APPENDIX K

TRAFFIC IMPACT ANALYSIS AND SUPPLEMENTAL LETTER

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Fairview Corners Residential

FINAL Transportation Impact Analysis

Prepared for:

Fairview Corners LLC

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Executive Summary

This report presents the results of the traffic impact analysis conducted for the proposed Fairview Corners residential development in Hollister, California. The project site is located at the vacant northeast corner of Fairview Road and Airline Highway and consists of the development of up to 220 single-family homes. Cielo Vista Drive would be extended onto the project site from Fairview Road and would serve as the only access point for the site.

This traffic impact analysis documents the impacts to the surrounding transportation system associated with developing the proposed project. The potential impacts of the project were evaluated in accordance with the standards set forth by the City of Hollister, San Benito County, and Caltrans. The study included an analysis of nine signalized intersections, nine unsignalized intersections, one future intersection, and two highway segments.

Traffic conditions were analyzed for the weekday AM and PM peak hours. The weekday AM peak hour of traffic generally falls within the 7:00 to 9:00 AM period and the weekday PM peak hour is typically in the 4:00 to 6:00 PM period. It is during these times that the most congested traffic conditions occur on an average day.

The following study intersections and highway segments were evaluated:

Study Intersections

1. Fairview Road/Ridgemark Drive and Airline Highway
2. Enterprise Road and Airline Highway
3. Fairview Road and Cielo Vista Drive/Project Driveway
4. Fairview Road and Union Road *(future intersection)*
5. Valley View Road and Union Road
6. Airline Highway and Union Road
7. Southside Road and Union Road
8. San Benito Street and Union Road
9. Union Road/Mitchell Road and Highway 156
10. Airline Highway and Sunset Drive
11. McCray Street/Highway 25 Bypass and Sunnyslope Road/Tres Pinos Road
12. Valley View Road and Sunnyslope Road
13. Fairview Road and Sunnyslope Road
14. Fairview Road and Hillcrest Road
15. Memorial Drive and Hillcrest Road
16. Highway 25 Bypass and Hillcrest Road
17. McCray Street and Hillcrest Road
18. Fairview Road and Santa Ana Road

19. Fairview Road and McCloskey Road

Highway Segments

1. State Route 25, between US 101 and SR 156
2. State Route 156, between Union Road and The Alameda

Scenario 1: *Existing Conditions.* Existing conditions were represented by existing peak-hour traffic volumes on the existing roadway network. Existing traffic volumes were obtained from recent traffic counts.

Scenario 2: *Existing plus Project Conditions.* Existing plus project conditions (also referred to as *Project Conditions*) were represented by traffic volumes, with the project, on the existing roadway network. Traffic volumes with the project (hereafter called *project traffic volumes*) were estimated by adding to existing traffic volumes the traffic generated by the project. Project conditions were evaluated relative to existing conditions in order to determine potential project impacts.

Scenario 3: *Cumulative Conditions.* Cumulative conditions represent future traffic volumes on the long-range future transportation network that would result from traffic growth projected to occur under the City of Hollister and San Benito County General Plans (year 2023 conditions). This scenario also includes traffic associated with the Santana Ranch Specific Plan and Gavilan College projects as well as the Award Homes project. Project traffic was added to future traffic volumes to evaluate cumulative impacts.

Evaluation of Project Conditions

The evaluation of impacts associated with the proposed project is described below.

Project Trips

The magnitude of traffic generated by the proposed project was estimated by applying to the size of the project the appropriate trip generation rates, as published by the Institute of Transportation Engineers (ITE), *eighth edition*. The project would generate 2,105 daily trips, with 165 trips occurring during the AM peak hour and 222 trips occurring during the PM peak hour.

Project Analyses

The results of the level of service analyses under project conditions are summarized below.

Intersection Level of Service Analysis

Traffic impacts at the study intersections were identified based on a level of service standard of C for all study intersections. The results of the intersection level of service analysis under project conditions are summarized in Table ES 1. The results indicate that none of the study intersections would be significantly impacted with the addition of project traffic. All study intersections would continue to operate at LOS C except for one, which would continue to operate at LOS D, but the addition of project traffic at this intersection would not significantly increase delay and the impact would be less than significant.

Table ES 1
Project Intersection Level of Service Summary

Intersection	Existing Int. Control	Peak Hour	Existing Avg. Delay	Existing LOS	Existing Plus Project Avg. Delay	Existing Plus Project LOS	Change in Delay /c/
Fairview Rd./Ridgemark Dr and Airline Hwy.	All-Way Stop /b/	AM	10.5	B	10.9	B	+0.4
		PM	11.4	B	11.7	B	+0.3
Enterprise Rd. and Airline Hwy.	Two-Way Stop /a/	AM	15.9	C	17.0	C	+1.1
		PM	21.7	C	24.3	C	+2.6
Fairview Rd. and Cielo Vista Dr./ Project Driveway	One-Way Stop /a/	AM	9.8	A	10.7	B	+0.9
		PM	10.5	B	12.2	B	+1.7
Fairview Rd. and Union Rd. /d/	Future Signal	AM	--	--	--	--	--
		PM	--	--	--	--	--
Valley View Rd. and Union Rd.	Two-Way Stop /a/	AM	13.3	B	13.4	B	+0.1
		PM	20.1	C	20.3	C	+0.2
Airline Hwy. and Union Rd.	Signal	AM	33.6	C	34.7	C	+1.1
		PM	31.8	C	32.7	C	+0.9
Southside Rd. and Union Rd.	Signal	AM	13.9	B	13.8	B	-0.1
		PM	12.7	B	12.7	B	+0.0
San Benito St. and Union Rd.	Signal	AM	10.7	B	10.7	B	+0.0
		PM	10.6	B	10.6	B	+0.0
Union Rd./Mitchell Rd. and Hwy. 156	Signal	AM	**37.3**	**D**	**37.9**	**D**	+0.6
		PM	30.8	C	31.0	C	+0.2
Airline Hwy. and Sunset Dr.	Signal	AM	12.0	B	11.9	B	-0.1
		PM	11.6	B	11.5	B	-0.1
McCray St/Hwy. 25 Bypass and Sunnyslope Rd./Tres Pinos Rd.	Signal	AM	28.1	C	28.1	C	+0.0
		PM	30.1	C	30.1	C	+0.0
Valley View Rd. and Sunnyslope Rd.	All-Way Stop /b/	AM	13.5	B	14.1	B	+0.6
		PM	13.3	B	13.9	B	+0.6
Fairview Rd. and Sunnyslope Rd.	Signal	AM	10.9	B	11.4	B	+0.5
		PM	9.8	A	10.0	B	+0.2
Fairview Rd. and Hillcrest Rd.	One-Way Stop /a/	AM	17.0	C	18.8	C	+1.8
		PM	13.3	B	13.6	B	+0.3
Memorial Dr. and Hillcrest Rd.	All-Way Stop /b/	AM	13.5	B	14.2	B	+0.7
		PM	12.4	B	13.1	B	+0.7
Hwy. 25 Bypass and Hillcrest Rd.	Signal	AM	24.7	C	24.9	C	+0.2
		PM	25.8	C	26.0	C	+0.2
McCray St. and Hillcrest Rd.	Signal	AM	25.4	C	25.3	C	-0.1
		PM	27.7	C	27.9	C	+0.2
Fairview Rd. and Santa Ana Rd.	One-Way Stop /a/	AM	14.6	B	14.9	B	+0.3
		PM	13.8	B	14.0	B	+0.2
Fairview Rd. and McCloskey Rd.	One-Way Stop /a/	AM	14.6	B	14.8	B	+0.2
		PM	12.5	B	12.7	B	+0.2

Notes:
/a/ The reported delay and corresponding level of service for one- and two-way stop-controlled intersections are based on the stop-controlled approach with the highest delay.
/b/ The reported delay and corresponding level of service for all-way stop-controlled intersections represents the average delay for all approaches at the intersection.
/c/ Change in delay is measured relative to background conditions for the analysis of project conditions impacts.
/d/ Future intersection.
Entries denoted in **bold** indicate conditions that exceed the current level of service standard.
☐ - Denotes Project impact

Peak-Hour Signal Warrant Analysis

The results of the peak-hour traffic signal warrant checks under project conditions are summarized on Table ES 2. The results indicate that the addition of project traffic would cause two intersections to meet the peak-hour signal warrant during one peak hour under project conditions where a signal is not warranted under existing conditions:

Enterprise Road and Airline Highway (PM peak hour)
Fairview Road and Hillcrest Road (PM peak hour)

The addition of project traffic would not create the need to signalize any of the remaining unsignalized study intersections.

Table ES 2
Project Signal Warrant Check Summary

Intersection Name	Warrant Met?			
	Existing Conditions		Existing Plus Project	
	AM	PM	AM	PM
Existing Unsignalized Intersections				
Fairview Road/Ridgemark Drive and Airline Highway	**Yes**	**Yes**	**Yes**	**Yes**
Enterprise Road and Airline Highway	No	No	No	**Yes**
Fairview Road and Cielo Vista Drive/Project Driveway	No	No	No	No
Valley View Road and Union Road	No	No	No	No
Valley View Road and Sunnyslope Road	No	No	No	No
Fairview Road and Hillcrest Road	**Yes**	No	**Yes**	**Yes**
Memorial Drive and Hillcrest Road	No	No	No	No
Fairview Road and Santa Ana Road	**Yes**	**Yes**	**Yes**	**Yes**
Fairview Road and McCloskey Road	No	No	No	No

Notes:
Signal warrant analysis based on the Peak Hour Signal Warrant #3, Figure 4C CAMUTCD, 2010 Edition.

Two-Lane Highway Level of Service Results

Peak-hour highway segment levels of service were evaluated for the section of Highway 25 between US 101 and Highway 156 and the section of Highway 156 between The Alameda and Union Road. The results of the highway level of service analysis are summarized on Table ES 3. The results indicate that both study highway segments currently exceed Caltrans' level of service standard during both peak hours

with operations in the LOS E range. The addition of project traffic on both Highways 156 and 25 would lead to a slight degradation in level of service on those facilities, expressed in terms of an increase in the percent-time-spent following, but the operations would remain in the LOS E range under project conditions. This is considered a significant impact by Caltrans' standards.

Table ES 3
Project Two-Lane Highway Level of Service Summary

Segment	Peak Hour	Existing Conditions % Time-Spent-Following	Existing Conditions LOS	Existing Plus Project % Time-Spent-Following	Existing Plus Project LOS
SR 25 - Between US 101 and SR 156	AM	**87.1%**	**E**	**87.3%**	**E**
	PM	**88.3%**	**E**	**88.6%**	**E**
SR 156 - Between The Alameda and Union Rd	AM	**89.8%**	**E**	**90.1%**	**E**
	PM	**89.0%**	**E**	**89.2%**	**E**

Notes:
Based on the Two-Way-Two-Lane Highway Segment LOS Methodology from Chapter 20 of the Highway Capacity Manual.
Entries denoted in **bold** indicate conditions that exceed Caltrans' current level of service standard.

Intersection Turn-Pocket Storage Analysis Results

The intersection turn-pocket storage analysis is based on vehicle queuing for high-demand turning movements at key intersections. The results indicate that the storage space currently available for high-demand turning movements at the Fairview Road-Ridgemark Drive/Airline Highway intersection would accommodate the projected maximum peak-hour vehicle queues during both the AM and PM peak hours. Additionally, the storage analysis results indicate that the southbound left-turn movement at the Fairview Road and Cielo Vista Drive/Project Driveway intersection needs to provide a minimum of 25 feet of storage space. The results of the intersection turn-pocket storage analysis are shown on Table ES 4.

Table ES 4
Project Intersection Queuing Analysis Results

Intersection	Mvmt.	Existing # of Lanes	Existing Storage Per Lane (ft.)	Peak Hour	Existing Conditions Vehicle Queue /a/	Existing Conditions Req. Storage Per Lane (ft.) /b/	Exising Plus Project Conditions Vehicle Queue /a/	Exising Plus Project Conditions Req. Storage Per Lane (ft.) /b/	Comments
Fairview Rd and Airline Hwy	EBL	1	380	AM	1	25	1	25	Existing storage adequate.
			380	PM	1	25	1	25	Existing storage adequate.
	SBL	1	380	AM	1	25	1	25	Existing storage adequate.
			380	PM	1	25	1	25	Existing storage adequate.
	SBR	1	380	AM	1	25	1	25	Existing storage adequate.
			380	PM	1	25	1	25	Existing storage adequate.
Fairview Rd and Cielo Vista Dr/Project Driveway	SBL	1	See Note /c/	AM	N/A	N/A	1	25	Lane would need to be ~ 25 feet.
			See Note /c/	PM	N/A	N/A	1	25	Lane would need to be ~ 25 feet.

Notes:
/a/ Vehicle queue (# of vehicles) calculated using the Poisson probability distribution and 95-percent confidence level.
/b/ Required storage is calculated based on peak-hour vehicle queue calculation as follows: Vehicle queue x 25'.
/c/ This turn pocket would be built with the project.

Project Conditions Mitigation Measures

The mitigation measures are described below.

Enterprise Road and Airline Highway – Signalization of this intersection may be needed to assign right-of-way and maintain the orderly flow of traffic. Prior to issuance of the building permit(s) for the 100th and 200th residential units in the project, the developer should conduct a monitoring study, which will consist of the analyses of all applicable traffic signal warrants based on field-measured data and prevailing traffic and roadway conditions. The results of the monitoring study should be submitted to the San Benito County Public Works Administrator, who, in coordination with Caltrans and the City of Hollister Engineering Department, will determine if and when a traffic signal should be installed. The developer will install the traffic signal when directed by the San Benito County Public Works Administrator, subject to potential partial reimbursement from other funding sources, such as the TIF program, an established benefit assessment area, or other developments. With implementation of this mitigation measure, this impact would be less-than-significant with mitigation incorporated.

If it is determined, through the monitoring studies, that the signal is not warranted at the time of the issuance of the building permit for the 200th unit, but these improvements are covered in the TIF, then the developer should pay the applicable TIF fee as a fair-share contribution toward improvements at this intersection. If the improvements are not covered in the TIF, then the developer should pay a fair-share contribution (based on the pro rata contribution of traffic) to the benefit assessment area toward improvements at this intersection. However, payment of a fee alone will not guarantee the timely construction of the identified improvements to mitigate the project impact. Therefore, in the event that the developer makes a fair-share contribution rather than installing the traffic signal at this intersection, this impact would be considered significant and unavoidable.

Fairview Road and Hillcrest Road – Signalization of this intersection may be needed to assign right-of-way and maintain the orderly flow of traffic. Prior to issuance of the building permit(s) for the 100th and 200th residential units in the project, the developer should conduct a monitoring study, which will consist of the analyses of all applicable traffic signal warrants based on field-measured data and prevailing traffic and roadway conditions. The results of the monitoring study should be submitted to the San Benito County Public Works Administrator, who will determine if and when a traffic signal should be installed. The developer will install the traffic signal when directed by the San Benito County Public Works Administrator, subject to potential partial reimbursement from other funding sources, such as the TIF program, an established benefit assessment area, or other developments. With implementation of this mitigation measure, this impact would be less-than-significant with mitigation incorporated.

If it is determined, through the monitoring studies, that the signal is not warranted at the time of the issuance of the building permit for the 200th unit, but these improvements are covered in the TIF, then the developer should pay the applicable TIF fee as a fair-share contribution toward improvements at this intersection. If the improvements are not covered in the TIF, then the developer should pay a fair-share contribution (based on the pro rata contribution of traffic) to the benefit assessment area toward improvements at this intersection. However, payment of the fee alone will not guarantee the timely construction of the identified improvements to mitigate the project impact. Therefore, in the event that the developer makes a fair-share contribution rather than installing the traffic signal at this intersection, this impact would be considered significant and unavoidable.

Hwy 156 (Union Road to The Alameda) – The operations on this highway could be restored to acceptable conditions by widening the highway to four lanes or by adding passing lanes at strategic locations. The County is currently updating its TIF program. The current draft version includes passing lanes at strategic locations on Highways 25 and 156. Therefore, if these improvements are included in the adopted TIF program, and the fee covers the complete cost for design and construction, the developer should pay the applicable TIF fee as a fair-share contribution towards the identified improvement, and such payment would mitigate the projects impact to the extent feasible.

In the event the TIF program does not ultimately cover these improvements, there would be no feasible means for the project to mitigate its nominal impact. There would be no other plan or program in place

that could be reasonably expected to result in the timely construction of these improvements given the substantial cost associated therewith and the need for significant contributions from many additional development projects. In that event, the project impact would be considered significant and unavoidable. However, even if the TIF is paid, payment of the fee alone will not guarantee the timely construction of the identified improvements to mitigate the project impact. This impact is therefore considered significant and unavoidable.

Hwy 25 (SR 156 and US 101) – The operations on this highway could be restored to acceptable conditions by widening the highway to four lanes or by adding passing lanes at strategic locations. The County is currently updating its TIF program. The current draft version includes passing lanes at strategic locations on Highways 25 and 156. Therefore, if these improvements are included in the adopted TIF program, and the fee covers the complete cost for design and construction, the developer should pay the applicable TIF fee as a fair-share contribution towards the identified improvement, and such payment would mitigate the projects impact to the extent feasible.

In the event the TIF program does not ultimately cover these improvements, there would be no feasible means for the project to mitigate its nominal impact. There would be no other plan or program in place that could be reasonably expected to result in the timely construction of these improvements given the substantial cost associated therewith and the need for significant contributions from many additional development projects. In that event, the project impact would be considered significant and unavoidable. However, even if the TIF is paid, payment of the fee alone will not guarantee the timely construction of the identified improvements to mitigate the project impact. This impact is therefore considered significant and unavoidable.

Fairview Road and Cielo Vista Drive/Project Driveway. Based on the amount of traffic the proposed project would generate, the turn-pocket storage lengths were determined for the southbound left-turn movement at the Fairview Road/Cielo Vista Drive-Project Driveway intersection. The southbound left-turn pocket will need to have at least 25 feet of storage space to provide storage for left-turn traffic into the project site. Additionally, the turn pocket length should be designed, to the extent feasible, to include deceleration distance in the turn pocket based on the design speed of Fairview Road (60 mph). Based on Chapter 400 of Caltrans' *Highway Design Manual*, the ideal design for the southbound left-turn lane would include a total length of 490 feet. This is based on a design speed of 60 mph on Fairview Road, a vehicle storage length of 50 feet (2 vehicles), no deceleration in the through lane, and a 90-foot bay taper length being included in the deceleration length, per Caltrans standards.

Other Transportation Modes

Bicycle and Pedestrian Facilities

Currently the project site is not served directly by any bicycle facilities. Bike lanes are provided on the following roadway segments:

- Sunnyslope Road between Highway 25 Bypass and Fairview Road
- Highway 25 Bypass between San Felipe Road and Sunnyslope Road
- San Benito Street between Nash Road and Union Road
- Southside Road between north of Union Road and south of Enterprise Road

The project frontage on Fairview Road currently does not have sidewalks.

Recommended Improvements

The frontage improvements on Fairview Road should be designed to be consistent with County Roadway Design Standards, which may include the provision of bicycle and pedestrian facilities on Fairview Road. Additionally, sidewalks and pedestrian crossings should be provided at the Fairview Road and Cielo Vista

Drive/Project Driveway intersection to connect the planned on-site pedestrian facilities to existing/future pedestrian facilities on Fairview Road and Cielo Vista Drive.

Transit Service

There are currently no bus routes that operate in the vicinity of the project site, and the nearest bus stops are not located within walking distance of the project site.

Recommended Improvements

The project site should be designed with the potential future extension of transit services onto the project site in mind. It is recommended that the project applicant work with the local transit agency to ensure that any planned extensions of fixed route transit service on to or adjacent to the project site are accommodated by the design of the site frontage and on-site roadway improvements.

Site Access

A review of the project site plan was performed to determine if adequate site access would be provided. The site plan proposes one full-access driveway on Fairview Road, across the street from Cielo Vista Drive. Fairview Road is planned to be a four-lane major arterial, and the project should therefore allow sufficient right-of-way for the future widening of Fairview Road.

The level of service analysis results, signal warrant analysis results and left-turn pocket storage analysis results presented above for the Fairview Road and Cielo Vista Drive/Project Driveway intersection indicate that the proposed design would adequately handle projected traffic demands and that no operational or safety problems would occur. This intersection will operate satisfactorily without a traffic signal.

Recommended Site Access Improvements

The project should be set back far enough from Fairview Road to accommodate for the widening of Fairview Road. Additionally, the intersection improvements on the project side of the intersection should be designed and built to facilitate the future installation of traffic signal equipment at the intersection for when the intersection will be signalized.

Analysis of Cumulative Intersection Levels of Service

Cumulative conditions are defined as conditions expected in the study area at General Plan buildout of San Benito County (year 2023). Traffic volumes for cumulative conditions at most intersections were obtained from the City of Hollister and San Benito County 2023 traffic-forecasting model. At locations where model forecasts were not available, future traffic volumes were developed by applying a future growth factor of 1.5% per year to the existing counts. The results of the intersection level of service analysis under cumulative conditions indicate that with the development growth currently projected through 2023 and the proposed project, two study intersections would be significantly impacted by the addition of project traffic:

Fairview Road and Cielo Vista Drive/Project Driveway
Memorial Street and Hillcrest Road

The remaining study intersections would not be significantly impacted by the project under cumulative conditions. The improvements recommended to improve intersection operations to acceptable levels under cumulative conditions are discussed in a later section of this chapter. The level of service results under cumulative conditions are summarized on Table ES 5.

Cumulative Peak-Hour Signal Warrant Checks

The results of the peak-hour traffic signal warrant checks under cumulative conditions indicate that the addition of project traffic would not create an additional need to signalize any of the unsignalized study intersections. The results of the peak-hour signal warrant checks are summarized on Table ES 6.

Table ES 5
Cumulative Intersection Level of Service Summary

Intersection	Existing Int. Control	Peak Hour	Cumulative w/ out Project Avg. Delay	Cumulative w/ out Project LOS	Cumulative w/ Project Avg. Delay	Cumulative w/ Project LOS	Change in Delay /c/
Fairview Rd./Ridgemark Dr and Airline Hwy.	All-Way Stop /b/	AM	**37.1**	**E**	**40.2**	**E**	+3.1
		PM	**80.7**	**F**	**85.1**	**F**	+4.4
Enterprise Rd. and Airline Hwy.	Two-Way Stop /a/	AM	**28.5**	**D**	**30.1**	**D**	+1.6
		PM	**25.2**	**D**	**27.4**	**D**	+2.2
Fairview Rd. and Cielo Vista Dr./ Project Driveway	One-Way Stop /a/	AM	21.8	C	**29.6**	**D**	+7.8
		PM	**51.1**	**F**	**177.9**	**F**	+126.8
Fairview Rd. and Union Rd. /d/	Future Signal	AM	12.3	B	12.1	B	-0.2
		PM	12.0	B	12.0	B	+0.0
Valley View Rd. and Union Rd.	Two-Way Stop /a/	AM	17.1	C	17.3	C	+0.2
		PM	**62.6**	**F**	**65.4**	**F**	+2.8
Airline Hwy. and Union Rd.	Signal	AM	**36.6**	**D**	**37.2**	**D**	+0.6
		PM	**59.6**	**E**	**61.9**	**E**	+2.3
Southside Rd. and Union Rd.	Signal	AM	18.0	B	18.0	B	+0.0
		PM	18.0	B	18.0	B	+0.0
San Benito St. and Union Rd.	Signal	AM	10.9	B	10.8	B	-0.1
		PM	11.6	B	11.5	B	-0.1
Union Rd./Mitchell Rd. and Hwy. 156	Signal	AM	25.6	C	25.8	C	+0.2
		PM	33.8	C	33.8	C	+0.0
Airline Hwy. and Sunset Dr.	Signal	AM	9.2	A	9.1	A	-0.1
		PM	10.8	B	10.8	B	+0.0
McCray St/Hwy. 25 Bypass and Sunnyslope Rd./Tres Pinos Rd.	Signal	AM	30.5	C	30.6	C	+0.1
		PM	**35.0**	**D**	**35.3**	**D**	+0.3
Valley View Rd. and Sunnyslope Rd.	All-Way Stop /b/	AM	16.7	C	17.2	C	+0.5
		PM	21.7	C	22.8	C	+1.1
Fairview Rd. and Sunnyslope Rd.	Signal	AM	19.2	B	19.4	B	+0.2
		PM	18.7	B	18.8	B	+0.1
Fairview Rd. and Hillcrest Rd. /e/	One-Way Stop /a/	AM	17.6	B	17.7	B	+0.1
		PM	18.0	B	18.1	B	+0.1
Memorial Dr. and Hillcrest Rd.	All-Way Stop /b/	AM	**57.7**	**F**	**65.0**	**F**	**+7.3**
		PM	**112.8**	**F**	**124.0**	**F**	**+11.2**
Hwy. 25 Bypass and Hillcrest Rd.	Signal	AM	**38.7**	**D**	**40.5**	**D**	+1.8
		PM	**63.4**	**E**	**66.7**	**E**	+3.3
McCray St. and Hillcrest Rd.	Signal	AM	**37.6**	**D**	**38.3**	**D**	+0.7
		PM	**57.2**	**E**	**59.4**	**E**	+2.2
Fairview Rd. and Santa Ana Rd.	One-Way Stop /a/	AM	17.4	C	17.8	C	+0.4
		PM	18.8	C	19.3	C	+0.5
Fairview Rd. and McCloskey Rd.	One-Way Stop /a/	AM	20.5	C	20.9	C	+0.4
		PM	23.2	C	24.0	C	+0.8

Notes:
/a/ The reported delay and corresponding level of service for one- and two-way stop-controlled intersections are based on the stop-controlled approach with the highest delay.
/b/ The reported delay and corresponding level of service for all-way stop-controlled intersections represents the average delay for all approaches at the intersection.
/c/ Change in delay measured relative to cumulative without project conditions.
/d/ Future intersection.
/e/ This intersection is planned to be signalized as part of the Santana Ranch Specific Plan. Thus, the LOS reported under cumulative conditions is based upon the signalization of the intersection.
Entries denoted in **bold** indicate conditions that exceed the current level of service standard.
☐ - Denotes Project impact

Table ES 6
Cumulative with Project Conditions Signal Warrant Check Summary

Intersection Name	Warrant Met?			
	Cumulative w/ out Project Conditions		Cumulative w/ Project Conditions	
	AM	PM	AM	PM
Existing Unsignalized Intersections				
Fairview Road/Ridgemark Drive and Airline Highway	**Yes**	**Yes**	**Yes**	**Yes**
Enterprise Road and Airline Highway	**Yes**	**Yes**	**Yes**	**Yes**
Fairview Road and Cielo Vista Drive/Project Driveway	**Yes**	**Yes**	**Yes**	**Yes**
Valley View Road and Union Road	No	No	No	No
Valley View Road and Sunnyslope Road	No	**Yes**	No	**Yes**
Fairview Road and Hillcrest Road	**Yes**	**Yes**	**Yes**	**Yes**
Memorial Drive and Hillcrest Road	**Yes**	**Yes**	**Yes**	**Yes**
Fairview Road and Santa Ana Road	**Yes**	**Yes**	**Yes**	**Yes**
Fairview Road and McCloskey Road	**Yes**	**Yes**	**Yes**	**Yes**

Notes:
Signal warrant analysis based on the Peak Hour Signal Warrant #3, Figure 4C CAMUTCD, 2010 Edition.

Highway Operations under Cumulative Conditions

Both Highways 25 and 156 would be widened to four lanes under cumulative conditions. As such, the two-lane highway level of service methodology would no longer be applicable to these highways. Therefore, highway levels of service were not calculated under cumulative conditions.

Recommended Improvements under Cumulative Conditions

The results of the cumulative analysis show that the operations at two intersections would degrade to unacceptable levels under traffic conditions projected for the year 2023. This indicates that over the next 10 to 15 years, it is likely that improvements at these locations will be necessary in order to maintain the level of service standard. For the most part, these deficiencies are a result of development growth throughout the City and County.

Described below are the intersections at which the project's contribution toward the impact would be significant and the recommended improvements necessary to maintain the level of service standards under cumulative conditions.

Fairview Road and Cielo Vista Drive/Project Driveway. Signalization of this intersection will be needed in order to maintain acceptable traffic operations. The intersection should be monitored, and a signal should be installed when warranted. Note that both the Fairview Corners and Gavilan College projects should share the cost of the signal.

Memorial Drive and Hillcrest Road. Signalization of this intersection will be needed in order to maintain acceptable traffic operations. Additionally, dedicated left-turn lanes should be added on all four approaches and the traffic signal should be operated with protected left-turn phasing. If these improvements are covered in the TIF, then the developer shall pay the applicable TIF fee as a fair-share contribution toward improvements at this intersection. If the improvements are not covered in the TIF, then the developer shall pay its fair-share contribution (based on its pro rata contribution of trips) to the benefit assessment area toward improvements at this intersection. However, payment of a fee alone will not guarantee the timely construction of the identified improvements to mitigate the project impact. This impact is therefore considered significant and unavoidable.

1. Introduction

This report presents the results of the traffic impact analysis conducted for the proposed Fairview Corners residential development in Hollister, California. The project site is located at the vacant northeast corner of Fairview Road and Airline Highway and consists of the development of up to 220 single-family homes. Cielo Vista Drive would be extended onto the project site from Fairview Road and would serve as the only access point for the site.

This traffic impact analysis documents the impacts to the surrounding transportation system associated with developing the proposed project. The project site location and the surrounding study area are shown on Figure 1. The project site plan is shown on Figure 2.

Scope of Study

The potential impacts of the project were evaluated in accordance with the standards set forth by the City of Hollister, San Benito County, and Caltrans. The study included an analysis of traffic conditions for nine signalized intersections, nine unsignalized intersections, one future intersection, and two highway segments.

Traffic conditions were analyzed for the weekday AM and PM peak-hours of traffic. The weekday AM peak hour of traffic generally falls within the 7:00 to 9:00 AM period and the weekday PM peak hour is typically in the 4:00 to 6:00 PM period. It is during these times that the most congested traffic conditions occur on an average day. The study intersections are listed below and shown on Figure 1.

Study Intersections

1. Fairview Road/Ridgemark Drive and Airline Highway
2. Enterprise Road and Airline Highway
3. Fairview Road and Cielo Vista Drive/Project Driveway
4. Fairview Road and Union Road *(future intersection)*
5. Valley View Road and Union Road
6. Airline Highway and Union Road
7. Southside Road and Union Road
8. San Benito Street and Union Road
9. Union Road/Mitchell Road and Highway 156
10. Airline Highway and Sunset Drive

LEGEND

= Site Location

= Study Intersection

= Future Roadway

Figure 1

Site Location and Study Intersections

Source: EMC Planning Group Inc.

Figure 2

Site Plan

NORTH
Not to Scale

11. McCray Street/Highway 25 Bypass and Sunnyslope Road/Tres Pinos Road
12. Valley View Road and Sunnyslope Road
13. Fairview Road and Sunnyslope Road
14. Fairview Road and Hillcrest Road
15. Memorial Drive and Hillcrest Road
16. Highway 25 Bypass and Hillcrest Road
17. McCray Street and Hillcrest Road
18. Fairview Road and Santa Ana Road
19. Fairview Road and McCloskey Road

Highway Segments

1. State Route 25, between US 101 and SR 156
2. State Route 156, between Union Road and The Alameda

Traffic conditions were evaluated for the following scenarios:

Scenario 1: *Existing Conditions.* Existing conditions were represented by existing peak-hour traffic volumes on the existing roadway network. Existing traffic volumes were obtained from recent traffic counts.

Scenario 2: *Existing plus Project Conditions.* Existing plus project conditions (also referred to as *Project Conditions*) were represented by traffic volumes, with the project, on the existing roadway network. Traffic volumes with the project (hereafter called *project traffic volumes*) were estimated by adding to existing traffic volumes the traffic generated by the project. Project conditions were evaluated relative to existing conditions in order to determine potential project impacts.

Scenario 3: *Cumulative Conditions.* Cumulative conditions represent future traffic volumes on the long-range future transportation network that would result from traffic growth projected to occur under the City of Hollister and San Benito County General Plans (year 2023 conditions). This scenario also includes traffic associated with the Santana Ranch Specific Plan and Gavilan College projects as well as the Award Homes project. Project traffic was added to future traffic volumes to evaluate cumulative impacts.

Methodology

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

Data Requirements

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

- existing traffic volumes
- lane configurations and traffic control
- signal timing and phasing (for signalized intersections)
- approved developments (size, use, and location)

Intersection Level of Service Standards and Analysis Methodologies

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

All of the study intersections are located in the City of Hollister or in unincorporated San Benito County and are therefore subject to the City of Hollister and San Benito County Level of Service standards. The level of service standard for intersections in both agencies' jurisdiction is LOS C. Additionally, some of the intersections are located within the Caltrans right-of-way (State Highway 25), and are therefore subject to Caltrans' Level of Service standards. As stated in Caltrans' *Guidelines for the Preparation of Traffic Impact Studies* (June 2001), "Caltrans endeavors to maintain a target LOS at the transition between LOS 'C' and LOS 'D' on State highway facilities; however, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS." Based on the information above, a level of service standard of C is used for this analysis.

Signalized Intersections

The level of service methodology chosen for the analysis of signalized study intersections is TRAFFIX. TRAFFIX employs the *2000 Highway Capacity Manual* (HCM) methodology for the evaluation of signalized intersection level of service. TRAFFIX evaluates signalized intersection operations based on average control delay time for all vehicles at the intersection. *Control delay* is the amount of delay that is attributed to the particular traffic control device at the intersection, and includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The correlation between average delay and level of service for signalized intersections is shown in Table 1.

Unsignalized Intersections

The methodology used to determine the level of service for unsignalized intersections also is TRAFFIX and the *2000 Highway Capacity Manual* methodology for unsignalized intersection analysis. This method is applicable for both two-way and all-way stop-controlled intersections. For the analysis of stop-controlled intersections, the *2000 HCM* methodology evaluates intersection operations on the basis of average control delay time for all vehicles on the stop-controlled approaches. For the purpose of reporting level of service for one- and two-way stop-controlled intersections, the delay and corresponding level of service for the stop-controlled minor street approach with the highest delay is reported. For all-way stop-controlled intersections, the reported average delay and corresponding level of service is the average for all approaches at the intersection. The correlation between average control delay and level of service for unsignalized intersections is shown in Table 2.

Signal Warrants

The level of service analysis at unsignalized intersections is supplemented with an assessment of the need for signalization of the intersection. This assessment is made on the basis of signal warrant criteria adopted by Caltrans. For this study, the need for signalization is assessed on the basis of the peak-hour traffic signal warrant, Warrant #3 described in the *2010 California Manual on Uniform Traffic Control Devices* (CAMUTCD). This method provides an indication of whether traffic conditions and peak-hour traffic levels are, or would be, sufficient to justify installation of a traffic signal. Other traffic signal warrants are available, however, they cannot be checked under future conditions (project and cumulative) because they rely on data for which forecasts are not available (such as accidents, pedestrian volume, and four- or eight-hour vehicle volumes).

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

Level of Service	Description	Average Control Delay Per Vehicle (Sec.)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	Up to 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 20.0
C	Operation with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths or high V/C rations. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.1 to 80.0
F	Operations with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.	Greater than 80.0

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

Table 2
Unsignalized Intersection Level of Service Definitions Based on Control Delay

Level of Service	Description	Average Control Delay Per Vehicle (Sec.)
A	Operations with very low delays occurring with favorable progression.	Up to 10.0
B	Operations with low delays occurring with good progression.	10.1 to 15.0
C	Operations with average delays resulting from fair progression.	15.1 to 25.0
D	Operation with longer delays due to a combination of unfavorable progression of high V/C ratios.	25.1 to 35.0
E	Operation with high delay values indicating poor progression and high V/C ratios. This is considered to be the limited of acceptable delay.	35.1 to 50.0
F	Operation with delays unacceptable to most drivers occurring due to oversaturation and poor progression.	Greater than 50.0

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

The decision to install a traffic signal should not be based purely on the warrants alone. Instead, the installation of a signal should be considered and further analysis performed when one or more of the warrants are met. Additionally, engineering judgment is exercised on a case-by-case basis to evaluate the effect a traffic signal will have on certain types of accidents and traffic conditions at the subject intersection as well as at adjacent intersections.

Highway Segment Level of Service Standards and Methodologies

As prescribed in Chapters 12 and 20 of the *2000 Highway Capacity Manual*, the level of service for two-lane, two-way rural highway segments is determined based on two measures of effectiveness (MOE): (1) percent time-spent-following (PTSF) and (2) average travel speed. For two-lane highways, PTSF is a measure of the driver's freedom to maneuver and to freely select the speed at which they wish to travel on the subject highway segment. PTSF also serves as an indicator of the comfort and convenience of travel on the subject highway segment. Average travel speed is a measure of the mobility of the highway segment. The two-lane, two-way highway level of service methodology categorizes highways into two categories for analysis:

- **Class I** highways are those on which motorists expect to travel at relatively high speeds. Class I highways are primary routes that often serve long trips or serve as connecting links between facilities that serve long trips. Typically, highways that are part of major commute routes would be Class I facilities.
- **Class II** highways are those on which motorists do not necessarily expect to travel at high speeds. Class II highways are not major arterials and often serve as scenic or recreational highways.

The primary determinant of a highway's classification is the motorist's expectation of travel speed, which may not coincide with the functional classification of that particular highway segment.

The level of service methodology for two-lane, two-way highways accounts for a variety of factors associated with the study highway segment such as: peak-hour traffic volumes, the directional distribution of traffic, percentage of heavy vehicles, lane and shoulder widths, terrain type, percentage of no-passing zones, and density of access points.

The level of service for a two-lane, two-way highway is determined based on the MOEs described above and on the highway's classification. On Class I highways where mobility is critical, the level of service is defined in terms of both percent time-spent-following and average travel speed. On Class II highways where mobility is less critical, the level of service is based only on the percent time-spent-following, regardless of the average travel speed on the highway. The correlation between these MOEs and highway levels of service are shown on Table 3 and Figure 3. Caltrans defines an acceptable level of service for highway segments as LOS C or better.

Both study highway segments are classified as Class I highways.

Intersection Operations

The analysis of project intersection levels of service was supplemented with an analysis of intersection operations for selected intersections.

The operations analysis is based on vehicle queuing for high-demand turning movements at intersections. The basis of the analysis is as follows: (1) the 95th percentile maximum number of queued vehicles per signal cycle is estimated for a particular movement using the HCM queuing equation; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the movement. This analysis thus provides a basis for estimating future storage requirements at intersections.

Figure 3
LOS Criteria for Class I Two-Lane Highways

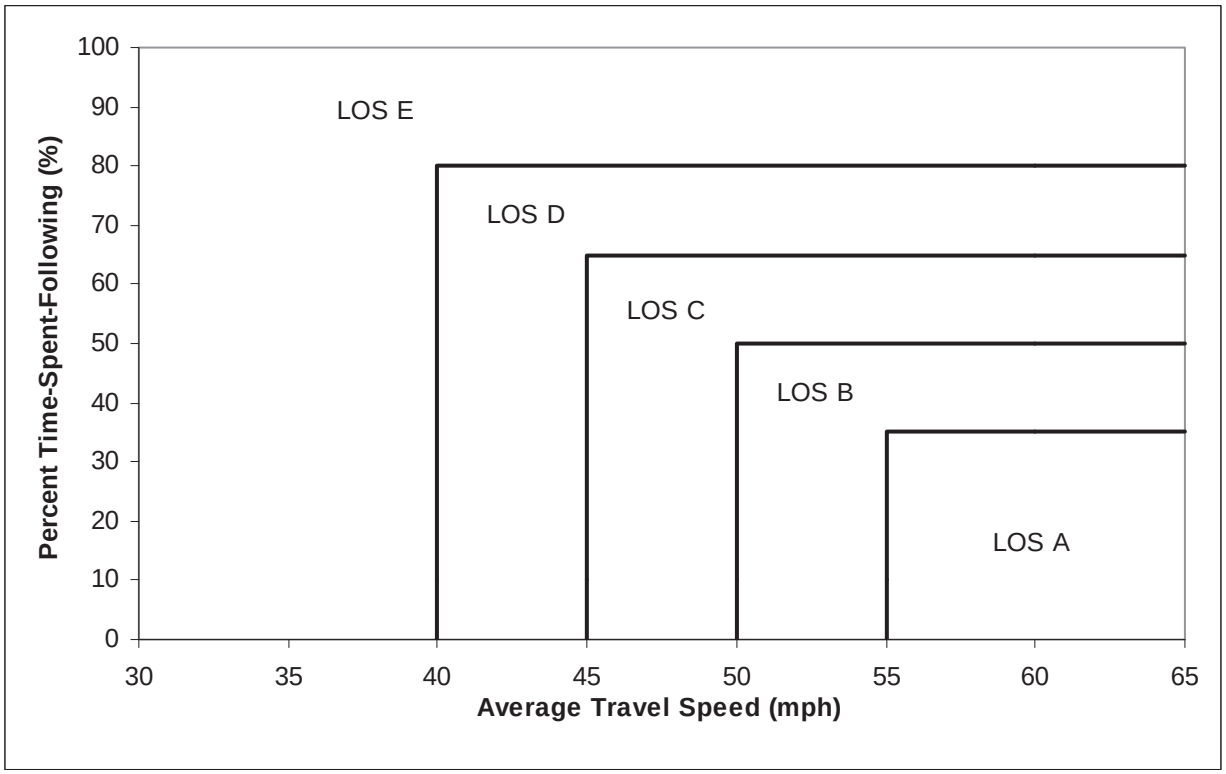


Table 3
Level of Service Criteria for Class II Two-Lane Highways

Level of Service	Percent Time-Spent Following
A	Up to 40
B	> 40-55
C	> 55-70
D	> 70-85
E	> 85
F	When flow rate exceed capacity

Source: 2000 Highway Capacity Manual, Chapter 20

The queue length results should be interpreted with caution since they are the results of a statistical calculation. The 95th percentile value indicates that during the peak hour, a queue of this length or less would occur on 95 percent of the signal cycles. Or, a queue length larger than the 95th percentile queue would only occur on 5 percent of the signal cycles (about 3 cycle during the peak hour for a signal with a 60-second cycle length). Therefore, storage pocket designs based on the 95th percentile queue length would insure that storage space would be exceeded only 5 percent of the time. However, this also means that during a portion of the peak hours and during most of the rest of the day a portion of the storage space would be unused.

Report Organization

The remainder of this report is divided into four chapters. Chapter 2 describes existing conditions in terms of the existing roadway network, transit service, and existing bicycle and pedestrian facilities. Chapter 3 describes the method used to estimate project traffic under project conditions and its impact on the existing transportation system and describes the recommended mitigation measures. Chapter 4 presents the traffic conditions in the study area under cumulative conditions at year 2023 General Plan levels with traffic from the proposed project. Chapter 5 presents the conclusions of the traffic impact analysis.

2. Existing Conditions

This chapter describes the existing conditions for all of the major transportation facilities in the vicinity of the site, including the roadway network, transit service, and bicycle and pedestrian facilities.

Existing Roadway Network

Regional access to the project area is provided by State Routes 25 and 156 and local access to the project area is provided by a variety of local streets in the study area. These facilities are described below and shown on Figure 1.

State Route 25 is a two-lane highway that carries regional traffic between Gilroy and Hollister. It begins at its junction with Highway 101 in Gilroy and extends south through Hollister towards Paicines.

State Route 156 is a two-lane highway that carries regional traffic between Highway 101 and Highway 152. State Route 156 is a major roadway for trucks traveling between Highway 101 and Interstate 5. Between Hollister and San Juan Bautista, SR 156 is a two-lane highway. Between San Juan Bautista and US 101, SR 156 is a four-lane divided highway.

Airline Highway is a two- to four-lane arterial roadway that runs through Hollister. Airline Highway begins at Tres Pinos Road/Sunnyslope Road where it changes designation from McCray Street. Airline Highway is also State Highway 25 in the south part of Hollister.

Fairview Road is a two-lane north-south collector that is situated on the east edge of Hollister. Fairview Road provides access to Airline Highway to the south and to SR 25 and SR 156 to the north. Fairview Road forms the western boundary of the project site. Access to the project site would be provided by Cielo Vista Drive, adjacent to Fairview Road.

Hillcrest Road is an east-west minor-arterial composed of a three-lane roadway segment (two eastbound and one westbound lane) from McCray Street to Memorial Drive, and a two-lane roadway segment from Memorial Drive to Fairview Road, where it terminates. West of McCray Street, Hillcrest Road changes designation to South Street.

Sunnyslope Road is an east-west arterial that extends from Fairview Road to Airline Highway, where it changes designation to Tres Pinos Road. Between Fairview Road and El Toro Drive, Sunnyslope Road is a two-lane roadway, and between El Toro Drive and Airline Highway, it is a four-lane roadway.

Union Road is a two-lane roadway in south Hollister that extends from Highway 156 to beyond Airline Highway, where it terminates.

Existing Bicycle and Pedestrian Facilities

Bicycle facilities are divided into three classes of relative significance. Class I bikeways are bike paths that are physically separated from motor vehicles and offer two-way bicycle travel on a separate path. Class II bikeways are striped bike lanes on roadways that are marked by signage and pavement markings. Class III bikeways are bike routes and only have signs to help guide bicyclists on recommended routes to certain locations. The locations of existing bicycle facilities are show on Figure 4. The marked bike lanes found in the project study area are found on the following roadway segments:

- Sunnyslope Road between Highway 25 Bypass and Fairview Road
- Highway 25 Bypass between San Felipe Road and Sunnyslope Road
- San Benito Street between Nash Road and Union Road
- Southside Road between north of Union road and south of Enterprise Road

Pedestrian facilities in the project area consist primarily of sidewalks along the streets. The project frontage on Fairview Road currently does not have sidewalks.

Existing Transit Service

T The transit services provided in the City are described below.

Local Bus Service

County Express operates several fixed-route buses in Hollister and San Benito County. However, none of those routes are within walking distance of the project site. The nearest bus stop to the project site is located near the intersection of Sunset Drive and Airline Highway, several miles away. Areas not served by fixed-route bus service are eligible for dial-a-ride service.

Dial-A-Ride Service

County Express also provides Dial-a-Ride service to Northern San Benito County, including Hollister, San Juan Bautista, and Tres Pinos, on weekdays between 6 AM and 6 PM and on weekends between 9 AM and 3 PM. County Express Transit System provides two types of Dial-a-Ride service - general public and paratransit. General public Dial-a-Ride serves those persons whose trips begin or end in a location more than three-quarters of a mile from the fixed route. Paratransit service provides rides to persons who have been determined to be Americans With Disabilities Act (ADA) eligible through the Local Transit Authority application process. Appointments for Dial-a-Ride service can be made up to 14 days in advance but no later than 24 hours in advance.

Inter-County Service

County Express Transit System's inter-county service includes service to the Gilroy Transit Center and Gavilan Community College. Shuttle service to the Gilroy Transit Center and Gavilan Community College (school year only) operates Monday through Friday from 6:40 AM to 6:10 PM and connects to six trains per day operating between Gilroy and San Jose.

Existing Intersection Lane Configurations and Traffic Controls

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

Existing Traffic Volumes

Existing weekday AM and PM peak-hour traffic volumes were obtained from new intersection turning movement counts. Most new counts were conducted in May and June 2010. At one intersection, traffic count data from June 2006 were used. Existing traffic counts at four intersections were conducted during summer, after schools were out of session. A comparison of existing counts during the school year and summer period found that the AM peak-hour volumes was 21% higher when school was in session, and the PM peak-hour volumes were approximately the same. Therefore, the existing AM counts conducted after the normal school year session were factored up by 21%. The existing peak-hour intersection volumes are shown on Figure 6. The traffic count data are included in Appendix A. Peak-hour intersection turning movement volumes for all intersections and study scenarios are tabulated in Appendix B.

Existing Intersection Levels of Service

The results of the level of service analysis under existing conditions are summarized in Table 4. The results indicate that the intersection of *Union Road/Mitchell Road and Highway 156* is currently operating at LOS D during the AM peak hour. The remaining study intersections currently operate at an acceptable level of service during both the AM and PM peak hours. The intersection level of service calculation sheets are included in Appendix C.

LEGEND

= Site Location

= Future Roadway

= Bike Lane on Street

Figure 4
Existing Bicycle Facilties

NORTH
Not to Scale

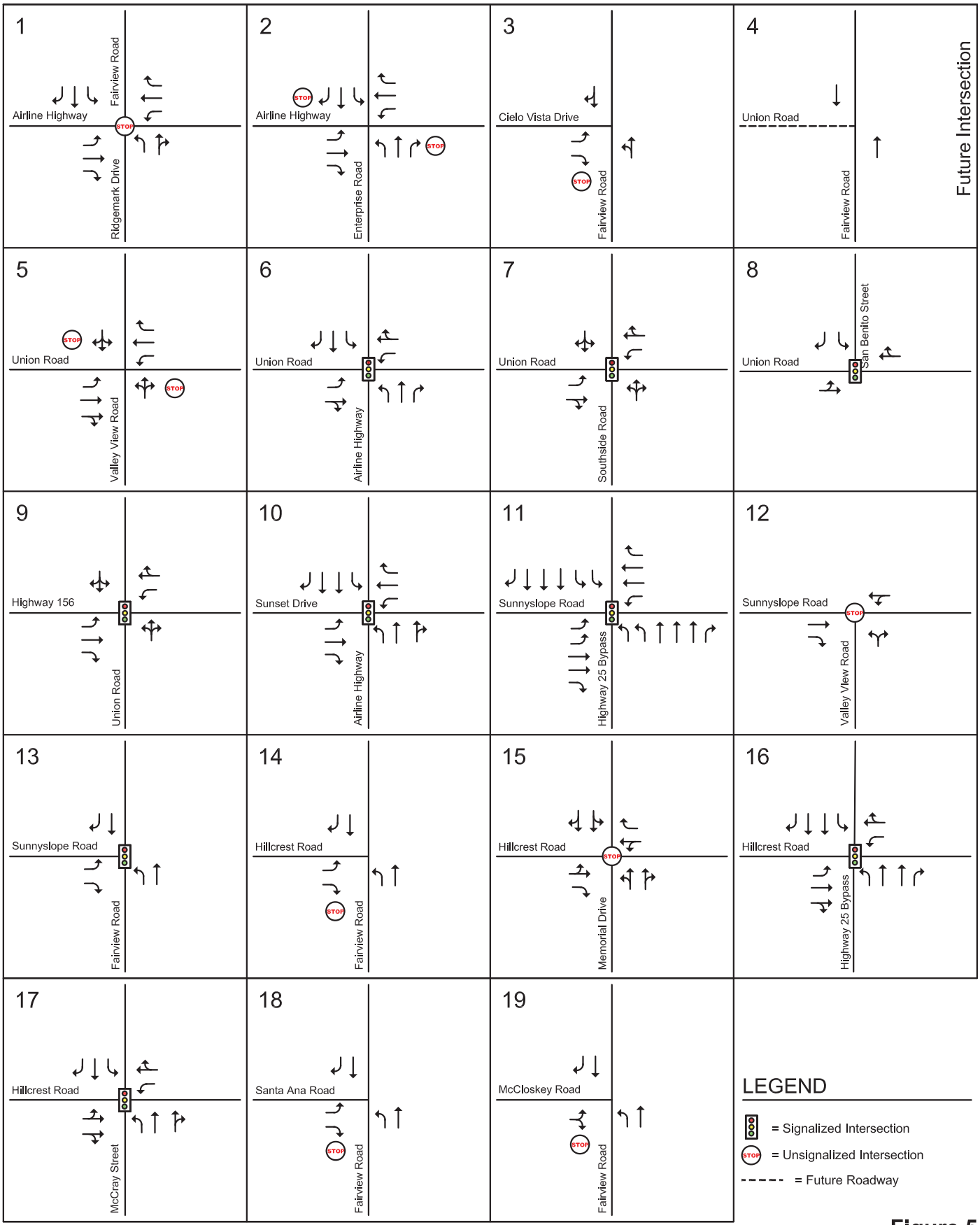


Figure 5

Existing Lane Configurations

NORTH
Not to Scale

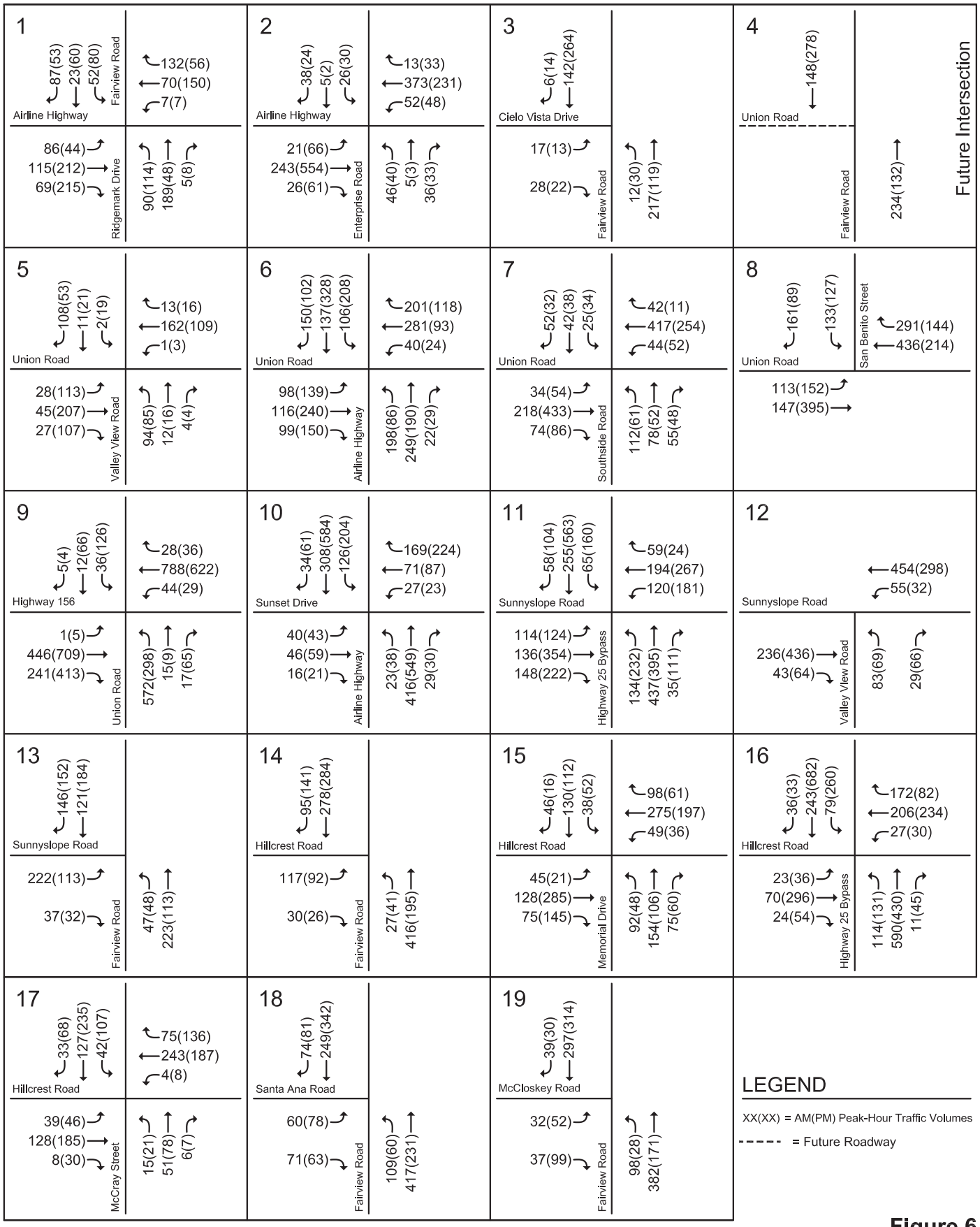


Figure 6
Existing Traffic Volumes

Table 4
Existing Intersection Levels of Service

Intersection	Existing Int. Control	Peak Hour	Count Date	Avg. Delay	LOS
Fairview Rd./Ridgemark Dr and Airline Hwy.	All-Way Stop /b/	AM	5/12/10	10.5	B
		PM	5/12/10	11.4	B
Enterprise Rd. and Airline Hwy.	Two-Way Stop /a/	AM	5/20/10	15.9	C
		PM	5/20/10	21.7	C
Fairview Rd. and Cielo Vista Dr./ Project Driveway	One-Way Stop /a/	AM	5/20/10	9.8	A
		PM	5/20/10	10.5	B
Fairview Rd. and Union Rd. /c/	Future Signal	AM	--	--	--
		PM	--	--	--
Valley View Rd. and Union Rd.	Two-Way Stop /a/	AM	6/10/10	13.3	B
		PM	6/2/10	20.1	C
Airline Hwy. and Union Rd.	Signal	AM	5/13/10	33.6	C
		PM	5/13/10	31.8	C
Southside Rd. and Union Rd.	Signal	AM	5/19/10	13.9	B
		PM	5/19/10	12.7	B
San Benito St. and Union Rd.	Signal	AM	6/6/06	10.7	B
		PM	6/6/06	10.6	B
Union Rd./Mitchell Rd. and Hwy. 156	Signal	AM	6/8/10	**37.3**	**D**
		PM	6/8/10	30.8	C
Airline Hwy. and Sunset Dr.	Signal	AM	5/27/10	12.0	B
		PM	6/3/10	11.6	B
McCray St/Hwy. 25 Bypass and Sunnyslope Rd./Tres Pinos Rd.	Signal	AM	6/9/10	28.1	C
		PM	6/9/10	30.1	C
Valley View Rd. and Sunnyslope Rd.	All-Way Stop /b/	AM	5/25/10	13.5	B
		PM	5/27/10	13.3	B
Fairview Rd. and Sunnyslope Rd.	Signal	AM	5/19/10	10.9	B
		PM	5/19/10	9.8	A
Fairview Rd. and Hillcrest Rd.	One-Way Stop /a/	AM	5/18/10	17.0	C
		PM	5/18/10	13.3	B
Memorial Dr. and Hillcrest Rd.	All-Way Stop /b/	AM	5/26/10	13.5	B
		PM	5/26/10	12.4	B
Hwy. 25 Bypass and Hillcrest Rd.	Signal	AM	6/8/10	24.7	C
		PM	6/8/10	25.8	C
McCray St. and Hillcrest Rd.	Signal	AM	6/3/10	25.4	C
		PM	6/9/10	27.7	C
Fairview Rd. and Santa Ana Rd.	One-Way Stop /a/	AM	5/13/10	14.6	B
		PM	5/13/10	13.8	B
Fairview Rd. and McCloskey Rd.	One-Way Stop /a/	AM	5/12/10	14.6	B
		PM	5/12/10	12.5	B

Notes:
/a/ The reported delay and corresponding level of service for one- and two-way stop-controlled intersections are based on the stop-controlled approach with the highest delay.
/b/ The reported delay and corresponding level of service for all-way stop-controlled intersections represents the average delay for all approaches at the intersection.
/c/ Future intersection.
Entries denoted in **bold** indicate conditions that exceed the current level of service standard.

Existing Peak-Hour Traffic Signal Warrants

The results of the peak-hour traffic signal warrant checks are summarized on Table 5. The results indicate that three of the study intersections currently have peak-hour traffic volumes high enough to satisfy the peak-hour signal warrant:

Fairview Road/Ridgemark Drive and Airline Highway
Fairview Road and Hillcrest Road
Fairview Road and Santa Ana Road

The remaining unsignalized study intersections currently have traffic conditions that fall below the thresholds that warrant signalization. The peak-hour signal warrant sheets are contained in Appendix D.

Two-Lane Highway Level of Service Results under Existing Conditions

Peak-hour highway segment levels of service were evaluated for the section of Highway 25 between US 101 and Highway 156 and the section of Highway 156 between Union Road and The Alameda. Both study highway segments are classified as Class I highways. The existing peak-hour level of service results for the study highway segments are summarized on Table 6. The results indicate that both highway segments currently exceed Caltrans' level of service standard during the AM and PM peak hours with operations in the LOS E range. The two-lane highway level of service calculation sheets are included in Appendix E.

Table 5
Existing Peak-Hour Traffic Signal Warrant Results

Intersection Name	Warrant Met? AM	PM
Existing Unsignalized Intersections		
Fairview Road/Ridgemark Drive and Airline Highway	**Yes**	**Yes**
Enterprise Road and Airline Highway	No	No
Fairview Road and Cielo Vista Drive/Project Driveway	No	No
Valley View Road and Union Road	No	No
Valley View Road and Sunnyslope Road	No	No
Fairview Road and Hillcrest Road	**Yes**	No
Memorial Drive and Hillcrest Road	No	No
Fairview Road and Santa Ana Road	**Yes**	**Yes**
Fairview Road and McCloskey Road	No	No

Notes:
Signal warrant analysis based on the Peak Hour Signal Warrant #3, Figure 4C CAMUTCD, 2010 Edition.

Table 6
Existing Two-Lane Highway Levels of Service

Segment	Peak Hour	% Time-Spent-Following	LOS
SR 25 - Between US 101 and SR 156	AM	**87.1%**	**E**
	PM	**88.3%**	**E**
SR 156 - Between The Alameda and Union Rd	AM	**89.8%**	**E**
	PM	**92.8%**	**E**

Notes:
Based on the Two-Way-Two-Lane Highway Segment LOS Methodology from Chapter 20 of the Highway Capacity Manual.
Entries denoted in **bold** indicate conditions that exceed Caltrans' current level of service standard.

3. Project Conditions

This chapter describes project traffic conditions, significant project impacts, and measures that are recommended to mitigate project impacts under project conditions. Included are descriptions of the significance criteria that define an impact, estimates of project-generated traffic, identification of any impacts, and descriptions of any mitigation measures that may be necessary. Project conditions are represented by existing traffic conditions with the addition of traffic generated by the project.

Significant Impact Criteria

Significance criteria are used to establish what constitutes an impact. The criteria for judging impacts on intersections are described below.

Project impacts on other transportation facilities, such as bicycle facilities and transit, were determined based on engineering judgment.

Definition of Significant Intersection Level of Service Impacts

Both the City of Hollister and San Benito County identify a level of service standard of LOS C for their respective facilities. Neither agency has specific criteria for determining project impacts. For the purpose of this traffic analysis, the project is said to create a significant adverse impact on traffic conditions at an intersection if for either peak hour:

1. The level of service at the intersection degrades from an acceptable LOS C or better under baseline conditions to an unacceptable LOS D or worse under project conditions, or
2. The level of service at the intersection is an unacceptable LOS D or worse under baseline conditions and the addition of project trips causes the average intersection delay to increase by five (5) or more seconds.

Peak-Hour Signal Warrant Analysis

The installation of a traffic signal should be considered at an unsignalized intersection if for either peak hour:

1. The addition of project traffic causes the traffic volume at an unsignalized intersection to increase such that it is sufficiently high to satisfy the peak-hour volume traffic signal warrant adopted by Caltrans, where it was not satisfied before the project, or

2. The intersection already meets the signal warrant under existing conditions and the addition of project traffic would cause a significant level of service impact at the intersection.

Two-Lane Highway Level of Service Impacts

Caltrans identifies a level of service standard of LOS C for two-lane highways. According to Caltrans' *Guide for the Preparation of Traffic Impact Studies*, if a state facility is operating at LOS D or worse, then the existing measure of effectiveness (MOE) that the level of service is based on must be maintained. Therefore, a project would have a significant impact on a two-lane highway if for either peak-hour:

1. The level of service on the highway degrades from an acceptable LOS C or better under baseline conditions to an unacceptable LOS D or worse under project conditions, or

2. The level of service on the highway is an unacceptable LOS D or worse under baseline conditions, and the addition of project traffic causes the percent time-spent following to increase or the average travel speed to decrease.

Transportation Network under Project Conditions

Except for the improvements described below, it is assumed that no changes to the transportation network would occur with the development of the proposed project.

Fairview Road and Cielo Vista Drive/Project Driveway. With the construction of the project, the east leg would be built, a northbound shared through/right-turn lane would be added, a southbound left-turn lane would be added, and the eastbound right-turn lane would be restriped to a shared through/right-turn lane.

Project Traffic Estimates

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

Trip Generation

The magnitude of traffic generated by the proposed project was estimated by applying to the size of the project the appropriate trip generation rates, as published by the Institute of Transportation Engineers (ITE). The trip generation estimates for the residential subdivision component of the project are based on ITE's trip generation rates for single-family homes. Based on these rates, the project would generate 2,105 daily trips, with 165 trips occurring during the AM peak hour and 222 trips occurring during the PM peak hour. The trip generation analysis for the project is presented on Table 7.

Table 7
Project Trip Generation Analysis

Land Use	ITE Land Use	Size		Daily Trip Rates	Daily Trips	AM Peak Hour						PM Peak Hour					
						Pk-Hr	Splits		Trips			Pk-Hr	Splits		Trips		
						Rate	In	Out	In	Out	Total	Rate	In	Out	In	Out	Total
Single-Family Detached Housing	210	220	units	9.57	2,105	0.75	25%	75%	41	124	165	1.01	63%	37%	140	82	222

Notes:
Source: ITE Trip Generation, 8th Edition 2008.

Trip Distribution

The project trip distribution pattern was estimated using the traffic forecasting model that is cooperatively maintained by both the City of Hollister and San Benito County. This model is currently configured to project the future traffic associated with development growth within the modeled study area (Northern San Benito County) up to the year 2023. As a basis for the 2023 traffic forecasts, the model also is calibrated to "existing conditions", which represents the traffic volumes and roadway network development that existed when the model was last updated (2004). The project trip distribution pattern was developed based on the traffic patterns associated with trips traveling to and from the zone containing the project site. The trip assignments for the project zone were obtained from the existing conditions model (with the Highway 25 Bypass added). The project trip distribution pattern for the project is shown graphically on Figure 7.

Trip Assignment

The peak-hour vehicle trips associated with the proposed project were added to the transportation network in accordance with the project trip distribution pattern discussed above. The assignment of project trips is presented graphically on Figure 8. A tabular summary of project traffic at each study intersection is contained in Appendix B.

Project Traffic Volumes

Project trips, as represented in the above project trip assignments, were added to existing traffic volumes to obtain existing plus project traffic volumes. Existing traffic volumes plus project trips are referred to simply as *project traffic volumes*; this is contrasted with the term *project trips,* which is used to signify the traffic that is produced specifically by the project. The traffic volumes under project conditions are shown in Figure 9.

Project Intersection Level of Service Analysis

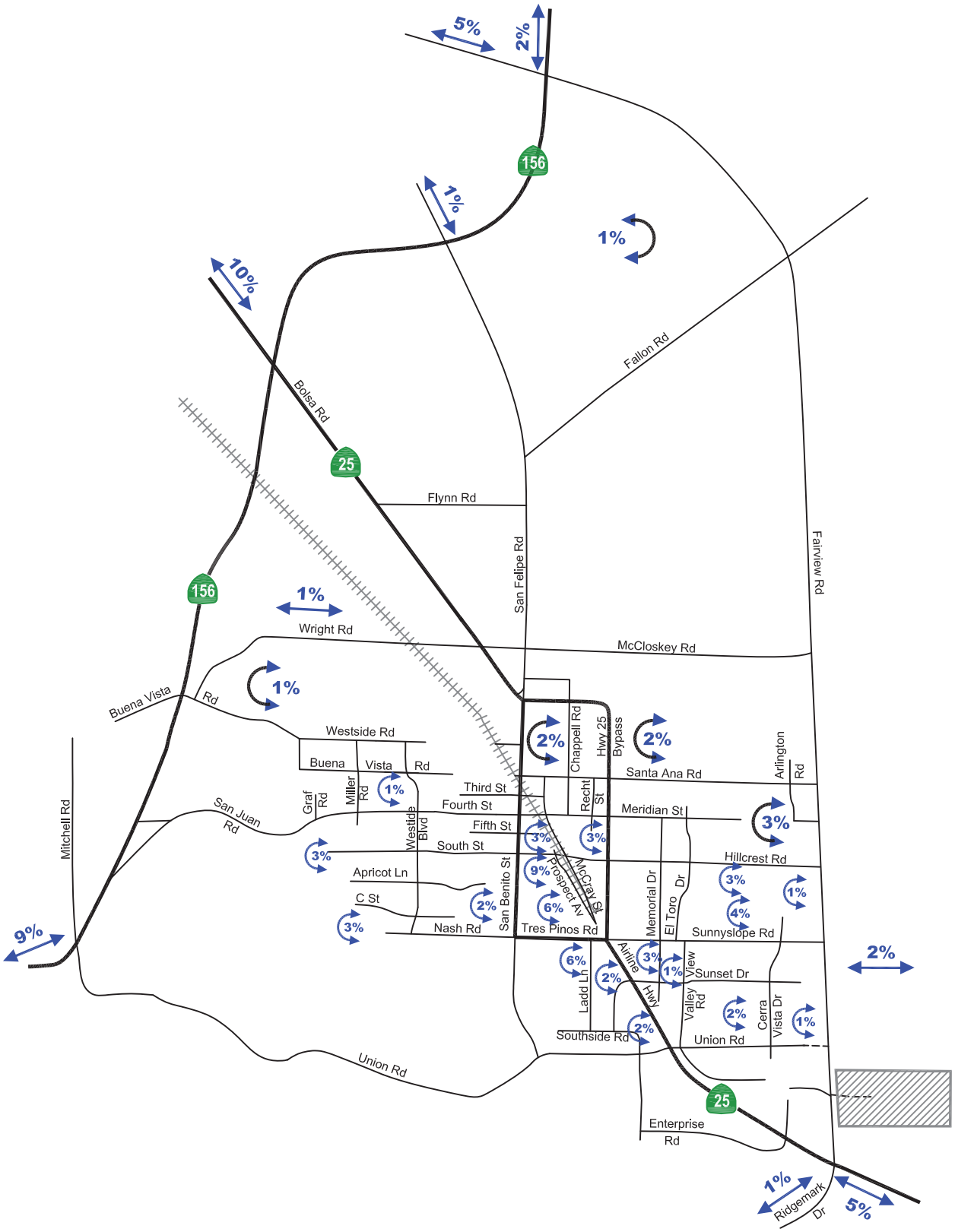
Traffic impacts at the study intersections were identified based on a level of service standard of C for all study intersections. The results of the intersection level of service analysis under project conditions are summarized in Table 8. The results indicate that none of the study intersections would be significantly impacted with the addition of project traffic. All study intersections would continue to operate at LOS C except for one, which would continue to operate at LOS D, but the addition of project traffic at this intersection would not significantly increase delay and the impact would be less than significant. The intersection level of service calculation sheets are included in Appendix C.

Project Peak-Hour Signal Warrant Checks

The results of the peak-hour traffic signal warrant checks under project conditions are summarized on Table 9. The results indicate that the addition of project traffic would cause two intersections to meet the peak-hour signal warrant during one peak hour under project conditions where a signal is not warranted under existing conditions:

Enterprise Road and Airline Highway (PM peak hour)
Fairview Road and Hillcrest Road (PM peak hour)

The addition of project traffic would not create the need to signalize any of the remaining unsignalized study intersections. The peak-hour signal warrant sheets are contained in Appendix D.



LEGEND

= Site Location

= Future Roadway

Figure 7
Project Trip Distribution

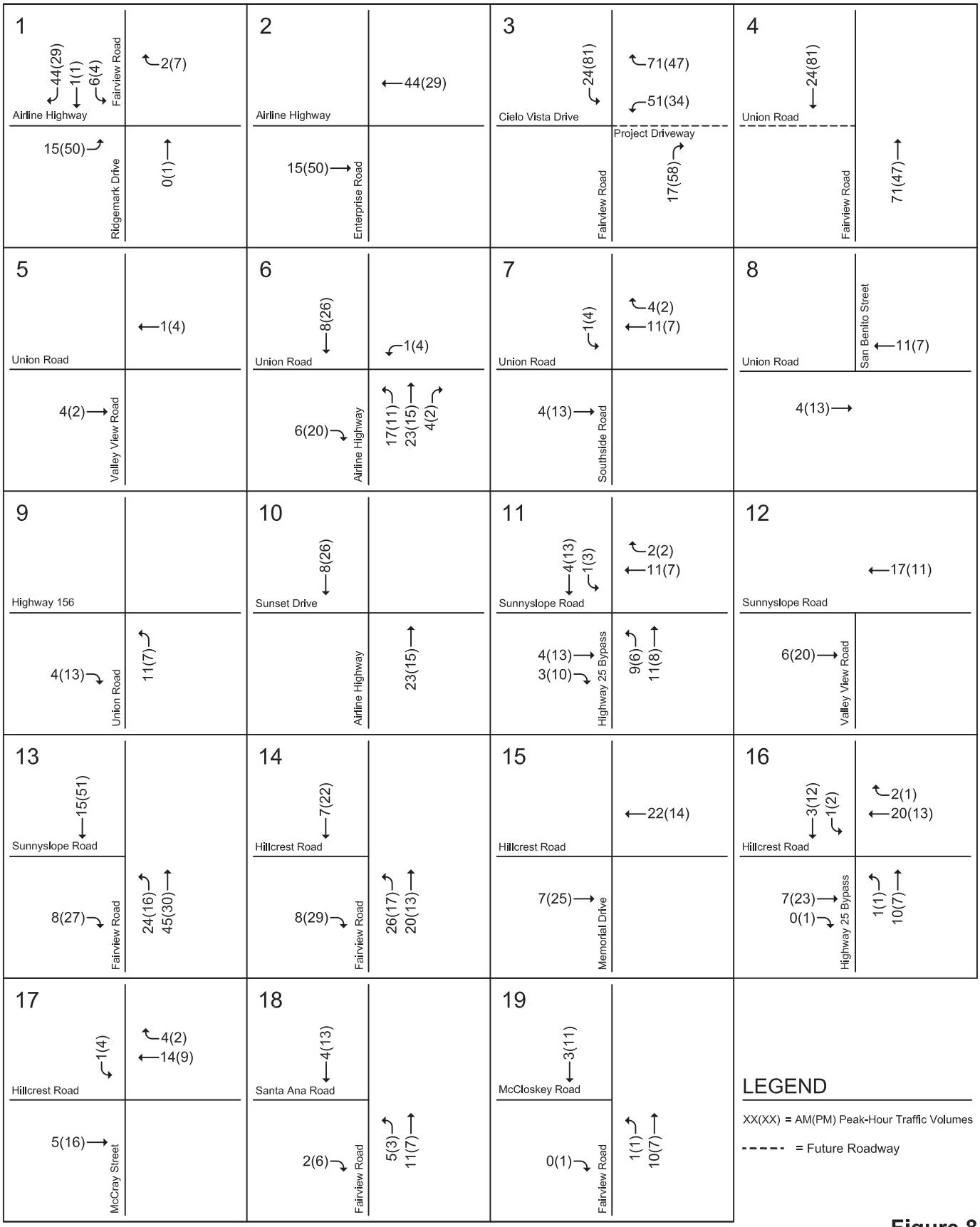


Figure 8

Project Trip Assignment without Union Road Connection

NORTH
Not to Scale

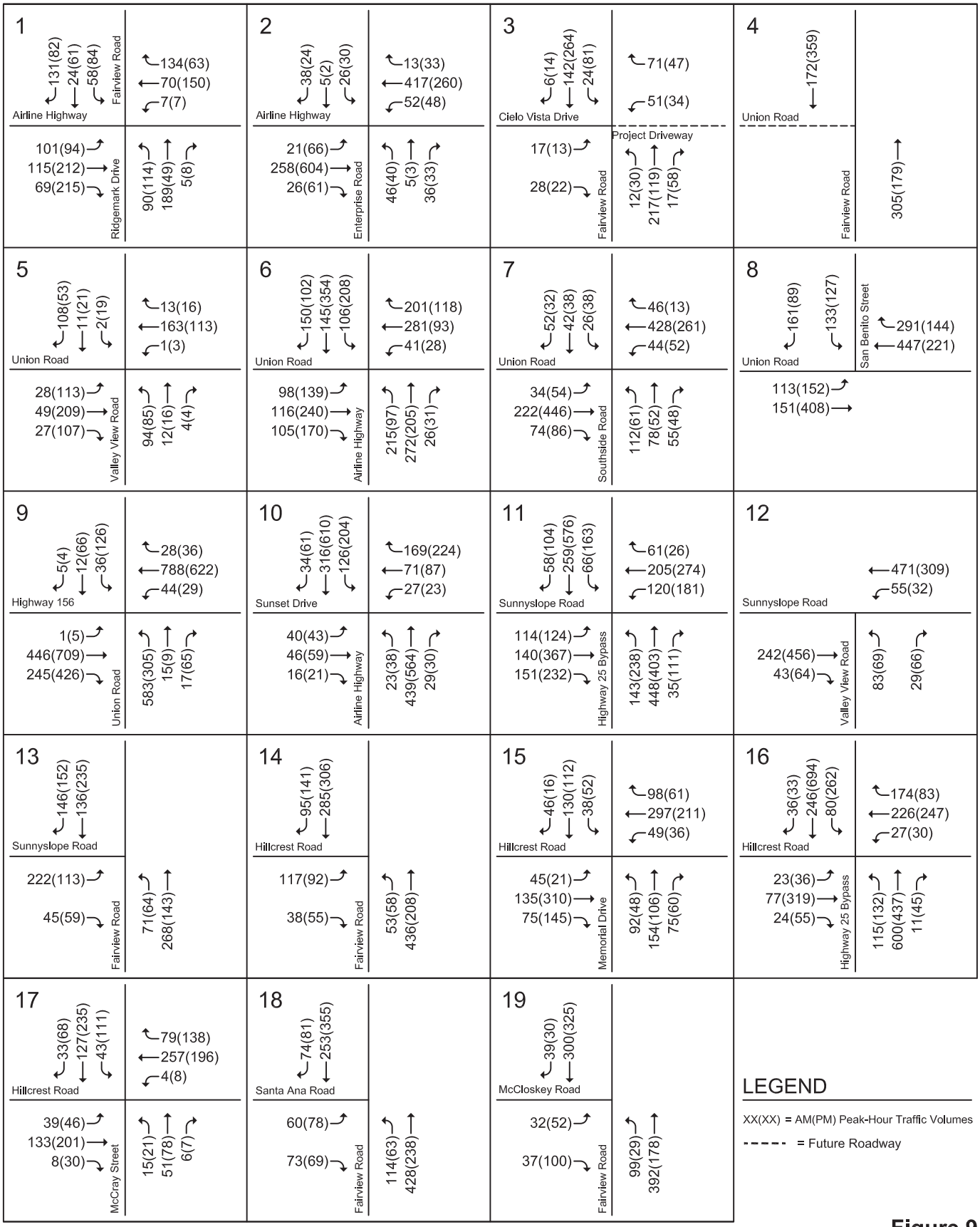


Figure 9

Existing Plus Project Traffic Volumes

Table 8
Project Intersection Levels of Service

Intersection	Existing Int. Control	Peak Hour	Existing Avg. Delay	Existing LOS	Existing Plus Project Avg. Delay	Existing Plus Project LOS	Change in Delay /c/
Fairview Rd./Ridgemark Dr and Airline Hwy.	All-Way Stop /b/	AM	10.5	B	10.9	B	+0.4
		PM	11.4	B	11.7	B	+0.3
Enterprise Rd. and Airline Hwy.	Two-Way Stop /a/	AM	15.9	C	17.0	C	+1.1
		PM	21.7	C	24.3	C	+2.6
Fairview Rd. and Cielo Vista Dr./ Project Driveway	One-Way Stop /a/	AM	9.8	A	10.7	B	+0.9
		PM	10.5	B	12.2	B	+1.7
Fairview Rd. and Union Rd. /d/	Future Signal	AM	--	--	--	--	--
		PM	--	--	--	--	--
Valley View Rd. and Union Rd.	Two-Way Stop /a/	AM	13.3	B	13.4	B	+0.1
		PM	20.1	C	20.3	C	+0.2
Airline Hwy. and Union Rd.	Signal	AM	33.6	C	34.7	C	+1.1
		PM	31.8	C	32.7	C	+0.9
Southside Rd. and Union Rd.	Signal	AM	13.9	B	13.8	B	-0.1
		PM	12.7	B	12.7	B	+0.0
San Benito St. and Union Rd.	Signal	AM	10.7	B	10.7	B	+0.0
		PM	10.6	B	10.6	B	+0.0
Union Rd./Mitchell Rd. and Hwy. 156	Signal	AM	**37.3**	**D**	**37.9**	**D**	+0.6
		PM	30.8	C	31.0	C	+0.2
Airline Hwy. and Sunset Dr.	Signal	AM	12.0	B	11.9	B	-0.1
		PM	11.6	B	11.5	B	-0.1
McCray St/Hwy. 25 Bypass and Sunnyslope Rd./Tres Pinos Rd.	Signal	AM	28.1	C	28.1	C	+0.0
		PM	30.1	C	30.1	C	+0.0
Valley View Rd. and Sunnyslope Rd.	All-Way Stop /b/	AM	13.5	B	14.1	B	+0.6
		PM	13.3	B	13.9	B	+0.6
Fairview Rd. and Sunnyslope Rd.	Signal	AM	10.9	B	11.4	B	+0.5
		PM	9.8	A	10.0	B	+0.2
Fairview Rd. and Hillcrest Rd.	One-Way Stop /a/	AM	17.0	C	18.8	C	+1.8
		PM	13.3	B	13.6	B	+0.3
Memorial Dr. and Hillcrest Rd.	All-Way Stop /b/	AM	13.5	B	14.2	B	+0.7
		PM	12.4	B	13.1	B	+0.7
Hwy. 25 Bypass and Hillcrest Rd.	Signal	AM	24.7	C	24.9	C	+0.2
		PM	25.8	C	26.0	C	+0.2
McCray St. and Hillcrest Rd.	Signal	AM	25.4	C	25.3	C	-0.1
		PM	27.7	C	27.9	C	+0.2
Fairview Rd. and Santa Ana Rd.	One-Way Stop /a/	AM	14.6	B	14.9	B	+0.3
		PM	13.8	B	14.0	B	+0.2
Fairview Rd. and McCloskey Rd.	One-Way Stop /a/	AM	14.6	B	14.8	B	+0.2
		PM	12.5	B	12.7	B	+0.2

Notes:
/a/ The reported delay and corresponding level of service for one- and two-way stop-controlled intersections are based on the stop-controlled approach with the highest delay.
/b/ The reported delay and corresponding level of service for all-way stop-controlled intersections represents the average delay for all approaches at the intersection.
/c/ Change in delay is measured relative to background conditions for the analysis of project conditions impacts.
/d/ Future intersection.
Entries denoted in **bold** indicate conditions that exceed the current level of service standard.
☐ - Denotes Project impact

Table 9
Project Signal Warrant Checks

Intersection Name	Warrant Met?			
	Existing Conditions		Existing Plus Project	
	AM	PM	AM	PM
Existing Unsignalized Intersections				
Fairview Road/Ridgemark Drive and Airline Highway	**Yes**	**Yes**	**Yes**	**Yes**
Enterprise Road and Airline Highway	No	No	No	**Yes**
Fairview Road and Cielo Vista Drive/Project Driveway	No	No	No	No
Valley View Road and Union Road	No	No	No	No
Valley View Road and Sunnyslope Road	No	No	No	No
Fairview Road and Hillcrest Road	**Yes**	No	**Yes**	**Yes**
Memorial Drive and Hillcrest Road	No	No	No	No
Fairview Road and Santa Ana Road	**Yes**	**Yes**	**Yes**	**Yes**
Fairview Road and McCloskey Road	No	No	No	No

Notes:
Signal warrant analysis based on the Peak Hour Signal Warrant #3, Figure 4C CAMUTCD, 2010 Edition.

Two-Lane Highway Level of Service Results under Project Conditions

Peak-hour highway segment levels of service were evaluated for the section of Highway 25 between US 101 and Highway 156 and the section of Highway 156 between Union Road and The Alameda. Both study highway segments are classified as Class I highways. The project peak-hour level of service results for the study highway segments are summarized on Table 10. The results indicate that both study highway segments would continue to exceed Caltrans' level of service standard during the peak hours with operations in the LOS E range. However, the addition of project traffic on both Highways 156 and 25 would lead to a slight degradation in level of service on those facilities, expressed in terms of an increase in the percent-time-spent following. This is considered a significant impact by Caltrans' standards. The two-lane highway level of service calculation sheets are included in Appendix E.

Table 10
Project Two-Lane Highway Level of Service Results

Segment	Peak Hour	Existing Conditions % Time-Spent-Following	Existing Conditions LOS	Existing Plus Project % Time-Spent-Following	Existing Plus Project LOS
SR 25 - Between US 101 and SR 156	AM	**87.1%**	**E**	**87.3%**	**E**
	PM	**88.3%**	**E**	**88.6%**	**E**
SR 156 - Between The Alameda and Union Rd	AM	**89.8%**	**E**	**90.1%**	**E**
	PM	**89.0%**	**E**	**89.2%**	**E**

Notes:
Based on the Two-Way-Two-Lane Highway Segment LOS Methodology from Chapter 20 of the Highway Capacity Manual.
Entries denoted in **bold** indicate conditions that exceed Caltrans' current level of service standard.

Project Impacts and Recommended Mitigation Measures

Described below are the intersection and highway impacts under project conditions and recommended mitigation measures necessary to maintain the level of service standard and intersection operations.

Fairview Road and Hillcrest Road

Impact: This intersection does not meet the peak-hour signal warrant under existing conditions during the PM peak hour and the addition of project traffic would cause the signal warrant to be met during the PM peak hour.

Mitigation Measures. Signalization of this intersection may be needed to assign right-of-way and maintain the orderly flow of traffic. Prior to issuance of the building permit(s) for the 100th and 200th residential units in the project, the developer should conduct a monitoring study, which will consist of the analyses of all applicable traffic signal warrants based on field-measured data and prevailing traffic and roadway conditions. The results of the monitoring study should be submitted to the San Benito County Public Works Administrator, who will determine if and when a traffic signal should be installed. The developer will install the traffic signal when directed by the San Benito County Public Works Administrator, subject to potential partial reimbursement from other funding sources, such as the TIF program, an established benefit assessment area, or other developments. With implementation of this mitigation measure, this impact would be less-than-significant with mitigation incorporated.

If it is determined, through the monitoring studies, that the signal is not warranted at the time of the issuance of the building permit for the 200th unit, but these improvements are covered in the TIF, then the developer should pay the applicable TIF fee as a fair-share contribution toward improvements at this intersection. If the improvements are not covered in the TIF, then the developer should pay a fair-share contribution (based on the pro rata contribution of traffic) to the benefit assessment area toward improvements at this intersection. However, payment of a fee alone will not guarantee the timely construction of the identified improvements to mitigate the project impact. Therefore, in the event that the developer makes a fair-share contribution rather than installing the traffic signal at this intersection, this impact would be considered significant and unavoidable.

Enterprise Road and Airline Highway

Impact: This intersection does not meet the peak-hour signal warrant under existing conditions and the addition of project traffic would cause the signal warrant to be met during the PM peak hour.

Mitigation Measures. Signalization of this intersection may be needed to assign right-of-way and maintain the orderly flow of traffic. Prior to issuance of the building permit(s) for the 100th and 200th residential units in the project, the developer should conduct a monitoring study, which will consist of the analyses of all applicable traffic signal warrants based on field-measured data and prevailing traffic and roadway conditions. The results of the monitoring study should be submitted to the San Benito County Public Works Administrator, who, in coordination with Caltrans and the City of Hollister Engineering Department, will determine if and when a traffic signal should be installed. The developer will install the traffic signal when directed by the San Benito County Public Works Administrator, subject to potential partial reimbursement from other funding sources, such as the TIF program, an established benefit assessment area, or other developments. With implementation of this mitigation measure, this impact would be less-than-significant with mitigation incorporated.

If it is determined, through the monitoring studies, that the signal is not warranted at the time of the issuance of the building permit for the 200th unit, but these improvements are covered in the TIF, then the developer should pay the applicable TIF fee as a fair-share contribution toward improvements at this intersection. If the improvements are not covered in the TIF, then the developer should pay a fair-share contribution (based on the pro rata contribution of traffic) to the benefit assessment area toward improvements at this intersection. However, payment of a fee alone will not guarantee the timely construction of the identified improvements to mitigate the project impact. Therefore, in the event that the developer makes a fair-share contribution rather than installing the traffic signal at this intersection, this impact would be considered significant and unavoidable.

Highway 156 (Union Road to The Alameda)

Impact: This highway segment is projected to operate at an unacceptable LOS E under existing conditions, and the addition of project traffic would cause the percent time-spent following to increase during both the AM and PM peak hours.

Mitigation Measures. The operations on this highway could be restored to acceptable conditions by widening the highway to 4 lanes or by adding passing lanes at strategic locations. The County is currently updating its TIF program. The current draft version includes passing lanes at strategic locations on Highways 25 and 156. Therefore, if these improvements are included in the adopted TIF program, and the fee covers the complete cost for design and construction, the developer should pay the applicable TIF fee as a fair-share contribution towards the identified improvement, and such payment would mitigate the projects impact to the extent feasible.

In the event the TIF program does not ultimately cover these improvements, there would be no feasible means for the project to mitigate its nominal impact. There would be no other plan or program in place that could be reasonably expected to result in the timely construction of these improvements given the substantial cost associated therewith and the need for significant contributions from many additional development projects. In that event, the project impact would be considered significant and unavoidable. However, even if the TIF is paid, payment of the fee alone will not guarantee the timely construction of the identified improvements to mitigate the project impact. This impact is therefore considered significant and unavoidable.

Highway 25 (US 101 and Highway 156)

Impact: This highway segment is projected to operate at an unacceptable LOS E under existing conditions, and the addition of project traffic would cause the percent time-spent following to increase during both the AM and PM peak hours.

Mitigation Measures. The operations on this highway could be restored to acceptable conditions by widening the highway to 4 lanes or by adding passing lanes at strategic locations. The County is currently updating its TIF program. The current draft version includes passing lanes at strategic locations on Highways 25 and 156. Therefore, if these improvements are included in the adopted TIF program, and the fee covers the complete cost for design and construction, the developer should pay the applicable TIF

fee as a fair-share contribution towards the identified improvement, and such payment would mitigate the projects impact to the extent feasible.

In the event the TIF program does not ultimately cover these improvements, there would be no feasible means for the project to mitigate its nominal impact. There would be no other plan or program in place that could be reasonably expected to result in the timely construction of these improvements given the substantial cost associated therewith and the need for significant contributions from many additional development projects. In that event, the project impact would be considered significant and unavoidable. However, even if the TIF is paid, payment of the fee alone will not guarantee the timely construction of the identified improvements to mitigate the project impact. This impact is therefore considered significant and unavoidable.

Other Transportation Modes

Bicycle and Pedestrian Circulation

Currently the project site is not served directly by any bicycle facilities. Bike lanes are provided on the following roadway segments:

- Sunnyslope Road between Highway 25 Bypass and Fairview Road
- Highway 25 Bypass between San Felipe Road and Sunnyslope Road
- San Benito Street between Nash Road and Union Road
- Southside Road between north of Union road and south of Enterprise Road

The project frontage on Fairview Road currently does not have sidewalks.

Recommended Improvements

The frontage improvements on Fairview Road should be designed to be consistent with County Roadway Design Standards, which may include the provision of bicycle and pedestrian facilities on Fairview Road. Additionally, sidewalks and pedestrian crossings should be provided at the Fairview Road/Cielo Vista Drive-Project Driveway intersection to connect the planned on-site pedestrian facilities to existing/future pedestrian facilities on Fairview Road and Cielo Vista Drive.

Transit Service

There are currently no bus routes that operate in the vicinity of the project site and the nearest bus stops are not located within walking distance of the project site. However, the project site is located within the County Express Dial-A-Ride service boundary. Therefore, the additional transit demand generated by the project will be served by the existing Dial-a-Ride service.

Recommended Improvements

The project site should be designed with the potential future extension of transit services onto the project site in mind. It is recommended that the project applicant work with the local transit agency to ensure that any planned extensions of fixed route transit service on to or adjacent to the project site are accommodated by the design of the site frontage and on-site roadway improvements.

Intersection Turn-Pocket Storage Analysis Results

The intersection turn-pocket storage analysis is based on vehicle queuing for high-demand turning movements at key intersections. The results indicate that the storage space currently available for high-demand turning movements at the Fairview Road-Ridgemark Drive/Airline Highway intersection would accommodate the projected maximum peak-hour vehicle queues during both the AM and PM peak hours.

Additionally, the storage analysis results indicate that the southbound left-turn movement at the Fairview Road and Cielo Vista Drive/Project Driveway intersection needs to provide at least 25 feet of storage space. The recommended turn-pocket storage lengths and the operational analysis results are summarized in Table 11. The intersection queuing calculation sheets are included in Appendix F.

Recommended Improvements

Fairview Road and Cielo Vista Drive/Project Driveway. Based on the amount of traffic the proposed project would generate, the turn-pocket storage length was determined for the southbound left-turn movement at the subject intersection. The southbound left-turn pocket will need to have at least 25 feet of storage space to provide storage for left-turn traffic into the project site. Additionally, the turn pocket length should be designed, to the extent feasible, to include deceleration distance in the turn pocket based on the design speed of Fairview Road. San Benito County Public Works Department specifies a design speed of 60 mph for Fairview Road. Based on Chapter 400 of Caltrans' *Highway Design Manual*, the ideal design for the southbound left-turn lane would include a total length of 490 feet. This is based on a design speed of 60 mph on Fairview Road, a vehicle storage length of 50 feet (2 vehicles), no deceleration in the through lane, and a 90-foot bay taper length being included in the deceleration length, per Caltrans standards.

Site Access

A review of the project site plan was performed to determine if adequate site access would be provided. The site plan proposes one full-access driveway on Fairview Road, across the street from Cielo Vista Drive. Fairview Road is planned to be a four-lane major arterial, and the project should therefore allow sufficient right-of-way for the future widening of Fairview Road.

The level of service analysis results, signal warrant analysis results and left-turn pocket storage analysis results presented above for the Fairview Road and Cielo Vista Drive/Project Driveway intersection indicate that the proposed design would adequately handle projected traffic demands and that no operational or safety problems would occur. This intersection will operate satisfactorily without a traffic signal.

Recommended Site Access Improvements

The project should be set back far enough from Fairview Road to accommodate for the future widening of Fairview Road. Additionally, the intersection improvements on the project side of the intersection should be designed and built to facilitate the future installation of traffic signal equipment at the intersection for when the intersection will be signalized.

Table 11
Project Intersection Queuing Analysis Results

Intersection	Mvmt.	Existing # of Lanes	Existing Storage Per Lane (ft.)	Peak Hour	Existing Conditions Vehicle Queue /a/	Existing Conditions Req. Storage Per Lane (ft.) /b/	Exising Plus Project Conditions Vehicle Queue /a/	Exising Plus Project Conditions Req. Storage Per Lane (ft.) /b/	Comments
Fairview Rd and Airline Hwy	EBL	1	380	AM	1	25	1	25	Existing storage adequate.
			380	PM	1	25	1	25	Existing storage adequate.
	SBL	1	380	AM	1	25	1	25	Existing storage adequate.
			380	PM	1	25	1	25	Existing storage adequate.
	SBR	1	380	AM	1	25	1	25	Existing storage adequate.
			380	PM	1	25	1	25	Existing storage adequate.
Fairview Rd and Cielo Vista Dr/Project Driveway	SBL	1	See Note /c/	AM	N/A	N/A	1	25	Lane would need to be ~ 25 feet.
			See Note /c/	PM	N/A	N/A	1	25	Lane would need to be ~ 25 feet.

Notes:
/a/ Vehicle queue (# of vehicles) calculated using the Poisson probability distribution and 95-percent confidence level.
/b/ Required storage is calculated based on peak-hour vehicle queue calculation as follows: Vehicle queue x 25'.
/c/ This turn pocket would be built with the project.

4. Cumulative Conditions

This chapter presents a summary of the traffic conditions that would occur under cumulative conditions. Cumulative conditions are defined as conditions expected in the study area at General Plan buildout of Hollister and San Benito County (year 2023).This chapter describes the intersection and roadway improvements expected to be in place under cumulative conditions, the procedure used to determine cumulative traffic volumes, and the resulting traffic conditions.

Transportation Network under Cumulative Conditions

The transportation network assumed under cumulative conditions includes various transportation network improvements in and around Hollister. The roadway improvements included in the City/County Traffic Impact Fee (TIF) Program were assumed to be included under cumulative conditions. The TIF identifies roadway widenings that will need to occur in the future, throughout San Benito County, to accommodate projected growth in the County through 2023. Specific intersection improvements, however, are not identified in the TIF. For the study intersections situated along each improvement corridor, Hexagon identified likely lane geometry and traffic control improvements that would need to occur in order for the intersection geometry to be consistent with adjacent roadway widening projects. The likely intersection improvements were assumed to be in place under cumulative conditions. The following major transportation improvements are assumed under cumulative conditions:

Highway Widenings. Both Highways 25 and 156 are assumed to be widened to four lanes.

Fairview Road Widening. Fairview Road is assumed to be widened to four lanes from Airline Highway to McCloskey Road.

Union Road Extension. Union Road will be extended from its current termination point, east of Airline Highway, eastward and connected to Fairview Road. This roadway improvement is assumed to be constructed as part of the Award Homes project.

Union Road Widening. Union Road is assumed to be widened to four lanes from Fairview Road to SR 156.

Airline Highway Widening. Airline Highway is assumed to be widened to four lanes from Fairview Road to Sunset Drive.

Union Road and SR 156 Intersection. The intersection of Union Road/SR 156 is assumed to have a second northbound left-turn lane to improve the level of service.

Sunnyslope Road Widening. Sunnyslope Road is assumed to be widened to four lanes from El Toro Drive to Fairview Road

Fairview Road and Cielo Vista Drive/Project Driveway Intersection. With the construction of the Gavilan College project, the east leg would be built, a northbound shared through/right-turn lane would be added, a southbound left-turn lane would be added, and the eastbound right-turn lane would be restriped to a shared through/right- turn lane. However, the same improvement would be built by the project. Therefore, under both cumulative with project and cumulative without project conditions, this improvement is assumed to be in place.

Fairview Road and Hillcrest Road Intersection. This intersection is assumed to be signalized with the necessary improvements as part of the Santana Ranch Specific Plan.

Fairview Road and Sunnyslope Road Intersection. This intersection is assumed to have the necessary improvements as part of the Santana Ranch Specific Plan.

Year 2023 Development Projections and Traffic Volumes

Forecasts of future demand on the City's transportation system were prepared using the San Benito County/Hollister travel demand model. This model uses widely accepted transportation planning formulas to convert forecasts of future land use into the number and distribution of future vehicle trips on the roadway network. The travel demand model uses the year 2023 as the long-range planning horizon for the Hollister General Plan. This planning horizon is based on a set of population, housing and employment projections that were developed based on the land-use designations shown on the Hollister General Plan Map, on other state and regional projections of population and employment growth, and on the constrained projections adopted by the Association of Monterey Bay Area Governments (AMBAG).

Other Long-Range Development Projects

There are two notable long-range development projects that are not covered entirely by the growth projections contained in the San Benito County/Hollister travel demand model. These are projects that have been proposed, but have not been approved and for which the General Plan has not been updated.

The *Santana Ranch Specific Plan* and the *Gavilan College* projects are in close proximity to the Fairview Corners project and would affect most of the study intersections this report evaluates. At the time that this traffic study was initiated, detailed project descriptions were available for the both projects. As such, the traffic associated with these proposed projects was included in the cumulative scenario for this traffic study.

Additionally, the City/County travel demand model includes development growth consistent with the Award Homes project west of Fairview Road. Therefore, the cumulative scenario includes traffic associated with Award Homes.

Cumulative Traffic Volumes

Base cumulative traffic volumes at the study intersections were obtained from the 2023 travel demand model. Model volumes were not available for the intersections of Valley View Road/Sunnyslope Road and Valley View Road/Union Road. Therefore, a future growth of 1.5% per year was assumed to estimate the future year 2023 volumes for these intersections. Traffic from the proposed Santana Ranch Specific Plan and Gavilan College projects was added to base cumulative volumes to yield cumulative without project traffic volumes. The cumulative plus project peak-hour traffic volumes are shown on Figure 10.

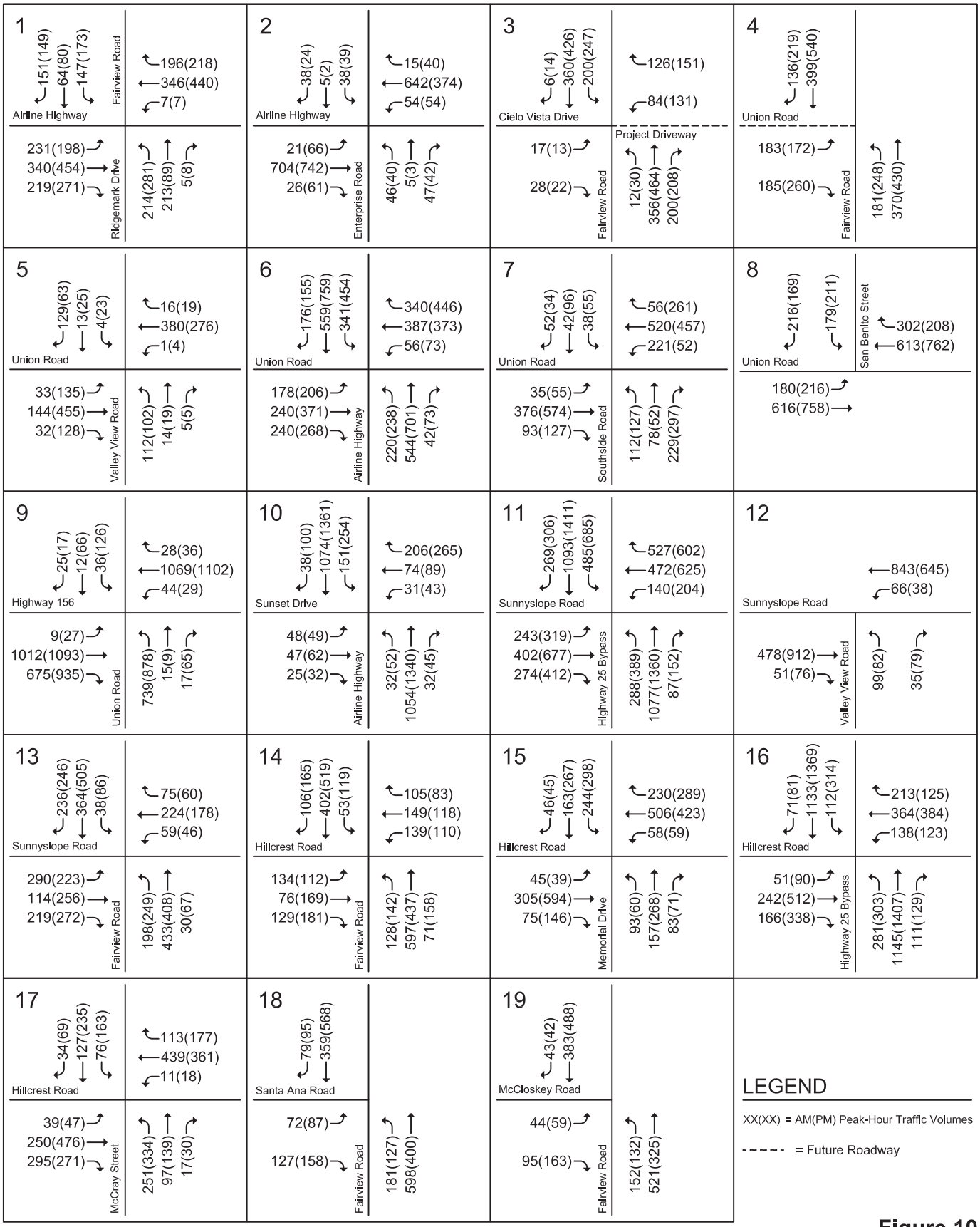


Figure 10

Cumulative with Project Traffic Volumes

Intersection Levels of Service Under Cumulative Conditions

The results of the intersection level of service analysis under cumulative conditions are summarized in Table 12. The results indicate that with the development growth currently projected through 2023 and the proposed project, two study intersections would be significantly impacted:

Fairview Road and Cielo Vista Drive/Project Driveway
Memorial Street and Hillcrest Road

The remaining study intersections would not be significantly impacted by the project under cumulative conditions. The intersection level of service calculation sheets are included in Appendix C.

