0	0	0
Left	535	0	341	0
Thru	49	0	60	0
Right	73	0	60	0

W Hacienda Ave – WESTBOUND

	(red)	PM	NOON	AM
Right	0	506	0	110
Thru	0	80	0	15
Left	0	103	0	29
U-Turn	0	0	0	0
Eastbound exit		216	0	300

Winchester Blvd – NORTHBOUND

	Southbound exit	U-Turn	Left	Thru	Right
(red)		0	0	0	0
PM	1051	0	47	938	34
NOON	0	0	0	0	0
AM	970	0	28	844	81

CONTROL

0

	AM	NOON	PM
TEV	3158	0	3558
PHF	0.93		0.96

Total Vehicles (AM)

- Southbound: 356, 868, 170
- Eastbound: 535, 49, 73
- Westbound: 110, 15, 29
- Northbound: 28, 844, 81

Total Vehicles (Noon)

- All movements: N/A

Total Vehicles (PM)

- Southbound: 379, 888, 122
- Eastbound: 341, 60, 60
- Westbound: 506, 80, 103
- Northbound: 47, 938, 34

Bikes (AM)

- Southbound: 0, 2, 1
- Eastbound: 1, 11, 0
- Westbound: 1, 3, 0
- Northbound: 1, 1, 0

Bikes (NOON)

- All movements: N/A

Bikes (PM)

- Southbound: 0, 2, 1
- Eastbound: 1, 8, 0
- Westbound: 2, 3, 0
- Northbound: 0, 1, 1

Pedestrians (Crosswalks)

Crosswalk		PM	NOON	AM
North leg	west side	1	0	3
North leg	east side	2	0	2
West leg	north side	2	0	6
West leg	south side	2	0	1
East leg	north side	0	0	1
East leg	south side	6	0	0
South leg	west side	0	0	4
South leg	east side	0	0	1
NW corner diagonal		0	0	0
NE corner diagonal		0	0	0
SW corner diagonal		0	0	0
SE corner diagonal		0	0	0

Prepared by National Data & Surveying Services

Dell Ave & Hacienda Ave

Peak Hour Turning Movement Count

ID: 18-08245-006
City: Campbell

Day: Tuesday
Date: 05/15/2018

	PEAK HOURS	COUNT PERIODS
AM	08:00 AM - 09:00 AM	07:00 AM - 09:00 AM
NOON	NONE	NONE
PM	04:45 PM - 05:45 PM	04:00 PM - 06:00 PM

Dell Ave — SOUTHBOUND

	Right	Through	Left	U-Turn	Departing
AM	234	385	0	2	148
NOON	0	0	0	0	0
PM	165	120	0	1	439
	0	0	0	0	

Hacienda Ave — EASTBOUND

	AM	NOON	PM	
Departing	295	0	358	
U-Turn	0	0	0	0
Left	65	0	167	0
Through	0	0	0	0
Right	58	0	44	0

Hacienda Ave — WESTBOUND

		PM	NOON	AM
Right	0	0	0	0
Through	0	0	0	0
Left	0	0	0	0
U-Turn	0	0	0	0
Departing		0	0	0

CONTROL

0

	AM	NOON	PM
TEV	886	0	961
PHF	0.94		0.92

Dell Ave — NORTHBOUND

	Departing	U-Turn	Left	Through	Right
		0	0	0	0
PM	164	0	193	271	0
NOON	0	0	0	0	0
AM	443	0	61	81	0

Total Vehicles (AM)

Approach	Left	Through	Right
Southbound	0	385	234
Eastbound	65	0	58
Westbound	0	0	0
Northbound	61	81	0

Total Vehicles (Noon)

Approach	Left	Through	Right
Southbound	N/A	N/A	N/A
Eastbound	N/A	N/A	N/A
Westbound	N/A	N/A	N/A
Northbound	N/A	N/A	N/A

Total Vehicles (PM)

Approach	Left	Through	Right
Southbound	0	120	165
Eastbound	167	0	44
Westbound	0	0	0
Northbound	193	271	0

Bikes (AM)

Approach	Left	Through	Right
Southbound	0	2	3
Eastbound	11	0	3
Westbound	0	0	0
Northbound	1	3	0

Bikes (NOON)

Approach	Left	Through	Right
Southbound	N/A	N/A	N/A
Eastbound	N/A	N/A	N/A
Westbound	N/A	N/A	N/A
Northbound	N/A	N/A	N/A

Bikes (PM)

Approach	Left	Through	Right
Southbound	0	0	10
Eastbound	8	0	0
Westbound	0	0	0
Northbound	0	2	0

Pedestrians (Crosswalks)

Crosswalk		PM	NOON	AM
North	west half	0	0	0
North	east half	0	0	0
West	north half	0	0	1
West	south half	0	0	0
East	north half	0	0	0
East	south half	0	0	0
South	west half	4	0	0
South	east half	0	0	1
Diagonal	NW	0	0	0
Diagonal	NE	0	0	0
Diagonal	SW	0	0	0
Diagonal	SE	0	0	0

Prepared by National Data & Surveying Services

Bascom Ave & Camden Ave

Peak Hour Turning Movement Count

ID: 18-08245-016
City: Campbell

Day: Tuesday
Date: 05/15/2018

PEAK HOURS		COUNT PERIODS
AM	07:45 AM - 08:45 AM	07:00 AM - 09:00 AM
NOON	NONE	NONE
PM	NONE	NONE

Bascom Ave SOUTHBOUND

	Right	Through	Left	U-Turn	Outbound
AM	301	519	69	5	608
NOON	0	0	0	0	0
PM	0	0	0	0	0
	0	0	0	0	

Camden Ave EASTBOUND

	AM	NOON	PM	
Outbound	2889	0	0	
U-Turn	51	0	0	0
Left	115	0	0	0
Through	686	0	0	0
Right	275	0	0	0

Camden Ave WESTBOUND

		PM	NOON	AM
Right	0	0	0	41
Through	0	0	0	2033
Left	0	0	0	110
U-Turn	0	0	0	2
Outbound		0	0	848

Bascom Ave NORTHBOUND

	Outbound	U-Turn	Left	Through	Right
		0	0	0	0
PM	0	0	0	0	0
NOON	0	0	0	0	0
AM	907	3	504	447	91

CONTROL

0

	AM	NOON	PM
TEV	5252	0	0
PHF	0.95		

Total Vehicles (AM)

Southbound: 301 (right), 519 (through), 69 (left)
Eastbound: 115 (left), 686 (through), 275 (right)
Westbound: 41 (right), 2033 (through), 110 (left)
Northbound: 504 (left), 447 (through), 91 (right)

Bikes (AM)

Southbound: 0, 2, 0
Eastbound: 0, 0, 1
Westbound: 2, 2, 1
Northbound: 0, 2, 2

Total Vehicles (Noon)

All movements: N/A

Bikes (NOON)

All movements: N/A

Total Vehicles (PM)

All movements: N/A

Bikes (PM)

All movements: N/A

Pedestrians (Crosswalks)

Crosswalk	PM	NOON	AM	AM	NOON	PM
North	0	0	2	2	0	0
South	0	0	4	2	0	0

Crosswalk	PM	NOON	AM	AM	NOON	PM
West	0	0	3	1	0	0
East	0	0	3	4	0	0

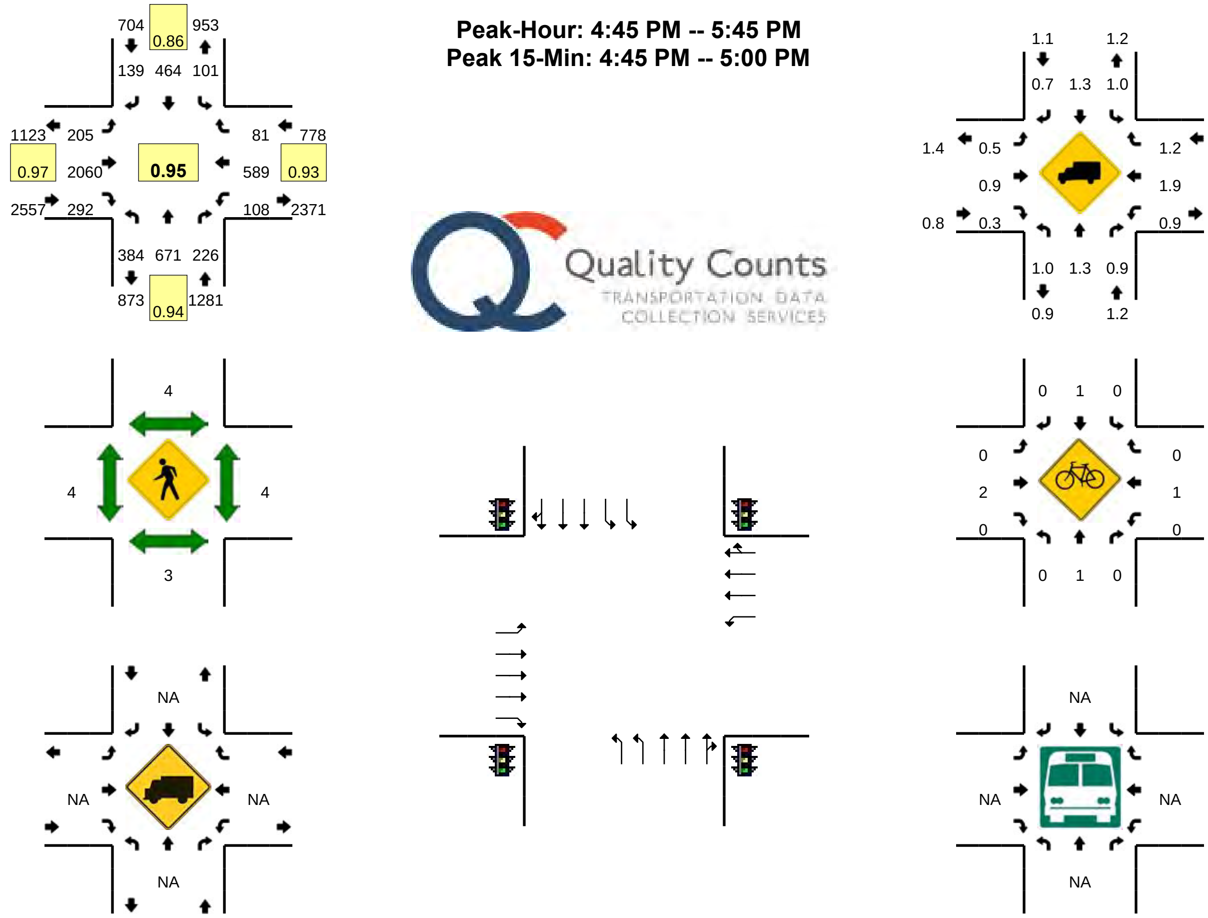
Diagonal crossings (all corners): AM 0, NOON 0, PM 0

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

LOCATION: 3067. S Bascom Ave -- Camden Ave | **QC JOB #:** 13874904

CITY/STATE: Santa Clara, CA | **CLIENT ID:** 3067 | **DATE:** Wed, Oct 12 2016

Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 4:45 PM -- 5:00 PM



15-Min Count Period Beginning At	3067. S Bascom Ave (Northbound) Left	Thru	Right	U	3067. S Bascom Ave (Southbound) Left	Thru	Right	U	Camden Ave (Eastbound) Left	Thru	Right	U	Camden Ave (Westbound) Left	Thru	Right	U	Total	Hourly Totals
4:30 PM	68	147	50	3	18	94	35	5	61	506	49	5	31	133	16	1	1222	
4:45 PM	83	185	45	5	25	129	46	6	60	516	86	6	26	166	20	0	1404	
5:00 PM	99	172	64	4	16	111	31	1	34	521	62	10	25	147	16	1	1314	
5:15 PM	96	171	58	0	19	126	38	5	43	508	68	4	27	162	19	0	1344	5284
5:30 PM	95	143	59	2	23	98	24	6	46	515	76	2	28	114	26	1	1258	5320
5:45 PM	81	143	56	0	19	124	41	5	70	512	78	3	30	136	16	0	1314	5230
6:00 PM	62	121	59	3	21	118	33	5	59	507	71	3	19	136	17	1	1235	5151
6:15 PM	69	119	51	4	16	117	49	1	50	507	54	3	25	121	21	1	1208	5015

Peak 15-Min Flowrates	Northbound Left	Thru	Right	U	Southbound Left	Thru	Right	U	Eastbound Left	Thru	Right	U	Westbound Left	Thru	Right	U	Total
All Vehicles	332	740	180	20	100	516	184	24	240	2064	344	24	104	664	80	0	5616
Heavy Trucks	0	4	0		0	8	4		4	12	0		4	16	0		52
Pedestrians		4				0				0				16			20
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Prepared by National Data & Surveying Services

Winchester Blvd & Knowles Dr

Peak Hour Turning Movement Count

ID: 18-08245-007
City: Campbell

Day: Tuesday
Date: 05/15/2018

	PEAK HOURS	COUNT PERIODS
AM	08:00 AM - 09:00 AM	07:00 AM - 09:00 AM
NOON	NONE	NONE
PM	04:45 PM - 05:45 PM	04:00 PM - 06:00 PM

Winchester Blvd — SOUTHBOUND

	Right	Thru	Left	U-Turn	Departing
AM	280	430	73	5	863
NOON	0	0	0	0	0
PM	140	844	22	11	899
	0	0	0	0	

Knowles Dr — EASTBOUND

	AM	NOON	PM	
Departing	717	0	510	
U-Turn	0	0	0	0
Left	305	0	274	0
Thru	54	0	32	0
Right	256	0	435	0

Knowles Dr — WESTBOUND

		PM	NOON	AM
Right	0	70	0	36
Thru	0	47	0	37
Left	0	230	0	68
U-Turn	0	0	0	0
Departing		124	0	381

Winchester Blvd — NORTHBOUND

	Departing	U-Turn	Left	Thru	Right
		0	0	0	0
PM	1509	0	323	544	70
NOON	0	0	0	0	0
AM	754	0	400	517	254

CONTROL

0

	AM	NOON	PM
TEV	2715	0	3042
PHF	0.92		0.93

Total Vehicles (AM)

Approach	Left	Thru	Right
Southbound	73	430	280
Eastbound	305	54	256
Westbound	68	37	36
Northbound	400	517	254

Total Vehicles (Noon)

Approach	Left	Thru	Right
Southbound	N/A	N/A	N/A
Eastbound	N/A	N/A	N/A
Westbound	N/A	N/A	N/A
Northbound	N/A	N/A	N/A

Total Vehicles (PM)

Approach	Left	Thru	Right
Southbound	22	844	140
Eastbound	274	32	435
Westbound	230	47	70
Northbound	323	544	70

Bikes (AM)

Approach	Left	Thru	Right
Southbound	0	1	0
Eastbound	0	1	3
Westbound	0	4	0
Northbound	1	0	1

Bikes (NOON)

Approach	Left	Thru	Right
Southbound	N/A	N/A	N/A
Eastbound	N/A	N/A	N/A
Westbound	N/A	N/A	N/A
Northbound	N/A	N/A	N/A

Bikes (PM)

Approach	Left	Thru	Right
Southbound	0	2	0
Eastbound	1	6	1
Westbound	0	2	0
Northbound	1	3	1

Pedestrians (Crosswalks)

Crosswalk	Direction	AM	NOON	PM
North	Eastbound	1	0	0
North	Westbound	0	0	0
West	Southbound	2	0	2
West	Northbound	2	0	3
East	Southbound	0	0	0
East	Northbound	0	0	0
South	Eastbound	2	0	4
South	Westbound	2	0	5
NW corner (diagonal)		0	0	0
NE corner (diagonal)		0	0	0
SW corner (diagonal)		0	0	0
SE corner (diagonal)		0	0	0

Prepared by National Data & Surveying Services

Winchester Blvd & SR 85 NB Ramp

Peak Hour Turning Movement Count

ID: 18-08245-008
City: Campbell

Day: Tuesday
Date: 05/15/2018

PEAK HOURS		COUNT PERIODS
AM	08:00 AM - 09:00 AM	07:00 AM - 09:00 AM
NOON	NONE	NONE
PM	04:45 PM - 05:45 PM	04:00 PM - 06:00 PM

Winchester Blvd — SOUTHBOUND

	Right	Thru	Left	U-Turn	
AM	223	503	12	0	1185
NOON	0	0	0	0	0
PM	320	1166	11	2	928
	0	0	0	0	

SR 85 NB Ramp — EASTBOUND

	AM	NOON	PM	
Exit	514	0	792	
U-Turn	0	0	0	0
Left	0	0	0	0
Thru	0	0	0	0
Right	0	0	0	0

SR 85 NB Ramp — WESTBOUND

		PM	NOON	AM
Right	0	9	0	10
Thru	0	75	0	7
Left	0	68	0	32
U-Turn	0	0	0	0
Exit		75	0	164

CONTROL

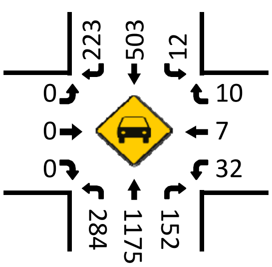
0

	AM	NOON	PM
TEV	2410	0	3038
PHF	0.93		0.91

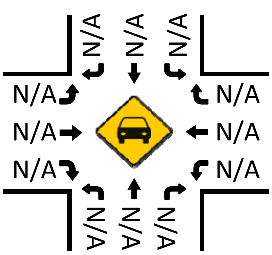
Winchester Blvd — NORTHBOUND

		U-Turn	Left	Thru	Right
		0	0	0	0
PM	1243	9	397	917	64
NOON	0	0	0	0	0
AM	547	12	284	1175	152

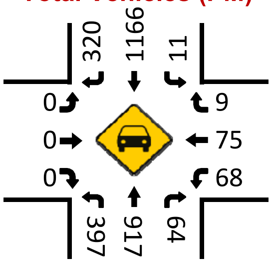
Total Vehicles (AM)



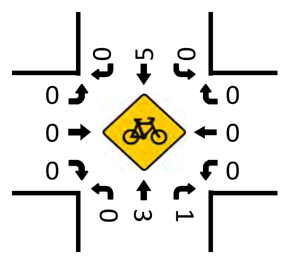
Total Vehicles (Noon)



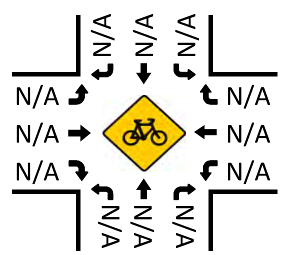
Total Vehicles (PM)



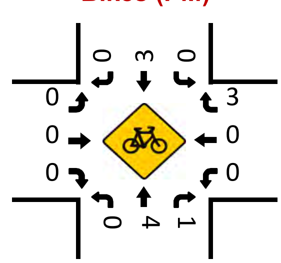
Bikes (AM)



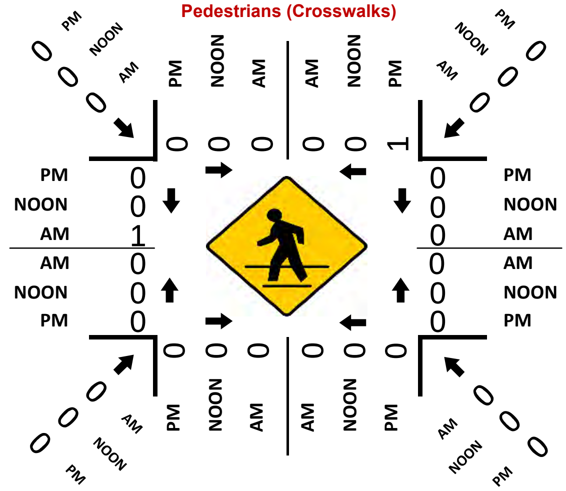
Bikes (NOON)



Bikes (PM)



Pedestrians (Crosswalks)



Prepared by National Data & Surveying Services

Winchester Blvd & SR 85 SB Ramp

Peak Hour Turning Movement Count

ID: 18-08245-009
City: Campbell

Day: Tuesday
Date: 05/15/2018

PEAK HOURS		COUNT PERIODS
AM	08:00 AM - 09:00 AM	07:00 AM - 09:00 AM
NOON	NONE	NONE
PM	04:45 PM - 05:45 PM	04:00 PM - 06:00 PM

Winchester Blvd — SOUTHBOUND

	U-Turn	Right	Through	Left	Approach
AM	0	559	0	0	1623
NOON	0	0	0	0	0
PM	0	1228	0	0	1404

Southbound crosswalk-row values: 0 0 0 0

SR 85 SB Ramp — EASTBOUND

	AM	NOON	PM
Departing	0	0	0
U-Turn	0	0	0
Left	351	0	114
Through	0	0	0
Right	359	0	151

Eastbound values: 0 0 0 0

SR 85 SB Ramp — WESTBOUND

	PM	NOON	AM
Right	0	0	0
Through	0	0	0
Left	0	0	0
U-Turn	0	0	0
Departing	0	0	0

Westbound values: 0 0 0 0

CONTROL

0

	AM	NOON	PM
TEV	2541	0	2783
PHF	0.96		0.95

Winchester Blvd — NORTHBOUND

	Approach	U-Turn	Left	Through	Right
PM	1379	0	0	1290	0
NOON	0	0	0	0	0
AM	918	0	0	1272	0

Northbound values: 0 0 0 0

Total Vehicles (AM)

Approach	U-Turn	Left	Through	Right
Southbound	0	0	559	0
Eastbound		351	0	359
Westbound	0	0	0	0
Northbound	0	0	1272	0

Total Vehicles (Noon)

All movements: N/A

Total Vehicles (PM)

Approach	U-Turn	Left	Through	Right
Southbound	0	0	1228	0
Eastbound		114	0	151
Westbound	0	0	0	0
Northbound	0	0	129(	0

Bikes (AM)

Approach	Left	Through	Right
Southbound	0	4	0
Eastbound	0	0	0
Westbound	0	0	0
Northbound	0	4	0

Bikes (NOON)

All movements: N/A

Bikes (PM)

Approach	Left	Through	Right
Southbound	0	3	0
Eastbound	0	0	0
Westbound	0	0	0
Northbound	0	5	0

Pedestrians (Crosswalks)

Crosswalk	AM	NOON	PM
North leg	0	0	0
North leg	0	0	0
West leg	1	0	0
West leg	0	0	0
East leg	0	0	0
East leg	0	0	0
South leg	0	0	0
South leg	0	0	0
NW corner	0	0	0
NE corner	0	0	0
SW corner	0	0	0
SE corner	0	0	0

Prepared by National Data & Surveying Services

Winchester Blvd & Albright Way

Peak Hour Turning Movement Count

ID: 18-08245-021
City: Campbell

Day: Tuesday
Date: 05/15/2018

PEAK HOURS		COUNT PERIODS
AM	08:00 AM - 09:00 AM	07:00 AM - 09:00 AM
NOON	NONE	NONE
PM	04:45 PM - 05:45 PM	04:00 PM - 06:00 PM

Winchester Blvd SOUTHBOUND

	Right	Through	Left	U-Turn	Total (departing)
AM	57	601	68	0	1266
NOON	0	0	0	0	0
PM	71	1291	2	2	1142
	0	0	0	0	

Albright Way EASTBOUND

	AM	NOON	PM	
Total	154	0	132	
U-Turn	0	0	0	0
Left	44	0	53	0
Through	0	0	1	0
Right	47	0	61	0

Albright Way WESTBOUND

	PM	NOON	AM
0 Right	10	0	0
0 Through	1	0	1
0 Left	138	0	10
0 U-Turn	0	0	0
Total	36	0	164

CONTROL

0

	AM	NOON	PM
TEV	2253	0	2867
PHF	0.94		0.94

Winchester Blvd NORTHBOUND

	Total	U-Turn	Left	Through	Right
		0	0	0	0
PM	1557	67	60	1077	33
NOON	0	0	0	0	0
AM	669	11	96	1222	96

Total Vehicles (AM)

SB: 57, 601, 68 — EB: 44, 0, 47 — WB: 0, 1, 10 — NB: 96, 1222, 96

Total Vehicles (Noon)

SB: N/A, N/A, N/A — EB: N/A, N/A, N/A — WB: N/A, N/A, N/A — NB: N/A, N/A, N/A

Total Vehicles (PM)

SB: 71, 1291, 2 — EB: 53, 1, 61 — WB: 10, 1, 138 — NB: 60, 107, 33

Bikes (AM)

SB: 0, 3, 1 — EB: 0, 0, 0 — WB: 0, 0, 0 — NB: 0, 3, 0

Bikes (NOON)

SB: N/A, N/A, N/A — EB: N/A, N/A, N/A — WB: N/A, N/A, N/A — NB: N/A, N/A, N/A

Bikes (PM)

SB: 0, 3, 0 — EB: 0, 0, 0 — WB: 1, 0, 0 — NB: 0, 2, 1

Pedestrians (Crosswalks)

Crosswalk	AM	NOON	PM
North leg (westbound direction)	3	0	2
North leg (eastbound direction)	3	0	5
West leg (southbound direction)	0	0	1
West leg (northbound direction)	1	0	1
East leg (southbound direction)	0	0	0
East leg (northbound direction)	0	0	0
South leg (eastbound direction)	0	0	0
South leg (westbound direction)	0	0	0
NW diagonal	0	0	0
NE diagonal	0	0	0
SW diagonal	0	0	0
SE diagonal	0	0	0

Prepared by National Data & Surveying Services

Winchester Blvd & Wimbledon Dr

Peak Hour Turning Movement Count

ID: 18-08245-020
City: Campbell

Day: Tuesday
Date: 05/15/2018

PEAK HOURS		COUNT PERIODS
08:00 AM - 09:00 AM	AM	07:00 AM - 09:00 AM
NONE	NOON	NONE
05:00 PM - 06:00 PM	PM	04:00 PM - 06:00 PM

Winchester Blvd — SOUTHBOUND

	Right	Thru	Left	U-Turn	Exit
AM	31	658	0	0	1542
NOON	0	0	0	0	0
PM	39	1504	0	0	1018
Bikes	0	0	0	0	

Wimbledon Dr — EASTBOUND

	AM	NOON	PM	Bikes
Exit	140	0	202	
U-Turn	0	0	0	0
Left	35	0	41	0
Thru	0	0	0	0
Right	143	0	168	0

Wimbledon Dr — WESTBOUND

	Bikes	PM	NOON	AM
Right	0	0	0	0
Thru	0	0	0	0
Left	0	0	0	0
U-Turn	0	0	0	0
Exit		0	0	0

CONTROL

0

	AM	NOON	PM
TEV	2513	0	2903
PHF	0.96		0.98

Winchester Blvd — NORTHBOUND

	Exit	U-Turn	Left	Thru	Right
Bikes		0	0	0	0
PM	1683	11	163	977	0
NOON	0	0	0	0	0
AM	831	30	109	1507	0

Total Vehicles (AM)

Approach	Right	Thru	Left	U-Turn
Southbound	31	658	0	
Eastbound	143	0	35	
Westbound	0	0	0	
Northbound	0	1507	109	

Total Vehicles (Noon)

Approach	Right	Thru	Left
Southbound	N/A	N/A	N/A
Eastbound	N/A	N/A	N/A
Westbound	N/A	N/A	N/A
Northbound	N/A	N/A	N/A

Total Vehicles (PM)

Approach	Right	Thru	Left
Southbound	39	1504	0
Eastbound	168	0	41
Westbound	0	0	0
Northbound	0	977	163

Bikes (AM)

Approach	Right	Thru	Left
Southbound	0	4	0
Eastbound	0	0	1
Westbound	0	1	0
Northbound	0	4	2

Bikes (NOON)

Approach	Right	Thru	Left
Southbound	N/A	N/A	N/A
Eastbound	N/A	N/A	N/A
Westbound	N/A	N/A	N/A
Northbound	N/A	N/A	N/A

Bikes (PM)

Approach	Right	Thru	Left
Southbound	0	2	0
Eastbound	1	0	0
Westbound	0	0	0
Northbound	0	1	1

Pedestrians (Crosswalks)

Crosswalk		PM	NOON	AM	AM	NOON	PM
North		0	0	3	2	0	1
South		0	0	0	0	0	0

Crosswalk	PM	NOON	AM	AM	NOON	PM
West	7	0	4	29	0	10
East	0	0	0	0	0	0

Diagonal	AM	NOON	PM
NW	0	0	0
NE	0	0	0
SW	0	0	0
SE	0	0	0

Prepared by National Data & Surveying Services

Bascom Ave & SR 85 NB Ramps

Peak Hour Turning Movement Count

ID: 18-08245-017
City: Campbell

Day: Tuesday
Date: 05/15/2018

PEAK HOURS		COUNT PERIODS
AM	07:45 AM - 08:45 AM	07:00 AM - 09:00 AM
NOON	NONE	NONE
PM	NONE	NONE

Bascom Ave — SOUTHBOUND

	Right	Thru	Left	U-Turn	Exit
AM	276	773	0	0	752
NOON	0	0	0	0	0
PM	0	0	0	0	0
	0	0	0	0	

SR 85 NB Ramps — WESTBOUND

		PM	NOON	AM
Right	0	0	0	112
Thru	0	0	0	4
Left	0	0	0	171
U-Turn	0	0	0	0
Exit		0	0	0

SR 85 NB Ramps — EASTBOUND

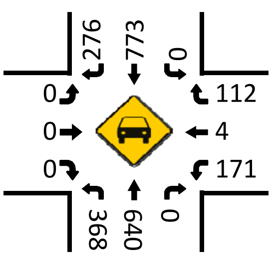
	AM	NOON	PM	
Exit	648	0	0	
U-Turn	0	0	0	0
Left	0	0	0	0
Thru	0	0	0	0
Right	0	0	0	0

Bascom Ave — NORTHBOUND

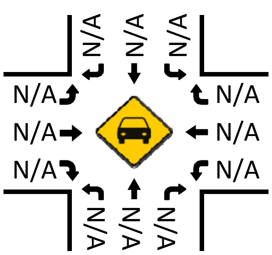
	Exit	U-Turn	Left	Thru	Right
		0	0	0	0
PM	0	0	0	0	0
NOON	0	0	0	0	0
AM	948	4	368	640	0

CONTROL			
	0		
TEV	2348	0	0
	AM	NOON	PM
PHF	0.95		

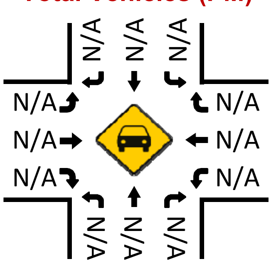
Total Vehicles (AM)



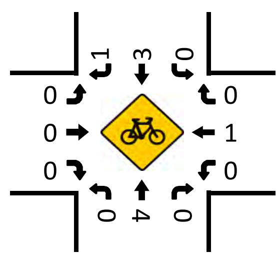
Total Vehicles (Noon)



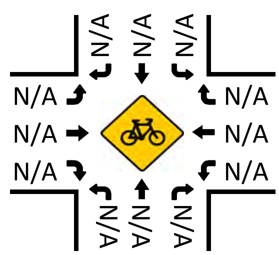
Total Vehicles (PM)



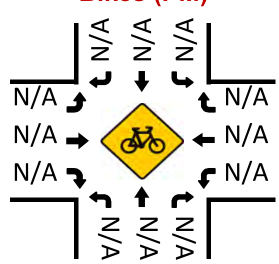
Bikes (AM)



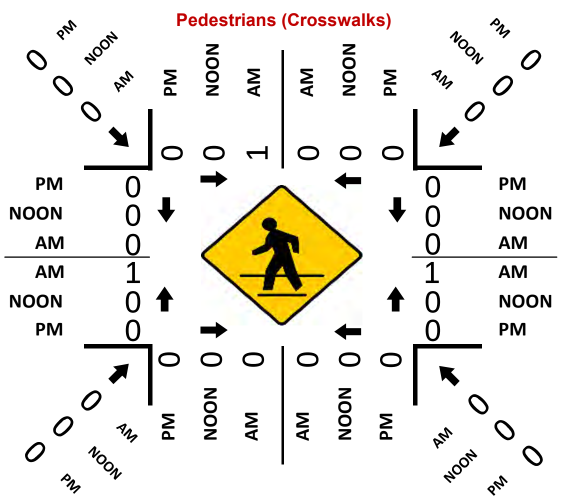
Bikes (NOON)



Bikes (PM)



Pedestrians (Crosswalks)



WILTEC

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecusa.com

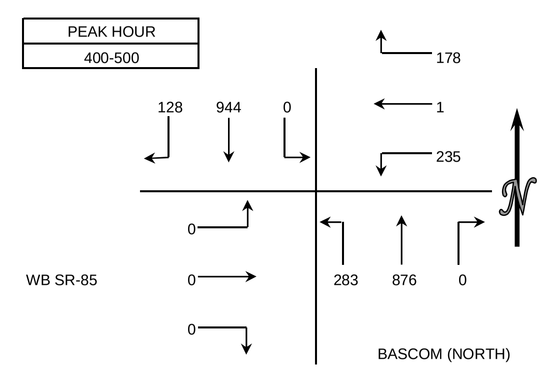
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:		KITTELSON ASSOCIATES
PROJECT:		2016 SCVTA CMP MONITORING
DATE:		WEDNESDAY NOVEMBER 30, 2016
PERIOD:		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	BASCOM (NORTH)
	E/W	WB SR-85
CITY:		SAN JOSE

VEHICLES

15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	29	250	0	49	0	63	0	218	66	0	0	0	675
415-430	35	223	0	47	0	61	0	218	77	0	0	0	661
430-445	32	251	0	38	0	48	0	216	73	0	0	0	658
445-500	32	220	0	44	1	63	0	224	67	0	0	0	651
500-515	38	227	0	30	0	49	0	248	60	0	0	0	652
515-530	34	193	0	45	0	45	0	260	87	0	0	0	664
530-545	32	189	0	22	0	34	0	245	70	0	0	0	592
545-600	33	177	0	28	0	59	0	222	59	0	0	0	578

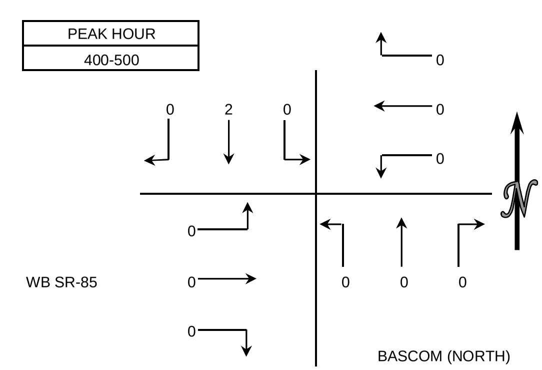
HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	128	944	0	178	1	235	0	876	283	0	0	0	2645
415-515	137	921	0	159	1	221	0	906	277	0	0	0	2622
430-530	136	891	0	157	1	205	0	948	287	0	0	0	2625
445-545	136	829	0	141	1	191	0	977	284	0	0	0	2559
500-600	137	786	0	125	0	187	0	975	276	0	0	0	2486



BICYCLES

15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	0	1	0	0	0	0	0	0	0	0	0	0	1
415-430	0	0	0	0	0	0	0	0	0	0	0	0	0
430-445	0	0	0	0	0	0	0	0	0	0	0	0	0
445-500	0	1	0	0	0	0	0	0	0	0	0	0	1
500-515	0	1	0	0	0	0	0	0	0	0	0	0	1
515-530	0	0	0	0	0	0	0	0	0	0	0	0	0
530-545	0	0	0	0	0	0	0	0	0	0	0	0	0
545-600	0	-3	0	0	0	0	0	0	0	0	0	0	-3

HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	0	2	0	0	0	0	0	0	0	0	0	0	2
415-515	0	2	0	0	0	0	0	0	0	0	0	0	2
430-530	0	2	0	0	0	0	0	0	0	0	0	0	2
445-545	0	2	0	0	0	0	0	0	0	0	0	0	2
500-600	0	-2	0	0	0	0	0	0	0	0	0	0	-2



Prepared by National Data & Surveying Services

Bascom Ave & SR 85 SB Ramps

Peak Hour Turning Movement Count

ID: 18-08245-018
City: Campbell

Day: Tuesday
Date: 05/15/2018

PEAK HOURS		COUNT PERIODS
AM	07:45 AM - 08:45 AM	07:00 AM - 09:00 AM
NOON	NONE	NONE
PM	NONE	NONE

Bascom Ave — SOUTHBOUND

AM	0	820	114	2	1024
NOON	0	0	0	0	0
PM	0	0	0	0	0
	0	0	0	0	

SR 85 SB Ramps — EASTBOUND

AM	NOON	PM	
0	0	0	
0	0	0	0
97	0	0	0
0	0	0	0
251	0	0	0

SR 85 SB Ramps — WESTBOUND

	PM	NOON	AM
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
	0	0	370

CONTROL

0

TEV	2465	0	0
	AM	NOON	PM
PHF	0.99		

Bascom Ave — NORTHBOUND

		0	0	0	0
PM	0	0	0	0	0
NOON	0	0	0	0	0
AM	1071	0	0	925	256

Total Vehicles (AM)

Southbound: 0, 820, 114; Westbound: 0, 0, 0; Eastbound: 97, 0, 251; Northbound: 0, 925, 256

Bikes (AM)

Southbound: 0, 3, 0; Westbound: 0, 0, 0; Eastbound: 0, 0, 0; Northbound: 0, 4, 0

Total Vehicles (Noon)

N/A (all movements)

Bikes (NOON)

N/A (all movements)

Total Vehicles (PM)

N/A (all movements)

Bikes (PM)

N/A (all movements)

Pedestrians (Crosswalks)

	PM	NOON	AM	AM	NOON	PM
North crosswalk	0	0	0	0	0	0
West crosswalk (PM / NOON / AM)	0	0	0			
West crosswalk (AM / NOON / PM)	1	0	0			
East crosswalk (PM / NOON / AM)	0	0	0			
East crosswalk (AM / NOON / PM)	1	0	0			
South crosswalk	0	0	0	0	0	0
Diagonals (each corner, PM / NOON / AM)	0	0	0			

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecusa.com

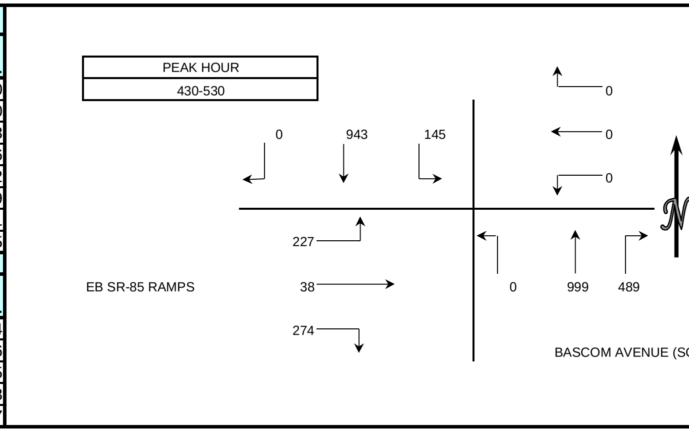
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: KITTELSON ASSOCIATES
PROJECT: 2016 SCVTA CMP MONITORING
DATE: WEDNESDAY NOVEMBER 30, 2016
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S BASCOM AVENUE (SOUTH)
E/W EB SR-85 RAMPS
CITY: SAN JOSE

VEHICLES

15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	0	229	38	0	0	0	121	267	0	81	4	50	790
415-430	0	242	38	0	0	0	113	241	0	66	7	43	750
430-445	0	229	43	0	0	0	126	244	0	71	15	60	788
445-500	0	264	36	0	0	0	114	235	0	61	10	46	766
500-515	0	226	32	0	0	0	135	253	0	73	8	65	792
515-530	0	224	34	0	0	0	114	267	0	69	5	56	769
530-545	0	184	44	0	0	0	100	249	0	74	7	63	721
545-600	0	219	29	0	0	0	98	224	0	73	3	69	715

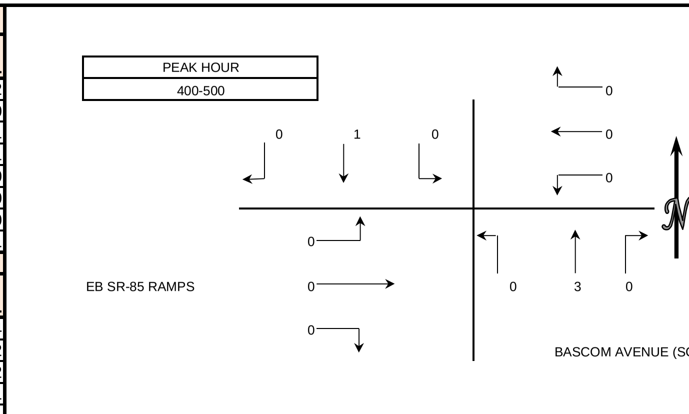
HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	0	964	155	0	0	0	474	987	0	279	36	199	3094
415-515	0	961	149	0	0	0	488	973	0	271	40	214	3096
430-530	0	943	145	0	0	0	489	999	0	274	38	227	3115
445-545	0	898	146	0	0	0	463	1004	0	277	30	230	3048
500-600	0	853	139	0	0	0	447	993	0	289	23	253	2997



BICYCLES

15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	0	0	0	0	0	0	0	2	0	0	0	0	2
415-430	0	0	0	0	0	0	0	0	0	0	0	0	0
430-445	0	0	0	0	0	0	0	1	0	0	0	0	1
445-500	0	1	0	0	0	0	0	0	0	0	0	0	1
500-515	0	0	0	0	0	0	0	0	0	0	0	0	0
515-530	0	0	0	0	0	0	0	0	0	0	0	0	0
530-545	0	0	0	0	0	0	0	0	0	0	0	0	0
545-600	0	0	0	0	0	0	0	0	0	0	1	0	1

HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	0	1	0	0	0	0	0	3	0	0	0	0	4
415-515	0	1	0	0	0	0	0	1	0	0	0	0	2
430-530	0	1	0	0	0	0	0	1	0	0	0	0	2
445-545	0	1	0	0	0	0	0	0	0	0	0	0	1
500-600	0	0	0	0	0	0	0	0	0	0	1	0	1



Prepared by National Data & Surveying Services

Bascom Ave & Samaritan Dr

Peak Hour Turning Movement Count

ID: 18-08245-019
City: Campbell

Day: Tuesday
Date: 05/15/2018

PEAK HOURS		COUNT PERIODS
08:00 AM - 09:00 AM	AM	07:00 AM - 09:00 AM
NONE	NOON	NONE
NONE	PM	NONE

Bascom Ave – SOUTHBOUND

	Right	Thru	Left	U-Turn	Departing
AM	37	611	436	0	1148
NOON	0	0	0	0	0
PM	0	0	0	0	0
	0	0	0	0	

Samaritan Dr – EASTBOUND

	AM	NOON	PM	
Departing	127	0	0	
U-Turn	0	0	0	0
Left	36	0	0	0
Thru	24	0	0	0
Right	44	0	0	0

Samaritan Dr – WESTBOUND

		PM	NOON	AM
Right	0	0	0	461
Thru	0	0	0	34
Left	0	0	0	310
U-Turn	0	0	0	0
Departing		0	0	742

CONTROL

0

	AM	NOON	PM
TEV	2982	0	0
PHF	0.96		

Bascom Ave – NORTHBOUND

	Departing	U-Turn	Left	Thru	Right
		0	0	0	0
PM	0	0	0	0	0
NOON	0	0	0	0	0
AM	965	0	56	651	282

Total Vehicles (AM)

Approach	Movements
Southbound	37, 611, 436
Eastbound	36, 24, 44
Westbound	461, 34, 310
Northbound	56, 651, 282

Total Vehicles (Noon)

Approach	Movements
Southbound	N/A, N/A, N/A
Eastbound	N/A, N/A, N/A
Westbound	N/A, N/A, N/A
Northbound	N/A, N/A, N/A

Total Vehicles (PM)

Approach	Movements
Southbound	N/A, N/A, N/A
Eastbound	N/A, N/A, N/A
Westbound	N/A, N/A, N/A
Northbound	N/A, N/A, N/A

Bikes (AM)

Approach	Movements
Southbound	0, 2, 1
Eastbound	0, 0, 0
Westbound	5, 0, 1
Northbound	0, 1, 2

Bikes (NOON)

Approach	Movements
Southbound	N/A, N/A, N/A
Eastbound	N/A, N/A, N/A
Westbound	N/A, N/A, N/A
Northbound	N/A, N/A, N/A

Bikes (PM)

Approach	Movements
Southbound	N/A, N/A, N/A
Eastbound	N/A, N/A, N/A
Westbound	N/A, N/A, N/A
Northbound	N/A, N/A, N/A

Pedestrians (Crosswalks)

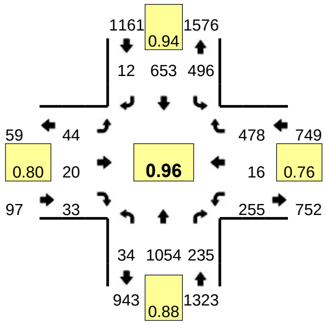
Crosswalk	PM	NOON	AM	AM	NOON	PM
North	0	0	6	5	0	0
West	0	0	0	2	0	0
East	0	0	0	0	0	0
South	0	0	0	0	0	0

Diagonal	AM	NOON	PM
Northwest	0	0	0
Northeast	0	0	0
Southwest	0	0	0
Southeast	0	0	0

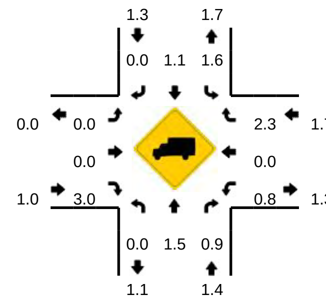
Type of peak hour being reported: Intersection Peak — Method for determining peak hour: Total Entering Volume

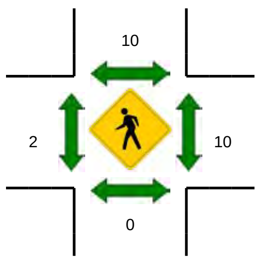
LOCATION: 3069. S Bascom Ave -- Samaritan Dr — **QC JOB #:** 13874906

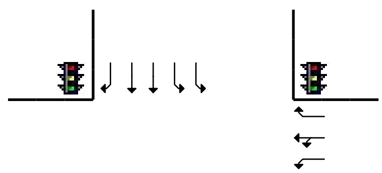
CITY/STATE: Santa Clara, CA — **CLIENT ID:** 3069 — **DATE:** Wed, Oct 12 2016

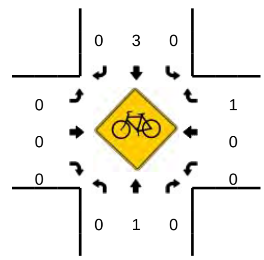


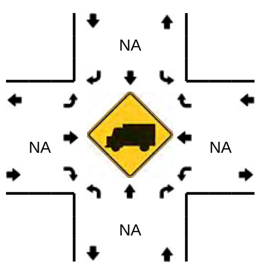
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

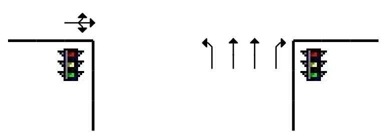


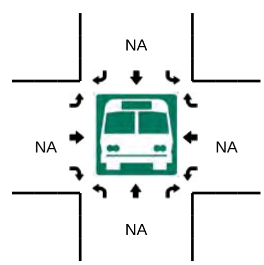












15-Min Count Period Beginning At	3069. S Bascom Ave (Northbound)				3069. S Bascom Ave (Southbound)				Samaritan Dr (Eastbound)				Samaritan Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:30 PM	7	244	55	1	131	133	3	0	8	6	9	0	78	4	107	0	786	
4:45 PM	1	273	66	0	117	172	5	0	12	7	8	0	47	5	111	0	824	
5:00 PM	10	239	49	2	118	165	2	0	15	6	11	0	85	3	159	1	865	
5:15 PM	13	298	65	0	130	183	2	0	9	1	5	0	44	4	101	0	855	3330
5:30 PM	8	221	67	1	122	153	2	0	17	6	6	0	51	2	109	0	765	3309
5:45 PM	4	229	59	0	155	157	0	0	2	1	2	0	48	0	70	0	727	3212
6:00 PM	4	217	47	1	117	134	0	0	9	4	4	0	35	3	76	0	651	2998
6:15 PM	2	204	39	0	110	130	1	0	1	3	5	0	20	1	63	0	579	2722

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	40	956	196	8	472	660	8	0	60	24	44	0	340	12	636	4	3460
Heavy Trucks	0	28	0		8	4	0		0	0	0		0	0	4		44
Pedestrians		0				0				0				8			8
Bicycles	0	0	0		0	0	0		0	0	0		0	0	1		1
Railroad																	
Stopped Buses																	

Comments:

Prepared by National Data & Surveying Services

Winchester Blvd & Lark Ave

Peak Hour Turning Movement Count

ID: 18-08245-010
City: Campbell

Day: Tuesday
Date: 05/15/2018

	PEAK HOURS	COUNT PERIODS
AM	08:00 AM - 09:00 AM	07:00 AM - 09:00 AM
NOON	NONE	NONE
PM	04:45 PM - 05:45 PM	04:00 PM - 06:00 PM

Winchester Blvd — SOUTHBOUND

	↲	↓	↳	U	⇧
AM	0	292	508	0	1635
NOON	0	0	0	0	0
PM	0	684	997	0	1136
	0	0	0	0	

Lark Ave — WESTBOUND

		PM	NOON	AM
↰	0	764	0	1184
←	0	0	0	0
↱	0	363	0	203
U	0	0	0	0
⇨		1225	0	755

Lark Ave — EASTBOUND

	AM	NOON	PM	
⇦	0	0	0	
U	0	0	0	0
↰	0	0	0	0
→	0	0	0	0
↴	0	0	0	0

Winchester Blvd — NORTHBOUND

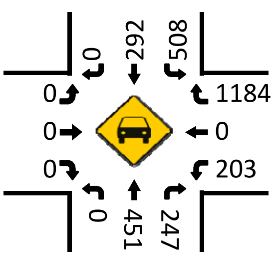
		U	↰	↑	↱
		0	0	0	0
	⇩				
PM	1047	0	0	372	228
NOON	0	0	0	0	0
AM	495	0	0	451	247

CONTROL

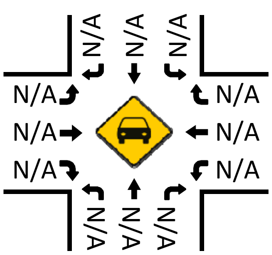
0

	AM	NOON	PM
TEV	2885	0	3408
PHF	0.96		0.97

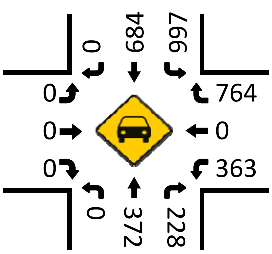
Total Vehicles (AM)



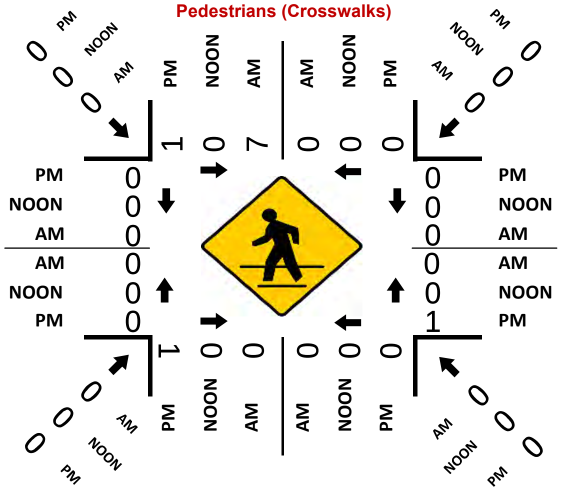
Total Vehicles (Noon)



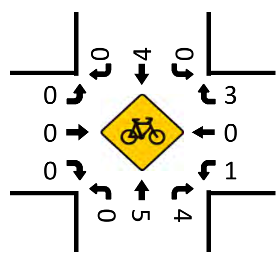
Total Vehicles (PM)



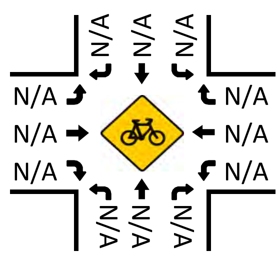
Pedestrians (Crosswalks)



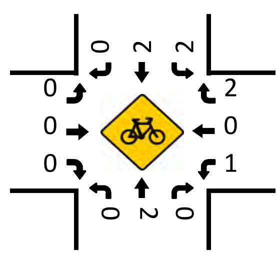
Bikes (AM)



Bikes (NOON)



Bikes (PM)



Prepared by National Data & Surveying Services

SR 17 SB Ramp & Lark Ave

Peak Hour Turning Movement Count

ID: 18-08245-011
City: Campbell

Day: Tuesday
Date: 05/15/2018

	PEAK HOURS	COUNT PERIODS
AM	08:00 AM - 09:00 AM	07:00 AM - 09:00 AM
NOON	NONE	NONE
PM	05:00 PM - 06:00 PM	04:00 PM - 06:00 PM

SR 17 SB Ramp — SOUTHBOUND

	Right	Through	Left	U-Turn	Departing
AM	807	27	680	0	161
NOON	0	0	0	0	0
PM	768	10	938	0	144
	0	0	0	0	

Lark Ave — EASTBOUND

	AM	NOON	PM	
Departing	1754	0	1343	
U-Turn	0	0	0	0
Left	58	0	60	0
Through	816	0	1281	0
Right	11	0	5	0

Lark Ave — WESTBOUND

		PM	NOON	AM
Right	0	79	0	94
Through	0	563	0	929
Left	0	25	0	15
U-Turn	0	17	0	2
Departing		2275	0	1523

SR 17 SB Ramp — NORTHBOUND

	Departing	U-Turn	Left	Through	Right
		0	0	0	0
PM	40	0	12	5	39
NOON	0	0	0	0	0
AM	53	0	18	9	25

CONTROL

0

	AM	NOON	PM
TEV	3491	0	3802
PHF	0.96		0.98

Total Vehicles (AM)

Approach	Left	Through	Right
Southbound	680	27	807
Eastbound	58	816	11
Westbound	15	929	94
Northbound	18	9	25

Total Vehicles (Noon)

Approach	Left	Through	Right
Southbound	N/A	N/A	N/A
Eastbound	N/A	N/A	N/A
Westbound	N/A	N/A	N/A
Northbound	N/A	N/A	N/A

Total Vehicles (PM)

Approach	Left	Through	Right
Southbound	938	10	768
Eastbound	60	1281	5
Westbound	25	563	79
Northbound	12	5	39

Bikes (AM)

Approach	Left	Through	Right
Southbound	0	0	1
Eastbound	0	3	0
Westbound	0	3	0
Northbound	0	0	0

Bikes (NOON)

Approach	Left	Through	Right
Southbound	N/A	N/A	N/A
Eastbound	N/A	N/A	N/A
Westbound	N/A	N/A	N/A
Northbound	N/A	N/A	N/A

Bikes (PM)

Approach	Left	Through	Right
Southbound	0	0	0
Eastbound	0	7	1
Westbound	0	5	0
Northbound	0	0	0

Pedestrians (Crosswalks)

Crosswalk	Direction	AM	NOON	PM
North	→	2	0	1
North	←	0	0	0
West	↓	0	0	0
West	↑	0	0	0
East	↓	0	0	0
East	↑	0	0	1
South	→	3	0	5
South	←	1	0	4
Northwest diagonal		0	0	0
Northeast diagonal		0	0	0
Southwest diagonal		0	0	0
Southeast diagonal		0	0	0

Prepared by National Data & Surveying Services

SR 17 NB Ramp & Lark Ave

Peak Hour Turning Movement Count

ID: 18-08245-012
City: Campbell

Day: Tuesday
Date: 05/15/2018

PEAK HOURS		COUNT PERIODS
AM	07:45 AM - 08:45 AM	07:00 AM - 09:00 AM
NOON	NONE	NONE
PM	05:00 PM - 06:00 PM	04:00 PM - 06:00 PM

SR 17 NB Ramp — SOUTHBOUND

	U-turn	Right	Thru	Left	Departing
AM	0	0	0	0	1121
NOON	0	0	0	0	0
PM	0	0	0	0	938
Bikes	0	0	0	0	

Lark Ave — EASTBOUND

	AM	NOON	PM	Bikes
Departing	1000	0	666	
U-turn	0	0	1	0
Left	319	0	381	0
Thru	1206	0	1881	0
Right	0	0	0	0

Lark Ave — WESTBOUND

	PM	NOON	AM	Bikes
Left	556	0	802	0
Thru	571	0	715	0
Right	0	0	0	0
U-turn	0	0	0	0
Departing	1979	0	1403	

SR 17 NB Ramp — NORTHBOUND

	Departing	U-turn	Left	Thru	Right
PM	0	0	94	1	98
NOON	0	0	0	0	0
AM	0	0	285	0	197
Bikes		0	0	0	0

CONTROL

0

	AM	NOON	PM
TEV	3524	0	3583
PHF	0.95		0.96

Total Vehicles (AM)

	U-turn	Left	Thru	Right
Southbound	0	0	0	0
Eastbound		319	1206	0
Westbound	0	802	715	0
Northbound		285	0	197

Total Vehicles (Noon)

All movements: N/A

Total Vehicles (PM)

	U-turn	Left	Thru	Right
Southbound	0	0	0	0
Eastbound		381	1881	0
Westbound	0	556	571	0
Northbound		94	1	98

Bikes (AM)

	U-turn	Left	Thru	Right
Southbound	0	0	0	0
Eastbound		0	8	0
Westbound	0	1	1	0
Northbound		0	0	0

Bikes (NOON)

All movements: N/A

Bikes (PM)

	U-turn	Left	Thru	Right
Southbound	0	0	0	0
Eastbound		0	8	0
Westbound		0	5	0
Northbound		0	0	0

Pedestrians (Crosswalks)

Crosswalk		PM	NOON	AM		AM	NOON	PM
North	→	1	0	1	←	0	0	0
South	→	6	0	6	←	4	0	5

Crosswalk		PM	NOON	AM		AM	NOON	PM
West	↓	0	0	0	↑	0	0	0
East	↓	0	0	0	↑	0	0	0

Diagonal	PM	NOON	AM
Northwest	0	0	0
Northeast	0	0	0
Southwest	0	0	0
Southeast	0	0	0

Prepared by National Data & Surveying Services

Los Gatos Blvd & Lark Ave

Peak Hour Turning Movement Count

ID: 18-08245-013
City: Campbell

Day: Tuesday
Date: 05/15/2018

PEAK HOURS		COUNT PERIODS
AM	08:00 AM - 09:00 AM	07:00 AM - 09:00 AM
NOON	NONE	NONE
PM	NONE	NONE

Los Gatos Blvd — SOUTHBOUND

AM	599	392	24	11	1059	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM
	0	0	0	0		

Lark Ave — EASTBOUND

AM	NOON	PM	
1495	0	0	
24	0	0	0
488	0	0	0
51	0	0	0
823	0	0	0
AM	NOON	PM	

Lark Ave — WESTBOUND

	PM	NOON	AM
0	0	0	16
0	0	0	65
0	0	0	18
0	0	0	0
	0	0	94
	PM	NOON	AM

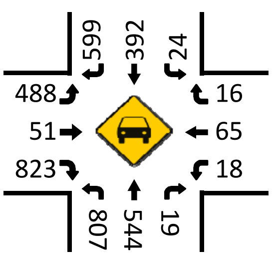
CONTROL

CONTROL	0		
TEV	3887	0	0
	AM	NOON	PM
PHF	0.94		

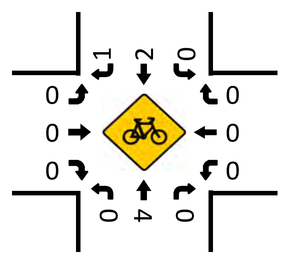
NORTHBOUND — Los Gatos Blvd

		0	0	0	0	
PM	0	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	1239	6	807	544	19	AM

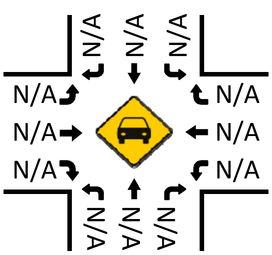
Total Vehicles (AM)



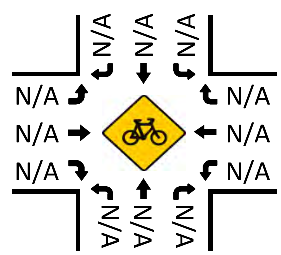
Bikes (AM)



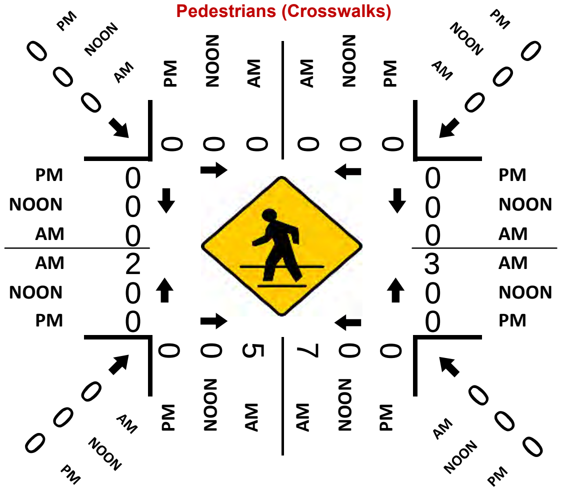
Total Vehicles (Noon)



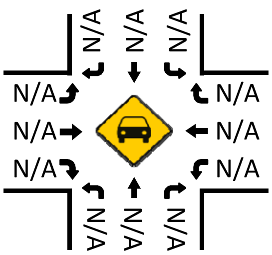
Bikes (NOON)



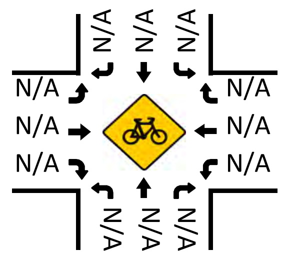
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



WILTEC

Phone: (626) 564-1944 Fax: (6

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: KITTELSON ASSOCIATES
PROJECT: 2016 SCVTA CMP MONITORING
DATE: TUESDAY DECEMBER 6, 2016
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S LOS GATOS BOULEVARD
E/W LARK AVENUE
CITY: LOS GATOS

1R - SB RIGHT TURN ON RED
1G - SB RIGHT TURN ON GREEN
4R - WB RIGHT TURN ON RED
4G - WB RIGHT TURN ON GREEN
7R - NB RIGHT TURN ON RED
7G - NB RIGHT TURN ON GREEN
10R - WB RIGHT TURN ON RED
10G - WB RIGHT TURN ON GREED

SBLT AND NBLT MOVEMENT VOLUMES SHOWN HERE INCLUDED U-TURN VOLUME SHOWN IN NEXT TAB

VEHICLES

15 MIN COUNTS	1R SBRT	1G SBRT	2 SBTH	3 SBLT	4R WBRT	4G WBRT	5 WBTH	6 WBLT	7R NBLT	7G NBRT	8 NBTH	9 NBLT	10R EBRT	10G EBRT	11 EBTH	12 EBLT	TOTAL
400-415	80	49	144	16	2	3	11	10	2	4	176	170	222	74	8	144	1115
415-430	64	45	143	7	6	0	7	8	3	4	161	192	188	70	11	104	1013
430-445	73	52	140	7	5	0	10	10	5	4	182	164	201	70	10	134	1067
445-500	76	44	156	5	1	0	9	15	3	3	161	156	193	75	13	106	1016
500-515	87	50	132	12	4	2	5	13	1	6	180	161	177	95	8	147	1080
515-530	66	52	147	4	3	0	9	11	2	4	127	192	204	106	14	123	1064
530-545	44	40	139	5	8	7	13	11	1	3	142	157	214	70	6	192	1052
545-600	42	40	135	1	1	2	3	6	3	2	109	133	209	79	12	118	895

HOUR TOTALS	1R SBRT	1G SBRT	2 SBTH	3 SBLT	4R WBRT	4G WBRT	5 WBTH	6 WBLT	7R NBLT	7G NBRT	8 NBTH	9 NBLT	10R EBRT	10G EBRT	11 EBTH	12 EBLT	TOTAL
400-500	293	190	583	35	14	3	37	43	13	15	680	682	804	289	42	488	3110
415-515	300	191	571	31	16	2	31	46	12	17	684	673	759	310	42	491	3083
430-530	302	198	575	28	13	2	33	49	11	17	650	673	775	346	45	510	3124
445-545	273	186	574	26	16	9	36	50	7	16	610	666	788	346	41	568	3153
500-600	239	182	553	22	16	11	30	41	7	15	558	643	804	350	40	580	3095

BICYCLES

15 MIN COUNTS	1R SBRT	1G SBRT	2 SBTH	3 SBLT	4R WBRT	4G WBRT	5 WBTH	6 WBLT	7R NBLT	7G NBRT	8 NBTH	9 NBLT	10R EBRT	10G EBRT	11 EBTH	12 EBLT	TOTAL
400-415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
415-430	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1
430-445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
445-500	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	1
500-515	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
515-530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
530-545	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
545-600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

HOUR TOTALS	1R SBRT	1G SBRT	2 SBTH	3 SBLT	4R WBRT	4G WBRT	5 WBTH	6 WBLT	7R NBLT	7G NBRT	8 NBTH	9 NBLT	10R EBRT	10G EBRT	11 EBTH	12 EBLT	TOTAL
400-500	0	0	3	0	0	0	0	1	0	0	0	0	1	0	0	0	2
415-515	0	0	3	0	0	0	0	1	0	0	1	0	1	0	0	0	3
430-530	0	0	2	0	0	0	0	1	0	0	1	0	0	0	0	0	2
445-545	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	0	3
500-600	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2

Traffic Data Service -- San Jose, CA
Vehicle Counts

VehicleCount-17255 -- English (ENU)

Datasets:

Site: **[1EL] HACIENDA AVE AND CAPRI DR**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: East (bound)
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, September 12, 2017 - Total=4896, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
23	**13**	**11**	**6**	**5**	**14**	**93**	**391**	**334**	**263**	**228**	**227**	**253**	**316**	**340**	**325**	**368**	**453**	**408**	**290**	**237**	**152**	**95**	**51**	
11	3	4	2	0	1	16	49	**101**	86	61	63	67	53	85	93	63	112	**115**	98	61	47	32	18	10
7	5	4	0	1	3	17	73	**81**	56	57	45	60	64	85	79	98	99	**104**	79	75	38	17	11	7
4	2	1	1	1	3	26	**132**	73	51	53	49	60	82	74	73	99	**118**	99	60	63	35	29	10	6
1	3	2	3	3	7	34	**137**	79	70	57	70	66	117	96	80	108	**124**	90	53	38	32	17	12	4

AM Peak 0730 - 0830 (451), AM PHF=0.82 PM Peak 1730 - 1830 (461), PM PHF=0.93

*** Wednesday, September 13, 2017 - Total=4866, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
27	**12**	**6**	**7**	**9**	**14**	**85**	**382**	**312**	**255**	**256**	**244**	**346**	**312**	**308**	**319**	**353**	**422**	**352**	**300**	**216**	**195**	**87**	**47**	
10	3	2	0	2	2	14	48	**85**	74	67	65	63	80	69	78	82	**117**	93	89	61	60	28	11	7
7	5	1	1	2	4	22	**72**	60	67	70	51	71	84	83	78	88	**98**	80	70	56	45	23	16	5
6	2	1	5	3	1	21	**134**	74	56	55	50	92	66	77	89	92	**110**	84	70	61	45	20	11	5
4	2	2	1	2	7	28	**128**	93	58	64	78	120	82	79	74	91	**97**	95	71	38	45	16	9	7

AM Peak 0715 - 0815 (419), AM PHF=0.78 PM Peak 1700 - 1800 (422), PM PHF=0.90

*** Thursday, September 14, 2017 - Total=5022, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
24	**6**	**7**	**4**	**3**	**16**	**80**	**381**	**301**	**259**	**244**	**236**	**255**	**387**	**379**	**379**	**354**	**446**	**410**	**314**	**237**	**161**	**94**	**45**	
7	2	1	2	1	2	11	38	**66**	90	62	58	60	85	94	87	74	**123**	102	91	65	45	26	21	7
5	1	2	0	1	3	16	**81**	74	53	59	49	65	83	96	110	83	**113**	92	91	62	43	27	10	5
5	1	2	2	0	3	17	**129**	77	48	57	69	62	88	99	99	84	**115**	113	58	59	33	26	5	3
7	2	2	0	1	8	36	**133**	84	68	66	60	68	131	90	83	**113**	95	103	74	51	40	15	9	7

AM Peak 0715 - 0815 (409), AM PHF=0.77 PM Peak 1645 - 1745 (464), PM PHF=0.94

Traffic Data Service -- San Jose, CA
Vehicle Counts

VehicleCount-17253 -- English (ENU)

Datasets:
Site: **[1EL] HACIENDA AVE E OF CAPRI DR**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: West (bound)
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, September 12, 2017 - Total=5158, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
12	**6**	**5**	**6**	**24**	**80**	**158**	**438**	**525**	**320**	**306**	**294**	**286**	**264**	**484**	**386**	**360**	**360**	**274**	**235**	**179**	**73**	**56**	**27**	
1	3	3	2	2	16	24	69	**165**	80	77	63	70	55	**118**	89	94	90	83	57	67	23	19	10	5
5	1	0	1	2	15	32	92	**137**	68	84	82	71	55	**129**	104	94	108	75	70	42	24	12	9	2
4	1	2	2	9	19	46	111	**120**	87	79	75	81	80	**99**	107	83	86	63	49	28	12	10	5	3
2	1	0	1	11	30	56	**166**	103	85	66	74	64	74	**138**	86	89	76	53	59	42	14	15	3	3

AM Peak 0745 - 0845 (588), AM PHF=0.89 PM Peak 1400 - 1500 (484), PM PHF=0.88

* Wednesday, September 13, 2017 - Total=5265, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
13	**13**	**6**	**6**	**26**	**91**	**143**	**413**	**510**	**336**	**332**	**271**	**280**	**409**	**389**	**400**	**399**	**384**	**295**	**226**	**151**	**96**	**48**	**28**	
5	1	1	2	2	17	27	70	**155**	71	88	67	64	103	80	101	**109**	91	74	63	38	26	12	11	9
2	6	2	0	6	18	26	88	**146**	92	75	74	66	127	84	96	**96**	120	65	61	35	35	12	7	4
3	4	2	1	8	25	39	95	**112**	91	94	63	82	85	94	91	**106**	88	78	52	35	18	11	4	1
3	2	1	3	10	31	51	**160**	97	82	75	67	68	94	131	**112**	88	85	78	50	43	17	13	6	0

AM Peak 0745 - 0845 (573), AM PHF=0.90 PM Peak 1545 - 1645 (423), PM PHF=0.94

* Thursday, September 14, 2017 - Total=5194, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
14	**9**	**4**	**8**	**22**	**76**	**164**	**388**	**521**	**301**	**287**	**289**	**293**	**257**	**469**	**388**	**385**	**384**	**333**	**259**	**174**	**76**	**65**	**28**	
9	2	2	0	2	7	24	60	**148**	73	64	73	75	64	**86**	83	100	82	95	77	67	22	16	10	5
4	2	0	2	5	17	35	71	**156**	78	66	64	78	63	**153**	128	93	113	84	60	43	28	17	8	1
1	3	0	1	4	27	45	103	**125**	76	80	82	63	58	**102**	96	103	101	64	47	34	13	15	7	1
0	2	2	5	11	25	60	**154**	92	74	77	70	77	72	**128**	81	89	88	90	75	30	13	17	3	3

AM Peak 0745 - 0845 (583), AM PHF=0.93 PM Peak 1400 - 1500 (469), PM PHF=0.77

Traffic Data Service -- San Jose, CA
Vehicle Counts

VehicleCount-17252 -- English (ENU)

Datasets:

Site: **[1WL] HACIENDA AVE W OF CAPRI DR**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: East (bound)
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, September 12, 2017 - Total=4367, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
19	**12**	**8**	**7**	**6**	**11**	**91**	**314**	**315**	**254**	**213**	**208**	**225**	**255**	**301**	**309**	**334**	**395**	**368**	**253**	**205**	**136**	**86**	**42**	
10	3	3	2	0	1	15	50	**95**	83	58	54	56	53	65	88	57	98	**105**	84	50	45	31	10	8
5	5	3	0	1	3	17	64	**75**	52	49	44	53	58	79	69	90	**99**	96	77	65	33	13	10	7
2	1	0	1	2	1	22	**99**	71	53	49	45	60	65	68	72	90	**99**	85	53	55	31	26	9	5
2	3	2	4	3	6	37	**101**	74	66	57	65	56	79	89	80	97	**99**	82	39	35	27	16	13	4

AM Peak 0730 - 0830 (370), AM PHF=0.92 PM Peak 1715 - 1815 (402), PM PHF=0.96

* Wednesday, September 13, 2017 - Total=4316, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
24	**11**	**5**	**6**	**9**	**14**	**77**	**299**	**300**	**232**	**241**	**204**	**259**	**281**	**295**	**286**	**329**	**400**	**307**	**267**	**189**	**165**	**71**	**45**	
8	4	2	0	2	2	12	46	**84**	67	63	51	54	65	62	71	72	**102**	83	78	52	53	25	11	7
7	5	1	1	2	3	20	**68**	59	63	62	39	58	72	83	71	82	**99**	67	58	51	34	17	13	4
5	2	1	4	3	2	19	**94**	73	57	56	44	72	60	72	78	87	**102**	69	69	51	38	15	13	4
4	0	1	1	2	7	26	**91**	84	45	60	70	75	84	78	66	88	**97**	88	62	35	40	14	8	7

AM Peak 0715 - 0815 (337), AM PHF=0.90 PM Peak 1700 - 1800 (400), PM PHF=0.98

* Thursday, September 14, 2017 - Total=4449, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
22	**7**	**7**	**4**	**3**	**15**	**74**	**300**	**283**	**244**	**236**	**213**	**220**	**292**	**339**	**344**	**322**	**413**	**362**	**285**	**196**	**143**	**84**	**41**	
7	3	1	2	1	1	7	37	**59**	93	58	49	54	68	69	83	65	**105**	85	87	53	41	24	19	7
4	1	2	0	1	4	14	72	**73**	43	54	47	51	68	84	99	75	**111**	87	83	54	39	22	10	4
4	1	2	2	0	2	17	**99**	71	45	56	65	53	65	97	94	79	**109**	96	50	47	33	25	3	3
7	2	2	0	1	8	36	**92**	80	63	68	52	62	91	89	68	**103**	88	94	65	42	30	13	9	6

AM Peak 0730 - 0830 (323), AM PHF=0.82 PM Peak 1645 - 1745 (428), PM PHF=0.96

Traffic Data Service -- San Jose, CA
Vehicle Counts

VehicleCount-17250 -- English (ENU)

Datasets:

Site: **[1WL] HACIENDA AVE W OF CAPRI DR**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: West (bound)
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, September 12, 2017 - Total=4318, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
10	**4**	**4**	**4**	**24**	**61**	**131**	**300**	**419**	**274**	**272**	**245**	**243**	**238**	**351**	**354**	**321**	**307**	**243**	**201**	**170**	**72**	**43**	**27**	
0	2	3	1	2	12	25	59	**118**	68	74	48	55	56	83	**77**	78	76	69	50	64	26	12	11	4
5	1	0	1	2	10	27	76	**119**	57	75	70	59	55	73	**91**	85	98	65	55	41	19	9	7	2
3	1	1	1	9	16	36	71	**92**	76	65	59	73	69	77	**95**	75	73	63	44	27	13	8	6	3
2	0	0	1	11	23	43	**94**	90	73	58	68	56	58	**118**	91	83	60	46	52	38	14	14	3	2

AM Peak 0745 - 0845 (423), AM PHF=0.89 PM Peak 1445 - 1545 (381), PM PHF=0.81

* Wednesday, September 13, 2017 - Total=4436, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
11	**8**	**4**	**5**	**23**	**68**	**123**	**285**	**406**	**300**	**290**	**219**	**243**	**275**	**351**	**346**	**355**	**348**	**284**	**203**	**139**	**89**	**40**	**21**	
4	0	0	2	2	11	24	59	**119**	68	75	57	54	74	65	78	**100**	84	77	57	31	24	10	10	9
2	5	2	0	6	11	25	76	**119**	78	68	59	57	73	75	82	**83**	97	60	53	34	33	13	4	3
3	2	1	0	6	20	30	62	**90**	85	79	49	74	55	79	82	**89**	78	78	45	30	16	6	3	0
2	1	1	3	9	26	44	**88**	78	69	68	54	58	73	132	**104**	83	89	69	48	44	16	11	4	0

AM Peak 0745 - 0845 (416), AM PHF=0.87 PM Peak 1545 - 1645 (376), PM PHF=0.90

* Thursday, September 14, 2017 - Total=4416, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
12	**7**	**2**	**8**	**19**	**60**	**135**	**260**	**416**	**262**	**261**	**243**	**243**	**225**	**352**	**350**	**345**	**346**	**312**	**247**	**155**	**71**	**59**	**26**	
9	2	1	0	1	3	21	51	**112**	66	57	60	62	57	63	**74**	83	77	93	73	59	25	12	10	5
3	1	0	2	5	14	30	58	**123**	68	58	53	67	48	94	**115**	81	104	77	56	38	24	17	8	3
0	2	0	1	4	22	33	68	**102**	63	74	70	53	53	80	**88**	96	93	58	50	31	9	15	5	1
0	2	1	5	9	21	51	**83**	79	65	72	60	61	67	**115**	73	85	72	84	68	27	13	15	3	2

AM Peak 0745 - 0845 (420), AM PHF=0.85 PM Peak 1445 - 1545 (392), PM PHF=0.85

Appendix C

TIRE Index Table

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TIRE Index Table

Existing Volume Range (Vehicles per Day)	TIRE Index	Minimum Daily Volume Increase to Produce a .1 Change in the TIRE Index	Minimum Daily Volume Increase to Produce a .2 Change in the TIRE Index
29-35	1.5	+6	+15
36-44	1.6	+8	+20
45-56	1.7	+10	+25
57-70	1.8	+13	+32
71-89	1.9	+17	+41
90-110	2.0	+22	+52
111-140	2.1	+29	+65
141-180	2.2	+40	+80
181-220	2.3	+52	+100
221-280	2.4	+65	+125
281-350	2.5	+79	+160
351-450	2.6	+94	+205
451-560	2.7	+114	+260
561-710	2.8	+140	+330
711-890	2.9	+170	+415
891-1,100	3.0	+220	+520
1,101-1,400	3.1	+290	+650
1,401-1,800	3.2	+380	+800
1,801-2,200	3.3	+500	+1,000
2,201-2,800	3.4	+650	+1,300
2,801-3,500	3.5	+825	+1,700
3,501-4,500	3.6	+1,025	+2,200
4,501-5,600	3.7	+1,250	+2,800
5,601-7,100	3.8	+1,500	+3,500
7,101-8,900	3.9	+1,800	+4,300
8,901-11,000	4.0	+2,300	+5,300
11,001-14,000	4.1	+3,000	+6,500
14,001-18,000	4.2	+4,000	+8,000
18,001-22,000	4.3	+5,200	+10,000
22,001-28,000	4.4	+6,600	+13,000
28,001-35,000	4.5	+8,200	+17,000
35,001-45,000	4.6	+10,000	+22,000
45,001-56,000	4.7	+12,200	+28,000
56,001-71,000	4.8	+14,800	+35,000
71,001-89,000	4.9	+18,000	+43,000

Source: Goodrich Traffic Group, based on curve shapes found in work by Donald Appleyard at the University of California at Berkeley and consider earlier thought by Buchanan of the Ministry of Transport, England.

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Appendix D

Intersection Level of Service Calculations

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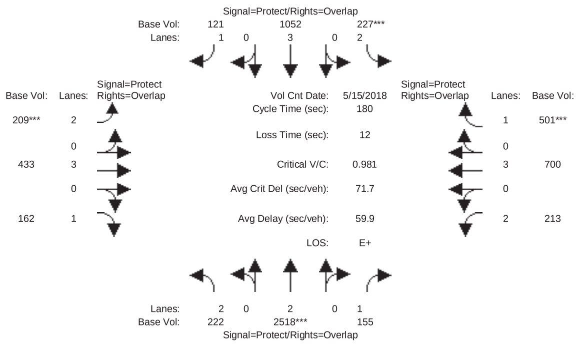
AM Peak Hour - Existing Conditions
1700 Dell Avenue
City of Campbell

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

Intersection #1: San Tomas Expwy/Hamilton Ave



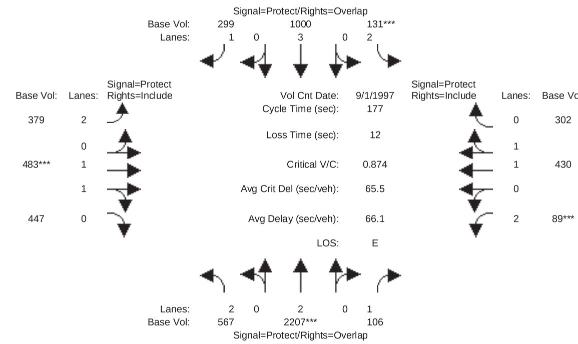
Street Name:	San Tomas Expwy						Hamilton Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	58	10	14	71	10	14	10	10	14	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2018 << 7:30 - 8:30 am												
Base Vol:	222	2518	155	227	1052	121	209	433	162	213	700	501
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	222	2518	155	227	1052	121	209	433	162	213	700	501
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	222	2140	155	227	1052	121	209	433	162	213	700	501
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	222	2140	155	227	1052	121	209	433	162	213	700	501
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	222	2140	155	227	1052	121	209	433	162	213	700	501
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	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.56	0.09	0.07	0.18	0.07	0.07	0.08	0.09	0.07	0.12	0.29
Crit Moves:		****		****			****					****
Green Time:	19.1	102	128.4	14.0	97.0	111.0	14.0	25.6	44.7	26.2	37.8	51.8
Volume/Cap:	0.66	0.99	0.12	0.93	0.34	0.11	0.85	0.53	0.37	0.46	0.58	0.99
Delay/Veh:	82.3	56.0	8.2	120.5	23.5	14.2	105.9	72.4	56.5	71.2	64.8	102.5
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:	82.3	56.0	8.2	120.5	23.5	14.2	105.9	72.4	56.5	71.2	64.8	102.5
LOS by Move:	F	E+	A	F	C	B	F	E	E+	E	E	F
HCM2kAvgQ:	7	58	3	10	10	3	9	8	8	7	12	35

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

AM Peak Hour - Existing Conditions
1700 Dell Avenue
City of Campbell

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

Intersection #2: San Tomas Expwy/Campbell Ave



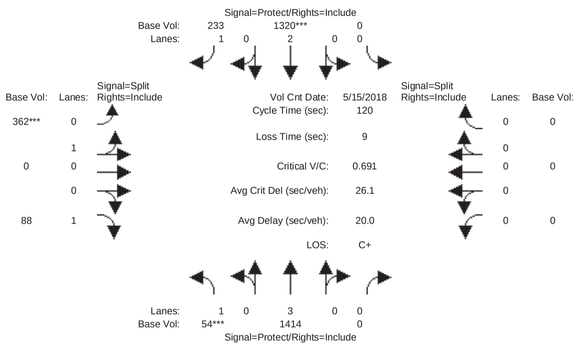
Street Name:	San Tomas Expwy						Campbell Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	67	10	14	68	10	14	10	10	14	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Sep 1997 <<												
Base Vol:	567	2207	106	131	1000	299	379	483	447	89	430	302
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	567	2207	106	131	1000	299	379	483	447	89	430	302
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	567	1876	106	131	1000	299	379	483	447	89	430	302
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	567	1876	106	131	1000	299	379	483	447	89	430	302
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	567	1876	106	131	1000	299	379	483	447	89	430	302
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	0.95	0.83	0.99	0.95
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	1.01	0.99	2.00	1.15	0.85
Final Sat.:	3150	3800	1750	3150	5700	1750	3150	1920	1777	3150	2172	1526
Capacity Analysis Module:												
Vol/Sat:	0.18	0.49	0.06	0.04	0.18	0.17	0.12	0.25	0.25	0.03	0.20	0.20
Crit Moves:		****		****				****		****		
Green Time:	33.4	90.8	104.8	14.0	71.3	94.1	22.8	46.2	46.2	14.0	37.5	37.5
Volume/Cap:	0.95	0.96	0.10	0.53	0.44	0.32	0.94	0.96	0.96	0.36	0.94	0.94
Delay/Veh:	96.7	54.2	15.7	80.4	38.4	23.6	105.2	85.0	85.0	78.1	86.8	86.8
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:	96.7	54.2	15.7	80.4	38.4	23.6	105.2	85.0	85.0	78.1	86.8	86.8
LOS by Move:	F	D-	B	F	D+	C	F	F	F	E-	F	F
HCM2kAvgQ:	22	53	3	4	13	9	16	30	30	3	24	24

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

AM Peak Hour - Existing Conditions
1700 Dell Avenue
City of Campbell

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

Intersection #3: Winchester Blvd/W Sunnyoaks Ave

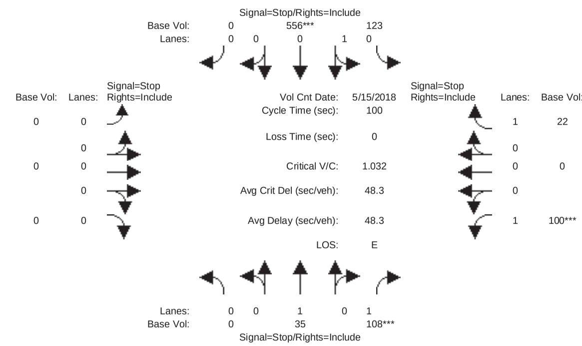



```
Street Name:          Winchester Blvd                W Sunnyoaks Ave
Approach:     North Bound    South Bound     East Bound      West Bound
Movement:    L - T - R      L - T - R      L - T - R      L - T - R
------------|---------------||---------------||---------------||---------------|
Min. Green:    7   10   10    10   10    0    10   10   10     0    0    0
Y+R:         4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 15 May 2018 << 7:45-8:45 AM
Base Vol:     54 1414    0     0 1320  233   362    0   88     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:  54 1414    0     0 1320  233   362    0   88     0    0    0
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    0.91 0.91 0.91  0.91 0.91 0.91  0.91 0.91 0.91  0.91 0.91 0.91
PHF Volume:   60 1561    0     0 1457  257   400    0   97     0    0    0
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  60 1561    0     0 1457  257   400    0   97     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:  60 1561    0     0 1457  257   400    0   97     0    0    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment: 0.92 1.00 0.92  0.92 1.00 0.92  0.95 0.95 0.92  0.92 1.00 0.92
Lanes:      1.00 3.00 0.00  0.00 2.00 1.00  1.00 0.00 1.00  0.00 0.00 0.00
Final Sat.: 1750 5700    0     0 3800 1750  1800    0 1750     0    0    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.03 0.27 0.00  0.00 0.38 0.15  0.22 0.00 0.06  0.00 0.00 0.00
Crit Moves: ****                  ****       ****
Green Time:  7.0 72.9  0.0   0.0 65.9 65.9  38.1  0.0 38.1   0.0  0.0  0.0
Volume/Cap: 0.58 0.45 0.00  0.00 0.70 0.27  0.70 0.00 0.17  0.00 0.00 0.00
Delay/Veh:  63.5 12.8  0.0   0.0 20.9 14.5  39.7  0.0 29.7   0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 63.5 12.8  0.0   0.0 20.9 14.5  39.7  0.0 29.7   0.0  0.0  0.0
LOS by Move:   E    B    A     A   C+    B     D    A    C     A    A    A
HCM2kAvgQ:     2   10    0     0   20    5    14    0    3     0    0    0
Note: Queue reported is the number of cars per lane.
```


AM Peak Hour - Existing Conditions
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM 4-Way Stop (Base Volume Alternative)
01 AM Existing

Intersection #4: Dell Ave/E. Sunnyoaks Ave




```
Street Name:              Dell Ave                     E Sunnyoaks Ave
Approach:     North Bound    South Bound     East Bound      West Bound
Movement:    L - T - R      L - T - R      L - T - R      L - T - R
------------|---------------||---------------||---------------||---------------|
Min. Green:    0    0    0     0    0    0     0    0    0     0    0    0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 15 May 2018 << 8-9 AM
Base Vol:      0   35  108   123  556    0     0    0    0   100    0   22
Growth Adj: 1.00 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   35  108   123  556    0     0    0    0   100    0   22
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    0.91 0.91 0.91  0.91 0.91 0.91  0.91 0.91 0.91  0.91 0.91 0.91
PHF Volume:    0   38  119   135  611    0     0    0    0   110    0   24
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   0   38  119   135  611    0     0    0    0   110    0   24
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:   0   38  119   135  611    0     0    0    0   110    0   24
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:      0.00 1.00 1.00  0.18 0.82 0.00  0.00 0.00 0.00  1.00 0.00 1.00
Final Sat.:    0  635  725   131  592    0     0    0    0   508    0  610
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    xxxx 0.06 0.16  1.03 1.03 xxxx  xxxx xxxx xxxx  0.22 xxxx 0.04
Crit Moves:           ****       ****                       ****
Delay/Veh:   0.0  8.7  8.5  63.4 63.4  0.0   0.0  0.0  0.0  11.6  0.0  8.8
Delay Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  0.0  8.7  8.5  63.4 63.4  0.0   0.0  0.0  0.0  11.6  0.0  8.8
LOS by Move:   *    A    A     F    F    *     *    *    *     B    *    A
ApproachDel:      8.6            63.4            xxxxxx           11.1
Delay Adj:       1.00            1.00             xxxxx           1.00
ApprAdjDel:       8.6            63.4            xxxxxx           11.1
LOS by Appr:        A               F                *               B
AllWayAvgQ:  0.0  0.1  0.2  11.1 11.1 11.1   0.0  0.0  0.0   0.3  0.0  0.0
Note: Queue reported is the number of cars per lane.
          Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #4 Dell Ave/E. Sunnyoaks Ave
********************************************************************************
Base Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound     South Bound     East Bound      West Bound
```

Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0 0	1 0	1	0 1	0 0	0	0 0	0 0	0	1 0	0 0	1
Initial Vol:	0	35	108	123	556	0	0	0	0	100	0	22

Major Street Volume: 822
Minor Approach Volume: 122
Minor Approach Volume Threshold: 458

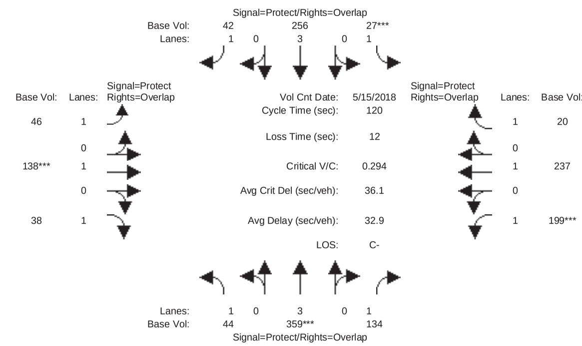
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

AM Peak Hour - Existing Conditions
1700 Dell Avenue
City of Campbell

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

Intersection #5: Bascom Ave/Curtner Ave



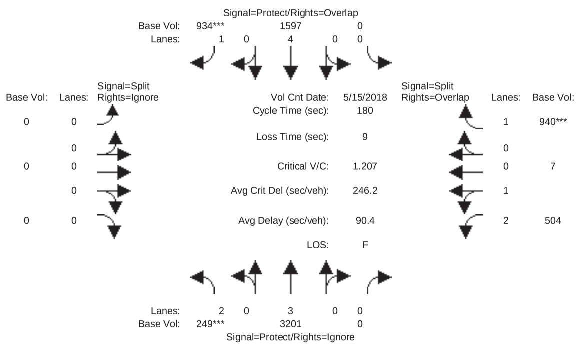
Street Name:	Bascom Ave						Curtner Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2018 << 7:45 - 8:45 am												
Base Vol:	44	359	134	27	256	42	46	138	38	199	237	20
Growth Adj:	1.00	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	359	134	27	256	42	46	138	38	199	237	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	359	134	27	256	42	46	138	38	199	237	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	359	134	27	256	42	46	138	38	199	237	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	359	134	27	256	42	46	138	38	199	237	20
Saturation 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	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.08	0.02	0.04	0.02	0.03	0.07	0.02	0.11	0.12	0.01
Crit Moves:		****		****				****		****		
Green Time:	13.4	25.5	71.6	7.0	19.1	43.2	24.1	29.4	42.8	46.1	51.4	58.4
Volume/Cap:	0.23	0.30	0.13	0.26	0.28	0.07	0.13	0.30	0.06	0.30	0.29	0.02
Delay/Veh:	49.2	39.8	10.6	55.4	44.6	25.2	39.6	37.2	25.4	25.9	22.6	16.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.2	39.8	10.6	55.4	44.6	25.2	39.6	37.2	25.4	25.9	22.6	16.0
LOS by Move:	D	D	B+	E+	D	C	D	D+	C	C	C+	B
HCM2kAvgQ:	2	4	2	1	3	1	2	4	1	5	6	0

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

AM Peak Hour - Existing Conditions
1700 Dell Avenue
City of Campbell

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

Intersection #6: San Tomas Expwy/SR 17 SB Ramps



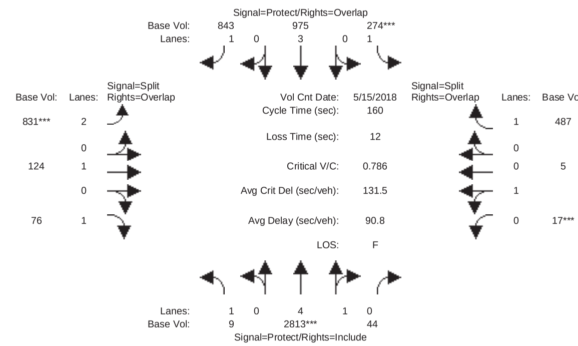
Street Name:	San Tomas Expwy						SR 17 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	125	0	0	104	104	0	0	0	54	54	54
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2018 << 7:30 - 8:30 am												
Base Vol:	249	3201	0	0	1597	934	0	0	0	504	7	940
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	249	3201	0	0	1597	934	0	0	0	504	7	940
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	249	3201	0	0	1597	934	0	0	0	504	7	940
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	249	3201	0	0	1597	934	0	0	0	504	7	940
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	249	3201	0	0	1597	934	0	0	0	504	7	940
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	0.87	0.95	0.92
Lanes:	2.00	3.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00	2.96	0.04	1.00
Final Sat.:	3150	5700	0	0	7600	1750	0	0	0	4882	68	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.56	0.00	0.00	0.21	0.53	0.00	0.00	0.00	0.10	0.10	0.54
Crit Moves:	****					****						****
Green Time:	21.0	120	0.0	0.0	99.0	99.0	0.0	0.0	0.0	51.4	51.4	51.4
Volume/Cap:	0.68	0.84	0.00	0.00	0.38	0.97	0.00	0.00	0.00	0.36	0.36	1.88
Delay/Veh:	85.2	25.8	0.0	0.0	24.3	62.9	0.0	0.0	0.0	53.9	53.9	471.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.2	25.8	0.0	0.0	24.3	62.9	0.0	0.0	0.0	53.9	53.9	471.0
LOS by Move:	F	C	A	A	C	E	A	A	A	D-	D-	F
HCM2kAvgQ:	8	43	0	0	13	61	0	0	0	9	9	115

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

AM Peak Hour - Existing Conditions
1700 Dell Avenue
City of Campbell

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

Intersection #7: Camden Ave/White Oaks Rd-Curtner Ave



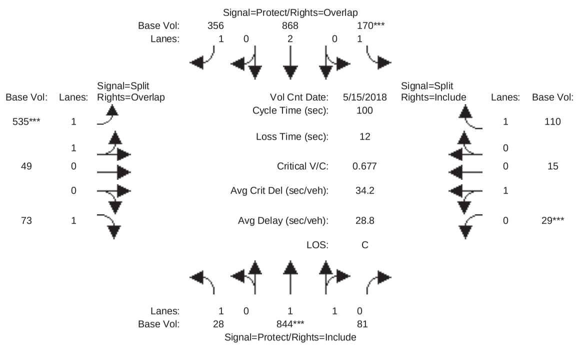
Street Name:	Camden Ave						White Oaks Rd-Curtner Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	15	53	53	69	109	109	39	39	39	17	17	17
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2018 << 7:30 - 8:30 am												
Base Vol:	9	2813	44	274	975	843	831	124	76	17	5	487
Growth Adj:	1.00	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	2813	44	274	975	843	831	124	76	17	5	487
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2813	44	274	975	843	831	124	76	17	5	487
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	2813	44	274	975	843	831	124	76	17	5	487
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	2813	44	274	975	843	831	124	76	17	5	487
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	4.92	0.08	1.00	3.00	1.00	2.00	1.00	1.00	0.77	0.23	1.00
Final Sat.:	1750	9255	145	1750	5700	1750	3150	1900	1750	1391	409	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.30	0.30	0.16	0.17	0.48	0.26	0.07	0.04	0.01	0.01	0.28
Crit Moves:		****		****			****			****		
Green Time:	12.3	44.2	44.2	57.5	89.4	123.5	34.2	34.2	46.5	14.2	14.2	71.7
Volume/Cap:	0.07	1.10	1.10	0.44	0.31	0.62	1.24	0.31	0.15	0.14	0.14	0.62
Delay/Veh:	83.2	122	121.6	48.9	22.8	11.8	194.0	65.5	51.2	82.5	82.5	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:	83.2	122	121.6	48.9	22.8	11.8	194.0	65.5	51.2	82.5	82.5	44.2
LOS by Move:	F	F	F	D	C+	B+	F	E	D-	F	F	D
HCM2kAvgQ:	1	44	44	13	10	25	43	6	3	1	1	23

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

AM Peak Hour - Existing Conditions
1700 Dell Avenue
City of Campbell

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

Intersection #8: Winchester Blvd/W Hacienda Ave

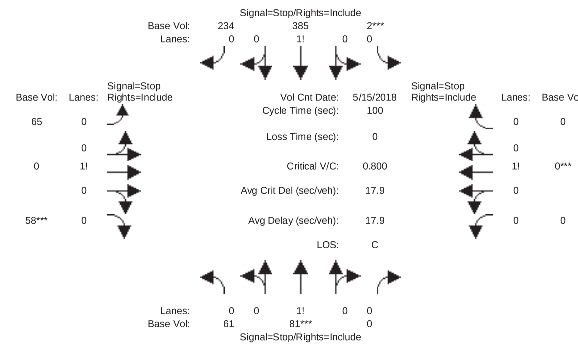



```
Street Name:          Winchester Blvd                 W Hacienda Ave
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10    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: 15 May 2018 << 7:45 - 8:45 am
Base Vol:      28  844    81   170  868   356   535   49    73    29   15   110
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   28  844    81   170  868   356   535   49    73    29   15   110
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.90 0.90  0.90  0.90 0.90  0.90  0.90 0.90  0.90  0.90 0.90  0.90
PHF Volume:    31  938    90   189  964   396   594   54    81    32   17   122
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   31  938    90   189  964   396   594   54    81    32   17   122
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   31  938    90   189  964   396   594   54    81    32   17   122
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.98  0.95  0.92 1.00  0.92  0.93 0.95  0.92  0.95 0.95  0.92
Lanes:       1.00 1.82  0.18  1.00 2.00  1.00  1.83 0.17  1.00  0.66 0.34  1.00
Final Sat.:  1750 3376   324  1750 3800  1750  3252  298  1750  1186  614  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.28  0.28  0.11 0.25  0.23  0.18 0.18  0.05  0.03 0.03  0.07
Crit Moves:       ****        ****              ****              ****
Green Time:  11.4 38.0  38.0  14.7 41.3  66.3  25.0 25.0  36.4  10.3 10.3  10.3
Volume/Cap:  0.16 0.73  0.73  0.73 0.61  0.34  0.73 0.73  0.13  0.26 0.26  0.68
Delay/Veh:   40.3 28.7  28.7  51.0 23.8   7.5  37.6 37.6  21.3  42.1 42.1  53.1
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  40.3 28.7  28.7  51.0 23.8   7.5  37.6 37.6  21.3  42.1 42.1  53.1
LOS by Move:    D    C     C     D    C     A    D+   D+    C+     D    D    D-
HCM2kAvgQ:      1   14    14     6   11     5    11   11     2     2    2     5
Note: Queue reported is the number of cars per lane.
```


AM Peak Hour - Existing Conditions
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM 4-Way Stop (Base Volume Alternative)
01 AM Existing

Intersection #9: Dell Ave/Hacienda Ave




```
Street Name:             Dell Ave                     W Hacienda Ave
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 15 May 2018 << 8:00 - 9:00 am
Base Vol:      61   81     0     2  385   234    65    0    58     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:   61   81     0     2  385   234    65    0    58     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:    66   88     0     2  418   254    71    0    63     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   66   88     0     2  418   254    71    0    63     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:   66   88     0     2  418   254    71    0    63     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.43 0.57  0.00  0.01 0.62  0.37  0.53 0.00  0.47  0.00 1.00  0.00
Final Sat.:   295  391     0     3  523   318   322    0   288     0  552     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.23 0.23  xxxx  0.80 0.80  0.80  0.22 xxxx  0.22  xxxx 0.00  xxxx
Crit Moves:       ****        ****                          ****       ****
Delay/Veh:    9.4  9.4   0.0  21.4 21.4  21.4   9.8  0.0   9.8   0.0  0.0   0.0
Delay Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   9.4  9.4   0.0  21.4 21.4  21.4   9.8  0.0   9.8   0.0  0.0   0.0
LOS by Move:    A    A     *     C    C     C     A    *     A     *    *     *
ApproachDel:       9.4              21.4               9.8            xxxxxx
Delay Adj:        1.00              1.00              1.00             xxxxx
ApprAdjDel:        9.4              21.4               9.8            xxxxxx
LOS by Appr:         A                 C                 A                 *
AllWayAvgQ:   0.3  0.3   0.3   3.3  3.3   3.3   0.2  0.2   0.2   0.0  0.0   0.0
Note: Queue reported is the number of cars per lane.
           Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #9 Dell Ave/Hacienda Ave
********************************************************************************
Base Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:       North Bound      South Bound      East Bound       West Bound
```

```
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Lanes:        0  1  0  0  0   0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0
Initial Vol:   61   81    0     2  385   234    65    0    58     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:            763
Minor Approach Volume:          123
Minor Approach Volume Threshold: 292
--------------------------------------------------------------------------------
```

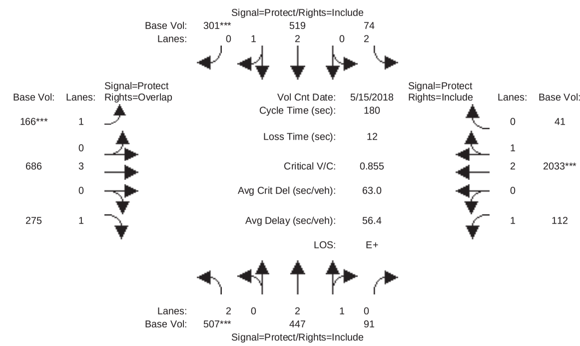
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

AM Peak Hour - Existing Conditions
1700 Dell Avenue
City of Campbell

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

Intersection #10: Bascom Ave/Camden Ave

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Street Name:                  Bascom Ave                       Camden Ave
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 15 May 2018 << 7:45 - 8:45 am
Base Vol:     507  447    91    74  519   301   166  686   275   112 2033    41
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  507  447    91    74  519   301   166  686   275   112 2033    41
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   507  447    91    74  519   301   166  686   275   112 2033    41
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  507  447    91    74  519   301   166  686   275   112 2033    41
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  507  447    91    74  519   301   166  686   275   112 2033    41
------------|---------------||---------------||---------------||---------------|
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  0.92 1.00  0.92  0.92 0.98  0.95
Lanes:       2.00 2.47  0.53  2.00 2.00  1.00  1.00 3.00  1.00  1.00 2.94  0.06
Final Sat.:  3150 4652   947  3150 3800  1750  1750 5700  1750  1750 5489   111
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.16 0.10  0.10  0.02 0.14  0.17  0.09 0.12  0.16  0.06 0.37  0.37
Crit Moves:  ****                          ****  ****                  ****
Green Time:  33.9 49.9  49.9  20.2 36.2  36.2  20.0 63.9  97.8  34.0 78.0  78.0
Volume/Cap:  0.86 0.35  0.35  0.21 0.68  0.86  0.86 0.34  0.29  0.34 0.86  0.86
Delay/Veh:   82.4 52.2  52.2  72.9 68.1  77.0 107.7 42.6  22.4  63.9 49.1  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:  82.4 52.2  52.2  72.9 68.1  77.0 107.7 42.6  22.4  63.9 49.1  49.1
LOS by Move:    F   D-    D-     E    E    E-     F    D    C+     E    D     D
HCM2kAvgQ:     17    8     8     2   13    18    10    9     9     6   36    36
Note: Queue reported is the number of cars per lane.
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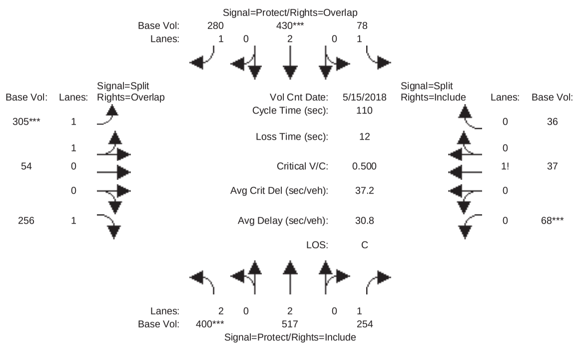
AM Peak Hour - Existing Conditions
1700 Dell Avenue
City of Campbell

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

Intersection #11: Winchester Blvd/Knowles Dr



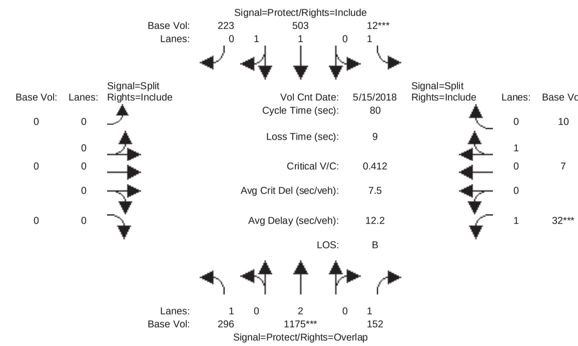
Street Name:	Winchester Blvd						Knowles Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2018 << 8:00 - 9:00 am												
Base Vol:	400	517	254	78	430	280	305	54	256	68	37	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	400	517	254	78	430	280	305	54	256	68	37	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	422	546	268	82	454	296	322	57	270	72	39	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	422	546	268	82	454	296	322	57	270	72	39	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	422	546	268	82	454	296	322	57	270	72	39	38
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	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.70	0.30	1.00	0.48	0.26	0.26
Final Sat.:	3150	3800	1750	1750	3800	1750	3016	534	1750	844	459	447
Capacity Analysis Module:												
Vol/Sat:	0.13	0.14	0.15	0.05	0.12	0.17	0.11	0.11	0.15	0.09	0.09	0.09
Crit Moves:	****				****		****			****		
Green Time:	29.5	39.4	39.4	16.4	26.3	49.8	23.5	23.5	53.0	18.7	18.7	18.7
Volume/Cap:	0.50	0.40	0.43	0.32	0.50	0.37	0.50	0.50	0.32	0.50	0.50	0.50
Delay/Veh:	34.5	26.6	27.2	42.5	36.6	20.1	38.6	38.6	17.7	42.7	42.7	42.7
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:	34.5	26.6	27.2	42.5	36.6	20.1	38.6	38.6	17.7	42.7	42.7	42.7
LOS by Move:	C-	C	C	D	D+	C+	D+	D+	B	D	D	D
HCM2kAvgQ:	7	7	7	3	6	7	6	6	6	5	5	5

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

AM Peak Hour - Existing Conditions
1700 Dell Avenue
City of Campbell

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

Intersection #12: Winchester Blvd/SR 85 NB On-Ramp



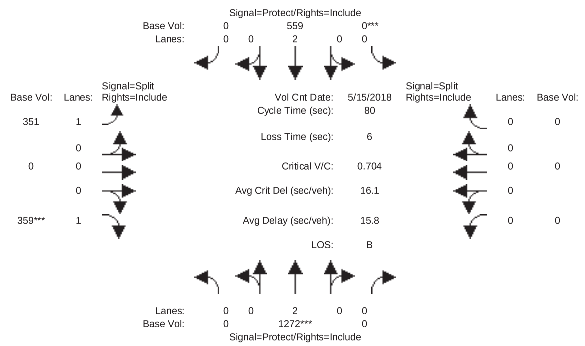
Street Name:	Winchester Blvd						SR 85 NB On-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2018 << 8-9 AM												
Base Vol:	296	1175	152	12	503	223	0	0	0	32	7	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	296	1175	152	12	503	223	0	0	0	32	7	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	324	1286	166	13	550	244	0	0	0	35	8	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	324	1286	166	13	550	244	0	0	0	35	8	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	324	1286	166	13	550	244	0	0	0	35	8	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.37	0.63	0.00	0.00	0.00	1.00	0.41	0.59
Final Sat.:	1750	3800	1750	1750	2563	1136	0	0	0	1750	741	1059
Capacity Analysis Module:												
Vol/Sat:	0.19	0.34	0.10	0.01	0.21	0.21	0.00	0.00	0.00	0.02	0.01	0.01
Crit Moves:		****		****						****		
Green Time:	28.2	54.0	64.0	7.0	32.8	32.8	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.52	0.50	0.12	0.09	0.52	0.52	0.00	0.00	0.00	0.16	0.08	0.08
Delay/Veh:	21.4	6.5	1.8	33.8	18.1	18.1	0.0	0.0	0.0	31.6	31.1	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:	21.4	6.5	1.8	33.8	18.1	18.1	0.0	0.0	0.0	31.6	31.1	31.1
LOS by Move:	C+	A	A	C-	B-	B-	A	A	A	C	C	C
HCM2kAvgQ:	7	7	1	0	7	7	0	0	0	1	0	0

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

AM Peak Hour - Existing Conditions
1700 Dell Avenue
City of Campbell

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

Intersection #13: Winchester Blvd/SR 85 SB Off-Ramp



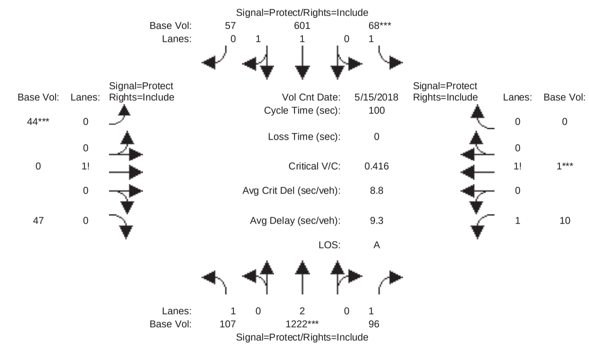
Street Name:	Winchester Blvd						SR 85 SB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2018 << 8:00 - 9:00 am												
Base Vol:	0	1272	0	0	559	0	351	0	359	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1272	0	0	559	0	351	0	359	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	0	1534	0	0	674	0	423	0	433	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1534	0	0	674	0	423	0	433	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1534	0	0	674	0	423	0	433	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.00	0.00	0.18	0.00	0.24	0.00	0.25	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	45.9	0.0	0.0	45.9	0.0	28.1	0.0	28.1	0.0	0.0	0.0
Volume/Cap:	0.00	0.70	0.00	0.00	0.31	0.00	0.69	0.00	0.70	0.00	0.00	0.00
Delay/Veh:	0.0	13.3	0.0	0.0	8.9	0.0	25.5	0.0	26.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.3	0.0	0.0	8.9	0.0	25.5	0.0	26.1	0.0	0.0	0.0
LOS by Move:	A	B	A	A	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	14	0	0	4	0	11	0	11	0	0	0

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

AM Peak Hour - Existing Conditions
1700 Dell Avenue
City of Campbell

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

Intersection #14: Winchester Blvd/Albright Driveway-Courtside



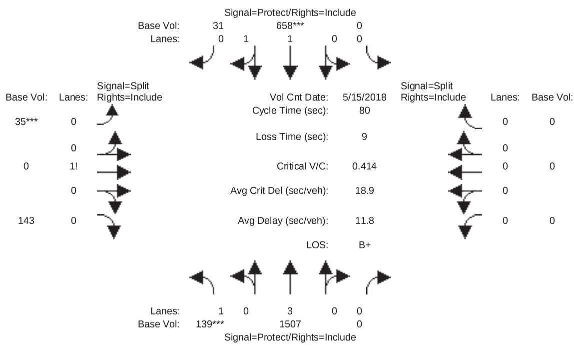
Street Name:	Winchester Blvd						Alright Driveway-Courtside					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2018 << 8-9 AM												
Base Vol:	107	1222	96	68	601	57	44	0	47	10	1	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:	107	1222	96	68	601	57	44	0	47	10	1	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:	107	1222	96	68	601	57	44	0	47	10	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	1222	96	68	601	57	44	0	47	10	1	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:	107	1222	96	68	601	57	44	0	47	10	1	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.82	0.18	0.48	0.00	0.52	1.83	0.17	0.00
Final Sat.:	1750	3800	1750	1750	3379	320	846	0	904	3208	292	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.32	0.05	0.04	0.18	0.18	0.05	0.00	0.05	0.00	0.00	0.00
Crit Moves:		****		****			****				****	
Green Time:	22.2	77.3	77.3	9.3	64.5	64.5	12.5	0.0	12.6	0.8	0.8	0.0
Volume/Cap:	0.28	0.42	0.07	0.42	0.28	0.28	0.42	0.00	0.41	0.41	0.42	0.00
Delay/Veh:	32.6	3.9	2.7	44.5	7.7	7.7	41.7	0.0	41.6	59.5	59.6	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:	32.6	3.9	2.7	44.5	7.7	7.7	41.7	0.0	41.6	59.5	59.6	0.0
LOS by Move:	C-	A	A	D	A	A	D	A	D	E+	E+	A
HCM2kAvgQ:	3	6	1	2	4	4	3	0	3	1	1	0

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

AM Peak Hour - Existing Conditions
1700 Dell Avenue
City of Campbell

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

Intersection #15: Winchester Blvd/Wimbeldon Dr



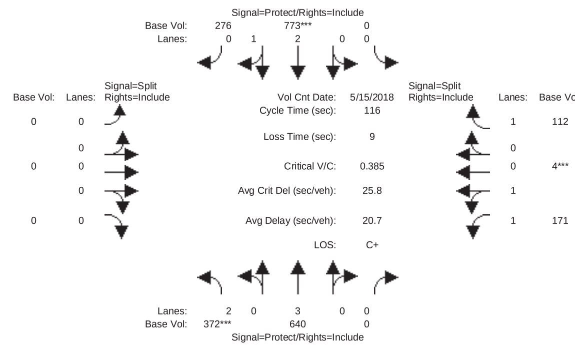
Street Name:	Winchester Blvd						Wimbeldon Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2018 << 8-9 AM												
Base Vol:	139	1507	0	0	658	31	35	0	143	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	1507	0	0	658	31	35	0	143	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:	139	1507	0	0	658	31	35	0	143	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	1507	0	0	658	31	35	0	143	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:	139	1507	0	0	658	31	35	0	143	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.00	1.91	0.09	0.20	0.00	0.80	0.00	0.00	0.00
Final Sat.:	1750	5700	0	0	3533	166	344	0	1406	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.26	0.00	0.00	0.19	0.19	0.10	0.00	0.10	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	15.4	51.3	0.0	0.0	36.0	36.0	19.7	0.0	19.7	0.0	0.0	0.0
Volume/Cap:	0.41	0.41	0.00	0.00	0.41	0.41	0.41	0.00	0.41	0.00	0.00	0.00
Delay/Veh:	29.2	7.1	0.0	0.0	15.0	15.0	26.0	0.0	26.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.2	7.1	0.0	0.0	15.0	15.0	26.0	0.0	26.0	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	C	A	C	A	A	A
HCM2kAvgQ:	3	6	0	0	6	6	4	0	4	0	0	0

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

AM Peak Hour - Existing Conditions
1700 Dell Avenue
City of Campbell

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

Intersection #16: Bascom Ave/SR 85 NB Ramps



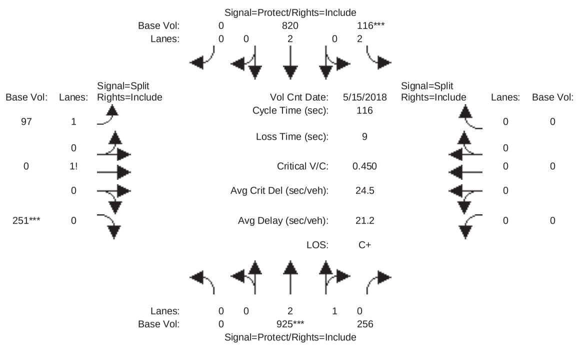
Street Name:	Bascom Ave						SR 85 NB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2018 << 7:45-8:45 am												
Base Vol:	372	640	0	0	773	276	0	0	0	171	4	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	372	640	0	0	773	276	0	0	0	171	4	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	372	640	0	0	773	276	0	0	0	171	4	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	372	640	0	0	773	276	0	0	0	171	4	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	372	640	0	0	773	276	0	0	0	171	4	112
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	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	3.00	0.00	0.00	2.18	0.82	0.00	0.00	0.00	1.95	0.05	1.00
Final Sat.:	3150	5700	0	0	4125	1473	0	0	0	3469	81	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.11	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.05	0.05	0.06
Crit Moves:	****				****						****	
Green Time:	34.2	88.5	0.0	0.0	54.3	54.3	0.0	0.0	0.0	18.5	18.5	18.5
Volume/Cap:	0.40	0.15	0.00	0.00	0.40	0.40	0.00	0.00	0.00	0.31	0.31	0.40
Delay/Veh:	33.0	3.7	0.0	0.0	20.3	20.3	0.0	0.0	0.0	43.4	43.4	44.7
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:	33.0	3.7	0.0	0.0	20.3	20.3	0.0	0.0	0.0	43.4	43.4	44.7
LOS by Move:	C-	A	A	A	C+	C+	A	A	A	D	D	D
HCM2kAvgQ:	6	2	0	0	8	8	0	0	0	3	3	4

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

AM Peak Hour - Existing Conditions
1700 Dell Avenue
City of Campbell

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

Intersection #17: Bascom Ave/SR 85 SB Ramps



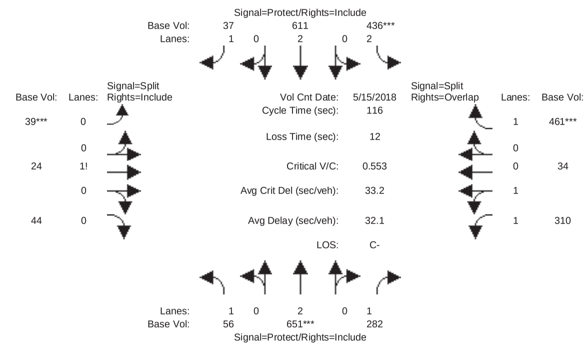
Street Name:	Bascom Ave						SR 85 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2018 << 7:45-8:45 am												
Base Vol:	0	925	256	116	820	0	97	0	251	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	925	256	116	820	0	97	0	251	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	925	256	116	820	0	97	0	251	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	925	256	116	820	0	97	0	251	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	925	256	116	820	0	97	0	251	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92
Lanes:	0.00	2.33	0.67	2.00	2.00	0.00	1.17	0.00	0.83	0.00	0.00	0.00
Final Sat.:	0	4385	1213	3150	3800	0	2040	0	1502	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.21	0.04	0.22	0.00	0.05	0.00	0.17	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	54.4	54.4	9.5	63.9	0.0	43.1	0.0	43.1	0.0	0.0	0.0
Volume/Cap:	0.00	0.45	0.45	0.45	0.39	0.00	0.13	0.00	0.45	0.00	0.00	0.00
Delay/Veh:	0.0	20.9	20.9	52.0	15.0	0.0	24.1	0.0	27.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.9	20.9	52.0	15.0	0.0	24.1	0.0	27.9	0.0	0.0	0.0
LOS by Move:	A	C+	C+	D-	B	A	C	A	C	A	A	A
HCM2kAvgQ:	0	9	9	2	8	0	2	0	9	0	0	0

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

AM Peak Hour - Existing Conditions
1700 Dell Avenue
City of Campbell

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

Intersection #18: Los Gatos Blvd/Burton Rd-Samaritan Dr



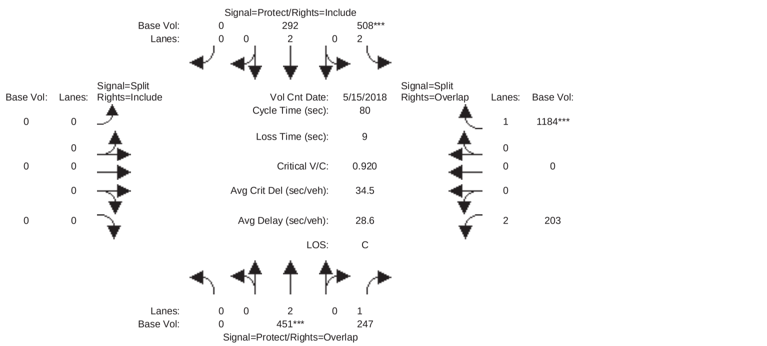
Street Name:	Los Gatos Blvd						Burton Rd-Samaritan Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2018 << 8:00 - 9:00 am												
Base Vol:	56	651	282	436	611	37	39	24	44	310	34	461
Growth Adj:	1.00	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	651	282	436	611	37	39	24	44	310	34	461
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	651	282	436	611	37	39	24	44	310	34	461
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	651	282	436	611	37	39	24	44	310	34	461
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	651	282	436	611	37	39	24	44	310	34	461
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	0.36	0.22	0.42	1.81	0.19	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	638	393	720	3199	351	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.16	0.14	0.16	0.02	0.06	0.06	0.06	0.10	0.10	0.26
Crit Moves:		****		****			****					****
Green Time:	17.7	35.9	35.9	29.0	47.2	47.2	12.8	12.8	12.8	26.2	26.2	55.2
Volume/Cap:	0.21	0.55	0.52	0.55	0.39	0.05	0.55	0.55	0.55	0.43	0.43	0.55
Delay/Veh:	43.4	33.9	33.8	38.7	24.5	20.9	52.3	52.3	52.3	38.8	38.8	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.4	33.9	33.8	38.7	24.5	20.9	52.3	52.3	52.3	38.8	38.8	22.4
LOS by Move:	D	C-	C-	D+	C	C+	D-	D-	D-	D+	D+	C+
HCM2kAvgQ:	2	9	9	8	7	1	5	5	5	6	6	13

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

AM Peak Hour - Existing Conditions
1700 Dell Avenue
City of Campbell

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

Intersection #19: Winchester Blvd/Lark Ave



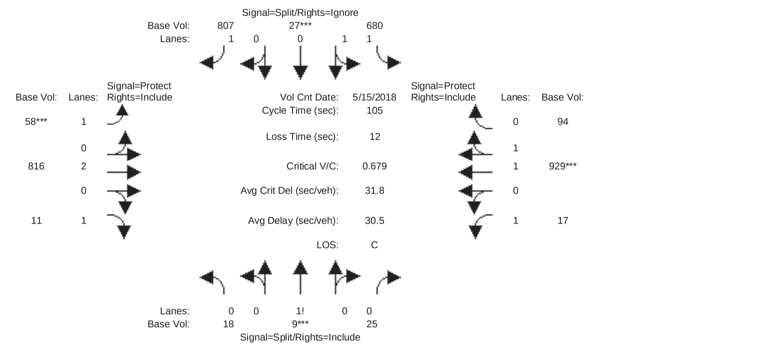
Street Name:	Winchester Blvd						Lark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2018 << 8:00 - 9:00 am												
Base Vol:	0	451	247	508	292	0	0	0	0	203	0	1184
Growth Adj:	1.00	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	451	247	508	292	0	0	0	0	203	0	1184
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	463	254	522	300	0	0	0	0	208	0	1216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	463	254	522	300	0	0	0	0	208	0	1216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	463	254	522	300	0	0	0	0	208	0	1216
Saturation 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:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.14	0.17	0.08	0.00	0.00	0.00	0.00	0.07	0.00	0.69
Crit Moves:		****		****								****
Green Time:	0.0	10.6	56.6	14.4	25.0	0.0	0.0	0.0	0.0	46.0	0.0	60.4
Volume/Cap:	0.00	0.92	0.20	0.92	0.25	0.00	0.00	0.00	0.00	0.12	0.00	0.92
Delay/Veh:	0.0	56.5	4.1	52.6	20.6	0.0	0.0	0.0	0.0	7.8	0.0	18.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	56.5	4.1	52.6	20.6	0.0	0.0	0.0	0.0	7.8	0.0	18.4
LOS by Move:	A	E+	A	D-	C+	A	A	A	A	A	A	B-
HCM2kAvgQ:	0	9	2	9	3	0	0	0	0	1	0	28

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

AM Peak Hour - Existing Conditions
1700 Dell Avenue
City of Campbell

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

Intersection #20: SR 17 SB Ramps/Lark Ave



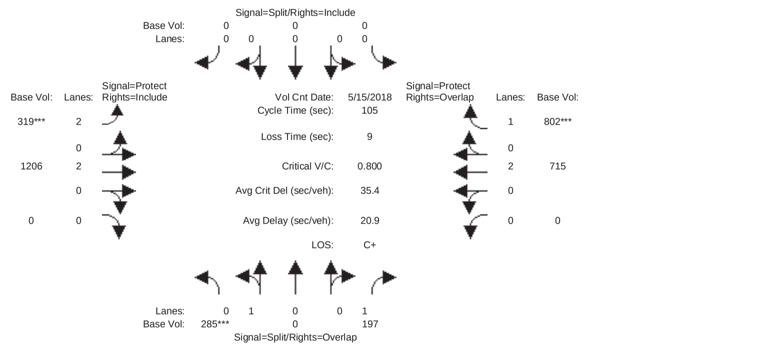
Street Name:	SR 17 SB Ramp						Lark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2018 << 8-9 AM												
Base Vol:	18	9	25	680	27	807	58	816	11	17	929	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	9	25	680	27	807	58	816	11	17	929	94
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.00	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	20	10	28	760	30	0	65	912	12	19	1038	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	10	28	760	30	0	65	912	12	19	1038	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	10	28	760	30	0	65	912	12	19	1038	105
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.35	0.17	0.48	1.92	0.08	1.00	1.00	2.00	1.00	1.00	1.81	0.19
Final Sat.:	606	303	841	3414	136	1750	1750	3800	1750	1750	3360	340
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.22	0.22	0.00	0.04	0.24	0.01	0.01	0.31	0.31
Crit Moves:		****			****		****				****	
Green Time:	10.0	10.0	10.0	31.8	31.8	0.0	7.0	40.1	40.1	11.1	44.2	44.2
Volume/Cap:	0.35	0.35	0.35	0.73	0.73	0.00	0.56	0.63	0.02	0.10	0.73	0.73
Delay/Veh:	45.7	45.7	45.7	35.5	35.5	0.0	53.3	27.3	20.2	42.7	27.3	27.3
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:	45.7	45.7	45.7	35.5	35.5	0.0	53.3	27.3	20.2	42.7	27.3	27.3
LOS by Move:	D	D	D	D+	D+	A	D-	C	C+	D	C	C
HCM2kAvgQ:	2	2	2	14	14	0	2	12	0	1	16	16

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

AM Peak Hour - Existing Conditions
1700 Dell Avenue
City of Campbell

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

Intersection #21: SR 17 NB Ramps/Lark Ave

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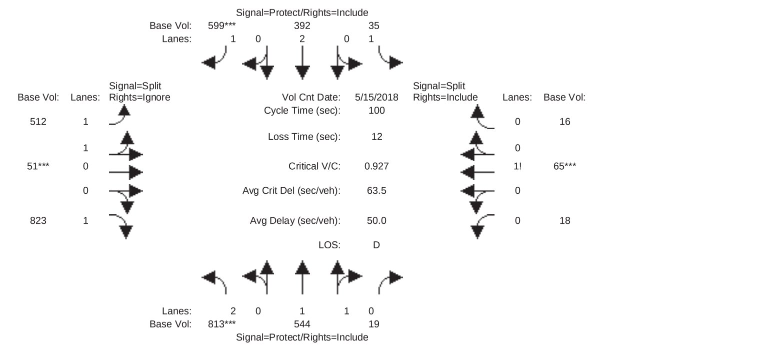
Street Name:          SR 17 NB Ramps                      Lark Ave
Approach:      North Bound     South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:   10   10    10    0    0     0    7   10     0    0   10    10
Y+R:         4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 15 May 2018 << 7:45-8:45 AM
Base Vol:    285    0   197    0    0     0  319 1206     0    0  715   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: 285    0   197    0    0     0  319 1206     0    0  715   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:    0.98 0.98  0.98 0.98 0.98  0.98 0.98 0.98  0.98 0.98 0.98  0.98
PHF Volume:  291    0   201    0    0     0  325 1229     0    0  729   818
Reduct Vol:    0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol: 291    0   201    0    0     0  325 1229     0    0  729   818
PCE Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume: 291    0   201    0    0     0  325 1229     0    0  729   818
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900
Adjustment: 0.95 0.95  0.92 0.92 1.00  0.92 0.83 1.00  0.92 0.92 1.00  0.92
Lanes:      1.00 0.00  1.00 0.00 0.00  0.00 2.00 2.00  0.00 0.00 2.00  1.00
Final Sat.: 1800    0  1750    0    0     0 3150 3800     0    0 3800  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.16 0.00  0.11 0.00 0.00  0.00 0.10 0.32  0.00 0.00 0.19  0.47
Crit Moves: ****                            ****                          ****
Green Time: 21.2  0.0  21.2  0.0  0.0   0.0 13.5 74.8   0.0  0.0 61.3  61.3
Volume/Cap: 0.80 0.00  0.57 0.00 0.00  0.00 0.80 0.45  0.00 0.00 0.33  0.80
Delay/Veh:  51.8  0.0  40.0  0.0  0.0   0.0 55.2  6.5   0.0  0.0 11.3  21.7
User DelAdj: 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
AdjDel/Veh: 51.8  0.0  40.0  0.0  0.0   0.0 55.2  6.5   0.0  0.0 11.3  21.7
LOS by Move:  D-    A     D    A    A     A   E+    A     A    A   B+    C+
HCM2kAvgQ:    12    0     7    0    0     0    6    8     0    0    6    23
Note: Queue reported is the number of cars per lane.
```


AM Peak Hour - Existing Conditions
1700 Dell Avenue
City of Campbell

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

Intersection #22: Los Gatos Blvd/Lark Ave

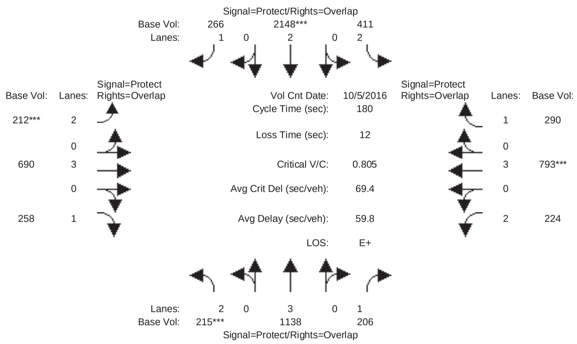



```
Street Name:         Los Gatos Blvd                       Lark Ave
Approach:      North Bound     South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    7   10    10    7   10    10    7   10    10    7   10    10
Y+R:         4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 15 May 2018 << 8-9 AM
Base Vol:    813  544    19   35  392   599  512   51   823   18   65    16
Growth Adj: 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse: 813  544    19   35  392   599  512   51   823   18   65    16
User Adj:   1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  0.00 1.00 1.00  1.00
PHF Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  0.00 1.00 1.00  1.00
PHF Volume:  813  544    19   35  392   599  512   51     0   18   65    16
Reduct Vol:    0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol: 813  544    19   35  392   599  512   51     0   18   65    16
PCE Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  0.00 1.00 1.00  1.00
MLF Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  0.00 1.00 1.00  1.00
FinalVolume: 813  544    19   35  392   599  512   51     0   18   65    16
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900
Adjustment: 0.83 0.97  0.95 0.92 1.00  0.92 0.93 0.95  0.92 0.92 0.92  0.92
Lanes:      2.00 1.93  0.07 1.00 2.00  1.00 1.82 0.18  1.00 0.18 0.66  0.16
Final Sat.: 3150 3575   125 1750 3800  1750 3228  322  1750  318 1149   283
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.26 0.15  0.15 0.02 0.10  0.34 0.16 0.16  0.00 0.06 0.06  0.06
Crit Moves: ****                      ****       ****                ****
Green Time: 26.5 42.3  42.3 19.4 35.2  35.2 16.3 16.3   0.0 10.0 10.0  10.0
Volume/Cap: 0.97 0.36  0.36 0.10 0.29  0.97 0.97 0.97  0.00 0.57 0.57  0.57
Delay/Veh:  61.0 19.8  19.8 33.2 23.5  61.4 72.2 72.2   0.0 47.2 47.2  47.2
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: 61.0 19.8  19.8 33.2 23.5  61.4 72.2 72.2   0.0 47.2 47.2  47.2
LOS by Move:   E   B-    B-   C-    C     E    E    E     A    D    D     D
HCM2kAvgQ:    21    6     6    1    4    23   11   11     0    4    4     4
Note: Queue reported is the number of cars per lane.
```

PM Peak Hour - Existing Conditions
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
02 PM Existing

Intersection #1: San Tomas Expwy/Hamilton Ave



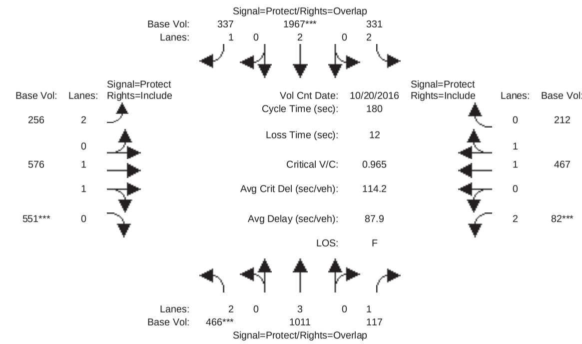
Street Name:	San Tomas Expwy						Hamilton Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	23	80	80	36	94	94	19	40	40	23	45	45
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Oct 2016 << 5-6 PM												
Base Vol:	215	1138	206	411	2148	266	212	690	258	224	793	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	215	1138	206	411	2148	266	212	690	258	224	793	290
User Adj:	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	215	1138	206	411	1826	266	212	690	258	224	793	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	215	1138	206	411	1826	266	212	690	258	224	793	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	215	1138	206	411	1826	266	212	690	258	224	793	290
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	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.12	0.13	0.48	0.15	0.07	0.12	0.15	0.07	0.14	0.17
Crit Moves:	****				****		****				****	
Green Time:	21.5	75.3	97.0	33.9	87.7	105.4	17.7	37.9	59.3	21.8	42.0	75.8
Volume/Cap:	0.57	0.48	0.22	0.69	0.99	0.26	0.68	0.57	0.45	0.59	0.60	0.39
Delay/Veh:	82.5	41.0	23.3	76.7	66.6	19.7	90.3	69.1	51.4	82.6	66.7	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:	82.5	41.0	23.3	76.7	66.6	19.7	90.3	69.1	51.4	82.6	66.7	39.1
LOS by Move:	F	D	C	E-	E	B-	F	E	D-	F	E	D
HCM2kAvgQ:	7	16	7	14	58	8	8	12	13	8	14	12

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

PM Peak Hour - Existing Conditions
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
02 PM Existing

Intersection #2: San Tomas Expwy/Campbell Ave



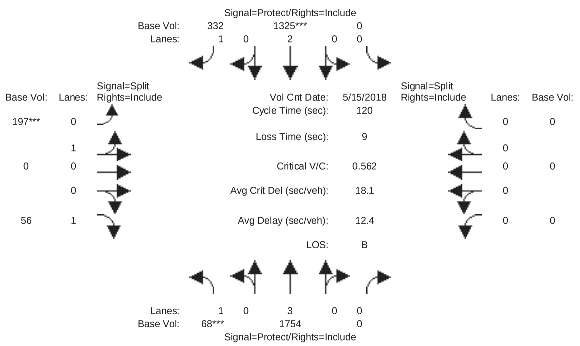
Street Name:	San Tomas Expwy						Campbell Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	32	89	89	28	85	85	25	47	47	16	38	38
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2016 << 4:45-5:45 PM												
Base Vol:	466	1011	117	331	1967	337	256	576	551	82	467	212
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	466	1011	117	331	1967	337	256	576	551	82	467	212
User Adj:	1.00	1.00	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	466	1011	117	331	1613	337	256	576	551	82	467	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	466	1011	117	331	1613	337	256	576	551	82	467	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	466	1011	117	331	1613	337	256	576	551	82	467	212
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	0.95	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.00	1.00	2.00	1.36	0.64
Final Sat.:	3150	5700	1750	3150	3800	1750	3150	1898	1800	3150	2544	1155
Capacity Analysis Module:												
Vol/Sat:	0.15	0.18	0.07	0.11	0.42	0.19	0.08	0.30	0.31	0.03	0.18	0.18
Crit Moves:	****				****				****	****		
Green Time:	30.0	83.4	98.4	26.3	79.7	103.1	23.4	44.1	44.1	15.0	35.6	35.6
Volume/Cap:	0.89	0.38	0.12	0.72	0.96	0.34	0.62	1.24	1.25	0.31	0.93	0.93
Delay/Veh:	94.9	33.7	21.2	83.8	65.3	21.9	82.1	190	194.4	83.5	93.6	93.6
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:	94.9	33.7	21.2	83.8	65.3	21.9	82.1	190	194.4	83.5	93.6	93.6
LOS by Move:	F	C-	C+	F	E	C+	F	F	F	F	F	F
HCM2kAvgQ:	19	12	3	10	44	10	9	49	50	3	23	23

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

PM Peak Hour - Existing Conditions
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
02 PM Existing

Intersection #3: Winchester Blvd/W Sunnyoaks Ave

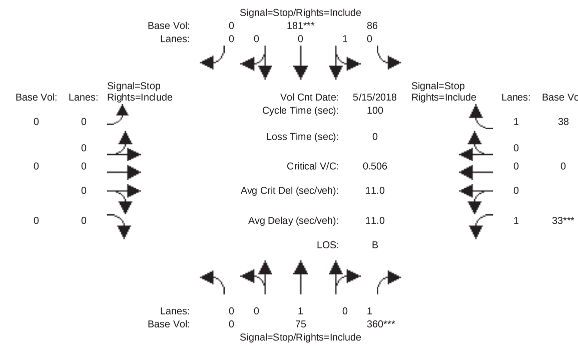



```
Street Name:        Winchester Blvd              W Sunnyoaks Ave
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10   10   10     0   10   10    10    0    0     0
Y+R:          4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 15 May 2018 << 4:45 - 5:45 pm
Base Vol:      68 1754     0    0 1325   332  197    0    56    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:   68 1754     0    0 1325   332  197    0    56    0    0     0
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:     0.96 0.96  0.96 0.96 0.96  0.96 0.96 0.96  0.96 0.96 0.96  0.96
PHF Volume:    71 1835     0    0 1386   347  206    0    59    0    0     0
Reduct Vol:     0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol:   71 1835     0    0 1386   347  206    0    59    0    0     0
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:   71 1835     0    0 1386   347  206    0    59    0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900
Adjustment:  0.92 1.00  0.92 0.92 1.00  0.92 0.95 0.95  0.92 0.92 1.00  0.92
Lanes:       1.00 3.00  0.00 0.00 2.00  1.00 1.00 0.00  1.00 0.00 0.00  0.00
Final Sat.:  1750 5700     0    0 3800  1750 1800    0  1750    0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.32  0.00 0.00 0.36  0.20 0.11 0.00  0.03 0.00 0.00  0.00
Crit Moves:  ****                 ****         ****
Green Time:   8.7 86.6   0.0  0.0 77.9  77.9 24.4  0.0  24.4  0.0  0.0   0.0
Volume/Cap:  0.56 0.45  0.00 0.00 0.56  0.31 0.56 0.00  0.16 0.00 0.00  0.00
Delay/Veh:   59.5  7.0   0.0  0.0 11.9   9.4 45.0  0.0  39.6  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:  59.5  7.0   0.0  0.0 11.9   9.4 45.0  0.0  39.6  0.0  0.0   0.0
LOS by Move:   E+    A     A    A   B+     A    D    A     D    A    A     A
HCM2kAvgQ:      3    9     0    0   14     6    8    0     2    0    0     0
Note: Queue reported is the number of cars per lane.
```


PM Peak Hour - Existing Conditions
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM 4-Way Stop (Base Volume Alternative)
02 PM Existing

Intersection #4: Dell Ave/E. Sunnyoaks Ave




```
Street Name:            Dell Ave                     E Sunnyoaks Ave
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0    0     0    0    0     0    0    0     0    0    0     0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 15 May 2018 << 4:45 - 5:45 pm
Base Vol:       0   75   360   86  181     0    0    0     0   33    0    38
Growth Adj:  1.00 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   75   360   86  181     0    0    0     0   33    0    38
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:     0.86 0.86  0.86 0.86 0.86  0.86 0.86 0.86  0.86 0.86 0.86  0.86
PHF Volume:     0   87   419  100  210     0    0    0     0   38    0    44
Reduct Vol:     0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol:    0   87   419  100  210     0    0    0     0   38    0    44
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:    0   87   419  100  210     0    0    0     0   38    0    44
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Lanes:       0.00 1.00  1.00 0.32 0.68  0.00 0.00 0.00  0.00 1.00 0.00  1.00
Final Sat.:     0  712   828  225  474     0    0    0     0  501    0   600
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     xxxx 0.12  0.51 0.44 0.44  xxxx xxxx xxxx  xxxx 0.08 xxxx  0.07
Crit Moves:             ****      ****                       ****
Delay/Veh:    0.0  8.4  11.2 12.0 12.0   0.0  0.0  0.0   0.0  9.8  0.0   8.5
Delay Adj:   1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
AdjDel/Veh:   0.0  8.4  11.2 12.0 12.0   0.0  0.0  0.0   0.0  9.8  0.0   8.5
LOS by Move:    *    A     B    B    B     *    *    *     *    A    *     A
ApproachDel:       10.7             12.0            xxxxxx             9.1
Delay Adj:         1.00             1.00             xxxxx            1.00
ApprAdjDel:        10.7             12.0            xxxxxx             9.1
LOS by Appr:          B                B                 *               A
AllWayAvgQ:   0.0  0.1   1.0  0.8  0.8   0.8  0.0  0.0   0.0  0.1  0.0   0.1
Note: Queue reported is the number of cars per lane.
            Peak Hour Volume Signal Warrant Report [Urban]
*******************************************************************************
Intersection #4 Dell Ave/E. Sunnyoaks Ave
*******************************************************************************
Base Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:       North Bound      South Bound      East Bound       West Bound
```

Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0 0	1 0	1	0 1	0 0	0	0 0	0 0	0	1 0	0 0	1
Initial Vol:	0	75	360	86	181	0	0	0	0	33	0	38

Major Street Volume: 702
Minor Approach Volume: 71
Minor Approach Volume Threshold: 526

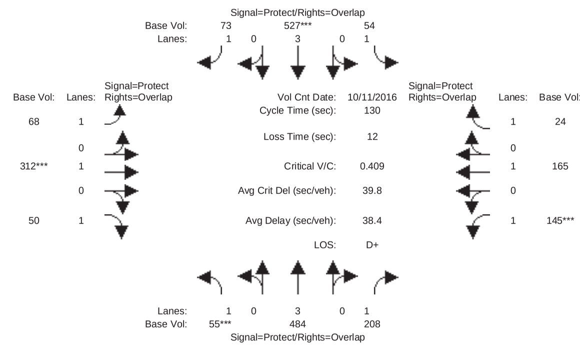
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

PM Peak Hour - Existing Conditions
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
02 PM Existing

Intersection #5: Bascom Ave/Curtner Ave



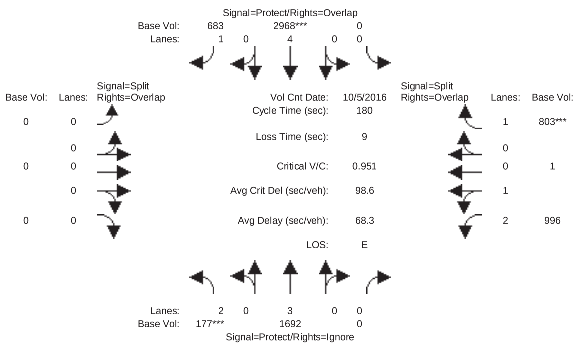
Street Name:	Bascom Ave						Curtner Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Oct 2016 << 4:45-5:45 PM												
Base Vol:	55	484	208	54	527	73	68	312	50	145	165	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:	55	484	208	54	527	73	68	312	50	145	165	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:	55	484	208	54	527	73	68	312	50	145	165	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	484	208	54	527	73	68	312	50	145	165	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	484	208	54	527	73	68	312	50	145	165	24
Saturation 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	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.12	0.03	0.09	0.04	0.04	0.16	0.03	0.08	0.09	0.01
Crit Moves:	****				****			****		****		
Green Time:	10.0	24.1	50.5	15.3	29.4	59.5	30.1	52.2	62.2	26.4	48.5	63.8
Volume/Cap:	0.41	0.46	0.31	0.26	0.41	0.09	0.17	0.41	0.06	0.41	0.23	0.03
Delay/Veh:	59.2	47.4	27.9	52.9	43.1	20.0	40.1	28.2	18.2	45.8	28.1	17.1
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:	59.2	47.4	27.9	52.9	43.1	20.0	40.1	28.2	18.2	45.8	28.1	17.1
LOS by Move:	E+	D	C	D-	D	C+	D	C	B-	D	C	B
HCM2kAvgQ:	2	5	6	2	6	2	2	9	1	6	4	1

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

PM Peak Hour - Existing Conditions
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
02 PM Existing

Intersection #6: San Tomas Expwy/SR 17 SB Ramps



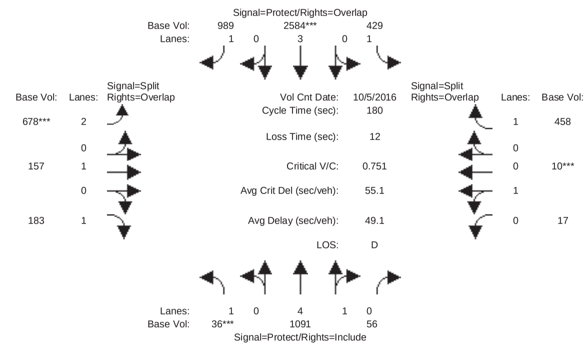
Street Name:	San Tomas Expwy						SR 17 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	125	0	0	104	104	0	0	0	54	54	54
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Oct 2016 << 4:30 - 5:30 pm												
Base Vol:	177	1692	0	0	2968	683	0	0	0	996	1	803
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	177	1692	0	0	2968	683	0	0	0	996	1	803
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	177	1692	0	0	2968	683	0	0	0	996	1	803
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	1692	0	0	2968	683	0	0	0	996	1	803
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	177	1692	0	0	2968	683	0	0	0	996	1	803
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	0.87	0.95	0.92
Lanes:	2.00	3.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00	2.99	0.01	1.00
Final Sat.:	3150	5700	0	0	7600	1750	0	0	0	4945	5	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.30	0.00	0.00	0.39	0.39	0.00	0.00	0.00	0.20	0.20	0.46
Crit Moves:	****				****							****
Green Time:	21.0	120	0.0	0.0	99.0	99.0	0.0	0.0	0.0	51.4	51.4	51.4
Volume/Cap:	0.48	0.45	0.00	0.00	0.71	0.71	0.00	0.00	0.00	0.70	0.70	1.61
Delay/Veh:	79.2	15.0	0.0	0.0	31.9	33.8	0.0	0.0	0.0	62.0	62.0	349.4
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:	79.2	15.0	0.0	0.0	31.9	33.8	0.0	0.0	0.0	62.0	62.0	349.4
LOS by Move:	E-	B	A	A	C	C-	A	A	A	E	E	F
HCM2kAvgQ:	6	15	0	0	31	31	0	0	0	20	20	89

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

PM Peak Hour - Existing Conditions
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
02 PM Existing

Intersection #7: Camden Ave/White Oaks Rd-Curtner Ave



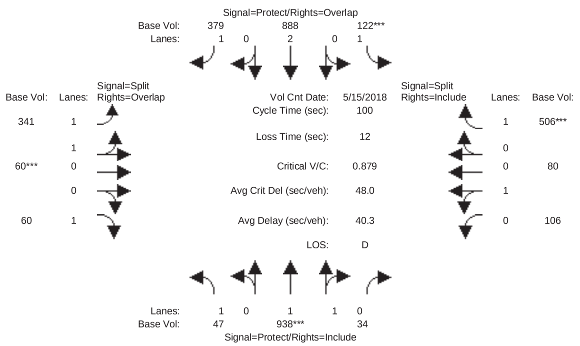
Street Name:	Camden Ave						White Oaks Rd-Curtner Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	15	53	53	69	109	109	39	39	39	17	17	17
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Oct 2016 << 4:30 - 5:30 pm												
Base Vol:	36	1091	56	429	2584	989	678	157	183	17	10	458
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	1091	56	429	2584	989	678	157	183	17	10	458
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	1091	56	429	2584	989	678	157	183	17	10	458
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	1091	56	429	2584	989	678	157	183	17	10	458
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	1091	56	429	2584	989	678	157	183	17	10	458
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	4.75	0.25	1.00	3.00	1.00	2.00	1.00	1.00	0.63	0.37	1.00
Final Sat.:	1750	8940	459	1750	5700	1750	3150	1900	1750	1133	667	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.12	0.25	0.45	0.57	0.22	0.08	0.10	0.02	0.02	0.26
Crit Moves:	****				****		****				****	
Green Time:	14.1	50.5	50.5	65.7	102	138.8	36.6	36.6	50.6	15.9	15.9	81.7
Volume/Cap:	0.26	0.43	0.43	0.67	0.80	0.73	1.06	0.41	0.37	0.17	0.17	0.58
Delay/Veh:	87.9	57.1	57.1	56.8	35.0	15.2	128.9	69.6	57.5	83.3	83.3	41.8
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:	87.9	57.1	57.1	56.8	35.0	15.2	128.9	69.6	57.5	83.3	83.3	41.8
LOS by Move:	F	E+	E+	E+	C-	B	F	E	E+	F	F	D
HCM2kAvgQ:	2	11	11	23	41	34	31	8	9	2	2	21

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

PM Peak Hour - Existing Conditions
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
02 PM Existing

Intersection #8: Winchester Blvd/W Hacienda Ave



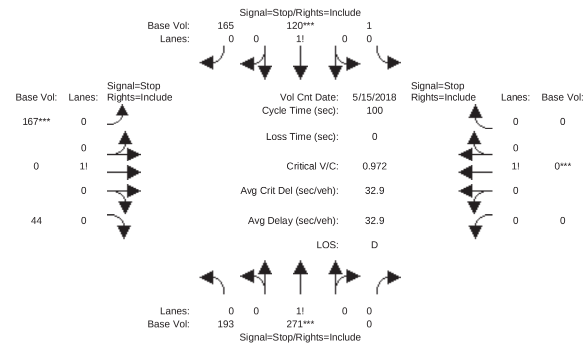
Street Name:	Winchester Blvd						W Hacienda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2018 << 4:45-5:45 PM												
Base Vol:	47	938	34	122	888	379	341	60	60	106	80	506
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	938	34	122	888	379	341	60	60	106	80	506
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	49	987	36	128	935	399	359	63	63	112	84	533
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	987	36	128	935	399	359	63	63	112	84	533
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	987	36	128	935	399	359	63	63	112	84	533
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.93	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.93	0.07	1.00	2.00	1.00	1.70	0.30	1.00	0.57	0.43	1.00
Final Sat.:	1750	3570	129	1750	3800	1750	3019	531	1750	1026	774	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.28	0.28	0.07	0.25	0.23	0.12	0.12	0.04	0.11	0.11	0.30
Crit Moves:		****		****				****				****
Green Time:	8.8	31.5	31.5	8.4	31.0	44.5	13.5	13.5	22.4	34.6	34.6	34.6
Volume/Cap:	0.32	0.88	0.88	0.88	0.79	0.51	0.88	0.88	0.16	0.31	0.31	0.88
Delay/Veh:	44.0	40.3	40.3	86.3	35.3	20.5	59.2	59.2	31.5	24.3	24.3	44.5
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:	44.0	40.3	40.3	86.3	35.3	20.5	59.2	59.2	31.5	24.3	24.3	44.5
LOS by Move:	D	D	D	F	D+	C+	E+	E+	C	C	C	D
HCM2kAvgQ:	2	16	16	5	13	9	10	10	2	5	5	20

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

PM Peak Hour - Existing Conditions
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM 4-Way Stop (Base Volume Alternative)
02 PM Existing

Intersection #9: Dell Ave/Hacienda Ave



Street Name:	Dell Ave						W Hacienda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 15 May 2018 << 4:45-5:45 PM												
Base Vol:	193	271	0	1	120	165	167	0	44	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:	193	271	0	1	120	165	167	0	44	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
PHF Volume:	264	371	0	1	164	226	229	0	60	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	264	371	0	1	164	226	229	0	60	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:	264	371	0	1	164	226	229	0	60	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.42	0.58	0.00	0.01	0.42	0.57	0.79	0.00	0.21	0.00	1.00	0.00
Final Sat.:	272	382	0	2	273	375	434	0	114	0	436	0
Capacity Analysis Module:												
Vol/Sat:	0.97	0.97	xxxx	0.60	0.60	0.60	0.53	xxxx	0.53	xxxx	0.00	xxxx
Crit Moves:		****			****		****				****	
Delay/Veh:	51.1	51.1	0.0	15.9	15.9	15.9	15.9	0.0	15.9	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.1	51.1	0.0	15.9	15.9	15.9	15.9	0.0	15.9	0.0	0.0	0.0
LOS by Move:	F	F	*	C	C	C	C	*	C	*	*	*
ApproachDel:		51.1			15.9			15.9			xxxxxx	
Delay Adj:		1.00			1.00			1.00			xxxxx	
ApprAdjDel:		51.1			15.9			15.9			xxxxxx	
LOS by Appr:		F			C			C			*	
AllWayAvgQ:	7.7	7.7	7.7	1.4	1.4	1.4	1.0	1.0	1.0	0.0	0.0	0.0

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #9 Dell Ave/Hacienda Ave

****

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound

Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0 1	0	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Initial Vol:	193	271	0	1	120	165	167	0	44	0	0	0

Major Street Volume: 750
Minor Approach Volume: 211
Minor Approach Volume Threshold: 296

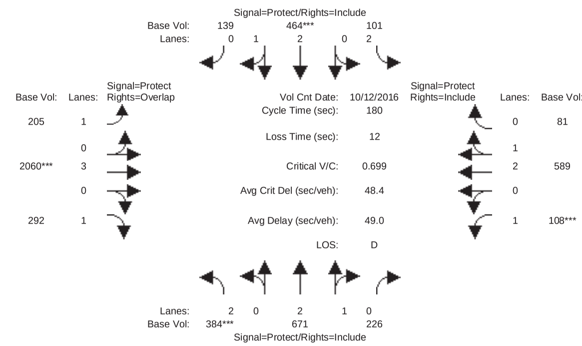
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

PM Peak Hour - Existing Conditions
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
02 PM Existing

Intersection #10: Bascom Ave/Camden Ave



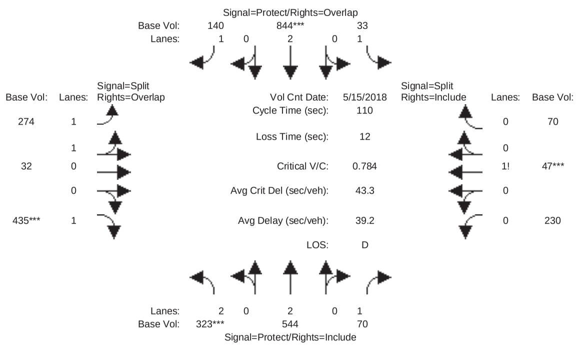
Street Name:	Bascom Ave						Camden Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Oct 2016 << 4:45 - 5:45 pm												
Base Vol:	384	671	226	101	464	139	205	2060	292	108	589	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	384	671	226	101	464	139	205	2060	292	108	589	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	384	671	226	101	464	139	205	2060	292	108	589	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	384	671	226	101	464	139	205	2060	292	108	589	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	384	671	226	101	464	139	205	2060	292	108	589	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	2.00	2.22	0.78	2.00	2.28	0.72	1.00	3.00	1.00	1.00	2.62	0.38
Final Sat.:	3150	4187	1410	3150	4307	1290	1750	5700	1750	1750	4922	677
Capacity Analysis Module:												
Vol/Sat:	0.12	0.16	0.16	0.03	0.11	0.11	0.12	0.36	0.17	0.06	0.12	0.12
Crit Moves:	****				****			****		****		
Green Time:	31.4	47.6	47.6	11.5	27.7	27.7	53.9	93.0	124.4	15.9	55.0	55.0
Volume/Cap:	0.70	0.61	0.61	0.50	0.70	0.70	0.39	0.70	0.24	0.70	0.39	0.39
Delay/Veh:	73.9	58.8	58.8	83.4	74.8	74.8	50.5	33.7	10.4	93.0	49.4	49.4
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:	73.9	58.8	58.8	83.4	74.8	74.8	50.5	33.7	10.4	93.0	49.4	49.4
LOS by Move:	E	E+	E+	F	E	E	D	C-	B+	F	D	D
HCM2kAvgQ:	12	14	14	3	11	11	9	28	6	8	10	10

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

PM Peak Hour - Existing Conditions
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
02 PM Existing

Intersection #11: Winchester Blvd/Knowles Dr



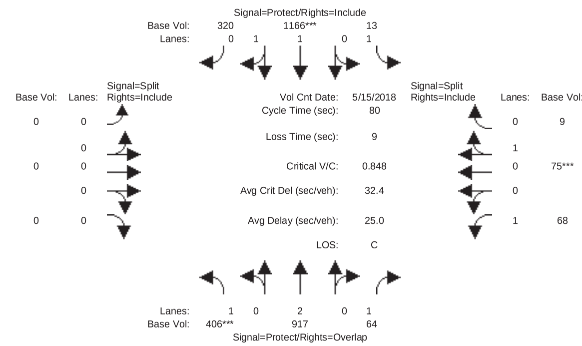
Street Name:	Winchester Blvd						Knowles Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2018 << 4:45 - 5:45 pm												
Base Vol:	323	544	70	33	844	140	274	32	435	230	47	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	323	544	70	33	844	140	274	32	435	230	47	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	337	568	73	34	881	146	286	33	454	240	49	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	337	568	73	34	881	146	286	33	454	240	49	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:	337	568	73	34	881	146	286	33	454	240	49	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	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.79	0.21	1.00	0.66	0.14	0.20
Final Sat.:	3150	3800	1750	1750	3800	1750	3179	371	1750	1160	237	353
Capacity Analysis Module:												
Vol/Sat:	0.11	0.15	0.04	0.02	0.23	0.08	0.09	0.09	0.26	0.21	0.21	0.21
Crit Moves:	****				****				****		****	
Green Time:	15.0	33.4	33.4	14.2	32.5	53.9	21.4	21.4	36.4	29.0	29.0	29.0
Volume/Cap:	0.78	0.49	0.14	0.15	0.78	0.17	0.46	0.46	0.78	0.78	0.78	0.78
Delay/Veh:	55.0	31.7	28.0	42.9	39.2	15.7	39.7	39.7	40.1	46.1	46.1	46.1
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:	55.0	31.7	28.0	42.9	39.2	15.7	39.7	39.7	40.1	46.1	46.1	46.1
LOS by Move:	E+	C	C	D	D	B	D	D	D	D	D	D
HCM2kAvgQ:	7	8	2	1	13	3	5	5	17	14	14	14

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

PM Peak Hour - Existing Conditions
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
02 PM Existing

Intersection #12: Winchester Blvd/SR 85 NB On-Ramp



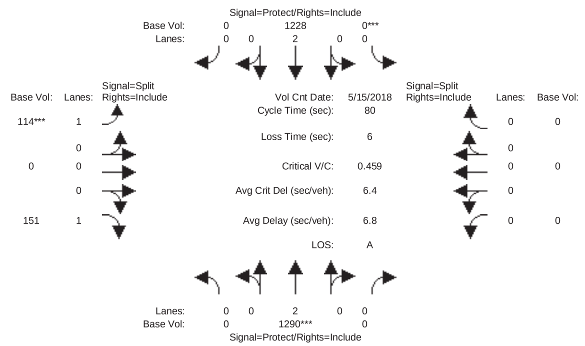
Street Name:	Winchester Blvd						SR 85 NB On-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2018 << 4:45 - 5:45 pm												
Base Vol:	406	917	64	13	1166	320	0	0	0	68	75	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	406	917	64	13	1166	320	0	0	0	68	75	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	449	1014	71	14	1290	354	0	0	0	75	83	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	449	1014	71	14	1290	354	0	0	0	75	83	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	449	1014	71	14	1290	354	0	0	0	75	83	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.56	0.44	0.00	0.00	0.00	1.00	0.89	0.11
Final Sat.:	1750	3800	1750	1750	2903	797	0	0	0	1750	1607	193
Capacity Analysis Module:												
Vol/Sat:	0.26	0.27	0.04	0.01	0.44	0.44	0.00	0.00	0.00	0.04	0.05	0.05
Crit Moves:	****				****						****	
Green Time:	22.3	45.9	55.9	15.1	38.7	38.7	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.92	0.46	0.06	0.04	0.92	0.92	0.00	0.00	0.00	0.34	0.41	0.41
Delay/Veh:	50.5	10.0	3.8	26.6	27.4	27.4	0.0	0.0	0.0	32.9	33.5	33.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.5	10.0	3.8	26.6	27.4	27.4	0.0	0.0	0.0	32.9	33.5	33.5
LOS by Move:	D	B+	A	C	C	C	A	A	A	C-	C-	C-
HCM2kAvgQ:	13	7	1	0	20	20	0	0	0	2	3	3

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

PM Peak Hour - Existing Conditions
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
02 PM Existing

Intersection #13: Winchester Blvd/SR 85 SB Off-Ramp



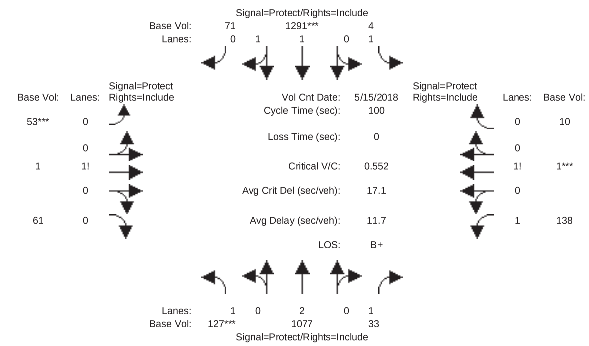
Street Name:	Winchester Blvd						SR 85 SB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2018 << 4:45-5:45 PM												
Base Vol:	0	1290	0	0	1228	0	114	0	151	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1290	0	0	1228	0	114	0	151	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1354	0	0	1289	0	120	0	158	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1354	0	0	1289	0	120	0	158	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1354	0	0	1289	0	120	0	158	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.00	0.00	0.34	0.00	0.07	0.00	0.09	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	0.0	59.0	0.0	0.0	59.0	0.0	15.0	0.0	15.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.48	0.00	0.00	0.46	0.00	0.36	0.00	0.48	0.00	0.00	0.00
Delay/Veh:	0.0	4.4	0.0	0.0	4.3	0.0	29.0	0.0	30.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.4	0.0	0.0	4.3	0.0	29.0	0.0	30.2	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	7	0	0	6	0	3	0	4	0	0	0

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

PM Peak Hour - Existing Conditions
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
02 PM Existing

Intersection #14: Winchester Blvd/Albright Driveway-Courtside



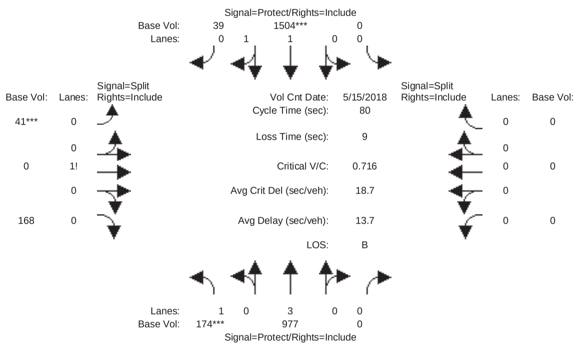
Street Name:	Winchester Blvd						Alright Driveway-Courtside					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2018 << 4:45-5:45 PM												
Base Vol:	127	1077	33	4	1291	71	53	1	61	138	1	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	1077	33	4	1291	71	53	1	61	138	1	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	1077	33	4	1291	71	53	1	61	138	1	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	1077	33	4	1291	71	53	1	61	138	1	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	1077	33	4	1291	71	53	1	61	138	1	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.89	0.11	0.46	0.01	0.53	1.86	0.01	0.13
Final Sat.:	1750	3800	1750	1750	3507	193	807	15	928	3259	22	219
Capacity Analysis Module:												
Vol/Sat:	0.07	0.28	0.02	0.00	0.37	0.37	0.07	0.07	0.07	0.04	0.05	0.05
Crit Moves:	****				****		****				****	
Green Time:	13.1	79.2	79.2	0.6	66.7	66.7	11.9	12.3	12.3	7.9	8.3	8.3
Volume/Cap:	0.55	0.36	0.02	0.36	0.55	0.55	0.55	0.54	0.54	0.54	0.55	0.55
Delay/Veh:	43.6	3.1	2.2	68.0	9.1	9.1	44.7	43.8	43.8	46.3	46.5	46.5
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:	43.6	3.1	2.2	68.0	9.1	9.1	44.7	43.8	43.8	46.3	46.5	46.5
LOS by Move:	D	A	A	E	A	A	D	D	D	D	D	D
HCM2kAvgQ:	4	5	0	0	11	11	4	4	4	3	3	3

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

PM Peak Hour - Existing Conditions
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
02 PM Existing

Intersection #15: Winchester Blvd/Wimbeldon Dr



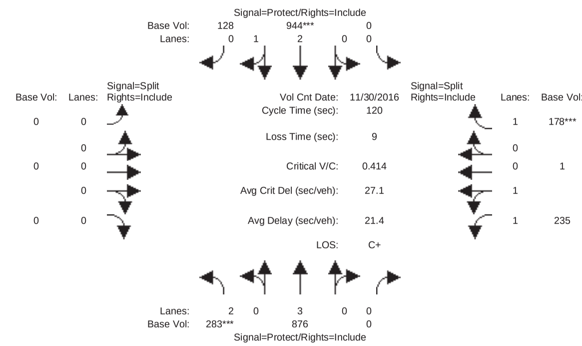
Street Name:	Winchester Blvd						Wimbeldon Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2018 << 4:45-5:45 PM												
Base Vol:	174	977	0	0	1504	39	41	0	168	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:	174	977	0	0	1504	39	41	0	168	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:	174	977	0	0	1504	39	41	0	168	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	977	0	0	1504	39	41	0	168	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:	174	977	0	0	1504	39	41	0	168	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.00	1.95	0.05	0.20	0.00	0.80	0.00	0.00	0.00
Final Sat.:	1750	5700	0	0	3606	94	343	0	1407	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.17	0.00	0.00	0.42	0.42	0.12	0.00	0.12	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	11.1	57.7	0.0	0.0	46.6	46.6	13.3	0.0	13.3	0.0	0.0	0.0
Volume/Cap:	0.72	0.24	0.00	0.00	0.72	0.72	0.72	0.00	0.72	0.00	0.00	0.00
Delay/Veh:	42.7	3.8	0.0	0.0	13.2	13.2	39.8	0.0	39.8	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:	42.7	3.8	0.0	0.0	13.2	13.2	39.8	0.0	39.8	0.0	0.0	0.0
LOS by Move:	D	A	A	A	B	B	D	A	D	A	A	A
HCM2kAvgQ:	5	3	0	0	14	14	7	0	7	0	0	0

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

PM Peak Hour - Existing Conditions
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
02 PM Existing

Intersection #16: Bascom Ave/SR 85 NB Ramps



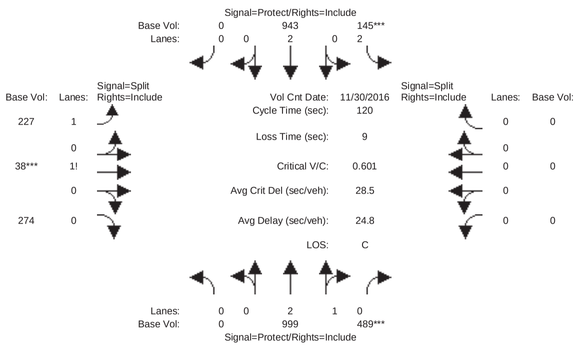
Street Name:	Bascom Ave						SR 85 NB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 Nov 2016 << 4-5 PM												
Base Vol:	283	876	0	0	944	128	0	0	0	235	1	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	283	876	0	0	944	128	0	0	0	235	1	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	283	876	0	0	944	128	0	0	0	235	1	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	283	876	0	0	944	128	0	0	0	235	1	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	283	876	0	0	944	128	0	0	0	235	1	178
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	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	3.00	0.00	0.00	2.63	0.37	0.00	0.00	0.00	1.99	0.01	1.00
Final Sat.:	3150	5700	0	0	4930	669	0	0	0	3535	15	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.07	0.07	0.10
Crit Moves:	****				****							****
Green Time:	26.0	81.5	0.0	0.0	55.5	55.5	0.0	0.0	0.0	29.5	29.5	29.5
Volume/Cap:	0.41	0.23	0.00	0.00	0.41	0.41	0.00	0.00	0.00	0.27	0.27	0.41
Delay/Veh:	40.8	7.3	0.0	0.0	21.6	21.6	0.0	0.0	0.0	36.7	36.7	38.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.8	7.3	0.0	0.0	21.6	21.6	0.0	0.0	0.0	36.7	36.7	38.7
LOS by Move:	D	A	A	A	C+	C+	A	A	A	D+	D+	D+
HCM2kAvgQ:	5	4	0	0	8	8	0	0	0	4	4	6

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

PM Peak Hour - Existing Conditions
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
02 PM Existing

Intersection #17: Bascom Ave/SR 85 SB Ramps



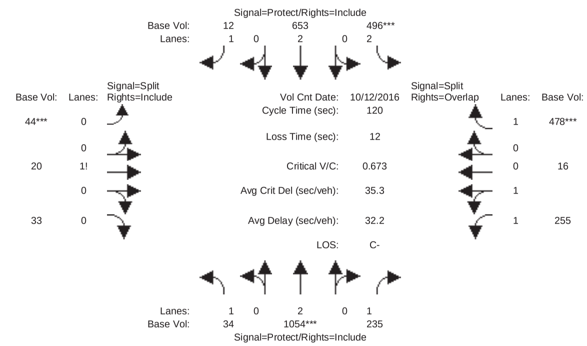
Street Name:	Bascom Ave						SR 85 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 Nov 2016 << 4:30-5:30 PM												
Base Vol:	0	999	489	145	943	0	227	38	274	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	999	489	145	943	0	227	38	274	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	999	489	145	943	0	227	38	274	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	999	489	145	943	0	227	38	274	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	999	489	145	943	0	227	38	274	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.27	0.09	0.64	0.00	0.00	0.00
Final Sat.:	0	3799	1800	3150	3800	0	2227	160	1150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.27	0.05	0.25	0.00	0.10	0.24	0.24	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	54.2	54.2	9.2	63.4	0.0	47.6	47.6	47.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.58	0.60	0.60	0.47	0.00	0.26	0.60	0.60	0.00	0.00	0.00
Delay/Veh:	0.0	24.8	25.2	57.8	17.9	0.0	24.4	29.8	29.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.8	25.2	57.8	17.9	0.0	24.4	29.8	29.8	0.0	0.0	0.0
LOS by Move:	A	C	C	E+	B	A	C	C	C	A	A	A
HCM2kAvgQ:	0	13	14	3	11	0	5	13	13	0	0	0

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

PM Peak Hour - Existing Conditions
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
02 PM Existing

Intersection #18: Los Gatos Blvd/Burton Rd-Samaritan Dr



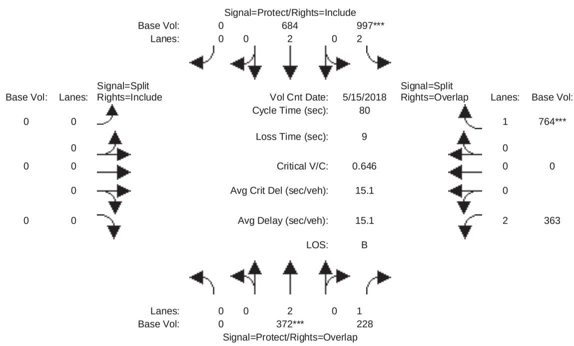
Street Name:	Los Gatos Blvd						Burton Rd-Samaritan Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Oct 2016 << 4:30-5:30 PM												
Base Vol:	34	1054	235	496	653	12	44	20	33	255	16	478
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	1054	235	496	653	12	44	20	33	255	16	478
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	1054	235	496	653	12	44	20	33	255	16	478
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	1054	235	496	653	12	44	20	33	255	16	478
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	1054	235	496	653	12	44	20	33	255	16	478
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	0.45	0.21	0.34	1.88	0.12	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	794	361	595	3340	210	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.28	0.13	0.16	0.17	0.01	0.06	0.06	0.06	0.08	0.08	0.27
Crit Moves:		****		****			****					****
Green Time:	19.6	49.4	49.4	28.0	57.8	57.8	10.0	10.0	10.0	20.6	20.6	48.6
Volume/Cap:	0.12	0.67	0.33	0.67	0.36	0.01	0.67	0.67	0.67	0.44	0.44	0.67
Delay/Veh:	43.0	29.9	24.3	44.3	19.6	16.2	64.4	64.4	64.4	45.1	45.1	31.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.0	29.9	24.3	44.3	19.6	16.2	64.4	64.4	64.4	45.1	45.1	31.8
LOS by Move:	D	C	C	D	B-	B	E	E	E	D	D	C
HCM2kAvgQ:	1	16	6	10	7	0	5	5	5	5	5	16

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

PM Peak Hour - Existing Conditions
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
02 PM Existing

Intersection #19: Winchester Blvd/Lark Ave



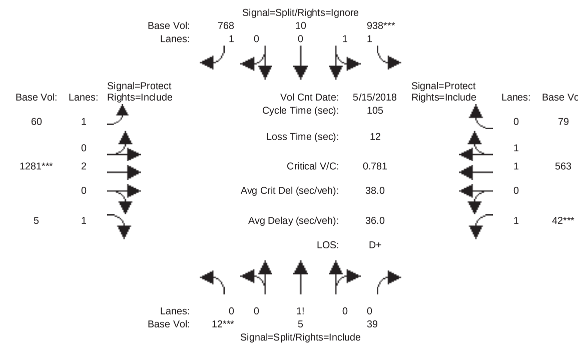
Street Name:	Winchester Blvd						Lark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2018 << 4:45-5:45 PM												
Base Vol:	0	372	228	997	684	0	0	0	0	363	0	764
Growth Adj:	1.00	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	372	228	997	684	0	0	0	0	363	0	764
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	399	245	1070	734	0	0	0	0	389	0	820
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	399	245	1070	734	0	0	0	0	389	0	820
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	399	245	1070	734	0	0	0	0	389	0	820
Saturation 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:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.14	0.34	0.19	0.00	0.00	0.00	0.00	0.12	0.00	0.47
Crit Moves:		****		****								****
Green Time:	0.0	13.0	29.0	42.0	55.1	0.0	0.0	0.0	0.0	15.9	0.0	58.0
Volume/Cap:	0.00	0.65	0.39	0.65	0.28	0.00	0.00	0.00	0.00	0.62	0.00	0.65
Delay/Veh:	0.0	33.7	19.3	14.5	4.9	0.0	0.0	0.0	0.0	31.2	0.0	6.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	33.7	19.3	14.5	4.9	0.0	0.0	0.0	0.0	31.2	0.0	6.9
LOS by Move:	A	C-	B-	B	A	A	A	A	A	C	A	A
HCM2kAvgQ:	0	6	5	11	3	0	0	0	0	5	0	11

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

PM Peak Hour - Existing Conditions
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
02 PM Existing

Intersection #20: SR 17 SB Ramps/Lark Ave



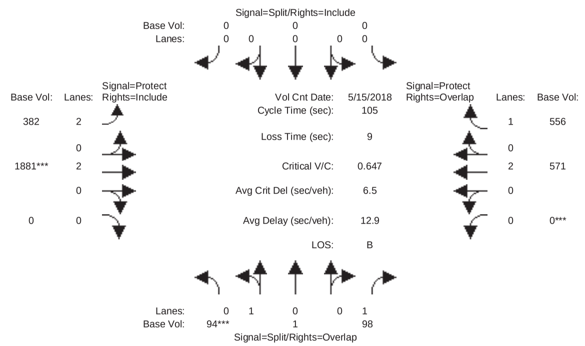
Street Name:	SR 17 SB Ramp						Lark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2018 << 5-6 PM												
Base Vol:	12	5	39	938	10	768	60	1281	5	42	563	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	5	39	938	10	768	60	1281	5	42	563	79
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	13	5	41	983	10	0	63	1343	5	44	590	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	5	41	983	10	0	63	1343	5	44	590	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	5	41	983	10	0	63	1343	5	44	590	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.21	0.09	0.70	1.98	0.02	1.00	1.00	2.00	1.00	1.00	1.75	0.25
Final Sat.:	375	156	1219	3513	37	1750	1750	3800	1750	1750	3244	455
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.28	0.28	0.00	0.04	0.35	0.00	0.03	0.18	0.18
Crit Moves:	****			****				****		****		
Green Time:	10.0	10.0	10.0	33.6	33.6	0.0	13.3	42.4	42.4	7.0	36.2	36.2
Volume/Cap:	0.35	0.35	0.35	0.87	0.87	0.00	0.28	0.87	0.01	0.38	0.53	0.53
Delay/Veh:	45.8	45.8	45.8	41.5	41.5	0.0	42.3	34.8	18.7	49.0	28.0	28.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.8	45.8	45.8	41.5	41.5	0.0	42.3	34.8	18.7	49.0	28.0	28.0
LOS by Move:	D	D	D	D	D	A	D	C-	B-	D	C	C
HCM2kAvgQ:	2	2	2	19	19	0	2	22	0	1	9	9

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

PM Peak Hour - Existing Conditions
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
02 PM Existing

Intersection #21: SR 17 NB Ramps/Lark Ave



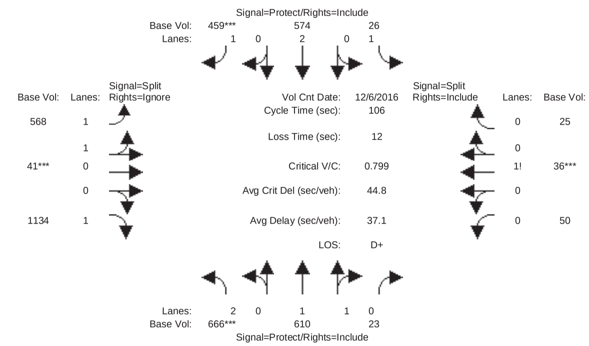
Street Name:	SR 17 NB Ramps						Lark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2018 << 5-6 PM												
Base Vol:	94	1	98	0	0	0	382	1881	0	0	571	556
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	1	98	0	0	0	382	1881	0	0	571	556
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	102	1	106	0	0	0	413	2031	0	0	617	600
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	1	106	0	0	0	413	2031	0	0	617	600
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	1	106	0	0	0	413	2031	0	0	617	600
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.99	0.01	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1781	19	1750	0	0	0	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.00	0.00	0.00	0.13	0.53	0.00	0.00	0.16	0.34
Crit Moves:	****							****		****		
Green Time:	10.0	10.0	10.0	0.0	0.0	0.0	23.8	86.0	0.0	0.0	62.2	62.2
Volume/Cap:	0.60	0.60	0.63	0.00	0.00	0.00	0.58	0.65	0.00	0.00	0.27	0.58
Delay/Veh:	51.3	51.3	53.6	0.0	0.0	0.0	37.4	4.2	0.0	0.0	10.5	14.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.3	51.3	53.6	0.0	0.0	0.0	37.4	4.2	0.0	0.0	10.5	14.1
LOS by Move:	D-	D-	D-	A	A	A	D+	A	A	A	B+	B
HCM2kAvgQ:	4	4	5	0	0	0	7	12	0	0	5	13

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

PM Peak Hour - Existing Conditions
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
02 PM Existing

Intersection #22: Los Gatos Blvd/Lark Ave



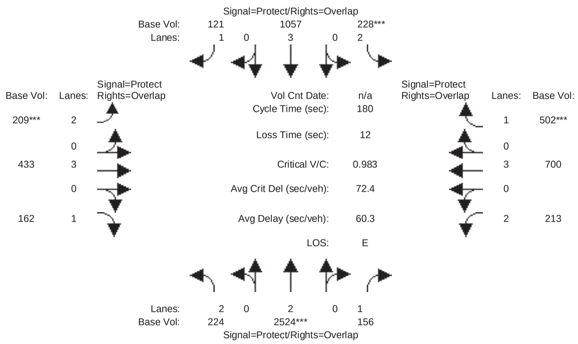
Street Name:	Los Gatos Blvd						Lark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Dec 2016 << 4:55 - 5:55 pm												
Base Vol:	666	610	23	26	574	459	568	41	1134	50	36	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:	666	610	23	26	574	459	568	41	1134	50	36	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	666	610	23	26	574	459	568	41	0	50	36	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	666	610	23	26	574	459	568	41	0	50	36	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	666	610	23	26	574	459	568	41	0	50	36	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	2.00	1.93	0.07	1.00	2.00	1.00	1.87	0.13	1.00	0.45	0.32	0.23
Final Sat.:	3150	3565	134	1750	3800	1750	3311	239	1750	788	568	394
Capacity Analysis Module:												
Vol/Sat:	0.21	0.17	0.17	0.01	0.15	0.26	0.17	0.17	0.00	0.06	0.06	0.06
Crit Moves:	****					****		****			****	
Green Time:	27.5	44.5	44.5	17.2	34.1	34.1	22.3	22.3	0.0	10.0	10.0	10.0
Volume/Cap:	0.81	0.41	0.41	0.09	0.47	0.81	0.81	0.81	0.00	0.67	0.67	0.67
Delay/Veh:	43.1	21.7	21.7	37.9	29.0	41.9	46.7	46.7	0.0	56.8	56.8	56.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.1	21.7	21.7	37.9	29.0	41.9	46.7	46.7	0.0	56.8	56.8	56.8
LOS by Move:	D	C+	C+	D+	C	D	D	D	A	E+	E+	E+
HCM2kAvgQ:	14	7	7	1	7	16	10	10	0	5	5	5

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

AM Peak - Existing plus Approved Projects
1700 Dell Avenue
City of Campbell

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

Intersection #1: San Tomas Expwy/Hamilton Ave



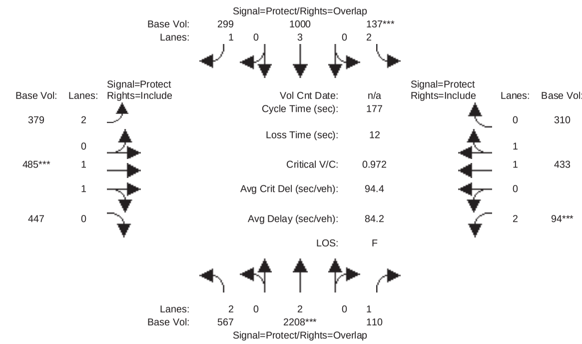
Street Name:	San Tomas Expwy						Hamilton Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	58	10	14	71	10	14	10	10	14	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	224	2524	156	228	1057	121	209	433	162	213	700	502
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	224	2524	156	228	1057	121	209	433	162	213	700	502
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	224	2145	156	228	1057	121	209	433	162	213	700	502
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	224	2145	156	228	1057	121	209	433	162	213	700	502
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	224	2145	156	228	1057	121	209	433	162	213	700	502
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	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.56	0.09	0.07	0.19	0.07	0.07	0.08	0.09	0.07	0.12	0.29
Crit Moves:		****		****			****					****
Green Time:	19.1	102	128.4	14.0	97.0	111.0	14.0	25.6	44.7	26.2	37.8	51.8
Volume/Cap:	0.67	0.99	0.12	0.93	0.34	0.11	0.85	0.53	0.37	0.46	0.58	1.00
Delay/Veh:	82.5	56.7	8.2	121.5	23.5	14.2	105.9	72.3	56.5	71.2	64.7	103.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.5	56.7	8.2	121.5	23.5	14.2	105.9	72.3	56.5	71.2	64.7	103.0
LOS by Move:	F	E+	A	F	C	B	F	E	E+	E	E	F
HCM2kAvgQ:	7	57	3	10	10	3	9	8	8	7	12	35

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

AM Peak - Existing plus Approved Projects
1700 Dell Avenue
City of Campbell

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

Intersection #2: San Tomas Expwy/Campbell Ave



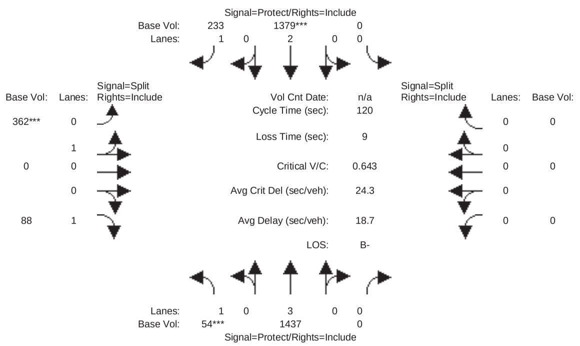
Street Name:	San Tomas Expwy						Campbell Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	67	10	14	68	10	14	10	10	14	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	567	2208	110	137	1000	299	379	485	447	94	433	310
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	567	2208	110	137	1000	299	379	485	447	94	433	310
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	567	2208	110	137	1000	299	379	485	447	94	433	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	567	2208	110	137	1000	299	379	485	447	94	433	310
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	567	2208	110	137	1000	299	379	485	447	94	433	310
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	0.95	0.83	0.99	0.95
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	1.01	0.99	2.00	1.14	0.86
Final Sat.:	3150	3800	1750	3150	5700	1750	3150	1924	1773	3150	2155	1543
Capacity Analysis Module:												
Vol/Sat:	0.18	0.58	0.06	0.04	0.18	0.17	0.12	0.25	0.25	0.03	0.20	0.20
Crit Moves:		****		****				****		****		
Green Time:	35.0	95.6	109.6	14.0	74.6	95.4	20.8	41.4	41.4	14.0	34.7	34.7
Volume/Cap:	0.91	1.08	0.10	0.55	0.42	0.32	1.03	1.08	1.08	0.38	1.03	1.03
Delay/Veh:	87.2	84.7	13.8	81.1	36.0	22.9	131.6	121	121.0	78.3	111	111.2
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:	87.2	84.7	13.8	81.1	36.0	22.9	131.6	121	121.0	78.3	111	111.2
LOS by Move:	F	F	B	F	D+	C+	F	F	F	E-	F	F
HCM2kAvgQ:	21	72	3	4	12	9	17	34	34	3	26	26

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

AM Peak - Existing plus Approved Projects
1700 Dell Avenue
City of Campbell

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

Intersection #3: Winchester Blvd/W Sunnyoaks Ave

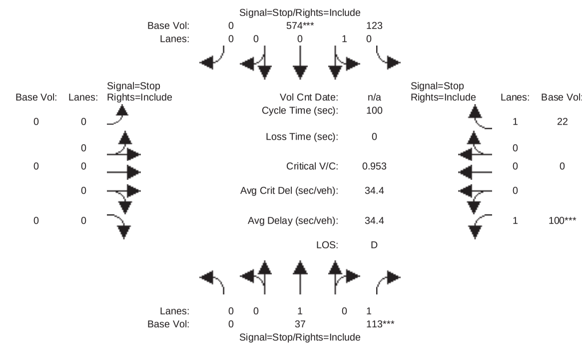



```
Street Name:          Winchester Blvd                W Sunnyoaks Ave
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    7   10    10   10   10     0   10   10    10    0    0     0
Y+R:         4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     54 1437     0    0 1379   233  362    0    88    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:  54 1437     0    0 1379   233  362    0    88    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:   54 1437     0    0 1379   233  362    0    88    0    0     0
Reduct Vol:    0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol:  54 1437     0    0 1379   233  362    0    88    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:  54 1437     0    0 1379   233  362    0    88    0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900
Adjustment: 0.92 1.00  0.92 0.92 1.00  0.92 0.95 0.95  0.92 0.92 1.00  0.92
Lanes:      1.00 3.00  0.00 0.00 2.00  1.00 1.00 0.00  1.00 0.00 0.00  0.00
Final Sat.: 1750 5700     0    0 3800  1750 1800    0  1750    0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.03 0.25  0.00 0.00 0.36  0.13 0.20 0.00  0.05 0.00 0.00  0.00
Crit Moves: ****                 ****         ****
Green Time:  7.0 73.9   0.0  0.0 66.9  66.9 37.1  0.0  37.1  0.0  0.0   0.0
Volume/Cap: 0.53 0.41  0.00 0.00 0.65  0.24 0.65 0.00  0.16 0.00 0.00  0.00
Delay/Veh:  60.0 11.9   0.0  0.0 19.2  13.7 38.6  0.0  30.3  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: 60.0 11.9   0.0  0.0 19.2  13.7 38.6  0.0  30.3  0.0  0.0   0.0
LOS by Move:   E   B+     A    A   B-     B   D+    A     C    A    A     A
HCM2kAvgQ:     2    9     0    0   18     5   13    0     3    0    0     0
Note: Queue reported is the number of cars per lane.
```


AM Peak - Existing plus Approved Projects
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM 4-Way Stop (Base Volume Alternative)
03 AM Background

Intersection #4: Dell Ave/E. Sunnyoaks Ave