Cumulative Peak-Hour Signal Warrant Checks

The results of the peak-hour traffic signal warrant checks under cumulative with project conditions are summarized on Table 13. The results indicate that the addition of project traffic would not create an additional need to signalize any of the unsignalized study intersections. The peak-hour signal warrant sheets are contained in Appendix D.

Highway Operations under Cumulative Conditions

As discussed above, both Highways 25 and 156 would be widened to four lanes under cumulative conditions. As such, the two-lane highway level of service methodology would no longer be applicable to these highways. Therefore, highway levels of service were not calculated under cumulative conditions.

Recommended Improvements under Cumulative Conditions

The results of the cumulative analysis show that the operations at several intersections would degrade to unacceptable levels under traffic conditions projected for the year 2023. This indicates that over the next 10 to 15 years, it is likely that improvements at these locations will be necessary in order to maintain the level of service standard. For the most part, these deficiencies are a result of development growth throughout the City and County.

Described below are the intersections at which the project's contribution toward the impact would be significant and the recommended improvements necessary to maintain the level of service standards under cumulative conditions.

Fairview Road and Cielo Vista Drive/Project Driveway. Signalization of this intersection will be needed in order to maintain acceptable traffic operations. The intersection should be monitored, and a signal should be installed when warranted. Note that both the Fairview Corners and Gavilan College projects should share the cost of the signal.

Memorial Drive and Hillcrest Road. Signalization of this intersection will be needed in order to maintain acceptable traffic operations. Additionally, dedicated left-turn lanes should be added on all four approaches and the traffic signal should be operated with protected left-turn phasing. If these improvements are covered in the TIF, then the developer shall pay the applicable TIF fee as a fair-share contribution toward improvements at this intersection. If the improvements are not covered in the TIF, then the developer shall pay its fair-share contribution (based on its pro rata contribution of trips) to the benefit assessment area toward improvements at this intersection. However, payment of the fee alone will not guarantee the timely construction of the identified improvements to mitigate the project impact. This impact is therefore considered significant and unavoidable.

Table 12
Cumulative Intersection Levels of Service

Intersection	Existing Int. Control	Peak Hour	Cumulative w/ out Project Avg. Delay	Cumulative w/ out Project LOS	Cumulative w/ Project Avg. Delay	Cumulative w/ Project LOS	Change in Delay /c/
Fairview Rd./Ridgemark Dr and Airline Hwy.	All-Way Stop /b/	AM	**37.1**	**E**	**40.2**	**E**	+3.1
		PM	**80.7**	**F**	**85.1**	**F**	+4.4
Enterprise Rd. and Airline Hwy.	Two-Way Stop /a/	AM	**28.5**	**D**	**30.1**	**D**	+1.6
		PM	**25.2**	**D**	**27.4**	**D**	+2.2
Fairview Rd. and Cielo Vista Dr./ Project Driveway	One-Way Stop /a/	AM	21.8	C	**29.6**	**D**	+7.8
		PM	**51.1**	**F**	**177.9**	**F**	+126.8
Fairview Rd. and Union Rd. /d/	Future Signal	AM	12.3	B	12.1	B	-0.2
		PM	12.0	B	12.0	B	+0.0
Valley View Rd. and Union Rd.	Two-Way Stop /a/	AM	17.1	C	17.3	C	+0.2
		PM	**62.6**	**F**	**65.4**	**F**	+2.8
Airline Hwy. and Union Rd.	Signal	AM	**36.6**	**D**	**37.2**	**D**	+0.6
		PM	**59.6**	**E**	**61.9**	**E**	+2.3
Southside Rd. and Union Rd.	Signal	AM	18.0	B	18.0	B	+0.0
		PM	18.0	B	18.0	B	+0.0
San Benito St. and Union Rd.	Signal	AM	10.9	B	10.8	B	-0.1
		PM	11.6	B	11.5	B	-0.1
Union Rd./Mitchell Rd. and Hwy. 156	Signal	AM	25.6	C	25.8	C	+0.2
		PM	33.8	C	33.8	C	+0.0
Airline Hwy. and Sunset Dr.	Signal	AM	9.2	A	9.1	A	-0.1
		PM	10.8	B	10.8	B	+0.0
McCray St/Hwy. 25 Bypass and Sunnyslope Rd./Tres Pinos Rd.	Signal	AM	30.5	C	30.6	C	+0.1
		PM	**35.0**	**D**	**35.3**	**D**	+0.3
Valley View Rd. and Sunnyslope Rd.	All-Way Stop /b/	AM	16.7	C	17.2	C	+0.5
		PM	21.7	C	22.8	C	+1.1
Fairview Rd. and Sunnyslope Rd.	Signal	AM	19.2	B	19.4	B	+0.2
		PM	18.7	B	18.8	B	+0.1
Fairview Rd. and Hillcrest Rd. /e/	One-Way Stop /a/	AM	17.6	B	17.7	B	+0.1
		PM	18.0	B	18.1	B	+0.1
Memorial Dr. and Hillcrest Rd.	All-Way Stop /b/	AM	**57.7**	**F**	**65.0**	**F**	**+7.3**
		PM	**112.8**	**F**	**124.0**	**F**	**+11.2**
Hwy. 25 Bypass and Hillcrest Rd.	Signal	AM	**38.7**	**D**	**40.5**	**D**	+1.8
		PM	**63.4**	**E**	**66.7**	**E**	+3.3
McCray St. and Hillcrest Rd.	Signal	AM	**37.6**	**D**	**38.3**	**D**	+0.7
		PM	**57.2**	**E**	**59.4**	**E**	+2.2
Fairview Rd. and Santa Ana Rd.	One-Way Stop /a/	AM	17.4	C	17.8	C	+0.4
		PM	18.8	C	19.3	C	+0.5
Fairview Rd. and McCloskey Rd.	One-Way Stop /a/	AM	20.5	C	20.9	C	+0.4
		PM	23.2	C	24.0	C	+0.8

Notes:
/a/ The reported delay and corresponding level of service for one- and two-way stop-controlled intersections are based on the stop-controlled approach with the highest delay.
/b/ The reported delay and corresponding level of service for all-way stop-controlled intersections represents the average delay for all approaches at the intersection.
/c/ Change in delay measured relative to cumulative without project conditions.
/d/ Future intersection.
/e/ This intersection is planned to be signalized as part of the Santana Ranch Specific Plan. Thus, the LOS reported under cumulative conditions is based upon the signalization of the intersection.
Entries denoted in **bold** indicate conditions that exceed the current level of service standard.
☐ - Denotes Project impact

Table 13
Cumulative Peak-Hour Signal Warrant Checks

Intersection Name	Warrant Met?			
	Cumulative w/ out Project Conditions		Cumulative w/ Project Conditions	
	AM	PM	AM	PM
Existing Unsignalized Intersections				
Fairview Road/Ridgemark Drive and Airline Highway	**Yes**	**Yes**	**Yes**	**Yes**
Enterprise Road and Airline Highway	**Yes**	**Yes**	**Yes**	**Yes**
Fairview Road and Cielo Vista Drive/Project Driveway	**Yes**	**Yes**	**Yes**	**Yes**
Valley View Road and Union Road	No	No	No	No
Valley View Road and Sunnyslope Road	No	**Yes**	No	**Yes**
Fairview Road and Hillcrest Road	**Yes**	**Yes**	**Yes**	**Yes**
Memorial Drive and Hillcrest Road	**Yes**	**Yes**	**Yes**	**Yes**
Fairview Road and Santa Ana Road	**Yes**	**Yes**	**Yes**	**Yes**
Fairview Road and McCloskey Road	**Yes**	**Yes**	**Yes**	**Yes**

Notes:
Signal warrant analysis based on the Peak Hour Signal Warrant #3, Figure 4C CAMUTCD, 2010 Edition.

5. Conclusions

The potential impacts of the project were evaluated in accordance with the standards set forth by San Benito County, the City of Hollister, and Caltrans. The study included an analysis of AM and PM peak-hour traffic conditions for nine signalized intersections, nine unsignalized intersections, one future intersection, and two highway segments.

Project Impacts and Recommended Improvements

The impacts of the project were identified based on the City of Hollister, San Benito County, and Caltrans level of service standards.

Project impacts on other transportation facilities, such as bicycle facilities and transit, were determined based on engineering judgment.

Project Conditions Mitigation Measures

The mitigation measures are described below:

Enterprise Road and Airline Highway – Signalization of this intersection may be needed to assign right-of-way and maintain the orderly flow of traffic. Prior to issuance of the building permit(s) for the 100th and 200th residential units in the project, the developer should conduct a monitoring study, which will consist of the analyses of all applicable traffic signal warrants based on field-measured data and prevailing traffic and roadway conditions. The developer will install the traffic signal when directed by the San Benito County Public Works Administrator. With implementation of this mitigation measure, this impact would be less-than-significant with mitigation incorporated. If it is determined, through the monitoring studies, that the signal is not warranted at the time of the issuance of the building permit for the 200th unit, but these improvements are covered in the TIF, then the developer should pay the applicable TIF fee as a fair-share contribution toward improvements at this intersection. If the improvements are not covered in the TIF, then the developer should pay a fair-share contribution (based on the pro rata contribution of traffic) to the benefit assessment area toward improvements at this intersection. However, payment of a fee alone will not guarantee the timely construction of the identified improvements to mitigate the project impact. Therefore, in the event that the developer makes a fair-share contribution rather than installing the traffic signal at this intersection, this impact would be considered significant and unavoidable.

Fairview Road and Hillcrest Road – Signalization of this intersection may be needed to assign right-of-way and maintain the orderly flow of traffic. Prior to issuance of the building permit(s) for the 100th and 200th residential units in the project, the developer should conduct a monitoring study, which will consist of

the analyses of all applicable traffic signal warrants based on field-measured data and prevailing traffic and roadway conditions. The developer will install the traffic signal when directed by the San Benito County Public Works Administrator. With implementation of this mitigation measure, this impact would be less-than-significant with mitigation incorporated. If it is determined, through the monitoring studies, that the signal is not warranted at the time of the issuance of the building permit for the 200th unit, but these improvements are covered in the TIF, then the developer should pay the applicable TIF fee as a fair-share contribution toward improvements at this intersection. If the improvements are not covered in the TIF, then the developer should pay a fair-share contribution (based on the pro rata contribution of traffic) to the benefit assessment area toward improvements at this intersection. However, payment of a fee alone will not guarantee the timely construction of the identified improvements to mitigate the project impact. Therefore, in the event that the developer makes a fair-share contribution rather than installing the traffic signal at this intersection, this impact would be considered significant and unavoidable.

Hwy 156 (Union Road to The Alameda) – The operations on this highway could be restored to acceptable conditions by widening the highway to four lanes or by adding passing lanes at strategic locations. The County is currently updating its TIF program. The current draft version includes passing lanes at strategic locations on Highways 25 and 156. Therefore, if these improvements are included in the adopted TIF program, and the fee covers the complete cost for design and construction, the developer should pay the applicable TIF fee as a fair-share contribution towards the identified improvement, and such payment would mitigate the projects impact to the extent feasible. In the event the TIF program does not ultimately cover these improvements, there would be no feasible means for the project to mitigate its nominal impact. In that event, the project impact would be considered significant and unavoidable. However, even if the TIF is paid, payment of the fee alone will not guarantee the timely construction of the identified improvements to mitigate the project impact. The impact is therefore considered significant and unavoidable.

Hwy 25 (SR 156 and US 101) – The operations on this highway could be restored to acceptable conditions by widening the highway to four lanes or by adding passing lanes at strategic locations. The County is currently updating its TIF program. The current draft version includes passing lanes at strategic locations on Highways 25 and 156. Therefore, if these improvements are included in the adopted TIF program, and the fee covers the complete cost for design and construction, the developer should pay the applicable TIF fee as a fair-share contribution towards the identified improvement, and such payment would mitigate the projects impact to the extent feasible. In the event the TIF program does not ultimately cover these improvements, there would be no feasible means for the project to mitigate its nominal impact. In that event, the project impact would be considered significant and unavoidable. However, even if the TIF is paid, payment of the fee alone will not guarantee the timely construction of the identified improvements to mitigate the project impact. The impact is therefore considered significant and unavoidable.

Recommended Bicycle and Pedestrian Facility Improvements

The frontage improvements on Fairview Road should be designed to be consistent with County Roadway Design Standards, which may include the provision of bicycle and pedestrian facilities on Fairview Road. Additionally, sidewalks and pedestrian crossings should be provided at the Fairview Road/Cielo Vista Drive-Project Driveway intersection to connect the planned on-site pedestrian facilities to existing/future pedestrian facilities on Fairview Road and Cielo Vista Drive.

Recommended Transit Service Improvements

The project site should be designed with the potential future extension of transit services onto the project site in mind. It is recommended that the project applicant work with the local transit agency to ensure that any planned extensions of fixed route transit service on to or adjacent to the project site are accommodated by the design of the site frontage and on-site roadway improvements.

Intersection Turn-Pocket Storage Recommendations

Fairview Road and Cielo Vista Drive/Project Driveway. Based on the amount of traffic the proposed project would generate, the turn-pocket storage length was determined for the southbound left-turn movement at the subject intersection. The southbound left-turn pocket should provide at least 25 feet of vehicle storage space for left-turn traffic into the project site. Additionally, the turn pocket length should be designed, to the extent feasible, to include deceleration distance in the turn pocket based on the design speed of Fairview Road (60 mph). Based on Chapter 400 of Caltrans' *Highway Design Manual*, the ideal design for the southbound left-turn lane would include a total length of 490 feet. This is based on a design speed of 60 mph on Fairview Road, a vehicle storage length of 50 feet (2 vehicles), no deceleration in the through lane, and a 90-foot bay taper length being included in the deceleration length, per Caltrans standards.

Recommended Site Access Improvements

The project should be set back far enough from Fairview Road to accommodate for the future widening of Fairview Road. Additionally, the intersection improvements on the project side of the intersection should be designed and built to facilitate the future installation of traffic signal equipment at the intersection.

Cumulative Intersection Analyses

The results of the cumulative analysis show that the operations at two intersections would degrade to unacceptable levels under traffic conditions projected for the year 2023.

Described below are the intersection deficiencies and recommended improvements necessary to maintain the level of service standards under cumulative conditions.

Fairview Road and Cielo Vista Drive/Project Driveway. Signalization of this intersection will be needed in order to maintain acceptable traffic operations. The intersection should be monitored, and a signal should be installed when warranted. Note that both the Fairview Corners and Gavilan College projects should share the cost of the signal.

Memorial Drive and Hillcrest Road. Signalization of this intersection will be needed in order to maintain acceptable traffic operations. Additionally, dedicated left-turn lanes should be added on all four approaches and the traffic signal should be operated with protected left-turn phasing. If these improvements are covered in the TIF, then the developer shall pay the applicable TIF fee as a fair-share contribution toward improvements at this intersection. If the improvements are not covered in the TIF, then the developer shall pay its fair-share contribution (based on its pro rata contribution of trips) to the benefit assessment area toward improvements at this intersection. However, payment of the fee alone will not guarantee the timely construction of the identified improvements to mitigate the impacts of the project. This impact is therefore considered significant and unavoidable.

Fairview Corners Residential
Technical Appendices

February 16, 2011

Appendix A

Traffic Count Data

SterlingCounts@msn.com
(408) 427-5275

Sterling TRAFFIC DATA

Project ID: Fairview Corners
Count Date: Wed, 5/12/10
Weather: Clear

Fairview Road & Airline Highway

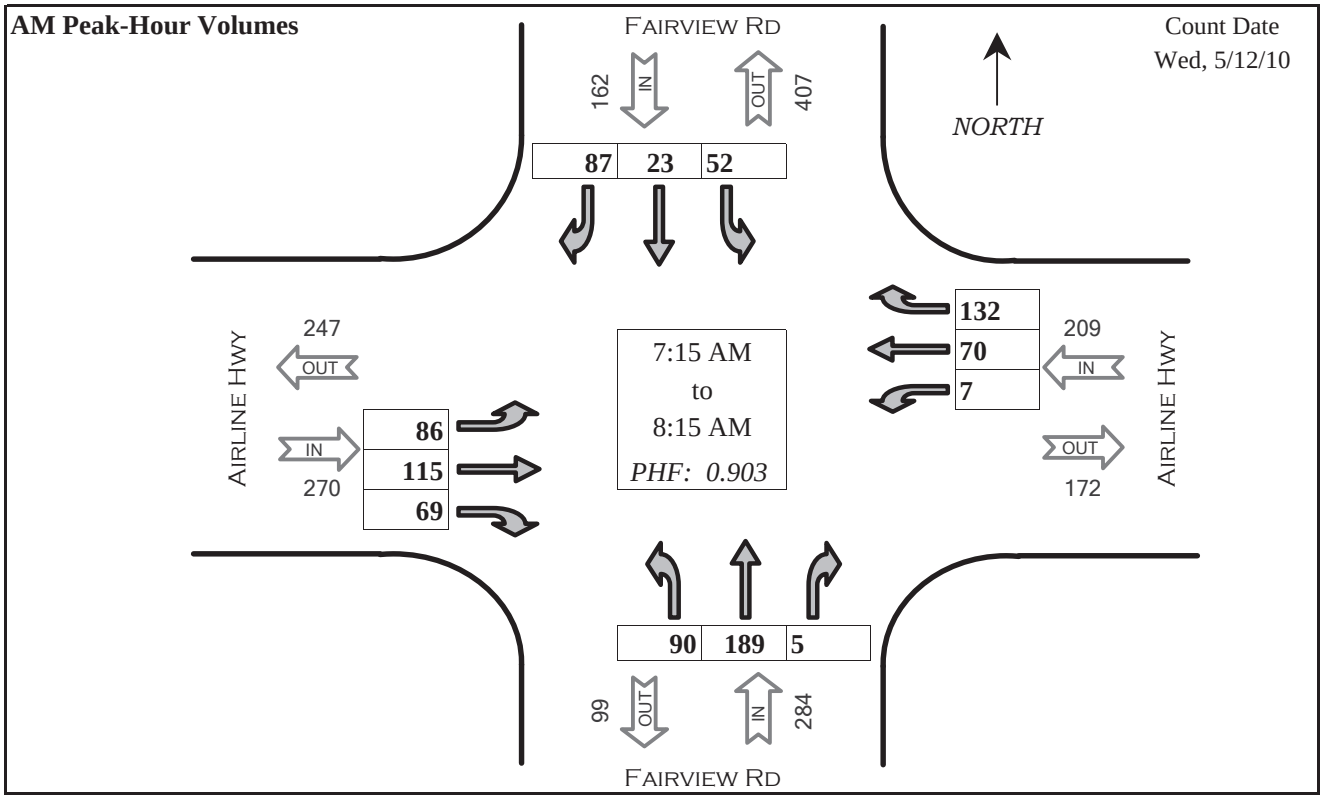
AM Peak-Hour Volumes

15-Minute Volumes

	Fairview Rd Southbound			Airline Hwy Westbound			Fairview Rd Northbound			Airline Hwy Eastbound			Int.
Start Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
7:00 AM	12	4	12	41	20	1	1	36	14	8	22	11	182
7:15 AM	23	5	7	32	16	0	2	47	20	12	27	12	203
7:30 AM	22	7	17	41	20	1	0	55	25	14	26	28	256
7:45 AM	17	5	13	25	22	3	1	44	19	23	40	24	236
8:00 AM	25	6	15	34	12	3	2	43	26	20	22	22	230
8:15 AM	11	8	10	32	14	2	1	38	14	21	25	6	182
8:30 AM	11	8	6	44	22	0	1	42	11	20	31	11	207
8:45 AM	11	4	9	26	14	0	1	29	8	17	21	8	148
2-Hr Total	132	47	89	275	140	10	9	334	137	135	214	122	1644

Hourly Volumes

	Fairview Rd Southbound			Airline Hwy Westbound			Fairview Rd Northbound			Airline Hwy Eastbound			Int.
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Total
7:00 AM	74	21	49	139	78	5	4	182	78	57	115	75	877
7:15 AM	87	23	52	132	70	7	5	189	90	69	115	86	925
7:30 AM	75	26	55	132	68	9	4	180	84	78	113	80	904
7:45 AM	64	27	44	135	70	8	5	167	70	84	118	63	855
8:00 AM	58	26	40	136	62	5	5	152	59	78	99	47	767
Peak-Hour Volume													
7:15 AM	**87**	**23**	**52**	**132**	**70**	**7**	**5**	**189**	**90**	**69**	**115**	**86**	**925**
Peak-Hour Factor	0.870	0.821	0.765	0.805	0.795	0.583	0.625	0.859	0.865	0.750	0.719	0.768	0.903



SterlingCounts@msn.com
(408) 427-5275

Sterling TRAFFIC DATA

Project ID: Fairview Corners
Count Date: Wed, 5/12/10
Weather: Clear

Fairview Road & Airline Highway

PM Peak-Hour Volumes

15-Minute Volumes

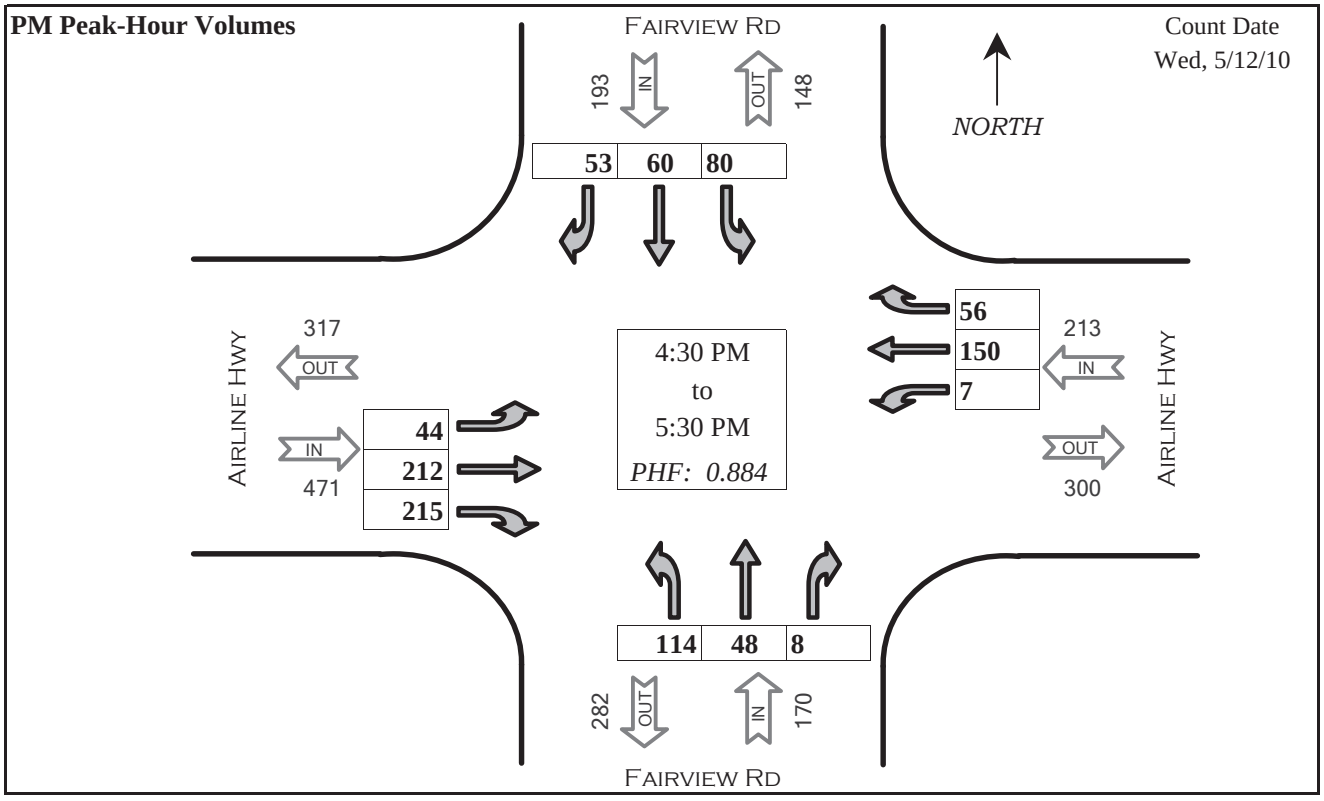
	Fairview Rd Southbound			Airline Hwy Westbound			Fairview Rd Northbound			Airline Hwy Eastbound			Int.
Start Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
4:00 PM	15	12	8	12	19	3	1	8	27	43	27	13	188
4:15 PM	17	13	15	11	26	2	0	8	16	50	40	22	220
4:30 PM	18	10	17	16	50	3	2	19	26	44	71	10	286
4:45 PM	7	11	15	15	29	2	1	7	18	33	34	6	178
5:00 PM	14	17	25	12	32	1	2	8	43	70	53	19	296
5:15 PM	14	22	23	13	39	1	3	14	27	68	54	9	287
5:30 PM	16	11	14	9	35	0	2	10	21	51	49	12	230
5:45 PM	10	13	16	15	21	1	1	11	27	31	30	9	185
2-Hr Total	111	109	133	103	251	13	12	85	205	390	358	100	1870

Hourly Volumes

	Fairview Rd Southbound			Airline Hwy Westbound			Fairview Rd Northbound			Airline Hwy Eastbound			Int.
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Total
4:00 PM	57	46	55	54	124	10	4	42	87	170	172	51	872
4:15 PM	56	51	72	54	137	8	5	42	103	197	198	57	980
4:30 PM	53	60	80	56	150	7	8	48	114	215	212	44	1047
4:45 PM	51	61	77	49	135	4	8	39	109	222	190	46	991
5:00 PM	54	63	78	49	127	3	8	43	118	220	186	49	998

Peak-Hour Volume

4:30 PM	**53**	**60**	**80**	**56**	**150**	**7**	**8**	**48**	**114**	**215**	**212**	**44**	**1047**
Peak-Hour Factor	0.736	0.682	0.800	0.875	0.750	0.583	0.667	0.632	0.663	0.768	0.746	0.579	0.884



SterlingCounts@msn.com
(408) 427-5275

Sterling TRAFFIC DATA

Project ID: Fairview Corners
Count Date: Thu, 5/20/10
Weather: overcast

Enterprise Road & Airline Highway

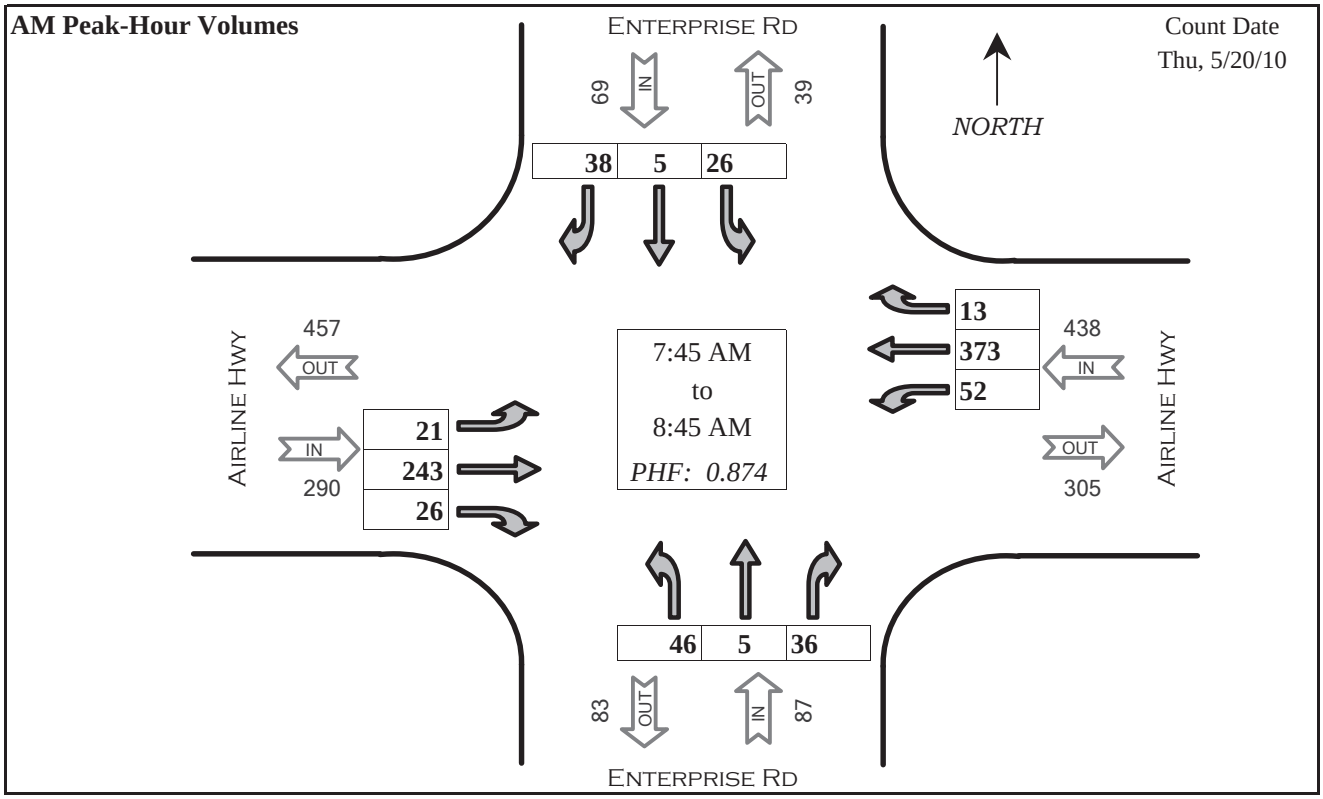
AM Peak-Hour Volumes

15-Minute Volumes

	Enterprise Rd Southbound			Airline Hwy Westbound			Enterprise Rd Northbound			Airline Hwy Eastbound			Int.
Start Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
7:00 AM	18	3	4	3	86	3	9	0	14	4	38	1	183
7:15 AM	29	0	7	3	84	7	1	0	9	2	30	6	178
7:30 AM	8	0	4	3	87	6	8	2	9	7	47	6	187
7:45 AM	12	2	15	3	88	14	16	2	12	7	73	9	253
8:00 AM	10	1	4	3	98	23	6	1	10	7	59	6	228
8:15 AM	7	0	5	6	88	6	9	1	12	6	44	5	189
8:30 AM	9	2	2	1	99	9	5	1	12	6	67	1	214
8:45 AM	4	0	1	1	66	2	5	0	6	4	54	4	147
2-Hr Total	97	8	42	23	696	70	59	7	84	43	412	38	1579

Hourly Volumes

	Enterprise Rd Southbound			Airline Hwy Westbound			Enterprise Rd Northbound			Airline Hwy Eastbound			Int.
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Total
7:00 AM	67	5	30	12	345	30	34	4	44	20	188	22	801
7:15 AM	59	3	30	12	357	50	31	5	40	23	209	27	846
7:30 AM	37	3	28	15	361	49	39	6	43	27	223	26	857
7:45 AM	38	5	26	13	373	52	36	5	46	26	243	21	884
8:00 AM	30	3	12	11	351	40	25	3	40	23	224	16	778
Peak-Hour Volume													
7:45 AM	**38**	**5**	**26**	**13**	**373**	**52**	**36**	**5**	**46**	**26**	**243**	**21**	**884**
Peak-Hour Factor	0.792	0.625	0.433	0.542	0.942	0.565	0.563	0.625	0.958	0.929	0.832	0.583	0.874



SterlingCounts@msn.com
(408) 427-5275

Sterling TRAFFIC DATA

Project ID: Fairview Corners
Count Date: Thu, 5/20/10
Weather: Clear

ENTERPRISE ROAD & AIRLINE HIGHWAY

PM Peak-Hour Volumes

15-Minute Volumes

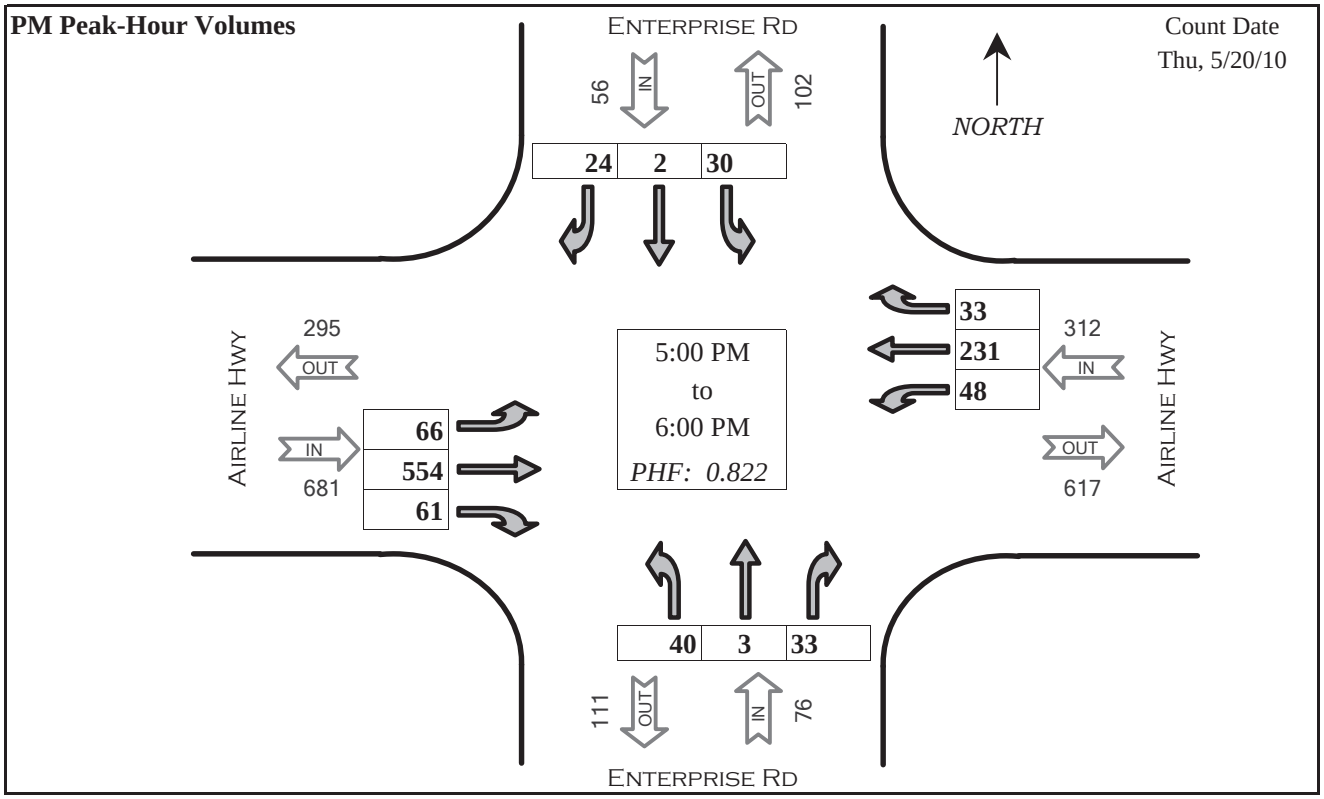
	Enterprise Rd Southbound			Airline Hwy Westbound			Enterprise Rd Northbound			Airline Hwy Eastbound			Int.
Start Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
4:00 PM	3	1	6	5	72	4	9	1	8	16	105	15	245
4:15 PM	7	2	5	4	71	5	10	0	7	9	88	8	216
4:30 PM	5	1	8	6	65	6	6	0	5	10	91	9	212
4:45 PM	11	1	5	6	80	6	4	1	10	20	103	14	261
5:00 PM	4	1	8	4	51	11	9	0	9	12	115	11	235
5:15 PM	8	1	10	9	73	15	9	1	15	23	162	16	342
5:30 PM	7	0	6	9	62	12	10	0	6	10	144	17	283
5:45 PM	5	0	6	11	45	10	5	2	10	16	133	22	265
2-Hr Total	50	7	54	54	519	69	62	5	70	116	941	112	2059

Hourly Volumes

	Enterprise Rd Southbound			Airline Hwy Westbound			Enterprise Rd Northbound			Airline Hwy Eastbound			Int.
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Total
4:00 PM	26	5	24	21	288	21	29	2	30	55	387	46	934
4:15 PM	27	5	26	20	267	28	29	1	31	51	397	42	924
4:30 PM	28	4	31	25	269	38	28	2	39	65	471	50	1050
4:45 PM	30	3	29	28	266	44	32	2	40	65	524	58	1121
5:00 PM	24	2	30	33	231	48	33	3	40	61	554	66	1125

Peak-Hour Volume

5:00 PM	**24**	**2**	**30**	**33**	**231**	**48**	**33**	**3**	**40**	**61**	**554**	**66**	**1125**
Peak-Hour Factor	0.750	0.500	0.750	0.750	0.791	0.800	0.825	0.375	0.667	0.663	0.855	0.750	0.822



SterlingCounts@msn.com
(408) 427-5275

Sterling TRAFFIC DATA

Project ID: Fairview Corners
Count Date: Thu, 5/20/10
Weather: overcast

Fairview Road & Cielo Vista Road

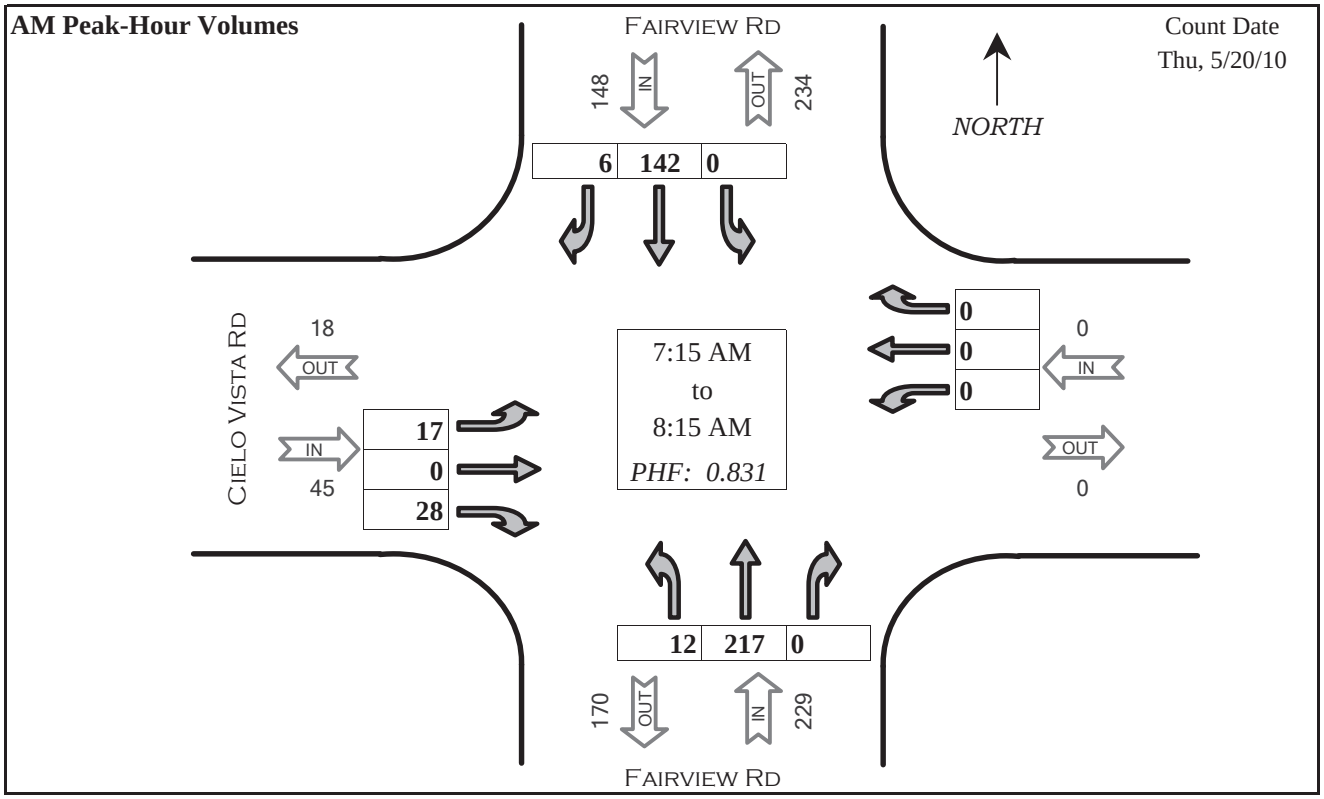
AM Peak-Hour Volumes

15-Minute Volumes

	Fairview Rd Southbound				Westbound		Fairview Rd Northbound			Cielo Vista Rd Eastbound			Int.
Start Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
7:00 AM	0	17	0	0	0	0	0	40	3	6	0	4	70
7:15 AM	0	23	0	0	0	0	0	52	2	10	0	5	92
7:30 AM	3	32	0	0	0	0	0	47	3	8	0	4	97
7:45 AM	0	37	0	0	0	0	0	59	2	4	0	4	106
8:00 AM	3	50	0	0	0	0	0	59	5	6	0	4	127
8:15 AM	1	37	0	0	0	0	0	39	3	7	0	4	91
8:30 AM	2	17	0	0	0	0	0	38	3	6	0	2	68
8:45 AM	3	22	0	0	0	0	0	29	1	4	0	2	61
2-Hr Total	12	235	0	0	0	0	0	363	22	51	0	29	712

Hourly Volumes

	Fairview Rd Southbound				Westbound		Fairview Rd Northbound			Cielo Vista Rd Eastbound			Int.
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Total
7:00 AM	3	109	0	0	0	0	0	198	10	28	0	17	365
7:15 AM	6	142	0	0	0	0	0	217	12	28	0	17	422
7:30 AM	7	156	0	0	0	0	0	204	13	25	0	16	421
7:45 AM	6	141	0	0	0	0	0	195	13	23	0	14	392
8:00 AM	9	126	0	0	0	0	0	165	12	23	0	12	347
Peak-Hour Volume													
7:15 AM	**6**	**142**	**0**	**0**	**0**	**0**	**0**	**217**	**12**	**28**	**0**	**17**	**422**
Peak-Hour Factor	0.500	0.710	--	--	--	--	--	0.919	0.600	0.700	--	0.850	0.831



SterlingCounts@msn.com
(408) 427-5275

Sterling TRAFFIC DATA

Project ID: Fairview Corners
Count Date: Thu, 5/20/10
Weather: clear

Fairview Road & Cielo Vista Road

PM Peak-Hour Volumes

15-Minute Volumes

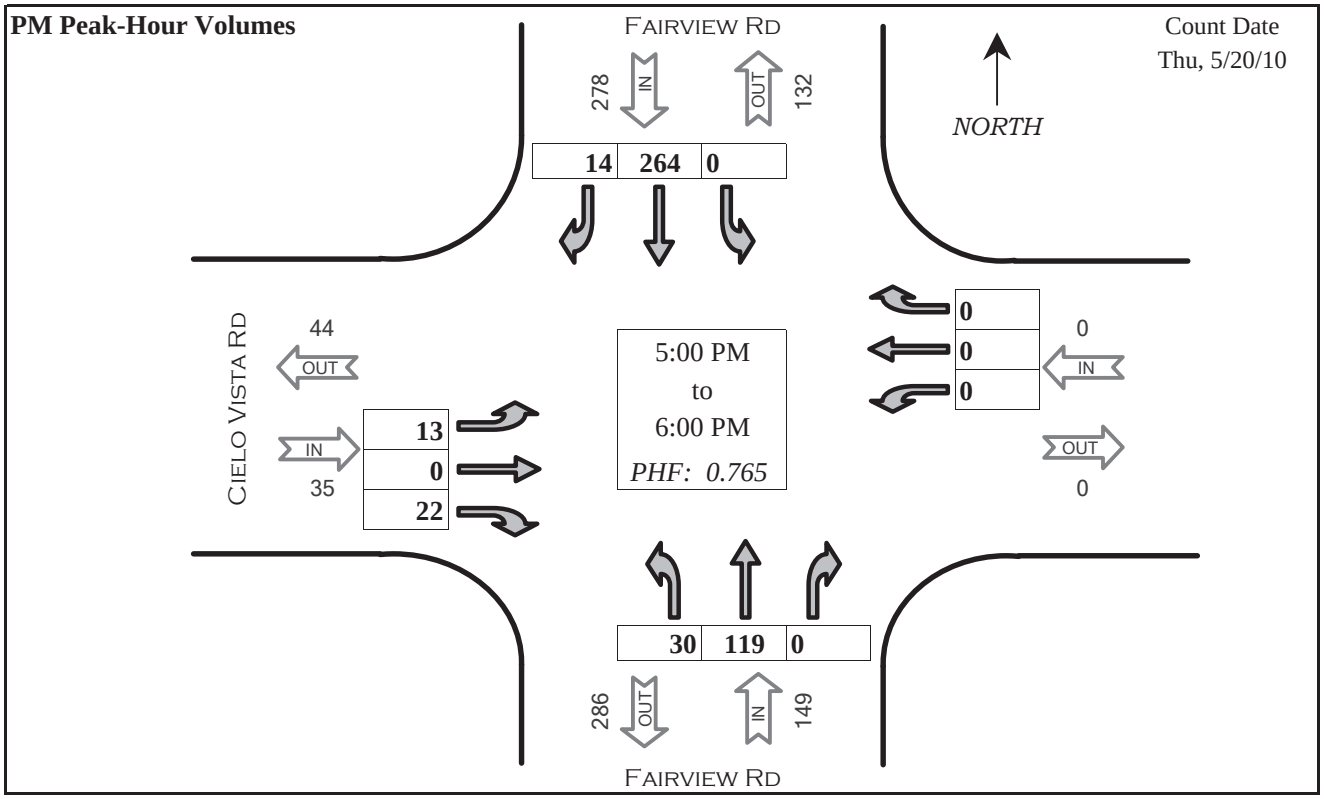
	Fairview Rd Southbound				Westbound		Fairview Rd Northbound			Cielo Vista Rd Eastbound			Int.
Start Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
4:00 PM	3	37	0	0	0	0	0	25	13	4	0	4	86
4:15 PM	5	39	0	0	0	0	0	34	3	1	0	5	87
4:30 PM	7	42	0	0	0	0	0	27	12	3	0	3	94
4:45 PM	5	43	0	0	0	0	0	39	5	5	0	6	103
5:00 PM	5	50	0	0	0	0	0	35	5	2	0	3	100
5:15 PM	1	85	0	0	0	0	0	42	11	10	0	2	151
5:30 PM	5	63	0	0	0	0	0	16	4	7	0	5	100
5:45 PM	3	66	0	0	0	0	0	26	10	3	0	3	111
2-Hr Total	34	425	0	0	0	0	0	244	63	35	0	31	832

Hourly Volumes

	Fairview Rd Southbound				Westbound		Fairview Rd Northbound			Cielo Vista Rd Eastbound			Int.
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Total
4:00 PM	20	161	0	0	0	0	0	125	33	13	0	18	370
4:15 PM	22	174	0	0	0	0	0	135	25	11	0	17	384
4:30 PM	18	220	0	0	0	0	0	143	33	20	0	14	448
4:45 PM	16	241	0	0	0	0	0	132	25	24	0	16	454
5:00 PM	14	264	0	0	0	0	0	119	30	22	0	13	462

Peak-Hour Volume

5:00 PM	**14**	**264**	**0**	**0**	**0**	**0**	**0**	**119**	**30**	**22**	**0**	**13**	**462**
Peak-Hour Factor	0.700	0.776	--	--	--	--	--	0.708	0.682	0.550	--	0.650	0.765



SterlingCounts@msn.com
(408) 427-5275

Sterling TRAFFIC DATA

Project ID: Fairview Corners
Count Date: Thu, 6/10/10
Weather: overcast

VALLEY VIEW ROAD & UNION ROAD

AM Peak-Hour Volumes

15-Minute Volumes

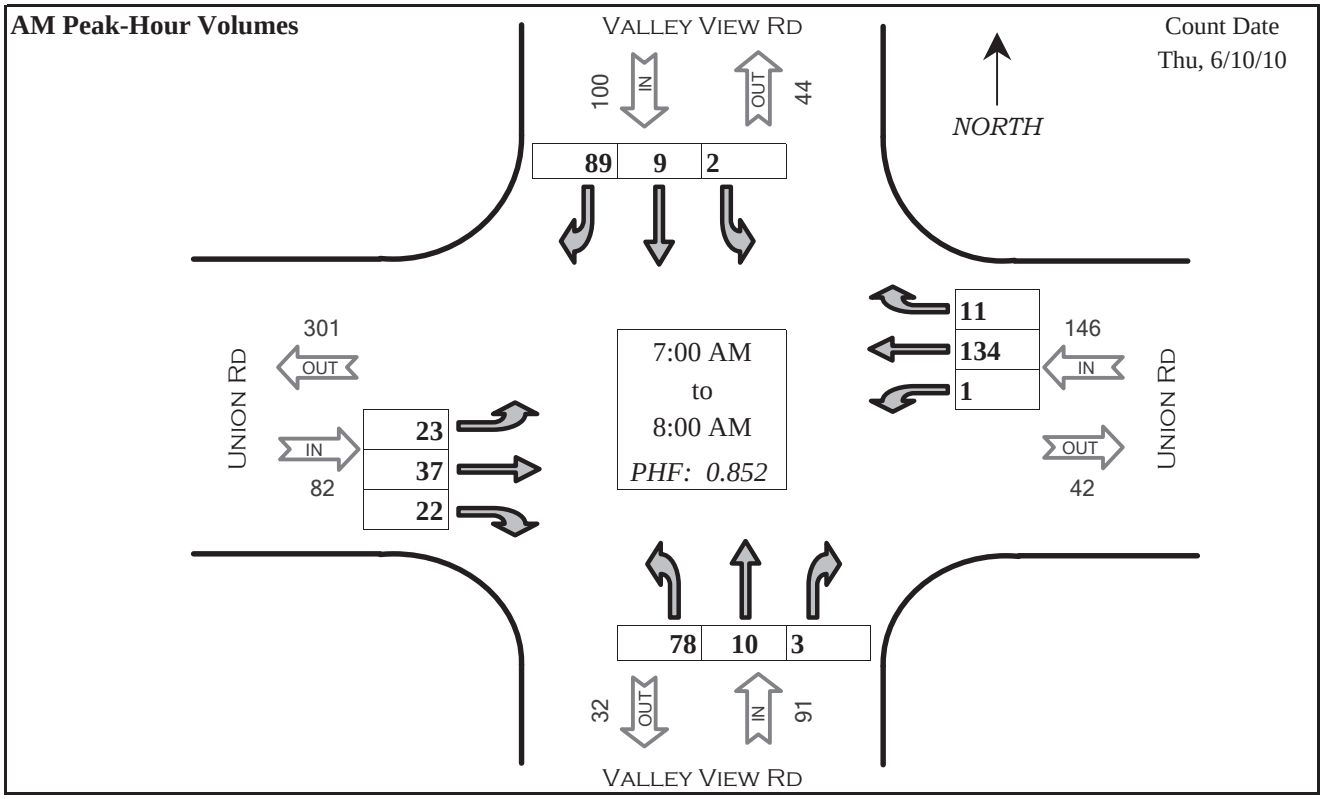
	Valley View Rd			Union Rd			Valley View Rd			Union Rd			
	Southbound			Westbound			Northbound			Eastbound			Int.
Start Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
7:00 AM	28	0	1	3	37	1	0	2	17	2	7	4	102
7:15 AM	20	1	0	1	31	0	1	1	18	5	10	4	92
7:30 AM	15	1	1	5	38	0	2	1	17	7	9	6	102
7:45 AM	26	7	0	2	28	0	0	6	26	8	11	9	123
8:00 AM	13	0	2	2	30	0	0	2	17	3	8	9	86
8:15 AM	11	1	1	2	22	0	0	0	12	4	10	16	79
8:30 AM	5	0	2	2	17	0	1	2	16	5	10	10	70
8:45 AM	14	0	0	0	19	0	0	2	14	2	7	10	68
2-Hr Total	132	10	7	17	222	1	4	16	137	36	72	68	722

Hourly Volumes

	Valley View Rd			Union Rd			Valley View Rd			Union Rd			
	Southbound			Westbound			Northbound			Eastbound			Int.
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Total
7:00 AM	89	9	2	11	134	1	3	10	78	22	37	23	419
7:15 AM	74	9	3	10	127	0	3	10	78	23	38	28	403
7:30 AM	65	9	4	11	118	0	2	9	72	22	38	40	390
7:45 AM	55	8	5	8	97	0	1	10	71	20	39	44	358
8:00 AM	43	1	5	6	88	0	1	6	59	14	35	45	303

Peak-Hour Volume

7:00 AM	**89**	**9**	**2**	**11**	**134**	**1**	**3**	**10**	**78**	**22**	**37**	**23**	**419**
Peak-Hour Factor	0.795	0.321	0.500	0.550	0.882	0.250	0.375	0.417	0.750	0.688	0.841	0.639	0.852



SterlingCounts@msn.com
(408) 427-5275

Sterling TRAFFIC DATA

Project ID: Fairview Corners
Count Date: Wed, 6/2/10
Weather: clear

VALLEY VIEW ROAD & UNION ROAD

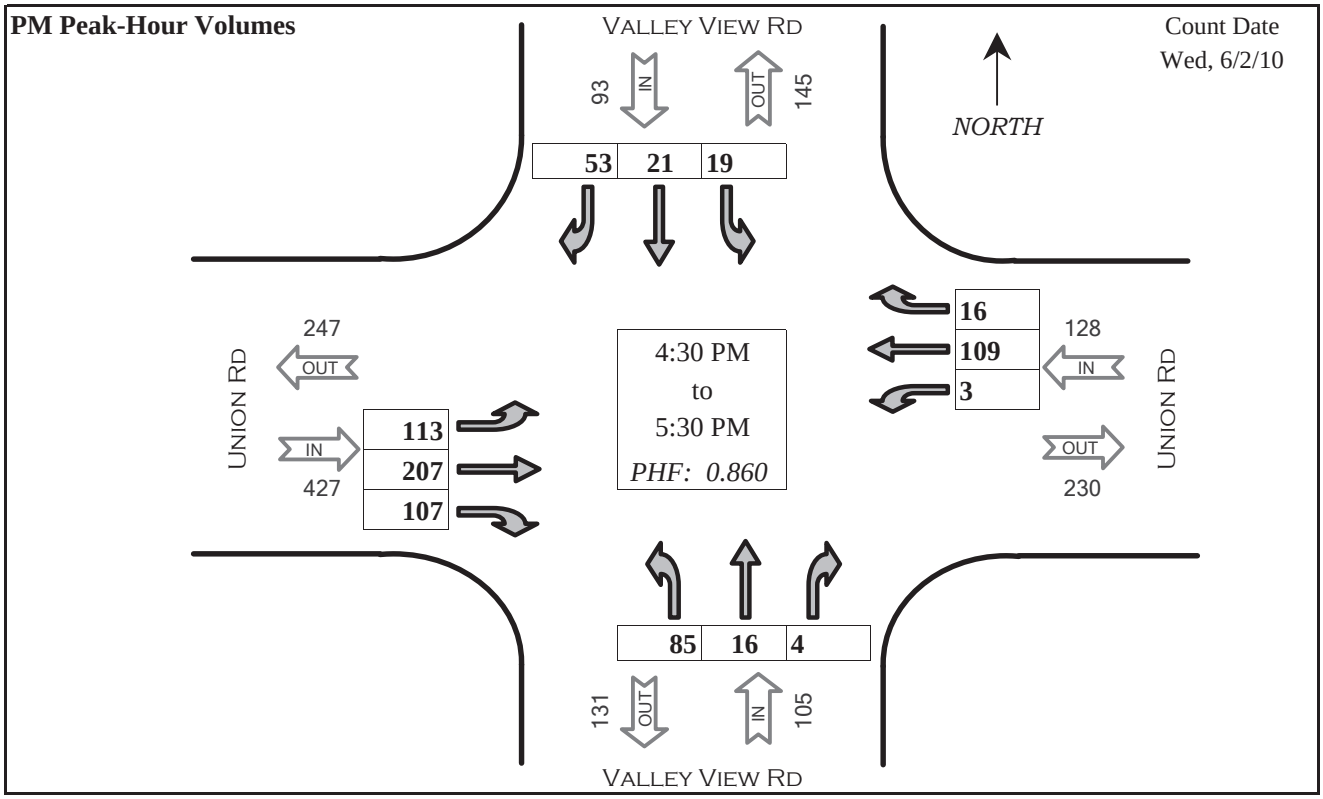
PM Peak-Hour Volumes

15-Minute Volumes

	Valley View Rd Southbound			Union Rd Westbound			Valley View Rd Northbound			Union Rd Eastbound			Int.
Start Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
4:00 PM	12	8	2	2	19	15	0	3	15	20	45	17	158
4:15 PM	13	6	3	2	20	0	2	2	10	21	35	28	142
4:30 PM	9	7	6	7	28	0	1	4	22	22	42	20	168
4:45 PM	19	5	2	4	29	1	0	5	20	26	57	30	198
5:00 PM	13	5	6	3	30	1	1	5	22	36	63	34	219
5:15 PM	12	4	5	2	22	1	2	2	21	23	45	29	168
5:30 PM	9	9	0	2	14	0	0	6	15	33	42	27	157
5:45 PM	8	2	1	2	14	1	0	9	19	26	37	32	151
2-Hr Total	95	46	25	24	176	19	6	36	144	207	366	217	1361

Hourly Volumes

	Valley View Rd Southbound			Union Rd Westbound			Valley View Rd Northbound			Union Rd Eastbound			Int.
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Total
4:00 PM	53	26	13	15	96	16	3	14	67	89	179	95	666
4:15 PM	54	23	17	16	107	2	4	16	74	105	197	112	727
4:30 PM	53	21	19	16	109	3	4	16	85	107	207	113	753
4:45 PM	53	23	13	11	95	3	3	18	78	118	207	120	742
5:00 PM	42	20	12	9	80	3	3	22	77	118	187	122	695
Peak-Hour Volume													
4:30 PM	**53**	**21**	**19**	**16**	**109**	**3**	**4**	**16**	**85**	**107**	**207**	**113**	**753**
Peak-Hour Factor	0.697	0.750	0.792	0.571	0.908	0.750	0.500	0.800	0.966	0.743	0.821	0.831	0.860



SterlingCounts@msn.com
(408) 427-5275

Sterling TRAFFIC DATA

Project ID: Fairview Corners
Count Date: Thu, 5/13/10
Weather: Clear

AIRLINE HIGHWAY & UNION ROAD

AM Peak-Hour Volumes

15-Minute Volumes

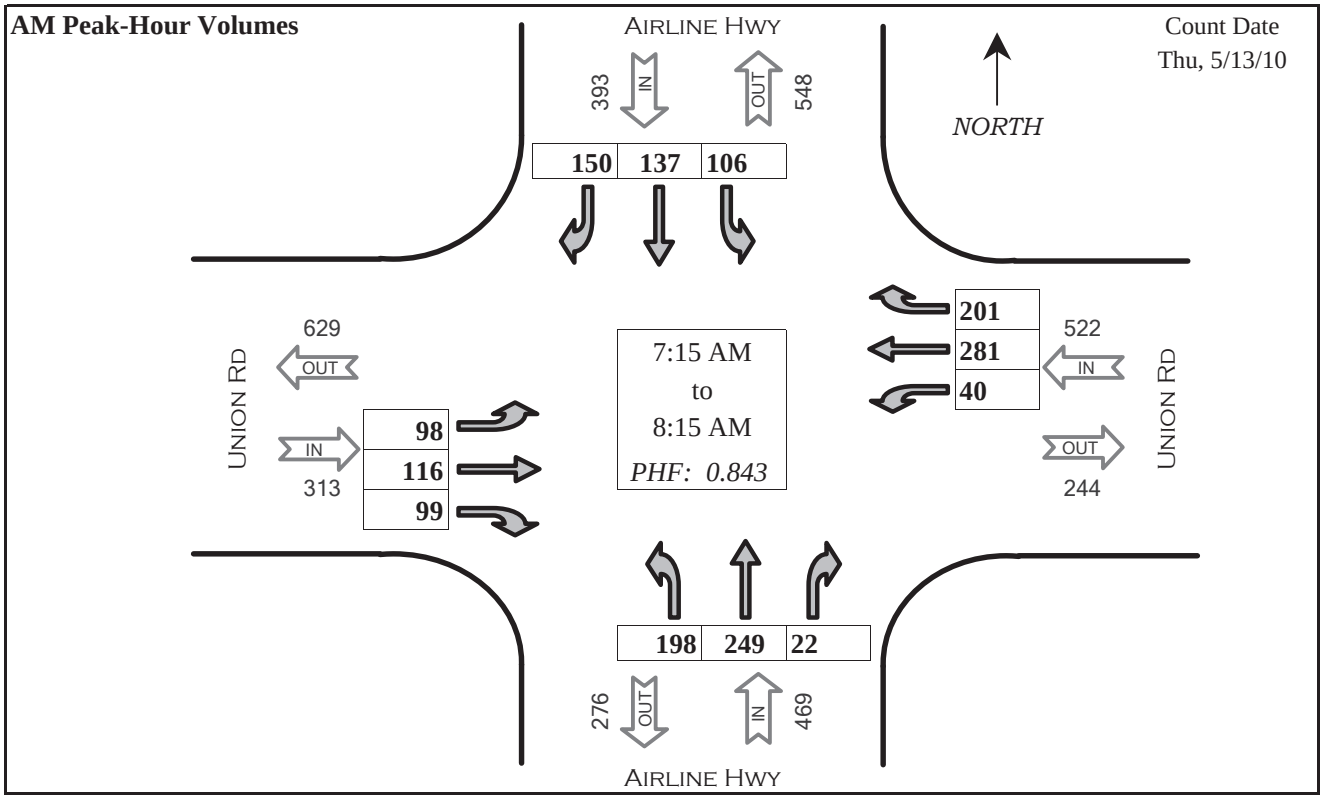
	Airline Hwy Southbound			Union Rd Westbound			Airline Hwy Northbound			Union Rd Eastbound			Int.
Start Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
7:00 AM	16	18	10	16	52	6	0	35	24	7	8	18	210
7:15 AM	50	29	19	77	106	5	2	78	69	23	21	24	503
7:30 AM	31	41	47	41	52	11	6	55	52	22	45	23	426
7:45 AM	42	44	25	57	73	13	7	61	31	28	24	30	435
8:00 AM	27	23	15	26	50	11	7	55	46	26	26	21	333
8:15 AM	30	33	12	28	46	5	4	66	45	28	28	19	344
8:30 AM	29	37	18	27	60	1	0	60	65	30	21	26	374
8:45 AM	24	48	18	26	34	0	3	64	25	23	23	14	302
2-Hr Total	249	273	164	298	473	52	29	474	357	187	196	175	2927

Hourly Volumes

	Airline Hwy Southbound			Union Rd Westbound			Airline Hwy Northbound			Union Rd Eastbound			Int.
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Total
7:00 AM	139	132	101	191	283	35	15	229	176	80	98	95	1574
7:15 AM	150	137	106	201	281	40	22	249	198	99	116	98	1697
7:30 AM	130	141	99	152	221	40	24	237	174	104	123	93	1538
7:45 AM	128	137	70	138	229	30	18	242	187	112	99	96	1486
8:00 AM	110	141	63	107	190	17	14	245	181	107	98	80	1353

Peak-Hour Volume

7:15 AM	**150**	**137**	**106**	**201**	**281**	**40**	**22**	**249**	**198**	**99**	**116**	**98**	**1697**
Peak-Hour Factor	0.750	0.778	0.564	0.653	0.663	0.769	0.786	0.798	0.717	0.884	0.644	0.817	0.843



SterlingCounts@msn.com
(408) 427-5275

Sterling TRAFFIC DATA

Project ID: Fairview Corners
Count Date: Thu, 5/13/10
Weather: Clear

AIRLINE HIGHWAY & UNION ROAD

PM Peak-Hour Volumes

15-Minute Volumes

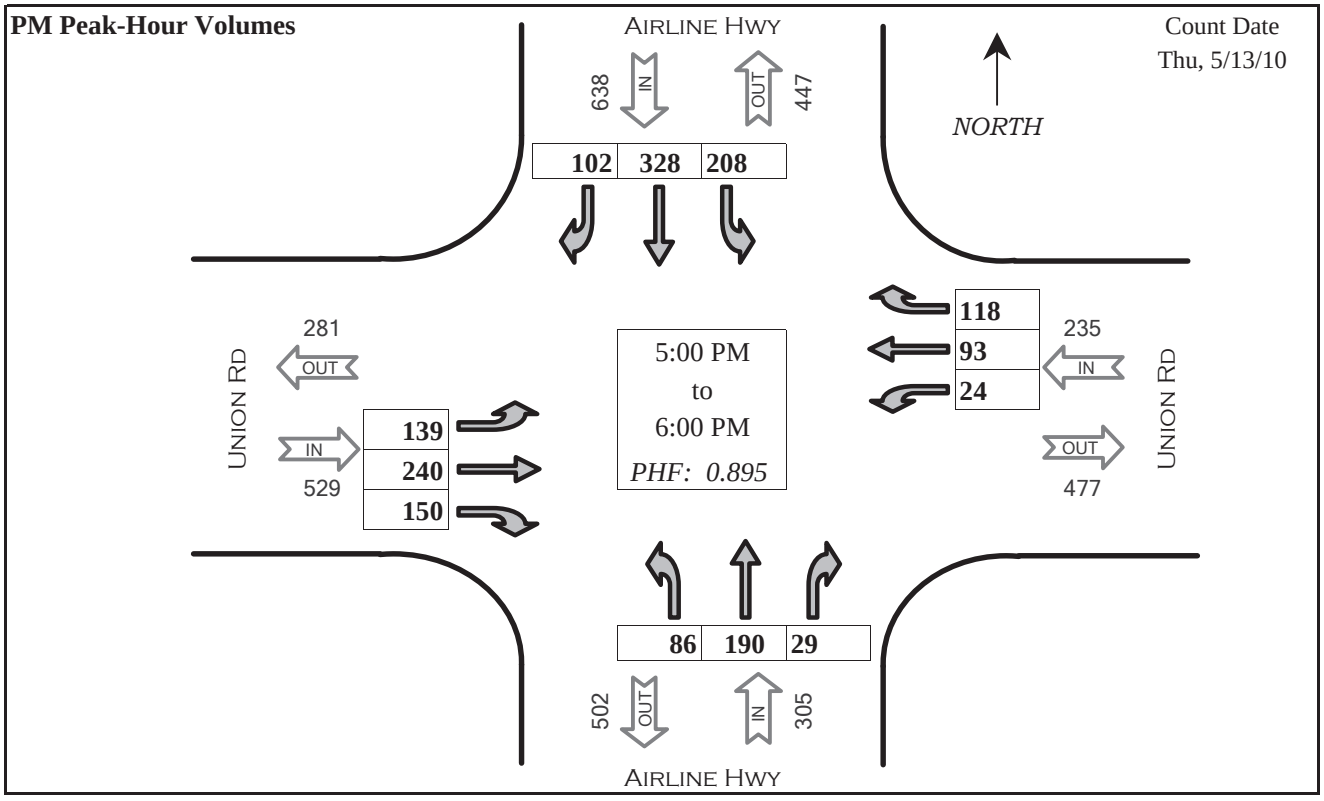
	Airline Hwy			Union Rd			Airline Hwy			Union Rd			
	Southbound			Westbound			Northbound			Eastbound			Int.
Start Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
4:00 PM	22	87	41	23	16	4	4	47	31	47	41	22	385
4:15 PM	19	82	39	20	22	3	4	52	30	42	50	40	403
4:30 PM	30	70	54	17	23	4	4	59	27	25	44	32	389
4:45 PM	28	69	37	20	17	9	5	54	31	32	46	33	381
5:00 PM	27	76	44	34	22	6	7	40	24	42	56	31	409
5:15 PM	30	103	61	35	24	11	11	44	23	39	60	36	477
5:30 PM	26	66	63	25	27	3	6	51	21	35	55	34	412
5:45 PM	19	83	40	24	20	4	5	55	18	34	69	38	409
2-Hr Total	201	636	379	198	171	44	46	402	205	296	421	266	3265

Hourly Volumes

	Airline Hwy			Union Rd			Airline Hwy			Union Rd			
	Southbound			Westbound			Northbound			Eastbound			Int.
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Total
4:00 PM	99	308	171	80	78	20	17	212	119	146	181	127	1558
4:15 PM	104	297	174	91	84	22	20	205	112	141	196	136	1582
4:30 PM	115	318	196	106	86	30	27	197	105	138	206	132	1656
4:45 PM	111	314	205	114	90	29	29	189	99	148	217	134	1679
5:00 PM	102	328	208	118	93	24	29	190	86	150	240	139	1707

Peak-Hour Volume

5:00 PM	**102**	**328**	**208**	**118**	**93**	**24**	**29**	**190**	**86**	**150**	**240**	**139**	**1707**
Peak-Hour Factor	0.850	0.796	0.825	0.843	0.861	0.545	0.659	0.864	0.896	0.893	0.870	0.914	0.895



SterlingCounts@msn.com
(408) 427-5275

Sterling TRAFFIC DATA

Project ID: Fairview Corners
Count Date: Wed, 5/19/10
Weather: Clear

SOUTHSIDE ROAD & UNION ROAD

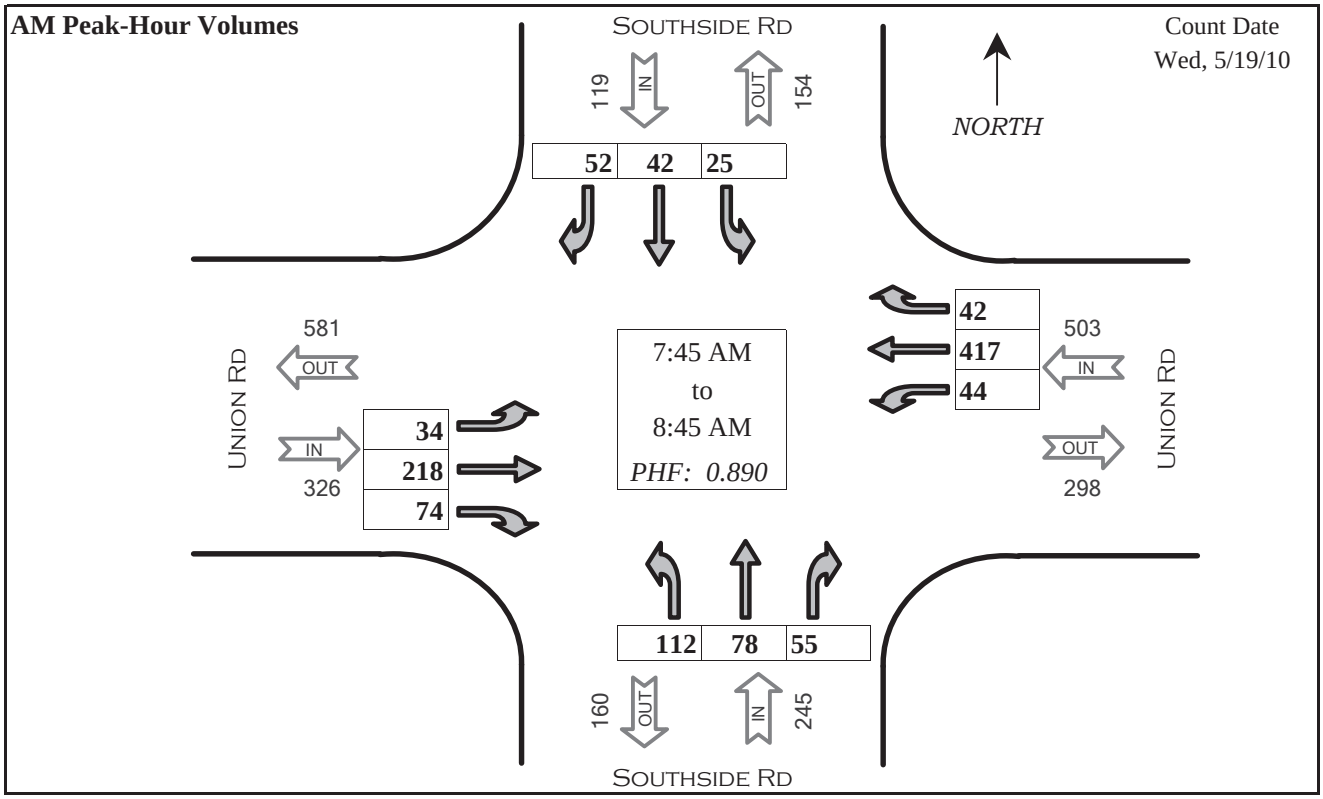
AM Peak-Hour Volumes

15-Minute Volumes

	Southside Rd Southbound			Union Rd Westbound			Southside Rd Northbound			Union Rd Eastbound			Int.
Start Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
7:00 AM	12	1	0	2	136	4	5	9	22	8	22	3	224
7:15 AM	10	3	2	3	183	6	14	18	44	8	41	5	337
7:30 AM	10	5	4	3	121	10	8	6	30	15	78	2	292
7:45 AM	7	8	5	10	114	23	20	12	22	23	59	6	309
8:00 AM	10	17	3	4	81	14	10	18	29	17	39	1	243
8:15 AM	18	6	8	16	89	4	16	36	25	18	55	15	306
8:30 AM	17	11	9	12	133	3	9	12	36	16	65	12	335
8:45 AM	13	4	5	2	59	6	4	10	18	17	50	9	197
2-Hr Total	97	55	36	52	916	70	86	121	226	122	409	53	2243

Hourly Volumes

	Southside Rd Southbound			Union Rd Westbound			Southside Rd Northbound			Union Rd Eastbound			Int.
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Total
7:00 AM	39	17	11	18	554	43	47	45	118	54	200	16	1162
7:15 AM	37	33	14	20	499	53	52	54	125	63	217	14	1181
7:30 AM	45	36	20	33	405	51	54	72	106	73	231	24	1150
7:45 AM	52	42	25	42	417	44	55	78	112	74	218	34	1193
8:00 AM	58	38	25	34	362	27	39	76	108	68	209	37	1081
Peak-Hour Volume													
7:45 AM	**52**	**42**	**25**	**42**	**417**	**44**	**55**	**78**	**112**	**74**	**218**	**34**	**1193**
Peak-Hour Factor	0.722	0.618	0.694	0.656	0.784	0.478	0.688	0.542	0.778	0.804	0.838	0.567	0.890



SterlingCounts@msn.com
(408) 427-5275

Sterling TRAFFIC DATA

Project ID: Fairview Corners
Count Date: Wed, 5/19/10
Weather: overcast

Southside Road & Union Road

PM Peak-Hour Volumes

15-Minute Volumes

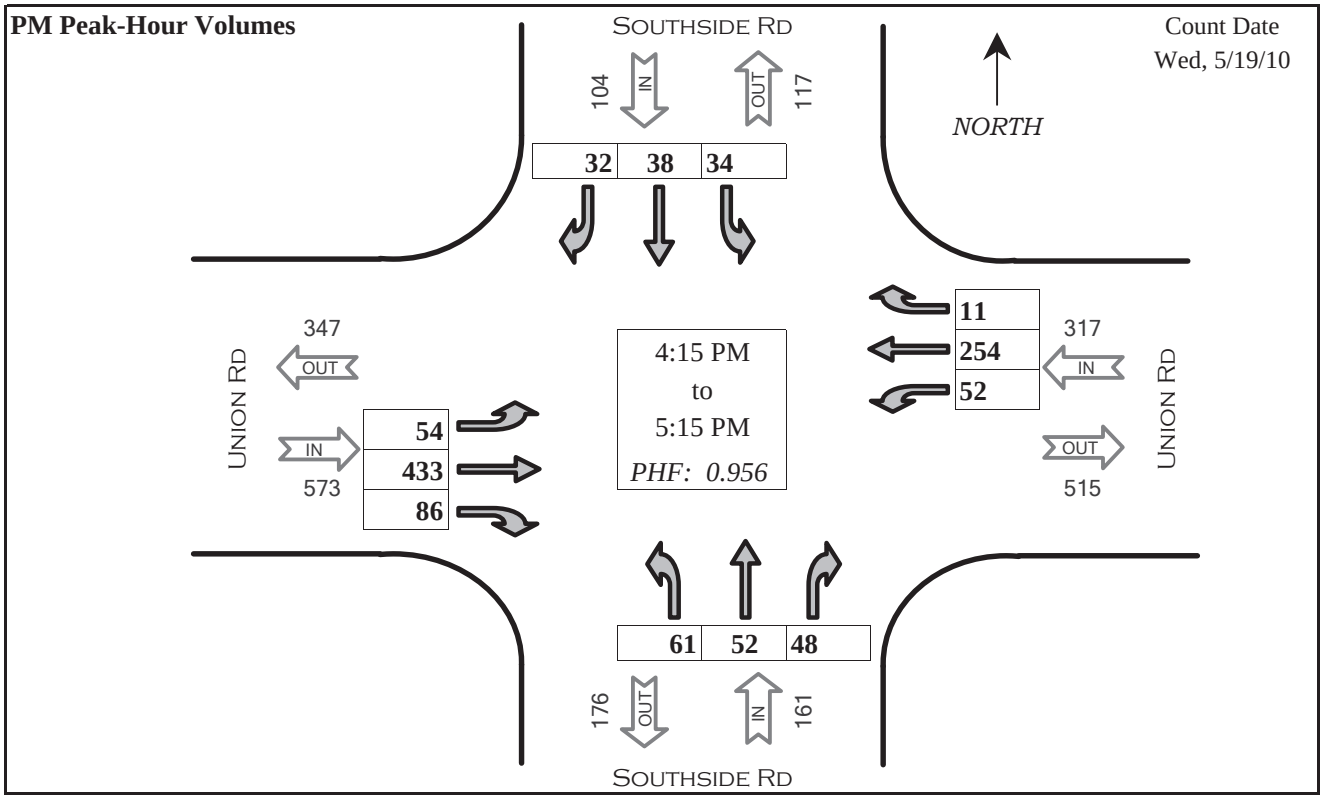
	Southside Rd Southbound			Union Rd Westbound			Southside Rd Northbound			Union Rd Eastbound			Int.
Start Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
4:00 PM	5	12	9	3	58	12	7	8	30	24	114	11	293
4:15 PM	9	9	5	3	68	13	13	13	11	21	119	13	297
4:30 PM	5	11	6	2	51	13	15	13	16	20	97	16	265
4:45 PM	7	8	13	5	60	16	7	15	15	20	114	11	291
5:00 PM	11	10	10	1	75	10	13	11	19	25	103	14	302
5:15 PM	9	12	8	3	66	10	9	5	13	18	90	13	256
5:30 PM	4	10	6	4	47	9	7	8	22	23	110	10	260
5:45 PM	6	16	7	7	46	10	6	16	17	25	97	16	269
2-Hr Total	56	88	64	28	471	93	77	89	143	176	844	104	2233

Hourly Volumes

	Southside Rd Southbound			Union Rd Westbound			Southside Rd Northbound			Union Rd Eastbound			Int.
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Total
4:00 PM	26	40	33	13	237	54	42	49	72	85	444	51	1146
4:15 PM	32	38	34	11	254	52	48	52	61	86	433	54	1155
4:30 PM	32	41	37	11	252	49	44	44	63	83	404	54	1114
4:45 PM	31	40	37	13	248	45	36	39	69	86	417	48	1109
5:00 PM	30	48	31	15	234	39	35	40	71	91	400	53	1087

Peak-Hour Volume

4:15 PM	**32**	**38**	**34**	**11**	**254**	**52**	**48**	**52**	**61**	**86**	**433**	**54**	**1155**
Peak-Hour Factor	0.727	0.864	0.654	0.550	0.847	0.813	0.800	0.867	0.803	0.860	0.910	0.844	0.956



SterlingCounts@msn.com
(408) 427-5275

Sterling TRAFFIC DATA

Project ID: Union Rd. Bridge
Count Date: Wed, 3/4/09
Weather: Overcast

SAN BENITO STREET & UNION ROAD

AM Peak-Hour Volumes

15-Minute Volumes

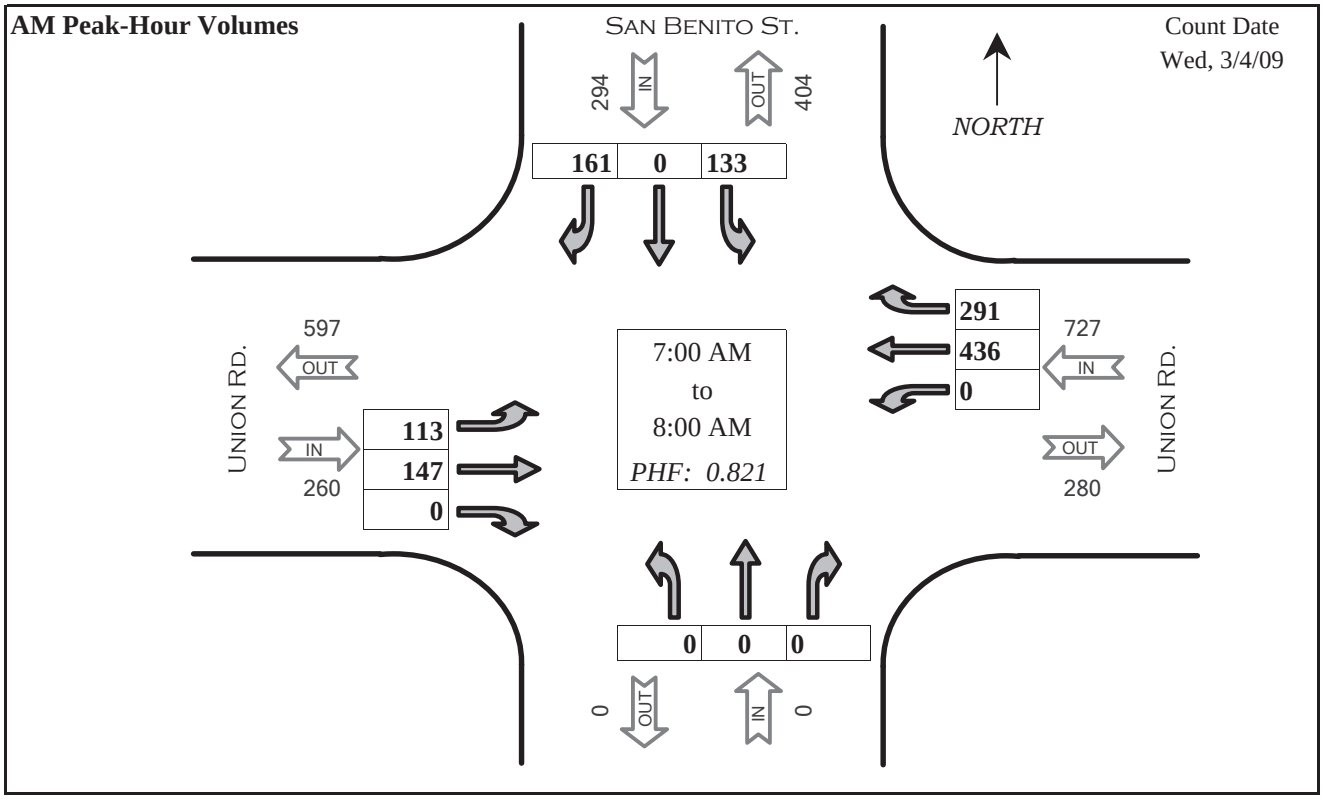
	San Benito St. Southbound			Union Rd. Westbound				Northbound		Union Rd. Eastbound			Int.
Start Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
7:00 AM	43	0	14	31	124	0	0	0	0	0	29	31	272
7:15 AM	50	0	32	112	131	0	0	0	0	0	29	36	390
7:30 AM	38	0	58	94	91	0	0	0	0	0	45	24	350
7:45 AM	30	0	29	54	90	0	0	0	0	0	44	22	269
8:00 AM	21	0	25	48	76	0	0	0	0	0	39	20	229
8:15 AM	24	0	12	69	54	0	0	0	0	0	32	21	212
8:30 AM	30	0	24	120	55	0	0	0	0	0	46	28	303
8:45 AM	26	0	28	33	59	0	0	0	0	0	38	31	215
2-Hr Total	262	0	222	561	680	0	0	0	0	0	302	213	2240

Hourly Volumes

	San Benito St. Southbound			Union Rd. Westbound				Northbound		Union Rd. Eastbound			Int.
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Total
7:00 AM	161	0	133	291	436	0	0	0	0	0	147	113	1281
7:15 AM	139	0	144	308	388	0	0	0	0	0	157	102	1238
7:30 AM	113	0	124	265	311	0	0	0	0	0	160	87	1060
7:45 AM	105	0	90	291	275	0	0	0	0	0	161	91	1013
8:00 AM	101	0	89	270	244	0	0	0	0	0	155	100	959

Peak-Hour Volume

7:00 AM	**161**	**0**	**133**	**291**	**436**	**0**	**0**	**0**	**0**	**0**	**147**	**113**	**1281**
Peak-Hour Factor	0.805	--	0.573	0.650	0.832	--	--	--	--	--	0.817	0.785	0.821



SterlingCounts@msn.com
(408) 427-5275

Sterling TRAFFIC DATA

Project ID: Union Rd. Bridge
Count Date: Wed, 3/4/09
Weather: overcast/clear

SAN BENITO STREET & UNION ROAD

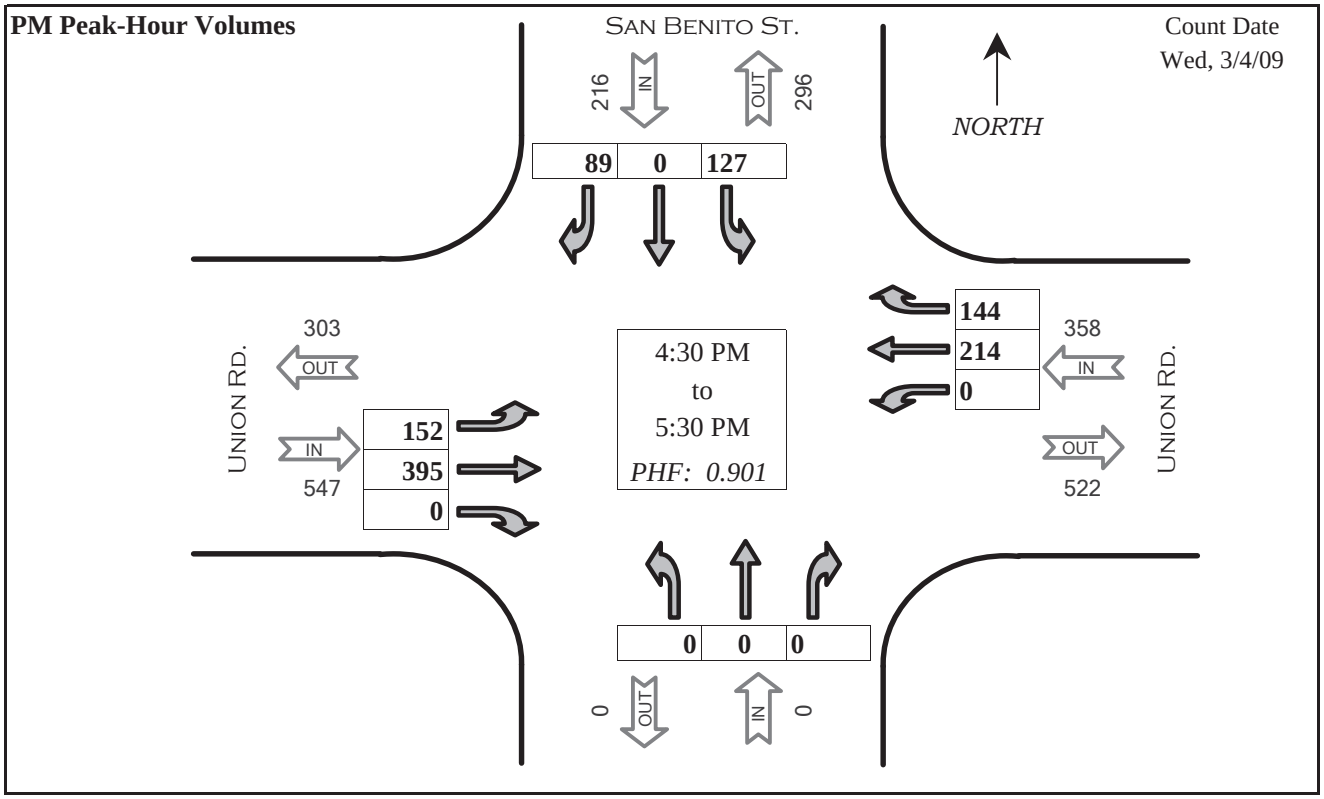
PM Peak-Hour Volumes

15-Minute Volumes

	San Benito St.			Union Rd.						Union Rd.			
	Southbound			Westbound			Northbound			Eastbound			Int.
Start Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
4:00 PM	26	0	30	34	48	0	0	0	0	0	82	28	248
4:15 PM	21	0	20	27	53	0	0	0	0	0	84	38	243
4:30 PM	16	0	26	33	49	0	0	0	0	0	100	42	266
4:45 PM	19	0	23	38	53	0	0	0	0	0	99	36	268
5:00 PM	19	0	40	42	66	0	0	0	0	0	96	48	311
5:15 PM	35	0	38	31	46	0	0	0	0	0	100	26	276
5:30 PM	31	0	30	19	27	0	0	0	0	0	114	32	253
5:45 PM	10	0	17	20	35	0	0	0	0	0	95	25	202
2-Hr Total	177	0	224	244	377	0	0	0	0	0	770	275	2067

Hourly Volumes

	San Benito St.			Union Rd.						Union Rd.			
	Southbound			Westbound			Northbound			Eastbound			Int.
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Total
4:00 PM	82	0	99	132	203	0	0	0	0	0	365	144	1025
4:15 PM	75	0	109	140	221	0	0	0	0	0	379	164	1088
4:30 PM	89	0	127	144	214	0	0	0	0	0	395	152	1121
4:45 PM	104	0	131	130	192	0	0	0	0	0	409	142	1108
5:00 PM	95	0	125	112	174	0	0	0	0	0	405	131	1042
Peak-Hour Volume													
4:30 PM	**89**	**0**	**127**	**144**	**214**	**0**	**0**	**0**	**0**	**0**	**395**	**152**	**1121**
Peak-Hour Factor	0.636	--	0.794	0.857	0.811	--	--	--	--	--	0.988	0.792	0.901



SterlingCounts@msn.com
(408) 427-5275

Sterling TRAFFIC DATA

Project ID: Fairview Corners
Count Date: Tue, 6/8/10
Weather: clear

Union Road/Mitchell Road & Highway 156

AM Peak-Hour Volumes

15-Minute Volumes

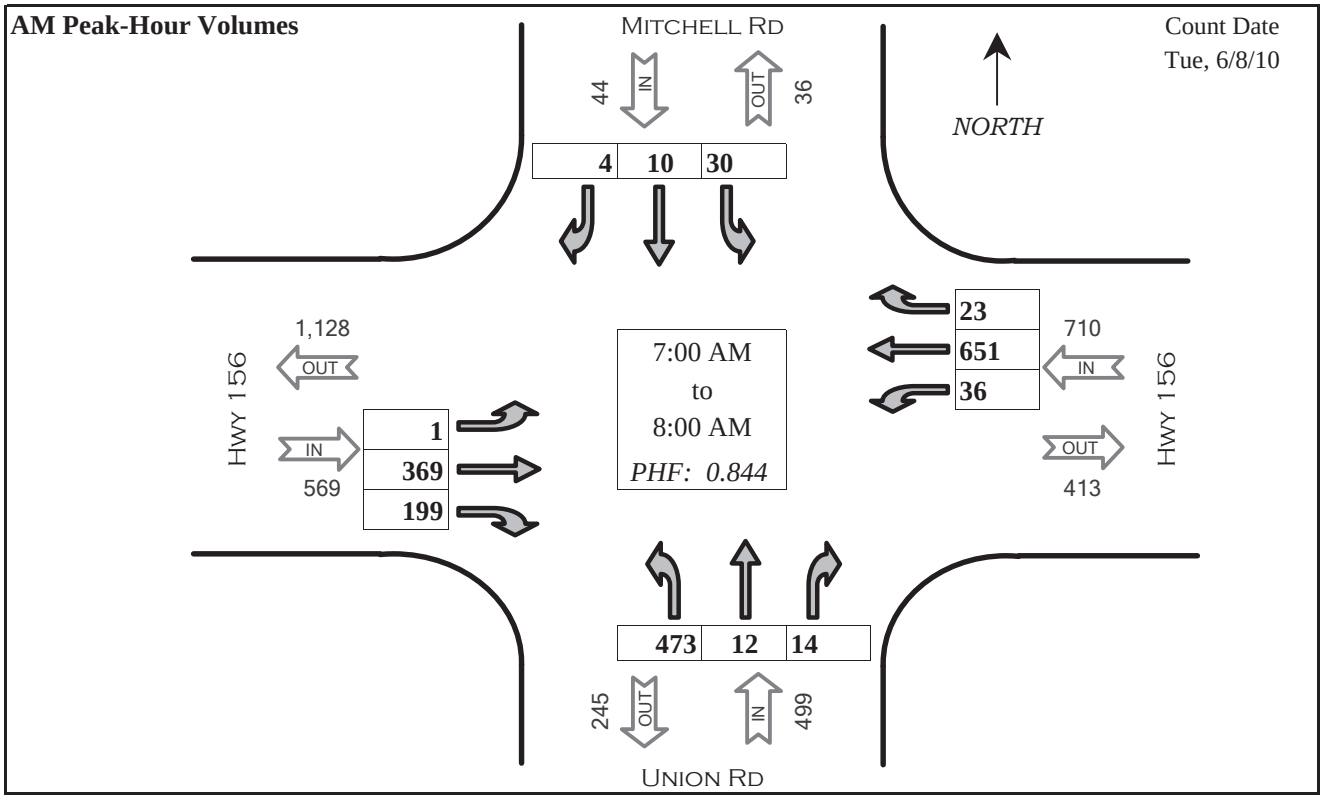
	Mitchell Rd			Hwy 156			Union Rd			Hwy 156			
	Southbound			Westbound			Northbound			Eastbound			Int.
Start Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
7:00 AM	0	1	5	3	167	10	3	2	103	38	75	0	407
7:15 AM	0	5	4	5	208	11	3	2	144	58	100	0	540
7:30 AM	2	0	13	7	160	9	1	4	132	45	85	1	459
7:45 AM	2	4	8	8	116	6	7	4	94	58	109	0	416
8:00 AM	0	1	6	5	119	7	5	0	107	42	99	0	391
8:15 AM	1	2	12	6	143	2	6	1	84	42	113	1	413
8:30 AM	1	2	6	2	98	2	3	2	64	29	80	1	290
8:45 AM	1	4	10	2	128	0	3	0	62	42	90	1	343
2-Hr Total	7	19	64	38	1139	47	31	15	790	354	751	4	3259

Hourly Volumes

	Mitchell Rd			Hwy 156			Union Rd			Hwy 156			
	Southbound			Westbound			Northbound			Eastbound			Int.
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Total
7:00 AM	4	10	30	23	651	36	14	12	473	199	369	1	1822
7:15 AM	4	10	31	25	603	33	16	10	477	203	393	1	1806
7:30 AM	5	7	39	26	538	24	19	9	417	187	406	2	1679
7:45 AM	4	9	32	21	476	17	21	7	349	171	401	2	1510
8:00 AM	3	9	34	15	488	11	17	3	317	155	382	3	1437

Peak-Hour Volume

7:00 AM	**4**	**10**	**30**	**23**	**651**	**36**	**14**	**12**	**473**	**199**	**369**	**1**	**1822**
Peak-Hour Factor	0.500	0.500	0.577	0.719	0.782	0.818	0.500	0.750	0.821	0.858	0.846	0.250	0.844



SterlingCounts@msn.com
(408) 427-5275

Sterling TRAFFIC DATA

Project ID: Fairview Corners
Count Date: Tue, 6/8/10
Weather: clear

Union Road/Mitchell Road & Highway 156

PM Peak-Hour Volumes

15-Minute Volumes

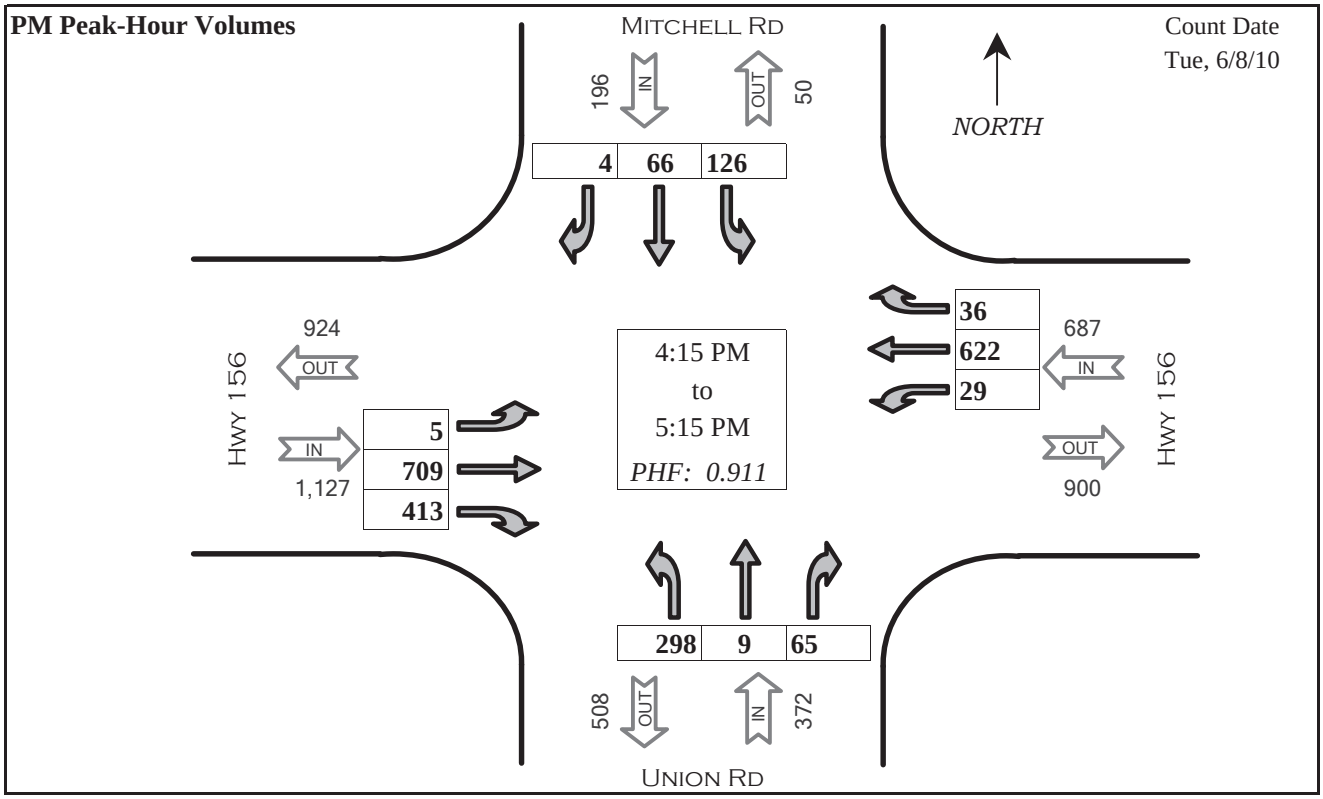
	Mitchell Rd			Hwy 156			Union Rd			Hwy 156			
	Southbound			Westbound			Northbound			Eastbound			Int.
Start Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
4:00 PM	0	11	22	4	115	5	13	1	53	71	152	2	449
4:15 PM	1	15	28	10	128	8	17	0	72	88	184	1	552
4:30 PM	3	18	38	5	152	7	16	4	72	104	157	1	577
4:45 PM	0	11	26	10	182	9	12	1	72	100	176	0	599
5:00 PM	0	22	34	11	160	5	20	4	82	121	192	3	654
5:15 PM	0	13	21	9	131	2	9	0	59	129	152	2	527
5:30 PM	1	7	20	3	99	0	1	2	68	132	127	1	461
5:45 PM	3	15	21	5	133	5	9	6	53	118	168	1	537
2-Hr Total	8	112	210	57	1100	41	97	18	531	863	1308	11	4356

Hourly Volumes

	Mitchell Rd			Hwy 156			Union Rd			Hwy 156			
	Southbound			Westbound			Northbound			Eastbound			Int.
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Total
4:00 PM	4	55	114	29	577	29	58	6	269	363	669	4	2177
4:15 PM	4	66	126	36	622	29	65	9	298	413	709	5	2382
4:30 PM	3	64	119	35	625	23	57	9	285	454	677	6	2357
4:45 PM	1	53	101	33	572	16	42	7	281	482	647	6	2241
5:00 PM	4	57	96	28	523	12	39	12	262	500	639	7	2179

Peak-Hour Volume

4:15 PM	**4**	**66**	**126**	**36**	**622**	**29**	**65**	**9**	**298**	**413**	**709**	**5**	**2382**
Peak-Hour Factor	0.333	0.750	0.829	0.818	0.854	0.806	0.813	0.563	0.909	0.853	0.923	0.417	0.911