```
Street Name:                Dell Ave                   E Sunnyoaks Ave
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    0    0     0    0    0     0    0    0     0    0    0     0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      0   37   113  123  574     0    0    0     0  100    0    22
Growth Adj: 1.00 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   37   113  123  574     0    0    0     0  100    0    22
User Adj:   1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:    1.00 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   37   113  123  574     0    0    0     0  100    0    22
Reduct Vol:    0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol:   0   37   113  123  574     0    0    0     0  100    0    22
PCE Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:   0   37   113  123  574     0    0    0     0  100    0    22
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Lanes:      0.00 1.00  1.00 0.18 0.82  0.00 0.00 0.00  0.00 1.00 0.00  1.00
Final Sat.:    0  642   733  129  602     0    0    0     0  509    0   612
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    xxxx 0.06  0.15 0.95 0.95  xxxx xxxx xxxx  xxxx 0.20 xxxx  0.04
Crit Moves:            ****      ****                       ****
Delay/Veh:   0.0  8.5   8.4 44.1 44.1   0.0  0.0  0.0   0.0 11.3  0.0   8.6
Delay Adj:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
AdjDel/Veh:  0.0  8.5   8.4 44.1 44.1   0.0  0.0  0.0   0.0 11.3  0.0   8.6
LOS by Move:   *    A     A    E    E     *    *    *     *    B    *     A
ApproachDel:      8.4             44.1            xxxxxx            10.8
Delay Adj:       1.00             1.00             xxxxx            1.00
ApprAdjDel:       8.4             44.1            xxxxxx            10.8
LOS by Appr:        A                E                 *               B
AllWayAvgQ:  0.0  0.1   0.2  7.4  7.4   7.4  0.0  0.0   0.0  0.2  0.0   0.0
Note: Queue reported is the number of cars per lane.
              Peak Hour Volume Signal Warrant Report [Urban]
*******************************************************************************
Intersection #4 Dell Ave/E. Sunnyoaks Ave
*******************************************************************************
Base Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound      South Bound      East Bound       West Bound
```

Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0 0	1	0 1	0 1	0	0 0	0 0	0	0 0	1 0	0	0 1
Initial Vol:	0	37	113	123	574	0	0	0	0	100	0	22

Major Street Volume: 847
Minor Approach Volume: 122
Minor Approach Volume Threshold: 445

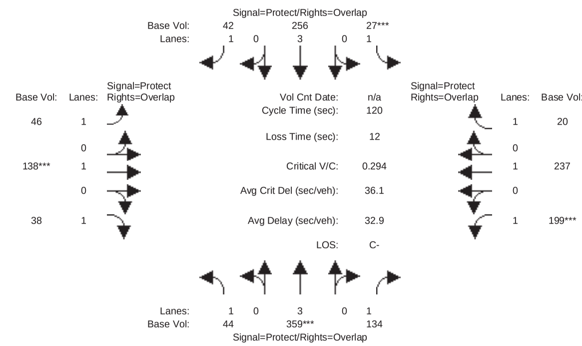
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

AM Peak - Existing plus Approved Projects
1700 Dell Avenue
City of Campbell

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

Intersection #5: Bascom Ave/Curtner Ave



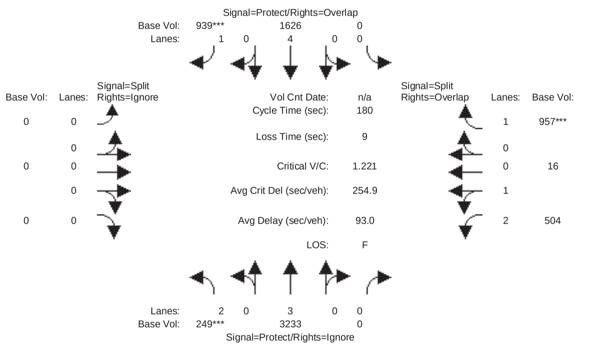
Street Name:	Bascom Ave						Curtner Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	44	359	134	27	256	42	46	138	38	199	237	20
Growth Adj:	1.00	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	359	134	27	256	42	46	138	38	199	237	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	359	134	27	256	42	46	138	38	199	237	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	359	134	27	256	42	46	138	38	199	237	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	359	134	27	256	42	46	138	38	199	237	20
Saturation 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	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.08	0.02	0.04	0.02	0.03	0.07	0.02	0.11	0.12	0.01
Crit Moves:		****		****				****		****		
Green Time:	13.4	25.5	71.6	7.0	19.1	43.2	24.1	29.4	42.8	46.1	51.4	58.4
Volume/Cap:	0.23	0.30	0.13	0.26	0.28	0.07	0.13	0.30	0.06	0.30	0.29	0.02
Delay/Veh:	49.2	39.8	10.6	55.4	44.6	25.2	39.6	37.2	25.4	25.9	22.6	16.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.2	39.8	10.6	55.4	44.6	25.2	39.6	37.2	25.4	25.9	22.6	16.0
LOS by Move:	D	D	B+	E+	D	C	D	D+	C	C	C+	B
HCM2kAvgQ:	2	4	2	1	3	1	2	4	1	5	6	0

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

AM Peak - Existing plus Approved Projects
1700 Dell Avenue
City of Campbell

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

Intersection #6: San Tomas Expwy/SR 17 SB Ramps



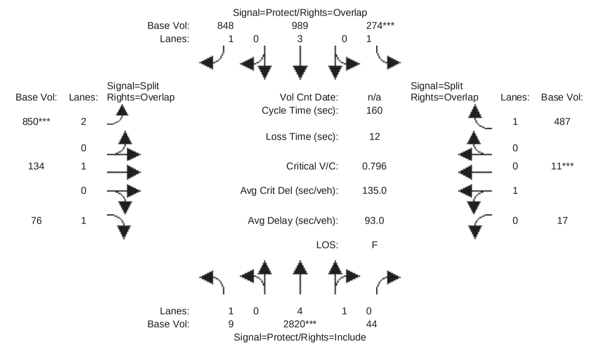
Street Name:	San Tomas Expwy						SR 17 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	125	0	0	104	104	0	0	0	54	54	54
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	249	3233	0	0	1626	939	0	0	0	504	16	957
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	249	3233	0	0	1626	939	0	0	0	504	16	957
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	249	3233	0	0	1626	939	0	0	0	504	16	957
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	249	3233	0	0	1626	939	0	0	0	504	16	957
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	249	3233	0	0	1626	939	0	0	0	504	16	957
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	0.87	0.95	0.92
Lanes:	2.00	3.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00	2.92	0.08	1.00
Final Sat.:	3150	5700	0	0	7600	1750	0	0	0	4797	152	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.57	0.00	0.00	0.21	0.54	0.00	0.00	0.00	0.11	0.11	0.55
Crit Moves:	****					****						****
Green Time:	21.0	120	0.0	0.0	99.0	99.0	0.0	0.0	0.0	51.4	51.4	51.4
Volume/Cap:	0.68	0.85	0.00	0.00	0.39	0.98	0.00	0.00	0.00	0.37	0.37	1.91
Delay/Veh:	85.2	26.3	0.0	0.0	24.4	64.3	0.0	0.0	0.0	54.0	54.0	486.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.2	26.3	0.0	0.0	24.4	64.3	0.0	0.0	0.0	54.0	54.0	486.2
LOS by Move:	F	C	A	A	C	E	A	A	A	D-	D-	F
HCM2kAvgQ:	8	44	0	0	13	62	0	0	0	9	9	119

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

AM Peak - Existing plus Approved Projects
1700 Dell Avenue
City of Campbell

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

Intersection #7: Camden Ave/White Oaks Rd-Curtner Ave



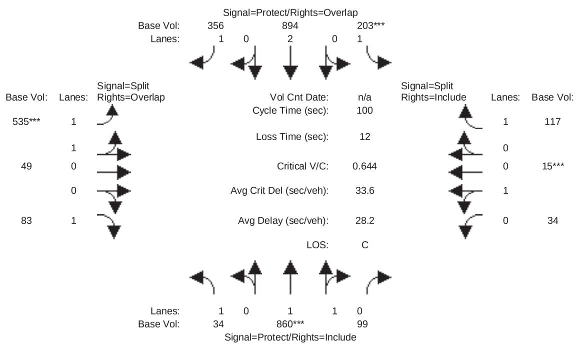
Street Name:	Camden Ave						White Oaks Rd-Curtner Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	15	53	53	69	109	109	39	39	39	17	17	17
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	9	2820	44	274	989	848	850	134	76	17	11	487
Growth Adj:	1.00	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	2820	44	274	989	848	850	134	76	17	11	487
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2820	44	274	989	848	850	134	76	17	11	487
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	2820	44	274	989	848	850	134	76	17	11	487
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	2820	44	274	989	848	850	134	76	17	11	487
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	4.92	0.08	1.00	3.00	1.00	2.00	1.00	1.00	0.61	0.39	1.00
Final Sat.:	1750	9255	144	1750	5700	1750	3150	1900	1750	1093	707	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.30	0.30	0.16	0.17	0.48	0.27	0.07	0.04	0.02	0.02	0.28
Crit Moves:		****		****			****				****	
Green Time:	12.3	44.2	44.2	57.5	89.4	123.5	34.2	34.2	46.5	14.2	14.2	71.7
Volume/Cap:	0.07	1.10	1.10	0.44	0.31	0.63	1.26	0.33	0.15	0.18	0.18	0.62
Delay/Veh:	83.2	123	122.7	48.9	22.9	11.9	205.8	66.1	51.2	83.4	83.4	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:	83.2	123	122.7	48.9	22.9	11.9	205.8	66.1	51.2	83.4	83.4	44.2
LOS by Move:	F	F	F	D	C+	B+	F	E	D-	F	F	D
HCM2kAvgQ:	1	44	44	13	10	25	44	7	3	2	2	23

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

AM Peak - Existing plus Approved Projects
1700 Dell Avenue
City of Campbell

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

Intersection #8: Winchester Blvd/W Hacienda Ave



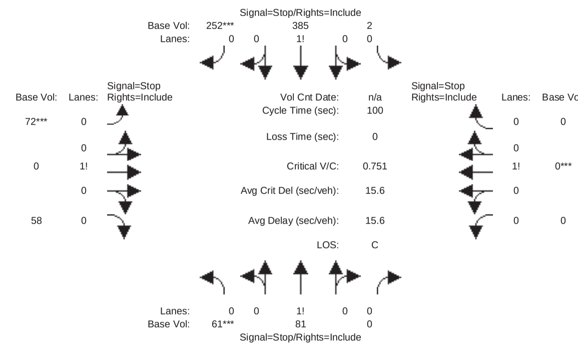
Street Name:	Winchester Blvd						W Hacienda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	34	860	99	203	894	356	535	49	83	34	15	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	860	99	203	894	356	535	49	83	34	15	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	860	99	203	894	356	535	49	83	34	15	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	860	99	203	894	356	535	49	83	34	15	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	860	99	203	894	356	535	49	83	34	15	117
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.93	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.79	0.21	1.00	2.00	1.00	1.83	0.17	1.00	0.69	0.31	1.00
Final Sat.:	1750	3318	382	1750	3800	1750	3252	298	1750	1249	551	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.26	0.26	0.12	0.24	0.20	0.16	0.16	0.05	0.03	0.03	0.07
Crit Moves:		****		****			****				****	
Green Time:	12.4	37.3	37.3	16.7	41.6	65.2	23.7	23.7	36.0	10.4	10.4	10.4
Volume/Cap:	0.16	0.70	0.70	0.70	0.57	0.31	0.70	0.70	0.13	0.26	0.26	0.64
Delay/Veh:	39.5	28.1	28.1	46.4	22.8	7.7	37.4	37.4	21.6	42.0	42.0	50.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.5	28.1	28.1	46.4	22.8	7.7	37.4	37.4	21.6	42.0	42.0	50.8
LOS by Move:	D	C	C	D	C+	A	D+	D+	C+	D	D	D
HCM2kAvgQ:	1	13	13	6	10	5	10	10	2	2	2	5

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

AM Peak - Existing plus Approved Projects
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM 4-Way Stop (Base Volume Alternative)
03 AM Background

Intersection #9: Dell Ave/Hacienda Ave



Street Name:	Dell Ave						W Hacienda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	61	81	0	2	385	252	72	0	58	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:	61	81	0	2	385	252	72	0	58	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:	61	81	0	2	385	252	72	0	58	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	81	0	2	385	252	72	0	58	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:	61	81	0	2	385	252	72	0	58	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.43	0.57	0.00	0.01	0.60	0.39	0.55	0.00	0.45	0.00	1.00	0.00
Final Sat.:	298	396	0	3	512	335	338	0	273	0	557	0
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	xxxx	0.75	0.75	0.75	0.21	xxxx	0.21	xxxx	0.00	xxxx
Crit Moves:	****					****	****				****	
Delay/Veh:	9.2	9.2	0.0	18.3	18.3	18.3	9.7	0.0	9.7	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.2	9.2	0.0	18.3	18.3	18.3	9.7	0.0	9.7	0.0	0.0	0.0
LOS by Move:	A	A	*	C	C	C	A	*	A	*	*	*
ApproachDel:		9.2			18.3			9.7			xxxxxx	
Delay Adj:		1.00			1.00			1.00			xxxxx	
ApprAdjDel:		9.2			18.3			9.7			xxxxxx	
LOS by Appr:		A			C			A			*	
AllWayAvgQ:	0.2	0.2	0.2	2.6	2.6	2.6	0.2	0.2	0.2	0.0	0.0	0.0

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #9 Dell Ave/Hacienda Ave

****

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound

Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign
Lanes:	0 1 0 0 0	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	61 81 0	2 385 252	72 0 58	0 0 0

Major Street Volume: 781
Minor Approach Volume: 130
Minor Approach Volume Threshold: 285

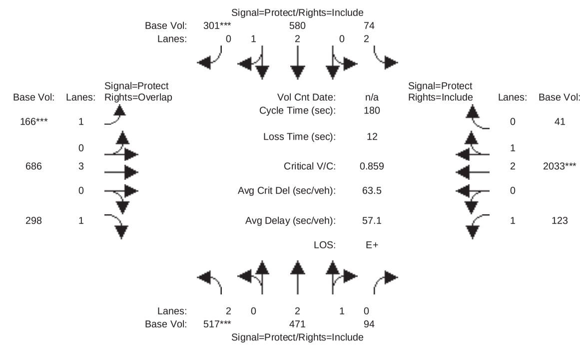
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

AM Peak - Existing plus Approved Projects
1700 Dell Avenue
City of Campbell

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

Intersection #10: Bascom Ave/Camden Ave



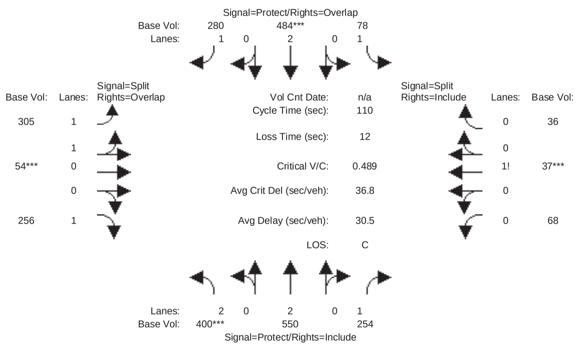
Street Name:	Bascom Ave						Camden Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	517	471	94	74	580	301	166	686	298	123	2033	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	517	471	94	74	580	301	166	686	298	123	2033	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	517	471	94	74	580	301	166	686	298	123	2033	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	517	471	94	74	580	301	166	686	298	123	2033	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	517	471	94	74	580	301	166	686	298	123	2033	41
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	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	2.00	2.48	0.52	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.94	0.06
Final Sat.:	3150	4667	931	3150	3800	1750	1750	5700	1750	1750	5489	111
Capacity Analysis Module:												
Vol/Sat:	0.16	0.10	0.10	0.02	0.15	0.17	0.09	0.12	0.17	0.07	0.37	0.37
Crit Moves:	****					****	****				****	
Green Time:	34.4	50.9	50.9	19.6	36.1	36.1	19.9	61.6	96.0	36.0	77.6	77.6
Volume/Cap:	0.86	0.36	0.36	0.22	0.76	0.86	0.86	0.35	0.32	0.35	0.86	0.86
Delay/Veh:	82.3	51.7	51.7	73.5	71.0	76.9	108.5	44.4	23.8	62.6	49.5	49.5
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:	82.3	51.7	51.7	73.5	71.0	76.9	108.5	44.4	23.8	62.6	49.5	49.5
LOS by Move:	F	D-	D-	E	E	E-	F	D	C	E	D	D
HCM2kAvgQ:	18	8	8	2	15	18	10	9	10	6	36	36

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

AM Peak - Existing plus Approved Projects
1700 Dell Avenue
City of Campbell

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

Intersection #11: Winchester Blvd/Knowles Dr



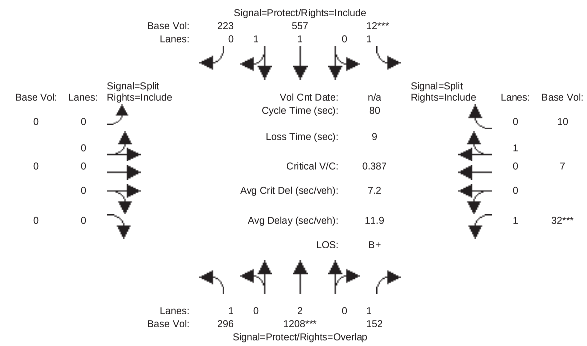
Street Name:	Winchester Blvd						Knowles Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	400	550	254	78	484	280	305	54	256	68	37	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	400	550	254	78	484	280	305	54	256	68	37	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	400	550	254	78	484	280	305	54	256	68	37	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	400	550	254	78	484	280	305	54	256	68	37	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	400	550	254	78	484	280	305	54	256	68	37	36
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	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.70	0.30	1.00	0.48	0.26	0.26
Final Sat.:	3150	3800	1750	1750	3800	1750	3016	534	1750	844	459	447
Capacity Analysis Module:												
Vol/Sat:	0.13	0.14	0.15	0.04	0.13	0.16	0.10	0.10	0.15	0.08	0.08	0.08
Crit Moves:	****				****			****			****	
Green Time:	28.5	39.7	39.7	17.4	28.6	51.4	22.7	22.7	51.3	18.1	18.1	18.1
Volume/Cap:	0.49	0.40	0.40	0.28	0.49	0.34	0.49	0.49	0.31	0.49	0.49	0.49
Delay/Veh:	35.0	26.4	26.7	41.3	34.9	18.9	39.0	39.0	18.6	43.1	43.1	43.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.0	26.4	26.7	41.3	34.9	18.9	39.0	39.0	18.6	43.1	43.1	43.1
LOS by Move:	D+	C	C	D	C-	B-	D	D	B-	D	D	D
HCM2kAvgQ:	7	7	7	2	7	6	6	6	6	5	5	5

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

AM Peak - Existing plus Approved Projects
1700 Dell Avenue
City of Campbell

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

Intersection #12: Winchester Blvd/SR 85 NB On-Ramp



Street Name:	Winchester Blvd						SR 85 NB On-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	296	1208	152	12	557	223	0	0	0	32	7	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	296	1208	152	12	557	223	0	0	0	32	7	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	296	1208	152	12	557	223	0	0	0	32	7	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	296	1208	152	12	557	223	0	0	0	32	7	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	296	1208	152	12	557	223	0	0	0	32	7	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.41	0.59	0.00	0.00	0.00	1.00	0.41	0.59
Final Sat.:	1750	3800	1750	1750	2641	1058	0	0	0	1750	741	1059
Capacity Analysis Module:												
Vol/Sat:	0.17	0.32	0.09	0.01	0.21	0.21	0.00	0.00	0.00	0.02	0.01	0.01
Crit Moves:		****		****						****		
Green Time:	27.2	54.0	64.0	7.0	33.8	33.8	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.50	0.47	0.11	0.08	0.50	0.50	0.00	0.00	0.00	0.15	0.08	0.08
Delay/Veh:	21.7	6.3	1.8	33.8	17.1	17.1	0.0	0.0	0.0	31.5	31.1	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:	21.7	6.3	1.8	33.8	17.1	17.1	0.0	0.0	0.0	31.5	31.1	31.1
LOS by Move:	C+	A	A	C-	B	B	A	A	A	C	C	C
HCM2kAvgQ:	6	7	1	0	7	7	0	0	0	1	0	0

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

AM Peak - Existing plus Approved Projects
1700 Dell Avenue
City of Campbell

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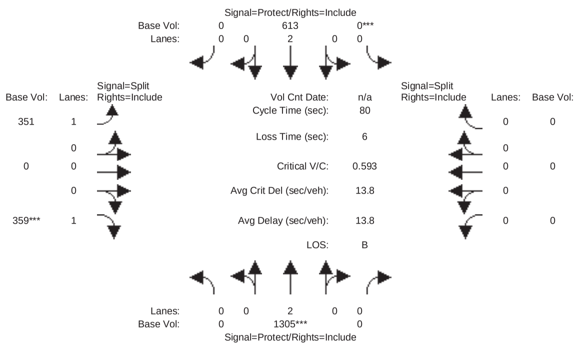
2000 HCM Operations (Base Volume Alternative)
03 AM Background

Intersection #13: Winchester Blvd/SR 85 SB Off-Ramp



Street Name:	Winchester Blvd						SR 85 SB Off-Ramp					
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	0	0	10	0	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:												
Base Vol:	0	1305	0	0	613	0	351	0	359	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1305	0	0	613	0	351	0	359	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1305	0	0	613	0	351	0	359	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1305	0	0	613	0	351	0	359	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1305	0	0	613	0	351	0	359	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.00	0.00	0.16	0.00	0.20	0.00	0.21	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	46.3	0.0	0.0	46.3	0.0	27.7	0.0	27.7	0.0	0.0	0.0
Volume/Cap:	0.00	0.59	0.00	0.00	0.28	0.00	0.58	0.00	0.59	0.00	0.00	0.00
Delay/Veh:	0.0	11.2	0.0	0.0	8.5	0.0	22.8	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:	0.0	11.2	0.0	0.0	8.5	0.0	22.8	0.0	23.1	0.0	0.0	0.0
LOS by Move:	A	B+	A	A	A	A	C+	A	C	A	A	A
HCM2kAvgQ:	0	10	0	0	4	0	8	0	9	0	0	0

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

AM Peak - Existing plus Approved Projects
1700 Dell Avenue
City of Campbell

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2000 HCM Operations (Base Volume Alternative)
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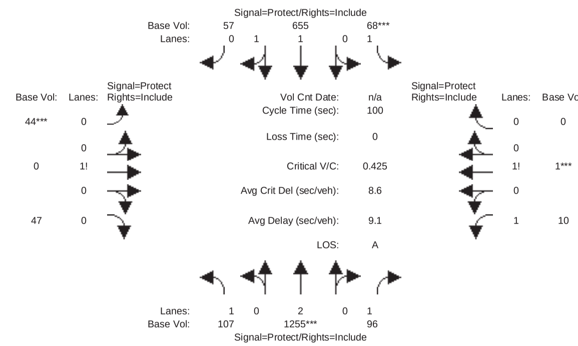
Intersection #14: Winchester Blvd/Albright Driveway-Courtside



Street Name:	Winchester Blvd						Alright Driveway-Courtside					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	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:												
Base Vol:	107	1255	96	68	655	57	44	0	47	10	1	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:	107	1255	96	68	655	57	44	0	47	10	1	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:	107	1255	96	68	655	57	44	0	47	10	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	1255	96	68	655	57	44	0	47	10	1	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:	107	1255	96	68	655	57	44	0	47	10	1	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.84	0.16	0.48	0.00	0.52	1.83	0.17	0.00
Final Sat.:	1750	3800	1750	1750	3404	296	846	0	904	3208	292	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.33	0.05	0.04	0.19	0.19	0.05	0.00	0.05	0.00	0.00	0.00
Crit Moves:		****		****			****				****	
Green Time:	21.0	77.8	77.8	9.2	66.0	66.0	12.2	0.0	12.3	0.7	0.8	0.0
Volume/Cap:	0.29	0.42	0.07	0.42	0.29	0.29	0.42	0.00	0.42	0.42	0.42	0.00
Delay/Veh:	33.7	3.8	2.6	44.7	7.2	7.2	42.0	0.0	41.9	60.1	60.2	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:	33.7	3.8	2.6	44.7	7.2	7.2	42.0	0.0	41.9	60.1	60.2	0.0
LOS by Move:	C-	A	A	D	A	A	D	A	D	E	E	A
HCM2kAvgQ:	3	6	1	2	5	5	3	0	3	1	1	0

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

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1700 Dell Avenue
City of Campbell

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2000 HCM Operations (Base Volume Alternative)
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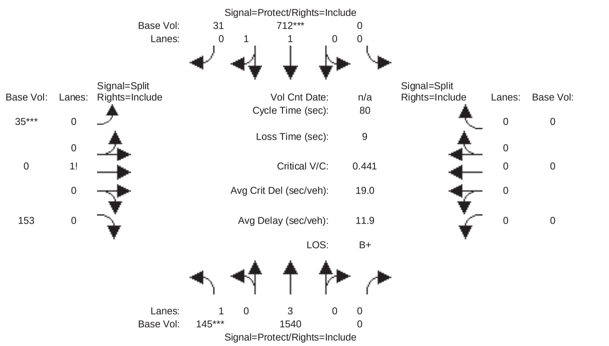
Intersection #15: Winchester Blvd/Wimbeldon Dr



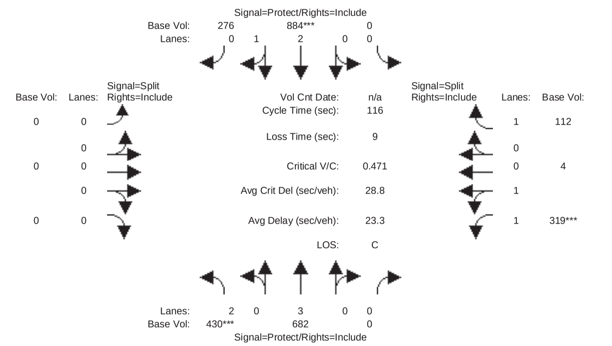
Street Name:	Winchester Blvd						Wimbeldon Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	145	1540	0	0	712	31	35	0	153	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:	145	1540	0	0	712	31	35	0	153	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:	145	1540	0	0	712	31	35	0	153	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	1540	0	0	712	31	35	0	153	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:	145	1540	0	0	712	31	35	0	153	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.00	1.91	0.09	0.19	0.00	0.81	0.00	0.00	0.00
Final Sat.:	1750	5700	0	0	3546	154	326	0	1424	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.27	0.00	0.00	0.20	0.20	0.11	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	15.0	51.5	0.0	0.0	36.5	36.5	19.5	0.0	19.5	0.0	0.0	0.0
Volume/Cap:	0.44	0.42	0.00	0.00	0.44	0.44	0.44	0.00	0.44	0.00	0.00	0.00
Delay/Veh:	29.7	7.0	0.0	0.0	15.0	15.0	26.4	0.0	26.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.7	7.0	0.0	0.0	15.0	15.0	26.4	0.0	26.4	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	C	A	C	A	A	A
HCM2kAvgQ:	3	6	0	0	6	6	5	0	5	0	0	0

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

AM Peak - Existing plus Approved Projects
1700 Dell Avenue
City of Campbell

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

Intersection #16: Bascom Ave/SR 85 NB Ramps



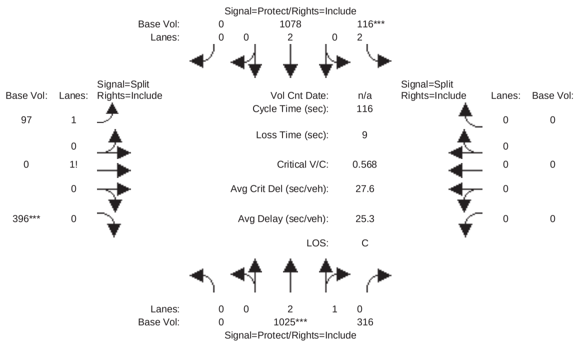
Street Name:	Bascom Ave						SR 85 NB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	430	682	0	0	884	276	0	0	0	319	4	112
Growth Adj:	1.00	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	682	0	0	884	276	0	0	0	319	4	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	682	0	0	884	276	0	0	0	319	4	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	430	682	0	0	884	276	0	0	0	319	4	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	430	682	0	0	884	276	0	0	0	319	4	112
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	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	3.00	0.00	0.00	2.26	0.74	0.00	0.00	0.00	1.98	0.02	1.00
Final Sat.:	3150	5700	0	0	4266	1332	0	0	0	3506	44	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.12	0.00	0.00	0.21	0.21	0.00	0.00	0.00	0.09	0.09	0.06
Crit Moves:	****				****					****		
Green Time:	33.6	84.6	0.0	0.0	51.0	51.0	0.0	0.0	0.0	22.4	22.4	22.4
Volume/Cap:	0.47	0.16	0.00	0.00	0.47	0.47	0.00	0.00	0.00	0.47	0.47	0.33
Delay/Veh:	34.3	4.8	0.0	0.0	23.1	23.1	0.0	0.0	0.0	42.1	42.1	40.9
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:	34.3	4.8	0.0	0.0	23.1	23.1	0.0	0.0	0.0	42.1	42.1	40.9
LOS by Move:	C-	A	A	A	C	C	A	A	A	D	D	D
HCM2kAvgQ:	7	2	0	0	9	9	0	0	0	6	6	4

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

AM Peak - Existing plus Approved Projects
1700 Dell Avenue
City of Campbell

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

Intersection #17: Bascom Ave/SR 85 SB Ramps



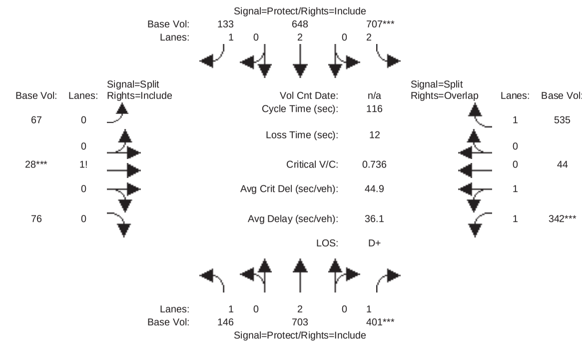
Street Name:	Bascom Ave						SR 85 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1025	316	116	1078	0	97	0	396	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1025	316	116	1078	0	97	0	396	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1025	316	116	1078	0	97	0	396	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1025	316	116	1078	0	97	0	396	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1025	316	116	1078	0	97	0	396	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92
Lanes:	0.00	2.27	0.73	2.00	2.00	0.00	1.11	0.00	0.89	0.00	0.00	0.00
Final Sat.:	0	4279	1319	3150	3800	0	1946	0	1599	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.04	0.28	0.00	0.05	0.00	0.25	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	48.9	48.9	7.5	56.4	0.0	50.6	0.0	50.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.57	0.57	0.57	0.58	0.00	0.11	0.00	0.57	0.00	0.00	0.00
Delay/Veh:	0.0	25.8	25.8	56.4	21.8	0.0	19.4	0.0	25.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.8	25.8	56.4	21.8	0.0	19.4	0.0	25.4	0.0	0.0	0.0
LOS by Move:	A	C	C	E+	C+	A	B-	A	C	A	A	A
HCM2kAvgQ:	0	12	12	2	13	0	2	0	13	0	0	0

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

AM Peak - Existing plus Approved Projects
1700 Dell Avenue
City of Campbell

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

Intersection #18: Los Gatos Blvd/Burton Rd-Samaritan Dr



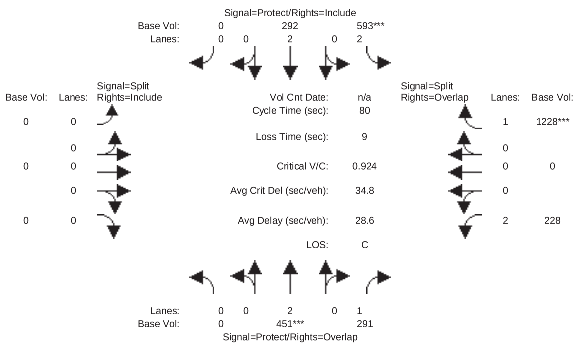
Street Name:	Los Gatos Blvd						Burton Rd-Samaritan Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	146	703	401	707	648	133	67	28	76	342	44	535
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	703	401	707	648	133	67	28	76	342	44	535
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	146	703	401	707	648	133	67	28	76	342	44	535
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	703	401	707	648	133	67	28	76	342	44	535
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	146	703	401	707	648	133	67	28	76	342	44	535
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	0.39	0.16	0.45	1.78	0.22	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	686	287	778	3145	405	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.19	0.23	0.22	0.17	0.08	0.10	0.10	0.10	0.11	0.11	0.31
Crit Moves:			****	****				****		****		
Green Time:	23.5	36.1	36.1	35.4	48.0	48.0	15.4	15.4	15.4	17.1	17.1	52.5
Volume/Cap:	0.41	0.59	0.74	0.74	0.41	0.18	0.74	0.74	0.74	0.74	0.74	0.68
Delay/Veh:	41.0	34.6	40.9	39.1	24.2	21.7	60.0	60.0	60.0	52.7	52.7	27.4
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:	41.0	34.6	40.9	39.1	24.2	21.7	60.0	60.0	60.0	52.7	52.7	27.4
LOS by Move:	D	C-	D	D	C	C+	E+	E+	E+	D-	D-	C
HCM2kAvgQ:	5	10	14	14	8	3	8	8	8	9	9	17

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

AM Peak - Existing plus Approved Projects
1700 Dell Avenue
City of Campbell

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

Intersection #19: Winchester Blvd/Lark Ave



Street Name:	Winchester Blvd						Lark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	451	291	593	292	0	0	0	0	228	0	1228
Growth Adj:	1.00	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	451	291	593	292	0	0	0	0	228	0	1228
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	451	291	593	292	0	0	0	0	228	0	1228
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	451	291	593	292	0	0	0	0	228	0	1228
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	451	291	593	292	0	0	0	0	228	0	1228
Saturation 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:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.17	0.19	0.08	0.00	0.00	0.00	0.00	0.07	0.00	0.70
Crit Moves:		****		****								****
Green Time:	0.0	10.3	54.7	16.3	26.6	0.0	0.0	0.0	0.0	44.4	0.0	60.7
Volume/Cap:	0.00	0.92	0.24	0.92	0.23	0.00	0.00	0.00	0.00	0.13	0.00	0.92
Delay/Veh:	0.0	57.9	4.9	50.5	19.4	0.0	0.0	0.0	0.0	8.6	0.0	18.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	57.9	4.9	50.5	19.4	0.0	0.0	0.0	0.0	8.6	0.0	18.8
LOS by Move:	A	E+	A	D	B-	A	A	A	A	A	A	B-
HCM2kAvgQ:	0	9	3	10	2	0	0	0	0	2	0	28

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

AM Peak - Existing plus Approved Projects
1700 Dell Avenue
City of Campbell

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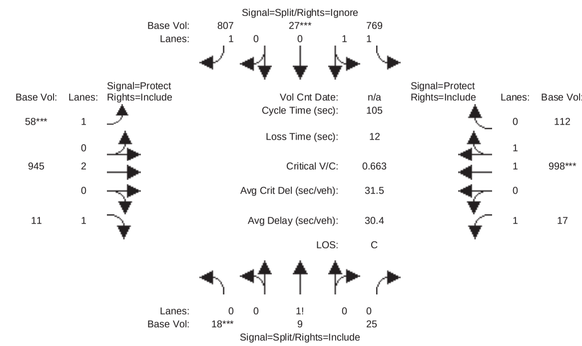
2000 HCM Operations (Base Volume Alternative)
03 AM Background

Intersection #20: SR 17 SB Ramps/Lark Ave



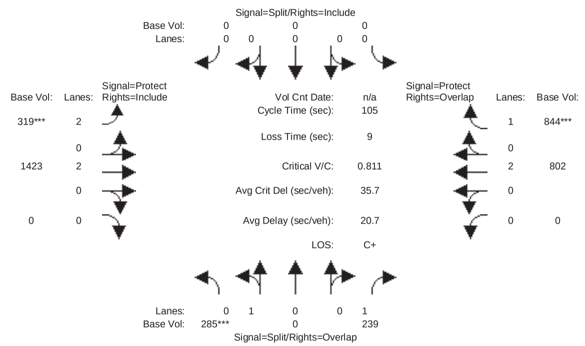
Street Name:	SR 17 SB Ramp						Lark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	18	9	25	769	27	807	58	945	11	17	998	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	9	25	769	27	807	58	945	11	17	998	112
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	9	25	769	27	0	58	945	11	17	998	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	9	25	769	27	0	58	945	11	17	998	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	9	25	769	27	0	58	945	11	17	998	112
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.35	0.17	0.48	1.93	0.07	1.00	1.00	2.00	1.00	1.00	1.79	0.21
Final Sat.:	606	303	841	3430	120	1750	1750	3800	1750	1750	3326	373
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.22	0.22	0.00	0.03	0.25	0.01	0.01	0.30	0.30
Crit Moves:	****				****		****				****	
Green Time:	10.0	10.0	10.0	32.5	32.5	0.0	7.0	39.8	39.8	10.7	43.5	43.5
Volume/Cap:	0.31	0.31	0.31	0.72	0.72	0.00	0.50	0.66	0.02	0.10	0.72	0.72
Delay/Veh:	45.4	45.4	45.4	34.7	34.7	0.0	50.6	28.0	20.4	43.0	27.5	27.5
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:	45.4	45.4	45.4	34.7	34.7	0.0	50.6	28.0	20.4	43.0	27.5	27.5
LOS by Move:	D	D	D	C-	C-	A	D	C	C+	D	C	C
HCM2kAvgQ:	2	2	2	13	13	0	2	13	0	1	15	15

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

AM Peak - Existing plus Approved Projects
1700 Dell Avenue
City of Campbell

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

Intersection #21: SR 17 NB Ramps/Lark Ave



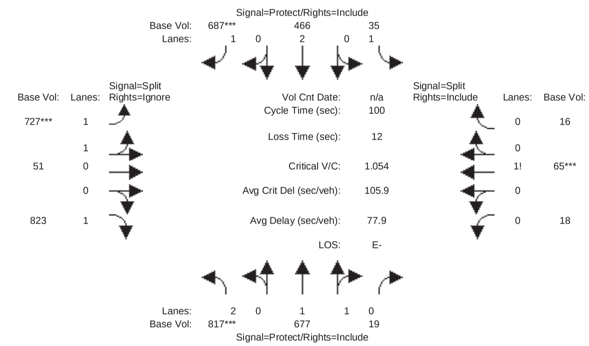
Street Name:	SR 17 NB Ramps						Lark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	285	0	239	0	0	0	319	1423	0	0	802	844
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	285	0	239	0	0	0	319	1423	0	0	802	844
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	285	0	239	0	0	0	319	1423	0	0	802	844
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	285	0	239	0	0	0	319	1423	0	0	802	844
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	285	0	239	0	0	0	319	1423	0	0	802	844
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1800	0	1750	0	0	0	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.14	0.00	0.00	0.00	0.10	0.37	0.00	0.00	0.21	0.48
Crit Moves:	****						****					****
Green Time:	20.5	0.0	20.5	0.0	0.0	0.0	13.1	75.5	0.0	0.0	62.4	62.4
Volume/Cap:	0.81	0.00	0.70	0.00	0.00	0.00	0.81	0.52	0.00	0.00	0.36	0.81
Delay/Veh:	53.7	0.0	45.7	0.0	0.0	0.0	56.8	6.8	0.0	0.0	11.0	21.6
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:	53.7	0.0	45.7	0.0	0.0	0.0	56.8	6.8	0.0	0.0	11.0	21.6
LOS by Move:	D-	A	D	A	A	A	E+	A	A	A	B+	C+
HCM2kAvgQ:	12	0	9	0	0	0	6	10	0	0	6	24

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

AM Peak - Existing plus Approved Projects
1700 Dell Avenue
City of Campbell

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

Intersection #22: Los Gatos Blvd/Lark Ave



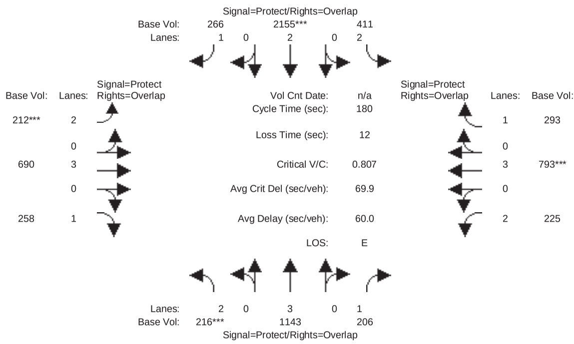
Street Name:	Los Gatos Blvd						Lark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	817	677	19	35	466	687	727	51	823	18	65	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	817	677	19	35	466	687	727	51	823	18	65	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	817	677	19	35	466	687	727	51	0	18	65	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	817	677	19	35	466	687	727	51	0	18	65	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	817	677	19	35	466	687	727	51	0	18	65	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	2.00	1.94	0.06	1.00	2.00	1.00	1.87	0.13	1.00	0.18	0.66	0.16
Final Sat.:	3150	3599	101	1750	3800	1750	3317	233	1750	318	1149	283
Capacity Analysis Module:												
Vol/Sat:	0.26	0.19	0.19	0.02	0.12	0.39	0.22	0.22	0.00	0.06	0.06	0.06
Crit Moves:	****					****	****				****	
Green Time:	23.2	42.5	42.5	15.8	35.2	35.2	19.6	19.6	0.0	10.0	10.0	10.0
Volume/Cap:	1.12	0.44	0.44	0.13	0.35	1.12	1.12	1.12	0.00	0.57	0.57	0.57
Delay/Veh:	108.6	20.5	20.5	36.4	24.1	105.2	111.1	111	0.0	47.2	47.2	47.2
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:	108.6	20.5	20.5	36.4	24.1	105.2	111.1	111	0.0	47.2	47.2	47.2
LOS by Move:	F	C+	C+	D+	C	F	F	F	A	D	D	D
HCM2kAvgQ:	25	8	8	1	5	34	19	19	0	4	4	4

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

PM Peak - Existing plus Approved Projects
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
04 PM Background

Intersection #1: San Tomas Expwy/Hamilton Ave



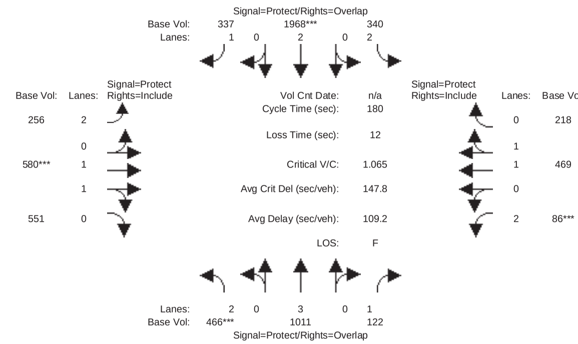
Street Name:	San Tomas Expwy						Hamilton Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	23	80	80	36	94	94	19	40	40	23	45	45
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	216	1143	206	411	2155	266	212	690	258	225	793	293
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	216	1143	206	411	2155	266	212	690	258	225	793	293
User Adj:	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	216	1143	206	411	1832	266	212	690	258	225	793	293
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	1143	206	411	1832	266	212	690	258	225	793	293
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	216	1143	206	411	1832	266	212	690	258	225	793	293
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	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.12	0.13	0.48	0.15	0.07	0.12	0.15	0.07	0.14	0.17
Crit Moves:	****				****		****				****	
Green Time:	21.5	75.3	97.0	33.9	87.7	105.4	17.7	37.9	59.3	21.8	42.0	75.8
Volume/Cap:	0.58	0.48	0.22	0.69	0.99	0.26	0.68	0.57	0.45	0.59	0.60	0.40
Delay/Veh:	82.6	41.0	23.3	76.7	67.5	19.7	90.3	69.1	51.4	82.7	66.7	39.2
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:	82.6	41.0	23.3	76.7	67.5	19.7	90.3	69.1	51.4	82.7	66.7	39.2
LOS by Move:	F	D	C	E-	E	B-	F	E	D-	F	E	D
HCM2kAvgQ:	7	16	7	14	59	8	8	12	13	8	14	13

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

PM Peak - Existing plus Approved Projects
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
04 PM Background

Intersection #2: San Tomas Expwy/Campbell Ave



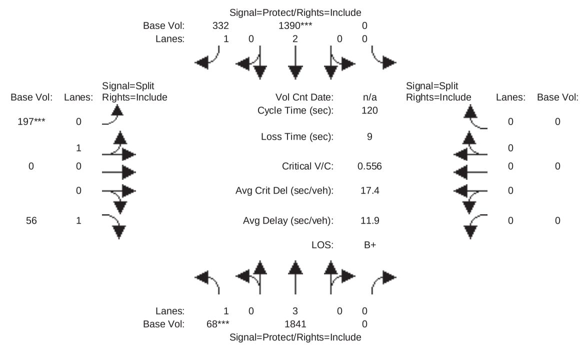
Street Name:	San Tomas Expwy						Campbell Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	32	89	89	28	85	85	25	47	47	16	38	38
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	466	1011	122	340	1968	337	256	580	551	86	469	218
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	466	1011	122	340	1968	337	256	580	551	86	469	218
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	466	1011	122	340	1968	337	256	580	551	86	469	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	466	1011	122	340	1968	337	256	580	551	86	469	218
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	466	1011	122	340	1968	337	256	580	551	86	469	218
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.95	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.00	1.00	2.00	1.35	0.65
Final Sat.:	3150	5700	1750	3150	3800	1750	3150	1897	1800	3150	2525	1174
Capacity Analysis Module:												
Vol/Sat:	0.15	0.18	0.07	0.11	0.52	0.19	0.08	0.31	0.31	0.03	0.19	0.19
Crit Moves:	****				****			****		****		
Green Time:	30.0	83.4	98.4	26.3	79.7	103.1	23.4	44.1	44.1	15.0	35.6	35.6
Volume/Cap:	0.89	0.38	0.13	0.74	1.17	0.34	0.62	1.25	1.25	0.33	0.94	0.94
Delay/Veh:	94.9	33.7	21.2	84.8	137	21.9	82.1	194	194.4	83.7	95.6	95.6
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:	94.9	33.7	21.2	84.8	137	21.9	82.1	194	194.4	83.7	95.6	95.6
LOS by Move:	F	C-	C+	F	F	C+	F	F	F	F	F	F
HCM2kAvgQ:	19	12	4	11	71	10	9	49	50	3	24	24

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

PM Peak - Existing plus Approved Projects
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
04 PM Background

Intersection #3: Winchester Blvd/W Sunnyoaks Ave



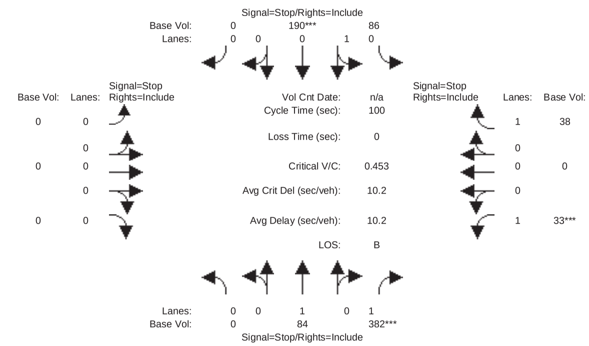
Street Name:	Winchester Blvd						W Sunnyoaks Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	68	1841	0	0	1390	332	197	0	56	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:	68	1841	0	0	1390	332	197	0	56	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:	68	1841	0	0	1390	332	197	0	56	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	1841	0	0	1390	332	197	0	56	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:	68	1841	0	0	1390	332	197	0	56	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	5700	0	0	3800	1750	1800	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.00	0.00	0.37	0.19	0.11	0.00	0.03	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	8.4	87.4	0.0	0.0	79.0	79.0	23.6	0.0	23.6	0.0	0.0	0.0
Volume/Cap:	0.56	0.44	0.00	0.00	0.56	0.29	0.56	0.00	0.16	0.00	0.00	0.00
Delay/Veh:	59.5	6.6	0.0	0.0	11.3	8.8	45.4	0.0	40.2	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:	59.5	6.6	0.0	0.0	11.3	8.8	45.4	0.0	40.2	0.0	0.0	0.0
LOS by Move:	E+	A	A	A	B+	A	D	A	D	A	A	A
HCM2kAvgQ:	2	8	0	0	14	5	7	0	2	0	0	0

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

PM Peak - Existing plus Approved Projects
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM 4-Way Stop (Base Volume Alternative)
04 PM Background

Intersection #4: Dell Ave/E. Sunnyoaks Ave



Street Name:	Dell Ave						E Sunnyoaks Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	84	382	86	190	0	0	0	0	33	0	38
Growth Adj:	1.00	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	84	382	86	190	0	0	0	0	33	0	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	84	382	86	190	0	0	0	0	33	0	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	84	382	86	190	0	0	0	0	33	0	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	84	382	86	190	0	0	0	0	33	0	38
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.31	0.69	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	722	842	222	490	0	0	0	0	514	0	618
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.12	0.45	0.39	0.39	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	0.06
Crit Moves:			****		****					****		
Delay/Veh:	0.0	8.3	10.3	11.1	11.1	0.0	0.0	0.0	0.0	9.6	0.0	8.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.3	10.3	11.1	11.1	0.0	0.0	0.0	0.0	9.6	0.0	8.3
LOS by Move:	*	A	B	B	B	*	*	*	*	A	*	A
ApproachDel:		9.9			11.1			xxxxxx			8.9	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		9.9			11.1			xxxxxx			8.9	
LOS by Appr:		A			B			*			A	
AllWayAvgQ:	0.0	0.1	0.8	0.6	0.6	0.6	0.0	0.0	0.0	0.1	0.0	0.1

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #4 Dell Ave/E. Sunnyoaks Ave

****

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound

Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0 0	1 0	1	0 1	0 0	0	0 0	0 0	0	1 0	0 0	1
Initial Vol:	0	84	382	86	190	0	0	0	0	33	0	38

Major Street Volume: 742
Minor Approach Volume: 71
Minor Approach Volume Threshold: 502

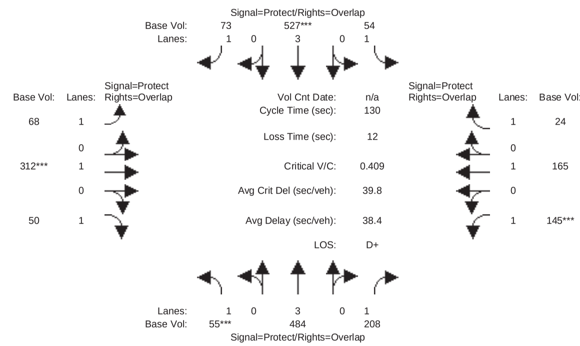
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

PM Peak - Existing plus Approved Projects
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
04 PM Background

Intersection #5: Bascom Ave/Curtner Ave



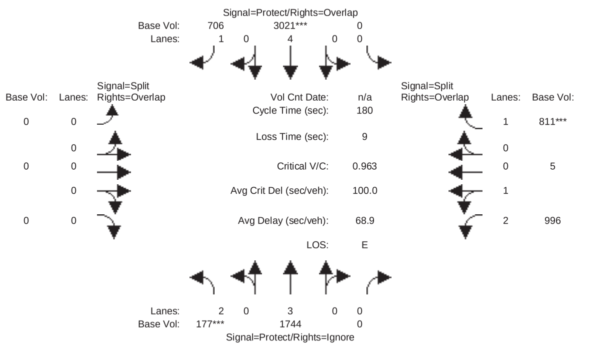
Street Name:	Bascom Ave						Curtner Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	55	484	208	54	527	73	68	312	50	145	165	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:	55	484	208	54	527	73	68	312	50	145	165	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:	55	484	208	54	527	73	68	312	50	145	165	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	484	208	54	527	73	68	312	50	145	165	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	484	208	54	527	73	68	312	50	145	165	24
Saturation 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	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.12	0.03	0.09	0.04	0.04	0.16	0.03	0.08	0.09	0.01
Crit Moves:	****				****			****		****		
Green Time:	10.0	24.1	50.5	15.3	29.4	59.5	30.1	52.2	62.2	26.4	48.5	63.8
Volume/Cap:	0.41	0.46	0.31	0.26	0.41	0.09	0.17	0.41	0.06	0.41	0.23	0.03
Delay/Veh:	59.2	47.4	27.9	52.9	43.1	20.0	40.1	28.2	18.2	45.8	28.1	17.1
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:	59.2	47.4	27.9	52.9	43.1	20.0	40.1	28.2	18.2	45.8	28.1	17.1
LOS by Move:	E+	D	C	D-	D	C+	D	C	B-	D	C	B
HCM2kAvgQ:	2	5	6	2	6	2	2	9	1	6	4	1

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

PM Peak - Existing plus Approved Projects
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
04 PM Background

Intersection #6: San Tomas Expwy/SR 17 SB Ramps



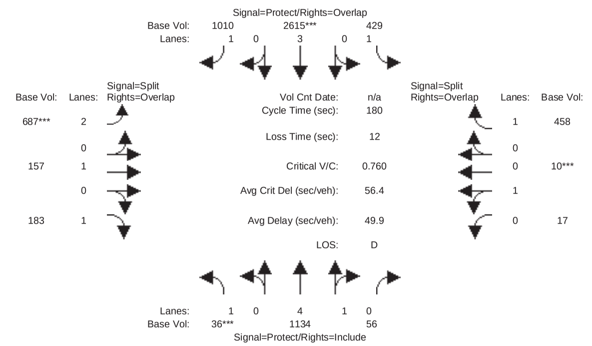
Street Name:	San Tomas Expwy						SR 17 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	125	0	0	104	104	0	0	0	54	54	54
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	177	1744	0	0	3021	706	0	0	0	996	5	811
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	177	1744	0	0	3021	706	0	0	0	996	5	811
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	177	1744	0	0	3021	706	0	0	0	996	5	811
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	1744	0	0	3021	706	0	0	0	996	5	811
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	177	1744	0	0	3021	706	0	0	0	996	5	811
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	0.87	0.95	0.92
Lanes:	2.00	3.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00	2.99	0.01	1.00
Final Sat.:	3150	5700	0	0	7600	1750	0	0	0	4925	25	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.31	0.00	0.00	0.40	0.40	0.00	0.00	0.00	0.20	0.20	0.46
Crit Moves:	****				****							****
Green Time:	21.0	120	0.0	0.0	99.0	99.0	0.0	0.0	0.0	51.4	51.4	51.4
Volume/Cap:	0.48	0.46	0.00	0.00	0.72	0.73	0.00	0.00	0.00	0.71	0.71	1.62
Delay/Veh:	79.2	15.2	0.0	0.0	32.4	35.0	0.0	0.0	0.0	62.1	62.1	356.5
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:	79.2	15.2	0.0	0.0	32.4	35.0	0.0	0.0	0.0	62.1	62.1	356.5
LOS by Move:	E-	B	A	A	C-	C-	A	A	A	E	E	F
HCM2kAvgQ:	6	16	0	0	32	33	0	0	0	20	20	91

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

PM Peak - Existing plus Approved Projects
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
04 PM Background

Intersection #7: Camden Ave/White Oaks Rd-Curtner Ave



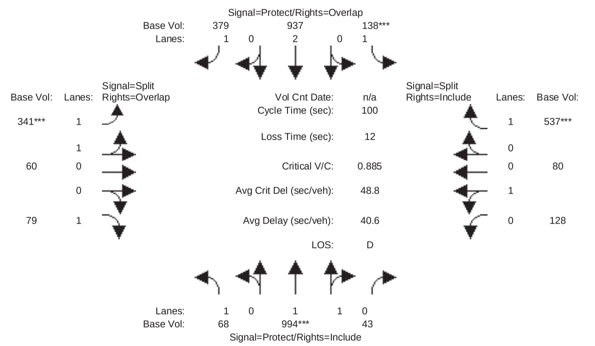
Street Name:	Camden Ave						White Oaks Rd-Curtner Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	15	53	53	69	109	109	39	39	39	17	17	17
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	36	1134	56	429	2615	1010	687	157	183	17	10	458
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	1134	56	429	2615	1010	687	157	183	17	10	458
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	1134	56	429	2615	1010	687	157	183	17	10	458
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	1134	56	429	2615	1010	687	157	183	17	10	458
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	1134	56	429	2615	1010	687	157	183	17	10	458
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	4.75	0.25	1.00	3.00	1.00	2.00	1.00	1.00	0.63	0.37	1.00
Final Sat.:	1750	8957	442	1750	5700	1750	3150	1900	1750	1133	667	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.13	0.13	0.25	0.46	0.58	0.22	0.08	0.10	0.02	0.02	0.26
Crit Moves:	****				****		****				****	
Green Time:	14.1	50.5	50.5	65.7	102	138.8	36.6	36.6	50.6	15.9	15.9	81.7
Volume/Cap:	0.26	0.45	0.45	0.67	0.81	0.75	1.07	0.41	0.37	0.17	0.17	0.58
Delay/Veh:	87.9	57.5	57.5	56.8	35.4	15.8	133.5	69.6	57.5	83.3	83.3	41.8
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:	87.9	57.5	57.5	56.8	35.4	15.8	133.5	69.6	57.5	83.3	83.3	41.8
LOS by Move:	F	E+	E+	E+	D+	B	F	E	E+	F	F	D
HCM2kAvgQ:	2	11	11	23	42	36	31	8	9	2	2	21

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

PM Peak - Existing plus Approved Projects
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
04 PM Background

Intersection #8: Winchester Blvd/W Hacienda Ave



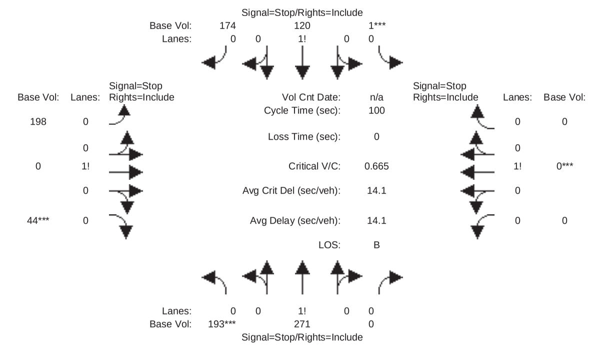
Street Name:	Winchester Blvd						W Hacienda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	68	994	43	138	937	379	341	60	79	128	80	537
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	994	43	138	937	379	341	60	79	128	80	537
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	994	43	138	937	379	341	60	79	128	80	537
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	994	43	138	937	379	341	60	79	128	80	537
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	994	43	138	937	379	341	60	79	128	80	537
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.93	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.91	0.09	1.00	2.00	1.00	1.70	0.30	1.00	0.62	0.38	1.00
Final Sat.:	1750	3546	153	1750	3800	1750	3019	531	1750	1108	692	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.28	0.08	0.25	0.22	0.11	0.11	0.05	0.12	0.12	0.31
Crit Moves:		****		****			****					****
Green Time:	9.0	31.7	31.7	8.9	31.6	44.4	12.8	12.8	21.7	34.7	34.7	34.7
Volume/Cap:	0.43	0.89	0.89	0.89	0.78	0.49	0.89	0.89	0.21	0.33	0.33	0.89
Delay/Veh:	45.0	40.8	40.8	85.7	34.4	20.2	61.3	61.3	32.3	24.4	24.4	45.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.0	40.8	40.8	85.7	34.4	20.2	61.3	61.3	32.3	24.4	24.4	45.4
LOS by Move:	D	D	D	F	C-	C+	E	E	C-	C	C	D
HCM2kAvgQ:	2	17	17	5	13	9	10	10	2	5	5	20

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

PM Peak - Existing plus Approved Projects
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM 4-Way Stop (Base Volume Alternative)
04 PM Background

Intersection #9: Dell Ave/Hacienda Ave



Street Name:	Dell Ave						W Hacienda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	193	271	0	1	120	174	198	0	44	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:	193	271	0	1	120	174	198	0	44	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:	193	271	0	1	120	174	198	0	44	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	271	0	1	120	174	198	0	44	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:	193	271	0	1	120	174	198	0	44	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.42	0.58	0.00	0.01	0.40	0.59	0.82	0.00	0.18	0.00	1.00	0.00
Final Sat.:	290	408	0	2	290	420	482	0	107	0	486	0
Capacity Analysis Module:												
Vol/Sat:	0.66	0.66	xxxx	0.41	0.41	0.41	0.41	xxxx	0.41	xxxx	0.00	xxxx
Crit Moves:	****			****					****		****	
Delay/Veh:	17.0	17.0	0.0	11.0	11.0	11.0	12.2	0.0	12.2	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.0	17.0	0.0	11.0	11.0	11.0	12.2	0.0	12.2	0.0	0.0	0.0
LOS by Move:	C	C	*	B	B	B	B	*	B	*	*	*
ApproachDel:		17.0			11.0			12.2			xxxxxx	
Delay Adj:		1.00			1.00			1.00			xxxxx	
ApprAdjDel:		17.0			11.0			12.2			xxxxxx	
LOS by Appr:		C			B			B			*	
AllWayAvgQ:	1.7	1.7	1.7	0.6	0.6	0.6	0.6	0.6	0.6	0.0	0.0	0.0

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #9 Dell Ave/Hacienda Ave

****

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound

```
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Lanes:        0  1  0  0  0    0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:  193  271     0     1  120   174   198    0    44     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:            759
Minor Approach Volume:          242
Minor Approach Volume Threshold: 293
--------------------------------------------------------------------------------
```

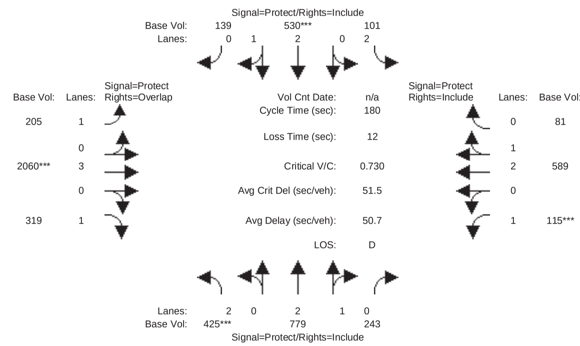
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

PM Peak - Existing plus Approved Projects
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
04 PM Background

Intersection #10: Bascom Ave/Camden Ave



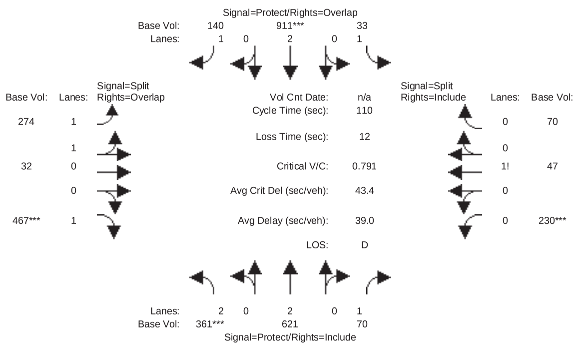
Street Name:	Bascom Ave						Camden Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	425	779	243	101	530	139	205	2060	319	115	589	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	425	779	243	101	530	139	205	2060	319	115	589	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	425	779	243	101	530	139	205	2060	319	115	589	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	425	779	243	101	530	139	205	2060	319	115	589	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	425	779	243	101	530	139	205	2060	319	115	589	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	2.00	2.26	0.74	2.00	2.35	0.65	1.00	3.00	1.00	1.00	2.62	0.38
Final Sat.:	3150	4267	1331	3150	4435	1163	1750	5700	1750	1750	4922	677
Capacity Analysis Module:												
Vol/Sat:	0.13	0.18	0.18	0.03	0.12	0.12	0.12	0.36	0.18	0.07	0.12	0.12
Crit Moves:	****				****			****		****		
Green Time:	33.3	51.7	51.7	11.0	29.5	29.5	52.1	89.1	122.3	16.2	53.2	53.2
Volume/Cap:	0.73	0.64	0.64	0.52	0.73	0.73	0.40	0.73	0.27	0.73	0.40	0.40
Delay/Veh:	73.8	56.8	56.8	84.6	74.5	74.5	52.0	37.0	11.4	95.7	50.9	50.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.8	56.8	56.8	84.6	74.5	74.5	52.0	37.0	11.4	95.7	50.9	50.9
LOS by Move:	E	E+	E+	F	E	E	D-	D+	B+	F	D	D
HCM2kAvgQ:	13	16	16	3	12	12	9	29	7	8	10	10

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

PM Peak - Existing plus Approved Projects
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
04 PM Background

Intersection #11: Winchester Blvd/Knowles Dr



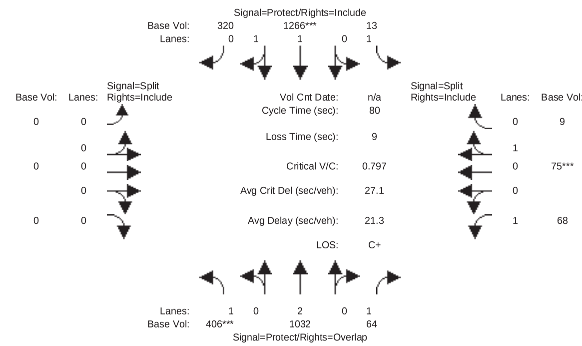
Street Name:	Winchester Blvd						Knowles Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	361	621	70	33	911	140	274	32	467	230	47	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	361	621	70	33	911	140	274	32	467	230	47	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	361	621	70	33	911	140	274	32	467	230	47	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	361	621	70	33	911	140	274	32	467	230	47	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	361	621	70	33	911	140	274	32	467	230	47	70
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	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.79	0.21	1.00	0.66	0.14	0.20
Final Sat.:	3150	3800	1750	1750	3800	1750	3179	371	1750	1160	237	353
Capacity Analysis Module:												
Vol/Sat:	0.11	0.16	0.04	0.02	0.24	0.08	0.09	0.09	0.27	0.20	0.20	0.20
Crit Moves:	****				****				****	****		
Green Time:	15.9	35.5	35.5	13.8	33.3	54.5	21.2	21.2	37.1	27.6	27.6	27.6
Volume/Cap:	0.79	0.51	0.12	0.15	0.79	0.16	0.45	0.45	0.79	0.79	0.79	0.79
Delay/Veh:	54.5	30.5	26.4	43.2	38.9	15.3	39.7	39.7	40.1	48.0	48.0	48.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.5	30.5	26.4	43.2	38.9	15.3	39.7	39.7	40.1	48.0	48.0	48.0
LOS by Move:	D-	C	C	D	D+	B	D	D	D	D	D	D
HCM2kAvgQ:	7	8	2	1	14	3	5	5	17	14	14	14

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

PM Peak - Existing plus Approved Projects
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
04 PM Background

Intersection #12: Winchester Blvd/SR 85 NB On-Ramp



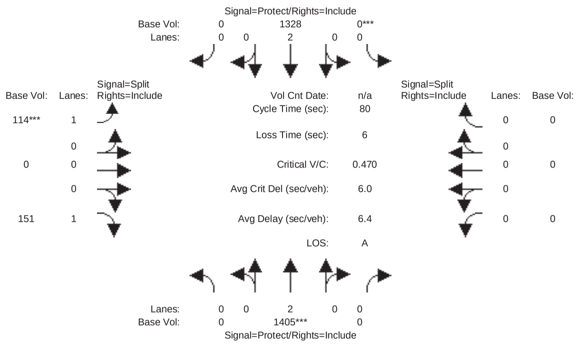
Street Name:	Winchester Blvd						SR 85 NB On-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	406	1032	64	13	1266	320	0	0	0	68	75	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	406	1032	64	13	1266	320	0	0	0	68	75	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	406	1032	64	13	1266	320	0	0	0	68	75	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	406	1032	64	13	1266	320	0	0	0	68	75	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	406	1032	64	13	1266	320	0	0	0	68	75	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.59	0.41	0.00	0.00	0.00	1.00	0.89	0.11
Final Sat.:	1750	3800	1750	1750	2953	746	0	0	0	1750	1607	193
Capacity Analysis Module:												
Vol/Sat:	0.23	0.27	0.04	0.01	0.43	0.43	0.00	0.00	0.00	0.04	0.05	0.05
Crit Moves:	****				****						****	
Green Time:	21.4	46.1	56.1	14.9	39.6	39.6	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.87	0.47	0.05	0.04	0.87	0.87	0.00	0.00	0.00	0.31	0.37	0.37
Delay/Veh:	43.5	10.0	3.7	26.8	22.5	22.5	0.0	0.0	0.0	32.7	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:	43.5	10.0	3.7	26.8	22.5	22.5	0.0	0.0	0.0	32.7	33.2	33.2
LOS by Move:	D	B+	A	C	C+	C+	A	A	A	C-	C-	C-
HCM2kAvgQ:	11	7	1	0	18	18	0	0	0	2	2	2

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

PM Peak - Existing plus Approved Projects
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
04 PM Background

Intersection #13: Winchester Blvd/SR 85 SB Off-Ramp



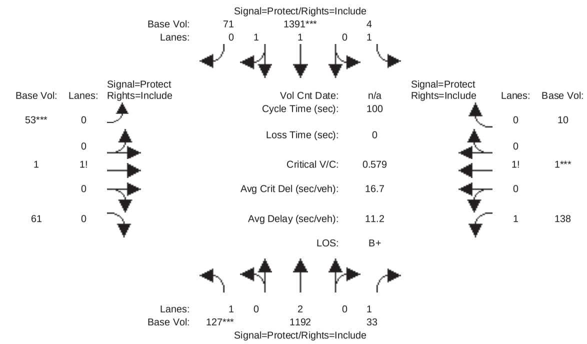
Street Name:	Winchester Blvd						SR 85 SB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1405	0	0	1328	0	114	0	151	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1405	0	0	1328	0	114	0	151	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1405	0	0	1328	0	114	0	151	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1405	0	0	1328	0	114	0	151	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1405	0	0	1328	0	114	0	151	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.00	0.00	0.35	0.00	0.07	0.00	0.09	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	0.0	60.0	0.0	0.0	60.0	0.0	14.0	0.0	14.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.49	0.00	0.00	0.47	0.00	0.37	0.00	0.49	0.00	0.00	0.00
Delay/Veh:	0.0	4.1	0.0	0.0	4.0	0.0	29.9	0.0	31.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.1	0.0	0.0	4.0	0.0	29.9	0.0	31.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	7	0	0	6	0	3	0	4	0	0	0

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

PM Peak - Existing plus Approved Projects
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
04 PM Background

Intersection #14: Winchester Blvd/Albright Driveway-Courtside



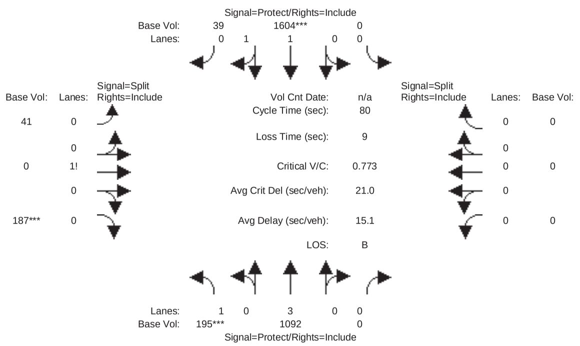
Street Name:	Winchester Blvd						Alright Driveway-Courtside					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	127	1192	33	4	1391	71	53	1	61	138	1	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	1192	33	4	1391	71	53	1	61	138	1	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	1192	33	4	1391	71	53	1	61	138	1	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	1192	33	4	1391	71	53	1	61	138	1	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	1192	33	4	1391	71	53	1	61	138	1	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.90	0.10	0.46	0.01	0.53	1.86	0.01	0.13
Final Sat.:	1750	3800	1750	1750	3520	180	807	15	928	3259	22	219
Capacity Analysis Module:												
Vol/Sat:	0.07	0.31	0.02	0.00	0.40	0.40	0.07	0.07	0.07	0.04	0.05	0.05
Crit Moves:	****				****		****				****	
Green Time:	12.5	80.2	80.2	0.6	68.2	68.2	11.3	11.7	11.7	7.5	7.9	7.9
Volume/Cap:	0.58	0.39	0.02	0.39	0.58	0.58	0.58	0.56	0.56	0.56	0.58	0.58
Delay/Veh:	45.1	2.9	2.0	72.5	8.7	8.7	46.3	45.3	45.3	47.4	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:	45.1	2.9	2.0	72.5	8.7	8.7	46.3	45.3	45.3	47.4	47.7	47.7
LOS by Move:	D	A	A	E	A	A	D	D	D	D	D	D
HCM2kAvgQ:	4	5	0	0	12	12	5	4	4	3	4	4

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

PM Peak - Existing plus Approved Projects
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
04 PM Background

Intersection #15: Winchester Blvd/Wimbeldon Dr



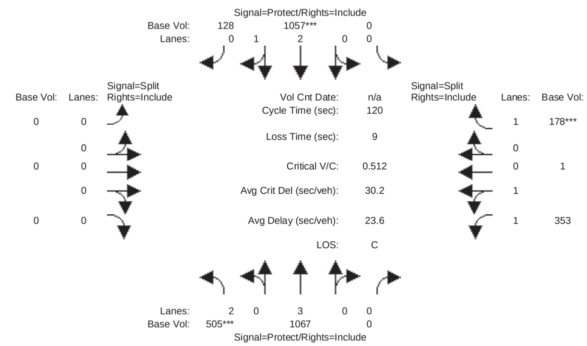
Street Name:	Winchester Blvd						Wimbeldon Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	195	1092	0	0	1604	39	41	0	187	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:	195	1092	0	0	1604	39	41	0	187	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:	195	1092	0	0	1604	39	41	0	187	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	1092	0	0	1604	39	41	0	187	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:	195	1092	0	0	1604	39	41	0	187	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.00	1.95	0.05	0.18	0.00	0.82	0.00	0.00	0.00
Final Sat.:	1750	5700	0	0	3612	88	315	0	1435	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.19	0.00	0.00	0.44	0.44	0.13	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	11.5	57.5	0.0	0.0	46.0	46.0	13.5	0.0	13.5	0.0	0.0	0.0
Volume/Cap:	0.77	0.27	0.00	0.00	0.77	0.77	0.77	0.00	0.77	0.00	0.00	0.00
Delay/Veh:	46.7	3.9	0.0	0.0	14.8	14.8	43.7	0.0	43.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.7	3.9	0.0	0.0	14.8	14.8	43.7	0.0	43.7	0.0	0.0	0.0
LOS by Move:	D	A	A	A	B	B	D	A	D	A	A	A
HCM2kAvgQ:	5	3	0	0	16	16	8	0	8	0	0	0

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

PM Peak - Existing plus Approved Projects
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
04 PM Background

Intersection #16: Bascom Ave/SR 85 NB Ramps



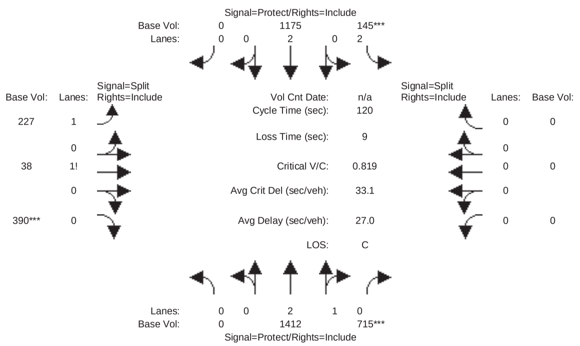
Street Name:	Bascom Ave						SR 85 NB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	505	1067	0	0	1057	128	0	0	0	353	1	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	505	1067	0	0	1057	128	0	0	0	353	1	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	505	1067	0	0	1057	128	0	0	0	353	1	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	505	1067	0	0	1057	128	0	0	0	353	1	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	505	1067	0	0	1057	128	0	0	0	353	1	178
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	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	3.00	0.00	0.00	2.66	0.34	0.00	0.00	0.00	1.99	0.01	1.00
Final Sat.:	3150	5700	0	0	4994	605	0	0	0	3540	10	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.19	0.00	0.00	0.21	0.21	0.00	0.00	0.00	0.10	0.10	0.10
Crit Moves:	****				****							****
Green Time:	37.6	87.2	0.0	0.0	49.6	49.6	0.0	0.0	0.0	23.8	23.8	23.8
Volume/Cap:	0.51	0.26	0.00	0.00	0.51	0.51	0.00	0.00	0.00	0.50	0.50	0.51
Delay/Veh:	34.2	5.6	0.0	0.0	26.4	26.4	0.0	0.0	0.0	43.4	43.4	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:	34.2	5.6	0.0	0.0	26.4	26.4	0.0	0.0	0.0	43.4	43.4	44.2
LOS by Move:	C-	A	A	A	C	C	A	A	A	D	D	D
HCM2kAvgQ:	9	4	0	0	10	10	0	0	0	7	7	7

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

PM Peak - Existing plus Approved Projects
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
04 PM Background

Intersection #17: Bascom Ave/SR 85 SB Ramps



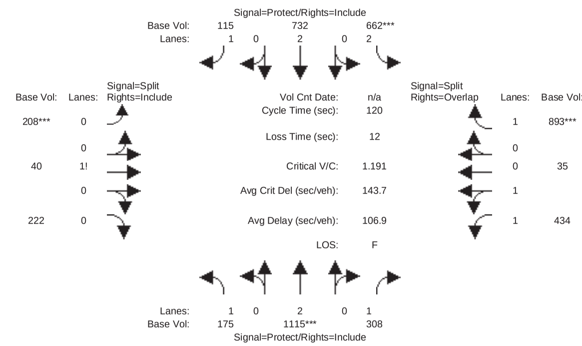
Street Name:	Bascom Ave						SR 85 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1412	715	145	1175	0	227	38	390	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1412	715	145	1175	0	227	38	390	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1412	715	145	1175	0	227	38	390	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1412	715	145	1175	0	227	38	390	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1412	715	145	1175	0	227	38	390	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.21	0.07	0.72	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	3800	0	2125	126	1289	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.41	0.05	0.31	0.00	0.11	0.30	0.30	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green Time:	0.0	59.7	59.7	7.0	66.7	0.0	44.3	44.3	44.3	0.0	0.0	0.0
Volume/Cap:	0.00	0.75	0.82	0.79	0.56	0.00	0.29	0.82	0.82	0.00	0.00	0.00
Delay/Veh:	0.0	25.2	27.8	75.9	17.4	0.0	26.8	41.1	41.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.2	27.8	75.9	17.4	0.0	26.8	41.1	41.1	0.0	0.0	0.0
LOS by Move:	A	C	C	E-	B	A	C	D	D	A	A	A
HCM2kAvgQ:	0	19	22	3	13	0	5	21	21	0	0	0

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

PM Peak - Existing plus Approved Projects
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
04 PM Background

Intersection #18: Los Gatos Blvd/Burton Rd-Samaritan Dr



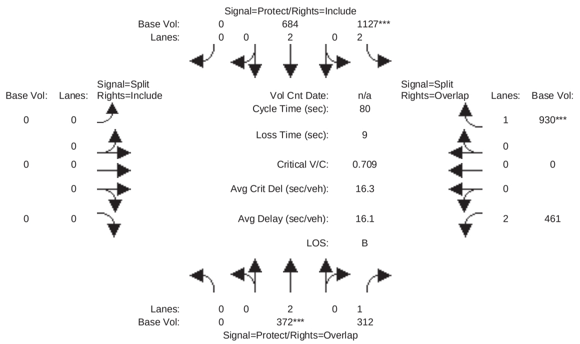
Street Name:	Los Gatos Blvd						Burton Rd-Samaritan Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	175	1115	308	662	732	115	208	40	222	434	35	893
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	1115	308	662	732	115	208	40	222	434	35	893
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	175	1115	308	662	732	115	208	40	222	434	35	893
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	1115	308	662	732	115	208	40	222	434	35	893
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	175	1115	308	662	732	115	208	40	222	434	35	893
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	0.44	0.09	0.47	1.85	0.15	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	774	149	827	3285	265	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.29	0.18	0.21	0.19	0.07	0.27	0.27	0.27	0.13	0.13	0.51
Crit Moves:		****		****			****					****
Green Time:	17.3	29.6	29.6	21.2	33.4	33.4	27.1	27.1	27.1	30.2	30.2	51.4
Volume/Cap:	0.69	1.19	0.71	1.19	0.69	0.24	1.19	1.19	1.19	0.52	0.52	1.19
Delay/Veh:	56.8	142	47.0	152.4	40.7	33.7	155.1	155	155.1	39.3	39.3	133.4
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:	56.8	142	47.0	152.4	40.7	33.7	155.1	155	155.1	39.3	39.3	133.4
LOS by Move:	E+	F	D	F	D	C-	F	F	F	D	D	F
HCM2kAvgQ:	7	32	11	23	12	3	32	32	32	8	8	57

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

PM Peak - Existing plus Approved Projects
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
04 PM Background

Intersection #19: Winchester Blvd/Lark Ave



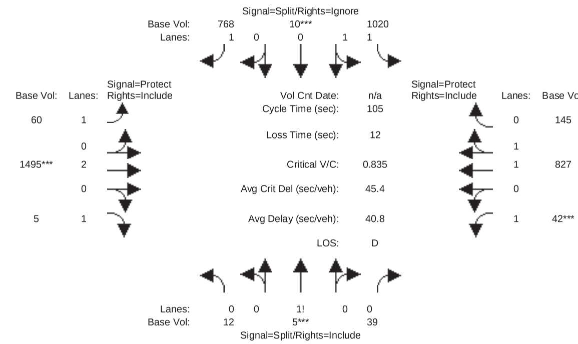
Street Name:	Winchester Blvd						Lark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	372	312	1127	684	0	0	0	0	461	0	930
Growth Adj:	1.00	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	372	312	1127	684	0	0	0	0	461	0	930
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	372	312	1127	684	0	0	0	0	461	0	930
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	372	312	1127	684	0	0	0	0	461	0	930
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	372	312	1127	684	0	0	0	0	461	0	930
Saturation 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:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.18	0.36	0.18	0.00	0.00	0.00	0.00	0.15	0.00	0.53
Crit Moves:		****		****								****
Green Time:	0.0	11.0	30.6	40.4	51.4	0.0	0.0	0.0	0.0	19.6	0.0	60.0
Volume/Cap:	0.00	0.71	0.47	0.71	0.28	0.00	0.00	0.00	0.00	0.60	0.00	0.71
Delay/Veh:	0.0	37.4	19.0	16.8	6.3	0.0	0.0	0.0	0.0	28.0	0.0	7.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	37.4	19.0	16.8	6.3	0.0	0.0	0.0	0.0	28.0	0.0	7.2
LOS by Move:	A	D+	B-	B	A	A	A	A	A	C	A	A
HCM2kAvgQ:	0	6	7	12	3	0	0	0	0	6	0	13

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

PM Peak - Existing plus Approved Projects
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
04 PM Background

Intersection #20: SR 17 SB Ramps/Lark Ave



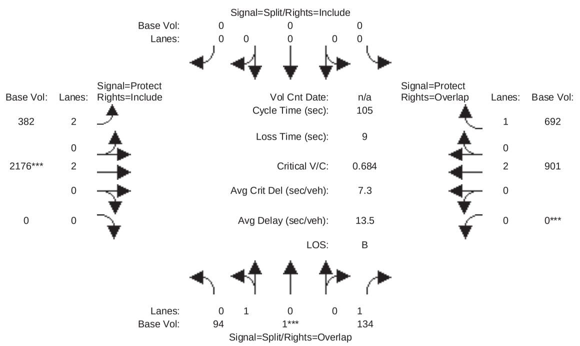
Street Name:	SR 17 SB Ramp						Lark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	12	5	39	1020	10	768	60	1495	5	42	827	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	5	39	1020	10	768	60	1495	5	42	827	145
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	5	39	1020	10	0	60	1495	5	42	827	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	5	39	1020	10	0	60	1495	5	42	827	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	5	39	1020	10	0	60	1495	5	42	827	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.21	0.09	0.70	1.98	0.02	1.00	1.00	2.00	1.00	1.00	1.69	0.31
Final Sat.:	375	156	1219	3516	34	1750	1750	3800	1750	1750	3148	552
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.29	0.29	0.00	0.03	0.39	0.00	0.02	0.26	0.26
Crit Moves:		****			****			****		****		
Green Time:	10.0	10.0	10.0	32.3	32.3	0.0	10.3	43.7	43.7	7.0	40.5	40.5
Volume/Cap:	0.34	0.34	0.34	0.94	0.94	0.00	0.35	0.94	0.01	0.36	0.68	0.68
Delay/Veh:	45.6	45.6	45.6	51.2	51.2	0.0	45.5	41.4	17.9	48.8	28.3	28.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.6	45.6	45.6	51.2	51.2	0.0	45.5	41.4	17.9	48.8	28.3	28.3
LOS by Move:	D	D	D	D-	D-	A	D	D	B	D	C	C
HCM2kAvgQ:	2	2	2	22	22	0	2	27	0	1	13	13

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

PM Peak - Existing plus Approved Projects
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
04 PM Background

Intersection #21: SR 17 NB Ramps/Lark Ave



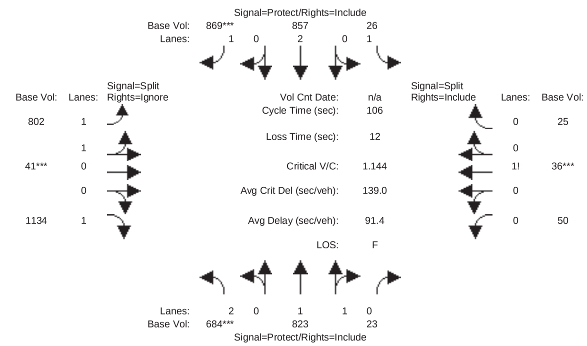
Street Name:	SR 17 NB Ramps						Lark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	94	1	134	0	0	0	382	2176	0	0	901	692
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	1	134	0	0	0	382	2176	0	0	901	692
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	1	134	0	0	0	382	2176	0	0	901	692
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	1	134	0	0	0	382	2176	0	0	901	692
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	1	134	0	0	0	382	2176	0	0	901	692
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.99	0.01	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1781	19	1750	0	0	0	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.08	0.00	0.00	0.00	0.12	0.57	0.00	0.00	0.24	0.40
Crit Moves:		****						****		****		
Green Time:	11.8	11.8	11.8	0.0	0.0	0.0	19.8	84.2	0.0	0.0	64.5	64.5
Volume/Cap:	0.47	0.47	0.68	0.00	0.00	0.00	0.64	0.71	0.00	0.00	0.39	0.64
Delay/Veh:	45.5	45.5	54.4	0.0	0.0	0.0	41.8	5.6	0.0	0.0	10.4	14.3
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:	45.5	45.5	54.4	0.0	0.0	0.0	41.8	5.6	0.0	0.0	10.4	14.3
LOS by Move:	D	D	D-	A	A	A	D	A	A	A	B+	B
HCM2kAvgQ:	4	4	6	0	0	0	6	15	0	0	7	15

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

PM Peak - Existing plus Approved Projects
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
04 PM Background

Intersection #22: Los Gatos Blvd/Lark Ave



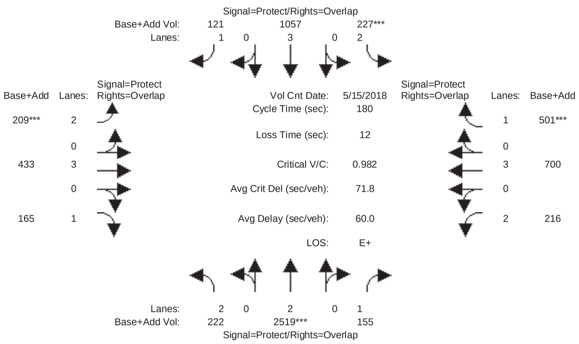
Street Name:	Los Gatos Blvd						Lark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	684	823	23	26	857	869	802	41	1134	50	36	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:	684	823	23	26	857	869	802	41	1134	50	36	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	684	823	23	26	857	869	802	41	0	50	36	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	684	823	23	26	857	869	802	41	0	50	36	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	684	823	23	26	857	869	802	41	0	50	36	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	2.00	1.94	0.06	1.00	2.00	1.00	1.90	0.10	1.00	0.45	0.32	0.23
Final Sat.:	3150	3599	101	1750	3800	1750	3377	173	1750	788	568	394
Capacity Analysis Module:												
Vol/Sat:	0.22	0.23	0.23	0.01	0.23	0.50	0.24	0.24	0.00	0.06	0.06	0.06
Crit Moves:	****					****		****			****	
Green Time:	19.2	48.9	48.9	14.1	43.9	43.9	21.0	21.0	0.0	10.0	10.0	10.0
Volume/Cap:	1.20	0.50	0.50	0.11	0.55	1.20	1.20	1.20	0.00	0.67	0.67	0.67
Delay/Veh:	149.6	20.2	20.2	40.6	23.9	134.2	146.0	146	0.0	56.8	56.8	56.8
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:	149.6	20.2	20.2	40.6	23.9	134.2	146.0	146	0.0	56.8	56.8	56.8
LOS by Move:	F	C+	C+	D	C	F	F	F	A	E+	E+	E+
HCM2kAvgQ:	25	10	10	1	10	50	24	24	0	5	5	5

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

AM Peak - Existing Plus Project
1700 Dell Avenue
City of Campbell

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

Intersection #1: San Tomas Expwy/Hamilton Ave



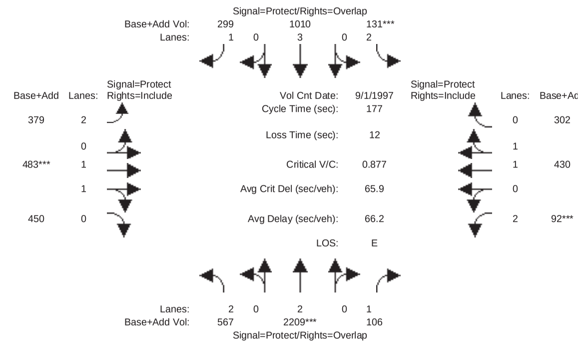
Street Name:	San Tomas Expwy						Hamilton Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	58	10	14	71	10	14	10	10	14	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2018 << 7:30 - 8:30 am												
Base Vol:	222	2518	155	227	1052	121	209	433	162	213	700	501
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	222	2518	155	227	1052	121	209	433	162	213	700	501
Added Vol:	0	1	0	0	5	0	0	0	3	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	222	2519	155	227	1057	121	209	433	165	216	700	501
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	222	2141	155	227	1057	121	209	433	165	216	700	501
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	222	2141	155	227	1057	121	209	433	165	216	700	501
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	222	2141	155	227	1057	121	209	433	165	216	700	501
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	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.56	0.09	0.07	0.19	0.07	0.07	0.08	0.09	0.07	0.12	0.29
Crit Moves:		****		****			****					****
Green Time:	19.1	102	128.4	14.0	97.0	111.0	14.0	25.6	44.7	26.2	37.8	51.8
Volume/Cap:	0.66	0.99	0.12	0.93	0.34	0.11	0.85	0.53	0.38	0.47	0.58	0.99
Delay/Veh:	82.3	56.1	8.2	120.5	23.5	14.2	105.9	72.4	56.7	71.3	64.8	102.6
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:	82.3	56.1	8.2	120.5	23.5	14.2	105.9	72.4	56.7	71.3	64.8	102.6
LOS by Move:	F	E+	A	F	C	B	F	E	E+	E	E	F
HCM2kAvgQ:	7	58	3	10	10	3	9	8	8	7	12	35

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

AM Peak - Existing Plus Project
1700 Dell Avenue
City of Campbell

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

Intersection #2: San Tomas Expwy/Campbell Ave



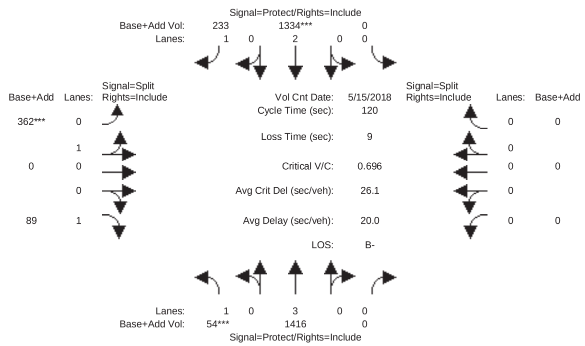
Street Name:	San Tomas Expwy						Campbell Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	67	10	14	68	10	14	10	10	14	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Sep 1997 <<												
Base Vol:	567	2207	106	131	1000	299	379	483	447	89	430	302
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	567	2207	106	131	1000	299	379	483	447	89	430	302
Added Vol:	0	2	0	0	10	0	0	0	3	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	567	2209	106	131	1010	299	379	483	450	92	430	302
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	567	1878	106	131	1010	299	379	483	450	92	430	302
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	567	1878	106	131	1010	299	379	483	450	92	430	302
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	567	1878	106	131	1010	299	379	483	450	92	430	302
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	0.95	0.83	0.99	0.95
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	1.01	0.99	2.00	1.15	0.85
Final Sat.:	3150	3800	1750	3150	5700	1750	3150	1914	1783	3150	2172	1526
Capacity Analysis Module:												
Vol/Sat:	0.18	0.49	0.06	0.04	0.18	0.17	0.12	0.25	0.25	0.03	0.20	0.20
Crit Moves:		****		****				****		****		
Green Time:	33.4	90.7	104.7	14.0	71.3	94.1	22.8	46.3	46.3	14.0	37.5	37.5
Volume/Cap:	0.95	0.96	0.10	0.53	0.44	0.32	0.93	0.96	0.96	0.37	0.93	0.93
Delay/Veh:	96.9	54.6	15.8	80.4	38.5	23.6	105.0	85.3	85.3	78.2	86.6	86.6
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:	96.9	54.6	15.8	80.4	38.5	23.6	105.0	85.3	85.3	78.2	86.6	86.6
LOS by Move:	F	D-	B	F	D+	C	F	F	F	E-	F	F
HCM2kAvgQ:	22	53	3	4	13	9	16	30	30	3	24	24

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

AM Peak - Existing Plus Project
1700 Dell Avenue
City of Campbell

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

Intersection #3: Winchester Blvd/W Sunnyoaks Ave



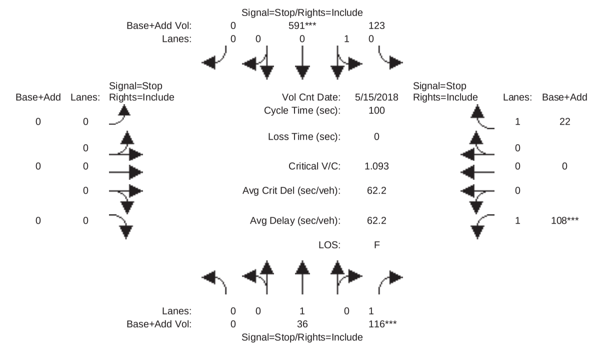
Street Name:	Winchester Blvd						W Sunnyoaks Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2018 << 7:45-8:45 AM												
Base Vol:	54	1414	0	0	1320	233	362	0	88	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:	54	1414	0	0	1320	233	362	0	88	0	0	0
Added Vol:	0	2	0	0	14	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	1416	0	0	1334	233	362	0	89	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	60	1563	0	0	1472	257	400	0	98	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1563	0	0	1472	257	400	0	98	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:	60	1563	0	0	1472	257	400	0	98	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	5700	0	0	3800	1750	1800	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.27	0.00	0.00	0.39	0.15	0.22	0.00	0.06	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	7.0	73.1	0.0	0.0	66.1	66.1	37.9	0.0	37.9	0.0	0.0	0.0
Volume/Cap:	0.58	0.45	0.00	0.00	0.70	0.27	0.70	0.00	0.18	0.00	0.00	0.00
Delay/Veh:	63.5	12.7	0.0	0.0	20.8	14.3	40.1	0.0	29.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.5	12.7	0.0	0.0	20.8	14.3	40.1	0.0	29.9	0.0	0.0	0.0
LOS by Move:	E	B	A	A	C+	B	D	A	C	A	A	A
HCM2kAvgQ:	2	10	0	0	20	5	15	0	3	0	0	0

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

AM Peak - Existing Plus Project
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
05 AM Ex_Proj

Intersection #4: Dell Ave/E. Sunnyoaks Ave



Street Name:	Dell Ave						E Sunnyoaks Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 15 May 2018 << 8-9 AM												
Base Vol:	0	35	108	123	556	0	0	0	0	100	0	22
Growth Adj:	1.00	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	35	108	123	556	0	0	0	0	100	0	22
Added Vol:	0	1	8	0	35	0	0	0	0	8	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	36	116	123	591	0	0	0	0	108	0	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	40	127	135	649	0	0	0	0	119	0	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	40	127	135	649	0	0	0	0	119	0	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	40	127	135	649	0	0	0	0	119	0	24
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.17	0.83	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	630	719	124	594	0	0	0	0	506	0	608
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.06	0.18	1.09	1.09	xxxx	xxxx	xxxx	xxxx	0.23	xxxx	0.04
Crit Moves:			****		****					****		
Delay/Veh:	0.0	8.7	8.7	82.9	82.9	0.0	0.0	0.0	0.0	11.8	0.0	8.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.7	8.7	82.9	82.9	0.0	0.0	0.0	0.0	11.8	0.0	8.8
LOS by Move:	*	A	A	F	F	*	*	*	*	B	*	A
ApproachDel:		8.7			82.9			xxxxxx			11.3	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		8.7			82.9			xxxxxx			11.3	
LOS by Appr:		A			F			*			B	
AllWayAvgQ:	0.0	0.1	0.2	14.9	14.9	14.9	0.0	0.0	0.0	0.3	0.0	0.0

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #4 Dell Ave/E. Sunnyoaks Ave

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Lanes:	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1
Initial Vol:	0		36		116	123		591		0	0		0		0	108		0		22

Major Street Volume: 866
Minor Approach Volume: 130
Minor Approach Volume Threshold: 436

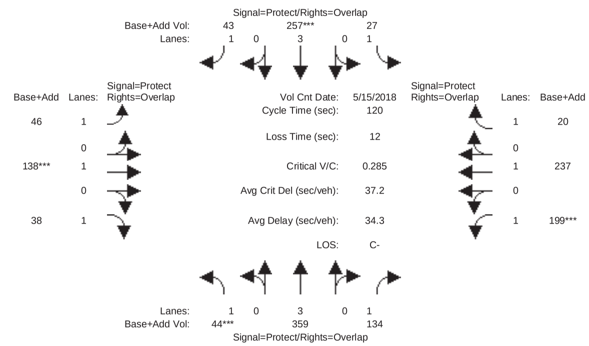
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

AM Peak - Existing Plus Project
1700 Dell Avenue
City of Campbell

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

Intersection #5: Bascom Ave/Curtner Ave



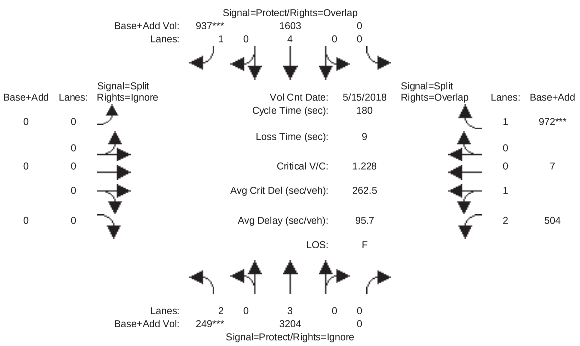
Street Name:	Bascom Ave						Curtner Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2018 << 7:45 - 8:45 am												
Base Vol:	44	359	134	27	256	42	46	138	38	199	237	20
Growth Adj:	1.00	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	359	134	27	256	42	46	138	38	199	237	20
Added Vol:	0	0	0	0	1	1	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	359	134	27	257	43	46	138	38	199	237	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	359	134	27	257	43	46	138	38	199	237	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	359	134	27	257	43	46	138	38	199	237	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	359	134	27	257	43	46	138	38	199	237	20
Saturation 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	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.08	0.02	0.05	0.02	0.03	0.07	0.02	0.11	0.12	0.01
Crit Moves:	****				****			****		****		
Green Time:	10.6	17.4	65.3	12.2	19.0	44.0	25.0	30.6	41.2	47.9	53.4	65.6
Volume/Cap:	0.29	0.43	0.14	0.15	0.29	0.07	0.13	0.29	0.06	0.29	0.28	0.02
Delay/Veh:	52.2	47.2	13.6	49.6	44.7	24.7	38.8	36.3	26.5	24.7	21.3	12.5
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:	52.2	47.2	13.6	49.6	44.7	24.7	38.8	36.3	26.5	24.7	21.3	12.5
LOS by Move:	D-	D	B	D	D	C	D+	D+	C	C	C+	B
HCM2kAvgQ:	2	4	3	1	3	1	1	4	1	5	5	0

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

AM Peak - Existing Plus Project
1700 Dell Avenue
City of Campbell

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

Intersection #6: San Tomas Expwy/SR 17 SB Ramps



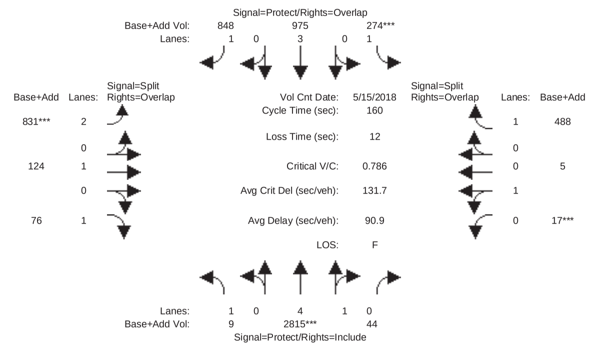
Street Name:	San Tomas Expwy						SR 17 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	125	0	0	104	104	0	0	0	54	54	54
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2018 << 7:30 - 8:30 am												
Base Vol:	249	3201	0	0	1597	934	0	0	0	504	7	940
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	249	3201	0	0	1597	934	0	0	0	504	7	940
Added Vol:	0	3	0	0	6	3	0	0	0	0	0	32
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	249	3204	0	0	1603	937	0	0	0	504	7	972
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	249	3204	0	0	1603	937	0	0	0	504	7	972
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	249	3204	0	0	1603	937	0	0	0	504	7	972
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	249	3204	0	0	1603	937	0	0	0	504	7	972
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	0.87	0.95	0.92
Lanes:	2.00	3.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00	2.96	0.04	1.00
Final Sat.:	3150	5700	0	0	7600	1750	0	0	0	4882	68	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.56	0.00	0.00	0.21	0.54	0.00	0.00	0.00	0.10	0.10	0.56
Crit Moves:	****					****						****
Green Time:	21.0	120	0.0	0.0	99.0	99.0	0.0	0.0	0.0	51.4	51.4	51.4
Volume/Cap:	0.68	0.84	0.00	0.00	0.38	0.97	0.00	0.00	0.00	0.36	0.36	1.94
Delay/Veh:	85.2	25.8	0.0	0.0	24.3	63.7	0.0	0.0	0.0	53.9	53.9	499.6
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:	85.2	25.8	0.0	0.0	24.3	63.7	0.0	0.0	0.0	53.9	53.9	499.6
LOS by Move:	F	C	A	A	C	E	A	A	A	D-	D-	F
HCM2kAvgQ:	8	43	0	0	13	61	0	0	0	9	9	121

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

AM Peak - Existing Plus Project
1700 Dell Avenue
City of Campbell

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

Intersection #7: Camden Ave/White Oaks Rd-Curtner Ave



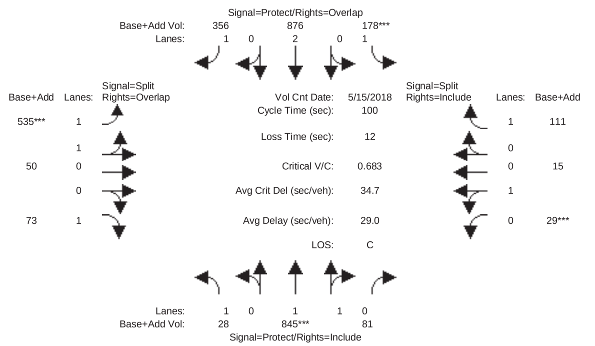
Street Name:	Camden Ave						White Oaks Rd-Curtner Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	15	53	53	69	109	109	39	39	39	17	17	17
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2018 << 7:30 - 8:30 am												
Base Vol:	9	2813	44	274	975	843	831	124	76	17	5	487
Growth Adj:	1.00	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	2813	44	274	975	843	831	124	76	17	5	487
Added Vol:	0	2	0	0	0	5	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	2815	44	274	975	848	831	124	76	17	5	488
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2815	44	274	975	848	831	124	76	17	5	488
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	2815	44	274	975	848	831	124	76	17	5	488
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	2815	44	274	975	848	831	124	76	17	5	488
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	4.92	0.08	1.00	3.00	1.00	2.00	1.00	1.00	0.77	0.23	1.00
Final Sat.:	1750	9255	145	1750	5700	1750	3150	1900	1750	1391	409	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.30	0.30	0.16	0.17	0.48	0.26	0.07	0.04	0.01	0.01	0.28
Crit Moves:		****		****			****			****		
Green Time:	12.3	44.2	44.2	57.5	89.4	123.5	34.2	34.2	46.5	14.2	14.2	71.7
Volume/Cap:	0.07	1.10	1.10	0.44	0.31	0.63	1.24	0.31	0.15	0.14	0.14	0.62
Delay/Veh:	83.2	122	121.9	48.9	22.8	11.9	194.0	65.5	51.2	82.5	82.5	44.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.2	122	121.9	48.9	22.8	11.9	194.0	65.5	51.2	82.5	82.5	44.3
LOS by Move:	F	F	F	D	C+	B+	F	E	D-	F	F	D
HCM2kAvgQ:	1	44	44	13	10	25	43	6	3	1	1	23

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

AM Peak - Existing Plus Project
1700 Dell Avenue
City of Campbell

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

Intersection #8: Winchester Blvd/W Hacienda Ave



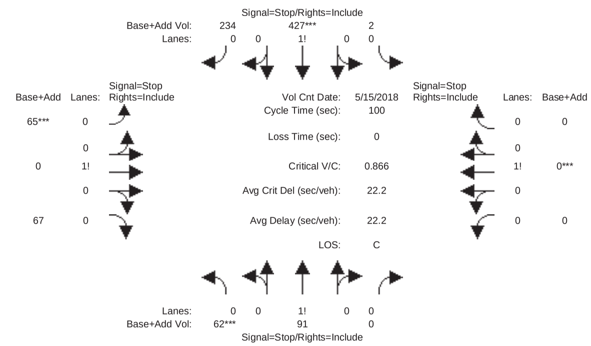
Street Name:	Winchester Blvd						W Hacienda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2018 << 7:45 - 8:45 am												
Base Vol:	28	844	81	170	868	356	535	49	73	29	15	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	844	81	170	868	356	535	49	73	29	15	110
Added Vol:	0	1	0	8	8	0	0	1	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	845	81	178	876	356	535	50	73	29	15	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	31	939	90	198	973	396	594	56	81	32	17	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	939	90	198	973	396	594	56	81	32	17	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	939	90	198	973	396	594	56	81	32	17	123
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.93	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.82	0.18	1.00	2.00	1.00	1.83	0.17	1.00	0.66	0.34	1.00
Final Sat.:	1750	3376	324	1750	3800	1750	3247	303	1750	1186	614	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.28	0.28	0.11	0.26	0.23	0.18	0.18	0.05	0.03	0.03	0.07
Crit Moves:		****		****			****			****		
Green Time:	11.4	37.6	37.6	15.3	41.6	66.3	24.8	24.8	36.1	10.3	10.3	10.3
Volume/Cap:	0.16	0.74	0.74	0.74	0.62	0.34	0.74	0.74	0.13	0.26	0.26	0.68
Delay/Veh:	40.4	29.1	29.1	50.9	23.7	7.5	38.0	38.0	21.5	42.1	42.1	53.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.4	29.1	29.1	50.9	23.7	7.5	38.0	38.0	21.5	42.1	42.1	53.6
LOS by Move:	D	C	C	D	C	A	D+	D+	C+	D	D	D-
HCM2kAvgQ:	1	14	14	6	11	5	11	11	2	2	2	5

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

AM Peak - Existing Plus Project
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
05 AM Ex_Proj

Intersection #9: Dell Ave/Hacienda Ave



Street Name:	Dell Ave						W Hacienda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 15 May 2018 << 8:00 - 9:00 am												
Base Vol:	61	81	0	2	385	234	65	0	58	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:	61	81	0	2	385	234	65	0	58	0	0	0
Added Vol:	1	10	0	0	42	0	0	0	9	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	91	0	2	427	234	65	0	67	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	67	99	0	2	464	254	71	0	73	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	99	0	2	464	254	71	0	73	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:	67	99	0	2	464	254	71	0	73	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.41	0.59	0.00	0.01	0.64	0.35	0.49	0.00	0.51	0.00	1.00	0.00
Final Sat.:	273	401	0	3	536	294	301	0	310	0	546	0
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	xxxx	0.87	0.87	0.87	0.23	xxxx	0.23	xxxx	0.00	xxxx
Crit Moves:	****				****		****				****	
Delay/Veh:	9.7	9.7	0.0	27.5	27.5	27.5	10.2	0.0	10.2	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.7	9.7	0.0	27.5	27.5	27.5	10.2	0.0	10.2	0.0	0.0	0.0
LOS by Move:	A	A	*	D	D	D	B	*	B	*	*	*
ApproachDel:		9.7			27.5			10.2			xxxxxx	
Delay Adj:		1.00			1.00			1.00			xxxxx	
ApprAdjDel:		9.7			27.5			10.2			xxxxxx	
LOS by Appr:		A			D			B			*	
AllWayAvgQ:	0.3	0.3	0.3	4.7	4.7	4.7	0.3	0.3	0.3	0.0	0.0	0.0

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #9 Dell Ave/Hacienda Ave

****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Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Lanes:        0  1  0  0  0    0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:   62   91     0     2  427   234    65    0    67     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:            816
Minor Approach Volume:          132
Minor Approach Volume Threshold: 274
--------------------------------------------------------------------------------
```

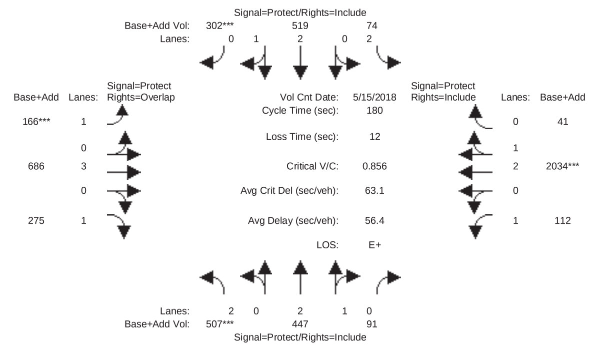
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