SterlingCounts@msn.com
(408) 427-5275

Sterling TRAFFIC DATA

Project ID: Fairview Corners
Count Date: Thu, 5/27/10
Weather: Clear

AIRLINE HIGHWAY & SUNSET DRIVE

AM Peak-Hour Volumes

15-Minute Volumes

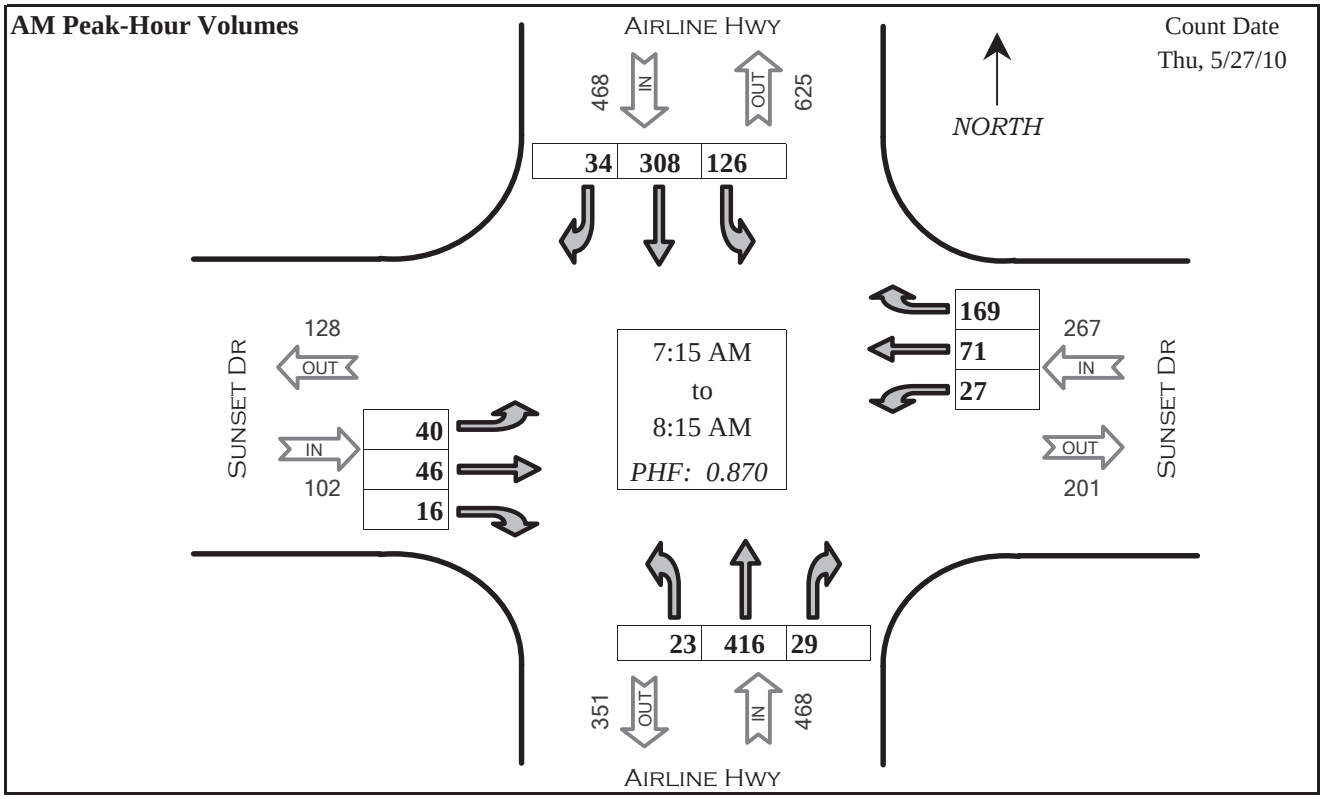
	Airline Hwy			Sunset Dr			Airline Hwy			Sunset Dr			
	Southbound			Westbound			Northbound			Eastbound			Int.
Start Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
7:00 AM	1	58	23	20	4	8	10	70	1	2	8	0	205
7:15 AM	6	63	19	32	16	9	11	142	13	5	5	7	328
7:30 AM	14	108	33	41	10	8	9	103	4	6	13	6	355
7:45 AM	5	75	44	71	31	4	5	101	4	3	15	17	375
8:00 AM	9	62	30	25	14	6	4	70	2	2	13	10	247
8:15 AM	15	56	28	30	24	4	13	101	5	1	16	27	320
8:30 AM	12	58	34	28	30	4	9	71	6	3	12	36	303
8:45 AM	11	57	50	31	14	1	15	80	4	0	26	12	301
2-Hr Total	73	537	261	278	143	44	76	738	39	22	108	115	2434

Hourly Volumes

	Airline Hwy			Sunset Dr			Airline Hwy			Sunset Dr			
	Southbound			Westbound			Northbound			Eastbound			Int.
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Total
7:00 AM	26	304	119	164	61	29	35	416	22	16	41	30	1263
7:15 AM	34	308	126	169	71	27	29	416	23	16	46	40	1305
7:30 AM	43	301	135	167	79	22	31	375	15	12	57	60	1297
7:45 AM	41	251	136	154	99	18	31	343	17	9	56	90	1245
8:00 AM	47	233	142	114	82	15	41	322	17	6	67	85	1171

Peak-Hour Volume

7:15 AM	**34**	**308**	**126**	**169**	**71**	**27**	**29**	**416**	**23**	**16**	**46**	**40**	**1305**
Peak-Hour Factor	0.607	0.713	0.716	0.595	0.573	0.750	0.659	0.732	0.442	0.667	0.767	0.588	0.870



SterlingCounts@msn.com
(408) 427-5275

Sterling TRAFFIC DATA

Project ID: Fairview Corners
Count Date: Thu, 6/3/10
Weather: clear

AIRLINE HIGHWAY & SUNSET DRIVE

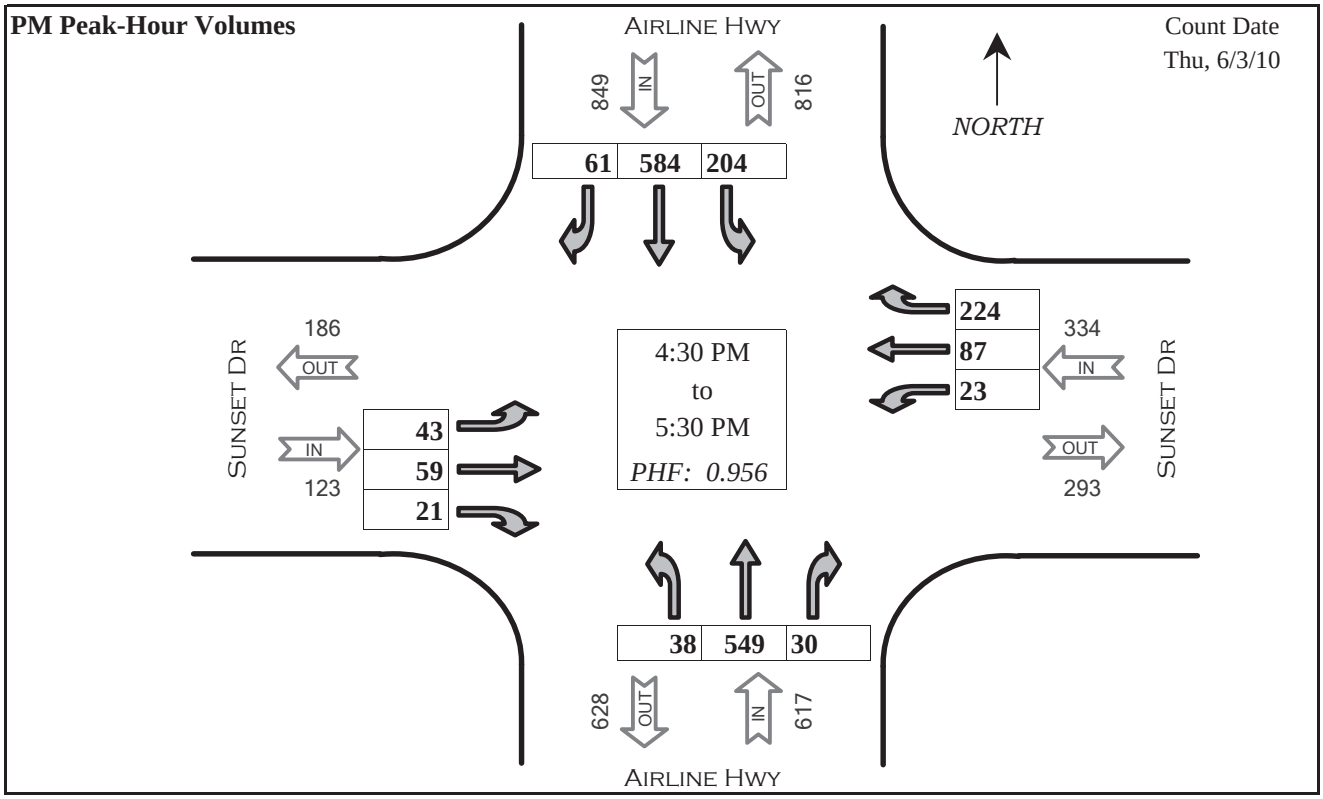
PM Peak-Hour Volumes

15-Minute Volumes

	Airline Hwy			Sunset Dr			Airline Hwy			Sunset Dr			
	Southbound			Westbound			Northbound			Eastbound			Int.
Start Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
4:00 PM	13	122	59	28	21	20	11	102	10	12	10	14	422
4:15 PM	13	120	46	18	7	14	12	113	9	5	18	8	383
4:30 PM	17	131	47	62	28	4	4	142	9	4	11	10	469
4:45 PM	13	132	55	38	19	7	6	158	15	5	22	12	482
5:00 PM	9	149	51	74	19	7	12	150	5	5	16	6	503
5:15 PM	22	172	51	50	21	5	8	99	9	7	10	15	469
5:30 PM	21	145	44	30	13	3	11	81	8	6	18	12	392
5:45 PM	13	133	44	32	9	7	7	82	5	4	14	7	357
2-Hr Total	121	1104	397	332	137	67	71	927	70	48	119	84	3477

Hourly Volumes

	Airline Hwy			Sunset Dr			Airline Hwy			Sunset Dr			
	Southbound			Westbound			Northbound			Eastbound			Int.
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Total
4:00 PM	56	505	207	146	75	45	33	515	43	26	61	44	1756
4:15 PM	52	532	199	192	73	32	34	563	38	19	67	36	1837
4:30 PM	61	584	204	224	87	23	30	549	38	21	59	43	1923
4:45 PM	65	598	201	192	72	22	37	488	37	23	66	45	1846
5:00 PM	65	599	190	186	62	22	38	412	27	22	58	40	1721
Peak-Hour Volume													
4:30 PM	**61**	**584**	**204**	**224**	**87**	**23**	**30**	**549**	**38**	**21**	**59**	**43**	**1923**
Peak-Hour Factor	0.693	0.849	0.927	0.757	0.777	0.821	0.625	0.869	0.633	0.750	0.670	0.717	0.956



SterlingCounts@msn.com
(408) 427-5275

Sterling TRAFFIC DATA

Project ID: Fairview Corners
Count Date: Wed, 6/9/10
Weather: overcast

Highway 25 Bypass & Sunnyslope Road

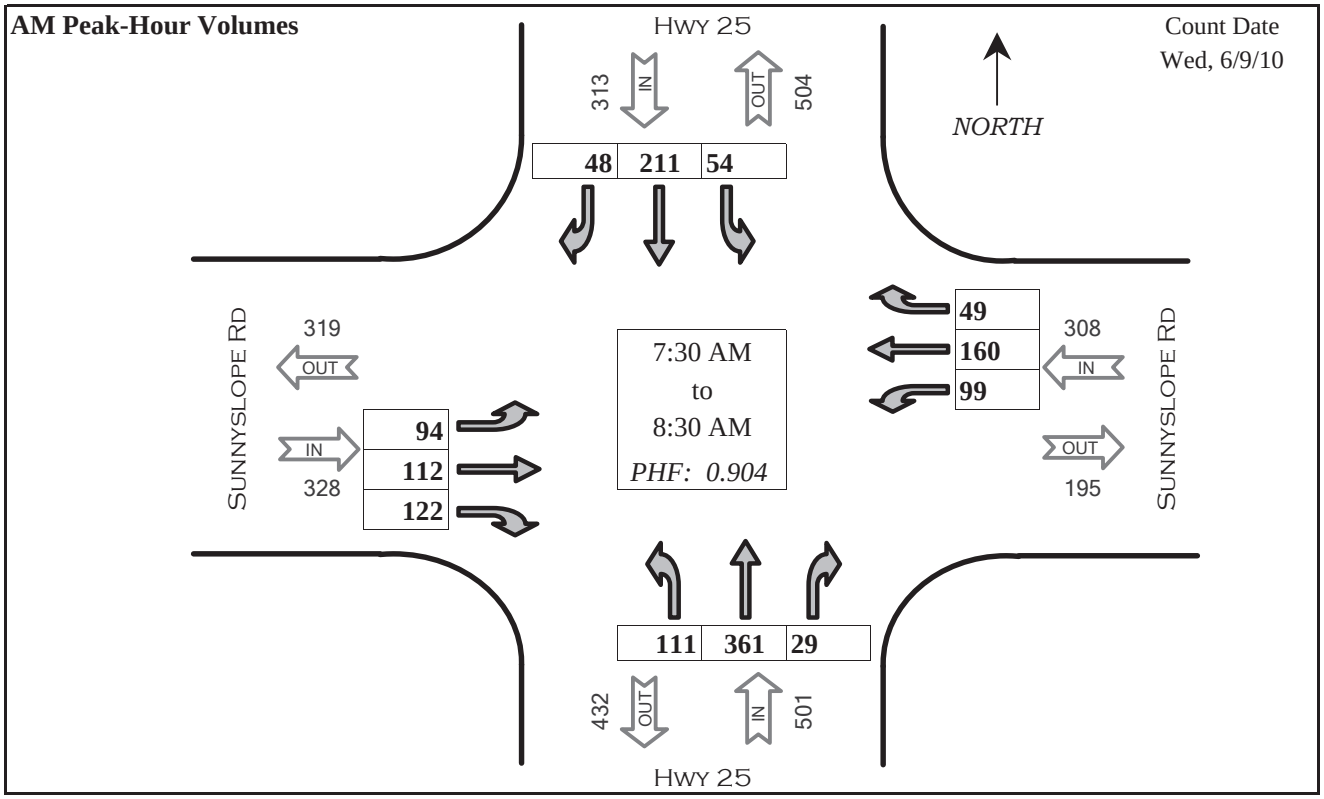
AM Peak-Hour Volumes

15-Minute Volumes

	Hwy 25 Southbound			Sunnyslope Rd Westbound			Hwy 25 Northbound			Sunnyslope Rd Eastbound			Int.
Start Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
7:00 AM	5	37	7	18	37	27	10	50	20	13	11	20	255
7:15 AM	10	39	1	27	48	17	4	77	14	20	16	17	290
7:30 AM	13	51	12	10	31	30	7	111	21	28	22	21	357
7:45 AM	11	62	14	6	57	18	13	110	14	37	32	27	401
8:00 AM	10	60	11	24	32	22	4	66	42	30	23	27	351
8:15 AM	14	38	17	9	40	29	5	74	34	27	35	19	341
8:30 AM	10	52	14	13	40	35	12	84	24	25	23	20	352
8:45 AM	9	45	11	7	44	24	7	81	25	23	23	20	319
2-Hr Total	82	384	87	114	329	202	62	653	194	203	185	171	2666

Hourly Volumes

	Hwy 25 Southbound			Sunnyslope Rd Westbound			Hwy 25 Northbound			Sunnyslope Rd Eastbound			Int.
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Total
7:00 AM	39	189	34	61	173	92	34	348	69	98	81	85	1303
7:15 AM	44	212	38	67	168	87	28	364	91	115	93	92	1399
7:30 AM	48	211	54	49	160	99	29	361	111	122	112	94	1450
7:45 AM	45	212	56	52	169	104	34	334	114	119	113	93	1445
8:00 AM	43	195	53	53	156	110	28	305	125	105	104	86	1363
Peak-Hour Volume													
7:30 AM	**48**	**211**	**54**	**49**	**160**	**99**	**29**	**361**	**111**	**122**	**112**	**94**	**1450**
Peak-Hour Factor	0.857	0.851	0.794	0.510	0.702	0.825	0.558	0.813	0.661	0.824	0.800	0.870	0.904



SterlingCounts@msn.com
(408) 427-5275

Sterling TRAFFIC DATA

Project ID: Fairview Corners
Count Date: Wed, 6/9/10
Weather: clear

Highway 25 Bypass & Sunnyslope Road

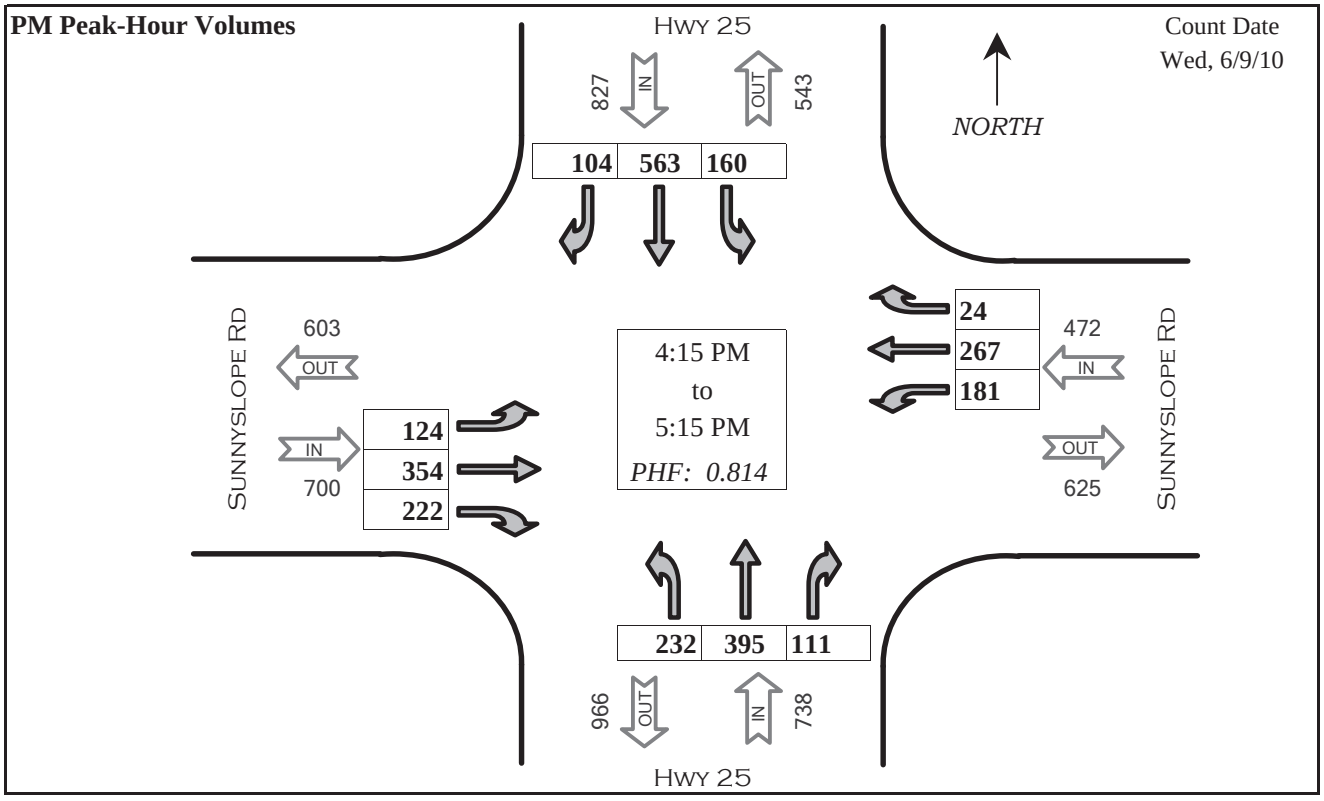
PM Peak-Hour Volumes

15-Minute Volumes

	Hwy 25 Southbound			Sunnyslope Rd Westbound			Hwy 25 Northbound			Sunnyslope Rd Eastbound			Int.
Start Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
4:00 PM	42	148	29	10	63	37	21	93	54	41	77	39	654
4:15 PM	27	143	36	2	76	36	23	95	74	54	98	37	701
4:30 PM	22	125	36	4	55	44	26	84	45	51	66	23	581
4:45 PM	23	115	42	10	53	51	31	97	40	47	71	34	614
5:00 PM	32	180	46	8	83	50	31	119	73	70	119	30	841
5:15 PM	35	122	21	8	61	46	22	72	45	31	78	42	583
5:30 PM	23	97	25	7	48	29	21	69	37	38	65	28	487
5:45 PM	29	96	36	5	62	27	26	68	46	31	66	33	525
2-Hr Total	233	1026	271	54	501	320	201	697	414	363	640	266	4986

Hourly Volumes

	Hwy 25 Southbound			Sunnyslope Rd Westbound			Hwy 25 Northbound			Sunnyslope Rd Eastbound			Int.
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Total
4:00 PM	114	531	143	26	247	168	101	369	213	193	312	133	2550
4:15 PM	104	563	160	24	267	181	111	395	232	222	354	124	2737
4:30 PM	112	542	145	30	252	191	110	372	203	199	334	129	2619
4:45 PM	113	514	134	33	245	176	105	357	195	186	333	134	2525
5:00 PM	119	495	128	28	254	152	100	328	201	170	328	133	2436
Peak-Hour Volume													
4:15 PM	**104**	**563**	**160**	**24**	**267**	**181**	**111**	**395**	**232**	**222**	**354**	**124**	**2737**
Peak-Hour Factor	0.813	0.782	0.870	0.600	0.804	0.887	0.895	0.830	0.784	0.793	0.744	0.838	0.814



SterlingCounts@msn.com
(408) 427-5275

Sterling TRAFFIC DATA

Project ID: Fairview Corners
Count Date: Tue, 5/25/10
Weather: overcast

Valley View Road & Sunnyslope Road

AM Peak-Hour Volumes

15-Minute Volumes

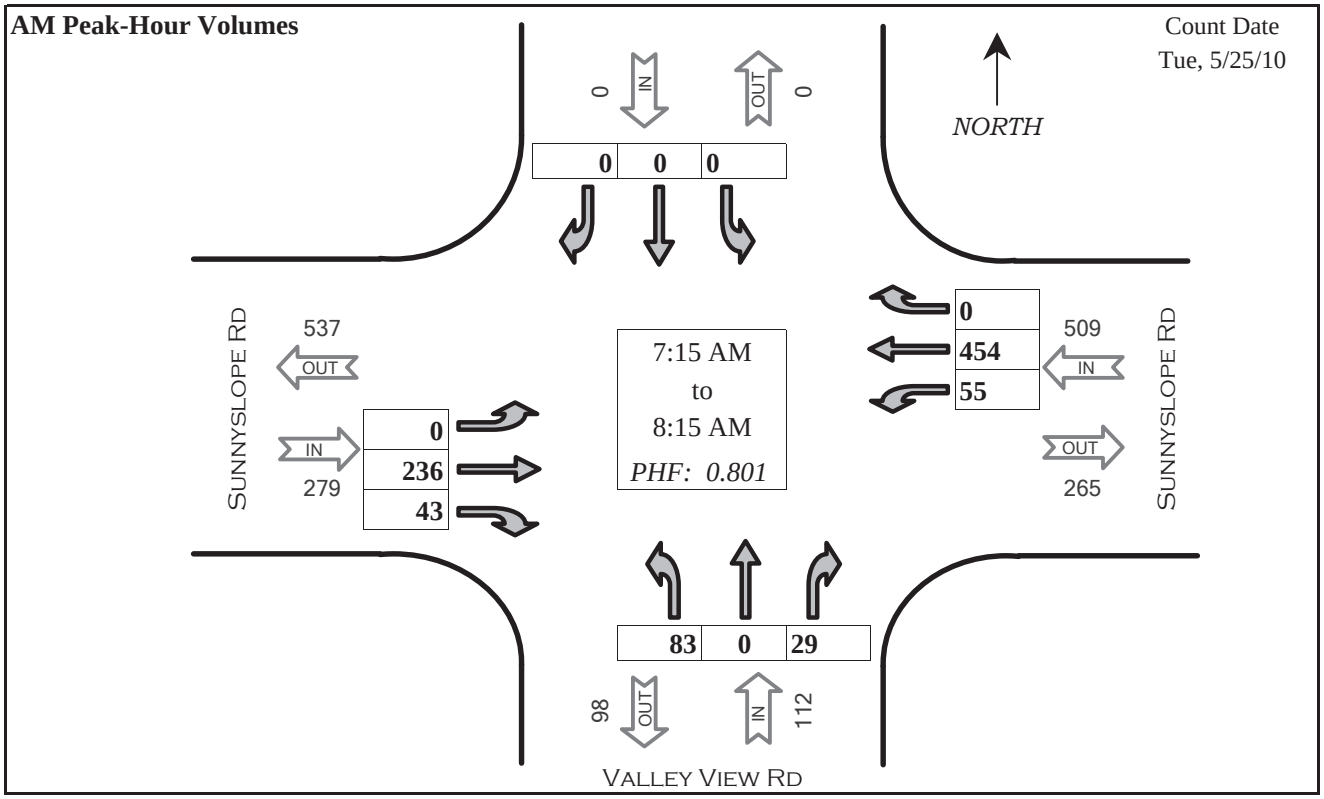
	Southbound			Sunnyslope Rd Westbound			Valley View Rd Northbound			Sunnyslope Rd Eastbound			Int.
Start Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
7:00 AM	0	0	0	0	76	13	4	0	11	6	36	0	146
7:15 AM	0	0	0	0	152	15	6	0	27	9	37	0	246
7:30 AM	0	0	0	0	119	13	7	0	36	14	92	0	281
7:45 AM	0	0	0	0	78	15	8	0	11	12	65	0	189
8:00 AM	0	0	0	0	105	12	8	0	9	8	42	0	184
8:15 AM	0	0	0	0	126	23	8	0	13	9	45	0	224
8:30 AM	0	0	0	0	79	8	4	0	8	3	44	0	146
8:45 AM	0	0	0	0	76	10	6	0	18	3	51	0	164
2-Hr Total	0	0	0	0	811	109	51	0	133	64	412	0	1580

Hourly Volumes

	Southbound			Sunnyslope Rd Westbound			Valley View Rd Northbound			Sunnyslope Rd Eastbound			Int.
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Total
7:00 AM	0	0	0	0	425	56	25	0	85	41	230	0	862
7:15 AM	0	0	0	0	454	55	29	0	83	43	236	0	900
7:30 AM	0	0	0	0	428	63	31	0	69	43	244	0	878
7:45 AM	0	0	0	0	388	58	28	0	41	32	196	0	743
8:00 AM	0	0	0	0	386	53	26	0	48	23	182	0	718

Peak-Hour Volume

7:15 AM	**0**	**0**	**0**	**0**	**454**	**55**	**29**	**0**	**83**	**43**	**236**	**0**	**900**
Peak-Hour Factor	--	--	--	--	0.747	0.917	0.906	--	0.576	0.768	0.641	--	0.801



SterlingCounts@msn.com
(408) 427-5275

Sterling TRAFFIC DATA

Project ID: Fairview Corners
Count Date: Thu, 5/27/10
Weather: overcast

Valley View Road & Sunnyslope Road

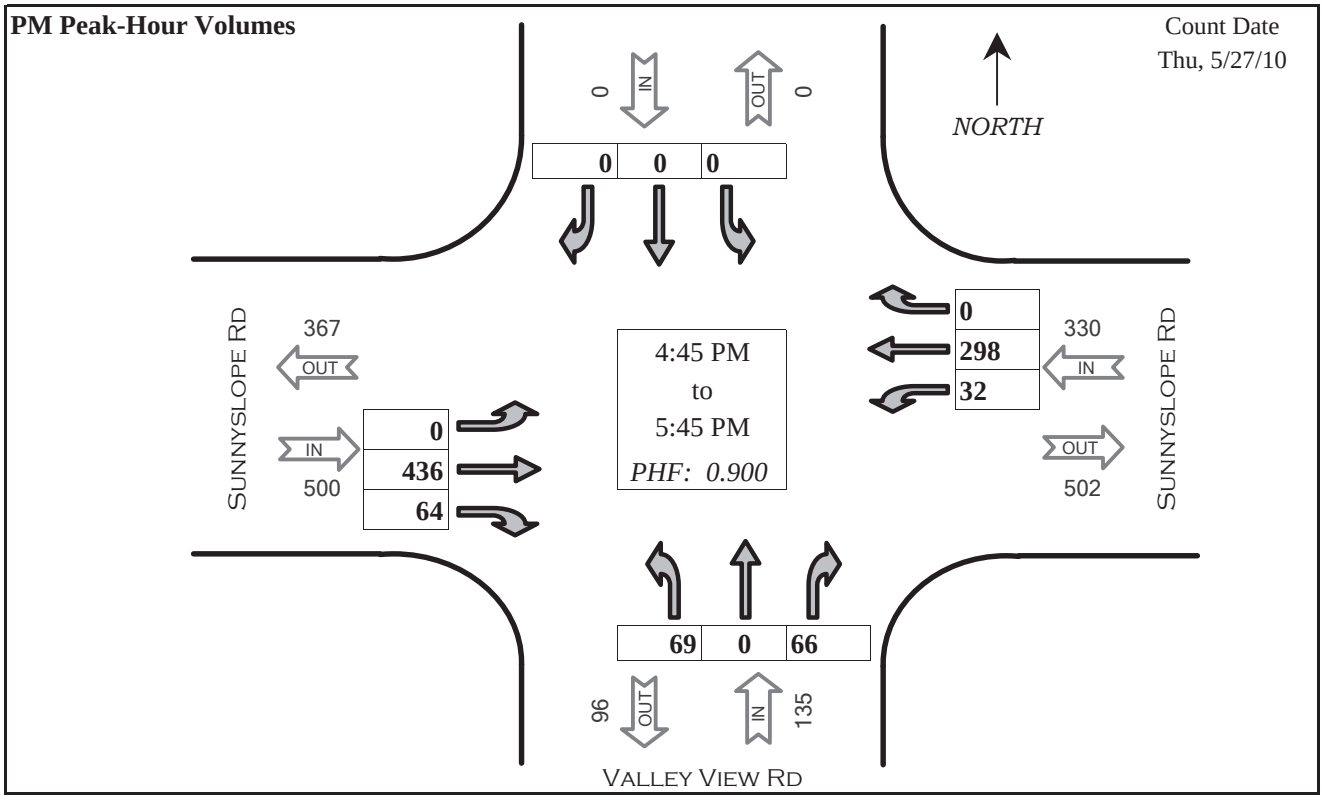
PM Peak-Hour Volumes

15-Minute Volumes

	Southbound			Sunnyslope Rd Westbound			Valley View Rd Northbound			Sunnyslope Rd Eastbound			Int.
Start Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
4:00 PM	0	0	0	0	88	7	17	0	17	12	95	0	236
4:15 PM	0	0	0	0	75	9	9	0	18	15	105	0	231
4:30 PM	0	0	0	0	58	10	15	0	16	7	81	0	187
4:45 PM	0	0	0	0	91	8	19	0	25	18	107	0	268
5:00 PM	0	0	0	0	62	8	16	0	17	11	113	0	227
5:15 PM	0	0	0	0	69	8	16	0	10	19	101	0	223
5:30 PM	0	0	0	0	76	8	15	0	17	16	115	0	247
5:45 PM	0	0	0	0	77	5	19	0	15	14	91	0	221
2-Hr Total	0	0	0	0	596	63	126	0	135	112	808	0	1840

Hourly Volumes

	Southbound			Sunnyslope Rd Westbound			Valley View Rd Northbound			Sunnyslope Rd Eastbound			Int.
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Total
4:00 PM	0	0	0	0	312	34	60	0	76	52	388	0	922
4:15 PM	0	0	0	0	286	35	59	0	76	51	406	0	913
4:30 PM	0	0	0	0	280	34	66	0	68	55	402	0	905
4:45 PM	0	0	0	0	298	32	66	0	69	64	436	0	965
5:00 PM	0	0	0	0	284	29	66	0	59	60	420	0	918
Peak-Hour Volume													
4:45 PM	**0**	**0**	**0**	**0**	**298**	**32**	**66**	**0**	**69**	**64**	**436**	**0**	**965**
Peak-Hour Factor	--	--	--	--	0.819	1.000	0.868	--	0.690	0.842	0.948	--	0.900



SterlingCounts@msn.com
(408) 427-5275

Sterling TRAFFIC DATA

Project ID: Fairview Corners
Count Date: Wed, 5/19/10
Weather: clear

Fairview Road & Sunnyslope Road

AM Peak-Hour Volumes

15-Minute Volumes

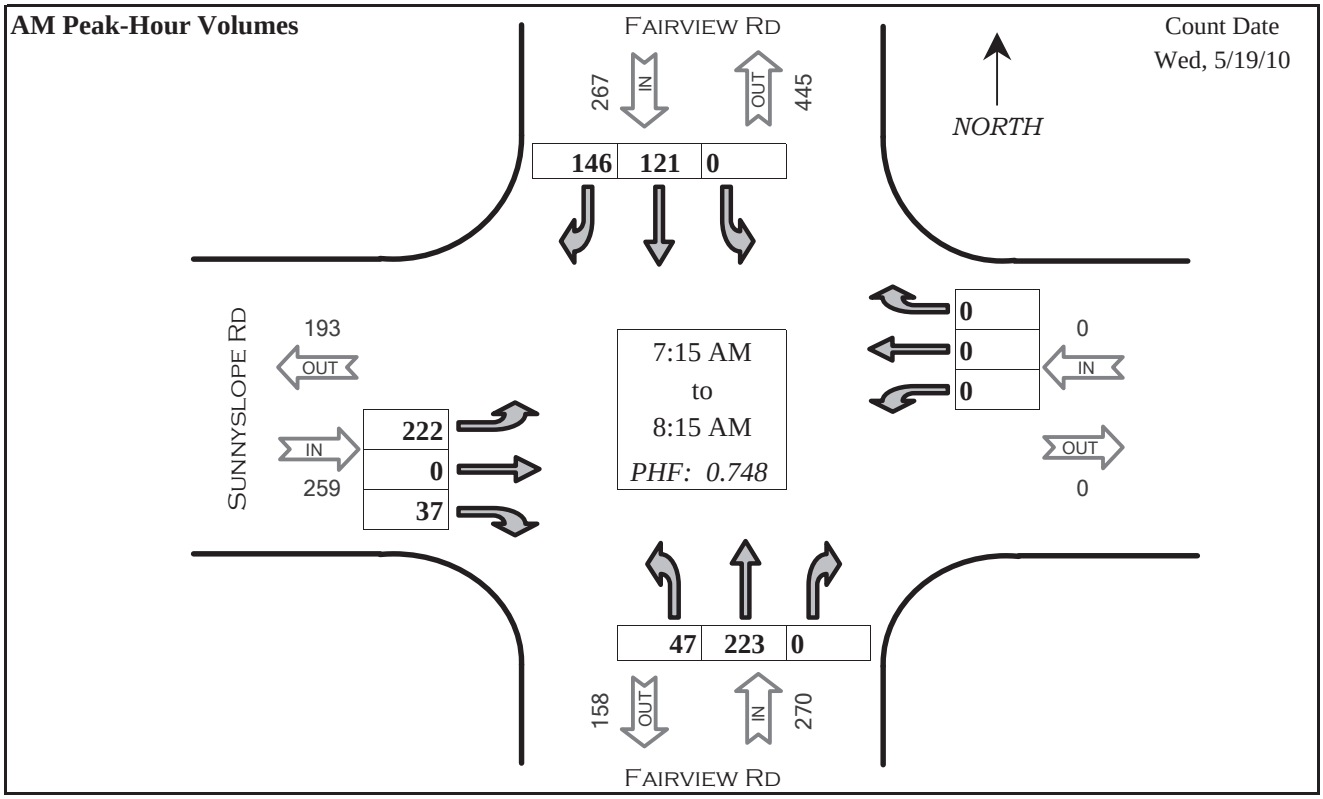
	Fairview Rd Southbound				Westbound		Fairview Rd Northbound			Sunnyslope Rd Eastbound			Int.
Start Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
7:00 AM	15	16	0	0	0	0	0	38	4	4	0	27	104
7:15 AM	43	25	0	0	0	0	0	58	9	5	0	44	184
7:30 AM	34	33	0	0	0	0	0	45	10	6	0	58	186
7:45 AM	36	36	0	0	0	0	0	74	14	15	0	91	266
8:00 AM	33	27	0	0	0	0	0	46	14	11	0	29	160
8:15 AM	35	37	0	0	0	0	0	26	8	8	0	24	138
8:30 AM	23	20	0	0	0	0	0	37	8	10	0	21	119
8:45 AM	27	22	0	0	0	0	0	42	5	3	0	23	122
2-Hr Total	246	216	0	0	0	0	0	366	72	62	0	317	1279

Hourly Volumes

	Fairview Rd Southbound				Westbound		Fairview Rd Northbound			Sunnyslope Rd Eastbound			Int.
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Total
7:00 AM	128	110	0	0	0	0	0	215	37	30	0	220	740
7:15 AM	146	121	0	0	0	0	0	223	47	37	0	222	796
7:30 AM	138	133	0	0	0	0	0	191	46	40	0	202	750
7:45 AM	127	120	0	0	0	0	0	183	44	44	0	165	683
8:00 AM	118	106	0	0	0	0	0	151	35	32	0	97	539

Peak-Hour Volume

7:15 AM	**146**	**121**	**0**	**0**	**0**	**0**	**0**	**223**	**47**	**37**	**0**	**222**	**796**
Peak-Hour Factor	0.849	0.840	--	--	--	--	--	0.753	0.839	0.617	--	0.610	0.748



SterlingCounts@msn.com
(408) 427-5275

Sterling TRAFFIC DATA

Project ID: Fairview Corners
Count Date: Wed, 5/19/10
Weather: overcast

Fairview Road & Sunnyslope Road

PM Peak-Hour Volumes

15-Minute Volumes

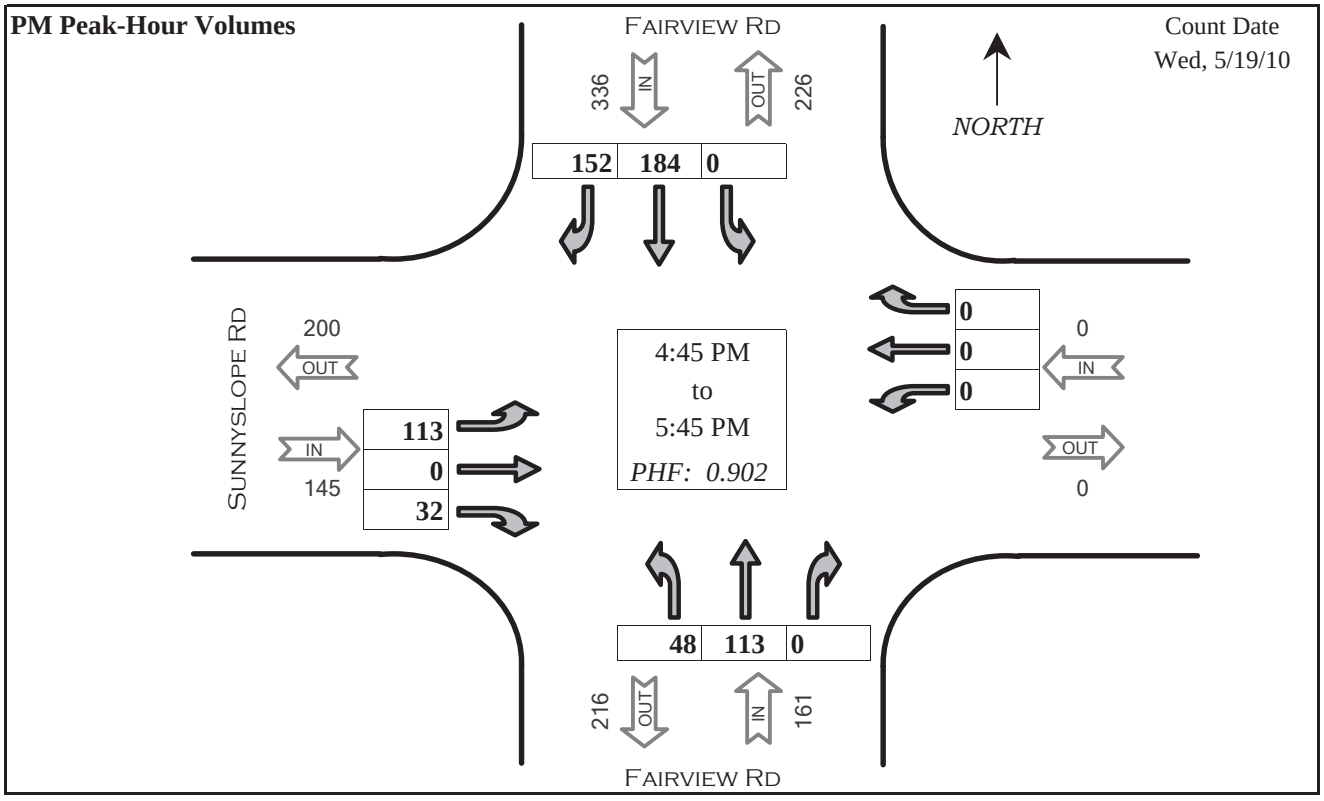
	Fairview Rd Southbound				Westbound		Fairview Rd Northbound			Sunnyslope Rd Eastbound			Int.
Start Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
4:00 PM	45	31	0	0	0	0	0	33	11	12	0	25	157
4:15 PM	46	40	0	0	0	0	0	29	14	14	0	35	178
4:30 PM	40	35	0	0	0	0	0	20	11	17	0	27	150
4:45 PM	34	43	0	0	0	0	0	27	14	7	0	26	151
5:00 PM	34	49	0	0	0	0	0	27	10	8	0	31	159
5:15 PM	46	52	0	0	0	0	0	31	15	6	0	28	178
5:30 PM	38	40	0	0	0	0	0	28	9	11	0	28	154
5:45 PM	40	42	0	0	0	0	0	19	12	12	0	26	151
2-Hr Total	323	332	0	0	0	0	0	214	96	87	0	226	1278

Hourly Volumes

	Fairview Rd Southbound				Westbound		Fairview Rd Northbound			Sunnyslope Rd Eastbound			Int.
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Total
4:00 PM	165	149	0	0	0	0	0	109	50	50	0	113	636
4:15 PM	154	167	0	0	0	0	0	103	49	46	0	119	638
4:30 PM	154	179	0	0	0	0	0	105	50	38	0	112	638
4:45 PM	152	184	0	0	0	0	0	113	48	32	0	113	642
5:00 PM	158	183	0	0	0	0	0	105	46	37	0	113	642

Peak-Hour Volume

4:45 PM	**152**	**184**	**0**	**0**	**0**	**0**	**0**	**113**	**48**	**32**	**0**	**113**	**642**
Peak-Hour Factor	0.826	0.885	--	--	--	--	--	0.911	0.800	0.727	--	0.911	0.902



SterlingCounts@msn.com
(408) 427-5275

Sterling TRAFFIC DATA

Project ID: Fairview Corners
Count Date: Tue, 5/18/10
Weather: cloudy

Fairview Road & Hillcrest Road

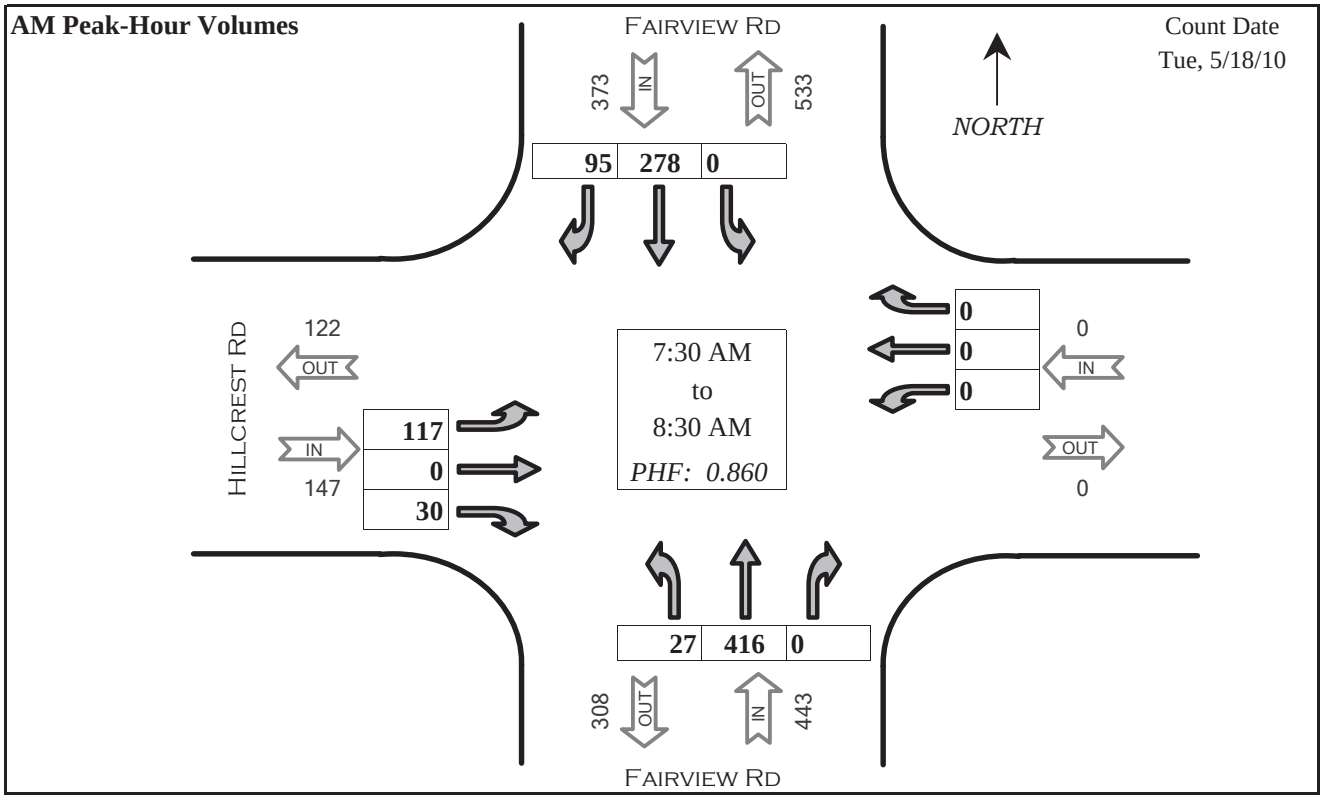
AM Peak-Hour Volumes

15-Minute Volumes

	Fairview Rd Southbound			Westbound			Fairview Rd Northbound			Hillcrest Rd Eastbound			Int.
Start Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
7:00 AM	9	26	0	0	0	0	0	74	2	2	0	14	127
7:15 AM	16	52	0	0	0	0	0	93	6	8	0	19	194
7:30 AM	22	71	0	0	0	0	0	105	5	9	0	39	251
7:45 AM	15	59	0	0	0	0	0	153	9	9	0	35	280
8:00 AM	12	78	0	0	0	0	0	101	6	5	0	30	232
8:15 AM	46	70	0	0	0	0	0	57	7	7	0	13	200
8:30 AM	14	52	0	0	0	0	0	36	8	2	0	5	117
8:45 AM	14	30	0	0	0	0	0	41	6	11	0	14	116
2-Hr Total	148	438	0	0	0	0	0	660	49	53	0	169	1517

Hourly Volumes

	Fairview Rd Southbound			Westbound			Fairview Rd Northbound			Hillcrest Rd Eastbound			Int.
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Total
7:00 AM	62	208	0	0	0	0	0	425	22	28	0	107	852
7:15 AM	65	260	0	0	0	0	0	452	26	31	0	123	957
7:30 AM	95	278	0	0	0	0	0	416	27	30	0	117	963
7:45 AM	87	259	0	0	0	0	0	347	30	23	0	83	829
8:00 AM	86	230	0	0	0	0	0	235	27	25	0	62	665
Peak-Hour Volume													
7:30 AM	**95**	**278**	**0**	**0**	**0**	**0**	**0**	**416**	**27**	**30**	**0**	**117**	**963**
Peak-Hour Factor	0.516	0.891	--	--	--	--	--	0.680	0.750	0.833	--	0.750	0.860



SterlingCounts@msn.com
(408) 427-5275

Sterling TRAFFIC DATA

Project ID: Fairview Corners
Count Date: Tue, 5/18/10
Weather: clear

Fairview Road & Hillcrest Road

PM Peak-Hour Volumes

15-Minute Volumes

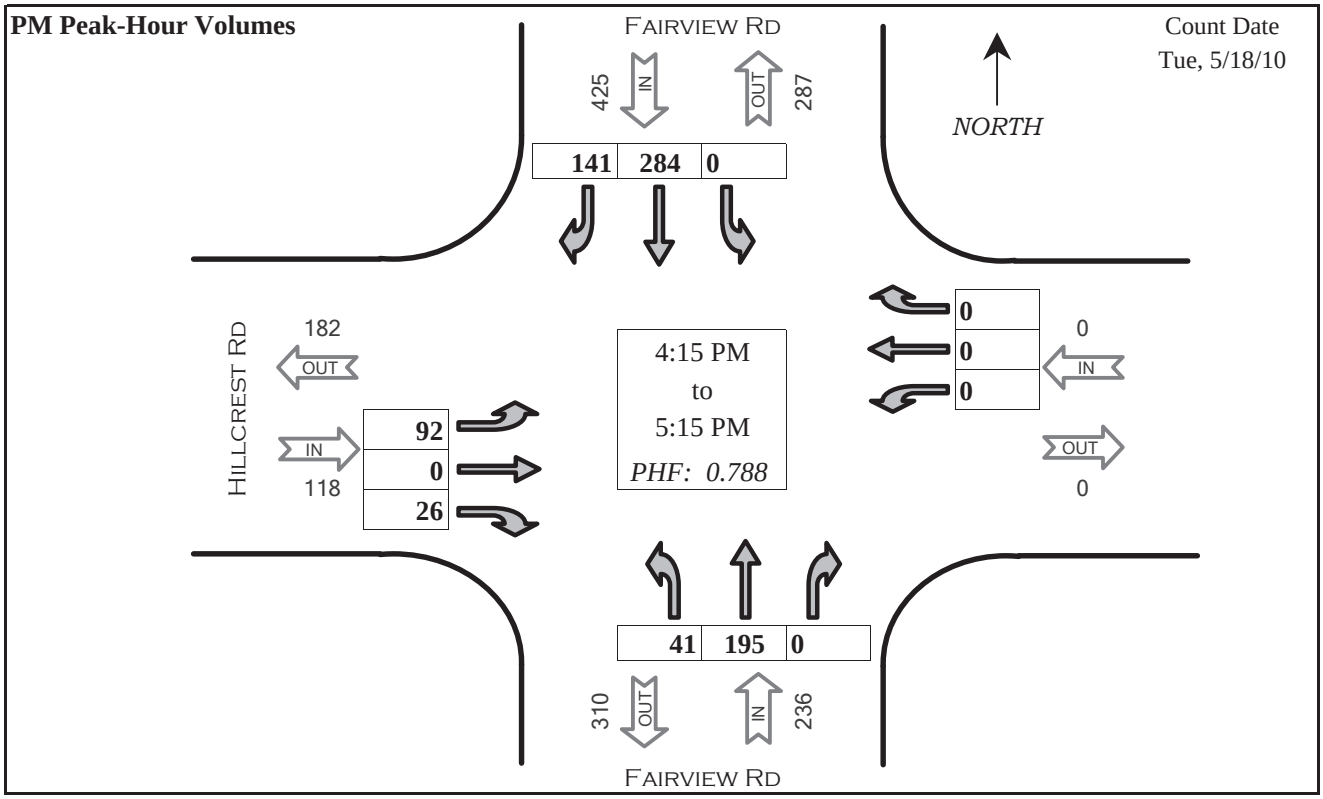
	Fairview Rd Southbound			Westbound			Fairview Rd Northbound			Hillcrest Rd Eastbound			Int.
Start Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
4:00 PM	34	57	0	0	0	0	0	43	10	11	0	13	168
4:15 PM	27	58	0	0	0	0	0	48	11	6	0	22	172
4:30 PM	31	67	0	0	0	0	0	57	9	4	0	19	187
4:45 PM	40	61	0	0	0	0	0	34	6	10	0	22	173
5:00 PM	43	98	0	0	0	0	0	56	15	6	0	29	247
5:15 PM	24	47	0	0	0	0	0	45	7	3	0	12	138
5:30 PM	36	71	0	0	0	0	0	44	5	11	0	23	190
5:45 PM	23	62	0	0	0	0	0	46	6	5	0	17	159
2-Hr Total	258	521	0	0	0	0	0	373	69	56	0	157	1434

Hourly Volumes

	Fairview Rd Southbound			Westbound			Fairview Rd Northbound			Hillcrest Rd Eastbound			Int.
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Total
4:00 PM	132	243	0	0	0	0	0	182	36	31	0	76	700
4:15 PM	141	284	0	0	0	0	0	195	41	26	0	92	779
4:30 PM	138	273	0	0	0	0	0	192	37	23	0	82	745
4:45 PM	143	277	0	0	0	0	0	179	33	30	0	86	748
5:00 PM	126	278	0	0	0	0	0	191	33	25	0	81	734

Peak-Hour Volume

4:15 PM	**141**	**284**	**0**	**0**	**0**	**0**	**0**	**195**	**41**	**26**	**0**	**92**	**779**
Peak-Hour Factor	0.820	0.724	--	--	--	--	--	0.855	0.683	0.650	--	0.793	0.788



SterlingCounts@msn.com
(408) 427-5275

Sterling TRAFFIC DATA

Project ID: Fairview Corners
Count Date: Wed, 5/26/10
Weather: cloudy

MEMORIAL DRIVE & HILLCREST ROAD

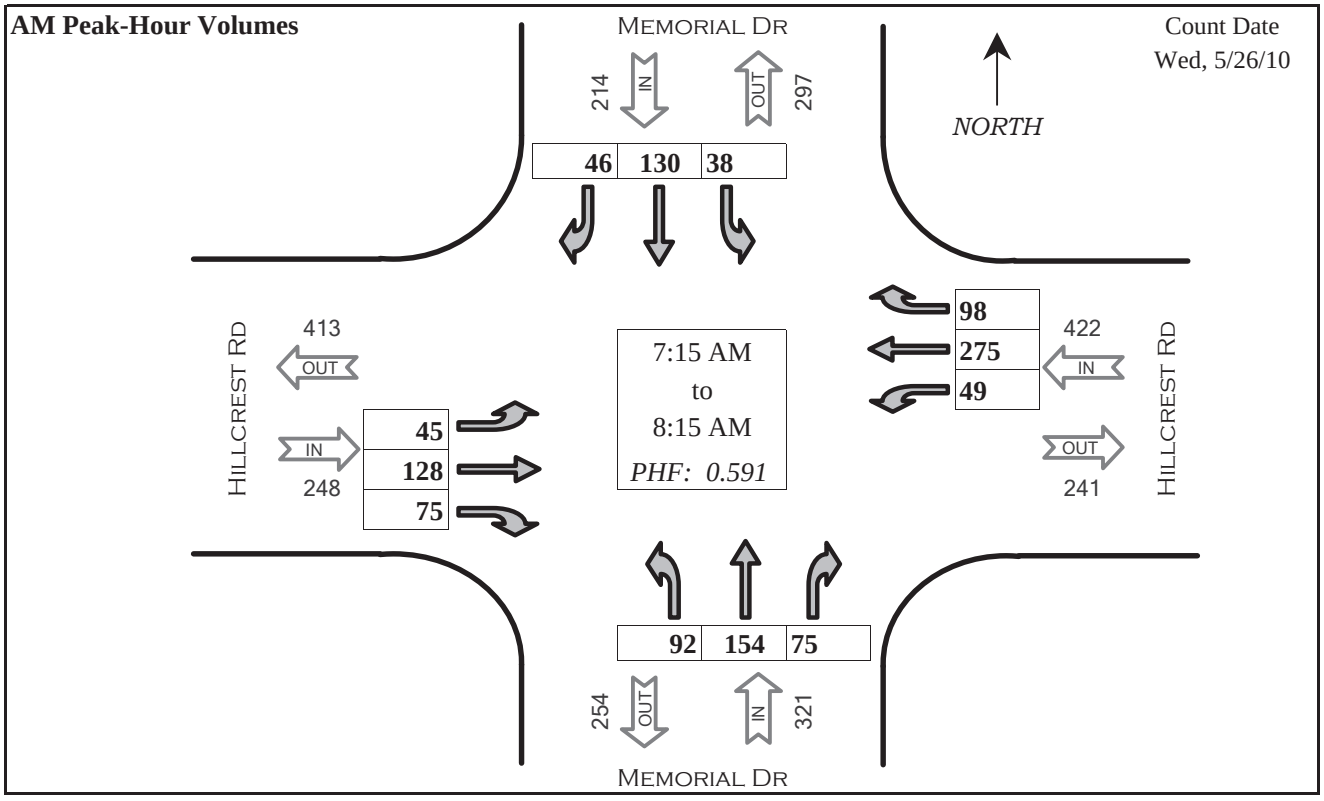
AM Peak-Hour Volumes

15-Minute Volumes

	Memorial Dr Southbound			Hillcrest Rd Westbound			Memorial Dr Northbound			Hillcrest Rd Eastbound			Int.
Start Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
7:00 AM	3	9	5	14	54	7	3	19	4	4	13	4	139
7:15 AM	20	22	7	30	82	12	7	44	10	16	22	22	294
7:30 AM	17	73	18	40	58	21	42	63	63	42	55	18	510
7:45 AM	7	19	9	23	70	8	17	23	11	14	26	2	229
8:00 AM	2	16	4	5	65	8	9	24	8	3	25	3	172
8:15 AM	7	9	4	10	53	6	6	18	7	5	25	1	151
8:30 AM	8	11	5	8	85	9	3	12	14	10	22	3	190
8:45 AM	3	8	3	9	30	4	4	6	6	6	12	2	93
2-Hr Total	67	167	55	139	497	75	91	209	123	100	200	55	1778

Hourly Volumes

	Memorial Dr Southbound			Hillcrest Rd Westbound			Memorial Dr Northbound			Hillcrest Rd Eastbound			Int.
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Total
7:00 AM	47	123	39	107	264	48	69	149	88	76	116	46	1172
7:15 AM	46	130	38	98	275	49	75	154	92	75	128	45	1205
7:30 AM	33	117	35	78	246	43	74	128	89	64	131	24	1062
7:45 AM	24	55	22	46	273	31	35	77	40	32	98	9	742
8:00 AM	20	44	16	32	233	27	22	60	35	24	84	9	606
Peak-Hour Volume													
7:15 AM	**46**	**130**	**38**	**98**	**275**	**49**	**75**	**154**	**92**	**75**	**128**	**45**	**1205**
Peak-Hour Factor	0.575	0.445	0.528	0.613	0.838	0.583	0.446	0.611	0.365	0.446	0.582	0.511	0.591



SterlingCounts@msn.com
(408) 427-5275

Sterling TRAFFIC DATA

Project ID: Fairview Corners
Count Date: Wed, 5/26/10
Weather: clear

MEMORIAL DRIVE & HILLCREST ROAD

PM Peak-Hour Volumes

15-Minute Volumes

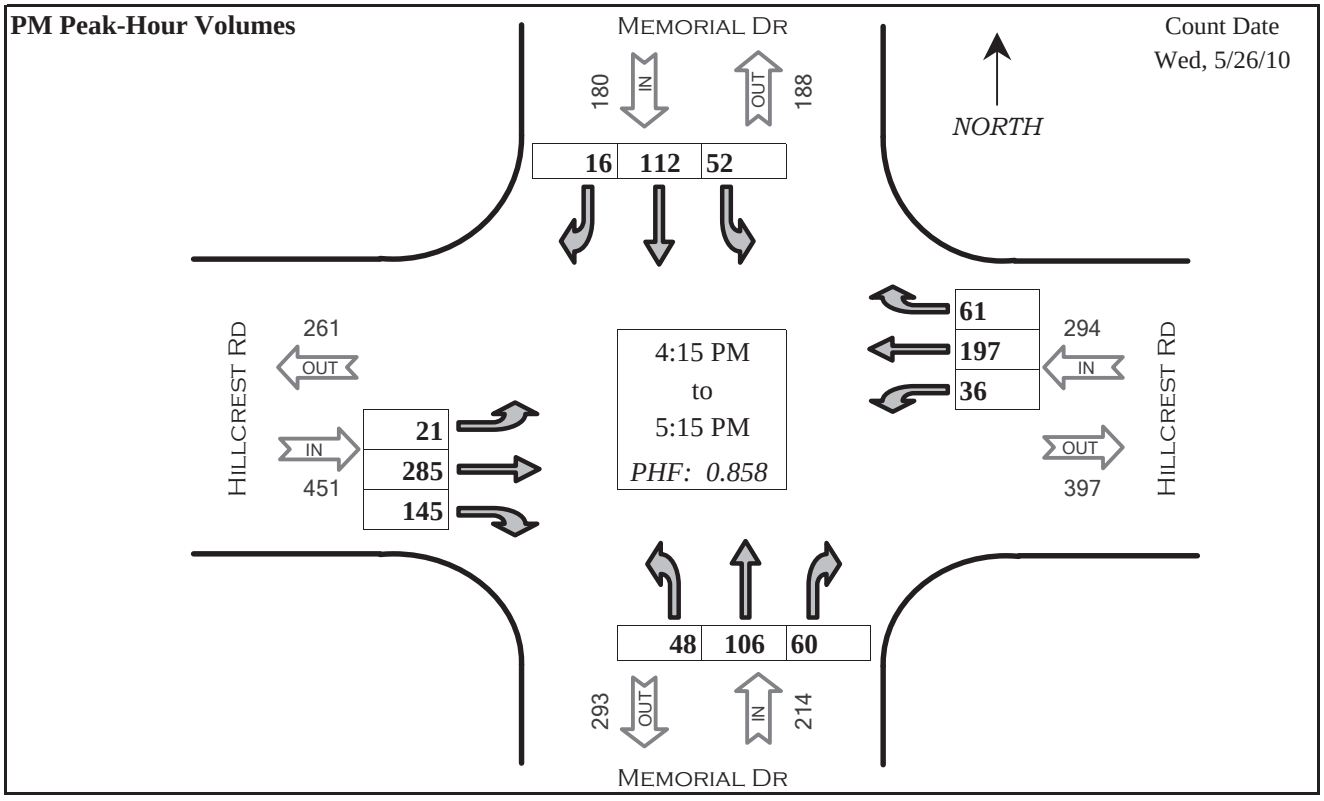
	Memorial Dr Southbound			Hillcrest Rd Westbound			Memorial Dr Northbound			Hillcrest Rd Eastbound			Int.
Start Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
4:00 PM	1	22	6	7	51	17	15	28	18	30	52	7	254
4:15 PM	6	28	8	16	41	7	18	41	10	28	61	9	273
4:30 PM	4	31	11	16	53	9	13	28	16	37	81	4	303
4:45 PM	2	22	9	13	44	9	13	19	13	30	54	3	231
5:00 PM	4	31	24	16	59	11	16	18	9	50	89	5	332
5:15 PM	3	27	17	17	36	10	8	25	10	22	68	5	248
5:30 PM	6	25	19	13	41	17	10	26	15	29	58	8	267
5:45 PM	8	20	16	10	61	11	20	29	12	32	53	9	281
2-Hr Total	34	206	110	108	386	91	113	214	103	258	516	50	2189

Hourly Volumes

	Memorial Dr Southbound			Hillcrest Rd Westbound			Memorial Dr Northbound			Hillcrest Rd Eastbound			Int.
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Total
4:00 PM	13	103	34	52	189	42	59	116	57	125	248	23	1061
4:15 PM	16	112	52	61	197	36	60	106	48	145	285	21	1139
4:30 PM	13	111	61	62	192	39	50	90	48	139	292	17	1114
4:45 PM	15	105	69	59	180	47	47	88	47	131	269	21	1078
5:00 PM	21	103	76	56	197	49	54	98	46	133	268	27	1128

Peak-Hour Volume

4:15 PM	**16**	**112**	**52**	**61**	**197**	**36**	**60**	**106**	**48**	**145**	**285**	**21**	**1139**
Peak-Hour Factor	0.667	0.903	0.542	0.953	0.835	0.818	0.833	0.646	0.750	0.725	0.801	0.583	0.858



SterlingCounts@msn.com
(408) 427-5275

Sterling TRAFFIC DATA

Project ID: Fairview Corners
Count Date: Tue, 6/8/10
Weather: clear

HIGHWAY 25 BYPASS & HILLCREST ROAD

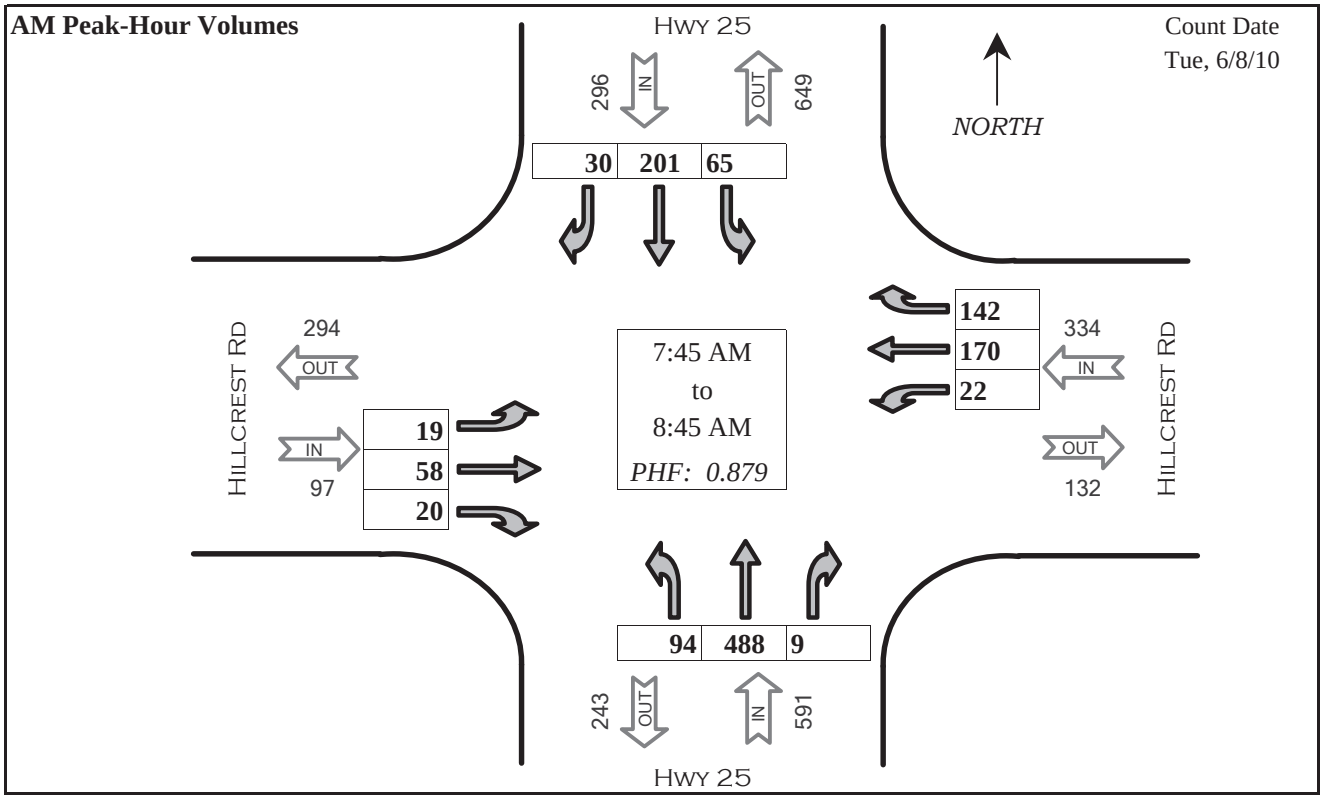
AM Peak-Hour Volumes

15-Minute Volumes

	Hwy 25 Southbound			Hillcrest Rd Westbound			Hwy 25 Northbound			Hillcrest Rd Eastbound			Int.
Start Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
7:00 AM	2	19	9	47	28	5	0	109	7	2	6	5	239
7:15 AM	2	31	7	54	19	3	3	114	6	5	8	4	256
7:30 AM	3	36	2	31	25	3	0	91	7	2	17	4	221
7:45 AM	2	58	13	52	33	10	2	141	17	5	15	2	350
8:00 AM	8	60	24	25	56	6	3	134	31	5	17	6	375
8:15 AM	7	49	15	32	41	3	3	116	25	8	13	7	319
8:30 AM	13	34	13	33	40	3	1	97	21	2	13	4	274
8:45 AM	12	58	4	22	52	2	1	84	26	5	9	3	278
2-Hr Total	49	345	87	296	294	35	13	886	140	34	98	35	2312

Hourly Volumes

	Hwy 25 Southbound			Hillcrest Rd Westbound			Hwy 25 Northbound			Hillcrest Rd Eastbound			Int.
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Total
7:00 AM	9	144	31	184	105	21	5	455	37	14	46	15	1066
7:15 AM	15	185	46	162	133	22	8	480	61	17	57	16	1202
7:30 AM	20	203	54	140	155	22	8	482	80	20	62	19	1265
7:45 AM	30	201	65	142	170	22	9	488	94	20	58	19	1318
8:00 AM	40	201	56	112	189	14	8	431	103	20	52	20	1246
Peak-Hour Volume													
7:45 AM	**30**	**201**	**65**	**142**	**170**	**22**	**9**	**488**	**94**	**20**	**58**	**19**	**1318**
Peak-Hour Factor	0.577	0.838	0.677	0.683	0.759	0.550	0.750	0.865	0.758	0.625	0.853	0.679	0.879



SterlingCounts@msn.com
(408) 427-5275

Sterling TRAFFIC DATA

Project ID: Fairview Corners
Count Date: Tue, 6/8/10
Weather: clear

HIGHWAY 25 BYPASS & HILLCREST ROAD

PM Peak-Hour Volumes

15-Minute Volumes

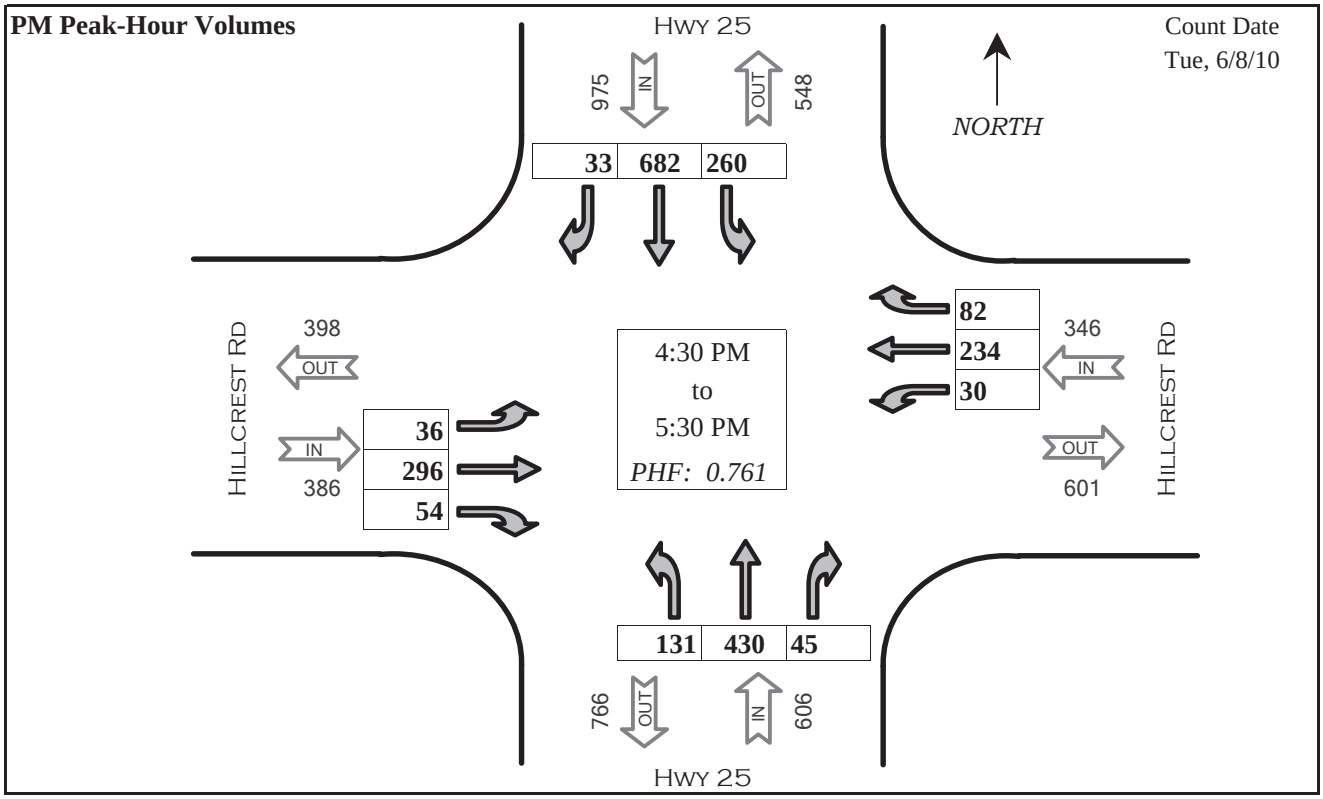
	Hwy 25 Southbound			Hillcrest Rd Westbound			Hwy 25 Northbound			Hillcrest Rd Eastbound			Int.
Start Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
4:00 PM	8	112	51	20	30	5	4	108	14	21	59	5	437
4:15 PM	2	102	39	19	29	4	2	79	16	9	30	1	332
4:30 PM	7	176	65	14	55	2	8	118	32	6	41	8	532
4:45 PM	15	194	88	35	79	11	22	150	39	23	92	12	760
5:00 PM	6	139	44	10	45	4	7	80	27	16	99	13	490
5:15 PM	5	173	63	23	55	13	8	82	33	9	64	3	531
5:30 PM	5	116	34	12	44	4	7	94	12	6	44	6	384
5:45 PM	9	134	53	4	45	8	12	79	21	10	48	7	430
2-Hr Total	57	1146	437	137	382	51	70	790	194	100	477	55	3896

Hourly Volumes

	Hwy 25 Southbound			Hillcrest Rd Westbound			Hwy 25 Northbound			Hillcrest Rd Eastbound			Int.
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Total
4:00 PM	32	584	243	88	193	22	36	455	101	59	222	26	2061
4:15 PM	30	611	236	78	208	21	39	427	114	54	262	34	2114
4:30 PM	33	682	260	82	234	30	45	430	131	54	296	36	2313
4:45 PM	31	622	229	80	223	32	44	406	111	54	299	34	2165
5:00 PM	25	562	194	49	189	29	34	335	93	41	255	29	1835

Peak-Hour Volume

4:30 PM	**33**	**682**	**260**	**82**	**234**	**30**	**45**	**430**	**131**	**54**	**296**	**36**	**2313**
Peak-Hour Factor	0.550	0.879	0.739	0.586	0.741	0.577	0.511	0.717	0.840	0.587	0.747	0.692	0.761



SterlingCounts@msn.com
(408) 427-5275

Sterling TRAFFIC DATA

Project ID: Fairview Corners
Count Date: Thu, 6/3/10
Weather: clear

McCray Street & Hillcrest Road

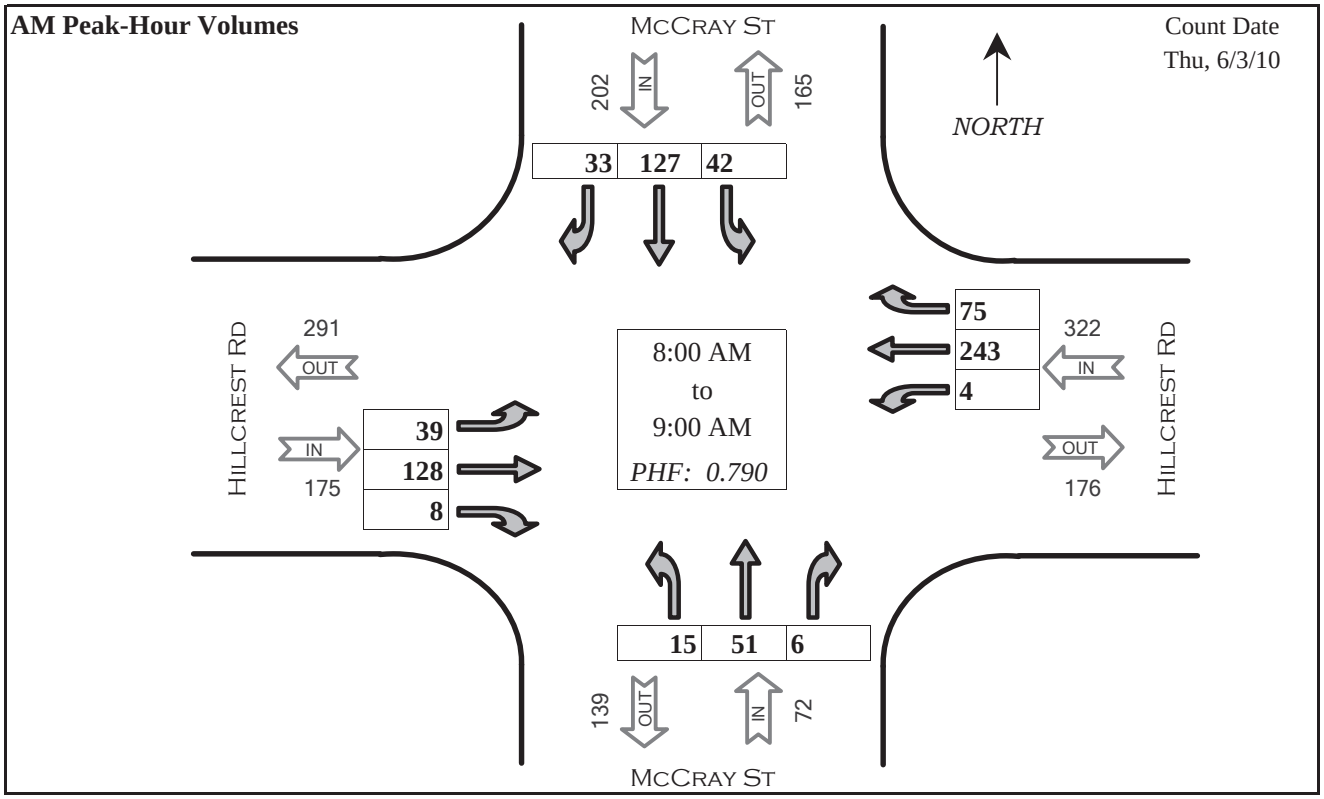
AM Peak-Hour Volumes

15-Minute Volumes

	McCray St Southbound			Hillcrest Rd Westbound			McCray St Northbound			Hillcrest Rd Eastbound			Int.
Start Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
7:00 AM	3	12	4	9	23	0	3	5	1	1	18	3	82
7:15 AM	4	20	5	16	28	1	1	17	1	1	21	5	120
7:30 AM	9	23	27	21	57	1	2	15	1	0	51	13	220
7:45 AM	6	26	12	27	55	0	2	9	3	2	24	5	171
8:00 AM	4	24	9	20	46	2	1	8	2	1	29	4	150
8:15 AM	7	38	5	14	51	1	1	11	5	0	25	14	172
8:30 AM	14	30	14	16	96	0	3	18	5	3	34	11	244
8:45 AM	8	35	14	25	50	1	1	14	3	4	40	10	205
2-Hr Total	55	208	90	148	406	6	14	97	21	12	242	65	1364

Hourly Volumes

	McCray St Southbound			Hillcrest Rd Westbound			McCray St Northbound			Hillcrest Rd Eastbound			Int.
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Total
7:00 AM	22	81	48	73	163	2	8	46	6	4	114	26	593
7:15 AM	23	93	53	84	186	4	6	49	7	4	125	27	661
7:30 AM	26	111	53	82	209	4	6	43	11	3	129	36	713
7:45 AM	31	118	40	77	248	3	7	46	15	6	112	34	737
8:00 AM	33	127	42	75	243	4	6	51	15	8	128	39	771
Peak-Hour Volume													
8:00 AM	**33**	**127**	**42**	**75**	**243**	**4**	**6**	**51**	**15**	**8**	**128**	**39**	**771**
Peak-Hour Factor	0.589	0.836	0.750	0.750	0.633	0.500	0.500	0.708	0.750	0.500	0.800	0.696	0.790



SterlingCounts@msn.com
(408) 427-5275

Sterling TRAFFIC DATA

Project ID: Fairview Corners
Count Date: Wed, 6/9/10
Weather: clear

McCray Street & Hillcrest Road

PM Peak-Hour Volumes

15-Minute Volumes

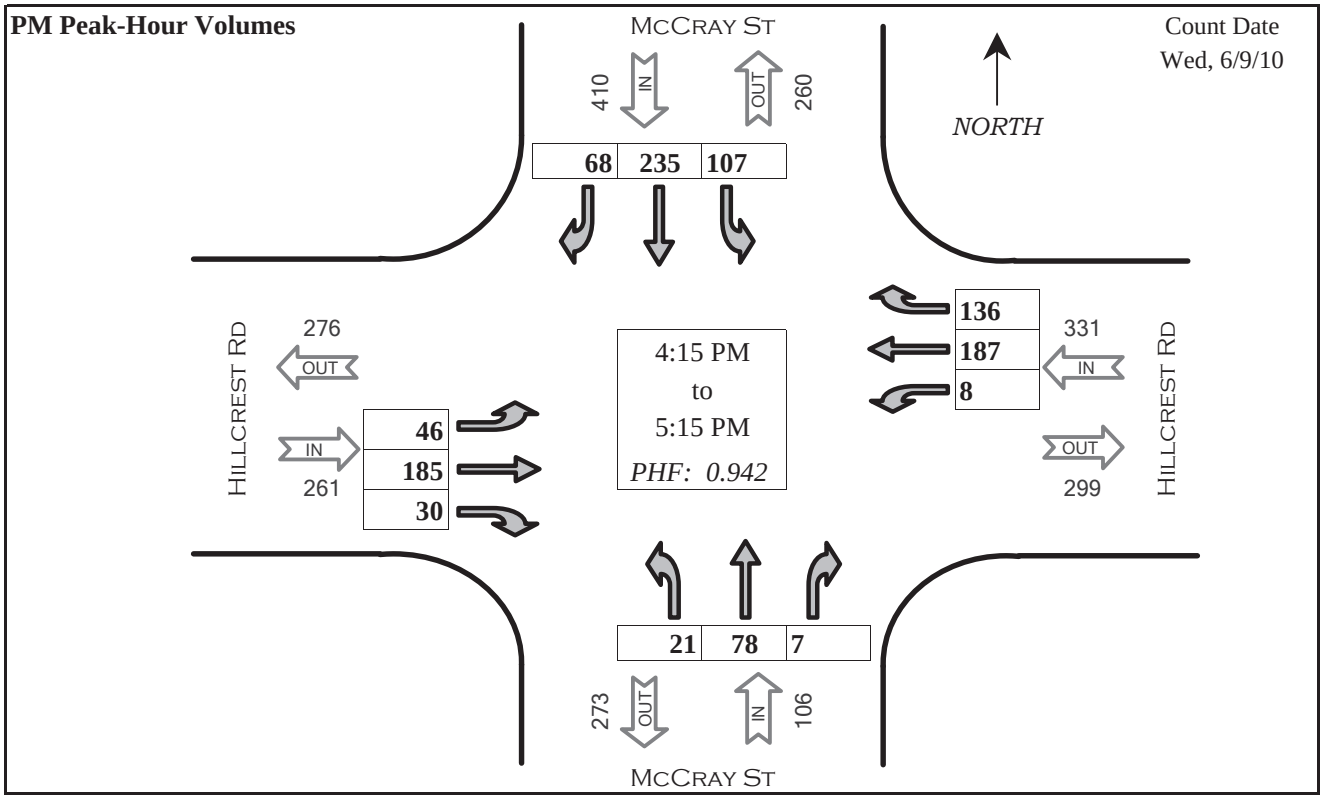
	McCray St Southbound			Hillcrest Rd Westbound			McCray St Northbound			Hillcrest Rd Eastbound			Int.
Start Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
4:00 PM	13	43	27	35	42	4	3	34	5	9	32	12	259
4:15 PM	20	69	20	37	49	2	3	13	5	6	54	16	294
4:30 PM	11	57	28	32	43	2	2	19	3	4	36	10	247
4:45 PM	14	63	27	28	63	1	0	26	7	11	32	8	280
5:00 PM	23	46	32	39	32	3	2	20	6	9	63	12	287
5:15 PM	9	46	25	46	37	1	2	19	0	5	54	8	252
5:30 PM	20	31	22	35	49	1	0	12	4	6	42	15	237
5:45 PM	11	41	24	20	38	0	1	19	1	3	41	8	207
2-Hr Total	121	396	205	272	353	14	13	162	31	53	354	89	2063

Hourly Volumes

	McCray St Southbound			Hillcrest Rd Westbound			McCray St Northbound			Hillcrest Rd Eastbound			Int.
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Total
4:00 PM	58	232	102	132	197	9	8	92	20	30	154	46	1080
4:15 PM	68	235	107	136	187	8	7	78	21	30	185	46	1108
4:30 PM	57	212	112	145	175	7	6	84	16	29	185	38	1066
4:45 PM	66	186	106	148	181	6	4	77	17	31	191	43	1056
5:00 PM	63	164	103	140	156	5	5	70	11	23	200	43	983

Peak-Hour Volume

4:15 PM	**68**	**235**	**107**	**136**	**187**	**8**	**7**	**78**	**21**	**30**	**185**	**46**	**1108**
Peak-Hour Factor	0.739	0.851	0.836	0.872	0.742	0.667	0.583	0.750	0.750	0.682	0.734	0.719	0.942



SterlingCounts@msn.com
(408) 427-5275

Sterling TRAFFIC DATA

Project ID: Fairview Corners
Count Date: Thu, 5/13/10
Weather: Overcast

Fairview Road & Santa Ana Road

AM Peak-Hour Volumes

15-Minute Volumes

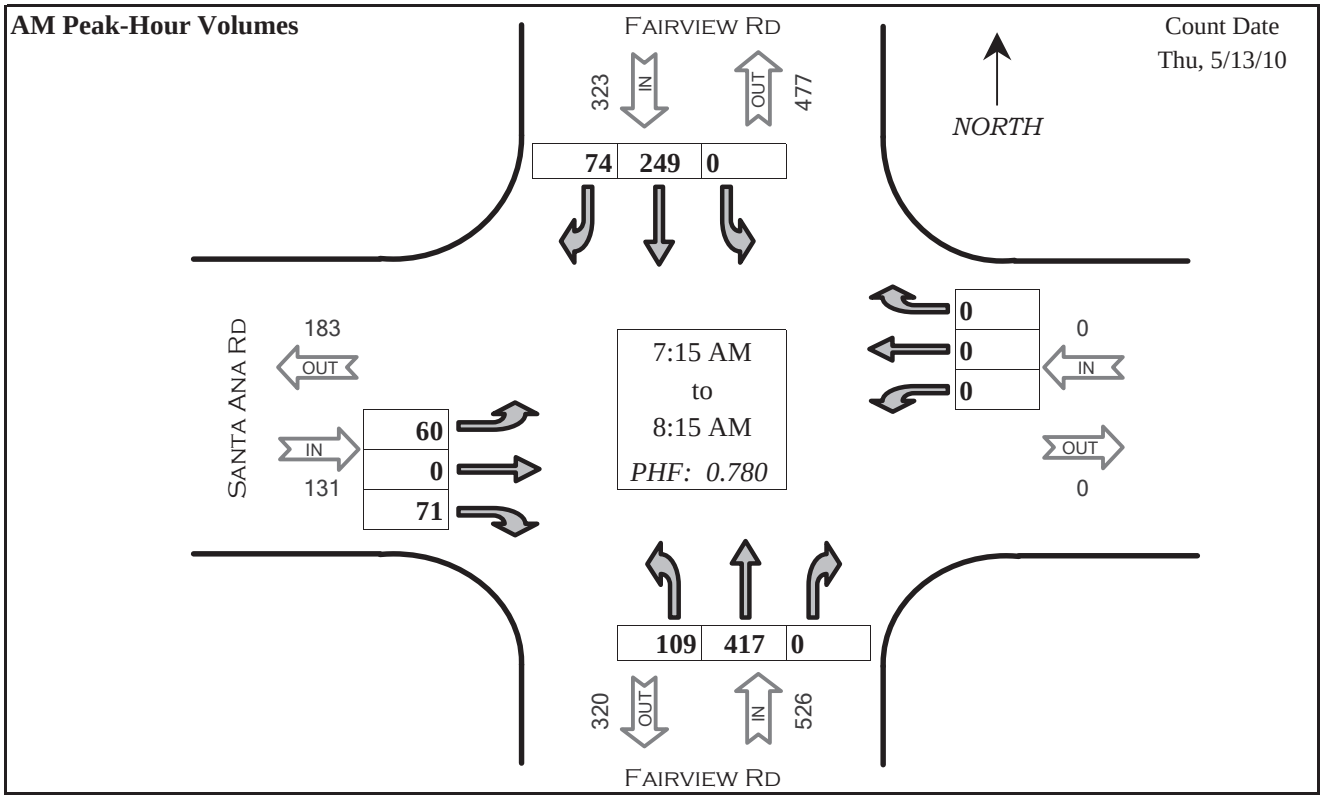
	Fairview Rd Southbound				Westbound		Fairview Rd Northbound			Santa Ana Rd Eastbound			Int.
Start Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
7:00 AM	10	27	0	0	0	0	0	43	32	11	0	8	131
7:15 AM	20	50	0	0	0	0	0	75	28	17	0	10	200
7:30 AM	16	54	0	0	0	0	0	91	26	30	0	17	234
7:45 AM	16	76	0	0	0	0	0	65	37	15	0	23	232
8:00 AM	22	69	0	0	0	0	0	186	18	9	0	10	314
8:15 AM	23	80	0	0	0	0	0	50	11	15	0	3	182
8:30 AM	21	42	0	0	0	0	0	46	11	6	0	10	136
8:45 AM	45	37	0	0	0	0	0	54	8	6	0	7	157
2-Hr Total	173	435	0	0	0	0	0	610	171	109	0	88	1586

Hourly Volumes

	Fairview Rd Southbound				Westbound		Fairview Rd Northbound			Santa Ana Rd Eastbound			Int.
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Total
7:00 AM	62	207	0	0	0	0	0	274	123	73	0	58	797
7:15 AM	74	249	0	0	0	0	0	417	109	71	0	60	980
7:30 AM	77	279	0	0	0	0	0	392	92	69	0	53	962
7:45 AM	82	267	0	0	0	0	0	347	77	45	0	46	864
8:00 AM	111	228	0	0	0	0	0	336	48	36	0	30	789

Peak-Hour Volume

7:15 AM	**74**	**249**	**0**	**0**	**0**	**0**	**0**	**417**	**109**	**71**	**0**	**60**	**980**
Peak-Hour Factor	0.841	0.819	--	--	--	--	--	0.560	0.736	0.592	--	0.652	0.780



SterlingCounts@msn.com
(408) 427-5275

Sterling TRAFFIC DATA

Project ID: Fairview Corners
Count Date: Thu, 5/13/10
Weather: Clear

FAIRVIEW ROAD & SANTA ANA ROAD

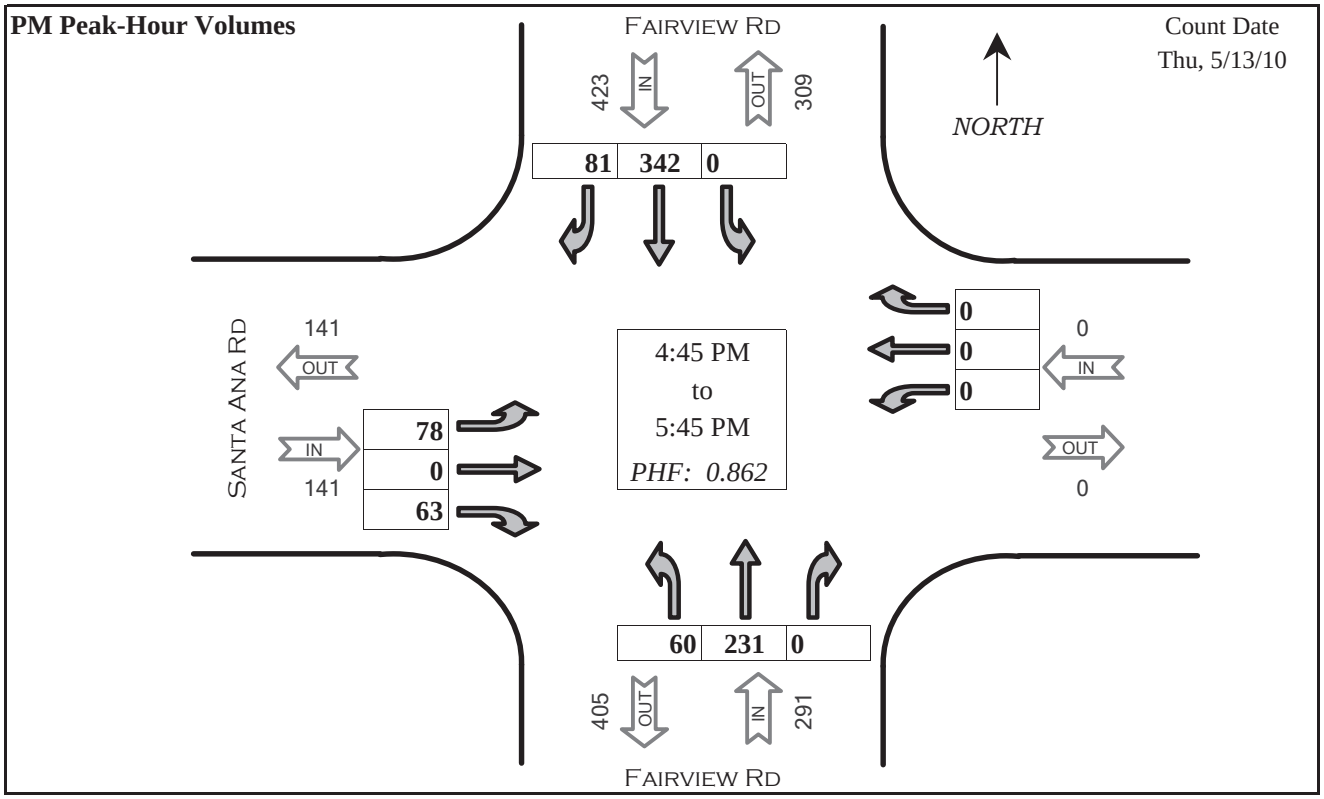
PM Peak-Hour Volumes

15-Minute Volumes

	Fairview Rd Southbound			Westbound			Fairview Rd Northbound			Santa Ana Rd Eastbound			Int.
Start Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
4:00 PM	17	96	0	0	0	0	0	67	21	17	0	21	239
4:15 PM	10	59	0	0	0	0	0	33	9	11	0	7	129
4:30 PM	19	63	0	0	0	0	0	49	9	15	0	12	167
4:45 PM	22	107	0	0	0	0	0	57	21	16	0	25	248
5:00 PM	12	71	0	0	0	0	0	33	9	17	0	16	158
5:15 PM	23	86	0	0	0	0	0	73	14	10	0	18	224
5:30 PM	24	78	0	0	0	0	0	68	16	20	0	19	225
5:45 PM	24	81	0	0	0	0	0	67	30	15	0	19	236
2-Hr Total	151	641	0	0	0	0	0	447	129	121	0	137	1626

Hourly Volumes

	Fairview Rd Southbound			Westbound			Fairview Rd Northbound			Santa Ana Rd Eastbound			Int.
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Total
4:00 PM	68	325	0	0	0	0	0	206	60	59	0	65	783
4:15 PM	63	300	0	0	0	0	0	172	48	59	0	60	702
4:30 PM	76	327	0	0	0	0	0	212	53	58	0	71	797
4:45 PM	81	342	0	0	0	0	0	231	60	63	0	78	855
5:00 PM	83	316	0	0	0	0	0	241	69	62	0	72	843
Peak-Hour Volume													
4:45 PM	**81**	**342**	**0**	**0**	**0**	**0**	**0**	**231**	**60**	**63**	**0**	**78**	**855**
Peak-Hour Factor	0.844	0.799	--	--	--	--	--	0.791	0.714	0.788	--	0.780	0.862



SterlingCounts@msn.com
(408) 427-5275

Sterling TRAFFIC DATA

Project ID: Fairview Corners
Count Date: Wed, 5/12/10
Weather: Clear

Fairview Road & McCloskey Road

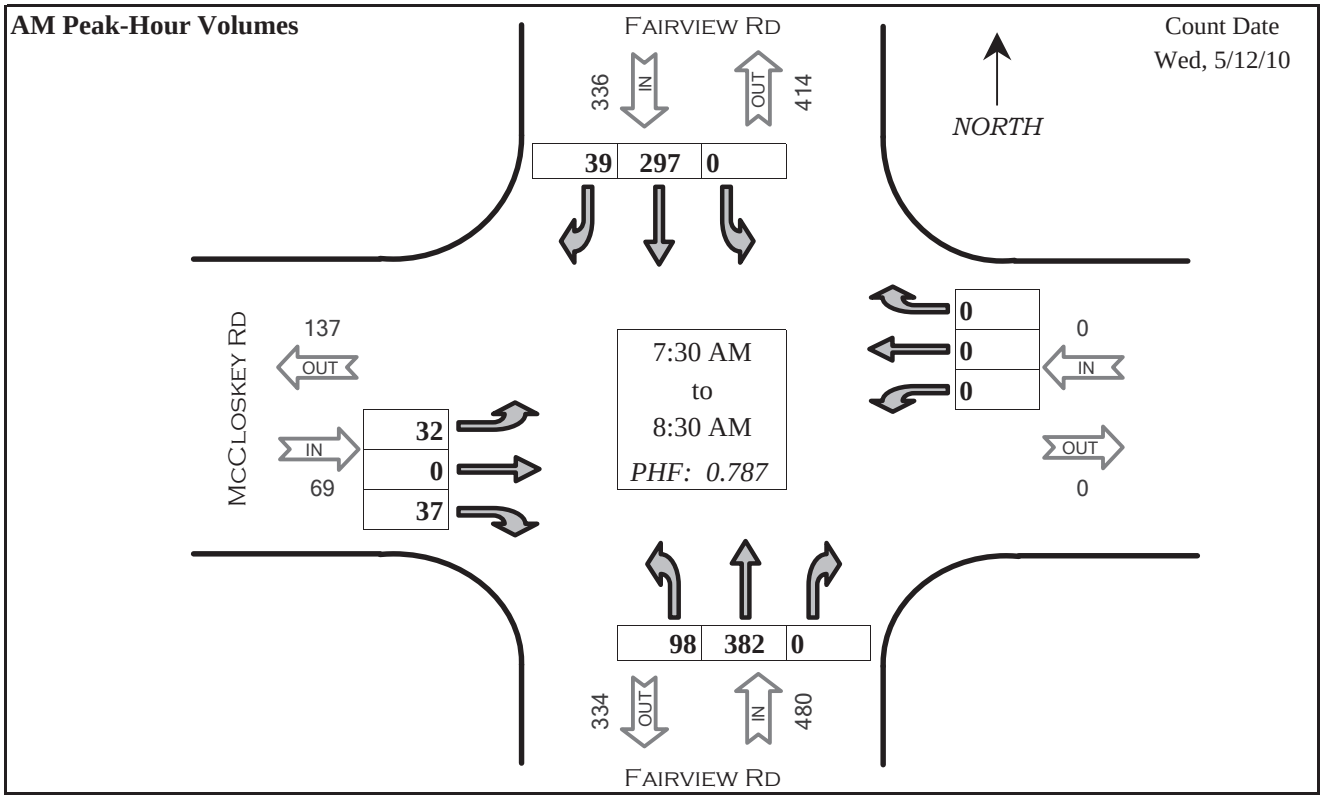
AM Peak-Hour Volumes

15-Minute Volumes

	Fairview Rd Southbound			Westbound			Fairview Rd Northbound			McCloskey Rd Eastbound			Int.
Start Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
7:00 AM	9	37	0	0	0	0	0	37	41	9	0	13	146
7:15 AM	9	32	0	0	0	0	0	44	9	8	0	6	108
7:30 AM	5	46	0	0	0	0	0	76	23	19	0	7	176
7:45 AM	10	64	0	0	0	0	0	154	39	8	0	6	281
8:00 AM	10	74	0	0	0	0	0	114	24	4	0	9	235
8:15 AM	14	113	0	0	0	0	0	38	12	6	0	10	193
8:30 AM	8	39	0	0	0	0	0	53	20	8	0	7	135
8:45 AM	5	46	0	0	0	0	0	42	13	6	0	8	120
2-Hr Total	70	451	0	0	0	0	0	558	181	68	0	66	1394

Hourly Volumes

	Fairview Rd Southbound			Westbound			Fairview Rd Northbound			McCloskey Rd Eastbound			Int.
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Total
7:00 AM	33	179	0	0	0	0	0	311	112	44	0	32	711
7:15 AM	34	216	0	0	0	0	0	388	95	39	0	28	800
7:30 AM	39	297	0	0	0	0	0	382	98	37	0	32	885
7:45 AM	42	290	0	0	0	0	0	359	95	26	0	32	844
8:00 AM	37	272	0	0	0	0	0	247	69	24	0	34	683
Peak-Hour Volume													
7:30 AM	**39**	**297**	**0**	**0**	**0**	**0**	**0**	**382**	**98**	**37**	**0**	**32**	**885**
Peak-Hour Factor	0.696	0.657	--	--	--	--	--	0.620	0.628	0.487	--	0.800	0.787



SterlingCounts@msn.com
(408) 427-5275

Sterling TRAFFIC DATA

Project ID: Fairview Corners
Count Date: Wed, 5/12/10
Weather: Clear

Fairview Road & McCloskey Road

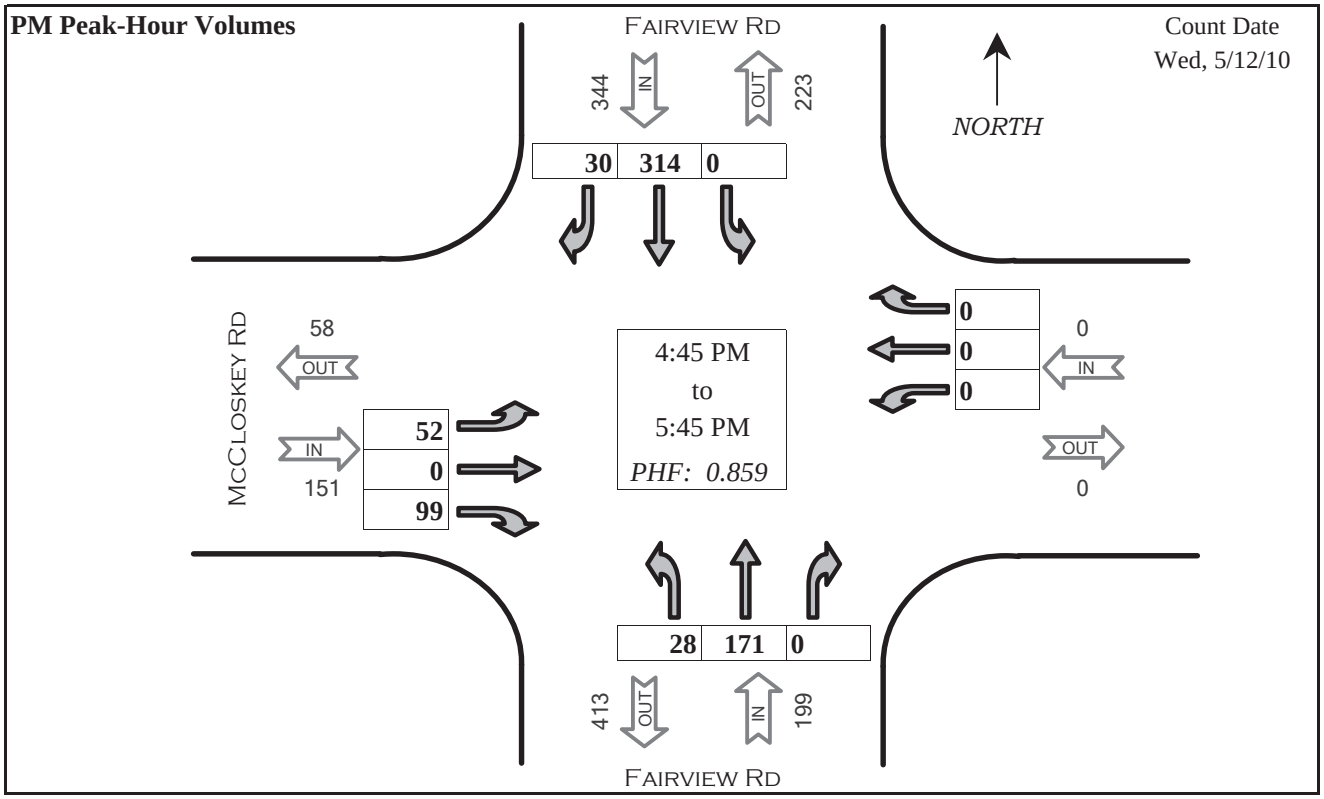
PM Peak-Hour Volumes

15-Minute Volumes

	Fairview Rd Southbound				Westbound		Fairview Rd Northbound			McCloskey Rd Eastbound			Int.
Start Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
4:00 PM	6	60	0	0	0	0	0	31	11	20	0	10	138
4:15 PM	7	73	0	0	0	0	0	16	12	20	0	7	135
4:30 PM	1	89	0	0	0	0	0	37	13	17	0	13	170
4:45 PM	1	58	0	0	0	0	0	50	6	22	0	15	152
5:00 PM	17	93	0	0	0	0	0	34	9	38	0	11	202
5:15 PM	6	82	0	0	0	0	0	39	7	19	0	11	164
5:30 PM	6	81	0	0	0	0	0	48	6	20	0	15	176
5:45 PM	4	58	0	0	0	0	0	36	4	17	0	8	127
2-Hr Total	48	594	0	0	0	0	0	291	68	173	0	90	1264

Hourly Volumes

	Fairview Rd Southbound				Westbound		Fairview Rd Northbound			McCloskey Rd Eastbound			Int.
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Total
4:00 PM	15	280	0	0	0	0	0	134	42	79	0	45	595
4:15 PM	26	313	0	0	0	0	0	137	40	97	0	46	659
4:30 PM	25	322	0	0	0	0	0	160	35	96	0	50	688
4:45 PM	30	314	0	0	0	0	0	171	28	99	0	52	694
5:00 PM	33	314	0	0	0	0	0	157	26	94	0	45	669
Peak-Hour Volume													
4:45 PM	**30**	**314**	**0**	**0**	**0**	**0**	**0**	**171**	**28**	**99**	**0**	**52**	**694**
Peak-Hour Factor	0.441	0.844	--	--	--	--	--	0.855	0.778	0.651	--	0.867	0.859



Appendix B

Volume Summary Tables

Intersection Count Summary

Inter. #	N/S street	E/W street	AM Count Date	PM Count Date
3337	Fairview Road/Ridgemark Dr	Airline Highway	05/12/10	05/12/10
2942	Enterprise Road	Airline Highway	05/20/10	05/20/10
4370	Fairview Road	Cielo Vista Drive/Fut Res Proj Entranc	05/20/10	05/20/10
1274	Fairview Road	Union Road (future int.)	n/a	n/a
1550	Valley View Road	Union Road	06/10/10	06/02/10
3430	Airline Highway	Union Road	05/13/10	05/13/10
4031	Southside Road	Union Road	05/19/10	05/19/10
2925	San Benito Street	Union Road	06/06/06	06/06/06
3072	Union Road/Mitchell Road	Highway 156	06/08/10	06/08/10
2367	Airline Highway	Sunset Drive	05/27/10	06/03/10
2331	McCray St/Highway 25 Bypass	Sunnyslope Road/Tres Pinos Road	06/09/10	06/09/10
1551	Valley View Road	Sunnyslope Road	05/25/10	05/27/10
2347	Fairview Road	Sunnyslope Road	05/19/10	05/19/10
2242	Fairview Road	Hillcrest Road	05/18/10	05/18/10
2218	Memorial Drive	Hillcrest Road	05/26/10	05/26/10
1449	Highway 25 Bypass	Hillcrest Road	06/08/10	06/08/10
2210	McCray Street	Hillcrest Road	06/03/10	06/09/10
2245	Fairview Road	Santa Ana Road	05/13/10	05/13/10
2248	Fairview Road	McCloskey Road	05/12/10	05/12/10

1 3337
Intersection Name: Fairview Road/Ridgemark Dr & Airline Highway
Peak Hour: AM

Date of Analysis: 7/20/10
Count Date: 05/12/10

Future Growth % Per Year: 1.5%
Number of Years to Buildout: 13

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Totals
Existing Conditions	87	23	52	132	70	7	5	189	90	69	115	86	925
Approved Trips from TRAFFIX	0	4	21	7	19	0	0	2	13	13	32	0	111
Background Conditions	87	27	73	139	89	7	5	191	103	82	147	86	1036
Project Trips (with Union Connection)	33	1	6	2	0	0	0	0	0	0	0	11	53
Project Trips (No Union Connection)	44	1	6	2	0	0	0	0	0	0	0	15	68
Existing Plus Project Conditions	131	24	58	134	70	7	5	189	90	69	115	101	993
Background Plus Project Conditions	120	28	79	141	89	7	5	191	103	82	147	97	1089
Year 2023 Model Forecasts**	23	51	95	118	346	0	0	47	214	219	340	22	1475
Cumulative Model Vol. Adjustments	+64	+0	+0	+21	+0	+7	+5	+144	+0	+0	+0	+64	+0
Santana Ranch Project Trips	0	8	38	19	0	0	0	4	0	0	0	0	69
Gavilan Collage Project Trips	31	4	8	36	0	0	0	18	0	0	0	134	231
General Plan w/o Project Conditions	118	63	141	194	346	7	5	213	214	219	340	220	2080
General Plan w/ Project Buildout Conditions	151	64	147	196	346	7	5	213	214	219	340	231	2133

**From Hollister Travel Demand Model with 2023 volumes and all roadway network improvements, including Highway 25 Bypass.
Values in red indicate turning movements where hand adjustments were made.

2 2942
Intersection Name: Enterprise Road & Airline Highway
Peak Hour: AM

Date of Analysis: 7/20/10
Count Date: 05/20/10

Future Growth % Per Year: 1.5%
Number of Years to Buildout: 13

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Totals
Existing Conditions	38	5	26	13	373	52	36	5	46	26	243	21	884
Approved Trips from TRAFFIX	0	0	1	0	32	0	0	0	0	0	44	0	77
Background Conditions	38	5	27	13	405	52	36	5	46	26	287	21	961
Project Trips (with Union Connection)	0	0	0	0	33	0	0	0	0	0	11	0	44
Project Trips (No Union Connection)	0	0	0	0	44	0	0	0	0	0	15	0	59
Existing Plus Project Conditions	38	5	26	13	417	52	36	5	46	26	258	21	943
Background Plus Project Conditions	38	5	27	13	438	52	36	5	46	26	298	21	1005
Year 2023 Model Forecasts**	0	0	0	0	583	0	0	0	0	0	581	0	1164
Cumulative Model Vol. Adjustments	+38	+5	+27	+13	+0	+52	+36	+5	+46	+26	+0	+21	+0
Santana Ranch Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Gavilan Collage Project Trips	0	0	11	2	26	2	11	0	0	0	112	0	164
General Plan w/o Project Conditions	38	5	38	15	609	54	47	5	46	26	693	21	1597
General Plan w/ Project Buildout Conditions	38	5	38	15	642	54	47	5	46	26	704	21	1641

**From Hollister Travel Demand Model with 2023 volumes and all roadway network improvements, including Highway 25 Bypass.
Values in red indicate turning movements where hand adjustments were made.

3 4370
Intersection Name: Fairview Road & Cielo Vista Drive/Fut Res Proj Entrance
Peak Hour: AM Date of Analysis: 7/20/10 Future Growth % Per Year: 1.5%
Count Date: 05/20/10 Number of Years to Buildout: 13

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Totals
Existing Conditions	6	142	0	0	0	0	0	217	12	28	0	17	422
Approved Trips from TRAFFIX	0	26	0	0	0	0	0	9	0	0	0	0	35
Background Conditions	6	168	0	0	0	0	0	226	12	28	0	17	457
Project Trips (with Union Connection)	0	0	27	82	0	41	13	0	0	0	0	0	163
Project Trips (No Union Connection)	0	0	24	71	0	51	17	0	0	0	0	0	163
Existing Plus Project Conditions	6	142	24	71	0	51	17	217	12	28	0	17	585
Background Plus Project Conditions	6	168	27	82	0	41	13	226	12	28	0	17	620
Year 2023 Model Forecasts**	0	315	0	0	0	0	0	333	0	0	0	0	648
Cumulative Model Vol. Adjustments	+6	+0	+0	+0	+0	+0	+0	+0	+12	+28	+0	+17	+0
Santana Ranch Project Trips	0	45	0	0	0	0	0	23	0	0	0	0	68
Gavilan Collage Project Trips	0	0	173	44	0	43	187	0	0	0	0	0	447
General Plan w/o Project Conditions	6	360	173	44	0	43	187	356	12	28	0	17	1226
General Plan w/ Project Buildout Conditions	6	360	200	126	0	84	200	356	12	28	0	17	1389

**From Hollister Travel Demand Model with 2023 volumes and all roadway network improvements, including Highway 25 Bypass.
Values in red indicate turning movements where hand adjustments were made.

4 1274
Intersection Name: Fairview Road & Union Road (future int.)
Peak Hour: AM Date of Analysis: 7/20/10 Future Growth % Per Year: 1.5%
Count Date: n/a Number of Years to Buildout: 13

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Totals
Existing Conditions	0	148	0	0	0	0	0	234	0	0	0	0	382
Approved Trips from TRAFFIX	54	2	0	0	0	0	0	1	8	23	0	154	242
Background Conditions	54	150	0	0	0	0	0	235	8	23	0	154	624
Project Trips (with Union Connection)	0	24	0	0	0	0	0	71	11	4	0	0	110
Project Trips (No Union Connection)	0	24	0	0	0	0	0	71	0	0	0	0	95
Existing Plus Project Conditions	0	172	0	0	0	0	0	305	0	0	0	0	477
Background Plus Project Conditions	54	174	0	0	0	0	0	306	19	27	0	154	734
Year 2023 Model Forecasts**	79	169	0	0	0	0	0	207	166	169	0	74	864
Cumulative Model Vol. Adjustments	+0	+0	+0	+0	+0	+0	+0	+28	+0	+0	+0	+80	+0
Santana Ranch Project Trips	57	45	0	0	0	0	0	23	0	0	0	29	154
Gavilan Collage Project Trips	0	161	0	0	0	0	0	41	4	12	0	0	218
General Plan w/o Project Conditions	136	375	0	0	0	0	0	299	170	181	0	183	1344
General Plan w/ Project Buildout Conditions	136	399	0	0	0	0	0	370	181	185	0	183	1454

**From Hollister Travel Demand Model with 2023 volumes and all roadway network improvements, including Highway 25 Bypass.
Values in red indicate turning movements where hand adjustments were made.

5 1550
Intersection Name: Valley View Road & Union Road
Peak Hour: AM

Date of Analysis: 7/20/10
Count Date: 06/10/10

Future Growth % Per Year: 1.5%
Number of Years to Buildout: 13

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Totals
Existing Conditions	108	11	2	13	162	1	4	12	94	27	45	28	507
Approved Trips from TRAFFIX	4	0	2	1	163	0	0	0	0	0	66	2	238
Background Conditions	112	11	4	14	325	1	4	12	94	27	111	30	745
Project Trips (with Union Connection)	0	0	0	0	7	0	0	0	0	0	2	0	9
Project Trips (No Union Connection)	0	0	0	0	1	0	0	0	0	0	4	0	5
Existing Plus Project Conditions	108	11	2	13	163	1	4	12	94	27	49	28	512
Background Plus Project Conditions	112	11	4	14	332	1	4	12	94	27	113	30	754
Year 2023 Model Forecasts**	129	13	2	16	194	1	5	14	112	32	54	33	606
Cumulative Model Vol. Adjustments	+0	+0	+2	+0	+131	+0	+0	+0	+0	+0	+57	+0	+139
Santana Ranch Project Trips	0	0	0	0	34	0	0	0	0	0	17	0	51
Gavilan Collage Project Trips	0	0	0	0	14	0	0	0	0	0	14	0	28
General Plan w/o Project Conditions	129	13	4	16	373	1	5	14	112	32	142	33	875
General Plan w/ Project Buildout Conditions	129	13	4	16	380	1	5	14	112	32	144	33	884

**From Hollister Travel Demand Model with 2023 volumes and all roadway network improvements, including Highway 25 Bypass.
Values in red indicate turning movements where hand adjustments were made.

6 3430
Intersection Name: Airline Highway & Union Road
Peak Hour: AM

Date of Analysis: 7/20/10
Count Date: 05/13/10

Future Growth % Per Year: 1.5%
Number of Years to Buildout: 13

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Totals
Existing Conditions	150	137	106	201	281	40	22	249	198	99	116	98	1697
Approved Trips from TRAFFIX	21	37	43	104	62	2	1	29	2	5	25	12	343
Background Conditions	171	174	149	305	343	42	23	278	200	104	141	110	2040
Project Trips (with Union Connection)	0	8	0	0	7	0	0	23	10	3	2	0	53
Project Trips (No Union Connection)	0	8	0	0	0	1	4	23	17	6	0	0	59
Existing Plus Project Conditions	150	145	106	201	281	41	26	272	215	105	116	98	1756
Background Plus Project Conditions	171	182	149	305	350	42	23	301	210	107	143	110	2093
Year 2023 Model Forecasts**	175	494	341	340	225	45	40	507	173	193	209	178	2920
Cumulative Model Vol. Adjustments	+0	+0	+0	+0	+118	+0	+0	+0	+27	+0	+0	+0	+0
Santana Ranch Project Trips	1	0	0	0	34	0	0	0	0	0	17	0	52
Gavilan Collage Project Trips	0	57	0	0	3	11	2	14	10	44	12	0	153
General Plan w/o Project Conditions	176	551	341	340	380	56	42	521	210	237	238	178	3270
General Plan w/ Project Buildout Conditions	176	559	341	340	387	56	42	544	220	240	240	178	3323

**From Hollister Travel Demand Model with 2023 volumes and all roadway network improvements, including Highway 25 Bypass.
Values in red indicate turning movements where hand adjustments were made.

7 4031
Intersection Name: Southside Road & Union Road
Peak Hour: AM

Date of Analysis: 7/20/10
Count Date: 05/19/10

Future Growth % Per Year: 1.5%
Number of Years to Buildout: 13

	Movements												Int.
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Totals
Existing Conditions	52	42	25	42	417	44	55	78	112	74	218	34	1193
Approved Trips from TRAFFIX	0	0	3	8	65	0	0	0	0	0	38	1	115
Background Conditions	52	42	28	50	482	44	55	78	112	74	256	35	1308
Project Trips (with Union Connection)	0	0	1	4	11	0	0	0	0	0	4	0	20
Project Trips (No Union Connection)	0	0	1	4	11	0	0	0	0	0	4	0	20
Existing Plus Project Conditions	52	42	26	46	428	44	55	78	112	74	222	34	1213
Background Plus Project Conditions	52	42	29	54	493	44	55	78	112	74	260	35	1328
Year 2023 Model Forecasts**	0	25	10	16	329	221	229	19	104	93	333	0	1379
Cumulative Model Vol. Adjustments	+52	+17	+18	+34	+153	+0	+0	+59	+8	+0	+0	+35	+0
Santana Ranch Project Trips	0	0	0	0	20	0	0	0	0	0	10	0	30
Gavilan Collage Project Trips	0	0	9	2	7	0	0	0	0	0	29	0	47
General Plan w/o Project Conditions	52	42	37	52	509	221	229	78	112	93	372	35	1832
General Plan w/ Project Buildout Conditions	52	42	38	56	520	221	229	78	112	93	376	35	1852

**From Hollister Travel Demand Model with 2023 volumes and all roadway network improvements, including Highway 25 Bypass.
Values in red indicate turning movements where hand adjustments were made.

8 2925
Intersection Name: San Benito Street & Union Road
Peak Hour: AM

Date of Analysis: 7/20/10
Count Date: 06/06/06

Future Growth % Per Year: 1.5%
Number of Years to Buildout: 13

	Movements												Int.
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Totals
Existing Conditions	161	0	133	291	436	0	0	0	0	0	147	113	1281
Approved Trips from TRAFFIX	13	0	14	11	54	0	0	0	0	0	25	4	121
Background Conditions	174	0	147	302	490	0	0	0	0	0	172	117	1402
Project Trips (with Union Connection)	0	0	0	0	11	0	0	0	0	0	4	0	15
Project Trips (No Union Connection)	0	0	0	0	11	0	0	0	0	0	4	0	15
Existing Plus Project Conditions	161	0	133	291	447	0	0	0	0	0	151	113	1296
Background Plus Project Conditions	174	0	147	302	501	0	0	0	0	0	176	117	1417
Year 2023 Model Forecasts**	175	0	179	178	575	0	0	0	0	0	573	159	1839
Cumulative Model Vol. Adjustments	+0	+0	+0	+124	+0	+0	+0	+0	+0	+0	+0	+0	+0
Santana Ranch Project Trips	41	0	0	0	20	0	0	0	0	0	10	21	92
Gavilan Collage Project Trips	0	0	0	0	7	0	0	0	0	0	29	0	36
General Plan w/o Project Conditions	216	0	179	302	602	0	0	0	0	0	612	180	2091
General Plan w/ Project Buildout Conditions	216	0	179	302	613	0	0	0	0	0	616	180	2106

**From Hollister Travel Demand Model with 2023 volumes and all roadway network improvements, including Highway 25 Bypass.
Values in red indicate turning movements where hand adjustments were made.

9 3072
Intersection Name: Union Road/Mitchell Road & Highway 156
Peak Hour: AM

Date of Analysis: 7/20/10
Count Date: 06/08/10

Future Growth % Per Year: 1.5%
Number of Years to Buildout: 13

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Totals
Existing Conditions	5	12	36	28	788	44	17	15	572	241	446	1	2205
Approved Trips from TRAFFIX	20	0	0	0	0	0	0	0	67	29	0	8	124
Background Conditions	25	12	36	28	788	44	17	15	639	270	446	9	2329
Project Trips (with Union Connection)	0	0	0	0	0	0	0	0	11	4	0	0	15
Project Trips (No Union Connection)	0	0	0	0	0	0	0	0	11	4	0	0	15
Existing Plus Project Conditions	5	12	36	28	788	44	17	15	583	245	446	1	2220
Background Plus Project Conditions	25	12	36	28	788	44	17	15	650	274	446	9	2344
Year 2023 Model Forecasts**	0	0	0	0	1062	19	16	0	660	611	1009	0	3377
Cumulative Model Vol. Adjustments	+25	+12	+36	+28	+0	+25	+1	+15	+0	+0	+0	+9	+0
Santana Ranch Project Trips	0	0	0	0	7	0	0	0	61	31	3	0	102
Gavilan Collage Project Trips	0	0	0	0	0	0	0	0	7	29	0	0	36
General Plan w/o Project Conditions	25	12	36	28	1069	44	17	15	728	671	1012	9	3666
General Plan w/ Project Buildout Conditions	25	12	36	28	1069	44	17	15	739	675	1012	9	3681

**From Hollister Travel Demand Model with 2023 volumes and all roadway network improvements, including Highway 25 Bypass.
Values in red indicate turning movements where hand adjustments were made.

10 2367
Intersection Name: Airline Highway & Sunset Drive
Peak Hour: AM

Date of Analysis: 7/20/10
Count Date: 05/27/10

Future Growth % Per Year: 1.5%
Number of Years to Buildout: 13

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Totals
Existing Conditions	34	308	126	169	71	27	29	416	23	16	46	40	1305
Approved Trips from TRAFFIX	4	90	25	37	3	2	3	134	8	9	1	8	324
Background Conditions	38	398	151	206	74	29	32	550	31	25	47	48	1629
Project Trips (with Union Connection)	0	8	0	0	0	0	0	23	0	0	0	0	31
Project Trips (No Union Connection)	0	8	0	0	0	0	0	23	0	0	0	0	31
Existing Plus Project Conditions	34	316	126	169	71	27	29	439	23	16	46	40	1336
Background Plus Project Conditions	38	406	151	206	74	29	32	573	31	25	47	48	1660
Year 2023 Model Forecasts**	18	1009	130	147	15	31	32	1017	1	1	27	18	2446
Cumulative Model Vol. Adjustments	+20	+0	+21	+59	+59	+0	+0	+0	+30	+24	+20	+30	+0
Santana Ranch Project Trips	0	0	0	0	0	0	0	0	1	0	0	0	1
Gavilan Collage Project Trips	0	57	0	0	0	0	0	14	0	0	0	0	71
General Plan w/o Project Conditions	38	1066	151	206	74	31	32	1031	32	25	47	48	2781
General Plan w/ Project Buildout Conditions	38	1074	151	206	74	31	32	1054	32	25	47	48	2812

**From Hollister Travel Demand Model with 2023 volumes and all roadway network improvements, including Highway 25 Bypass.
Values in red indicate turning movements where hand adjustments were made.

11 2331
Intersection Name: McCray St/Highway 25 Bypass & Sunnyslope Road/Tres Pinos Road
Peak Hour: AM
Date of Analysis: 7/20/10
Count Date: 06/09/10
Future Growth % Per Year: 1.5%
Number of Years to Buildout: 13

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Totals
Existing Conditions	58	255	65	59	194	120	35	437	134	148	136	114	1755
Approved Trips from TRAFFIX	48	97	45	61	47	5	9	140	31	19	44	41	587
Background Conditions	106	352	110	120	241	125	44	577	165	167	180	155	2342
Project Trips (with Union Connection)	0	4	1	2	11	0	0	11	9	3	4	0	45
Project Trips (No Union Connection)	0	4	1	2	11	0	0	11	9	3	4	0	45
Existing Plus Project Conditions	58	259	66	61	205	120	35	448	143	151	140	114	1800
Background Plus Project Conditions	106	356	111	122	252	125	44	588	174	170	184	155	2387
Year 2023 Model Forecasts**	235	1058	432	423	329	86	79	1058	273	245	315	226	4759
Cumulative Model Vol. Adjustments	+0	+0	+0	+0	+0	+39	+0	+0	+0	+0	+0	+0	+0
Santana Ranch Project Trips	34	0	52	102	127	15	8	0	0	0	65	17	420
Gavilan Collage Project Trips	0	31	0	0	5	0	0	8	6	26	18	0	94
General Plan w/o Project Conditions	269	1089	484	525	461	140	87	1066	279	271	398	243	5312
General Plan w/ Project Buildout Conditions	269	1093	485	527	472	140	87	1077	288	274	402	243	5357

**From Hollister Travel Demand Model with 2023 volumes and all roadway network improvements, including Highway 25 Bypass.
Values in red indicate turning movements where hand adjustments were made.

12 1551
Intersection Name: Valley View Road & Sunnyslope Road
Peak Hour: AM
Date of Analysis: 7/20/10
Count Date: 05/25/10
Future Growth % Per Year: 1.5%
Number of Years to Buildout: 13

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Totals
Existing Conditions	0	0	0	0	454	55	29	0	83	43	236	0	900
Approved Trips from TRAFFIX	0	0	0	0	98	0	0	0	0	0	75	0	173
Background Conditions	0	0	0	0	552	55	29	0	83	43	311	0	1073
Project Trips (with Union Connection)	0	0	0	0	17	0	0	0	0	0	6	0	23
Project Trips (No Union Connection)	0	0	0	0	17	0	0	0	0	0	6	0	23
Existing Plus Project Conditions	0	0	0	0	471	55	29	0	83	43	242	0	923
Background Plus Project Conditions	0	0	0	0	569	55	29	0	83	43	317	0	1096
Year 2023 Model Forecasts**	0	0	0	0	543	66	35	0	99	51	282	0	1076
Cumulative Model Vol. Adjustments	+0	+0	+0	+0	+9	+0	+0	+0	+0	+0	+29	+0	+0
Santana Ranch Project Trips	0	0	0	0	267	0	0	0	0	0	136	0	403
Gavilan Collage Project Trips	0	0	0	0	7	0	0	0	0	0	25	0	32
General Plan w/o Project Conditions	0	0	0	0	826	66	35	0	99	51	472	0	1549
General Plan w/ Project Buildout Conditions	0	0	0	0	843	66	35	0	99	51	478	0	1572

**From Hollister Travel Demand Model with 2023 volumes and all roadway network improvements, including Highway 25 Bypass.
Values in red indicate turning movements where hand adjustments were made.

13 2347
Intersection Name: Fairview Road & Sunnyslope Road
Peak Hour: AM

Date of Analysis: 7/20/10
Count Date: 05/19/10

Future Growth % Per Year: 1.5%
Number of Years to Buildout: 13

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Totals
Existing Conditions	146	121	0	0	0	0	0	223	47	37	0	222	796
Approved Trips from TRAFFIX	10	44	0	0	0	0	0	107	45	19	0	27	252
Background Conditions	156	165	0	0	0	0	0	330	92	56	0	249	1048
Project Trips (with Union Connection)	0	15	0	0	0	0	0	45	24	8	0	0	92
Project Trips (No Union Connection)	0	15	0	0	0	0	0	45	24	8	0	0	92
Existing Plus Project Conditions	146	136	0	0	0	0	0	268	71	45	0	222	888
Background Plus Project Conditions	156	180	0	0	0	0	0	375	116	64	0	249	1140
Year 2023 Model Forecasts**	70	176	0	0	0	0	0	208	162	164	0	58	838
Cumulative Model Vol. Adjustments	+86	+0	+0	+0	+0	+0	+0	+122	+0	+0	+0	+191	+210
Santana Ranch Project Trips	80	59	38	75	224	59	30	30	0	0	114	41	750
Gavilan Collage Project Trips	0	114	0	0	0	0	0	28	12	47	0	0	201
General Plan w/o Project Conditions	236	349	38	75	224	59	30	388	174	211	114	290	2188
General Plan w/ Project Buildout Conditions	236	364	38	75	224	59	30	433	198	219	114	290	2280

**From Hollister Travel Demand Model with 2023 volumes and all roadway network improvements, including Highway 25 Bypass.
Values in red indicate turning movements where hand adjustments were made.

14 2242
Intersection Name: Fairview Road & Hillcrest Road
Peak Hour: AM

Date of Analysis: 7/20/10
Count Date: 05/18/10

Future Growth % Per Year: 1.5%
Number of Years to Buildout: 13

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Totals
Existing Conditions	95	278	0	0	0	0	0	416	27	30	0	117	963
Approved Trips from TRAFFIX	11	31	0	0	0	0	0	84	49	24	0	17	216
Background Conditions	106	309	0	0	0	0	0	500	76	54	0	134	1179
Project Trips (with Union Connection)	0	7	0	0	0	0	0	20	26	8	0	0	61
Project Trips (No Union Connection)	0	7	0	0	0	0	0	20	26	8	0	0	61
Existing Plus Project Conditions	95	285	0	0	0	0	0	436	53	38	0	117	1024
Background Plus Project Conditions	106	316	0	0	0	0	0	520	102	62	0	134	1240
Year 2023 Model Forecasts**	28	249	0	0	0	0	0	273	21	22	0	26	619
Cumulative Model Vol. Adjustments	+78	+60	+0	+0	+0	+0	+0	+227	+55	+32	+0	+108	+560
Santana Ranch Project Trips	0	33	53	105	149	139	71	64	11	6	76	0	707
Gavilan Collage Project Trips	0	53	0	0	0	0	0	13	15	61	0	0	142
General Plan w/o Project Conditions	106	395	53	105	149	139	71	577	102	121	76	134	2028
General Plan w/ Project Buildout Conditions	106	402	53	105	149	139	71	597	128	129	76	134	2089

**From Hollister Travel Demand Model with 2023 volumes and all roadway network improvements, including Highway 25 Bypass.
Values in red indicate turning movements where hand adjustments were made.

15 2218
Intersection Name: Memorial Drive & Hillcrest Road
Peak Hour: AM

Date of Analysis: 7/20/10
Count Date: 05/26/10

Future Growth % Per Year: 1.5%
Number of Years to Buildout: 13

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Totals
Existing Conditions	46	130	38	98	275	49	75	154	92	75	128	45	1205
Approved Trips from TRAFFIX	0	6	4	1	66	1	4	3	1	0	53	0	139
Background Conditions	46	136	42	99	341	50	79	157	93	75	181	45	1344
Project Trips (with Union Connection)	0	0	0	0	22	0	0	0	0	0	7	0	29
Project Trips (No Union Connection)	0	0	0	0	22	0	0	0	0	0	7	0	29
Existing Plus Project Conditions	46	130	38	98	297	49	75	154	92	75	135	45	1234
Background Plus Project Conditions	46	136	42	99	363	50	79	157	93	75	188	45	1373
Year 2023 Model Forecasts**	36	163	244	230	167	22	29	134	46	38	152	44	1305
Cumulative Model Vol. Adjustments	+10	+0	+0	+0	+174	+28	+50	+23	+47	+37	+29	+1	+39
Santana Ranch Project Trips	0	0	0	0	130	8	4	0	0	0	66	0	208
Gavilan Collage Project Trips	0	0	0	0	13	0	0	0	0	0	51	0	64
General Plan w/o Project Conditions	46	163	244	230	484	58	83	157	93	75	298	45	1976
General Plan w/ Project Buildout Conditions	46	163	244	230	506	58	83	157	93	75	305	45	2005

**From Hollister Travel Demand Model with 2023 volumes and all roadway network improvements, including Highway 25 Bypass.
Values in red indicate turning movements where hand adjustments were made.

16 1449
Intersection Name: Highway 25 Bypass & Hillcrest Road
Peak Hour: AM

Date of Analysis: 7/20/10
Count Date: 06/08/10

Future Growth % Per Year: 1.5%
Number of Years to Buildout: 13

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Totals
Existing Conditions	36	243	79	172	206	27	11	590	114	24	70	23	1595
Approved Trips from TRAFFIX	35	103	16	19	49	19	7	131	104	67	30	28	608
Background Conditions	71	346	95	191	255	46	18	721	218	91	100	51	2203
Project Trips (with Union Connection)	0	3	1	2	20	0	0	10	1	0	7	0	44
Project Trips (No Union Connection)	0	3	1	2	20	0	0	10	1	0	7	0	44
Existing Plus Project Conditions	36	246	80	174	226	27	11	600	115	24	77	23	1639
Background Plus Project Conditions	71	349	96	193	275	46	18	731	219	91	107	51	2247
Year 2023 Model Forecasts**	24	1088	39	38	161	104	94	1098	143	130	152	36	3107
Cumulative Model Vol. Adjustments	+47	+0	+56	+153	+94	+0	+0	+0	+75	+0	+0	+15	+0
Santana Ranch Project Trips	0	16	9	18	78	34	17	31	61	31	40	0	335
Gavilan Collage Project Trips	0	26	7	2	11	0	0	6	1	5	43	0	101
General Plan w/o Project Conditions	71	1130	111	211	344	138	111	1135	280	166	235	51	3983
General Plan w/ Project Buildout Conditions	71	1133	112	213	364	138	111	1145	281	166	242	51	4027

**From Hollister Travel Demand Model with 2023 volumes and all roadway network improvements, including Highway 25 Bypass.
Values in red indicate turning movements where hand adjustments were made.

17 2210
Intersection Name: McCray Street & Hillcrest Road
Peak Hour: AM

Date of Analysis: 7/20/10
Count Date: 06/03/10

Future Growth % Per Year: 1.5%
Number of Years to Buildout: 13

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Totals
Existing Conditions	33	127	42	75	243	4	6	51	15	8	128	39	771
Approved Trips from TRAFFIX	1	0	8	8	82	0	0	0	1	0	45	0	145
Background Conditions	34	127	50	83	325	4	6	51	16	8	173	39	916
Project Trips (with Union Connection)	0	0	1	4	14	0	0	0	0	0	5	0	24
Project Trips (No Union Connection)	0	0	1	4	14	0	0	0	0	0	5	0	24
Existing Plus Project Conditions	33	127	43	79	257	4	6	51	15	8	133	39	795
Background Plus Project Conditions	34	127	51	87	339	4	6	51	16	8	178	39	940
Year 2023 Model Forecasts**	3	58	16	19	172	11	17	97	244	292	162	1	1092
Cumulative Model Vol. Adjustments	+31	+69	+34	+64	+153	+0	+0	+0	+0	+0	+11	+38	+0
Santana Ranch Project Trips	0	0	11	23	94	0	0	0	7	3	48	0	186
Gavilan Collage Project Trips	0	0	14	3	6	0	0	0	0	0	24	0	47
General Plan w/o Project Conditions	34	127	75	109	425	11	17	97	251	295	245	39	1725
General Plan w/ Project Buildout Conditions	34	127	76	113	439	11	17	97	251	295	250	39	1749

**From Hollister Travel Demand Model with 2023 volumes and all roadway network improvements, including Highway 25 Bypass.
Values in red indicate turning movements where hand adjustments were made.

18 2245
Intersection Name: Fairview Road & Santa Ana Road
Peak Hour: AM

Date of Analysis: 7/20/10
Count Date: 05/13/10

Future Growth % Per Year: 1.5%
Number of Years to Buildout: 13

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Totals
Existing Conditions	74	249	0	0	0	0	0	417	109	71	0	60	980
Approved Trips from TRAFFIX	5	24	0	0	0	0	0	69	9	9	0	12	128
Background Conditions	79	273	0	0	0	0	0	486	118	80	0	72	1108
Project Trips (with Union Connection)	0	4	0	0	0	0	0	11	5	2	0	0	22
Project Trips (No Union Connection)	0	4	0	0	0	0	0	11	5	2	0	0	22
Existing Plus Project Conditions	74	253	0	0	0	0	0	428	114	73	0	60	1002
Background Plus Project Conditions	79	277	0	0	0	0	0	497	123	82	0	72	1130
Year 2023 Model Forecasts**	24	237	0	0	0	0	0	223	54	26	0	29	593
Cumulative Model Vol. Adjustments	+55	+36	+0	+0	+0	+0	+0	+263	+64	+54	+0	+43	+515
Santana Ranch Project Trips	0	47	0	0	0	0	0	93	54	27	0	0	221
Gavilan Collage Project Trips	0	35	0	0	0	0	0	8	4	18	0	0	65
General Plan w/o Project Conditions	79	355	0	0	0	0	0	587	176	125	0	72	1394
General Plan w/ Project Buildout Conditions	79	359	0	0	0	0	0	598	181	127	0	72	1416

**From Hollister Travel Demand Model with 2023 volumes and all roadway network improvements, including Highway 25 Bypass.
Values in red indicate turning movements where hand adjustments were made.

19 2248
Intersection Name: Fairview Road & McCloskey Road
Peak Hour: AM

Date of Analysis: 7/20/10
Count Date: 05/12/10

Future Growth % Per Year: 1.5%
Number of Years to Buildout: 13

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Totals
Existing Conditions	39	297	0	0	0	0	0	382	98	37	0	32	885
Approved Trips from TRAFFIX	4	23	0	0	0	0	0	62	19	6	0	12	126
Background Conditions	43	320	0	0	0	0	0	444	117	43	0	44	1011
Project Trips (with Union Connection)	0	3	0	0	0	0	0	10	1	0	0	0	14
Project Trips (No Union Connection)	0	3	0	0	0	0	0	10	1	0	0	0	14
Existing Plus Project Conditions	39	300	0	0	0	0	0	392	99	37	0	32	899
Background Plus Project Conditions	43	323	0	0	0	0	0	454	118	43	0	44	1025
Year 2023 Model Forecasts**	32	203	0	0	0	0	0	190	92	72	0	23	612
Cumulative Model Vol. Adjustments	+11	+117	+0	+0	+0	+0	+0	+254	+25	+0	+0	+21	+399
Santana Ranch Project Trips	0	31	0	0	0	0	0	60	33	17	0	0	141
Gavilan Collage Project Trips	0	29	0	0	0	0	0	7	1	6	0	0	43
General Plan w/o Project Conditions	43	380	0	0	0	0	0	511	151	95	0	44	1224
General Plan w/ Project Buildout Conditions	43	383	0	0	0	0	0	521	152	95	0	44	1238

**From Hollister Travel Demand Model with 2023 volumes and all roadway network improvements, including Highway 25 Bypass.
Values in red indicate turning movements where hand adjustments were made.

20 2243
Intersection Name: Fairview Road & Hillcrest Road (Signalized)
Peak Hour: AM

Date of Analysis: 7/20/10
Count Date: #N/A

Future Growth % Per Year: 1.5%
Number of Years to Buildout: 13

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Totals
Existing Conditions	95	278	0	0	0	0	0	416	27	30	0	117	963
Approved Trips from TRAFFIX	11	31	0	0	0	0	0	84	49	24	0	17	216
Background Conditions	106	309	0	0	0	0	0	500	76	54	0	134	1179
Project Trips (with Union Connection)	0	7	0	0	0	0	0	20	26	8	0	0	61
Project Trips (No Union Connection)	0	5	0	0	0	0	0	16	4	1	0	0	26
Existing Plus Project Conditions	95	283	0	0	0	0	0	432	31	31	0	117	989
Background Plus Project Conditions	106	316	0	0	0	0	0	520	102	62	0	134	1240
Year 2023 Model Forecasts**	28	249	0	0	0	0	0	273	21	22	0	26	619
Cumulative Model Vol. Adjustments	+78	+60	+0	+0	+0	+0	+0	+227	+55	+32	+0	+108	+560
Santana Ranch Project Trips	0	33	53	105	149	139	71	64	11	6	76	0	707
Gavilan Collage Project Trips	0	53	0	0	0	0	0	13	15	61	0	0	142
General Plan w/o Project Conditions	106	395	53	105	149	139	71	577	102	121	76	134	2028
General Plan w/ Project Buildout Conditions	106	402	53	105	149	139	71	597	128	129	76	134	2089

**From Hollister Travel Demand Model with 2023 volumes and all roadway network improvements, including Highway 25 Bypass.
Values in red indicate turning movements where hand adjustments were made.

1 3337
Intersection Name: Fairview Road/Ridgemark Dr & Airline Highway
Peak Hour: PM

Date of Analysis: 7/20/10
Count Date: 05/12/10

Future Growth % Per Year: 1.5%
Number of Years to Buildout: 13

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Totals
Existing Conditions	53	60	80	56	150	7	8	48	114	215	212	44	1047
Approved Trips from TRAFFIX	0	3	14	24	40	0	0	5	20	21	32	0	159
Background Conditions	53	63	94	80	190	7	8	53	134	236	244	44	1206
Project Trips (with Union Connection)	22	1	4	7	0	0	0	1	0	0	0	38	73
Project Trips (No Union Connection)	29	1	4	7	0	0	0	1	0	0	0	50	92
Existing Plus Project Conditions	82	61	84	63	150	7	8	49	114	215	212	94	1139
Background Plus Project Conditions	75	64	98	87	190	7	8	54	134	236	244	82	1279
Year 2023 Model Forecasts**	26	58	119	137	440	0	0	64	281	271	454	30	1880
Cumulative Model Vol. Adjustments	+27	+5	+0	+0	+0	+7	+8	+0	+0	+0	+0	+14	+0
Santana Ranch Project Trips	0	6	30	43	0	0	0	9	0	0	0	0	88
Gavilan Collage Project Trips	74	10	20	31	0	0	0	15	0	0	0	116	266
General Plan w/o Project Conditions	127	79	169	211	440	7	8	88	281	271	454	160	2295
General Plan w/ Project Buildout Conditions	149	80	173	218	440	7	8	89	281	271	454	198	2368

**From Hollister Travel Demand Model with 2023 volumes and all roadway network improvements, including Highway 25 Bypass.
Values in red indicate turning movements where hand adjustments were made.

2 2942
Intersection Name: Enterprise Road & Airline Highway
Peak Hour: PM

Date of Analysis: 7/20/10
Count Date: 05/20/10

Future Growth % Per Year: 1.5%
Number of Years to Buildout: 13

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Totals
Existing Conditions	24	2	30	33	231	48	33	3	40	61	554	66	1125
Approved Trips from TRAFFIX	0	0	0	1	59	0	0	0	0	0	52	0	112
Background Conditions	24	2	30	34	290	48	33	3	40	61	606	66	1237
Project Trips (with Union Connection)	0	0	0	0	22	0	0	0	0	0	38	0	60
Project Trips (No Union Connection)	0	0	0	0	29	0	0	0	0	0	50	0	79
Existing Plus Project Conditions	24	2	30	33	260	48	33	3	40	61	604	66	1204
Background Plus Project Conditions	24	2	30	34	312	48	33	3	40	61	644	66	1297
Year 2023 Model Forecasts**	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Model Vol. Adjustments	+24	+2	+30	+34	+290	+48	+33	+3	+40	+61	+606	+66	+1237
Santana Ranch Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Gavilan Collage Project Trips	0	0	9	6	62	6	9	0	0	0	98	0	190
General Plan w/o Project Conditions	24	2	39	40	352	54	42	3	40	61	704	66	1427
General Plan w/ Project Buildout Conditions	24	2	39	40	374	54	42	3	40	61	742	66	1487

**From Hollister Travel Demand Model with 2023 volumes and all roadway network improvements, including Highway 25 Bypass.
Values in red indicate turning movements where hand adjustments were made.

3 4370
Intersection Name: Fairview Road & Cielo Vista Drive/Fut Res Proj Entrance
Peak Hour: PM Date of Analysis: 7/20/10 Future Growth % Per Year: 1.5%
Count Date: 05/20/10 Number of Years to Buildout: 13

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Totals
Existing Conditions	14	264	0	0	0	0	0	119	30	22	0	13	462
Approved Trips from TRAFFIX	0	17	0	0	0	0	0	29	0	0	0	0	46
Background Conditions	14	281	0	0	0	0	0	148	30	22	0	13	508
Project Trips (with Union Connection)	0	0	93	54	0	27	46	0	0	0	0	0	220
Project Trips (No Union Connection)	0	0	81	47	0	34	58	0	0	0	0	0	220
Existing Plus Project Conditions	14	264	81	47	0	34	58	119	30	22	0	13	682
Background Plus Project Conditions	14	281	93	54	0	27	46	148	30	22	0	13	728
Year 2023 Model Forecasts**	0	390	0	0	0	0	0	413	0	0	0	0	803
Cumulative Model Vol. Adjustments	+14	+0	+0	+0	+0	+0	+0	+0	+30	+22	+0	+13	+0
Santana Ranch Project Trips	0	36	0	0	0	0	0	51	0	0	0	0	87
Gavilan Collage Project Trips	0	0	154	97	0	104	162	0	0	0	0	0	517
General Plan w/o Project Conditions	14	426	154	97	0	104	162	464	30	22	0	13	1486
General Plan w/ Project Buildout Conditions	14	426	247	151	0	131	208	464	30	22	0	13	1706

**From Hollister Travel Demand Model with 2023 volumes and all roadway network improvements, including Highway 25 Bypass.
Values in red indicate turning movements where hand adjustments were made.

4 1274
Intersection Name: Fairview Road & Union Road (future int.)
Peak Hour: PM Date of Analysis: 7/20/10 Future Growth % Per Year: 1.5%
Count Date: n/a Number of Years to Buildout: 13

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Totals
Existing Conditions	0	278	0	0	0	0	0	132	0	0	0	0	410
Approved Trips from TRAFFIX	174	2	0	0	0	0	0	3	26	15	0	105	325
Background Conditions	174	280	0	0	0	0	0	135	26	15	0	105	735
Project Trips (with Union Connection)	0	81	0	0	0	0	0	47	7	12	0	0	147
Project Trips (No Union Connection)	0	81	0	0	0	0	0	47	0	0	0	0	128
Existing Plus Project Conditions	0	359	0	0	0	0	0	179	0	0	0	0	538
Background Plus Project Conditions	174	361	0	0	0	0	0	182	33	27	0	105	882
Year 2023 Model Forecasts**	112	221	0	0	0	0	0	241	234	237	0	107	1152
Cumulative Model Vol. Adjustments	+62	+59	+0	+0	+0	+0	+0	+0	+0	+0	+0	+0	+0
Santana Ranch Project Trips	45	36	0	0	0	0	0	51	0	0	0	65	197
Gavilan Collage Project Trips	0	143	0	0	0	0	0	91	7	11	0	0	252
General Plan w/o Project Conditions	219	459	0	0	0	0	0	383	241	248	0	172	1722
General Plan w/ Project Buildout Conditions	219	540	0	0	0	0	0	430	248	260	0	172	1869

**From Hollister Travel Demand Model with 2023 volumes and all roadway network improvements, including Highway 25 Bypass.
Values in red indicate turning movements where hand adjustments were made.

5 1550
Intersection Name: Valley View Road & Union Road
Peak Hour: PM

Date of Analysis: 7/20/10
Count Date: 06/02/10

Future Growth % Per Year: 1.5%
Number of Years to Buildout: 13

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Totals
Existing Conditions	53	21	19	16	109	3	4	16	85	107	207	113	753
Approved Trips from TRAFFIX	3	0	2	2	119	0	0	0	0	0	185	5	316
Background Conditions	56	21	21	18	228	3	4	16	85	107	392	118	1069
Project Trips (with Union Connection)	0	0	0	0	5	0	0	0	0	0	8	0	13
Project Trips (No Union Connection)	0	0	0	0	4	0	0	0	0	0	2	0	6
Existing Plus Project Conditions	53	21	19	16	113	3	4	16	85	107	209	113	759
Background Plus Project Conditions	56	21	21	18	233	3	4	16	85	107	400	118	1082
Year 2023 Model Forecasts**	63	25	23	19	130	4	5	19	102	128	247	135	900
Cumulative Model Vol. Adjustments	+0	+0	+0	+0	+98	+0	+0	+0	+0	+0	+145	+0	+169
Santana Ranch Project Trips	0	0	0	0	27	0	0	0	0	0	39	0	66
Gavilan Collage Project Trips	0	0	0	0	16	0	0	0	0	0	16	0	32
General Plan w/o Project Conditions	63	25	23	19	271	4	5	19	102	128	447	135	1240
General Plan w/ Project Buildout Conditions	63	25	23	19	276	4	5	19	102	128	455	135	1253

**From Hollister Travel Demand Model with 2023 volumes and all roadway network improvements, including Highway 25 Bypass.
Values in red indicate turning movements where hand adjustments were made.

6 3430
Intersection Name: Airline Highway & Union Road
Peak Hour: PM

Date of Analysis: 7/20/10
Count Date: 05/13/10

Future Growth % Per Year: 1.5%
Number of Years to Buildout: 13

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Totals
Existing Conditions	102	328	208	118	93	24	29	190	86	150	240	139	1707
Approved Trips from TRAFFIX	23	47	118	76	44	1	2	52	6	4	70	28	471
Background Conditions	125	375	326	194	137	25	31	242	92	154	310	167	2178
Project Trips (with Union Connection)	0	26	0	0	5	0	0	15	7	12	8	0	73
Project Trips (No Union Connection)	0	26	0	0	0	4	2	15	11	20	0	0	78
Existing Plus Project Conditions	102	354	208	118	93	28	31	205	97	170	240	139	1785
Background Plus Project Conditions	125	401	326	194	142	25	31	257	99	166	318	167	2251
Year 2023 Model Forecasts**	154	682	454	446	334	64	67	654	207	218	314	205	3799
Cumulative Model Vol. Adjustments	+0	+0	+0	+0	+0	+0	+0	+0	+0	+0	+0	+0	+0
Santana Ranch Project Trips	1	0	0	0	27	0	0	0	0	0	39	1	68
Gavilan Collage Project Trips	0	51	0	0	7	9	6	32	24	38	10	0	177
General Plan w/o Project Conditions	155	733	454	446	368	73	73	686	231	256	363	206	4044
General Plan w/ Project Buildout Conditions	155	759	454	446	373	73	73	701	238	268	371	206	4117

**From Hollister Travel Demand Model with 2023 volumes and all roadway network improvements, including Highway 25 Bypass.
Values in red indicate turning movements where hand adjustments were made.

7 4031
Intersection Name: Southside Road & Union Road
Peak Hour: PM

Date of Analysis: 7/20/10
Count Date: 05/19/10

Future Growth % Per Year: 1.5%
Number of Years to Buildout: 13

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Totals
Existing Conditions	32	38	34	11	254	52	48	52	61	86	433	54	1155
Approved Trips from TRAFFIX	2	0	9	6	62	0	0	0	0	0	80	1	160
Background Conditions	34	38	43	17	316	52	48	52	61	86	513	55	1315
Project Trips (with Union Connection)	0	0	4	2	7	0	0	0	0	0	13	0	26
Project Trips (No Union Connection)	0	0	4	2	7	0	0	0	0	0	13	0	26
Existing Plus Project Conditions	32	38	38	13	261	52	48	52	61	86	446	54	1181
Background Plus Project Conditions	34	38	47	19	323	52	48	52	61	86	526	55	1341
Year 2023 Model Forecasts**	0	96	18	254	418	15	297	41	127	127	416	0	1809
Cumulative Model Vol. Adjustments	+34	+0	+25	+0	+0	+37	+0	+11	+0	+0	+97	+55	+0
Santana Ranch Project Trips	0	0	0	0	16	0	0	0	0	0	23	0	39
Gavilan Collage Project Trips	0	0	8	5	16	0	0	0	0	0	25	0	54
General Plan w/o Project Conditions	34	96	51	259	450	52	297	52	127	127	561	55	2161
General Plan w/ Project Buildout Conditions	34	96	55	261	457	52	297	52	127	127	574	55	2187

**From Hollister Travel Demand Model with 2023 volumes and all roadway network improvements, including Highway 25 Bypass.
Values in red indicate turning movements where hand adjustments were made.

8 2925
Intersection Name: San Benito Street & Union Road
Peak Hour: PM

Date of Analysis: 7/20/10
Count Date: 06/06/06

Future Growth % Per Year: 1.5%
Number of Years to Buildout: 13

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Totals
Existing Conditions	89	0	127	144	214	0	0	0	0	0	395	152	1121
Approved Trips from TRAFFIX	8	0	15	18	46	0	0	0	0	0	65	14	166
Background Conditions	97	0	142	162	260	0	0	0	0	0	460	166	1287
Project Trips (with Union Connection)	0	0	0	0	7	0	0	0	0	0	13	0	20
Project Trips (No Union Connection)	0	0	0	0	7	0	0	0	0	0	13	0	20
Existing Plus Project Conditions	89	0	127	144	221	0	0	0	0	0	408	152	1141
Background Plus Project Conditions	97	0	142	162	267	0	0	0	0	0	473	166	1307
Year 2023 Model Forecasts**	137	0	211	208	723	0	0	0	0	0	697	170	2146
Cumulative Model Vol. Adjustments	+0	+0	+0	+0	+0	+0	+0	+0	+0	+0	+0	+0	+0
Santana Ranch Project Trips	32	0	0	0	16	0	0	0	0	0	23	46	117
Gavilan Collage Project Trips	0	0	0	0	16	0	0	0	0	0	25	0	41
General Plan w/o Project Conditions	169	0	211	208	755	0	0	0	0	0	745	216	2304
General Plan w/ Project Buildout Conditions	169	0	211	208	762	0	0	0	0	0	758	216	2324

**From Hollister Travel Demand Model with 2023 volumes and all roadway network improvements, including Highway 25 Bypass.
Values in red indicate turning movements where hand adjustments were made.

9 3072
Intersection Name: Union Road/Mitchell Road & Highway 156
Peak Hour: PM

Date of Analysis: 7/20/10
Count Date: 06/08/10

Future Growth % Per Year: 1.5%
Number of Years to Buildout: 13

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Totals
Existing Conditions	4	66	126	36	622	29	65	9	298	413	709	5	2382
Approved Trips from TRAFFIX	13	0	0	0	0	0	0	0	54	79	0	22	168
Background Conditions	17	66	126	36	622	29	65	9	352	492	709	27	2550
Project Trips (with Union Connection)	0	0	0	0	0	0	0	0	7	13	0	0	20
Project Trips (No Union Connection)	0	0	0	0	0	0	0	0	7	13	0	0	20
Existing Plus Project Conditions	4	66	126	36	622	29	65	9	305	426	709	5	2402
Background Plus Project Conditions	17	66	126	36	622	29	65	9	359	505	709	27	2570
Year 2023 Model Forecasts**	0	0	0	0	1097	23	17	0	807	828	1085	0	3857
Cumulative Model Vol. Adjustments	+17	+66	+126	+36	+0	+6	+48	+9	+0	+0	+0	+27	+0
Santana Ranch Project Trips	0	0	0	0	5	0	0	0	48	69	8	0	130
Gavilan Collage Project Trips	0	0	0	0	0	0	0	0	16	25	0	0	41
General Plan w/o Project Conditions	17	66	126	36	1102	29	65	9	871	922	1093	27	4363
General Plan w/ Project Buildout Conditions	17	66	126	36	1102	29	65	9	878	935	1093	27	4383

**From Hollister Travel Demand Model with 2023 volumes and all roadway network improvements, including Highway 25 Bypass.
Values in red indicate turning movements where hand adjustments were made.

10 2367
Intersection Name: Airline Highway & Sunset Drive
Peak Hour: PM

Date of Analysis: 7/20/10
Count Date: 06/03/10

Future Growth % Per Year: 1.5%
Number of Years to Buildout: 13

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Totals
Existing Conditions	61	584	204	224	87	23	30	549	38	21	59	43	1923
Approved Trips from TRAFFIX	10	173	50	41	2	3	3	141	12	11	3	6	455
Background Conditions	71	757	254	265	89	26	33	690	50	32	62	49	2378
Project Trips (with Union Connection)	0	26	0	0	0	0	0	15	0	0	0	0	41
Project Trips (No Union Connection)	0	26	0	0	0	0	0	15	0	0	0	0	41
Existing Plus Project Conditions	61	610	204	224	87	23	30	564	38	21	59	43	1964
Background Plus Project Conditions	71	783	254	265	89	26	33	705	50	32	62	49	2419
Year 2023 Model Forecasts**	100	1284	181	187	37	43	45	1293	4	30	30	43	3277
Cumulative Model Vol. Adjustments	+0	+0	+73	+78	+52	+0	+0	+0	+46	+2	+32	+6	+0
Santana Ranch Project Trips	0	0	0	0	0	0	0	0	2	0	0	0	2
Gavilan Collage Project Trips	0	51	0	0	0	0	0	32	0	0	0	0	83
General Plan w/o Project Conditions	100	1335	254	265	89	43	45	1325	52	32	62	49	3651
General Plan w/ Project Buildout Conditions	100	1361	254	265	89	43	45	1340	52	32	62	49	3692

**From Hollister Travel Demand Model with 2023 volumes and all roadway network improvements, including Highway 25 Bypass.
Values in red indicate turning movements where hand adjustments were made.

11 2331
Intersection Name: McCray St/Highway 25 Bypass & Sunnyslope Road/Tres Pinos Road
Peak Hour: PM
Date of Analysis: 7/20/10
Count Date: 06/09/10
Future Growth % Per Year: 1.5%
Number of Years to Buildout: 13

	Movements												Int.
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Totals
Existing Conditions	104	563	160	24	267	181	111	395	232	222	354	124	2737
Approved Trips from TRAFFIX	60	186	86	73	57	11	8	154	29	38	62	66	830
Background Conditions	164	749	246	97	324	192	119	549	261	260	416	190	3567
Project Trips (with Union Connection)	0	13	3	2	7	0	0	8	6	10	13	0	62
Project Trips (No Union Connection)	0	13	3	2	7	0	0	8	6	10	13	0	62
Existing Plus Project Conditions	104	576	163	26	274	181	111	403	238	232	367	124	2799
Background Plus Project Conditions	164	762	249	99	331	192	119	557	267	270	429	190	3629
Year 2023 Model Forecasts**	279	1371	565	519	508	126	134	1334	368	379	504	281	6368
Cumulative Model Vol. Adjustments	+0	+0	+0	+0	+0	+66	+0	+0	+0	+0	+0	+0	+0
Santana Ranch Project Trips	27	0	117	81	100	12	18	1	0	0	144	38	538
Gavilan Collage Project Trips	0	27	0	0	10	0	0	17	15	23	16	0	108
General Plan w/o Project Conditions	306	1398	682	600	618	204	152	1352	383	402	664	319	7080
General Plan w/ Project Buildout Conditions	306	1411	685	602	625	204	152	1360	389	412	677	319	7142

**From Hollister Travel Demand Model with 2023 volumes and all roadway network improvements, including Highway 25 Bypass.
Values in red indicate turning movements where hand adjustments were made.

12 1551
Intersection Name: Valley View Road & Sunnyslope Road
Peak Hour: PM
Date of Analysis: 7/20/10
Count Date: 05/27/10
Future Growth % Per Year: 1.5%
Number of Years to Buildout: 13

	Movements												Int.
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Totals
Existing Conditions	0	0	0	0	298	32	66	0	69	64	436	0	965
Approved Trips from TRAFFIX	0	0	0	0	110	0	0	0	0	0	129	0	239
Background Conditions	0	0	0	0	408	32	66	0	69	64	565	0	1204
Project Trips (with Union Connection)	0	0	0	0	11	0	0	0	0	0	20	0	31
Project Trips (No Union Connection)	0	0	0	0	11	0	0	0	0	0	20	0	31
Existing Plus Project Conditions	0	0	0	0	309	32	66	0	69	64	456	0	996
Background Plus Project Conditions	0	0	0	0	419	32	66	0	69	64	585	0	1235
Year 2023 Model Forecasts**	0	0	0	0	356	38	79	0	82	76	521	0	1153
Cumulative Model Vol. Adjustments	+0	+0	+0	+0	+52	+0	+0	+0	+0	+0	+44	+0	+51
Santana Ranch Project Trips	0	0	0	0	211	0	0	0	0	0	304	0	515
Gavilan Collage Project Trips	0	0	0	0	15	0	0	0	0	0	23	0	38
General Plan w/o Project Conditions	0	0	0	0	634	38	79	0	82	76	892	0	1802
General Plan w/ Project Buildout Conditions	0	0	0	0	645	38	79	0	82	76	912	0	1833

**From Hollister Travel Demand Model with 2023 volumes and all roadway network improvements, including Highway 25 Bypass.
Values in red indicate turning movements where hand adjustments were made.

13 2347
Intersection Name: Fairview Road & Sunnyslope Road
Peak Hour: PM

Date of Analysis: 7/20/10
Count Date: 05/19/10

Future Growth % Per Year: 1.5%
Number of Years to Buildout: 13

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Totals
Existing Conditions	152	184	0	0	0	0	0	113	48	32	0	113	642
Approved Trips from TRAFFIX	30	123	0	0	0	0	0	80	36	54	0	19	342
Background Conditions	182	307	0	0	0	0	0	193	84	86	0	132	984
Project Trips (with Union Connection)	0	51	0	0	0	0	0	30	16	27	0	0	124
Project Trips (No Union Connection)	0	51	0	0	0	0	0	30	16	27	0	0	124
Existing Plus Project Conditions	152	235	0	0	0	0	0	143	64	59	0	113	766
Background Plus Project Conditions	182	358	0	0	0	0	0	223	100	113	0	132	1108
Year 2023 Model Forecasts**	86	232	0	0	0	0	0	247	206	203	0	94	1068
Cumulative Model Vol. Adjustments	+96	+75	+0	+0	+0	+0	+0	+0	+0	+0	+0	+38	+0
Santana Ranch Project Trips	64	46	86	60	178	46	67	67	0	0	256	91	961
Gavilan Collage Project Trips	0	101	0	0	0	0	0	64	27	42	0	0	234
General Plan w/o Project Conditions	246	454	86	60	178	46	67	378	233	245	256	223	2472
General Plan w/ Project Buildout Conditions	246	505	86	60	178	46	67	408	249	272	256	223	2596

**From Hollister Travel Demand Model with 2023 volumes and all roadway network improvements, including Highway 25 Bypass.
Values in red indicate turning movements where hand adjustments were made.

14 2242
Intersection Name: Fairview Road & Hillcrest Road
Peak Hour: PM

Date of Analysis: 7/20/10
Count Date: 05/18/10

Future Growth % Per Year: 1.5%
Number of Years to Buildout: 13

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Totals
Existing Conditions	141	284	0	0	0	0	0	195	41	26	0	92	779
Approved Trips from TRAFFIX	24	94	0	0	0	0	0	58	41	59	0	20	296
Background Conditions	165	378	0	0	0	0	0	253	82	85	0	112	1075
Project Trips (with Union Connection)	0	22	0	0	0	0	0	13	17	29	0	0	81
Project Trips (No Union Connection)	0	22	0	0	0	0	0	13	17	29	0	0	81
Existing Plus Project Conditions	141	306	0	0	0	0	0	208	58	55	0	92	860
Background Plus Project Conditions	165	400	0	0	0	0	0	266	99	114	0	112	1156
Year 2023 Model Forecasts**	46	319	0	0	0	0	0	344	28	26	0	52	815
Cumulative Model Vol. Adjustments	+119	+59	+0	+0	+0	+0	+0	+0	+54	+59	+0	+60	+260
Santana Ranch Project Trips	0	73	119	83	118	110	158	51	9	13	169	0	903
Gavilan Collage Project Trips	0	46	0	0	0	0	0	29	34	54	0	0	163
General Plan w/o Project Conditions	165	497	119	83	118	110	158	424	125	152	169	112	2232
General Plan w/ Project Buildout Conditions	165	519	119	83	118	110	158	437	142	181	169	112	2313

**From Hollister Travel Demand Model with 2023 volumes and all roadway network improvements, including Highway 25 Bypass.
Values in red indicate turning movements where hand adjustments were made.

15 2218
Intersection Name: Memorial Drive & Hillcrest Road
Peak Hour: PM

Date of Analysis: 7/20/10
Count Date: 05/26/10

Future Growth % Per Year: 1.5%
Number of Years to Buildout: 13

	Movements												Int.
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Totals
Existing Conditions	16	112	52	61	197	36	60	106	48	145	285	21	1139
Approved Trips from TRAFFIX	0	5	3	5	81	4	2	7	1	1	91	0	200
Background Conditions	16	117	55	66	278	40	62	113	49	146	376	21	1339
Project Trips (with Union Connection)	0	0	0	0	14	0	0	0	0	0	25	0	39
Project Trips (No Union Connection)	0	0	0	0	14	0	0	0	0	0	25	0	39
Existing Plus Project Conditions	16	112	52	61	211	36	60	106	48	145	310	21	1178
Background Plus Project Conditions	16	117	55	66	292	40	62	113	49	146	401	21	1378
Year 2023 Model Forecasts**	45	267	298	289	201	53	53	268	60	57	204	39	1834
Cumulative Model Vol. Adjustments	+0	+0	+0	+0	+77	+0	+9	+0	+0	+89	+172	+0	+0
Santana Ranch Project Trips	0	0	0	0	103	6	9	0	0	0	148	0	266
Gavilan Collage Project Trips	0	0	0	0	28	0	0	0	0	0	45	0	73
General Plan w/o Project Conditions	45	267	298	289	409	59	71	268	60	146	569	39	2520
General Plan w/ Project Buildout Conditions	45	267	298	289	423	59	71	268	60	146	594	39	2559

**From Hollister Travel Demand Model with 2023 volumes and all roadway network improvements, including Highway 25 Bypass.
Values in red indicate turning movements where hand adjustments were made.

16 1449
Intersection Name: Highway 25 Bypass & Hillcrest Road
Peak Hour: PM

Date of Analysis: 7/20/10
Count Date: 06/08/10

Future Growth % Per Year: 1.5%
Number of Years to Buildout: 13

	Movements												Int.
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Totals
Existing Conditions	33	682	260	82	234	30	45	430	131	54	296	36	2313
Approved Trips from TRAFFIX	48	171	26	24	51	12	19	153	120	149	65	54	892
Background Conditions	81	853	286	106	285	42	64	583	251	203	361	90	3205
Project Trips (with Union Connection)	0	12	2	1	13	0	0	7	1	1	23	0	60
Project Trips (No Union Connection)	0	12	2	1	13	0	0	7	1	1	23	0	60
Existing Plus Project Conditions	33	694	262	83	247	30	45	437	132	55	319	36	2373
Background Plus Project Conditions	81	865	288	107	298	42	64	590	252	204	384	90	3265
Year 2023 Model Forecasts**	58	1299	45	46	232	96	90	1361	170	263	243	67	3970
Cumulative Model Vol. Adjustments	+23	+0	+241	+60	+53	+0	+0	+0	+81	+0	+118	+23	+0
Santana Ranch Project Trips	0	35	20	14	62	27	39	25	48	69	89	0	428
Gavilan Collage Project Trips	0	23	6	4	24	0	0	14	3	5	39	0	118
General Plan w/o Project Conditions	81	1357	312	124	371	123	129	1400	302	337	489	90	5115
General Plan w/ Project Buildout Conditions	81	1369	314	125	384	123	129	1407	303	338	512	90	5175

**From Hollister Travel Demand Model with 2023 volumes and all roadway network improvements, including Highway 25 Bypass.
Values in red indicate turning movements where hand adjustments were made.

17 2210
Intersection Name: McCray Street & Hillcrest Road
Peak Hour: PM

Date of Analysis: 7/20/10
Count Date: 06/09/10

Future Growth % Per Year: 1.5%
Number of Years to Buildout: 13

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Totals
Existing Conditions	68	235	107	136	187	8	7	78	21	30	185	46	1108
Approved Trips from TRAFFIX	1	0	13	13	75	0	0	0	1	1	100	1	205
Background Conditions	69	235	120	149	262	8	7	78	22	31	285	47	1313
Project Trips (with Union Connection)	0	0	4	2	9	0	0	0	0	0	16	0	31
Project Trips (No Union Connection)	0	0	4	2	9	0	0	0	0	0	16	0	31
Existing Plus Project Conditions	68	235	111	138	196	8	7	78	21	30	201	46	1139
Background Plus Project Conditions	69	235	124	151	271	8	7	78	22	31	301	47	1344
Year 2023 Model Forecasts**	18	224	56	24	265	18	30	139	329	263	332	14	1712
Cumulative Model Vol. Adjustments	+51	+11	+64	+125	+0	+0	+0	+0	+0	+0	+0	+33	+0
Santana Ranch Project Trips	0	0	26	18	74	0	0	0	5	8	107	0	238
Gavilan Collage Project Trips	0	0	13	8	13	0	0	0	0	0	21	0	55
General Plan w/o Project Conditions	69	235	159	175	352	18	30	139	334	271	460	47	2289
General Plan w/ Project Buildout Conditions	69	235	163	177	361	18	30	139	334	271	476	47	2320

**From Hollister Travel Demand Model with 2023 volumes and all roadway network improvements, including Highway 25 Bypass.
Values in red indicate turning movements where hand adjustments were made.

18 2245
Intersection Name: Fairview Road & Santa Ana Road
Peak Hour: PM

Date of Analysis: 7/20/10
Count Date: 05/13/10

Future Growth % Per Year: 1.5%
Number of Years to Buildout: 13

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Totals
Existing Conditions	81	342	0	0	0	0	0	231	60	63	0	78	855
Approved Trips from TRAFFIX	14	77	0	0	0	0	0	46	12	12	0	9	170
Background Conditions	95	419	0	0	0	0	0	277	72	75	0	87	1025
Project Trips (with Union Connection)	0	13	0	0	0	0	0	7	3	6	0	0	29
Project Trips (No Union Connection)	0	13	0	0	0	0	0	7	3	6	0	0	29
Existing Plus Project Conditions	81	355	0	0	0	0	0	238	63	69	0	78	884
Background Plus Project Conditions	95	432	0	0	0	0	0	284	75	81	0	87	1054
Year 2023 Model Forecasts**	45	283	0	0	0	0	0	301	68	47	0	51	795
Cumulative Model Vol. Adjustments	+50	+136	+0	+0	+0	+0	+0	+0	+4	+28	+0	+36	+230
Santana Ranch Project Trips	0	106	0	0	0	0	0	73	42	61	0	0	282
Gavilan Collage Project Trips	0	30	0	0	0	0	0	19	10	16	0	0	75
General Plan w/o Project Conditions	95	555	0	0	0	0	0	393	124	152	0	87	1406
General Plan w/ Project Buildout Conditions	95	568	0	0	0	0	0	400	127	158	0	87	1435

**From Hollister Travel Demand Model with 2023 volumes and all roadway network improvements, including Highway 25 Bypass.
Values in red indicate turning movements where hand adjustments were made.

19 2248
Intersection Name: Fairview Road & McCloskey Road
Peak Hour: PM
Date of Analysis: 7/20/10 Future Growth % Per Year: 1.5%
Count Date: 05/12/10 Number of Years to Buildout: 13

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Totals
Existing Conditions	30	314	0	0	0	0	0	171	28	99	0	52	694
Approved Trips from TRAFFIX	12	70	0	0	0	0	0	44	11	21	0	7	165
Background Conditions	42	384	0	0	0	0	0	215	39	120	0	59	859
Project Trips (with Union Connection)	0	11	0	0	0	0	0	7	1	1	0	0	20
Project Trips (No Union Connection)	0	11	0	0	0	0	0	7	1	1	0	0	20
Existing Plus Project Conditions	30	325	0	0	0	0	0	178	29	100	0	52	714
Background Plus Project Conditions	42	395	0	0	0	0	0	222	40	121	0	59	879
Year 2023 Model Forecasts**	42	256	0	0	0	0	0	254	102	90	0	25	769
Cumulative Model Vol. Adjustments	+0	+128	+0	+0	+0	+0	+0	+0	+0	+30	+0	+34	+90
Santana Ranch Project Trips	0	68	0	0	0	0	0	48	26	37	0	0	179
Gavilan Collage Project Trips	0	25	0	0	0	0	0	16	3	5	0	0	49
General Plan w/o Project Conditions	42	477	0	0	0	0	0	318	131	162	0	59	1189
General Plan w/ Project Buildout Conditions	42	488	0	0	0	0	0	325	132	163	0	59	1209

**From Hollister Travel Demand Model with 2023 volumes and all roadway network improvements, including Highway 25 Bypass.
Values in red indicate turning movements where hand adjustments were made.

20 2243
Intersection Name: Fairview Road & Hillcrest Road (Signalized)
Peak Hour: PM
Date of Analysis: 7/20/10 Future Growth % Per Year: 1.5%
Count Date: #N/A Number of Years to Buildout: 13

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Totals
Existing Conditions	141	284	0	0	0	0	0	195	41	26	0	92	779
Approved Trips from TRAFFIX	24	94	0	0	0	0	0	58	41	59	0	20	296
Background Conditions	165	378	0	0	0	0	0	253	82	85	0	112	1075
Project Trips (with Union Connection)	0	22	0	0	0	0	0	13	17	29	0	0	81
Project Trips (No Union Connection)	0	18	0	0	0	0	0	11	2	4	0	0	35
Existing Plus Project Conditions	141	302	0	0	0	0	0	206	43	30	0	92	814
Background Plus Project Conditions	165	400	0	0	0	0	0	266	99	114	0	112	1156
Year 2023 Model Forecasts**	46	319	0	0	0	0	0	344	28	26	0	52	815
Cumulative Model Vol. Adjustments	+119	+59	+0	+0	+0	+0	+0	+0	+54	+59	+0	+60	+260
Santana Ranch Project Trips	0	73	119	83	118	110	158	51	9	13	169	0	903
Gavilan Collage Project Trips	0	46	0	0	0	0	0	29	34	54	0	0	163
General Plan w/o Project Conditions	165	497	119	83	118	110	158	424	125	152	169	112	2232
General Plan w/ Project Buildout Conditions	165	519	119	83	118	110	158	437	142	181	169	112	2313

**From Hollister Travel Demand Model with 2023 volumes and all roadway network improvements, including Highway 25 Bypass.
Values in red indicate turning movements where hand adjustments were made.

Count Comparisons

Southside Rd and Union Rd

AM Peak-Hour

	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
New Count (Summer Count)	24	35	88	9	382	33	30	9	10	53	156	16	845
Old Count (School-Year Count)	49	20	21	27	533	36	37	38	111	61	258	22	1213
Movement Factor (School / Summer)	*2.04*	*0.57*	*0.24*	*3.00*	*1.40*	*1.09*	*1.23*	*4.22*	*11.10*	*1.15*	*1.65*	*1.38*	
Approach Factor (School / Summer)		*0.61*			*1.41*			*3.80*			*1.52*		
Intersection Factor (School / Summer)													*1.44*

PM Peak-Hour

	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
New Count (Summer Count)	37	38	64	13	218	39	20	51	35	97	457	52	1121
Old Count (School-Year Count)	28	41	31	26	242	43	26	41	70	94	458	53	1153
Movement Factor (School / Summer)	*0.76*	*1.08*	*0.48*	*2.00*	*1.11*	*1.10*	*1.30*	*0.80*	*2.00*	*0.97*	*1.00*	*1.02*	
Approach Factor (School / Summer)		*0.72*			*1.15*			*1.29*			*1.00*		
Intersection Factor (School / Summer)													*1.03*

Highway 25 and Highway 156

AM Peak-Hour

	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
New Count (Summer Count)	62	301	13	18	202	13	8	981	23	30	151	182	1984
Old Count (School-Year Count)	32	313	20	15	192	2	2	1104	14	31	118	223	2066
Movement Factor (School / Summer)	*0.52*	*1.04*	*1.54*	*0.83*	*0.95*	*0.15*	*0.25*	*1.13*	*0.61*	*1.03*	*0.78*	*1.23*	
Approach Factor (School / Summer)		*0.97*			*0.90*			*1.11*			*1.02*		
Intersection Factor (School / Summer)													*1.04*

PM Peak-Hour

	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
New Count (Summer Count)	225	1043	8	7	314	3	4	332	40	14	317	81	2388
Old Count (School-Year Count)	167	1170	14	8	177	1	1	391	34	14	242	71	2290
Movement Factor (School / Summer)	*0.74*	*1.12*	*1.75*	*1.14*	*0.56*	*0.33*	*0.25*	*1.18*	*0.85*	*1.00*	*0.76*	*0.88*	
Approach Factor (School / Summer)		*1.06*			*0.57*			*1.13*			*0.79*		
Intersection Factor (School / Summer)													*0.96*

Fairview Rd and McCloskey Rd

AM Peak-Hour

	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
New Count (Summer Count)	32	179	0	0	0	0	0	283	178	42	0	25	739
Old Count (School-Year Count)	42	202	0	0	0	0	0	366	168	46	0	35	859
Movement Factor (School / Summer)	*1.31*	*1.13*						*1.29*	*0.94*	*1.10*		*1.40*	
Approach Factor (School / Summer)		*1.16*						*1.16*			*1.21*		
Intersection Factor (School / Summer)													*1.16*

PM Peak-Hour

	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
New Count (Summer Count)	25	354	0	0	0	0	0	219	49	199	0	46	892
Old Count (School-Year Count)	27	389	0	0	0	0	0	211	47	135	0	39	848
Movement Factor (School / Summer)	*1.08*	*1.10*						*0.96*	*0.96*	*0.68*		*0.85*	
Approach Factor (School / Summer)		*1.10*						*0.96*			*0.71*		
Intersection Factor (School / Summer)													*0.95*

3-Intersection Average	***AM***	***1.21***
	PM	***0.98***

Appendix C

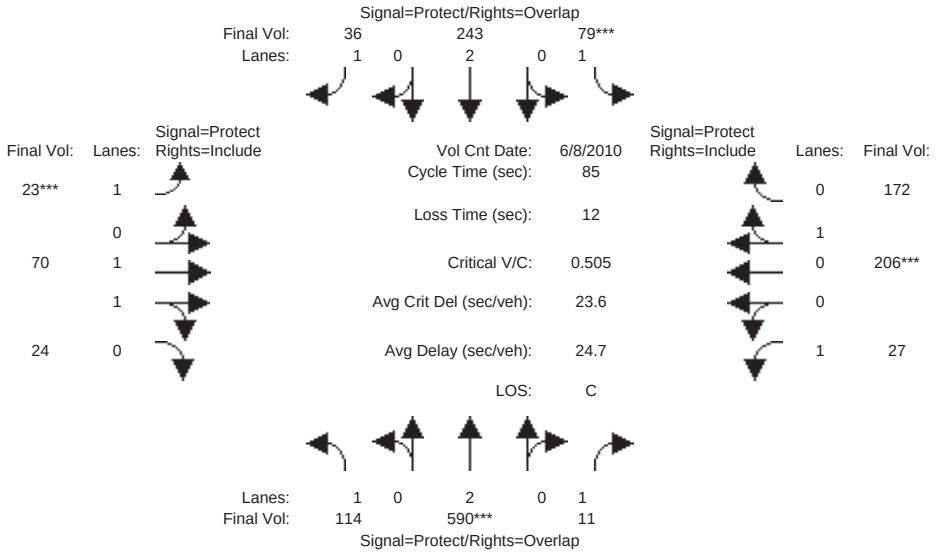
Intersection Level of Service Calculations

Existing Conditions

Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #1449: Hwy 25 Bypass and Hillcrest Rd



Street Name:	Hwy 25 Bypass						Hillcrest Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	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: 8 Jun 2010 <<												
Base Vol:	114	590	11	79	243	36	23	70	24	27	206	172
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	590	11	79	243	36	23	70	24	27	206	172
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	590	11	79	243	36	23	70	24	27	206	172
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	590	11	79	243	36	23	70	24	27	206	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	590	11	79	243	36	23	70	24	27	206	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	590	11	79	243	36	23	70	24	27	206	172
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.91	0.91	0.95	0.93	0.93
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.49	0.51	1.00	0.54	0.46
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	2586	887	1805	965	806
Capacity Analysis Module:												
Vol/Sat:	0.06	0.16	0.01	0.04	0.07	0.02	0.01	0.03	0.03	0.01	0.21	0.21
Crit Moves:		****			****			****			****	
Green Time:	16.9	27.5	41.1	7.4	18.0	20.2	2.1	24.5	24.5	13.6	36.0	36.0
Volume/Cap:	0.32	0.50	0.01	0.50	0.32	0.09	0.50	0.09	0.09	0.09	0.50	0.50
Delay/Veh:	29.6	23.6	11.4	39.7	28.5	25.4	49.7	22.1	22.1	30.6	18.5	18.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.6	23.6	11.4	39.7	28.5	25.4	49.7	22.1	22.1	30.6	18.5	18.5
LOS by Move:	C	C	B	D	C	C	D	C	C	C	B	B
HCM2kAvgQ:	2	6	0	2	3	1	1	1	1	1	8	8

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

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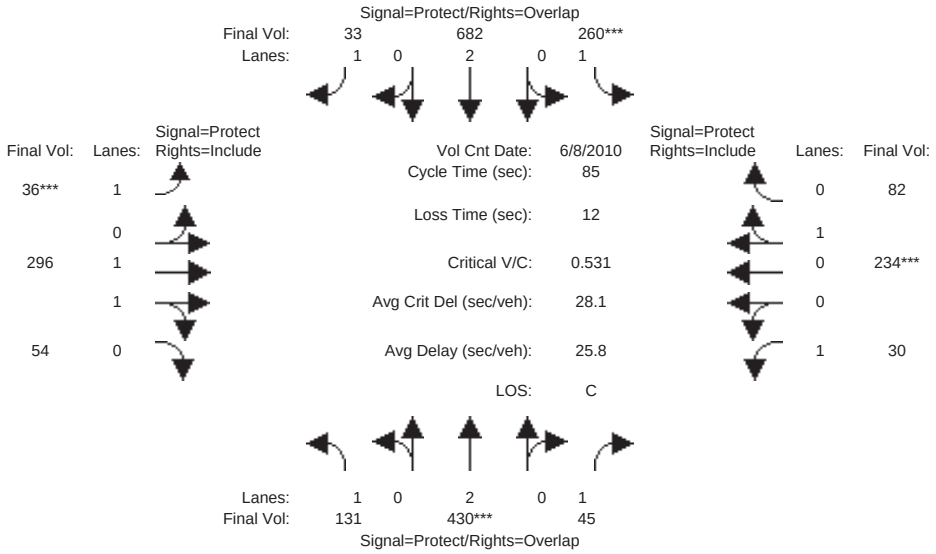
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #1449: Hwy 25 Bypass and Hillcrest Rd



Street Name:	Hwy 25 Bypass						Hillcrest Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	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: 8 Jun 2010 <<												
Base Vol:	131	430	45	260	682	33	36	296	54	30	234	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	430	45	260	682	33	36	296	54	30	234	82
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	430	45	260	682	33	36	296	54	30	234	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	430	45	260	682	33	36	296	54	30	234	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	430	45	260	682	33	36	296	54	30	234	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	430	45	260	682	33	36	296	54	30	234	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.93	0.93	0.95	0.96	0.96
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.69	0.31	1.00	0.74	0.26
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	2983	544	1805	1352	474
Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	0.03	0.14	0.19	0.02	0.02	0.10	0.10	0.02	0.17	0.17
Crit Moves:		****		****			****				****	
Green Time:	11.7	19.1	23.5	23.1	30.4	33.6	3.2	26.5	26.5	4.4	27.7	27.7
Volume/Cap:	0.53	0.53	0.10	0.53	0.53	0.05	0.53	0.32	0.32	0.32	0.53	0.53
Delay/Veh:	36.2	29.7	23.0	27.5	22.0	15.9	48.0	22.6	22.6	40.8	24.3	24.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.2	29.7	23.0	27.5	22.0	15.9	48.0	22.6	22.6	40.8	24.3	24.3
LOS by Move:	D	C	C	C	C	B	D	C	C	D	C	C
HCM2kAvgQ:	3	5	1	6	7	1	2	4	4	1	7	7

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

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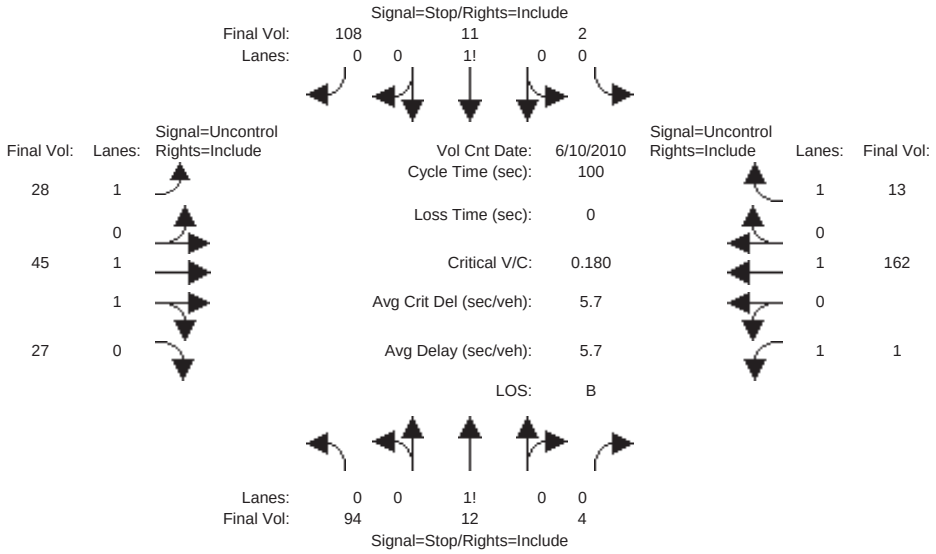
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #1550: Valleyview Rd and Union Rd



Street Name:	Valley View Rd						Union Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Volume Module: >> Count Date: 10 Jun 2010 <<												
Base Vol:	94	12	4	2	11	108	28	45	27	1	162	13
Growth Adj:	1.00	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	12	4	2	11	108	28	45	27	1	162	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	94	12	4	2	11	108	28	45	27	1	162	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	12	4	2	11	108	28	45	27	1	162	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	94	12	4	2	11	108	28	45	27	1	162	13
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	345	292	36	249	292	162	175	xxxx	xxxxx	72	xxxx	xxxxx
Potent Cap.:	614	622	1042	709	622	888	1414	xxxx	xxxxx	1541	xxxx	xxxxx
Move Cap.:	523	610	1042	685	609	888	1414	xxxx	xxxxx	1541	xxxx	xxxxx
Volume/Cap:	0.18	0.02	0.00	0.00	0.02	0.12	0.02	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	541	xxxxx	xxxx	849	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.8	xxxxx	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	13.3	xxxxx	xxxxx	9.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	A	*	*	*	*	*	*	*
ApproachDel:	13.3			9.9			xxxxxx			xxxxxx		
ApproachLOS:	B			A			*			*		

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

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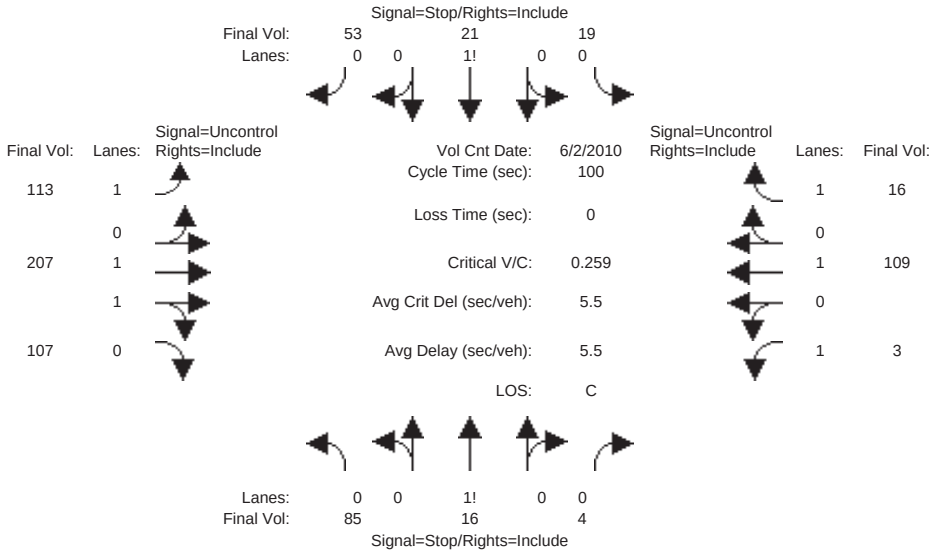
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing (PM)

Intersection #1550: Valleyview Rd and Union Rd



Street Name:	Valley View Rd						Union Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Volume Module: >> Count Date: 2 Jun 2010 <<												
Base Vol:	85	16	4	19	21	53	113	207	107	3	109	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:	85	16	4	19	21	53	113	207	107	3	109	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	16	4	19	21	53	113	207	107	3	109	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	85	16	4	19	21	53	113	207	107	3	109	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	85	16	4	19	21	53	113	207	107	3	109	16
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	647	618	157	453	655	109	125	xxxx	xxxxx	314	xxxx	xxxxx
Potent Cap.:	387	408	894	521	388	950	1474	xxxx	xxxxx	1258	xxxx	xxxxx
Move Cap.:	328	376	894	472	358	950	1474	xxxx	xxxxx	1258	xxxx	xxxxx
Volume/Cap:	0.26	0.04	0.00	0.04	0.06	0.06	0.08	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	7.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	343	xxxxx	xxxx	601	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.3	xxxxx	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	20.1	xxxxx	xxxxx	12.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	B	*	*	*	*	*	*	*
ApproachDel:	20.1			12.1			xxxxx			xxxxx		
ApproachLOS:	C			B			*			*		

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

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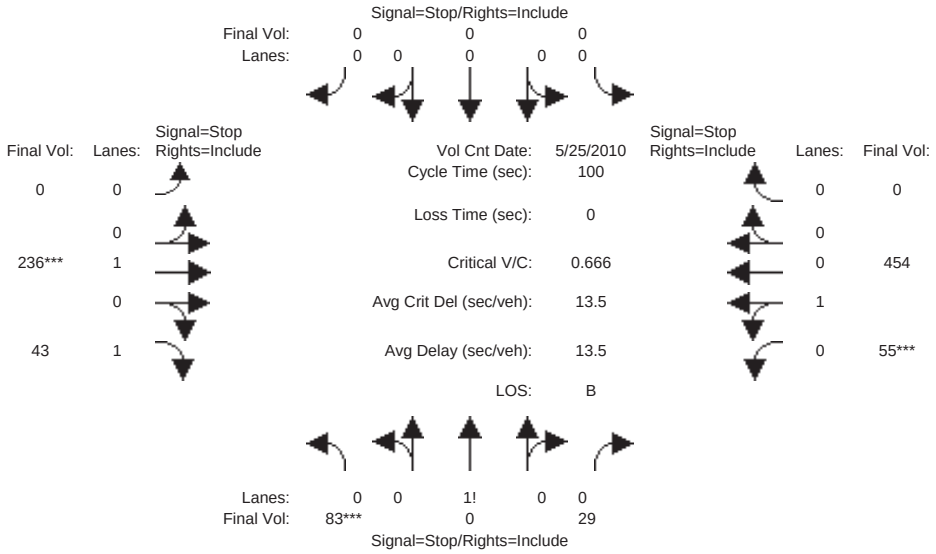
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing (AM)

Intersection #1551: Valley View Rd and Sunnyslope Rd



Street Name:	Valley View Rd						Sunnyslope Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 25 May 2010 <<												
Base Vol:	83	0	29	0	0	0	0	236	43	55	454	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:	83	0	29	0	0	0	0	236	43	55	454	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	0	29	0	0	0	0	236	43	55	454	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:	83	0	29	0	0	0	0	236	43	55	454	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	0	29	0	0	0	0	236	43	55	454	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:	83	0	29	0	0	0	0	236	43	55	454	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:	0.74	0.00	0.26	0.00	0.00	0.00	0.00	1.00	1.00	0.11	0.89	0.00
Final Sat.:	436	0	152	0	0	0	0	676	778	83	682	0
Capacity Analysis Module:												
Vol/Sat:	0.19	xxxx	0.19	xxxx	xxxx	xxxx	xxxx	0.35	0.06	0.67	0.67	xxxx
Crit Moves:	****							****		****		
Delay/Veh:	9.7	0.0	9.7	0.0	0.0	0.0	0.0	10.6	7.5	16.2	16.2	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	0.0	9.7	0.0	0.0	0.0	0.0	10.6	7.5	16.2	16.2	0.0
LOS by Move:	A	*	A	*	*	*	*	B	A	C	C	*
ApproachDel:	9.7			xxxxxx			10.1			16.2		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	9.7			xxxxxx			10.1			16.2		
LOS by Appr:	A			*			B			C		
AllWayAvgQ:	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.5	0.1	1.8	1.8	1.8

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

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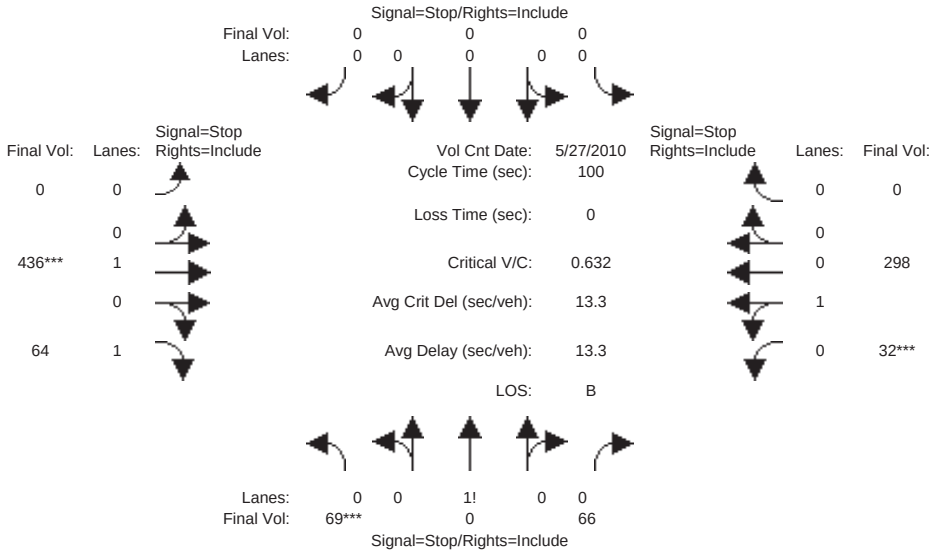
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing (PM)

Intersection #1551: Valley View Rd and Sunnyslope Rd



Street Name:	Valley View Rd						Sunnyslope Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 27 May 2010 <<												
Base Vol:	69	0	66	0	0	0	0	436	64	32	298	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	0	66	0	0	0	0	436	64	32	298	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	0	66	0	0	0	0	436	64	32	298	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	0	66	0	0	0	0	436	64	32	298	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	0	66	0	0	0	0	436	64	32	298	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	0	66	0	0	0	0	436	64	32	298	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:	0.51	0.00	0.49	0.00	0.00	0.00	0.00	1.00	1.00	0.10	0.90	0.00
Final Sat.:	307	0	293	0	0	0	0	689	795	69	643	0
Capacity Analysis Module:												
Vol/Sat:	0.22	xxxx	0.22	xxxx	xxxx	xxxx	xxxx	0.63	0.08	0.46	0.46	xxxx
Crit Moves:	****							****		****		
Delay/Veh:	9.9	0.0	9.9	0.0	0.0	0.0	0.0	16.1	7.5	12.0	12.0	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:	9.9	0.0	9.9	0.0	0.0	0.0	0.0	16.1	7.5	12.0	12.0	0.0
LOS by Move:	A	*	A	*	*	*	*	C	A	B	B	*
ApproachDel:	9.9			xxxxxx			15.0			12.0		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	9.9			xxxxxx			15.0			12.0		
LOS by Appr:	A			*			B			B		
AllWayAvgQ:	0.2	0.2	0.2	0.0	0.0	0.0	0.0	1.6	0.1	0.8	0.8	0.8

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

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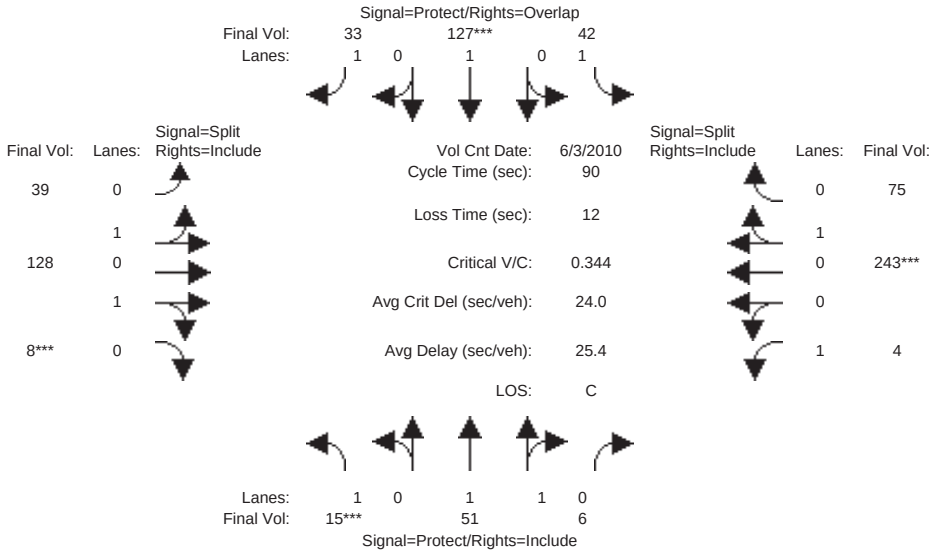
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #2210: McCray St and Hillcrest Rd



Street Name:	McCray St									Hillcrest Rd					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Min. Green:	0	0	0	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: 3 Jun 2010 <<															
Base Vol:	15	51	6	42	127	33	39	128	8	4	243	75			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	15	51	6	42	127	33	39	128	8	4	243	75			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	15	51	6	42	127	33	39	128	8	4	243	75			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	15	51	6	42	127	33	39	128	8	4	243	75			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	15	51	6	42	127	33	39	128	8	4	243	75			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	15	51	6	42	127	33	39	128	8	4	243	75			
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.95	0.93	0.93	0.95	1.00	0.85	0.93	0.93	0.93	0.95	0.97	0.97			
Lanes:	1.00	1.79	0.21	1.00	1.00	1.00	0.45	1.46	0.09	1.00	0.76	0.24			
Final Sat.:	1805	3178	374	1805	1900	1615	790	2593	162	1805	1401	432			
Capacity Analysis Module:															
Vol/Sat:	0.01	0.02	0.02	0.02	0.07	0.02	0.05	0.05	0.05	0.00	0.17	0.17			
Crit Moves:	****				****				****			****			
Green Time:	2.2	8.0	8.0	11.6	17.5	30.4	12.9	12.9	12.9	45.4	45.4	45.4			
Volume/Cap:	0.34	0.18	0.18	0.18	0.34	0.06	0.34	0.34	0.34	0.00	0.34	0.34			
Delay/Veh:	47.9	38.2	38.2	35.3	31.9	20.2	35.1	35.1	35.1	11.1	13.6	13.6			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	47.9	38.2	38.2	35.3	31.9	20.2	35.1	35.1	35.1	11.1	13.6	13.6			
LOS by Move:	D	D	D	D	C	C	D	D	D	B	B	B			
HCM2kAvgQ:	0	1	1	1	3	1	3	3	3	0	5	5			

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

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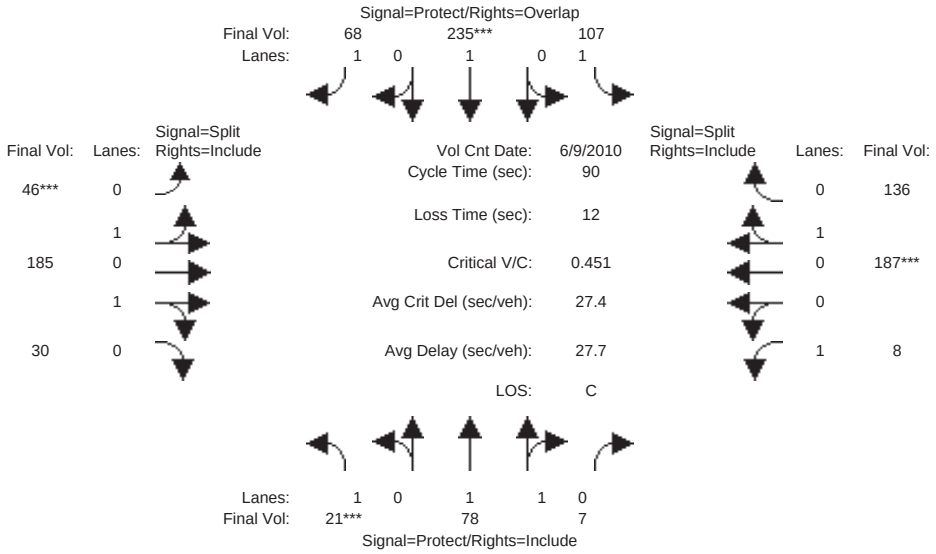
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #2210: McCray St and Hillcrest Rd



Street Name:	McCray St						Hillcrest Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	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: 9 Jun 2010 <<												
Base Vol:	21	78	7	107	235	68	46	185	30	8	187	136
Growth Adj:	1.00	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	78	7	107	235	68	46	185	30	8	187	136
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	78	7	107	235	68	46	185	30	8	187	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	78	7	107	235	68	46	185	30	8	187	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	78	7	107	235	68	46	185	30	8	187	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	78	7	107	235	68	46	185	30	8	187	136
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	1.00	0.85	0.93	0.93	0.93	0.95	0.94	0.94
Lanes:	1.00	1.84	0.16	1.00	1.00	1.00	0.35	1.42	0.23	1.00	0.58	0.42
Final Sat.:	1805	3273	294	1805	1900	1615	620	2493	404	1805	1031	750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.06	0.12	0.04	0.07	0.07	0.07	0.00	0.18	0.18
Crit Moves:	****				****		****				****	
Green Time:	2.3	7.7	7.7	19.3	24.7	39.5	14.8	14.8	14.8	36.2	36.2	36.2
Volume/Cap:	0.45	0.28	0.28	0.28	0.45	0.10	0.45	0.45	0.45	0.01	0.45	0.45
Delay/Veh:	50.0	39.0	39.0	29.9	27.7	14.9	34.5	34.5	34.5	16.2	20.1	20.1
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:	50.0	39.0	39.0	29.9	27.7	14.9	34.5	34.5	34.5	16.2	20.1	20.1
LOS by Move:	D	D	D	C	C	B	C	C	C	B	C	C
HCM2kAvgQ:	1	1	1	3	6	1	4	4	4	0	7	7

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

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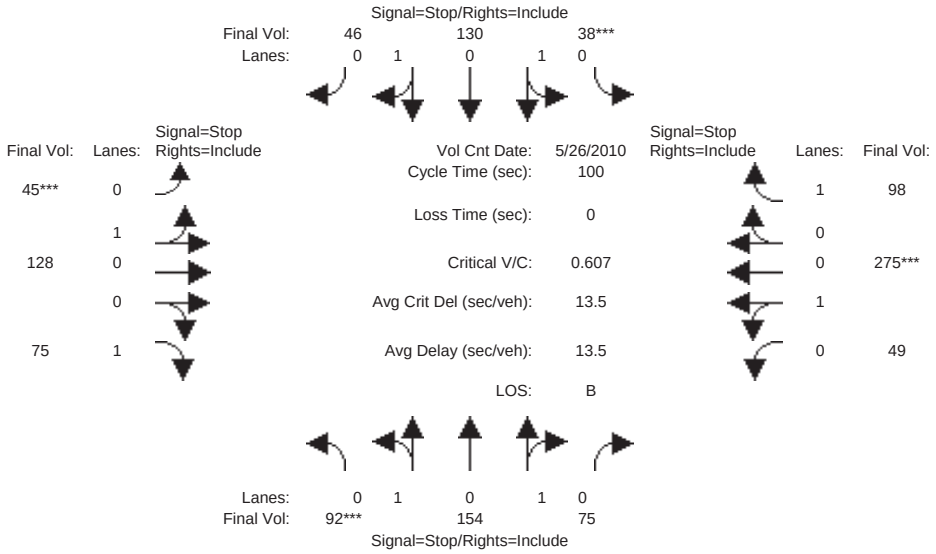
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing (AM)

Intersection #2218: Memorial St and Hillcrest Rd



Street Name:	Memorial St						Hillcrest Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 26 May 2010 <<												
Base Vol:	92	154	75	38	130	46	45	128	75	49	275	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	154	75	38	130	46	45	128	75	49	275	98
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	154	75	38	130	46	45	128	75	49	275	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	154	75	38	130	46	45	128	75	49	275	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	154	75	38	130	46	45	128	75	49	275	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	154	75	38	130	46	45	128	75	49	275	98
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:	0.57	0.96	0.47	0.36	1.21	0.43	0.26	0.74	1.00	0.15	0.85	1.00
Final Sat.:	279	491	248	169	595	218	130	369	560	81	453	596
Capacity Analysis Module:												
Vol/Sat:	0.33	0.31	0.30	0.23	0.22	0.21	0.35	0.35	0.13	0.61	0.61	0.16
Crit Moves:	****			****			****				****	
Delay/Veh:	13.0	12.3	11.7	11.7	11.4	11.0	12.9	12.9	9.6	18.3	18.3	9.6
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:	13.0	12.3	11.7	11.7	11.4	11.0	12.9	12.9	9.6	18.3	18.3	9.6
LOS by Move:	B	B	B	B	B	B	B	B	A	C	C	A
ApproachDel:		12.3			11.4			11.9			16.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.3			11.4			11.9			16.3	
LOS by Appr:		B			B			B			C	
AllWayAvgQ:	0.4	0.4	0.4	0.3	0.2	0.2	0.5	0.5	0.1	1.3	1.3	0.2

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

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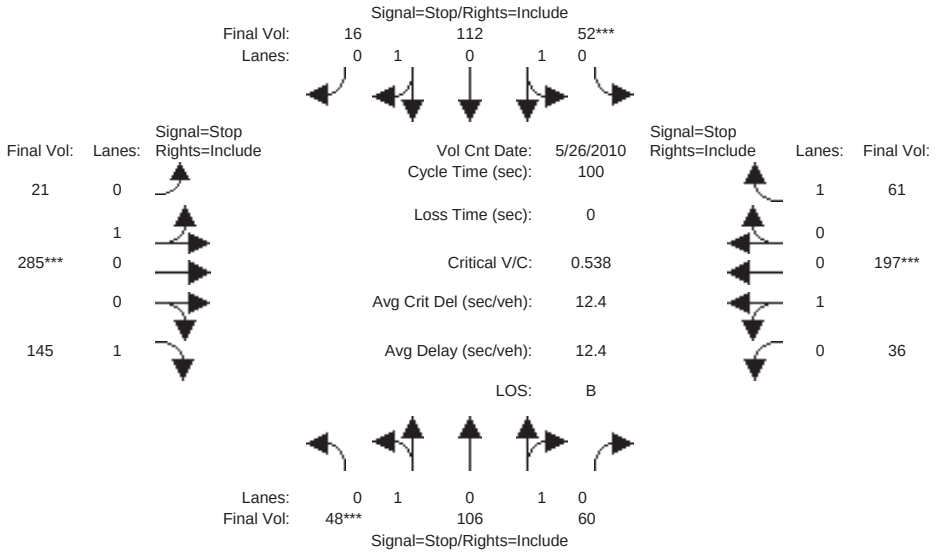
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing (PM)

Intersection #2218: Memorial St and Hillcrest Rd



Street Name:	Memorial St						Hillcrest Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 26 May 2010 <<												
Base Vol:	48	106	60	52	112	16	21	285	145	36	197	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	106	60	52	112	16	21	285	145	36	197	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	106	60	52	112	16	21	285	145	36	197	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	106	60	52	112	16	21	285	145	36	197	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	106	60	52	112	16	21	285	145	36	197	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	106	60	52	112	16	21	285	145	36	197	61
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:	0.45	0.99	0.56	0.58	1.24	0.18	0.07	0.93	1.00	0.15	0.85	1.00
Final Sat.:	217	499	296	274	613	89	39	529	638	84	458	608
Capacity Analysis Module:												
Vol/Sat:	0.22	0.21	0.20	0.19	0.18	0.18	0.54	0.54	0.23	0.43	0.43	0.10
Crit Moves:	****			****				****			****	
Delay/Veh:	11.5	11.1	10.5	11.3	10.9	10.7	15.5	15.5	9.7	13.6	13.6	8.9
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:	11.5	11.1	10.5	11.3	10.9	10.7	15.5	15.5	9.7	13.6	13.6	8.9
LOS by Move:	B	B	B	B	B	B	C	C	A	B	B	A
ApproachDel:		11.0			11.0			13.6			12.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.0			11.0			13.6			12.6	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.2	0.2	0.2	0.2	0.2	0.2	1.0	1.0	0.3	0.7	0.7	0.1

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

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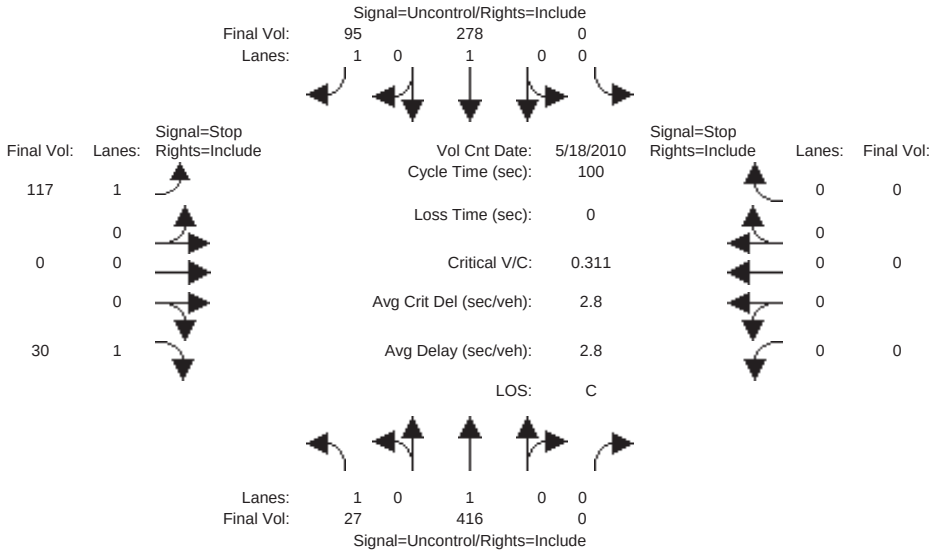
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #2242: Fairview Rd and Hillcrest Rd



Street Name:	Fairview Rd						Hillcrest Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 18 May 2010 <<												
Base Vol:	27	416	0	0	278	95	117	0	30	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:	27	416	0	0	278	95	117	0	30	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	416	0	0	278	95	117	0	30	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:	27	416	0	0	278	95	117	0	30	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	27	416	0	0	278	95	117	0	30	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	373	xxxx	xxxxx	xxxx	xxxx	xxxxx	748	xxxx	278	xxxx	xxxx	xxxxx
Potent Cap.:	1197	xxxx	xxxxx	xxxx	xxxx	xxxxx	383	xxxx	766	xxxx	xxxx	xxxxx
Move Cap.:	1197	xxxx	xxxxx	xxxx	xxxx	xxxxx	376	xxxx	766	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.31	xxxx	0.04	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.3	xxxx	0.1	xxxx	xxxx	xxxxx
Control Del:	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	18.8	xxxx	9.9	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	C	*	A	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			17.0			xxxxxx		
ApproachLOS:	*			*			C			*		

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

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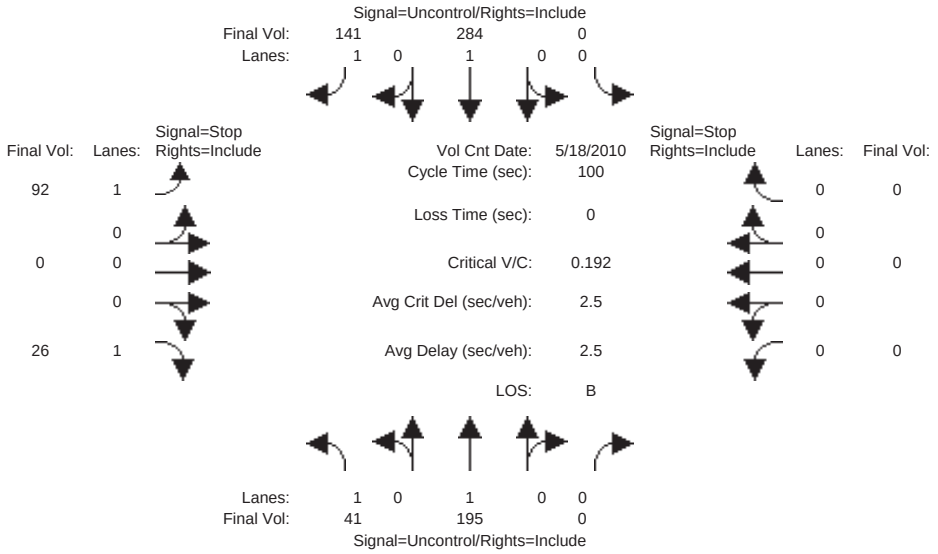
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing (PM)

Intersection #2242: Fairview Rd and Hillcrest Rd



Street Name:	Fairview Rd						Hillcrest Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 18 May 2010 <<												
Base Vol:	41	195	0	0	284	141	92	0	26	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:	41	195	0	0	284	141	92	0	26	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	195	0	0	284	141	92	0	26	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:	41	195	0	0	284	141	92	0	26	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	41	195	0	0	284	141	92	0	26	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	425	xxxx	xxxxx	xxxx	xxxx	xxxxx	561	xxxx	284	xxxx	xxxx	xxxxx
Potent Cap.:	1145	xxxx	xxxxx	xxxx	xxxx	xxxxx	492	xxxx	760	xxxx	xxxx	xxxxx
Move Cap.:	1145	xxxx	xxxxx	xxxx	xxxx	xxxxx	479	xxxx	760	xxxx	xxxx	xxxxx
Volume/Cap:	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.19	xxxx	0.03	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.7	xxxx	0.1	xxxx	xxxx	xxxxx
Control Del:	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	14.3	xxxx	9.9	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	B	*	A	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			13.3			xxxxxx		
ApproachLOS:	*			*			B			*		

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

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Fairview Corners Residential
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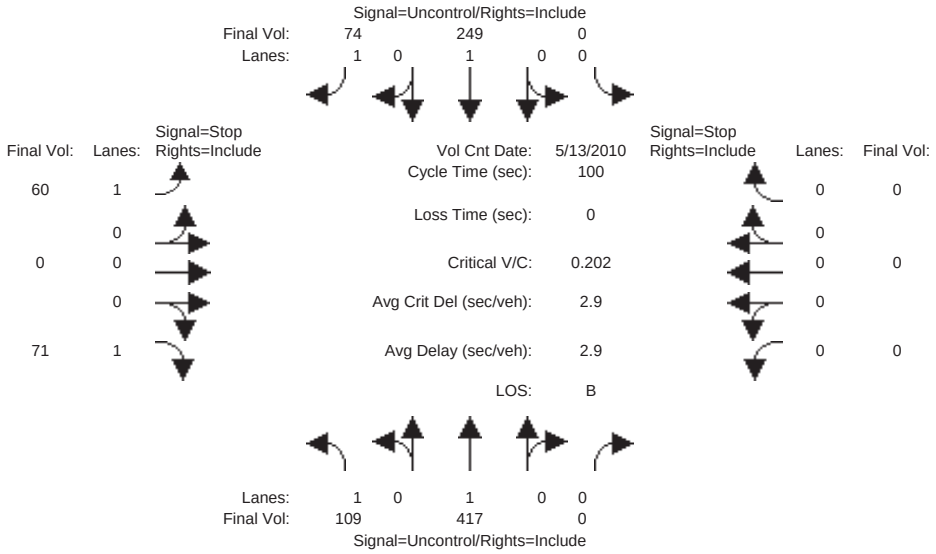
Hexagon Transportation Consultants, Inc.