AM Peak - Existing Plus Project
1700 Dell Avenue
City of Campbell

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

Intersection #10: Bascom Ave/Camden Ave




```
Street Name:              Bascom Ave                        Camden Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 15 May 2018 << 7:45 - 8:45 am
Base Vol:     507  447    91    74  519   301   166  686   275   112 2033    41
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  507  447    91    74  519   301   166  686   275   112 2033    41
Added Vol:      0    0     0     0    0     1     0    0     0     0    1     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  507  447    91    74  519   302   166  686   275   112 2034    41
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   507  447    91    74  519   302   166  686   275   112 2034    41
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  507  447    91    74  519   302   166  686   275   112 2034    41
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  507  447    91    74  519   302   166  686   275   112 2034    41
------------|---------------||---------------||---------------||---------------|
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  0.92 1.00  0.92  0.92 0.98  0.95
Lanes:       2.00 2.47  0.53  2.00 2.00  1.00  1.00 3.00  1.00  1.00 2.94  0.06
Final Sat.:  3150 4652   947  3150 3800  1750  1750 5700  1750  1750 5489   111
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.16 0.10  0.10  0.02 0.14  0.17  0.09 0.12  0.16  0.06 0.37  0.37
Crit Moves:  ****                        ****  ****                   ****
Green Time:  33.8 49.9  49.9  20.2 36.3  36.3  19.9 63.9  97.7  34.0 77.9  77.9
Volume/Cap:  0.86 0.35  0.35  0.21 0.68  0.86  0.86 0.34  0.29  0.34 0.86  0.86
Delay/Veh:   82.5 52.1  52.1  72.9 68.0  77.0 107.9 42.7  22.5  63.9 49.2  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:  82.5 52.1  52.1  72.9 68.0  77.0 107.9 42.7  22.5  63.9 49.2  49.2
LOS by Move:    F   D-    D-     E    E    E-     F    D    C+     E    D     D
HCM2kAvgQ:     17    8     8     2   13    18    10    9     9     6   36    36
Note: Queue reported is the number of cars per lane.
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AM Peak - Existing Plus Project
1700 Dell Avenue
City of Campbell

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

Intersection #11: Winchester Blvd/Knowles Dr

Signal=Protect/Rights=Overlap
Base+Add Vol: 280 430*** 86
Lanes: 1 0 2 0 1

Base+Add	Lanes:	Signal=Split Rights=Overlap			Signal=Split Rights=Include	Lanes:	Base+Add
305	1		Vol Cnt Date:	5/15/2018		0	37
			Cycle Time (sec):	110			
	1		Loss Time (sec):	12		0	
57***	0		Critical V/C:	0.507		1!	37
	0		Avg Crit Del (sec/veh):	37.4		0	
256	1		Avg Delay (sec/veh):	30.8		0	76***
			LOS:	C			

Lanes: 2 0 2 0 1
Base+Add Vol: 400*** 517 321
Signal=Protect/Rights=Include

Street Name:	Winchester Blvd						Knowles Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	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: 15 May 2018 << 8:00 - 9:00 am												
Base Vol:	400	517	254	78	430	280	305	54	256	68	37	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	400	517	254	78	430	280	305	54	256	68	37	36
Added Vol:	0	0	67	8	0	0	0	3	0	8	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	400	517	321	86	430	280	305	57	256	76	37	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	422	546	339	91	454	296	322	60	270	80	39	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	422	546	339	91	454	296	322	60	270	80	39	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	422	546	339	91	454	296	322	60	270	80	39	39
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	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.69	0.31	1.00	0.50	0.25	0.25
Final Sat.:	3150	3800	1750	1750	3800	1750	2991	559	1750	887	432	432
Capacity Analysis Module:												
Vol/Sat:	0.13	0.14	0.19	0.05	0.12	0.17	0.11	0.11	0.15	0.09	0.09	0.09
Crit Moves:	****				****			****		****		
Green Time:	29.1	41.4	41.4	13.6	25.9	49.3	23.4	23.4	52.4	19.6	19.6	19.6
Volume/Cap:	0.51	0.38	0.51	0.42	0.51	0.38	0.51	0.51	0.32	0.51	0.51	0.51
Delay/Veh:	34.9	25.1	27.2	45.9	37.0	20.5	38.8	38.8	18.0	42.2	42.2	42.2
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:	34.9	25.1	27.2	45.9	37.0	20.5	38.8	38.8	18.0	42.2	42.2	42.2
LOS by Move:	C-	C	C	D	D+	C+	D+	D+	B-	D	D	D
HCM2kAvgQ:	7	6	9	3	6	7	7	7	6	6	6	6

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

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Intersection #12: Winchester Blvd/SR 85 NB On-Ramp

Signal=Protect/Rights=Include
Base+Add Vol: 225 509 12***
Lanes: 0 1 1 0 1

Base+Add	Lanes:	Signal=Split Rights=Include			Signal=Split Rights=Include	Lanes:	Base+Add
0	0		Vol Cnt Date:	5/15/2018		0	10
			Cycle Time (sec):	80			
	0		Loss Time (sec):	9		1	
0	0		Critical V/C:	0.434		0	7
	0		Avg Crit Del (sec/veh):	7.7		0	
0	0		Avg Delay (sec/veh):	12.2		1	32***
			LOS:	B			

Lanes: 1 0 2 0 1
Base+Add Vol: 296 1242*** 152
Signal=Protect/Rights=Overlap

Street Name:	Winchester Blvd						SR 85 NB On-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2018 << 8-9 AM												
Base Vol:	296	1175	152	12	503	223	0	0	0	32	7	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	296	1175	152	12	503	223	0	0	0	32	7	10
Added Vol:	0	67	0	0	6	2	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	296	1242	152	12	509	225	0	0	0	32	7	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	324	1359	166	13	557	246	0	0	0	35	8	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	324	1359	166	13	557	246	0	0	0	35	8	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	324	1359	166	13	557	246	0	0	0	35	8	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.37	0.63	0.00	0.00	0.00	1.00	0.41	0.59
Final Sat.:	1750	3800	1750	1750	2565	1134	0	0	0	1750	741	1059
Capacity Analysis Module:												
Vol/Sat:	0.19	0.36	0.10	0.01	0.22	0.22	0.00	0.00	0.00	0.02	0.01	0.01
Crit Moves:		****		****						****		
Green Time:	28.1	54.0	64.0	7.0	32.9	32.9	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.53	0.53	0.12	0.09	0.53	0.53	0.00	0.00	0.00	0.16	0.08	0.08
Delay/Veh:	21.5	6.8	1.8	33.8	18.0	18.0	0.0	0.0	0.0	31.6	31.1	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:	21.5	6.8	1.8	33.8	18.0	18.0	0.0	0.0	0.0	31.6	31.1	31.1
LOS by Move:	C+	A	A	C-	B-	B-	A	A	A	C	C	C
HCM2kAvgQ:	7	8	1	0	7	7	0	0	0	1	0	0

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

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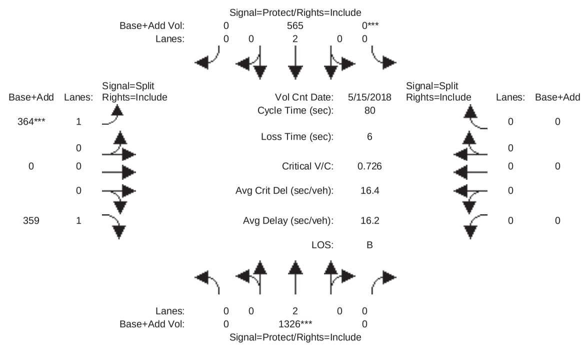
Intersection #13: Winchester Blvd/SR 85 SB Off-Ramp




```
Street Name:          Winchester Blvd              SR 85 SB Off-Ramp
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     0    0   10     0    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: 15 May 2018 << 8:00 - 9:00 am
Base Vol:      0 1272     0    0  559     0   351    0   359    0    0     0
Growth Adj:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:   0 1272     0    0  559     0   351    0   359    0    0     0
Added Vol:     0   54     0    0    6     0    13    0     0    0    0     0
PasserByVol:   0    0     0    0    0     0     0    0     0    0    0     0
Initial Fut:   0 1326     0    0  565     0   364    0   359    0    0     0
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:     0.83 0.83  0.83 0.83 0.83  0.83 0.83 0.83  0.83 0.83 0.83  0.83
PHF Volume:    0 1600     0    0  682     0   439    0   433    0    0     0
Reduct Vol:    0    0     0    0    0     0     0    0     0    0    0     0
Reduced Vol:   0 1600     0    0  682     0   439    0   433    0    0     0
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:   0 1600     0    0  682     0   439    0   433    0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900
Adjustment:  0.92 1.00  0.92 0.92 1.00  0.92 0.92 1.00  0.92 0.92 1.00  0.92
Lanes:       0.00 2.00  0.00 0.00 2.00  0.00 1.00 0.00  1.00 0.00 0.00  0.00
Final Sat.:    0 3800     0    0 3800     0  1750    0  1750    0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.42  0.00 0.00 0.18  0.00 0.25 0.00  0.25 0.00 0.00  0.00
Crit Moves:       ****      ****             ****
Green Time:   0.0 46.4   0.0  0.0 46.4   0.0 27.6  0.0  27.6  0.0  0.0   0.0
Volume/Cap:  0.00 0.73  0.00 0.00 0.31  0.00 0.73 0.00  0.72 0.00 0.00  0.00
Delay/Veh:    0.0 13.4   0.0  0.0  8.7   0.0 27.3  0.0  26.9  0.0  0.0   0.0
User DelAdj: 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
AdjDel/Veh:   0.0 13.4   0.0  0.0  8.7   0.0 27.3  0.0  26.9  0.0  0.0   0.0
LOS by Move:    A    B     A    A    A     A    C    A     C    A    A     A
HCM2kAvgQ:      0   14     0    0    4     0   12    0    11    0    0     0
Note: Queue reported is the number of cars per lane.
```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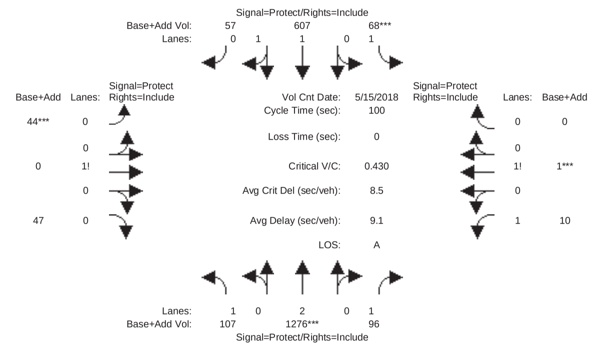
Intersection #14: Winchester Blvd/Albright Driveway-Courtside




```
Street Name:          Winchester Blvd          Alright Driveway-Courtside
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:      L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    0    0     0    0    0     0     0    0     0    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: 15 May 2018 << 8-9 AM
Base Vol:    107 1222    96   68  601    57    44    0    47   10    1     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: 107 1222    96   68  601    57    44    0    47   10    1     0
Added Vol:     0   54     0    0    6     0     0    0     0    0    0     0
PasserByVol:   0    0     0    0    0     0     0    0     0    0    0     0
Initial Fut: 107 1276    96   68  607    57    44    0    47   10    1     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:  107 1276    96   68  607    57    44    0    47   10    1     0
Reduct Vol:    0    0     0    0    0     0     0    0     0    0    0     0
Reduced Vol: 107 1276    96   68  607    57    44    0    47   10    1     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: 107 1276    96   68  607    57    44    0    47   10    1     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900
Adjustment:  0.92 1.00  0.92 0.92 0.98  0.95 0.92 0.92  0.92 0.92 0.92  0.92
Lanes:       1.00 2.00  1.00 1.00 1.82  0.18 0.48 0.00  0.52 1.83 0.17  0.00
Final Sat.:  1750 3800  1750 1750 3382   318  846    0   904 3208  292     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.34  0.05 0.04 0.18  0.18 0.05 0.00  0.05 0.00 0.00  0.00
Crit Moves:       ****      ****             ****                     ****
Green Time:  22.1 78.1  78.1  9.0 65.0  65.0 12.1  0.0  12.2  0.7  0.8   0.0
Volume/Cap:  0.28 0.43  0.07 0.43 0.28  0.28 0.43 0.00  0.43 0.43 0.43  0.00
Delay/Veh:   32.7  3.7   2.6 44.9  7.5   7.5 42.2  0.0  42.1 60.5 60.6   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:  32.7  3.7   2.6 44.9  7.5   7.5 42.2  0.0  42.1 60.5 60.6   0.0
LOS by Move:   C-    A     A    D    A     A    D    A     D    E    E     A
HCM2kAvgQ:      3    6     1    2    4     4    3    0     3    1    1     0
Note: Queue reported is the number of cars per lane.
```

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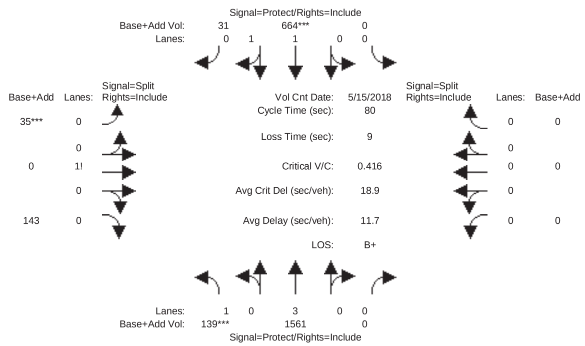
Intersection #15: Winchester Blvd/Wimbeldon Dr



Street Name:	Winchester Blvd						Wimbeldon Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	0	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: 15 May 2018 << 8-9 AM												
Base Vol:	139	1507	0	0	658	31	35	0	143	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	1507	0	0	658	31	35	0	143	0	0	0
Added Vol:	0	54	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	1561	0	0	664	31	35	0	143	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:	139	1561	0	0	664	31	35	0	143	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	1561	0	0	664	31	35	0	143	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:	139	1561	0	0	664	31	35	0	143	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.00	1.91	0.09	0.20	0.00	0.80	0.00	0.00	0.00
Final Sat.:	1750	5700	0	0	3535	165	344	0	1406	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.27	0.00	0.00	0.19	0.19	0.10	0.00	0.10	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	15.3	51.4	0.0	0.0	36.1	36.1	19.6	0.0	19.6	0.0	0.0	0.0
Volume/Cap:	0.42	0.43	0.00	0.00	0.42	0.42	0.42	0.00	0.42	0.00	0.00	0.00
Delay/Veh:	29.3	7.1	0.0	0.0	15.0	15.0	26.1	0.0	26.1	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:	29.3	7.1	0.0	0.0	15.0	15.0	26.1	0.0	26.1	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	C	A	C	A	A	A
HCM2kAvgQ:	3	6	0	0	6	6	4	0	4	0	0	0

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

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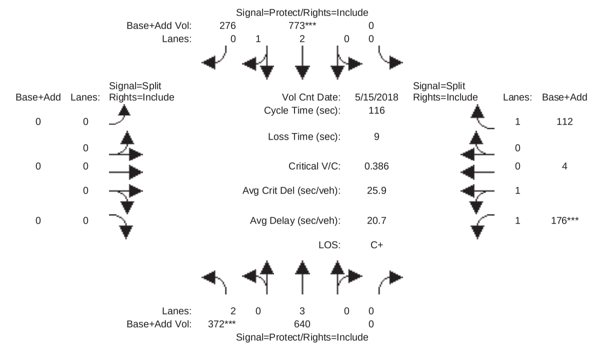
Intersection #16: Bascom Ave/SR 85 NB Ramps



Street Name:	Bascom Ave						SR 85 NB Off-Ramp					
Approach:	North 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	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2018 << 7:45-8:45 am												
Base Vol:	372	640	0	0	773	276	0	0	0	171	4	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	372	640	0	0	773	276	0	0	0	171	4	112
Added Vol:	0	0	0	0	0	0	0	0	0	5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	372	640	0	0	773	276	0	0	0	176	4	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	372	640	0	0	773	276	0	0	0	176	4	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	372	640	0	0	773	276	0	0	0	176	4	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	372	640	0	0	773	276	0	0	0	176	4	112
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	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	3.00	0.00	0.00	2.18	0.82	0.00	0.00	0.00	1.96	0.04	1.00
Final Sat.:	3150	5700	0	0	4125	1473	0	0	0	3471	79	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.11	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.05	0.05	0.06
Crit Moves:	****				****					****		
Green Time:	34.2	88.5	0.0	0.0	54.3	54.3	0.0	0.0	0.0	18.5	18.5	18.5
Volume/Cap:	0.40	0.15	0.00	0.00	0.40	0.40	0.00	0.00	0.00	0.32	0.32	0.40
Delay/Veh:	33.0	3.7	0.0	0.0	20.3	20.3	0.0	0.0	0.0	43.5	43.5	44.7
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:	33.0	3.7	0.0	0.0	20.3	20.3	0.0	0.0	0.0	43.5	43.5	44.7
LOS by Move:	C-	A	A	A	C+	C+	A	A	A	D	D	D
HCM2kAvgQ:	6	2	0	0	8	8	0	0	0	3	3	4

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

AM Peak - Existing Plus Project
1700 Dell Avenue
City of Campbell

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05 AM Ex_Proj

Intersection #17: Bascom Ave/SR 85 SB Ramps

```
                    Signal=Protect/Rights=Include
     Base+Add Vol:    0          825         116***
            Lanes:    0    0      2      0    2

Base+Add  Lanes:  Signal=Split                                        Signal=Split
                  Rights=Include     Vol Cnt Date:  5/15/2018         Rights=Include   Lanes:  Base+Add
                                   Cycle Time (sec):   116
   97       1                                                                            0        0
            0                       Loss Time (sec):     9                               0
    0       1!                         Critical V/C:   0.450                             0        0
            0                 Avg Crit Del (sec/veh):   24.5                             0
  251***    0                    Avg Delay (sec/veh):   21.2                             0        0
                                                LOS:     C+

            Lanes:    0    0      2      1    0
     Base+Add Vol:    0          925***       257
                    Signal=Protect/Rights=Include
```

```
Street Name:                Bascom Ave                        SR 85 SB Ramps
Approach:       North Bound      South Bound       East Bound        West Bound
Movement:     L  -  T  -  R   L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    0   10    10     7   10     0    10   10    10     0    0     0
Y+R:         4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 15 May 2018 << 7:45-8:45 am
Base Vol:      0  925   256   116  820     0    97    0   251     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   0  925   256   116  820     0    97    0   251     0    0     0
Added Vol:     0    0     1     0    5     0     0    0     0     0    0     0
PasserByVol:   0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   0  925   257   116  825     0    97    0   251     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    0  925   257   116  825     0    97    0   251     0    0     0
Reduct Vol:    0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   0  925   257   116  825     0    97    0   251     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   0  925   257   116  825     0    97    0   251     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.99  0.95  0.83 1.00  0.92  0.92 1.00  0.95  0.92 1.00  0.92
Lanes:       0.00 2.32  0.68  2.00 2.00  0.00  1.17 0.00  0.83  0.00 0.00  0.00
Final Sat.:    0 4381  1217  3150 3800     0  2040    0  1502     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.21  0.21  0.04 0.22  0.00  0.05 0.00  0.17  0.00 0.00  0.00
Crit Moves:       ****        ****                            ****
Green Time:   0.0 54.4  54.4   9.5 63.9   0.0  43.1  0.0  43.1   0.0  0.0   0.0
Volume/Cap:  0.00 0.45  0.45  0.45 0.39  0.00  0.13 0.00  0.45  0.00 0.00  0.00
Delay/Veh:    0.0 20.8  20.8  52.0 15.1   0.0  24.1  0.0  27.9   0.0  0.0   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0 20.8  20.8  52.0 15.1   0.0  24.1  0.0  27.9   0.0  0.0   0.0
LOS by Move:    A   C+    C+    D-    B     A     C    A     C     A    A     A
HCM2kAvgQ:      0    9     9     2    8     0     2    0     9     0    0     0
Note: Queue reported is the number of cars per lane.
```


AM Peak - Existing Plus Project
1700 Dell Avenue
City of Campbell

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

Intersection #18: Los Gatos Blvd/Burton Rd-Samaritan Dr

```
                    Signal=Protect/Rights=Include
     Base+Add Vol:   37          616         436***
            Lanes:    1    0      2      0    2

Base+Add  Lanes:  Signal=Split                                        Signal=Split
                  Rights=Include     Vol Cnt Date:  5/15/2018         Rights=Overlap   Lanes:  Base+Add
                                   Cycle Time (sec):   116
   39***    0                                                                            1      461***
            0                       Loss Time (sec):    12                               0
   24       1!                         Critical V/C:   0.553                             0       34
            0                 Avg Crit Del (sec/veh):   33.2                             1
   44       0                    Avg Delay (sec/veh):   32.1                             1      310
                                                LOS:     C-

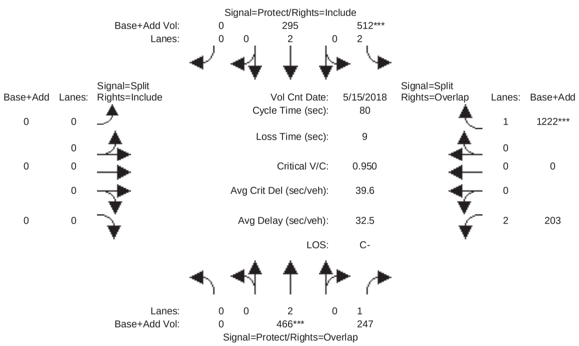
            Lanes:    1    0      2      0    1
     Base+Add Vol:   56          652***       282
                    Signal=Protect/Rights=Include
```

```
Street Name:             Los Gatos Blvd               Burton Rd-Samaritan Dr
Approach:       North Bound      South Bound       East Bound        West Bound
Movement:     L  -  T  -  R   L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    7   10    10     7   10    10    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: 15 May 2018 << 8:00 - 9:00 am
Base Vol:     56  651   282   436  611    37    39   24    44   310   34   461
Growth Adj:  1.00 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  651   282   436  611    37    39   24    44   310   34   461
Added Vol:     0    1     0     0    5     0     0    0     0     0    0     0
PasserByVol:   0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  56  652   282   436  616    37    39   24    44   310   34   461
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  652   282   436  616    37    39   24    44   310   34   461
Reduct Vol:    0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  56  652   282   436  616    37    39   24    44   310   34   461
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  56  652   282   436  616    37    39   24    44   310   34   461
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.83 1.00  0.92  0.92 0.92  0.92  0.93 0.95  0.92
Lanes:       1.00 2.00  1.00  2.00 2.00  1.00  0.36 0.22  0.42  1.81 0.19  1.00
Final Sat.:  1750 3800  1750  3150 3800  1750   638  393   720  3199  351  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.17  0.16  0.14 0.16  0.02  0.06 0.06  0.06  0.10 0.10  0.26
Crit Moves:       ****        ****             ****                           ****
Green Time:  17.6 36.0  36.0  29.0 47.4  47.4  12.8 12.8  12.8  26.2 26.2  55.2
Volume/Cap:  0.21 0.55  0.52  0.55 0.40  0.05  0.55 0.55  0.55  0.43 0.43  0.55
Delay/Veh:   43.5 33.9  33.8  38.7 24.4  20.8  52.3 52.3  52.3  38.9 38.9  22.4
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  43.5 33.9  33.8  38.7 24.4  20.8  52.3 52.3  52.3  38.9 38.9  22.4
LOS by Move:    D   C-    C-    D+    C    C+    D-   D-    D-    D+   D+    C+
HCM2kAvgQ:      2    9     9     8    7     1     5    5     5     6    6    13
Note: Queue reported is the number of cars per lane.
```

AM Peak - Existing Plus Project
1700 Dell Avenue
City of Campbell

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

Intersection #19: Winchester Blvd/Lark Ave



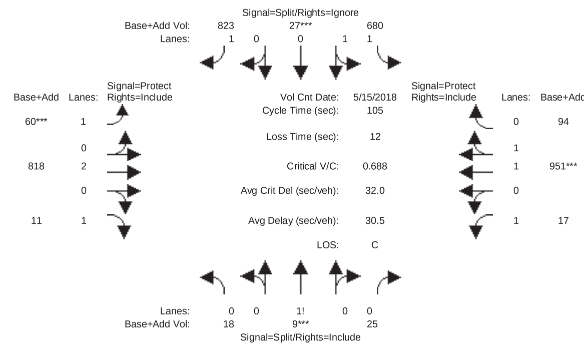
Street Name:	Winchester Blvd						Lark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2018 << 8:00 - 9:00 am												
Base Vol:	0	451	247	508	292	0	0	0	0	203	0	1184
Growth Adj:	1.00	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	451	247	508	292	0	0	0	0	203	0	1184
Added Vol:	0	15	0	4	3	0	0	0	0	0	0	38
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	466	247	512	295	0	0	0	0	203	0	1222
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	478	254	526	303	0	0	0	0	208	0	1255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	478	254	526	303	0	0	0	0	208	0	1255
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	478	254	526	303	0	0	0	0	208	0	1255
Saturation 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:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.14	0.17	0.08	0.00	0.00	0.00	0.00	0.07	0.00	0.72
Crit Moves:		****		****								****
Green Time:	0.0	10.6	56.9	14.1	24.7	0.0	0.0	0.0	0.0	46.3	0.0	60.4
Volume/Cap:	0.00	0.95	0.20	0.95	0.26	0.00	0.00	0.00	0.00	0.11	0.00	0.95
Delay/Veh:	0.0	62.3	4.0	58.8	20.9	0.0	0.0	0.0	0.0	7.6	0.0	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	62.3	4.0	58.8	20.9	0.0	0.0	0.0	0.0	7.6	0.0	22.9
LOS by Move:	A	E	A	E+	C+	A	A	A	A	A	A	C+
HCM2kAvgQ:	0	10	2	10	3	0	0	0	0	1	0	32

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

AM Peak - Existing Plus Project
1700 Dell Avenue
City of Campbell

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

Intersection #20: SR 17 SB Ramps/Lark Ave



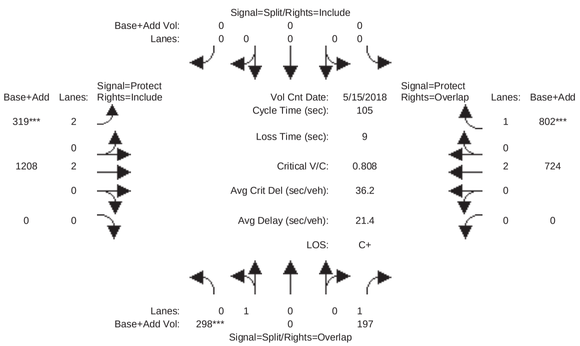
Street Name:	SR 17 SB Ramp						Lark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2018 << 8-9 AM												
Base Vol:	18	9	25	680	27	807	58	816	11	17	929	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	9	25	680	27	807	58	816	11	17	929	94
Added Vol:	0	0	0	0	0	16	2	2	0	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	9	25	680	27	823	60	818	11	17	951	94
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.00	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	20	10	28	760	30	0	67	914	12	19	1063	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	10	28	760	30	0	67	914	12	19	1063	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	10	28	760	30	0	67	914	12	19	1063	105
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.35	0.17	0.48	1.92	0.08	1.00	1.00	2.00	1.00	1.00	1.82	0.18
Final Sat.:	606	303	841	3414	136	1750	1750	3800	1750	1750	3367	333
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.22	0.22	0.00	0.04	0.24	0.01	0.01	0.32	0.32
Crit Moves:		****			****		****				****	
Green Time:	10.0	10.0	10.0	31.4	31.4	0.0	7.0	40.4	40.4	11.2	44.6	44.6
Volume/Cap:	0.35	0.35	0.35	0.74	0.74	0.00	0.57	0.63	0.02	0.10	0.74	0.74
Delay/Veh:	45.7	45.7	45.7	36.0	36.0	0.0	54.4	27.0	20.0	42.6	27.4	27.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.7	45.7	45.7	36.0	36.0	0.0	54.4	27.0	20.0	42.6	27.4	27.4
LOS by Move:	D	D	D	D+	D+	A	D-	C	C+	D	C	C
HCM2kAvgQ:	2	2	2	14	14	0	2	12	0	1	16	16

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

AM Peak - Existing Plus Project
1700 Dell Avenue
City of Campbell

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

Intersection #21: SR 17 NB Ramps/Lark Ave



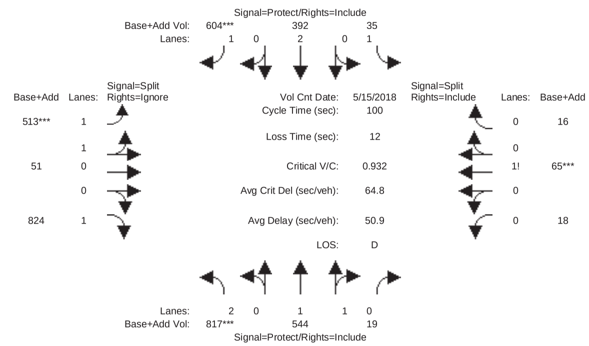
Street Name:	SR 17 NB Ramps						Lark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2018 << 7:45-8:45 AM												
Base Vol:	285	0	197	0	0	0	319	1206	0	0	715	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:	285	0	197	0	0	0	319	1206	0	0	715	802
Added Vol:	13	0	0	0	0	0	0	2	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	298	0	197	0	0	0	319	1208	0	0	724	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:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	304	0	201	0	0	0	325	1231	0	0	738	818
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	304	0	201	0	0	0	325	1231	0	0	738	818
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	304	0	201	0	0	0	325	1231	0	0	738	818
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1800	0	1750	0	0	0	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.11	0.00	0.00	0.00	0.10	0.32	0.00	0.00	0.19	0.47
Crit Moves:	****						****					****
Green Time:	21.9	0.0	21.9	0.0	0.0	0.0	13.4	74.1	0.0	0.0	60.7	60.7
Volume/Cap:	0.81	0.00	0.55	0.00	0.00	0.00	0.81	0.46	0.00	0.00	0.34	0.81
Delay/Veh:	51.8	0.0	38.9	0.0	0.0	0.0	56.1	6.9	0.0	0.0	11.7	22.5
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:	51.8	0.0	38.9	0.0	0.0	0.0	56.1	6.9	0.0	0.0	11.7	22.5
LOS by Move:	D-	A	D+	A	A	A	E+	A	A	A	B+	C+
HCM2kAvgQ:	12	0	7	0	0	0	6	8	0	0	6	23

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

AM Peak - Existing Plus Project
1700 Dell Avenue
City of Campbell

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

Intersection #22: Los Gatos Blvd/Lark Ave



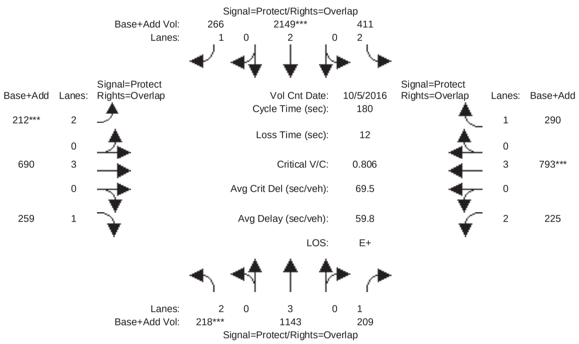
Street Name:	Los Gatos Blvd						Lark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2018 << 8-9 AM												
Base Vol:	813	544	19	35	392	599	512	51	823	18	65	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	813	544	19	35	392	599	512	51	823	18	65	16
Added Vol:	4	0	0	0	0	5	1	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	817	544	19	35	392	604	513	51	824	18	65	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	817	544	19	35	392	604	513	51	0	18	65	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	817	544	19	35	392	604	513	51	0	18	65	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	817	544	19	35	392	604	513	51	0	18	65	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	2.00	1.93	0.07	1.00	2.00	1.00	1.82	0.18	1.00	0.18	0.66	0.16
Final Sat.:	3150	3575	125	1750	3800	1750	3229	321	1750	318	1149	283
Capacity Analysis Module:												
Vol/Sat:	0.26	0.15	0.15	0.02	0.10	0.35	0.16	0.16	0.00	0.06	0.06	0.06
Crit Moves:	****					****	****				****	
Green Time:	26.5	42.3	42.3	19.5	35.3	35.3	16.2	16.2	0.0	10.0	10.0	10.0
Volume/Cap:	0.98	0.36	0.36	0.10	0.29	0.98	0.98	0.98	0.00	0.57	0.57	0.57
Delay/Veh:	62.3	19.8	19.8	33.2	23.5	62.8	73.7	73.7	0.0	47.2	47.2	47.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.3	19.8	19.8	33.2	23.5	62.8	73.7	73.7	0.0	47.2	47.2	47.2
LOS by Move:	E	B-	B-	C-	C	E	E	E	A	D	D	D
HCM2kAvgQ:	21	6	6	1	4	24	11	11	0	4	4	4

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

PM Peak - Existing plus Project
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
06 PM Ex_Proj

Intersection #1: San Tomas Expwy/Hamilton Ave



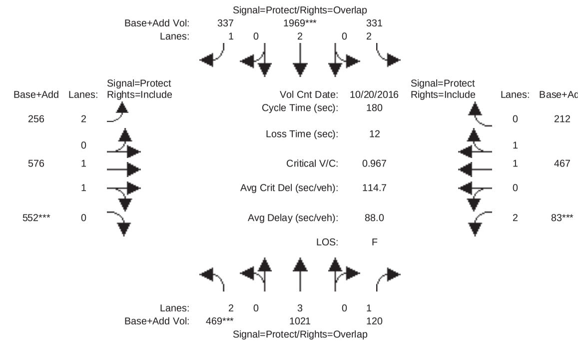
Street Name:	San Tomas Expwy						Hamilton Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	23	80	80	36	94	94	19	40	40	23	45	45
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Oct 2016 << 5-6 PM												
Base Vol:	215	1138	206	411	2148	266	212	690	258	224	793	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	215	1138	206	411	2148	266	212	690	258	224	793	290
Added Vol:	3	5	3	0	1	0	0	0	1	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	218	1143	209	411	2149	266	212	690	259	225	793	290
User Adj:	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	218	1143	209	411	1827	266	212	690	259	225	793	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	218	1143	209	411	1827	266	212	690	259	225	793	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	218	1143	209	411	1827	266	212	690	259	225	793	290
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	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.12	0.13	0.48	0.15	0.07	0.12	0.15	0.07	0.14	0.17
Crit Moves:	****				****		****				****	
Green Time:	21.5	75.3	97.0	33.9	87.7	105.4	17.7	37.9	59.3	21.8	42.0	75.8
Volume/Cap:	0.58	0.48	0.22	0.69	0.99	0.26	0.68	0.57	0.45	0.59	0.60	0.39
Delay/Veh:	82.7	41.0	23.4	76.7	66.7	19.7	90.3	69.1	51.4	82.7	66.7	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:	82.7	41.0	23.4	76.7	66.7	19.7	90.3	69.1	51.4	82.7	66.7	39.1
LOS by Move:	F	D	C	E-	E	B-	F	E	D-	F	E	D
HCM2kAvgQ:	7	16	7	14	58	8	8	12	13	8	14	12

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

PM Peak - Existing plus Project
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
06 PM Ex_Proj

Intersection #2: San Tomas Expwy/Campbell Ave



Street Name:	San Tomas Expwy						Campbell Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	32	89	89	28	85	85	25	47	47	16	38	38
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2016 << 4:45-5:45 PM												
Base Vol:	466	1011	117	331	1967	337	256	576	551	82	467	212
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	466	1011	117	331	1967	337	256	576	551	82	467	212
Added Vol:	3	10	3	0	2	0	0	0	1	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	469	1021	120	331	1969	337	256	576	552	83	467	212
User Adj:	1.00	1.00	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	469	1021	120	331	1615	337	256	576	552	83	467	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	469	1021	120	331	1615	337	256	576	552	83	467	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	469	1021	120	331	1615	337	256	576	552	83	467	212
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	0.95	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.00	1.00	2.00	1.36	0.64
Final Sat.:	3150	5700	1750	3150	3800	1750	3150	1898	1800	3150	2544	1155
Capacity Analysis Module:												
Vol/Sat:	0.15	0.18	0.07	0.11	0.42	0.19	0.08	0.30	0.31	0.03	0.18	0.18
Crit Moves:	****				****				****	****		
Green Time:	30.0	83.4	98.4	26.3	79.7	103.1	23.4	44.1	44.1	15.0	35.6	35.6
Volume/Cap:	0.89	0.39	0.13	0.72	0.96	0.34	0.62	1.24	1.25	0.32	0.93	0.93
Delay/Veh:	95.8	33.8	21.2	83.8	65.5	21.9	82.1	190	195.4	83.5	93.6	93.6
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:	95.8	33.8	21.2	83.8	65.5	21.9	82.1	190	195.4	83.5	93.6	93.6
LOS by Move:	F	C-	C+	F	E	C+	F	F	F	F	F	F
HCM2kAvgQ:	19	12	4	10	44	10	9	49	50	3	23	23

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

PM Peak - Existing plus Project
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
06 PM Ex_Proj

Intersection #3: Winchester Blvd/W Sunnyoaks Ave

```
                    Signal=Protect/Rights=Include
     Base+Add Vol:    332      1328***        0
            Lanes:      1   0     2      0    0

                Signal=Split                                     Signal=Split
Base+Add  Lanes: Rights=Include     Vol Cnt Date:   5/15/2018    Rights=Include   Lanes:  Base+Add
 197***     0                       Cycle Time (sec):   120                         0        0
            1                       Loss Time (sec):      9                         0
   0        0                       Critical V/C:     0.564                         0        0
            0                       Avg Crit Del (sec/veh): 18.1                    0
  56        1                       Avg Delay (sec/veh):    12.4                    0        0
                                    LOS:                 B

            Lanes:      1   0     3      0    0
     Base+Add Vol:    69***      1768         0
                    Signal=Protect/Rights=Include
```

```
Street Name:          Winchester Blvd                  W Sunnyoaks Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10    10   10     0    10   10    10     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 15 May 2018 << 4:45 - 5:45 pm
Base Vol:      68 1754     0     0 1325   332   197    0    56     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:   68 1754     0     0 1325   332   197    0    56     0    0     0
Added Vol:      1   14     0     0    3     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   69 1768     0     0 1328   332   197    0    56     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.96 0.96  0.96  0.96 0.96  0.96  0.96 0.96  0.96  0.96 0.96  0.96
PHF Volume:    72 1849     0     0 1389   347   206    0    59     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   72 1849     0     0 1389   347   206    0    59     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:   72 1849     0     0 1389   347   206    0    59     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.95 0.95  0.92  0.92 1.00  0.92
Lanes:       1.00 3.00  0.00  0.00 2.00  1.00  1.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  1750 5700     0     0 3800  1750  1800    0  1750     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.32  0.00  0.00 0.37  0.20  0.11 0.00  0.03  0.00 0.00  0.00
Crit Moves:  ****                 ****         ****
Green Time:   8.8 86.6   0.0   0.0 77.8  77.8  24.4  0.0  24.4   0.0  0.0   0.0
Volume/Cap:  0.56 0.45  0.00  0.00 0.56  0.31  0.56 0.00  0.16  0.00 0.00  0.00
Delay/Veh:   59.4  6.9   0.0   0.0 12.0   9.4  45.0  0.0  39.6   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:  59.4  6.9   0.0   0.0 12.0   9.4  45.0  0.0  39.6   0.0  0.0   0.0
LOS by Move:   E+    A     A     A   B+     A     D    A     D     A    A     A
HCM2kAvgQ:      3    9     0     0   14     6     8    0     2     0    0     0
Note: Queue reported is the number of cars per lane.
```


PM Peak - Existing plus Project
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
06 PM Ex_Proj

Intersection #4: Dell Ave/E. Sunnyoaks Ave

```
                    Signal=Stop/Rights=Include
     Base+Add Vol:      0      188       86***
            Lanes:      0   0    0    1    0

                Signal=Stop                                      Signal=Stop
Base+Add  Lanes: Rights=Include     Vol Cnt Date:   5/15/2018    Rights=Include   Lanes:  Base+Add
   0        0                       Cycle Time (sec):   100                         1       38
            0                       Loss Time (sec):      0                         0
   0        0                       Critical V/C:     0.580                         0        0
            0                       Avg Crit Del (sec/veh): 11.9                    0
   0        0                       Avg Delay (sec/veh):    11.9                    1       35***
                                    LOS:                 B

            Lanes:      0   0    1    0    1
     Base+Add Vol:      0       83       411***
                    Signal=Stop/Rights=Include
```

```
Street Name:              Dell Ave                     E Sunnyoaks Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 15 May 2018 << 4:45 - 5:45 pm
Base Vol:       0   75   360    86  181     0     0    0     0    33    0    38
Growth Adj:  1.00 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   75   360    86  181     0     0    0     0    33    0    38
Added Vol:      0    8    51     0    7     0     0    0     0     2    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0   83   411    86  188     0     0    0     0    35    0    38
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.86 0.86  0.86  0.86 0.86  0.86  0.86 0.86  0.86  0.86 0.86  0.86
PHF Volume:     0   97   478   100  219     0     0    0     0    41    0    44
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0   97   478   100  219     0     0    0     0    41    0    44
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0   97   478   100  219     0     0    0     0    41    0    44
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.00  1.00  0.31 0.69  0.00  0.00 0.00  0.00  1.00 0.00  1.00
Final Sat.:     0  708   824   217  474     0     0    0     0   490    0   584
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     xxxx 0.14  0.58  0.46 0.46  xxxx  xxxx xxxx  xxxx  0.08 xxxx  0.08
Crit Moves:             ****  ****                              ****
Delay/Veh:    0.0  8.5  12.7  12.4 12.4   0.0   0.0  0.0   0.0  10.0  0.0   8.7
Delay Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0  8.5  12.7  12.4 12.4   0.0   0.0  0.0   0.0  10.0  0.0   8.7
LOS by Move:    *    A     B     B    B     *     *    *     *     B    *     A
ApproachDel:      12.0             12.4            xxxxxx             9.3
Delay Adj:        1.00             1.00             xxxxx            1.00
ApprAdjDel:       12.0             12.4            xxxxxx             9.3
LOS by Appr:        B                B                 *                A
AllWayAvgQ:   0.0  0.2   1.3   0.8  0.8   0.8   0.0  0.0   0.0   0.1  0.0   0.1
Note: Queue reported is the number of cars per lane.
          Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #4 Dell Ave/E. Sunnyoaks Ave
********************************************************************************
```

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0 0	1 0	1	0 1	0 0	0	0 0	0 0	0	1 0	0 0	1
Initial Vol:	0	83	411	86	188	0	0	0	0	35	0	38

Major Street Volume: 768
Minor Approach Volume: 73
Minor Approach Volume Threshold: 488

SIGNAL WARRANT DISCLAIMER

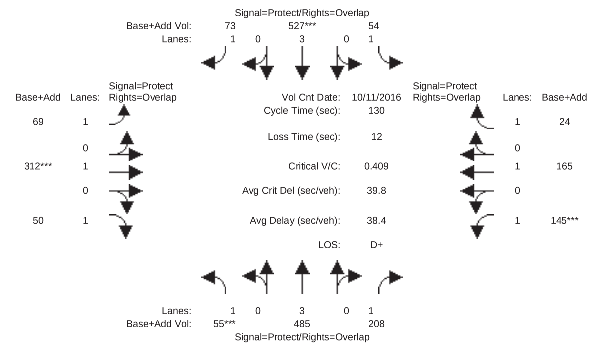
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

PM Peak - Existing plus Project
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
06 PM Ex_Proj

Intersection #5: Bascom Ave/Curtner Ave



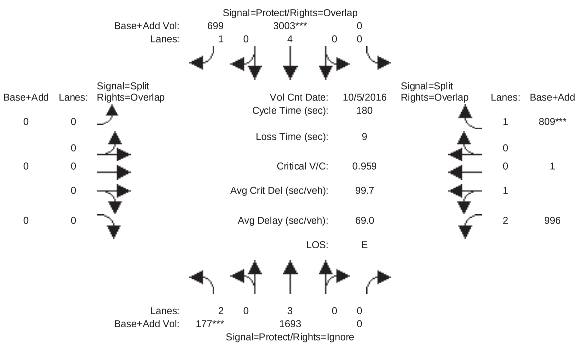
Street Name:	Bascom Ave						Curtner Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Oct 2016 << 4:45-5:45 PM												
Base Vol:	55	484	208	54	527	73	68	312	50	145	165	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:	55	484	208	54	527	73	68	312	50	145	165	24
Added Vol:	0	1	0	0	0	0	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	485	208	54	527	73	69	312	50	145	165	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:	55	485	208	54	527	73	69	312	50	145	165	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	485	208	54	527	73	69	312	50	145	165	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	485	208	54	527	73	69	312	50	145	165	24
Saturation 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	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.12	0.03	0.09	0.04	0.04	0.16	0.03	0.08	0.09	0.01
Crit Moves:	****				****			****		****		
Green Time:	10.0	24.1	50.5	15.3	29.4	59.5	30.1	52.2	62.2	26.4	48.5	63.8
Volume/Cap:	0.41	0.46	0.31	0.26	0.41	0.09	0.17	0.41	0.06	0.41	0.23	0.03
Delay/Veh:	59.2	47.4	27.9	52.9	43.1	20.0	40.2	28.2	18.2	45.8	28.1	17.1
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:	59.2	47.4	27.9	52.9	43.1	20.0	40.2	28.2	18.2	45.8	28.1	17.1
LOS by Move:	E+	D	C	D-	D	C+	D	C	B-	D	C	B
HCM2kAvgQ:	2	5	6	2	6	2	2	9	1	6	4	1

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

PM Peak - Existing plus Project
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
06 PM Ex_Proj

Intersection #6: San Tomas Expwy/SR 17 SB Ramps



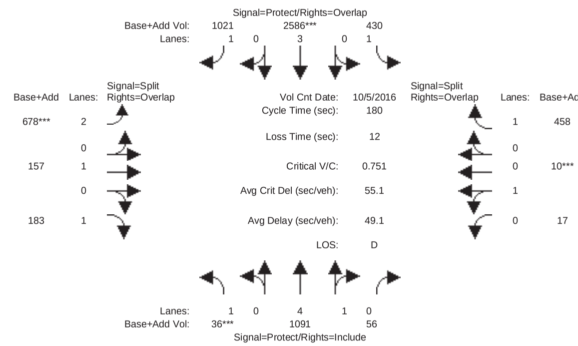
Street Name:	San Tomas Expwy						SR 17 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	125	0	0	104	104	0	0	0	54	54	54
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Oct 2016 << 4:30 - 5:30 pm												
Base Vol:	177	1692	0	0	2968	683	0	0	0	996	1	803
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	177	1692	0	0	2968	683	0	0	0	996	1	803
Added Vol:	0	1	0	0	35	16	0	0	0	0	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	177	1693	0	0	3003	699	0	0	0	996	1	809
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	177	1693	0	0	3003	699	0	0	0	996	1	809
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	1693	0	0	3003	699	0	0	0	996	1	809
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	177	1693	0	0	3003	699	0	0	0	996	1	809
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	0.87	0.95	0.92
Lanes:	2.00	3.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00	2.99	0.01	1.00
Final Sat.:	3150	5700	0	0	7600	1750	0	0	0	4945	5	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.30	0.00	0.00	0.40	0.40	0.00	0.00	0.00	0.20	0.20	0.46
Crit Moves:	****				****							****
Green Time:	21.0	120	0.0	0.0	99.0	99.0	0.0	0.0	0.0	51.4	51.4	51.4
Volume/Cap:	0.48	0.45	0.00	0.00	0.72	0.73	0.00	0.00	0.00	0.70	0.70	1.62
Delay/Veh:	79.2	15.0	0.0	0.0	32.2	34.6	0.0	0.0	0.0	62.0	62.0	354.7
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:	79.2	15.0	0.0	0.0	32.2	34.6	0.0	0.0	0.0	62.0	62.0	354.7
LOS by Move:	E-	B	A	A	C-	C-	A	A	A	E	E	F
HCM2kAvgQ:	6	15	0	0	32	32	0	0	0	20	20	91

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

PM Peak - Existing plus Project
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
06 PM Ex_Proj

Intersection #7: Camden Ave/White Oaks Rd-Curtner Ave



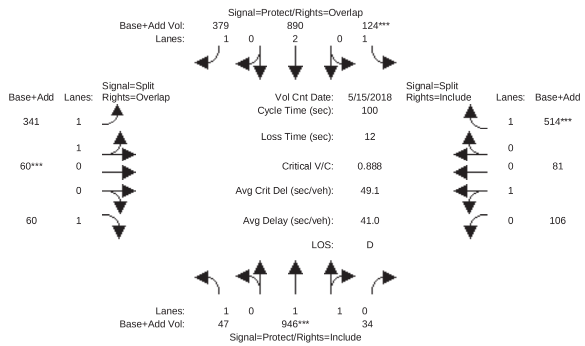
Street Name:	Camden Ave						White Oaks Rd-Curtner Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	15	53	53	69	109	109	39	39	39	17	17	17
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Oct 2016 << 4:30 - 5:30 pm												
Base Vol:	36	1091	56	429	2584	989	678	157	183	17	10	458
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	1091	56	429	2584	989	678	157	183	17	10	458
Added Vol:	0	0	0	1	2	32	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	1091	56	430	2586	1021	678	157	183	17	10	458
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	1091	56	430	2586	1021	678	157	183	17	10	458
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	1091	56	430	2586	1021	678	157	183	17	10	458
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	1091	56	430	2586	1021	678	157	183	17	10	458
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	4.75	0.25	1.00	3.00	1.00	2.00	1.00	1.00	0.63	0.37	1.00
Final Sat.:	1750	8940	459	1750	5700	1750	3150	1900	1750	1133	667	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.12	0.25	0.45	0.58	0.22	0.08	0.10	0.02	0.02	0.26
Crit Moves:	****				****		****				****	
Green Time:	14.1	50.5	50.5	65.7	102	138.8	36.6	36.6	50.6	15.9	15.9	81.7
Volume/Cap:	0.26	0.43	0.43	0.67	0.80	0.76	1.06	0.41	0.37	0.17	0.17	0.58
Delay/Veh:	87.9	57.1	57.1	56.9	35.0	16.1	128.9	69.6	57.5	83.3	83.3	41.8
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:	87.9	57.1	57.1	56.9	35.0	16.1	128.9	69.6	57.5	83.3	83.3	41.8
LOS by Move:	F	E+	E+	E+	C-	B	F	E	E+	F	F	D
HCM2kAvgQ:	2	11	11	23	41	37	31	8	9	2	2	21

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

PM Peak - Existing plus Project
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
06 PM Ex_Proj

Intersection #8: Winchester Blvd/W Hacienda Ave



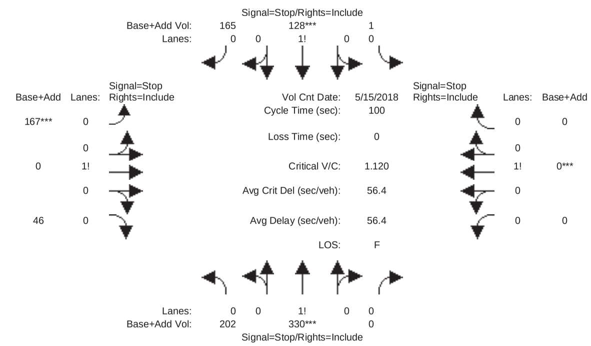
Street Name:	Winchester Blvd						W Hacienda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2018 << 4:45-5:45 PM												
Base Vol:	47	938	34	122	888	379	341	60	60	106	80	506
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	938	34	122	888	379	341	60	60	106	80	506
Added Vol:	0	8	0	2	2	0	0	0	0	0	1	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	946	34	124	890	379	341	60	60	106	81	514
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	49	996	36	131	937	399	359	63	63	112	85	541
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	996	36	131	937	399	359	63	63	112	85	541
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	996	36	131	937	399	359	63	63	112	85	541
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.93	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.93	0.07	1.00	2.00	1.00	1.70	0.30	1.00	0.57	0.43	1.00
Final Sat.:	1750	3572	128	1750	3800	1750	3019	531	1750	1020	780	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.28	0.28	0.07	0.25	0.23	0.12	0.12	0.04	0.11	0.11	0.31
Crit Moves:		****		****				****				****
Green Time:	8.8	31.4	31.4	8.4	31.0	44.4	13.4	13.4	22.2	34.8	34.8	34.8
Volume/Cap:	0.32	0.89	0.89	0.89	0.80	0.51	0.89	0.89	0.16	0.31	0.31	0.89
Delay/Veh:	44.0	41.2	41.2	88.3	35.4	20.6	60.7	60.7	31.6	24.1	24.1	45.6
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:	44.0	41.2	41.2	88.3	35.4	20.6	60.7	60.7	31.6	24.1	24.1	45.6
LOS by Move:	D	D	D	F	D+	C+	E	E	C	C	C	D
HCM2kAvgQ:	1	17	17	5	13	9	10	10	2	5	5	21

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

PM Peak - Existing plus Project
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
06 PM Ex_Proj

Intersection #9: Dell Ave/Hacienda Ave



Street Name:	Dell Ave						W Hacienda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 15 May 2018 << 4:45-5:45 PM												
Base Vol:	193	271	0	1	120	165	167	0	44	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:	193	271	0	1	120	165	167	0	44	0	0	0
Added Vol:	9	59	0	0	8	0	0	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	202	330	0	1	128	165	167	0	46	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
PHF Volume:	277	452	0	1	175	226	229	0	63	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	277	452	0	1	175	226	229	0	63	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:	277	452	0	1	175	226	229	0	63	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.38	0.62	0.00	0.01	0.43	0.56	0.78	0.00	0.22	0.00	1.00	0.00
Final Sat.:	247	404	0	2	282	363	429	0	118	0	433	0
Capacity Analysis Module:												
Vol/Sat:	1.12	1.12	xxxx	0.62	0.62	0.62	0.53	xxxx	0.53	xxxx	0.00	xxxx
Crit Moves:		****			****		****				****	
Delay/Veh:	94.4	94.4	0.0	16.8	16.8	16.8	16.3	0.0	16.3	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.4	94.4	0.0	16.8	16.8	16.8	16.3	0.0	16.3	0.0	0.0	0.0
LOS by Move:	F	F	*	C	C	C	C	*	C	*	*	*
ApproachDel:		94.4			16.8			16.3			xxxxxx	
Delay Adj:		1.00			1.00			1.00			xxxxx	
ApprAdjDel:		94.4			16.8			16.3			xxxxxx	
LOS by Appr:		F			C			C			*	
AllWayAvgQ:	15.5	15.5	15.5	1.5	1.5	1.5	1.0	1.0	1.0	0.0	0.0	0.0

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #9 Dell Ave/Hacienda Ave

****

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Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Stop Sign        Stop Sign        Stop Sign        Stop Sign
Lanes:        0  1  0  0  0   0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0
Initial Vol:  202  330    0     1  128   165  167    0    46     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:            826
Minor Approach Volume:          213
Minor Approach Volume Threshold: 270
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
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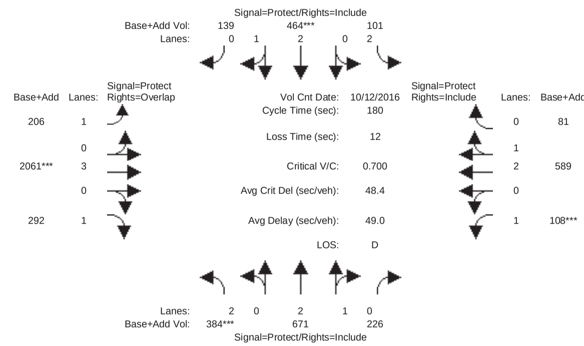
PM Peak - Existing plus Project
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
06 PM Ex_Proj

Intersection #10: Bascom Ave/Camden Ave




```
Street Name:              Bascom Ave                        Camden Ave
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Oct 2016 << 4:45 - 5:45 pm
Base Vol:     384  671   226   101  464   139   205 2060   292   108  589    81
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  384  671   226   101  464   139   205 2060   292   108  589    81
Added Vol:      0    0     0     0    0     0     1    1     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  384  671   226   101  464   139   206 2061   292   108  589    81
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   384  671   226   101  464   139   206 2061   292   108  589    81
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  384  671   226   101  464   139   206 2061   292   108  589    81
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  384  671   226   101  464   139   206 2061   292   108  589    81
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 0.99  0.95  0.83 0.99  0.95  0.92 1.00  0.92  0.92 0.99  0.95
Lanes:       2.00 2.22  0.78  2.00 2.28  0.72  1.00 3.00  1.00  1.00 2.62  0.38
Final Sat.:  3150 4187  1410  3150 4307  1290  1750 5700  1750  1750 4922   677
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.16  0.16  0.03 0.11  0.11  0.12 0.36  0.17  0.06 0.12  0.12
Crit Moves:  ****                  ****             ****        ****
Green Time:  31.4 47.5  47.5  11.5 27.7  27.7  54.0 93.0 124.4  15.9 54.9  54.9
Volume/Cap:  0.70 0.61  0.61  0.50 0.70  0.70  0.39 0.70  0.24  0.70 0.39  0.39
Delay/Veh:   73.9 58.8  58.8  83.4 74.8  74.8  50.5 33.7  10.4  93.1 49.5  49.5
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:  73.9 58.8  58.8  83.4 74.8  74.8  50.5 33.7  10.4  93.1 49.5  49.5
LOS by Move:    E   E+    E+     F    E     E     D   C-    B+     F    D     D
HCM2kAvgQ:     12   14    14     3   11    11     9   28     6     8   10    10
Note: Queue reported is the number of cars per lane.
```

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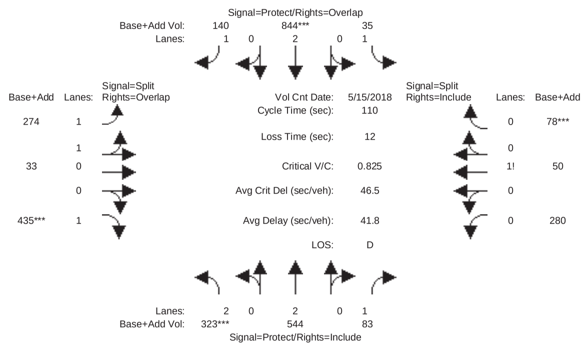
Intersection #11: Winchester Blvd/Knowles Dr



Street Name:	Winchester Blvd						Knowles Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	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: 15 May 2018 << 4:45 - 5:45 pm												
Base Vol:	323	544	70	33	844	140	274	32	435	230	47	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	323	544	70	33	844	140	274	32	435	230	47	70
Added Vol:	0	0	13	2	0	0	0	1	0	50	3	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	323	544	83	35	844	140	274	33	435	280	50	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	337	568	87	37	881	146	286	34	454	292	52	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	337	568	87	37	881	146	286	34	454	292	52	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	337	568	87	37	881	146	286	34	454	292	52	81
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	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.79	0.21	1.00	0.69	0.12	0.19
Final Sat.:	3150	3800	1750	1750	3800	1750	3168	382	1750	1201	214	335
Capacity Analysis Module:												
Vol/Sat:	0.11	0.15	0.05	0.02	0.23	0.08	0.09	0.09	0.26	0.24	0.24	0.24
Crit Moves:	****				****				****			****
Green Time:	14.3	31.7	31.7	13.5	30.9	51.3	20.3	20.3	34.6	32.5	32.5	32.5
Volume/Cap:	0.82	0.52	0.17	0.17	0.82	0.18	0.49	0.49	0.82	0.82	0.82	0.82
Delay/Veh:	59.5	33.2	29.5	43.6	42.3	17.2	40.7	40.7	44.7	46.5	46.5	46.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.5	33.2	29.5	43.6	42.3	17.2	40.7	40.7	44.7	46.5	46.5	46.5
LOS by Move:	E+	C-	C	D	D	B	D	D	D	D	D	D
HCM2kAvgQ:	7	8	2	1	14	3	6	6	18	17	17	17

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

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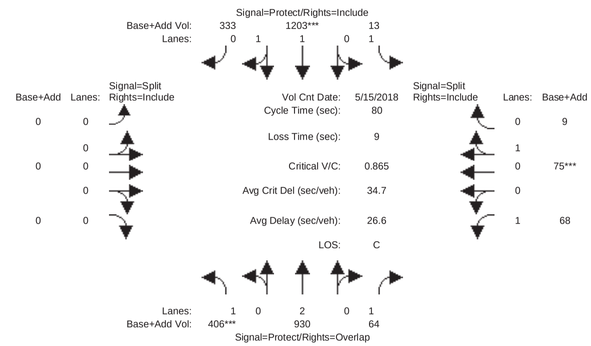
Intersection #12: Winchester Blvd/SR 85 NB On-Ramp



Street Name:	Winchester Blvd						SR 85 NB On-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2018 << 4:45 - 5:45 pm												
Base Vol:	406	917	64	13	1166	320	0	0	0	68	75	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	406	917	64	13	1166	320	0	0	0	68	75	9
Added Vol:	0	13	0	0	37	13	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	406	930	64	13	1203	333	0	0	0	68	75	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	449	1029	71	14	1331	368	0	0	0	75	83	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	449	1029	71	14	1331	368	0	0	0	75	83	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	449	1029	71	14	1331	368	0	0	0	75	83	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.55	0.45	0.00	0.00	0.00	1.00	0.89	0.11
Final Sat.:	1750	3800	1750	1750	2897	802	0	0	0	1750	1607	193
Capacity Analysis Module:												
Vol/Sat:	0.26	0.27	0.04	0.01	0.46	0.46	0.00	0.00	0.00	0.04	0.05	0.05
Crit Moves:	****				****						****	
Green Time:	21.9	46.1	56.1	14.9	39.1	39.1	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.94	0.47	0.06	0.04	0.94	0.94	0.00	0.00	0.00	0.34	0.41	0.41
Delay/Veh:	55.0	10.0	3.7	26.8	29.4	29.4	0.0	0.0	0.0	32.9	33.5	33.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.0	10.0	3.7	26.8	29.4	29.4	0.0	0.0	0.0	32.9	33.5	33.5
LOS by Move:	D-	B+	A	C	C	C	A	A	A	C-	C-	C-
HCM2kAvgQ:	14	7	1	0	21	21	0	0	0	2	3	3

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

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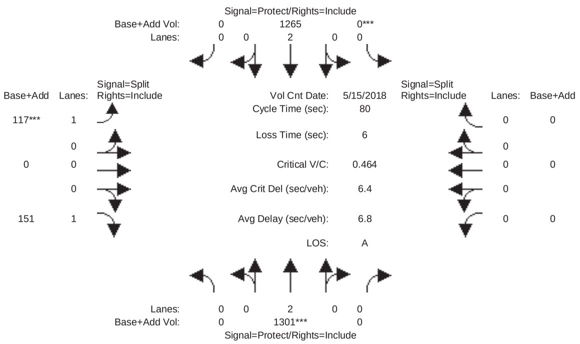
Intersection #13: Winchester Blvd/SR 85 SB Off-Ramp




```
Street Name:          Winchester Blvd               SR 85 SB Off-Ramp
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    0    0    10    0   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: 15 May 2018 << 4:45-5:45 PM
Base Vol:      0 1290    0    0 1228    0  114    0  151    0    0    0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   0 1290    0    0 1228    0  114    0  151    0    0    0
Added Vol:     0   11    0    0   37    0    3    0    0    0    0    0
PasserByVol:   0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:   0 1301    0    0 1265    0  117    0  151    0    0    0
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume:    0 1365    0    0 1327    0  123    0  158    0    0    0
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   0 1365    0    0 1327    0  123    0  158    0    0    0
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   0 1365    0    0 1327    0  123    0  158    0    0    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92
Lanes:      0.00 2.00 0.00 0.00 2.00 0.00 1.00 0.00 1.00 0.00 0.00 0.00
Final Sat.:    0 3800    0    0 3800    0 1750    0 1750    0    0    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.00 0.36 0.00 0.00 0.35 0.00 0.07 0.00 0.09 0.00 0.00 0.00
Crit Moves:      ****      ****            ****
Green Time:  0.0 59.1  0.0  0.0 59.1  0.0 14.9  0.0 14.9  0.0  0.0  0.0
Volume/Cap: 0.00 0.49 0.00 0.00 0.47 0.00 0.38 0.00 0.49 0.00 0.00 0.00
Delay/Veh:   0.0  4.4  0.0  0.0  4.3  0.0 29.2  0.0 30.3  0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  0.0  4.4  0.0  0.0  4.3  0.0 29.2  0.0 30.3  0.0  0.0  0.0
LOS by Move:   A    A    A    A    A    A    C    A    C    A    A    A
HCM2kAvgQ:     0    7    0    0    6    0    3    0    4    0    0    0
Note: Queue reported is the number of cars per lane.
```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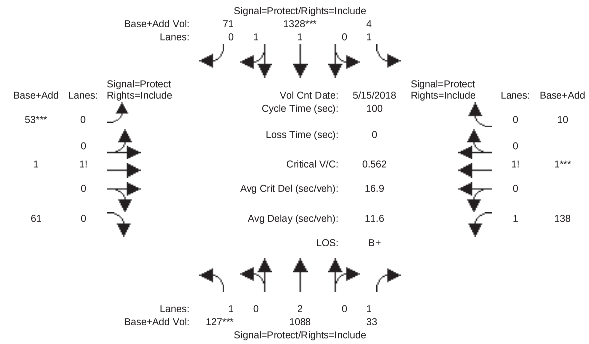
Intersection #14: Winchester Blvd/Albright Driveway-Courtside




```
Street Name:          Winchester Blvd          Alright Driveway-Courtside
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:      L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    0     0    0    0     0    0    0     0     0    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: 15 May 2018 << 4:45-5:45 PM
Base Vol:    127 1077   33    4 1291   71   53    1   61  138    1   10
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 127 1077   33    4 1291   71   53    1   61  138    1   10
Added Vol:     0   11    0    0   37    0    0    0    0    0    0    0
PasserByVol:   0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut: 127 1088   33    4 1328   71   53    1   61  138    1   10
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:  127 1088   33    4 1328   71   53    1   61  138    1   10
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol: 127 1088   33    4 1328   71   53    1   61  138    1   10
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 127 1088   33    4 1328   71   53    1   61  138    1   10
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 1.00 0.92 0.92 0.98 0.95 0.92 0.92 0.92 0.92 0.92 0.92
Lanes:      1.00 2.00 1.00 1.00 1.90 0.10 0.46 0.01 0.53 1.86 0.01 0.13
Final Sat.: 1750 3800 1750 1750 3512  188  807   15  928 3259   22  219
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.07 0.29 0.02 0.00 0.38 0.38 0.07 0.07 0.07 0.04 0.05 0.05
Crit Moves: ****                ****      ****                     ****
Green Time: 12.9 79.5 79.5  0.6 67.3 67.3 11.7 12.1 12.1  7.8  8.1  8.1
Volume/Cap: 0.56 0.36 0.02 0.36 0.56 0.56 0.56 0.55 0.55 0.55 0.56 0.56
Delay/Veh:  44.1  3.0  2.1 68.3  8.9  8.9 45.3 44.3 44.3 46.7 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: 44.1  3.0  2.1 68.3  8.9  8.9 45.3 44.3 44.3 46.7 47.0 47.0
LOS by Move:   D    A    A    E    A    A    D    D    D    D    D    D
HCM2kAvgQ:     4    5    0    0   11   11    4    4    4    3    3    3
Note: Queue reported is the number of cars per lane.
```

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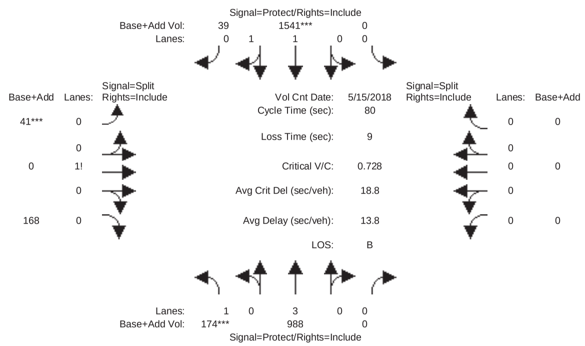
Intersection #15: Winchester Blvd/Wimbeldon Dr



Street Name:	Winchester Blvd						Wimbeldon Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	0	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: 15 May 2018 << 4:45-5:45 PM												
Base Vol:	174	977	0	0	1504	39	41	0	168	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:	174	977	0	0	1504	39	41	0	168	0	0	0
Added Vol:	0	11	0	0	37	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	174	988	0	0	1541	39	41	0	168	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:	174	988	0	0	1541	39	41	0	168	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	988	0	0	1541	39	41	0	168	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:	174	988	0	0	1541	39	41	0	168	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.00	1.95	0.05	0.20	0.00	0.80	0.00	0.00	0.00
Final Sat.:	1750	5700	0	0	3609	91	343	0	1407	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.17	0.00	0.00	0.43	0.43	0.12	0.00	0.12	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	10.9	57.9	0.0	0.0	46.9	46.9	13.1	0.0	13.1	0.0	0.0	0.0
Volume/Cap:	0.73	0.24	0.00	0.00	0.73	0.73	0.73	0.00	0.73	0.00	0.00	0.00
Delay/Veh:	43.8	3.7	0.0	0.0	13.2	13.2	40.8	0.0	40.8	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:	43.8	3.7	0.0	0.0	13.2	13.2	40.8	0.0	40.8	0.0	0.0	0.0
LOS by Move:	D	A	A	A	B	B	D	A	D	A	A	A
HCM2kAvgQ:	5	3	0	0	14	14	7	0	7	0	0	0

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

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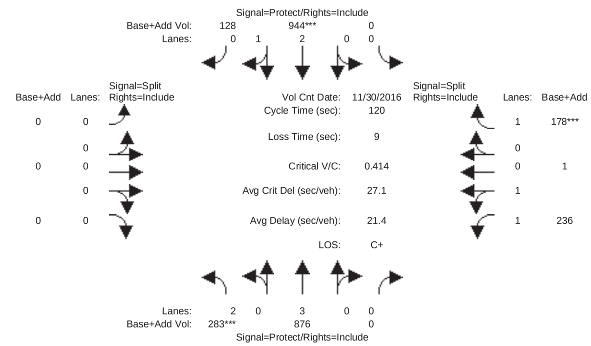
Intersection #16: Bascom Ave/SR 85 NB Ramps



Street Name:	Bascom Ave						SR 85 NB Off-Ramp					
Approach:	North 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	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 Nov 2016 << 4-5 PM												
Base Vol:	283	876	0	0	944	128	0	0	0	235	1	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	283	876	0	0	944	128	0	0	0	235	1	178
Added Vol:	0	0	0	0	0	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	283	876	0	0	944	128	0	0	0	236	1	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	283	876	0	0	944	128	0	0	0	236	1	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	283	876	0	0	944	128	0	0	0	236	1	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	283	876	0	0	944	128	0	0	0	236	1	178
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	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	3.00	0.00	0.00	2.63	0.37	0.00	0.00	0.00	1.99	0.01	1.00
Final Sat.:	3150	5700	0	0	4930	669	0	0	0	3535	15	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.07	0.07	0.10
Crit Moves:	****				****							****
Green Time:	26.0	81.5	0.0	0.0	55.5	55.5	0.0	0.0	0.0	29.5	29.5	29.5
Volume/Cap:	0.41	0.23	0.00	0.00	0.41	0.41	0.00	0.00	0.00	0.27	0.27	0.41
Delay/Veh:	40.8	7.3	0.0	0.0	21.6	21.6	0.0	0.0	0.0	36.8	36.8	38.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.8	7.3	0.0	0.0	21.6	21.6	0.0	0.0	0.0	36.8	36.8	38.7
LOS by Move:	D	A	A	A	C+	C+	A	A	A	D+	D+	D+
HCM2kAvgQ:	5	4	0	0	8	8	0	0	0	4	4	6

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

PM Peak - Existing plus Project
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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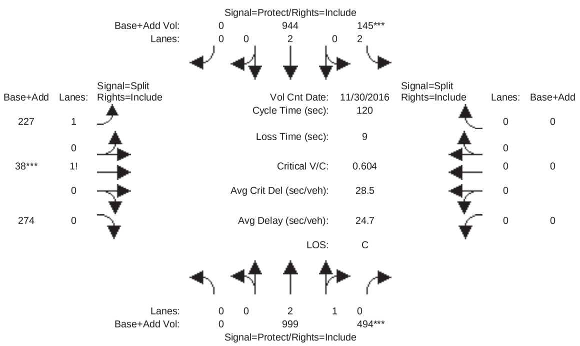
Intersection #17: Bascom Ave/SR 85 SB Ramps

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Street Name:            Bascom Ave                     SR 85 SB Ramps
Approach:     North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0   10    10     7   10     0    10   10    10     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 30 Nov 2016 << 4:30-5:30 PM
Base Vol:       0  999   489   145  943     0   227   38   274     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  999   489   145  943     0   227   38   274     0    0     0
Added Vol:      0    0     5     0    1     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  999   494   145  944     0   227   38   274     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  999   494   145  944     0   227   38   274     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  999   494   145  944     0   227   38   274     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0  999   494   145  944     0   227   38   274     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.95  0.83 1.00  0.92  0.92 0.95  0.95  0.92 1.00  0.92
Lanes:       0.00 2.00  1.00  2.00 2.00  0.00  1.27 0.09  0.64  0.00 0.00  0.00
Final Sat.:     0 3799  1800  3150 3800     0  2227  160  1150     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.26  0.27  0.05 0.25  0.00  0.10 0.24  0.24  0.00 0.00  0.00
Crit Moves:             ****  ****                  ****
Green Time:   0.0 54.5  54.5   9.1 63.7   0.0  47.3 47.3  47.3   0.0  0.0   0.0
Volume/Cap:  0.00 0.58  0.60  0.60 0.47  0.00  0.26 0.60  0.60  0.00 0.00  0.00
Delay/Veh:    0.0 24.6  25.0  58.0 17.8   0.0  24.6 30.1  30.1   0.0  0.0   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0 24.6  25.0  58.0 17.8   0.0  24.6 30.1  30.1   0.0  0.0   0.0
LOS by Move:    A    C     C    E+    B     A     C    C     C     A    A     A
HCM2kAvgQ:      0   13    14     3   10     0     5   13    13     0    0     0
Note: Queue reported is the number of cars per lane.
```


PM Peak - Existing plus Project
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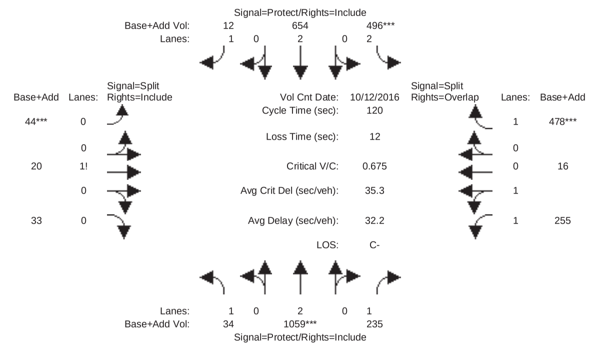
Intersection #18: Los Gatos Blvd/Burton Rd-Samaritan Dr




```
Street Name:          Los Gatos Blvd              Burton Rd-Samaritan Dr
Approach:     North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10    10   10    10    10   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 12 Oct 2016 << 4:30-5:30 PM
Base Vol:      34 1054   235   496  653    12    44   20    33   255   16   478
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   34 1054   235   496  653    12    44   20    33   255   16   478
Added Vol:      0    5     0     0    1     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   34 1059   235   496  654    12    44   20    33   255   16   478
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    34 1059   235   496  654    12    44   20    33   255   16   478
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   34 1059   235   496  654    12    44   20    33   255   16   478
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   34 1059   235   496  654    12    44   20    33   255   16   478
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.83 1.00  0.92  0.92 0.92  0.92  0.93 0.95  0.92
Lanes:       1.00 2.00  1.00  2.00 2.00  1.00  0.45 0.21  0.34  1.88 0.12  1.00
Final Sat.:  1750 3800  1750  3150 3800  1750   794  361   595  3340  210  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.28  0.13  0.16 0.17  0.01  0.06 0.06  0.06  0.08 0.08  0.27
Crit Moves:       ****        ****             ****                         ****
Green Time:  19.6 49.5  49.5  28.0 57.8  57.8  10.0 10.0  10.0  20.5 20.5  48.5
Volume/Cap:  0.12 0.68  0.33  0.68 0.36  0.01  0.67 0.67  0.67  0.45 0.45  0.68
Delay/Veh:   43.0 29.9  24.2  44.4 19.6  16.2  64.4 64.4  64.4  45.1 45.1  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:  43.0 29.9  24.2  44.4 19.6  16.2  64.4 64.4  64.4  45.1 45.1  31.9
LOS by Move:    D    C     C     D   B-     B     E    E     E     D    D     C
HCM2kAvgQ:      1   16     6    10    7     0     5    5     5     5    5    16
Note: Queue reported is the number of cars per lane.
```

PM Peak - Existing plus Project
1700 Dell Avenue
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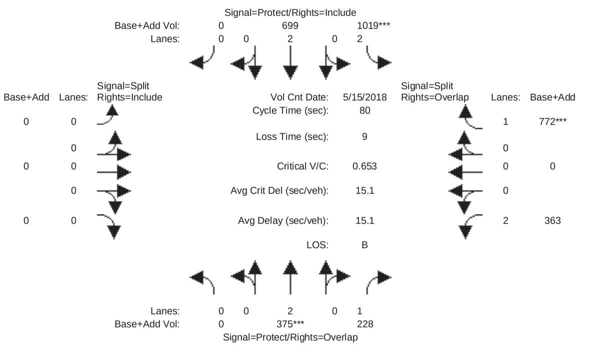
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
06 PM Ex_Proj

Intersection #19: Winchester Blvd/Lark Ave



Street Name:	Winchester Blvd						Lark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2018 << 4:45-5:45 PM												
Base Vol:	0	372	228	997	684	0	0	0	0	363	0	764
Growth Adj:	1.00	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	372	228	997	684	0	0	0	0	363	0	764
Added Vol:	0	3	0	22	15	0	0	0	0	0	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	375	228	1019	699	0	0	0	0	363	0	772
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	402	245	1093	750	0	0	0	0	389	0	828
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	402	245	1093	750	0	0	0	0	389	0	828
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	402	245	1093	750	0	0	0	0	389	0	828
Saturation 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:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.14	0.35	0.20	0.00	0.00	0.00	0.00	0.12	0.00	0.47
Crit Moves:		****		****								****
Green Time:	0.0	13.0	28.5	42.5	55.5	0.0	0.0	0.0	0.0	15.5	0.0	58.0
Volume/Cap:	0.00	0.65	0.39	0.65	0.28	0.00	0.00	0.00	0.00	0.64	0.00	0.65
Delay/Veh:	0.0	33.9	19.7	14.4	4.7	0.0	0.0	0.0	0.0	32.0	0.0	7.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	33.9	19.7	14.4	4.7	0.0	0.0	0.0	0.0	32.0	0.0	7.0
LOS by Move:	A	C-	B-	B	A	A	A	A	A	C	A	A
HCM2kAvgQ:	0	6	5	11	3	0	0	0	0	5	0	12

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

PM Peak - Existing plus Project
1700 Dell Avenue
City of Campbell

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2000 HCM Operations (Future Volume Alternative)
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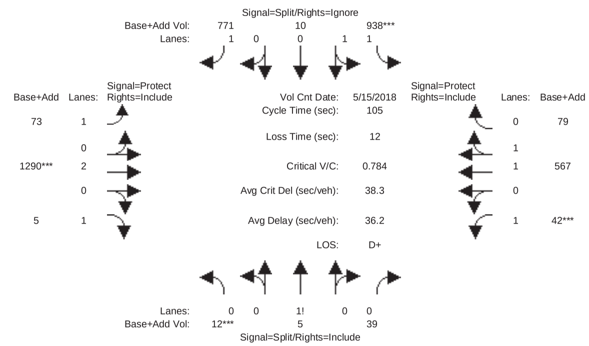
Intersection #20: SR 17 SB Ramps/Lark Ave



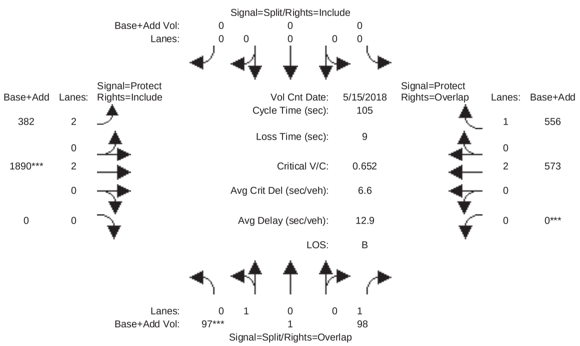
Street Name:	SR 17 SB Ramp						Lark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2018 << 5-6 PM												
Base Vol:	12	5	39	938	10	768	60	1281	5	42	563	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	5	39	938	10	768	60	1281	5	42	563	79
Added Vol:	0	0	0	0	0	3	13	9	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	5	39	938	10	771	73	1290	5	42	567	79
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	13	5	41	983	10	0	77	1352	5	44	594	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	5	41	983	10	0	77	1352	5	44	594	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	5	41	983	10	0	77	1352	5	44	594	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.21	0.09	0.70	1.98	0.02	1.00	1.00	2.00	1.00	1.00	1.75	0.25
Final Sat.:	375	156	1219	3513	37	1750	1750	3800	1750	1750	3247	452
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.28	0.28	0.00	0.04	0.36	0.00	0.03	0.18	0.18
Crit Moves:	****			****				****		****		
Green Time:	10.0	10.0	10.0	33.5	33.5	0.0	13.2	42.5	42.5	7.0	36.3	36.3
Volume/Cap:	0.35	0.35	0.35	0.88	0.88	0.00	0.35	0.88	0.01	0.38	0.53	0.53
Delay/Veh:	45.8	45.8	45.8	41.9	41.9	0.0	42.9	35.0	18.6	49.0	27.9	27.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.8	45.8	45.8	41.9	41.9	0.0	42.9	35.0	18.6	49.0	27.9	27.9
LOS by Move:	D	D	D	D	D	A	D	C-	B-	D	C	C
HCM2kAvgQ:	2	2	2	19	19	0	2	22	0	1	9	9

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

PM Peak - Existing plus Project
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
06 PM Ex_Proj

Intersection #21: SR 17 NB Ramps/Lark Ave



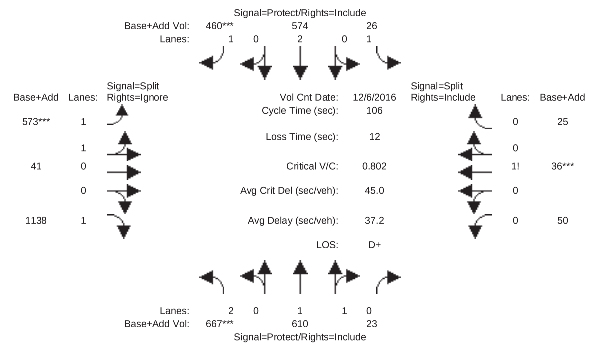
Street Name:	SR 17 NB Ramps						Lark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2018 << 5-6 PM												
Base Vol:	94	1	98	0	0	0	382	1881	0	0	571	556
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	1	98	0	0	0	382	1881	0	0	571	556
Added Vol:	3	0	0	0	0	0	0	9	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	1	98	0	0	0	382	1890	0	0	573	556
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	105	1	106	0	0	0	413	2041	0	0	619	600
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	1	106	0	0	0	413	2041	0	0	619	600
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	1	106	0	0	0	413	2041	0	0	619	600
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.99	0.01	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1782	18	1750	0	0	0	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.00	0.00	0.00	0.13	0.54	0.00	0.00	0.16	0.34
Crit Moves:	****							****		****		
Green Time:	10.0	10.0	10.0	0.0	0.0	0.0	23.8	86.0	0.0	0.0	62.2	62.2
Volume/Cap:	0.62	0.62	0.63	0.00	0.00	0.00	0.58	0.66	0.00	0.00	0.27	0.58
Delay/Veh:	52.3	52.3	53.6	0.0	0.0	0.0	37.4	4.2	0.0	0.0	10.5	14.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.3	52.3	53.6	0.0	0.0	0.0	37.4	4.2	0.0	0.0	10.5	14.1
LOS by Move:	D-	D-	D-	A	A	A	D+	A	A	A	B+	B
HCM2kAvgQ:	5	5	5	0	0	0	7	12	0	0	5	13

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

PM Peak - Existing plus Project
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
06 PM Ex_Proj

Intersection #22: Los Gatos Blvd/Lark Ave



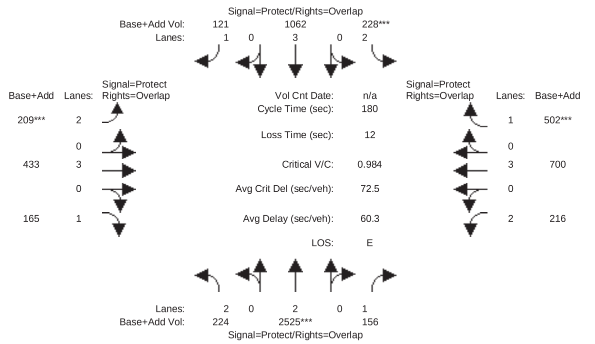
Street Name:	Los Gatos Blvd						Lark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Dec 2016 << 4:55 - 5:55 pm												
Base Vol:	666	610	23	26	574	459	568	41	1134	50	36	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:	666	610	23	26	574	459	568	41	1134	50	36	25
Added Vol:	1	0	0	0	0	1	5	0	4	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	667	610	23	26	574	460	573	41	1138	50	36	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	667	610	23	26	574	460	573	41	0	50	36	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	667	610	23	26	574	460	573	41	0	50	36	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	667	610	23	26	574	460	573	41	0	50	36	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	2.00	1.93	0.07	1.00	2.00	1.00	1.87	0.13	1.00	0.45	0.32	0.23
Final Sat.:	3150	3565	134	1750	3800	1750	3313	237	1750	788	568	394
Capacity Analysis Module:												
Vol/Sat:	0.21	0.17	0.17	0.01	0.15	0.26	0.17	0.17	0.00	0.06	0.06	0.06
Crit Moves:	****					****	****				****	
Green Time:	27.5	44.4	44.4	17.1	34.1	34.1	22.4	22.4	0.0	10.0	10.0	10.0
Volume/Cap:	0.82	0.41	0.41	0.09	0.47	0.82	0.82	0.82	0.00	0.67	0.67	0.67
Delay/Veh:	43.4	21.8	21.8	37.9	29.0	42.2	46.8	46.8	0.0	56.8	56.8	56.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.4	21.8	21.8	37.9	29.0	42.2	46.8	46.8	0.0	56.8	56.8	56.8
LOS by Move:	D	C+	C+	D+	C	D	D	D	A	E+	E+	E+
HCM2kAvgQ:	15	7	7	1	7	16	10	10	0	5	5	5

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

AM Peak - Project Condition
1700 Dell Avenue
City of Campbell

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

Intersection #1: San Tomas Expwy/Hamilton Ave



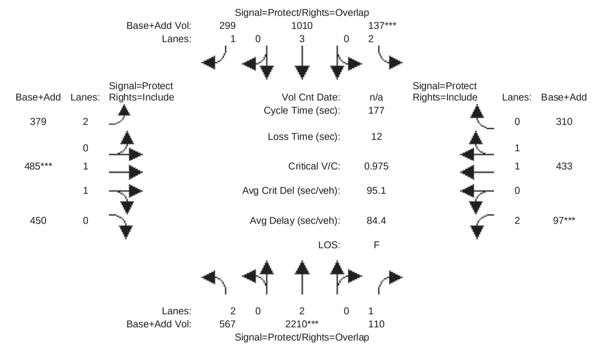
Street Name:	San Tomas Expwy						Hamilton Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	58	10	14	71	10	14	10	10	14	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	224	2524	156	228	1057	121	209	433	162	213	700	502
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	224	2524	156	228	1057	121	209	433	162	213	700	502
Added Vol:	0	1	0	0	5	0	0	0	3	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	224	2525	156	228	1062	121	209	433	165	216	700	502
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	224	2146	156	228	1062	121	209	433	165	216	700	502
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	224	2146	156	228	1062	121	209	433	165	216	700	502
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	224	2146	156	228	1062	121	209	433	165	216	700	502
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	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.56	0.09	0.07	0.19	0.07	0.07	0.08	0.09	0.07	0.12	0.29
Crit Moves:		****		****			****					****
Green Time:	19.1	102	128.4	14.0	97.0	111.0	14.0	25.6	44.7	26.2	37.8	51.8
Volume/Cap:	0.67	0.99	0.12	0.93	0.35	0.11	0.85	0.53	0.38	0.47	0.58	1.00
Delay/Veh:	82.5	56.8	8.2	121.5	23.6	14.2	105.9	72.4	56.7	71.3	64.8	103.1
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:	82.5	56.8	8.2	121.5	23.6	14.2	105.9	72.4	56.7	71.3	64.8	103.1
LOS by Move:	F	E+	A	F	C	B	F	E	E+	E	E	F
HCM2kAvgQ:	7	57	3	10	11	3	9	8	8	7	12	35

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

AM Peak - Project Condition
1700 Dell Avenue
City of Campbell

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

Intersection #2: San Tomas Expwy/Campbell Ave



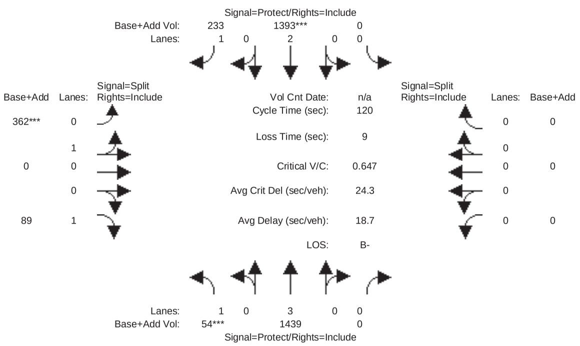
Street Name:	San Tomas Expwy						Campbell Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	67	10	14	68	10	14	10	10	14	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	567	2208	110	137	1000	299	379	485	447	94	433	310
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	567	2208	110	137	1000	299	379	485	447	94	433	310
Added Vol:	0	2	0	0	10	0	0	0	3	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	567	2210	110	137	1010	299	379	485	450	97	433	310
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	567	2210	110	137	1010	299	379	485	450	97	433	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	567	2210	110	137	1010	299	379	485	450	97	433	310
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	567	2210	110	137	1010	299	379	485	450	97	433	310
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	0.95	0.83	0.99	0.95
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	1.01	0.99	2.00	1.14	0.86
Final Sat.:	3150	3800	1750	3150	5700	1750	3150	1918	1780	3150	2155	1543
Capacity Analysis Module:												
Vol/Sat:	0.18	0.58	0.06	0.04	0.18	0.17	0.12	0.25	0.25	0.03	0.20	0.20
Crit Moves:		****		****				****		****		
Green Time:	34.9	95.5	109.5	14.0	74.6	95.3	20.8	41.5	41.5	14.0	34.7	34.7
Volume/Cap:	0.91	1.08	0.10	0.55	0.42	0.32	1.02	1.08	1.08	0.39	1.02	1.02
Delay/Veh:	87.3	85.4	13.8	81.1	36.2	22.9	131.2	122	121.6	78.4	111	110.8
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:	87.3	85.4	13.8	81.1	36.2	22.9	131.2	122	121.6	78.4	111	110.8
LOS by Move:	F	F	B	F	D+	C+	F	F	F	E-	F	F
HCM2kAvgQ:	21	72	3	4	12	9	17	34	34	3	26	26

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

AM Peak - Project Condition
1700 Dell Avenue
City of Campbell

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

Intersection #3: Winchester Blvd/W Sunnyoaks Ave

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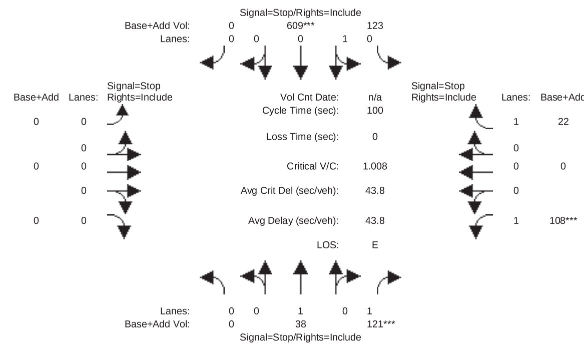
Street Name:          Winchester Blvd                   W Sunnyoaks Ave
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    7   10    10    10   10     0    10   10    10     0    0     0
Y+R:         4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     54 1437     0     0 1379   233   362    0    88     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:  54 1437     0     0 1379   233   362    0    88     0    0     0
Added Vol:     0    2     0     0   14     0     0    0     1     0    0     0
PasserByVol:   0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  54 1439     0     0 1393   233   362    0    89     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:   54 1439     0     0 1393   233   362    0    89     0    0     0
Reduct Vol:    0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  54 1439     0     0 1393   233   362    0    89     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:  54 1439     0     0 1393   233   362    0    89     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.95 0.95  0.92  0.92 1.00  0.92
Lanes:       1.00 3.00  0.00  0.00 2.00  1.00  1.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  1750 5700     0     0 3800  1750  1800    0  1750     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.25  0.00  0.00 0.37  0.13  0.20 0.00  0.05  0.00 0.00  0.00
Crit Moves:  ****                  ****        ****
Green Time:   7.0 74.2   0.0   0.0 67.2  67.2  36.8  0.0  36.8   0.0  0.0   0.0
Volume/Cap:  0.53 0.41  0.00  0.00 0.66  0.24  0.66 0.00  0.17  0.00 0.00  0.00
Delay/Veh:   60.0 11.8   0.0   0.0 19.1  13.5  38.9  0.0  30.5   0.0  0.0   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  60.0 11.8   0.0   0.0 19.1  13.5  38.9  0.0  30.5   0.0  0.0   0.0
LOS by Move:    E   B+     A     A   B-     B    D+    A     C     A    A     A
HCM2kAvgQ:      2    9     0     0   18     5    13    0     3     0    0     0
Note: Queue reported is the number of cars per lane.
```


AM Peak - Project Condition
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
07 AM Project

Intersection #4: Dell Ave/E. Sunnyoaks Ave




```
Street Name:              Dell Ave                        E Sunnyoaks Ave
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    0    0     0     0    0     0     0    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      0   37   113   123  574     0     0    0     0   100    0    22
Growth Adj:  1.00 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   37   113   123  574     0     0    0     0   100    0    22
Added Vol:     0    1     8     0   35     0     0    0     0     8    0     0
PasserByVol:   0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   0   38   121   123  609     0     0    0     0   108    0    22
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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   38   121   123  609     0     0    0     0   108    0    22
Reduct Vol:    0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   0   38   121   123  609     0     0    0     0   108    0    22
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   0   38   121   123  609     0     0    0     0   108    0    22
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.00  1.00  0.17 0.83  0.00  0.00 0.00  0.00  1.00 0.00  1.00
Final Sat.:    0  637   728   122  604     0     0    0     0   508    0   610
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     xxxx 0.06  0.17  1.01 1.01  xxxx  xxxx xxxx  xxxx  0.21 xxxx  0.04
Crit Moves:             ****       ****                         ****
Delay/Veh:    0.0  8.6   8.5  57.3 57.3   0.0   0.0  0.0   0.0  11.6  0.0   8.7
Delay Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0  8.6   8.5  57.3 57.3   0.0   0.0  0.0   0.0  11.6  0.0   8.7
LOS by Move:    *    A     A     F    F     *     *    *     *     B    *     A
ApproachDel:       8.6              57.3             xxxxxx             11.1
Delay Adj:         1.00             1.00              xxxxx             1.00
ApprAdjDel:        8.6              57.3             xxxxxx             11.1
LOS by Appr:         A                F                  *                B
AllWayAvgQ:   0.0  0.1   0.2  10.0 10.0  10.0   0.0  0.0   0.0   0.3  0.0   0.0
Note: Queue reported is the number of cars per lane.
           Peak Hour Volume Signal Warrant Report [Urban]
*****************************************************************************
Intersection #4 Dell Ave/E. Sunnyoaks Ave
*****************************************************************************
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Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0 0	1 0	1	0 1	0 0	0	0 0	0 0	0	1 0	0 0	1
Initial Vol:	0	38	121	123	609	0	0	0	0	108	0	22

Major Street Volume: 891
Minor Approach Volume: 130
Minor Approach Volume Threshold: 424

SIGNAL WARRANT DISCLAIMER

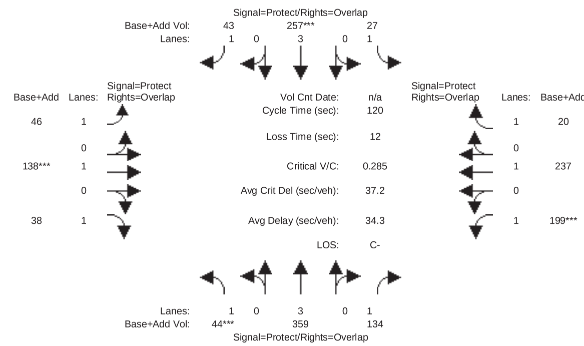
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

AM Peak - Project Condition
1700 Dell Avenue
City of Campbell

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

Intersection #5: Bascom Ave/Curtner Ave



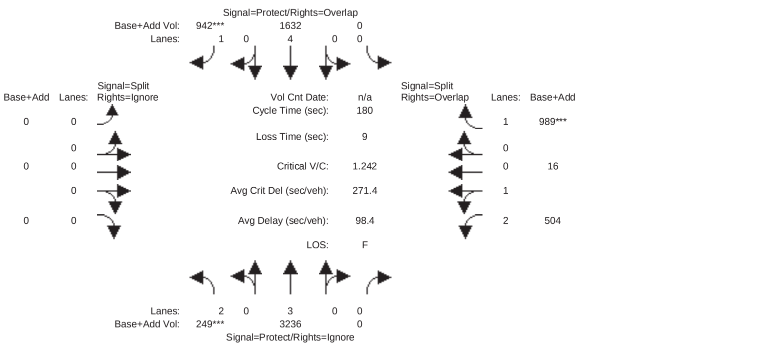
Street Name:	Bascom Ave						Curtner Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	44	359	134	27	256	42	46	138	38	199	237	20
Growth Adj:	1.00	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	359	134	27	256	42	46	138	38	199	237	20
Added Vol:	0	0	0	0	1	1	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	359	134	27	257	43	46	138	38	199	237	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	359	134	27	257	43	46	138	38	199	237	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	359	134	27	257	43	46	138	38	199	237	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	359	134	27	257	43	46	138	38	199	237	20
Saturation 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	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.08	0.02	0.05	0.02	0.03	0.07	0.02	0.11	0.12	0.01
Crit Moves:	****				****			****		****		
Green Time:	10.6	17.4	65.3	12.2	19.0	44.0	25.0	30.6	41.2	47.9	53.4	65.6
Volume/Cap:	0.29	0.43	0.14	0.15	0.29	0.07	0.13	0.29	0.06	0.29	0.28	0.02
Delay/Veh:	52.2	47.2	13.6	49.6	44.7	24.7	38.8	36.3	26.5	24.7	21.3	12.5
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:	52.2	47.2	13.6	49.6	44.7	24.7	38.8	36.3	26.5	24.7	21.3	12.5
LOS by Move:	D-	D	B	D	D	C	D+	D+	C	C	C+	B
HCM2kAvgQ:	2	4	3	1	3	1	1	4	1	5	5	0

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

AM Peak - Project Condition
1700 Dell Avenue
City of Campbell

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

Intersection #6: San Tomas Expwy/SR 17 SB Ramps



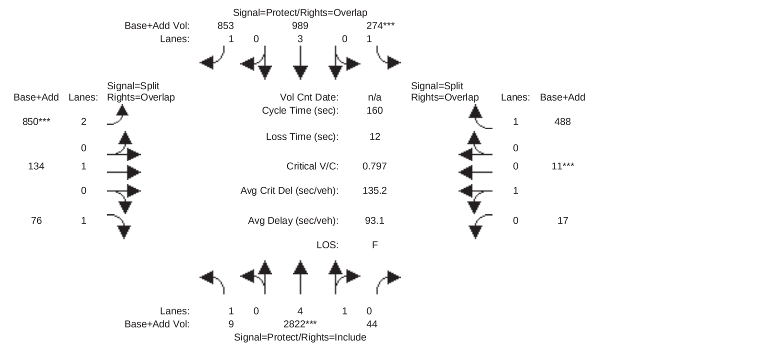
Street Name:	San Tomas Expwy						SR 17 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	125	0	0	104	104	0	0	0	54	54	54
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	249	3233	0	0	1626	939	0	0	0	504	16	957
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	249	3233	0	0	1626	939	0	0	0	504	16	957
Added Vol:	0	3	0	0	6	3	0	0	0	0	0	32
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	249	3236	0	0	1632	942	0	0	0	504	16	989
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	249	3236	0	0	1632	942	0	0	0	504	16	989
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	249	3236	0	0	1632	942	0	0	0	504	16	989
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	249	3236	0	0	1632	942	0	0	0	504	16	989
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	0.87	0.95	0.92
Lanes:	2.00	3.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00	2.92	0.08	1.00
Final Sat.:	3150	5700	0	0	7600	1750	0	0	0	4797	152	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.57	0.00	0.00	0.21	0.54	0.00	0.00	0.00	0.11	0.11	0.57
Crit Moves:	****					****						****
Green Time:	21.0	120	0.0	0.0	99.0	99.0	0.0	0.0	0.0	51.4	51.4	51.4
Volume/Cap:	0.68	0.85	0.00	0.00	0.39	0.98	0.00	0.00	0.00	0.37	0.37	1.98
Delay/Veh:	85.2	26.3	0.0	0.0	24.4	65.1	0.0	0.0	0.0	54.0	54.0	514.8
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:	85.2	26.3	0.0	0.0	24.4	65.1	0.0	0.0	0.0	54.0	54.0	514.8
LOS by Move:	F	C	A	A	C	E	A	A	A	D-	D-	F
HCM2kAvgQ:	8	44	0	0	13	62	0	0	0	9	9	125

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

AM Peak - Project Condition
1700 Dell Avenue
City of Campbell

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

Intersection #7: Camden Ave/White Oaks Rd-Curtner Ave



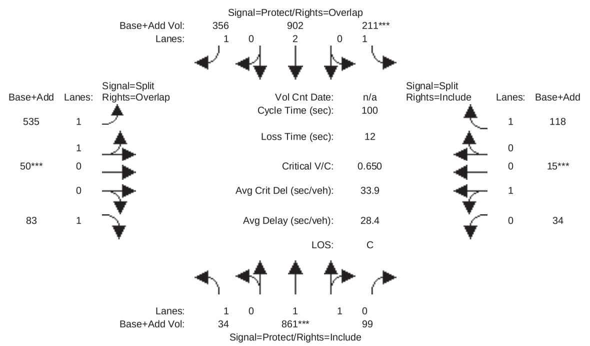
Street Name:	Camden Ave						White Oaks Rd-Curtner Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	15	53	53	69	109	109	39	39	39	17	17	17
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	9	2820	44	274	989	848	850	134	76	17	11	487
Growth Adj:	1.00	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	2820	44	274	989	848	850	134	76	17	11	487
Added Vol:	0	2	0	0	0	5	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	2822	44	274	989	853	850	134	76	17	11	488
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2822	44	274	989	853	850	134	76	17	11	488
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	2822	44	274	989	853	850	134	76	17	11	488
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	2822	44	274	989	853	850	134	76	17	11	488
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	4.92	0.08	1.00	3.00	1.00	2.00	1.00	1.00	0.61	0.39	1.00
Final Sat.:	1750	9255	144	1750	5700	1750	3150	1900	1750	1093	707	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.30	0.30	0.16	0.17	0.49	0.27	0.07	0.04	0.02	0.02	0.28
Crit Moves:		****		****			****				****	
Green Time:	12.3	44.2	44.2	57.5	89.4	123.5	34.2	34.2	46.5	14.2	14.2	71.7
Volume/Cap:	0.07	1.10	1.10	0.44	0.31	0.63	1.26	0.33	0.15	0.18	0.18	0.62
Delay/Veh:	83.2	123	123.0	48.9	22.9	12.0	205.8	66.1	51.2	83.4	83.4	44.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.2	123	123.0	48.9	22.9	12.0	205.8	66.1	51.2	83.4	83.4	44.3
LOS by Move:	F	F	F	D	C+	B+	F	E	D-	F	F	D
HCM2kAvgQ:	1	44	44	13	10	26	44	7	3	2	2	23

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

AM Peak - Project Condition
1700 Dell Avenue
City of Campbell

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

Intersection #8: Winchester Blvd/W Hacienda Ave



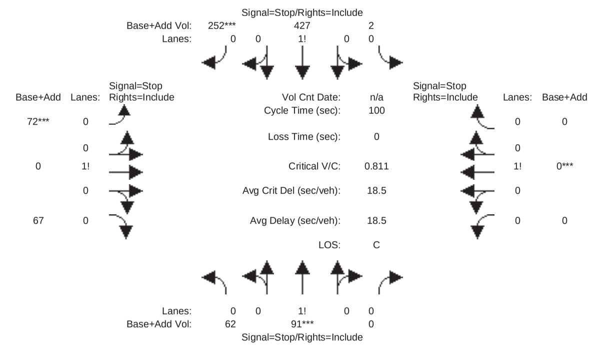
Street Name:	Winchester Blvd						W Hacienda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	34	860	99	203	894	356	535	49	83	34	15	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	860	99	203	894	356	535	49	83	34	15	117
Added Vol:	0	1	0	8	8	0	0	1	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	861	99	211	902	356	535	50	83	34	15	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	861	99	211	902	356	535	50	83	34	15	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	861	99	211	902	356	535	50	83	34	15	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	861	99	211	902	356	535	50	83	34	15	118
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.93	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.79	0.21	1.00	2.00	1.00	1.83	0.17	1.00	0.69	0.31	1.00
Final Sat.:	1750	3318	382	1750	3800	1750	3247	303	1750	1249	551	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.26	0.26	0.12	0.24	0.20	0.16	0.16	0.05	0.03	0.03	0.07
Crit Moves:		****		****				****			****	
Green Time:	12.3	37.0	37.0	17.2	41.8	65.3	23.5	23.5	35.8	10.4	10.4	10.4
Volume/Cap:	0.16	0.70	0.70	0.70	0.57	0.31	0.70	0.70	0.13	0.26	0.26	0.65
Delay/Veh:	39.5	28.5	28.5	46.3	22.7	7.7	37.8	37.8	21.7	42.0	42.0	51.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.5	28.5	28.5	46.3	22.7	7.7	37.8	37.8	21.7	42.0	42.0	51.1
LOS by Move:	D	C	C	D	C+	A	D+	D+	C+	D	D	D-
HCM2kAvgQ:	1	13	13	7	10	5	10	10	2	2	2	5

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

AM Peak - Project Condition
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
07 AM Project

Intersection #9: Dell Ave/Hacienda Ave



Street Name:	Dell Ave						W Hacienda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	61	81	0	2	385	252	72	0	58	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:	61	81	0	2	385	252	72	0	58	0	0	0
Added Vol:	1	10	0	0	42	0	0	0	9	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	91	0	2	427	252	72	0	67	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	91	0	2	427	252	72	0	67	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	91	0	2	427	252	72	0	67	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	91	0	2	427	252	72	0	67	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.41	0.59	0.00	0.01	0.62	0.37	0.52	0.00	0.48	0.00	1.00	0.00
Final Sat.:	276	406	0	2	527	311	317	0	295	0	551	0
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	xxxx	0.81	0.81	0.81	0.23	xxxx	0.23	xxxx	0.00	xxxx
Crit Moves:		****				****	****				****	
Delay/Veh:	9.4	9.4	0.0	22.2	22.2	22.2	9.9	0.0	9.9	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.4	9.4	0.0	22.2	22.2	22.2	9.9	0.0	9.9	0.0	0.0	0.0
LOS by Move:	A	A	*	C	C	C	A	*	A	*	*	*
ApproachDel:		9.4			22.2			9.9			xxxxxx	
Delay Adj:		1.00			1.00			1.00			xxxxx	
ApprAdjDel:		9.4			22.2			9.9			xxxxxx	
LOS by Appr:		A			C			A			*	
AllWayAvgQ:	0.3	0.3	0.3	3.5	3.5	3.5	0.2	0.2	0.2	0.0	0.0	0.0

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #9 Dell Ave/Hacienda Ave

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0 1	0	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Initial Vol:	62	91	0	2	427	252	72	0	67	0	0	0

Major Street Volume: 834
Minor Approach Volume: 139
Minor Approach Volume Threshold: 268

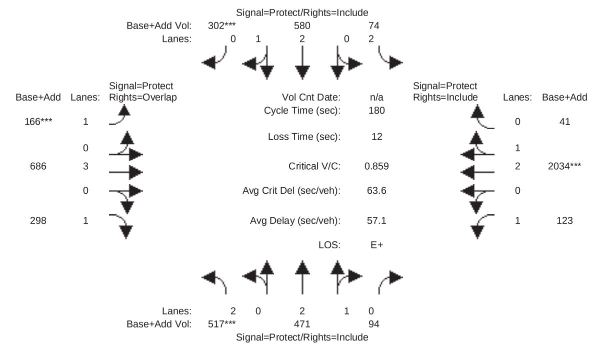
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

AM Peak - Project Condition
1700 Dell Avenue
City of Campbell

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

Intersection #10: Bascom Ave/Camden Ave



Street Name:	Bascom Ave						Camden Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	517	471	94	74	580	301	166	686	298	123	2033	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	517	471	94	74	580	301	166	686	298	123	2033	41
Added Vol:	0	0	0	0	0	1	0	0	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	517	471	94	74	580	302	166	686	298	123	2034	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	517	471	94	74	580	302	166	686	298	123	2034	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	517	471	94	74	580	302	166	686	298	123	2034	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	517	471	94	74	580	302	166	686	298	123	2034	41
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	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	2.00	2.48	0.52	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.94	0.06
Final Sat.:	3150	4667	931	3150	3800	1750	1750	5700	1750	1750	5489	111
Capacity Analysis Module:												
Vol/Sat:	0.16	0.10	0.10	0.02	0.15	0.17	0.09	0.12	0.17	0.07	0.37	0.37
Crit Moves:	****					****	****				****	
Green Time:	34.4	50.9	50.9	19.6	36.1	36.1	19.9	61.5	95.9	35.9	77.6	77.6
Volume/Cap:	0.86	0.36	0.36	0.22	0.76	0.86	0.86	0.35	0.32	0.35	0.86	0.86
Delay/Veh:	82.4	51.6	51.6	73.5	70.8	76.9	108.7	44.4	23.9	62.6	49.6	49.6
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:	82.4	51.6	51.6	73.5	70.8	76.9	108.7	44.4	23.9	62.6	49.6	49.6
LOS by Move:	F	D-	D-	E	E	E-	F	D	C	E	D	D
HCM2kAvgQ:	18	8	8	2	15	18	11	9	10	6	36	36

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

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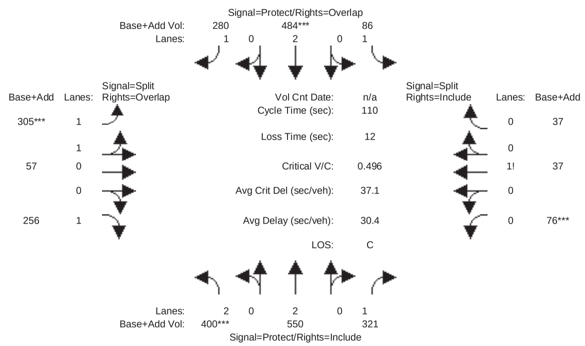
Intersection #11: Winchester Blvd/Knowles Dr



Street Name:	Winchester Blvd						Knowles Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	400	550	254	78	484	280	305	54	256	68	37	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	400	550	254	78	484	280	305	54	256	68	37	36
Added Vol:	0	0	67	8	0	0	0	3	0	8	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	400	550	321	86	484	280	305	57	256	76	37	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	400	550	321	86	484	280	305	57	256	76	37	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	400	550	321	86	484	280	305	57	256	76	37	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	400	550	321	86	484	280	305	57	256	76	37	37
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	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.69	0.31	1.00	0.51	0.24	0.25
Final Sat.:	3150	3800	1750	1750	3800	1750	2991	559	1750	887	432	432
Capacity Analysis Module:												
Vol/Sat:	0.13	0.14	0.18	0.05	0.13	0.16	0.10	0.10	0.15	0.09	0.09	0.09
Crit Moves:	****				****		****			****		
Green Time:	28.2	41.9	41.9	14.5	28.2	50.8	22.6	22.6	50.8	19.0	19.0	19.0
Volume/Cap:	0.50	0.38	0.48	0.37	0.50	0.35	0.50	0.50	0.32	0.50	0.50	0.50
Delay/Veh:	35.4	24.8	26.4	44.6	35.2	19.2	39.2	39.2	18.9	42.5	42.5	42.5
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:	35.4	24.8	26.4	44.6	35.2	19.2	39.2	39.2	18.9	42.5	42.5	42.5
LOS by Move:	D+	C	C	D	D+	B-	D	D	B-	D	D	D
HCM2kAvgQ:	7	6	9	3	7	6	6	6	6	5	5	5

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

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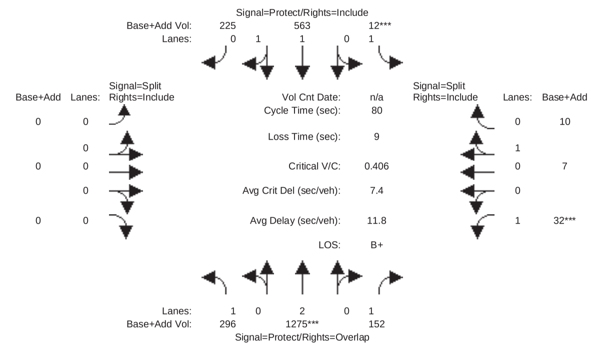
Intersection #12: Winchester Blvd/SR 85 NB On-Ramp



Street Name:	Winchester Blvd						SR 85 NB On-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	296	1208	152	12	557	223	0	0	0	32	7	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	296	1208	152	12	557	223	0	0	0	32	7	10
Added Vol:	0	67	0	0	6	2	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	296	1275	152	12	563	225	0	0	0	32	7	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	296	1275	152	12	563	225	0	0	0	32	7	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	296	1275	152	12	563	225	0	0	0	32	7	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	296	1275	152	12	563	225	0	0	0	32	7	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.41	0.59	0.00	0.00	0.00	1.00	0.41	0.59
Final Sat.:	1750	3800	1750	1750	2643	1056	0	0	0	1750	741	1059
Capacity Analysis Module:												
Vol/Sat:	0.17	0.34	0.09	0.01	0.21	0.21	0.00	0.00	0.00	0.02	0.01	0.01
Crit Moves:		****		****						****		
Green Time:	27.0	54.0	64.0	7.0	34.0	34.0	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.50	0.50	0.11	0.08	0.50	0.50	0.00	0.00	0.00	0.15	0.08	0.08
Delay/Veh:	21.8	6.5	1.8	33.8	17.1	17.1	0.0	0.0	0.0	31.5	31.1	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:	21.8	6.5	1.8	33.8	17.1	17.1	0.0	0.0	0.0	31.5	31.1	31.1
LOS by Move:	C+	A	A	C-	B	B	A	A	A	C	C	C
HCM2kAvgQ:	6	7	1	0	7	7	0	0	0	1	0	0

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

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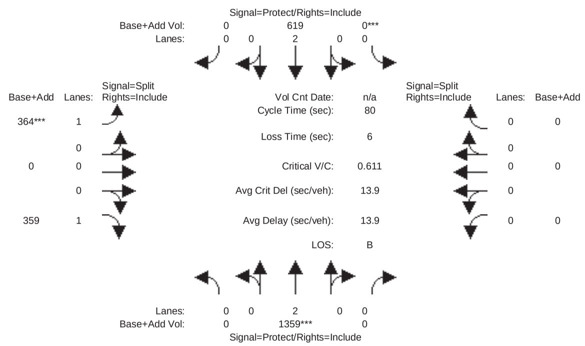
Intersection #13: Winchester Blvd/SR 85 SB Off-Ramp



Street Name:	Winchester Blvd						SR 85 SB Off-Ramp					
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	0	0	10	0	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:												
Base Vol:	0	1305	0	0	613	0	351	0	359	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1305	0	0	613	0	351	0	359	0	0	0
Added Vol:	0	54	0	0	6	0	13	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1359	0	0	619	0	364	0	359	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1359	0	0	619	0	364	0	359	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1359	0	0	619	0	364	0	359	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1359	0	0	619	0	364	0	359	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.00	0.00	0.16	0.00	0.21	0.00	0.21	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	0.0	46.8	0.0	0.0	46.8	0.0	27.2	0.0	27.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.61	0.00	0.00	0.28	0.00	0.61	0.00	0.60	0.00	0.00	0.00
Delay/Veh:	0.0	11.2	0.0	0.0	8.3	0.0	23.9	0.0	23.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.2	0.0	0.0	8.3	0.0	23.9	0.0	23.7	0.0	0.0	0.0
LOS by Move:	A	B+	A	A	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	11	0	0	4	0	9	0	9	0	0	0

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

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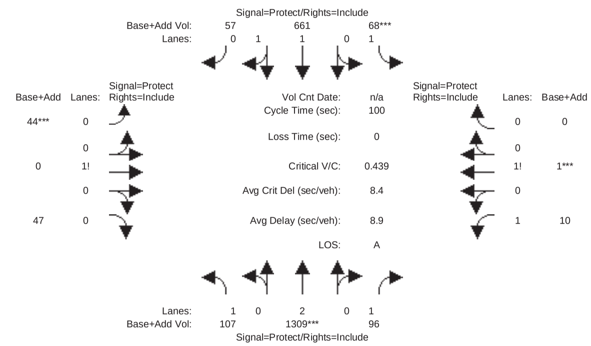
Intersection #14: Winchester Blvd/Albright Driveway-Courtside



Street Name:	Winchester Blvd						Alright Driveway-Courtside					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	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:												
Base Vol:	107	1255	96	68	655	57	44	0	47	10	1	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:	107	1255	96	68	655	57	44	0	47	10	1	0
Added Vol:	0	54	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	1309	96	68	661	57	44	0	47	10	1	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:	107	1309	96	68	661	57	44	0	47	10	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	1309	96	68	661	57	44	0	47	10	1	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:	107	1309	96	68	661	57	44	0	47	10	1	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.84	0.16	0.48	0.00	0.52	1.83	0.17	0.00
Final Sat.:	1750	3800	1750	1750	3406	294	846	0	904	3208	292	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.34	0.05	0.04	0.19	0.19	0.05	0.00	0.05	0.00	0.00	0.00
Crit Moves:		****		****			****				****	
Green Time:	20.9	78.5	78.5	8.9	66.4	66.4	11.9	0.0	11.9	0.7	0.8	0.0
Volume/Cap:	0.29	0.44	0.07	0.44	0.29	0.29	0.44	0.00	0.44	0.44	0.44	0.00
Delay/Veh:	33.7	3.6	2.5	45.2	7.1	7.1	42.5	0.0	42.4	61.1	61.2	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:	33.7	3.6	2.5	45.2	7.1	7.1	42.5	0.0	42.4	61.1	61.2	0.0
LOS by Move:	C-	A	A	D	A	A	D	A	D	E	E	A
HCM2kAvgQ:	3	7	1	2	5	5	3	0	3	1	1	0

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

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Intersection #15: Winchester Blvd/Wimbeldon Dr

```
                     Signal=Protect/Rights=Include
      Base+Add Vol:    31      718***       0
             Lanes:     0   1     1      0  0

              Signal=Split                               Signal=Split
Base+Add  Lanes: Rights=Include   Vol Cnt Date:     n/a   Rights=Include  Lanes:  Base+Add
 35***      0                     Cycle Time (sec):  80                     0        0
                                  Loss Time (sec):    9
            0                                                               0
  0         1!                    Critical V/C:   0.443                     0        0
            0                     Avg Crit Del (sec/veh): 18.9              0
 153        0                     Avg Delay (sec/veh):    11.9              0        0
                                  LOS:               B+

             Lanes:     1   0     3      0  0
      Base+Add Vol:   145***    1594        0
                     Signal=Protect/Rights=Include
```

```
Street Name:          Winchester Blvd                   Wimbeldon Dr
Approach:       North Bound       South Bound       East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10     0     0   10     0    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:
Base Vol:     145 1540     0     0  712    31    35    0   153     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:  145 1540     0     0  712    31    35    0   153     0    0     0
Added Vol:      0   54     0     0    6     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  145 1594     0     0  718    31    35    0   153     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:   145 1594     0     0  718    31    35    0   153     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  145 1594     0     0  718    31    35    0   153     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:  145 1594     0     0  718    31    35    0   153     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 0.97  0.95  0.92 0.92  0.92  0.92 1.00  0.92
Lanes:       1.00 3.00  0.00  0.00 1.91  0.09  0.19 0.00  0.81  0.00 0.00  0.00
Final Sat.:  1750 5700     0     0 3547   153   326    0  1424     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.28  0.00  0.00 0.20  0.20  0.11 0.00  0.11  0.00 0.00  0.00
Crit Moves:  ****                  ****        ****
Green Time:  15.0 51.6   0.0   0.0 36.6  36.6  19.4  0.0  19.4   0.0  0.0   0.0
Volume/Cap:  0.44 0.43  0.00  0.00 0.44  0.44  0.44 0.00  0.44  0.00 0.00  0.00
Delay/Veh:   29.8  7.1   0.0   0.0 14.9  14.9  26.4  0.0  26.4   0.0  0.0   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  29.8  7.1   0.0   0.0 14.9  14.9  26.4  0.0  26.4   0.0  0.0   0.0
LOS by Move:    C    A     A     A    B     B     C    A     C     A    A     A
HCM2kAvgQ:      3    6     0     0    6     6     5    0     5     0    0     0
Note: Queue reported is the number of cars per lane.
```


AM Peak - Project Condition
1700 Dell Avenue
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Intersection #16: Bascom Ave/SR 85 NB Ramps

```
                     Signal=Protect/Rights=Include
      Base+Add Vol:   276      884***       0
             Lanes:     0   1     2      0  0

              Signal=Split                               Signal=Split
Base+Add  Lanes: Rights=Include   Vol Cnt Date:     n/a   Rights=Include  Lanes:  Base+Add
  0         0                     Cycle Time (sec): 116                     1      112
                                  Loss Time (sec):    9
            0                                                               0
  0         0                     Critical V/C:   0.473                     0        4
            0                     Avg Crit Del (sec/veh): 28.9              1
  0         0                     Avg Delay (sec/veh):    23.4              1      324***
                                  LOS:                C

             Lanes:     2   0     3      0  0
      Base+Add Vol:   430***     682        0
                     Signal=Protect/Rights=Include
```

```
Street Name:            Bascom Ave                  SR 85 NB Off-Ramp
Approach:       North 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     0    0     0    10   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     430  682     0     0  884   276     0    0     0   319    4   112
Growth Adj:  1.00 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  682     0     0  884   276     0    0     0   319    4   112
Added Vol:      0    0     0     0    0     0     0    0     0     5    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  430  682     0     0  884   276     0    0     0   324    4   112
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  682     0     0  884   276     0    0     0   324    4   112
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  430  682     0     0  884   276     0    0     0   324    4   112
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  430  682     0     0  884   276     0    0     0   324    4   112
------------|---------------||---------------||---------------||---------------|
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  0.92 1.00  0.92  0.93 0.95  0.92
Lanes:       2.00 3.00  0.00  0.00 2.26  0.74  0.00 0.00  0.00  1.98 0.02  1.00
Final Sat.:  3150 5700     0     0 4266  1332     0    0     0  3507   43  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.12  0.00  0.00 0.21  0.21  0.00 0.00  0.00  0.09 0.09  0.06
Crit Moves:  ****                  ****                          ****
Green Time:  33.5 84.3   0.0   0.0 50.8  50.8   0.0  0.0   0.0  22.7 22.7  22.7
Volume/Cap:  0.47 0.16  0.00  0.00 0.47  0.47  0.00 0.00  0.00  0.47 0.47  0.33
Delay/Veh:   34.4  4.9   0.0   0.0 23.2  23.2   0.0  0.0   0.0  41.9 41.9  40.7
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:  34.4  4.9   0.0   0.0 23.2  23.2   0.0  0.0   0.0  41.9 41.9  40.7
LOS by Move:   C-    A     A     A    C     C     A    A     A     D    D     D
HCM2kAvgQ:      7    2     0     0    9     9     0    0     0     6    6     4
Note: Queue reported is the number of cars per lane.
```

AM Peak - Project Condition
1700 Dell Avenue
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2000 HCM Operations (Future Volume Alternative)
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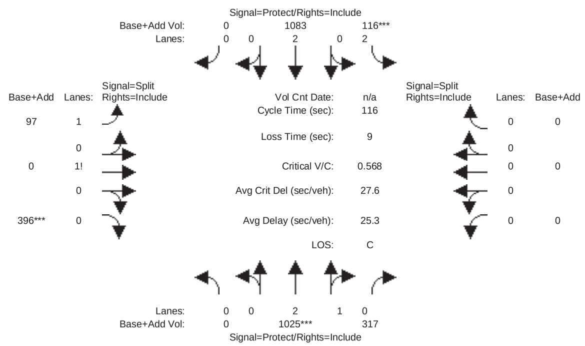
Intersection #17: Bascom Ave/SR 85 SB Ramps



Street Name:	Bascom Ave						SR 85 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1025	316	116	1078	0	97	0	396	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1025	316	116	1078	0	97	0	396	0	0	0
Added Vol:	0	0	1	0	5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1025	317	116	1083	0	97	0	396	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1025	317	116	1083	0	97	0	396	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1025	317	116	1083	0	97	0	396	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1025	317	116	1083	0	97	0	396	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92
Lanes:	0.00	2.27	0.73	2.00	2.00	0.00	1.11	0.00	0.89	0.00	0.00	0.00
Final Sat.:	0	4275	1322	3150	3800	0	1946	0	1599	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.04	0.28	0.00	0.05	0.00	0.25	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	48.9	48.9	7.5	56.4	0.0	50.6	0.0	50.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.57	0.57	0.57	0.59	0.00	0.11	0.00	0.57	0.00	0.00	0.00
Delay/Veh:	0.0	25.8	25.8	56.4	21.9	0.0	19.4	0.0	25.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.8	25.8	56.4	21.9	0.0	19.4	0.0	25.4	0.0	0.0	0.0
LOS by Move:	A	C	C	E+	C+	A	B-	A	C	A	A	A
HCM2kAvgQ:	0	12	12	2	13	0	2	0	13	0	0	0

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

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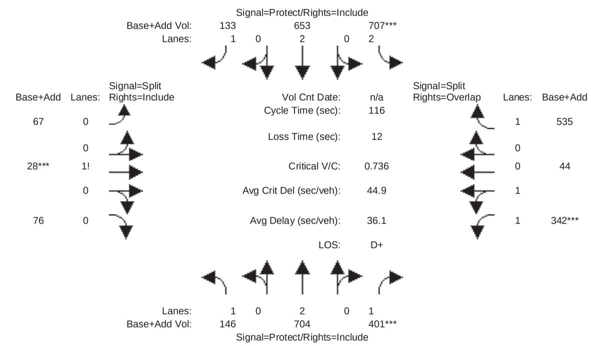
Intersection #18: Los Gatos Blvd/Burton Rd-Samaritan Dr



Street Name:	Los Gatos Blvd						Burton Rd-Samaritan Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	146	703	401	707	648	133	67	28	76	342	44	535
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	703	401	707	648	133	67	28	76	342	44	535
Added Vol:	0	1	0	0	5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	704	401	707	653	133	67	28	76	342	44	535
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	146	704	401	707	653	133	67	28	76	342	44	535
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	704	401	707	653	133	67	28	76	342	44	535
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	146	704	401	707	653	133	67	28	76	342	44	535
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	0.39	0.16	0.45	1.78	0.22	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	686	287	778	3145	405	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.19	0.23	0.22	0.17	0.08	0.10	0.10	0.10	0.11	0.11	0.31
Crit Moves:			****	****				****		****		
Green Time:	23.4	36.1	36.1	35.4	48.1	48.1	15.4	15.4	15.4	17.1	17.1	52.5
Volume/Cap:	0.41	0.60	0.74	0.74	0.41	0.18	0.74	0.74	0.74	0.74	0.74	0.68
Delay/Veh:	41.2	34.6	40.9	39.1	24.2	21.6	60.0	60.0	60.0	52.7	52.7	27.4
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	34.6	40.9	39.1	24.2	21.6	60.0	60.0	60.0	52.7	52.7	27.4
LOS by Move:	D	C-	D	D	C	C+	E+	E+	E+	D-	D-	C
HCM2kAvgQ:	5	10	14	14	8	3	8	8	8	9	9	17

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

AM Peak - Project Condition
1700 Dell Avenue
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2000 HCM Operations (Future Volume Alternative)
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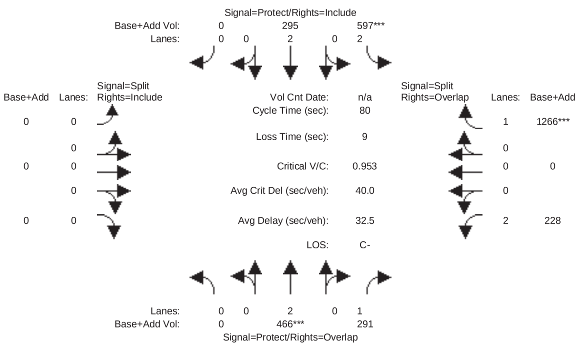
Intersection #19: Winchester Blvd/Lark Ave



Street Name:	Winchester Blvd						Lark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	451	291	593	292	0	0	0	0	228	0	1228
Growth Adj:	1.00	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	451	291	593	292	0	0	0	0	228	0	1228
Added Vol:	0	15	0	4	3	0	0	0	0	0	0	38
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	466	291	597	295	0	0	0	0	228	0	1266
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	466	291	597	295	0	0	0	0	228	0	1266
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	466	291	597	295	0	0	0	0	228	0	1266
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	466	291	597	295	0	0	0	0	228	0	1266
Saturation 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:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.17	0.19	0.08	0.00	0.00	0.00	0.00	0.07	0.00	0.72
Crit Moves:		****		****								****
Green Time:	0.0	10.3	55.1	15.9	26.2	0.0	0.0	0.0	0.0	44.8	0.0	60.7
Volume/Cap:	0.00	0.95	0.24	0.95	0.24	0.00	0.00	0.00	0.00	0.13	0.00	0.95
Delay/Veh:	0.0	63.8	4.8	56.5	19.7	0.0	0.0	0.0	0.0	8.4	0.0	23.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	63.8	4.8	56.5	19.7	0.0	0.0	0.0	0.0	8.4	0.0	23.4
LOS by Move:	A	E	A	E+	B-	A	A	A	A	A	A	C
HCM2kAvgQ:	0	10	3	11	3	0	0	0	0	2	0	32

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

AM Peak - Project Condition
1700 Dell Avenue
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2000 HCM Operations (Future Volume Alternative)
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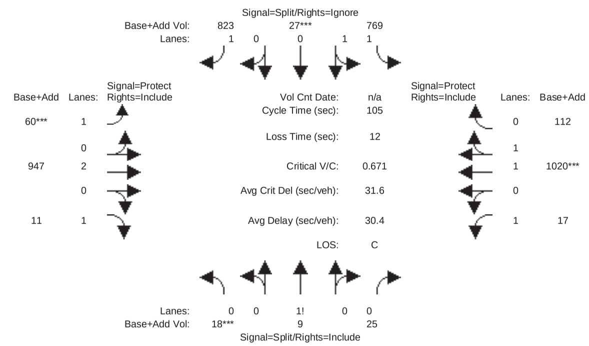
Intersection #20: SR 17 SB Ramps/Lark Ave



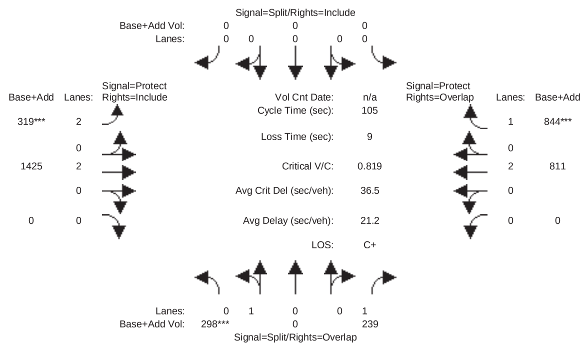
Street Name:	SR 17 SB Ramp						Lark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	18	9	25	769	27	807	58	945	11	17	998	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	9	25	769	27	807	58	945	11	17	998	112
Added Vol:	0	0	0	0	0	16	2	2	0	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	9	25	769	27	823	60	947	11	17	1020	112
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	9	25	769	27	0	60	947	11	17	1020	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	9	25	769	27	0	60	947	11	17	1020	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	9	25	769	27	0	60	947	11	17	1020	112
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.35	0.17	0.48	1.93	0.07	1.00	1.00	2.00	1.00	1.00	1.80	0.20
Final Sat.:	606	303	841	3430	120	1750	1750	3800	1750	1750	3334	366
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.22	0.22	0.00	0.03	0.25	0.01	0.01	0.31	0.31
Crit Moves:	****				****		****				****	
Green Time:	10.0	10.0	10.0	32.1	32.1	0.0	7.0	40.1	40.1	10.7	43.9	43.9
Volume/Cap:	0.31	0.31	0.31	0.73	0.73	0.00	0.51	0.65	0.02	0.10	0.73	0.73
Delay/Veh:	45.4	45.4	45.4	35.2	35.2	0.0	51.3	27.8	20.2	43.0	27.5	27.5
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:	45.4	45.4	45.4	35.2	35.2	0.0	51.3	27.8	20.2	43.0	27.5	27.5
LOS by Move:	D	D	D	D+	D+	A	D-	C	C+	D	C	C
HCM2kAvgQ:	2	2	2	14	14	0	2	12	0	1	16	16

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

AM Peak - Project Condition
1700 Dell Avenue
City of Campbell

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

Intersection #21: SR 17 NB Ramps/Lark Ave



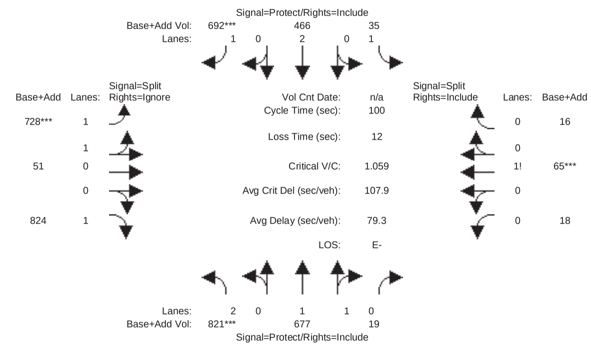
Street Name:	SR 17 NB Ramps						Lark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	285	0	239	0	0	0	319	1423	0	0	802	844
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	285	0	239	0	0	0	319	1423	0	0	802	844
Added Vol:	13	0	0	0	0	0	0	2	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	298	0	239	0	0	0	319	1425	0	0	811	844
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	298	0	239	0	0	0	319	1425	0	0	811	844
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	298	0	239	0	0	0	319	1425	0	0	811	844
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	298	0	239	0	0	0	319	1425	0	0	811	844
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1800	0	1750	0	0	0	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.14	0.00	0.00	0.00	0.10	0.38	0.00	0.00	0.21	0.48
Crit Moves:	****						****					****
Green Time:	21.2	0.0	21.2	0.0	0.0	0.0	13.0	74.8	0.0	0.0	61.8	61.8
Volume/Cap:	0.82	0.00	0.68	0.00	0.00	0.00	0.82	0.53	0.00	0.00	0.36	0.82
Delay/Veh:	53.7	0.0	43.9	0.0	0.0	0.0	57.7	7.2	0.0	0.0	11.4	22.5
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:	53.7	0.0	43.9	0.0	0.0	0.0	57.7	7.2	0.0	0.0	11.4	22.5
LOS by Move:	D-	A	D	A	A	A	E+	A	A	A	B+	C+
HCM2kAvgQ:	12	0	9	0	0	0	6	10	0	0	7	24

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

AM Peak - Project Condition
1700 Dell Avenue
City of Campbell

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

Intersection #22: Los Gatos Blvd/Lark Ave



Street Name:	Los Gatos Blvd						Lark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	817	677	19	35	466	687	727	51	823	18	65	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	817	677	19	35	466	687	727	51	823	18	65	16
Added Vol:	4	0	0	0	0	5	1	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	821	677	19	35	466	692	728	51	824	18	65	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	821	677	19	35	466	692	728	51	0	18	65	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	821	677	19	35	466	692	728	51	0	18	65	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	821	677	19	35	466	692	728	51	0	18	65	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	2.00	1.94	0.06	1.00	2.00	1.00	1.87	0.13	1.00	0.18	0.66	0.16
Final Sat.:	3150	3599	101	1750	3800	1750	3318	232	1750	318	1149	283
Capacity Analysis Module:												
Vol/Sat:	0.26	0.19	0.19	0.02	0.12	0.40	0.22	0.22	0.00	0.06	0.06	0.06
Crit Moves:	****					****	****				****	
Green Time:	23.2	42.6	42.6	15.9	35.2	35.2	19.6	19.6	0.0	10.0	10.0	10.0
Volume/Cap:	1.12	0.44	0.44	0.13	0.35	1.12	1.12	1.12	0.00	0.57	0.57	0.57
Delay/Veh:	110.7	20.5	20.5	36.3	24.1	107.2	113.3	113	0.0	47.2	47.2	47.2
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:	110.7	20.5	20.5	36.3	24.1	107.2	113.3	113	0.0	47.2	47.2	47.2
LOS by Move:	F	C+	C+	D+	C	F	F	F	A	D	D	D
HCM2kAvgQ:	26	8	8	1	5	35	20	20	0	4	4	4

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

PM Peak - Project Condition
1700 Dell Avenue
City of Campbell

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

Intersection #1: San Tomas Expwy/Hamilton Ave

Signal=Protect/Rights=Overlap
Base+Add Vol: 266 2156*** 411
Lanes: 1 0 2 0 2

Base+Add Lanes: Signal=Protect Rights=Overlap
212*** 2
0
690 3
0
259 1

Vol Cnt Date: n/a
Cycle Time (sec): 180
Loss Time (sec): 12
Critical V/C: 0.808
Avg Crit Del (sec/veh): 70.0
Avg Delay (sec/veh): 60.1
LOS: E

Signal=Protect Rights=Overlap Lanes: Base+Add
1 293
0
3 793***
0
2 226

Lanes: 2 0 3 0 1
Base+Add Vol: 219*** 1148 209
Signal=Protect/Rights=Overlap

Street Name:	San Tomas Expwy						Hamilton Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	23	80	80	36	94	94	19	40	40	23	45	45
Y+R:	4.0	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:	216	1143	206	411	2155	266	212	690	258	225	793	293
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	216	1143	206	411	2155	266	212	690	258	225	793	293
Added Vol:	3	5	3	0	1	0	0	0	1	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	219	1148	209	411	2156	266	212	690	259	226	793	293
User Adj:	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1148	209	411	1833	266	212	690	259	226	793	293
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	1148	209	411	1833	266	212	690	259	226	793	293
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	219	1148	209	411	1833	266	212	690	259	226	793	293
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	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.12	0.13	0.48	0.15	0.07	0.12	0.15	0.07	0.14	0.17
Crit Moves:	****				****		****				****	
Green Time:	21.5	75.3	97.0	33.9	87.7	105.4	17.7	37.9	59.3	21.8	42.0	75.8
Volume/Cap:	0.58	0.48	0.22	0.69	0.99	0.26	0.68	0.57	0.45	0.59	0.60	0.40
Delay/Veh:	82.8	41.1	23.4	76.7	67.6	19.7	90.3	69.1	51.4	82.8	66.7	39.2
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:	82.8	41.1	23.4	76.7	67.6	19.7	90.3	69.1	51.4	82.8	66.7	39.2
LOS by Move:	F	D	C	E-	E	B-	F	E	D-	F	E	D
HCM2kAvgQ:	7	16	7	14	59	8	8	12	13	8	14	13

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

PM Peak - Project Condition
1700 Dell Avenue
City of Campbell

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

Intersection #2: San Tomas Expwy/Campbell Ave

Signal=Protect/Rights=Overlap
Base+Add Vol: 337 1970*** 340
Lanes: 1 0 2 0 2

Base+Add Lanes: Signal=Protect Rights=Include
256 2
0
580*** 1
1
552 0

Vol Cnt Date: n/a
Cycle Time (sec): 180
Loss Time (sec): 12
Critical V/C: 1.067
Avg Crit Del (sec/veh): 148.1
Avg Delay (sec/veh): 109.4
LOS: F

Signal=Protect Rights=Include Lanes: Base+Add
0 218
1
1 469
0
2 87***

Lanes: 2 0 3 0 1
Base+Add Vol: 469*** 1021 125
Signal=Protect/Rights=Overlap

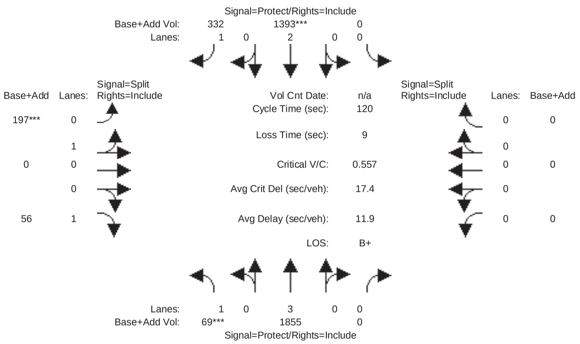
Street Name:	San Tomas Expwy						Campbell Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	32	89	89	28	85	85	25	47	47	16	38	38
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	466	1011	122	340	1968	337	256	580	551	86	469	218
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	466	1011	122	340	1968	337	256	580	551	86	469	218
Added Vol:	3	10	3	0	2	0	0	0	1	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	469	1021	125	340	1970	337	256	580	552	87	469	218
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	469	1021	125	340	1970	337	256	580	552	87	469	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	469	1021	125	340	1970	337	256	580	552	87	469	218
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	469	1021	125	340	1970	337	256	580	552	87	469	218
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.95	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.00	1.00	2.00	1.35	0.65
Final Sat.:	3150	5700	1750	3150	3800	1750	3150	1898	1800	3150	2525	1174
Capacity Analysis Module:												
Vol/Sat:	0.15	0.18	0.07	0.11	0.52	0.19	0.08	0.31	0.31	0.03	0.19	0.19
Crit Moves:	****				****			****		****		
Green Time:	30.0	83.4	98.4	26.3	79.7	103.1	23.4	44.1	44.1	15.0	35.6	35.6
Volume/Cap:	0.89	0.39	0.13	0.74	1.17	0.34	0.62	1.25	1.25	0.33	0.94	0.94
Delay/Veh:	95.8	33.8	21.3	84.8	137	21.9	82.1	194	195.4	83.7	95.6	95.6
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:	95.8	33.8	21.3	84.8	137	21.9	82.1	194	195.4	83.7	95.6	95.6
LOS by Move:	F	C-	C+	F	F	C+	F	F	F	F	F	F
HCM2kAvgQ:	19	12	4	11	71	10	9	49	50	3	24	24

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

PM Peak - Project Condition
1700 Dell Avenue
City of Campbell

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

Intersection #3: Winchester Blvd/W Sunnyoaks Ave



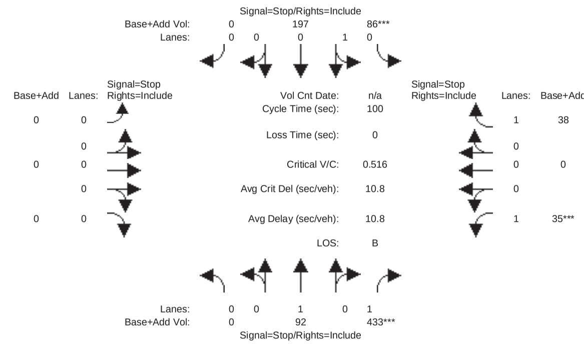
Street Name:	Winchester Blvd						W Sunnyoaks Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	68	1841	0	0	1390	332	197	0	56	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:	68	1841	0	0	1390	332	197	0	56	0	0	0
Added Vol:	1	14	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	1855	0	0	1393	332	197	0	56	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:	69	1855	0	0	1393	332	197	0	56	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	1855	0	0	1393	332	197	0	56	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:	69	1855	0	0	1393	332	197	0	56	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	5700	0	0	3800	1750	1800	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.33	0.00	0.00	0.37	0.19	0.11	0.00	0.03	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	8.5	87.4	0.0	0.0	78.9	78.9	23.6	0.0	23.6	0.0	0.0	0.0
Volume/Cap:	0.56	0.45	0.00	0.00	0.56	0.29	0.56	0.00	0.16	0.00	0.00	0.00
Delay/Veh:	59.5	6.6	0.0	0.0	11.4	8.8	45.5	0.0	40.3	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:	59.5	6.6	0.0	0.0	11.4	8.8	45.5	0.0	40.3	0.0	0.0	0.0
LOS by Move:	E+	A	A	A	B+	A	D	A	D	A	A	A
HCM2kAvgQ:	3	9	0	0	14	5	7	0	2	0	0	0

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

PM Peak - Project Condition
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
08 PM Project

Intersection #4: Dell Ave/E. Sunnyoaks Ave



Street Name:	Dell Ave						E Sunnyoaks Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	84	382	86	190	0	0	0	0	33	0	38
Growth Adj:	1.00	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	84	382	86	190	0	0	0	0	33	0	38
Added Vol:	0	8	51	0	7	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	92	433	86	197	0	0	0	0	35	0	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	92	433	86	197	0	0	0	0	35	0	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	92	433	86	197	0	0	0	0	35	0	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	92	433	86	197	0	0	0	0	35	0	38
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.30	0.70	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	721	839	214	489	0	0	0	0	503	0	603
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.13	0.52	0.40	0.40	xxxx	xxxx	xxxx	xxxx	0.07	xxxx	0.06
Crit Moves:			****	****						****		
Delay/Veh:	0.0	8.4	11.3	11.3	11.3	0.0	0.0	0.0	0.0	9.8	0.0	8.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.4	11.3	11.3	11.3	0.0	0.0	0.0	0.0	9.8	0.0	8.4
LOS by Move:	*	A	B	B	B	*	*	*	*	A	*	A
ApproachDel:		10.8			11.3			xxxxxx			9.1	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		10.8			11.3			xxxxxx			9.1	
LOS by Appr:		B			B			*			A	
AllWayAvgQ:	0.0	0.1	1.0	0.6	0.6	0.6	0.0	0.0	0.0	0.1	0.0	0.1

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #4 Dell Ave/E. Sunnyoaks Ave

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0 0	1 0	1	0 1	0 0	0	0 0	0 0	0	1 0	0 0	1
Initial Vol:	0	92	433	86	197	0	0	0	0	35	0	38

Major Street Volume: 808
Minor Approach Volume: 73
Minor Approach Volume Threshold: 466

SIGNAL WARRANT DISCLAIMER

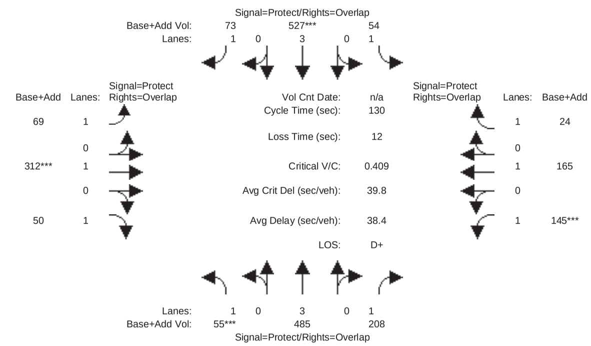
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

PM Peak - Project Condition
1700 Dell Avenue
City of Campbell

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

Intersection #5: Bascom Ave/Curtner Ave



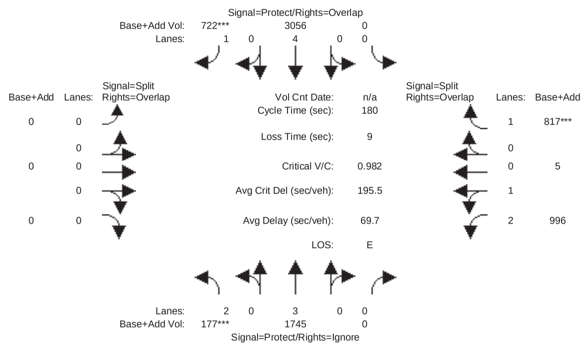
Street Name:	Bascom Ave						Curtner Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	55	484	208	54	527	73	68	312	50	145	165	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:	55	484	208	54	527	73	68	312	50	145	165	24
Added Vol:	0	1	0	0	0	0	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	485	208	54	527	73	69	312	50	145	165	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:	55	485	208	54	527	73	69	312	50	145	165	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	485	208	54	527	73	69	312	50	145	165	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	485	208	54	527	73	69	312	50	145	165	24
Saturation 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	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.12	0.03	0.09	0.04	0.04	0.16	0.03	0.08	0.09	0.01
Crit Moves:	****				****			****		****		
Green Time:	10.0	24.1	50.5	15.3	29.4	59.5	30.1	52.2	62.2	26.4	48.5	63.8
Volume/Cap:	0.41	0.46	0.31	0.26	0.41	0.09	0.17	0.41	0.06	0.41	0.23	0.03
Delay/Veh:	59.2	47.4	27.9	52.9	43.1	20.0	40.2	28.2	18.2	45.8	28.1	17.1
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:	59.2	47.4	27.9	52.9	43.1	20.0	40.2	28.2	18.2	45.8	28.1	17.1
LOS by Move:	E+	D	C	D-	D	C+	D	C	B-	D	C	B
HCM2kAvgQ:	2	5	6	2	6	2	2	9	1	6	4	1

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

PM Peak - Project Condition
1700 Dell Avenue
City of Campbell

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

Intersection #6: San Tomas Expwy/SR 17 SB Ramps



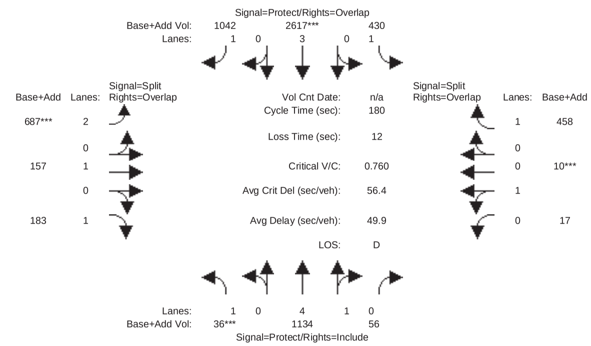
Street Name:	San Tomas Expwy						SR 17 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	125	0	0	104	104	0	0	0	54	54	54
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	177	1744	0	0	3021	706	0	0	0	996	5	811
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	177	1744	0	0	3021	706	0	0	0	996	5	811
Added Vol:	0	1	0	0	35	16	0	0	0	0	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	177	1745	0	0	3056	722	0	0	0	996	5	817
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	177	1745	0	0	3056	722	0	0	0	996	5	817
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	1745	0	0	3056	722	0	0	0	996	5	817
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	177	1745	0	0	3056	722	0	0	0	996	5	817
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	0.87	0.95	0.92
Lanes:	2.00	3.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00	2.99	0.01	1.00
Final Sat.:	3150	5700	0	0	7600	1750	0	0	0	4925	25	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.31	0.00	0.00	0.40	0.41	0.00	0.00	0.00	0.20	0.20	0.47
Crit Moves:	****					****						****
Green Time:	21.0	120	0.0	0.0	99.0	99.0	0.0	0.0	0.0	51.4	51.4	51.4
Volume/Cap:	0.48	0.46	0.00	0.00	0.73	0.75	0.00	0.00	0.00	0.71	0.71	1.63
Delay/Veh:	79.2	15.2	0.0	0.0	32.6	35.9	0.0	0.0	0.0	62.1	62.1	361.8
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:	79.2	15.2	0.0	0.0	32.6	35.9	0.0	0.0	0.0	62.1	62.1	361.8
LOS by Move:	E-	B	A	A	C-	D+	A	A	A	E	E	F
HCM2kAvgQ:	6	16	0	0	33	34	0	0	0	20	20	92

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

PM Peak - Project Condition
1700 Dell Avenue
City of Campbell

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

Intersection #7: Camden Ave/White Oaks Rd-Curtner Ave



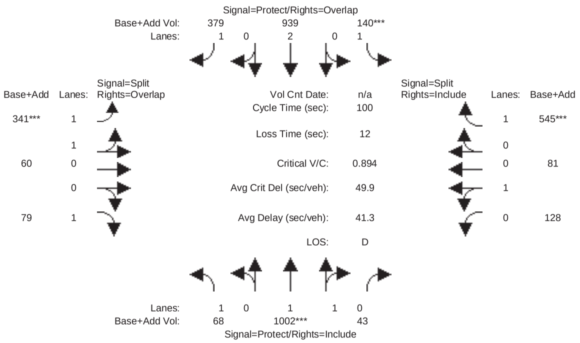
Street Name:	Camden Ave						White Oaks Rd-Curtner Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	15	53	53	69	109	109	39	39	39	17	17	17
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	36	1134	56	429	2615	1010	687	157	183	17	10	458
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	1134	56	429	2615	1010	687	157	183	17	10	458
Added Vol:	0	0	0	1	2	32	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	1134	56	430	2617	1042	687	157	183	17	10	458
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	1134	56	430	2617	1042	687	157	183	17	10	458
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	1134	56	430	2617	1042	687	157	183	17	10	458
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	1134	56	430	2617	1042	687	157	183	17	10	458
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	4.75	0.25	1.00	3.00	1.00	2.00	1.00	1.00	0.63	0.37	1.00
Final Sat.:	1750	8957	442	1750	5700	1750	3150	1900	1750	1133	667	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.13	0.13	0.25	0.46	0.60	0.22	0.08	0.10	0.02	0.02	0.26
Crit Moves:	****				****		****				****	
Green Time:	14.1	50.5	50.5	65.7	102	138.8	36.6	36.6	50.6	15.9	15.9	81.7
Volume/Cap:	0.26	0.45	0.45	0.67	0.81	0.77	1.07	0.41	0.37	0.17	0.17	0.58
Delay/Veh:	87.9	57.5	57.5	56.9	35.5	16.8	133.5	69.6	57.5	83.3	83.3	41.8
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:	87.9	57.5	57.5	56.9	35.5	16.8	133.5	69.6	57.5	83.3	83.3	41.8
LOS by Move:	F	E+	E+	E+	D+	B	F	E	E+	F	F	D
HCM2kAvgQ:	2	11	11	23	42	39	31	8	9	2	2	21

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

PM Peak - Project Condition
1700 Dell Avenue
City of Campbell

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

Intersection #8: Winchester Blvd/W Hacienda Ave



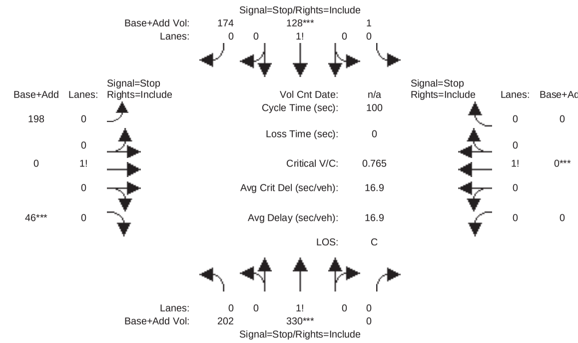
Street Name:	Winchester Blvd						W Hacienda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	68	994	43	138	937	379	341	60	79	128	80	537
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	994	43	138	937	379	341	60	79	128	80	537
Added Vol:	0	8	0	2	2	0	0	0	0	0	1	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	1002	43	140	939	379	341	60	79	128	81	545
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	1002	43	140	939	379	341	60	79	128	81	545
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	1002	43	140	939	379	341	60	79	128	81	545
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	1002	43	140	939	379	341	60	79	128	81	545
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.93	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.92	0.08	1.00	2.00	1.00	1.70	0.30	1.00	0.61	0.39	1.00
Final Sat.:	1750	3548	152	1750	3800	1750	3019	531	1750	1102	698	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.28	0.08	0.25	0.22	0.11	0.11	0.05	0.12	0.12	0.31
Crit Moves:		****		****			****					****
Green Time:	8.9	31.6	31.6	8.9	31.6	44.2	12.6	12.6	21.6	34.8	34.8	34.8
Volume/Cap:	0.43	0.89	0.89	0.89	0.78	0.49	0.89	0.89	0.21	0.33	0.33	0.89
Delay/Veh:	45.1	41.7	41.7	87.6	34.5	20.3	62.9	62.9	32.5	24.3	24.3	46.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.1	41.7	41.7	87.6	34.5	20.3	62.9	62.9	32.5	24.3	24.3	46.4
LOS by Move:	D	D	D	F	C-	C+	E	E	C-	C	C	D
HCM2kAvgQ:	2	17	17	5	13	9	10	10	2	5	5	21

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

PM Peak - Project Condition
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
08 PM Project

Intersection #9: Dell Ave/Hacienda Ave



Street Name:	Dell Ave						W Hacienda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	193	271	0	1	120	174	198	0	44	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:	193	271	0	1	120	174	198	0	44	0	0	0
Added Vol:	9	59	0	0	8	0	0	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	202	330	0	1	128	174	198	0	46	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:	202	330	0	1	128	174	198	0	46	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	202	330	0	1	128	174	198	0	46	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:	202	330	0	1	128	174	198	0	46	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.38	0.62	0.00	0.01	0.42	0.57	0.81	0.00	0.19	0.00	1.00	0.00
Final Sat.:	264	431	0	2	293	398	462	0	107	0	478	0
Capacity Analysis Module:												
Vol/Sat:	0.76	0.76	xxxx	0.44	0.44	0.44	0.43	xxxx	0.43	xxxx	0.00	xxxx
Crit Moves:		****			****				****		****	
Delay/Veh:	21.9	21.9	0.0	11.5	11.5	11.5	12.7	0.0	12.7	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.9	21.9	0.0	11.5	11.5	11.5	12.7	0.0	12.7	0.0	0.0	0.0
LOS by Move:	C	C	*	B	B	B	B	*	B	*	*	*
ApproachDel:		21.9			11.5			12.7			xxxxxx	
Delay Adj:		1.00			1.00			1.00			xxxxx	
ApprAdjDel:		21.9			11.5			12.7			xxxxxx	
LOS by Appr:		C			B			B			*	
AllWayAvgQ:	2.7	2.7	2.7	0.7	0.7	0.7	0.6	0.6	0.6	0.0	0.0	0.0

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #9 Dell Ave/Hacienda Ave

****

Future Volume Alternative: Peak Hour Warrant NOT Met

	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0 1 0	0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	202	330	0	1	128	174	198	0	46	0	0	0

Major Street Volume: 835
Minor Approach Volume: 244
Minor Approach Volume Threshold: 267

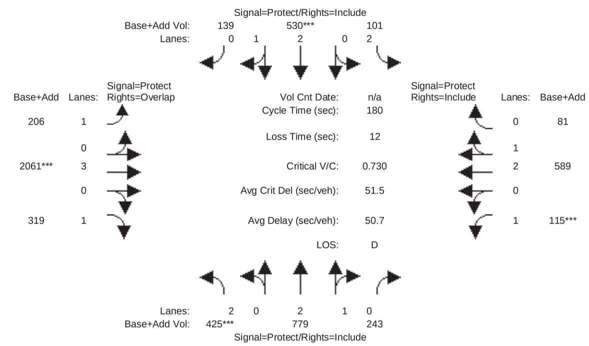
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

PM Peak - Project Condition
1700 Dell Avenue
City of Campbell

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

Intersection #10: Bascom Ave/Camden Ave



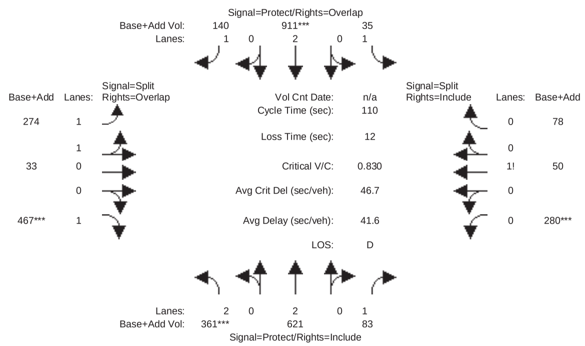
Street Name:	Bascom Ave						Camden Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	425	779	243	101	530	139	205	2060	319	115	589	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	425	779	243	101	530	139	205	2060	319	115	589	81
Added Vol:	0	0	0	0	0	0	1	1	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	425	779	243	101	530	139	206	2061	319	115	589	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	425	779	243	101	530	139	206	2061	319	115	589	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	425	779	243	101	530	139	206	2061	319	115	589	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	425	779	243	101	530	139	206	2061	319	115	589	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	2.00	2.26	0.74	2.00	2.35	0.65	1.00	3.00	1.00	1.00	2.62	0.38
Final Sat.:	3150	4267	1331	3150	4435	1163	1750	5700	1750	1750	4922	677
Capacity Analysis Module:												
Vol/Sat:	0.13	0.18	0.18	0.03	0.12	0.12	0.12	0.36	0.18	0.07	0.12	0.12
Crit Moves:	****				****			****		****		
Green Time:	33.2	51.7	51.7	11.0	29.5	29.5	52.2	89.1	122.4	16.2	53.1	53.1
Volume/Cap:	0.73	0.64	0.64	0.52	0.73	0.73	0.41	0.73	0.27	0.73	0.41	0.41
Delay/Veh:	73.9	56.8	56.8	84.6	74.5	74.5	51.9	36.9	11.4	95.7	51.0	51.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.9	56.8	56.8	84.6	74.5	74.5	51.9	36.9	11.4	95.7	51.0	51.0
LOS by Move:	E	E+	E+	F	E	E	D-	D+	B+	F	D	D
HCM2kAvgQ:	13	16	16	3	12	12	9	30	7	8	10	10

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

PM Peak - Project Condition
1700 Dell Avenue
City of Campbell

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

Intersection #11: Winchester Blvd/Knowles Dr



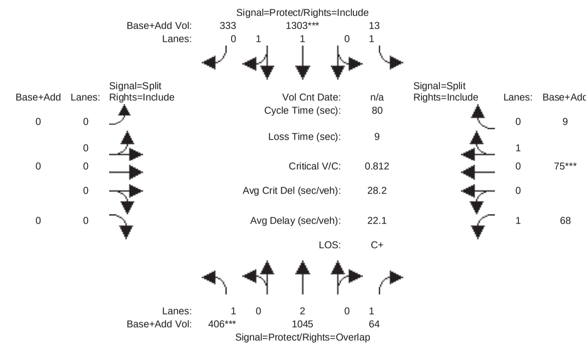
Street Name:	Winchester Blvd						Knowles Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	361	621	70	33	911	140	274	32	467	230	47	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	361	621	70	33	911	140	274	32	467	230	47	70
Added Vol:	0	0	13	2	0	0	0	1	0	50	3	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	361	621	83	35	911	140	274	33	467	280	50	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	361	621	83	35	911	140	274	33	467	280	50	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	361	621	83	35	911	140	274	33	467	280	50	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	361	621	83	35	911	140	274	33	467	280	50	78
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	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.79	0.21	1.00	0.69	0.12	0.19
Final Sat.:	3150	3800	1750	1750	3800	1750	3168	382	1750	1201	214	335
Capacity Analysis Module:												
Vol/Sat:	0.11	0.16	0.05	0.02	0.24	0.08	0.09	0.09	0.27	0.23	0.23	0.23
Crit Moves:	****				****				****	****		
Green Time:	15.2	33.8	33.8	13.2	31.8	51.9	20.2	20.2	35.4	30.9	30.9	30.9
Volume/Cap:	0.83	0.53	0.15	0.17	0.83	0.17	0.47	0.47	0.83	0.83	0.83	0.83
Delay/Veh:	58.8	32.0	27.9	43.9	42.1	16.8	40.7	40.7	44.6	48.5	48.5	48.5
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:	58.8	32.0	27.9	43.9	42.1	16.8	40.7	40.7	44.6	48.5	48.5	48.5
LOS by Move:	E+	C-	C	D	D	B	D	D	D	D	D	D
HCM2kAvgQ:	8	8	2	1	14	3	5	5	18	16	16	16

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

PM Peak - Project Condition
1700 Dell Avenue
City of Campbell

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

Intersection #12: Winchester Blvd/SR 85 NB On-Ramp



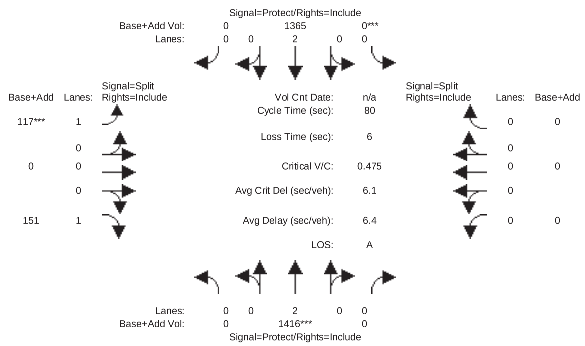
Street Name:	Winchester Blvd						SR 85 NB On-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	406	1032	64	13	1266	320	0	0	0	68	75	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	406	1032	64	13	1266	320	0	0	0	68	75	9
Added Vol:	0	13	0	0	37	13	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	406	1045	64	13	1303	333	0	0	0	68	75	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	406	1045	64	13	1303	333	0	0	0	68	75	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	406	1045	64	13	1303	333	0	0	0	68	75	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	406	1045	64	13	1303	333	0	0	0	68	75	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.58	0.42	0.00	0.00	0.00	1.00	0.89	0.11
Final Sat.:	1750	3800	1750	1750	2946	753	0	0	0	1750	1607	193
Capacity Analysis Module:												
Vol/Sat:	0.23	0.28	0.04	0.01	0.44	0.44	0.00	0.00	0.00	0.04	0.05	0.05
Crit Moves:	****				****						****	
Green Time:	21.0	46.3	56.3	14.7	40.0	40.0	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.88	0.48	0.05	0.04	0.88	0.88	0.00	0.00	0.00	0.31	0.37	0.37
Delay/Veh:	46.4	10.0	3.7	26.9	23.4	23.4	0.0	0.0	0.0	32.7	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:	46.4	10.0	3.7	26.9	23.4	23.4	0.0	0.0	0.0	32.7	33.2	33.2
LOS by Move:	D	A	A	C	C	C	A	A	A	C-	C-	C-
HCM2kAvgQ:	12	7	1	0	19	19	0	0	0	2	2	2

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

PM Peak - Project Condition
1700 Dell Avenue
City of Campbell

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

Intersection #13: Winchester Blvd/SR 85 SB Off-Ramp



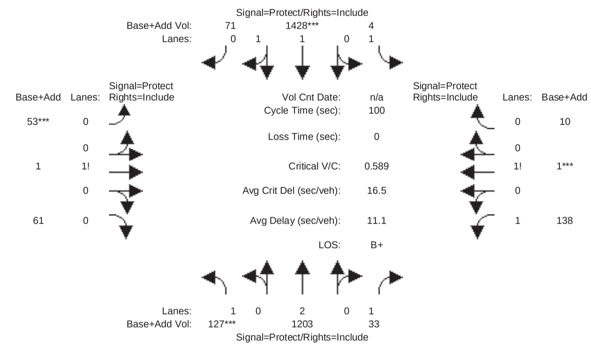
Street Name:	Winchester Blvd						SR 85 SB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1405	0	0	1328	0	114	0	151	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1405	0	0	1328	0	114	0	151	0	0	0
Added Vol:	0	11	0	0	37	0	3	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1416	0	0	1365	0	117	0	151	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1416	0	0	1365	0	117	0	151	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1416	0	0	1365	0	117	0	151	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1416	0	0	1365	0	117	0	151	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.00	0.00	0.36	0.00	0.07	0.00	0.09	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	0.0	60.1	0.0	0.0	60.1	0.0	13.9	0.0	13.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.50	0.00	0.00	0.48	0.00	0.38	0.00	0.50	0.00	0.00	0.00
Delay/Veh:	0.0	4.1	0.0	0.0	4.0	0.0	30.1	0.0	31.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.1	0.0	0.0	4.0	0.0	30.1	0.0	31.1	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	7	0	0	6	0	3	0	4	0	0	0

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

PM Peak - Project Condition
1700 Dell Avenue
City of Campbell

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

Intersection #14: Winchester Blvd/Albright Driveway-Courtside



Street Name:	Winchester Blvd						Alright Driveway-Courtside					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	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:												
Base Vol:	127	1192	33	4	1391	71	53	1	61	138	1	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	1192	33	4	1391	71	53	1	61	138	1	10
Added Vol:	0	11	0	0	37	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	1203	33	4	1428	71	53	1	61	138	1	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	1203	33	4	1428	71	53	1	61	138	1	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	1203	33	4	1428	71	53	1	61	138	1	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	1203	33	4	1428	71	53	1	61	138	1	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.90	0.10	0.46	0.01	0.53	1.86	0.01	0.13
Final Sat.:	1750	3800	1750	1750	3525	175	807	15	928	3259	22	219
Capacity Analysis Module:												
Vol/Sat:	0.07	0.32	0.02	0.00	0.41	0.41	0.07	0.07	0.07	0.04	0.05	0.05
Crit Moves:	****				****		****				****	
Green Time:	12.3	80.5	80.5	0.6	68.8	68.8	11.2	11.5	11.5	7.4	7.8	7.8
Volume/Cap:	0.59	0.39	0.02	0.39	0.59	0.59	0.59	0.57	0.57	0.57	0.59	0.59
Delay/Veh:	45.7	2.9	1.9	72.8	8.6	8.6	46.9	45.8	45.8	47.8	48.2	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:	45.7	2.9	1.9	72.8	8.6	8.6	46.9	45.8	45.8	47.8	48.2	48.2
LOS by Move:	D	A	A	E	A	A	D	D	D	D	D	D
HCM2kAvgQ:	4	5	0	0	12	12	5	4	4	3	4	4

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

PM Peak - Project Condition
1700 Dell Avenue
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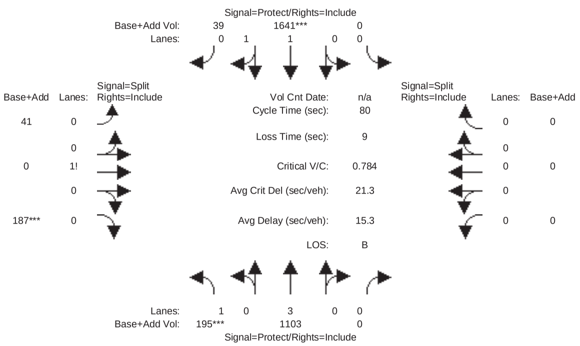
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
08 PM Project

Intersection #15: Winchester Blvd/Wimbeldon Dr



Street Name:	Winchester Blvd						Wimbeldon Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	0	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:												
Base Vol:	195	1092	0	0	1604	39	41	0	187	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:	195	1092	0	0	1604	39	41	0	187	0	0	0
Added Vol:	0	11	0	0	37	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	195	1103	0	0	1641	39	41	0	187	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:	195	1103	0	0	1641	39	41	0	187	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	1103	0	0	1641	39	41	0	187	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:	195	1103	0	0	1641	39	41	0	187	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.00	1.95	0.05	0.18	0.00	0.82	0.00	0.00	0.00
Final Sat.:	1750	5700	0	0	3614	86	315	0	1435	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.19	0.00	0.00	0.45	0.45	0.13	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	11.4	57.7	0.0	0.0	46.3	46.3	13.3	0.0	13.3	0.0	0.0	0.0
Volume/Cap:	0.78	0.27	0.00	0.00	0.78	0.78	0.78	0.00	0.78	0.00	0.00	0.00
Delay/Veh:	48.1	3.9	0.0	0.0	14.9	14.9	45.0	0.0	45.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.1	3.9	0.0	0.0	14.9	14.9	45.0	0.0	45.0	0.0	0.0	0.0
LOS by Move:	D	A	A	A	B	B	D	A	D	A	A	A
HCM2kAvgQ:	5	3	0	0	17	17	8	0	8	0	0	0

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

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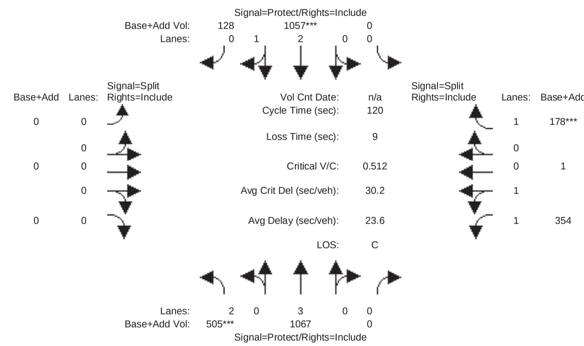
Intersection #16: Bascom Ave/SR 85 NB Ramps



Street Name:	Bascom Ave						SR 85 NB Off-Ramp					
Approach:	North 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	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	505	1067	0	0	1057	128	0	0	0	353	1	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	505	1067	0	0	1057	128	0	0	0	353	1	178
Added Vol:	0	0	0	0	0	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	505	1067	0	0	1057	128	0	0	0	354	1	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	505	1067	0	0	1057	128	0	0	0	354	1	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	505	1067	0	0	1057	128	0	0	0	354	1	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	505	1067	0	0	1057	128	0	0	0	354	1	178
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	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	3.00	0.00	0.00	2.66	0.34	0.00	0.00	0.00	1.99	0.01	1.00
Final Sat.:	3150	5700	0	0	4994	605	0	0	0	3540	10	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.19	0.00	0.00	0.21	0.21	0.00	0.00	0.00	0.10	0.10	0.10
Crit Moves:	****				****							****
Green Time:	37.6	87.2	0.0	0.0	49.6	49.6	0.0	0.0	0.0	23.8	23.8	23.8
Volume/Cap:	0.51	0.26	0.00	0.00	0.51	0.51	0.00	0.00	0.00	0.50	0.50	0.51
Delay/Veh:	34.2	5.6	0.0	0.0	26.4	26.4	0.0	0.0	0.0	43.4	43.4	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:	34.2	5.6	0.0	0.0	26.4	26.4	0.0	0.0	0.0	43.4	43.4	44.2
LOS by Move:	C-	A	A	A	C	C	A	A	A	D	D	D
HCM2kAvgQ:	9	4	0	0	10	10	0	0	0	7	7	7

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

PM Peak - Project Condition
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Intersection #17: Bascom Ave/SR 85 SB Ramps

Signal=Protect/Rights=Include
Base+Add Vol: 0 1176 145***
Lanes: 0 0 2 0 2

Base+Add	Lanes:	Signal=Split Rights=Include			Signal=Split Rights=Include	Lanes:	Base+Add
227	1		Vol Cnt Date:	n/a		0	0
			Cycle Time (sec):	120			
	0		Loss Time (sec):	9		0	
38	1!		Critical V/C:	0.822		0	0
	0		Avg Crit Del (sec/veh):	33.2		0	
390***	0		Avg Delay (sec/veh):	26.9		0	0
			LOS:	C			

Lanes: 0 0 2 1 0
Base+Add Vol: 0 1412 720***
Signal=Protect/Rights=Include

Street Name:	Bascom Ave						SR 85 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1412	715	145	1175	0	227	38	390	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1412	715	145	1175	0	227	38	390	0	0	0
Added Vol:	0	0	5	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1412	720	145	1176	0	227	38	390	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1412	720	145	1176	0	227	38	390	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1412	720	145	1176	0	227	38	390	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1412	720	145	1176	0	227	38	390	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.21	0.07	0.72	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	3800	0	2125	126	1289	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.41	0.05	0.31	0.00	0.11	0.30	0.30	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green Time:	0.0	59.9	59.9	7.0	66.9	0.0	44.1	44.1	44.1	0.0	0.0	0.0
Volume/Cap:	0.00	0.74	0.82	0.79	0.55	0.00	0.29	0.82	0.82	0.00	0.00	0.00
Delay/Veh:	0.0	25.0	27.8	75.9	17.3	0.0	27.0	41.4	41.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.0	27.8	75.9	17.3	0.0	27.0	41.4	41.4	0.0	0.0	0.0
LOS by Move:	A	C	C	E-	B	A	C	D	D	A	A	A
HCM2kAvgQ:	0	19	22	3	13	0	5	21	21	0	0	0

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

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Intersection #18: Los Gatos Blvd/Burton Rd-Samaritan Dr

Signal=Protect/Rights=Include
Base+Add Vol: 115 733 662***
Lanes: 1 0 2 0 2

Base+Add	Lanes:	Signal=Split Rights=Include			Signal=Split Rights=Overlap	Lanes:	Base+Add
208***	0		Vol Cnt Date:	n/a		1	893***
			Cycle Time (sec):	120			
	0		Loss Time (sec):	12		0	
40	1!		Critical V/C:	1.193		0	35
	0		Avg Crit Del (sec/veh):	144.3		1	
222	0		Avg Delay (sec/veh):	107.2		1	434
			LOS:	F			

Lanes: 1 0 2 0 1
Base+Add Vol: 175 1120*** 308
Signal=Protect/Rights=Include

Street Name:	Los Gatos Blvd						Burton Rd-Samaritan Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	175	1115	308	662	732	115	208	40	222	434	35	893
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	1115	308	662	732	115	208	40	222	434	35	893
Added Vol:	0	5	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	175	1120	308	662	733	115	208	40	222	434	35	893
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	175	1120	308	662	733	115	208	40	222	434	35	893
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	1120	308	662	733	115	208	40	222	434	35	893
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	175	1120	308	662	733	115	208	40	222	434	35	893
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	0.44	0.09	0.47	1.85	0.15	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	774	149	827	3285	265	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.29	0.18	0.21	0.19	0.07	0.27	0.27	0.27	0.13	0.13	0.51
Crit Moves:		****		****			****					****
Green Time:	17.3	29.6	29.6	21.1	33.4	33.4	27.0	27.0	27.0	30.2	30.2	51.3
Volume/Cap:	0.69	1.19	0.71	1.19	0.69	0.24	1.19	1.19	1.19	0.53	0.53	1.19
Delay/Veh:	56.8	143	46.8	153.0	40.7	33.7	155.7	156	155.7	39.3	39.3	134.1
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:	56.8	143	46.8	153.0	40.7	33.7	155.7	156	155.7	39.3	39.3	134.1
LOS by Move:	E+	F	D	F	D	C-	F	F	F	D	D	F
HCM2kAvgQ:	7	32	11	23	12	3	32	32	32	8	8	57

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

PM Peak - Project Condition
1700 Dell Avenue
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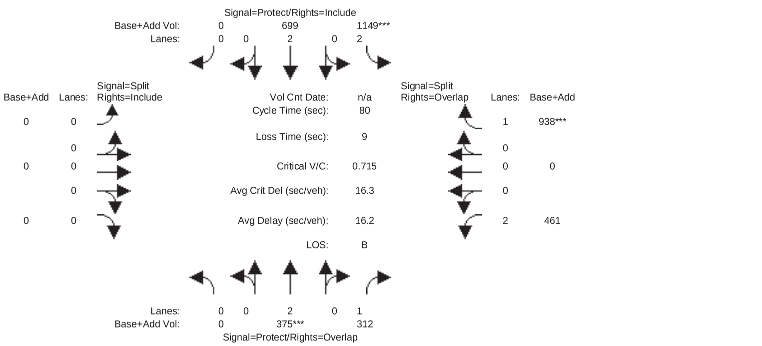
2000 HCM Operations (Future Volume Alternative)
08 PM Project

Intersection #19: Winchester Blvd/Lark Ave



Street Name:	Winchester Blvd						Lark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	372	312	1127	684	0	0	0	0	461	0	930
Growth Adj:	1.00	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	372	312	1127	684	0	0	0	0	461	0	930
Added Vol:	0	3	0	22	15	0	0	0	0	0	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	375	312	1149	699	0	0	0	0	461	0	938
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	375	312	1149	699	0	0	0	0	461	0	938
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	375	312	1149	699	0	0	0	0	461	0	938
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	375	312	1149	699	0	0	0	0	461	0	938
Saturation 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:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.18	0.36	0.18	0.00	0.00	0.00	0.00	0.15	0.00	0.54
Crit Moves:		****		****								****
Green Time:	0.0	11.0	30.2	40.8	51.8	0.0	0.0	0.0	0.0	19.2	0.0	60.0
Volume/Cap:	0.00	0.72	0.47	0.72	0.28	0.00	0.00	0.00	0.00	0.61	0.00	0.72
Delay/Veh:	0.0	37.6	19.4	16.7	6.1	0.0	0.0	0.0	0.0	28.6	0.0	7.3
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	37.6	19.4	16.7	6.1	0.0	0.0	0.0	0.0	28.6	0.0	7.3
LOS by Move:	A	D+	B-	B	A	A	A	A	A	C	A	A
HCM2kAvgQ:	0	6	7	13	4	0	0	0	0	6	0	14

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

PM Peak - Project Condition
1700 Dell Avenue
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2000 HCM Operations (Future Volume Alternative)
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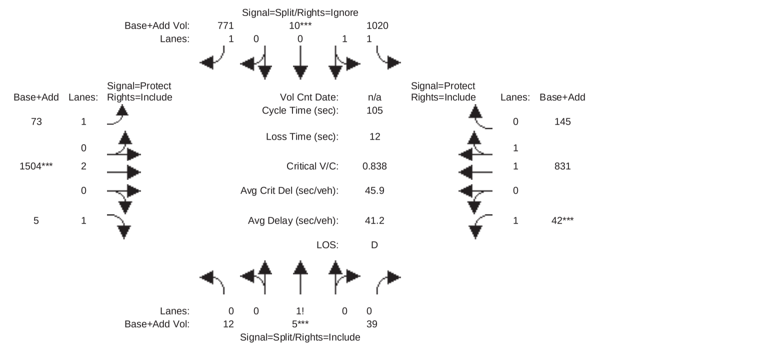
Intersection #20: SR 17 SB Ramps/Lark Ave



Street Name:	SR 17 SB Ramp						Lark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	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:	12	5	39	1020	10	768	60	1495	5	42	827	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	5	39	1020	10	768	60	1495	5	42	827	145
Added Vol:	0	0	0	0	0	3	13	9	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	5	39	1020	10	771	73	1504	5	42	831	145
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	5	39	1020	10	0	73	1504	5	42	831	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	5	39	1020	10	0	73	1504	5	42	831	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	5	39	1020	10	0	73	1504	5	42	831	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.21	0.09	0.70	1.98	0.02	1.00	1.00	2.00	1.00	1.00	1.69	0.31
Final Sat.:	375	156	1219	3516	34	1750	1750	3800	1750	1750	3150	550
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.29	0.29	0.00	0.04	0.40	0.00	0.02	0.26	0.26
Crit Moves:		****			****			****		****		
Green Time:	10.0	10.0	10.0	32.1	32.1	0.0	10.3	43.9	43.9	7.0	40.6	40.6
Volume/Cap:	0.34	0.34	0.34	0.95	0.95	0.00	0.43	0.95	0.01	0.36	0.68	0.68
Delay/Veh:	45.6	45.6	45.6	51.9	51.9	0.0	46.3	41.8	17.9	48.8	28.2	28.2
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:	45.6	45.6	45.6	51.9	51.9	0.0	46.3	41.8	17.9	48.8	28.2	28.2
LOS by Move:	D	D	D	D-	D-	A	D	D	B	D	C	C
HCM2kAvgQ:	2	2	2	22	22	0	2	27	0	1	13	13

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

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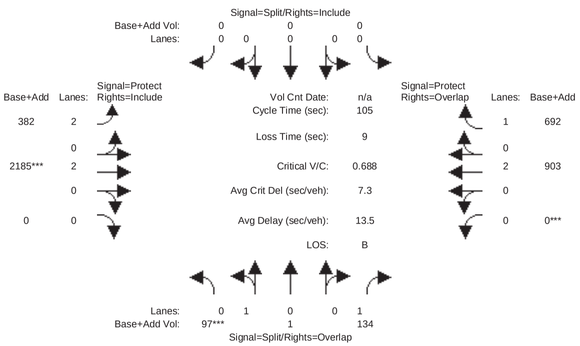
Intersection #21: SR 17 NB Ramps/Lark Ave



Street Name:	SR 17 NB Ramps						Lark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	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:	94	1	134	0	0	0	382	2176	0	0	901	692
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	1	134	0	0	0	382	2176	0	0	901	692
Added Vol:	3	0	0	0	0	0	0	9	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	1	134	0	0	0	382	2185	0	0	903	692
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	1	134	0	0	0	382	2185	0	0	903	692
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	1	134	0	0	0	382	2185	0	0	903	692
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	97	1	134	0	0	0	382	2185	0	0	903	692
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.99	0.01	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1782	18	1750	0	0	0	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.08	0.00	0.00	0.00	0.12	0.57	0.00	0.00	0.24	0.40
Crit Moves:	****							****		****		
Green Time:	11.7	11.7	11.7	0.0	0.0	0.0	19.8	84.3	0.0	0.0	64.5	64.5
Volume/Cap:	0.49	0.49	0.69	0.00	0.00	0.00	0.64	0.72	0.00	0.00	0.39	0.64
Delay/Veh:	45.7	45.7	54.9	0.0	0.0	0.0	41.8	5.6	0.0	0.0	10.3	14.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.7	45.7	54.9	0.0	0.0	0.0	41.8	5.6	0.0	0.0	10.3	14.2
LOS by Move:	D	D	D-	A	A	A	D	A	A	A	B+	B
HCM2kAvgQ:	4	4	6	0	0	0	6	15	0	0	7	15

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

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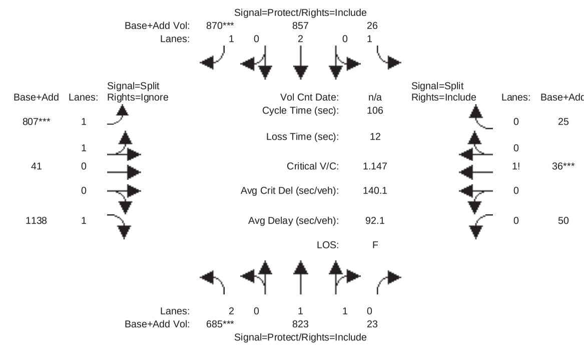
Intersection #22: Los Gatos Blvd/Lark Ave



Street Name:	Los Gatos Blvd						Lark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	684	823	23	26	857	869	802	41	1134	50	36	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:	684	823	23	26	857	869	802	41	1134	50	36	25
Added Vol:	1	0	0	0	0	1	5	0	4	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	685	823	23	26	857	870	807	41	1138	50	36	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	685	823	23	26	857	870	807	41	0	50	36	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	685	823	23	26	857	870	807	41	0	50	36	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	685	823	23	26	857	870	807	41	0	50	36	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	2.00	1.94	0.06	1.00	2.00	1.00	1.90	0.10	1.00	0.45	0.32	0.23
Final Sat.:	3150	3599	101	1750	3800	1750	3378	172	1750	788	568	394
Capacity Analysis Module:												
Vol/Sat:	0.22	0.23	0.23	0.01	0.23	0.50	0.24	0.24	0.00	0.06	0.06	0.06
Crit Moves:	****					****	****				****	
Green Time:	19.2	48.8	48.8	14.1	43.8	43.8	21.0	21.0	0.0	10.0	10.0	10.0
Volume/Cap:	1.20	0.50	0.50	0.11	0.55	1.20	1.20	1.20	0.00	0.67	0.67	0.67
Delay/Veh:	150.8	20.2	20.2	40.6	24.0	135.5	147.1	147	0.0	56.8	56.8	56.8
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:	150.8	20.2	20.2	40.6	24.0	135.5	147.1	147	0.0	56.8	56.8	56.8
LOS by Move:	F	C+	C+	D	C	F	F	F	A	E+	E+	E+
HCM2kAvgQ:	25	10	10	1	10	50	24	24	0	5	5	5

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

AM Peak - Cumulative I
1700 Dell Avenue
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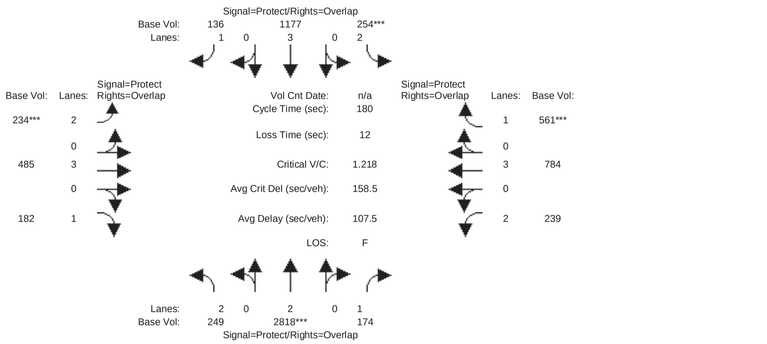
2000 HCM Operations (Base Volume Alternative)
09 AM Cumulative

Intersection #1: San Tomas Expwy/Hamilton Ave



Street Name:	San Tomas Expwy						Hamilton Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	58	10	14	71	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:	249	2818	174	254	1177	136	234	485	182	239	784	561
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	249	2818	174	254	1177	136	234	485	182	239	784	561
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	249	2818	174	254	1177	136	234	485	182	239	784	561
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	249	2818	174	254	1177	136	234	485	182	239	784	561
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	249	2818	174	254	1177	136	234	485	182	239	784	561
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	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.74	0.10	0.08	0.21	0.08	0.07	0.09	0.10	0.08	0.14	0.32
Crit Moves:		****		****			****					****
Green Time:	20.0	106	128.8	14.0	99.8	113.8	14.0	25.2	45.2	23.0	34.2	48.2
Volume/Cap:	0.71	1.26	0.14	1.04	0.37	0.12	0.96	0.61	0.41	0.59	0.72	1.20
Delay/Veh:	83.9	159	8.1	150.4	22.6	13.3	127.7	74.1	57.0	76.4	70.9	173.5
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:	83.9	159	8.1	150.4	22.6	13.3	127.7	74.1	57.0	76.4	70.9	173.5
LOS by Move:	F	F	A	F	C+	B	F	E	E+	E-	E	F
HCM2kAvgQ:	7	107	3	12	12	3	11	9	9	8	14	47

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

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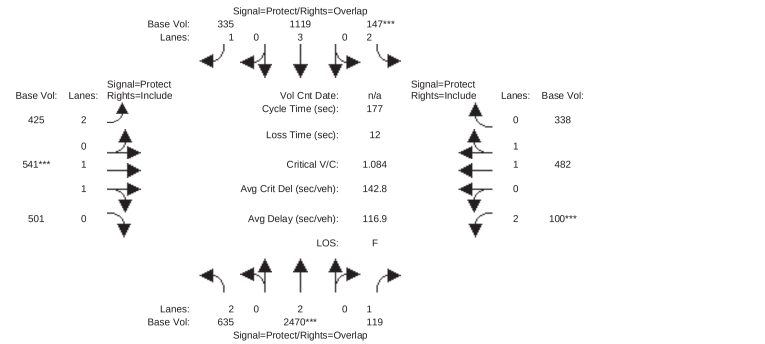
09 AM Cumulative

Intersection #2: San Tomas Expwy/Campbell Ave



Street Name:	San Tomas Expwy						Campbell Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	67	10	14	68	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:	635	2470	119	147	1119	335	425	541	501	100	482	338
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	635	2470	119	147	1119	335	425	541	501	100	482	338
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	635	2470	119	147	1119	335	425	541	501	100	482	338
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	635	2470	119	147	1119	335	425	541	501	100	482	338
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	635	2470	119	147	1119	335	425	541	501	100	482	338
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	0.95	0.83	0.99	0.95
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	1.01	0.99	2.00	1.15	0.85
Final Sat.:	3150	3800	1750	3150	5700	1750	3150	1920	1778	3150	2174	1524
Capacity Analysis Module:												
Vol/Sat:	0.20	0.65	0.07	0.05	0.20	0.19	0.13	0.28	0.28	0.03	0.22	0.22
Crit Moves:		****		****				****		****		
Green Time:	37.7	95.6	109.6	14.0	71.9	92.8	21.0	41.4	41.4	14.0	34.5	34.5
Volume/Cap:	0.95	1.20	0.11	0.59	0.48	0.36	1.14	1.20	1.20	0.40	1.14	1.14
Delay/Veh:	91.1	137	13.8	82.4	39.0	25.0	168.0	170	170.5	78.6	150	150.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.1	137	13.8	82.4	39.0	25.0	168.0	170	170.5	78.6	150	150.0
LOS by Move:	F	F	B	F	D	C	F	F	F	E-	F	F
HCM2kAvgQ:	24	92	3	5	14	11	21	42	42	3	32	32

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

AM Peak - Cumulative I
1700 Dell Avenue
City of Campbell

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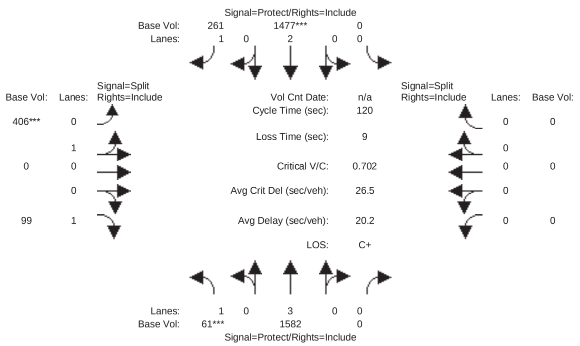
2000 HCM Operations (Base Volume Alternative)
09 AM Cumulative

Intersection #3: Winchester Blvd/W Sunnyoaks Ave



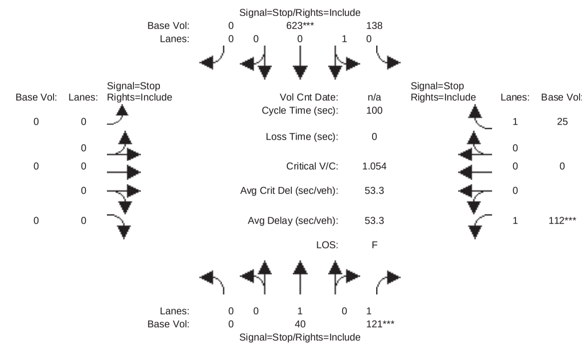
Street Name:	Winchester Blvd						W Sunnyoaks Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	61	1582	0	0	1477	261	406	0	99	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:	61	1582	0	0	1477	261	406	0	99	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:	61	1582	0	0	1477	261	406	0	99	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	1582	0	0	1477	261	406	0	99	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	1582	0	0	1477	261	406	0	99	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	5700	0	0	3800	1750	1800	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.28	0.00	0.00	0.39	0.15	0.23	0.00	0.06	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	7.0	72.8	0.0	0.0	65.8	65.8	38.2	0.0	38.2	0.0	0.0	0.0
Volume/Cap:	0.60	0.46	0.00	0.00	0.71	0.27	0.71	0.00	0.18	0.00	0.00	0.00
Delay/Veh:	64.5	12.9	0.0	0.0	21.2	14.5	40.1	0.0	29.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.5	12.9	0.0	0.0	21.2	14.5	40.1	0.0	29.7	0.0	0.0	0.0
LOS by Move:	E	B	A	A	C+	B	D	A	C	A	A	A
HCM2kAvgQ:	2	10	0	0	20	5	15	0	3	0	0	0

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

AM Peak - Cumulative I
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM 4-Way Stop (Base Volume Alternative)
09 AM Cumulative

Intersection #4: Dell Ave/E. Sunnyoaks Ave



Street Name:	Dell Ave						E Sunnyoaks Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	40	121	138	623	0	0	0	0	112	0	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:	0	40	121	138	623	0	0	0	0	112	0	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:	0	40	121	138	623	0	0	0	0	112	0	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	40	121	138	623	0	0	0	0	112	0	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:	0	40	121	138	623	0	0	0	0	112	0	25
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.18	0.82	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	634	723	131	591	0	0	0	0	508	0	609
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.06	0.17	1.05	1.05	xxxx	xxxx	xxxx	xxxx	0.22	xxxx	0.04
Crit Moves:			****		****					****		
Delay/Veh:	0.0	8.7	8.6	70.3	70.3	0.0	0.0	0.0	0.0	11.7	0.0	8.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.7	8.6	70.3	70.3	0.0	0.0	0.0	0.0	11.7	0.0	8.8
LOS by Move:	*	A	A	F	F	*	*	*	*	B	*	A
ApproachDel:		8.6			70.3			xxxxxx			11.1	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		8.6			70.3			xxxxxx			11.1	
LOS by Appr:		A			F			*			B	
AllWayAvgQ:	0.0	0.1	0.2	12.5	12.5	12.5	0.0	0.0	0.0	0.3	0.0	0.0

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #4 Dell Ave/E. Sunnyoaks Ave

****

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound

```
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Lanes:        0  0  1  0  1   0  1  0  0  0   0  0  0  0  0   1  0  0  0  1
Initial Vol:    0   40   121   138  623     0     0    0     0   112    0    25
------------|---------------||---------------||---------------||---------------|
Major Street Volume:          922
Minor Approach Volume:        137
Minor Approach Volume Threshold: 409
--------------------------------------------------------------------------------
```

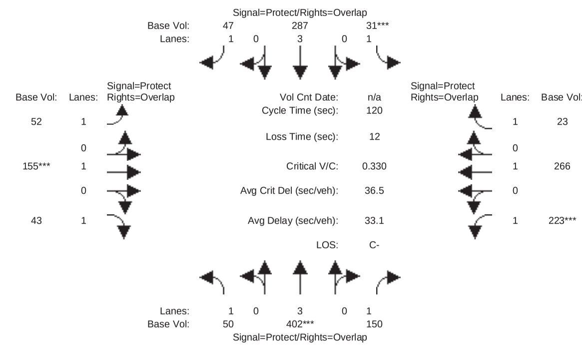
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

AM Peak - Cumulative I
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
09 AM Cumulative

Intersection #5: Bascom Ave/Curtner Ave

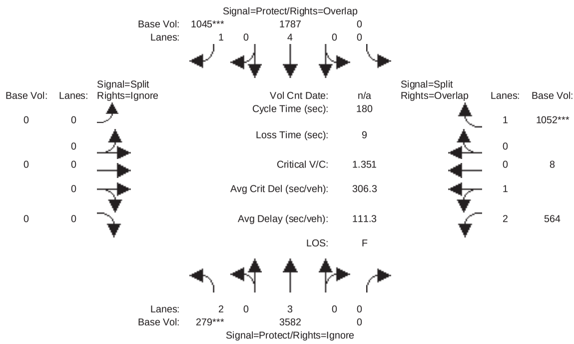



```
Street Name:                Bascom Ave                       Curtner Ave
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      50  402   150    31  287    47    52  155    43   223  266    23
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   50  402   150    31  287    47    52  155    43   223  266    23
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    50  402   150    31  287    47    52  155    43   223  266    23
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   50  402   150    31  287    47    52  155    43   223  266    23
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   50  402   150    31  287    47    52  155    43   223  266    23
------------|---------------||---------------||---------------||---------------|
Saturation 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 3.00  1.00  1.00 3.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Sat.:  1750 5700  1750  1750 5700  1750  1750 1900  1750  1750 1900  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.07  0.09  0.02 0.05  0.03  0.03 0.08  0.02  0.13 0.14  0.01
Crit Moves:       ****        ****                  ****        ****
Green Time:  13.4 25.5  71.5   7.0 19.1  41.3  22.2 29.5  42.9  46.0 53.3  60.3
Volume/Cap:  0.26 0.33  0.14  0.30 0.32  0.08  0.16 0.33  0.07  0.33 0.32  0.03
Delay/Veh:   49.5 40.2  10.8  55.8 44.9  26.6  41.3 37.6  25.5  26.4 21.8  15.1
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:  49.5 40.2  10.8  55.8 44.9  26.6  41.3 37.6  25.5  26.4 21.8  15.1
LOS by Move:    D    D    B+    E+    D     C     D   D+     C     C   C+     B
HCM2kAvgQ:      2    4     3     1    3     1     2    5     1     6    6     0
Note: Queue reported is the number of cars per lane.
```

AM Peak - Cumulative I
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
09 AM Cumulative

Intersection #6: San Tomas Expwy/SR 17 SB Ramps



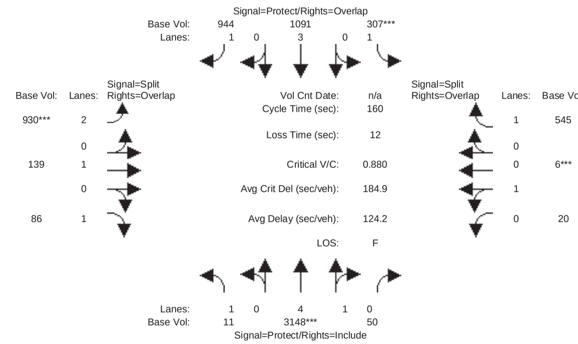
Street Name:	San Tomas Expwy						SR 17 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	125	0	0	104	104	0	0	0	54	54	54
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	279	3582	0	0	1787	1045	0	0	0	564	8	1052
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	279	3582	0	0	1787	1045	0	0	0	564	8	1052
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	279	3582	0	0	1787	1045	0	0	0	564	8	1052
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	279	3582	0	0	1787	1045	0	0	0	564	8	1052
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	279	3582	0	0	1787	1045	0	0	0	564	8	1052
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	0.87	0.95	0.92
Lanes:	2.00	3.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00	2.96	0.04	1.00
Final Sat.:	3150	5700	0	0	7600	1750	0	0	0	4880	69	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.63	0.00	0.00	0.24	0.60	0.00	0.00	0.00	0.12	0.12	0.60
Crit Moves:	****					****						****
Green Time:	21.0	120	0.0	0.0	99.0	99.0	0.0	0.0	0.0	51.4	51.4	51.4
Volume/Cap:	0.76	0.94	0.00	0.00	0.43	1.09	0.00	0.00	0.00	0.40	0.40	2.10
Delay/Veh:	90.0	34.0	0.0	0.0	25.1	97.4	0.0	0.0	0.0	54.7	54.7	571.1
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:	90.0	34.0	0.0	0.0	25.1	97.4	0.0	0.0	0.0	54.7	54.7	571.1
LOS by Move:	F	C-	A	A	C	F	A	A	A	D-	D-	F
HCM2kAvgQ:	9	58	0	0	15	78	0	0	0	10	10	137