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

Intersection #2245: Fairview Rd and Santa Ana Rd



Street Name:	Fairview Rd						Santa Ana Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 13 May 2010 <<												
Base Vol:	109	417	0	0	249	74	60	0	71	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:	109	417	0	0	249	74	60	0	71	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	417	0	0	249	74	60	0	71	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:	109	417	0	0	249	74	60	0	71	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	109	417	0	0	249	74	60	0	71	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	323	xxxx	xxxxx	xxxx	xxxx	xxxxx	884	xxxx	249	xxxx	xxxx	xxxxx
Potent Cap.:	1248	xxxx	xxxxx	xxxx	xxxx	xxxxx	318	xxxx	795	xxxx	xxxx	xxxxx
Move Cap.:	1248	xxxx	xxxxx	xxxx	xxxx	xxxxx	297	xxxx	795	xxxx	xxxx	xxxxx
Volume/Cap:	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	0.20	xxxx	0.09	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.7	xxxx	0.3	xxxx	xxxx	xxxxx
Control Del:	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	20.2	xxxx	10.0	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	C	*	A	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			14.6			xxxxxx		
ApproachLOS:	*			*			B			*		

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

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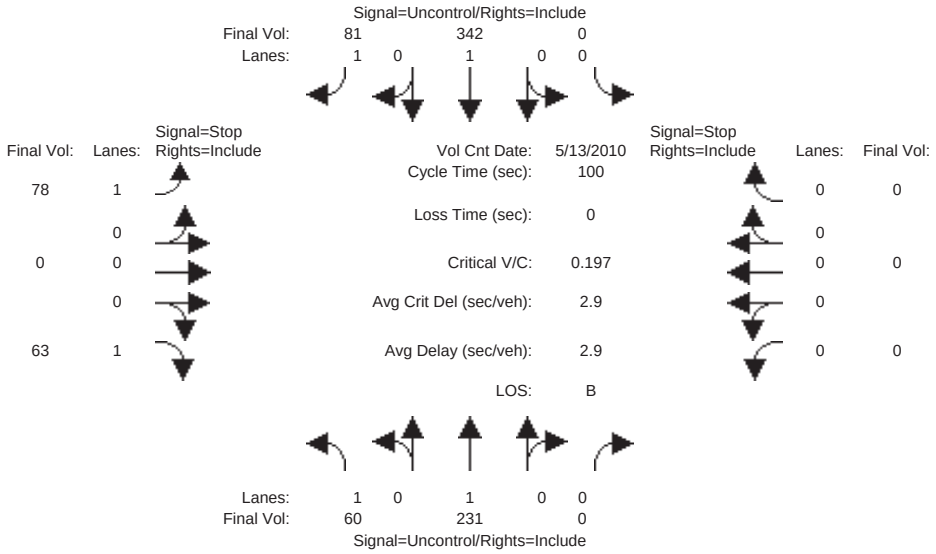
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing (PM)

Intersection #2245: Fairview Rd and Santa Ana Rd



Street Name:	Fairview Rd						Santa Ana Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 13 May 2010 <<												
Base Vol:	60	231	0	0	342	81	78	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:	60	231	0	0	342	81	78	0	63	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	231	0	0	342	81	78	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:	60	231	0	0	342	81	78	0	63	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	60	231	0	0	342	81	78	0	63	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	423	xxxx	xxxxx	xxxx	xxxx	xxxxx	693	xxxx	342	xxxx	xxxx	xxxxx
Potent Cap.:	1147	xxxx	xxxxx	xxxx	xxxx	xxxxx	412	xxxx	705	xxxx	xxxx	xxxxx
Move Cap.:	1147	xxxx	xxxxx	xxxx	xxxx	xxxxx	396	xxxx	705	xxxx	xxxx	xxxxx
Volume/Cap:	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	0.20	xxxx	0.09	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.7	xxxx	0.3	xxxx	xxxx	xxxxx
Control Del:	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	16.3	xxxx	10.6	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	C	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			13.8			xxxxxx		
ApproachLOS:	*			*			B			*		

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

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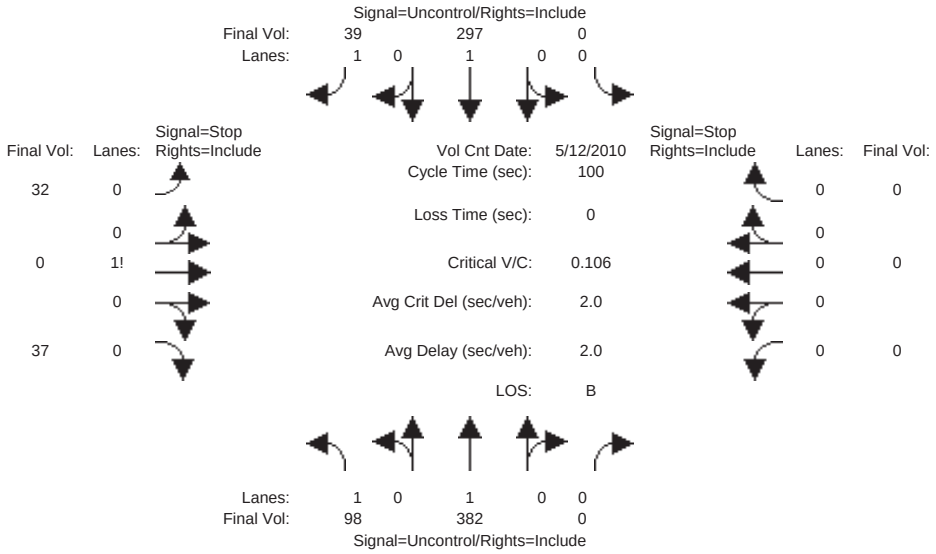
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing (AM)

Intersection #2248: Fairview Rd and McCloskey Rd



Street Name:	Fairview Rd						McCloskey Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Volume Module: >> Count Date: 12 May 2010 <<												
Base Vol:	98	382	0	0	297	39	32	0	37	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:	98	382	0	0	297	39	32	0	37	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	382	0	0	297	39	32	0	37	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:	98	382	0	0	297	39	32	0	37	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	98	382	0	0	297	39	32	0	37	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	336	xxxx	xxxxx	xxxx	xxxx	xxxxx	875	875	297	xxxx	xxxx	xxxxx
Potent Cap.:	1235	xxxx	xxxxx	xxxx	xxxx	xxxxx	322	290	747	xxxx	xxxx	xxxxx
Move Cap.:	1235	xxxx	xxxxx	xxxx	xxxx	xxxxx	303	267	747	xxxx	xxxx	xxxxx
Volume/Cap:	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	0.11	0.00	0.05	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	445	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	14.6	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			14.6			xxxxxx		
ApproachLOS:	*			*			B			*		

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

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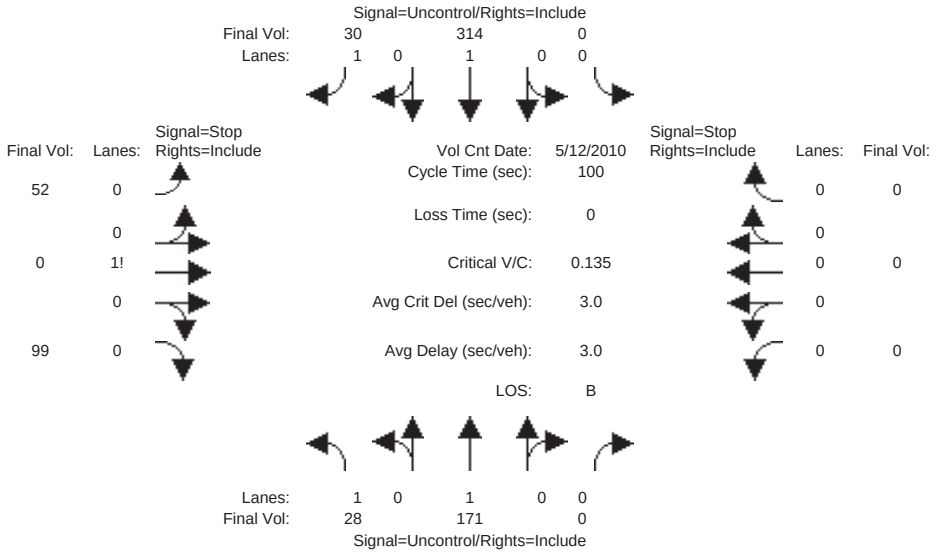
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing (PM)

Intersection #2248: Fairview Rd and McCloskey Rd



Street Name:	Fairview Rd						McCloskey Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module: >> Count Date: 12 May 2010 <<												
Base Vol:	28	171	0	0	314	30	52	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:	28	171	0	0	314	30	52	0	99	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	171	0	0	314	30	52	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:	28	171	0	0	314	30	52	0	99	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	28	171	0	0	314	30	52	0	99	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	344	xxxx	xxxxx	xxxx	xxxx	xxxxx	541	541	314	xxxx	xxxx	xxxxx
Potent Cap.:	1226	xxxx	xxxxx	xxxx	xxxx	xxxxx	506	451	731	xxxx	xxxx	xxxxx
Move Cap.:	1226	xxxx	xxxxx	xxxx	xxxx	xxxxx	497	441	731	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.10	0.00	0.14	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	629	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.9	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.5	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			12.5			xxxxxx		
ApproachLOS:	*			*			B			*		

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

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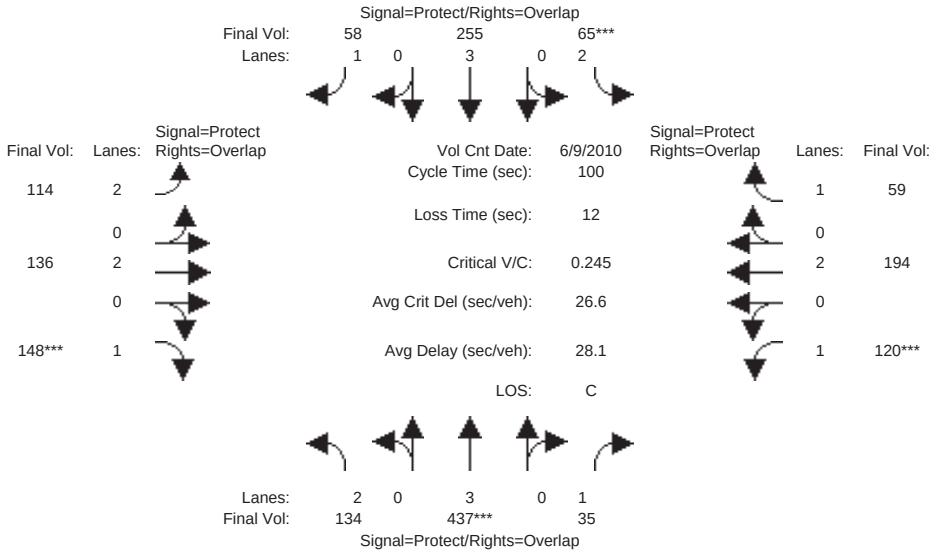
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #2331: Airline Hwy/Future 25 Bypass and Sunnyslope Rd/Tres Pinos Rd



Street Name:	Airline Hwy/Future 25 Bypass						Sunnyslope Rd/Tres Pinos Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	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: 9 Jun 2010 <<												
Base Vol:	134	437	35	65	255	58	114	136	148	120	194	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	437	35	65	255	58	114	136	148	120	194	59
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	437	35	65	255	58	114	136	148	120	194	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	437	35	65	255	58	114	136	148	120	194	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	437	35	65	255	58	114	136	148	120	194	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	134	437	35	65	255	58	114	136	148	120	194	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3610	5700	1615	3610	5700	1615	3610	3800	1615	1805	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.02	0.02	0.04	0.04	0.03	0.04	0.09	0.07	0.05	0.04
Crit Moves:		****		****					****	****		
Green Time:	17.5	31.3	58.4	7.3	21.1	40.0	18.9	22.2	39.8	27.1	30.5	37.9
Volume/Cap:	0.21	0.25	0.04	0.25	0.21	0.09	0.17	0.16	0.23	0.25	0.17	0.10
Delay/Veh:	35.5	25.6	8.9	44.2	32.7	18.7	34.1	31.4	20.2	28.7	25.5	20.1
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:	35.5	25.6	8.9	44.2	32.7	18.7	34.1	31.4	20.2	28.7	25.5	20.1
LOS by Move:	D	C	A	D	C	B	C	C	C	C	C	C
HCM2kAvgQ:	2	3	0	1	2	1	1	2	3	3	2	1

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

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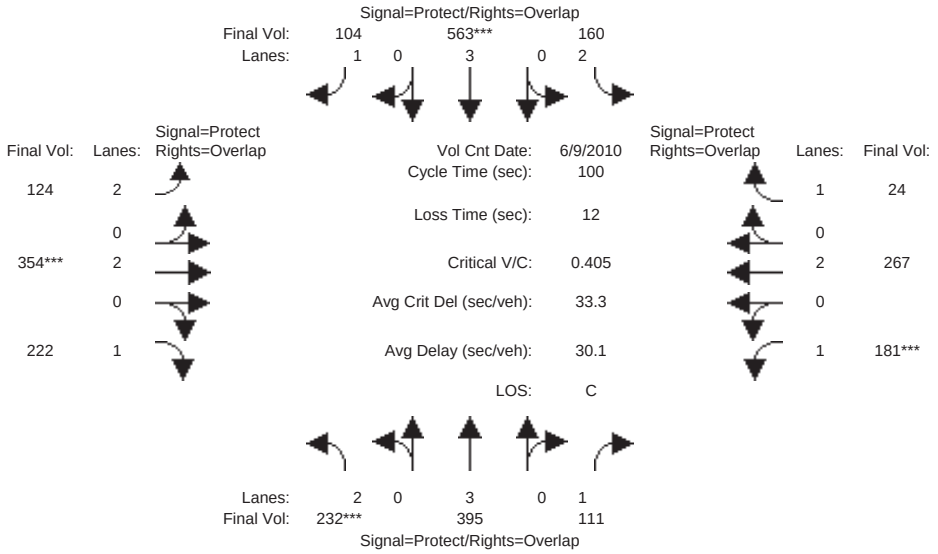
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #2331: Airline Hwy/Future 25 Bypass and Sunnyslope Rd/Tres Pinos Rd



Street Name:	Airline Hwy/Future 25 Bypass						Sunnyslope Rd/Tres Pinos Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	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: 9 Jun 2010 <<												
Base Vol:	232	395	111	160	563	104	124	354	222	181	267	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:	232	395	111	160	563	104	124	354	222	181	267	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	232	395	111	160	563	104	124	354	222	181	267	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:	232	395	111	160	563	104	124	354	222	181	267	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	232	395	111	160	563	104	124	354	222	181	267	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:	232	395	111	160	563	104	124	354	222	181	267	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3610	5700	1615	3610	5700	1615	3610	3800	1615	1805	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.07	0.07	0.04	0.10	0.06	0.03	0.09	0.14	0.10	0.07	0.01
Crit Moves:	****				****			****			****	
Green Time:	15.9	24.5	49.3	15.7	24.4	40.1	15.7	23.0	38.9	24.8	32.1	47.8
Volume/Cap:	0.41	0.28	0.14	0.28	0.41	0.16	0.22	0.41	0.35	0.41	0.22	0.03
Delay/Veh:	38.3	30.7	13.9	37.5	31.9	19.3	37.0	33.0	22.0	32.1	24.9	13.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.3	30.7	13.9	37.5	31.9	19.3	37.0	33.0	22.0	32.1	24.9	13.9
LOS by Move:	D	C	B	D	C	B	D	C	C	C	C	B
HCM2kAvgQ:	4	3	2	2	5	2	2	4	5	5	3	0

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

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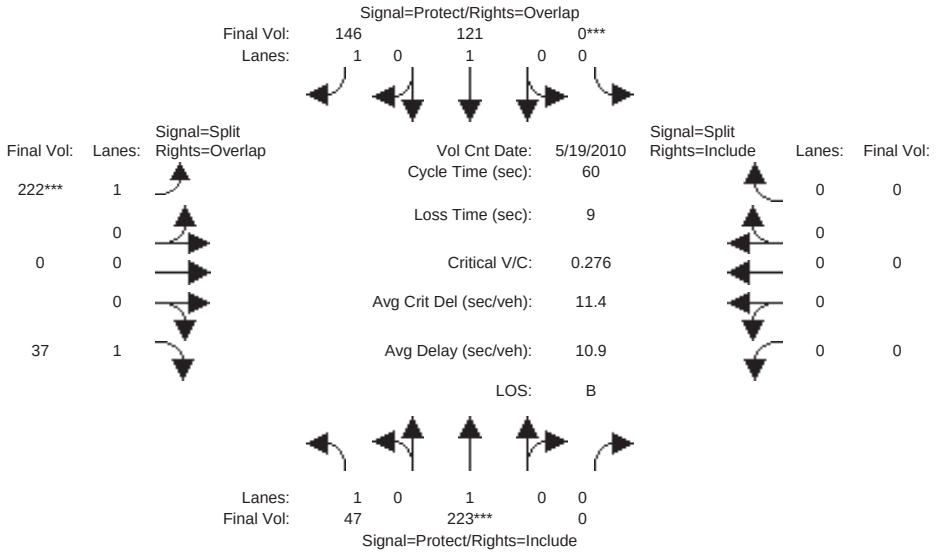
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #2347: Fairview Rd and Sunnyslope Rd



Street Name:	Fairview Rd						Sunnyslope Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	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: 19 May 2010 <<												
Base Vol:	47	223	0	0	121	146	222	0	37	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:	47	223	0	0	121	146	222	0	37	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	223	0	0	121	146	222	0	37	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:	47	223	0	0	121	146	222	0	37	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	223	0	0	121	146	222	0	37	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:	47	223	0	0	121	146	222	0	37	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1900	1900	0	0	1900	1900	1900	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.00	0.00	0.06	0.08	0.12	0.00	0.02	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	7.1	25.6	0.0	0.0	18.4	43.9	25.4	0.0	32.6	0.0	0.0	0.0
Volume/Cap:	0.21	0.28	0.00	0.00	0.21	0.11	0.28	0.00	0.04	0.00	0.00	0.00
Delay/Veh:	24.3	11.4	0.0	0.0	15.6	2.4	11.5	0.0	6.4	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:	24.3	11.4	0.0	0.0	15.6	2.4	11.5	0.0	6.4	0.0	0.0	0.0
LOS by Move:	C	B	A	A	B	A	B	A	A	A	A	A
HCM2kAvgQ:	1	3	0	0	2	1	3	0	0	0	0	0

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

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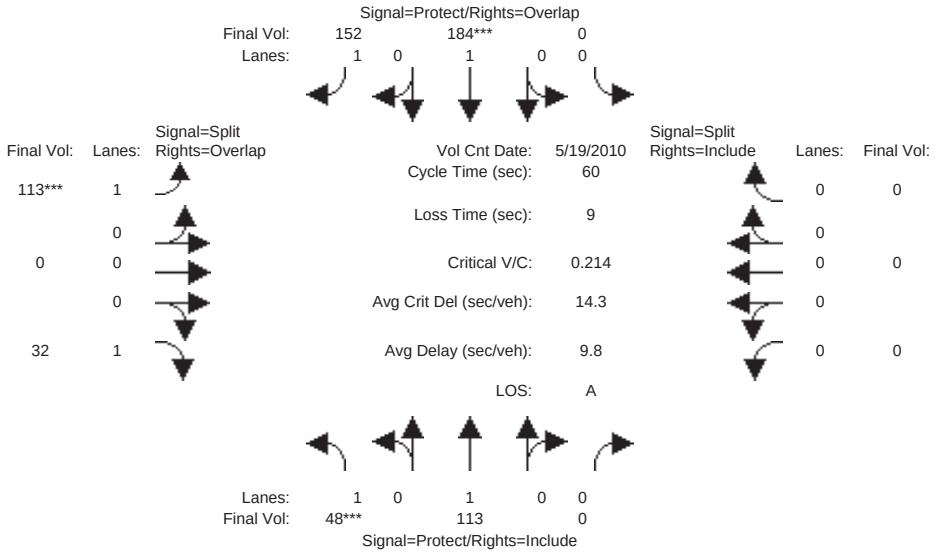
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #2347: Fairview Rd and Sunnyslope Rd



Street Name:	Fairview Rd						Sunnyslope Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	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: 19 May 2010 <<												
Base Vol:	48	113	0	0	184	152	113	0	32	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:	48	113	0	0	184	152	113	0	32	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	113	0	0	184	152	113	0	32	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:	48	113	0	0	184	152	113	0	32	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	113	0	0	184	152	113	0	32	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:	48	113	0	0	184	152	113	0	32	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1900	1900	0	0	1900	1900	1900	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.00	0.00	0.10	0.08	0.06	0.00	0.02	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	7.1	34.3	0.0	0.0	27.2	43.9	16.7	0.0	23.8	0.0	0.0	0.0
Volume/Cap:	0.21	0.10	0.00	0.00	0.21	0.11	0.21	0.00	0.04	0.00	0.00	0.00
Delay/Veh:	24.4	5.9	0.0	0.0	10.1	2.4	16.8	0.0	11.1	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:	24.4	5.9	0.0	0.0	10.1	2.4	16.8	0.0	11.1	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	A	B	A	B	A	A	A
HCM2kAvgQ:	1	1	0	0	2	1	2	0	0	0	0	0

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

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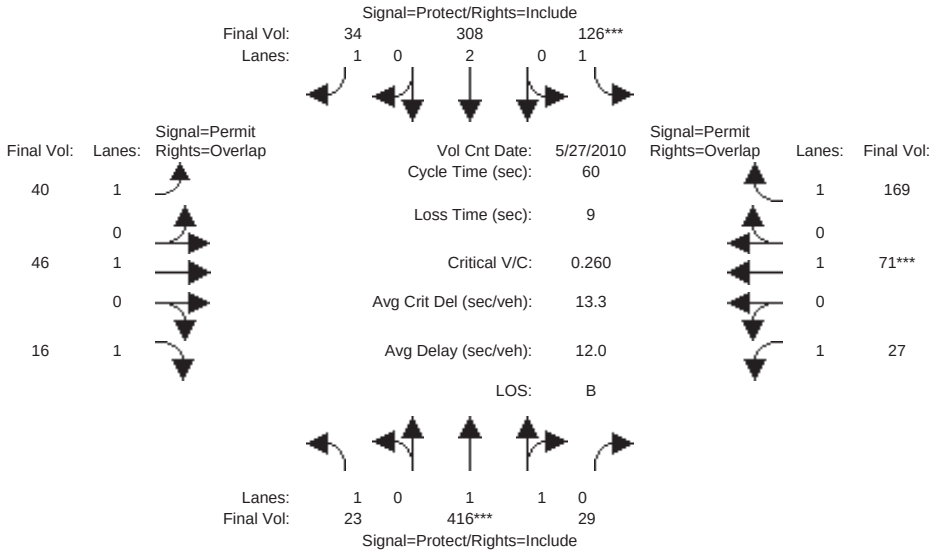
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #2367: Airline Hwy and Sunset Dr



Street Name:	Airline Hwy						Sunset Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	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: 27 May 2010 <<												
Base Vol:	23	416	29	126	308	34	40	46	16	27	71	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	416	29	126	308	34	40	46	16	27	71	169
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	416	29	126	308	34	40	46	16	27	71	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	416	29	126	308	34	40	46	16	27	71	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	416	29	126	308	34	40	46	16	27	71	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	416	29	126	308	34	40	46	16	27	71	169
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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:	1.00	1.87	0.13	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1900	3552	248	1900	3800	1900	1900	1900	1900	1900	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.12	0.07	0.08	0.02	0.02	0.02	0.01	0.01	0.04	0.09
Crit Moves:		****		****							****	
Green Time:	5.5	27.1	27.1	15.3	36.9	36.9	8.6	8.6	14.1	8.6	8.6	23.9
Volume/Cap:	0.13	0.26	0.26	0.26	0.13	0.03	0.15	0.17	0.04	0.10	0.26	0.22
Delay/Veh:	25.4	10.3	10.3	18.1	4.9	4.6	22.7	22.8	17.7	22.5	23.4	12.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.4	10.3	10.3	18.1	4.9	4.6	22.7	22.8	17.7	22.5	23.4	12.0
LOS by Move:	C	B	B	B	A	A	C	C	B	C	C	B
HCM2kAvgQ:	1	3	3	2	1	0	1	1	0	1	1	2

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

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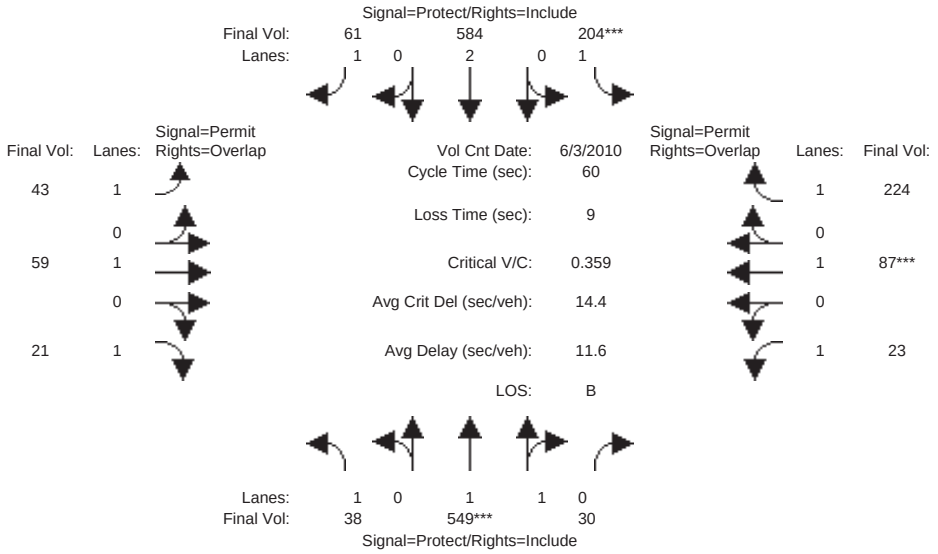
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #2367: Airline Hwy and Sunset Dr



Street Name:	Airline Hwy						Sunset Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	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: 3 Jun 2010 <<												
Base Vol:	38	549	30	204	584	61	43	59	21	23	87	224
Growth Adj:	1.00	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	549	30	204	584	61	43	59	21	23	87	224
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	549	30	204	584	61	43	59	21	23	87	224
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	549	30	204	584	61	43	59	21	23	87	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	549	30	204	584	61	43	59	21	23	87	224
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	549	30	204	584	61	43	59	21	23	87	224
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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:	1.00	1.90	0.10	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1900	3603	197	1900	3800	1900	1900	1900	1900	1900	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.15	0.11	0.15	0.03	0.02	0.03	0.01	0.01	0.05	0.12
Crit Moves:		****		****							****	
Green Time:	5.0	25.4	25.4	17.9	38.4	38.4	7.6	7.6	12.6	7.6	7.6	25.6
Volume/Cap:	0.24	0.36	0.36	0.36	0.24	0.05	0.18	0.24	0.05	0.10	0.36	0.28
Delay/Veh:	26.5	11.9	11.9	16.9	4.7	4.0	23.7	24.1	19.0	23.3	24.9	11.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.5	11.9	11.9	16.9	4.7	4.0	23.7	24.1	19.0	23.3	24.9	11.4
LOS by Move:	C	B	B	B	A	A	C	C	B	C	C	B
HCM2kAvgQ:	1	4	4	3	2	0	1	1	0	0	2	3

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

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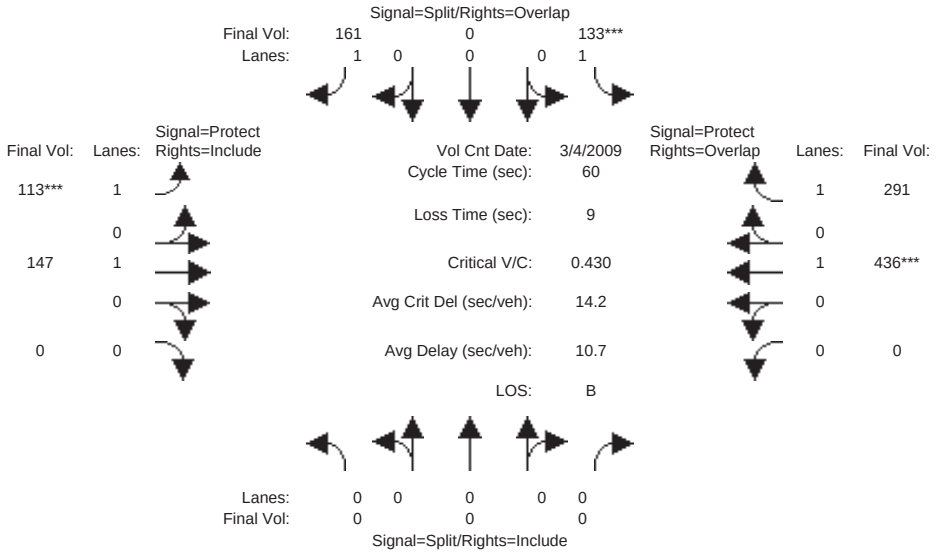
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #2925: San Benito St and Union Rd



Street Name:	San Benito St						Union Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	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: 4 Mar 2009 <<												
Base Vol:	0	0	0	133	0	161	113	147	0	0	436	291
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	133	0	161	113	147	0	0	436	291
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	133	0	161	113	147	0	0	436	291
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	133	0	161	113	147	0	0	436	291
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	133	0	161	113	147	0	0	436	291
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	133	0	161	113	147	0	0	436	291
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	0.95	1.00	1.00	1.00	1.00	0.85
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1805	0	1615	1805	1900	0	0	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.10	0.06	0.08	0.00	0.00	0.23	0.18
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	10.3	0.0	19.0	8.7	40.7	0.0	0.0	32.0	42.3
Volume/Cap:	0.00	0.00	0.00	0.43	0.00	0.31	0.43	0.11	0.00	0.00	0.43	0.26
Delay/Veh:	0.0	0.0	0.0	23.2	0.0	15.9	24.5	3.4	0.0	0.0	8.8	3.3
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	0.0	0.0	23.2	0.0	15.9	24.5	3.4	0.0	0.0	8.8	3.3
LOS by Move:	A	A	A	C	A	B	C	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	0	2	2	1	0	0	5	2

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

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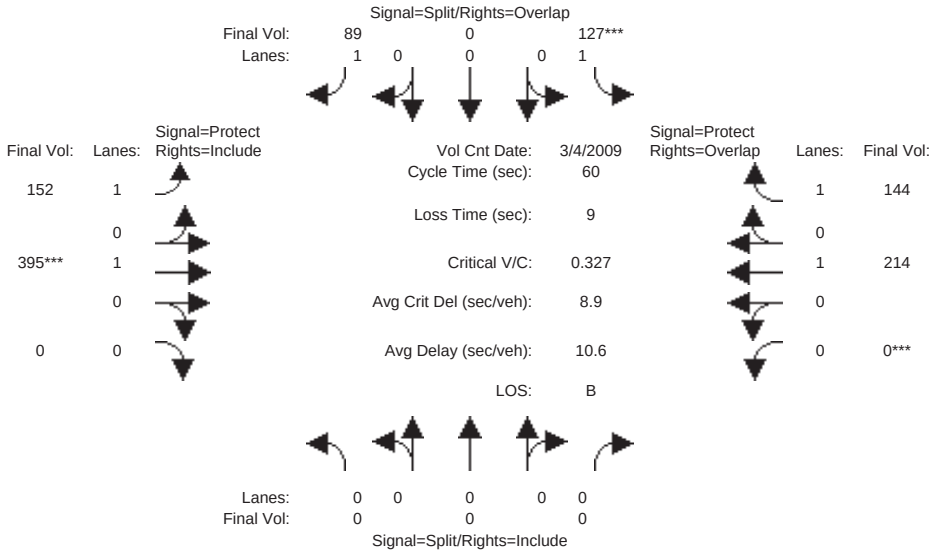
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #2925: San Benito St and Union Rd



Street Name:	San Benito St						Union Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	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: 4 Mar 2009 <<												
Base Vol:	0	0	0	127	0	89	152	395	0	0	214	144
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	127	0	89	152	395	0	0	214	144
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	127	0	89	152	395	0	0	214	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	127	0	89	152	395	0	0	214	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	127	0	89	152	395	0	0	214	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	127	0	89	152	395	0	0	214	144
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	0.95	1.00	1.00	1.00	1.00	0.85
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1805	0	1615	1805	1900	0	0	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.06	0.08	0.21	0.00	0.00	0.11	0.09
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	12.9	0.0	29.2	16.3	38.1	0.0	0.0	21.8	34.7
Volume/Cap:	0.00	0.00	0.00	0.33	0.00	0.11	0.31	0.33	0.00	0.00	0.31	0.15
Delay/Veh:	0.0	0.0	0.0	20.4	0.0	8.4	17.7	5.2	0.0	0.0	14.0	5.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	20.4	0.0	8.4	17.7	5.2	0.0	0.0	14.0	5.9
LOS by Move:	A	A	A	C	A	A	B	A	A	A	B	A
HCM2kAvgQ:	0	0	0	2	0	1	2	4	0	0	3	1

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

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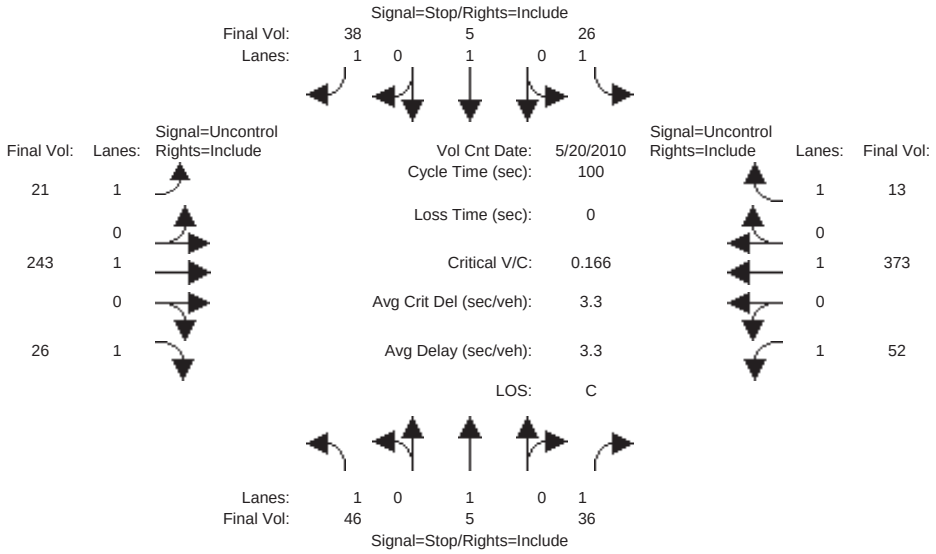
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #2942: Enterprise Rd and Airline Hwy



Street Name:	Enterprise Rd						Airline Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module: >> Count Date: 20 May 2010 <<												
Base Vol:	46	5	36	26	5	38	21	243	26	52	373	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	5	36	26	5	38	21	243	26	52	373	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	5	36	26	5	38	21	243	26	52	373	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	5	36	26	5	38	21	243	26	52	373	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	46	5	36	26	5	38	21	243	26	52	373	13
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	790	775	243	796	788	373	386	xxxx	xxxxx	269	xxxx	xxxxx
Potent Cap.:	310	331	801	308	326	678	1184	xxxx	xxxxx	1306	xxxx	xxxxx
Move Cap.:	277	312	801	278	307	678	1184	xxxx	xxxxx	1306	xxxx	xxxxx
Volume/Cap:	0.17	0.02	0.04	0.09	0.02	0.06	0.02	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.6	0.0	0.1	0.3	0.0	0.2	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	20.6	16.7	9.7	19.3	16.9	10.6	8.1	xxxx	xxxxx	7.9	xxxx	xxxxx
LOS by Move:	C	C	A	C	C	B	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	15.9			14.4			xxxxxx			xxxxxx		
ApproachLOS:	C			B			*			*		

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

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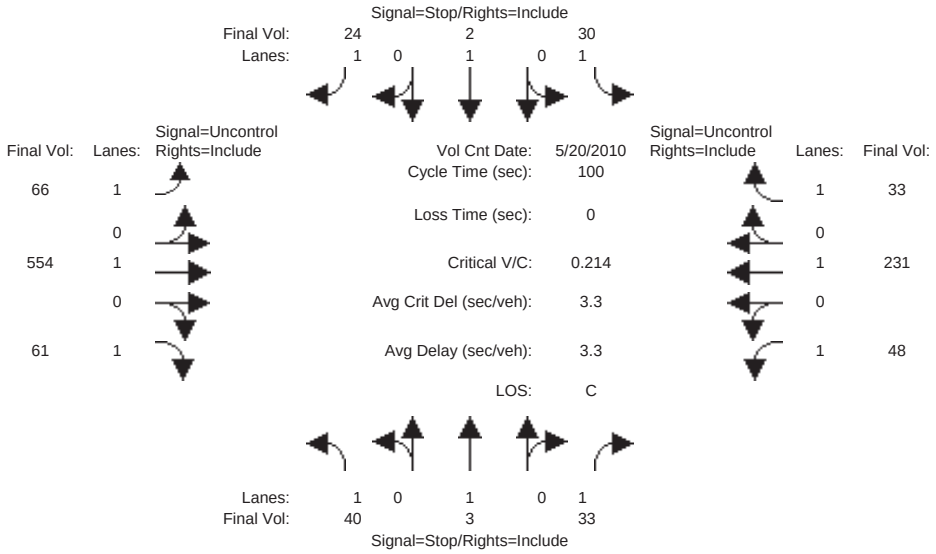
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing (PM)

Intersection #2942: Enterprise Rd and Airline Hwy



Street Name:	Enterprise Rd						Airline Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module: >> Count Date: 20 May 2010 <<												
Base Vol:	40	3	33	30	2	24	66	554	61	48	231	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	3	33	30	2	24	66	554	61	48	231	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	3	33	30	2	24	66	554	61	48	231	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	3	33	30	2	24	66	554	61	48	231	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	40	3	33	30	2	24	66	554	61	48	231	33
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1043	1046	554	1062	1074	231	264	xxxx	xxxxx	615	xxxx	xxxxx
Potent Cap.:	209	230	536	203	222	813	1312	xxxx	xxxxx	974	xxxx	xxxxx
Move Cap.:	187	208	536	175	200	813	1312	xxxx	xxxxx	974	xxxx	xxxxx
Volume/Cap:	0.21	0.01	0.06	0.17	0.01	0.03	0.05	xxxx	xxxx	0.05	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.8	0.0	0.2	0.6	0.0	0.1	0.2	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	29.5	22.6	12.2	29.8	23.2	9.6	7.9	xxxx	xxxxx	8.9	xxxx	xxxxx
LOS by Move:	D	C	B	D	C	A	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	21.7			20.9			xxxxxx			xxxxxx		
ApproachLOS:	C			C			*			*		