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

AM Peak - Cumulative I
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
09 AM Cumulative

Intersection #7: Camden Ave/White Oaks Rd-Curtner Ave



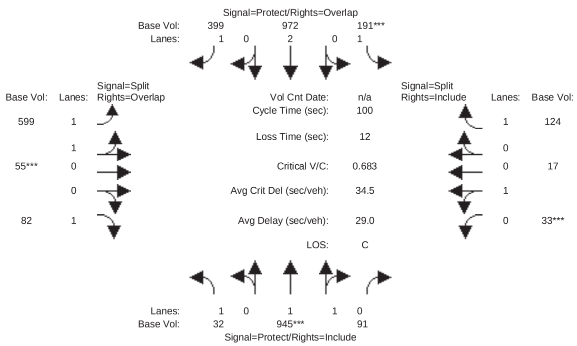
Street Name:	Camden Ave						White Oaks Rd-Curtner Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	15	53	53	69	109	109	39	39	39	17	17	17
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	11	3148	50	307	1091	944	930	139	86	20	6	545
Growth Adj:	1.00	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	3148	50	307	1091	944	930	139	86	20	6	545
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	3148	50	307	1091	944	930	139	86	20	6	545
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	3148	50	307	1091	944	930	139	86	20	6	545
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	3148	50	307	1091	944	930	139	86	20	6	545
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	4.92	0.08	1.00	3.00	1.00	2.00	1.00	1.00	0.77	0.23	1.00
Final Sat.:	1750	9253	147	1750	5700	1750	3150	1900	1750	1385	415	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.34	0.34	0.18	0.19	0.54	0.30	0.07	0.05	0.01	0.01	0.31
Crit Moves:		****		****			****				****	
Green Time:	12.3	44.2	44.2	57.5	89.4	123.5	34.2	34.2	46.5	14.2	14.2	71.7
Volume/Cap:	0.08	1.23	1.23	0.49	0.34	0.70	1.38	0.34	0.17	0.16	0.16	0.70
Delay/Veh:	83.5	178	177.7	50.5	23.4	13.8	256.8	66.4	51.6	83.1	83.1	47.5
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:	83.5	178	177.7	50.5	23.4	13.8	256.8	66.4	51.6	83.1	83.1	47.5
LOS by Move:	F	F	F	D	C	B	F	E	D-	F	F	D
HCM2kAvgQ:	1	54	54	15	12	32	52	7	4	2	2	27

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

AM Peak - Cumulative I
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
09 AM Cumulative

Intersection #8: Winchester Blvd/W Hacienda Ave



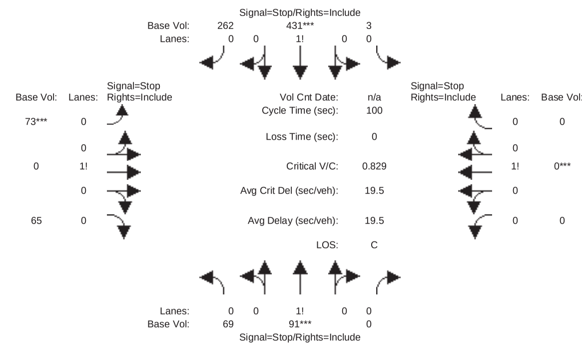
Street Name:	Winchester Blvd						W Hacienda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	32	945	91	191	972	399	599	55	82	33	17	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	945	91	191	972	399	599	55	82	33	17	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	945	91	191	972	399	599	55	82	33	17	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	945	91	191	972	399	599	55	82	33	17	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	945	91	191	972	399	599	55	82	33	17	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.93	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.82	0.18	1.00	2.00	1.00	1.83	0.17	1.00	0.66	0.34	1.00
Final Sat.:	1750	3375	325	1750	3800	1750	3251	299	1750	1188	612	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.28	0.28	0.11	0.26	0.23	0.18	0.18	0.05	0.03	0.03	0.07
Crit Moves:		****		****				****		****		
Green Time:	11.3	37.9	37.9	14.8	41.4	66.3	24.9	24.9	36.3	10.4	10.4	10.4
Volume/Cap:	0.16	0.74	0.74	0.74	0.62	0.34	0.74	0.74	0.13	0.27	0.27	0.68
Delay/Veh:	40.4	28.9	28.9	51.5	23.9	7.5	37.9	37.9	21.4	42.1	42.1	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:	40.4	28.9	28.9	51.5	23.9	7.5	37.9	37.9	21.4	42.1	42.1	53.5
LOS by Move:	D	C	C	D-	C	A	D+	D+	C+	D	D	D-
HCM2kAvgQ:	1	14	14	6	11	6	11	11	2	2	2	5

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

AM Peak - Cumulative I
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM 4-Way Stop (Base Volume Alternative)
09 AM Cumulative

Intersection #9: Dell Ave/Hacienda Ave



Street Name:	Dell Ave						W Hacienda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	69	91	0	3	431	262	73	0	65	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:	69	91	0	3	431	262	73	0	65	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:	69	91	0	3	431	262	73	0	65	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	91	0	3	431	262	73	0	65	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:	69	91	0	3	431	262	73	0	65	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.43	0.57	0.00	0.01	0.62	0.37	0.53	0.00	0.47	0.00	1.00	0.00
Final Sat.:	293	386	0	4	520	316	322	0	287	0	550	0
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	xxxx	0.83	0.83	0.83	0.23	xxxx	0.23	xxxx	0.00	xxxx
Crit Moves:		****			****		****				****	
Delay/Veh:	9.6	9.6	0.0	23.7	23.7	23.7	10.0	0.0	10.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.6	9.6	0.0	23.7	23.7	23.7	10.0	0.0	10.0	0.0	0.0	0.0
LOS by Move:	A	A	*	C	C	C	B	*	B	*	*	*
ApproachDel:		9.6			23.7			10.0			xxxxxx	
Delay Adj:		1.00			1.00			1.00			xxxxx	
ApprAdjDel:		9.6			23.7			10.0			xxxxxx	
LOS by Appr:		A			C			B			*	
AllWayAvgQ:	0.3	0.3	0.3	3.8	3.8	3.8	0.3	0.3	0.3	0.0	0.0	0.0

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #9 Dell Ave/Hacienda Ave

****

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound

Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign
Lanes:	0 1 0 0 0	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	69 91 0	3 431 262	73 0 65	0 0 0

Major Street Volume: 856
Minor Approach Volume: 138
Minor Approach Volume Threshold: 261

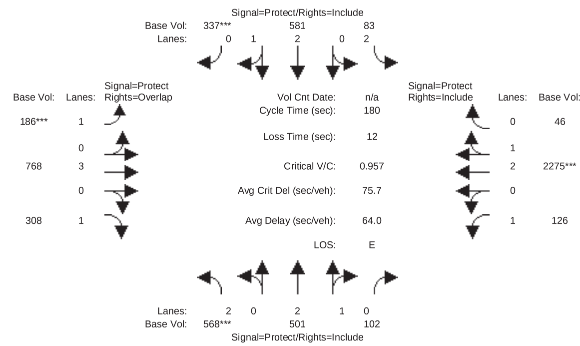
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

AM Peak - Cumulative I
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
09 AM Cumulative

Intersection #10: Bascom Ave/Camden Ave



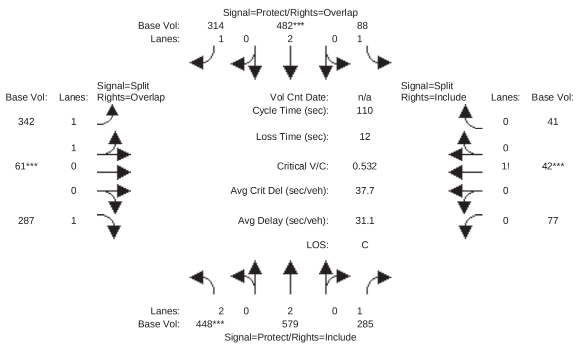
Street Name:	Bascom Ave						Camden Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	568	501	102	83	581	337	186	768	308	126	2275	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:	568	501	102	83	581	337	186	768	308	126	2275	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:	568	501	102	83	581	337	186	768	308	126	2275	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	568	501	102	83	581	337	186	768	308	126	2275	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:	568	501	102	83	581	337	186	768	308	126	2275	46
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	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	2.00	2.47	0.53	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.94	0.06
Final Sat.:	3150	4651	947	3150	3800	1750	1750	5700	1750	1750	5489	111
Capacity Analysis Module:												
Vol/Sat:	0.18	0.11	0.11	0.03	0.15	0.19	0.11	0.13	0.18	0.07	0.41	0.41
Crit Moves:	****					****	****				****	
Green Time:	33.9	51.5	51.5	18.6	36.2	36.2	20.0	63.8	97.7	34.1	77.9	77.9
Volume/Cap:	0.96	0.38	0.38	0.26	0.76	0.96	0.96	0.38	0.32	0.38	0.96	0.96
Delay/Veh:	99.0	51.5	51.5	74.7	70.7	90.6	131.8	43.5	23.0	64.5	59.6	59.6
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:	99.0	51.5	51.5	74.7	70.7	90.6	131.8	43.5	23.0	64.5	59.6	59.6
LOS by Move:	F	D-	D-	E	E	F	F	D	C	E	E+	E+
HCM2kAvgQ:	21	9	9	2	15	22	13	10	10	7	46	46

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

AM Peak - Cumulative I
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
09 AM Cumulative

Intersection #11: Winchester Blvd/Knowles Dr



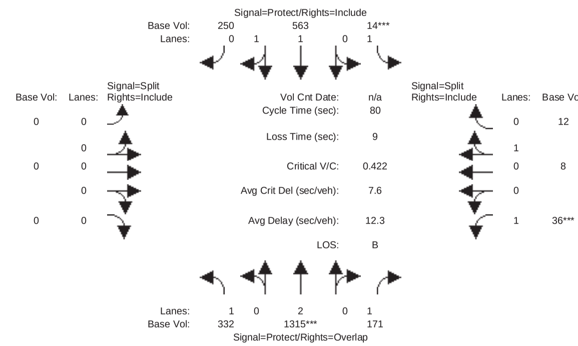
Street Name:	Winchester Blvd						Knowles Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	448	579	285	88	482	314	342	61	287	77	42	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	448	579	285	88	482	314	342	61	287	77	42	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	448	579	285	88	482	314	342	61	287	77	42	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	448	579	285	88	482	314	342	61	287	77	42	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	448	579	285	88	482	314	342	61	287	77	42	41
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	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.70	0.30	1.00	0.48	0.26	0.26
Final Sat.:	3150	3800	1750	1750	3800	1750	3013	537	1750	842	459	448
Capacity Analysis Module:												
Vol/Sat:	0.14	0.15	0.16	0.05	0.13	0.18	0.11	0.11	0.16	0.09	0.09	0.09
Crit Moves:	****				****			****			****	
Green Time:	29.4	40.0	40.0	15.6	26.2	49.7	23.5	23.5	52.9	18.9	18.9	18.9
Volume/Cap:	0.53	0.42	0.45	0.35	0.53	0.40	0.53	0.53	0.34	0.53	0.53	0.53
Delay/Veh:	35.1	26.5	27.1	43.5	37.1	20.5	39.1	39.1	18.0	43.3	43.3	43.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.1	26.5	27.1	43.5	37.1	20.5	39.1	39.1	18.0	43.3	43.3	43.3
LOS by Move:	D+	C	C	D	D+	C+	D	D	B	D	D	D
HCM2kAvgQ:	8	7	8	3	7	7	7	7	6	6	6	6

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

AM Peak - Cumulative I
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
09 AM Cumulative

Intersection #12: Winchester Blvd/SR 85 NB On-Ramp



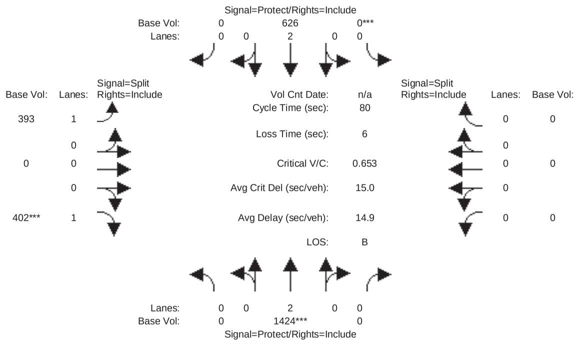
Street Name:	Winchester Blvd						SR 85 NB On-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	332	1315	171	14	563	250	0	0	0	36	8	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	332	1315	171	14	563	250	0	0	0	36	8	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	332	1315	171	14	563	250	0	0	0	36	8	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	332	1315	171	14	563	250	0	0	0	36	8	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	332	1315	171	14	563	250	0	0	0	36	8	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.37	0.63	0.00	0.00	0.00	1.00	0.40	0.60
Final Sat.:	1750	3800	1750	1750	2561	1137	0	0	0	1750	720	1080
Capacity Analysis Module:												
Vol/Sat:	0.19	0.35	0.10	0.01	0.22	0.22	0.00	0.00	0.00	0.02	0.01	0.01
Crit Moves:		****		****						****		
Green Time:	28.3	54.0	64.0	7.0	32.7	32.7	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.54	0.51	0.12	0.09	0.54	0.54	0.00	0.00	0.00	0.16	0.09	0.09
Delay/Veh:	21.6	6.6	1.8	33.8	18.3	18.3	0.0	0.0	0.0	31.6	31.1	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:	21.6	6.6	1.8	33.8	18.3	18.3	0.0	0.0	0.0	31.6	31.1	31.1
LOS by Move:	C+	A	A	C-	B-	B-	A	A	A	C	C	C
HCM2kAvgQ:	7	8	1	0	8	8	0	0	0	1	1	1

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

AM Peak - Cumulative I
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
09 AM Cumulative

Intersection #13: Winchester Blvd/SR 85 SB Off-Ramp



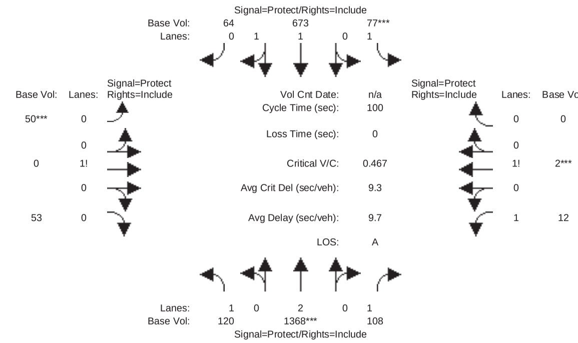
Street Name:	Winchester Blvd						SR 85 SB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1424	0	0	626	0	393	0	402	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1424	0	0	626	0	393	0	402	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1424	0	0	626	0	393	0	402	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1424	0	0	626	0	393	0	402	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1424	0	0	626	0	393	0	402	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.00	0.00	0.16	0.00	0.22	0.00	0.23	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	45.9	0.0	0.0	45.9	0.0	28.1	0.0	28.1	0.0	0.0	0.0
Volume/Cap:	0.00	0.65	0.00	0.00	0.29	0.00	0.64	0.00	0.65	0.00	0.00	0.00
Delay/Veh:	0.0	12.4	0.0	0.0	8.8	0.0	23.9	0.0	24.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.4	0.0	0.0	8.8	0.0	23.9	0.0	24.4	0.0	0.0	0.0
LOS by Move:	A	B	A	A	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	12	0	0	4	0	10	0	10	0	0	0

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

AM Peak - Cumulative I
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
09 AM Cumulative

Intersection #14: Winchester Blvd/Albright Driveway-Courtside



Street Name:	Winchester Blvd						Alright Driveway-Courtside					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	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:												
Base Vol:	120	1368	108	77	673	64	50	0	53	12	2	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:	120	1368	108	77	673	64	50	0	53	12	2	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:	120	1368	108	77	673	64	50	0	53	12	2	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	1368	108	77	673	64	50	0	53	12	2	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:	120	1368	108	77	673	64	50	0	53	12	2	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.82	0.18	0.49	0.00	0.51	1.75	0.25	0.00
Final Sat.:	1750	3800	1750	1750	3378	321	850	0	900	3063	438	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.36	0.06	0.04	0.20	0.20	0.06	0.00	0.06	0.00	0.00	0.00
Crit Moves:		****		****			****				****	
Green Time:	22.1	77.0	77.0	9.4	64.3	64.3	12.6	0.0	12.7	0.8	1.0	0.0
Volume/Cap:	0.31	0.47	0.08	0.47	0.31	0.31	0.47	0.00	0.46	0.46	0.47	0.00
Delay/Veh:	33.0	4.2	2.8	45.0	8.0	8.0	42.2	0.0	42.0	60.1	60.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.0	4.2	2.8	45.0	8.0	8.0	42.2	0.0	42.0	60.1	60.3	0.0
LOS by Move:	C-	A	A	D	A	A	D	A	D	E	E	A
HCM2kAvgQ:	3	8	1	2	5	5	4	0	4	1	1	0

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

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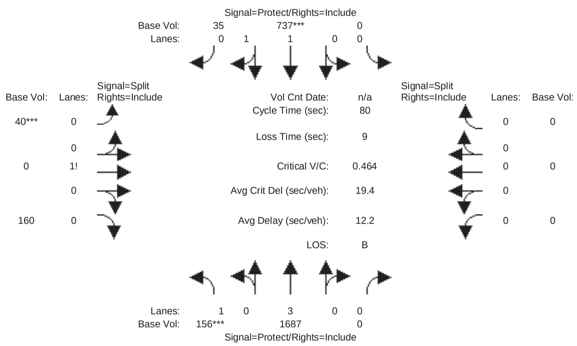
2000 HCM Operations (Base Volume Alternative)
09 AM Cumulative

Intersection #15: Winchester Blvd/Wimbeldon Dr




```
Street Name:        Winchester Blvd                     Wimbeldon Dr
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    7   10     0     0   10     0    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:
Base Vol:    156 1687     0     0  737    35    40    0   160     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: 156 1687     0     0  737    35    40    0   160     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:  156 1687     0     0  737    35    40    0   160     0    0     0
Reduct Vol:    0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 156 1687     0     0  737    35    40    0   160     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: 156 1687     0     0  737    35    40    0   160     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment: 0.92 1.00  0.92  0.92 0.97  0.95  0.92 0.92  0.92  0.92 1.00  0.92
Lanes:      1.00 3.00  0.00  0.00 1.91  0.09  0.20 0.00  0.80  0.00 0.00  0.00
Final Sat.: 1750 5700     0     0 3532   168   350    0  1400     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.09 0.30  0.00  0.00 0.21  0.21  0.11 0.00  0.11  0.00 0.00  0.00
Crit Moves: ****                  ****        ****
Green Time: 15.4 51.3   0.0   0.0 36.0  36.0  19.7  0.0  19.7   0.0  0.0   0.0
Volume/Cap: 0.46 0.46  0.00  0.00 0.46  0.46  0.46 0.00  0.46  0.00 0.00  0.00
Delay/Veh:  29.7  7.4   0.0   0.0 15.5  15.5  26.5  0.0  26.5   0.0  0.0   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh: 29.7  7.4   0.0   0.0 15.5  15.5  26.5  0.0  26.5   0.0  0.0   0.0
LOS by Move:   C    A     A     A    B     B     C    A     C     A    A     A
HCM2kAvgQ:     3    6     0     0    7     7     5    0     5     0    0     0
Note: Queue reported is the number of cars per lane.
```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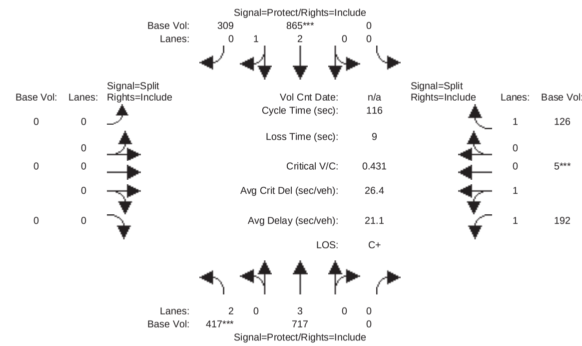
09 AM Cumulative

Intersection #16: Bascom Ave/SR 85 NB Ramps




```
Street Name:          Bascom Ave                     SR 85 NB Off-Ramp
Approach:     North 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     0    0     0    10   10    10
Y+R:         4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:    417  717     0     0  865   309     0    0     0   192    5   126
Growth Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse: 417  717     0     0  865   309     0    0     0   192    5   126
User Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:  417  717     0     0  865   309     0    0     0   192    5   126
Reduct Vol:    0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 417  717     0     0  865   309     0    0     0   192    5   126
PCE Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume: 417  717     0     0  865   309     0    0     0   192    5   126
------------|---------------||---------------||---------------||---------------|
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  0.92 1.00  0.92  0.93 0.95  0.92
Lanes:      2.00 3.00  0.00  0.00 2.18  0.82  0.00 0.00  0.00  1.95 0.05  1.00
Final Sat.: 3150 5700     0     0 4124  1473     0    0     0  3460   90  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.13 0.13  0.00  0.00 0.21  0.21  0.00 0.00  0.00  0.06 0.06  0.07
Crit Moves: ****                  ****                               ****
Green Time: 34.2 88.4   0.0   0.0 54.2  54.2   0.0  0.0   0.0  18.6 18.6  18.6
Volume/Cap: 0.45 0.17  0.00  0.00 0.45  0.45  0.00 0.00  0.00  0.35 0.35  0.45
Delay/Veh:  33.6  3.8   0.0   0.0 21.0  21.0   0.0  0.0   0.0  43.7 43.7  45.2
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh: 33.6  3.8   0.0   0.0 21.0  21.0   0.0  0.0   0.0  43.7 43.7  45.2
LOS by Move:  C-    A     A     A   C+    C+     A    A     A     D    D     D
HCM2kAvgQ:     7    2     0     0    9     9     0    0     0     4    4     5
Note: Queue reported is the number of cars per lane.
```

AM Peak - Cumulative I
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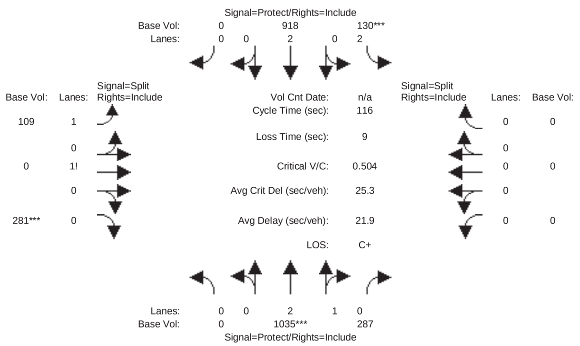
2000 HCM Operations (Base Volume Alternative)
09 AM Cumulative

Intersection #17: Bascom Ave/SR 85 SB Ramps



Street Name:	Bascom Ave						SR 85 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1035	287	130	918	0	109	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:	0	1035	287	130	918	0	109	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:	0	1035	287	130	918	0	109	0	281	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1035	287	130	918	0	109	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
FinalVolume:	0	1035	287	130	918	0	109	0	281	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92
Lanes:	0.00	2.32	0.68	2.00	2.00	0.00	1.17	0.00	0.83	0.00	0.00	0.00
Final Sat.:	0	4383	1215	3150	3800	0	2041	0	1501	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.04	0.24	0.00	0.05	0.00	0.19	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	54.4	54.4	9.5	63.9	0.0	43.1	0.0	43.1	0.0	0.0	0.0
Volume/Cap:	0.00	0.50	0.50	0.50	0.44	0.00	0.14	0.00	0.50	0.00	0.00	0.00
Delay/Veh:	0.0	21.6	21.6	52.6	15.6	0.0	24.2	0.0	28.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.6	21.6	52.6	15.6	0.0	24.2	0.0	28.7	0.0	0.0	0.0
LOS by Move:	A	C+	C+	D-	B	A	C	A	C	A	A	A
HCM2kAvgQ:	0	11	11	3	9	0	2	0	10	0	0	0

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

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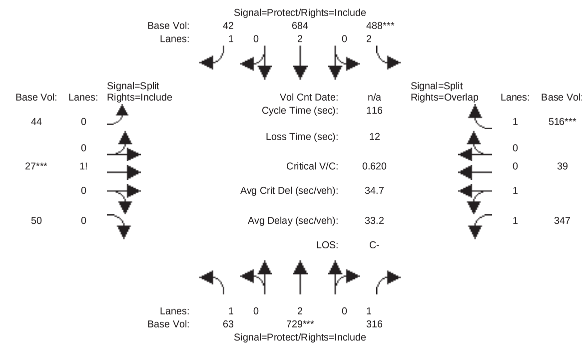
2000 HCM Operations (Base Volume Alternative)
09 AM Cumulative

Intersection #18: Los Gatos Blvd/Burton Rd-Samaritan Dr



Street Name:	Los Gatos Blvd						Burton Rd-Samaritan Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	63	729	316	488	684	42	44	27	50	347	39	516
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	729	316	488	684	42	44	27	50	347	39	516
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	729	316	488	684	42	44	27	50	347	39	516
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	729	316	488	684	42	44	27	50	347	39	516
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	729	316	488	684	42	44	27	50	347	39	516
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	0.36	0.22	0.42	1.80	0.20	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	636	390	723	3191	359	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.18	0.15	0.18	0.02	0.07	0.07	0.07	0.11	0.11	0.29
Crit Moves:		****		****				****				****
Green Time:	16.3	35.9	35.9	29.0	48.6	48.6	12.9	12.9	12.9	26.2	26.2	55.2
Volume/Cap:	0.26	0.62	0.58	0.62	0.43	0.06	0.62	0.62	0.62	0.48	0.48	0.62
Delay/Veh:	45.0	35.2	35.4	40.1	24.1	20.1	55.2	55.2	55.2	39.5	39.5	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:	45.0	35.2	35.4	40.1	24.1	20.1	55.2	55.2	55.2	39.5	39.5	24.1
LOS by Move:	D	D+	D+	D	C	C+	E+	E+	E+	D	D	C
HCM2kAvgQ:	2	11	10	9	8	1	5	5	5	7	7	15

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

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1700 Dell Avenue
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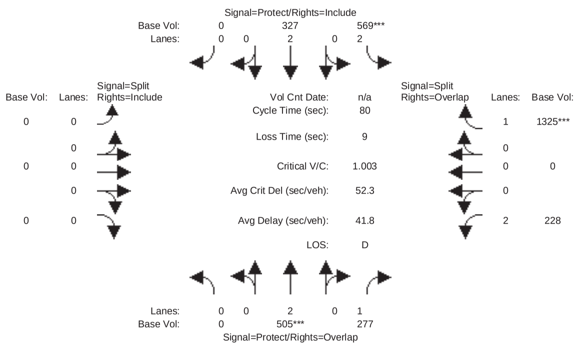
2000 HCM Operations (Base Volume Alternative)
09 AM Cumulative

Intersection #19: Winchester Blvd/Lark Ave



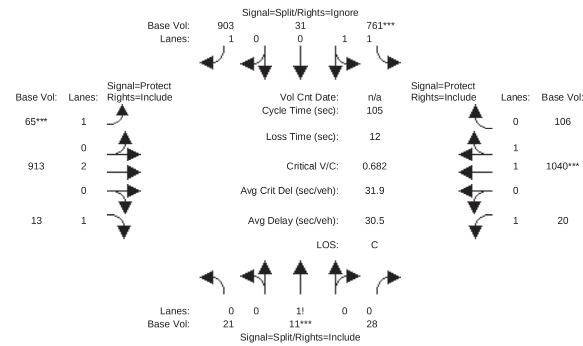
Street Name:	Winchester Blvd						Lark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	505	277	569	327	0	0	0	0	228	0	1325
Growth Adj:	1.00	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	505	277	569	327	0	0	0	0	228	0	1325
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	505	277	569	327	0	0	0	0	228	0	1325
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	505	277	569	327	0	0	0	0	228	0	1325
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	505	277	569	327	0	0	0	0	228	0	1325
Saturation 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:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.16	0.18	0.09	0.00	0.00	0.00	0.00	0.07	0.00	0.76
Crit Moves:		****		****								****
Green Time:	0.0	10.6	56.6	14.4	25.0	0.0	0.0	0.0	0.0	46.0	0.0	60.4
Volume/Cap:	0.00	1.00	0.22	1.00	0.28	0.00	0.00	0.00	0.00	0.13	0.00	1.00
Delay/Veh:	0.0	75.5	4.2	71.3	20.8	0.0	0.0	0.0	0.0	7.8	0.0	35.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	75.5	4.2	71.3	20.8	0.0	0.0	0.0	0.0	7.8	0.0	35.2
LOS by Move:	A	E-	A	E	C+	A	A	A	A	A	A	D+
HCM2kAvgQ:	0	11	3	11	3	0	0	0	0	1	0	42

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

AM Peak - Cumulative I
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
09 AM Cumulative

Intersection #20: SR 17 SB Ramps/Lark Ave



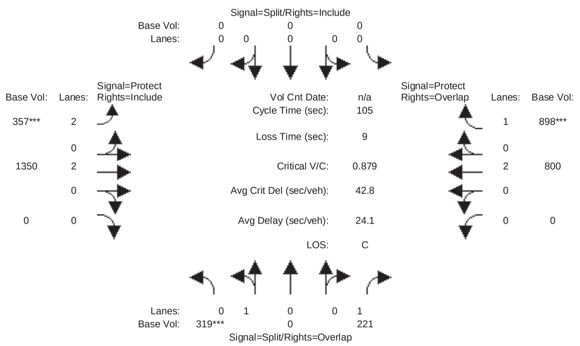
Street Name:	SR 17 SB Ramp						Lark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	21	11	28	761	31	903	65	913	13	20	1040	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	11	28	761	31	903	65	913	13	20	1040	106
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	11	28	761	31	0	65	913	13	20	1040	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	11	28	761	31	0	65	913	13	20	1040	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	11	28	761	31	0	65	913	13	20	1040	106
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.35	0.18	0.47	1.92	0.08	1.00	1.00	2.00	1.00	1.00	1.81	0.19
Final Sat.:	613	321	817	3411	139	1750	1750	3800	1750	1750	3358	342
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.22	0.22	0.00	0.04	0.24	0.01	0.01	0.31	0.31
Crit Moves:		****		****			****				****	
Green Time:	10.0	10.0	10.0	31.8	31.8	0.0	7.0	40.1	40.1	11.1	44.2	44.2
Volume/Cap:	0.36	0.36	0.36	0.74	0.74	0.00	0.56	0.63	0.02	0.11	0.74	0.74
Delay/Veh:	45.8	45.8	45.8	35.5	35.5	0.0	53.4	27.3	20.2	42.7	27.4	27.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.8	45.8	45.8	35.5	35.5	0.0	53.4	27.3	20.2	42.7	27.4	27.4
LOS by Move:	D	D	D	D+	D+	A	D-	C	C+	D	C	C
HCM2kAvgQ:	2	2	2	14	14	0	2	12	0	1	16	16

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

AM Peak - Cumulative I
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
09 AM Cumulative

Intersection #21: SR 17 NB Ramps/Lark Ave



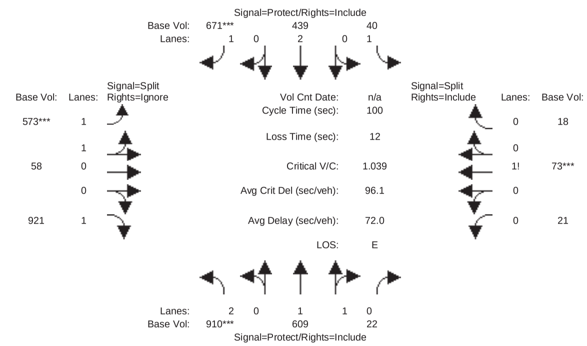
Street Name:	SR 17 NB Ramps						Lark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	319	0	221	0	0	0	357	1350	0	0	800	898
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	319	0	221	0	0	0	357	1350	0	0	800	898
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	319	0	221	0	0	0	357	1350	0	0	800	898
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	319	0	221	0	0	0	357	1350	0	0	800	898
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	319	0	221	0	0	0	357	1350	0	0	800	898
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1800	0	1750	0	0	0	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.13	0.00	0.00	0.00	0.11	0.36	0.00	0.00	0.21	0.51
Crit Moves:	****						****					****
Green Time:	21.2	0.0	21.2	0.0	0.0	0.0	13.5	74.8	0.0	0.0	61.3	61.3
Volume/Cap:	0.88	0.00	0.63	0.00	0.00	0.00	0.88	0.50	0.00	0.00	0.36	0.88
Delay/Veh:	61.7	0.0	41.8	0.0	0.0	0.0	64.1	6.9	0.0	0.0	11.6	27.6
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:	61.7	0.0	41.8	0.0	0.0	0.0	64.1	6.9	0.0	0.0	11.6	27.6
LOS by Move:	E	A	D	A	A	A	E	A	A	A	B+	C
HCM2kAvgQ:	14	0	8	0	0	0	7	9	0	0	6	28

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

AM Peak - Cumulative I
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
09 AM Cumulative

Intersection #22: Los Gatos Blvd/Lark Ave



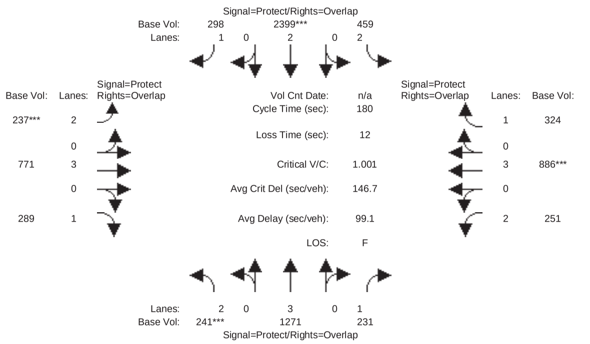
Street Name:	Los Gatos Blvd						Lark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	910	609	22	40	439	671	573	58	921	21	73	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	910	609	22	40	439	671	573	58	921	21	73	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	910	609	22	40	439	671	573	58	0	21	73	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	910	609	22	40	439	671	573	58	0	21	73	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	910	609	22	40	439	671	573	58	0	21	73	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	2.00	1.93	0.07	1.00	2.00	1.00	1.82	0.18	1.00	0.19	0.65	0.16
Final Sat.:	3150	3571	129	1750	3800	1750	3224	326	1750	328	1141	281
Capacity Analysis Module:												
Vol/Sat:	0.29	0.17	0.17	0.02	0.12	0.38	0.18	0.18	0.00	0.06	0.06	0.06
Crit Moves:	****					****	****				****	
Green Time:	26.5	43.7	43.7	18.0	35.2	35.2	16.3	16.3	0.0	10.0	10.0	10.0
Volume/Cap:	1.09	0.39	0.39	0.13	0.33	1.09	1.09	1.09	0.00	0.64	0.64	0.64
Delay/Veh:	95.2	19.2	19.2	34.6	23.9	95.5	106.0	106	0.0	51.0	51.0	51.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.2	19.2	19.2	34.6	23.9	95.5	106.0	106	0.0	51.0	51.0	51.0
LOS by Move:	F	B-	B-	C-	C	F	F	F	A	D-	D-	D-
HCM2kAvgQ:	27	7	7	1	5	32	15	15	0	5	5	5

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

PM Peak - Cumulative I
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
10 PM Cumulative

Intersection #1: San Tomas Expwy/Hamilton Ave



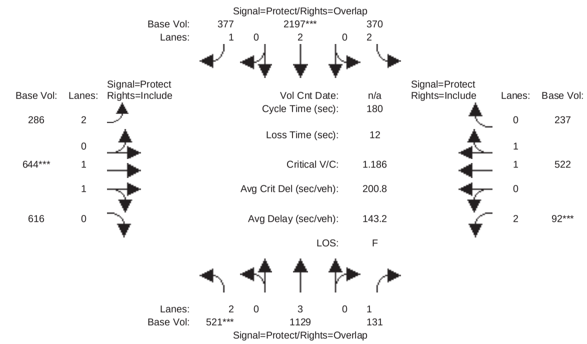
Street Name:	San Tomas Expwy						Hamilton Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	23	80	80	36	94	94	19	40	40	23	45	45
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	241	1271	231	459	2399	298	237	771	289	251	886	324
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	241	1271	231	459	2399	298	237	771	289	251	886	324
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	241	1271	231	459	2399	298	237	771	289	251	886	324
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	241	1271	231	459	2399	298	237	771	289	251	886	324
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	241	1271	231	459	2399	298	237	771	289	251	886	324
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	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.22	0.13	0.15	0.63	0.17	0.08	0.14	0.17	0.08	0.16	0.19
Crit Moves:	****				****		****				****	
Green Time:	21.5	75.3	97.0	33.9	87.7	105.4	17.7	37.9	59.3	21.8	42.0	75.8
Volume/Cap:	0.64	0.53	0.24	0.77	1.30	0.29	0.76	0.64	0.50	0.66	0.67	0.44
Delay/Veh:	84.8	42.3	23.7	80.8	187	20.1	95.6	70.7	52.6	85.2	68.5	40.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.8	42.3	23.7	80.8	187	20.1	95.6	70.7	52.6	85.2	68.5	40.1
LOS by Move:	F	D	C	F	F	C+	F	E	D-	F	E	D
HCM2kAvgQ:	8	18	7	17	102	9	10	14	14	9	16	14

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

PM Peak - Cumulative I
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
10 PM Cumulative

Intersection #2: San Tomas Expwy/Campbell Ave



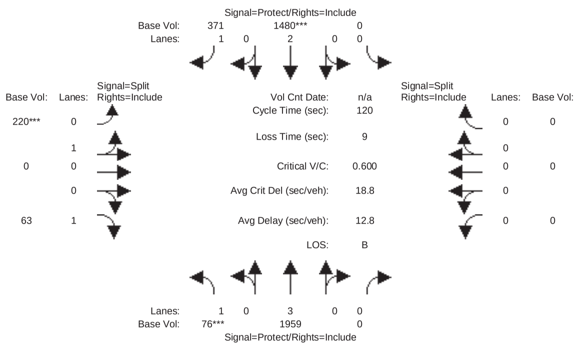
Street Name:	San Tomas Expwy						Campbell Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	32	89	89	28	85	85	25	47	47	16	38	38
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	521	1129	131	370	2197	377	286	644	616	92	522	237
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	521	1129	131	370	2197	377	286	644	616	92	522	237
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	521	1129	131	370	2197	377	286	644	616	92	522	237
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	521	1129	131	370	2197	377	286	644	616	92	522	237
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	521	1129	131	370	2197	377	286	644	616	92	522	237
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	0.95	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.00	1.00	2.00	1.36	0.64
Final Sat.:	3150	5700	1750	3150	3800	1750	3150	1898	1800	3150	2544	1155
Capacity Analysis Module:												
Vol/Sat:	0.17	0.20	0.07	0.12	0.58	0.22	0.09	0.34	0.34	0.03	0.21	0.21
Crit Moves:	****				****			****		****		
Green Time:	30.0	83.4	98.4	26.3	79.7	103.1	23.4	44.1	44.1	15.0	35.6	35.6
Volume/Cap:	0.99	0.43	0.14	0.81	1.31	0.38	0.70	1.39	1.40	0.35	1.04	1.04
Delay/Veh:	117.1	34.6	21.4	89.4	196	22.6	85.1	253	258.4	83.9	120	120.2
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:	117.1	34.6	21.4	89.4	196	22.6	85.1	253	258.4	83.9	120	120.2
LOS by Move:	F	C-	C+	F	F	C+	F	F	F	F	F	F
HCM2kAvgQ:	23	14	4	12	91	12	11	60	61	3	29	29

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

PM Peak - Cumulative I
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
10 PM Cumulative

Intersection #3: Winchester Blvd/W Sunnyoaks Ave

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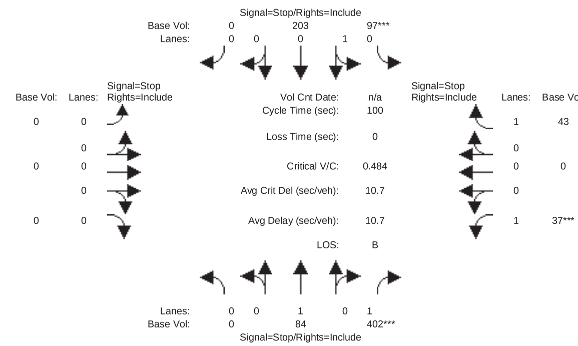
Street Name:          Winchester Blvd                W Sunnyoaks Ave
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    7    10    10   10    10     0   10    10    10    0     0     0
Y+R:         4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     76  1959     0    0  1480   371  220     0    63    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:  76  1959     0    0  1480   371  220     0    63    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:   76  1959     0    0  1480   371  220     0    63    0     0     0
Reduct Vol:    0     0     0    0     0     0    0     0     0    0     0     0
Reduced Vol:  76  1959     0    0  1480   371  220     0    63    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:  76  1959     0    0  1480   371  220     0    63    0     0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900  1900
Adjustment: 0.92  1.00  0.92 0.92  1.00  0.92 0.95  0.95  0.92 0.92  1.00  0.92
Lanes:      1.00  3.00  0.00 0.00  2.00  1.00 1.00  0.00  1.00 0.00  0.00  0.00
Final Sat.: 1750  5700     0    0  3800  1750 1800     0  1750    0     0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.04  0.34  0.00 0.00  0.39  0.21 0.12  0.00  0.04 0.00  0.00  0.00
Crit Moves: ****                     ****        ****
Green Time:  8.7  86.6   0.0  0.0  77.9  77.9 24.4   0.0  24.4  0.0   0.0   0.0
Volume/Cap: 0.60  0.48  0.00 0.00  0.60  0.33 0.60  0.00  0.18 0.00  0.00  0.00
Delay/Veh:  61.7   7.2   0.0  0.0  12.5   9.6 46.1   0.0  39.7  0.0   0.0   0.0
User DelAdj: 1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00
AdjDel/Veh: 61.7   7.2   0.0  0.0  12.5   9.6 46.1   0.0  39.7  0.0   0.0   0.0
LOS by Move:   E     A     A    A     B     A    D     A     D    A     A     A
HCM2kAvgQ:     3     9     0    0    16     6    8     0     2    0     0     0
Note: Queue reported is the number of cars per lane.
```


PM Peak - Cumulative I
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM 4-Way Stop (Base Volume Alternative)
10 PM Cumulative

Intersection #4: Dell Ave/E. Sunnyoaks Ave

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Street Name:            Dell Ave                     E Sunnyoaks Ave
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    0     0     0    0     0     0    0     0     0    0     0     0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      0    84   402   97   203     0    0     0     0   37     0    43
Growth Adj: 1.00  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    84   402   97   203     0    0     0     0   37     0    43
User Adj:   1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00
PHF Adj:    1.00  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    84   402   97   203     0    0     0     0   37     0    43
Reduct Vol:    0     0     0    0     0     0    0     0     0    0     0     0
Reduced Vol:   0    84   402   97   203     0    0     0     0   37     0    43
PCE Adj:    1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00
MLF Adj:    1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00
FinalVolume:   0    84   402   97   203     0    0     0     0   37     0    43
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00
Lanes:      0.00  1.00  1.00 0.32  0.68  0.00 0.00  0.00  0.00 1.00  0.00  1.00
Final Sat.:    0   715   831  227   476     0    0     0     0  506     0   607
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    xxxx  0.12  0.48 0.43  0.43  xxxx xxxx  xxxx  xxxx 0.07  xxxx  0.07
Crit Moves:             **** ****                              ****
Delay/Veh:   0.0   8.3  10.8 11.7  11.7   0.0  0.0   0.0   0.0  9.8   0.0   8.5
Delay Adj:  1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00
AdjDel/Veh:  0.0   8.3  10.8 11.7  11.7   0.0  0.0   0.0   0.0  9.8   0.0   8.5
LOS by Move:   *     A     B    B     B     *    *     *     *    A     *     A
ApproachDel:      10.4             11.7            xxxxxx             9.1
Delay Adj:        1.00             1.00             xxxxx            1.00
ApprAdjDel:       10.4             11.7            xxxxxx             9.1
LOS by Appr:        B                B                *                A
AllWayAvgQ:  0.0   0.1   0.9  0.7   0.7   0.7  0.0   0.0   0.0  0.1   0.0   0.1
Note: Queue reported is the number of cars per lane.
          Peak Hour Volume Signal Warrant Report [Urban]
*******************************************************************************
Intersection #4 Dell Ave/E. Sunnyoaks Ave
*******************************************************************************
Base Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:       North Bound      South Bound      East Bound       West Bound
```

```
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Lanes:        0  0  1  0  1    0  1  0  0  0    0  0  0  0  0    1  0  0  0  1
Initial Vol:    0   84   402    97  203     0     0    0     0    37    0    43
------------|---------------||---------------||---------------||---------------|
Major Street Volume:            786
Minor Approach Volume:          80
Minor Approach Volume Threshold: 478
--------------------------------------------------------------------------------
```

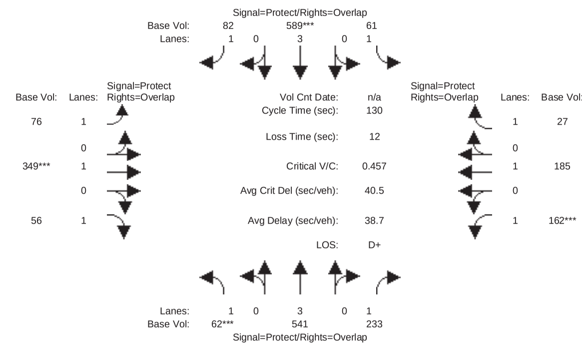
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

PM Peak - Cumulative I
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
10 PM Cumulative

Intersection #5: Bascom Ave/Curtner Ave

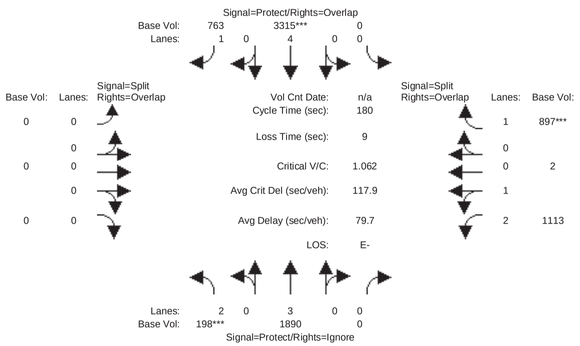



```
Street Name:                Bascom Ave                        Curtner Ave
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      62  541   233    61  589    82    76  349    56   162  185    27
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   62  541   233    61  589    82    76  349    56   162  185    27
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    62  541   233    61  589    82    76  349    56   162  185    27
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   62  541   233    61  589    82    76  349    56   162  185    27
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   62  541   233    61  589    82    76  349    56   162  185    27
------------|---------------||---------------||---------------||---------------|
Saturation 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 3.00  1.00  1.00 3.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Sat.:  1750 5700  1750  1750 5700  1750  1750 1900  1750  1750 1900  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.09  0.13  0.03 0.10  0.05  0.04 0.18  0.03  0.09 0.10  0.02
Crit Moves:  ****                  ****              ****        ****
Green Time:  10.1 25.2  51.5  14.3 29.4  57.3  28.0 52.2  62.3  26.3 50.6  64.9
Volume/Cap:  0.46 0.49  0.34  0.32 0.46  0.11  0.20 0.46  0.07  0.46 0.25  0.03
Delay/Veh:   59.8 47.0  27.6  54.3 43.7  21.4  42.1 28.9  18.2  46.5 27.1  16.6
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  59.8 47.0  27.6  54.3 43.7  21.4  42.1 28.9  18.2  46.5 27.1  16.6
LOS by Move:   E+    D     C    D-    D    C+     D    C    B-     D    C     B
HCM2kAvgQ:      2    6     7     3    7     2     3   10     1     6    5     1
Note: Queue reported is the number of cars per lane.
```

PM Peak - Cumulative I
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
10 PM Cumulative

Intersection #6: San Tomas Expwy/SR 17 SB Ramps



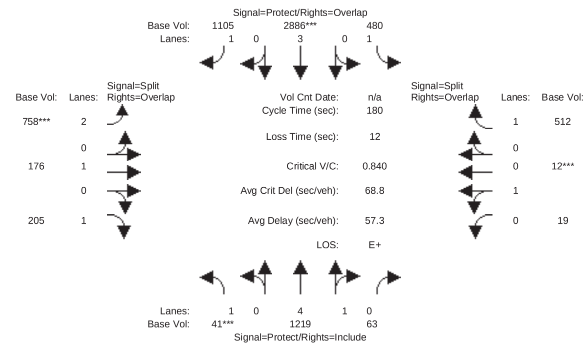
Street Name:	San Tomas Expwy						SR 17 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	125	0	0	104	104	0	0	0	54	54	54
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	198	1890	0	0	3315	763	0	0	0	1113	2	897
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	1890	0	0	3315	763	0	0	0	1113	2	897
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	198	1890	0	0	3315	763	0	0	0	1113	2	897
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	1890	0	0	3315	763	0	0	0	1113	2	897
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	198	1890	0	0	3315	763	0	0	0	1113	2	897
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	0.87	0.95	0.92
Lanes:	2.00	3.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00	2.99	0.01	1.00
Final Sat.:	3150	5700	0	0	7600	1750	0	0	0	4941	9	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.33	0.00	0.00	0.44	0.44	0.00	0.00	0.00	0.23	0.23	0.51
Crit Moves:	****				****							****
Green Time:	21.0	120	0.0	0.0	99.0	99.0	0.0	0.0	0.0	51.4	51.4	51.4
Volume/Cap:	0.54	0.50	0.00	0.00	0.79	0.79	0.00	0.00	0.00	0.79	0.79	1.79
Delay/Veh:	80.4	15.8	0.0	0.0	35.0	38.4	0.0	0.0	0.0	65.3	65.3	432.8
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:	80.4	15.8	0.0	0.0	35.0	38.4	0.0	0.0	0.0	65.3	65.3	432.8
LOS by Move:	F	B	A	A	C-	D+	A	A	A	E	E	F
HCM2kAvgQ:	6	18	0	0	38	38	0	0	0	24	24	107

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

PM Peak - Cumulative I
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
10 PM Cumulative

Intersection #7: Camden Ave/White Oaks Rd-Curtner Ave



Street Name:	Camden Ave						White Oaks Rd-Curtner Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	15	53	53	69	109	109	39	39	39	17	17	17
Y+R:	4.0	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:	41	1219	63	480	2886	1105	758	176	205	19	12	512
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	1219	63	480	2886	1105	758	176	205	19	12	512
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1219	63	480	2886	1105	758	176	205	19	12	512
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	1219	63	480	2886	1105	758	176	205	19	12	512
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	1219	63	480	2886	1105	758	176	205	19	12	512
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	4.74	0.26	1.00	3.00	1.00	2.00	1.00	1.00	0.61	0.39	1.00
Final Sat.:	1750	8937	462	1750	5700	1750	3150	1900	1750	1103	697	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.14	0.27	0.51	0.63	0.24	0.09	0.12	0.02	0.02	0.29
Crit Moves:	****				****		****				****	
Green Time:	14.1	50.5	50.5	65.7	102	138.8	36.6	36.6	50.6	15.9	15.9	81.7
Volume/Cap:	0.30	0.49	0.49	0.75	0.89	0.82	1.18	0.46	0.42	0.19	0.19	0.64
Delay/Veh:	89.1	58.2	58.2	61.2	40.6	19.3	174.8	71.0	58.8	83.9	83.9	44.5
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:	89.1	58.2	58.2	61.2	40.6	19.3	174.8	71.0	58.8	83.9	83.9	44.5
LOS by Move:	F	E+	E+	E	D	B-	F	E	E+	F	F	D
HCM2kAvgQ:	2	12	12	26	51	45	38	9	10	2	2	25

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

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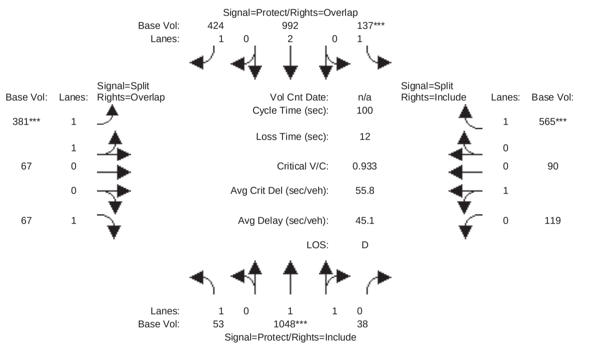
PM Peak - Cumulative I
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
10 PM Cumulative

Intersection #8: Winchester Blvd/W Hacienda Ave

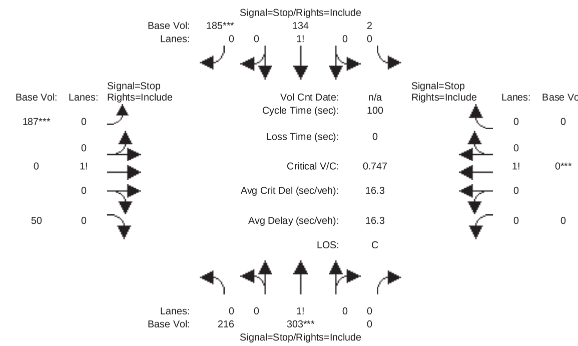



```
Street Name:           Winchester Blvd                    W Hacienda Ave
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10      7   10    10     10   10    10     10   10    10
Y+R:          4.0  4.0   4.0    4.0  4.0   4.0    4.0  4.0   4.0    4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      53 1048    38    137  992   424    381   67    67    119   90   565
Growth Adj:  1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
Initial Bse:   53 1048    38    137  992   424    381   67    67    119   90   565
User Adj:    1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
PHF Volume:    53 1048    38    137  992   424    381   67    67    119   90   565
Reduct Vol:     0    0     0      0    0     0      0    0     0      0    0     0
Reduced Vol:   53 1048    38    137  992   424    381   67    67    119   90   565
PCE Adj:     1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
FinalVolume:   53 1048    38    137  992   424    381   67    67    119   90   565
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900   1900 1900  1900   1900 1900  1900   1900 1900  1900
Adjustment:  0.92 0.97  0.95   0.92 1.00  0.92   0.93 0.95  0.92   0.95 0.95  0.92
Lanes:       1.00 1.93  0.07   1.00 2.00  1.00   1.71 0.29  1.00   0.57 0.43  1.00
Final Sat.:  1750 3570   129   1750 3800  1750   3019  531  1750   1025  775  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.29  0.29   0.08 0.26  0.24   0.13 0.13  0.04   0.12 0.12  0.32
Crit Moves:       ****         ****              ****                          ****
Green Time:   8.4 31.5  31.5    8.4 31.4  45.0   13.5 13.5  22.0   34.6 34.6  34.6
Volume/Cap:  0.36 0.93  0.93   0.93 0.83  0.54   0.93 0.93  0.17   0.34 0.34  0.93
Delay/Veh:   44.7 46.5  46.5   99.8 36.9  20.7   68.1 68.1  31.9   24.5 24.5  53.1
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:  44.7 46.5  46.5   99.8 36.9  20.7   68.1 68.1  31.9   24.5 24.5  53.1
LOS by Move:    D    D     D      F   D+    C+      E    E     C      C    C    D-
HCM2kAvgQ:      2   19    19      5   15    10     11   11     2      5    5    23
Note: Queue reported is the number of cars per lane.
```


PM Peak - Cumulative I
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM 4-Way Stop (Base Volume Alternative)
10 PM Cumulative

Intersection #9: Dell Ave/Hacienda Ave




```
Street Name:              Dell Ave                        W Hacienda Ave
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0    0     0      0    0     0      0    0     0      0    0     0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     216  303     0      2  134   185    187    0    50      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:  216  303     0      2  134   185    187    0    50      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:   216  303     0      2  134   185    187    0    50      0    0     0
Reduct Vol:     0    0     0      0    0     0      0    0     0      0    0     0
Reduced Vol:  216  303     0      2  134   185    187    0    50      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:  216  303     0      2  134   185    187    0    50      0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
Lanes:       0.42 0.58  0.00   0.01 0.42  0.57   0.79 0.00  0.21   0.00 1.00  0.00
Final Sat.:   289  406     0      4  293   404    450    0   120      0  475     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.75 0.75  xxxx   0.46 0.46  0.46   0.42 xxxx  0.42   xxxx 0.00  xxxx
Crit Moves:       ****                    ****   ****                   ****
Delay/Veh:   20.9 20.9   0.0   11.8 11.8  11.8   12.5  0.0  12.5    0.0  0.0   0.0
Delay Adj:   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
AdjDel/Veh:  20.9 20.9   0.0   11.8 11.8  11.8   12.5  0.0  12.5    0.0  0.0   0.0
LOS by Move:    C    C     *      B    B     B      B    *     B      *    *     *
ApproachDel:      20.9              11.8              12.5            xxxxxx
Delay Adj:        1.00              1.00              1.00             xxxxx
ApprAdjDel:       20.9              11.8              12.5            xxxxxx
LOS by Appr:        C                 B                 B                *
AllWayAvgQ:   2.5  2.5   2.5    0.7  0.7   0.7    0.6  0.6   0.6    0.0  0.0   0.0
Note: Queue reported is the number of cars per lane.
          Peak Hour Volume Signal Warrant Report [Urban]
*******************************************************************************
Intersection #9 Dell Ave/Hacienda Ave
*******************************************************************************
Base Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:       North Bound      South Bound       East Bound       West Bound
```

Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0 1	0	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Initial Vol:	216	303	0	2	134	185	187	0	50	0	0	0

Major Street Volume: 840
Minor Approach Volume: 237
Minor Approach Volume Threshold: 266

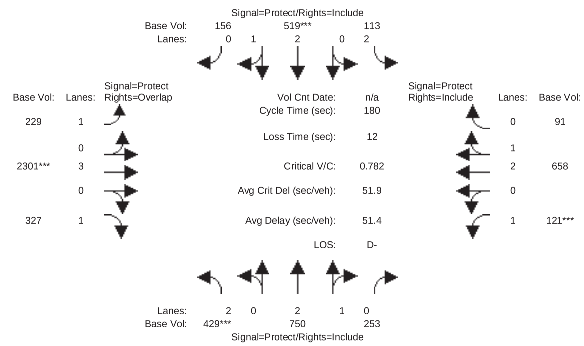
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

PM Peak - Cumulative I
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
10 PM Cumulative

Intersection #10: Bascom Ave/Camden Ave



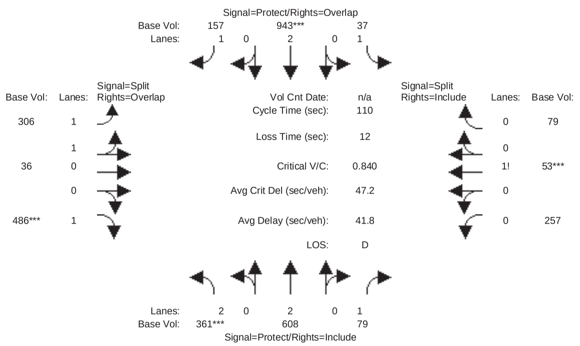
Street Name:	Bascom Ave						Camden Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	429	750	253	113	519	156	229	2301	327	121	658	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	429	750	253	113	519	156	229	2301	327	121	658	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	429	750	253	113	519	156	229	2301	327	121	658	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	429	750	253	113	519	156	229	2301	327	121	658	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	429	750	253	113	519	156	229	2301	327	121	658	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	2.00	2.22	0.78	2.00	2.28	0.72	1.00	3.00	1.00	1.00	2.62	0.38
Final Sat.:	3150	4186	1412	3150	4304	1294	1750	5700	1750	1750	4919	680
Capacity Analysis Module:												
Vol/Sat:	0.14	0.18	0.18	0.04	0.12	0.12	0.13	0.40	0.19	0.07	0.13	0.13
Crit Moves:	****				****			****		****		
Green Time:	31.4	48.6	48.6	10.5	27.8	27.8	53.8	93.0	124.3	15.9	55.0	55.0
Volume/Cap:	0.78	0.66	0.66	0.61	0.78	0.78	0.44	0.78	0.27	0.78	0.44	0.44
Delay/Veh:	78.2	59.6	59.6	88.7	77.9	77.9	51.5	36.7	10.7	102.6	50.3	50.3
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:	78.2	59.6	59.6	88.7	77.9	77.9	51.5	36.7	10.7	102.6	50.3	50.3
LOS by Move:	E-	E+	E+	F	E-	E-	D-	D+	B+	F	D	D
HCM2kAvgQ:	14	16	16	4	12	12	11	34	7	9	11	11

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

PM Peak - Cumulative I
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
10 PM Cumulative

Intersection #11: Winchester Blvd/Knowles Dr



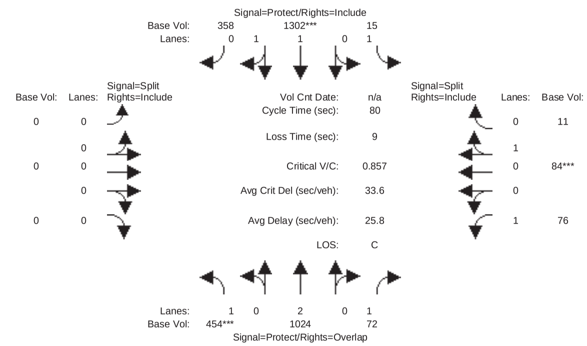
Street Name:	Winchester Blvd						Knowles Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	361	608	79	37	943	157	306	36	486	257	53	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	361	608	79	37	943	157	306	36	486	257	53	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	361	608	79	37	943	157	306	36	486	257	53	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	361	608	79	37	943	157	306	36	486	257	53	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	361	608	79	37	943	157	306	36	486	257	53	79
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	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.79	0.21	1.00	0.66	0.14	0.20
Final Sat.:	3150	3800	1750	1750	3800	1750	3176	374	1750	1156	238	355
Capacity Analysis Module:												
Vol/Sat:	0.11	0.16	0.05	0.02	0.25	0.09	0.10	0.10	0.28	0.22	0.22	0.22
Crit Moves:	****				****				****		****	
Green Time:	15.0	34.0	34.0	13.5	32.5	53.9	21.4	21.4	36.4	29.1	29.1	29.1
Volume/Cap:	0.84	0.52	0.15	0.17	0.84	0.18	0.50	0.50	0.84	0.84	0.84	0.84
Delay/Veh:	60.0	31.7	27.6	43.6	42.1	15.8	40.1	40.1	44.7	51.1	51.1	51.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.0	31.7	27.6	43.6	42.1	15.8	40.1	40.1	44.7	51.1	51.1	51.1
LOS by Move:	E	C	C	D	D	B	D	D	D	D-	D-	D-
HCM2kAvgQ:	8	8	2	1	15	3	6	6	19	16	16	16

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

PM Peak - Cumulative I
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
10 PM Cumulative

Intersection #12: Winchester Blvd/SR 85 NB On-Ramp



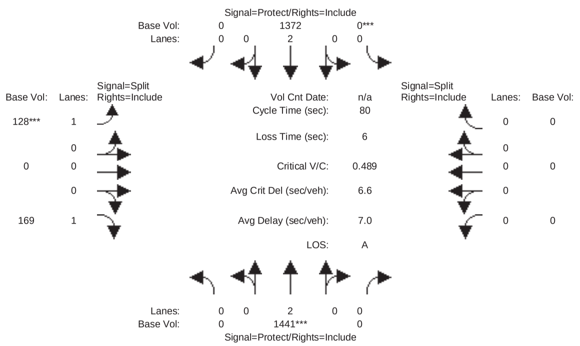
Street Name:	Winchester Blvd						SR 85 NB On-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	454	1024	72	15	1302	358	0	0	0	76	84	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	454	1024	72	15	1302	358	0	0	0	76	84	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	454	1024	72	15	1302	358	0	0	0	76	84	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	454	1024	72	15	1302	358	0	0	0	76	84	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	454	1024	72	15	1302	358	0	0	0	76	84	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.56	0.44	0.00	0.00	0.00	1.00	0.88	0.12
Final Sat.:	1750	3800	1750	1750	2901	798	0	0	0	1750	1592	208
Capacity Analysis Module:												
Vol/Sat:	0.26	0.27	0.04	0.01	0.45	0.45	0.00	0.00	0.00	0.04	0.05	0.05
Crit Moves:	****				****						****	
Green Time:	22.3	46.0	56.0	15.0	38.7	38.7	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.93	0.47	0.06	0.05	0.93	0.93	0.00	0.00	0.00	0.35	0.42	0.42
Delay/Veh:	52.3	10.0	3.8	26.7	28.4	28.4	0.0	0.0	0.0	33.0	33.6	33.6
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:	52.3	10.0	3.8	26.7	28.4	28.4	0.0	0.0	0.0	33.0	33.6	33.6
LOS by Move:	D-	B+	A	C	C	C	A	A	A	C-	C-	C-
HCM2kAvgQ:	14	7	1	0	20	20	0	0	0	2	3	3

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

PM Peak - Cumulative I
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
10 PM Cumulative

Intersection #13: Winchester Blvd/SR 85 SB Off-Ramp



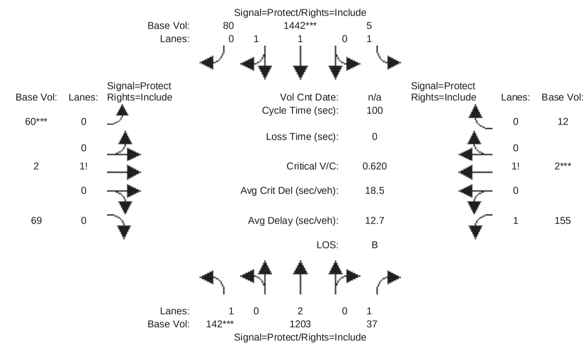
Street Name:	Winchester Blvd						SR 85 SB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1441	0	0	1372	0	128	0	169	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1441	0	0	1372	0	128	0	169	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1441	0	0	1372	0	128	0	169	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1441	0	0	1372	0	128	0	169	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1441	0	0	1372	0	128	0	169	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.00	0.00	0.36	0.00	0.07	0.00	0.10	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	0.0	59.0	0.0	0.0	59.0	0.0	15.0	0.0	15.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.51	0.00	0.00	0.49	0.00	0.39	0.00	0.51	0.00	0.00	0.00
Delay/Veh:	0.0	4.6	0.0	0.0	4.5	0.0	29.2	0.0	30.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.6	0.0	0.0	4.5	0.0	29.2	0.0	30.6	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	8	0	0	6	0	3	0	5	0	0	0

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

PM Peak - Cumulative I
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
10 PM Cumulative

Intersection #14: Winchester Blvd/Albright Driveway-Courtside



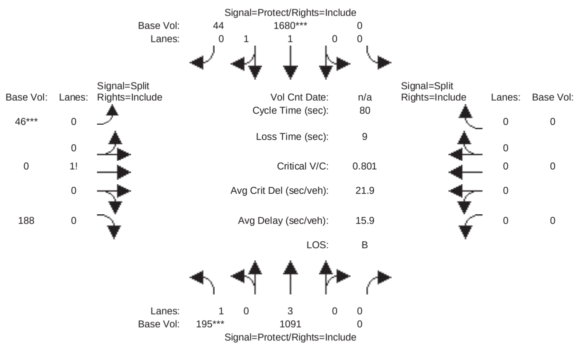
Street Name:	Winchester Blvd						Alright Driveway-Courtside					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	142	1203	37	5	1442	80	60	2	69	155	2	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	1203	37	5	1442	80	60	2	69	155	2	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	1203	37	5	1442	80	60	2	69	155	2	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	1203	37	5	1442	80	60	2	69	155	2	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	142	1203	37	5	1442	80	60	2	69	155	2	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.89	0.11	0.46	0.01	0.53	1.85	0.02	0.13
Final Sat.:	1750	3800	1750	1750	3505	194	802	27	922	3232	38	230
Capacity Analysis Module:												
Vol/Sat:	0.08	0.32	0.02	0.00	0.41	0.41	0.07	0.07	0.07	0.05	0.05	0.05
Crit Moves:	****				****		****				****	
Green Time:	13.1	78.8	78.8	0.7	66.4	66.4	12.1	12.5	12.5	8.0	8.4	8.4
Volume/Cap:	0.62	0.40	0.03	0.40	0.62	0.62	0.62	0.60	0.60	0.60	0.62	0.62
Delay/Veh:	46.2	3.4	2.3	69.3	10.1	10.1	47.3	45.9	45.9	48.0	48.5	48.5
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:	46.2	3.4	2.3	69.3	10.1	10.1	47.3	45.9	45.9	48.0	48.5	48.5
LOS by Move:	D	A	A	E	B+	B+	D	D	D	D	D	D
HCM2kAvgQ:	5	6	0	0	14	14	5	5	5	4	4	4

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

PM Peak - Cumulative I
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
10 PM Cumulative

Intersection #15: Winchester Blvd/Wimbeldon Dr



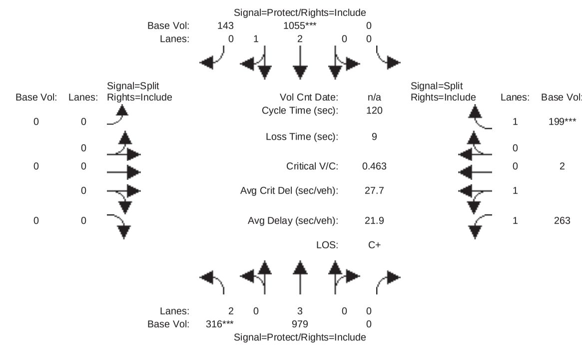
Street Name:	Winchester Blvd						Wimbeldon Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	195	1091	0	0	1680	44	46	0	188	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:	195	1091	0	0	1680	44	46	0	188	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:	195	1091	0	0	1680	44	46	0	188	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	1091	0	0	1680	44	46	0	188	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:	195	1091	0	0	1680	44	46	0	188	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.00	1.95	0.05	0.20	0.00	0.80	0.00	0.00	0.00
Final Sat.:	1750	5700	0	0	3605	94	344	0	1406	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.19	0.00	0.00	0.47	0.47	0.13	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	11.1	57.6	0.0	0.0	46.5	46.5	13.4	0.0	13.4	0.0	0.0	0.0
Volume/Cap:	0.80	0.27	0.00	0.00	0.80	0.80	0.80	0.00	0.80	0.00	0.00	0.00
Delay/Veh:	50.4	3.9	0.0	0.0	15.4	15.4	46.6	0.0	46.6	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:	50.4	3.9	0.0	0.0	15.4	15.4	46.6	0.0	46.6	0.0	0.0	0.0
LOS by Move:	D	A	A	A	B	B	D	A	D	A	A	A
HCM2kAvgQ:	5	3	0	0	17	17	8	0	8	0	0	0

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

PM Peak - Cumulative I
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
10 PM Cumulative

Intersection #16: Bascom Ave/SR 85 NB Ramps



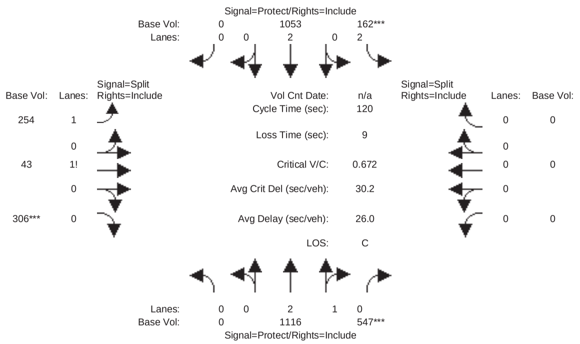
Street Name:	Bascom Ave						SR 85 NB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	316	979	0	0	1055	143	0	0	0	263	2	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:	316	979	0	0	1055	143	0	0	0	263	2	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:	316	979	0	0	1055	143	0	0	0	263	2	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	316	979	0	0	1055	143	0	0	0	263	2	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	316	979	0	0	1055	143	0	0	0	263	2	199
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	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	3.00	0.00	0.00	2.63	0.37	0.00	0.00	0.00	1.99	0.01	1.00
Final Sat.:	3150	5700	0	0	4931	668	0	0	0	3523	27	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.17	0.00	0.00	0.21	0.21	0.00	0.00	0.00	0.07	0.07	0.11
Crit Moves:	****				****							****
Green Time:	26.0	81.5	0.0	0.0	55.5	55.5	0.0	0.0	0.0	29.5	29.5	29.5
Volume/Cap:	0.46	0.25	0.00	0.00	0.46	0.46	0.00	0.00	0.00	0.30	0.30	0.46
Delay/Veh:	41.4	7.5	0.0	0.0	22.2	22.2	0.0	0.0	0.0	37.1	37.1	39.3
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:	41.4	7.5	0.0	0.0	22.2	22.2	0.0	0.0	0.0	37.1	37.1	39.3
LOS by Move:	D	A	A	A	C+	C+	A	A	A	D+	D+	D
HCM2kAvgQ:	6	4	0	0	10	10	0	0	0	4	4	7

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

PM Peak - Cumulative I
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
10 PM Cumulative

Intersection #17: Bascom Ave/SR 85 SB Ramps



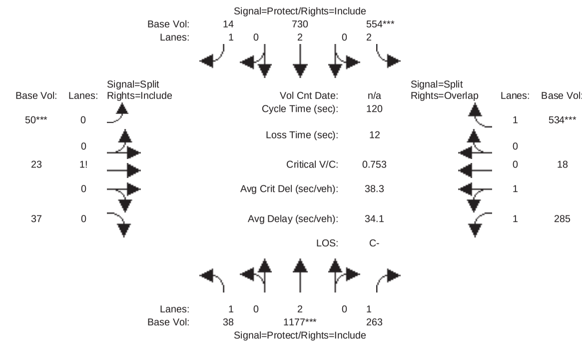
Street Name:	Bascom Ave						SR 85 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1116	547	162	1053	0	254	43	306	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1116	547	162	1053	0	254	43	306	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1116	547	162	1053	0	254	43	306	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1116	547	162	1053	0	254	43	306	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1116	547	162	1053	0	254	43	306	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.27	0.09	0.64	0.00	0.00	0.00
Final Sat.:	0	3799	1800	3150	3800	0	2227	161	1148	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.30	0.05	0.28	0.00	0.11	0.27	0.27	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green Time:	0.0	54.3	54.3	9.2	63.4	0.0	47.6	47.6	47.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.65	0.67	0.67	0.52	0.00	0.29	0.67	0.67	0.00	0.00	0.00
Delay/Veh:	0.0	26.1	26.6	61.2	18.7	0.0	24.8	31.8	31.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	26.1	26.6	61.2	18.7	0.0	24.8	31.8	31.8	0.0	0.0	0.0
LOS by Move:	A	C	C	E	B-	A	C	C	C	A	A	A
HCM2kAvgQ:	0	15	16	4	12	0	5	16	16	0	0	0

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

PM Peak - Cumulative I
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
10 PM Cumulative

Intersection #18: Los Gatos Blvd/Burton Rd-Samaritan Dr



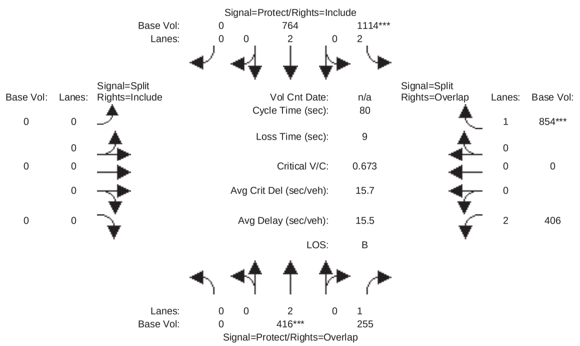
Street Name:	Los Gatos Blvd						Burton Rd-Samaritan Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	38	1177	263	554	730	14	50	23	37	285	18	534
Growth Adj:	1.00	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	1177	263	554	730	14	50	23	37	285	18	534
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1177	263	554	730	14	50	23	37	285	18	534
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	1177	263	554	730	14	50	23	37	285	18	534
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	1177	263	554	730	14	50	23	37	285	18	534
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	0.45	0.21	0.34	1.88	0.12	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	795	366	589	3339	211	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.31	0.15	0.18	0.19	0.01	0.06	0.06	0.06	0.09	0.09	0.31
Crit Moves:		****		****			****					****
Green Time:	18.0	49.4	49.4	28.0	59.4	59.4	10.0	10.0	10.0	20.6	20.6	48.6
Volume/Cap:	0.14	0.75	0.37	0.75	0.39	0.02	0.75	0.75	0.75	0.50	0.50	0.75
Delay/Veh:	44.5	32.2	24.8	47.2	19.1	15.5	73.4	73.4	73.4	45.7	45.7	35.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.5	32.2	24.8	47.2	19.1	15.5	73.4	73.4	73.4	45.7	45.7	35.1
LOS by Move:	D	C-	C	D	B-	B	E	E	E	D	D	D+
HCM2kAvgQ:	1	19	7	12	8	0	6	6	6	6	6	19

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

PM Peak - Cumulative I
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
10 PM Cumulative

Intersection #19: Winchester Blvd/Lark Ave



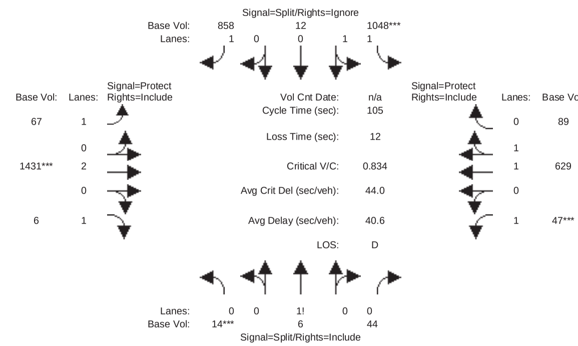
Street Name:	Winchester Blvd						Lark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	416	255	1114	764	0	0	0	0	406	0	854
Growth Adj:	1.00	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	416	255	1114	764	0	0	0	0	406	0	854
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	416	255	1114	764	0	0	0	0	406	0	854
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	416	255	1114	764	0	0	0	0	406	0	854
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	416	255	1114	764	0	0	0	0	406	0	854
Saturation 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:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.15	0.35	0.20	0.00	0.00	0.00	0.00	0.13	0.00	0.49
Crit Moves:		****		****								****
Green Time:	0.0	13.0	29.0	42.0	55.0	0.0	0.0	0.0	0.0	16.0	0.0	58.0
Volume/Cap:	0.00	0.67	0.40	0.67	0.29	0.00	0.00	0.00	0.00	0.65	0.00	0.67
Delay/Veh:	0.0	34.4	19.5	15.0	4.9	0.0	0.0	0.0	0.0	31.8	0.0	7.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	34.4	19.5	15.0	4.9	0.0	0.0	0.0	0.0	31.8	0.0	7.4
LOS by Move:	A	C-	B-	B	A	A	A	A	A	C	A	A
HCM2kAvgQ:	0	6	5	12	3	0	0	0	0	6	0	12

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

PM Peak - Cumulative I
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
10 PM Cumulative

Intersection #20: SR 17 SB Ramps/Lark Ave



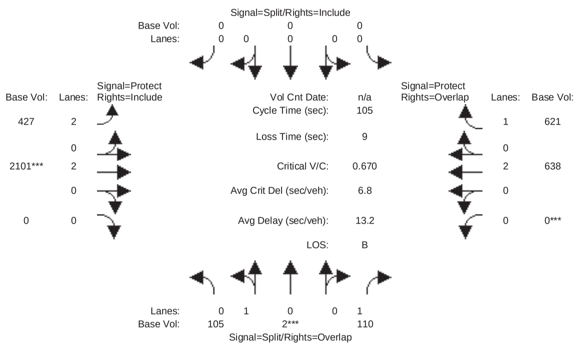
Street Name:	SR 17 SB Ramp						Lark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	14	6	44	1048	12	858	67	1431	6	47	629	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	6	44	1048	12	858	67	1431	6	47	629	89
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	6	44	1048	12	0	67	1431	6	47	629	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	6	44	1048	12	0	67	1431	6	47	629	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	6	44	1048	12	0	67	1431	6	47	629	89
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.22	0.09	0.69	1.98	0.02	1.00	1.00	2.00	1.00	1.00	1.75	0.25
Final Sat.:	383	164	1203	3510	40	1750	1750	3800	1750	1750	3241	459
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.30	0.30	0.00	0.04	0.38	0.00	0.03	0.19	0.19
Crit Moves:	****			****				****		****		
Green Time:	10.0	10.0	10.0	33.6	33.6	0.0	12.6	42.4	42.4	7.0	36.8	36.8
Volume/Cap:	0.38	0.38	0.38	0.93	0.93	0.00	0.32	0.93	0.01	0.40	0.55	0.55
Delay/Veh:	46.1	46.1	46.1	48.2	48.2	0.0	43.1	40.7	18.7	49.3	28.0	28.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.1	46.1	46.1	48.2	48.2	0.0	43.1	40.7	18.7	49.3	28.0	28.0
LOS by Move:	D	D	D	D	D	A	D	D	B-	D	C	C
HCM2kAvgQ:	3	3	3	22	22	0	2	25	0	2	9	9

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

PM Peak - Cumulative I
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
10 PM Cumulative

Intersection #21: SR 17 NB Ramps/Lark Ave



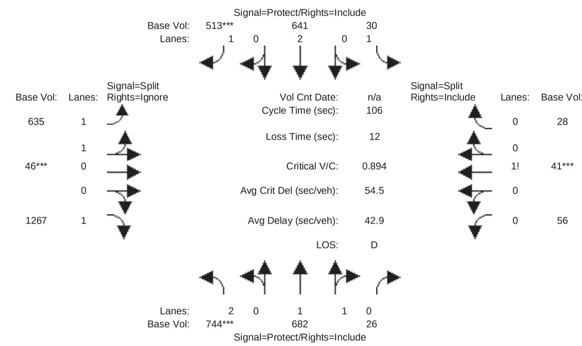
Street Name:	SR 17 NB Ramps						Lark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	105	2	110	0	0	0	427	2101	0	0	638	621
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	2	110	0	0	0	427	2101	0	0	638	621
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	2	110	0	0	0	427	2101	0	0	638	621
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	2	110	0	0	0	427	2101	0	0	638	621
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	2	110	0	0	0	427	2101	0	0	638	621
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.98	0.02	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1766	34	1750	0	0	0	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.00	0.00	0.00	0.14	0.55	0.00	0.00	0.17	0.35
Crit Moves:		****						****		****		
Green Time:	10.0	10.0	10.0	0.0	0.0	0.0	23.8	86.0	0.0	0.0	62.2	62.2
Volume/Cap:	0.62	0.62	0.66	0.00	0.00	0.00	0.60	0.68	0.00	0.00	0.28	0.60
Delay/Veh:	52.7	52.7	55.3	0.0	0.0	0.0	37.8	4.4	0.0	0.0	10.5	14.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.7	52.7	55.3	0.0	0.0	0.0	37.8	4.4	0.0	0.0	10.5	14.5
LOS by Move:	D-	D-	E+	A	A	A	D+	A	A	A	B+	B
HCM2kAvgQ:	5	5	5	0	0	0	7	13	0	0	5	13

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

PM Peak - Cumulative I
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
10 PM Cumulative

Intersection #22: Los Gatos Blvd/Lark Ave



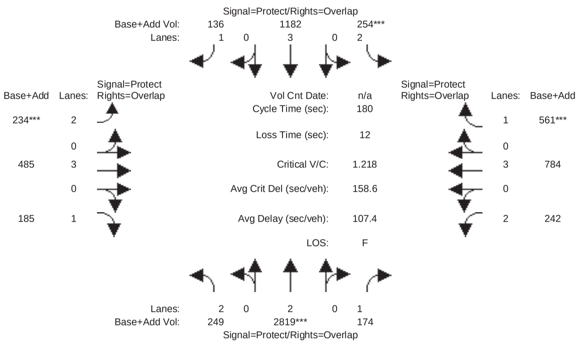
Street Name:	Los Gatos Blvd						Lark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	744	682	26	30	641	513	635	46	1267	56	41	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	744	682	26	30	641	513	635	46	1267	56	41	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	744	682	26	30	641	513	635	46	0	56	41	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	744	682	26	30	641	513	635	46	0	56	41	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	744	682	26	30	641	513	635	46	0	56	41	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	2.00	1.92	0.08	1.00	2.00	1.00	1.87	0.13	1.00	0.45	0.33	0.22
Final Sat.:	3150	3564	136	1750	3800	1750	3310	240	1750	784	574	392
Capacity Analysis Module:												
Vol/Sat:	0.24	0.19	0.19	0.02	0.17	0.29	0.19	0.19	0.00	0.07	0.07	0.07
Crit Moves:	****					****		****			****	
Green Time:	27.5	45.8	45.8	15.8	34.1	34.1	22.3	22.3	0.0	10.0	10.0	10.0
Volume/Cap:	0.91	0.44	0.44	0.11	0.52	0.91	0.91	0.91	0.00	0.76	0.76	0.76
Delay/Veh:	52.2	21.3	21.3	39.2	29.7	53.3	56.0	56.0	0.0	64.9	64.9	64.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.2	21.3	21.3	39.2	29.7	53.3	56.0	56.0	0.0	64.9	64.9	64.9
LOS by Move:	D-	C+	C+	D	C	D-	E+	E+	A	E	E	E
HCM2kAvgQ:	18	8	8	1	8	19	13	13	0	6	6	6

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

AM Peak - Cumulative plus Project
1700 Dell AVenue
City of Campbell

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

Intersection #1: San Tomas Expwy/Hamilton Ave



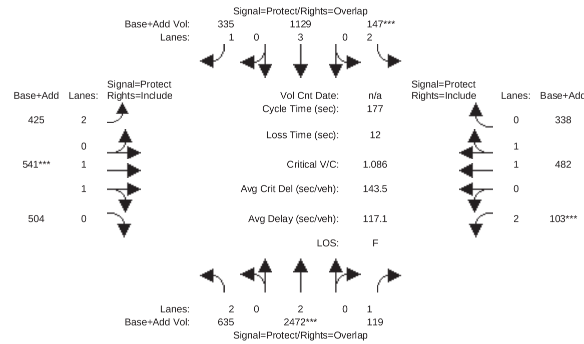
Street Name:	San Tomas Expwy						Hamilton Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	58	10	14	71	10	14	10	10	14	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	249	2818	174	254	1177	136	234	485	182	239	784	561
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	249	2818	174	254	1177	136	234	485	182	239	784	561
Added Vol:	0	1	0	0	5	0	0	0	3	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	249	2819	174	254	1182	136	234	485	185	242	784	561
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	249	2819	174	254	1182	136	234	485	185	242	784	561
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	249	2819	174	254	1182	136	234	485	185	242	784	561
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	249	2819	174	254	1182	136	234	485	185	242	784	561
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	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.74	0.10	0.08	0.21	0.08	0.07	0.09	0.11	0.08	0.14	0.32
Crit Moves:		****		****			****					****
Green Time:	20.0	106	128.8	14.0	99.8	113.8	14.0	25.2	45.2	23.0	34.2	48.2
Volume/Cap:	0.71	1.26	0.14	1.04	0.37	0.12	0.96	0.61	0.42	0.60	0.72	1.20
Delay/Veh:	83.9	159	8.1	150.4	22.6	13.3	127.7	74.1	57.1	76.7	70.9	173.6
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:	83.9	159	8.1	150.4	22.6	13.3	127.7	74.1	57.1	76.7	70.9	173.6
LOS by Move:	F	F	A	F	C+	B	F	E	E+	E-	E	F
HCM2kAvgQ:	7	108	3	12	12	3	11	9	9	8	14	47

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

AM Peak - Cumulative plus Project
1700 Dell AVenue
City of Campbell

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

Intersection #2: San Tomas Expwy/Campbell Ave



Street Name:	San Tomas Expwy						Campbell Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	67	10	14	68	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:	635	2470	119	147	1119	335	425	541	501	100	482	338
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	635	2470	119	147	1119	335	425	541	501	100	482	338
Added Vol:	0	2	0	0	10	0	0	0	3	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	635	2472	119	147	1129	335	425	541	504	103	482	338
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	635	2472	119	147	1129	335	425	541	504	103	482	338
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	635	2472	119	147	1129	335	425	541	504	103	482	338
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	635	2472	119	147	1129	335	425	541	504	103	482	338
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	0.95	0.83	0.99	0.95
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	1.01	0.99	2.00	1.15	0.85
Final Sat.:	3150	3800	1750	3150	5700	1750	3150	1914	1783	3150	2174	1524
Capacity Analysis Module:												
Vol/Sat:	0.20	0.65	0.07	0.05	0.20	0.19	0.13	0.28	0.28	0.03	0.22	0.22
Crit Moves:		****		****				****		****		
Green Time:	37.7	95.5	109.5	14.0	71.8	92.8	21.0	41.5	41.5	14.0	34.5	34.5
Volume/Cap:	0.95	1.21	0.11	0.59	0.49	0.37	1.14	1.21	1.21	0.41	1.14	1.14
Delay/Veh:	91.2	138	13.9	82.4	39.1	25.0	167.5	171	171.2	78.7	149	149.5
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:	91.2	138	13.9	82.4	39.1	25.0	167.5	171	171.2	78.7	149	149.5
LOS by Move:	F	F	B	F	D	C	F	F	F	E-	F	F
HCM2kAvgQ:	24	92	3	5	14	11	21	42	42	4	32	32

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

AM Peak - Cumulative plus Project
1700 Dell AVenue
City of Campbell

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

Intersection #3: Winchester Blvd/W Sunnyoaks Ave

```
                 Signal=Protect/Rights=Include
Base+Add Vol:   261     1491***       0
       Lanes:    1   0     2     0   0

Base+Add Lanes: Signal=Split                              Signal=Split     Lanes: Base+Add
                Rights=Include                            Rights=Include
406***    0                 Vol Cnt Date:        n/a                        0       0
                            Cycle Time (sec):    120
          1                 Loss Time (sec):       9                        0
0         0                 Critical V/C:      0.706                        0       0
          0                 Avg Crit Del (sec/veh): 26.5                    0
100       1                 Avg Delay (sec/veh):  20.2                      0       0
                            LOS:                  C+

       Lanes:    1   0     3     0   0
Base+Add Vol:   61***     1584        0
                 Signal=Protect/Rights=Include
```

```
Street Name:          Winchester Blvd                 W Sunnyoaks Ave
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10    10   10     0    10   10    10     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      61 1582     0     0 1477   261   406    0    99     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:   61 1582     0     0 1477   261   406    0    99     0    0     0
Added Vol:      0    2     0     0   14     0     0    0     1     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   61 1584     0     0 1491   261   406    0   100     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:    61 1584     0     0 1491   261   406    0   100     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   61 1584     0     0 1491   261   406    0   100     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:   61 1584     0     0 1491   261   406    0   100     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.95 0.95  0.92  0.92 1.00  0.92
Lanes:       1.00 3.00  0.00  0.00 2.00  1.00  1.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  1750 5700     0     0 3800  1750  1800    0  1750     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.28  0.00  0.00 0.39  0.15  0.23 0.00  0.06  0.00 0.00  0.00
Crit Moves:  ****                  ****        ****
Green Time:   7.0 73.0   0.0   0.0 66.0  66.0  38.0  0.0  38.0   0.0  0.0   0.0
Volume/Cap:  0.60 0.46  0.00  0.00 0.71  0.27  0.71 0.00  0.18  0.00 0.00  0.00
Delay/Veh:   64.5 12.8   0.0   0.0 21.2  14.4  40.5  0.0  29.9   0.0  0.0   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  64.5 12.8   0.0   0.0 21.2  14.4  40.5  0.0  29.9   0.0  0.0   0.0
LOS by Move:    E    B     A     A   C+     B     D    A     C     A    A     A
HCM2kAvgQ:      2   10     0     0   21     5    15    0     3     0    0     0
Note: Queue reported is the number of cars per lane.
```


AM Peak - Cumulative plus Project
1700 Dell AVenue
City of Campbell

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
11 AM Cumulative_Proj

Intersection #4: Dell Ave/E. Sunnyoaks Ave

```
                 Signal=Stop/Rights=Include
Base+Add Vol:    0      658***      138
       Lanes:    0   0     0     1   0

Base+Add Lanes: Signal=Stop                               Signal=Stop      Lanes: Base+Add
                Rights=Include                            Rights=Include
0         0                 Vol Cnt Date:        n/a                        1      25
                            Cycle Time (sec):    100
          0                 Loss Time (sec):       0                        0
0         0                 Critical V/C:      1.111                        0       0
          0                 Avg Crit Del (sec/veh): 66.7                    0
0         0                 Avg Delay (sec/veh):  66.7                      1     120***
                            LOS:                  F

       Lanes:    0   0     1     0   1
Base+Add Vol:    0        41        129***
                 Signal=Stop/Rights=Include
```

```
Street Name:              Dell Ave                      E Sunnyoaks Ave
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0   40   121   138  623     0     0    0     0   112    0    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:    0   40   121   138  623     0     0    0     0   112    0    25
Added Vol:      0    1     8     0   35     0     0    0     0     8    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0   41   129   138  658     0     0    0     0   120    0    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:     0   41   129   138  658     0     0    0     0   120    0    25
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0   41   129   138  658     0     0    0     0   120    0    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:    0   41   129   138  658     0     0    0     0   120    0    25
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.00  1.00  0.17 0.83  0.00  0.00 0.00  0.00  1.00 0.00  1.00
Final Sat.:     0  629   717   124  592     0     0    0     0   506    0   607
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     xxxx 0.07  0.18  1.11 1.11  xxxx  xxxx xxxx  xxxx  0.24 xxxx  0.04
Crit Moves:             ****       ****                           ****
Delay/Veh:    0.0  8.7   8.7  89.2 89.2   0.0   0.0  0.0   0.0  11.9  0.0   8.8
Delay Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0  8.7   8.7  89.2 89.2   0.0   0.0  0.0   0.0  11.9  0.0   8.8
LOS by Move:    *    A     A     F    F     *     *    *     *     B    *     A
ApproachDel:       8.7              89.2             xxxxxx            11.3
Delay Adj:        1.00              1.00              xxxxx            1.00
ApprAdjDel:        8.7              89.2             xxxxxx            11.3
LOS by Appr:         A                 F                 *                B
AllWayAvgQ:   0.0  0.1   0.2  16.1 16.1  16.1   0.0  0.0   0.0   0.3  0.0   0.0
Note: Queue reported is the number of cars per lane.
           Peak Hour Volume Signal Warrant Report [Urban]
*******************************************************************************
Intersection #4 Dell Ave/E. Sunnyoaks Ave
*******************************************************************************
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Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0 0	1 0	1	0 1	0 0	0	0 0	0 0	0	1 0	0 0	1
Initial Vol:	0	41	129	138	658	0	0	0	0	120	0	25

Major Street Volume: 966
Minor Approach Volume: 145
Minor Approach Volume Threshold: 389

SIGNAL WARRANT DISCLAIMER

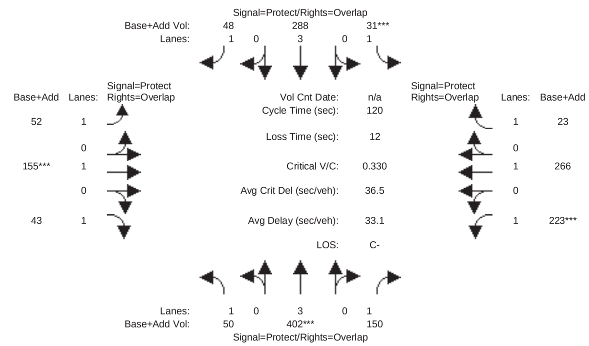
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

AM Peak - Cumulative plus Project
1700 Dell AVenue
City of Campbell

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

Intersection #5: Bascom Ave/Curtner Ave



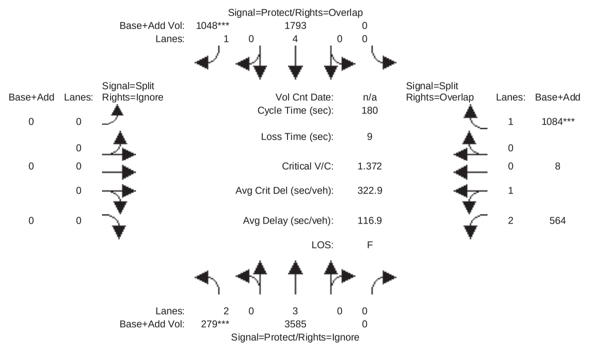
Street Name:	Bascom Ave						Curtner Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	402	150	31	287	47	52	155	43	223	266	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	402	150	31	287	47	52	155	43	223	266	23
Added Vol:	0	0	0	0	1	1	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	402	150	31	288	48	52	155	43	223	266	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	402	150	31	288	48	52	155	43	223	266	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	402	150	31	288	48	52	155	43	223	266	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	402	150	31	288	48	52	155	43	223	266	23
Saturation 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	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.09	0.02	0.05	0.03	0.03	0.08	0.02	0.13	0.14	0.01
Crit Moves:		****		****				****		****		
Green Time:	13.4	25.5	71.5	7.0	19.1	41.3	22.2	29.5	42.9	46.0	53.3	60.3
Volume/Cap:	0.26	0.33	0.14	0.30	0.32	0.08	0.16	0.33	0.07	0.33	0.32	0.03
Delay/Veh:	49.5	40.2	10.8	55.8	44.9	26.6	41.3	37.6	25.5	26.4	21.8	15.1
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:	49.5	40.2	10.8	55.8	44.9	26.6	41.3	37.6	25.5	26.4	21.8	15.1
LOS by Move:	D	D	B+	E+	D	C	D	D+	C	C	C+	B
HCM2kAvgQ:	2	4	3	1	3	1	2	5	1	6	6	0

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

AM Peak - Cumulative plus Project
1700 Dell AVenue
City of Campbell

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

Intersection #6: San Tomas Expwy/SR 17 SB Ramps



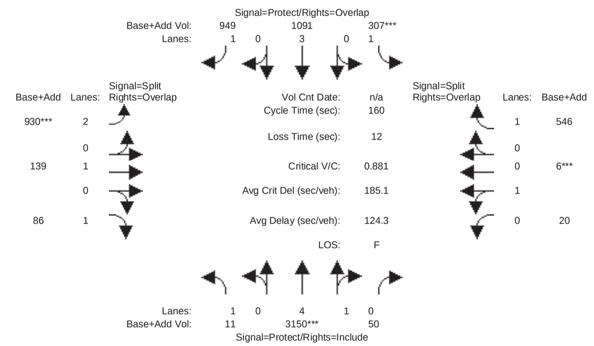
Street Name:	San Tomas Expwy						SR 17 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	125	0	0	104	104	0	0	0	54	54	54
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	279	3582	0	0	1787	1045	0	0	0	564	8	1052
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	279	3582	0	0	1787	1045	0	0	0	564	8	1052
Added Vol:	0	3	0	0	6	3	0	0	0	0	0	32
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	279	3585	0	0	1793	1048	0	0	0	564	8	1084
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	279	3585	0	0	1793	1048	0	0	0	564	8	1084
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	279	3585	0	0	1793	1048	0	0	0	564	8	1084
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	279	3585	0	0	1793	1048	0	0	0	564	8	1084
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.87	0.95	0.92
Lanes:	2.00	3.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00	2.96	0.04	1.00
Final Sat.:	3150	5700	0	0	7600	1750	0	0	0	4880	69	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.63	0.00	0.00	0.24	0.60	0.00	0.00	0.00	0.12	0.12	0.62
Crit Moves:	****					****						****
Green Time:	21.0	120	0.0	0.0	99.0	99.0	0.0	0.0	0.0	51.4	51.4	51.4
Volume/Cap:	0.76	0.94	0.00	0.00	0.43	1.09	0.00	0.00	0.00	0.40	0.40	2.17
Delay/Veh:	90.0	34.1	0.0	0.0	25.1	98.6	0.0	0.0	0.0	54.7	54.7	599.7
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:	90.0	34.1	0.0	0.0	25.1	98.6	0.0	0.0	0.0	54.7	54.7	599.7
LOS by Move:	F	C-	A	A	C	F	A	A	A	D-	D-	F
HCM2kAvgQ:	9	58	0	0	15	79	0	0	0	10	10	143

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

AM Peak - Cumulative plus Project
1700 Dell AVenue
City of Campbell

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

Intersection #7: Camden Ave/White Oaks Rd-Curtner Ave



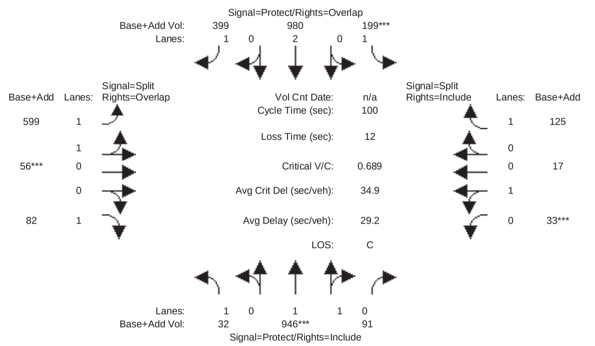
Street Name:	Camden Ave						White Oaks Rd-Curtner Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	15	53	53	69	109	109	39	39	39	17	17	17
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	11	3148	50	307	1091	944	930	139	86	20	6	545
Growth Adj:	1.00	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	3148	50	307	1091	944	930	139	86	20	6	545
Added Vol:	0	2	0	0	0	5	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	3150	50	307	1091	949	930	139	86	20	6	546
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	3150	50	307	1091	949	930	139	86	20	6	546
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	3150	50	307	1091	949	930	139	86	20	6	546
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	3150	50	307	1091	949	930	139	86	20	6	546
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	4.92	0.08	1.00	3.00	1.00	2.00	1.00	1.00	0.77	0.23	1.00
Final Sat.:	1750	9253	147	1750	5700	1750	3150	1900	1750	1385	415	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.34	0.34	0.18	0.19	0.54	0.30	0.07	0.05	0.01	0.01	0.31
Crit Moves:		****		****			****				****	
Green Time:	12.3	44.2	44.2	57.5	89.4	123.5	34.2	34.2	46.5	14.2	14.2	71.7
Volume/Cap:	0.08	1.23	1.23	0.49	0.34	0.70	1.38	0.34	0.17	0.16	0.16	0.70
Delay/Veh:	83.5	178	178.0	50.5	23.4	14.0	256.8	66.4	51.6	83.1	83.1	47.6
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:	83.5	178	178.0	50.5	23.4	14.0	256.8	66.4	51.6	83.1	83.1	47.6
LOS by Move:	F	F	F	D	C	B	F	E	D-	F	F	D
HCM2kAvgQ:	1	54	54	15	12	32	52	7	4	2	2	28

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

AM Peak - Cumulative plus Project
1700 Dell AVenue
City of Campbell

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

Intersection #8: Winchester Blvd/W Hacienda Ave



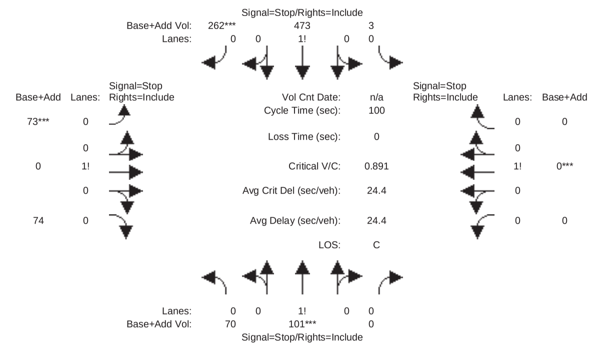
Street Name:	Winchester Blvd						W Hacienda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	32	945	91	191	972	399	599	55	82	33	17	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	945	91	191	972	399	599	55	82	33	17	124
Added Vol:	0	1	0	8	8	0	0	1	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	946	91	199	980	399	599	56	82	33	17	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	946	91	199	980	399	599	56	82	33	17	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	946	91	199	980	399	599	56	82	33	17	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	946	91	199	980	399	599	56	82	33	17	125
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.93	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.82	0.18	1.00	2.00	1.00	1.83	0.17	1.00	0.66	0.34	1.00
Final Sat.:	1750	3375	325	1750	3800	1750	3246	304	1750	1188	612	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.28	0.28	0.11	0.26	0.23	0.18	0.18	0.05	0.03	0.03	0.07
Crit Moves:		****		****				****		****		
Green Time:	11.3	37.6	37.6	15.3	41.6	66.3	24.8	24.8	36.0	10.4	10.4	10.4
Volume/Cap:	0.16	0.75	0.75	0.75	0.62	0.34	0.75	0.75	0.13	0.27	0.27	0.69
Delay/Veh:	40.5	29.3	29.3	51.4	23.8	7.5	38.2	38.2	21.5	42.1	42.1	53.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.5	29.3	29.3	51.4	23.8	7.5	38.2	38.2	21.5	42.1	42.1	53.9
LOS by Move:	D	C	C	D-	C	A	D+	D+	C+	D	D	D-
HCM2kAvgQ:	1	14	14	6	11	6	11	11	2	2	2	5

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

AM Peak - Cumulative plus Project
1700 Dell AVenue
City of Campbell

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
11 AM Cumulative_Proj

Intersection #9: Dell Ave/Hacienda Ave



Street Name:	Dell Ave						W Hacienda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	69	91	0	3	431	262	73	0	65	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:	69	91	0	3	431	262	73	0	65	0	0	0
Added Vol:	1	10	0	0	42	0	0	0	9	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	101	0	3	473	262	73	0	74	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:	70	101	0	3	473	262	73	0	74	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	101	0	3	473	262	73	0	74	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:	70	101	0	3	473	262	73	0	74	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.41	0.59	0.00	0.01	0.64	0.35	0.50	0.00	0.50	0.00	1.00	0.00
Final Sat.:	275	397	0	3	531	294	302	0	307	0	545	0
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	xxxx	0.89	0.89	0.89	0.24	xxxx	0.24	xxxx	0.00	xxxx
Crit Moves:		****				****	****				****	
Delay/Veh:	9.8	9.8	0.0	30.5	30.5	30.5	10.3	0.0	10.3	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.8	9.8	0.0	30.5	30.5	30.5	10.3	0.0	10.3	0.0	0.0	0.0
LOS by Move:	A	A	*	D	D	D	B	*	B	*	*	*
ApproachDel:		9.8			30.5			10.3			xxxxxx	
Delay Adj:		1.00			1.00			1.00			xxxxx	
ApprAdjDel:		9.8			30.5			10.3			xxxxxx	
LOS by Appr:		A			D			B			*	
AllWayAvgQ:	0.3	0.3	0.3	5.3	5.3	5.3	0.3	0.3	0.3	0.0	0.0	0.0

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #9 Dell Ave/Hacienda Ave

Future Volume Alternative: Peak Hour Warrant NOT Met

	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0 1	0	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Initial Vol:	70	101	0	3	473	262	73	0	74	0	0	0

Major Street Volume: 909
Minor Approach Volume: 147
Minor Approach Volume Threshold: 245

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

AM Peak - Cumulative plus Project
1700 Dell AVenue
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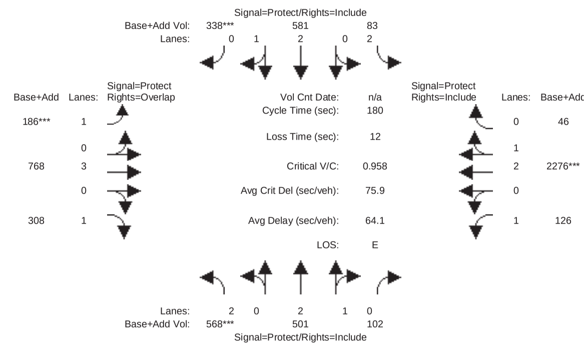
2000 HCM Operations (Future Volume Alternative)
11 AM Cumulative_Proj

Intersection #10: Bascom Ave/Camden Ave



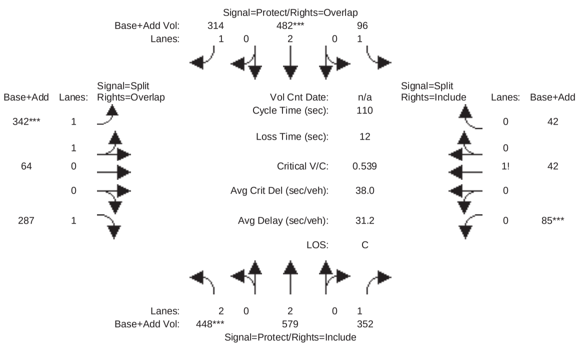
Street Name:	Bascom Ave						Camden Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	568	501	102	83	581	337	186	768	308	126	2275	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:	568	501	102	83	581	337	186	768	308	126	2275	46
Added Vol:	0	0	0	0	0	1	0	0	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	568	501	102	83	581	338	186	768	308	126	2276	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:	568	501	102	83	581	338	186	768	308	126	2276	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	568	501	102	83	581	338	186	768	308	126	2276	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:	568	501	102	83	581	338	186	768	308	126	2276	46
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	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	2.00	2.47	0.53	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.94	0.06
Final Sat.:	3150	4651	947	3150	3800	1750	1750	5700	1750	1750	5489	111
Capacity Analysis Module:												
Vol/Sat:	0.18	0.11	0.11	0.03	0.15	0.19	0.11	0.13	0.18	0.07	0.41	0.41
Crit Moves:	****					****	****				****	
Green Time:	33.9	51.5	51.5	18.6	36.3	36.3	20.0	63.8	97.6	34.1	77.9	77.9
Volume/Cap:	0.96	0.38	0.38	0.25	0.76	0.96	0.96	0.38	0.32	0.38	0.96	0.96
Delay/Veh:	99.2	51.5	51.5	74.7	70.6	90.8	132.0	43.5	23.1	64.5	59.8	59.8
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:	99.2	51.5	51.5	74.7	70.6	90.8	132.0	43.5	23.1	64.5	59.8	59.8
LOS by Move:	F	D-	D-	E	E	F	F	D	C	E	E+	E+
HCM2kAvgQ:	21	9	9	2	15	22	13	10	10	7	46	46

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

AM Peak - Cumulative plus Project
1700 Dell AVenue
City of Campbell

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

Intersection #11: Winchester Blvd/Knowles Dr



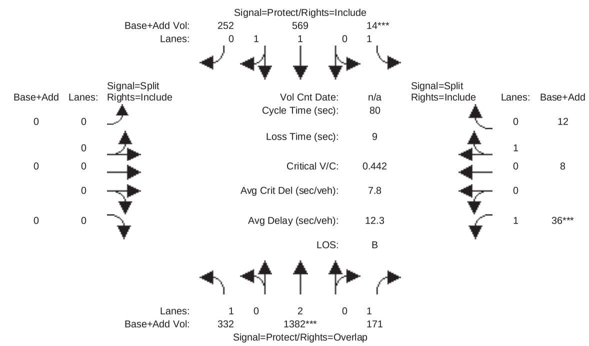
Street Name:	Winchester Blvd						Knowles Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	448	579	285	88	482	314	342	61	287	77	42	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	448	579	285	88	482	314	342	61	287	77	42	41
Added Vol:	0	0	67	8	0	0	0	3	0	8	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	448	579	352	96	482	314	342	64	287	85	42	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:	448	579	352	96	482	314	342	64	287	85	42	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	448	579	352	96	482	314	342	64	287	85	42	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	448	579	352	96	482	314	342	64	287	85	42	42
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	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.69	0.31	1.00	0.50	0.25	0.25
Final Sat.:	3150	3800	1750	1750	3800	1750	2990	560	1750	880	435	435
Capacity Analysis Module:												
Vol/Sat:	0.14	0.15	0.20	0.05	0.13	0.18	0.11	0.11	0.16	0.10	0.10	0.10
Crit Moves:	****				****		****			****		
Green Time:	29.0	41.7	41.7	13.2	25.9	49.2	23.4	23.4	52.4	19.7	19.7	19.7
Volume/Cap:	0.54	0.40	0.53	0.46	0.54	0.40	0.54	0.54	0.34	0.54	0.54	0.54
Delay/Veh:	35.4	25.2	27.3	46.6	37.5	20.8	39.3	39.3	18.3	42.9	42.9	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:	35.4	25.2	27.3	46.6	37.5	20.8	39.3	39.3	18.3	42.9	42.9	42.9
LOS by Move:	D+	C	C	D	D+	C+	D	D	B-	D	D	D
HCM2kAvgQ:	8	7	10	3	7	7	7	7	6	6	6	6

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

AM Peak - Cumulative plus Project
1700 Dell AVenue
City of Campbell

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

Intersection #12: Winchester Blvd/SR 85 NB On-Ramp



Street Name:	Winchester Blvd						SR 85 NB On-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	332	1315	171	14	563	250	0	0	0	36	8	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	332	1315	171	14	563	250	0	0	0	36	8	12
Added Vol:	0	67	0	0	6	2	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	332	1382	171	14	569	252	0	0	0	36	8	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	332	1382	171	14	569	252	0	0	0	36	8	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	332	1382	171	14	569	252	0	0	0	36	8	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	332	1382	171	14	569	252	0	0	0	36	8	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.37	0.63	0.00	0.00	0.00	1.00	0.40	0.60
Final Sat.:	1750	3800	1750	1750	2563	1135	0	0	0	1750	720	1080
Capacity Analysis Module:												
Vol/Sat:	0.19	0.36	0.10	0.01	0.22	0.22	0.00	0.00	0.00	0.02	0.01	0.01
Crit Moves:		****		****						****		
Green Time:	28.1	54.0	64.0	7.0	32.9	32.9	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.54	0.54	0.12	0.09	0.54	0.54	0.00	0.00	0.00	0.16	0.09	0.09
Delay/Veh:	21.7	6.9	1.8	33.8	18.2	18.2	0.0	0.0	0.0	31.6	31.1	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:	21.7	6.9	1.8	33.8	18.2	18.2	0.0	0.0	0.0	31.6	31.1	31.1
LOS by Move:	C+	A	A	C-	B-	B-	A	A	A	C	C	C
HCM2kAvgQ:	7	8	1	0	8	8	0	0	0	1	1	1

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

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City of Campbell

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2000 HCM Operations (Future Volume Alternative)
11 AM Cumulative_Proj

Intersection #13: Winchester Blvd/SR 85 SB Off-Ramp

Signal=Protect/Rights=Include
Base+Add Vol: 0 632 0***
Lanes: 0 0 2 0 0

Westbound: Signal=Split, Rights=Include. Lanes / Base+Add: 0 / 0; 0; 0 / 0; 0; 0 / 0

Eastbound: Signal=Split, Rights=Include. Base+Add / Lanes: 406*** / 1; 0; 0 / 0; 0; 402 / 1

Vol Cnt Date:	n/a
Cycle Time (sec):	80
Loss Time (sec):	6
Critical V/C:	0.671
Avg Crit Del (sec/veh):	15.2
Avg Delay (sec/veh):	15.1
LOS:	B

Lanes: 0 0 2 0 0
Base+Add Vol: 0 1478*** 0
Signal=Protect/Rights=Include

Street Name:	Winchester Blvd						SR 85 SB Off-Ramp					
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	0	0	10	0	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:												
Base Vol:	0	1424	0	0	626	0	393	0	402	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1424	0	0	626	0	393	0	402	0	0	0
Added Vol:	0	54	0	0	6	0	13	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1478	0	0	632	0	406	0	402	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1478	0	0	632	0	406	0	402	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1478	0	0	632	0	406	0	402	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1478	0	0	632	0	406	0	402	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.00	0.00	0.17	0.00	0.23	0.00	0.23	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	0.0	46.4	0.0	0.0	46.4	0.0	27.6	0.0	27.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.67	0.00	0.00	0.29	0.00	0.67	0.00	0.66	0.00	0.00	0.00
Delay/Veh:	0.0	12.4	0.0	0.0	8.6	0.0	25.2	0.0	25.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.4	0.0	0.0	8.6	0.0	25.2	0.0	25.0	0.0	0.0	0.0
LOS by Move:	A	B	A	A	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	12	0	0	4	0	10	0	10	0	0	0

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

AM Peak - Cumulative plus Project
1700 Dell AVenue
City of Campbell

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

Intersection #14: Winchester Blvd/Albright Driveway-Courtside

Signal=Protect/Rights=Include
Base+Add Vol: 64 679 77***
Lanes: 0 1 1 0 1

Westbound: Signal=Protect, Rights=Include. Lanes / Base+Add: 0 / 0; 0; 1! / 2***; 0; 1 / 12

Eastbound: Signal=Protect, Rights=Include. Base+Add / Lanes: 50*** / 0; 0; 0 / 1!; 0; 53 / 0

Vol Cnt Date:	n/a
Cycle Time (sec):	100
Loss Time (sec):	0
Critical V/C:	0.482
Avg Crit Del (sec/veh):	9.0
Avg Delay (sec/veh):	9.5
LOS:	A

Lanes: 1 0 2 0 1
Base+Add Vol: 120 1422*** 108
Signal=Protect/Rights=Include

Street Name:	Winchester Blvd						Alright Driveway-Courtside					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	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:												
Base Vol:	120	1368	108	77	673	64	50	0	53	12	2	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:	120	1368	108	77	673	64	50	0	53	12	2	0
Added Vol:	0	54	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	1422	108	77	679	64	50	0	53	12	2	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:	120	1422	108	77	679	64	50	0	53	12	2	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	1422	108	77	679	64	50	0	53	12	2	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:	120	1422	108	77	679	64	50	0	53	12	2	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.82	0.18	0.49	0.00	0.51	1.75	0.25	0.00
Final Sat.:	1750	3800	1750	1750	3381	319	850	0	900	3063	438	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.37	0.06	0.04	0.20	0.20	0.06	0.00	0.06	0.00	0.00	0.00
Crit Moves:		****		****			****				****	
Green Time:	22.1	77.7	77.7	9.1	64.7	64.7	12.2	0.0	12.3	0.8	0.9	0.0
Volume/Cap:	0.31	0.48	0.08	0.48	0.31	0.31	0.48	0.00	0.48	0.48	0.48	0.00
Delay/Veh:	33.0	4.1	2.7	45.5	7.9	7.9	42.6	0.0	42.5	61.1	61.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.0	4.1	2.7	45.5	7.9	7.9	42.6	0.0	42.5	61.1	61.3	0.0
LOS by Move:	C-	A	A	D	A	A	D	A	D	E	E	A
HCM2kAvgQ:	3	8	1	2	5	5	4	0	4	1	1	0

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

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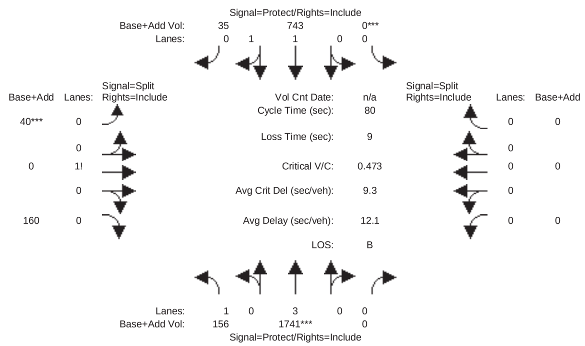
11 AM Cumulative_Proj

Intersection #15: Winchester Blvd/Wimbeldon Dr



Street Name:	Winchester Blvd						Wimbeldon Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	0	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:												
Base Vol:	156	1687	0	0	737	35	40	0	160	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:	156	1687	0	0	737	35	40	0	160	0	0	0
Added Vol:	0	54	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	156	1741	0	0	743	35	40	0	160	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:	156	1741	0	0	743	35	40	0	160	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	1741	0	0	743	35	40	0	160	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:	156	1741	0	0	743	35	40	0	160	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.00	1.91	0.09	0.20	0.00	0.80	0.00	0.00	0.00
Final Sat.:	1750	5700	0	0	3533	166	350	0	1400	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.31	0.00	0.00	0.21	0.21	0.11	0.00	0.11	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	15.4	51.7	0.0	0.0	36.3	36.3	19.3	0.0	19.3	0.0	0.0	0.0
Volume/Cap:	0.46	0.47	0.00	0.00	0.46	0.46	0.47	0.00	0.47	0.00	0.00	0.00
Delay/Veh:	29.7	7.3	0.0	0.0	15.3	15.3	26.8	0.0	26.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.7	7.3	0.0	0.0	15.3	15.3	26.8	0.0	26.8	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	C	A	C	A	A	A
HCM2kAvgQ:	3	7	0	0	7	7	5	0	5	0	0	0

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

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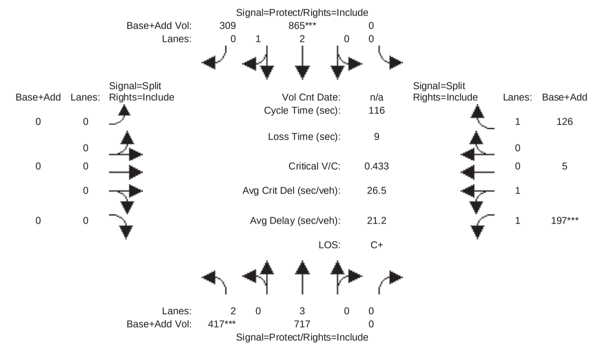
Intersection #16: Bascom Ave/SR 85 NB Ramps



Street Name:	Bascom Ave						SR 85 NB Off-Ramp					
Approach:	North 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	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	417	717	0	0	865	309	0	0	0	192	5	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	417	717	0	0	865	309	0	0	0	192	5	126
Added Vol:	0	0	0	0	0	0	0	0	0	5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	417	717	0	0	865	309	0	0	0	197	5	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	417	717	0	0	865	309	0	0	0	197	5	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	417	717	0	0	865	309	0	0	0	197	5	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	417	717	0	0	865	309	0	0	0	197	5	126
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	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	3.00	0.00	0.00	2.18	0.82	0.00	0.00	0.00	1.95	0.05	1.00
Final Sat.:	3150	5700	0	0	4124	1473	0	0	0	3462	88	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.00	0.00	0.21	0.21	0.00	0.00	0.00	0.06	0.06	0.07
Crit Moves:	****				****					****		
Green Time:	34.2	88.4	0.0	0.0	54.2	54.2	0.0	0.0	0.0	18.6	18.6	18.6
Volume/Cap:	0.45	0.17	0.00	0.00	0.45	0.45	0.00	0.00	0.00	0.35	0.35	0.45
Delay/Veh:	33.6	3.8	0.0	0.0	21.0	21.0	0.0	0.0	0.0	43.7	43.7	45.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.6	3.8	0.0	0.0	21.0	21.0	0.0	0.0	0.0	43.7	43.7	45.2
LOS by Move:	C-	A	A	A	C+	C+	A	A	A	D	D	D
HCM2kAvgQ:	7	2	0	0	9	9	0	0	0	4	4	5

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

AM Peak - Cumulative plus Project
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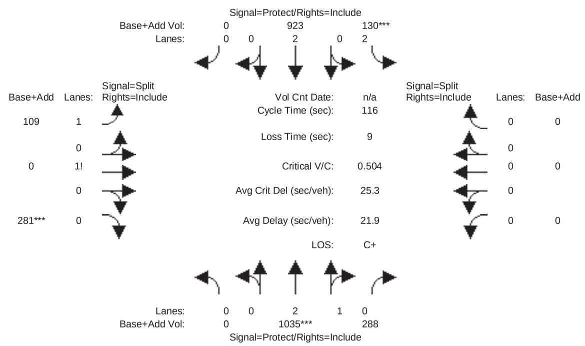
Intersection #17: Bascom Ave/SR 85 SB Ramps



Street Name:	Bascom Ave						SR 85 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1035	287	130	918	0	109	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:	0	1035	287	130	918	0	109	0	281	0	0	0
Added Vol:	0	0	1	0	5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1035	288	130	923	0	109	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:	0	1035	288	130	923	0	109	0	281	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1035	288	130	923	0	109	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
FinalVolume:	0	1035	288	130	923	0	109	0	281	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92
Lanes:	0.00	2.32	0.68	2.00	2.00	0.00	1.17	0.00	0.83	0.00	0.00	0.00
Final Sat.:	0	4379	1219	3150	3800	0	2041	0	1501	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.04	0.24	0.00	0.05	0.00	0.19	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	54.4	54.4	9.5	63.9	0.0	43.1	0.0	43.1	0.0	0.0	0.0
Volume/Cap:	0.00	0.50	0.50	0.50	0.44	0.00	0.14	0.00	0.50	0.00	0.00	0.00
Delay/Veh:	0.0	21.6	21.6	52.6	15.6	0.0	24.2	0.0	28.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.6	21.6	52.6	15.6	0.0	24.2	0.0	28.7	0.0	0.0	0.0
LOS by Move:	A	C+	C+	D-	B	A	C	A	C	A	A	A
HCM2kAvgQ:	0	11	11	3	9	0	2	0	10	0	0	0

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

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City of Campbell

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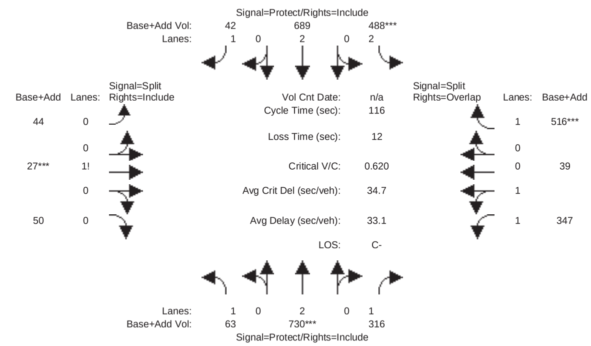
11 AM Cumulative_Proj

Intersection #18: Los Gatos Blvd/Burton Rd-Samaritan Dr



Street Name:	Los Gatos Blvd						Burton Rd-Samaritan Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	63	729	316	488	684	42	44	27	50	347	39	516
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	729	316	488	684	42	44	27	50	347	39	516
Added Vol:	0	1	0	0	5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	730	316	488	689	42	44	27	50	347	39	516
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	730	316	488	689	42	44	27	50	347	39	516
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	730	316	488	689	42	44	27	50	347	39	516
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	730	316	488	689	42	44	27	50	347	39	516
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	0.36	0.22	0.42	1.80	0.20	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	636	390	723	3191	359	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.18	0.15	0.18	0.02	0.07	0.07	0.07	0.11	0.11	0.29
Crit Moves:		****		****				****				****
Green Time:	16.2	35.9	35.9	29.0	48.7	48.7	12.9	12.9	12.9	26.2	26.2	55.1
Volume/Cap:	0.26	0.62	0.58	0.62	0.43	0.06	0.62	0.62	0.62	0.48	0.48	0.62
Delay/Veh:	45.1	35.2	35.4	40.2	24.0	20.0	55.2	55.2	55.2	39.5	39.5	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:	45.1	35.2	35.4	40.2	24.0	20.0	55.2	55.2	55.2	39.5	39.5	24.1
LOS by Move:	D	D+	D+	D	C	C+	E+	E+	E+	D	D	C
HCM2kAvgQ:	2	11	10	9	8	1	5	5	5	7	7	15

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

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1700 Dell AVenue
City of Campbell

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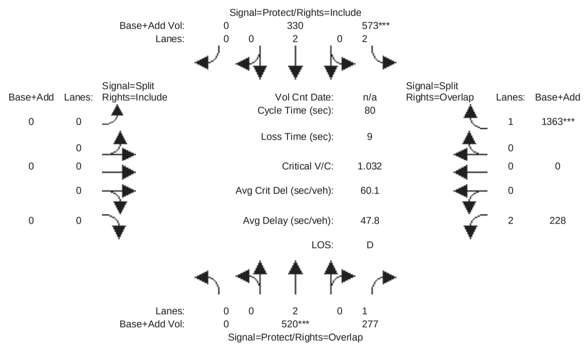
11 AM Cumulative_Proj

Intersection #19: Winchester Blvd/Lark Ave



Street Name:	Winchester Blvd						Lark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	505	277	569	327	0	0	0	0	228	0	1325
Growth Adj:	1.00	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	505	277	569	327	0	0	0	0	228	0	1325
Added Vol:	0	15	0	4	3	0	0	0	0	0	0	38
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	520	277	573	330	0	0	0	0	228	0	1363
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	520	277	573	330	0	0	0	0	228	0	1363
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	520	277	573	330	0	0	0	0	228	0	1363
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	520	277	573	330	0	0	0	0	228	0	1363
Saturation 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:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.16	0.18	0.09	0.00	0.00	0.00	0.00	0.07	0.00	0.78
Crit Moves:		****		****								****
Green Time:	0.0	10.6	56.9	14.1	24.7	0.0	0.0	0.0	0.0	46.3	0.0	60.4
Volume/Cap:	0.00	1.03	0.22	1.03	0.28	0.00	0.00	0.00	0.00	0.13	0.00	1.03
Delay/Veh:	0.0	83.2	4.1	79.5	21.1	0.0	0.0	0.0	0.0	7.7	0.0	43.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	83.2	4.1	79.5	21.1	0.0	0.0	0.0	0.0	7.7	0.0	43.1
LOS by Move:	A	F	A	E-	C+	A	A	A	A	A	A	D
HCM2kAvgQ:	0	12	3	12	3	0	0	0	0	1	0	45

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

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1700 Dell AVenue
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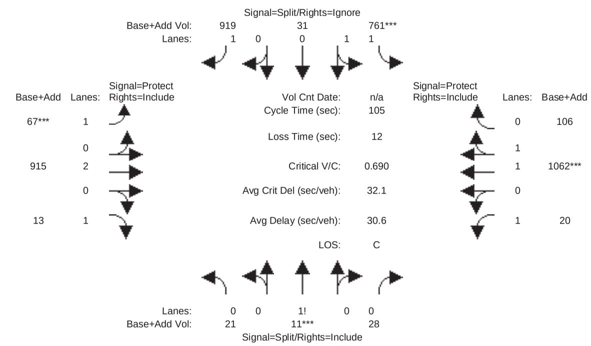
2000 HCM Operations (Future Volume Alternative)
11 AM Cumulative_Proj

Intersection #20: SR 17 SB Ramps/Lark Ave



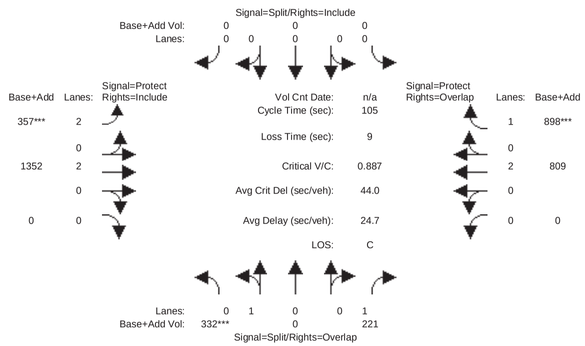
Street Name:	SR 17 SB Ramp						Lark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	21	11	28	761	31	903	65	913	13	20	1040	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	11	28	761	31	903	65	913	13	20	1040	106
Added Vol:	0	0	0	0	0	16	2	2	0	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	11	28	761	31	919	67	915	13	20	1062	106
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	11	28	761	31	0	67	915	13	20	1062	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	11	28	761	31	0	67	915	13	20	1062	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	11	28	761	31	0	67	915	13	20	1062	106
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.35	0.18	0.47	1.92	0.08	1.00	1.00	2.00	1.00	1.00	1.81	0.19
Final Sat.:	613	321	817	3411	139	1750	1750	3800	1750	1750	3364	336
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.22	0.22	0.00	0.04	0.24	0.01	0.01	0.32	0.32
Crit Moves:		****		****			****				****	
Green Time:	10.0	10.0	10.0	31.5	31.5	0.0	7.0	40.4	40.4	11.2	44.5	44.5
Volume/Cap:	0.36	0.36	0.36	0.74	0.74	0.00	0.57	0.63	0.02	0.11	0.74	0.74
Delay/Veh:	45.8	45.8	45.8	36.0	36.0	0.0	54.4	27.1	20.1	42.7	27.4	27.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.8	45.8	45.8	36.0	36.0	0.0	54.4	27.1	20.1	42.7	27.4	27.4
LOS by Move:	D	D	D	D+	D+	A	D-	C	C+	D	C	C
HCM2kAvgQ:	2	2	2	14	14	0	2	12	0	1	16	16

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

AM Peak - Cumulative plus Project
1700 Dell AVenue
City of Campbell

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

Intersection #21: SR 17 NB Ramps/Lark Ave



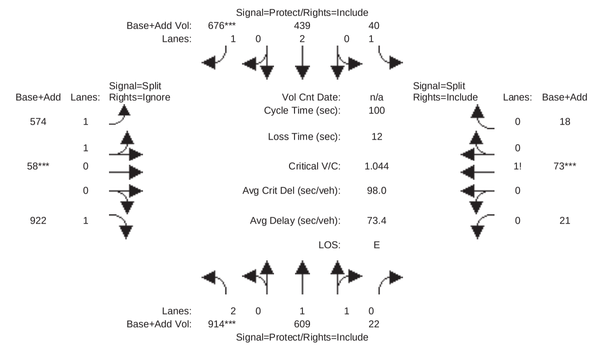
Street Name:	SR 17 NB Ramps						Lark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	319	0	221	0	0	0	357	1350	0	0	800	898
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	319	0	221	0	0	0	357	1350	0	0	800	898
Added Vol:	13	0	0	0	0	0	0	2	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	332	0	221	0	0	0	357	1352	0	0	809	898
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	332	0	221	0	0	0	357	1352	0	0	809	898
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	332	0	221	0	0	0	357	1352	0	0	809	898
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	332	0	221	0	0	0	357	1352	0	0	809	898
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1800	0	1750	0	0	0	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.13	0.00	0.00	0.00	0.11	0.36	0.00	0.00	0.21	0.51
Crit Moves:	****						****					****
Green Time:	21.8	0.0	21.8	0.0	0.0	0.0	13.4	74.2	0.0	0.0	60.7	60.7
Volume/Cap:	0.89	0.00	0.61	0.00	0.00	0.00	0.89	0.50	0.00	0.00	0.37	0.89
Delay/Veh:	62.1	0.0	40.6	0.0	0.0	0.0	65.5	7.2	0.0	0.0	12.0	28.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.1	0.0	40.6	0.0	0.0	0.0	65.5	7.2	0.0	0.0	12.0	28.8
LOS by Move:	E	A	D	A	A	A	E	A	A	A	B+	C
HCM2kAvgQ:	14	0	8	0	0	0	8	10	0	0	7	28

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

AM Peak - Cumulative plus Project
1700 Dell AVenue
City of Campbell

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

Intersection #22: Los Gatos Blvd/Lark Ave



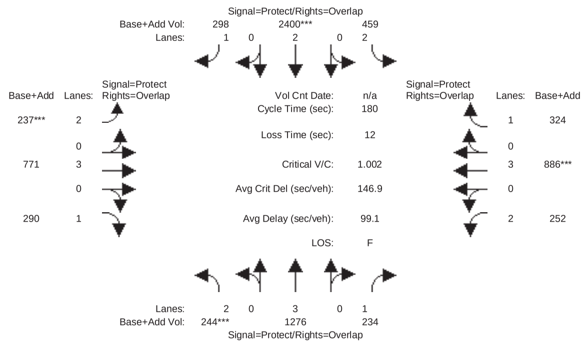
Street Name:	Los Gatos Blvd						Lark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	910	609	22	40	439	671	573	58	921	21	73	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	910	609	22	40	439	671	573	58	921	21	73	18
Added Vol:	4	0	0	0	0	5	1	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	914	609	22	40	439	676	574	58	922	21	73	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	914	609	22	40	439	676	574	58	0	21	73	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	914	609	22	40	439	676	574	58	0	21	73	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	914	609	22	40	439	676	574	58	0	21	73	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	2.00	1.93	0.07	1.00	2.00	1.00	1.82	0.18	1.00	0.19	0.65	0.16
Final Sat.:	3150	3571	129	1750	3800	1750	3224	326	1750	328	1141	281
Capacity Analysis Module:												
Vol/Sat:	0.29	0.17	0.17	0.02	0.12	0.39	0.18	0.18	0.00	0.06	0.06	0.06
Crit Moves:	****					****		****			****	
Green Time:	26.5	43.8	43.8	18.0	35.3	35.3	16.3	16.3	0.0	10.0	10.0	10.0
Volume/Cap:	1.10	0.39	0.39	0.13	0.33	1.10	1.10	1.10	0.00	0.64	0.64	0.64
Delay/Veh:	97.3	19.2	19.2	34.6	23.8	97.4	108.1	108	0.0	51.0	51.0	51.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	97.3	19.2	19.2	34.6	23.8	97.4	108.1	108	0.0	51.0	51.0	51.0
LOS by Move:	F	B-	B-	C-	C	F	F	F	A	D-	D-	D-
HCM2kAvgQ:	27	7	7	1	5	32	15	15	0	5	5	5

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

PM Peak - Cumulative plus Project
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
12 PM Cumulative_Proj

Intersection #1: San Tomas Expwy/Hamilton Ave



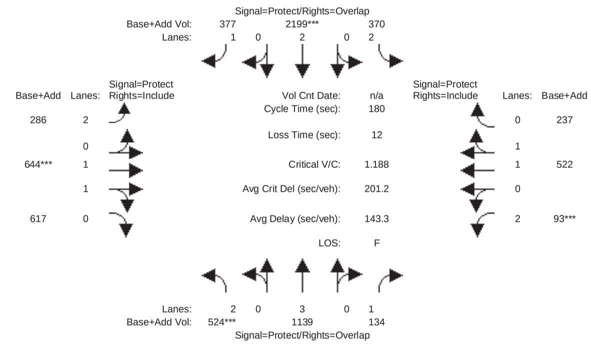
Street Name:	San Tomas Expwy						Hamilton Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	23	80	80	36	94	94	19	40	40	23	45	45
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	241	1271	231	459	2399	298	237	771	289	251	886	324
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	241	1271	231	459	2399	298	237	771	289	251	886	324
Added Vol:	3	5	3	0	1	0	0	0	1	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	244	1276	234	459	2400	298	237	771	290	252	886	324
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	244	1276	234	459	2400	298	237	771	290	252	886	324
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	244	1276	234	459	2400	298	237	771	290	252	886	324
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	244	1276	234	459	2400	298	237	771	290	252	886	324
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	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.22	0.13	0.15	0.63	0.17	0.08	0.14	0.17	0.08	0.16	0.19
Crit Moves:	****				****		****				****	
Green Time:	21.5	75.3	97.0	33.9	87.7	105.4	17.7	37.9	59.3	21.8	42.0	75.8
Volume/Cap:	0.65	0.54	0.25	0.77	1.30	0.29	0.76	0.64	0.50	0.66	0.67	0.44
Delay/Veh:	85.2	42.3	23.8	80.8	187	20.1	95.6	70.7	52.7	85.3	68.5	40.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.2	42.3	23.8	80.8	187	20.1	95.6	70.7	52.7	85.3	68.5	40.1
LOS by Move:	F	D	C	F	F	C+	F	E	D-	F	E	D
HCM2kAvgQ:	8	18	8	17	103	9	10	14	15	9	16	14

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

PM Peak - Cumulative plus Project
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
12 PM Cumulative_Proj

Intersection #2: San Tomas Expwy/Campbell Ave



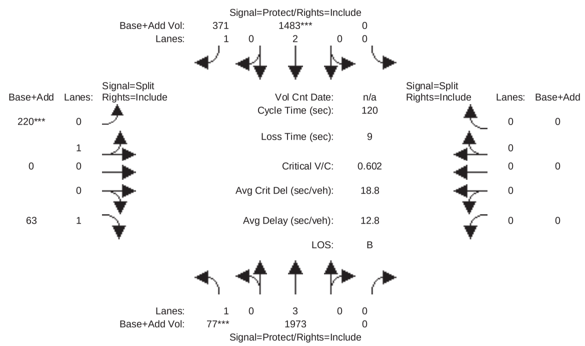
Street Name:	San Tomas Expwy						Campbell Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	32	89	89	28	85	85	25	47	47	16	38	38
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	521	1129	131	370	2197	377	286	644	616	92	522	237
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	521	1129	131	370	2197	377	286	644	616	92	522	237
Added Vol:	3	10	3	0	2	0	0	0	1	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	524	1139	134	370	2199	377	286	644	617	93	522	237
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	524	1139	134	370	2199	377	286	644	617	93	522	237
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	524	1139	134	370	2199	377	286	644	617	93	522	237
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	524	1139	134	370	2199	377	286	644	617	93	522	237
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	0.95	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.00	1.00	2.00	1.36	0.64
Final Sat.:	3150	5700	1750	3150	3800	1750	3150	1898	1800	3150	2544	1155
Capacity Analysis Module:												
Vol/Sat:	0.17	0.20	0.08	0.12	0.58	0.22	0.09	0.34	0.34	0.03	0.21	0.21
Crit Moves:	****				****			****		****		
Green Time:	30.0	83.4	98.4	26.3	79.7	103.1	23.4	44.1	44.1	15.0	35.6	35.6
Volume/Cap:	1.00	0.43	0.14	0.81	1.31	0.38	0.70	1.39	1.40	0.35	1.04	1.04
Delay/Veh:	118.7	34.6	21.4	89.4	196	22.6	85.1	253	259.4	83.9	120	120.2
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:	118.7	34.6	21.4	89.4	196	22.6	85.1	253	259.4	83.9	120	120.2
LOS by Move:	F	C-	C+	F	F	C+	F	F	F	F	F	F
HCM2kAvgQ:	23	14	4	12	91	12	11	60	61	3	29	29

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

PM Peak - Cumulative plus Project
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
12 PM Cumulative_Proj

Intersection #3: Winchester Blvd/W Sunnyoaks Ave



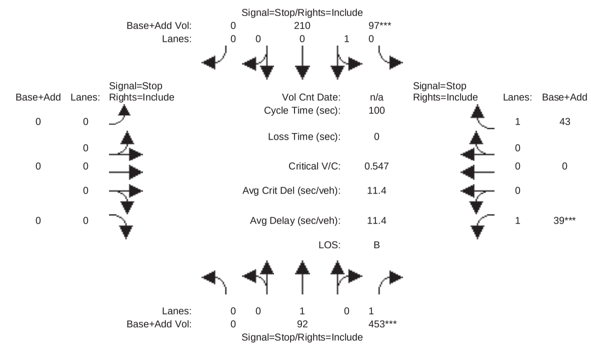
Street Name:	Winchester Blvd						W Sunnyoaks Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	76	1959	0	0	1480	371	220	0	63	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:	76	1959	0	0	1480	371	220	0	63	0	0	0
Added Vol:	1	14	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	1973	0	0	1483	371	220	0	63	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:	77	1973	0	0	1483	371	220	0	63	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	1973	0	0	1483	371	220	0	63	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:	77	1973	0	0	1483	371	220	0	63	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	5700	0	0	3800	1750	1800	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.35	0.00	0.00	0.39	0.21	0.12	0.00	0.04	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	8.8	86.6	0.0	0.0	77.8	77.8	24.4	0.0	24.4	0.0	0.0	0.0
Volume/Cap:	0.60	0.48	0.00	0.00	0.60	0.33	0.60	0.00	0.18	0.00	0.00	0.00
Delay/Veh:	61.7	7.2	0.0	0.0	12.6	9.6	46.2	0.0	39.8	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:	61.7	7.2	0.0	0.0	12.6	9.6	46.2	0.0	39.8	0.0	0.0	0.0
LOS by Move:	E	A	A	A	B	A	D	A	D	A	A	A
HCM2kAvgQ:	3	10	0	0	16	6	8	0	2	0	0	0

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

PM Peak - Cumulative plus Project
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
12 PM Cumulative_Proj

Intersection #4: Dell Ave/E. Sunnyoaks Ave



Street Name:	Dell Ave						E Sunnyoaks Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	84	402	97	203	0	0	0	0	37	0	43
Growth Adj:	1.00	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	84	402	97	203	0	0	0	0	37	0	43
Added Vol:	0	8	51	0	7	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	92	453	97	210	0	0	0	0	39	0	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	92	453	97	210	0	0	0	0	39	0	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	92	453	97	210	0	0	0	0	39	0	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	92	453	97	210	0	0	0	0	39	0	43
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.32	0.68	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	712	829	220	476	0	0	0	0	496	0	592
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.13	0.55	0.44	0.44	xxxx	xxxx	xxxx	xxxx	0.08	xxxx	0.07
Crit Moves:			****	****						****		
Delay/Veh:	0.0	8.4	11.9	12.0	12.0	0.0	0.0	0.0	0.0	9.9	0.0	8.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.4	11.9	12.0	12.0	0.0	0.0	0.0	0.0	9.9	0.0	8.6
LOS by Move:	*	A	B	B	B	*	*	*	*	A	*	A
ApproachDel:		11.4			12.0			xxxxxx			9.2	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		11.4			12.0			xxxxxx			9.2	
LOS by Appr:		B			B			*			A	
AllWayAvgQ:	0.0	0.1	1.1	0.8	0.8	0.8	0.0	0.0	0.0	0.1	0.0	0.1

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #4 Dell Ave/E. Sunnyoaks Ave

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Lanes:	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1
Initial Vol:	0		92		453	97		210		0	0		0		0	39		0		43

Major Street Volume: 852
Minor Approach Volume: 82
Minor Approach Volume Threshold: 443

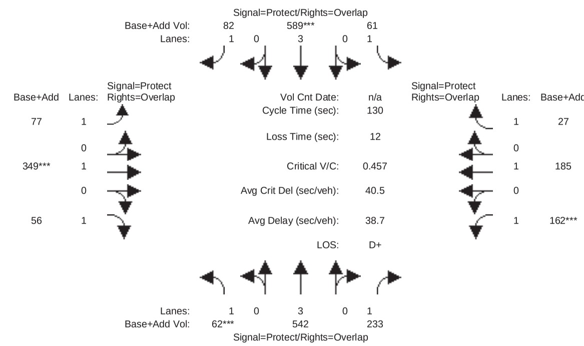
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

PM Peak - Cumulative plus Project
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
12 PM Cumulative_Proj

Intersection #5: Bascom Ave/Curtner Ave



Street Name:	Bascom Ave						Curtner Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	62	541	233	61	589	82	76	349	56	162	185	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	541	233	61	589	82	76	349	56	162	185	27
Added Vol:	0	1	0	0	0	0	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	542	233	61	589	82	77	349	56	162	185	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	542	233	61	589	82	77	349	56	162	185	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	542	233	61	589	82	77	349	56	162	185	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	542	233	61	589	82	77	349	56	162	185	27
Saturation 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	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.13	0.03	0.10	0.05	0.04	0.18	0.03	0.09	0.10	0.02
Crit Moves:	****				****			****		****		
Green Time:	10.1	25.2	51.5	14.3	29.4	57.3	28.0	52.2	62.3	26.3	50.6	64.8
Volume/Cap:	0.46	0.49	0.34	0.32	0.46	0.11	0.20	0.46	0.07	0.46	0.25	0.03
Delay/Veh:	59.8	47.0	27.6	54.3	43.7	21.4	42.2	28.9	18.2	46.5	27.1	16.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.8	47.0	27.6	54.3	43.7	21.4	42.2	28.9	18.2	46.5	27.1	16.6
LOS by Move:	E+	D	C	D-	D	C+	D	C	B-	D	C	B
HCM2kAvgQ:	2	6	7	3	7	2	3	10	1	6	5	1

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

PM Peak - Cumulative plus Project
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
12 PM Cumulative_Proj

Intersection #6: San Tomas Expwy/SR 17 SB Ramps

```
                   Signal=Protect/Rights=Overlap
  Base+Add Vol:   779***      3350       0
         Lanes:     1    0     4    0    0

                Signal=Split                                      Signal=Split
Base+Add Lanes: Rights=Overlap      Vol Cnt Date:    n/a     Rights=Overlap  Lanes: Base+Add
   0       0                    Cycle Time (sec):    180                       1     903***
           0                    Loss Time (sec):       9                       0
   0       0                    Critical V/C:      1.075                       0     2
           0           Avg Crit Del (sec/veh):     235.3                       1
   0       0              Avg Delay (sec/veh):      80.6                       2     1113
                                         LOS:          F

         Lanes:     2    0     3    0    0
  Base+Add Vol:   198***      1891       0
                   Signal=Protect/Rights=Ignore
```

```
Street Name:          San Tomas Expwy                  SR 17 SB Ramps
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    22  125     0     0  104   104     0    0     0    54   54    54
Y+R:          4.0  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:     198 1890     0     0 3315   763     0    0     0  1113    2   897
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  198 1890     0     0 3315   763     0    0     0  1113    2   897
Added Vol:      0    1     0     0   35    16     0    0     0     0    0     6
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  198 1891     0     0 3350   779     0    0     0  1113    2   903
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   198 1891     0     0 3350   779     0    0     0  1113    2   903
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  198 1891     0     0 3350   779     0    0     0  1113    2   903
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  198 1891     0     0 3350   779     0    0     0  1113    2   903
------------|---------------||---------------||---------------||---------------|
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  0.87 0.95  0.92
Lanes:       2.00 3.00  0.00  0.00 4.00  1.00  0.00 0.00  0.00  2.99 0.01  1.00
Final Sat.:  3150 5700     0     0 7600  1750     0    0     0  4941    9  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.33  0.00  0.00 0.44  0.45  0.00 0.00  0.00  0.23 0.23  0.52
Crit Moves:  ****                        ****                               ****
Green Time:  21.0  120   0.0   0.0 99.0  99.0   0.0  0.0   0.0  51.4 51.4  51.4
Volume/Cap:  0.54 0.50  0.00  0.00 0.80  0.81  0.00 0.00  0.00  0.79 0.79  1.81
Delay/Veh:   80.4 15.8   0.0   0.0 35.3  39.6   0.0  0.0   0.0  65.3 65.3 438.1
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:  80.4 15.8   0.0   0.0 35.3  39.6   0.0  0.0   0.0  65.3 65.3 438.1
LOS by Move:    F    B     A     A   D+     D     A    A     A     E    E     F
HCM2kAvgQ:      6   18     0     0   39    40     0    0     0    24   24   108
Note: Queue reported is the number of cars per lane.
```


PM Peak - Cumulative plus Project
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
12 PM Cumulative_Proj

Intersection #7: Camden Ave/White Oaks Rd-Curtner Ave

```
                   Signal=Protect/Rights=Overlap
  Base+Add Vol:   1137       2888***    481
         Lanes:     1    0     3    0    1

                Signal=Split                                      Signal=Split
Base+Add Lanes: Rights=Overlap      Vol Cnt Date:    n/a     Rights=Overlap  Lanes: Base+Add
 758***    2                    Cycle Time (sec):    180                       1     512
           0                    Loss Time (sec):      12                       0
 176       1                    Critical V/C:      0.840                       0     12***
           0           Avg Crit Del (sec/veh):      68.9                       1
 205       1              Avg Delay (sec/veh):      57.4                       0     19
                                         LOS:         E+

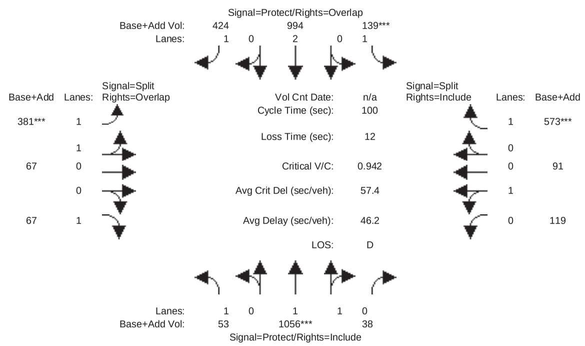
         Lanes:     1    0     4    1    0
  Base+Add Vol:    41***      1219      63
                   Signal=Protect/Rights=Include
```

```
Street Name:            Camden Ave               White Oaks Rd-Curtner Ave
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    15   53    53    69  109   109    39   39    39    17   17    17
Y+R:          4.0  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:      41 1219    63   480 2886  1105   758  176   205    19   12   512
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   41 1219    63   480 2886  1105   758  176   205    19   12   512
Added Vol:      0    0     0     1    2    32     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   41 1219    63   481 2888  1137   758  176   205    19   12   512
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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 1219    63   481 2888  1137   758  176   205    19   12   512
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   41 1219    63   481 2888  1137   758  176   205    19   12   512
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   41 1219    63   481 2888  1137   758  176   205    19   12   512
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 0.99  0.95  0.92 1.00  0.92  0.83 1.00  0.92  0.95 0.95  0.92
Lanes:       1.00 4.74  0.26  1.00 3.00  1.00  2.00 1.00  1.00  0.61 0.39  1.00
Final Sat.:  1750 8937   462  1750 5700  1750  3150 1900  1750  1103  697  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.14  0.14  0.27 0.51  0.65  0.24 0.09  0.12  0.02 0.02  0.29
Crit Moves:  ****                   ****       ****                  ****
Green Time:  14.1 50.5  50.5  65.7  102 138.8  36.6 36.6  50.6  15.9 15.9  81.7
Volume/Cap:  0.30 0.49  0.49  0.75 0.89  0.84  1.18 0.46  0.42  0.19 0.19  0.64
Delay/Veh:   89.1 58.2  58.2  61.3 40.6  20.9 174.8 71.0  58.8  83.9 83.9  44.5
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:  89.1 58.2  58.2  61.3 40.6  20.9 174.8 71.0  58.8  83.9 83.9  44.5
LOS by Move:    F   E+    E+     E    D    C+     F    E    E+     F    F     D
HCM2kAvgQ:      2   12    12    26   51    49    38    9    10     2    2    25
Note: Queue reported is the number of cars per lane.
```

PM Peak - Cumulative plus Project
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
12 PM Cumulative_Proj

Intersection #8: Winchester Blvd/W Hacienda Ave



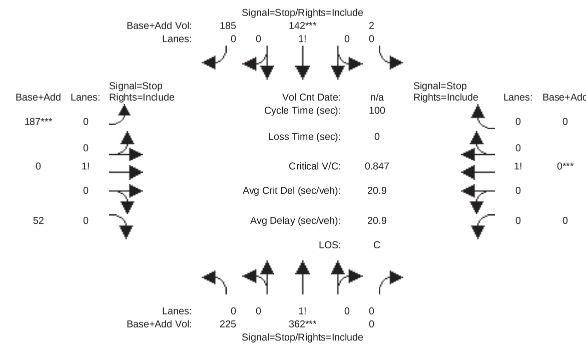
Street Name:	Winchester Blvd						W Hacienda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	53	1048	38	137	992	424	381	67	67	119	90	565
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	1048	38	137	992	424	381	67	67	119	90	565
Added Vol:	0	8	0	2	2	0	0	0	0	0	1	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	1056	38	139	994	424	381	67	67	119	91	573
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	1056	38	139	994	424	381	67	67	119	91	573
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	1056	38	139	994	424	381	67	67	119	91	573
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	1056	38	139	994	424	381	67	67	119	91	573
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.93	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.93	0.07	1.00	2.00	1.00	1.71	0.29	1.00	0.57	0.43	1.00
Final Sat.:	1750	3571	129	1750	3800	1750	3019	531	1750	1020	780	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.30	0.30	0.08	0.26	0.24	0.13	0.13	0.04	0.12	0.12	0.33
Crit Moves:		****		****			****					****
Green Time:	8.4	31.4	31.4	8.4	31.4	44.8	13.4	13.4	21.8	34.8	34.8	34.8
Volume/Cap:	0.36	0.94	0.94	0.94	0.83	0.54	0.94	0.94	0.18	0.34	0.34	0.94
Delay/Veh:	44.8	48.0	48.0	102.1	37.0	20.9	70.1	70.1	32.0	24.4	24.4	54.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.8	48.0	48.0	102.1	37.0	20.9	70.1	70.1	32.0	24.4	24.4	54.7
LOS by Move:	D	D	D	F	D+	C+	E	E	C-	C	C	D-
HCM2kAvgQ:	2	19	19	6	15	10	11	11	2	5	5	23

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

PM Peak - Cumulative plus Project
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
12 PM Cumulative_Proj

Intersection #9: Dell Ave/Hacienda Ave



Street Name:	Dell Ave						W Hacienda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	216	303	0	2	134	185	187	0	50	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:	216	303	0	2	134	185	187	0	50	0	0	0
Added Vol:	9	59	0	0	8	0	0	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	225	362	0	2	142	185	187	0	52	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:	225	362	0	2	142	185	187	0	52	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	225	362	0	2	142	185	187	0	52	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:	225	362	0	2	142	185	187	0	52	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.38	0.62	0.00	0.01	0.43	0.56	0.78	0.00	0.22	0.00	1.00	0.00
Final Sat.:	266	427	0	4	295	384	438	0	122	0	472	0
Capacity Analysis Module:												
Vol/Sat:	0.85	0.85	xxxx	0.48	0.48	0.48	0.43	xxxx	0.43	xxxx	0.00	xxxx
Crit Moves:		****			****		****				****	
Delay/Veh:	28.9	28.9	0.0	12.4	12.4	12.4	13.0	0.0	13.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.9	28.9	0.0	12.4	12.4	12.4	13.0	0.0	13.0	0.0	0.0	0.0
LOS by Move:	D	D	*	B	B	B	B	*	B	*	*	*
ApproachDel:		28.9			12.4			13.0			xxxxxx	
Delay Adj:		1.00			1.00			1.00			xxxxx	
ApprAdjDel:		28.9			12.4			13.0			xxxxxx	
LOS by Appr:		D			B			B			*	
AllWayAvgQ:	4.0	4.0	4.0	0.8	0.8	0.8	0.6	0.6	0.6	0.0	0.0	0.0

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #9 Dell Ave/Hacienda Ave

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0 1	0	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Initial Vol:	225	362	0	2	142	185	187	0	52	0	0	0

Major Street Volume: 916
Minor Approach Volume: 239
Minor Approach Volume Threshold: 243

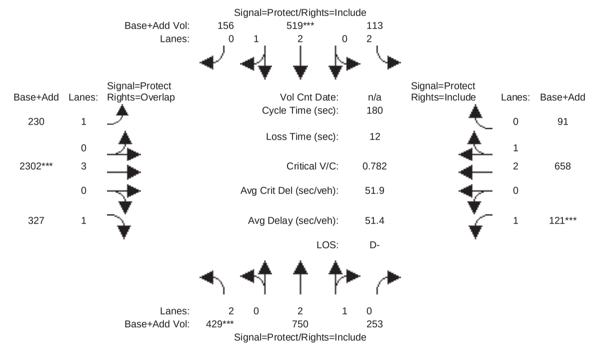
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

PM Peak - Cumulative plus Project
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
12 PM Cumulative_Proj

Intersection #10: Bascom Ave/Camden Ave



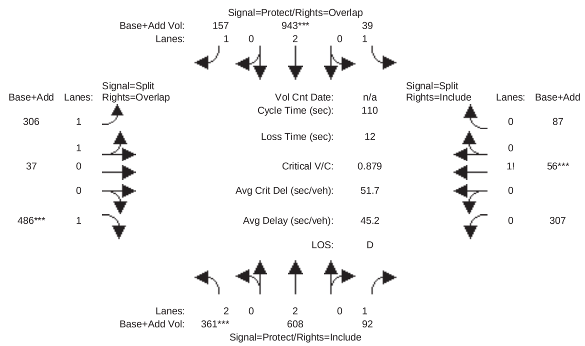
Street Name:	Bascom Ave						Camden Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	429	750	253	113	519	156	229	2301	327	121	658	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	429	750	253	113	519	156	229	2301	327	121	658	91
Added Vol:	0	0	0	0	0	0	1	1	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	429	750	253	113	519	156	230	2302	327	121	658	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	429	750	253	113	519	156	230	2302	327	121	658	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	429	750	253	113	519	156	230	2302	327	121	658	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	429	750	253	113	519	156	230	2302	327	121	658	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	2.00	2.22	0.78	2.00	2.28	0.72	1.00	3.00	1.00	1.00	2.62	0.38
Final Sat.:	3150	4186	1412	3150	4304	1294	1750	5700	1750	1750	4919	680
Capacity Analysis Module:												
Vol/Sat:	0.14	0.18	0.18	0.04	0.12	0.12	0.13	0.40	0.19	0.07	0.13	0.13
Crit Moves:	****				****			****		****		
Green Time:	31.4	48.6	48.6	10.5	27.8	27.8	54.0	93.0	124.3	15.9	54.9	54.9
Volume/Cap:	0.78	0.66	0.66	0.61	0.78	0.78	0.44	0.78	0.27	0.78	0.44	0.44
Delay/Veh:	78.2	59.6	59.6	88.7	77.9	77.9	51.4	36.7	10.7	102.6	50.3	50.3
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:	78.2	59.6	59.6	88.7	77.9	77.9	51.4	36.7	10.7	102.6	50.3	50.3
LOS by Move:	E-	E+	E+	F	E-	E-	D-	D+	B+	F	D	D
HCM2kAvgQ:	14	16	16	4	12	12	11	34	7	9	11	11

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

PM Peak - Cumulative plus Project
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
12 PM Cumulative_Proj

Intersection #11: Winchester Blvd/Knowles Dr



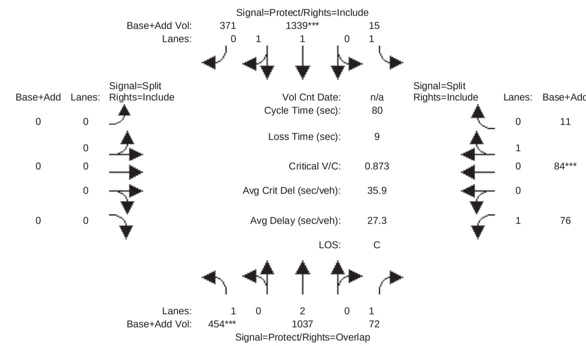
Street Name:	Winchester Blvd						Knowles Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	361	608	79	37	943	157	306	36	486	257	53	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	361	608	79	37	943	157	306	36	486	257	53	79
Added Vol:	0	0	13	2	0	0	0	1	0	50	3	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	361	608	92	39	943	157	306	37	486	307	56	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	361	608	92	39	943	157	306	37	486	307	56	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	361	608	92	39	943	157	306	37	486	307	56	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	361	608	92	39	943	157	306	37	486	307	56	87
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.79	0.21	1.00	0.69	0.12	0.19
Final Sat.:	3150	3800	1750	1750	3800	1750	3167	383	1750	1194	218	338
Capacity Analysis Module:												
Vol/Sat:	0.11	0.16	0.05	0.02	0.25	0.09	0.10	0.10	0.28	0.26	0.26	0.26
Crit Moves:	****				****				****		****	
Green Time:	14.3	32.5	32.5	12.9	31.1	51.5	20.4	20.4	34.8	32.2	32.2	32.2
Volume/Cap:	0.88	0.54	0.18	0.19	0.88	0.19	0.52	0.52	0.88	0.88	0.88	0.88
Delay/Veh:	66.0	33.1	29.0	44.3	46.2	17.2	41.1	41.1	50.6	53.0	53.0	53.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.0	33.1	29.0	44.3	46.2	17.2	41.1	41.1	50.6	53.0	53.0	53.0
LOS by Move:	E	C-	C	D	D	B	D	D	D	D-	D-	D-
HCM2kAvgQ:	8	8	2	1	15	3	6	6	20	19	19	19

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

PM Peak - Cumulative plus Project
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
12 PM Cumulative_Proj

Intersection #12: Winchester Blvd/SR 85 NB On-Ramp



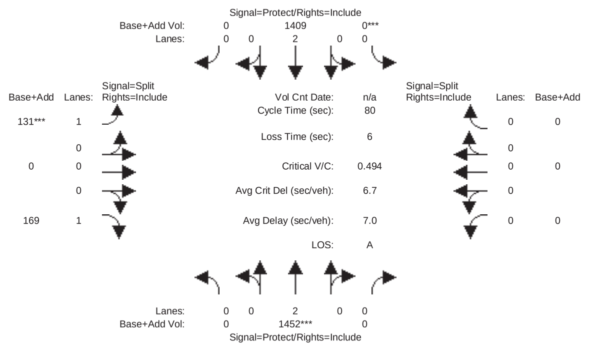
Street Name:	Winchester Blvd						SR 85 NB On-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	454	1024	72	15	1302	358	0	0	0	76	84	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	454	1024	72	15	1302	358	0	0	0	76	84	11
Added Vol:	0	13	0	0	37	13	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	454	1037	72	15	1339	371	0	0	0	76	84	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	454	1037	72	15	1339	371	0	0	0	76	84	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	454	1037	72	15	1339	371	0	0	0	76	84	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	454	1037	72	15	1339	371	0	0	0	76	84	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.55	0.45	0.00	0.00	0.00	1.00	0.88	0.12
Final Sat.:	1750	3800	1750	1750	2897	803	0	0	0	1750	1592	208
Capacity Analysis Module:												
Vol/Sat:	0.26	0.27	0.04	0.01	0.46	0.46	0.00	0.00	0.00	0.04	0.05	0.05
Crit Moves:	****				****						****	
Green Time:	21.9	46.2	56.2	14.8	39.1	39.1	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.95	0.47	0.06	0.05	0.95	0.95	0.00	0.00	0.00	0.35	0.42	0.42
Delay/Veh:	56.5	10.0	3.7	26.8	30.5	30.5	0.0	0.0	0.0	33.0	33.6	33.6
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:	56.5	10.0	3.7	26.8	30.5	30.5	0.0	0.0	0.0	33.0	33.6	33.6
LOS by Move:	E+	A	A	C	C	C	A	A	A	C-	C-	C-
HCM2kAvgQ:	14	7	1	0	21	21	0	0	0	2	3	3

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

PM Peak - Cumulative plus Project
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
12 PM Cumulative_Proj

Intersection #13: Winchester Blvd/SR 85 SB Off-Ramp



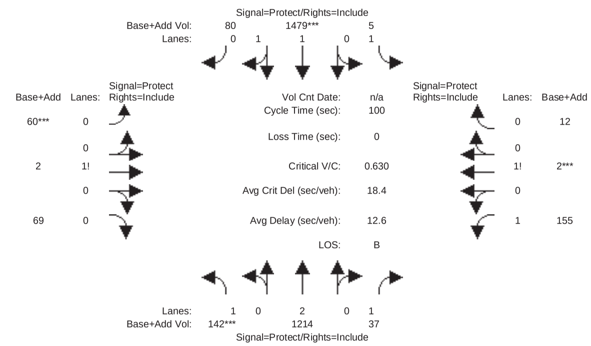
Street Name:	Winchester Blvd						SR 85 SB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1441	0	0	1372	0	128	0	169	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1441	0	0	1372	0	128	0	169	0	0	0
Added Vol:	0	11	0	0	37	0	3	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1452	0	0	1409	0	131	0	169	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1452	0	0	1409	0	131	0	169	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1452	0	0	1409	0	131	0	169	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1452	0	0	1409	0	131	0	169	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.00	0.00	0.37	0.00	0.07	0.00	0.10	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	0.0	59.1	0.0	0.0	59.1	0.0	14.9	0.0	14.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.52	0.00	0.00	0.50	0.00	0.40	0.00	0.52	0.00	0.00	0.00
Delay/Veh:	0.0	4.6	0.0	0.0	4.5	0.0	29.4	0.0	30.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.6	0.0	0.0	4.5	0.0	29.4	0.0	30.7	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	8	0	0	7	0	3	0	5	0	0	0

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

PM Peak - Cumulative plus Project
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
12 PM Cumulative_Proj

Intersection #14: Winchester Blvd/Albright Driveway-Courtside



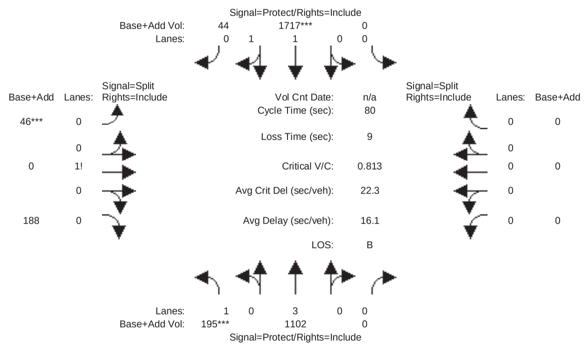
Street Name:	Winchester Blvd						Alright Driveway-Courtside					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	142	1203	37	5	1442	80	60	2	69	155	2	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	1203	37	5	1442	80	60	2	69	155	2	12
Added Vol:	0	11	0	0	37	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	142	1214	37	5	1479	80	60	2	69	155	2	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	1214	37	5	1479	80	60	2	69	155	2	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	1214	37	5	1479	80	60	2	69	155	2	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	142	1214	37	5	1479	80	60	2	69	155	2	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.89	0.11	0.46	0.01	0.53	1.85	0.02	0.13
Final Sat.:	1750	3800	1750	1750	3510	190	802	27	922	3232	38	230
Capacity Analysis Module:												
Vol/Sat:	0.08	0.32	0.02	0.00	0.42	0.42	0.07	0.07	0.07	0.05	0.05	0.05
Crit Moves:	****				****		****				****	
Green Time:	12.9	79.1	79.1	0.7	66.9	66.9	11.9	12.3	12.3	7.9	8.3	8.3
Volume/Cap:	0.63	0.40	0.03	0.40	0.63	0.63	0.63	0.61	0.61	0.61	0.63	0.63
Delay/Veh:	46.9	3.3	2.2	69.6	10.0	10.0	48.0	46.5	46.5	48.4	49.1	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:	46.9	3.3	2.2	69.6	10.0	10.0	48.0	46.5	46.5	48.4	49.1	49.1
LOS by Move:	D	A	A	E	A	A	D	D	D	D	D	D
HCM2kAvgQ:	5	6	0	0	14	14	5	5	5	4	4	4

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

PM Peak - Cumulative plus Project
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
12 PM Cumulative_Proj

Intersection #15: Winchester Blvd/Wimbeldon Dr



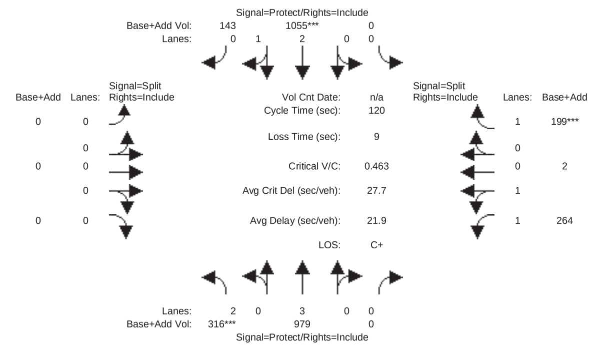
Street Name:	Winchester Blvd						Wimbeldon Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	195	1091	0	0	1680	44	46	0	188	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:	195	1091	0	0	1680	44	46	0	188	0	0	0
Added Vol:	0	11	0	0	37	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	195	1102	0	0	1717	44	46	0	188	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:	195	1102	0	0	1717	44	46	0	188	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	1102	0	0	1717	44	46	0	188	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:	195	1102	0	0	1717	44	46	0	188	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.00	1.95	0.05	0.20	0.00	0.80	0.00	0.00	0.00
Final Sat.:	1750	5700	0	0	3607	92	344	0	1406	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.19	0.00	0.00	0.48	0.48	0.13	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	11.0	57.8	0.0	0.0	46.9	46.9	13.2	0.0	13.2	0.0	0.0	0.0
Volume/Cap:	0.81	0.27	0.00	0.00	0.81	0.81	0.81	0.00	0.81	0.00	0.00	0.00
Delay/Veh:	52.2	3.8	0.0	0.0	15.5	15.5	48.2	0.0	48.2	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:	52.2	3.8	0.0	0.0	15.5	15.5	48.2	0.0	48.2	0.0	0.0	0.0
LOS by Move:	D-	A	A	A	B	B	D	A	D	A	A	A
HCM2kAvgQ:	5	3	0	0	18	18	9	0	9	0	0	0

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

PM Peak - Cumulative plus Project
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
12 PM Cumulative_Proj

Intersection #16: Bascom Ave/SR 85 NB Ramps



Street Name:	Bascom Ave						SR 85 NB Off-Ramp					
Approach:	North 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	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	316	979	0	0	1055	143	0	0	0	263	2	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:	316	979	0	0	1055	143	0	0	0	263	2	199
Added Vol:	0	0	0	0	0	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	316	979	0	0	1055	143	0	0	0	264	2	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:	316	979	0	0	1055	143	0	0	0	264	2	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	316	979	0	0	1055	143	0	0	0	264	2	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	316	979	0	0	1055	143	0	0	0	264	2	199
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	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	3.00	0.00	0.00	2.63	0.37	0.00	0.00	0.00	1.99	0.01	1.00
Final Sat.:	3150	5700	0	0	4931	668	0	0	0	3523	27	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.17	0.00	0.00	0.21	0.21	0.00	0.00	0.00	0.07	0.07	0.11
Crit Moves:	****				****							****
Green Time:	26.0	81.5	0.0	0.0	55.5	55.5	0.0	0.0	0.0	29.5	29.5	29.5
Volume/Cap:	0.46	0.25	0.00	0.00	0.46	0.46	0.00	0.00	0.00	0.30	0.30	0.46
Delay/Veh:	41.4	7.5	0.0	0.0	22.2	22.2	0.0	0.0	0.0	37.1	37.1	39.3
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:	41.4	7.5	0.0	0.0	22.2	22.2	0.0	0.0	0.0	37.1	37.1	39.3
LOS by Move:	D	A	A	A	C+	C+	A	A	A	D+	D+	D
HCM2kAvgQ:	6	4	0	0	10	10	0	0	0	4	4	7

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

PM Peak - Cumulative plus Project
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
12 PM Cumulative_Proj

Intersection #17: Bascom Ave/SR 85 SB Ramps

Signal=Protect/Rights=Include
Base+Add Vol: 0 1054 162***
Lanes: 0 0 2 0 2

Base+Add	Lanes:	Signal=Split Rights=Include			Signal=Split Rights=Include	Lanes:	Base+Add
254	1		Vol Cnt Date:	n/a		0	0
			Cycle Time (sec):	120			
	0		Loss Time (sec):	9		0	
43	1!		Critical V/C:	0.675		0	0
	0		Avg Crit Del (sec/veh):	30.2		0	
306***	0		Avg Delay (sec/veh):	26.0		0	0
			LOS:	C			

Lanes: 0 0 2 1 0
Base+Add Vol: 0 1116 552***
Signal=Protect/Rights=Include

Street Name:	Bascom Ave						SR 85 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1116	547	162	1053	0	254	43	306	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1116	547	162	1053	0	254	43	306	0	0	0
Added Vol:	0	0	5	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1116	552	162	1054	0	254	43	306	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1116	552	162	1054	0	254	43	306	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1116	552	162	1054	0	254	43	306	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1116	552	162	1054	0	254	43	306	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.27	0.09	0.64	0.00	0.00	0.00
Final Sat.:	0	3799	1800	3150	3800	0	2227	161	1148	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.31	0.05	0.28	0.00	0.11	0.27	0.27	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green Time:	0.0	54.5	54.5	9.1	63.6	0.0	47.4	47.4	47.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.65	0.68	0.68	0.52	0.00	0.29	0.68	0.68	0.00	0.00	0.00
Delay/Veh:	0.0	25.9	26.5	61.4	18.6	0.0	24.9	32.0	32.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.9	26.5	61.4	18.6	0.0	24.9	32.0	32.0	0.0	0.0	0.0
LOS by Move:	A	C	C	E	B-	A	C	C-	C-	A	A	A
HCM2kAvgQ:	0	15	16	4	12	0	5	16	16	0	0	0

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

PM Peak - Cumulative plus Project
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
12 PM Cumulative_Proj

Intersection #18: Los Gatos Blvd/Burton Rd-Samaritan Dr

Signal=Protect/Rights=Include
Base+Add Vol: 14 731 554***
Lanes: 1 0 2 0 2

Base+Add	Lanes:	Signal=Split Rights=Include			Signal=Split Rights=Overlap	Lanes:	Base+Add
50***	0		Vol Cnt Date:	n/a		1	534***
			Cycle Time (sec):	120			
	0		Loss Time (sec):	12		0	
23	1!		Critical V/C:	0.755		0	18
	0		Avg Crit Del (sec/veh):	38.3		1	
37	0		Avg Delay (sec/veh):	34.2		1	285
			LOS:	C-			

Lanes: 1 0 2 0 1
Base+Add Vol: 38 1182*** 263
Signal=Protect/Rights=Include

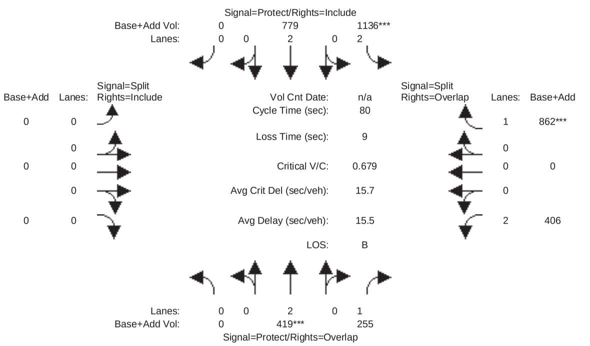
Street Name:	Los Gatos Blvd						Burton Rd-Samaritan Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	38	1177	263	554	730	14	50	23	37	285	18	534
Growth Adj:	1.00	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	1177	263	554	730	14	50	23	37	285	18	534
Added Vol:	0	5	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	1182	263	554	731	14	50	23	37	285	18	534
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1182	263	554	731	14	50	23	37	285	18	534
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	1182	263	554	731	14	50	23	37	285	18	534
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	1182	263	554	731	14	50	23	37	285	18	534
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	0.45	0.21	0.34	1.88	0.12	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	795	366	589	3339	211	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.31	0.15	0.18	0.19	0.01	0.06	0.06	0.06	0.09	0.09	0.31
Crit Moves:		****		****			****					****
Green Time:	18.0	49.5	49.5	28.0	59.4	59.4	10.0	10.0	10.0	20.6	20.6	48.5
Volume/Cap:	0.14	0.75	0.36	0.75	0.39	0.02	0.75	0.75	0.75	0.50	0.50	0.75
Delay/Veh:	44.6	32.2	24.7	47.3	19.1	15.4	73.6	73.6	73.6	45.7	45.7	35.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.6	32.2	24.7	47.3	19.1	15.4	73.6	73.6	73.6	45.7	45.7	35.3
LOS by Move:	D	C-	C	D	B-	B	E	E	E	D	D	D+
HCM2kAvgQ:	1	19	7	12	8	0	6	6	6	6	6	19

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

PM Peak - Cumulative plus Project
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
12 PM Cumulative_Proj

Intersection #19: Winchester Blvd/Lark Ave



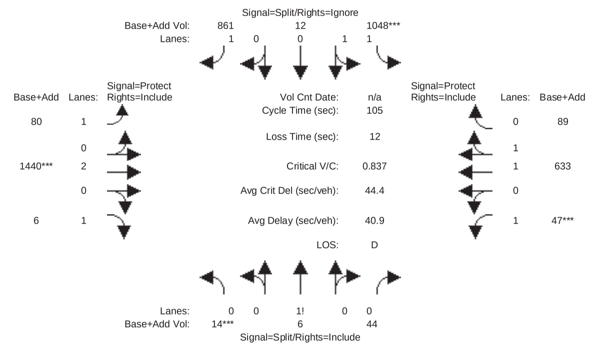
Street Name:	Winchester Blvd						Lark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	416	255	1114	764	0	0	0	0	406	0	854
Growth Adj:	1.00	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	416	255	1114	764	0	0	0	0	406	0	854
Added Vol:	0	3	0	22	15	0	0	0	0	0	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	419	255	1136	779	0	0	0	0	406	0	862
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	419	255	1136	779	0	0	0	0	406	0	862
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	419	255	1136	779	0	0	0	0	406	0	862
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	419	255	1136	779	0	0	0	0	406	0	862
Saturation 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:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.15	0.36	0.21	0.00	0.00	0.00	0.00	0.13	0.00	0.49
Crit Moves:		****		****								****
Green Time:	0.0	13.0	28.5	42.5	55.5	0.0	0.0	0.0	0.0	15.5	0.0	58.0
Volume/Cap:	0.00	0.68	0.41	0.68	0.30	0.00	0.00	0.00	0.00	0.66	0.00	0.68
Delay/Veh:	0.0	34.6	19.8	14.9	4.8	0.0	0.0	0.0	0.0	32.6	0.0	7.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	34.6	19.8	14.9	4.8	0.0	0.0	0.0	0.0	32.6	0.0	7.5
LOS by Move:	A	C-	B-	B	A	A	A	A	A	C-	A	A
HCM2kAvgQ:	0	6	5	12	3	0	0	0	0	6	0	13

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

PM Peak - Cumulative plus Project
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
12 PM Cumulative_Proj

Intersection #20: SR 17 SB Ramps/Lark Ave



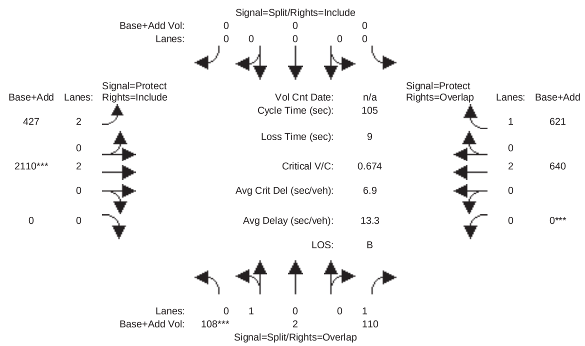
Street Name:	SR 17 SB Ramp						Lark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	14	6	44	1048	12	858	67	1431	6	47	629	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	6	44	1048	12	858	67	1431	6	47	629	89
Added Vol:	0	0	0	0	0	3	13	9	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	6	44	1048	12	861	80	1440	6	47	633	89
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	6	44	1048	12	0	80	1440	6	47	633	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	6	44	1048	12	0	80	1440	6	47	633	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	6	44	1048	12	0	80	1440	6	47	633	89
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.22	0.09	0.69	1.98	0.02	1.00	1.00	2.00	1.00	1.00	1.75	0.25
Final Sat.:	383	164	1203	3510	40	1750	1750	3800	1750	1750	3244	456
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.30	0.30	0.00	0.05	0.38	0.00	0.03	0.20	0.20
Crit Moves:	****			****				****		****		
Green Time:	10.0	10.0	10.0	33.5	33.5	0.0	12.6	42.5	42.5	7.0	36.9	36.9
Volume/Cap:	0.38	0.38	0.38	0.94	0.94	0.00	0.38	0.94	0.01	0.40	0.56	0.56
Delay/Veh:	46.1	46.1	46.1	48.8	48.8	0.0	43.8	41.0	18.7	49.3	28.0	28.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.1	46.1	46.1	48.8	48.8	0.0	43.8	41.0	18.7	49.3	28.0	28.0
LOS by Move:	D	D	D	D	D	A	D	D	B-	D	C	C
HCM2kAvgQ:	3	3	3	22	22	0	3	25	0	2	9	9

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

PM Peak - Cumulative plus Project
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
12 PM Cumulative_Proj

Intersection #21: SR 17 NB Ramps/Lark Ave



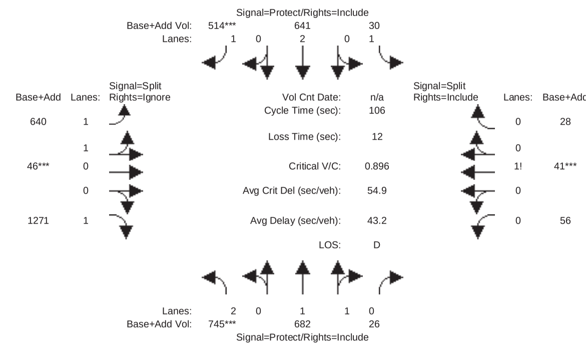
Street Name:	SR 17 NB Ramps						Lark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	105	2	110	0	0	0	427	2101	0	0	638	621
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	2	110	0	0	0	427	2101	0	0	638	621
Added Vol:	3	0	0	0	0	0	0	9	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	2	110	0	0	0	427	2110	0	0	640	621
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	2	110	0	0	0	427	2110	0	0	640	621
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	2	110	0	0	0	427	2110	0	0	640	621
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	2	110	0	0	0	427	2110	0	0	640	621
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.98	0.02	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1767	33	1750	0	0	0	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.00	0.00	0.00	0.14	0.56	0.00	0.00	0.17	0.35
Crit Moves:	****							****		****		
Green Time:	10.0	10.0	10.0	0.0	0.0	0.0	23.8	86.0	0.0	0.0	62.2	62.2
Volume/Cap:	0.64	0.64	0.66	0.00	0.00	0.00	0.60	0.68	0.00	0.00	0.28	0.60
Delay/Veh:	53.8	53.8	55.3	0.0	0.0	0.0	37.8	4.5	0.0	0.0	10.5	14.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.8	53.8	55.3	0.0	0.0	0.0	37.8	4.5	0.0	0.0	10.5	14.5
LOS by Move:	D-	D-	E+	A	A	A	D+	A	A	A	B+	B
HCM2kAvgQ:	5	5	5	0	0	0	7	13	0	0	5	13

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

PM Peak - Cumulative plus Project
1700 Dell Avenue
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
12 PM Cumulative_Proj

Intersection #22: Los Gatos Blvd/Lark Ave



Street Name:	Los Gatos Blvd						Lark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	744	682	26	30	641	513	635	46	1267	56	41	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	744	682	26	30	641	513	635	46	1267	56	41	28
Added Vol:	1	0	0	0	0	1	5	0	4	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	745	682	26	30	641	514	640	46	1271	56	41	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	745	682	26	30	641	514	640	46	0	56	41	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	745	682	26	30	641	514	640	46	0	56	41	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	745	682	26	30	641	514	640	46	0	56	41	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	2.00	1.92	0.08	1.00	2.00	1.00	1.87	0.13	1.00	0.45	0.33	0.22
Final Sat.:	3150	3564	136	1750	3800	1750	3312	238	1750	784	574	392
Capacity Analysis Module:												
Vol/Sat:	0.24	0.19	0.19	0.02	0.17	0.29	0.19	0.19	0.00	0.07	0.07	0.07
Crit Moves:	****					****		****			****	
Green Time:	27.5	45.8	45.8	15.8	34.1	34.1	22.4	22.4	0.0	10.0	10.0	10.0
Volume/Cap:	0.91	0.44	0.44	0.12	0.52	0.91	0.91	0.91	0.00	0.76	0.76	0.76
Delay/Veh:	52.6	21.4	21.4	39.2	29.8	53.8	56.3	56.3	0.0	64.9	64.9	64.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.6	21.4	21.4	39.2	29.8	53.8	56.3	56.3	0.0	64.9	64.9	64.9
LOS by Move:	D-	C+	C+	D	C	D-	E+	E+	A	E	E	E
HCM2kAvgQ:	18	8	8	1	8	19	13	13	0	6	6	6

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

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--------------------------------------------------------------------------------
                        AM Peak - Existing Plus Project
                               1700 Dell Avenue
                               City of Campbell
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
          2000 HCM Operations Method (Base Volume Alternative)
********************************************************************************
Intersection #6 San Tomas Expwy/SR 17 SB Ramps
********************************************************************************
Cycle (sec):         180               Critical Vol./Cap.(X):        0.957
Loss Time (sec):       9               Average Delay (sec/veh):       44.7
Optimal Cycle:       189               Level Of Service:                 D
********************************************************************************
Street Name:         San Tomas Expwy                  SR 17 SB Ramps
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Ignore            Ovl            Ignore           Include
Min. Green:    22  125     0     0  104   104    0     0     0    54   54    54
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        2  0  3  0  0   0  0  4  0  1   0  0  0  0  0   2  1  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 15 May 2018 << 7:30 - 8:30 am
Base Vol:     249 3201     0     0 1597   934    0     0     0   504    7   940
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  249 3201     0     0 1597   934    0     0     0   504    7   940
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Volume:   249 3201     0     0 1597   934    0     0     0   504    7   940
Reduct Vol:     0    0     0     0    0     0    0     0     0     0    0     0
Reduced Vol:  249 3201     0     0 1597   934    0     0     0   504    7   940
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
FinalVolume:  249 3201     0     0 1597   934    0     0     0   504    7   940
------------|---------------||---------------||---------------||---------------|
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  0.87 0.95  0.83
Lanes:       2.00 3.00  0.00  0.00 4.00  1.00  0.00 0.00  0.00  2.96 0.04  2.00
Final Sat.:  3150 5700     0     0 7600  1750    0     0     0  4882   68  3150
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.56  0.00  0.00 0.21  0.53  0.00 0.00  0.00  0.10 0.10  0.30
Crit Moves:  ****                        ****                               ****
Green Time:  21.0  120   0.0   0.0 99.0  99.0   0.0  0.0   0.0  51.4 51.4  51.4
Volume/Cap:  0.68 0.84  0.00  0.00 0.38  0.97  0.00 0.00  0.00  0.36 0.36  1.04
Delay/Veh:   85.2 25.8   0.0   0.0 24.3  62.9   0.0  0.0   0.0  53.9 53.9 109.7
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  85.2 25.8   0.0   0.0 24.3  62.9   0.0  0.0   0.0  53.9 53.9 109.7
LOS by Move:    F    C     A     A    C     E     A    A     A    D-   D-     F
HCM2kAvgQ:      8   43     0     0   13    61     0    0     0     9    9    40
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
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-------------------------------------------------------------------------------
                       PM Peak - Existing plus Project
                              1700 Dell Avenue
                              City of Campbell
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
           2000 HCM Operations Method (Base Volume Alternative)
********************************************************************************
Intersection #6 San Tomas Expwy/SR 17 SB Ramps
********************************************************************************
Cycle (sec):         180                 Critical Vol./Cap.(X):        0.681
Loss Time (sec):       9                 Average Delay (sec/veh):       38.3
Optimal Cycle:       189                 Level Of Service:                D+
********************************************************************************
Street Name:         San Tomas Expwy                   SR 17 SB Ramps
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Ignore            Ovl            Ignore           Include
Min. Green:    22  125    0     0  104   104    0    0     0    54   54    54
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        2  0  3  0  0   0  0  4  0  1   0  0  0  0  0   2  1  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 5 Oct 2016 << 4:30 - 5:30 pm
Base Vol:     177 1692    0     0 2968   683    0    0     0   996    1   803
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  177 1692    0     0 2968   683    0    0     0   996    1   803
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Volume:   177 1692    0     0 2968   683    0    0     0   996    1   803
Reduct Vol:     0    0    0     0    0     0    0    0     0     0    0     0
Reduced Vol:  177 1692    0     0 2968   683    0    0     0   996    1   803
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
FinalVolume:  177 1692    0     0 2968   683    0    0     0   996    1   803
------------|---------------||---------------||---------------||---------------|
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  0.87 0.95  0.83
Lanes:       2.00 3.00  0.00  0.00 4.00  1.00  0.00 0.00  0.00  2.99 0.01  2.00
Final Sat.:  3150 5700    0     0 7600  1750    0    0     0  4945    5  3150
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.30  0.00  0.00 0.39  0.39  0.00 0.00  0.00  0.20 0.20  0.25
Crit Moves:  ****                  ****                              ****
Green Time:  21.0  120   0.0   0.0 99.0  99.0   0.0  0.0   0.0  51.4 51.4  51.4
Volume/Cap:  0.48 0.45  0.00  0.00 0.71  0.71  0.00 0.00  0.00  0.70 0.70  0.89
Delay/Veh:   79.2 15.0   0.0   0.0 31.9  33.8   0.0  0.0   0.0  62.0 62.0  75.9
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:  79.2 15.0   0.0   0.0 31.9  33.8   0.0  0.0   0.0  62.0 62.0  75.9
LOS by Move:   E-    B     A     A    C    C-     A    A     A     E    E    E-
HCM2kAvgQ:      6   15     0     0   31    31     0    0     0    20   20    29
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```

```
--------------------------------------------------------------------------------
                          AM Peak - Project Condition
                               1700 Dell Avenue
                               City of Campbell
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
              2000 HCM Operations Method (Base Volume Alternative)
********************************************************************************
Intersection #6 San Tomas Expwy/SR 17 SB Ramps
********************************************************************************
Cycle (sec):         180              Critical Vol./Cap.(X):          0.965
Loss Time (sec):       9              Average Delay (sec/veh):         45.9
Optimal Cycle:       189              Level Of Service:                   D
********************************************************************************
Street Name:         San Tomas Expwy                    SR 17 SB Ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Ignore            Ovl            Ignore           Include
Min. Green:    22  125     0     0  104   104     0     0     0    54   54    54
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        2  0  3  0  0    0  0  4  0  1    0  0  0  0  0    2  1  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     249 3233     0     0 1626   939     0     0     0   504   16   957
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  249 3233     0     0 1626   939     0     0     0   504   16   957
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Volume:   249 3233     0     0 1626   939     0     0     0   504   16   957
Reduct Vol:     0    0     0     0    0     0     0     0     0     0    0     0
Reduced Vol:  249 3233     0     0 1626   939     0     0     0   504   16   957
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
FinalVolume:  249 3233     0     0 1626   939     0     0     0   504   16   957
------------|---------------||---------------||---------------||---------------|
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  0.87 0.95  0.83
Lanes:       2.00 3.00  0.00  0.00 4.00  1.00  0.00 0.00  0.00  2.92 0.08  2.00
Final Sat.:  3150 5700     0     0 7600  1750     0     0     0  4797  152  3150
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.57  0.00  0.00 0.21  0.54  0.00 0.00  0.00  0.11 0.11  0.30
Crit Moves:  ****                        ****                               ****
Green Time:  21.0  120   0.0   0.0 99.0  99.0   0.0  0.0   0.0  51.4 51.4  51.4
Volume/Cap:  0.68 0.85  0.00  0.00 0.39  0.98  0.00 0.00  0.00  0.37 0.37  1.06
Delay/Veh:   85.2 26.3   0.0   0.0 24.4  64.3   0.0  0.0   0.0  54.0 54.0 115.8
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:  85.2 26.3   0.0   0.0 24.4  64.3   0.0  0.0   0.0  54.0 54.0 115.8
LOS by Move:    F    C     A     A    C     E     A    A     A    D-   D-     F
HCM2kAvgQ:      8   44     0     0   13    62     0    0     0     9    9    41
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```

```
--------------------------------------------------------------------------------
                          PM Peak - Project Condition
                               1700 Dell Avenue
                               City of Campbell
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
             2000 HCM Operations Method (Base Volume Alternative)
********************************************************************************
Intersection #6 San Tomas Expwy/SR 17 SB Ramps
********************************************************************************
Cycle (sec):         180                Critical Vol./Cap.(X):        0.689
Loss Time (sec):       9                Average Delay (sec/veh):       38.6
Optimal Cycle:       189                Level Of Service:                D+
********************************************************************************
Street Name:          San Tomas Expwy                    SR 17 SB Ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Ignore            Ovl             Ignore          Include
Min. Green:    22  125     0     0  104   104     0    0     0    54   54    54
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        2  0  3  0  0    0  0  4  0  1    0  0  0  0  0    2  1  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     177 1744     0     0 3021   706     0    0     0   996    5   811
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  177 1744     0     0 3021   706     0    0     0   996    5   811
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Volume:   177 1744     0     0 3021   706     0    0     0   996    5   811
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  177 1744     0     0 3021   706     0    0     0   996    5   811
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
FinalVolume:  177 1744     0     0 3021   706     0    0     0   996    5   811
------------|---------------||---------------||---------------||---------------|
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  0.87 0.95  0.83
Lanes:       2.00 3.00  0.00  0.00 4.00  1.00  0.00 0.00  0.00  2.99 0.01  2.00
Final Sat.:  3150 5700     0     0 7600  1750     0    0     0  4925   25  3150
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.31  0.00  0.00 0.40  0.40  0.00 0.00  0.00  0.20 0.20  0.26
Crit Moves:  ****                   ****                              ****
Green Time:  21.0  120   0.0   0.0 99.0  99.0   0.0  0.0   0.0  51.4 51.4  51.4
Volume/Cap:  0.48 0.46  0.00  0.00 0.72  0.73  0.00 0.00  0.00  0.71 0.71  0.90
Delay/Veh:   79.2 15.2   0.0   0.0 32.4  35.0   0.0  0.0   0.0  62.1 62.1  77.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  79.2 15.2   0.0   0.0 32.4  35.0   0.0  0.0   0.0  62.1 62.1  77.0
LOS by Move:   E-    B     A     A   C-    C-     A    A     A     E    E    E-
HCM2kAvgQ:      6   16     0     0   32    33     0    0     0    20   20    30
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```

```
-------------------------------------------------------------------------------
                       AM Peak - Cumulative plus Project
                               1700 Dell AVenue
                               City of Campbell
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
          2000 HCM Operations Method (Base Volume Alternative)
*******************************************************************************
Intersection #6 San Tomas Expwy/SR 17 SB Ramps
*******************************************************************************
Cycle (sec):        180              Critical Vol./Cap.(X):        1.071
Loss Time (sec):      9              Average Delay (sec/veh):       58.7
Optimal Cycle:      189              Level Of Service:                E+
*******************************************************************************
Street Name:          San Tomas Expwy                   SR 17 SB Ramps
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Ignore            Ovl            Ignore           Include
Min. Green:    22  125     0     0  104   104    0     0     0    54   54    54
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        2  0  3  0  0    0  0  4  0  1    0  0  0  0  0    2  1  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     279 3582     0     0 1787  1045     0    0     0   564    8  1052
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  279 3582     0     0 1787  1045     0    0     0   564    8  1052
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Volume:   279 3582     0     0 1787  1045     0    0     0   564    8  1052
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  279 3582     0     0 1787  1045     0    0     0   564    8  1052
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
FinalVolume:  279 3582     0     0 1787  1045     0    0     0   564    8  1052
------------|---------------||---------------||---------------||---------------|
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  0.87 0.95  0.83
Lanes:       2.00 3.00  0.00  0.00 4.00  1.00  0.00 0.00  0.00  2.96 0.04  2.00
Final Sat.:  3150 5700     0     0 7600  1750     0    0     0  4880   69  3150
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.63  0.00  0.00 0.24  0.60  0.00 0.00  0.00  0.12 0.12  0.33
Crit Moves:  ****                        ****                               ****
Green Time:  21.0  120   0.0   0.0 99.0  99.0   0.0  0.0   0.0  51.4 51.4  51.4
Volume/Cap:  0.76 0.94  0.00  0.00 0.43  1.09  0.00 0.00  0.00  0.40 0.40  1.17
Delay/Veh:   90.0 34.0   0.0   0.0 25.1  97.4   0.0  0.0   0.0  54.7 54.7 155.5
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:  90.0 34.0   0.0   0.0 25.1  97.4   0.0  0.0   0.0  54.7 54.7 155.5
LOS by Move:    F   C-     A     A    C     F     A    A     A    D-   D-     F
HCM2kAvgQ:      9   58     0     0   15    78     0    0     0    10   10    50
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
```

```
--------------------------------------------------------------------------------
                      PM Peak - Cumulative plus Project
                              1700 Dell Avenue
                              City of Campbell
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
           2000 HCM Operations Method (Base Volume Alternative)
********************************************************************************
Intersection #6 San Tomas Expwy/SR 17 SB Ramps
********************************************************************************
Cycle (sec):         180              Critical Vol./Cap.(X):        0.761
Loss Time (sec):       9              Average Delay (sec/veh):       42.9
Optimal Cycle:       189              Level Of Service:                 D
********************************************************************************
Street Name:        San Tomas Expwy                   SR 17 SB Ramps
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Ignore            Ovl             Ignore          Include
Min. Green:    22  125    0    0  104   104    0    0     0    54   54    54
Y+R:          4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0
Lanes:        2  0  3  0  0   0  0  4  0  1   0  0  0  0  0   2  1  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     198 1890    0     0 3315   763    0    0     0  1113    2   897
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  198 1890    0     0 3315   763    0    0     0  1113    2   897
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Volume:   198 1890    0     0 3315   763    0    0     0  1113    2   897
Reduct Vol:     0    0    0     0    0     0    0    0     0     0    0     0
Reduced Vol:  198 1890    0     0 3315   763    0    0     0  1113    2   897
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
FinalVolume:  198 1890    0     0 3315   763    0    0     0  1113    2   897
------------|---------------||---------------||---------------||---------------|
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  0.87 0.95  0.83
Lanes:       2.00 3.00  0.00  0.00 4.00  1.00  0.00 0.00  0.00  2.99 0.01  2.00
Final Sat.:  3150 5700    0     0 7600  1750    0    0     0  4941    9  3150
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.33  0.00  0.00 0.44  0.44  0.00 0.00  0.00  0.23 0.23  0.28
Crit Moves:  ****                  ****                         ****
Green Time:  21.0  120   0.0   0.0 99.0  99.0   0.0  0.0   0.0  51.4 51.4  51.4
Volume/Cap:  0.54 0.50  0.00  0.00 0.79  0.79  0.00 0.00  0.00  0.79 0.79  1.00
Delay/Veh:   80.4 15.8   0.0   0.0 35.0  38.4   0.0  0.0   0.0  65.3 65.3  96.5
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:  80.4 15.8   0.0   0.0 35.0  38.4   0.0  0.0   0.0  65.3 65.3  96.5
LOS by Move:    F    B     A     A   C-    D+     A    A     A     E    E     F
HCM2kAvgQ:      6   18     0     0   38    38     0    0     0    24   24    36
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```

Appendix E

Signal Warrant Worksheets

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Warrant 3: Peak-Hour Volumes and Delay

Dell Avenue & East Sunnyoaks Avenue		**Project Name:**	Dell/Sunnyoaks AWSC Warrant Analysis
Campbell		**Intersection:**	1

	Major Street	**Minor Street**
Street Name	Dell Avenue	East Sunnyoaks Avenue
Direction	N-S	E-W
Number of Lanes	1	1
Approach Speed	30	25