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

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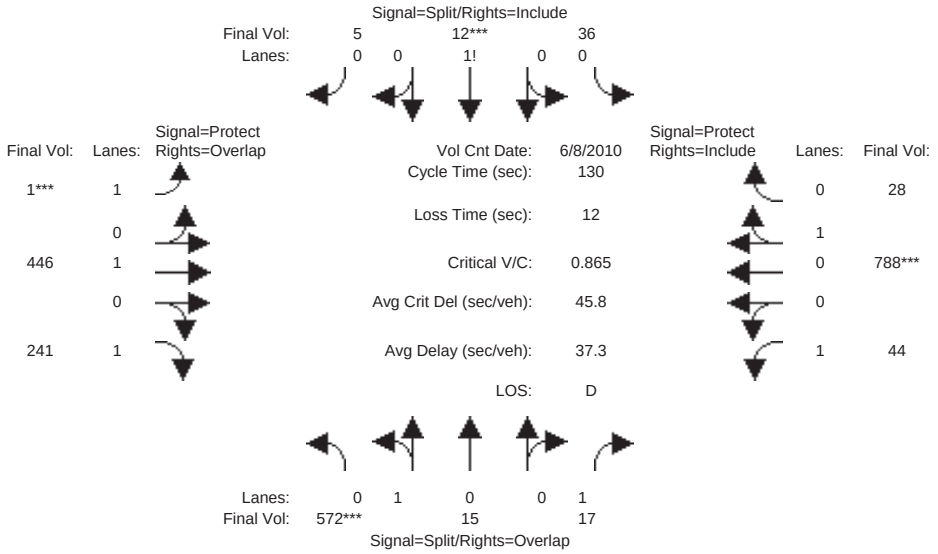
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3072: Union Rd/Mitchell Rd and Hwy 156




```
Street Name:       Union Rd/Mitchell Rd                  Hwy 156
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: 8 Jun 2010 <<
Base Vol:     572    15    17    36    12     5     1   446   241    44   788    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:  572    15    17    36    12     5     1   446   241    44   788    28
Added Vol:      0     0     0     0     0     0     0     0     0     0     0     0
PasserByVol:    0     0     0     0     0     0     0     0     0     0     0     0
Initial Fut:  572    15    17    36    12     5     1   446   241    44   788    28
User Adj:    1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:   572    15    17    36    12     5     1   446   241    44   788    28
Reduct Vol:     0     0     0     0     0     0     0     0     0     0     0     0
Reduced Vol:  572    15    17    36    12     5     1   446   241    44   788    28
PCE Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
MLF Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
FinalVolume:  572    15    17    36    12     5     1   446   241    44   788    28
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900  1900  1900  1900  1900  1900  1900  1900  1900  1900  1900  1900
Adjustment:  0.95  0.95  0.85  0.95  0.95  0.95  0.95  1.00  0.85  0.95  1.00  1.00
Lanes:       0.97  0.03  1.00  0.68  0.23  0.09  1.00  1.00  1.00  1.00  0.97  0.03
Final Sat.:  1766    46  1615  1232   411   171  1805  1900  1615  1805  1826    65
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.32  0.32  0.01  0.03  0.03  0.03  0.00  0.23  0.15  0.02  0.43  0.43
Crit Moves:  ****                  ****        ****                    ****
Green Time:  48.7  48.7  54.8   4.4   4.4   4.4   0.1  58.8 107.5   6.1  64.9  64.9
Volume/Cap:  0.87  0.87  0.02  0.87  0.87  0.87  0.87  0.52  0.18  0.52  0.87  0.87
Delay/Veh:   48.9  48.9  22.0 131.6   132 131.6 724.8  26.0   2.4  66.1  37.1  37.1
User DelAdj: 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
AdjDel/Veh:  48.9  48.9  22.0 131.6   132 131.6 724.8  26.0   2.4  66.1  37.1  37.1
LOS by Move:    D     D     C     F     F     F     F     C     A     E     D     D
HCM2kAvgQ:     24    24     0     4     4     4     0    12     2     2    31    31
Note: Queue reported is the number of cars per lane.
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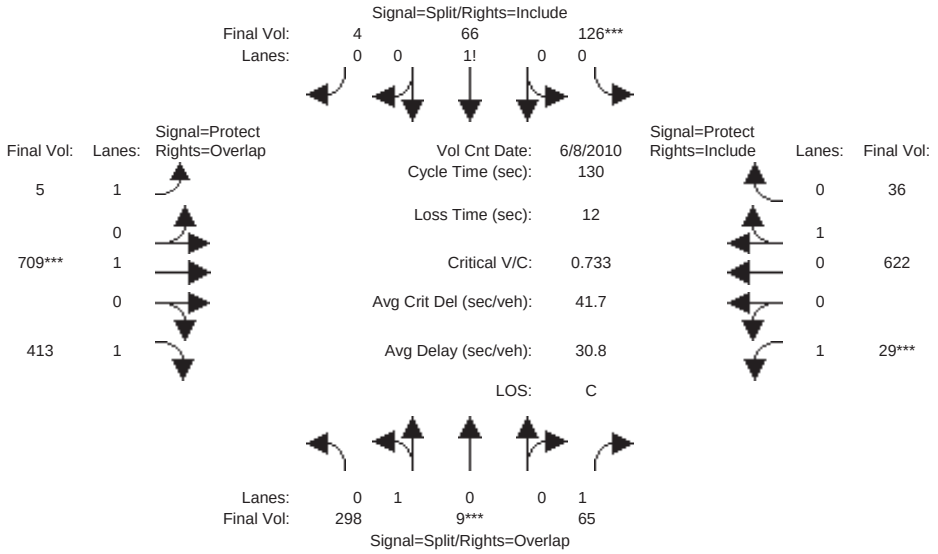
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3072: Union Rd/Mitchell Rd and Hwy 156



Street Name:	Union Rd/Mitchell Rd						Hwy 156					
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: 8 Jun 2010 <<												
Base Vol:	298	9	65	126	66	4	5	709	413	29	622	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:	298	9	65	126	66	4	5	709	413	29	622	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	298	9	65	126	66	4	5	709	413	29	622	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:	298	9	65	126	66	4	5	709	413	29	622	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	298	9	65	126	66	4	5	709	413	29	622	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:	298	9	65	126	66	4	5	709	413	29	622	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.97	0.97	0.97	0.95	1.00	0.85	0.95	0.99	0.99
Lanes:	0.97	0.03	1.00	0.64	0.34	0.02	1.00	1.00	1.00	1.00	0.95	0.05
Final Sat.:	1759	53	1615	1180	618	37	1805	1900	1615	1805	1782	103
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.04	0.11	0.11	0.11	0.00	0.37	0.26	0.02	0.35	0.35
Crit Moves:		****		****				****		****		
Green Time:	30.0	30.0	32.9	18.9	18.9	18.9	0.5	66.2	96.2	2.8	68.5	68.5
Volume/Cap:	0.73	0.73	0.16	0.73	0.73	0.73	0.66	0.73	0.35	0.73	0.66	0.66
Delay/Veh:	52.8	52.8	38.0	63.1	63.1	63.1	188.6	27.9	6.1	114.5	24.1	24.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.8	52.8	38.0	63.1	63.1	63.1	188.6	27.9	6.1	114.5	24.1	24.1
LOS by Move:	D	D	D	E	E	E	F	C	A	F	C	C
HCM2kAvgQ:	13	13	2	9	9	9	0	22	6	2	19	19

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

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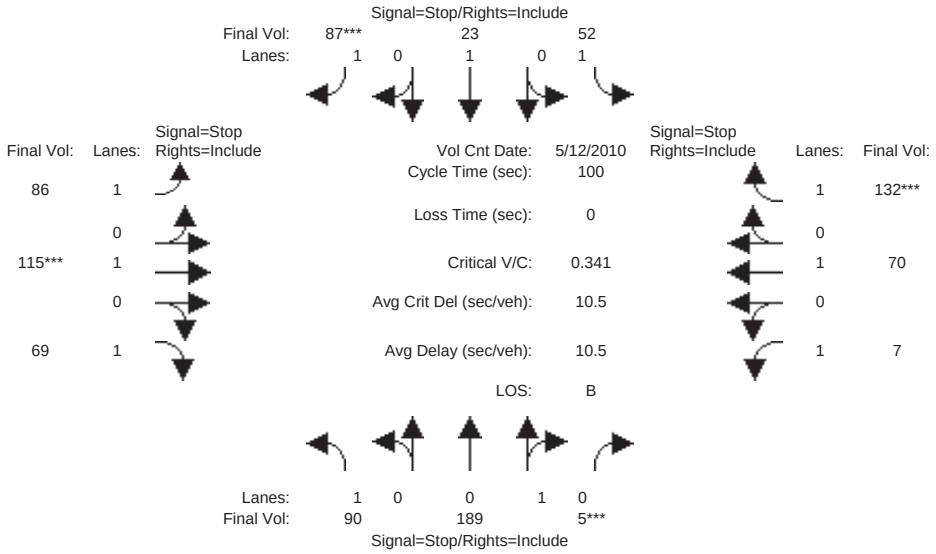
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing (AM)

Intersection #3337: Fairview Rd/Ridgemark Dr and Airline Hwy



Street Name:	Fairview Rd/Ridgemark Dr						Airline Hwy					
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: 12 May 2010 <<												
Base Vol:	90	189	5	52	23	87	86	115	69	7	70	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	189	5	52	23	87	86	115	69	7	70	132
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	189	5	52	23	87	86	115	69	7	70	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	189	5	52	23	87	86	115	69	7	70	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	189	5	52	23	87	86	115	69	7	70	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	189	5	52	23	87	86	115	69	7	70	132
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:	1.00	0.97	0.03	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	524	555	15	476	507	565	496	534	593	481	518	578
Capacity Analysis Module:												
Vol/Sat:	0.17	0.34	0.34	0.11	0.05	0.15	0.17	0.22	0.12	0.01	0.14	0.23
Crit Moves:			****			****		****				****
Delay/Veh:	10.5	11.6	11.6	10.6	9.6	9.6	10.9	10.7	9.1	9.8	10.2	10.1
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:	10.5	11.6	11.6	10.6	9.6	9.6	10.9	10.7	9.1	9.8	10.2	10.1
LOS by Move:	B	B	B	B	A	A	B	B	A	A	B	B
ApproachDel:		11.3			10.0			10.4			10.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.3			10.0			10.4			10.1	
LOS by Appr:		B			A			B			B	
AllWayAvgQ:	0.2	0.5	0.5	0.1	0.0	0.2	0.2	0.2	0.1	0.0	0.1	0.3

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

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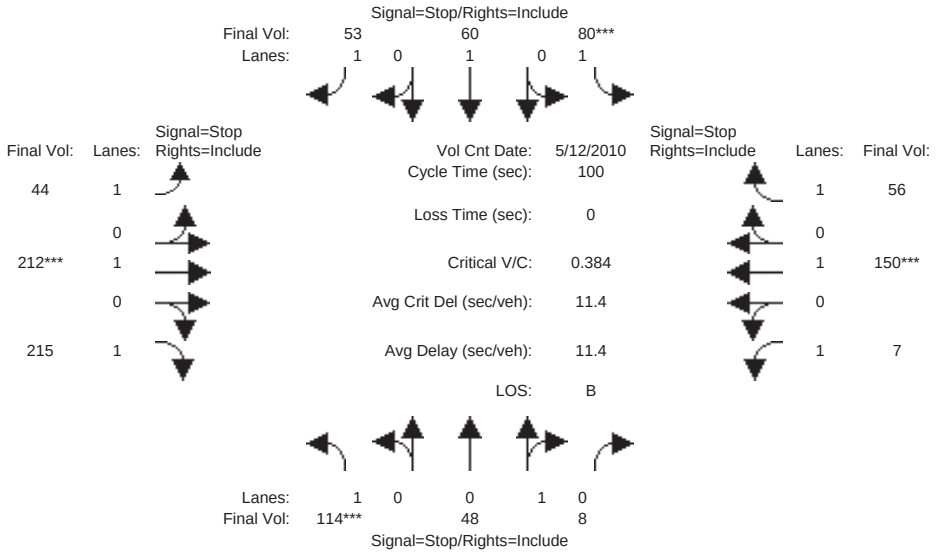
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing (PM)

Intersection #3337: Fairview Rd/Ridgemark Dr and Airline Hwy



Street Name:	Fairview Rd/Ridgemark Dr						Airline Hwy					
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: 12 May 2010 <<												
Base Vol:	114	48	8	80	60	53	44	212	215	7	150	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	48	8	80	60	53	44	212	215	7	150	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	48	8	80	60	53	44	212	215	7	150	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	48	8	80	60	53	44	212	215	7	150	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	48	8	80	60	53	44	212	215	7	150	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	48	8	80	60	53	44	212	215	7	150	56
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:	1.00	0.86	0.14	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	478	443	74	455	486	535	508	551	617	466	503	554
Capacity Analysis Module:												
Vol/Sat:	0.24	0.11	0.11	0.18	0.12	0.10	0.09	0.38	0.35	0.02	0.30	0.10
Crit Moves:	****			****				****			****	
Delay/Veh:	11.8	9.9	9.9	11.6	10.5	9.6	10.1	12.7	11.1	10.1	12.1	9.4
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:	11.8	9.9	9.9	11.6	10.5	9.6	10.1	12.7	11.1	10.1	12.1	9.4
LOS by Move:	B	A	A	B	B	A	B	B	B	B	B	A
ApproachDel:		11.2			10.7			11.7			11.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.2			10.7			11.7			11.3	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.3	0.1	0.1	0.2	0.1	0.1	0.1	0.6	0.5	0.0	0.4	0.1

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

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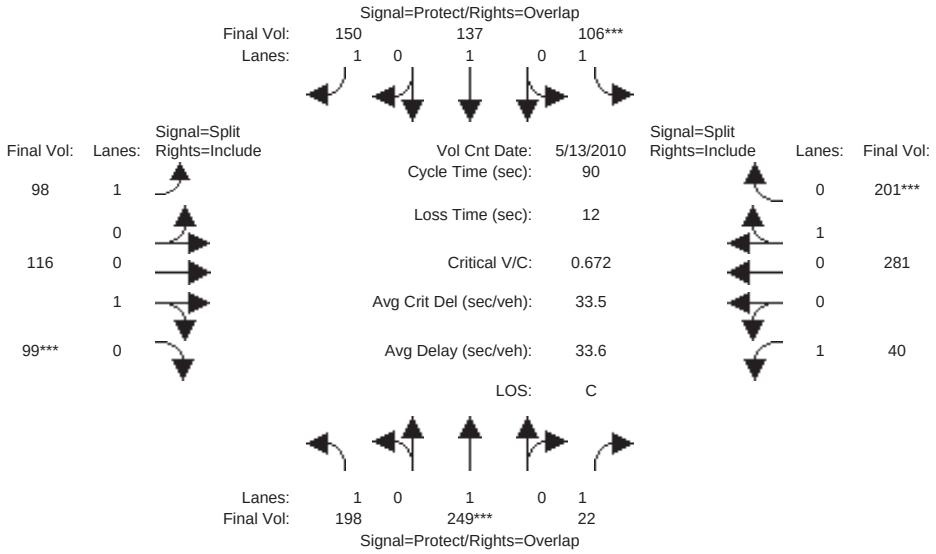
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3430: Airline Hwy and Union Rd



Street Name:	Airline Hwy						Union Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	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: 13 May 2010 <<												
Base Vol:	198	249	22	106	137	150	98	116	99	40	281	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	249	22	106	137	150	98	116	99	40	281	201
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	198	249	22	106	137	150	98	116	99	40	281	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	198	249	22	106	137	150	98	116	99	40	281	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	249	22	106	137	150	98	116	99	40	281	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	198	249	22	106	137	150	98	116	99	40	281	201
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.93	0.93	0.95	0.94	0.94
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.54	0.46	1.00	0.58	0.42
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	954	815	1805	1038	742
Capacity Analysis Module:												
Vol/Sat:	0.11	0.13	0.01	0.06	0.07	0.09	0.05	0.12	0.12	0.02	0.27	0.27
Crit Moves:		****		****					****			****
Green Time:	15.3	17.6	53.8	7.9	10.1	26.4	16.3	16.3	16.3	36.3	36.3	36.3
Volume/Cap:	0.64	0.67	0.02	0.67	0.64	0.32	0.30	0.67	0.67	0.05	0.67	0.67
Delay/Veh:	39.4	38.3	7.4	50.6	44.8	25.2	32.4	39.8	39.8	16.4	24.5	24.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.4	38.3	7.4	50.6	44.8	25.2	32.4	39.8	39.8	16.4	24.5	24.5
LOS by Move:	D	D	A	D	D	C	C	D	D	B	C	C
HCM2kAvgQ:	5	7	0	4	5	3	3	7	7	1	12	12

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

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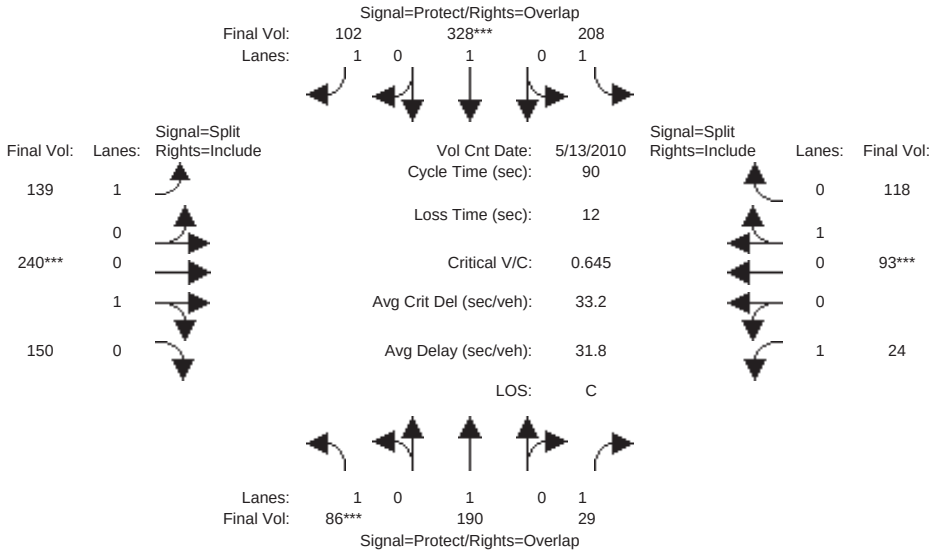
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3430: Airline Hwy and Union Rd



Street Name:	Airline Hwy						Union Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	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: 13 May 2010 <<												
Base Vol:	86	190	29	208	328	102	139	240	150	24	93	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	190	29	208	328	102	139	240	150	24	93	118
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	190	29	208	328	102	139	240	150	24	93	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:	86	190	29	208	328	102	139	240	150	24	93	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	190	29	208	328	102	139	240	150	24	93	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:	86	190	29	208	328	102	139	240	150	24	93	118
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.94	0.94	0.95	0.92	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.62	0.38	1.00	0.44	0.56
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	1101	688	1805	767	973
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.02	0.12	0.17	0.06	0.08	0.22	0.22	0.01	0.12	0.12
Crit Moves:	****				****			****			****	
Green Time:	6.6	14.3	31.2	16.4	24.1	54.5	30.4	30.4	30.4	16.9	16.9	16.9
Volume/Cap:	0.65	0.63	0.05	0.63	0.65	0.10	0.23	0.65	0.65	0.07	0.65	0.65
Delay/Veh:	51.0	39.7	19.6	37.9	32.1	7.5	21.6	27.7	27.7	30.2	38.2	38.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.0	39.7	19.6	37.9	32.1	7.5	21.6	27.7	27.7	30.2	38.2	38.2
LOS by Move:	D	D	B	D	C	A	C	C	C	C	D	D
HCM2kAvgQ:	2	5	1	6	9	1	3	10	10	1	7	7

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

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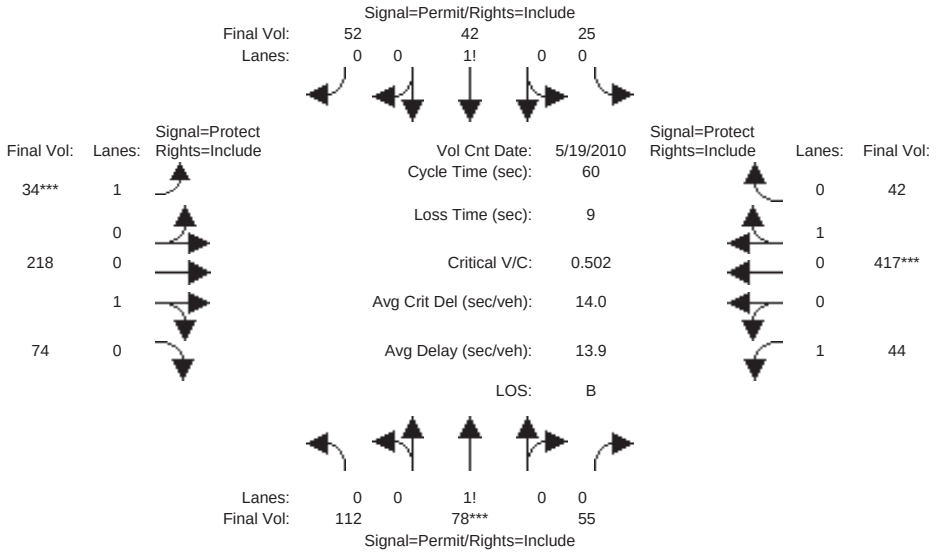
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4031: Southside Rd and Union Rd



Street Name:	Southside Rd						Union Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	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: 19 May 2010 <<												
Base Vol:	112	78	55	25	42	52	34	218	74	44	417	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	78	55	25	42	52	34	218	74	44	417	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	78	55	25	42	52	34	218	74	44	417	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:	112	78	55	25	42	52	34	218	74	44	417	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	78	55	25	42	52	34	218	74	44	417	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:	112	78	55	25	42	52	34	218	74	44	417	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	0.79	0.79	0.86	0.86	0.86	0.95	0.96	0.96	0.95	0.99	0.99
Lanes:	0.46	0.32	0.22	0.21	0.35	0.44	1.00	0.75	0.25	1.00	0.91	0.09
Final Sat.:	689	480	338	345	579	717	1805	1365	463	1805	1702	171
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.07	0.07	0.07	0.02	0.16	0.16	0.02	0.25	0.25
Crit Moves:		****					****				****	
Green Time:	19.4	19.4	19.4	19.4	19.4	19.4	2.3	27.4	27.4	4.2	29.3	29.3
Volume/Cap:	0.50	0.50	0.50	0.22	0.22	0.22	0.50	0.35	0.35	0.35	0.50	0.50
Delay/Veh:	17.2	17.2	17.2	15.0	15.0	15.0	34.1	10.8	10.8	28.3	10.8	10.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.2	17.2	17.2	15.0	15.0	15.0	34.1	10.8	10.8	28.3	10.8	10.8
LOS by Move:	B	B	B	B	B	B	C	B	B	C	B	B
HCM2kAvgQ:	4	4	4	2	2	2	1	3	3	1	6	6

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

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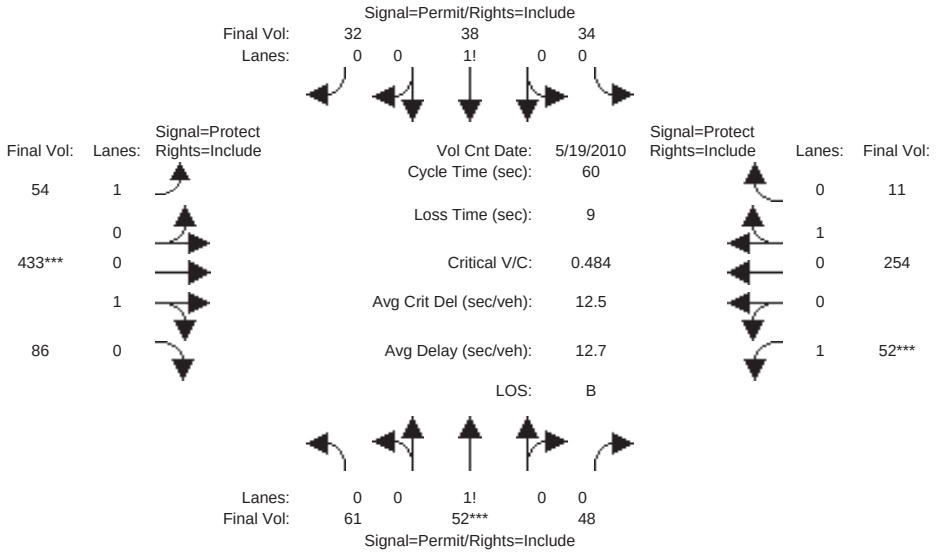
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4031: Southside Rd and Union Rd



Street Name:	Southside Rd						Union Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	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: 19 May 2010 <<												
Base Vol:	61	52	48	34	38	32	54	433	86	52	254	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:	61	52	48	34	38	32	54	433	86	52	254	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	52	48	34	38	32	54	433	86	52	254	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:	61	52	48	34	38	32	54	433	86	52	254	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	52	48	34	38	32	54	433	86	52	254	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:	61	52	48	34	38	32	54	433	86	52	254	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.83	0.83	0.86	0.86	0.86	0.95	0.98	0.98	0.95	0.99	0.99
Lanes:	0.38	0.32	0.30	0.33	0.36	0.31	1.00	0.83	0.17	1.00	0.96	0.04
Final Sat.:	598	510	470	534	597	502	1805	1546	307	1805	1810	78
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.06	0.06	0.06	0.03	0.28	0.28	0.03	0.14	0.14
Crit Moves:		****						****		****		
Green Time:	12.7	12.7	12.7	12.7	12.7	12.7	6.7	34.8	34.8	3.6	31.6	31.6
Volume/Cap:	0.48	0.48	0.48	0.30	0.30	0.30	0.27	0.48	0.48	0.48	0.27	0.27
Delay/Veh:	21.9	21.9	21.9	20.4	20.4	20.4	25.1	7.7	7.7	30.7	8.0	8.0
User DelAdj:	1.00	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	21.9	20.4	20.4	20.4	25.1	7.7	7.7	30.7	8.0	8.0
LOS by Move:	C	C	C	C	C	C	C	A	A	C	A	A
HCM2kAvgQ:	3	3	3	2	2	2	1	6	6	2	3	3

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

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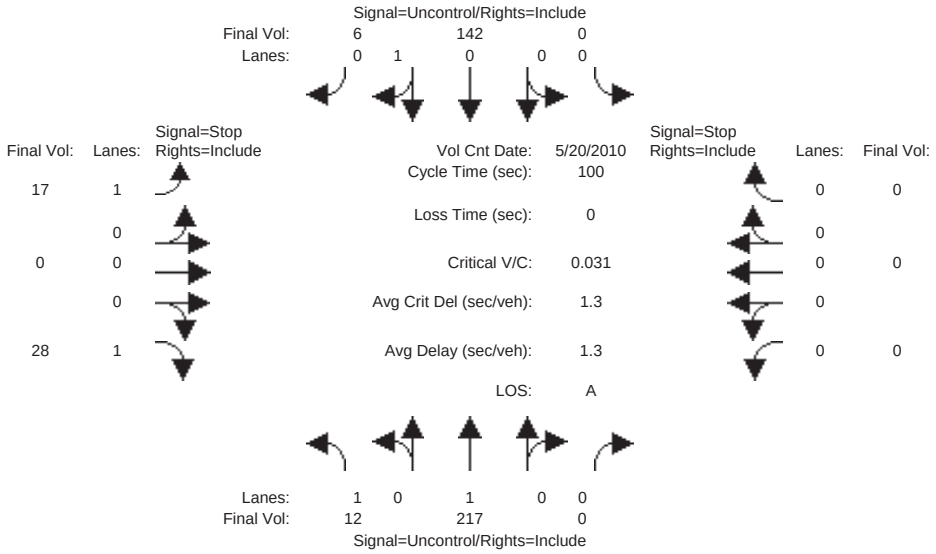
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4370: Fairview Rd and Cielo Vista Dr/ Proj Entrance (Signalized)



Street Name:	Fairview Rd						Cielo Vista Dr/Proj Entrance (Sig					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 20 May 2010 <<												
Base Vol:	12	217	0	0	142	6	17	0	28	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:	12	217	0	0	142	6	17	0	28	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	217	0	0	142	6	17	0	28	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:	12	217	0	0	142	6	17	0	28	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	12	217	0	0	142	6	17	0	28	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	148	xxxx	xxxxx	xxxx	xxxx	xxxxx	386	xxxx	145	xxxx	xxxx	xxxxx
Potent Cap.:	1446	xxxx	xxxxx	xxxx	xxxx	xxxxx	621	xxxx	908	xxxx	xxxx	xxxxx
Move Cap.:	1446	xxxx	xxxxx	xxxx	xxxx	xxxxx	617	xxxx	908	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	0.03	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	0.1	xxxx	xxxx	xxxxx
Control Del:	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.0	xxxx	9.1	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	B	*	A	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.8			xxxxxx		
ApproachLOS:	*			*			A			*		

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

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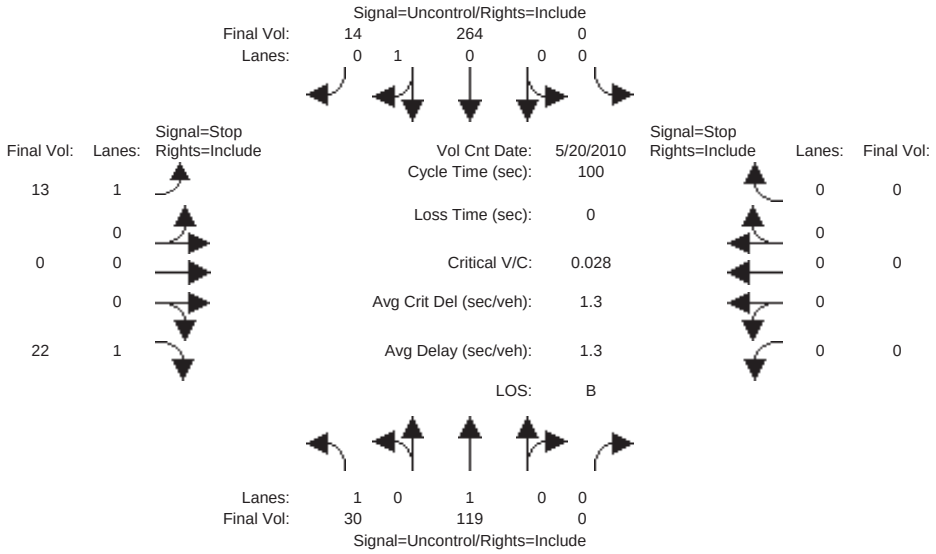
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing (PM)

Intersection #4370: Fairview Rd and Cielo Vista Dr/ Proj Entrance (Signalized)



Street Name:	Fairview Rd						Cielo Vista Dr/Proj Entrance (Sig					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 20 May 2010 <<												
Base Vol:	30	119	0	0	264	14	13	0	22	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:	30	119	0	0	264	14	13	0	22	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	119	0	0	264	14	13	0	22	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:	30	119	0	0	264	14	13	0	22	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	30	119	0	0	264	14	13	0	22	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	278	xxxx	xxxxx	xxxx	xxxx	xxxxx	450	xxxx	271	xxxx	xxxx	xxxxx
Potent Cap.:	1296	xxxx	xxxxx	xxxx	xxxx	xxxxx	571	xxxx	773	xxxx	xxxx	xxxxx
Move Cap.:	1296	xxxx	xxxxx	xxxx	xxxx	xxxxx	561	xxxx	773	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	0.03	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	0.1	xxxx	xxxx	xxxxx
Control Del:	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.6	xxxx	9.8	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	B	*	A	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.5			xxxxxx		
ApproachLOS:	*			*			B			*		

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

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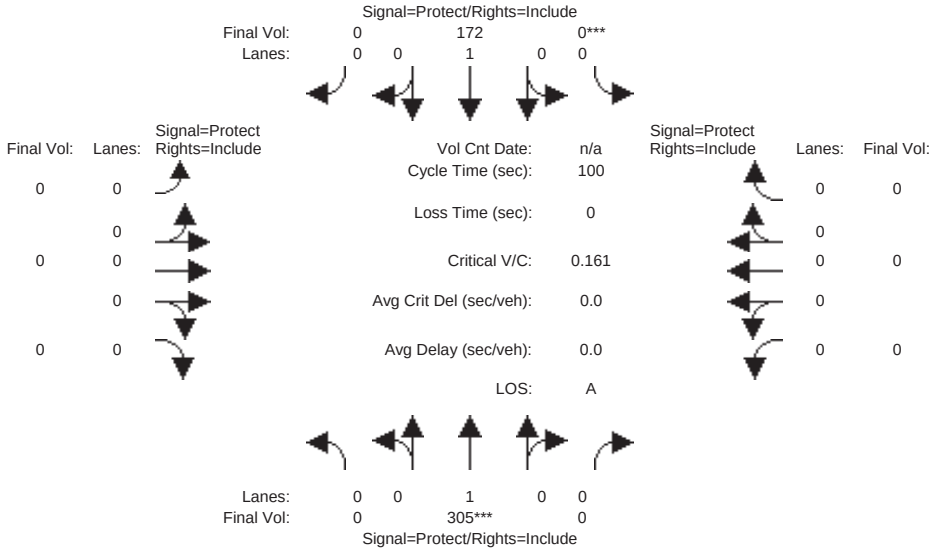
Project Conditions

Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #1274: Fairview Rd and Union Rd ext. [Future Intersection]



Street Name:	Fairview Rd						Union Rd ext.					
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:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module:												
Base Vol:	0	234	0	0	148	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	234	0	0	148	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ProjectTrip:	0	71	0	0	24	0	0	0	0	0	0	0
Initial Fut:	0	305	0	0	172	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	305	0	0	172	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	305	0	0	172	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	305	0	0	172	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	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	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.00	0.00	0.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****								
Green Time:	0.0	100	0.0	0.0	xxxx	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.16	0.00	0.00	0.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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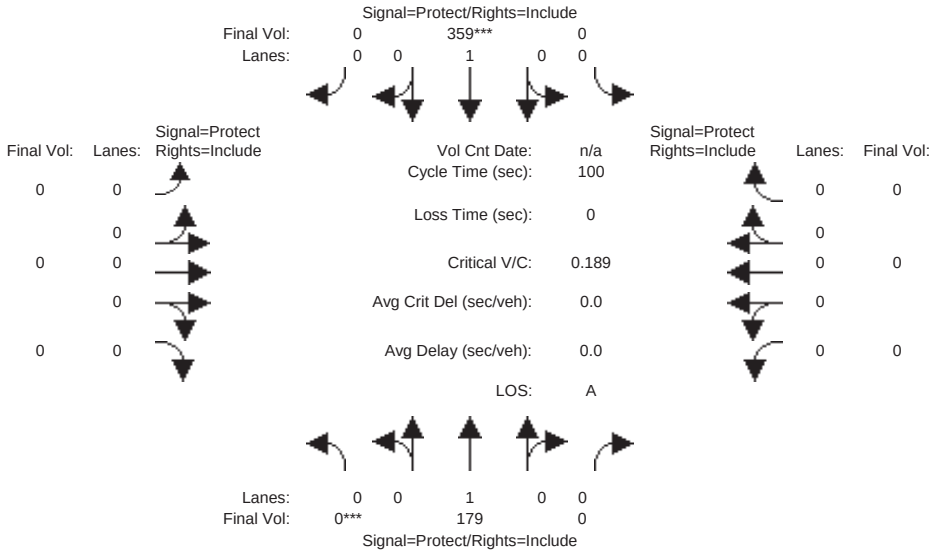
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #1274: Fairview Rd and Union Rd ext. [Future Intersection]



Street Name:	Fairview Rd						Union Rd ext.					
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:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module:												
Base Vol:	0	132	0	0	278	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	132	0	0	278	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ProjectTrip:	0	47	0	0	81	0	0	0	0	0	0	0
Initial Fut:	0	179	0	0	359	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	179	0	0	359	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	179	0	0	359	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	179	0	0	359	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	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	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	1900	0	0	1900	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.00	0.00	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							
Green Time:	0.0	xxxx	0.0	0.0	100	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.09	0.00	0.00	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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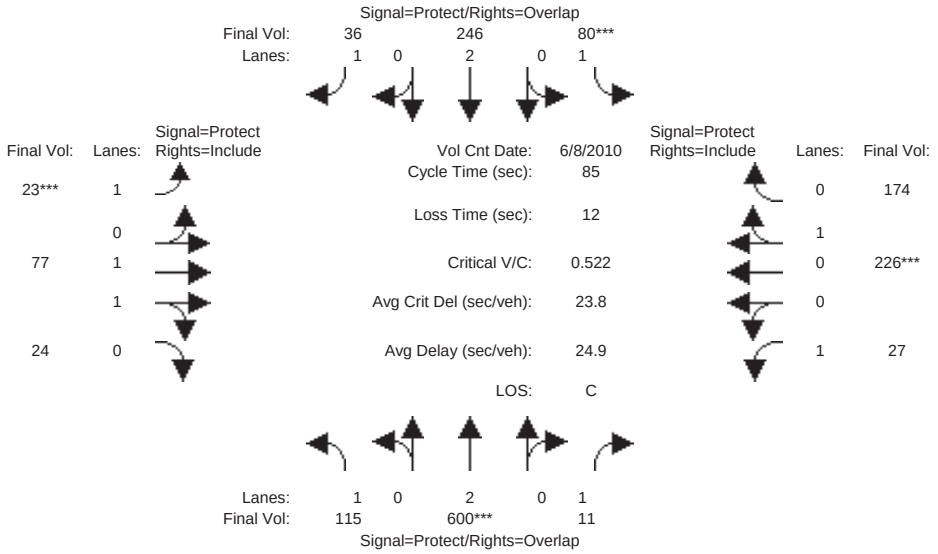
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #1449: Hwy 25 Bypass and Hillcrest Rd



Street Name:	Hwy 25 Bypass						Hillcrest Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	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: 8 Jun 2010 <<												
Base Vol:	114	590	11	79	243	36	23	70	24	27	206	172
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	590	11	79	243	36	23	70	24	27	206	172
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ProjectTrip:	1	10	0	1	3	0	0	7	0	0	20	2
Initial Fut:	115	600	11	80	246	36	23	77	24	27	226	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	600	11	80	246	36	23	77	24	27	226	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	600	11	80	246	36	23	77	24	27	226	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	600	11	80	246	36	23	77	24	27	226	174
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.92	0.92	0.95	0.94	0.94
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.52	0.48	1.00	0.56	0.44
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	2653	827	1805	1004	773
Capacity Analysis Module:												
Vol/Sat:	0.06	0.17	0.01	0.04	0.07	0.02	0.01	0.03	0.03	0.01	0.23	0.23
Crit Moves:		****			****			****			****	
Green Time:	16.6	27.1	40.2	7.2	17.7	19.8	2.1	25.6	25.6	13.2	36.7	36.7
Volume/Cap:	0.33	0.52	0.01	0.52	0.33	0.10	0.52	0.10	0.10	0.10	0.52	0.52
Delay/Veh:	30.0	24.1	11.9	40.5	28.8	25.7	51.8	21.4	21.4	31.0	18.4	18.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.0	24.1	11.9	40.5	28.8	25.7	51.8	21.4	21.4	31.0	18.4	18.4
LOS by Move:	C	C	B	D	C	C	D	C	C	C	B	B
HCM2kAvgQ:	3	7	0	2	3	1	1	1	1	1	8	8

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

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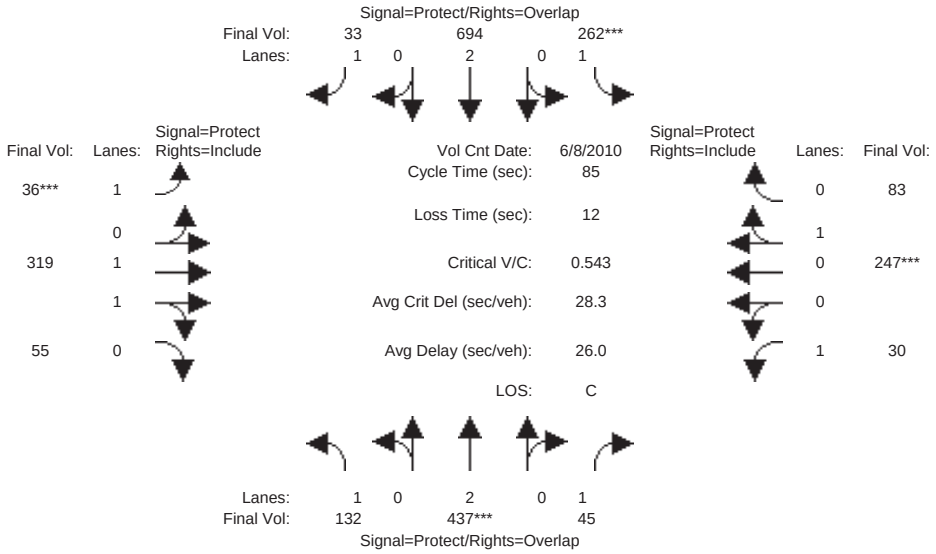
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #1449: Hwy 25 Bypass and Hillcrest Rd



Street Name:	Hwy 25 Bypass						Hillcrest Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	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: 8 Jun 2010 <<												
Base Vol:	131	430	45	260	682	33	36	296	54	30	234	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	430	45	260	682	33	36	296	54	30	234	82
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ProjectTrip:	1	7	0	2	12	0	0	23	1	0	13	1
Initial Fut:	132	437	45	262	694	33	36	319	55	30	247	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	437	45	262	694	33	36	319	55	30	247	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	437	45	262	694	33	36	319	55	30	247	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	437	45	262	694	33	36	319	55	30	247	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.93	0.93	0.95	0.96	0.96
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.71	0.29	1.00	0.75	0.25
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	3011	519	1805	1368	460
Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	0.03	0.15	0.19	0.02	0.02	0.11	0.11	0.02	0.18	0.18
Crit Moves:		****		****			****				****	
Green Time:	11.5	18.9	23.2	22.7	30.2	33.3	3.1	27.1	27.1	4.3	28.2	28.2
Volume/Cap:	0.54	0.54	0.10	0.54	0.54	0.05	0.54	0.33	0.33	0.33	0.54	0.54
Delay/Veh:	36.8	30.0	23.2	28.0	22.4	16.1	49.2	22.2	22.2	41.2	24.1	24.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.8	30.0	23.2	28.0	22.4	16.1	49.2	22.2	22.2	41.2	24.1	24.1
LOS by Move:	D	C	C	C	C	B	D	C	C	D	C	C
HCM2kAvgQ:	3	5	1	6	8	1	2	4	4	1	8	8

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

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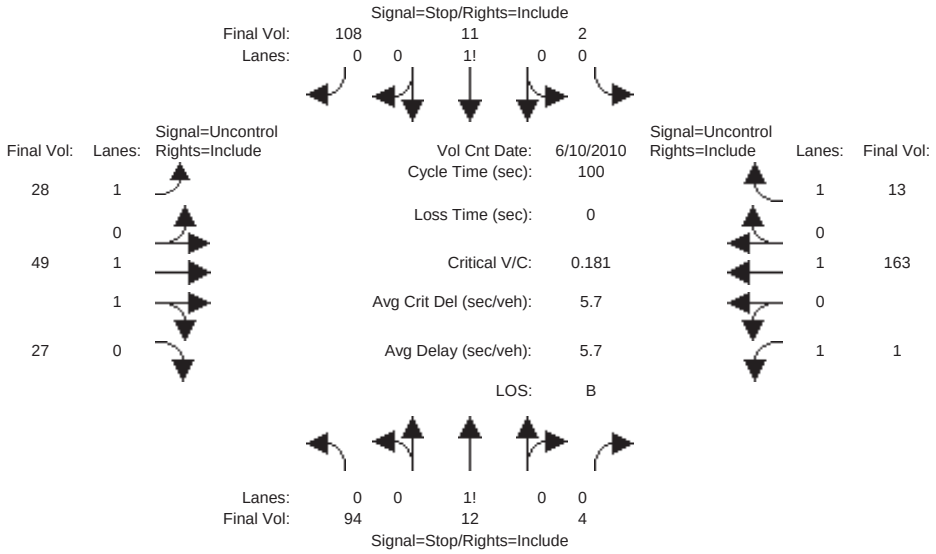
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
ExistingPlusProject (AM)

Intersection #1550: Valleyview Rd and Union Rd



Street Name:	Valley View Rd						Union Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module: >> Count Date: 10 Jun 2010 <<												
Base Vol:	94	12	4	2	11	108	28	45	27	1	162	13
Growth Adj:	1.00	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	12	4	2	11	108	28	45	27	1	162	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ProjectTrip:	0	0	0	0	0	0	0	4	0	0	1	0
Initial Fut:	94	12	4	2	11	108	28	49	27	1	163	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	12	4	2	11	108	28	49	27	1	163	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	94	12	4	2	11	108	28	49	27	1	163	13
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	350	297	38	252	297	163	176	xxxx	xxxxx	76	xxxx	xxxxx
Potent Cap.:	609	618	1040	706	618	887	1412	xxxx	xxxxx	1536	xxxx	xxxxx
Move Cap.:	519	606	1040	682	605	887	1412	xxxx	xxxxx	1536	xxxx	xxxxx
Volume/Cap:	0.18	0.02	0.00	0.00	0.02	0.12	0.02	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	537	xxxxx	xxxx	847	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.8	xxxxx	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	13.4	xxxxx	xxxxx	10.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	A	*	*	*	*	*	*	*
ApproachDel:		13.4			10.0		xxxxxx			xxxxxx		
ApproachLOS:		B			A		*			*		

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

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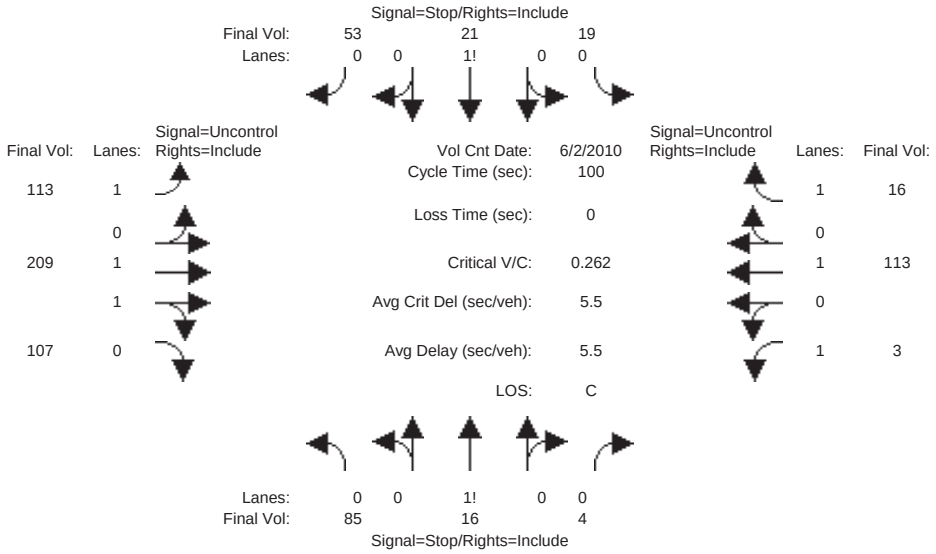
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
ExistingPlusProject (PM)

Intersection #1550: Valleyview Rd and Union Rd



Street Name:	Valley View Rd						Union Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module: >> Count Date: 2 Jun 2010 <<												
Base Vol:	85	16	4	19	21	53	113	207	107	3	109	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:	85	16	4	19	21	53	113	207	107	3	109	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ProjectTrip:	0	0	0	0	0	0	0	2	0	0	4	0
Initial Fut:	85	16	4	19	21	53	113	209	107	3	113	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	85	16	4	19	21	53	113	209	107	3	113	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	85	16	4	19	21	53	113	209	107	3	113	16
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	653	624	158	458	661	113	129	xxxx	xxxxx	316	xxxx	xxxxx
Potent Cap.:	384	405	893	517	385	945	1469	xxxx	xxxxx	1256	xxxx	xxxxx
Move Cap.:	325	373	893	468	355	945	1469	xxxx	xxxxx	1256	xxxx	xxxxx
Volume/Cap:	0.26	0.04	0.00	0.04	0.06	0.06	0.08	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	7.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	340	xxxxx	xxxx	597	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.3	xxxxx	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	20.3	xxxxx	xxxxx	12.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	B	*	*	*	*	*	*	*
ApproachDel:		20.3			12.1			xxxxx			xxxxx	
ApproachLOS:		C			B			*			*	

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

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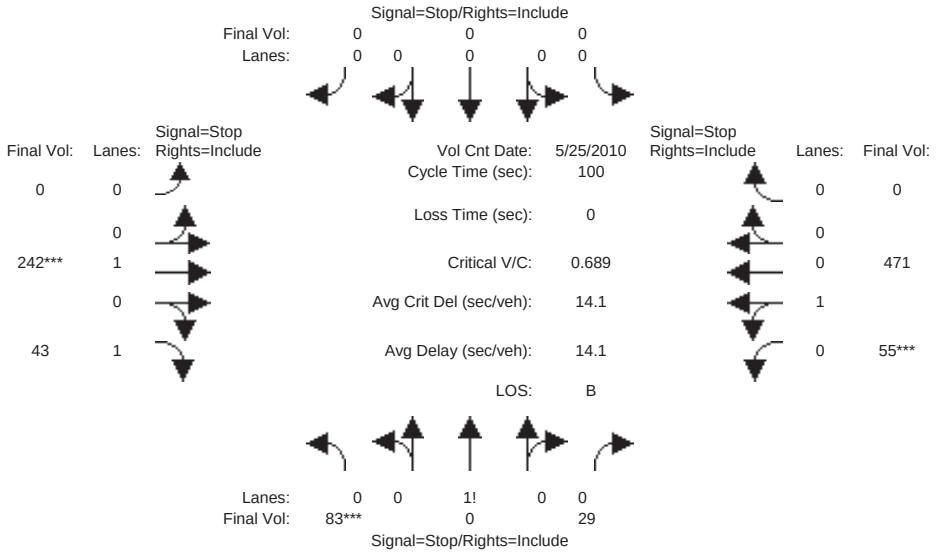
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
ExistingPlusProject (AM)

Intersection #1551: Valley View Rd and Sunnyslope Rd



Street Name:	Valley View Rd						Sunnyslope Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 25 May 2010 <<												
Base Vol:	83	0	29	0	0	0	0	236	43	55	454	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:	83	0	29	0	0	0	0	236	43	55	454	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ProjectTrip:	0	0	0	0	0	0	0	6	0	0	17	0
Initial Fut:	83	0	29	0	0	0	0	242	43	55	471	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:	83	0	29	0	0	0	0	242	43	55	471	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	0	29	0	0	0	0	242	43	55	471	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:	83	0	29	0	0	0	0	242	43	55	471	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:	0.74	0.00	0.26	0.00	0.00	0.00	0.00	1.00	1.00	0.10	0.90	0.00
Final Sat.:	432	0	151	0	0	0	0	674	775	80	683	0
Capacity Analysis Module:												
Vol/Sat:	0.19	xxxx	0.19	xxxx	xxxx	xxxx	xxxx	0.36	0.06	0.69	0.69	xxxx
Crit Moves:	****							****		****		
Delay/Veh:	9.8	0.0	9.8	0.0	0.0	0.0	0.0	10.7	7.5	17.1	17.1	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	0.0	9.8	0.0	0.0	0.0	0.0	10.7	7.5	17.1	17.1	0.0
LOS by Move:	A	*	A	*	*	*	*	B	A	C	C	*
ApproachDel:	9.8			xxxxxx			10.3			17.1		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	9.8			xxxxxx			10.3			17.1		
LOS by Appr:	A			*			B			C		
AllWayAvgQ:	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.5	0.1	2.0	2.0	2.0

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

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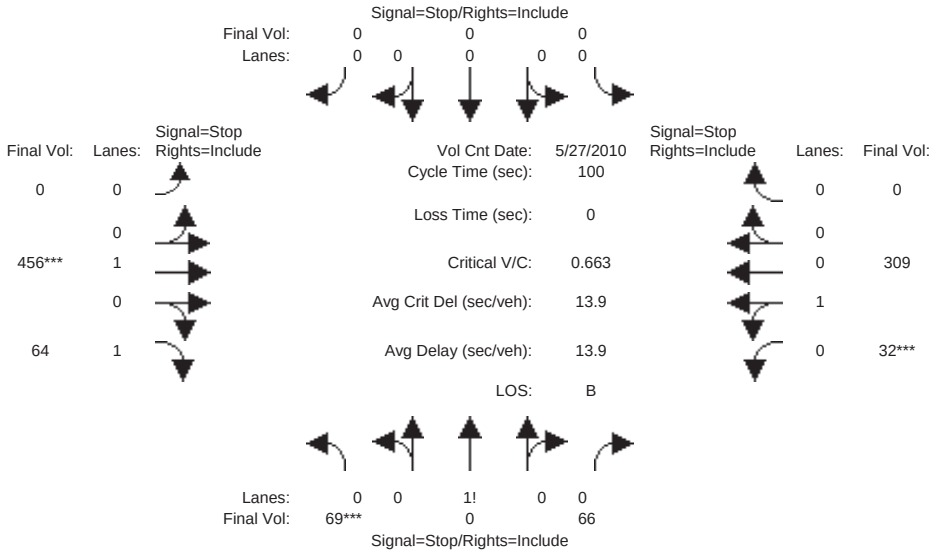
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
ExistingPlusProject (PM)

Intersection #1551: Valley View Rd and Sunnyslope Rd



Street Name:	Valley View Rd						Sunnyslope Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 27 May 2010 <<												
Base Vol:	69	0	66	0	0	0	0	436	64	32	298	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	0	66	0	0	0	0	436	64	32	298	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ProjectTrip:	0	0	0	0	0	0	0	20	0	0	11	0
Initial Fut:	69	0	66	0	0	0	0	456	64	32	309	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	0	66	0	0	0	0	456	64	32	309	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	0	66	0	0	0	0	456	64	32	309	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	0	66	0	0	0	0	456	64	32	309	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:	0.51	0.00	0.49	0.00	0.00	0.00	0.00	1.00	1.00	0.09	0.91	0.00
Final Sat.:	303	0	290	0	0	0	0	688	794	66	642	0
Capacity Analysis Module:												
Vol/Sat:	0.23	xxxx	0.23	xxxx	xxxx	xxxx	xxxx	0.66	0.08	0.48	0.48	xxxx
Crit Moves:	****							****		****		
Delay/Veh:	10.0	0.0	10.0	0.0	0.0	0.0	0.0	17.2	7.6	12.4	12.4	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:	10.0	0.0	10.0	0.0	0.0	0.0	0.0	17.2	7.6	12.4	12.4	0.0
LOS by Move:	B	*	B	*	*	*	*	C	A	B	B	*
ApproachDel:	10.0			xxxxxx			16.0			12.4		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	10.0			xxxxxx			16.0			12.4		
LOS by Appr:	B			*			C			B		
AllWayAvgQ:	0.2	0.2	0.2	0.0	0.0	0.0	0.0	1.8	0.1	0.9	0.9	0.9

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

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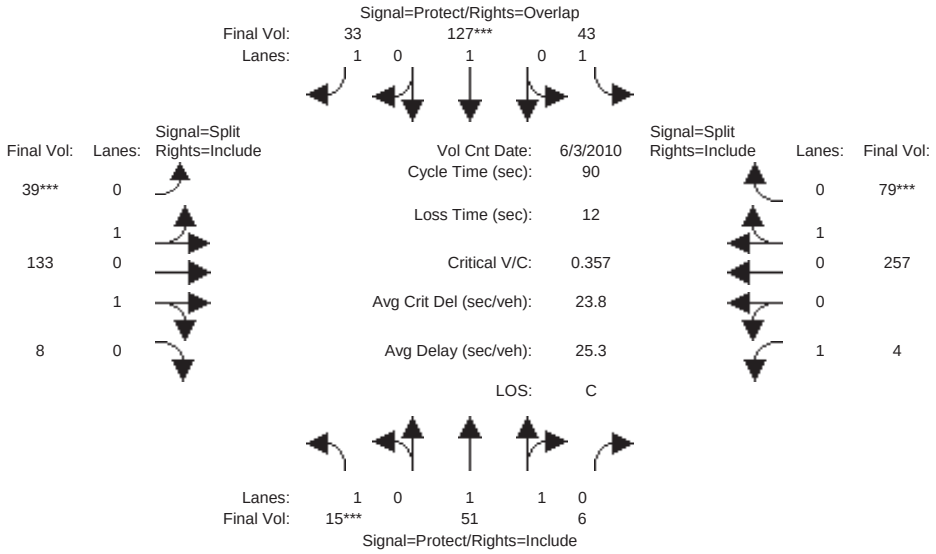
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #2210: McCray St and Hillcrest Rd



Street Name:	McCray St						Hillcrest Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	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: 3 Jun 2010 <<												
Base Vol:	15	51	6	42	127	33	39	128	8	4	243	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	51	6	42	127	33	39	128	8	4	243	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ProjectTrip:	0	0	0	1	0	0	0	5	0	0	14	4
Initial Fut:	15	51	6	43	127	33	39	133	8	4	257	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:	15	51	6	43	127	33	39	133	8	4	257	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	51	6	43	127	33	39	133	8	4	257	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:	15	51	6	43	127	33	39	133	8	4	257	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	1.00	0.85	0.93	0.93	0.93	0.95	0.97	0.97
Lanes:	1.00	1.79	0.21	1.00	1.00	1.00	0.43	1.48	0.09	1.00	0.76	0.24
Final Sat.:	1805	3178	374	1805	1900	1615	768	2620	158	1805	1402	431
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.02	0.07	0.02	0.05	0.05	0.05	0.00	0.18	0.18
Crit Moves:	****				****		****					****
Green Time:	2.1	7.6	7.6	11.3	16.9	29.7	12.8	12.8	12.8	46.2	46.2	46.2
Volume/Cap:	0.36	0.19	0.19	0.19	0.36	0.06	0.36	0.36	0.36	0.00	0.36	0.36
Delay/Veh:	48.4	38.6	38.6	35.6	32.5	20.7	35.3	35.3	35.3	10.7	13.3	13.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.4	38.6	38.6	35.6	32.5	20.7	35.3	35.3	35.3	10.7	13.3	13.3
LOS by Move:	D	D	D	D	C	C	D	D	D	B	B	B
HCM2kAvgQ:	0	1	1	1	3	1	3	3	3	0	6	6

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

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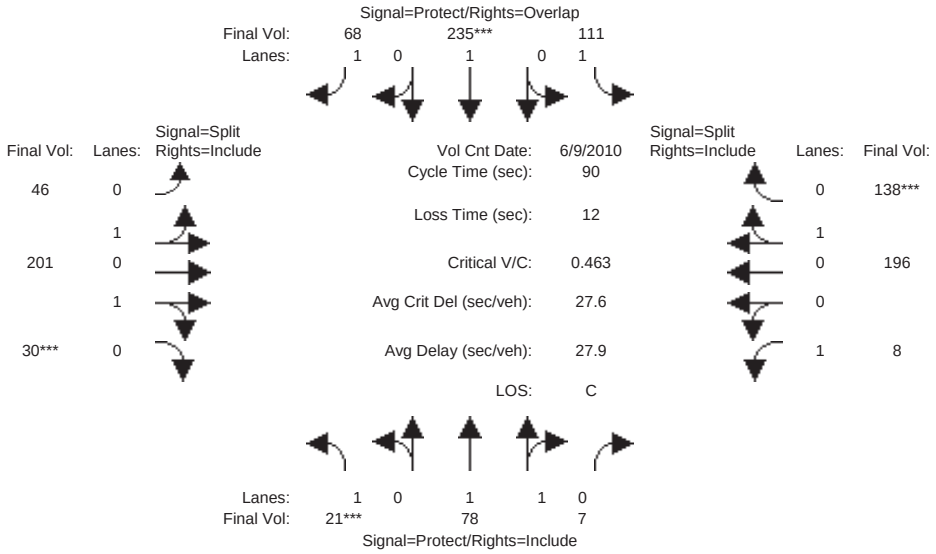
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #2210: McCray St and Hillcrest Rd



Street Name:	McCray St						Hillcrest Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	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: 9 Jun 2010 <<												
Base Vol:	21	78	7	107	235	68	46	185	30	8	187	136
Growth Adj:	1.00	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	78	7	107	235	68	46	185	30	8	187	136
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ProjectTrip:	0	0	0	4	0	0	0	16	0	0	9	2
Initial Fut:	21	78	7	111	235	68	46	201	30	8	196	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	78	7	111	235	68	46	201	30	8	196	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	78	7	111	235	68	46	201	30	8	196	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	78	7	111	235	68	46	201	30	8	196	138
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	1.00	0.85	0.93	0.93	0.93	0.95	0.94	0.94
Lanes:	1.00	1.84	0.16	1.00	1.00	1.00	0.33	1.45	0.22	1.00	0.59	0.41
Final Sat.:	1805	3273	294	1805	1900	1615	585	2557	382	1805	1046	736
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.06	0.12	0.04	0.08	0.08	0.08	0.00	0.19	0.19
Crit Moves:	****				****				****			****
Green Time:	2.3	7.3	7.3	19.0	24.0	39.3	15.3	15.3	15.3	36.4	36.4	36.4
Volume/Cap:	0.46	0.29	0.29	0.29	0.46	0.10	0.46	0.46	0.46	0.01	0.46	0.46
Delay/Veh:	50.6	39.4	39.4	30.3	28.3	15.0	34.2	34.2	34.2	16.0	20.1	20.1
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:	50.6	39.4	39.4	30.3	28.3	15.0	34.2	34.2	34.2	16.0	20.1	20.1
LOS by Move:	D	D	D	C	C	B	C	C	C	B	C	C
HCM2kAvgQ:	1	1	1	3	6	1	4	4	4	0	7	7

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

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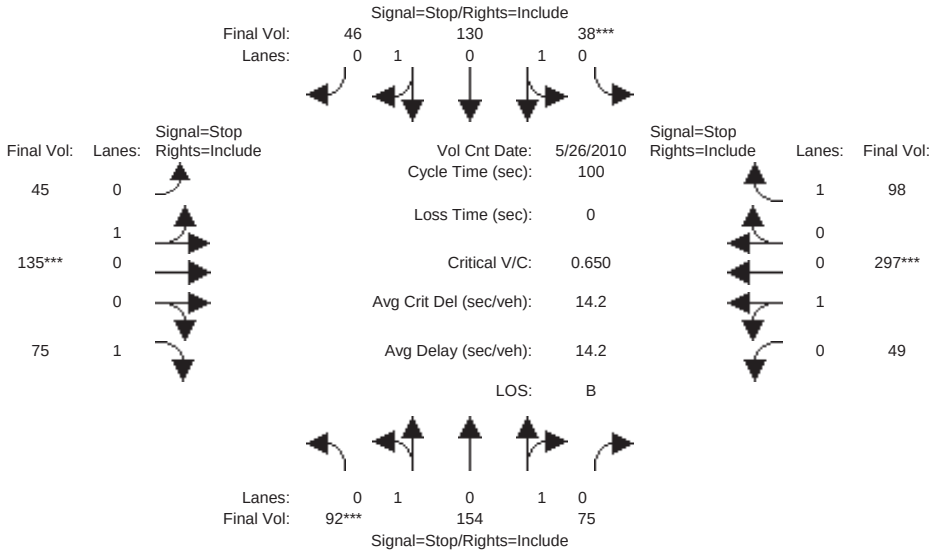
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
ExistingPlusProject (AM)

Intersection #2218: Memorial St and Hillcrest Rd



Street Name:	Memorial St						Hillcrest Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 26 May 2010 <<												
Base Vol:	92	154	75	38	130	46	45	128	75	49	275	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	154	75	38	130	46	45	128	75	49	275	98
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ProjectTrip:	0	0	0	0	0	0	0	7	0	0	22	0
Initial Fut:	92	154	75	38	130	46	45	135	75	49	297	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	154	75	38	130	46	45	135	75	49	297	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	154	75	38	130	46	45	135	75	49	297	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	154	75	38	130	46	45	135	75	49	297	98
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:	0.57	0.96	0.47	0.36	1.21	0.43	0.25	0.75	1.00	0.14	0.86	1.00
Final Sat.:	275	483	244	166	585	214	124	371	555	75	457	594
Capacity Analysis Module:												
Vol/Sat:	0.33	0.32	0.31	0.23	0.22	0.21	0.36	0.36	0.14	0.65	0.65	0.17
Crit Moves:	****			****				****			****	
Delay/Veh:	13.2	12.5	11.9	11.9	11.5	11.1	13.3	13.3	9.7	20.0	20.0	9.6
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:	13.2	12.5	11.9	11.9	11.5	11.1	13.3	13.3	9.7	20.0	20.0	9.6
LOS by Move:	B	B	B	B	B	B	B	B	A	C	C	A
ApproachDel:		12.5			11.5			12.2			17.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.5			11.5			12.2			17.7	
LOS by Appr:		B			B			B			C	
AllWayAvgQ:	0.4	0.4	0.4	0.3	0.2	0.2	0.5	0.5	0.1	1.6	1.6	0.2

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

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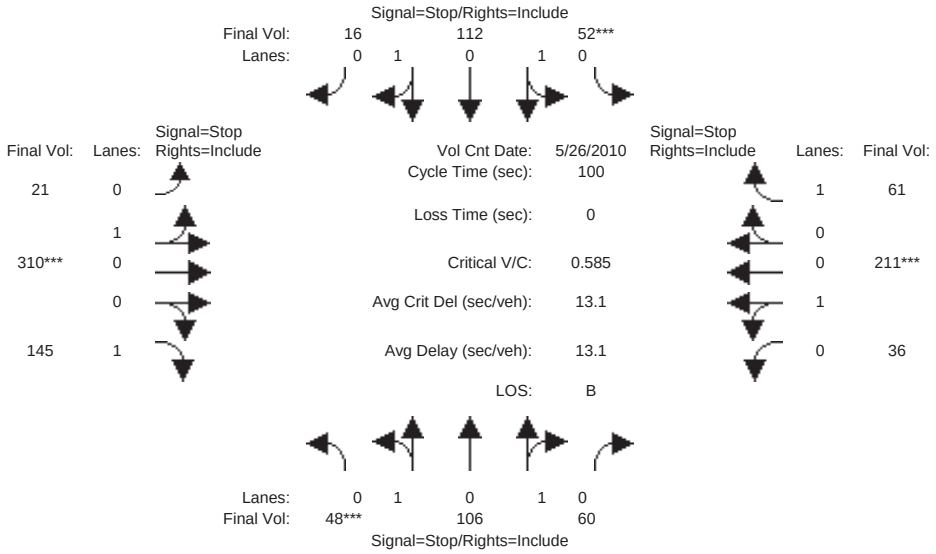
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
ExistingPlusProject (PM)

Intersection #2218: Memorial St and Hillcrest Rd



Street Name:	Memorial St						Hillcrest Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 26 May 2010 <<												
Base Vol:	48	106	60	52	112	16	21	285	145	36	197	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	106	60	52	112	16	21	285	145	36	197	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ProjectTrip:	0	0	0	0	0	0	0	25	0	0	14	0
Initial Fut:	48	106	60	52	112	16	21	310	145	36	211	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	106	60	52	112	16	21	310	145	36	211	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	106	60	52	112	16	21	310	145	36	211	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	106	60	52	112	16	21	310	145	36	211	61
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:	0.45	0.99	0.56	0.58	1.24	0.18	0.06	0.94	1.00	0.15	0.85	1.00
Final Sat.:	214	490	291	270	602	88	36	530	633	78	460	602
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.21	0.19	0.19	0.18	0.58	0.58	0.23	0.46	0.46	0.10
Crit Moves:	****			****				****			****	
Delay/Veh:	11.7	11.2	10.7	11.5	11.1	10.9	16.9	16.9	9.7	14.2	14.2	9.0
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:	11.7	11.2	10.7	11.5	11.1	10.9	16.9	16.9	9.7	14.2	14.2	9.0
LOS by Move:	B	B	B	B	B	B	C	C	A	B	B	A
ApproachDel:		11.2			11.2			14.7			13.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.2			11.2			14.7			13.2	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.2	0.2	0.2	0.2	0.2	0.2	1.2	1.2	0.3	0.8	0.8	0.1

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

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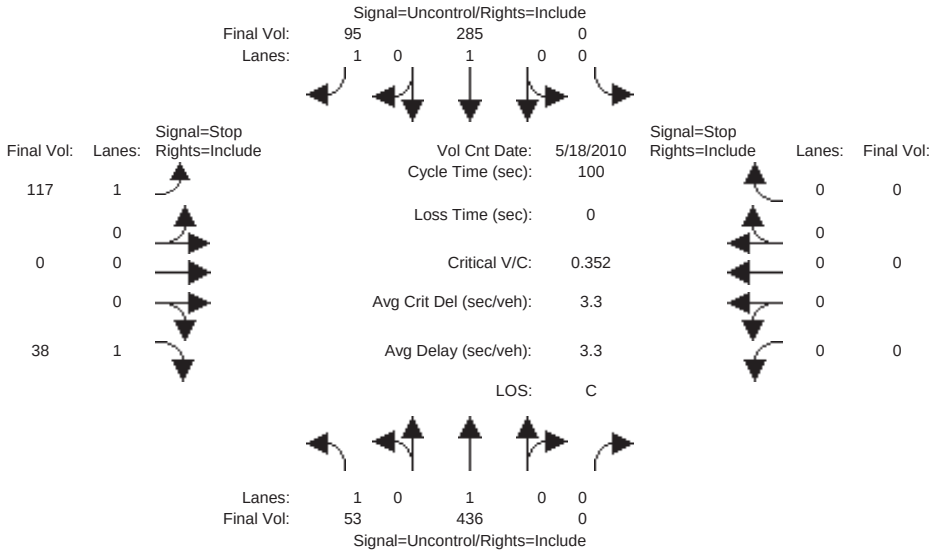
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
ExistingPlusProject (AM)

Intersection #2242: Fairview Rd and Hillcrest Rd



Street Name:	Fairview Rd						Hillcrest Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 18 May 2010 <<												
Base Vol:	27	416	0	0	278	95	117	0	30	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:	27	416	0	0	278	95	117	0	30	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ProjectTrip:	26	20	0	0	7	0	0	0	8	0	0	0
Initial Fut:	53	436	0	0	285	95	117	0	38	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:	53	436	0	0	285	95	117	0	38	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	53	436	0	0	285	95	117	0	38	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	380	xxxx	xxxxx	xxxx	xxxx	xxxxx	827	xxxx	285	xxxx	xxxx	xxxxx
Potent Cap.:	1190	xxxx	xxxxx	xxxx	xxxx	xxxxx	344	xxxx	759	xxxx	xxxx	xxxxx
Move Cap.:	1190	xxxx	xxxxx	xxxx	xxxx	xxxxx	332	xxxx	759	xxxx	xxxx	xxxxx
Volume/Cap:	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.35	xxxx	0.05	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.5	xxxx	0.2	xxxx	xxxx	xxxxx
Control Del:	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	21.6	xxxx	10.0	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	C	*	A	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			18.8			xxxxxx		
ApproachLOS:	*			*			C			*		

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

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Fairview Corners Residential
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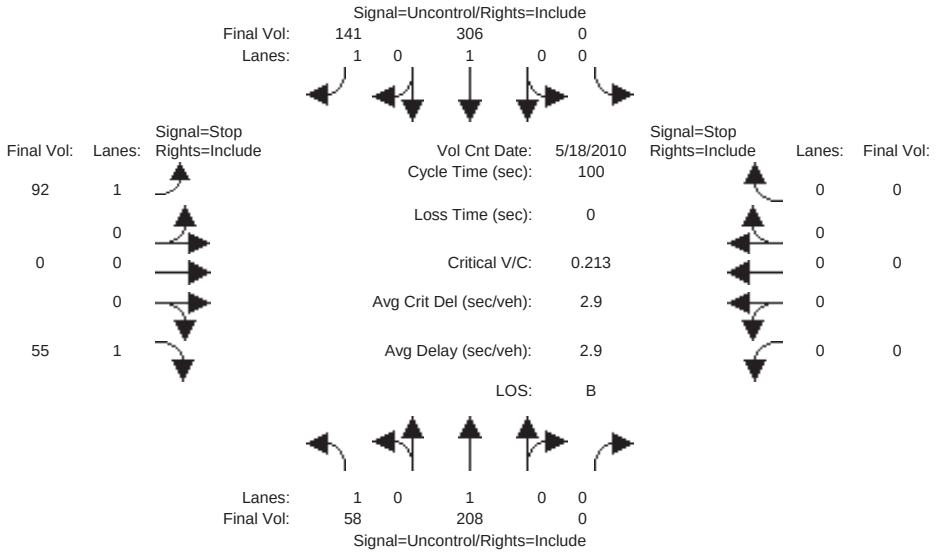
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
ExistingPlusProject (PM)

Intersection #2242: Fairview Rd and Hillcrest Rd



Street Name:	Fairview Rd						Hillcrest Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Volume Module: >> Count Date: 18 May 2010 <<												
Base Vol:	41	195	0	0	284	141	92	0	26	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:	41	195	0	0	284	141	92	0	26	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ProjectTrip:	17	13	0	0	22	0	0	0	29	0	0	0
Initial Fut:	58	208	0	0	306	141	92	0	55	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:	58	208	0	0	306	141	92	0	55	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	58	208	0	0	306	141	92	0	55	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	447	xxxx	xxxxx	xxxx	xxxx	xxxxx	630	xxxx	306	xxxx	xxxx	xxxxx
Potent Cap.:	1124	xxxx	xxxxx	xxxx	xxxx	xxxxx	449	xxxx	739	xxxx	xxxx	xxxxx
Move Cap.:	1124	xxxx	xxxxx	xxxx	xxxx	xxxxx	431	xxxx	739	xxxx	xxxx	xxxxx
Volume/Cap:	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	0.21	xxxx	0.07	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.8	xxxx	0.2	xxxx	xxxx	xxxxx
Control Del:	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	15.6	xxxx	10.3	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	C	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			13.6			xxxxxx		
ApproachLOS:	*			*			B			*		

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

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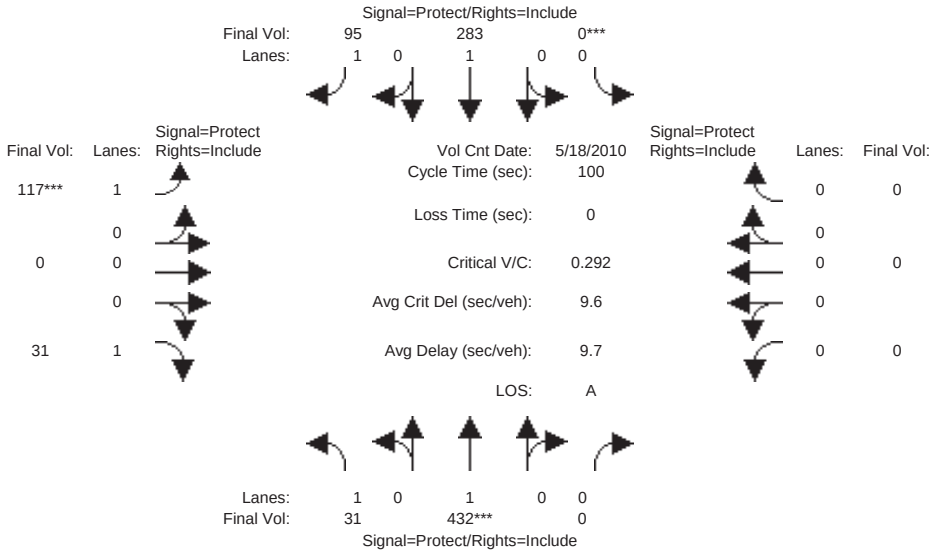
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
ExistingPlusProject (AM)

Intersection #2243: Fairview Rd and Hillcrest Rd



Street Name:	Fairview Rd						Hillcrest Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 18 May 2010 <<												
Base Vol:	27	416	0	0	278	95	117	0	30	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:	27	416	0	0	278	95	117	0	30	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ProjectTrip:	4	16	0	0	5	0	0	0	1	0	0	0
Initial Fut:	31	432	0	0	283	95	117	0	31	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:	31	432	0	0	283	95	117	0	31	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	432	0	0	283	95	117	0	31	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:	31	432	0	0	283	95	117	0	31	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.85	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1900	1615	1805	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.23	0.00	0.00	0.15	0.06	0.06	0.00	0.02	0.00	0.00	0.00
Crit Moves:		****			****			****				
Green Time:	8.0	77.8	0.0	0.0	69.8	69.8	22.2	0.0	22.2	0.0	0.0	0.0
Volume/Cap:	0.21	0.29	0.00	0.00	0.21	0.08	0.29	0.00	0.09	0.00	0.00	0.00
Delay/Veh:	43.8	3.3	0.0	0.0	5.4	4.9	32.8	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:	43.8	3.3	0.0	0.0	5.4	4.9	32.8	0.0	31.0	0.0	0.0	0.0
LOS by Move:	D	A	A	A	A	A	C	A	C	A	A	A
HCM2kAvgQ:	1	4	0	0	3	1	3	0	1	0	0	0

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

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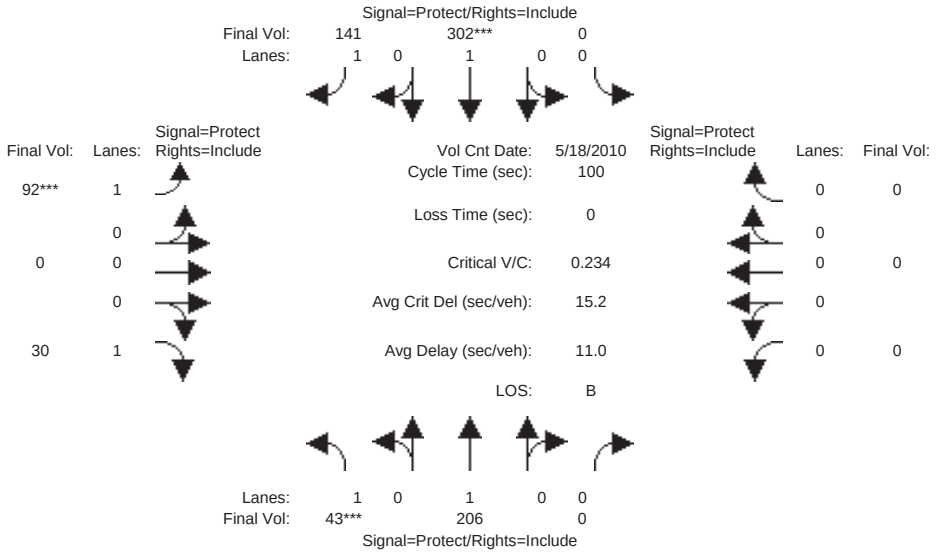
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #2243: Fairview Rd and Hillcrest Rd



Street Name:	Fairview Rd						Hillcrest Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 18 May 2010 <<												
Base Vol:	41	195	0	0	284	141	92	0	26	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:	41	195	0	0	284	141	92	0	26	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ProjectTrip:	2	11	0	0	18	0	0	0	4	0	0	0
Initial Fut:	43	206	0	0	302	141	92	0	30	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:	43	206	0	0	302	141	92	0	30	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	206	0	0	302	141	92	0	30	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:	43	206	0	0	302	141	92	0	30	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.85	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1900	1615	1805	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.00	0.00	0.16	0.09	0.05	0.00	0.02	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	10.2	78.2	0.0	0.0	68.0	68.0	21.8	0.0	21.8	0.0	0.0	0.0
Volume/Cap:	0.23	0.14	0.00	0.00	0.23	0.13	0.23	0.00	0.09	0.00	0.00	0.00
Delay/Veh:	42.0	2.7	0.0	0.0	6.2	5.7	32.5	0.0	31.3	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:	42.0	2.7	0.0	0.0	6.2	5.7	32.5	0.0	31.3	0.0	0.0	0.0
LOS by Move:	D	A	A	A	A	A	C	A	C	A	A	A
HCM2kAvgQ:	1	2	0	0	3	2	2	0	1	0	0	0

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

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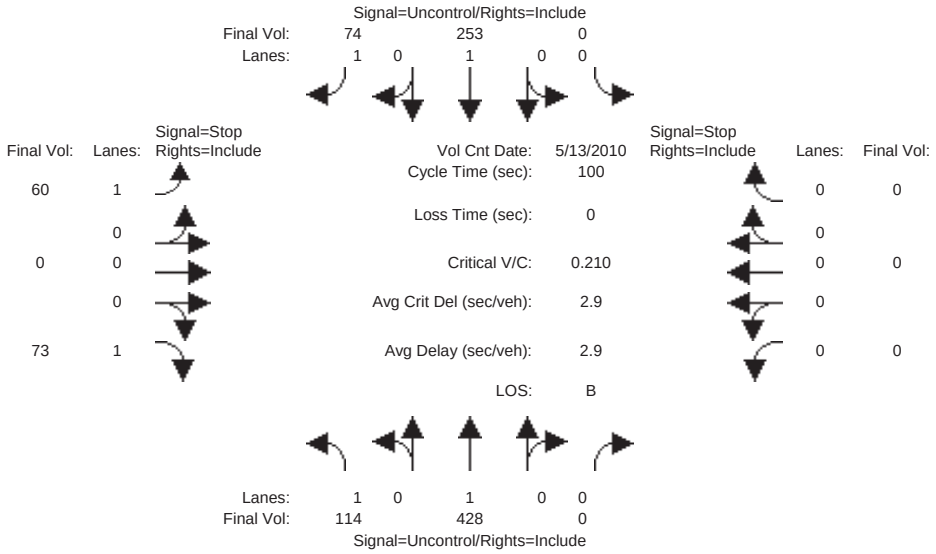
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
ExistingPlusProject (AM)

Intersection #2245: Fairview Rd and Santa Ana Rd



Street Name:	Fairview Rd						Santa Ana Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 13 May 2010 <<												
Base Vol:	109	417	0	0	249	74	60	0	71	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:	109	417	0	0	249	74	60	0	71	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ProjectTrip:	5	11	0	0	4	0	0	0	2	0	0	0
Initial Fut:	114	428	0	0	253	74	60	0	73	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:	114	428	0	0	253	74	60	0	73	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	114	428	0	0	253	74	60	0	73	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	327	xxxx	xxxxx	xxxx	xxxx	xxxxx	909	xxxx	253	xxxx	xxxx	xxxxx
Potent Cap.:	1244	xxxx	xxxxx	xxxx	xxxx	xxxxx	308	xxxx	791	xxxx	xxxx	xxxxx
Move Cap.:	1244	xxxx	xxxxx	xxxx	xxxx	xxxxx	286	xxxx	791	xxxx	xxxx	xxxxx
Volume/Cap:	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	0.21	xxxx	0.09	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.8	xxxx	0.3	xxxx	xxxx	xxxxx
Control Del:	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	20.9	xxxx	10.0	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	C	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			14.9			xxxxxx		
ApproachLOS:	*			*			B			*		

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

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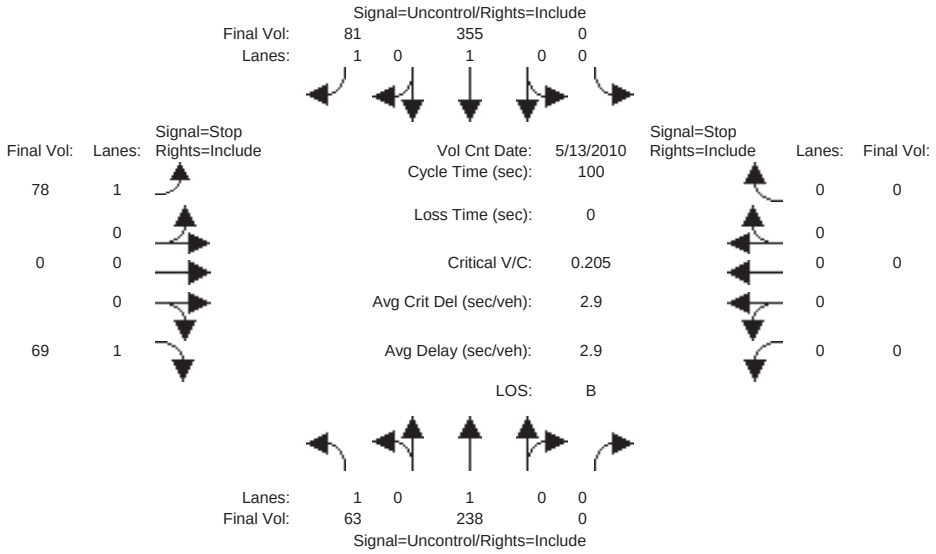
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
ExistingPlusProject (PM)

Intersection #2245: Fairview Rd and Santa Ana Rd



Street Name:	Fairview Rd						Santa Ana Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 13 May 2010 <<												
Base Vol:	60	231	0	0	342	81	78	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:	60	231	0	0	342	81	78	0	63	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ProjectTrip:	3	7	0	0	13	0	0	0	6	0	0	0
Initial Fut:	63	238	0	0	355	81	78	0	69	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:	63	238	0	0	355	81	78	0	69	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	63	238	0	0	355	81	78	0	69	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	436	xxxx	xxxxx	xxxx	xxxx	xxxxx	719	xxxx	355	xxxx	xxxx	xxxxx
Potent Cap.:	1134	xxxx	xxxxx	xxxx	xxxx	xxxxx	398	xxxx	693	xxxx	xxxx	xxxxx
Move Cap.:	1134	xxxx	xxxxx	xxxx	xxxx	xxxxx	381	xxxx	693	xxxx	xxxx	xxxxx
Volume/Cap:	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	0.20	xxxx	0.10	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.8	xxxx	0.3	xxxx	xxxx	xxxxx
Control Del:	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	16.9	xxxx	10.8	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	C	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			14.0			xxxxxx		
ApproachLOS:	*			*			B			*		

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

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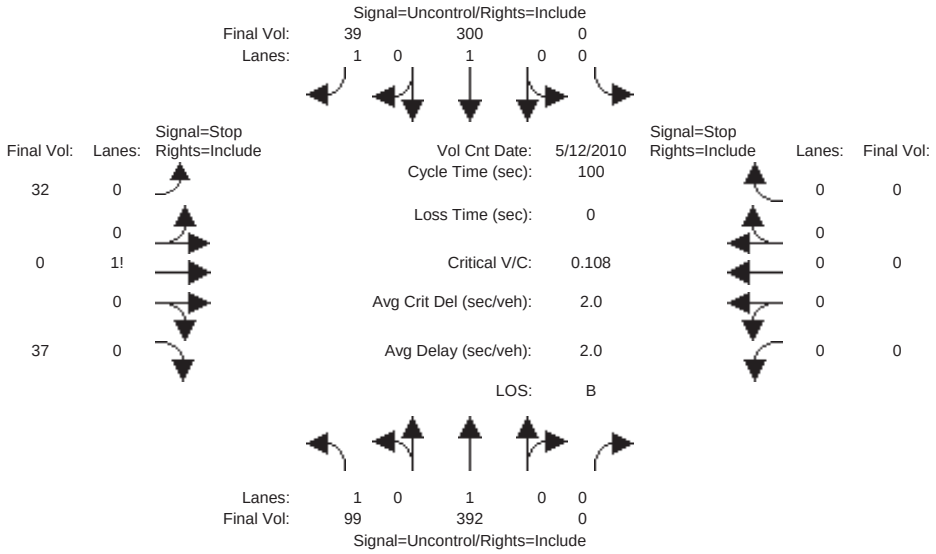
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
ExistingPlusProject (AM)

Intersection #2248: Fairview Rd and McCloskey Rd



Street Name:	Fairview Rd						McCloskey Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module: >> Count Date: 12 May 2010 <<												
Base Vol:	98	382	0	0	297	39	32	0	37	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:	98	382	0	0	297	39	32	0	37	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ProjectTrip:	1	10	0	0	3	0	0	0	0	0	0	0
Initial Fut:	99	392	0	0	300	39	32	0	37	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:	99	392	0	0	300	39	32	0	37	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	99	392	0	0	300	39	32	0	37	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	339	xxxx	xxxxx	xxxx	xxxx	xxxxx	890	890	300	xxxx	xxxx	xxxxx
Potent Cap.:	1231	xxxx	xxxxx	xxxx	xxxx	xxxxx	316	284	744	xxxx	xxxx	xxxxx
Move Cap.:	1231	xxxx	xxxxx	xxxx	xxxx	xxxxx	296	261	744	xxxx	xxxx	xxxxx
Volume/Cap:	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	0.11	0.00	0.05	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	438	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.6	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	14.8	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			14.8			xxxxxx		
ApproachLOS:	*			*			B			*		

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

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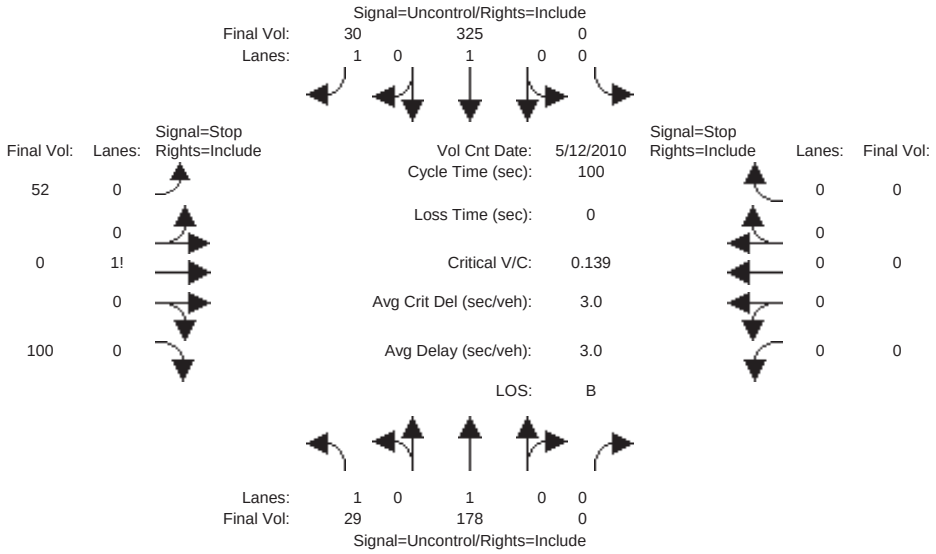
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
ExistingPlusProject (PM)

Intersection #2248: Fairview Rd and McCloskey Rd



Street Name:	Fairview Rd						McCloskey Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Volume Module: >> Count Date: 12 May 2010 <<												
Base Vol:	28	171	0	0	314	30	52	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:	28	171	0	0	314	30	52	0	99	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ProjectTrip:	1	7	0	0	11	0	0	0	1	0	0	0
Initial Fut:	29	178	0	0	325	30	52	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:	29	178	0	0	325	30	52	0	100	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	29	178	0	0	325	30	52	0	100	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	355	xxxx	xxxxx	xxxx	xxxx	xxxxx	561	561	325	xxxx	xxxx	xxxxx
Potent Cap.:	1215	xxxx	xxxxx	xxxx	xxxx	xxxxx	492	439	721	xxxx	xxxx	xxxxx
Move Cap.:	1215	xxxx	xxxxx	xxxx	xxxx	xxxxx	483	429	721	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.11	0.00	0.14	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	617	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.0	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.7	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			12.7			xxxxxx		
ApproachLOS:	*			*			B			*		

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

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Fairview Corners Residential
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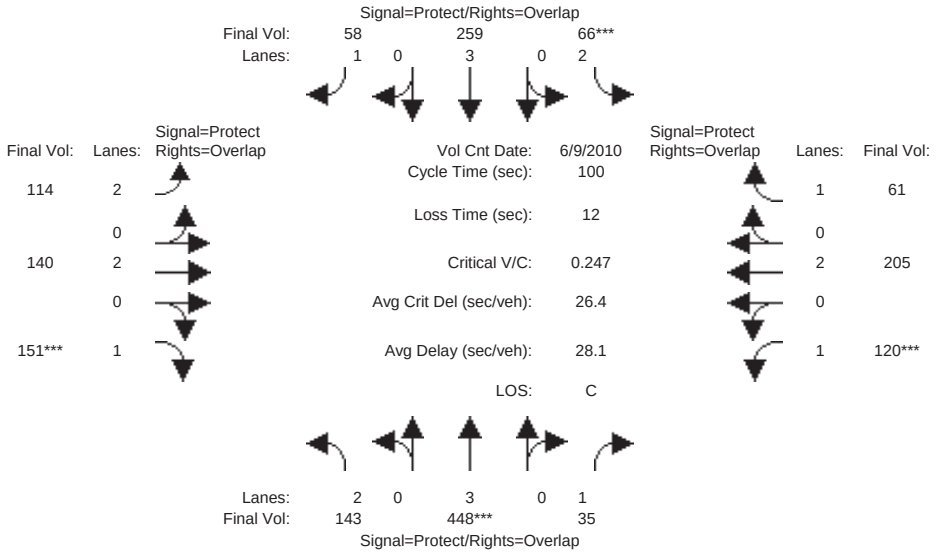
Hexagon Transportation Consultants, Inc.

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

Intersection #2331: Airline Hwy/Future 25 Bypass and Sunnyslope Rd/Tres Pinos Rd



Street Name:	Airline Hwy/Future 25 Bypass						Sunnyslope Rd/Tres Pinos Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	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: 9 Jun 2010 <<												
Base Vol:	134	437	35	65	255	58	114	136	148	120	194	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	437	35	65	255	58	114	136	148	120	194	59
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ProjectTrip:	9	11	0	1	4	0	0	4	3	0	11	2
Initial Fut:	143	448	35	66	259	58	114	140	151	120	205	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	448	35	66	259	58	114	140	151	120	205	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	448	35	66	259	58	114	140	151	120	205	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	448	35	66	259	58	114	140	151	120	205	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3610	5700	1615	3610	5700	1615	3610	3800	1615	1805	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.02	0.02	0.05	0.04	0.03	0.04	0.09	0.07	0.05	0.04
Crit Moves:		****		****					****	****		
Green Time:	18.3	31.8	58.8	7.4	21.0	39.0	18.0	21.8	40.1	26.9	30.8	38.2
Volume/Cap:	0.22	0.25	0.04	0.25	0.22	0.09	0.18	0.17	0.23	0.25	0.18	0.10
Delay/Veh:	34.9	25.3	8.7	44.2	32.8	19.4	34.8	31.8	20.0	28.9	25.4	19.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.9	25.3	8.7	44.2	32.8	19.4	34.8	31.8	20.0	28.9	25.4	19.9
LOS by Move:	C	C	A	D	C	B	C	C	B	C	C	B
HCM2kAvgQ:	2	3	0	1	2	1	1	2	3	3	2	1

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

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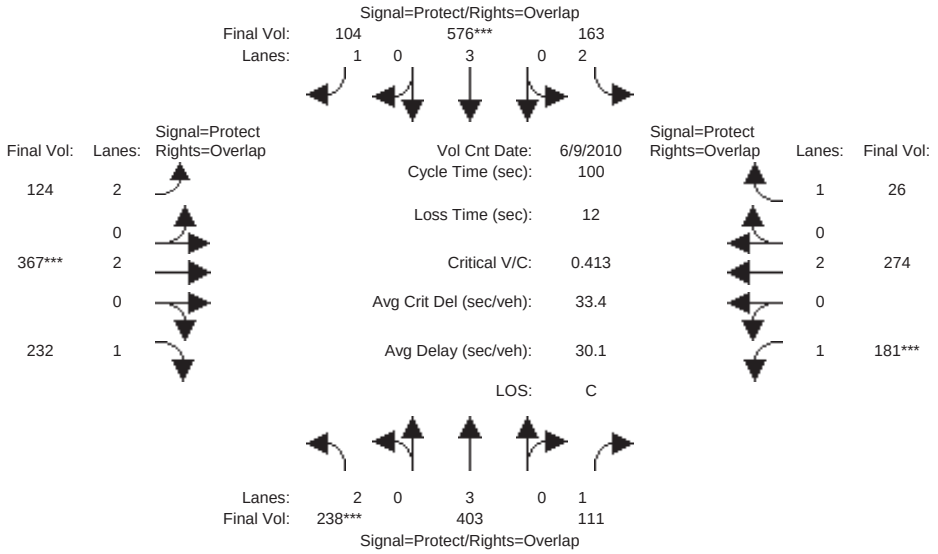
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #2331: Airline Hwy/Future 25 Bypass and Sunnyslope Rd/Tres Pinos Rd



Street Name:	Airline Hwy/Future 25 Bypass						Sunnyslope Rd/Tres Pinos Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	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: 9 Jun 2010 <<												
Base Vol:	232	395	111	160	563	104	124	354	222	181	267	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:	232	395	111	160	563	104	124	354	222	181	267	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ProjectTrip:	6	8	0	3	13	0	0	13	10	0	7	2
Initial Fut:	238	403	111	163	576	104	124	367	232	181	274	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	238	403	111	163	576	104	124	367	232	181	274	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	403	111	163	576	104	124	367	232	181	274	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	238	403	111	163	576	104	124	367	232	181	274	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3610	5700	1615	3610	5700	1615	3610	3800	1615	1805	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.05	0.10	0.06	0.03	0.10	0.14	0.10	0.07	0.02
Crit Moves:	****				****			****		****		
Green Time:	15.9	24.6	48.9	15.7	24.4	39.8	15.4	23.4	39.3	24.3	32.2	48.0
Volume/Cap:	0.41	0.29	0.14	0.29	0.41	0.16	0.22	0.41	0.37	0.41	0.22	0.03
Delay/Veh:	38.3	30.7	14.1	37.5	32.0	19.5	37.3	32.8	21.9	32.5	24.8	13.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.3	30.7	14.1	37.5	32.0	19.5	37.3	32.8	21.9	32.5	24.8	13.8
LOS by Move:	D	C	B	D	C	B	D	C	C	C	C	B
HCM2kAvgQ:	4	3	2	2	5	2	2	5	5	5	3	0

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

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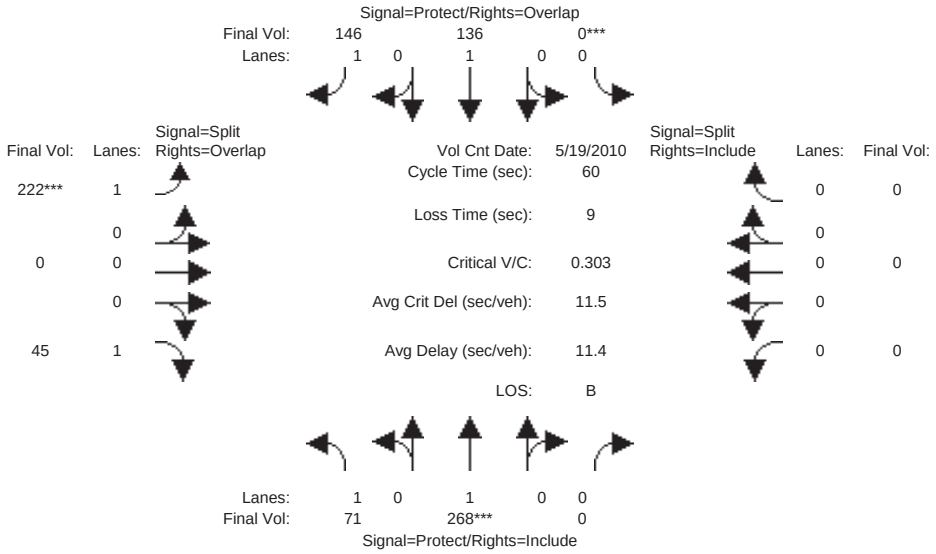
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #2347: Fairview Rd and Sunnyslope Rd



Street Name:	Fairview Rd						Sunnyslope Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	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: 19 May 2010 <<												
Base Vol:	47	223	0	0	121	146	222	0	37	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:	47	223	0	0	121	146	222	0	37	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ProjectTrip:	24	45	0	0	15	0	0	0	8	0	0	0
Initial Fut:	71	268	0	0	136	146	222	0	45	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	268	0	0	136	146	222	0	45	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	268	0	0	136	146	222	0	45	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	268	0	0	136	146	222	0	45	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1900	1900	0	0	1900	1900	1900	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.00	0.00	0.07	0.08	0.12	0.00	0.02	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	9.6	27.9	0.0	0.0	18.3	41.4	23.1	0.0	32.7	0.0	0.0	0.0
Volume/Cap:	0.23	0.30	0.00	0.00	0.23	0.11	0.30	0.00	0.04	0.00	0.00	0.00
Delay/Veh:	22.4	10.2	0.0	0.0	15.8	3.1	13.1	0.0	6.4	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:	22.4	10.2	0.0	0.0	15.8	3.1	13.1	0.0	6.4	0.0	0.0	0.0
LOS by Move:	C	B	A	A	B	A	B	A	A	A	A	A
HCM2kAvgQ:	1	3	0	0	2	1	3	0	0	0	0	0

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

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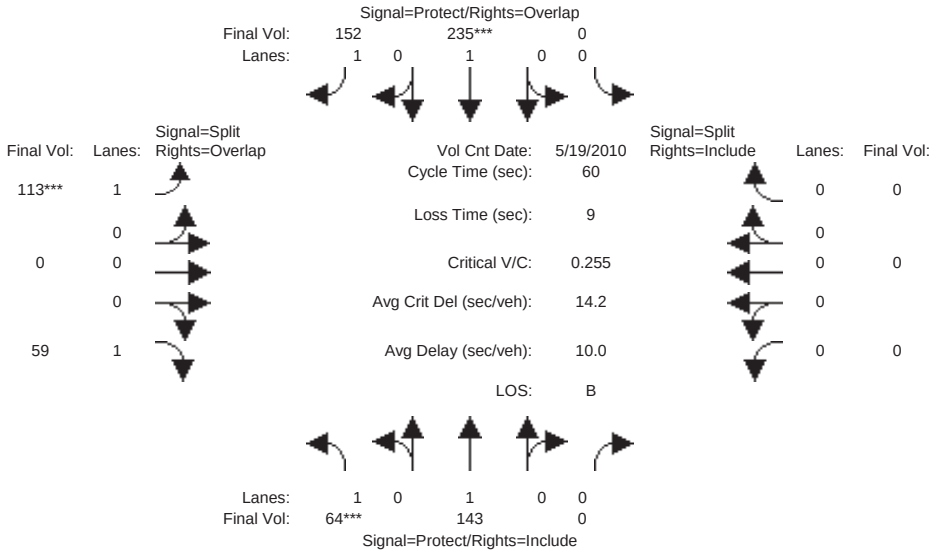
Hexagon Transportation Consultants, Inc.

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

Intersection #2347: Fairview Rd and Sunnyslope Rd



Street Name:	Fairview Rd						Sunnyslope Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	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: 19 May 2010 <<												
Base Vol:	48	113	0	0	184	152	113	0	32	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:	48	113	0	0	184	152	113	0	32	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ProjectTrip:	16	30	0	0	51	0	0	0	27	0	0	0
Initial Fut:	64	143	0	0	235	152	113	0	59	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:	64	143	0	0	235	152	113	0	59	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	143	0	0	235	152	113	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:	64	143	0	0	235	152	113	0	59	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1900	1900	0	0	1900	1900	1900	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.00	0.00	0.12	0.08	0.06	0.00	0.03	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	7.9	37.0	0.0	0.0	29.1	43.1	14.0	0.0	21.9	0.0	0.0	0.0
Volume/Cap:	0.26	0.12	0.00	0.00	0.26	0.11	0.26	0.00	0.09	0.00	0.00	0.00
Delay/Veh:	23.9	4.8	0.0	0.0	9.2	2.6	19.1	0.0	12.5	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:	23.9	4.8	0.0	0.0	9.2	2.6	19.1	0.0	12.5	0.0	0.0	0.0
LOS by Move:	C	A	A	A	A	A	B	A	B	A	A	A
HCM2kAvgQ:	1	1	0	0	2	1	2	0	1	0	0	0

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

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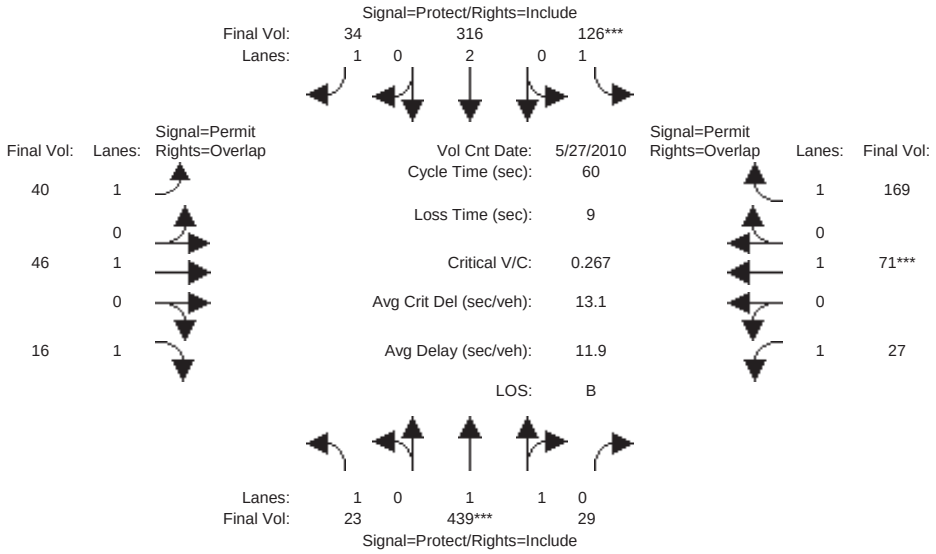
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #2367: Airline Hwy and Sunset Dr



Street Name:	Airline Hwy						Sunset Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	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: 27 May 2010 <<												
Base Vol:	23	416	29	126	308	34	40	46	16	27	71	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	416	29	126	308	34	40	46	16	27	71	169
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ProjectTrip:	0	23	0	0	8	0	0	0	0	0	0	0
Initial Fut:	23	439	29	126	316	34	40	46	16	27	71	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	439	29	126	316	34	40	46	16	27	71	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	439	29	126	316	34	40	46	16	27	71	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	439	29	126	316	34	40	46	16	27	71	169
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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:	1.00	1.88	0.12	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1900	3565	235	1900	3800	1900	1900	1900	1900	1900	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.12	0.07	0.08	0.02	0.02	0.02	0.01	0.01	0.04	0.09
Crit Moves:		****		****							****	
Green Time:	5.4	27.7	27.7	14.9	37.2	37.2	8.4	8.4	13.8	8.4	8.4	23.3
Volume/Cap:	0.13	0.27	0.27	0.27	0.13	0.03	0.15	0.17	0.04	0.10	0.27	0.23
Delay/Veh:	25.5	10.0	10.0	18.5	4.8	4.4	22.9	23.0	18.0	22.7	23.6	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:	25.5	10.0	10.0	18.5	4.8	4.4	22.9	23.0	18.0	22.7	23.6	12.5
LOS by Move:	C	B	B	B	A	A	C	C	B	C	C	B
HCM2kAvgQ:	1	3	3	2	1	0	1	1	0	1	1	2

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

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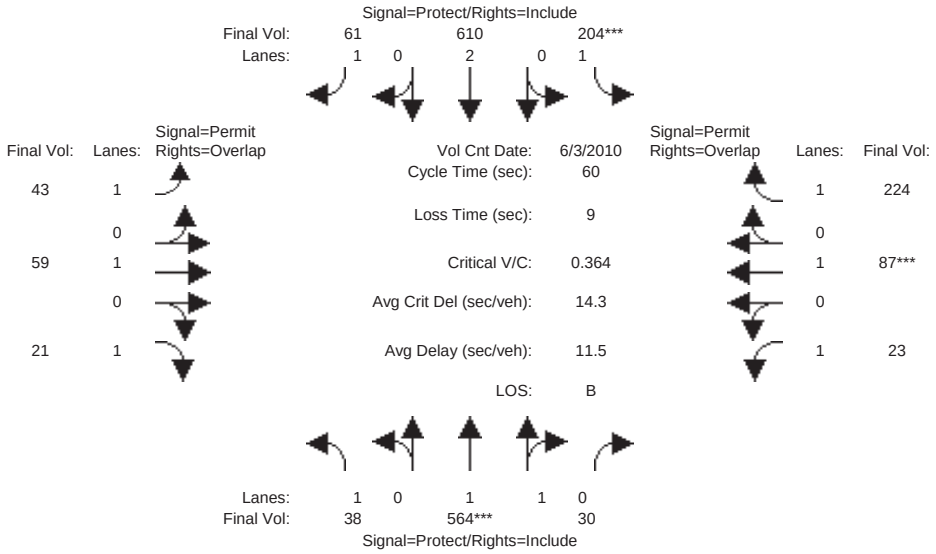
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #2367: Airline Hwy and Sunset Dr



Street Name:	Airline Hwy						Sunset Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	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: 3 Jun 2010 <<												
Base Vol:	38	549	30	204	584	61	43	59	21	23	87	224
Growth Adj:	1.00	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	549	30	204	584	61	43	59	21	23	87	224
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ProjectTrip:	0	15	0	0	26	0	0	0	0	0	0	0
Initial Fut:	38	564	30	204	610	61	43	59	21	23	87	224
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	564	30	204	610	61	43	59	21	23	87	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	564	30	204	610	61	43	59	21	23	87	224
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	564	30	204	610	61	43	59	21	23	87	224
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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:	1.00	1.90	0.10	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1900	3608	192	1900	3800	1900	1900	1900	1900	1900	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.16	0.11	0.16	0.03	0.02	0.03	0.01	0.01	0.05	0.12
Crit Moves:		****		****							****	
Green Time:	4.8	25.8	25.8	17.7	38.6	38.6	7.5	7.5	12.4	7.5	7.5	25.2
Volume/Cap:	0.25	0.36	0.36	0.36	0.25	0.05	0.18	0.25	0.05	0.10	0.36	0.28
Delay/Veh:	26.8	11.7	11.7	17.1	4.6	3.9	23.8	24.2	19.2	23.4	25.0	11.6
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:	26.8	11.7	11.7	17.1	4.6	3.9	23.8	24.2	19.2	23.4	25.0	11.6
LOS by Move:	C	B	B	B	A	A	C	C	B	C	C	B
HCM2kAvgQ:	1	4	4	3	2	0	1	1	0	0	2	3

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

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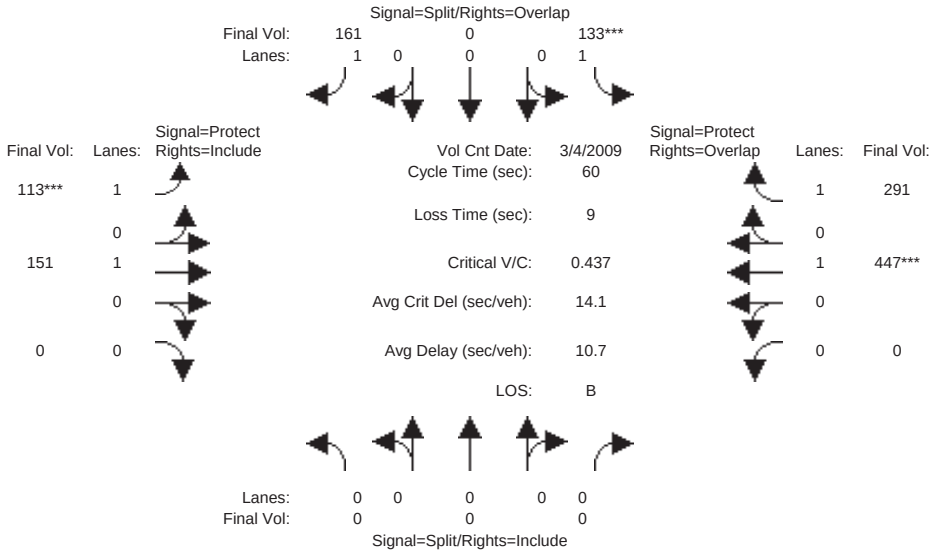
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #2925: San Benito St and Union Rd



Street Name:	San Benito St						Union Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	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: 4 Mar 2009 <<												
Base Vol:	0	0	0	133	0	161	113	147	0	0	436	291
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	133	0	161	113	147	0	0	436	291
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ProjectTrip:	0	0	0	0	0	0	0	4	0	0	11	0
Initial Fut:	0	0	0	133	0	161	113	151	0	0	447	291
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	133	0	161	113	151	0	0	447	291
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	133	0	161	113	151	0	0	447	291
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	133	0	161	113	151	0	0	447	291
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	0.95	1.00	1.00	1.00	1.00	0.85
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1805	0	1615	1805	1900	0	0	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.10	0.06	0.08	0.00	0.00	0.24	0.18
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	10.1	0.0	18.7	8.6	40.9	0.0	0.0	32.3	42.4
Volume/Cap:	0.00	0.00	0.00	0.44	0.00	0.32	0.44	0.12	0.00	0.00	0.44	0.25
Delay/Veh:	0.0	0.0	0.0	23.4	0.0	16.2	24.7	3.3	0.0	0.0	8.7	3.3
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	0.0	0.0	23.4	0.0	16.2	24.7	3.3	0.0	0.0	8.7	3.3
LOS by Move:	A	A	A	C	A	B	C	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	0	3	2	1	0	0	5	2

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

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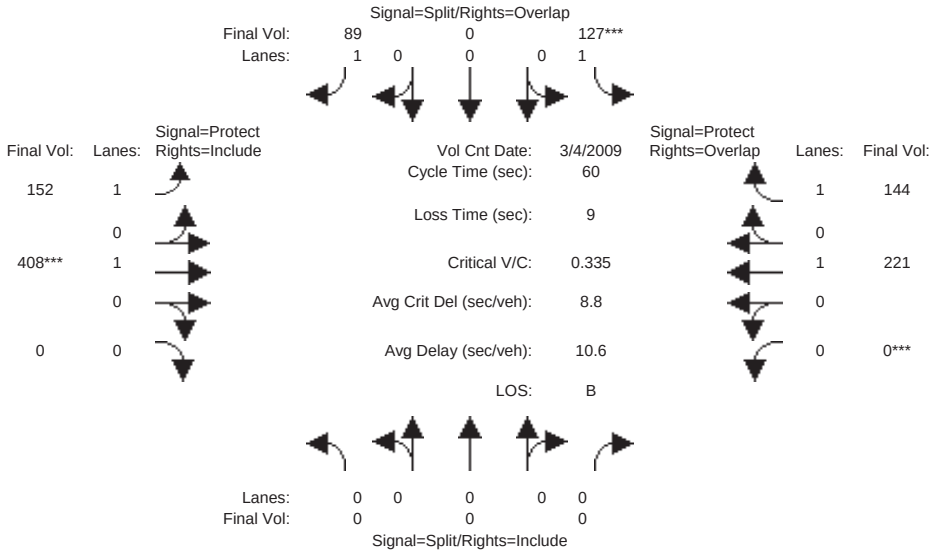
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #2925: San Benito St and Union Rd



Street Name:	San Benito St						Union Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	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: 4 Mar 2009 <<												
Base Vol:	0	0	0	127	0	89	152	395	0	0	214	144
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	127	0	89	152	395	0	0	214	144
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ProjectTrip:	0	0	0	0	0	0	0	13	0	0	7	0
Initial Fut:	0	0	0	127	0	89	152	408	0	0	221	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	127	0	89	152	408	0	0	221	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	127	0	89	152	408	0	0	221	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	127	0	89	152	408	0	0	221	144
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	0.95	1.00	1.00	1.00	1.00	0.85
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1805	0	1615	1805	1900	0	0	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.06	0.08	0.21	0.00	0.00	0.12	0.09
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	12.6	0.0	28.7	16.1	38.4	0.0	0.0	22.3	34.9
Volume/Cap:	0.00	0.00	0.00	0.34	0.00	0.12	0.31	0.34	0.00	0.00	0.31	0.15
Delay/Veh:	0.0	0.0	0.0	20.7	0.0	8.7	17.9	5.1	0.0	0.0	13.7	5.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	20.7	0.0	8.7	17.9	5.1	0.0	0.0	13.7	5.9
LOS by Move:	A	A	A	C	A	A	B	A	A	A	B	A
HCM2kAvgQ:	0	0	0	2	0	1	2	4	0	0	3	1

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

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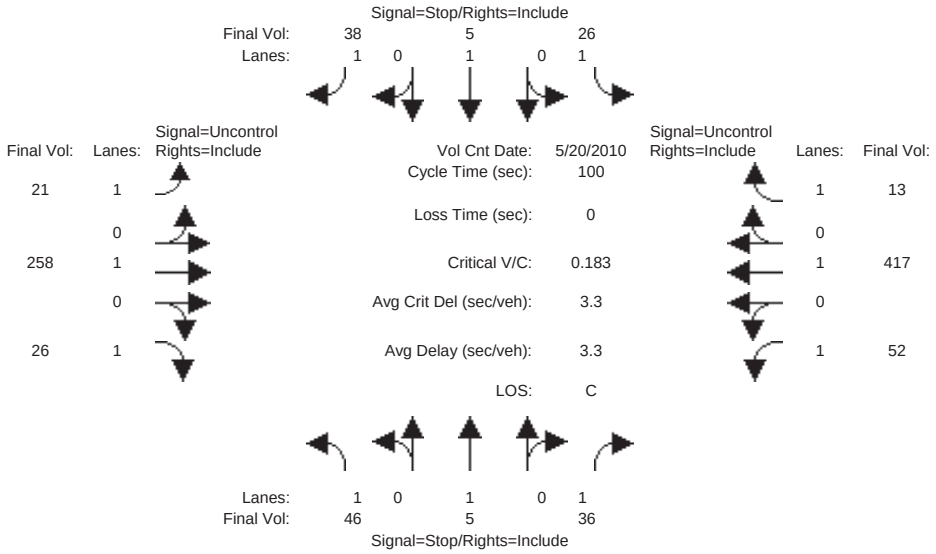
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
ExistingPlusProject (AM)

Intersection #2942: Enterprise Rd and Airline Hwy



Street Name:	Enterprise Rd						Airline Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module: >> Count Date: 20 May 2010 <<												
Base Vol:	46	5	36	26	5	38	21	243	26	52	373	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	5	36	26	5	38	21	243	26	52	373	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ProjectTrip:	0	0	0	0	0	0	0	15	0	0	44	0
Initial Fut:	46	5	36	26	5	38	21	258	26	52	417	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	5	36	26	5	38	21	258	26	52	417	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	46	5	36	26	5	38	21	258	26	52	417	13
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	849	834	258	855	847	417	430	xxxx	xxxxx	284	xxxx	xxxxx
Potent Cap.:	283	306	786	281	301	640	1140	xxxx	xxxxx	1290	xxxx	xxxxx
Move Cap.:	251	288	786	253	284	640	1140	xxxx	xxxxx	1290	xxxx	xxxxx
Volume/Cap:	0.18	0.02	0.05	0.10	0.02	0.06	0.02	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.7	0.1	0.1	0.3	0.1	0.2	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	22.5	17.7	9.8	20.9	17.9	11.0	8.2	xxxx	xxxxx	7.9	xxxx	xxxxx
LOS by Move:	C	C	A	C	C	B	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	17.0			15.2			xxxxxx			xxxxxx		
ApproachLOS:	C			C			*			*		

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

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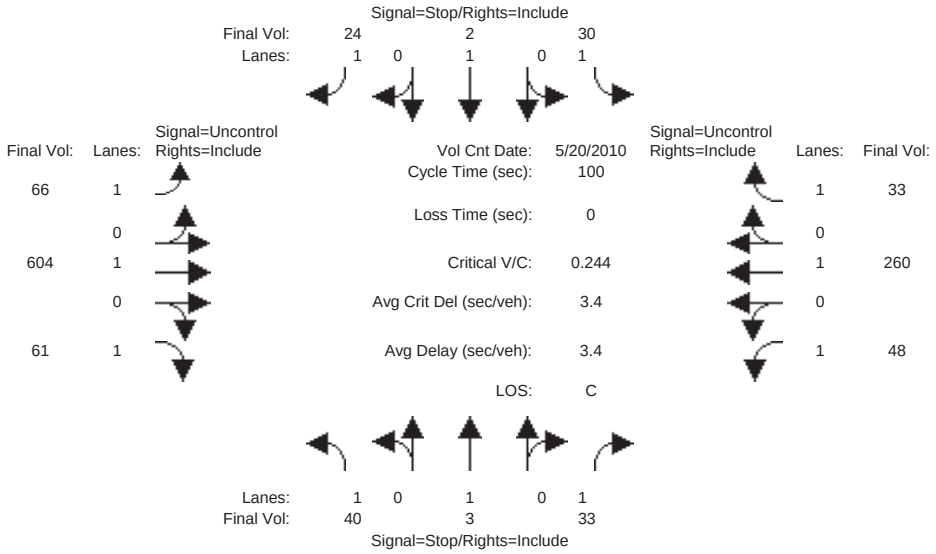
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
ExistingPlusProject (PM)

Intersection #2942: Enterprise Rd and Airline Hwy



Street Name:	Enterprise Rd						Airline Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module: >> Count Date: 20 May 2010 <<												
Base Vol:	40	3	33	30	2	24	66	554	61	48	231	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	3	33	30	2	24	66	554	61	48	231	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ProjectTrip:	0	0	0	0	0	0	0	50	0	0	29	0
Initial Fut:	40	3	33	30	2	24	66	604	61	48	260	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	3	33	30	2	24	66	604	61	48	260	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	40	3	33	30	2	24	66	604	61	48	260	33
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1122	1125	604	1141	1153	260	293	xxxx	xxxxx	665	xxxx	xxxxx
Potent Cap.:	185	207	502	180	199	784	1280	xxxx	xxxxx	934	xxxx	xxxxx
Move Cap.:	164	186	502	153	179	784	1280	xxxx	xxxxx	934	xxxx	xxxxx
Volume/Cap:	0.24	0.02	0.07	0.20	0.01	0.03	0.05	xxxx	xxxx	0.05	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.9	0.0	0.2	0.7	0.0	0.1	0.2	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	33.9	24.7	12.7	34.2	25.3	9.7	8.0	xxxx	xxxxx	9.1	xxxx	xxxxx