Population less than 10,000? No
Date of Count: May 15th, 2018
Scenario: Existing plus Project

Warrant 3 Met?: Met when either Condition A or B is met — **No**

Condition A: Met when conditions A1, A2, and A3 are met — Not Met

Condition A1 — Not Met

The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one lane approach, or five vehicle-hours for a two-lane approach

Minor Approach Delay: 0.41 vehicle-hours

Condition A2 — Met

The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic of 150 vph for two moving lanes

Minor Approach Volume: 130 vph

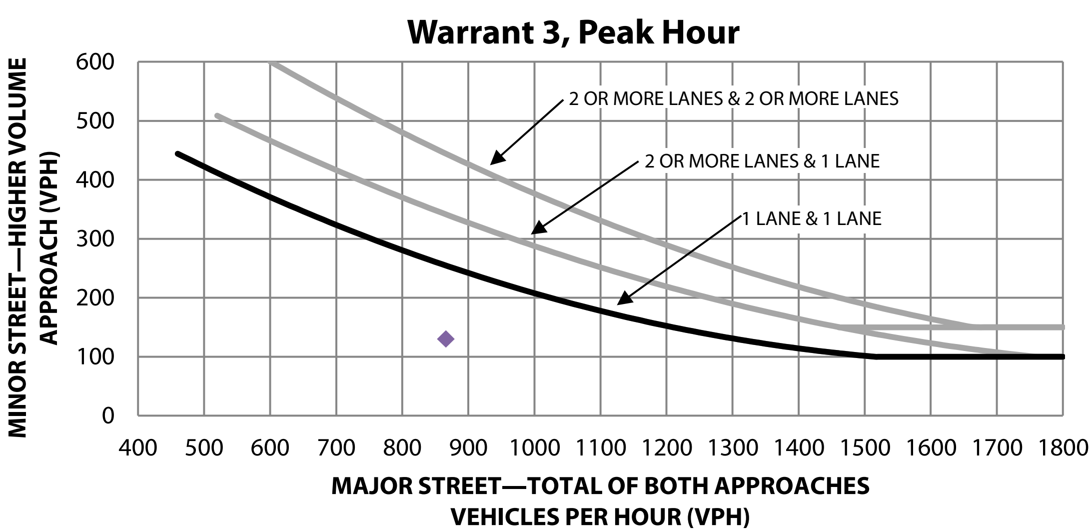
Condition A3 — Met

The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more appraches or 650 vph for intersections with three approaches

Total Entering Volume: 996 vph

Condition B — Not Met

The plotted point falls above the curve



Warrant 3: Peak-Hour Volumes and Delay

Dell Avenue & East Hacienda Avenue
Campbell

Project Name: Dell/Hacienda AWSC Warrant Analysis

Intersection: 1

	Major Street	Minor Street
Street Name	Dell Avenue	East Hacienda Avenue
Direction	N-S	E-W
Number of Lanes	1	1
Approach Speed	30	30

Population less than 10,000? No
Date of Count: May 15th, 2018
Scenario: Existing plus Project

Warrant 3 Met?: Met when either Condition A or B is met — **No**

Condition A: Met when conditions A1, A2, and A3 are met — Not Met

Condition A1 — Not Met

The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one lane approach, or five vehicle-hours for a two-lane approach

Minor Approach Delay: 0.96 vehicle-hours

Condition A2 — Met

The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic of 150 vph for two moving lanes

Minor Approach Volume: 213 vph

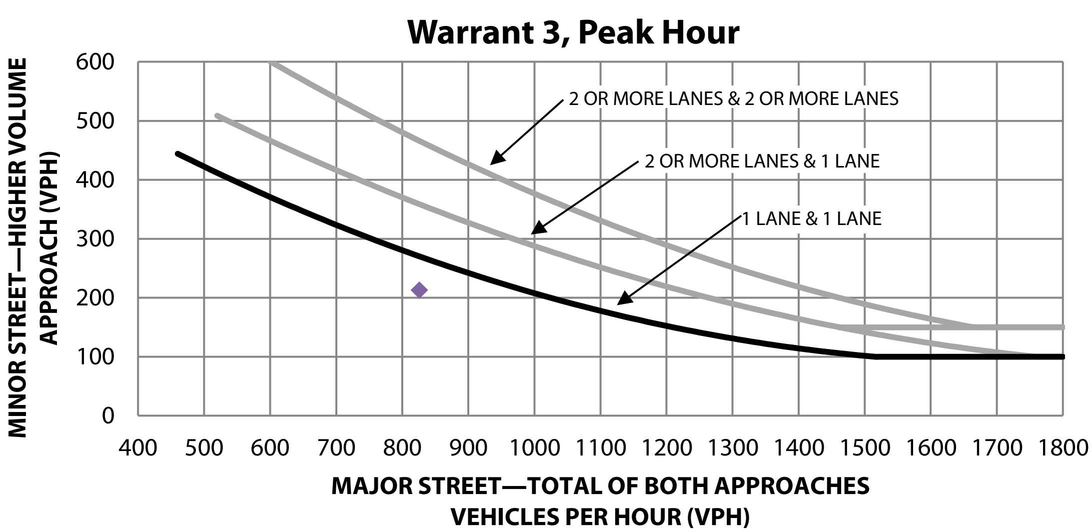
Condition A3 — Met

The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more appraches or 650 vph for intersections with three approaches

Total Entering Volume: 1039 vph

Condition B — Not Met

The plotted point falls above the curve



Warrant 3: Peak-Hour Volumes and Delay

Dell Avenue & East Sunnyoaks Avenue
Campbell

Project Name: Dell/Sunnyoaks AWSC Warrant Analysis
Intersection: 1

	Major Street	Minor Street
Street Name	Dell Avenue	East Sunnyoaks Avenue
Direction	N-S	E-W
Number of Lanes	1	1
Approach Speed	30	25

Population less than 10,000? No
Date of Count: N/A
Scenario: Cumulative

Warrant 3 Met?: Met when either Condition A or B is met — **No**

Condition A: Met when conditions A1, A2, and A3 are met — Not Met

Condition A1 — Not Met

The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one lane approach, or five vehicle-hours for a two-lane approach

Minor Approach Delay: 0.43 vehicle-hours

Condition A2 — Met

The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic of 150 vph for two moving lanes

Minor Approach Volume: 137 vph

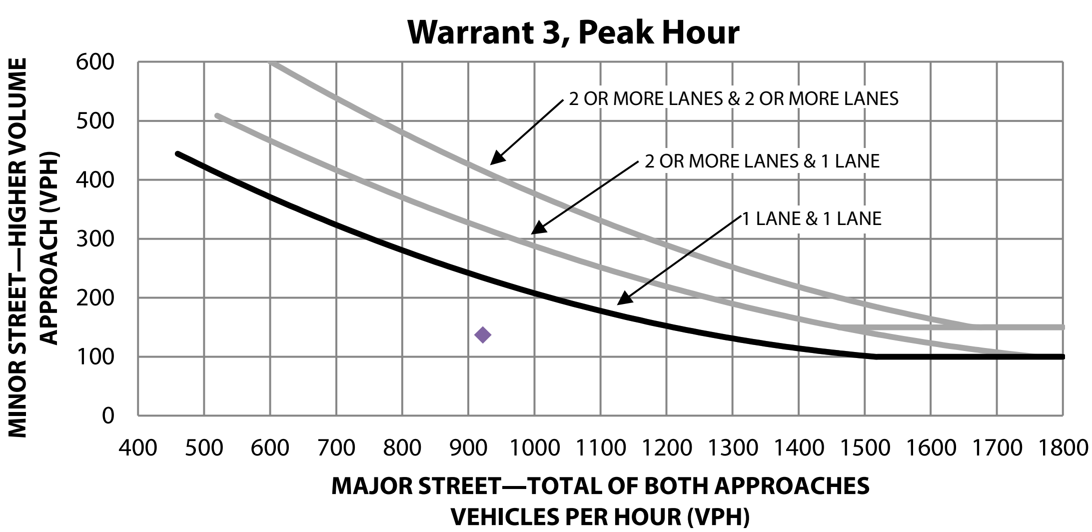
Condition A3 — Met

The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more appraches or 650 vph for intersections with three approaches

Total Entering Volume: 1059 vph

Condition B — Not Met

The plotted point falls above the curve



Warrant 3: Peak-Hour Volumes and Delay

Dell Avenue & East Sunnyoaks Avenue		**Project Name:**	Dell/Sunnyoaks AWSC Warrant Analysis
Campbell		**Intersection:**	1

	Major Street	**Minor Street**
Street Name	Dell Avenue	East Sunnyoaks Avenue
Direction	N-S	E-W
Number of Lanes	1	1
Approach Speed	30	25

Population less than 10,000? No
Date of Count: N/A
Scenario: Cumulative plus Project

Warrant 3 Met?: Met when either Condition A or B is met	**No**
Condition A: Met when conditions A1, A2, and A3 are met	Not Met
Condition A1	Not Met

The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one lane approach, or five vehicle-hours for a two-lane approach

Minor Approach Delay: 0.46 vehicle-hours

Condition A2 — Met

The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic of 150 vph for two moving lanes

Minor Approach Volume: 145 vph

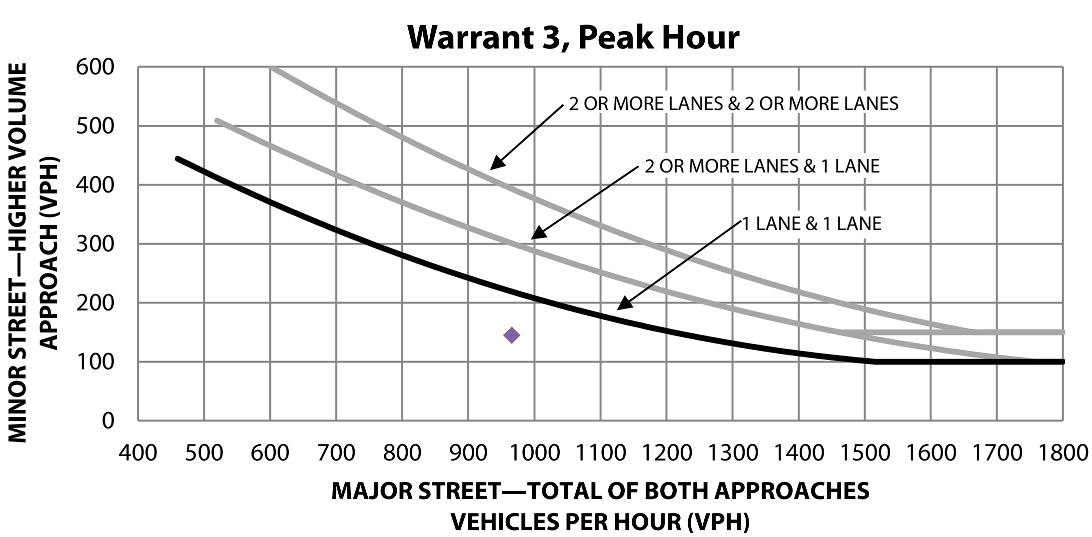
Condition A3 — Met

The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more appraches or 650 vph for intersections with three approaches

Total Entering Volume: 1111 vph

Condition B — Not Met

The plotted point falls above the curve



Appendix F

Freeway Ramp Queue Worksheets/Outputs

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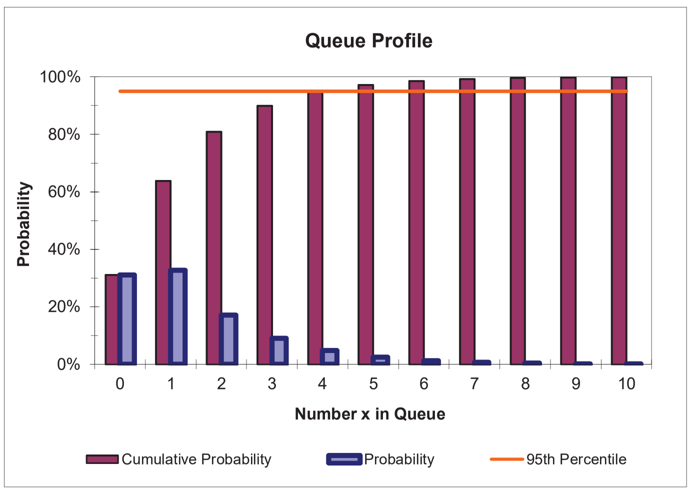
Queuing Evaluation Worksheet

Project: Dell Ave EIR By: Mitra
Project No: CMP028 Date: 10/9/2018

Arrival Rate (veh/hr):	526	No. of Service Points:	2
Service Rate (veh/hr):	500	Queuing Capacity (veh):	66

Probability the System is Empty	31%
Probability the System is Full	0%
Probability That Customer Waits	36%
Average Time Customer Waits	0.2 minutes
Average Time Customer Waits To Get To Service Point	< 1 minute
Probability That a Customer Elects Not to Enter the Queue	0%
Average In System	1.5 vehicles
Average Total Length of Vehicles in System	36 feet
95th Percentile in System	4 vehicles
95th Percentile Total Length of Vehicles in System	100 feet

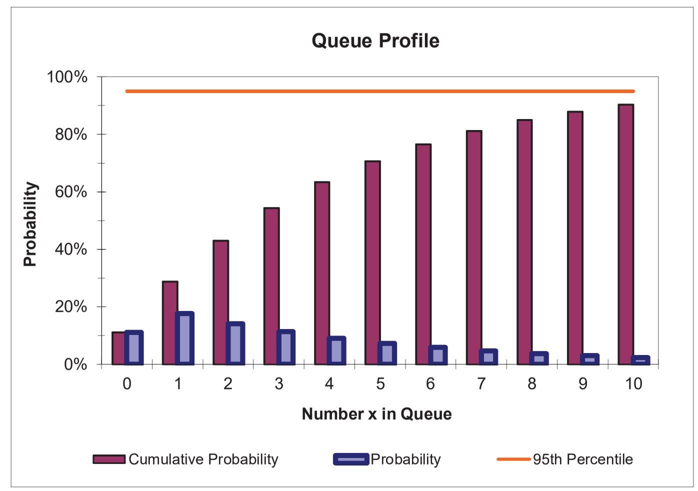


Queuing Evaluation Worksheet

Project: Dell Ave EIR By: Mitra
Project No: CMP028 Date: 10/9/2018

Arrival Rate (veh/hr):	801	No. of Service Points:	2
Service Rate (veh/hr):	500	Queuing Capacity (veh):	66

Probability the System is Empty	11%
Probability the System is Full	0%
Probability That Customer Waits	71%
Average Time Customer Waits	0.3 minutes
Average Time Customer Waits To Get To Service Point	< 1 minute
Probability That a Customer Elects Not to Enter the Queue	0%
Average In System	4.5 vehicles
Average Total Length of Vehicles in System	112 feet
95th Percentile in System	10 vehicles
95th Percentile Total Length of Vehicles in System	250 feet



Poisson Probability Distribution for Queue Lengths

Project Name:	Dell Ave EIR
Intersection No.:	2
Approach:	Eastbound LT
Scenario:	AM Existing
Date of Count:	May 15, 2018

	Major Street		Minor Street
Street Name:	Winchester Blvd		SR 85 SB Off-Ramp
Approach:	Northbound	Southbound	Eastbound

Input Data

Cycle Length	120	sec
Volume	351	veh/ln/hr
Desired Probability Level (DPL)	0.95	decimal
# feet	25	per car
# feet	20	per car

Output

λ	0.0975	veh/ln/sec
λ*T	11.7	veh/ln/cycle
Vehicles at DPL	**18**	**vehicles**
Distance @25 feet/c	450	feet
Distance @20 feet/c	360	feet

Vehicles at DPL' Calculation Formula

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

Poisson Probability Distribution for Queue Lengths

Project Name:	Dell Ave EIR
Intersection No.:	2
Approach:	Eastbound LT
Scenario:	PM Existing
Date of Count:	May 15, 2018

	Major Street	Minor Street
Street Name:	Winchester Blvd	SR 85 SB Off-Ramp
Approach:	Northbound	Eastbound

Input Data

Cycle Length	120	sec
Volume	114	veh/ln/hr
Desired Probability Level (DPL)	0.95	decimal
# feet	25	per car
# feet	20	per car

Output

λ	0.031667	veh/ln/sec
λ*T	3.8	veh/ln/cycle
Vehicles at DPL	**7**	**vehicles**
Distance @25 feet/c	175	feet
Distance @20 feet/c	140	feet

Vehicles at DPL' Calculation Formula

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

Poisson Probability Distribution for Queue Lengths

Project Name:	Dell Ave EIR
Intersection No.:	6
Approach:	Southbound LT
Scenario:	AM Existing
Date of Count:	May 15, 2018

	Major Street		Minor Street
Street Name:	San Tomas Expressway		SR 17 SB Off-Ramp
Approach:	Eastbound	Westbound	Southbound

Input Data

Cycle Length	180	sec
Volume	504	veh/ln/hr
Desired Probability Level (DPL)	0.95	decimal
# feet	25	per car
# feet	20	per car

Output

λ	0.14	veh/ln/sec
λ*T	25.2	veh/ln/cycle
Vehicles at DPL	**34**	**vehicles**
Distance @25 feet/car	850	feet
Distance @20 feet/car	680	feet

Vehicles at DPL' Calculation Formula

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

Poisson Probability Distribution for Queue Lengths

Project Name:	Dell Ave EIR
Intersection No.:	2
Approach:	Southbound LT
Scenario:	PM Existing
Date of Count:	May 15, 2018

	Major Street		Minor Street
Street Name:	San Tomas Expressway		SR 17 SB Off Ramp
Approach:	Eastbound	Westbound	Southbound

Input Data

Cycle Length	180	sec
Volume	996	veh/ln/hr
Desired Probability Level (DPL)	0.95	decimal
# feet	25	per car
# feet	20	per car

Output

λ	0.276667	veh/ln/sec
λ*T	49.8	veh/ln/cycle
Vehicles at DPL	**60**	**vehicles**
Distance @25 feet/car	1500	feet
Distance @20 feet/car	1200	feet

Vehicles at DPL' Calculation Formula

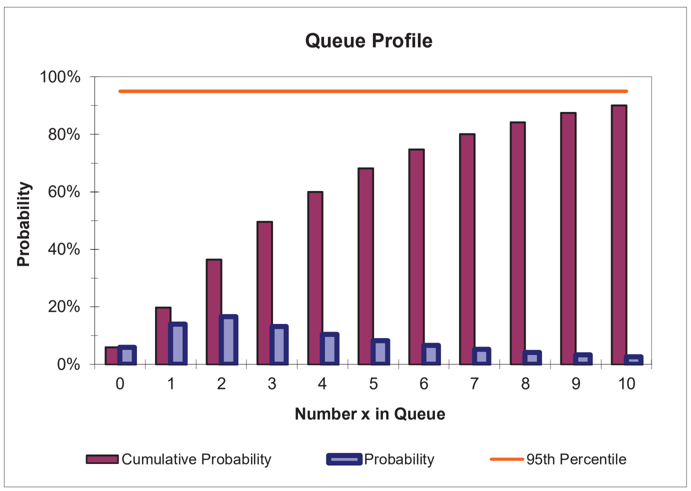
$$P(x) = \frac{(\lambda * T)^x * e^{-\lambda}}{x!}$$

Queuing Evaluation Worksheet

Project: Dell Ave EIR By: ARH
Project No: CMP028 Date: 10/9/2018

Arrival Rate (veh/hr):	1190	No. of Service Points:	3
Service Rate (veh/hr):	500	Queuing Capacity (veh):	380

Probability the System is Empty	6%
Probability the System is Full	0%
Probability That Customer Waits	64%
Average Time Customer Waits	0.2 minutes
Average Time Customer Waits To Get To Service Point	< 1 minute
Probability That a Customer Elects Not to Enter the Queue	0%
Average In System	4.8 vehicles
Average Total Length of Vehicles in System	121 feet
95th Percentile in System	10 vehicles
95th Percentile Total Length of Vehicles in System	250 feet

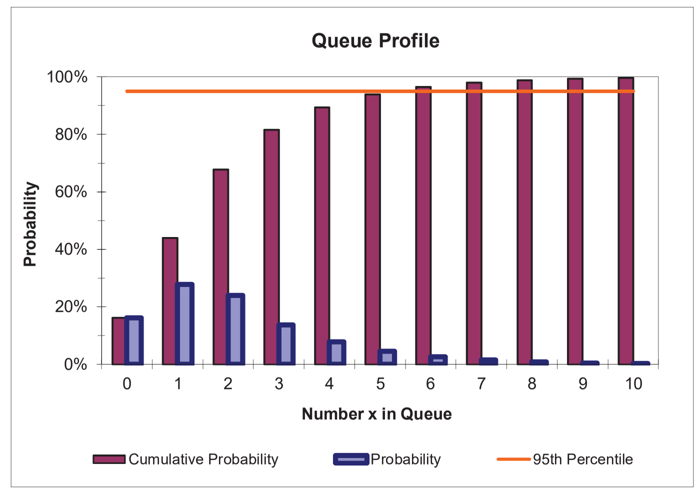


Queuing Evaluation Worksheet

Project: Zelda Parking Entry By: SAB
Project No: SBR012 Date: 10/9/2018

Arrival Rate (veh/hr):	861	No. of Service Points:	3
Service Rate (veh/hr):	500	Queuing Capacity (veh):	380

Probability the System is Empty	16%
Probability the System is Full	0%
Probability That Customer Waits	32%
Average Time Customer Waits	0.2 minutes
Average Time Customer Waits To Get To Service Point	< 1 minute
Probability That a Customer Elects Not to Enter the Queue	0%
Average In System	2.2 vehicles
Average Total Length of Vehicles in System	54 feet
95th Percentile in System	5 vehicles
95th Percentile Total Length of Vehicles in System	125 feet

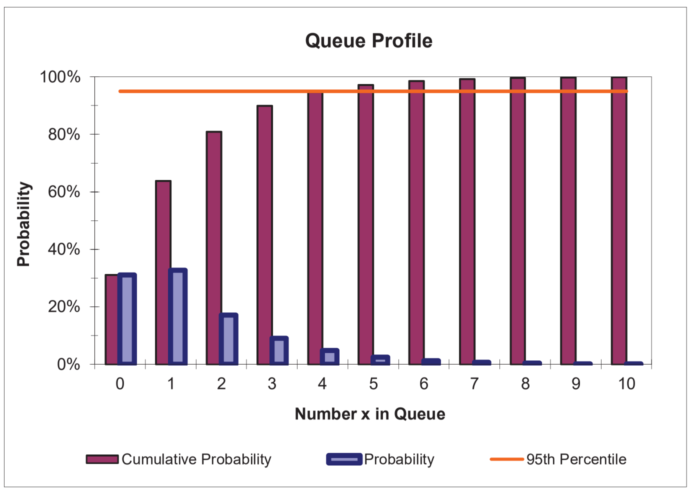


Queuing Evaluation Worksheet

Project: Dell Ave EIR — By: ARH
Project No: CMP028 — Date: 10/9/2018

Arrival Rate (veh/hr):	526	No. of Service Points:	2
Service Rate (veh/hr):	500	Queuing Capacity (veh):	66

Probability the System is Empty	31%
Probability the System is Full	0%
Probability That Customer Waits	36%
Average Time Customer Waits	0.2 minutes
Average Time Customer Waits To Get To Service Point	< 1 minute
Probability That a Customer Elects Not to Enter the Queue	0%
Average In System	1.5 vehicles
Average Total Length of Vehicles in System	36 feet
95th Percentile in System	4 vehicles
95th Percentile Total Length of Vehicles in System	100 feet

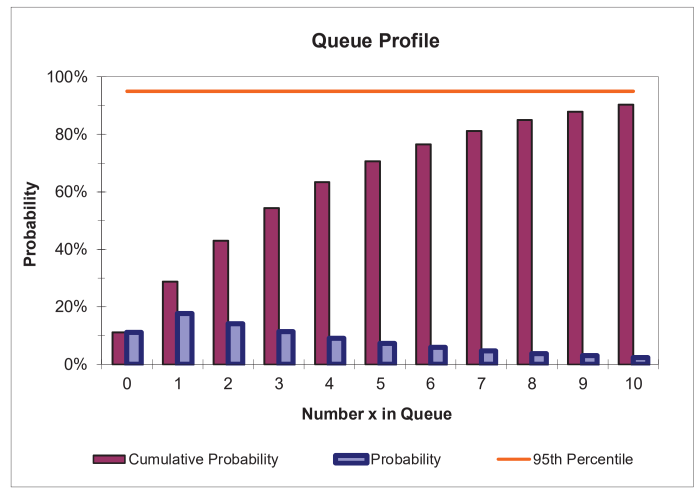


Queuing Evaluation Worksheet

Project: Dell Ave EIR — By: ARH
Project No: CMP028 — Date: 10/9/2018

Arrival Rate (veh/hr):	801	No. of Service Points:	2
Service Rate (veh/hr):	500	Queuing Capacity (veh):	66

Probability the System is Empty	11%
Probability the System is Full	0%
Probability That Customer Waits	71%
Average Time Customer Waits	0.3 minutes
Average Time Customer Waits To Get To Service Point	< 1 minute
Probability That a Customer Elects Not to Enter the Queue	0%
Average In System	4.5 vehicles
Average Total Length of Vehicles in System	112 feet
95th Percentile in System	10 vehicles
95th Percentile Total Length of Vehicles in System	250 feet



Poisson Probability Distribution for Queue Lengths

Project Name:	Dell Ave EIR
Intersection No.:	2
Approach:	Eastbound LT
Scenario:	AM Existing
Date of Count:	May 15, 2018

	Major Street		Minor Street
Street Name:	Winchester Blvd		SR 85 SB Off-Ramp
Approach:	Northbound	Southbound	Eastbound

Input Data

Cycle Length	120	sec
Volume	351	veh/ln/hr
Desired Probability Level (DPL)	0.95	decimal
# feet	25	per car
# feet	20	per car

Output

λ	0.0975	veh/ln/sec
λ*T	11.7	veh/ln/cycle
Vehicles at DPL	**18**	**vehicles**
Distance @25 feet/ca	450	feet
Distance @20 feet/ca	360	feet

Vehicles at DPL' Calculation Formula

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

Poisson Probability Distribution for Queue Lengths

Project Name:	Dell Ave EIR
Intersection No.:	2
Approach:	Eastbound LT
Scenario:	PM Existing
Date of Count:	May 15, 2018

	Major Street	Minor Street
Street Name:	Winchester Blvd	SR 85 SB Off-Ramp
Approach:	Northbound	Eastbound

Input Data

Cycle Length	120	sec
Volume	117	veh/ln/hr
Desired Probability Level (DPL)	0.95	decimal
# feet	25	per car
# feet	20	per car

Output

λ	0.0325	veh/ln/sec
λ*T	3.9	veh/ln/cycle
Vehicles at DPL	**7**	**vehicles**
Distance @25 feet/ca	175	feet
Distance @20 feet/ca	140	feet

Vehicles at DPL' Calculation Formula

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

Poisson Probability Distribution for Queue Lengths

Project Name:	Dell Ave EIR
Intersection No.:	3
Approach:	Southbound LT
Scenario:	AM Existing
Date of Count:	May 15, 2018

	Major Street		Minor Street
Street Name:	San Tomas Expressway		SR 17 SB Off-Ramp
Approach:	Eastbound	Westbound	Southbound

Input Data

Cycle Length	180	sec
Volume	504	veh/ln/hr
Desired Probability Level (DPL)	0.95	decimal
# feet	25	per car
# feet	20	per car

Output

λ	0.14	veh/ln/sec
λ*T	25.2	veh/ln/cycle
Vehicles at DPL	**34**	**vehicles**
Distance @25 feet/ca	850	feet
Distance @20 feet/ca	680	feet

Vehicles at DPL' Calculation Formula

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

Poisson Probability Distribution for Queue Lengths

Project Name:	Dell Ave EIR
Intersection No.:	2
Approach:	Southbound LT
Scenario:	PM Existing
Date of Count:	May 15, 2018

	Major Street		Minor Street
Street Name:	San Tomas Expressway		SR 17 SB Off Ramp
Approach:	Eastbound	Westbound	Southbound

Input Data

Cycle Length	180	sec
Volume	996	veh/ln/hr
Desired Probability Level (DPL)	0.95	decimal
# feet	25	per car
# feet	20	per car

Output

λ	0.276667	veh/ln/sec
λ*T	49.8	veh/ln/cycle
Vehicles at DPL	**60**	**vehicles**
Distance @25 feet/ca	1500	feet
Distance @20 feet/ca	1200	feet

Vehicles at DPL' Calculation Formula

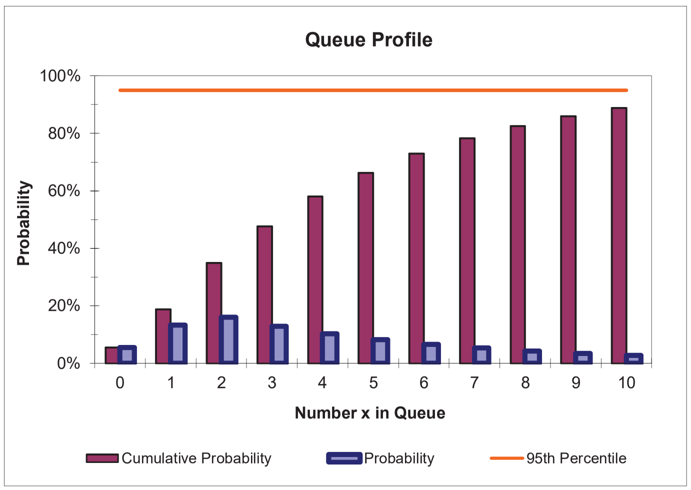
$$P(x) = \frac{(\lambda * T)^x * e^{-\lambda}}{x!}$$

Queuing Evaluation Worksheet

Project: Dell Ave EIR   By: ARH
Project No: CMP028   Date: 10/9/2018

Arrival Rate (veh/hr):	1204	No. of Service Points:	3
Service Rate (veh/hr):	500	Queuing Capacity (veh):	380

Probability the System is Empty	6%
Probability the System is Full	0%
Probability That Customer Waits	65%
Average Time Customer Waits	0.3 minutes
Average Time Customer Waits To Get To Service Point	< 1 minute
Probability That a Customer Elects Not to Enter the Queue	0%
Average In System	5.1 vehicles
Average Total Length of Vehicles in System	126 feet
95th Percentile in System	10 vehicles
95th Percentile Total Length of Vehicles in System	250 feet

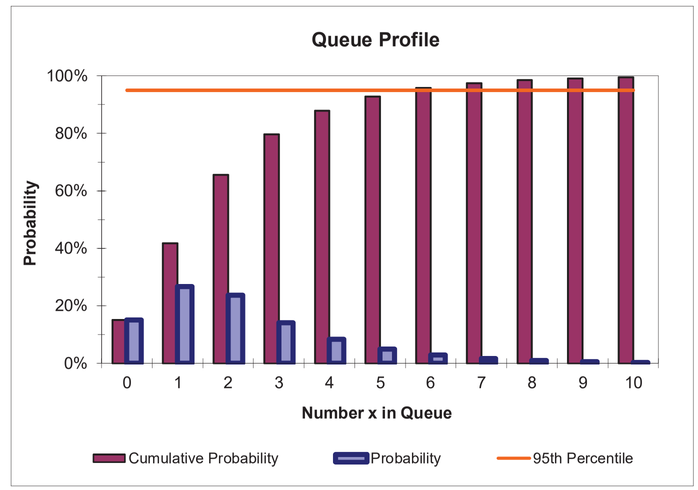


Queuing Evaluation Worksheet

Project: Dell Ave EIR   By: ARH
Project No: CMP028   Date: 10/9/2018

Arrival Rate (veh/hr):	888	No. of Service Points:	3
Service Rate (veh/hr):	500	Queuing Capacity (veh):	380

Probability the System is Empty	15%
Probability the System is Full	0%
Probability That Customer Waits	34%
Average Time Customer Waits	0.2 minutes
Average Time Customer Waits To Get To Service Point	< 1 minute
Probability That a Customer Elects Not to Enter the Queue	0%
Average In System	2.3 vehicles
Average Total Length of Vehicles in System	57 feet
95th Percentile in System	6 vehicles
95th Percentile Total Length of Vehicles in System	150 feet

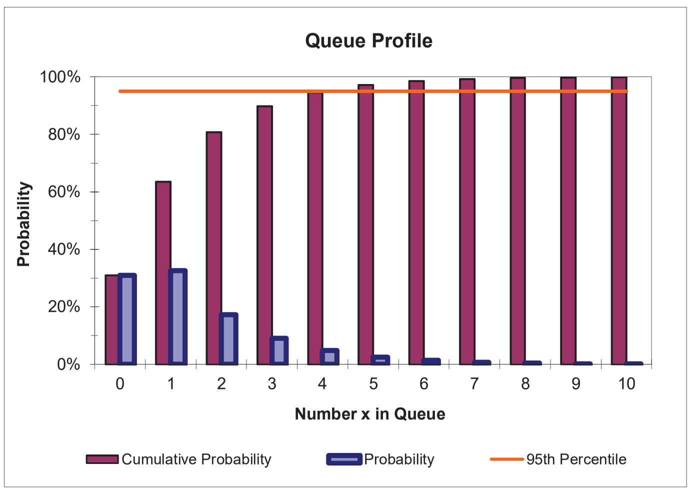


Queuing Evaluation Worksheet

Project: Dell Ave EIR By: Mitra
Project No: CMP028 Date: 10/9/2018

Arrival Rate (veh/hr):	528	No. of Service Points:	2
Service Rate (veh/hr):	500	Queuing Capacity (veh):	66

Probability the System is Empty	31%
Probability the System is Full	0%
Probability That Customer Waits	36%
Average Time Customer Waits	0.2 minutes
Average Time Customer Waits To Get To Service Point	< 1 minute
Probability That a Customer Elects Not to Enter the Queue	0%
Average In System	1.5 vehicles
Average Total Length of Vehicles in System	37 feet
95th Percentile in System	4 vehicles
95th Percentile Total Length of Vehicles in System	100 feet

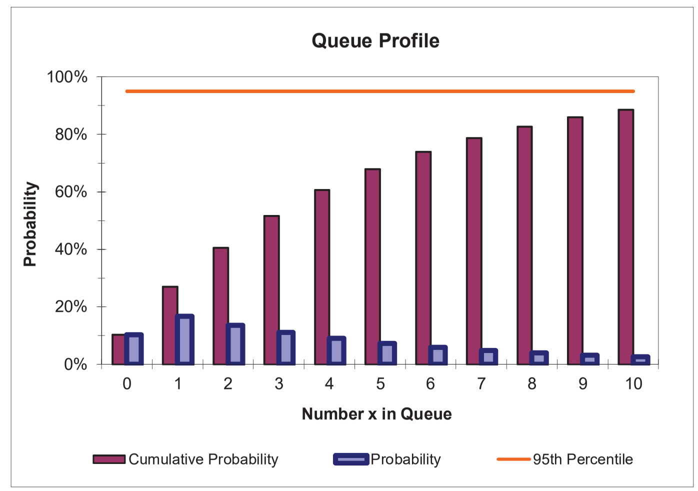


Queuing Evaluation Worksheet

Project: Dell Ave EIR By: Mitra
Project No: CMP028 Date: 10/9/2018

Arrival Rate (veh/hr):	814	No. of Service Points:	2
Service Rate (veh/hr):	500	Queuing Capacity (veh):	66

Probability the System is Empty	10%
Probability the System is Full	0%
Probability That Customer Waits	73%
Average Time Customer Waits	0.4 minutes
Average Time Customer Waits To Get To Service Point	< 1 minute
Probability That a Customer Elects Not to Enter the Queue	0%
Average In System	4.8 vehicles
Average Total Length of Vehicles in System	121 feet
95th Percentile in System	10 vehicles
95th Percentile Total Length of Vehicles in System	250 feet



Poisson Probability Distribution for Queue Lengths

Project Name:	Dell Ave EIR
Intersection No.:	2
Approach:	Eastbound LT
Scenario:	AM Existing
Date of Count:	May 15, 2018

	Major Street		Minor Street
Street Name:	Winchester Blvd		SR 85 SB Off-Ramp
Approach:	Northbound	Southbound	Eastbound

Input Data

Cycle Length	120	sec
Volume	393	veh/ln/hr
Desired Probability Level (DPL)	0.95	decimal
# feet	25	per car
# feet	20	per car

Output

λ	0.109167	veh/ln/sec
λ*T	13.1	veh/ln/cycle
Vehicles at DPL	**19**	**vehicles**
Distance @25 feet/c	475	feet
Distance @20 feet/c	380	feet

Vehicles at DPL' Calculation Formula

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

Poisson Probability Distribution for Queue Lengths

Project Name:	Dell Ave EIR
Intersection No.:	2
Approach:	Eastbound LT
Scenario:	PM Existing
Date of Count:	May 15, 2018

	Major Street	Minor Street
Street Name:	Winchester Blvd	SR 85 SB Off-Ramp
Approach:	Northbound	Eastbound

Input Data

Cycle Length	120	sec
Volume	128	veh/ln/hr
Desired Probability Level (DPL)	0.95	decimal
# feet	25	per car
# feet	20	per car

Output

λ	0.035556	veh/ln/sec
λ*T	4.266667	veh/ln/cycle
Vehicles at DPL	**8**	**vehicles**
Distance @25 feet/c	200	feet
Distance @20 feet/c	160	feet

Vehicles at DPL' Calculation Formula

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

Poisson Probability Distribution for Queue Lengths

Project Name:	Dell Ave EIR
Intersection No.:	3
Approach:	Southbound LT
Scenario:	AM Existing
Date of Count:	May 15, 2018

	Major Street		Minor Street
Street Name:	San Tomas Expressway		SR 17 SB Off-Ramp
Approach:	Eastbound	Westbound	Southbound

Input Data

Cycle Length	180	sec
Volume	564	veh/ln/hr
Desired Probability Level (DPL)	0.95	decimal
# feet	25	per car
# feet	20	per car

Output

λ	0.156667	veh/ln/sec
λ*T	28.2	veh/ln/cycle
Vehicles at DPL	**37**	**vehicles**
Distance @25 feet/ca	925	feet
Distance @20 feet/ca	740	feet

Vehicles at DPL' Calculation Formula

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

Poisson Probability Distribution for Queue Lengths

Project Name:	Dell Ave EIR
Intersection No.:	2
Approach:	Southbound LT
Scenario:	PM Existing
Date of Count:	May 15, 2018

	Major Street		Minor Street
Street Name:	San Tomas Expressway		SR 17 SB Off Ramp
Approach:	Eastbound	Westbound	Southbound

Input Data

Cycle Length	180	sec
Volume	996	veh/ln/hr
Desired Probability Level (DPL)	0.95	decimal
# feet	25	per car
# feet	20	per car

Output

λ	0.276667	veh/ln/sec
λ*T	49.8	veh/ln/cycle
Vehicles at DPL	**60**	**vehicles**
Distance @25 feet/ca	1500	feet
Distance @20 feet/ca	1200	feet

Vehicles at DPL' Calculation Formula

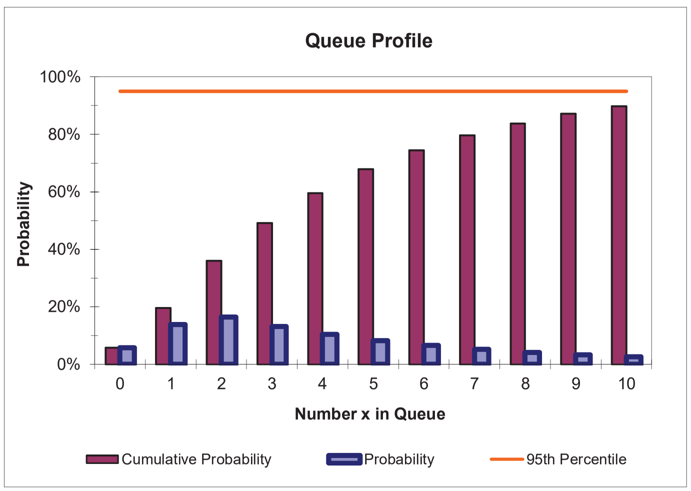
$$P(x)= \frac{(\lambda * T)^{x} * e^{-\lambda}}{x!}$$

Queuing Evaluation Worksheet

Project: Dell Ave EIR   By: ARH
Project No: CMP028   Date: 10/9/2018

Arrival Rate (veh/hr):	1193	No. of Service Points:	3
Service Rate (veh/hr):	500	Queuing Capacity (veh):	380

Probability the System is Empty	6%
Probability the System is Full	0%
Probability That Customer Waits	64%
Average Time Customer Waits	0.2 minutes
Average Time Customer Waits To Get To Service Point	< 1 minute
Probability That a Customer Elects Not to Enter the Queue	0%
Average In System	4.9 vehicles
Average Total Length of Vehicles in System	122 feet
95th Percentile in System	10 vehicles
95th Percentile Total Length of Vehicles in System	250 feet

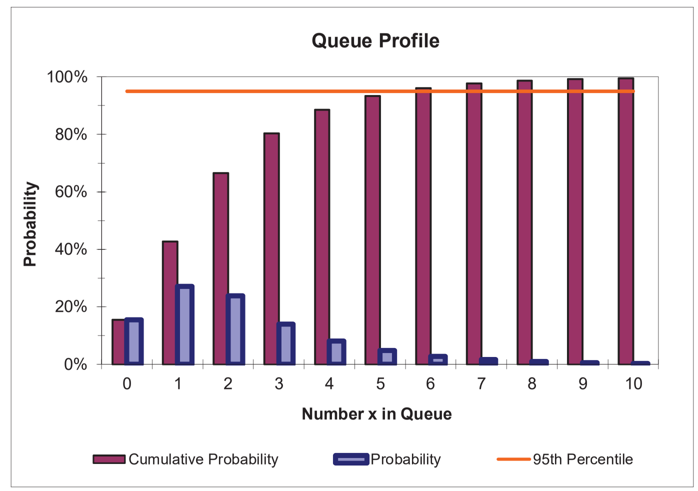


Queuing Evaluation Worksheet

Project: Zelda Parking Entry   By: SAB
Project No: SBR012   Date: 10/9/2018

Arrival Rate (veh/hr):	877	No. of Service Points:	3
Service Rate (veh/hr):	500	Queuing Capacity (veh):	380

Probability the System is Empty	15%
Probability the System is Full	0%
Probability That Customer Waits	34%
Average Time Customer Waits	0.2 minutes
Average Time Customer Waits To Get To Service Point	< 1 minute
Probability That a Customer Elects Not to Enter the Queue	0%
Average In System	2.2 vehicles
Average Total Length of Vehicles in System	56 feet
95th Percentile in System	5 vehicles
95th Percentile Total Length of Vehicles in System	125 feet

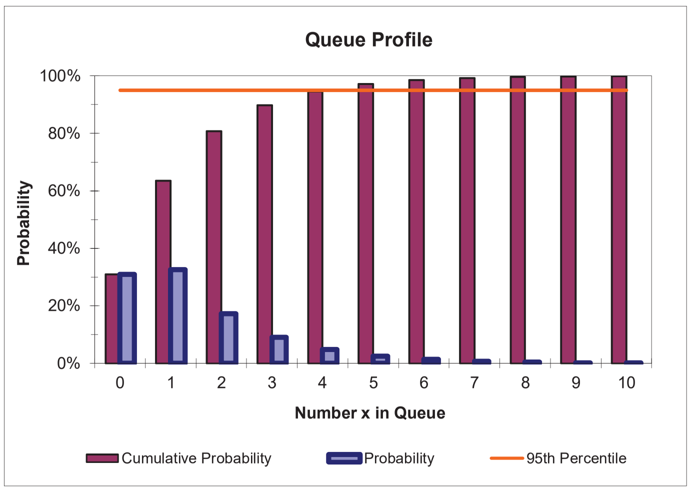


Queuing Evaluation Worksheet

Project: Dell Ave EIR By: ARH
Project No: CMP028 Date: 10/9/2018

Arrival Rate (veh/hr):	528	No. of Service Points:	2
Service Rate (veh/hr):	500	Queuing Capacity (veh):	66

Probability the System is Empty	31%
Probability the System is Full	0%
Probability That Customer Waits	36%
Average Time Customer Waits	0.2 minutes
Average Time Customer Waits To Get To Service Point	< 1 minute
Probability That a Customer Elects Not to Enter the Queue	0%
Average In System	1.5 vehicles
Average Total Length of Vehicles in System	37 feet
95th Percentile in System	4 vehicles
95th Percentile Total Length of Vehicles in System	100 feet

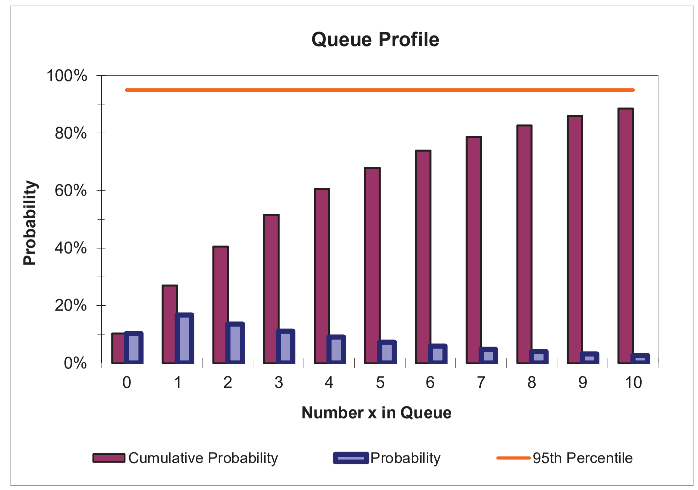


Queuing Evaluation Worksheet

Project: Dell Ave EIR By: ARH
Project No: CMP028 Date: 10/9/2018

Arrival Rate (veh/hr):	814	No. of Service Points:	2
Service Rate (veh/hr):	500	Queuing Capacity (veh):	66

Probability the System is Empty	10%
Probability the System is Full	0%
Probability That Customer Waits	73%
Average Time Customer Waits	0.4 minutes
Average Time Customer Waits To Get To Service Point	< 1 minute
Probability That a Customer Elects Not to Enter the Queue	0%
Average In System	4.8 vehicles
Average Total Length of Vehicles in System	121 feet
95th Percentile in System	10 vehicles
95th Percentile Total Length of Vehicles in System	250 feet



Poisson Probability Distribution for Queue Lengths

Project Name:	Dell Ave EIR
Intersection No.:	13
Approach:	Eastbound LT
Scenario:	AM Background + Project
Date of Count:	May 15, 2018

	Major Street		Minor Street
Street Name:	Winchester Blvd		SR 85 SB Off-Ramp
Approach:	Northbound	Southbound	Eastbound

Input Data

Cycle Length	120	sec
Volume	364	veh/ln/hr
Desired Probability Level (DPL)	0.95	decimal
# feet	25	per car
# feet	20	per car

Output

λ	0.101111	veh/ln/sec
λ*T	12.13333	veh/ln/cycle
Vehicles at DPL	**18**	**vehicles**
Distance @25 feet/c	450	feet
Distance @20 feet/c	360	feet

Vehicles at DPL' Calculation Formula

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

Poisson Probability Distribution for Queue Lengths

Project Name:	Dell Ave EIR
Intersection No.:	2
Approach:	Eastbound LT
Scenario:	PM Background + Project
Date of Count:	May 15, 2018

	Major Street	Minor Street
Street Name:	Winchester Blvd	SR 85 SB Off-Ramp
Approach:	Northbound	Eastbound

Input Data

Cycle Length	120	sec
Volume	114	veh/ln/hr
Desired Probability Level (DPL)	0.95	decimal
# feet	25	per car
# feet	20	per car

Output

λ	0.031667	veh/ln/sec
λ*T	3.8	veh/ln/cycle
Vehicles at DPL	**7**	**vehicles**
Distance @25 feet/c	175	feet
Distance @20 feet/c	140	feet

Vehicles at DPL' Calculation Formula

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

Poisson Probability Distribution for Queue Lengths

Project Name:	Dell Ave EIR
Intersection No.:	6
Approach:	Southbound LT
Scenario:	AM Background + Project
Date of Count:	May 15, 2018

	Major Street		Minor Street
Street Name:	San Tomas Expressway		SR 17 SB Off-Ramp
Approach:	Eastbound	Westbound	Southbound

Input Data

Cycle Length	180	sec
Volume	504	veh/ln/hr
Desired Probability Level (DPL)	0.95	decimal
# feet	25	per car
# feet	20	per car

Output

λ	0.14	veh/ln/sec
λ*T	25.2	veh/ln/cycle
Vehicles at DPL	**34**	**vehicles**
Distance @25 feet/car	850	feet
Distance @20 feet/car	680	feet

Vehicles at DPL' Calculation Formula

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

Poisson Probability Distribution for Queue Lengths

Project Name:	Dell Ave EIR
Intersection No.:	6
Approach:	Southbound LT
Scenario:	PM Background + Project
Date of Count:	May 15, 2018

	Major Street		Minor Street
Street Name:	San Tomas Expressway		SR 17 SB Off Ramp
Approach:	Eastbound	Westbound	Southbound

Input Data

Cycle Length	180	sec
Volume	996	veh/ln/hr
Desired Probability Level (DPL)	0.95	decimal
# feet	25	per car
# feet	20	per car

Output

λ	0.276667	veh/ln/sec
λ*T	49.8	veh/ln/cycle
Vehicles at DPL	**60**	**vehicles**
Distance @25 feet/car	1500	feet
Distance @20 feet/car	1200	feet

Vehicles at DPL' Calculation Formula

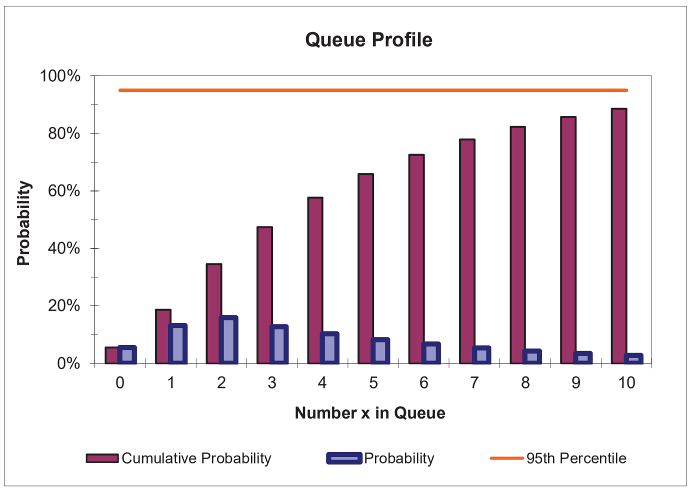
$$P(x)= \frac{(\lambda * T)^{x} * e^{-\lambda}}{x!}$$

Queuing Evaluation Worksheet

Project: Dell Ave EIR By: ARH
Project No: CMP028 Date: 10/9/2018

Arrival Rate (veh/hr):	1207	No. of Service Points:	3
Service Rate (veh/hr):	500	Queuing Capacity (veh):	380

Probability the System is Empty	5%
Probability the System is Full	0%
Probability That Customer Waits	65%
Average Time Customer Waits	0.3 minutes
Average Time Customer Waits To Get To Service Point	< 1 minute
Probability That a Customer Elects Not to Enter the Queue	0%
Average In System	5.1 vehicles
Average Total Length of Vehicles in System	128 feet
95th Percentile in System	10 vehicles
95th Percentile Total Length of Vehicles in System	250 feet

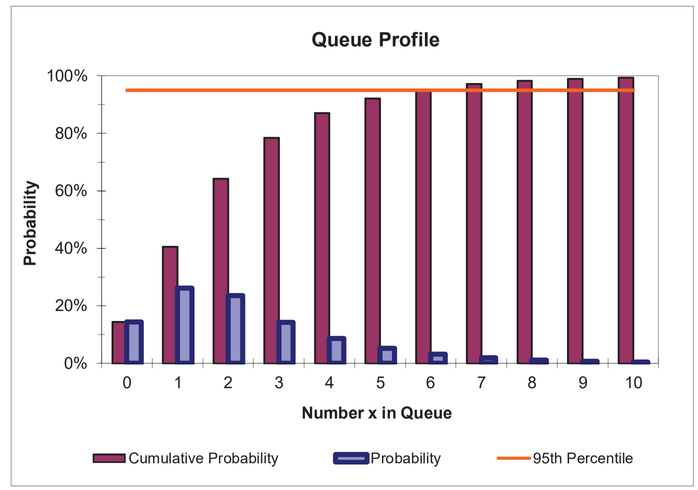


Queuing Evaluation Worksheet

Project: Dell Ave EIR By: ARH
Project No: CMP028 Date: 10/9/2018

Arrival Rate (veh/hr):	904	No. of Service Points:	3
Service Rate (veh/hr):	500	Queuing Capacity (veh):	380

Probability the System is Empty	14%
Probability the System is Full	0%
Probability That Customer Waits	36%
Average Time Customer Waits	0.2 minutes
Average Time Customer Waits To Get To Service Point	< 1 minute
Probability That a Customer Elects Not to Enter the Queue	0%
Average In System	2.4 vehicles
Average Total Length of Vehicles in System	59 feet
95th Percentile in System	6 vehicles
95th Percentile Total Length of Vehicles in System	150 feet

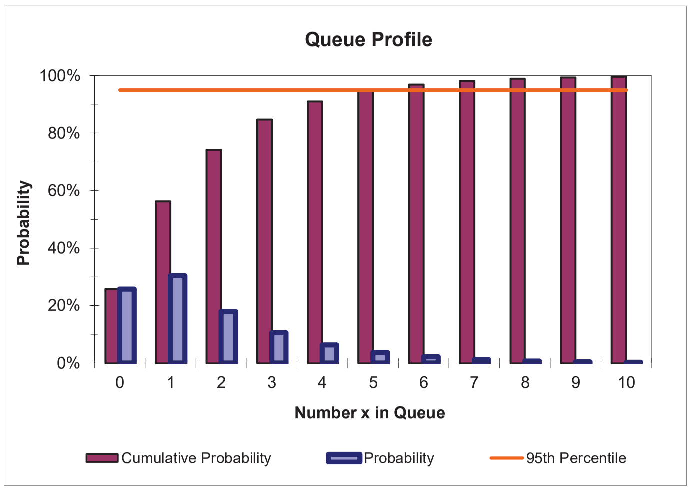


Queuing Evaluation Worksheet

Project: Dell Ave EIR
Project No: CMP028
By: ARH
Date: 10/9/2018

Arrival Rate (veh/hr):	590	No. of Service Points:	2
Service Rate (veh/hr):	500	Queuing Capacity (veh):	66

Probability the System is Empty	26%
Probability the System is Full	0%
Probability That Customer Waits	44%
Average Time Customer Waits	0.2 minutes
Average Time Customer Waits To Get To Service Point	< 1 minute
Probability That a Customer Elects Not to Enter the Queue	0%
Average In System	1.8 vehicles
Average Total Length of Vehicles in System	45 feet
95th Percentile in System	5 vehicles
95th Percentile Total Length of Vehicles in System	125 feet

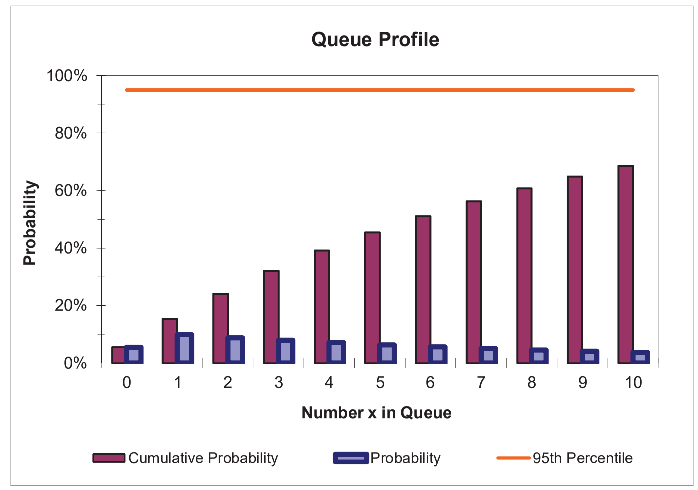


Queuing Evaluation Worksheet

Project: Dell Ave EIR
Project No: CMP028
By: ARH
Date: 10/9/2018

Arrival Rate (veh/hr):	896	No. of Service Points:	2
Service Rate (veh/hr):	500	Queuing Capacity (veh):	66

Probability the System is Empty	5%
Probability the System is Full	0%
Probability That Customer Waits	85%
Average Time Customer Waits	0.6 minutes
Average Time Customer Waits To Get To Service Point	< 1 minute
Probability That a Customer Elects Not to Enter the Queue	0%
Average In System	9.1 vehicles
Average Total Length of Vehicles in System	226 feet
95th Percentile in System	10 vehicles
95th Percentile Total Length of Vehicles in System	250 feet



Poisson Probability Distribution for Queue Lengths

Project Name:	Dell Ave EIR
Intersection No.:	13
Approach:	Eastbound LT
Scenario:	AM Cumulative
Date of Count:	May 15, 2018

	Major Street		Minor Street
Street Name:	Winchester Blvd		SR 85 SB Off-Ramp
Approach:	Northbound	Southbound	Eastbound

Input Data

Cycle Length	120	sec
Volume	393	veh/ln/hr
Desired Probability Level (DPL)	0.95	decimal
# feet	25	per car
# feet	20	per car

Output

λ	0.109167	veh/ln/sec
λ*T	13.1	veh/ln/cycle
Vehicles at DPL	**19**	**vehicles**
Distance @25 feet/c	475	feet
Distance @20 feet/c	380	feet

Vehicles at DPL' Calculation Formula

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

Poisson Probability Distribution for Queue Lengths

Project Name:	Dell Ave EIR
Intersection No.:	13
Approach:	Eastbound LT
Scenario:	PM Cumulative
Date of Count:	May 15, 2018

	Major Street	Minor Street
Street Name:	Winchester Blvd	SR 85 SB Off-Ramp
Approach:	Northbound	Eastbound

Input Data

Cycle Length	120	sec
Volume	128	veh/ln/hr
Desired Probability Level (DPL)	0.95	decimal
# feet	25	per car
# feet	20	per car

Output

λ	0.035556	veh/ln/sec
λ*T	4.266667	veh/ln/cycle
Vehicles at DPL	**8**	**vehicles**
Distance @25 feet/c	200	feet
Distance @20 feet/c	160	feet

Vehicles at DPL' Calculation Formula

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

Poisson Probability Distribution for Queue Lengths

Project Name:	Dell Ave EIR
Intersection No.:	6
Approach:	Southbound LT
Scenario:	AM Cumulative
Date of Count:	May 15, 2018

	Major Street		Minor Street
Street Name:	San Tomas Expressway		SR 17 SB Off-Ramp
Approach:	Eastbound	Westbound	Southbound

Input Data

Cycle Length	180	sec
Volume	564	veh/ln/hr
Desired Probability Level (DPL)	0.95	decimal
# feet	25	per car
# feet	20	per car

Output

λ	0.156667	veh/ln/sec
λ*T	28.2	veh/ln/cycle
Vehicles at DPL	**37**	**vehicles**
Distance @25 feet/car	925	feet
Distance @20 feet/car	740	feet

Vehicles at DPL' Calculation Formula

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

Poisson Probability Distribution for Queue Lengths

Project Name:	Dell Ave EIR
Intersection No.:	6
Approach:	Southbound LT
Scenario:	PM Background + Project
Date of Count:	May 15, 2018

	Major Street		Minor Street
Street Name:	San Tomas Expressway		SR 17 SB Off Ramp
Approach:	Eastbound	Westbound	Southbound

Input Data

Cycle Length	180	sec
Volume	1113	veh/ln/hr
Desired Probability Level (DPL)	0.95	decimal
# feet	25	per car
# feet	20	per car

Output

λ	0.309167	veh/ln/sec
λ*T	55.65	veh/ln/cycle
Vehicles at DPL	**60**	**vehicles**
Distance @25 feet/car	1500	feet
Distance @20 feet/car	1200	feet

Vehicles at DPL' Calculation Formula

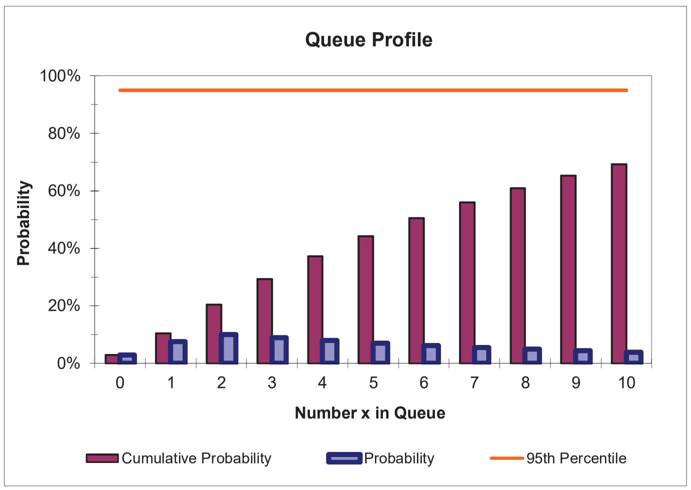
$$P(x)= \frac{(\lambda * T)^{x} * e^{-\lambda}}{x!}$$

Queuing Evaluation Worksheet

Project: Dell Ave EIR By: ARH
Project No: CMP028 Date: 10/9/2018

Arrival Rate (veh/hr):	1332	No. of Service Points:	3
Service Rate (veh/hr):	500	Queuing Capacity (veh):	380

Probability the System is Empty	3%
Probability the System is Full	0%
Probability That Customer Waits	80%
Average Time Customer Waits	0.4 minutes
Average Time Customer Waits To Get To Service Point	< 1 minute
Probability That a Customer Elects Not to Enter the Queue	0%
Average In System	9.0 vehicles
Average Total Length of Vehicles in System	224 feet
95th Percentile in System	10 vehicles
95th Percentile Total Length of Vehicles in System	250 feet

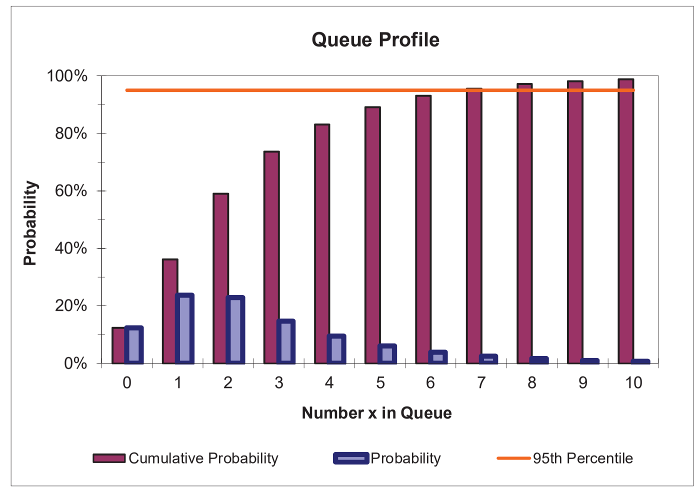


Queuing Evaluation Worksheet

Project: Dell Ave EIR By: ARH
Project No: CMP028 Date: 10/9/2018

Arrival Rate (veh/hr):	963	No. of Service Points:	3
Service Rate (veh/hr):	500	Queuing Capacity (veh):	380

Probability the System is Empty	12%
Probability the System is Full	0%
Probability That Customer Waits	41%
Average Time Customer Waits	0.2 minutes
Average Time Customer Waits To Get To Service Point	< 1 minute
Probability That a Customer Elects Not to Enter the Queue	0%
Average In System	2.7 vehicles
Average Total Length of Vehicles in System	67 feet
95th Percentile in System	7 vehicles
95th Percentile Total Length of Vehicles in System	175 feet

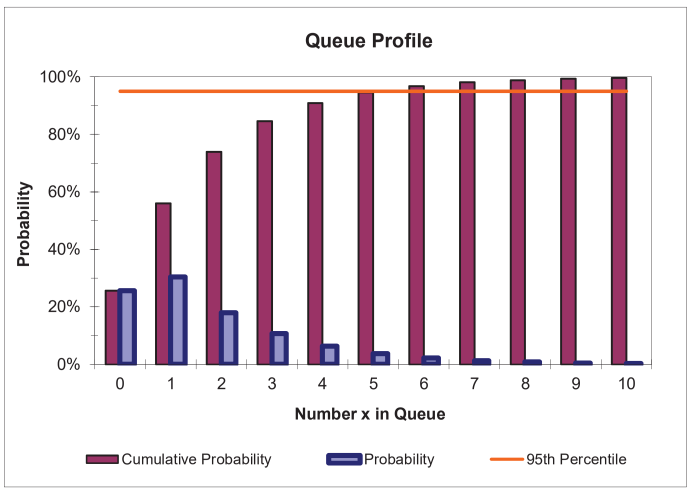


Queuing Evaluation Worksheet

Project: Dell Ave EIR By: ARH
Project No: CMP028 Date: 10/9/2018

Arrival Rate (veh/hr):	592	No. of Service Points:	2
Service Rate (veh/hr):	500	Queuing Capacity (veh):	66

Probability the System is Empty	26%
Probability the System is Full	0%
Probability That Customer Waits	44%
Average Time Customer Waits	0.2 minutes
Average Time Customer Waits To Get To Service Point	< 1 minute
Probability That a Customer Elects Not to Enter the Queue	0%
Average In System	1.8 vehicles
Average Total Length of Vehicles in System	46 feet
95th Percentile in System	5 vehicles
95th Percentile Total Length of Vehicles in System	125 feet

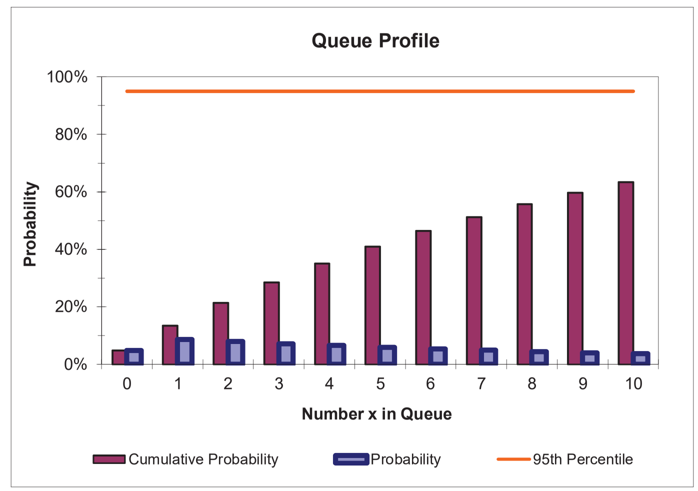


Queuing Evaluation Worksheet

Project: Dell Ave EIR By: ARH
Project No: CMP028 Date: 10/9/2018

Arrival Rate (veh/hr):	909	No. of Service Points:	2
Service Rate (veh/hr):	500	Queuing Capacity (veh):	66

Probability the System is Empty	5%
Probability the System is Full	0%
Probability That Customer Waits	87%
Average Time Customer Waits	0.7 minutes
Average Time Customer Waits To Get To Service Point	< 1 minute
Probability That a Customer Elects Not to Enter the Queue	0%
Average In System	10.4 vehicles
Average Total Length of Vehicles in System	259 feet
95th Percentile in System	10 vehicles
95th Percentile Total Length of Vehicles in System	250 feet



Poisson Probability Distribution for Queue Lengths

Project Name:	Dell Ave EIR
Intersection No.:	13
Approach:	Eastbound LT
Scenario:	AM Cumulative + Project
Date of Count:	May 15, 2018

	Major Street		Minor Street
Street Name:	Winchester Blvd		SR 85 SB Off-Ramp
Approach:	Northbound	Southbound	Eastbound

Input Data

Cycle Length	120	sec
Volume	406	veh/ln/hr
Desired Probability Level (DPL)	0.95	decimal
# feet	25	per car
# feet	20	per car

Output

λ	0.112778	veh/ln/sec
λ*T	13.53333	veh/ln/cycle
Vehicles at DPL	**20**	**vehicles**
Distance @25 feet/c	500	feet
Distance @20 feet/c	400	feet

Vehicles at DPL' Calculation Formula

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

Poisson Probability Distribution for Queue Lengths

Project Name:	Dell Ave EIR
Intersection No.:	13
Approach:	Eastbound LT
Scenario:	PM Cumulative
Date of Count:	May 15, 2018

	Major Street	Minor Street
Street Name:	Winchester Blvd	SR 85 SB Off-Ramp
Approach:	Northbound	Eastbound

Input Data

Cycle Length	120	sec
Volume	131	veh/ln/hr
Desired Probability Level (DPL)	0.95	decimal
# feet	25	per car
# feet	20	per car

Output

λ	0.036389	veh/ln/sec
λ*T	4.366667	veh/ln/cycle
Vehicles at DPL	**8**	**vehicles**
Distance @25 feet/c	200	feet
Distance @20 feet/c	160	feet

Vehicles at DPL' Calculation Formula

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

Poisson Probability Distribution for Queue Lengths

Project Name:	Dell Ave EIR
Intersection No.:	6
Approach:	Southbound LT
Scenario:	AM Cumulative + Project
Date of Count:	May 15, 2018

	Major Street		Minor Street
Street Name:	San Tomas Expressway		SR 17 SB Off-Ramp
Approach:	Eastbound	Westbound	Southbound

Input Data

Cycle Length	180	sec
Volume	564	veh/ln/hr
Desired Probability Level (DPL)	0.95	decimal
# feet	25	per car
# feet	20	per car

Output

λ	0.156667	veh/ln/sec
λ*T	28.2	veh/ln/cycle
Vehicles at DPL	**37**	**vehicles**
Distance @25 feet/ca	925	feet
Distance @20 feet/ca	740	feet

Vehicles at DPL' Calculation Formula

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

Poisson Probability Distribution for Queue Lengths

Project Name:	Dell Ave EIR
Intersection No.:	6
Approach:	Southbound LT
Scenario:	PM Cumulative + Project
Date of Count:	May 15, 2018

	Major Street		Minor Street
Street Name:	San Tomas Expressway		SR 17 SB Off Ramp
Approach:	Eastbound	Westbound	Southbound

Input Data

Cycle Length	180	sec
Volume	1113	veh/ln/hr
Desired Probability Level (DPL)	0.95	decimal
# feet	25	per car
# feet	20	per car

Output

λ	0.309167	veh/ln/sec
λ*T	55.65	veh/ln/cycle
Vehicles at DPL	**60**	**vehicles**
Distance @25 feet/ca	1500	feet
Distance @20 feet/ca	1200	feet

Vehicles at DPL' Calculation Formula

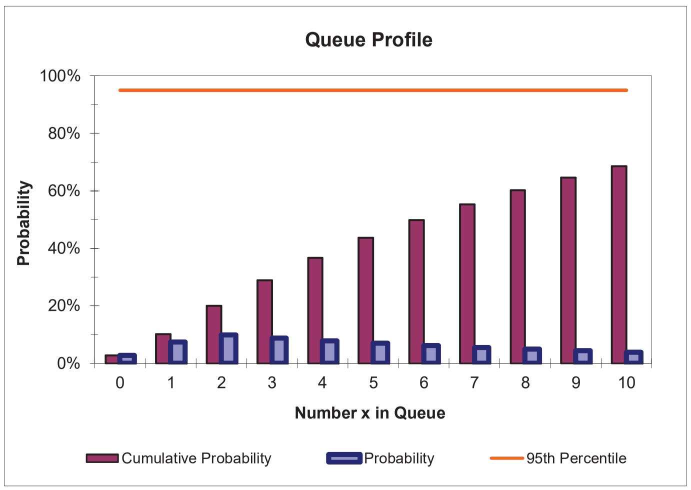
$$P(x)= \frac{(\lambda * T)^{x} * e^{-\lambda}}{x!}$$

Queuing Evaluation Worksheet

Project: Dell Ave EIR By: ARH
Project No: CMP028 Date: 10/9/2018

Arrival Rate (veh/hr):	1335	No. of Service Points:	3
Service Rate (veh/hr):	500	Queuing Capacity (veh):	380

Probability the System is Empty	3%
Probability the System is Full	0%
Probability That Customer Waits	80%
Average Time Customer Waits	0.4 minutes
Average Time Customer Waits To Get To Service Point	< 1 minute
Probability That a Customer Elects Not to Enter the Queue	0%
Average In System	9.1 vehicles
Average Total Length of Vehicles in System	228 feet
95th Percentile in System	10 vehicles
95th Percentile Total Length of Vehicles in System	250 feet

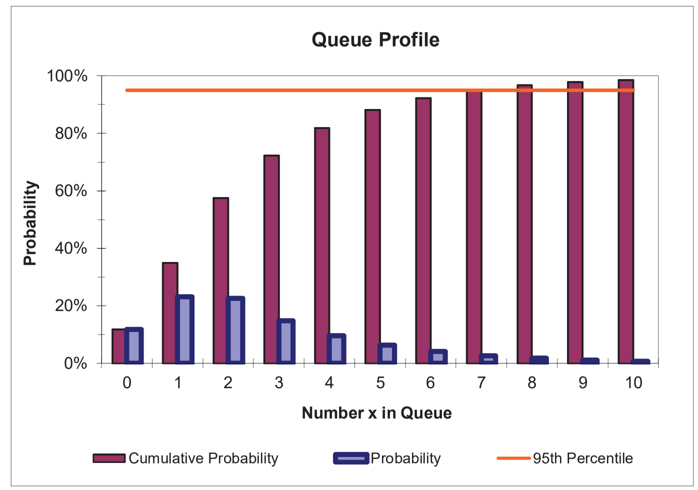


Queuing Evaluation Worksheet

Project: Dell Ave EIR By: ARH
Project No: CMP028 Date: 10/9/2018

Arrival Rate (veh/hr):	979	No. of Service Points:	3
Service Rate (veh/hr):	500	Queuing Capacity (veh):	380

Probability the System is Empty	12%
Probability the System is Full	0%
Probability That Customer Waits	42%
Average Time Customer Waits	0.2 minutes
Average Time Customer Waits To Get To Service Point	< 1 minute
Probability That a Customer Elects Not to Enter the Queue	0%
Average In System	2.8 vehicles
Average Total Length of Vehicles in System	69 feet
95th Percentile in System	7 vehicles
95th Percentile Total Length of Vehicles in System	175 feet



Intersection: 3: White Oaks Rd & Camden Ave & Curtner Ave

Movement	NB	NB	NB	NB	SE	SE	SE	SE	SE	NW	NW	NW
Directions Served	L	L	R	>	L	T	T	T	R	L	T	T
Maximum Queue (ft)	362	380	229	157	260	920	882	512	113	161	1143	1125
Average Queue (ft)	336	344	106	16	249	548	508	171	7	17	885	877
95th Queue (ft)	386	390	194	99	296	1081	1039	329	57	92	1219	1210
Link Distance (ft)	337	337	337			2166	2166	2166	2166		1940	1940
Upstream Blk Time (%)	33	41										
Queuing Penalty (veh)	115	143										
Storage Bay Dist (ft)				150	235					190		
Storage Blk Time (%)			7	0	64	0					63	
Queuing Penalty (veh)			5	0	209	1					6	

Intersection: 3: White Oaks Rd & Camden Ave & Curtner Ave

Movement	NW	NW	NW	SW	SW
Directions Served	T	T	TR	<L	R
Maximum Queue (ft)	1069	980	325	189	774
Average Queue (ft)	823	730	319	35	522
95th Queue (ft)	1146	1054	348	129	845
Link Distance (ft)	1940	1940			1278
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			300	165	
Storage Blk Time (%)		42	21		56
Queuing Penalty (veh)		257	118		12

Intersection: 6: White Oaks Rd & SR17 Off-Ramp/U-Haul Dwy

Movement	EB	EB	B10	WB	NB	NB	NB	B11	SB	SB
Directions Served	L	LTR	T	LTR	L	T	TR	T	LT	R
Maximum Queue (ft)	369	374	106	25	492	768	673	174	227	368
Average Queue (ft)	167	191	11	2	143	370	176	46	49	131
95th Queue (ft)	353	372	106	12	491	853	611	205	133	300
Link Distance (ft)	335	335	3347	231		731	731	242	337	337
Upstream Blk Time (%)	1	2			0	18	0	13		1
Queuing Penalty (veh)	0	0			0	0	0	0		5
Storage Bay Dist (ft)					690					
Storage Blk Time (%)					0	21				
Queuing Penalty (veh)					0	36				

Network Summary

Network wide Queuing Penalty: 907

Intersection: 3: White Oaks Rd & Camden Ave & Curtner Ave

Movement	NB	NB	NB	NB	SE	SE	SE	SE	SE	NW	NW	NW
Directions Served	L	L	R	>	L	T	T	T	R	L	T	T
Maximum Queue (ft)	355	371	337	175	260	1768	1740	2095	1831	214	398	392
Average Queue (ft)	293	301	168	82	255	1166	1141	1118	510	83	289	282
95th Queue (ft)	385	387	315	219	279	1997	1950	1936	1617	216	388	379
Link Distance (ft)	336	336	336			2164	2164	2164	2164		1942	1942
Upstream Blk Time (%)	7	10	2			3	1	2	1			
Queuing Penalty (veh)	23	32	6			0	0	0	0			
Storage Bay Dist (ft)				150	235					190		
Storage Blk Time (%)			17	3	48	11				0	34	
Queuing Penalty (veh)			31	5	417	49				1	12	

Intersection: 3: White Oaks Rd & Camden Ave & Curtner Ave

Movement	NW	NW	NW	SW	SW
Directions Served	T	T	TR	<L	R
Maximum Queue (ft)	353	265	158	174	557
Average Queue (ft)	234	140	46	46	309
95th Queue (ft)	341	263	123	133	494
Link Distance (ft)	1942	1942			1278
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			300	165	
Storage Blk Time (%)					34
Queuing Penalty (veh)					9

Intersection: 6: White Oaks Rd & SR17 Off-Ramp/U-Haul Dwy

Movement	EB	EB	WB	NB	NB	NB	SB	SB
Directions Served	L	LTR	LTR	L	T	TR	LT	R
Maximum Queue (ft)	183	254	31	83	96	52	350	416
Average Queue (ft)	30	60	4	36	36	18	221	182
95th Queue (ft)	124	189	20	70	74	41	377	469
Link Distance (ft)	335	335	231		731	731	336	336
Upstream Blk Time (%)		0					2	7
Queuing Penalty (veh)		0					10	34
Storage Bay Dist (ft)				690				
Storage Blk Time (%)								
Queuing Penalty (veh)								

Network Summary

Network wide Queuing Penalty: 631

Intersection: 3: White Oaks Rd & Camden Ave & Curtner Ave

Movement	NB	NB	NB	NB	SE	SE	SE	SE	SE	NW	NW	NW
Directions Served	L	L	R	>	L	T	T	T	R	L	T	T
Maximum Queue (ft)	364	377	244	174	260	1021	985	557	137	163	1033	1034
Average Queue (ft)	341	346	120	14	249	613	574	177	16	16	787	782
95th Queue (ft)	375	378	212	91	292	1194	1145	368	79	91	1045	1042
Link Distance (ft)	337	337	337			2171	2171	2171	2171		1939	1939
Upstream Blk Time (%)	38	45	0									
Queuing Penalty (veh)	135	159	0									
Storage Bay Dist (ft)				150	235					190		
Storage Blk Time (%)			11	0	68	1					62	
Queuing Penalty (veh)			8	0	225	3					6	

Intersection: 3: White Oaks Rd & Camden Ave & Curtner Ave

Movement	NW	NW	NW	SW	SW
Directions Served	T	T	TR	<L	R
Maximum Queue (ft)	983	891	325	190	727
Average Queue (ft)	733	635	317	43	450
95th Queue (ft)	983	888	352	138	759
Link Distance (ft)	1939	1939			1278
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			300	165	
Storage Blk Time (%)		38	16		50
Queuing Penalty (veh)		232	87		14

Intersection: 6: White Oaks Rd & SR17 Off-Ramp/U-Haul Dwy

Movement	EB	EB	B10	WB	NB	NB	NB	B11	SB	SB
Directions Served	L	LTR	T	LTR	L	T	TR	T	LT	R
Maximum Queue (ft)	390	383	154	32	615	744	655	202	230	374
Average Queue (ft)	191	214	11	3	148	359	167	38	57	138
95th Queue (ft)	375	387	98	18	491	841	585	183	163	316
Link Distance (ft)	335	335	3335	231		731	731	242	337	337
Upstream Blk Time (%)	2	2			0	16	0	11		1
Queuing Penalty (veh)	0	0			0	0	0	0		6
Storage Bay Dist (ft)					690					
Storage Blk Time (%)					0	19				
Queuing Penalty (veh)					0	34				

Network Summary

Network wide Queuing Penalty: 909

Intersection: 3: White Oaks Rd & Camden Ave & Curtner Ave

Movement	NB	NB	NB	NB	SE	SE	SE	SE	SE	NW	NW	NW
Directions Served	L	L	R	>	L	T	T	T	R	L	T	T
Maximum Queue (ft)	354	367	343	175	260	2044	2035	2002	1968	215	430	414
Average Queue (ft)	297	308	171	86	256	1396	1369	1341	701	86	292	282
95th Queue (ft)	386	394	313	223	268	2272	2230	2219	2070	217	389	384
Link Distance (ft)	337	337	337			2170	2170	2170	2170		1963	1963
Upstream Blk Time (%)	7	10	1			6	4	5	4			
Queuing Penalty (veh)	23	32	4			0	0	0	0			
Storage Bay Dist (ft)				150	235					190		
Storage Blk Time (%)			15	4	49	12				0	35	
Queuing Penalty (veh)			27	7	431	53				0	13	

Intersection: 3: White Oaks Rd & Camden Ave & Curtner Ave

Movement	NW	NW	NW	SW	SW
Directions Served	T	T	TR	<L	R
Maximum Queue (ft)	388	282	177	189	558
Average Queue (ft)	235	148	54	49	319
95th Queue (ft)	344	260	142	141	502
Link Distance (ft)	1963	1963			1278
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			300	165	
Storage Blk Time (%)		0		1	34
Queuing Penalty (veh)		0		2	9

Intersection: 6: White Oaks Rd & SR17 Off-Ramp/U-Haul Dwy

Movement	EB	EB	WB	NB	NB	NB	SB	SB
Directions Served	L	LTR	LTR	L	T	TR	LT	R
Maximum Queue (ft)	169	207	31	118	88	46	344	404
Average Queue (ft)	31	63	4	39	32	16	197	134
95th Queue (ft)	114	176	21	86	64	39	350	386
Link Distance (ft)	335	335	231		731	731	337	337
Upstream Blk Time (%)							1	4
Queuing Penalty (veh)							4	22
Storage Bay Dist (ft)				690				
Storage Blk Time (%)								
Queuing Penalty (veh)								

Network Summary

Network wide Queuing Penalty: 627

Intersection: 3: White Oaks Rd & Camden Ave & Curtner Ave

Movement	NB	NB	NB	NB	SE	SE	SE	SE	SE	NW	NW	NW
Directions Served	L	L	R	>	L	T	T	T	R	L	T	T
Maximum Queue (ft)	362	376	265	175	260	1030	1004	320	201	214	1105	1096
Average Queue (ft)	336	343	113	15	254	602	558	165	14	20	855	847
95th Queue (ft)	386	390	207	95	285	1054	1015	267	107	103	1202	1183
Link Distance (ft)	337	337	337			2146	2146	2146	2146		1970	1970
Upstream Blk Time (%)	35	43										
Queuing Penalty (veh)	119	147										
Storage Bay Dist (ft)				150	235					190		
Storage Blk Time (%)			8	0	72	0					62	
Queuing Penalty (veh)			6	0	234	1					6	

Intersection: 3: White Oaks Rd & Camden Ave & Curtner Ave

Movement	NW	NW	NW	SW	SW
Directions Served	T	T	TR	<L	R
Maximum Queue (ft)	1055	962	325	178	761
Average Queue (ft)	800	708	318	40	451
95th Queue (ft)	1131	1041	353	138	724
Link Distance (ft)	1970	1970			1278
Upstream Blk Time (%)					0
Queuing Penalty (veh)					0
Storage Bay Dist (ft)			300	165	
Storage Blk Time (%)		42	20		52
Queuing Penalty (veh)		254	112		11

Intersection: 6: White Oaks Rd & SR17 Off-Ramp/U-Haul Dwy

Movement	EB	EB	B10	WB	NB	NB	NB	B11	SB	SB
Directions Served	L	LTR	T	LTR	L	T	TR	T	LT	R
Maximum Queue (ft)	376	370	57	22	489	728	619	163	249	388
Average Queue (ft)	171	195	4	3	191	398	195	45	56	140
95th Queue (ft)	347	365	36	17	606	867	653	201	158	319
Link Distance (ft)	335	335	3342	231		731	731	242	337	337
Upstream Blk Time (%)	1	1			0	18	0	12	0	2
Queuing Penalty (veh)	0	0			0	0	0	0	0	9
Storage Bay Dist (ft)					690					
Storage Blk Time (%)					0	22				
Queuing Penalty (veh)					0	39				

Network Summary

Network wide Queuing Penalty: 939

Intersection: 3: White Oaks Rd & Camden Ave & Curtner Ave

Movement	NB	NB	NB	NB	SE	SE	SE	SE	SE	NW	NW	NW
Directions Served	L	L	R	>	L	T	T	T	R	L	T	T
Maximum Queue (ft)	353	373	347	175	260	1746	1735	1703	1532	215	402	380
Average Queue (ft)	293	305	170	86	254	1096	1074	1026	458	67	285	272
95th Queue (ft)	386	392	313	225	280	1968	1940	1860	1583	185	381	371
Link Distance (ft)	336	336	336			2202	2202	2202	2202		1952	1952
Upstream Blk Time (%)	8	11	1			2	1	1	1			
Queuing Penalty (veh)	26	37	5			0	0	0	0			
Storage Bay Dist (ft)				150	235					190		
Storage Blk Time (%)			14	5	47	12				0	33	
Queuing Penalty (veh)			26	8	409	51				0	12	

Intersection: 3: White Oaks Rd & Camden Ave & Curtner Ave

Movement	NW	NW	NW	SW	SW
Directions Served	T	T	TR	<L	R
Maximum Queue (ft)	351	278	162	180	531
Average Queue (ft)	229	145	49	44	314
95th Queue (ft)	338	258	131	124	489
Link Distance (ft)	1952	1952			1278
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			300	165	
Storage Blk Time (%)		0		0	32
Queuing Penalty (veh)		0		0	9

Intersection: 6: White Oaks Rd & SR17 Off-Ramp/U-Haul Dwy

Movement	EB	EB	B10	WB	NB	NB	NB	SB	SB
Directions Served	L	LTR	T	LTR	L	T	TR	LT	R
Maximum Queue (ft)	191	243	27	31	101	125	54	364	416
Average Queue (ft)	31	59	2	4	38	43	17	208	146
95th Queue (ft)	132	193	33	20	80	105	39	355	408
Link Distance (ft)	335	335	3330	231		731	731	336	336
Upstream Blk Time (%)	0	0						1	5
Queuing Penalty (veh)	0	0						7	25
Storage Bay Dist (ft)					690				
Storage Blk Time (%)									
Queuing Penalty (veh)									

Network Summary

Network wide Queuing Penalty: 615

Intersection: 3: White Oaks Rd & Camden Ave & Curtner Ave

Movement	NB	NB	NB	NB	SE	SE	SE	SE	SE	NW	NW	NW
Directions Served	L	L	R	>	L	T	T	T	R	L	T	T
Maximum Queue (ft)	360	380	242	140	260	973	927	492	171	161	1098	1086
Average Queue (ft)	337	344	116	13	251	552	512	167	18	16	809	799
95th Queue (ft)	386	389	207	87	285	1030	980	318	99	88	1133	1116
Link Distance (ft)	337	337	337			2171	2171	2171	2171		1939	1939
Upstream Blk Time (%)	36	44										
Queuing Penalty (veh)	128	154										
Storage Bay Dist (ft)				150	235					190		
Storage Blk Time (%)			10	0	66	2					62	
Queuing Penalty (veh)			7	0	216	4					6	

Intersection: 3: White Oaks Rd & Camden Ave & Curtner Ave

Movement	NW	NW	NW	SW	SW
Directions Served	T	T	TR	<L	R
Maximum Queue (ft)	1030	944	325	189	841
Average Queue (ft)	752	657	316	49	550
95th Queue (ft)	1057	957	357	150	945
Link Distance (ft)	1939	1939			1278
Upstream Blk Time (%)					0
Queuing Penalty (veh)					0
Storage Bay Dist (ft)			300	165	
Storage Blk Time (%)		38	14	0	55
Queuing Penalty (veh)		231	80	0	16

Intersection: 6: White Oaks Rd & SR17 Off-Ramp/U-Haul Dwy

Movement	EB	EB	B10	WB	NB	NB	NB	B11	SB	SB
Directions Served	L	LTR	T	LTR	L	T	TR	T	LT	R
Maximum Queue (ft)	365	388	187	30	605	759	649	213	226	372
Average Queue (ft)	187	212	17	4	187	407	191	55	53	124
95th Queue (ft)	372	395	137	19	601	910	636	223	142	290
Link Distance (ft)	335	335	3335	231		731	731	242	337	337
Upstream Blk Time (%)	2	3			0	22	0	17		1
Queuing Penalty (veh)	0	0			0	0	0	0		5
Storage Bay Dist (ft)					690					
Storage Blk Time (%)					0	26				
Queuing Penalty (veh)					0	46				

Network Summary

Network wide Queuing Penalty: 893

Intersection: 3: White Oaks Rd & Camden Ave & Curtner Ave

Movement	NB	NB	NB	NB	SE	SE	SE	SE	SE	NW	NW	NW
Directions Served	L	L	R	>	L	T	T	T	R	L	T	T
Maximum Queue (ft)	355	362	321	175	260	2063	2052	2013	1877	215	405	415
Average Queue (ft)	288	301	166	88	256	1320	1296	1242	547	71	287	280
95th Queue (ft)	387	391	297	224	270	2117	2083	2012	1716	199	383	378
Link Distance (ft)	337	337	337			2187	2187	2187	2187		1950	1950
Upstream Blk Time (%)	6	9	1			3	2	3	2			
Queuing Penalty (veh)	22	29	4			0	0	0	0			
Storage Bay Dist (ft)				150	235					190		
Storage Blk Time (%)			14	4	49	13				0	34	
Queuing Penalty (veh)			26	6	427	55				0	12	

Intersection: 3: White Oaks Rd & Camden Ave & Curtner Ave

Movement	NW	NW	NW	SW	SW
Directions Served	T	T	TR	<L	R
Maximum Queue (ft)	376	306	162	190	560
Average Queue (ft)	239	154	47	53	318
95th Queue (ft)	338	272	131	148	494
Link Distance (ft)	1950	1950			1278
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			300	165	
Storage Blk Time (%)		0		0	34
Queuing Penalty (veh)		0		0	9

Intersection: 6: White Oaks Rd & SR17 Off-Ramp/U-Haul Dwy

Movement	EB	EB	WB	NB	NB	NB	SB	SB
Directions Served	L	LTR	LTR	L	T	TR	LT	R
Maximum Queue (ft)	155	244	28	94	91	63	334	378
Average Queue (ft)	26	52	4	37	34	16	180	123
95th Queue (ft)	107	172	20	75	72	42	327	367
Link Distance (ft)	335	335	231		731	731	337	337
Upstream Blk Time (%)		0					1	4
Queuing Penalty (veh)		0					3	19
Storage Bay Dist (ft)				690				
Storage Blk Time (%)								
Queuing Penalty (veh)								

Network Summary

Network wide Queuing Penalty: 613

Intersection: 3: White Oaks Rd & Camden Ave & Curtner Ave

Movement	NB	NB	NB	NB	SE	SE	SE	SE	SE	NW	NW	NW
Directions Served	L	L	R	>	L	T	T	T	R	L	T	T
Maximum Queue (ft)	359	378	248	157	260	1653	1622	1339	197	197	2016	2012
Average Queue (ft)	342	349	124	20	257	996	950	284	15	21	1584	1572
95th Queue (ft)	373	379	220	113	270	1796	1742	781	95	102	2375	2359
Link Distance (ft)	337	337	337			2170	2170	2170	2170		1970	1970
Upstream Blk Time (%)	54	57	0			0					32	28
Queuing Penalty (veh)	207	219	0			0					0	0
Storage Bay Dist (ft)				150	235					190		
Storage Blk Time (%)			13	0	82	1					62	
Queuing Penalty (veh)			11	0	298	2					7	

Intersection: 3: White Oaks Rd & Camden Ave & Curtner Ave

Movement	NW	NW	NW	SW	SW
Directions Served	T	T	TR	<L	R
Maximum Queue (ft)	2009	2019	325	189	1227
Average Queue (ft)	1524	1451	323	36	868
95th Queue (ft)	2330	2308	338	126	1389
Link Distance (ft)	1970	1970			1279
Upstream Blk Time (%)	26	25			9
Queuing Penalty (veh)	0	0			0
Storage Bay Dist (ft)			300	165	
Storage Blk Time (%)		53	37		65
Queuing Penalty (veh)		357	234		17

Intersection: 6: White Oaks Rd & SR17 Off-Ramp/U-Haul Dwy

Movement	EB	EB	B10	WB	NB	NB	NB	B11	SB	SB
Directions Served	L	LTR	T	LTR	L	T	TR	T	LT	R
Maximum Queue (ft)	404	422	911	35	603	803	625	262	258	406
Average Queue (ft)	300	313	316	6	116	637	300	159	53	87
95th Queue (ft)	476	481	1065	30	485	1047	734	351	144	296
Link Distance (ft)	335	335	3339	231		731	731	242	337	337
Upstream Blk Time (%)	15	19			0	64	0	61		2
Queuing Penalty (veh)	0	0			0	0	0	0		8
Storage Bay Dist (ft)					690					
Storage Blk Time (%)					0	66				
Queuing Penalty (veh)					0	131				

Network Summary

Network wide Queuing Penalty: 1490

Intersection: 3: White Oaks Rd & Camden Ave & Curtner Ave

Movement	NB	NB	NB	NB	SE	SE	SE	SE	SE	NW	NW	NW
Directions Served	L	L	R	>	L	T	T	T	R	L	T	T
Maximum Queue (ft)	356	380	345	175	260	2216	2212	2209	2207	215	445	433
Average Queue (ft)	328	336	197	103	255	1927	1916	1920	1739	85	319	306
95th Queue (ft)	390	394	342	239	277	2709	2713	2723	3051	209	421	410
Link Distance (ft)	337	337	337			2166	2166	2166	2166		1952	1952
Upstream Blk Time (%)	30	34	4			30	19	35	26			
Queuing Penalty (veh)	114	131	14			0	0	0	0			
Storage Bay Dist (ft)				150	235					190		
Storage Blk Time (%)			29	4	46	12				0	40	
Queuing Penalty (veh)			59	7	446	59				0	16	

Intersection: 3: White Oaks Rd & Camden Ave & Curtner Ave

Movement	NW	NW	NW	SW	SW
Directions Served	T	T	TR	<L	R
Maximum Queue (ft)	397	317	227	190	632
Average Queue (ft)	262	176	73	56	345
95th Queue (ft)	372	289	178	144	549
Link Distance (ft)	1952	1952			1278
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			300	165	
Storage Blk Time (%)		0	0		35
Queuing Penalty (veh)		0	0		11

Intersection: 6: White Oaks Rd & SR17 Off-Ramp/U-Haul Dwy

Movement	EB	EB	B10	WB	NB	NB	NB	SB	SB
Directions Served	L	LTR	T	LTR	L	T	TR	LT	R
Maximum Queue (ft)	372	393	441	37	123	376	167	347	408
Average Queue (ft)	170	215	57	6	46	141	29	210	147
95th Queue (ft)	388	435	330	26	96	365	133	352	403
Link Distance (ft)	335	335	3338	231		731	731	337	337
Upstream Blk Time (%)	3	6						2	5
Queuing Penalty (veh)	0	0						10	27
Storage Bay Dist (ft)					690				
Storage Blk Time (%)									
Queuing Penalty (veh)									

Network Summary

Network wide Queuing Penalty: 895

Intersection: 3: White Oaks Rd & Camden Ave & Curtner Ave

Movement	NB	NB	NB	NB	SE	SE	SE	SE	SE	NW	NW	NW
Directions Served	L	L	R	>	L	T	T	T	R	L	T	T
Maximum Queue (ft)	361	382	282	174	260	1634	1581	1256	177	165	2018	2018
Average Queue (ft)	341	347	123	17	256	935	887	264	14	18	1625	1615
95th Queue (ft)	373	381	232	101	278	1704	1654	726	85	90	2393	2383
Link Distance (ft)	337	337	337			2213	2213	2213	2213		1975	1975
Upstream Blk Time (%)	52	56	0			0					38	35
Queuing Penalty (veh)	202	214	1			0					0	0
Storage Bay Dist (ft)				150	235					190		
Storage Blk Time (%)			11	0	81	1					62	
Queuing Penalty (veh)			10	0	294	3					7	

Intersection: 3: White Oaks Rd & Camden Ave & Curtner Ave

Movement	NW	NW	NW	SW	SW
Directions Served	T	T	TR	<L	R
Maximum Queue (ft)	2017	2017	325	189	1308
Average Queue (ft)	1578	1512	322	38	948
95th Queue (ft)	2373	2363	343	131	1509
Link Distance (ft)	1975	1975			1278
Upstream Blk Time (%)	33	32			25
Queuing Penalty (veh)	0	0			0
Storage Bay Dist (ft)			300	165	
Storage Blk Time (%)		53	34	0	65
Queuing Penalty (veh)		357	212	0	17

Intersection: 6: White Oaks Rd & SR17 Off-Ramp/U-Haul Dwy

Movement	EB	EB	B10	WB	NB	NB	NB	B11	SB	SB
Directions Served	L	LTR	T	LTR	L	T	TR	T	LT	R
Maximum Queue (ft)	406	420	724	44	549	802	691	264	274	411
Average Queue (ft)	290	305	205	8	122	611	358	146	63	95
95th Queue (ft)	468	477	818	33	484	1047	814	344	178	307
Link Distance (ft)	335	335	3340	231		731	731	242	337	337
Upstream Blk Time (%)	12	15			0	60	2	56	0	2
Queuing Penalty (veh)	0	0			0	0	0	0	0	10
Storage Bay Dist (ft)					690					
Storage Blk Time (%)					0	62				
Queuing Penalty (veh)					0	124				

Network Summary

Network wide Queuing Penalty: 1451

Intersection: 3: White Oaks Rd & Camden Ave & Curtner Ave

Movement	NB	NB	NB	NB	SE	SE	SE	SE	SE	NW	NW	NW
Directions Served	L	L	R	>	L	T	T	T	R	L	T	T
Maximum Queue (ft)	359	374	361	175	260	2236	2224	2235	2232	214	464	473
Average Queue (ft)	334	340	207	91	257	1868	1855	1844	1639	77	320	312
95th Queue (ft)	387	390	356	230	266	2729	2727	2736	3027	201	425	425
Link Distance (ft)	337	337	337			2191	2191	2191	2191		1982	1982
Upstream Blk Time (%)	37	41	5			24	17	31	25			
Queuing Penalty (veh)	139	158	21			0	0	0	0			
Storage Bay Dist (ft)				150	235					190		
Storage Blk Time (%)			31	4	49	13				0	39	
Queuing Penalty (veh)			63	8	469	65				0	16	

Intersection: 3: White Oaks Rd & Camden Ave & Curtner Ave

Movement	NW	NW	NW	SW	SW
Directions Served	T	T	TR	<L	R
Maximum Queue (ft)	429	329	196	190	580
Average Queue (ft)	269	179	74	49	341
95th Queue (ft)	379	301	168	131	536
Link Distance (ft)	1982	1982			1278
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			300	165	
Storage Blk Time (%)		0			35
Queuing Penalty (veh)		0			11

Intersection: 6: White Oaks Rd & SR17 Off-Ramp/U-Haul Dwy

Movement	EB	EB	B10	WB	NB	NB	NB	B11	SB	SB
Directions Served	L	LTR	T	LTR	L	T	TR	T	LT	R
Maximum Queue (ft)	400	412	588	26	176	491	316	28	359	412
Average Queue (ft)	212	268	116	6	49	206	53	3	213	149
95th Queue (ft)	417	475	595	23	168	499	233	51	353	408
Link Distance (ft)	335	335	3312	231		731	731	242	337	337
Upstream Blk Time (%)	3	10			0	1		1	1	4
Queuing Penalty (veh)	0	0			0	0		0	8	25
Storage Bay Dist (ft)					690					
Storage Blk Time (%)						2				
Queuing Penalty (veh)						1				

Network Summary

Network wide Queuing Penalty: 983

CITY OF CAMPBELL
THE ORCHARD CITY

PLACEWORKS