LOS by Move:	D	C	B	D	D	A	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	24.3			23.4			xxxxxx			xxxxxx		
ApproachLOS:	C			C			*			*		

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

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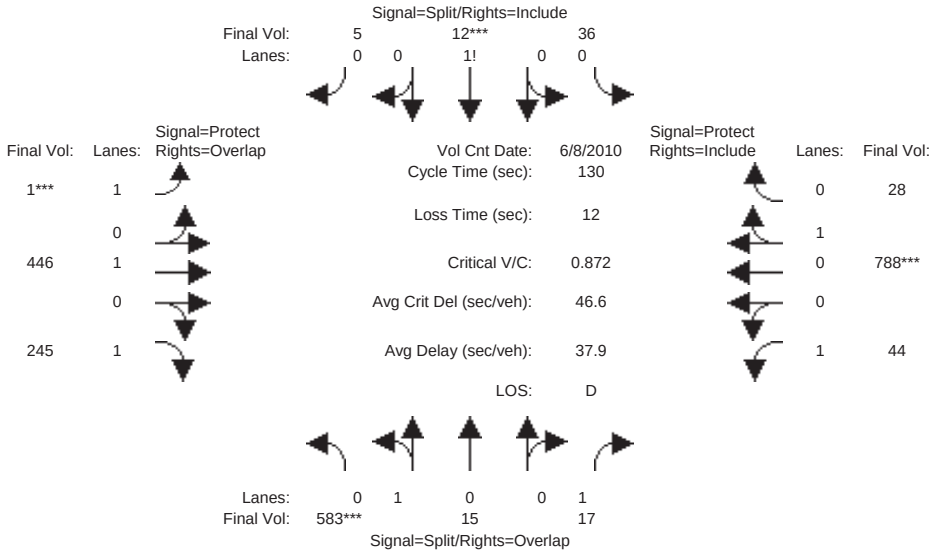
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3072: Union Rd/Mitchell Rd and Hwy 156



Street Name:	Union Rd/Mitchell Rd						Hwy 156					
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: 8 Jun 2010 <<												
Base Vol:	572	15	17	36	12	5	1	446	241	44	788	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:	572	15	17	36	12	5	1	446	241	44	788	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ProjectTrip:	11	0	0	0	0	0	0	0	4	0	0	0
Initial Fut:	583	15	17	36	12	5	1	446	245	44	788	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	583	15	17	36	12	5	1	446	245	44	788	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	583	15	17	36	12	5	1	446	245	44	788	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	583	15	17	36	12	5	1	446	245	44	788	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.95	0.95	1.00	0.85	0.95	1.00	1.00
Lanes:	0.97	0.03	1.00	0.68	0.23	0.09	1.00	1.00	1.00	1.00	0.97	0.03
Final Sat.:	1767	45	1615	1232	411	171	1805	1900	1615	1805	1826	65
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.01	0.03	0.03	0.03	0.00	0.23	0.15	0.02	0.43	0.43
Crit Moves:	****				****		****				****	
Green Time:	49.2	49.2	55.3	4.4	4.4	4.4	0.1	58.4	107.6	6.1	64.4	64.4
Volume/Cap:	0.87	0.87	0.02	0.87	0.87	0.87	0.87	0.52	0.18	0.52	0.87	0.87
Delay/Veh:	49.3	49.3	21.7	134.0	134	134.0	736.2	26.4	2.3	66.4	38.1	38.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.3	49.3	21.7	134.0	134	134.0	736.2	26.4	2.3	66.4	38.1	38.1
LOS by Move:	D	D	C	F	F	F	F	C	A	E	D	D
HCM2kAvgQ:	25	25	0	4	4	4	0	12	2	2	31	31

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

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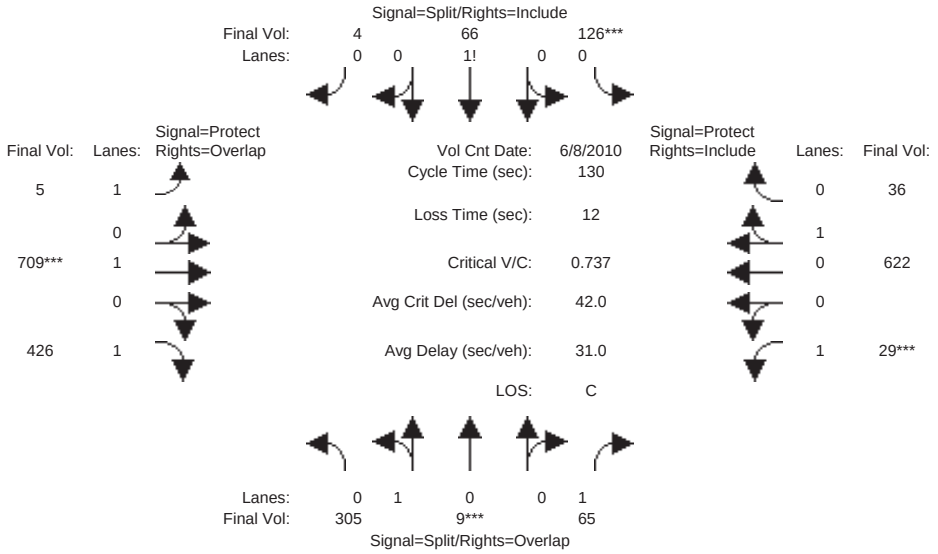
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3072: Union Rd/Mitchell Rd and Hwy 156



Street Name:	Union Rd/Mitchell Rd						Hwy 156					
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: 8 Jun 2010 <<												
Base Vol:	298	9	65	126	66	4	5	709	413	29	622	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:	298	9	65	126	66	4	5	709	413	29	622	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ProjectTrip:	7	0	0	0	0	0	0	0	13	0	0	0
Initial Fut:	305	9	65	126	66	4	5	709	426	29	622	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:	305	9	65	126	66	4	5	709	426	29	622	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	305	9	65	126	66	4	5	709	426	29	622	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:	305	9	65	126	66	4	5	709	426	29	622	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.97	0.97	0.97	0.95	1.00	0.85	0.95	0.99	0.99
Lanes:	0.97	0.03	1.00	0.64	0.34	0.02	1.00	1.00	1.00	1.00	0.95	0.05
Final Sat.:	1761	52	1615	1180	618	37	1805	1900	1615	1805	1782	103
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.04	0.11	0.11	0.11	0.00	0.37	0.26	0.02	0.35	0.35
Crit Moves:		****		****				****		****		
Green Time:	30.5	30.5	33.4	18.8	18.8	18.8	0.5	65.8	96.3	2.8	68.1	68.1
Volume/Cap:	0.74	0.74	0.16	0.74	0.74	0.74	0.67	0.74	0.36	0.74	0.67	0.67
Delay/Veh:	52.7	52.7	37.6	63.6	63.6	63.6	191.2	28.3	6.1	115.8	24.4	24.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.7	52.7	37.6	63.6	63.6	63.6	191.2	28.3	6.1	115.8	24.4	24.4
LOS by Move:	D	D	D	E	E	E	F	C	A	F	C	C
HCM2kAvgQ:	13	13	2	9	9	9	0	22	6	2	19	19

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

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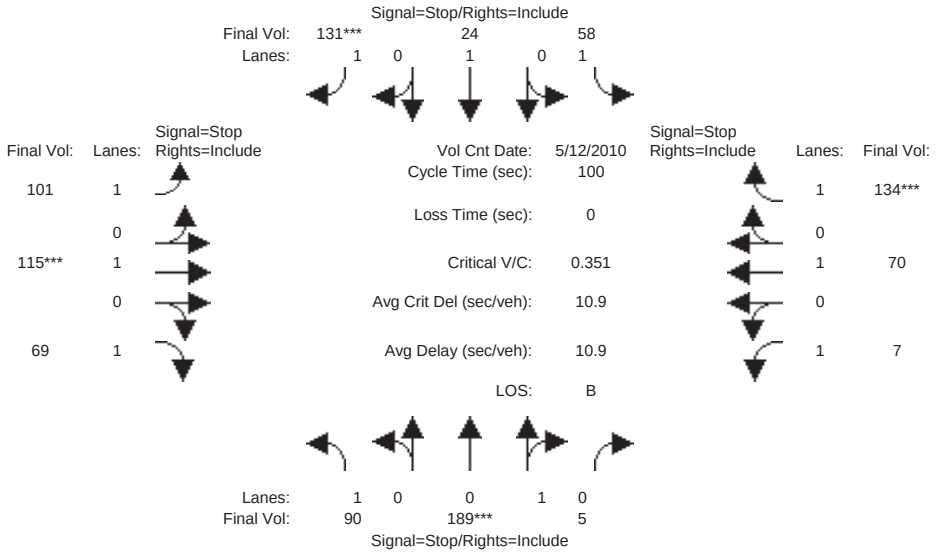
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
ExistingPlusProject (AM)

Intersection #3337: Fairview Rd/Ridgemark Dr and Airline Hwy



Street Name:	Fairview Rd/Ridgemark Dr						Airline Hwy					
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: 12 May 2010 <<												
Base Vol:	90	189	5	52	23	87	86	115	69	7	70	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	189	5	52	23	87	86	115	69	7	70	132
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ProjectTrip:	0	0	0	6	1	44	15	0	0	0	0	2
Initial Fut:	90	189	5	58	24	131	101	115	69	7	70	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	189	5	58	24	131	101	115	69	7	70	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	189	5	58	24	131	101	115	69	7	70	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	189	5	58	24	131	101	115	69	7	70	134
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:	1.00	0.97	0.03	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	510	539	14	470	501	559	483	518	573	465	499	555
Capacity Analysis Module:												
Vol/Sat:	0.18	0.35	0.35	0.12	0.05	0.23	0.21	0.22	0.12	0.02	0.14	0.24
Crit Moves:		****				****		****				****
Delay/Veh:	10.8	12.0	12.0	10.9	9.8	10.4	11.5	11.0	9.3	10.1	10.5	10.5
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:	10.8	12.0	12.0	10.9	9.8	10.4	11.5	11.0	9.3	10.1	10.5	10.5
LOS by Move:	B	B	B	B	A	B	B	B	A	B	B	B
ApproachDel:		11.6			10.5			10.8			10.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.6			10.5			10.8			10.5	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.2	0.5	0.5	0.1	0.0	0.3	0.2	0.3	0.1	0.0	0.1	0.3

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

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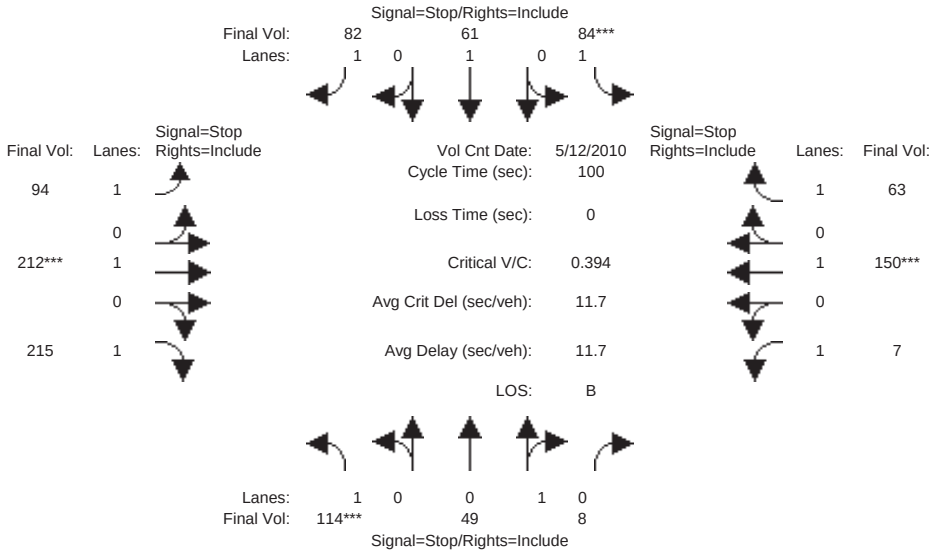
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
ExistingPlusProject (PM)

Intersection #3337: Fairview Rd/Ridgemark Dr and Airline Hwy



Street Name:	Fairview Rd/Ridgemark Dr						Airline Hwy					
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: 12 May 2010 <<												
Base Vol:	114	48	8	80	60	53	44	212	215	7	150	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	48	8	80	60	53	44	212	215	7	150	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ProjectTrip:	0	1	0	4	1	29	50	0	0	0	0	7
Initial Fut:	114	49	8	84	61	82	94	212	215	7	150	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	49	8	84	61	82	94	212	215	7	150	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	49	8	84	61	82	94	212	215	7	150	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	49	8	84	61	82	94	212	215	7	150	63
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:	1.00	0.86	0.14	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	464	430	70	445	473	521	497	538	600	448	484	530
Capacity Analysis Module:												
Vol/Sat:	0.25	0.11	0.11	0.19	0.13	0.16	0.19	0.39	0.36	0.02	0.31	0.12
Crit Moves:	****			****				****			****	
Delay/Veh:	12.2	10.2	10.2	12.0	10.8	10.2	11.2	13.1	11.5	10.3	12.6	9.8
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:	12.2	10.2	10.2	12.0	10.8	10.2	11.2	13.1	11.5	10.3	12.6	9.8
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	A
ApproachDel:	11.6			11.0			12.1			11.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.6			11.0			12.1			11.8		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.3	0.1	0.1	0.2	0.1	0.2	0.2	0.6	0.5	0.0	0.4	0.1

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

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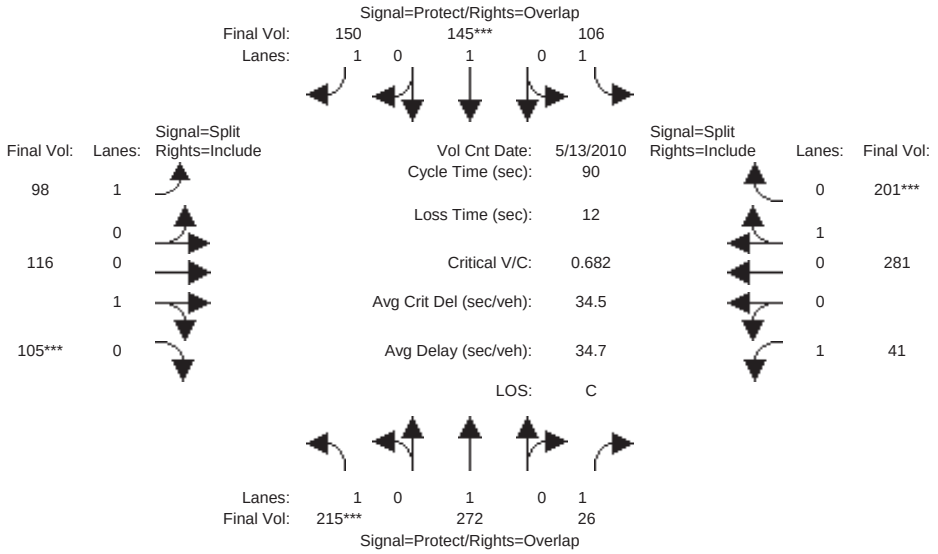
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3430: Airline Hwy and Union Rd



Street Name:	Airline Hwy						Union Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	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: 13 May 2010 <<												
Base Vol:	198	249	22	106	137	150	98	116	99	40	281	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	249	22	106	137	150	98	116	99	40	281	201
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ProjectTrip:	17	23	4	0	8	0	0	0	6	1	0	0
Initial Fut:	215	272	26	106	145	150	98	116	105	41	281	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	215	272	26	106	145	150	98	116	105	41	281	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	215	272	26	106	145	150	98	116	105	41	281	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	215	272	26	106	145	150	98	116	105	41	281	201
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.93	0.93	0.95	0.94	0.94
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.52	0.48	1.00	0.58	0.42
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	926	839	1805	1038	742
Capacity Analysis Module:												
Vol/Sat:	0.12	0.14	0.02	0.06	0.08	0.09	0.05	0.13	0.13	0.02	0.27	0.27
Crit Moves:	****				****				****			****
Green Time:	15.7	18.3	54.0	7.5	10.1	26.6	16.5	16.5	16.5	35.7	35.7	35.7
Volume/Cap:	0.68	0.70	0.03	0.70	0.68	0.31	0.30	0.68	0.68	0.06	0.68	0.68
Delay/Veh:	40.8	39.2	7.3	54.3	47.2	25.0	32.2	40.2	40.2	16.8	25.2	25.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.8	39.2	7.3	54.3	47.2	25.0	32.2	40.2	40.2	16.8	25.2	25.2
LOS by Move:	D	D	A	D	D	C	C	D	D	B	C	C
HCM2kAvgQ:	6	7	0	4	5	3	3	7	7	1	12	12

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

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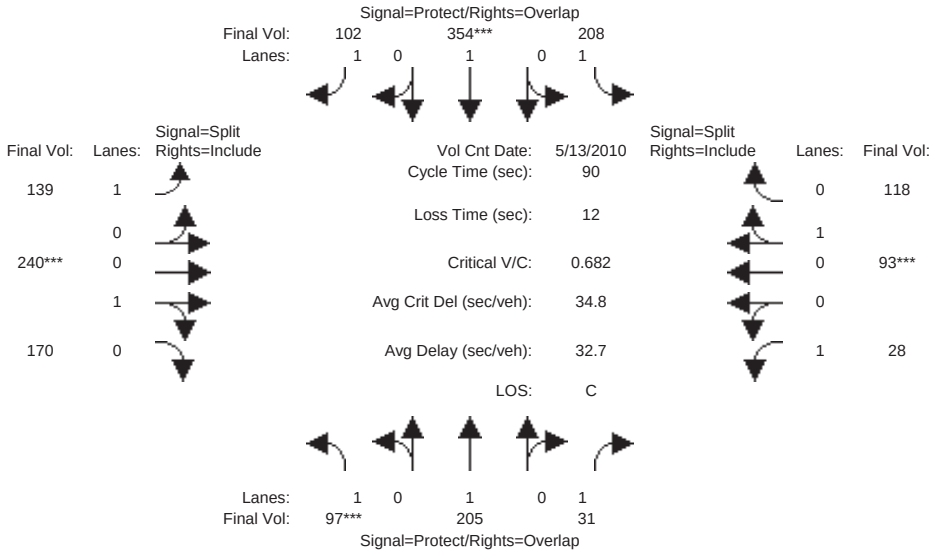
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3430: Airline Hwy and Union Rd



Street Name:	Airline Hwy						Union Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	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: 13 May 2010 <<												
Base Vol:	86	190	29	208	328	102	139	240	150	24	93	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	190	29	208	328	102	139	240	150	24	93	118
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ProjectTrip:	11	15	2	0	26	0	0	0	20	4	0	0
Initial Fut:	97	205	31	208	354	102	139	240	170	28	93	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:	97	205	31	208	354	102	139	240	170	28	93	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	205	31	208	354	102	139	240	170	28	93	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:	97	205	31	208	354	102	139	240	170	28	93	118
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.94	0.94	0.95	0.92	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.59	0.41	1.00	0.44	0.56
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	1043	739	1805	767	973
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.02	0.12	0.19	0.06	0.08	0.23	0.23	0.02	0.12	0.12
Crit Moves:	****				****			****			****	
Green Time:	7.1	15.3	31.3	16.4	24.6	54.9	30.3	30.3	30.3	16.0	16.0	16.0
Volume/Cap:	0.68	0.63	0.06	0.63	0.68	0.10	0.23	0.68	0.68	0.09	0.68	0.68
Delay/Veh:	53.1	38.8	19.6	38.1	32.9	7.3	21.6	28.9	28.9	31.0	40.8	40.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.1	38.8	19.6	38.1	32.9	7.3	21.6	28.9	28.9	31.0	40.8	40.8
LOS by Move:	D	D	B	D	C	A	C	C	C	C	D	D
HCM2kAvgQ:	3	5	1	6	10	1	3	11	11	1	7	7

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

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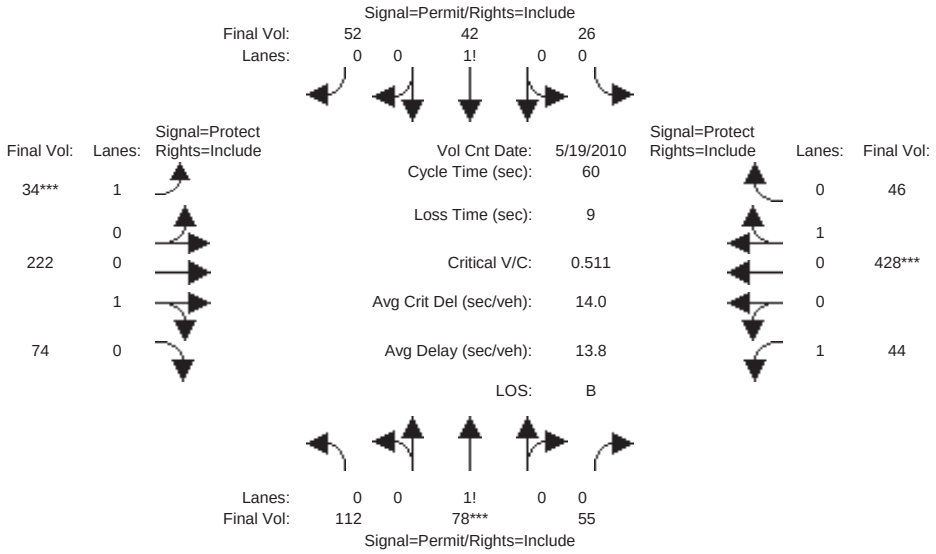
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4031: Southside Rd and Union Rd



Street Name:	Southside Rd						Union Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	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: 19 May 2010 <<												
Base Vol:	112	78	55	25	42	52	34	218	74	44	417	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	78	55	25	42	52	34	218	74	44	417	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ProjectTrip:	0	0	0	1	0	0	0	4	0	0	11	4
Initial Fut:	112	78	55	26	42	52	34	222	74	44	428	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:	112	78	55	26	42	52	34	222	74	44	428	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	78	55	26	42	52	34	222	74	44	428	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:	112	78	55	26	42	52	34	222	74	44	428	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	0.79	0.79	0.86	0.86	0.86	0.95	0.96	0.96	0.95	0.99	0.99
Lanes:	0.46	0.32	0.22	0.22	0.35	0.43	1.00	0.75	0.25	1.00	0.90	0.10
Final Sat.:	690	481	339	354	573	709	1805	1372	457	1805	1690	182
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.07	0.07	0.07	0.02	0.16	0.16	0.02	0.25	0.25
Crit Moves:		****					****				****	
Green Time:	19.1	19.1	19.1	19.1	19.1	19.1	2.2	27.8	27.8	4.2	29.7	29.7
Volume/Cap:	0.51	0.51	0.51	0.23	0.23	0.23	0.51	0.35	0.35	0.35	0.51	0.51
Delay/Veh:	17.6	17.6	17.6	15.3	15.3	15.3	34.9	10.6	10.6	28.3	10.7	10.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.6	17.6	17.6	15.3	15.3	15.3	34.9	10.6	10.6	28.3	10.7	10.7
LOS by Move:	B	B	B	B	B	B	C	B	B	C	B	B
HCM2kAvgQ:	4	4	4	2	2	2	1	3	3	1	6	6

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

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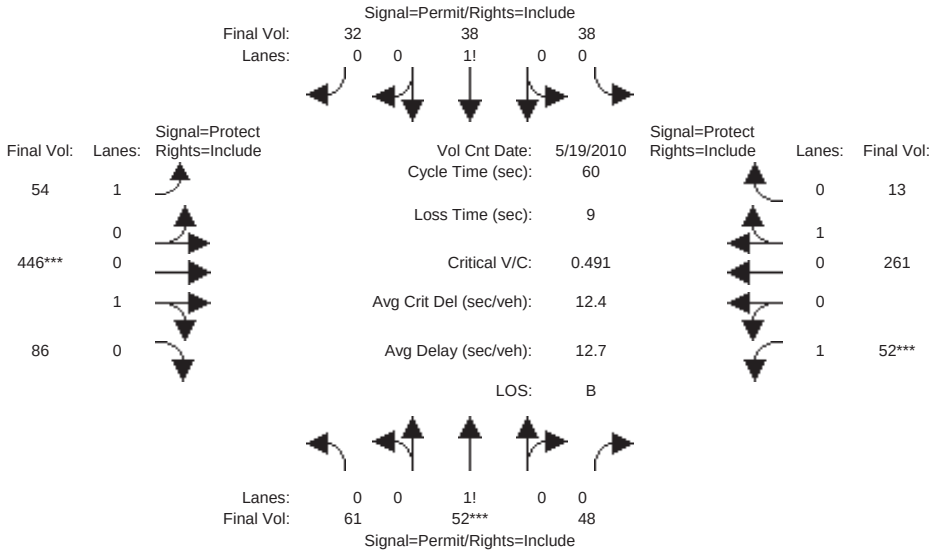
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4031: Southside Rd and Union Rd



Street Name:	Southside Rd						Union Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	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: 19 May 2010 <<												
Base Vol:	61	52	48	34	38	32	54	433	86	52	254	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:	61	52	48	34	38	32	54	433	86	52	254	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ProjectTrip:	0	0	0	4	0	0	0	13	0	0	7	2
Initial Fut:	61	52	48	38	38	32	54	446	86	52	261	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	52	48	38	38	32	54	446	86	52	261	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	52	48	38	38	32	54	446	86	52	261	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	52	48	38	38	32	54	446	86	52	261	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.83	0.83	0.85	0.85	0.85	0.95	0.98	0.98	0.95	0.99	0.99
Lanes:	0.38	0.32	0.30	0.35	0.35	0.30	1.00	0.84	0.16	1.00	0.95	0.05
Final Sat.:	599	511	471	570	570	480	1805	1555	300	1805	1797	90
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.07	0.07	0.07	0.03	0.29	0.29	0.03	0.15	0.15
Crit Moves:		****						****		****		
Green Time:	12.4	12.4	12.4	12.4	12.4	12.4	6.6	35.0	35.0	3.5	32.0	32.0
Volume/Cap:	0.49	0.49	0.49	0.32	0.32	0.32	0.27	0.49	0.49	0.49	0.27	0.27
Delay/Veh:	22.1	22.1	22.1	20.8	20.8	20.8	25.3	7.6	7.6	30.9	7.8	7.8
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:	22.1	22.1	22.1	20.8	20.8	20.8	25.3	7.6	7.6	30.9	7.8	7.8
LOS by Move:	C	C	C	C	C	C	C	A	A	C	A	A
HCM2kAvgQ:	3	3	3	2	2	2	1	6	6	2	3	3

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

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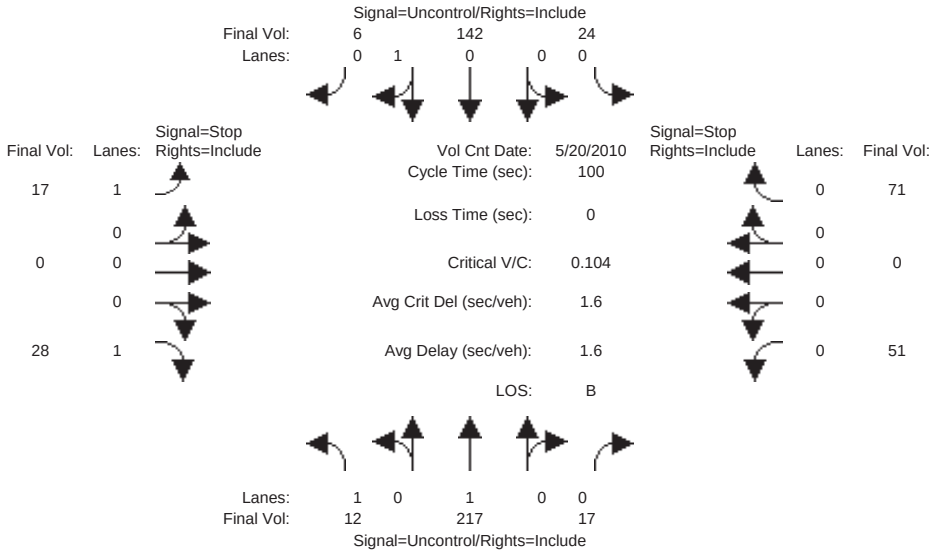
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
ExistingPlusProject (AM)

Intersection #4370: Fairview Rd and Cielo Vista Dr/ Proj Entrance (Signalized)



Street Name:	Fairview Rd						Cielo Vista Dr/Proj Entrance (Sig					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 20 May 2010 <<												
Base Vol:	12	217	0	0	142	6	17	0	28	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:	12	217	0	0	142	6	17	0	28	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ProjectTrip:	0	0	17	24	0	0	0	0	0	51	0	71
Initial Fut:	12	217	17	24	142	6	17	0	28	51	0	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	217	17	24	142	6	17	0	28	51	0	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	12	217	17	24	142	6	17	0	28	51	0	71
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	xxxx	6.2	7.1	xxxx	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	3.3	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	148	xxxx	xxxxx	234	xxxx	xxxxx	478	xxxx	145	457	xxxx	226
Potent Cap.:	1446	xxxx	xxxxx	1345	xxxx	xxxxx	501	xxxx	908	518	xxxx	819
Move Cap.:	1446	xxxx	xxxxx	1345	xxxx	xxxxx	448	xxxx	908	492	xxxx	819
Volume/Cap:	0.01	xxxx	xxxx	0.02	xxxx	xxxx	0.04	xxxx	0.03	0.10	xxxx	0.09
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	0.1	xxxx	0.1	xxxx	xxxx	xxxxx
Control Del:	7.5	xxxx	xxxxx	7.7	xxxx	xxxxx	13.3	xxxx	9.1	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	B	*	A	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.7			xxxxxx		
ApproachLOS:	*			*			B			*		

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

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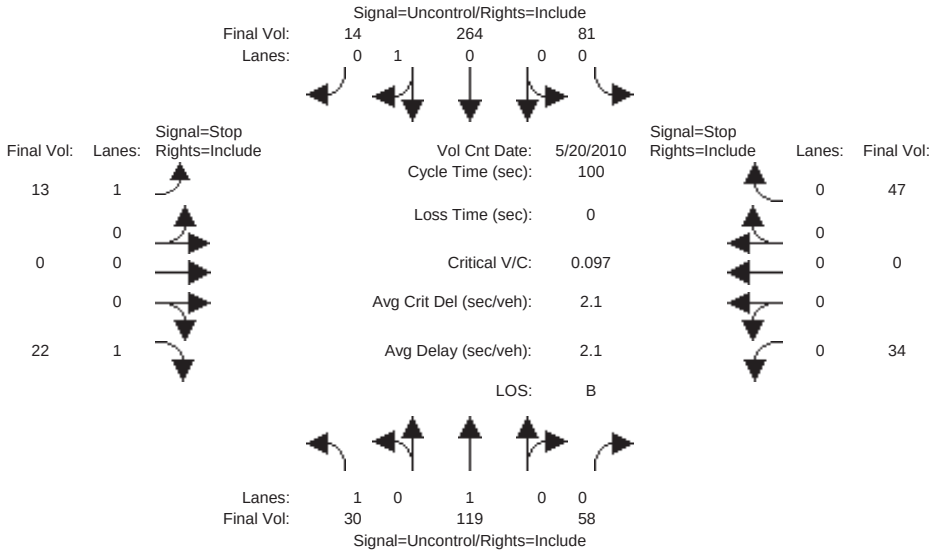
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
ExistingPlusProject (PM)

Intersection #4370: Fairview Rd and Cielo Vista Dr/ Proj Entrance (Signalized)



Street Name:	Fairview Rd						Cielo Vista Dr/Proj Entrance (Sig					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Volume Module: >> Count Date: 20 May 2010 <<												
Base Vol:	30	119	0	0	264	14	13	0	22	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:	30	119	0	0	264	14	13	0	22	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ProjectTrip:	0	0	58	81	0	0	0	0	0	34	0	47
Initial Fut:	30	119	58	81	264	14	13	0	22	34	0	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	119	58	81	264	14	13	0	22	34	0	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	30	119	58	81	264	14	13	0	22	34	0	47
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	xxxx	6.2	7.1	xxxx	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	3.3	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	278	xxxx	xxxxx	177	xxxx	xxxxx	665	xxxx	271	652	xxxx	148
Potent Cap.:	1296	xxxx	xxxxx	1411	xxxx	xxxxx	377	xxxx	773	384	xxxx	904
Move Cap.:	1296	xxxx	xxxxx	1411	xxxx	xxxxx	335	xxxx	773	350	xxxx	904
Volume/Cap:	0.02	xxxx	xxxx	0.06	xxxx	xxxx	0.04	xxxx	0.03	0.10	xxxx	0.05
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.2	xxxx	xxxxx	0.1	xxxx	0.1	xxxx	xxxx	xxxxx
Control Del:	7.8	xxxx	xxxxx	7.7	xxxx	xxxxx	16.2	xxxx	9.8	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	C	*	A	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			12.2			xxxxxx		
ApproachLOS:	*			*			B			*		

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

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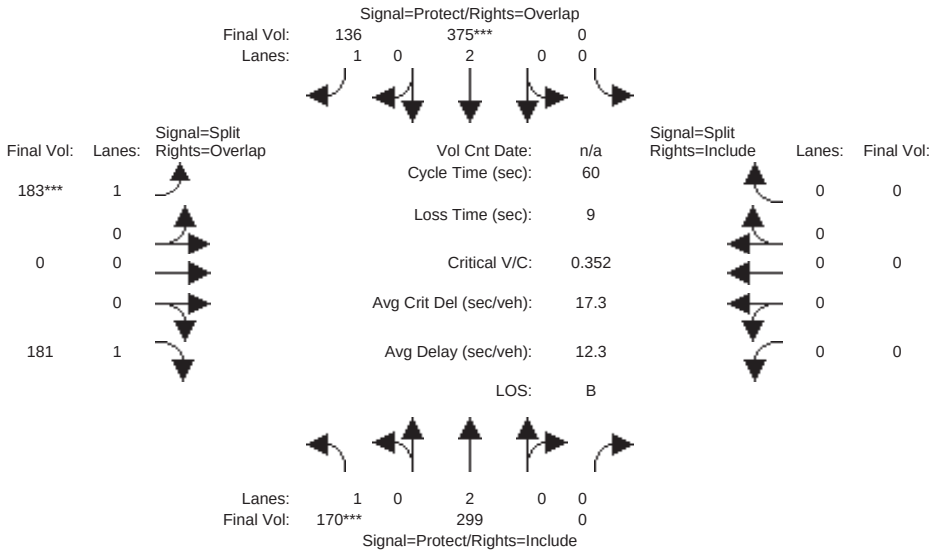
Cumulative without Project Conditions

Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cuml w/o Proj (AM)

Intersection #1274: Fairview Rd and Union Rd ext. [Future Intersection]



Street Name:	Fairview Rd						Union Rd ext.					
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:	170	299	0	0	375	136	183	0	181	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:	170	299	0	0	375	136	183	0	181	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	299	0	0	375	136	183	0	181	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:	170	299	0	0	375	136	183	0	181	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	299	0	0	375	136	183	0	181	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:	170	299	0	0	375	136	183	0	181	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.95	0.85	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	3610	1615	1805	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.00	0.00	0.10	0.08	0.10	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	16.0	33.7	0.0	0.0	17.7	35.0	17.3	0.0	33.3	0.0	0.0	0.0
Volume/Cap:	0.35	0.15	0.00	0.00	0.35	0.14	0.35	0.00	0.20	0.00	0.00	0.00
Delay/Veh:	18.2	6.3	0.0	0.0	16.8	5.8	17.3	0.0	6.8	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:	18.2	6.3	0.0	0.0	16.8	5.8	17.3	0.0	6.8	0.0	0.0	0.0
LOS by Move:	B	A	A	A	B	A	B	A	A	A	A	A
HCM2kAvgQ:	3	1	0	0	3	1	3	0	2	0	0	0

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

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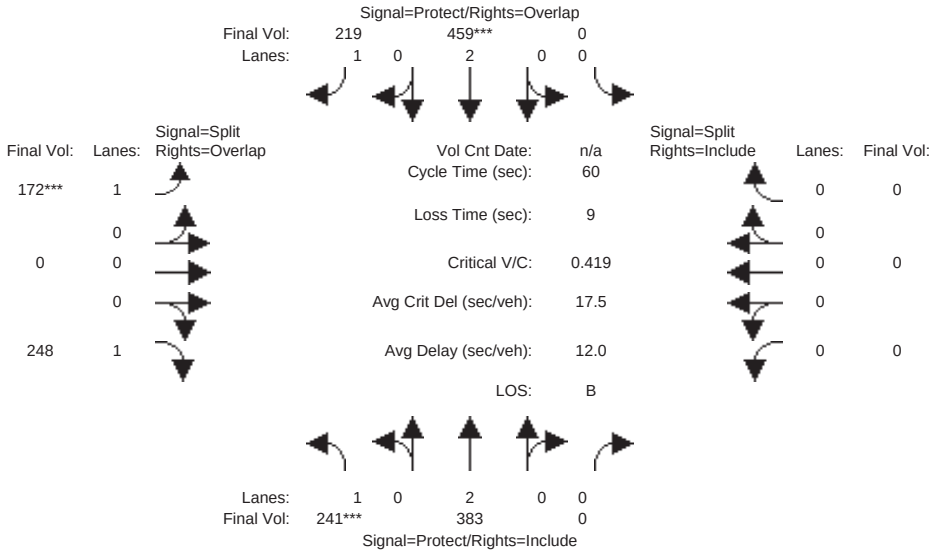
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cuml w/o Proj (PM)

Intersection #1274: Fairview Rd and Union Rd ext. [Future Intersection]



Street Name:	Fairview Rd						Union Rd ext.					
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:	241	383	0	0	459	219	172	0	248	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:	241	383	0	0	459	219	172	0	248	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	241	383	0	0	459	219	172	0	248	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:	241	383	0	0	459	219	172	0	248	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	241	383	0	0	459	219	172	0	248	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:	241	383	0	0	459	219	172	0	248	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.95	0.85	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	3610	1615	1805	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.11	0.00	0.00	0.13	0.14	0.10	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	19.1	37.3	0.0	0.0	18.2	31.9	13.7	0.0	32.8	0.0	0.0	0.0
Volume/Cap:	0.42	0.17	0.00	0.00	0.42	0.26	0.42	0.00	0.28	0.00	0.00	0.00
Delay/Veh:	16.6	4.8	0.0	0.0	16.9	7.8	20.5	0.0	7.5	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:	16.6	4.8	0.0	0.0	16.9	7.8	20.5	0.0	7.5	0.0	0.0	0.0
LOS by Move:	B	A	A	A	B	A	C	A	A	A	A	A
HCM2kAvgQ:	4	2	0	0	4	2	3	0	3	0	0	0

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

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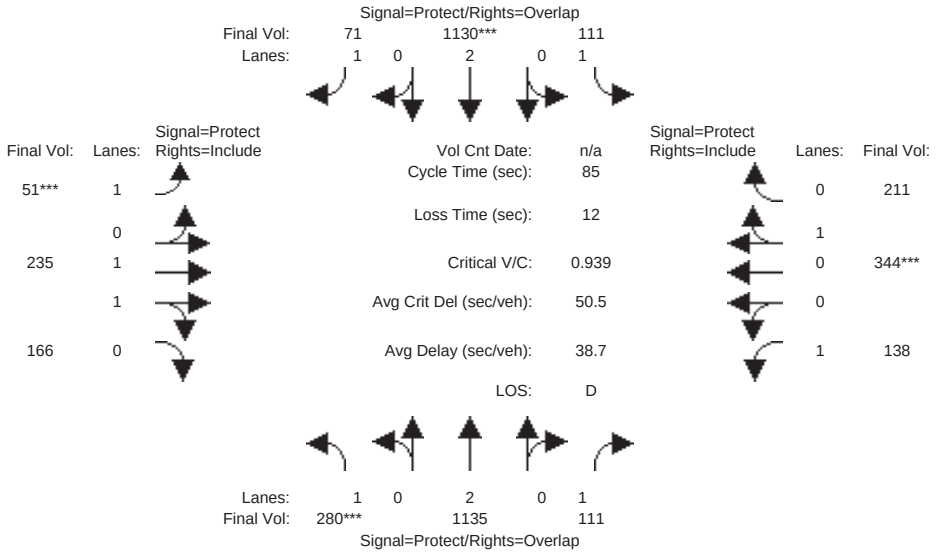
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cuml w/o Proj (AM)

Intersection #1449: Hwy 25 Bypass and Hillcrest Rd



Street Name:	Hwy 25 Bypass						Hillcrest Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	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:	280	1135	111	111	1130	71	51	235	166	138	344	211
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	1135	111	111	1130	71	51	235	166	138	344	211
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	1135	111	111	1130	71	51	235	166	138	344	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	280	1135	111	111	1130	71	51	235	166	138	344	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	1135	111	111	1130	71	51	235	166	138	344	211
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	280	1135	111	111	1130	71	51	235	166	138	344	211
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.89	0.89	0.95	0.94	0.94
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.17	0.83	1.00	0.62	0.38
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1984	1402	1805	1111	681
Capacity Analysis Module:												
Vol/Sat:	0.16	0.31	0.07	0.06	0.31	0.04	0.03	0.12	0.12	0.08	0.31	0.31
Crit Moves:	****				****		****				****	
Green Time:	14.0	35.5	47.5	6.9	28.3	30.9	2.6	18.6	18.6	12.0	28.0	28.0
Volume/Cap:	0.94	0.75	0.12	0.75	0.94	0.12	0.94	0.54	0.54	0.54	0.94	0.94
Delay/Veh:	71.1	23.3	9.0	57.8	41.3	18.1	140.5	30.2	30.2	36.3	50.6	50.6
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:	71.1	23.3	9.0	57.8	41.3	18.1	140.5	30.2	30.2	36.3	50.6	50.6
LOS by Move:	E	C	A	E	D	B	F	C	C	D	D	D
HCM2kAvgQ:	9	14	1	3	18	1	4	6	6	4	19	19

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

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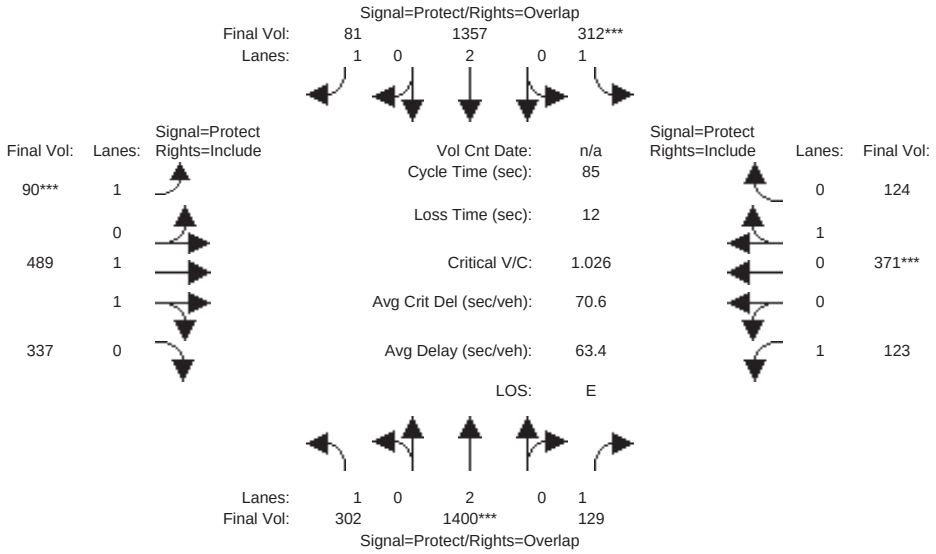
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cuml w/o Proj (PM)

Intersection #1449: Hwy 25 Bypass and Hillcrest Rd



Street Name:	Hwy 25 Bypass						Hillcrest Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	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:	302	1400	129	312	1357	81	90	489	337	123	371	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:	302	1400	129	312	1357	81	90	489	337	123	371	124
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	302	1400	129	312	1357	81	90	489	337	123	371	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:	302	1400	129	312	1357	81	90	489	337	123	371	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	302	1400	129	312	1357	81	90	489	337	123	371	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:	302	1400	129	312	1357	81	90	489	337	123	371	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.89	0.89	0.95	0.96	0.96
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.18	0.82	1.00	0.75	0.25
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	2007	1383	1805	1370	458
Capacity Analysis Module:												
Vol/Sat:	0.17	0.39	0.08	0.17	0.38	0.05	0.05	0.24	0.24	0.07	0.27	0.27
Crit Moves:		****			****			****			****	
Green Time:	14.3	32.1	37.9	14.3	32.1	36.3	4.1	20.8	20.8	5.8	22.4	22.4
Volume/Cap:	0.99	1.03	0.18	1.03	0.99	0.12	1.03	1.00	1.00	1.00	1.03	1.03
Delay/Veh:	85.3	57.7	14.3	93.9	49.3	14.8	143.9	62.8	62.8	120.0	79.1	79.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.3	57.7	14.3	93.9	49.3	14.8	143.9	62.8	62.8	120.0	79.1	79.1
LOS by Move:	F	E	B	F	D	B	F	E	E	F	E	E
HCM2kAvgQ:	11	26	2	11	24	1	6	18	18	7	20	20

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

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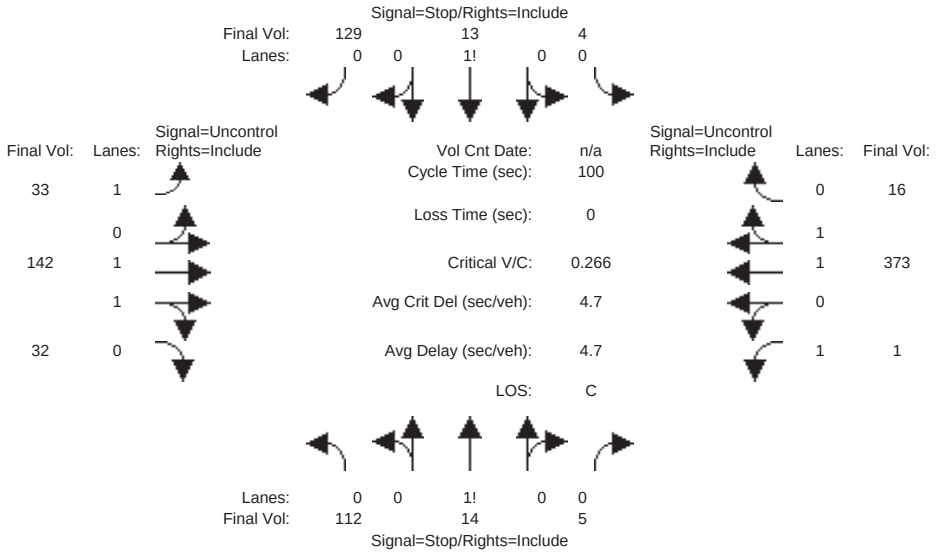
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cuml w/o Proj (AM)

Intersection #1550: Valleyview Rd and Union Rd



Street Name:	Valley View Rd						Union Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	112	14	5	4	13	129	33	142	32	1	373	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:	112	14	5	4	13	129	33	142	32	1	373	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	14	5	4	13	129	33	142	32	1	373	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	14	5	4	13	129	33	142	32	1	373	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	112	14	5	4	13	129	33	142	32	1	373	16
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	419	615	87	527	623	195	389	xxxx	xxxxx	174	xxxx	xxxxx
Potent Cap.:	523	409	961	438	405	820	1181	xxxx	xxxxx	1415	xxxx	xxxxx
Move Cap.:	420	398	961	415	393	820	1181	xxxx	xxxxx	1415	xxxx	xxxxx
Volume/Cap:	0.27	0.04	0.01	0.01	0.03	0.16	0.03	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	427	xxxxx	xxxx	730	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.3	xxxxx	xxxxx	0.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	17.1	xxxxx	xxxxx	11.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	B	*	*	*	*	*	*	*
ApproachDel:		17.1			11.2			xxxxx			xxxxx	
ApproachLOS:		C			B			*			*	

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

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Hollister, CA
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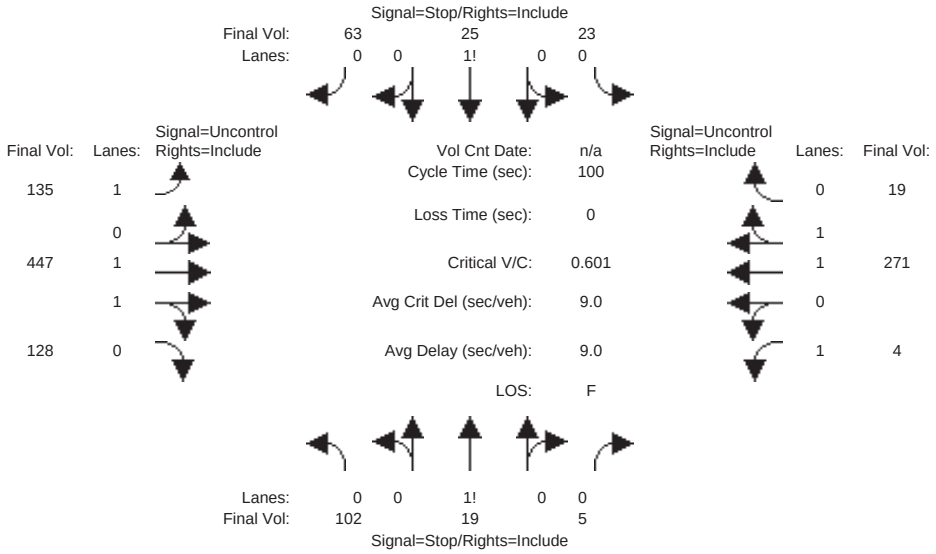
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cuml w/o Proj (PM)

Intersection #1550: Valleyview Rd and Union Rd



Street Name:	Valley View Rd						Union Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	102	19	5	23	25	63	135	447	128	4	271	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	19	5	23	25	63	135	447	128	4	271	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	19	5	23	25	63	135	447	128	4	271	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	19	5	23	25	63	135	447	128	4	271	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	102	19	5	23	25	63	135	447	128	4	271	19
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	937	1079	288	792	1134	145	290	xxxx	xxxxx	575	xxxx	xxxxx
Potent Cap.:	223	220	715	283	204	882	1283	xxxx	xxxxx	1008	xxxx	xxxxx
Move Cap.:	170	196	715	239	182	882	1283	xxxx	xxxxx	1008	xxxx	xxxxx
Volume/Cap:	0.60	0.10	0.01	0.10	0.14	0.07	0.11	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	8.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	179	xxxxx	xxxx	364	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	4.3	xxxxx	xxxxx	1.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	62.6	xxxxx	xxxxx	19.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	C	*	*	*	*	*	*	*
ApproachDel:		62.6			19.2			xxxxxx			xxxxxx	
ApproachLOS:		F			C			*			*	

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

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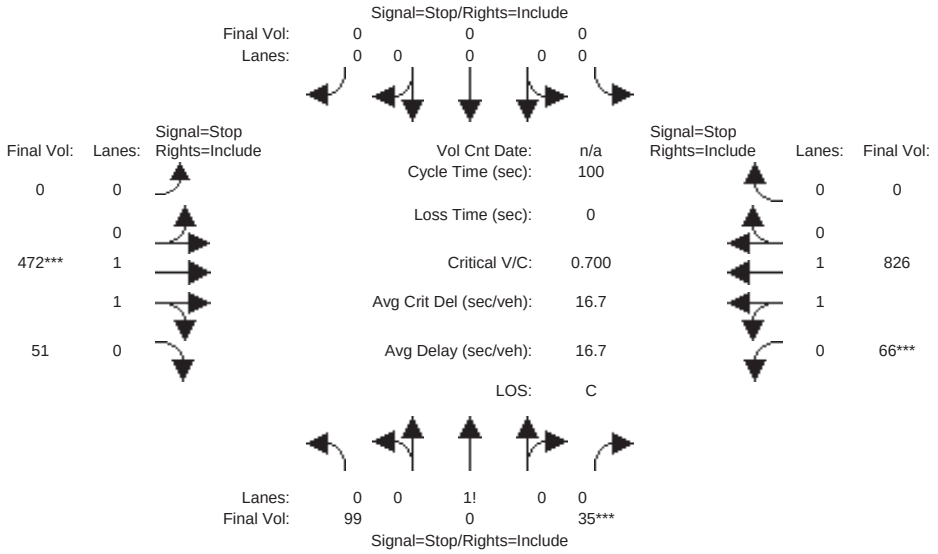
Hollister, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cuml w/o Proj (AM)

Intersection #1551: Valley View Rd and Sunnyslope Rd



Street Name:	Valley View Rd						Sunnyslope Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	99	0	35	0	0	0	0	472	51	66	826	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:	99	0	35	0	0	0	0	472	51	66	826	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	0	35	0	0	0	0	472	51	66	826	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:	99	0	35	0	0	0	0	472	51	66	826	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	0	35	0	0	0	0	472	51	66	826	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:	99	0	35	0	0	0	0	472	51	66	826	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:	0.74	0.00	0.26	0.00	0.00	0.00	0.00	1.80	0.20	0.15	1.85	0.00
Final Sat.:	408	0	144	0	0	0	0	1077	118	94	1189	0
Capacity Analysis Module:												
Vol/Sat:	0.24	xxxx	0.24	xxxx	xxxx	xxxx	xxxx	0.44	0.43	0.70	0.69	xxxx
Crit Moves:			****					****		****		
Delay/Veh:	11.2	0.0	11.2	0.0	0.0	0.0	0.0	13.0	12.7	20.1	19.7	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:	11.2	0.0	11.2	0.0	0.0	0.0	0.0	13.0	12.7	20.1	19.7	0.0
LOS by Move:	B	*	B	*	*	*	*	B	B	C	C	*
ApproachDel:	11.2			xxxxxx			12.9			19.7		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	11.2			xxxxxx			12.9			19.7		
LOS by Appr:	B			*			B			C		
AllWayAvgQ:	0.3	0.3	0.3	0.0	0.0	0.0	0.0	0.7	0.7	2.1	2.0	0.0

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

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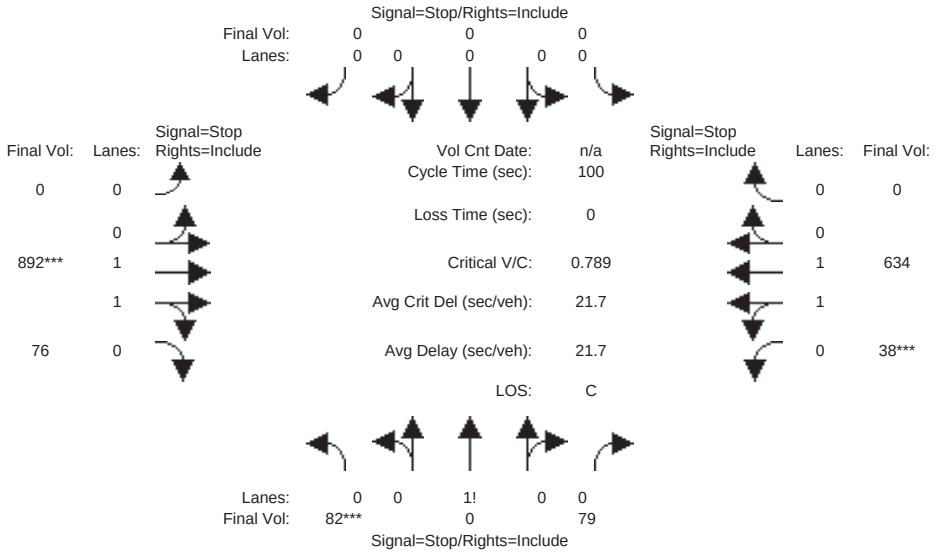
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cuml w/o Proj (PM)

Intersection #1551: Valley View Rd and Sunnyslope Rd



Street Name:	Valley View Rd						Sunnyslope Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	82	0	79	0	0	0	0	892	76	38	634	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:	82	0	79	0	0	0	0	892	76	38	634	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	0	79	0	0	0	0	892	76	38	634	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:	82	0	79	0	0	0	0	892	76	38	634	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	0	79	0	0	0	0	892	76	38	634	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:	82	0	79	0	0	0	0	892	76	38	634	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:	0.51	0.00	0.49	0.00	0.00	0.00	0.00	1.84	0.16	0.11	1.89	0.00
Final Sat.:	283	0	273	0	0	0	0	1130	97	64	1070	0
Capacity Analysis Module:												
Vol/Sat:	0.29	xxxx	0.29	xxxx	xxxx	xxxx	xxxx	0.79	0.78	0.60	0.59	xxxx
Crit Moves:	****							****		****		
Delay/Veh:	11.8	0.0	11.8	0.0	0.0	0.0	0.0	26.4	25.6	17.5	17.3	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:	11.8	0.0	11.8	0.0	0.0	0.0	0.0	26.4	25.6	17.5	17.3	0.0
LOS by Move:	B	*	B	*	*	*	*	D	D	C	C	*
ApproachDel:	11.8			xxxxxx			26.4			17.3		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	11.8			xxxxxx			26.4			17.3		
LOS by Appr:	B			*			D			C		
AllWayAvgQ:	0.4	0.4	0.4	0.0	0.0	0.0	0.0	3.1	2.9	1.3	1.3	0.0

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

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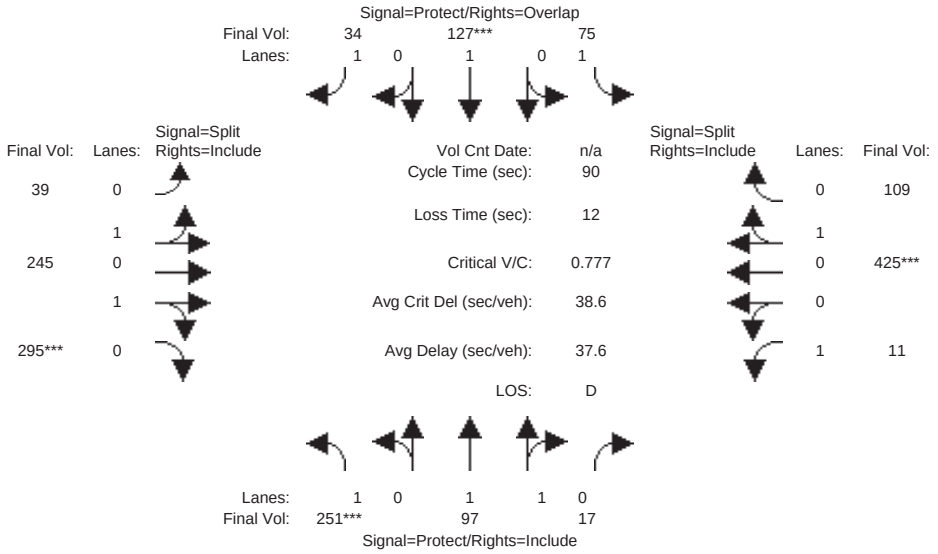
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cuml w/o Proj (AM)

Intersection #2210: McCray St and Hillcrest Rd



Street Name:	McCray St						Hillcrest Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	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:	251	97	17	75	127	34	39	245	295	11	425	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	251	97	17	75	127	34	39	245	295	11	425	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	251	97	17	75	127	34	39	245	295	11	425	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	251	97	17	75	127	34	39	245	295	11	425	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	251	97	17	75	127	34	39	245	295	11	425	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	251	97	17	75	127	34	39	245	295	11	425	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	1.00	0.85	0.88	0.88	0.88	0.95	0.97	0.97
Lanes:	1.00	1.70	0.30	1.00	1.00	1.00	0.14	0.86	1.00	1.00	0.80	0.20
Final Sat.:	1805	3004	526	1805	1900	1615	228	1434	1663	1805	1465	376
Capacity Analysis Module:												
Vol/Sat:	0.14	0.03	0.03	0.04	0.07	0.02	0.17	0.17	0.18	0.01	0.29	0.29
Crit Moves:	****				****				****		****	
Green Time:	16.1	10.4	10.4	13.4	7.7	28.3	20.6	20.6	20.6	33.6	33.6	33.6
Volume/Cap:	0.78	0.28	0.28	0.28	0.78	0.07	0.75	0.75	0.78	0.02	0.78	0.78
Delay/Veh:	46.5	36.7	36.7	34.6	60.9	21.7	36.4	36.4	37.8	17.8	30.5	30.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.5	36.7	36.7	34.6	60.9	21.7	36.4	36.4	37.8	17.8	30.5	30.5
LOS by Move:	D	D	D	C	E	C	D	D	D	B	C	C
HCM2kAvgQ:	7	1	1	2	5	1	9	9	10	0	15	15

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

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Fairview Corners Residential
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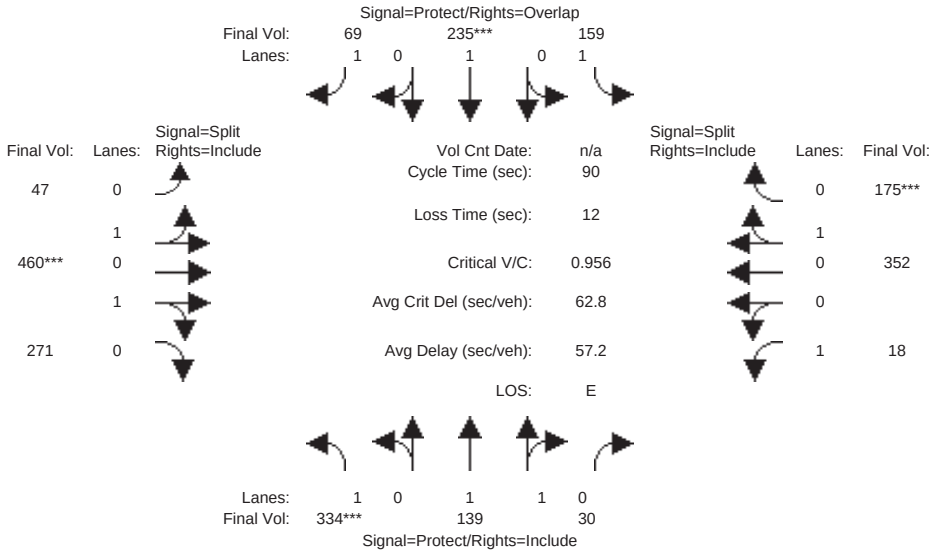
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cuml w/o Proj (PM)

Intersection #2210: McCray St and Hillcrest Rd



Street Name:	McCray St						Hillcrest Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	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:	334	139	30	159	235	69	47	460	271	18	352	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	334	139	30	159	235	69	47	460	271	18	352	175
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	334	139	30	159	235	69	47	460	271	18	352	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	334	139	30	159	235	69	47	460	271	18	352	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	334	139	30	159	235	69	47	460	271	18	352	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	334	139	30	159	235	69	47	460	271	18	352	175
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	1.00	0.85	0.90	0.90	0.90	0.95	0.95	0.95
Lanes:	1.00	1.64	0.36	1.00	1.00	1.00	0.12	1.18	0.70	1.00	0.67	0.33
Final Sat.:	1805	2889	624	1805	1900	1615	206	2017	1189	1805	1206	599
Capacity Analysis Module:												
Vol/Sat:	0.19	0.05	0.05	0.09	0.12	0.04	0.23	0.23	0.23	0.01	0.29	0.29
Crit Moves:	****				****			****				****
Green Time:	17.4	10.3	10.3	18.8	11.6	33.1	21.5	21.5	21.5	27.5	27.5	27.5
Volume/Cap:	0.96	0.42	0.42	0.42	0.96	0.12	0.96	0.96	0.96	0.03	0.96	0.96
Delay/Veh:	72.5	37.8	37.8	31.7	84.1	18.9	55.3	55.3	55.3	22.0	58.3	58.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.5	37.8	37.8	31.7	84.1	18.9	55.3	55.3	55.3	22.0	58.3	58.3
LOS by Move:	E	D	D	C	F	B	E	E	E	C	E	E
HCM2kAvgQ:	11	2	2	4	11	1	16	16	16	0	20	20

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

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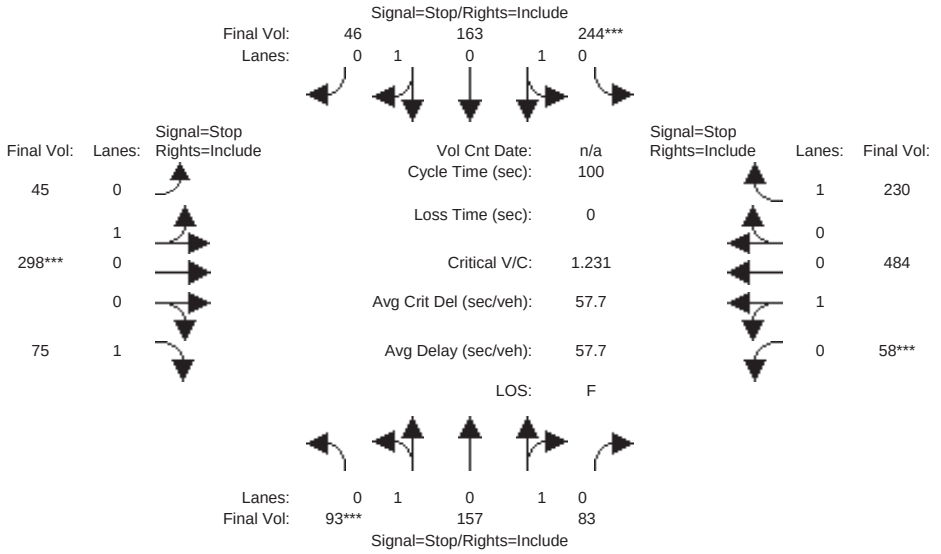
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cuml w/o Proj (AM)

Intersection #2218: Memorial St and Hillcrest Rd



Street Name:	Memorial St						Hillcrest Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	93	157	83	244	163	46	45	298	75	58	484	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	157	83	244	163	46	45	298	75	58	484	230
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	157	83	244	163	46	45	298	75	58	484	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	157	83	244	163	46	45	298	75	58	484	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	157	83	244	163	46	45	298	75	58	484	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	157	83	244	163	46	45	298	75	58	484	230
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:	0.56	0.94	0.50	1.00	0.80	0.20	0.13	0.87	1.00	0.11	0.89	1.00
Final Sat.:	217	380	207	394	337	86	55	363	453	47	393	480
Capacity Analysis Module:												
Vol/Sat:	0.43	0.41	0.40	0.62	0.48	0.54	0.82	0.82	0.17	1.23	1.23	0.48
Crit Moves:	****			****				****		****		
Delay/Veh:	18.2	17.3	16.5	25.0	18.8	18.8	39.1	39.1	12.0	147.8	148	16.6
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:	18.2	17.3	16.5	25.0	18.8	18.8	39.1	39.1	12.0	147.8	148	16.6
LOS by Move:	C	C	C	C	C	C	E	E	B	F	F	C
ApproachDel:		17.4			22.1			34.3			108.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		17.4			22.1			34.3			108.7	
LOS by Appr:		C			C			D			F	
AllWayAvgQ:	0.7	0.6	0.6	1.4	0.9	0.9	3.2	3.2	0.2	16.7	16.7	0.9

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

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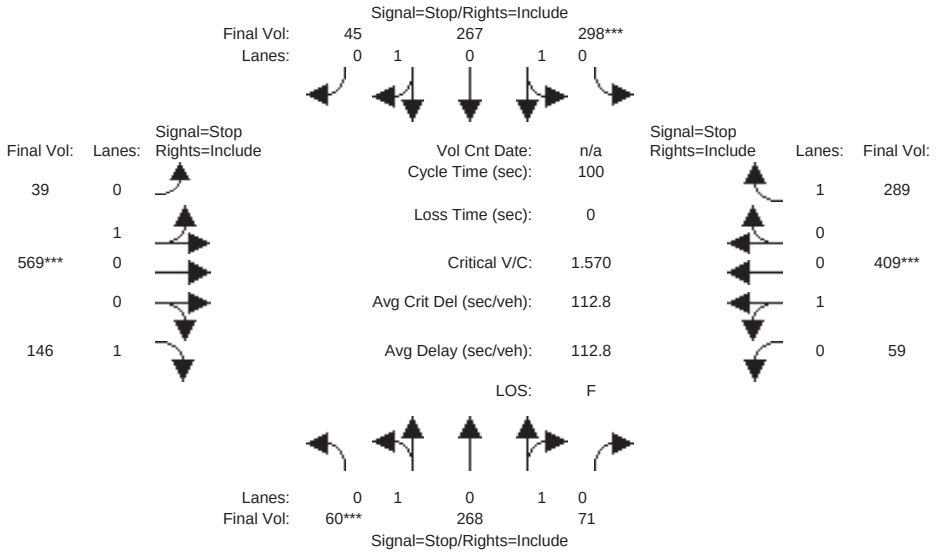
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cuml w/o Proj (PM)

Intersection #2218: Memorial St and Hillcrest Rd



Street Name:	Memorial St						Hillcrest Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	60	268	71	298	267	45	39	569	146	59	409	289
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	268	71	298	267	45	39	569	146	59	409	289
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	268	71	298	267	45	39	569	146	59	409	289
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	268	71	298	267	45	39	569	146	59	409	289
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	268	71	298	267	45	39	569	146	59	409	289
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	268	71	298	267	45	39	569	146	59	409	289
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:	0.30	1.34	0.36	0.98	0.87	0.15	0.06	0.94	1.00	0.13	0.87	1.00
Final Sat.:	110	501	135	364	346	58	25	362	412	50	344	428
Capacity Analysis Module:												
Vol/Sat:	0.55	0.54	0.52	0.82	0.77	0.77	1.57	1.57	0.35	1.19	1.19	0.68
Crit Moves:	****			****				****			****	
Delay/Veh:	23.3	22.5	21.7	43.6	36.2	36.0	291.9	292	15.8	135.6	136	26.6
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:	23.3	22.5	21.7	43.6	36.2	36.0	291.9	292	15.8	135.6	136	26.6
LOS by Move:	C	C	C	E	E	E	F	F	C	F	F	D
ApproachDel:		22.5			39.8			238.5			94.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		22.5			39.8			238.5			94.0	
LOS by Appr:		C			E			F			F	
AllWayAvgQ:	1.1	1.0	1.0	3.2	2.7	2.7	30.1	30.1	0.5	13.5	13.5	1.8

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

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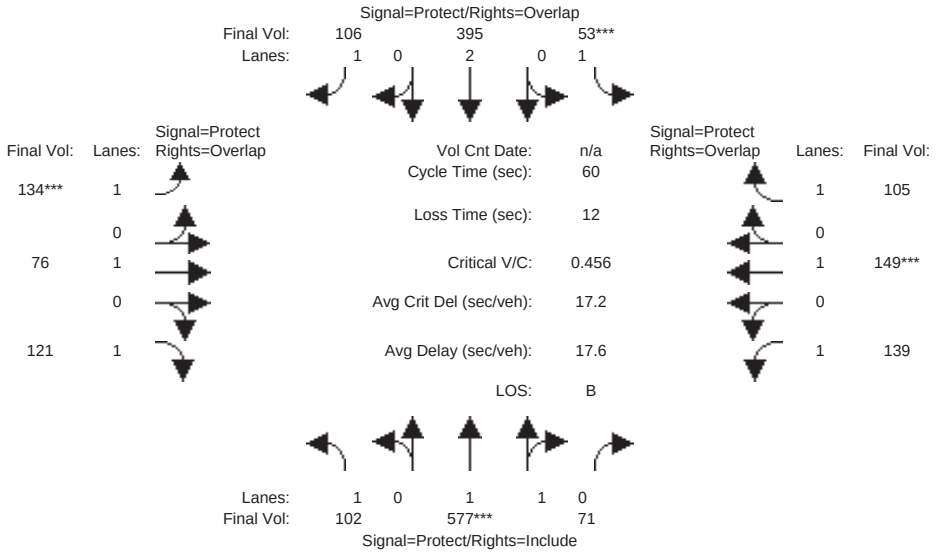
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cuml w/o Proj (AM)

Intersection #2243: Fairview Rd and Hillcrest Rd



Street Name:	Fairview Rd						Hillcrest Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	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:	102	577	71	53	395	106	134	76	121	139	149	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	577	71	53	395	106	134	76	121	139	149	105
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	577	71	53	395	106	134	76	121	139	149	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	577	71	53	395	106	134	76	121	139	149	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	577	71	53	395	106	134	76	121	139	149	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	577	71	53	395	106	134	76	121	139	149	105
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.95	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	1.78	0.22	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3163	389	1805	3610	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.18	0.03	0.11	0.07	0.07	0.04	0.07	0.08	0.08	0.07
Crit Moves:		****		****			****				****	
Green Time:	9.5	24.0	24.0	3.9	18.4	28.2	9.8	6.9	16.4	13.2	10.3	14.2
Volume/Cap:	0.36	0.46	0.46	0.46	0.36	0.14	0.46	0.35	0.27	0.35	0.46	0.27
Delay/Veh:	23.3	13.4	13.4	29.9	16.4	9.1	23.8	25.5	17.5	20.3	23.3	19.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.3	13.4	13.4	29.9	16.4	9.1	23.8	25.5	17.5	20.3	23.3	19.1
LOS by Move:	C	B	B	C	B	A	C	C	B	C	C	B
HCM2kAvgQ:	2	5	5	2	3	1	3	2	2	2	3	2

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

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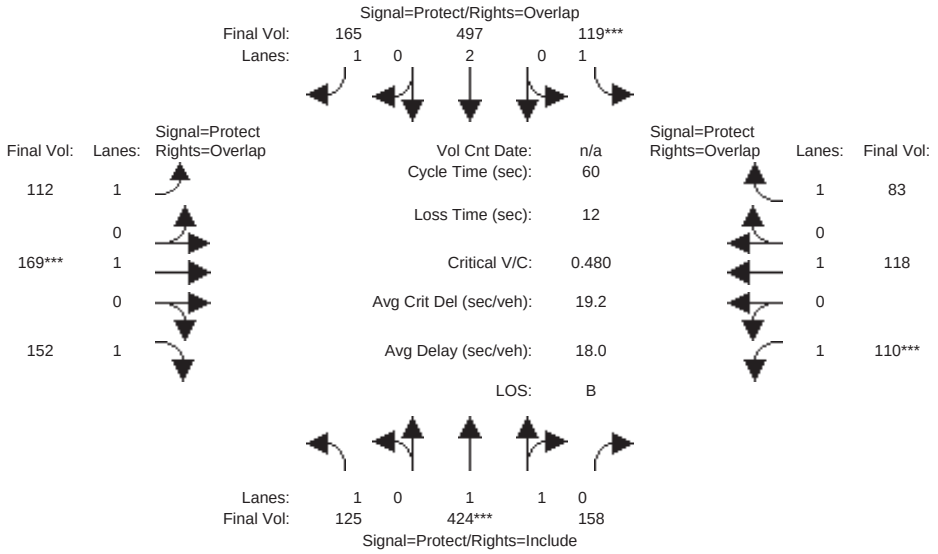
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cuml w/o Proj (PM)

Intersection #2243: Fairview Rd and Hillcrest Rd



Street Name:	Fairview Rd						Hillcrest Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	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:	125	424	158	119	497	165	112	169	152	110	118	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	424	158	119	497	165	112	169	152	110	118	83
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	424	158	119	497	165	112	169	152	110	118	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	424	158	119	497	165	112	169	152	110	118	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	424	158	119	497	165	112	169	152	110	118	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	424	158	119	497	165	112	169	152	110	118	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.95	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	1.46	0.54	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	2522	940	1805	3610	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.17	0.07	0.14	0.10	0.06	0.09	0.09	0.06	0.06	0.05
Crit Moves:		****		****				****		****		
Green Time:	9.8	21.0	21.0	8.2	19.5	28.8	9.4	11.1	20.9	7.6	9.4	17.6
Volume/Cap:	0.42	0.48	0.48	0.48	0.42	0.21	0.40	0.48	0.27	0.48	0.40	0.18
Delay/Veh:	23.6	15.5	15.5	25.4	16.1	9.2	23.7	22.9	14.3	25.9	23.6	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:	23.6	15.5	15.5	25.4	16.1	9.2	23.7	22.9	14.3	25.9	23.6	16.0
LOS by Move:	C	B	B	C	B	A	C	C	B	C	C	B
HCM2kAvgQ:	3	5	5	3	4	2	2	3	2	3	2	1

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

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Fairview Corners Residential
Hollister, CA
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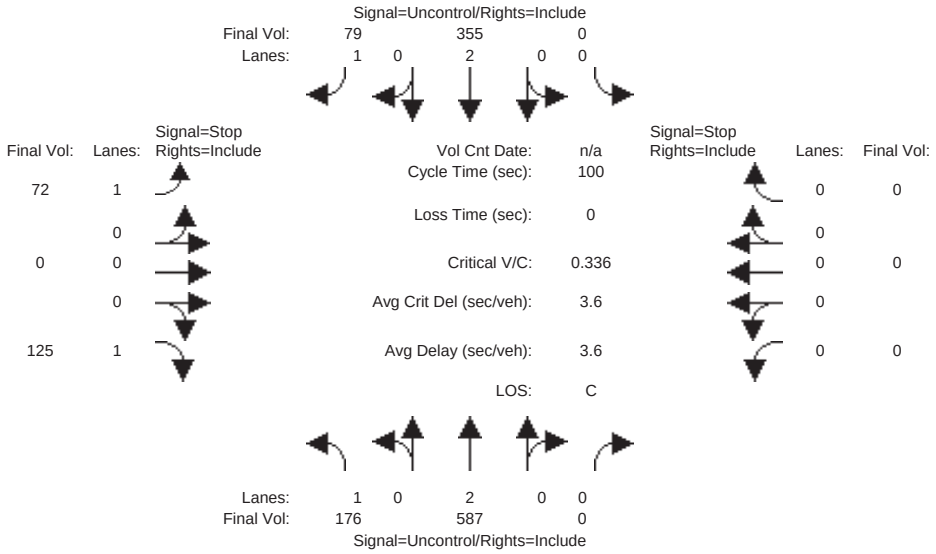
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cuml w/o Proj (AM)

Intersection #2245: Fairview Rd and Santa Ana Rd



Street Name:	Fairview Rd						Santa Ana Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Volume Module:												
Base Vol:	176	587	0	0	355	79	72	0	125	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:	176	587	0	0	355	79	72	0	125	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	176	587	0	0	355	79	72	0	125	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:	176	587	0	0	355	79	72	0	125	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	176	587	0	0	355	79	72	0	125	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	434	xxxx	xxxxx	xxxx	xxxx	xxxxx	1001	xxxx	178	xxxx	xxxx	xxxxx
Potent Cap.:	1136	xxxx	xxxxx	xxxx	xxxx	xxxxx	243	xxxx	841	xxxx	xxxx	xxxxx
Move Cap.:	1136	xxxx	xxxxx	xxxx	xxxx	xxxxx	214	xxxx	841	xxxx	xxxx	xxxxx
Volume/Cap:	0.15	xxxx	xxxx	xxxx	xxxx	xxxx	0.34	xxxx	0.15	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.4	xxxx	0.5	xxxx	xxxx	xxxxx
Control Del:	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	30.1	xxxx	10.0	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	D	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			17.4			xxxxxx		
ApproachLOS:	*			*			C			*		

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

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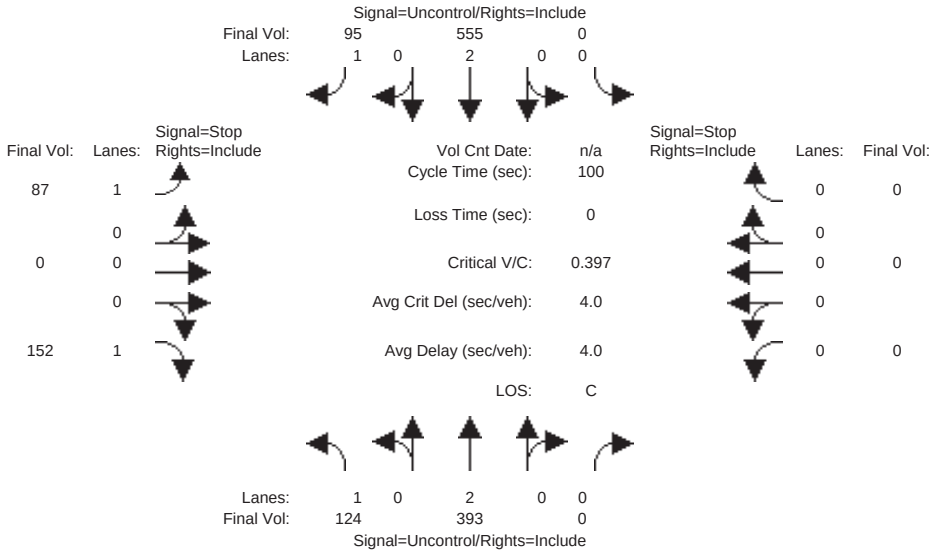
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cuml w/o Proj (PM)

Intersection #2245: Fairview Rd and Santa Ana Rd



Street Name:	Fairview Rd						Santa Ana Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	124	393	0	0	555	95	87	0	152	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:	124	393	0	0	555	95	87	0	152	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	393	0	0	555	95	87	0	152	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:	124	393	0	0	555	95	87	0	152	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	124	393	0	0	555	95	87	0	152	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	650	xxxx	xxxxx	xxxx	xxxx	xxxxx	1000	xxxx	278	xxxx	xxxx	xxxxx
Potent Cap.:	946	xxxx	xxxxx	xxxx	xxxx	xxxxx	243	xxxx	726	xxxx	xxxx	xxxxx
Move Cap.:	946	xxxx	xxxxx	xxxx	xxxx	xxxxx	219	xxxx	726	xxxx	xxxx	xxxxx
Volume/Cap:	0.13	xxxx	xxxx	xxxx	xxxx	xxxx	0.40	xxxx	0.21	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.8	xxxx	0.8	xxxx	xxxx	xxxxx
Control Del:	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	31.9	xxxx	11.3	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	D	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			18.8			xxxxxx		
ApproachLOS:	*			*			C			*		

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

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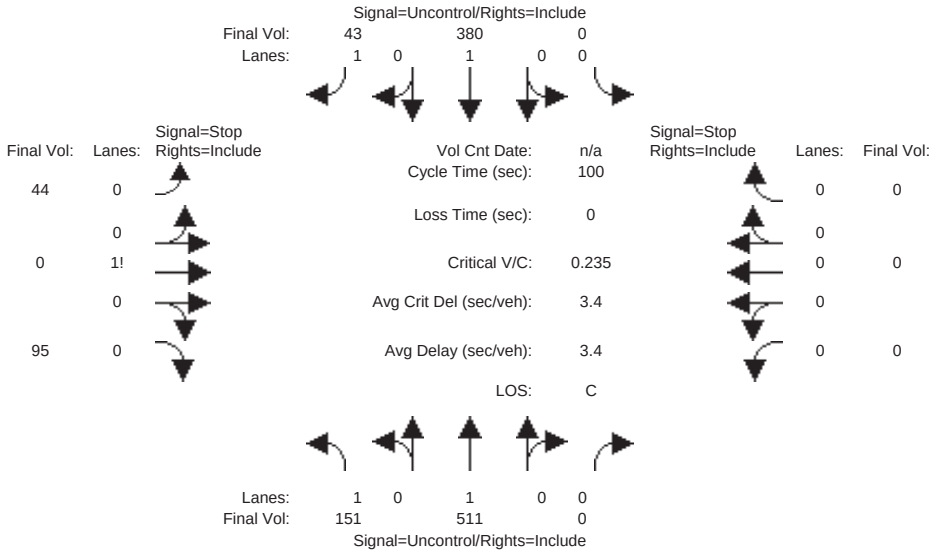
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cuml w/o Proj (AM)

Intersection #2248: Fairview Rd and McCloskey Rd



Street Name:	Fairview Rd						McCloskey Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	151	511	0	0	380	43	44	0	95	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:	151	511	0	0	380	43	44	0	95	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	151	511	0	0	380	43	44	0	95	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:	151	511	0	0	380	43	44	0	95	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	151	511	0	0	380	43	44	0	95	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	423	xxxx	xxxxx	xxxx	xxxx	xxxxx	1193	1193	380	xxxx	xxxx	xxxxx
Potent Cap.:	1147	xxxx	xxxxx	xxxx	xxxx	xxxxx	208	188	671	xxxx	xxxx	xxxxx
Move Cap.:	1147	xxxx	xxxxx	xxxx	xxxx	xxxxx	187	164	671	xxxx	xxxx	xxxxx
Volume/Cap:	0.13	xxxx	xxxx	xxxx	xxxx	xxxx	0.23	0.00	0.14	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	369	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.7	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	20.5	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			20.5			xxxxxx		
ApproachLOS:	*			*			C			*		

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

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Fairview Corners Residential
Hollister, CA
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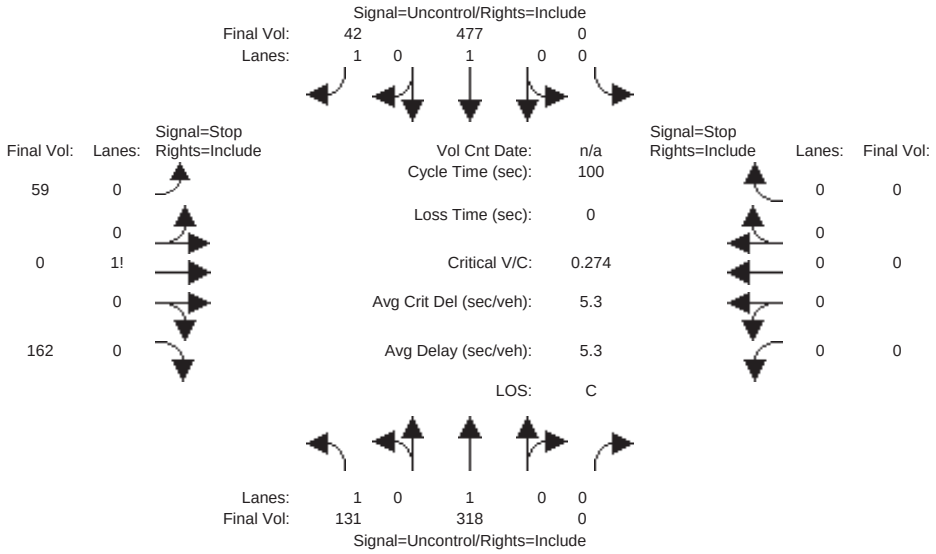
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cuml w/o Proj (PM)

Intersection #2248: Fairview Rd and McCloskey Rd



Street Name:	Fairview Rd						McCloskey Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	131	318	0	0	477	42	59	0	162	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:	131	318	0	0	477	42	59	0	162	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	318	0	0	477	42	59	0	162	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:	131	318	0	0	477	42	59	0	162	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	131	318	0	0	477	42	59	0	162	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	519	xxxx	xxxxx	xxxx	xxxx	xxxxx	1057	1057	477	xxxx	xxxx	xxxxx
Potent Cap.:	1057	xxxx	xxxxx	xxxx	xxxx	xxxxx	251	227	592	xxxx	xxxx	xxxxx
Move Cap.:	1057	xxxx	xxxxx	xxxx	xxxx	xxxxx	228	199	592	xxxx	xxxx	xxxxx
Volume/Cap:	0.12	xxxx	xxxx	xxxx	xxxx	xxxx	0.26	0.00	0.27	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	415	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	3.0	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	23.2	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			23.2			xxxxxx		
ApproachLOS:	*			*			C			*		

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

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Fairview Corners Residential
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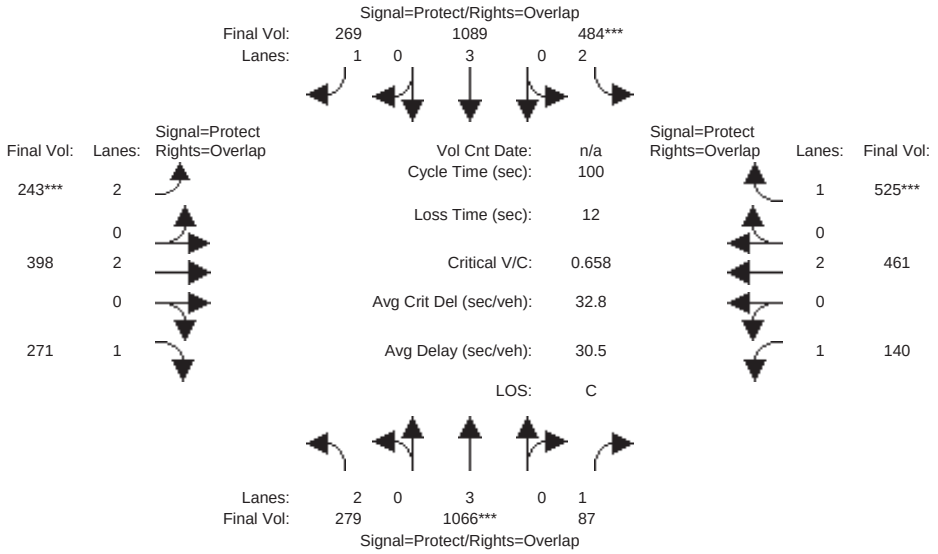
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cuml w/o Proj (AM)

Intersection #2331: Airline Hwy/Future 25 Bypass and Sunnyslope Rd/Tres Pinos Rd



Street Name:	Airline Hwy/Future 25 Bypass						Sunnyslope Rd/Tres Pinos Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	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:	279	1066	87	484	1089	269	243	398	271	140	461	525
Growth Adj:	1.00	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	1066	87	484	1089	269	243	398	271	140	461	525
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	279	1066	87	484	1089	269	243	398	271	140	461	525
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	279	1066	87	484	1089	269	243	398	271	140	461	525
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	279	1066	87	484	1089	269	243	398	271	140	461	525
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	279	1066	87	484	1089	269	243	398	271	140	461	525
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3610	5700	1615	3610	5700	1615	3610	3800	1615	1805	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.19	0.05	0.13	0.19	0.17	0.07	0.10	0.17	0.08	0.12	0.33
Crit Moves:		****		****			****					****
Green Time:	14.0	28.4	45.1	20.4	34.7	44.9	10.2	22.5	36.6	16.7	29.0	49.4
Volume/Cap:	0.55	0.66	0.12	0.66	0.55	0.37	0.66	0.46	0.46	0.46	0.42	0.66
Delay/Veh:	41.3	32.5	16.0	38.8	26.7	18.5	47.5	33.9	24.7	38.8	28.9	21.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.3	32.5	16.0	38.8	26.7	18.5	47.5	33.9	24.7	38.8	28.9	21.0
LOS by Move:	D	C	B	D	C	B	D	C	C	D	C	C
HCM2kAvgQ:	5	10	2	8	9	6	4	5	6	4	6	13

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

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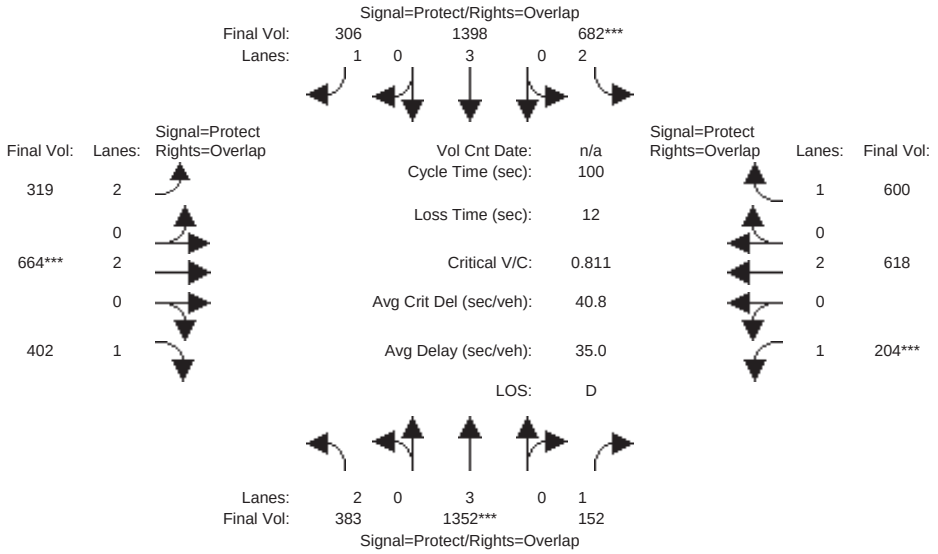
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cuml w/o Proj (PM)

Intersection #2331: Airline Hwy/Future 25 Bypass and Sunnyslope Rd/Tres Pinos Rd



Street Name:	Airline Hwy/Future 25 Bypass						Sunnyslope Rd/Tres Pinos Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	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:	383	1352	152	682	1398	306	319	664	402	204	618	600
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	383	1352	152	682	1398	306	319	664	402	204	618	600
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	383	1352	152	682	1398	306	319	664	402	204	618	600
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	383	1352	152	682	1398	306	319	664	402	204	618	600
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	383	1352	152	682	1398	306	319	664	402	204	618	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:	383	1352	152	682	1398	306	319	664	402	204	618	600
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3610	5700	1615	3610	5700	1615	3610	3800	1615	1805	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.11	0.24	0.09	0.19	0.25	0.19	0.09	0.17	0.25	0.11	0.16	0.37
Crit Moves:		****		****				****		****		
Green Time:	15.9	29.2	43.2	23.3	36.7	48.2	11.6	21.5	37.4	13.9	23.9	47.2
Volume/Cap:	0.67	0.81	0.22	0.81	0.67	0.39	0.76	0.81	0.67	0.81	0.68	0.79
Delay/Veh:	42.6	35.9	18.0	42.3	27.4	16.9	51.0	43.4	28.9	59.5	36.7	27.7
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:	42.6	35.9	18.0	42.3	27.4	16.9	51.0	43.4	28.9	59.5	36.7	27.7
LOS by Move:	D	D	B	D	C	B	D	D	C	E	D	C
HCM2kAvgQ:	7	15	3	12	13	6	5	10	10	8	10	17

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

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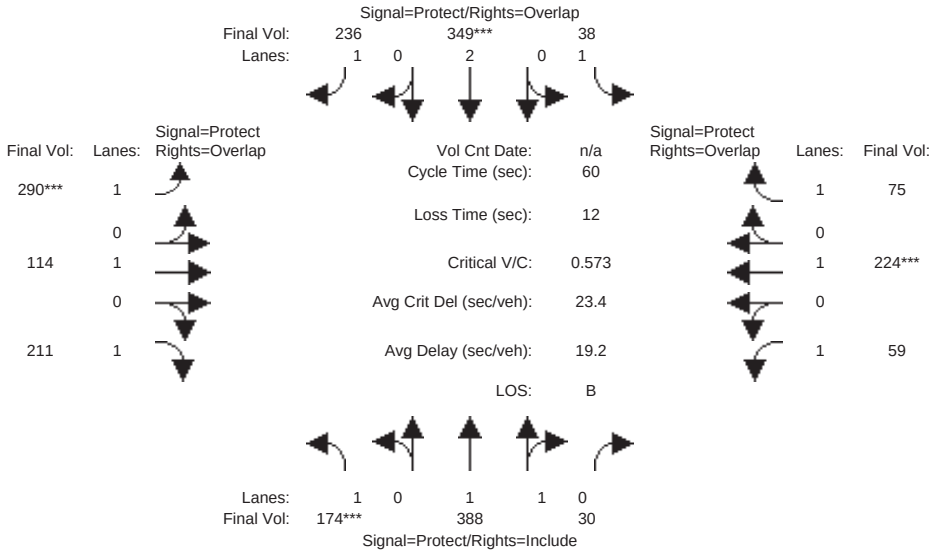
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cuml w/o Proj (AM)

Intersection #2347: Fairview Rd and Sunnyslope Rd



Street Name:	Fairview Rd						Sunnyslope Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	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:	174	388	30	38	349	236	290	114	211	59	224	75
Growth Adj:	1.00	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	388	30	38	349	236	290	114	211	59	224	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	174	388	30	38	349	236	290	114	211	59	224	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	388	30	38	349	236	290	114	211	59	224	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	388	30	38	349	236	290	114	211	59	224	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	174	388	30	38	349	236	290	114	211	59	224	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.86	0.14	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1900	3351	259	1900	3610	1900	1900	1900	1900	1900	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.09	0.12	0.12	0.02	0.10	0.12	0.15	0.06	0.11	0.03	0.12	0.04
Crit Moves:	****				****		****				****	
Green Time:	9.6	16.8	16.8	2.9	10.1	26.1	16.0	18.7	28.2	9.7	12.3	15.2
Volume/Cap:	0.57	0.41	0.41	0.41	0.57	0.29	0.57	0.19	0.24	0.19	0.57	0.16
Delay/Veh:	26.0	17.9	17.9	30.7	24.3	11.1	20.7	15.3	9.6	22.1	23.5	17.5
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:	26.0	17.9	17.9	30.7	24.3	11.1	20.7	15.3	9.6	22.1	23.5	17.5
LOS by Move:	C	B	B	C	C	B	C	B	A	C	C	B
HCM2kAvgQ:	4	4	4	1	3	3	5	2	2	1	4	1

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

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Hollister, CA
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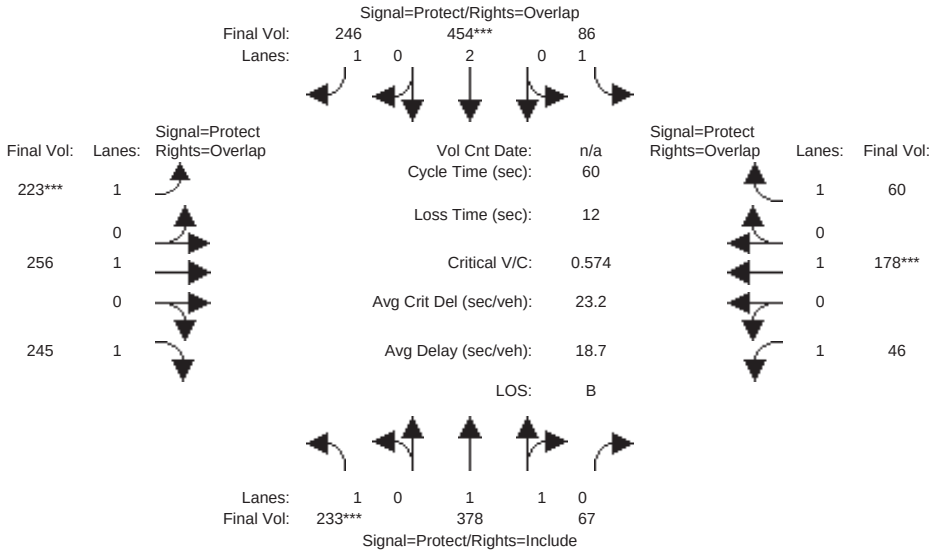
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cuml w/o Proj (PM)

Intersection #2347: Fairview Rd and Sunnyslope Rd



Street Name:	Fairview Rd						Sunnyslope Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	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:	233	378	67	86	454	246	223	256	245	46	178	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	233	378	67	86	454	246	223	256	245	46	178	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	233	378	67	86	454	246	223	256	245	46	178	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	233	378	67	86	454	246	223	256	245	46	178	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	378	67	86	454	246	223	256	245	46	178	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	233	378	67	86	454	246	223	256	245	46	178	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.70	0.30	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1900	3066	544	1900	3610	1900	1900	1900	1900	1900	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.05	0.13	0.13	0.12	0.13	0.13	0.02	0.09	0.03
Crit Moves:	****				****		****				****	
Green Time:	12.8	19.0	19.0	7.0	13.1	25.4	12.3	18.7	31.5	3.4	9.8	16.8
Volume/Cap:	0.57	0.39	0.39	0.39	0.57	0.31	0.57	0.43	0.25	0.43	0.57	0.11
Delay/Veh:	23.2	16.2	16.2	25.7	22.0	11.7	23.6	16.9	7.9	30.2	25.8	16.2
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:	23.2	16.2	16.2	25.7	22.0	11.7	23.6	16.9	7.9	30.2	25.8	16.2
LOS by Move:	C	B	B	C	C	B	C	B	A	C	C	B
HCM2kAvgQ:	5	4	4	1	4	3	5	4	3	1	3	1

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

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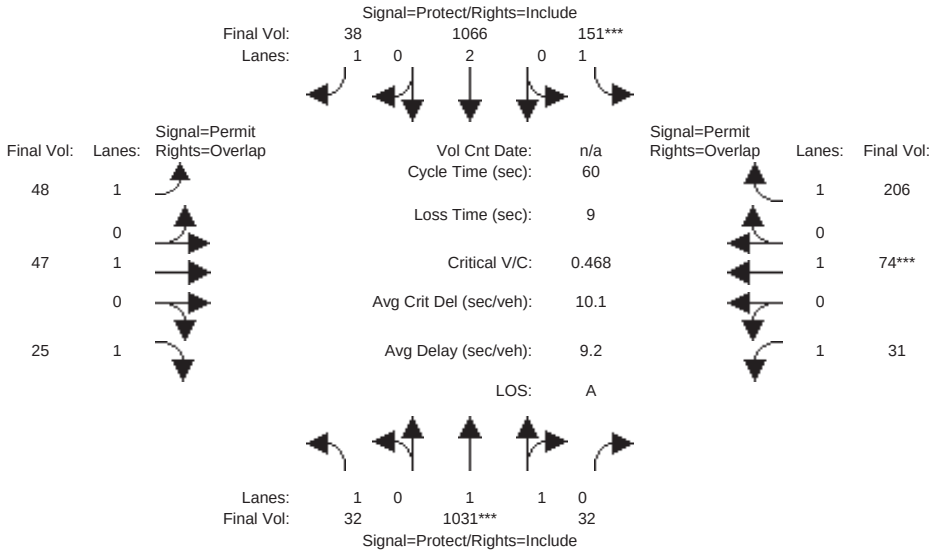
Hollister, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cuml w/o Proj (AM)

Intersection #2367: Airline Hwy and Sunset Dr



Street Name:	Airline Hwy						Sunset Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	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:	32	1031	32	151	1066	38	48	47	25	31	74	206
Growth Adj:	1.00	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	1031	32	151	1066	38	48	47	25	31	74	206
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	1031	32	151	1066	38	48	47	25	31	74	206
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1031	32	151	1066	38	48	47	25	31	74	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	1031	32	151	1066	38	48	47	25	31	74	206
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	1031	32	151	1066	38	48	47	25	31	74	206
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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:	1.00	1.94	0.06	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1900	3686	114	1900	3800	1900	1900	1900	1900	1900	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.28	0.28	0.08	0.28	0.02	0.03	0.02	0.01	0.02	0.04	0.11
Crit Moves:		****		****							****	
Green Time:	2.6	35.8	35.8	10.2	43.4	43.4	5.0	5.0	7.6	5.0	5.0	15.2
Volume/Cap:	0.39	0.47	0.47	0.47	0.39	0.03	0.30	0.30	0.10	0.20	0.47	0.43
Delay/Veh:	30.9	6.9	6.9	23.5	3.3	2.3	27.0	26.9	23.4	26.2	28.4	19.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.9	6.9	6.9	23.5	3.3	2.3	27.0	26.9	23.4	26.2	28.4	19.4
LOS by Move:	C	A	A	C	A	A	C	C	C	C	C	B
HCM2kAvgQ:	1	6	6	3	4	0	1	1	0	1	2	4

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

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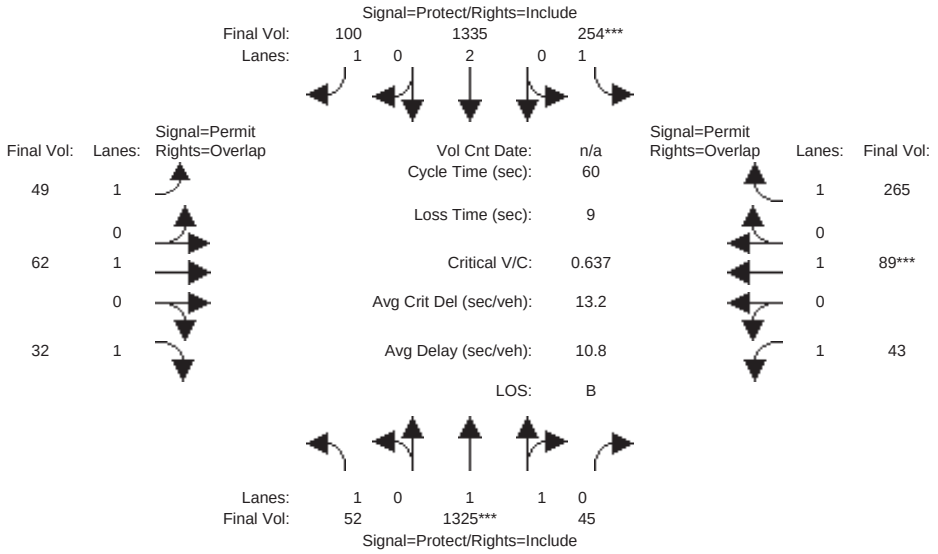
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cuml w/o Proj (PM)

Intersection #2367: Airline Hwy and Sunset Dr



Street Name:	Airline Hwy						Sunset Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	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:	52	1325	45	254	1335	100	49	62	32	43	89	265
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	1325	45	254	1335	100	49	62	32	43	89	265
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	1325	45	254	1335	100	49	62	32	43	89	265
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	1325	45	254	1335	100	49	62	32	43	89	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	1325	45	254	1335	100	49	62	32	43	89	265
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	1325	45	254	1335	100	49	62	32	43	89	265
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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:	1.00	1.93	0.07	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1900	3675	125	1900	3800	1900	1900	1900	1900	1900	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.36	0.36	0.13	0.35	0.05	0.03	0.03	0.02	0.02	0.05	0.14
Crit Moves:		****		****							****	
Green Time:	3.4	34.0	34.0	12.6	43.2	43.2	4.4	4.4	7.8	4.4	4.4	17.0
Volume/Cap:	0.49	0.64	0.64	0.64	0.49	0.07	0.35	0.44	0.13	0.31	0.64	0.49
Delay/Veh:	31.0	9.5	9.5	25.0	3.8	2.5	27.9	28.9	23.4	27.6	36.4	18.6
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:	31.0	9.5	9.5	25.0	3.8	2.5	27.9	28.9	23.4	27.6	36.4	18.6
LOS by Move:	C	A	A	C	A	A	C	C	C	C	D	B
HCM2kAvgQ:	2	9	9	5	6	1	1	2	1	1	3	5

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

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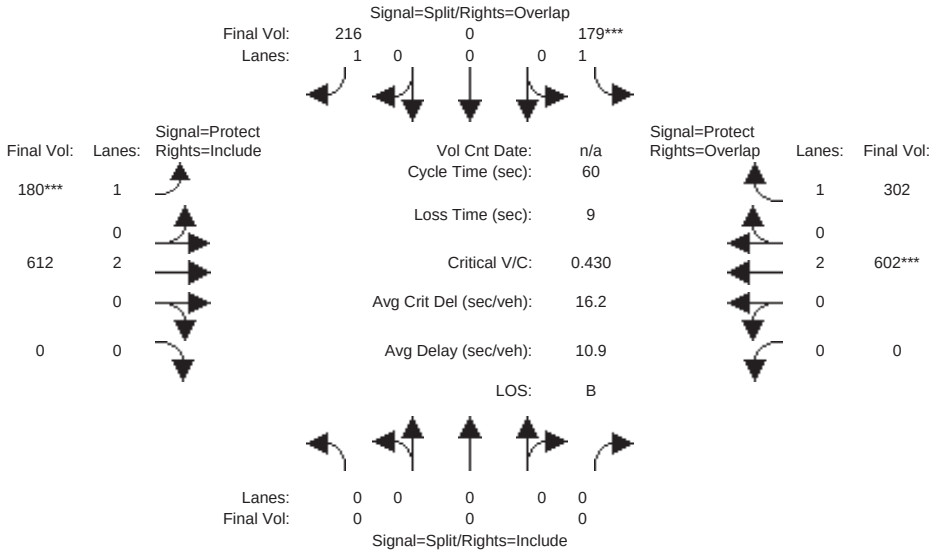
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cuml w/o Proj (AM)

Intersection #2925: San Benito St and Union Rd



Street Name:	San Benito St						Union Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	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:	0	0	0	179	0	216	180	612	0	0	602	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:	0	0	0	179	0	216	180	612	0	0	602	302
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	179	0	216	180	612	0	0	602	302
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	179	0	216	180	612	0	0	602	302
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	179	0	216	180	612	0	0	602	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:	0	0	0	179	0	216	180	612	0	0	602	302
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	0.95	0.95	1.00	1.00	0.95	0.85
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1805	0	1615	1805	3610	0	0	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.13	0.10	0.17	0.00	0.00	0.17	0.19
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	13.8	0.0	27.7	13.9	37.2	0.0	0.0	23.3	37.1
Volume/Cap:	0.00	0.00	0.00	0.43	0.00	0.29	0.43	0.27	0.00	0.00	0.43	0.30
Delay/Veh:	0.0	0.0	0.0	20.4	0.0	10.2	20.4	5.3	0.0	0.0	13.7	5.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	20.4	0.0	10.2	20.4	5.3	0.0	0.0	13.7	5.6
LOS by Move:	A	A	A	C	A	B	C	A	A	A	B	A
HCM2kAvgQ:	0	0	0	3	0	3	3	3	0	0	4	3

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

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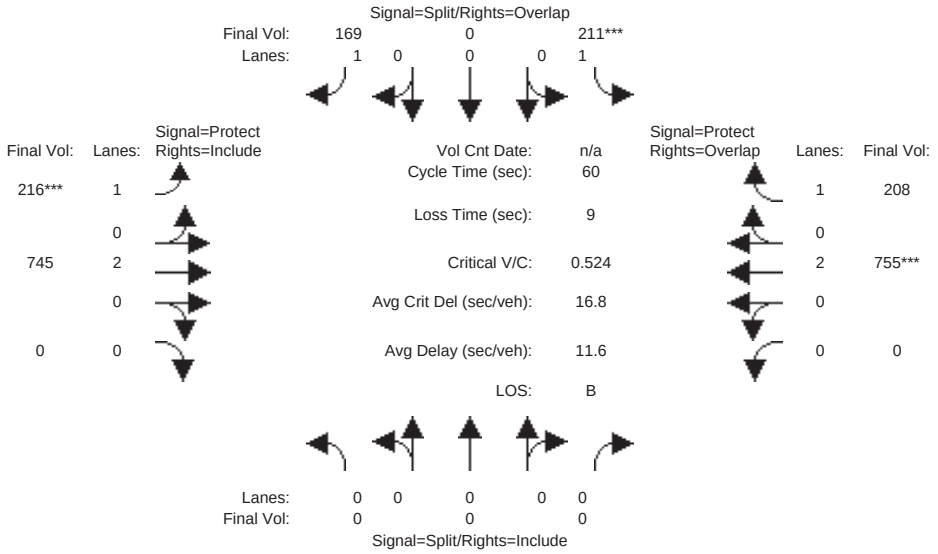
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cuml w/o Proj (PM)

Intersection #2925: San Benito St and Union Rd



Street Name:	San Benito St						Union Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	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:	0	0	0	211	0	169	216	745	0	0	755	208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	211	0	169	216	745	0	0	755	208
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	211	0	169	216	745	0	0	755	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	211	0	169	216	745	0	0	755	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	211	0	169	216	745	0	0	755	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	211	0	169	216	745	0	0	755	208
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	0.95	0.95	1.00	1.00	0.95	0.85
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1805	0	1615	1805	3610	0	0	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.10	0.12	0.21	0.00	0.00	0.21	0.13
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	13.4	0.0	27.1	13.7	37.6	0.0	0.0	23.9	37.3
Volume/Cap:	0.00	0.00	0.00	0.52	0.00	0.23	0.52	0.33	0.00	0.00	0.52	0.21
Delay/Veh:	0.0	0.0	0.0	21.8	0.0	10.3	21.5	5.3	0.0	0.0	14.1	5.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	21.8	0.0	10.3	21.5	5.3	0.0	0.0	14.1	5.0
LOS by Move:	A	A	A	C	A	B	C	A	A	A	B	A
HCM2kAvgQ:	0	0	0	4	0	2	4	4	0	0	5	2

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

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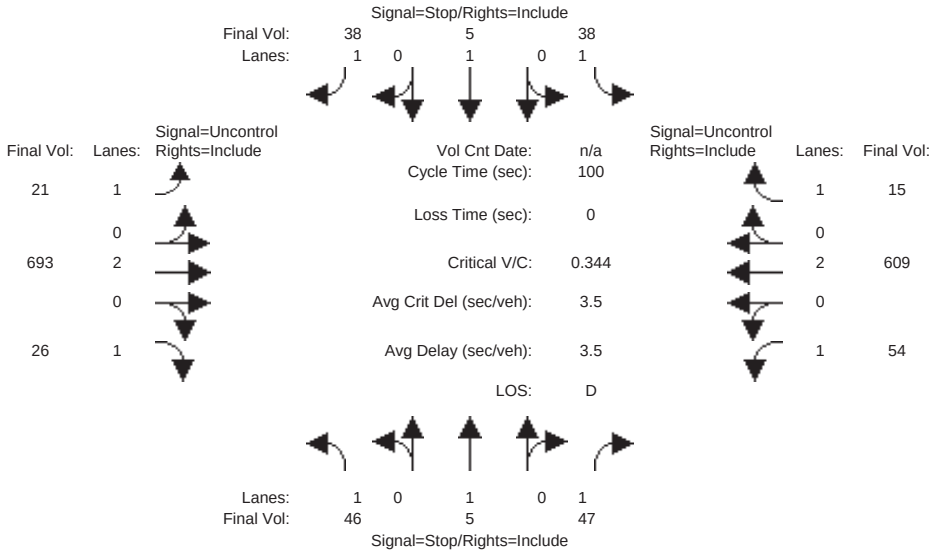
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cuml w/o Proj (AM)

Intersection #2942: Enterprise Rd and Airline Hwy



Street Name:	Enterprise Rd						Airline Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	46	5	47	38	5	38	21	693	26	54	609	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	5	47	38	5	38	21	693	26	54	609	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	5	47	38	5	38	21	693	26	54	609	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	5	47	38	5	38	21	693	26	54	609	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	46	5	47	38	5	38	21	693	26	54	609	15
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1150	1467	347	1108	1478	305	624	xxxx	xxxxx	719	xxxx	xxxxx
Potent Cap.:	156	129	655	167	127	697	967	xxxx	xxxxx	892	xxxx	xxxxx
Move Cap.:	134	119	655	141	117	697	967	xxxx	xxxxx	892	xxxx	xxxxx
Volume/Cap:	0.34	0.04	0.07	0.27	0.04	0.05	0.02	xxxx	xxxx	0.06	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	1.4	0.1	0.2	1.0	0.1	0.2	0.1	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	45.5	36.7	10.9	39.7	37.2	10.5	8.8	xxxx	xxxxx	9.3	xxxx	xxxxx
LOS by Move:	E	E	B	E	E	B	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	28.5			25.8			xxxxxx			xxxxxx		
ApproachLOS:	D			D			*			*		

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

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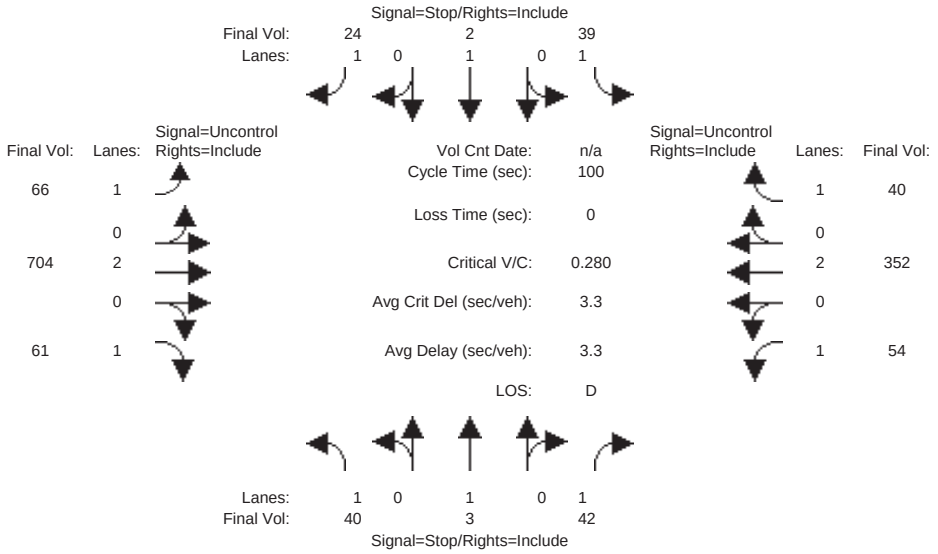
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cuml w/o Proj (PM)

Intersection #2942: Enterprise Rd and Airline Hwy



Street Name:	Enterprise Rd						Airline Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	40	3	42	39	2	24	66	704	61	54	352	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	3	42	39	2	24	66	704	61	54	352	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	3	42	39	2	24	66	704	61	54	352	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	3	42	39	2	24	66	704	61	54	352	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	40	3	42	39	2	24	66	704	61	54	352	40
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1121	1336	352	946	1357	176	392	xxxx	xxxxx	765	xxxx	xxxxx
Potent Cap.:	163	155	650	219	150	843	1178	xxxx	xxxxx	857	xxxx	xxxxx
Move Cap.:	143	137	650	184	133	843	1178	xxxx	xxxxx	857	xxxx	xxxxx
Volume/Cap:	0.28	0.02	0.06	0.21	0.02	0.03	0.06	xxxx	xxxx	0.06	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	1.1	0.1	0.2	0.8	0.0	0.1	0.2	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	39.6	31.9	10.9	29.8	32.5	9.4	8.2	xxxx	xxxxx	9.5	xxxx	xxxxx
LOS by Move:	E	D	B	D	D	A	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	25.2			22.3			xxxxxx			xxxxxx		
ApproachLOS:	D			C			*			*		

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

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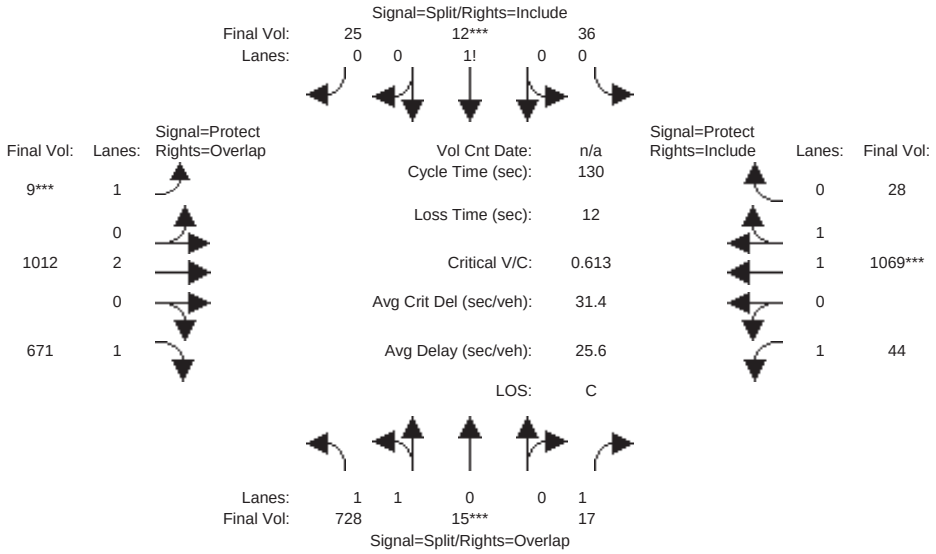
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cuml w/o Proj (AM)

Intersection #3072: Union Rd/Mitchell Rd and Hwy 156



Street Name:	Union Rd/Mitchell Rd						Hwy 156					
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:	728	15	17	36	12	25	9	1012	671	44	1069	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:	728	15	17	36	12	25	9	1012	671	44	1069	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	728	15	17	36	12	25	9	1012	671	44	1069	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	728	15	17	36	12	25	9	1012	671	44	1069	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	728	15	17	36	12	25	9	1012	671	44	1069	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	728	15	17	36	12	25	9	1012	671	44	1069	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.93	0.93	0.93	0.95	0.95	0.85	0.95	0.95	0.95
Lanes:	1.96	0.04	1.00	0.50	0.16	0.34	1.00	2.00	1.00	1.00	1.95	0.05
Final Sat.:	3548	73	1615	872	291	606	1805	3610	1615	1805	3504	92
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.01	0.04	0.04	0.04	0.00	0.28	0.42	0.02	0.31	0.31
Crit Moves:		****			****			****			****	
Green Time:	43.5	43.5	48.8	8.7	8.7	8.7	1.1	60.5	104.0	5.3	64.7	64.7
Volume/Cap:	0.61	0.61	0.03	0.61	0.61	0.61	0.61	0.60	0.52	0.60	0.61	0.61
Delay/Veh:	37.1	37.1	25.7	68.1	68.1	68.1	122.6	26.4	4.8	74.7	24.2	24.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.1	37.1	25.7	68.1	68.1	68.1	122.6	26.4	4.8	74.7	24.2	24.2
LOS by Move:	D	D	C	E	E	E	F	C	A	E	C	C
HCM2kAvgQ:	13	13	0	4	4	4	0	15	9	3	17	17

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

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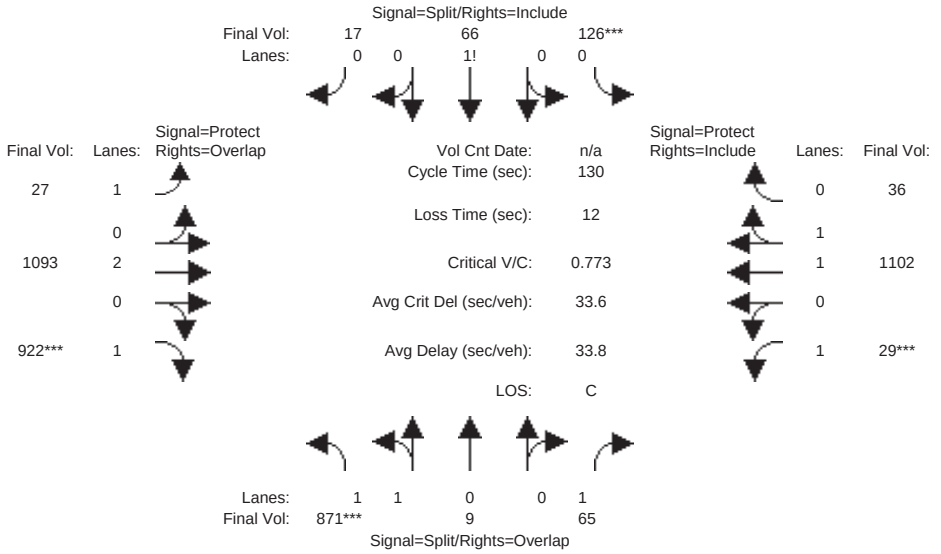
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cuml w/o Proj (PM)

Intersection #3072: Union Rd/Mitchell Rd and Hwy 156



Street Name:	Union Rd/Mitchell Rd						Hwy 156					
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:	871	9	65	126	66	17	27	1093	922	29	1102	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:	871	9	65	126	66	17	27	1093	922	29	1102	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	871	9	65	126	66	17	27	1093	922	29	1102	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:	871	9	65	126	66	17	27	1093	922	29	1102	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	871	9	65	126	66	17	27	1093	922	29	1102	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:	871	9	65	126	66	17	27	1093	922	29	1102	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.96	0.96	0.96	0.95	0.95	0.85	0.95	0.95	0.95
Lanes:	1.98	0.02	1.00	0.60	0.32	0.08	1.00	2.00	1.00	1.00	1.94	0.06
Final Sat.:	3584	37	1615	1100	576	148	1805	3610	1615	1805	3478	114
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.04	0.11	0.11	0.11	0.01	0.30	0.57	0.02	0.32	0.32
Crit Moves:	****			****					****	****		
Green Time:	40.9	40.9	43.6	19.3	19.3	19.3	2.6	55.2	96.0	2.7	55.2	55.2
Volume/Cap:	0.77	0.77	0.12	0.77	0.77	0.77	0.75	0.71	0.77	0.77	0.75	0.75
Delay/Veh:	43.7	43.7	30.0	66.2	66.2	66.2	121.6	32.5	13.5	127.7	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:	43.7	43.7	30.0	66.2	66.2	66.2	121.6	32.5	13.5	127.7	33.5	33.5
LOS by Move:	D	D	C	E	E	E	F	C	B	F	C	C
HCM2kAvgQ:	17	17	2	10	10	10	1	19	23	2	21	21

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

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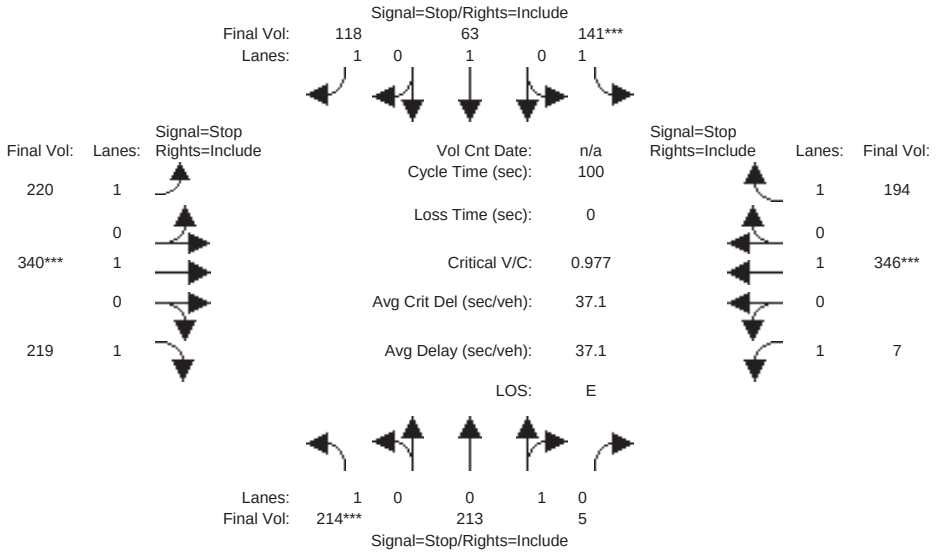
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cuml w/o Proj (AM)

Intersection #3337: Fairview Rd/Ridgemark Dr and Airline Hwy



Street Name:	Fairview Rd/Ridgemark Dr						Airline Hwy					
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:	214	213	5	141	63	118	220	340	219	7	346	194
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	214	213	5	141	63	118	220	340	219	7	346	194
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	214	213	5	141	63	118	220	340	219	7	346	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	214	213	5	141	63	118	220	340	219	7	346	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	213	5	141	63	118	220	340	219	7	346	194
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	214	213	5	141	63	118	220	340	219	7	346	194
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:	1.00	0.98	0.02	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	357	368	9	305	316	338	351	373	396	321	354	369
Capacity Analysis Module:												
Vol/Sat:	0.60	0.58	0.58	0.46	0.20	0.35	0.63	0.91	0.55	0.02	0.98	0.53
Crit Moves:	****			****				****			****	
Delay/Veh:	25.6	23.5	23.5	22.9	16.1	17.9	27.8	57.3	21.6	13.6	74.3	21.5
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:	25.6	23.5	23.5	22.9	16.1	17.9	27.8	57.3	21.6	13.6	74.3	21.5
LOS by Move:	D	C	C	C	C	C	D	F	C	B	F	C
ApproachDel:		24.5			19.7			38.9			54.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		24.5			19.7			38.9			54.8	
LOS by Appr:		C			C			E			F	
AllWayAvgQ:	1.3	1.2	1.2	0.7	0.2	0.5	1.5	4.7	1.1	0.0	6.0	1.0

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

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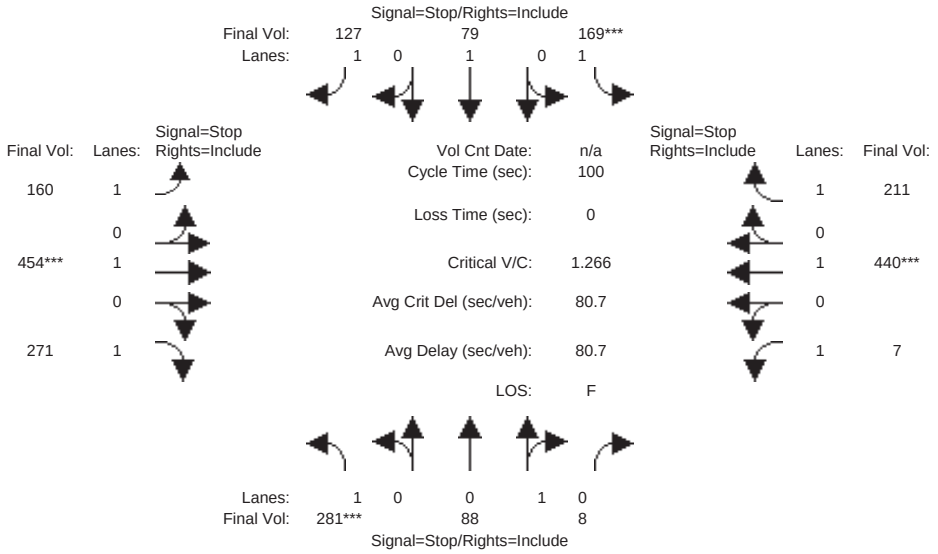
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cuml w/o Proj (PM)

Intersection #3337: Fairview Rd/Ridgemark Dr and Airline Hwy



Street Name:	Fairview Rd/Ridgemark Dr						Airline Hwy					
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:	281	88	8	169	79	127	160	454	271	7	440	211
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	281	88	8	169	79	127	160	454	271	7	440	211
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	281	88	8	169	79	127	160	454	271	7	440	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	281	88	8	169	79	127	160	454	271	7	440	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	281	88	8	169	79	127	160	454	271	7	440	211
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	281	88	8	169	79	127	160	454	271	7	440	211
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:	1.00	0.92	0.08	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	352	336	31	308	319	341	342	366	389	319	347	366
Capacity Analysis Module:												
Vol/Sat:	0.80	0.26	0.26	0.55	0.25	0.37	0.47	1.24	0.70	0.02	1.27	0.58
Crit Moves:	****			****				****			****	
Delay/Veh:	42.2	15.5	15.5	26.8	17.1	18.7	21.5	158	29.7	13.8	170	24.2
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:	42.2	15.5	15.5	26.8	17.1	18.7	21.5	158	29.7	13.8	170	24.2
LOS by Move:	E	C	C	D	C	C	C	F	D	B	F	C
ApproachDel:		35.4			22.0			94.2			121.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		35.4			22.0			94.2			121.9	
LOS by Appr:		E			C			F			F	
AllWayAvgQ:	2.9	0.3	0.3	1.1	0.3	0.5	0.8	14.8	1.9	0.0	15.2	1.2

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

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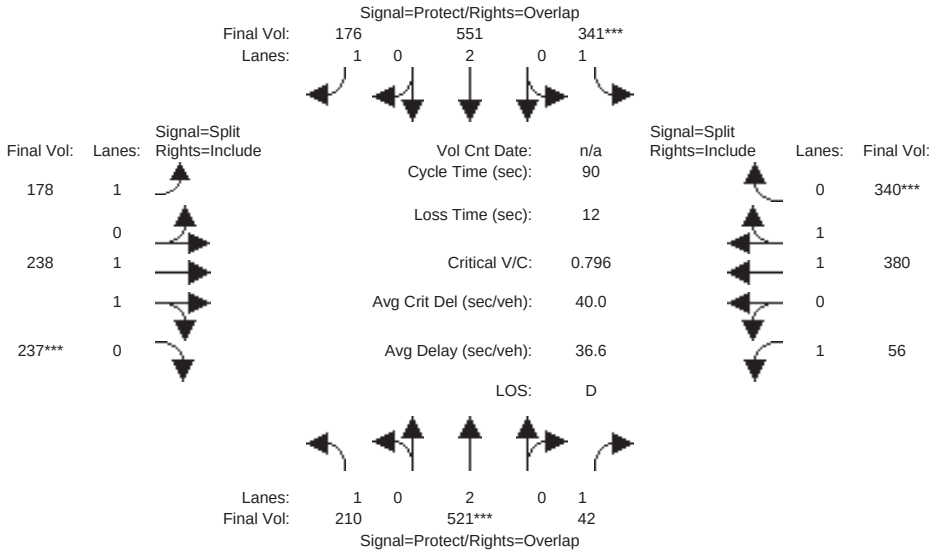
Hollister, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cuml w/o Proj (AM)

Intersection #3430: Airline Hwy and Union Rd



Street Name:	Airline Hwy						Union Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	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:	210	521	42	341	551	176	178	238	237	56	380	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	521	42	341	551	176	178	238	237	56	380	340
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	210	521	42	341	551	176	178	238	237	56	380	340
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	210	521	42	341	551	176	178	238	237	56	380	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	521	42	341	551	176	178	238	237	56	380	340
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	210	521	42	341	551	176	178	238	237	56	380	340
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.88	0.88	0.95	0.88	0.88
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.06	0.94
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1673	1666	1805	1770	1584
Capacity Analysis Module:												
Vol/Sat:	0.12	0.14	0.03	0.19	0.15	0.11	0.10	0.14	0.14	0.03	0.21	0.21
Crit Moves:		****		****					****			****
Green Time:	16.3	16.3	40.6	21.4	21.4	37.4	16.1	16.1	16.1	24.3	24.3	24.3
Volume/Cap:	0.64	0.80	0.06	0.80	0.64	0.26	0.55	0.80	0.80	0.12	0.80	0.80
Delay/Veh:	38.5	42.0	14.0	42.3	32.6	17.4	35.7	42.8	42.8	24.9	35.6	35.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.5	42.0	14.0	42.3	32.6	17.4	35.7	42.8	42.8	24.9	35.6	35.6
LOS by Move:	D	D	B	D	C	B	D	D	D	C	D	D
HCM2kAvgQ:	5	8	1	11	8	3	5	9	9	1	12	12

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

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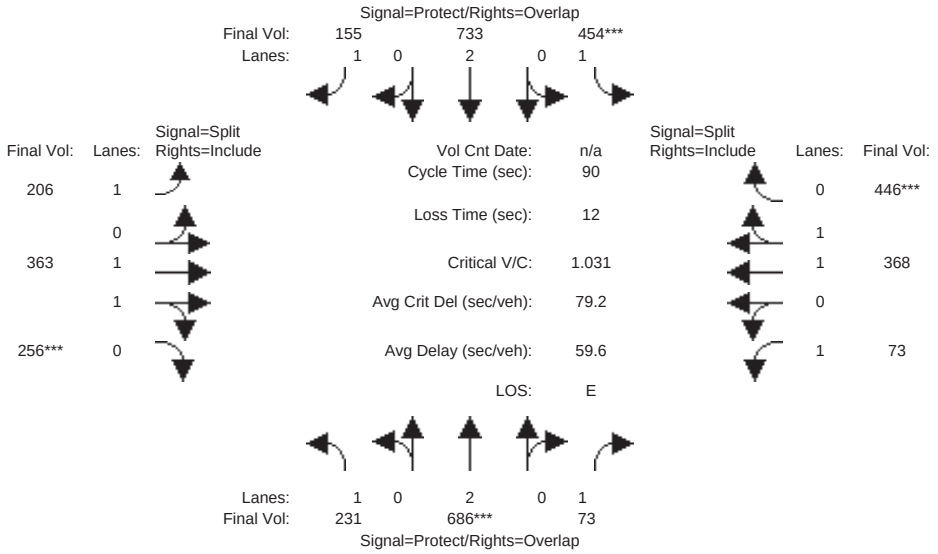
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cuml w/o Proj (PM)

Intersection #3430: Airline Hwy and Union Rd



Street Name:	Airline Hwy						Union Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	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:	231	686	73	454	733	155	206	363	256	73	368	446
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	231	686	73	454	733	155	206	363	256	73	368	446
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	231	686	73	454	733	155	206	363	256	73	368	446
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	231	686	73	454	733	155	206	363	256	73	368	446
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	686	73	454	733	155	206	363	256	73	368	446
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	231	686	73	454	733	155	206	363	256	73	368	446
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.89	0.89	0.95	0.87	0.87
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.17	0.83	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1986	1400	1805	1657	1657
Capacity Analysis Module:												
Vol/Sat:	0.13	0.19	0.05	0.25	0.20	0.10	0.11	0.18	0.18	0.04	0.22	0.27
Crit Moves:		****		****					****			****
Green Time:	14.9	16.6	40.1	22.0	23.6	39.6	16.0	16.0	16.0	23.5	23.5	23.5
Volume/Cap:	0.77	1.03	0.10	1.03	0.77	0.22	0.64	1.03	1.03	0.15	0.85	1.03
Delay/Veh:	47.7	79.8	14.6	85.1	34.7	15.8	38.8	81.9	81.9	25.8	38.9	73.5
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:	47.7	79.8	14.6	85.1	34.7	15.8	38.8	81.9	81.9	25.8	38.9	73.5
LOS by Move:	D	E	B	F	C	B	D	F	F	C	D	E
HCM2kAvgQ:	7	14	1	20	12	3	6	15	15	2	13	20

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

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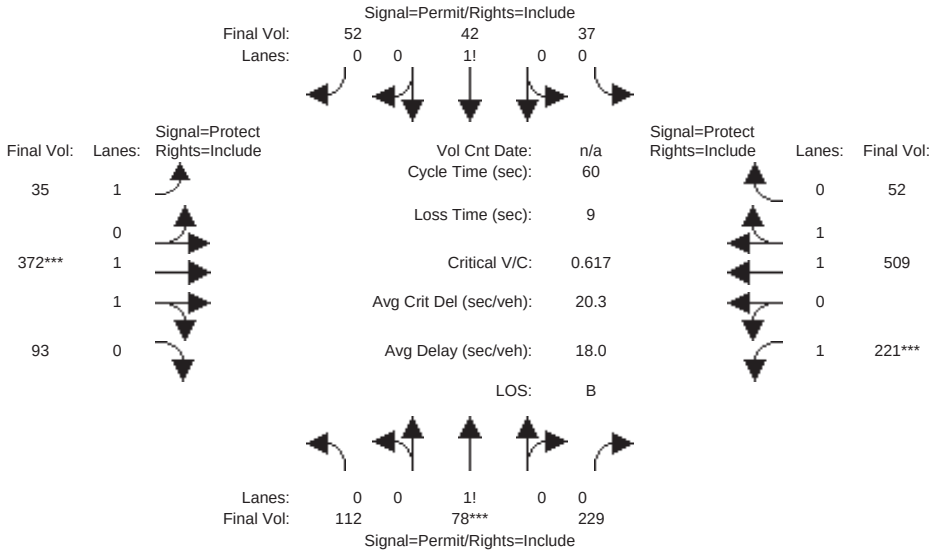
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cuml w/o Proj (AM)

Intersection #4031: Southside Rd and Union Rd



Street Name:	Southside Rd						Union Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	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:	112	78	229	37	42	52	35	372	93	221	509	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	78	229	37	42	52	35	372	93	221	509	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	78	229	37	42	52	35	372	93	221	509	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	78	229	37	42	52	35	372	93	221	509	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	78	229	37	42	52	35	372	93	221	509	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	78	229	37	42	52	35	372	93	221	509	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.82	0.82	0.82	0.81	0.81	0.81	0.95	0.92	0.92	0.95	0.94	0.94
Lanes:	0.27	0.18	0.55	0.28	0.32	0.40	1.00	1.60	0.40	1.00	1.81	0.19
Final Sat.:	416	290	850	433	492	609	1805	2801	700	1805	3230	330
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.09	0.09	0.09	0.02	0.13	0.13	0.12	0.16	0.16
Crit Moves:		****						****		****		
Green Time:	26.2	26.2	26.2	26.2	26.2	26.2	2.7	12.9	12.9	11.9	22.1	22.1
Volume/Cap:	0.62	0.62	0.62	0.20	0.20	0.20	0.43	0.62	0.62	0.62	0.43	0.43
Delay/Veh:	14.8	14.8	14.8	10.6	10.6	10.6	31.5	22.9	22.9	25.2	14.4	14.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.8	14.8	14.8	10.6	10.6	10.6	31.5	22.9	22.9	25.2	14.4	14.4
LOS by Move:	B	B	B	B	B	B	C	C	C	C	B	B
HCM2kAvgQ:	7	7	7	2	2	2	1	4	4	5	4	4

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

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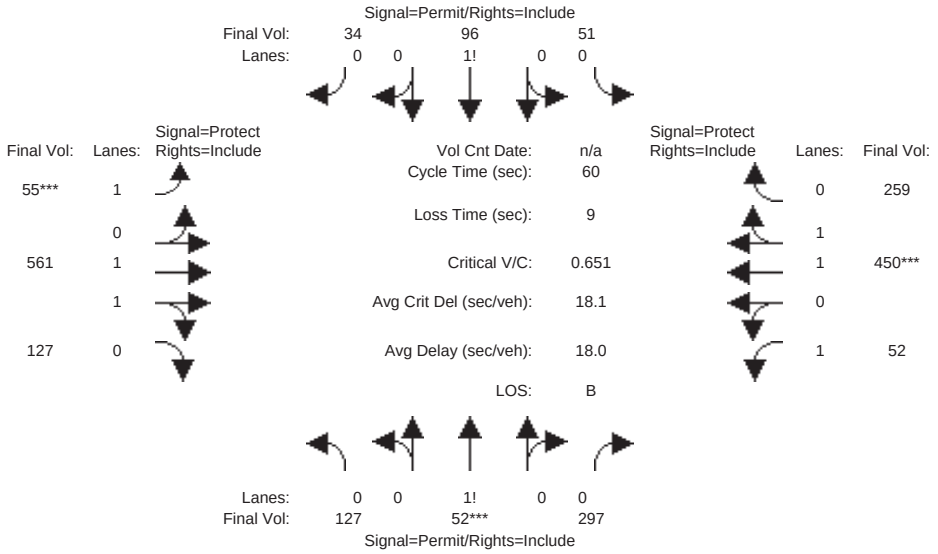
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cuml w/o Proj (PM)

Intersection #4031: Southside Rd and Union Rd



Street Name:	Southside Rd						Union Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	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	52	297	51	96	34	55	561	127	52	450	259
Growth Adj:	1.00	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	52	297	51	96	34	55	561	127	52	450	259
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	52	297	51	96	34	55	561	127	52	450	259
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	52	297	51	96	34	55	561	127	52	450	259
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	52	297	51	96	34	55	561	127	52	450	259
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	52	297	51	96	34	55	561	127	52	450	259
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.80	0.80	0.81	0.81	0.81	0.95	0.92	0.92	0.95	0.90	0.90
Lanes:	0.27	0.11	0.62	0.28	0.53	0.19	1.00	1.63	0.37	1.00	1.27	0.73
Final Sat.:	404	165	944	432	814	288	1805	2861	648	1805	2165	1246
Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	0.31	0.12	0.12	0.12	0.03	0.20	0.20	0.03	0.21	0.21
Crit Moves:		****					****				****	
Green Time:	29.0	29.0	29.0	29.0	29.0	29.0	2.8	19.2	19.2	2.8	19.2	19.2
Volume/Cap:	0.65	0.65	0.65	0.24	0.24	0.24	0.65	0.61	0.61	0.61	0.65	0.65
Delay/Veh:	13.8	13.8	13.8	9.2	9.2	9.2	44.7	18.3	18.3	40.7	18.9	18.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.8	13.8	13.8	9.2	9.2	9.2	44.7	18.3	18.3	40.7	18.9	18.9
LOS by Move:	B	B	B	A	A	A	D	B	B	D	B	B
HCM2kAvgQ:	8	8	8	2	2	2	1	6	6	2	7	7

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

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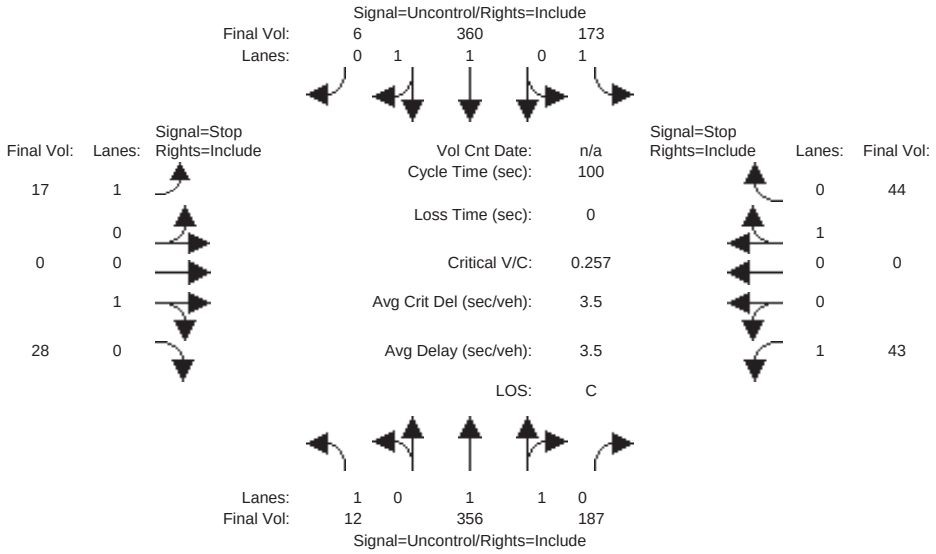
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cuml w/o Proj (AM)

Intersection #4370: Fairview Rd and Cielo Vista Dr/ Proj Entrance (Signalized)



Street Name:	Fairview Rd						Cielo Vista Dr/Proj Entrance (Sig					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	12	356	187	173	360	6	17	0	28	43	0	44
Growth Adj:	1.00	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	356	187	173	360	6	17	0	28	43	0	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	356	187	173	360	6	17	0	28	43	0	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	356	187	173	360	6	17	0	28	43	0	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	12	356	187	173	360	6	17	0	28	43	0	44
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	366	xxxx	xxxxx	543	xxxx	xxxxx	911	1276	183	1000	1186	272
Potent Cap.:	1204	xxxx	xxxxx	1036	xxxx	xxxxx	232	168	834	200	190	732
Move Cap.:	1204	xxxx	xxxxx	1036	xxxx	xxxxx	189	139	834	168	157	732
Volume/Cap:	0.01	xxxx	xxxx	0.17	xxxx	xxxx	0.09	0.00	0.03	0.26	0.00	0.06
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.6	xxxx	xxxxx	0.3	xxxx	xxxxx	1.0	xxxx	xxxxx
Control Del:	8.0	xxxx	xxxxx	9.2	xxxx	xxxxx	25.9	xxxx	xxxxx	33.7	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	D	*	*	D	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	834	xxxx	xxxx	732
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.1	xxxxx	xxxx	0.2
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.5	xxxxx	xxxx	10.2
Shared LOS:	*	*	*	*	*	*	*	*	A	*	*	B
ApproachDel:	xxxxxx			xxxxxx			15.7			21.8		
ApproachLOS:	*			*			C			C		

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

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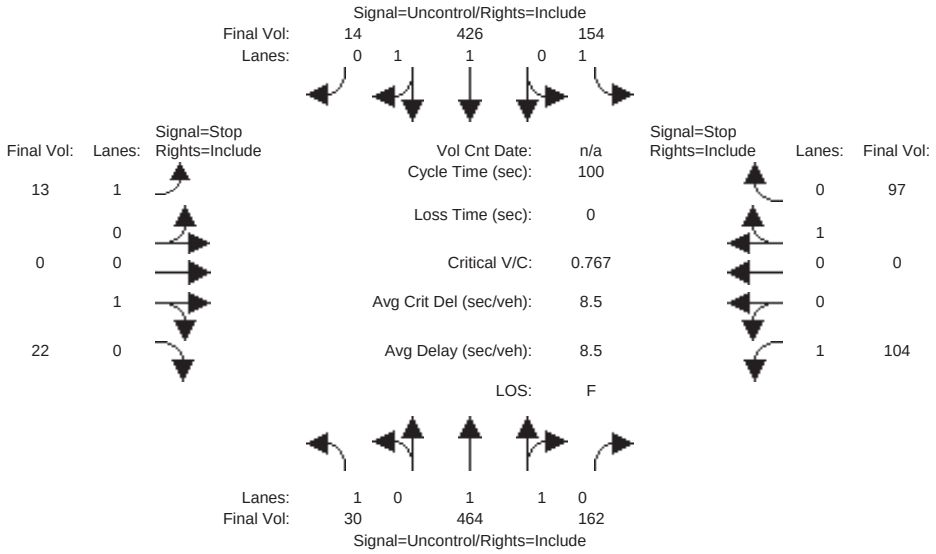
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cuml w/o Proj (PM)

Intersection #4370: Fairview Rd and Cielo Vista Dr/ Proj Entrance (Signalized)



Street Name:	Fairview Rd						Cielo Vista Dr/Proj Entrance (Sig					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	30	464	162	154	426	14	13	0	22	104	0	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	464	162	154	426	14	13	0	22	104	0	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	464	162	154	426	14	13	0	22	104	0	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	464	162	154	426	14	13	0	22	104	0	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	30	464	162	154	426	14	13	0	22	104	0	97
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	440	xxxx	xxxxx	626	xxxx	xxxxx	1033	1427	220	1126	1353	313
Potent Cap.:	1131	xxxx	xxxxx	965	xxxx	xxxxx	189	136	790	162	151	689
Move Cap.:	1131	xxxx	xxxxx	965	xxxx	xxxxx	140	112	790	136	124	689
Volume/Cap:	0.03	xxxx	xxxx	0.16	xxxx	xxxx	0.09	0.00	0.03	0.77	0.00	0.14
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.6	xxxx	xxxxx	0.3	xxxx	xxxxx	4.6	xxxx	xxxxx
Control Del:	8.3	xxxx	xxxxx	9.4	xxxx	xxxxx	33.3	xxxx	xxxxx	88.4	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	D	*	*	F	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	790	xxxx	xxxx	689
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.1	xxxxx	xxxx	0.5
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.7	xxxxx	xxxx	11.1
Shared LOS:	*	*	*	*	*	*	*	*	A	*	*	B
ApproachDel:	xxxxxx			xxxxxx			18.5			51.1		
ApproachLOS:	*			*			C			F		

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

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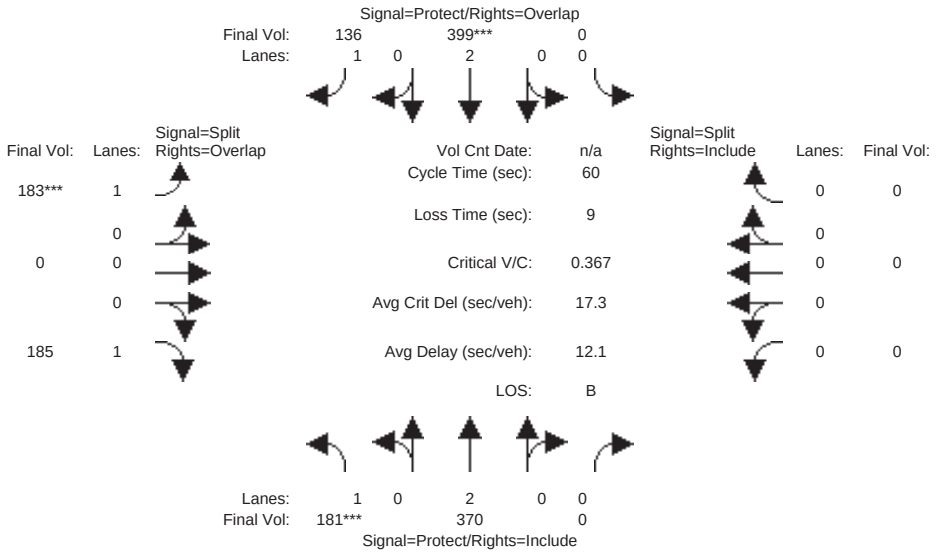
Cumulative with Project Conditions

Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #1274: Fairview Rd and Union Rd ext. [Future Intersection]



Street Name:	Fairview Rd						Union Rd ext.					
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:	170	299	0	0	375	136	183	0	181	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:	170	299	0	0	375	136	183	0	181	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Prject Trip:	11	71	0	0	24	0	0	0	4	0	0	0
Initial Fut:	181	370	0	0	399	136	183	0	185	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:	181	370	0	0	399	136	183	0	185	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	370	0	0	399	136	183	0	185	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:	181	370	0	0	399	136	183	0	185	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.95	0.85	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	3610	1615	1805	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.00	0.00	0.11	0.08	0.10	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	16.4	34.4	0.0	0.0	18.1	34.6	16.6	0.0	32.9	0.0	0.0	0.0
Volume/Cap:	0.37	0.18	0.00	0.00	0.37	0.15	0.37	0.00	0.21	0.00	0.00	0.00
Uniform Del:	17.6	6.1	0.0	0.0	16.5	5.9	17.5	0.0	6.9	0.0	0.0	0.0
IncremntDel:	0.5	0.0	0.0	0.0	0.2	0.1	0.5	0.0	0.1	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	18.1	6.1	0.0	0.0	16.7	5.9	18.0	0.0	7.0	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:	18.1	6.1	0.0	0.0	16.7	5.9	18.0	0.0	7.0	0.0	0.0	0.0
LOS by Move:	B	A	A	A	B	A	B	A	A	A	A	A
HCM2kAvgQ:	3	2	0	0	3	1	3	0	2	0	0	0

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

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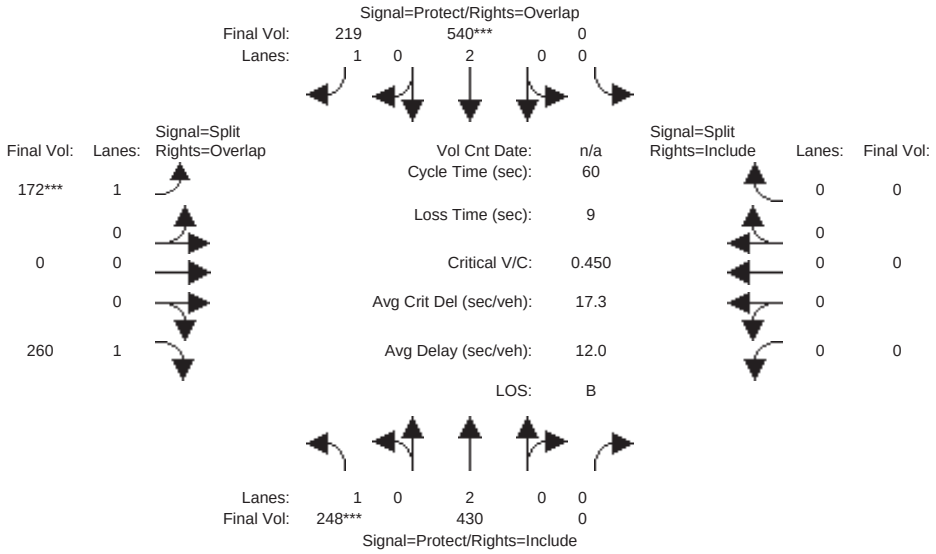
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul wProj (PM)

Intersection #1274: Fairview Rd and Union Rd ext. [Future Intersection]



Street Name:	Fairview Rd						Union Rd ext.					
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:	241	383	0	0	459	219	172	0	248	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:	241	383	0	0	459	219	172	0	248	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Prject Trip:	7	47	0	0	81	0	0	0	12	0	0	0
Initial Fut:	248	430	0	0	540	219	172	0	260	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:	248	430	0	0	540	219	172	0	260	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	248	430	0	0	540	219	172	0	260	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:	248	430	0	0	540	219	172	0	260	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.95	0.85	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	3610	1615	1805	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.12	0.00	0.00	0.15	0.14	0.10	0.00	0.16	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	18.3	38.3	0.0	0.0	20.0	32.7	12.7	0.0	31.0	0.0	0.0	0.0
Volume/Cap:	0.45	0.19	0.00	0.00	0.45	0.25	0.45	0.00	0.31	0.00	0.00	0.00
Uniform Del:	16.8	4.5	0.0	0.0	15.7	7.2	20.6	0.0	8.3	0.0	0.0	0.0
IncremntDel:	0.6	0.0	0.0	0.0	0.3	0.1	0.8	0.0	0.2	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	17.4	4.5	0.0	0.0	16.0	7.4	21.4	0.0	8.5	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:	17.4	4.5	0.0	0.0	16.0	7.4	21.4	0.0	8.5	0.0	0.0	0.0
LOS by Move:	B	A	A	A	B	A	C	A	A	A	A	A
HCM2kAvgQ:	4	2	0	0	5	2	3	0	3	0	0	0

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

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Fairview Corners Residential
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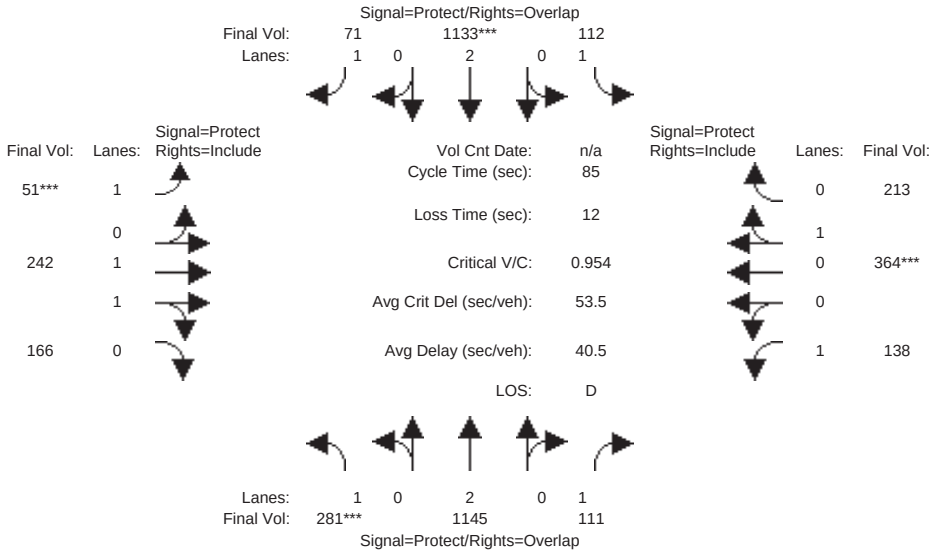
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul wProj (AM)

Intersection #1449: Hwy 25 Bypass and Hillcrest Rd



Street Name:	Hwy 25 Bypass						Hillcrest Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	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:	280	1135	111	111	1130	71	51	235	166	138	344	211
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	1135	111	111	1130	71	51	235	166	138	344	211
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Prject Trip:	1	10	0	1	3	0	0	7	0	0	20	2
Initial Fut:	281	1145	111	112	1133	71	51	242	166	138	364	213
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	281	1145	111	112	1133	71	51	242	166	138	364	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	281	1145	111	112	1133	71	51	242	166	138	364	213
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	281	1145	111	112	1133	71	51	242	166	138	364	213
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.89	0.89	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.19	0.81	1.00	0.63	0.37
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	2011	1379	1805	1133	663
Capacity Analysis Module:												
Vol/Sat:	0.16	0.32	0.07	0.06	0.31	0.04	0.03	0.12	0.12	0.08	0.32	0.32
Crit Moves:	****				****		****				****	
Green Time:	13.9	35.0	47.1	6.8	28.0	30.5	2.5	19.1	19.1	12.1	28.6	28.6
Volume/Cap:	0.95	0.77	0.12	0.77	0.95	0.12	0.95	0.54	0.54	0.54	0.95	0.95
Uniform Del:	35.2	21.5	9.1	38.3	27.9	18.3	41.2	29.1	29.1	33.8	27.5	27.5
IncremntDel:	40.0	2.5	0.1	21.9	16.3	0.1	105.7	0.8	0.8	2.2	25.5	25.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	75.2	24.1	9.1	60.2	44.1	18.4	146.9	29.8	29.8	36.1	53.1	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:	75.2	24.1	9.1	60.2	44.1	18.4	146.9	29.8	29.8	36.1	53.1	53.1
LOS by Move:	E	C	A	E	D	B	F	C	C	D	D	D
HCM2kAvgQ:	9	14	1	3	18	1	4	6	6	4	20	20

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

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Fairview Corners Residential
Hollister, CA
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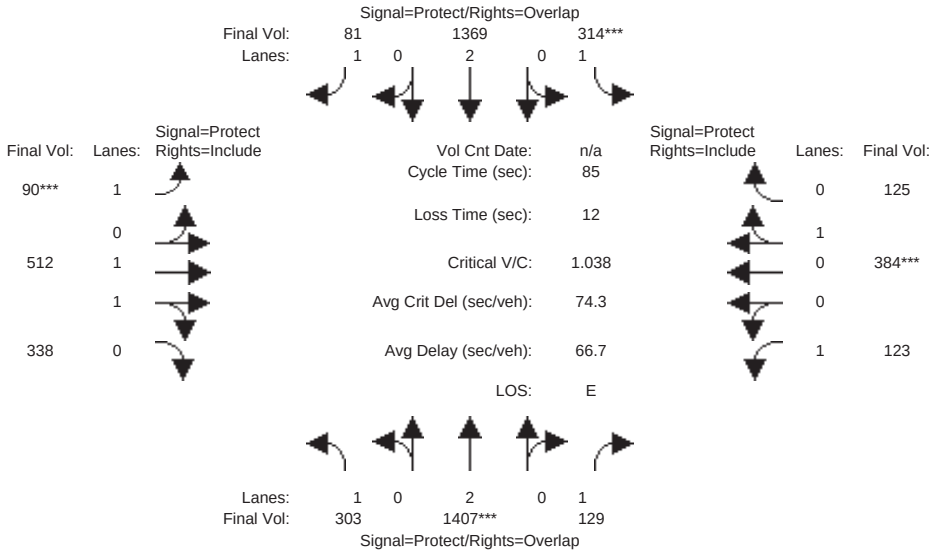
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul wProj (PM)

Intersection #1449: Hwy 25 Bypass and Hillcrest Rd



Street Name:	Hwy 25 Bypass						Hillcrest Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	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:	302	1400	129	312	1357	81	90	489	337	123	371	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:	302	1400	129	312	1357	81	90	489	337	123	371	124
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Prject Trip:	1	7	0	2	12	0	0	23	1	0	13	1
Initial Fut:	303	1407	129	314	1369	81	90	512	338	123	384	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:	303	1407	129	314	1369	81	90	512	338	123	384	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	303	1407	129	314	1369	81	90	512	338	123	384	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:	303	1407	129	314	1369	81	90	512	338	123	384	125
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.89	0.89	0.95	0.96	0.96
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.20	0.80	1.00	0.75	0.25
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	2044	1349	1805	1380	449
Capacity Analysis Module:												
Vol/Sat:	0.17	0.39	0.08	0.17	0.38	0.05	0.05	0.25	0.25	0.07	0.28	0.28
Crit Moves:		****		****			****				****	
Green Time:	14.2	31.9	37.6	14.2	32.0	36.1	4.1	21.1	21.1	5.7	22.8	22.8
Volume/Cap:	1.01	1.04	0.18	1.04	1.01	0.12	1.04	1.01	1.01	1.01	1.04	1.04
Uniform Del:	35.4	26.5	14.3	35.4	26.5	14.8	40.5	31.9	31.9	39.6	31.1	31.1
IncremntDel:	53.9	35.0	0.1	62.1	26.3	0.1	107.5	33.1	33.1	83.8	50.9	50.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	89.3	61.5	14.5	97.4	52.8	14.9	148.0	65.1	65.1	123.4	82.1	82.1
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:	89.3	61.5	14.5	97.4	52.8	14.9	148.0	65.1	65.1	123.4	82.1	82.1
LOS by Move:	F	E	B	F	D	B	F	E	E	F	F	F
HCM2kAvgQ:	11	26	2	12	24	1	6	18	18	7	21	21

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

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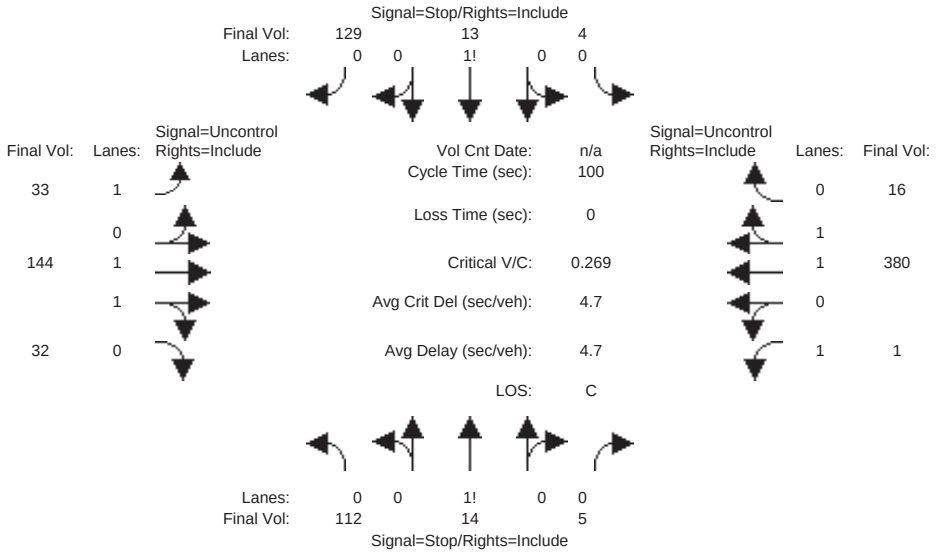
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul wProj (AM)

Intersection #1550: Valleyview Rd and Union Rd



Street Name:	Valley View Rd						Union Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	112	14	5	4	13	129	33	142	32	1	373	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:	112	14	5	4	13	129	33	142	32	1	373	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Prject Trip:	0	0	0	0	0	0	0	2	0	0	7	0
Initial Fut:	112	14	5	4	13	129	33	144	32	1	380	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	14	5	4	13	129	33	144	32	1	380	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	112	14	5	4	13	129	33	144	32	1	380	16
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	425	624	88	535	632	198	396	xxxx	xxxxx	176	xxxx	xxxxx
Potent Cap.:	518	404	959	433	400	816	1174	xxxx	xxxxx	1412	xxxx	xxxxx
Move Cap.:	416	393	959	410	389	816	1174	xxxx	xxxxx	1412	xxxx	xxxxx
Volume/Cap:	0.27	0.04	0.01	0.01	0.03	0.16	0.03	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	423	xxxxx	xxxx	725	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.3	xxxxx	xxxxx	0.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	17.3	xxxxx	xxxxx	11.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	B	*	*	*	*	*	*	*
ApproachDel:		17.3			11.2		xxxxxx			xxxxxx		
ApproachLOS:		C			B		*			*		

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

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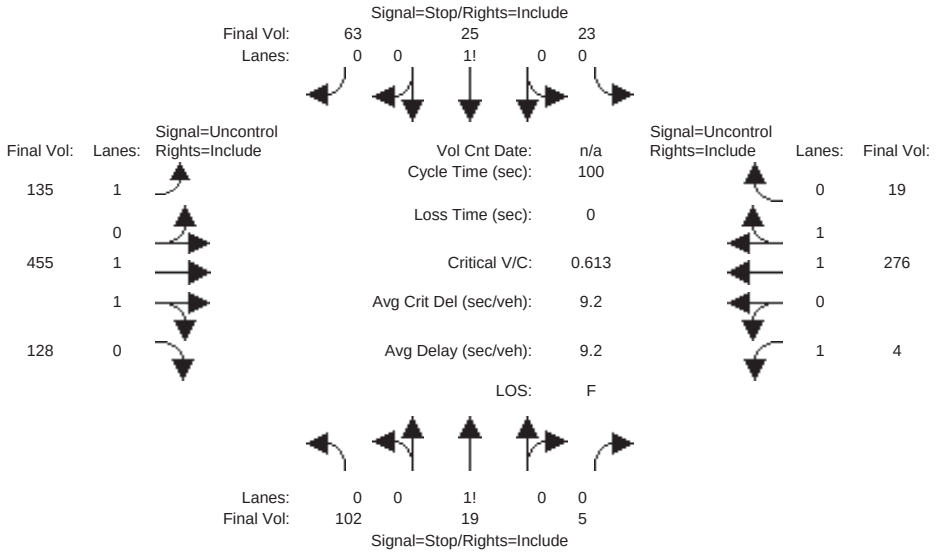
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul wProj (PM)

Intersection #1550: Valleyview Rd and Union Rd



Street Name:	Valley View Rd						Union Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	102	19	5	23	25	63	135	447	128	4	271	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	19	5	23	25	63	135	447	128	4	271	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Prject Trip:	0	0	0	0	0	0	0	8	0	0	5	0
Initial Fut:	102	19	5	23	25	63	135	455	128	4	276	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	19	5	23	25	63	135	455	128	4	276	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	102	19	5	23	25	63	135	455	128	4	276	19
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	948	1092	292	801	1147	148	295	xxxx	xxxxx	583	xxxx	xxxxx
Potent Cap.:	219	216	711	279	201	879	1278	xxxx	xxxxx	1001	xxxx	xxxxx
Move Cap.:	166	193	711	235	179	879	1278	xxxx	xxxxx	1001	xxxx	xxxxx
Volume/Cap:	0.61	0.10	0.01	0.10	0.14	0.07	0.11	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	8.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	175	xxxxx	xxxx	359	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	4.4	xxxxx	xxxxx	1.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	65.4	xxxxx	xxxxx	19.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	C	*	*	*	*	*	*	*
ApproachDel:		65.4			19.5		xxxxxx			xxxxxx		
ApproachLOS:		F			C		*			*		

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

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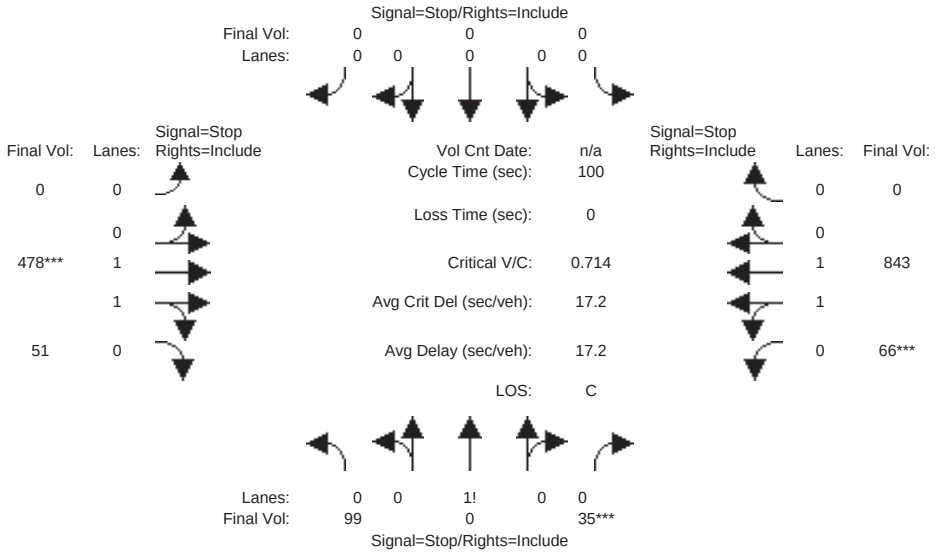
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul wProj (AM)

Intersection #1551: Valley View Rd and Sunnyslope Rd



Street Name:	Valley View Rd						Sunnyslope Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	99	0	35	0	0	0	0	472	51	66	826	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:	99	0	35	0	0	0	0	472	51	66	826	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Prject Trip:	0	0	0	0	0	0	0	6	0	0	17	0
Initial Fut:	99	0	35	0	0	0	0	478	51	66	843	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:	99	0	35	0	0	0	0	478	51	66	843	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	0	35	0	0	0	0	478	51	66	843	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:	99	0	35	0	0	0	0	478	51	66	843	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:	0.74	0.00	0.26	0.00	0.00	0.00	0.00	1.81	0.19	0.15	1.85	0.00
Final Sat.:	407	0	144	0	0	0	0	1073	116	92	1188	0
Capacity Analysis Module:												
Vol/Sat:	0.24	xxxx	0.24	xxxx	xxxx	xxxx	xxxx	0.45	0.44	0.71	0.71	xxxx
Crit Moves:			****					****		****		
Delay/Veh:	11.2	0.0	11.2	0.0	0.0	0.0	0.0	13.1	12.9	20.8	20.5	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:	11.2	0.0	11.2	0.0	0.0	0.0	0.0	13.1	12.9	20.8	20.5	0.0
LOS by Move:	B	*	B	*	*	*	*	B	B	C	C	*
ApproachDel:		11.2			xxxxxx			13.1			20.5	
Delay Adj:		1.00			xxxxx			1.00			1.00	
ApprAdjDel:		11.2			xxxxxx			13.1			20.5	
LOS by Appr:		B			*			B			C	
AllWayAvgQ:	0.3	0.3	0.3	0.0	0.0	0.0	0.0	0.8	0.7	2.2	2.1	0.0

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

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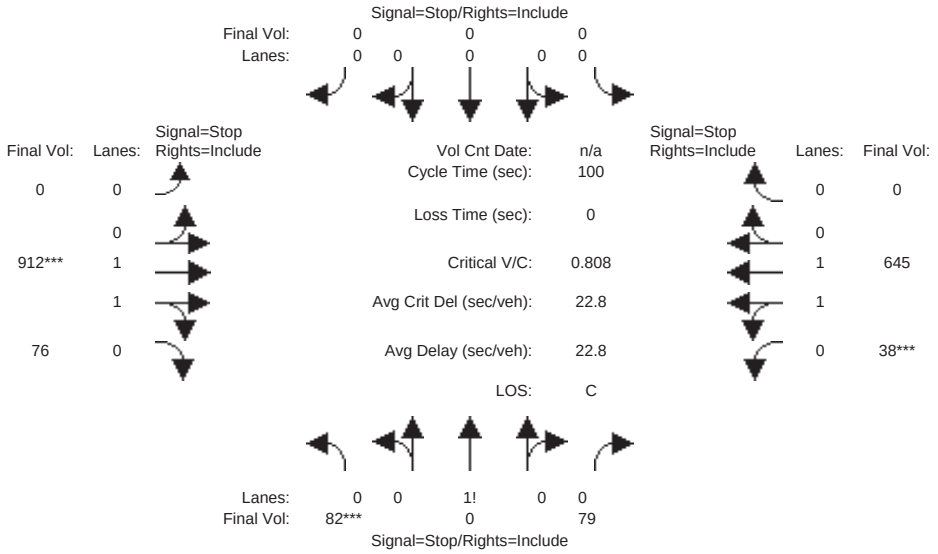
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul wProj (PM)

Intersection #1551: Valley View Rd and Sunnyslope Rd



Street Name:	Valley View Rd						Sunnyslope Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	82	0	79	0	0	0	0	892	76	38	634	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:	82	0	79	0	0	0	0	892	76	38	634	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Prject Trip:	0	0	0	0	0	0	0	20	0	0	11	0
Initial Fut:	82	0	79	0	0	0	0	912	76	38	645	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:	82	0	79	0	0	0	0	912	76	38	645	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	0	79	0	0	0	0	912	76	38	645	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:	82	0	79	0	0	0	0	912	76	38	645	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:	0.51	0.00	0.49	0.00	0.00	0.00	0.00	1.85	0.15	0.11	1.89	0.00
Final Sat.:	282	0	272	0	0	0	0	1128	95	63	1066	0
Capacity Analysis Module:												
Vol/Sat:	0.29	xxxx	0.29	xxxx	xxxx	xxxx	xxxx	0.81	0.80	0.61	0.61	xxxx
Crit Moves:	****							****		****		
Delay/Veh:	11.8	0.0	11.8	0.0	0.0	0.0	0.0	28.2	27.2	18.0	17.8	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:	11.8	0.0	11.8	0.0	0.0	0.0	0.0	28.2	27.2	18.0	17.8	0.0
LOS by Move:	B	*	B	*	*	*	*	D	D	C	C	*
ApproachDel:	11.8			xxxxxx			28.1			17.8		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	11.8			xxxxxx			28.1			17.8		
LOS by Appr:	B			*			D			C		
AllWayAvgQ:	0.4	0.4	0.4	0.0	0.0	0.0	0.0	3.4	3.2	1.4	1.4	0.0

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

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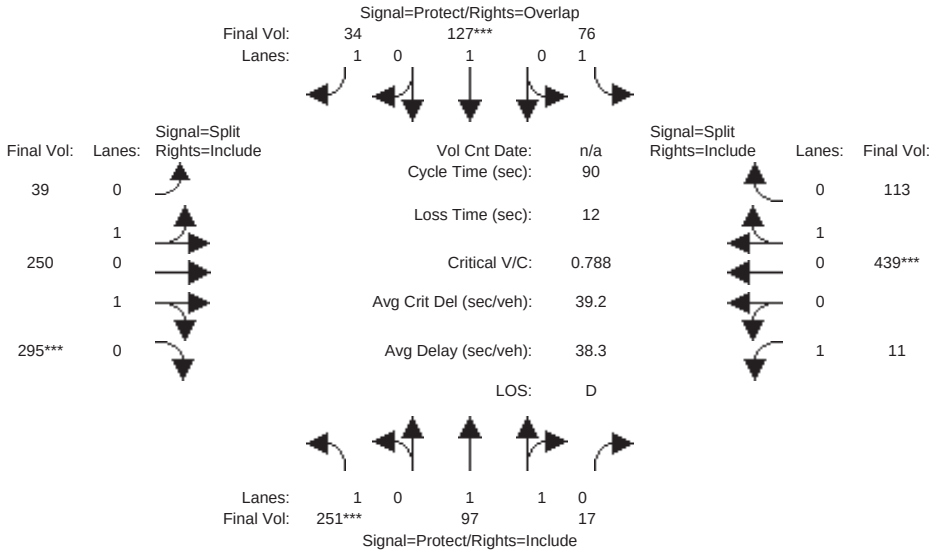
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #2210: McCray St and Hillcrest Rd



Street Name:	McCray St						Hillcrest Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	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:	251	97	17	75	127	34	39	245	295	11	425	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	251	97	17	75	127	34	39	245	295	11	425	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Prject Trip:	0	0	0	1	0	0	0	5	0	0	14	4
Initial Fut:	251	97	17	76	127	34	39	250	295	11	439	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	251	97	17	76	127	34	39	250	295	11	439	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	251	97	17	76	127	34	39	250	295	11	439	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	251	97	17	76	127	34	39	250	295	11	439	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	1.00	0.85	0.88	0.88	0.88	0.95	0.97	0.97
Lanes:	1.00	1.70	0.30	1.00	1.00	1.00	0.13	0.87	1.00	1.00	0.80	0.20
Final Sat.:	1805	3004	526	1805	1900	1615	224	1438	1663	1805	1464	377
Capacity Analysis Module:												
Vol/Sat:	0.14	0.03	0.03	0.04	0.07	0.02	0.17	0.17	0.18	0.01	0.30	0.30
Crit Moves:	****				****				****		****	
Green Time:	15.9	10.2	10.2	13.3	7.6	27.9	20.3	20.3	20.3	34.2	34.2	34.2
Volume/Cap:	0.79	0.28	0.28	0.28	0.79	0.07	0.77	0.77	0.79	0.02	0.79	0.79
Uniform Del:	35.5	36.6	36.6	34.1	40.4	21.9	32.7	32.7	32.9	17.4	24.7	24.7
IncremntDel:	12.4	0.4	0.4	0.6	22.3	0.1	4.9	4.9	5.7	0.0	6.0	6.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	47.8	36.9	36.9	34.7	62.7	22.0	37.6	37.6	38.5	17.4	30.6	30.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.8	36.9	36.9	34.7	62.7	22.0	37.6	37.6	38.5	17.4	30.6	30.6
LOS by Move:	D	D	D	C	E	C	D	D	D	B	C	C
HCM2kAvgQ:	7	1	1	2	6	1	10	10	10	0	15	15

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

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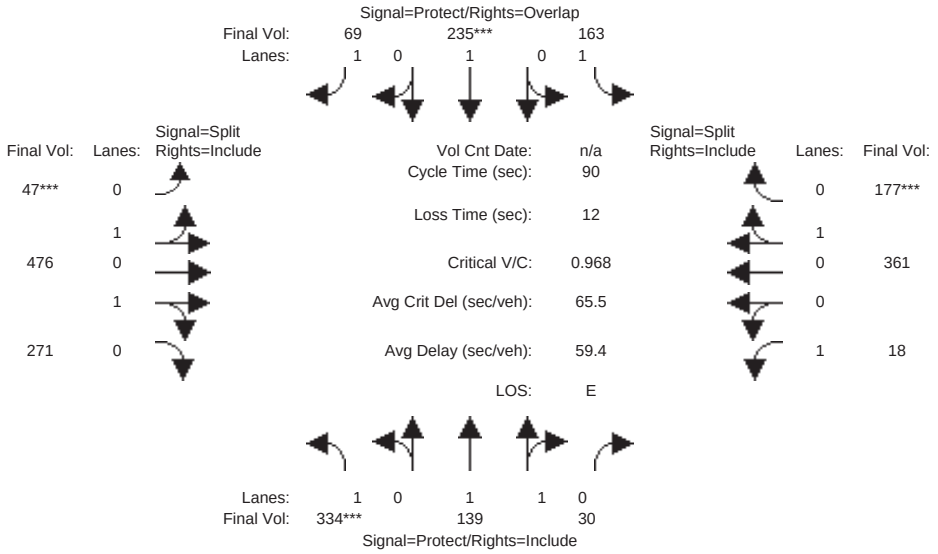
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul wProj (PM)

Intersection #2210: McCray St and Hillcrest Rd



Street Name:	McCray St						Hillcrest Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	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:	334	139	30	159	235	69	47	460	271	18	352	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	334	139	30	159	235	69	47	460	271	18	352	175
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Prject Trip:	0	0	0	4	0	0	0	16	0	0	9	2
Initial Fut:	334	139	30	163	235	69	47	476	271	18	361	177
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	334	139	30	163	235	69	47	476	271	18	361	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	334	139	30	163	235	69	47	476	271	18	361	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	334	139	30	163	235	69	47	476	271	18	361	177
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	1.00	0.85	0.90	0.90	0.90	0.95	0.95	0.95
Lanes:	1.00	1.64	0.36	1.00	1.00	1.00	0.12	1.20	0.68	1.00	0.67	0.33
Final Sat.:	1805	2889	624	1805	1900	1615	202	2048	1166	1805	1212	594
Capacity Analysis Module:												
Vol/Sat:	0.19	0.05	0.05	0.09	0.12	0.04	0.23	0.23	0.23	0.01	0.30	0.30
Crit Moves:	****				****		****					****
Green Time:	17.2	10.0	10.0	18.7	11.5	33.1	21.6	21.6	21.6	27.7	27.7	27.7
Volume/Cap:	0.97	0.43	0.43	0.43	0.97	0.12	0.97	0.97	0.97	0.03	0.97	0.97
Uniform Del:	36.1	37.4	37.4	31.0	39.1	18.8	33.9	33.9	33.9	21.8	30.7	30.7
IncremntDel:	39.8	0.8	0.8	0.8	48.6	0.1	23.8	23.8	23.8	0.0	30.1	30.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	75.9	38.2	38.2	31.8	87.7	18.9	57.6	57.6	57.6	21.8	60.8	60.8
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:	75.9	38.2	38.2	31.8	87.7	18.9	57.6	57.6	57.6	21.8	60.8	60.8
LOS by Move:	E	D	D	C	F	B	E	E	E	C	E	E
HCM2kAvgQ:	12	2	2	4	11	1	17	17	17	0	20	20

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

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Hollister, CA
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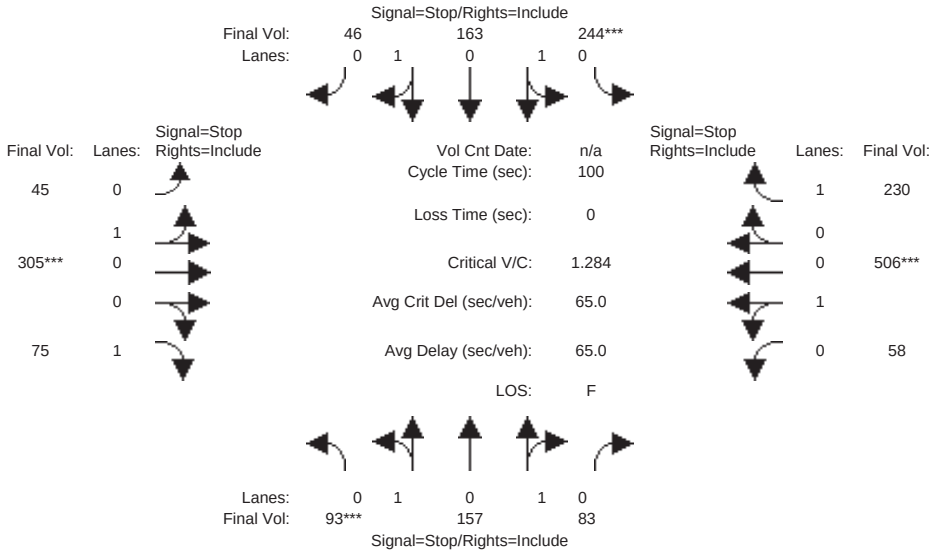
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul wProj (AM)

Intersection #2218: Memorial St and Hillcrest Rd



Street Name:	Memorial St						Hillcrest Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	93	157	83	244	163	46	45	298	75	58	484	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	157	83	244	163	46	45	298	75	58	484	230
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Prject Trip:	0	0	0	0	0	0	0	7	0	0	22	0
Initial Fut:	93	157	83	244	163	46	45	305	75	58	506	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	157	83	244	163	46	45	305	75	58	506	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	157	83	244	163	46	45	305	75	58	506	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	157	83	244	163	46	45	305	75	58	506	230
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:	0.56	0.94	0.50	1.00	0.80	0.20	0.13	0.87	1.00	0.10	0.90	1.00
Final Sat.:	216	378	206	393	336	86	54	364	454	45	394	479
Capacity Analysis Module:												
Vol/Sat:	0.43	0.41	0.40	0.62	0.48	0.54	0.84	0.84	0.17	1.28	1.28	0.48
Crit Moves:	****			****				****			****	
Delay/Veh:	18.3	17.4	16.6	25.1	18.9	18.9	41.2	41.2	12.0	168.8	169	16.7
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:	18.3	17.4	16.6	25.1	18.9	18.9	41.2	41.2	12.0	168.8	169	16.7
LOS by Move:	C	C	C	D	C	C	E	E	B	F	F	C
ApproachDel:		17.4			22.2			36.1			124.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		17.4			22.2			36.1			124.7	
LOS by Appr:		C			C			E			F	
AllWayAvgQ:	0.7	0.6	0.6	1.5	0.9	0.9	3.5	3.5	0.2	19.3	19.3	0.9

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

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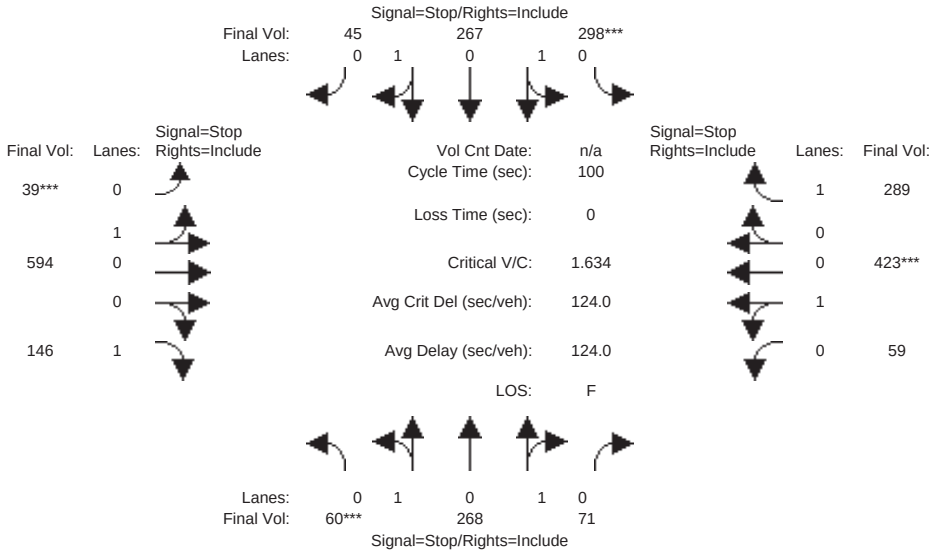
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul wProj (PM)

Intersection #2218: Memorial St and Hillcrest Rd



Street Name:	Memorial St						Hillcrest Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	60	268	71	298	267	45	39	569	146	59	409	289
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	268	71	298	267	45	39	569	146	59	409	289
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Prject Trip:	0	0	0	0	0	0	0	25	0	0	14	0
Initial Fut:	60	268	71	298	267	45	39	594	146	59	423	289
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	268	71	298	267	45	39	594	146	59	423	289
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	268	71	298	267	45	39	594	146	59	423	289
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	268	71	298	267	45	39	594	146	59	423	289
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:	0.30	1.34	0.36	0.98	0.87	0.15	0.06	0.94	1.00	0.12	0.88	1.00
Final Sat.:	110	501	135	364	346	58	24	363	412	48	346	428
Capacity Analysis Module:												
Vol/Sat:	0.55	0.54	0.52	0.82	0.77	0.77	1.63	1.63	0.35	1.22	1.22	0.68
Crit Moves:	****			****			****				****	
Delay/Veh:	23.3	22.5	21.7	43.6	36.2	36.0	319.6	320	15.8	148.7	149	26.6
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:	23.3	22.5	21.7	43.6	36.2	36.0	319.6	320	15.8	148.7	149	26.6
LOS by Move:	C	C	C	E	E	E	F	F	C	F	F	D
ApproachDel:		22.5			39.8			262.7			102.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		22.5			39.8			262.7			102.9	
LOS by Appr:		C			E			F			F	
AllWayAvgQ:	1.1	1.0	1.0	3.2	2.7	2.7	33.1	33.1	0.5	15.0	15.0	1.8

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

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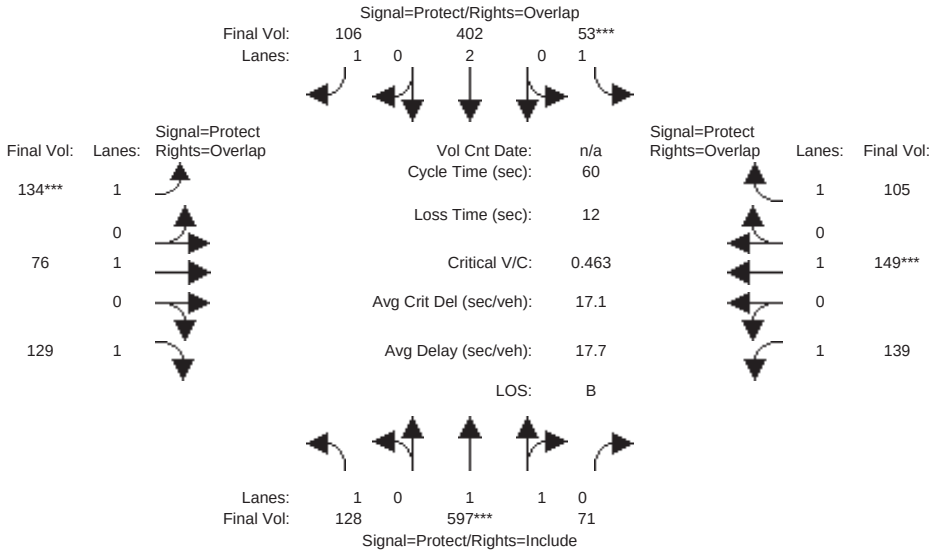
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #2243: Fairview Rd and Hillcrest Rd



Street Name:	Fairview Rd						Hillcrest Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	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:	102	577	71	53	395	106	134	76	121	139	149	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	577	71	53	395	106	134	76	121	139	149	105
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Prject Trip:	26	20	0	0	7	0	0	0	8	0	0	0
Initial Fut:	128	597	71	53	402	106	134	76	129	139	149	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	128	597	71	53	402	106	134	76	129	139	149	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	597	71	53	402	106	134	76	129	139	149	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	597	71	53	402	106	134	76	129	139	149	105
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.95	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	1.79	0.21	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3175	378	1805	3610	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.19	0.03	0.11	0.07	0.07	0.04	0.08	0.08	0.08	0.07
Crit Moves:		****		****			****				****	
Green Time:	11.0	24.4	24.4	3.8	17.2	26.9	9.6	6.8	17.7	13.0	10.2	14.0
Volume/Cap:	0.39	0.46	0.46	0.46	0.39	0.15	0.46	0.35	0.27	0.35	0.46	0.28
Uniform Del:	21.6	13.0	13.0	27.1	17.2	9.8	22.8	24.6	16.2	19.9	22.5	18.9
IncremntDel:	0.8	0.2	0.2	2.9	0.2	0.1	1.2	1.0	0.3	0.6	1.1	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	22.3	13.2	13.2	30.0	17.4	9.9	24.0	25.6	16.5	20.5	23.5	19.3
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:	22.3	13.2	13.2	30.0	17.4	9.9	24.0	25.6	16.5	20.5	23.5	19.3
LOS by Move:	C	B	B	C	B	A	C	C	B	C	C	B
HCM2kAvgQ:	2	5	5	2	3	1	3	2	2	3	3	2

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

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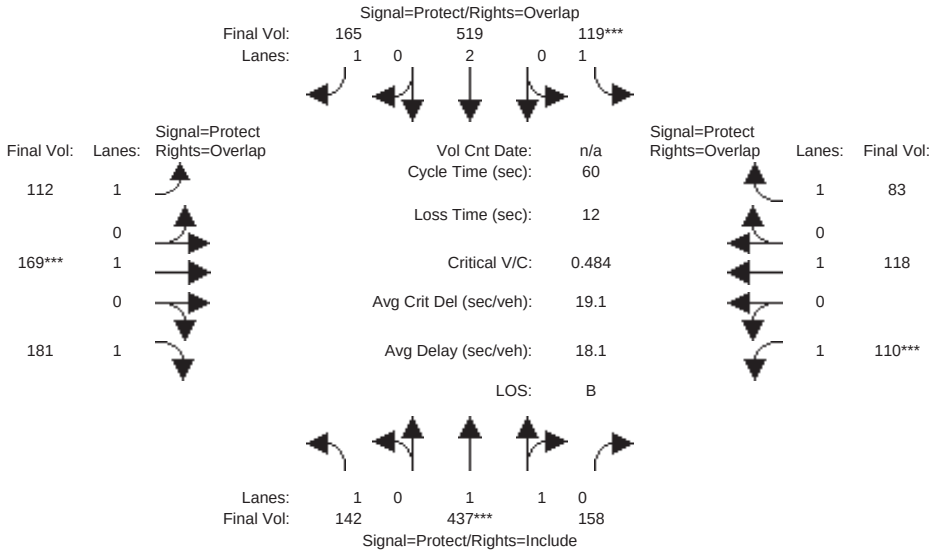
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul wProj (PM)

Intersection #2243: Fairview Rd and Hillcrest Rd



Street Name:	Fairview Rd						Hillcrest Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	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:	125	424	158	119	497	165	112	169	152	110	118	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	424	158	119	497	165	112	169	152	110	118	83
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Prject Trip:	17	13	0	0	22	0	0	0	29	0	0	0
Initial Fut:	142	437	158	119	519	165	112	169	181	110	118	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	437	158	119	519	165	112	169	181	110	118	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	437	158	119	519	165	112	169	181	110	118	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	142	437	158	119	519	165	112	169	181	110	118	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.95	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	1.47	0.53	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	2545	920	1805	3610	1615	1805	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.17	0.17	0.07	0.14	0.10	0.06	0.09	0.11	0.06	0.06	0.05
Crit Moves:		****		****				****		****		
Green Time:	10.4	21.3	21.3	8.2	19.0	28.3	9.3	11.0	21.4	7.5	9.3	17.5
Volume/Cap:	0.45	0.48	0.48	0.48	0.45	0.22	0.40	0.48	0.31	0.48	0.40	0.18
Uniform Del:	22.2	15.1	15.1	24.0	16.3	9.3	22.9	21.9	14.0	24.4	22.9	15.9
IncremntDel:	1.0	0.3	0.3	1.5	0.3	0.1	0.9	1.1	0.3	1.6	0.9	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	23.3	15.4	15.4	25.5	16.6	9.5	23.8	23.0	14.3	26.0	23.7	16.1
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:	23.3	15.4	15.4	25.5	16.6	9.5	23.8	23.0	14.3	26.0	23.7	16.1
LOS by Move:	C	B	B	C	B	A	C	C	B	C	C	B
HCM2kAvgQ:	3	5	5	3	4	2	2	3	3	3	2	1

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

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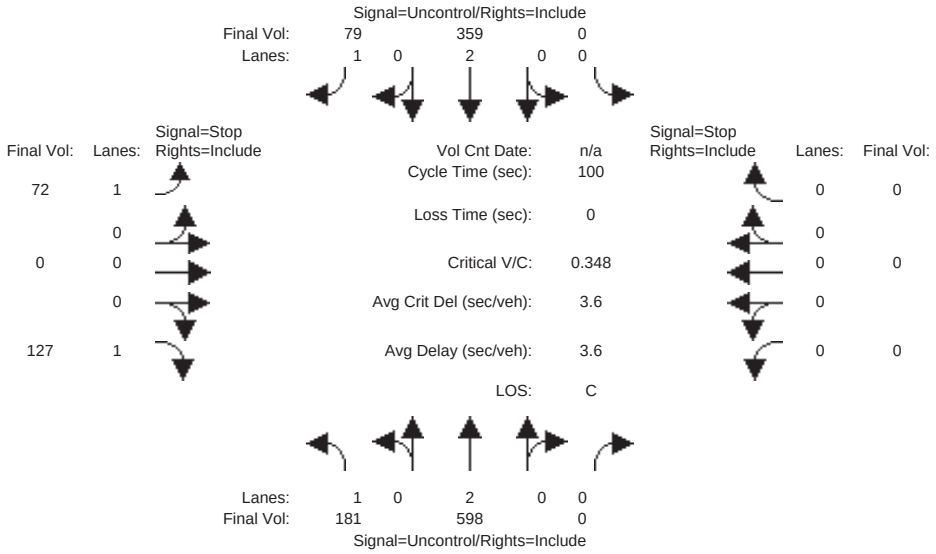
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul wProj (AM)

Intersection #2245: Fairview Rd and Santa Ana Rd



Street Name:	Fairview Rd						Santa Ana Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	176	587	0	0	355	79	72	0	125	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:	176	587	0	0	355	79	72	0	125	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Prject Trip:	5	11	0	0	4	0	0	0	2	0	0	0
Initial Fut:	181	598	0	0	359	79	72	0	127	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:	181	598	0	0	359	79	72	0	127	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	181	598	0	0	359	79	72	0	127	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	438	xxxx	xxxxx	xxxx	xxxx	xxxxx	1020	xxxx	180	xxxx	xxxx	xxxxx
Potent Cap.:	1133	xxxx	xxxxx	xxxx	xxxx	xxxxx	236	xxxx	839	xxxx	xxxx	xxxxx
Move Cap.:	1133	xxxx	xxxxx	xxxx	xxxx	xxxxx	207	xxxx	839	xxxx	xxxx	xxxxx
Volume/Cap:	0.16	xxxx	xxxx	xxxx	xxxx	xxxx	0.35	xxxx	0.15	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.5	xxxx	0.5	xxxx	xxxx	xxxxx
Control Del:	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	31.4	xxxx	10.1	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	D	*	B	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			17.8			xxxxxx		
ApproachLOS:	*			*			C			*		

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

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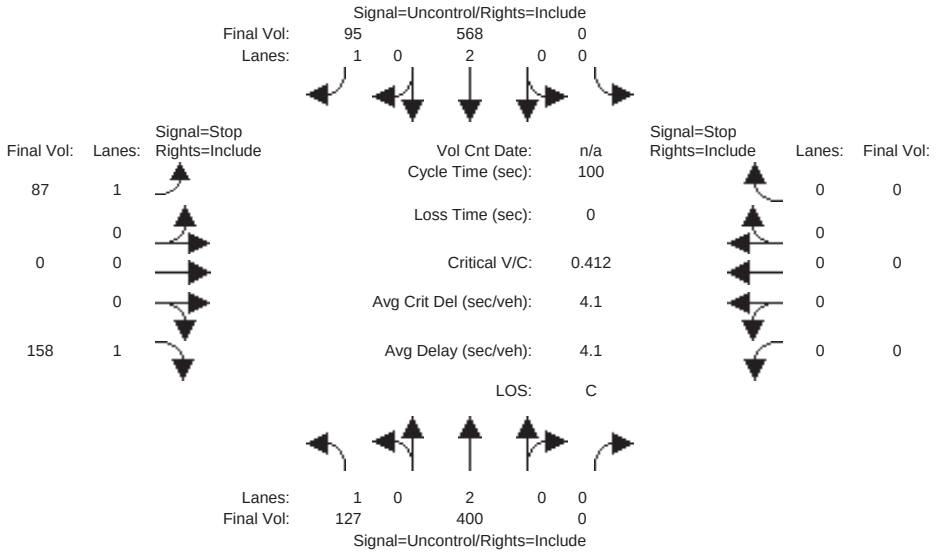
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul wProj (PM)

Intersection #2245: Fairview Rd and Santa Ana Rd



Street Name:	Fairview Rd						Santa Ana Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	124	393	0	0	555	95	87	0	152	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:	124	393	0	0	555	95	87	0	152	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Prject Trip:	3	7	0	0	13	0	0	0	6	0	0	0
Initial Fut:	127	400	0	0	568	95	87	0	158	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:	127	400	0	0	568	95	87	0	158	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	127	400	0	0	568	95	87	0	158	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	663	xxxx	xxxxx	xxxx	xxxx	xxxxx	1022	xxxx	284	xxxx	xxxx	xxxxx
Potent Cap.:	935	xxxx	xxxxx	xxxx	xxxx	xxxxx	235	xxxx	719	xxxx	xxxx	xxxxx
Move Cap.:	935	xxxx	xxxxx	xxxx	xxxx	xxxxx	211	xxxx	719	xxxx	xxxx	xxxxx
Volume/Cap:	0.14	xxxx	xxxx	xxxx	xxxx	xxxx	0.41	xxxx	0.22	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.9	xxxx	0.8	xxxx	xxxx	xxxxx
Control Del:	9.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	33.5	xxxx	11.4	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	D	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			19.3			xxxxxx		
ApproachLOS:	*			*			C			*		

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

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Fairview Corners Residential
Hollister, CA
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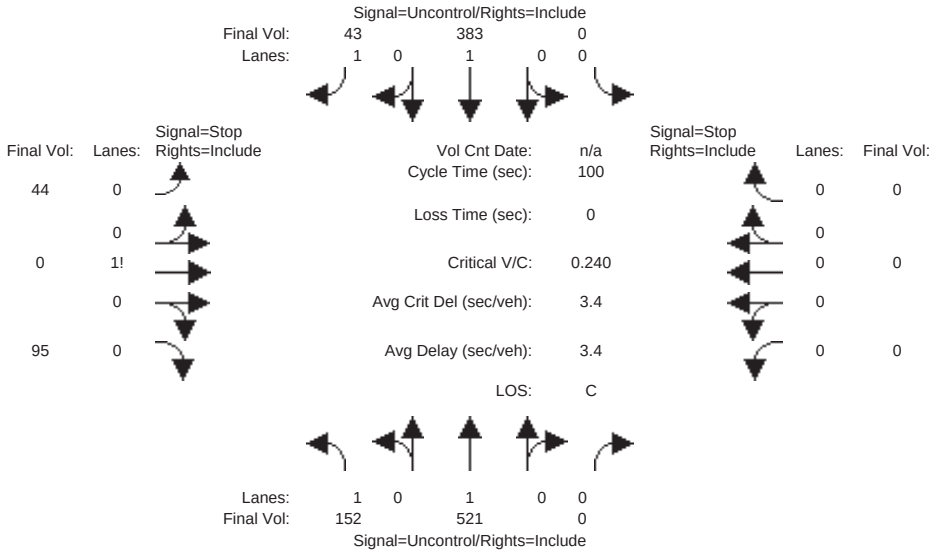
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul wProj (AM)

Intersection #2248: Fairview Rd and McCloskey Rd



Street Name:	Fairview Rd						McCloskey Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Volume Module:												
Base Vol:	151	511	0	0	380	43	44	0	95	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:	151	511	0	0	380	43	44	0	95	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Prject Trip:	1	10	0	0	3	0	0	0	0	0	0	0
Initial Fut:	152	521	0	0	383	43	44	0	95	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:	152	521	0	0	383	43	44	0	95	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	152	521	0	0	383	43	44	0	95	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	426	xxxx	xxxxx	xxxx	xxxx	xxxxx	1208	1208	383	xxxx	xxxx	xxxxx
Potent Cap.:	1144	xxxx	xxxxx	xxxx	xxxx	xxxxx	204	185	669	xxxx	xxxx	xxxxx
Move Cap.:	1144	xxxx	xxxxx	xxxx	xxxx	xxxxx	183	160	669	xxxx	xxxx	xxxxx
Volume/Cap:	0.13	xxxx	xxxx	xxxx	xxxx	xxxx	0.24	0.00	0.14	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	364	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.7	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	20.9	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			20.9			xxxxxx		
ApproachLOS:	*			*			C			*		

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

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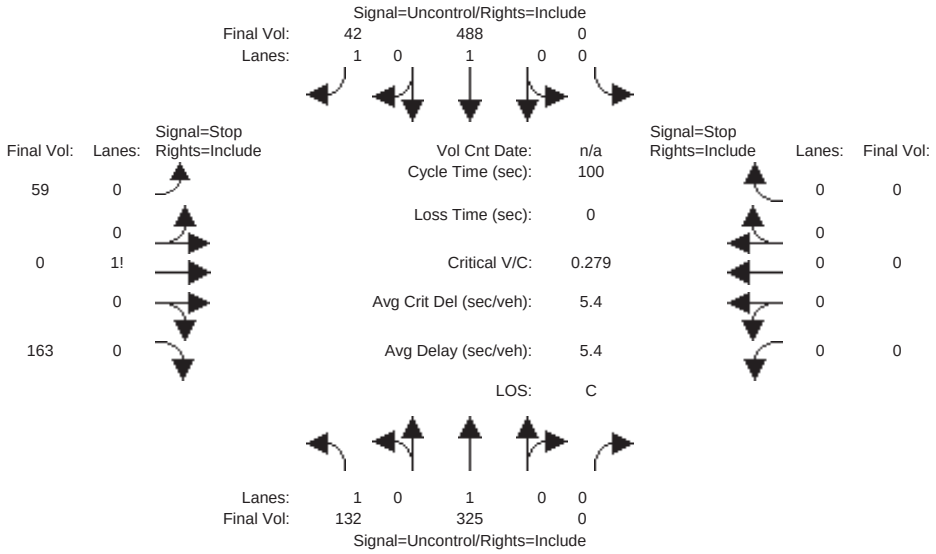
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul wProj (PM)

Intersection #2248: Fairview Rd and McCloskey Rd



Street Name:	Fairview Rd						McCloskey Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Volume Module:												
Base Vol:	131	318	0	0	477	42	59	0	162	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:	131	318	0	0	477	42	59	0	162	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Prject Trip:	1	7	0	0	11	0	0	0	1	0	0	0
Initial Fut:	132	325	0	0	488	42	59	0	163	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:	132	325	0	0	488	42	59	0	163	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	132	325	0	0	488	42	59	0	163	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	530	xxxx	xxxxx	xxxx	xxxx	xxxxx	1077	1077	488	xxxx	xxxx	xxxxx
Potent Cap.:	1048	xxxx	xxxxx	xxxx	xxxx	xxxxx	245	221	584	xxxx	xxxx	xxxxx
Move Cap.:	1048	xxxx	xxxxx	xxxx	xxxx	xxxxx	221	193	584	xxxx	xxxx	xxxxx
Volume/Cap:	0.13	xxxx	xxxx	xxxx	xxxx	xxxx	0.27	0.00	0.28	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	406	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	3.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	24.0	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			24.0			xxxxxx		
ApproachLOS:	*			*			C			*		

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

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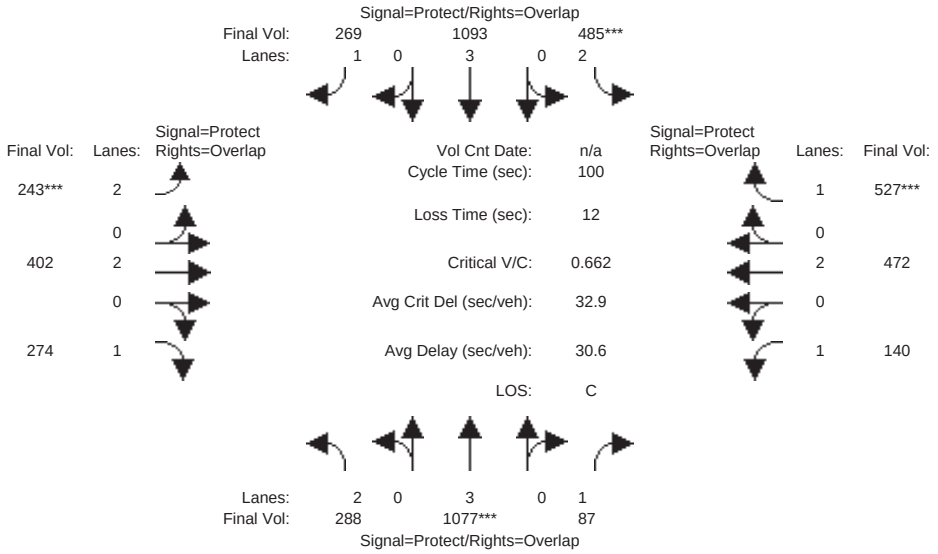
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul wProj (AM)

Intersection #2331: Airline Hwy/Future 25 Bypass and Sunnyslope Rd/Tres Pinos Rd



Street Name:	Airline Hwy/Future 25 Bypass						Sunnyslope Rd/Tres Pinos Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	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:	279	1066	87	484	1089	269	243	398	271	140	461	525
Growth Adj:	1.00	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	1066	87	484	1089	269	243	398	271	140	461	525
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Prject Trip:	9	11	0	1	4	0	0	4	3	0	11	2
Initial Fut:	288	1077	87	485	1093	269	243	402	274	140	472	527
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	288	1077	87	485	1093	269	243	402	274	140	472	527
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	288	1077	87	485	1093	269	243	402	274	140	472	527
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	288	1077	87	485	1093	269	243	402	274	140	472	527
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3610	5700	1615	3610	5700	1615	3610	3800	1615	1805	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.19	0.05	0.13	0.19	0.17	0.07	0.11	0.17	0.08	0.12	0.33
Crit Moves:		****		****			****					****
Green Time:	14.3	28.5	45.1	20.3	34.5	44.7	10.2	22.6	36.9	16.6	29.0	49.3
Volume/Cap:	0.56	0.66	0.12	0.66	0.56	0.37	0.66	0.47	0.46	0.47	0.43	0.66
Uniform Del:	39.9	31.5	15.9	36.7	26.6	18.4	43.3	33.5	23.9	37.7	28.8	19.1
IncremntDel:	1.3	1.0	0.1	2.3	0.4	0.3	4.5	0.4	0.6	1.2	0.3	2.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	41.2	32.5	16.0	39.0	26.9	18.7	47.7	33.9	24.5	38.9	29.1	21.2
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:	41.2	32.5	16.0	39.0	26.9	18.7	47.7	33.9	24.5	38.9	29.1	21.2
LOS by Move:	D	C	B	D	C	B	D	C	C	D	C	C
HCM2kAvgQ:	5	11	2	8	9	6	4	5	6	4	6	13

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

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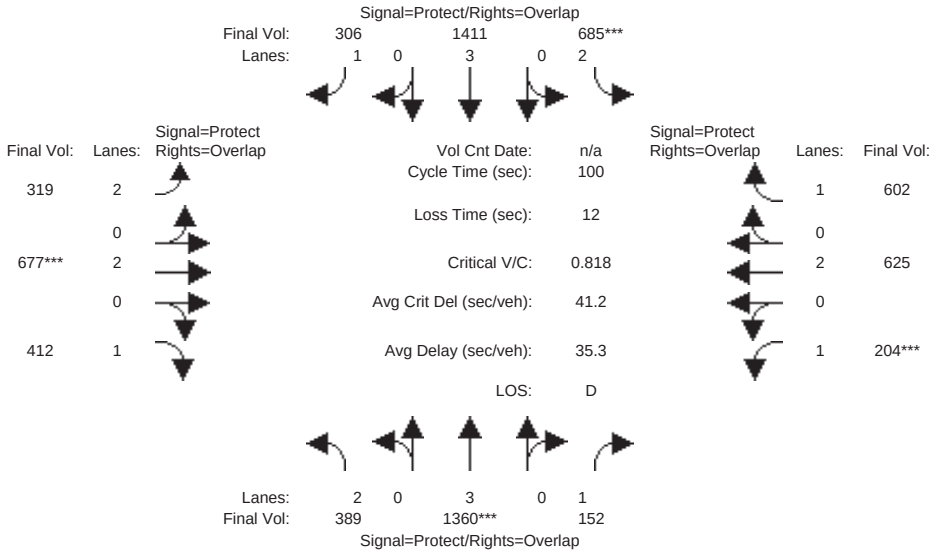
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul wProj (PM)

Intersection #2331: Airline Hwy/Future 25 Bypass and Sunnyslope Rd/Tres Pinos Rd



Street Name:	Airline Hwy/Future 25 Bypass						Sunnyslope Rd/Tres Pinos Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	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:	383	1352	152	682	1398	306	319	664	402	204	618	600
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	383	1352	152	682	1398	306	319	664	402	204	618	600
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Prject Trip:	6	8	0	3	13	0	0	13	10	0	7	2
Initial Fut:	389	1360	152	685	1411	306	319	677	412	204	625	602
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	389	1360	152	685	1411	306	319	677	412	204	625	602
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	389	1360	152	685	1411	306	319	677	412	204	625	602
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	389	1360	152	685	1411	306	319	677	412	204	625	602
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3610	5700	1615	3610	5700	1615	3610	3800	1615	1805	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.11	0.24	0.09	0.19	0.25	0.19	0.09	0.18	0.26	0.11	0.16	0.37
Crit Moves:		****		****				****		****		
Green Time:	15.9	29.2	43.0	23.2	36.5	48.1	11.6	21.8	37.7	13.8	24.0	47.2
Volume/Cap:	0.68	0.82	0.22	0.82	0.68	0.39	0.76	0.82	0.68	0.82	0.68	0.79
Uniform Del:	39.6	32.9	17.9	36.4	26.8	16.6	42.9	37.2	26.1	41.9	34.6	22.2
IncremntDel:	3.3	3.3	0.2	6.3	0.9	0.3	8.0	6.4	3.1	18.7	2.2	5.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	42.9	36.2	18.1	42.7	27.7	17.0	50.9	43.6	29.1	60.5	36.7	27.8
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:	42.9	36.2	18.1	42.7	27.7	17.0	50.9	43.6	29.1	60.5	36.7	27.8
LOS by Move:	D	D	B	D	C	B	D	D	C	E	D	C
HCM2kAvgQ:	7	15	3	12	13	6	5	11	11	8	10	17

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

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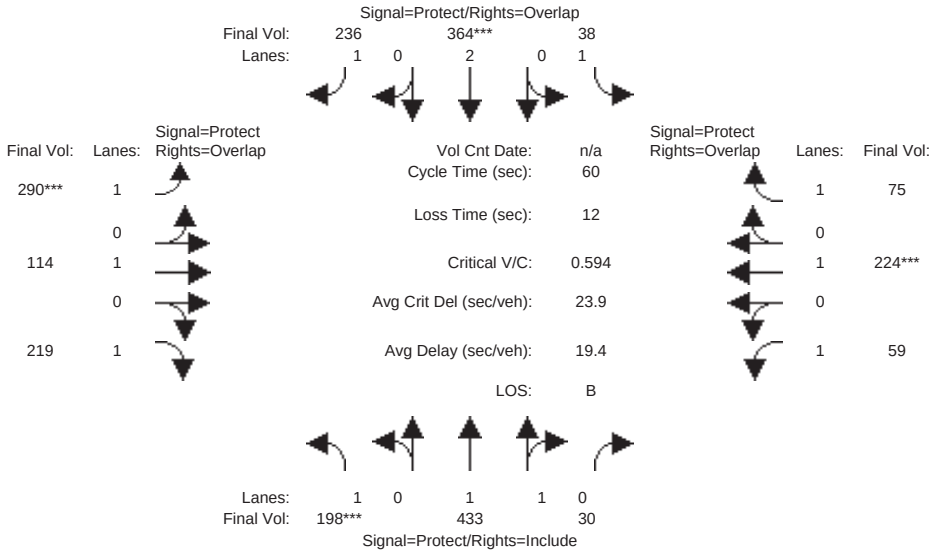
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul wProj (AM)

Intersection #2347: Fairview Rd and Sunnyslope Rd



Street Name:	Fairview Rd						Sunnyslope Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	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:	174	388	30	38	349	236	290	114	211	59	224	75
Growth Adj:	1.00	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	388	30	38	349	236	290	114	211	59	224	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Prject Trip:	24	45	0	0	15	0	0	0	8	0	0	0
Initial Fut:	198	433	30	38	364	236	290	114	219	59	224	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	198	433	30	38	364	236	290	114	219	59	224	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	433	30	38	364	236	290	114	219	59	224	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	198	433	30	38	364	236	290	114	219	59	224	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.87	0.13	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1900	3376	234	1900	3610	1900	1900	1900	1900	1900	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.10	0.13	0.13	0.02	0.10	0.12	0.15	0.06	0.12	0.03	0.12	0.04
Crit Moves:	****				****		****				****	
Green Time:	10.5	17.9	17.9	2.8	10.2	25.6	15.4	18.0	28.5	9.3	11.9	14.7
Volume/Cap:	0.59	0.43	0.43	0.43	0.59	0.29	0.59	0.20	0.24	0.20	0.59	0.16
Uniform Del:	22.8	16.9	16.9	27.8	23.0	11.3	19.6	15.6	9.3	22.1	21.9	17.8
IncremntDel:	2.9	0.3	0.3	3.3	1.6	0.2	2.0	0.2	0.1	0.3	2.6	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	25.7	17.2	17.2	31.2	24.6	11.5	21.5	15.8	9.5	22.4	24.4	18.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.7	17.2	17.2	31.2	24.6	11.5	21.5	15.8	9.5	22.4	24.4	18.0
LOS by Move:	C	B	B	C	C	B	C	B	A	C	C	B
HCM2kAvgQ:	4	4	4	1	3	3	6	2	2	1	4	1

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

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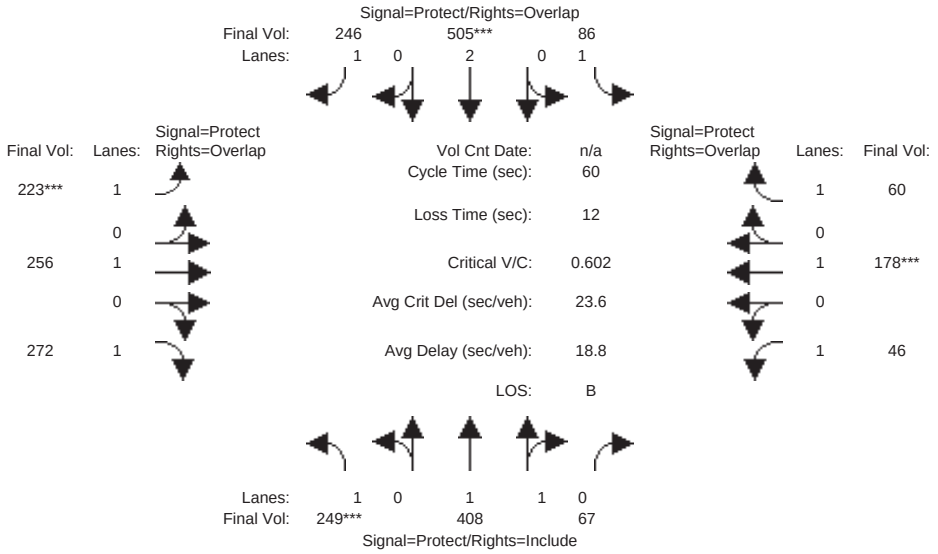
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul wProj (PM)

Intersection #2347: Fairview Rd and Sunnyslope Rd



Street Name:	Fairview Rd						Sunnyslope Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	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:	233	378	67	86	454	246	223	256	245	46	178	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	233	378	67	86	454	246	223	256	245	46	178	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Prject Trip:	16	30	0	0	51	0	0	0	27	0	0	0
Initial Fut:	249	408	67	86	505	246	223	256	272	46	178	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	408	67	86	505	246	223	256	272	46	178	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	249	408	67	86	505	246	223	256	272	46	178	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	249	408	67	86	505	246	223	256	272	46	178	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.72	0.28	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1900	3101	509	1900	3610	1900	1900	1900	1900	1900	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.05	0.14	0.13	0.12	0.13	0.14	0.02	0.09	0.03
Crit Moves:	****				****		****				****	
Green Time:	13.1	20.1	20.1	6.9	13.9	25.6	11.7	17.8	30.9	3.2	9.3	16.2
Volume/Cap:	0.60	0.39	0.39	0.39	0.60	0.30	0.60	0.45	0.28	0.45	0.60	0.12
Uniform Del:	21.1	15.3	15.3	24.6	20.6	11.3	22.0	17.1	8.3	27.6	23.6	16.5
IncremntDel:	2.5	0.2	0.2	1.2	1.2	0.2	2.8	0.6	0.2	3.2	3.5	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	23.6	15.5	15.5	25.8	21.8	11.5	24.8	17.7	8.4	30.8	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:	23.6	15.5	15.5	25.8	21.8	11.5	24.8	17.7	8.4	30.8	27.1	16.6
LOS by Move:	C	B	B	C	C	B	C	B	A	C	C	B
HCM2kAvgQ:	5	4	4	1	4	3	5	4	3	1	3	1

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

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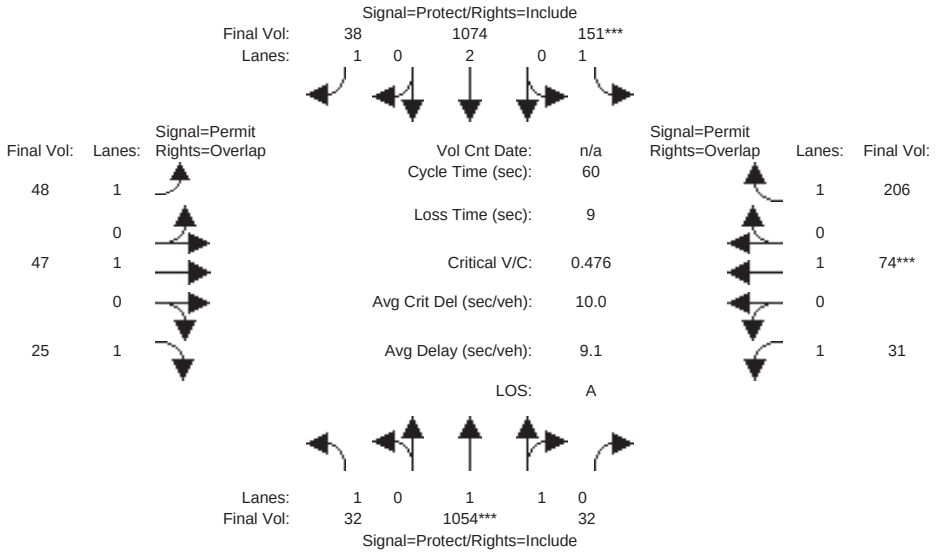
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul wProj (AM)

Intersection #2367: Airline Hwy and Sunset Dr



Street Name:	Airline Hwy						Sunset Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	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:	32	1031	32	151	1066	38	48	47	25	31	74	206
Growth Adj:	1.00	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	1031	32	151	1066	38	48	47	25	31	74	206
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Prject Trip:	0	23	0	0	8	0	0	0	0	0	0	0
Initial Fut:	32	1054	32	151	1074	38	48	47	25	31	74	206
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1054	32	151	1074	38	48	47	25	31	74	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	1054	32	151	1074	38	48	47	25	31	74	206
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	1054	32	151	1074	38	48	47	25	31	74	206
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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:	1.00	1.94	0.06	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1900	3688	112	1900	3800	1900	1900	1900	1900	1900	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.29	0.08	0.28	0.02	0.03	0.02	0.01	0.02	0.04	0.11
Crit Moves:		****		****							****	
Green Time:	2.6	36.1	36.1	10.0	43.5	43.5	4.9	4.9	7.5	4.9	4.9	14.9
Volume/Cap:	0.39	0.48	0.48	0.48	0.39	0.03	0.31	0.30	0.11	0.20	0.48	0.44
Uniform Del:	27.9	6.7	6.7	22.6	3.2	2.3	25.9	25.9	23.3	25.7	26.3	19.0
IncremntDel:	3.0	0.2	0.2	1.1	0.1	0.0	1.1	1.1	0.2	0.6	2.3	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	31.0	6.8	6.8	23.7	3.3	2.3	27.1	27.0	23.5	26.3	28.6	19.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.0	6.8	6.8	23.7	3.3	2.3	27.1	27.0	23.5	26.3	28.6	19.6
LOS by Move:	C	A	A	C	A	A	C	C	C	C	C	B
HCM2kAvgQ:	1	6	6	3	4	0	1	1	0	1	2	4

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

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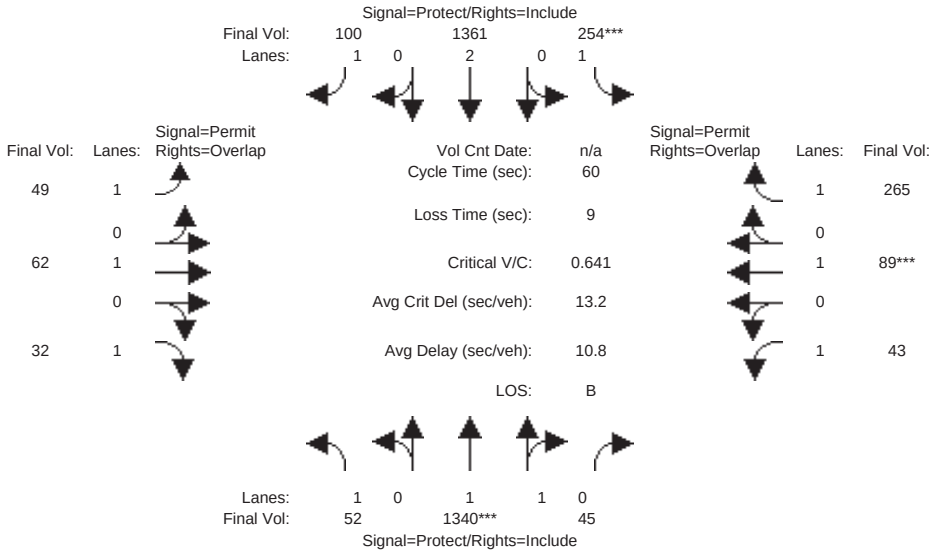
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul wProj (PM)

Intersection #2367: Airline Hwy and Sunset Dr



Street Name:	Airline Hwy						Sunset Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	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:	52	1325	45	254	1335	100	49	62	32	43	89	265
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	1325	45	254	1335	100	49	62	32	43	89	265
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Prject Trip:	0	15	0	0	26	0	0	0	0	0	0	0
Initial Fut:	52	1340	45	254	1361	100	49	62	32	43	89	265
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	1340	45	254	1361	100	49	62	32	43	89	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	1340	45	254	1361	100	49	62	32	43	89	265
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	1340	45	254	1361	100	49	62	32	43	89	265
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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:	1.00	1.94	0.06	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1900	3677	123	1900	3800	1900	1900	1900	1900	1900	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.36	0.36	0.13	0.36	0.05	0.03	0.03	0.02	0.02	0.05	0.14
Crit Moves:		****		****							****	
Green Time:	3.3	34.1	34.1	12.5	43.3	43.3	4.4	4.4	7.7	4.4	4.4	16.9
Volume/Cap:	0.50	0.64	0.64	0.64	0.50	0.07	0.35	0.45	0.13	0.31	0.64	0.50
Uniform Del:	27.5	8.8	8.8	21.7	3.6	2.5	26.5	26.6	23.2	26.4	27.0	18.0
IncremntDel:	3.7	0.7	0.7	3.5	0.1	0.0	1.5	2.3	0.2	1.3	9.7	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	31.2	9.5	9.5	25.2	3.8	2.5	28.0	28.9	23.4	27.6	36.8	18.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.2	9.5	9.5	25.2	3.8	2.5	28.0	28.9	23.4	27.6	36.8	18.7
LOS by Move:	C	A	A	C	A	A	C	C	C	C	D	B
HCM2kAvgQ:	2	10	10	6	6	1	1	2	1	1	3	5

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

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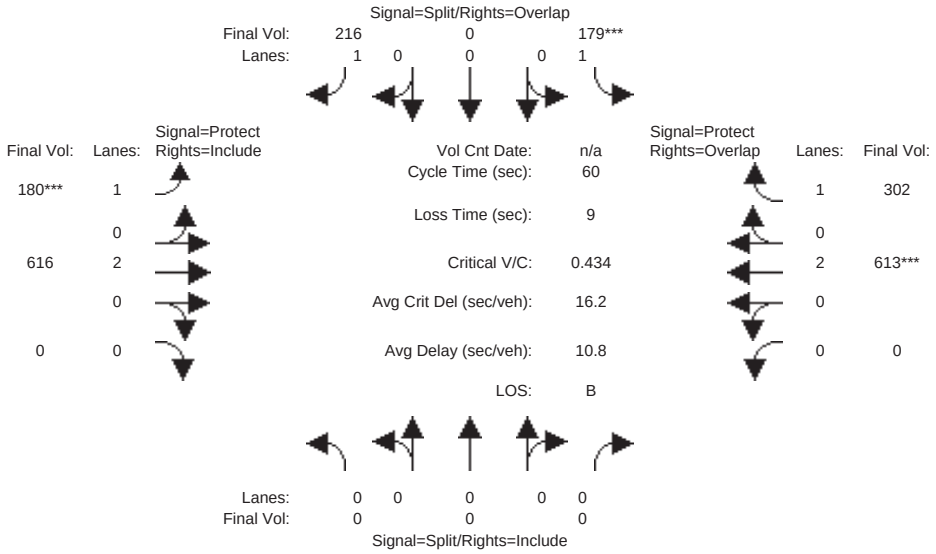
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul wProj (AM)

Intersection #2925: San Benito St and Union Rd



Street Name:	San Benito St						Union Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	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:	0	0	0	179	0	216	180	612	0	0	602	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:	0	0	0	179	0	216	180	612	0	0	602	302
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Prject Trip:	0	0	0	0	0	0	0	4	0	0	11	0
Initial Fut:	0	0	0	179	0	216	180	616	0	0	613	302
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	179	0	216	180	616	0	0	613	302
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	179	0	216	180	616	0	0	613	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:	0	0	0	179	0	216	180	616	0	0	613	302
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	0.95	0.95	1.00	1.00	0.95	0.85
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1805	0	1615	1805	3610	0	0	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.13	0.10	0.17	0.00	0.00	0.17	0.19
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	13.7	0.0	27.5	13.8	37.3	0.0	0.0	23.5	37.2
Volume/Cap:	0.00	0.00	0.00	0.43	0.00	0.29	0.43	0.27	0.00	0.00	0.43	0.30
Uniform Del:	0.0	0.0	0.0	19.8	0.0	10.2	19.8	5.2	0.0	0.0	13.4	5.3
IncremntDel:	0.0	0.0	0.0	0.7	0.0	0.2	0.7	0.1	0.0	0.0	0.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	20.5	0.0	10.4	20.5	5.3	0.0	0.0	13.6	5.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	20.5	0.0	10.4	20.5	5.3	0.0	0.0	13.6	5.5
LOS by Move:	A	A	A	C	A	B	C	A	A	A	B	A
HCM2kAvgQ:	0	0	0	3	0	3	3	3	0	0	4	3

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

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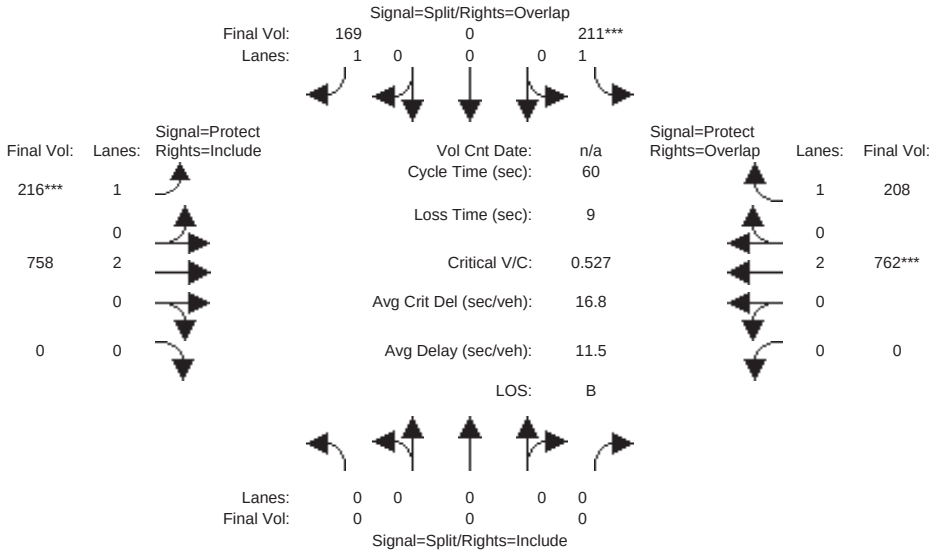
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul wProj (PM)

Intersection #2925: San Benito St and Union Rd



Street Name:	San Benito St						Union Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	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:	0	0	0	211	0	169	216	745	0	0	755	208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	211	0	169	216	745	0	0	755	208
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Prject Trip:	0	0	0	0	0	0	0	13	0	0	7	0
Initial Fut:	0	0	0	211	0	169	216	758	0	0	762	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	211	0	169	216	758	0	0	762	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	211	0	169	216	758	0	0	762	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	211	0	169	216	758	0	0	762	208
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	0.95	0.95	1.00	1.00	0.95	0.85
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1805	0	1615	1805	3610	0	0	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.10	0.12	0.21	0.00	0.00	0.21	0.13
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	13.3	0.0	27.0	13.6	37.7	0.0	0.0	24.0	37.4
Volume/Cap:	0.00	0.00	0.00	0.53	0.00	0.23	0.53	0.33	0.00	0.00	0.53	0.21
Uniform Del:	0.0	0.0	0.0	20.6	0.0	10.2	20.4	5.3	0.0	0.0	13.7	4.9
IncremntDel:	0.0	0.0	0.0	1.3	0.0	0.2	1.3	0.1	0.0	0.0	0.4	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	21.9	0.0	10.3	21.6	5.3	0.0	0.0	14.0	5.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	21.9	0.0	10.3	21.6	5.3	0.0	0.0	14.0	5.0
LOS by Move:	A	A	A	C	A	B	C	A	A	A	B	A
HCM2kAvgQ:	0	0	0	4	0	2	4	4	0	0	5	2

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

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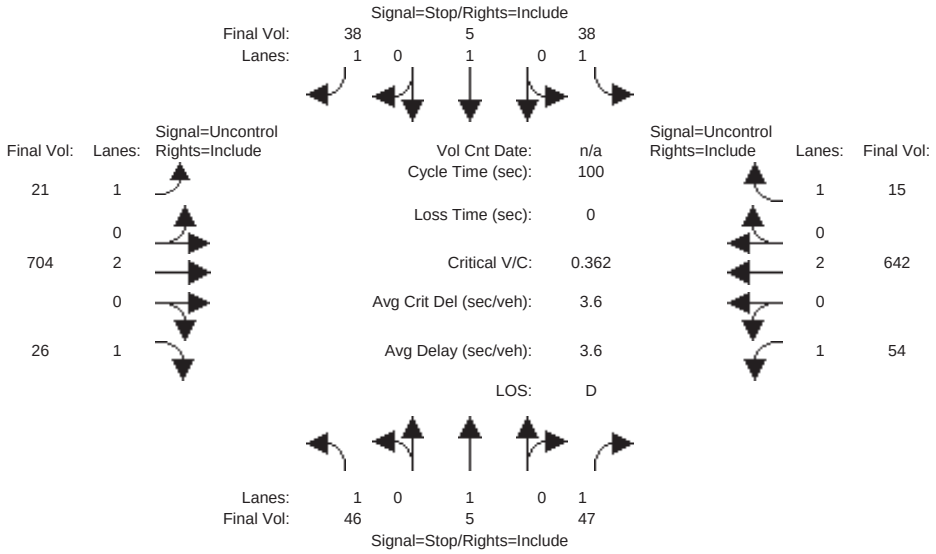
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul wProj (AM)

Intersection #2942: Enterprise Rd and Airline Hwy



Street Name:	Enterprise Rd						Airline Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	46	5	47	38	5	38	21	693	26	54	609	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	5	47	38	5	38	21	693	26	54	609	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Prject Trip:	0	0	0	0	0	0	0	11	0	0	33	0
Initial Fut:	46	5	47	38	5	38	21	704	26	54	642	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	5	47	38	5	38	21	704	26	54	642	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	46	5	47	38	5	38	21	704	26	54	642	15
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1178	1511	352	1147	1522	321	657	xxxx	xxxxx	730	xxxx	xxxxx
Potent Cap.:	149	121	650	157	120	681	940	xxxx	xxxxx	883	xxxx	xxxxx
Move Cap.:	127	111	650	132	110	681	940	xxxx	xxxxx	883	xxxx	xxxxx
Volume/Cap:	0.36	0.04	0.07	0.29	0.05	0.06	0.02	xxxx	xxxx	0.06	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	1.5	0.1	0.2	1.1	0.1	0.2	0.1	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	48.6	38.8	11.0	43.1	39.4	10.6	8.9	xxxx	xxxxx	9.3	xxxx	xxxxx
LOS by Move:	E	E	B	E	E	B	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	30.1			27.6			xxxxxx			xxxxxx		
ApproachLOS:	D			D			*			*		

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

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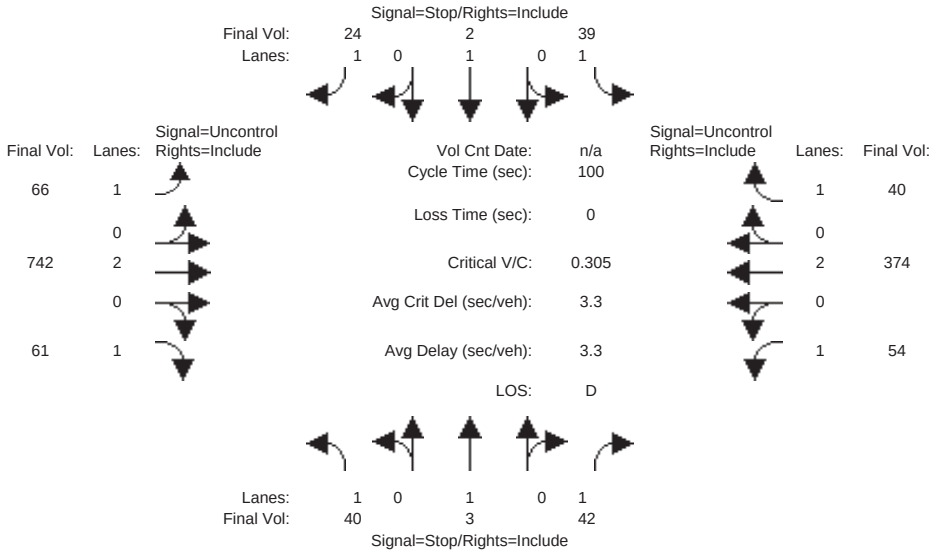
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul wProj (PM)

Intersection #2942: Enterprise Rd and Airline Hwy



Street Name:	Enterprise Rd						Airline Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	40	3	42	39	2	24	66	704	61	54	352	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	3	42	39	2	24	66	704	61	54	352	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Prject Trip:	0	0	0	0	0	0	0	38	0	0	22	0
Initial Fut:	40	3	42	39	2	24	66	742	61	54	374	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	3	42	39	2	24	66	742	61	54	374	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	40	3	42	39	2	24	66	742	61	54	374	40
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1170	1396	371	987	1417	187	414	xxxx	xxxxx	803	xxxx	xxxxx
Potent Cap.:	150	142	632	205	138	830	1156	xxxx	xxxxx	830	xxxx	xxxxx
Move Cap.:	131	126	632	171	122	830	1156	xxxx	xxxxx	830	xxxx	xxxxx
Volume/Cap:	0.30	0.02	0.07	0.23	0.02	0.03	0.06	xxxx	xxxx	0.07	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	1.2	0.1	0.2	0.8	0.0	0.1	0.2	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	44.0	34.4	11.1	32.2	35.0	9.5	8.3	xxxx	xxxxx	9.6	xxxx	xxxxx
LOS by Move:	E	D	B	D	E	A	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	27.4			23.9			xxxxxx			xxxxxx		
ApproachLOS:	D			C			*			*		

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

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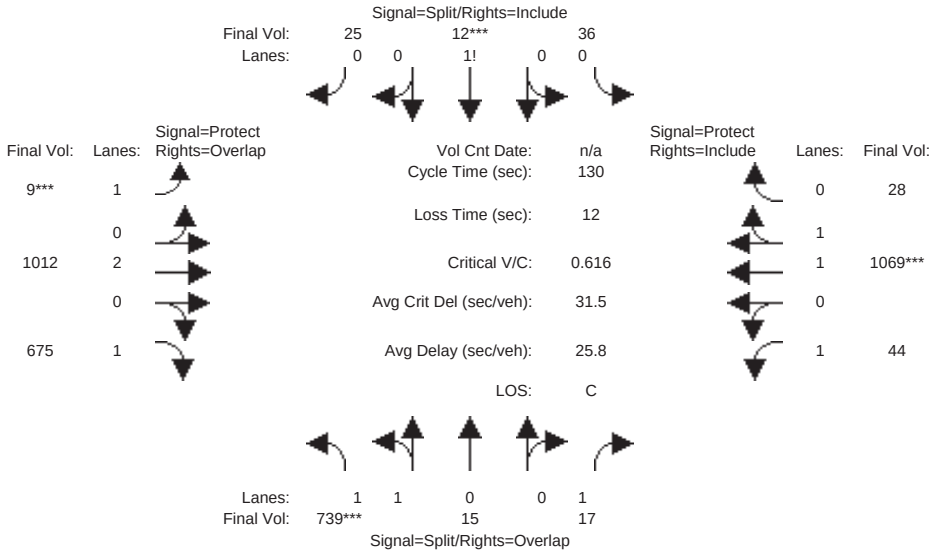
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3072: Union Rd/Mitchell Rd and Hwy 156



Street Name:	Union Rd/Mitchell Rd						Hwy 156					
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:	728	15	17	36	12	25	9	1012	671	44	1069	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:	728	15	17	36	12	25	9	1012	671	44	1069	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Prject Trip:	11	0	0	0	0	0	0	0	4	0	0	0
Initial Fut:	739	15	17	36	12	25	9	1012	675	44	1069	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	739	15	17	36	12	25	9	1012	675	44	1069	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	739	15	17	36	12	25	9	1012	675	44	1069	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	739	15	17	36	12	25	9	1012	675	44	1069	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.93	0.93	0.93	0.95	0.95	0.85	0.95	0.95	0.95
Lanes:	1.96	0.04	1.00	0.50	0.16	0.34	1.00	2.00	1.00	1.00	1.95	0.05
Final Sat.:	3549	72	1615	872	291	606	1805	3610	1615	1805	3504	92
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.01	0.04	0.04	0.04	0.00	0.28	0.42	0.02	0.31	0.31
Crit Moves:	****				****		****				****	
Green Time:	43.9	43.9	49.1	8.7	8.7	8.7	1.1	60.2	104.1	5.2	64.3	64.3
Volume/Cap:	0.62	0.62	0.03	0.62	0.62	0.62	0.62	0.61	0.52	0.61	0.62	0.62
Uniform Del:	36.0	36.0	25.4	59.0	59.0	59.0	64.3	26.1	4.4	61.4	23.9	23.9
IncremntDel:	1.0	1.0	0.0	9.4	9.4	9.4	59.8	0.6	0.4	13.8	0.7	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	37.0	37.0	25.4	68.4	68.4	68.4	124.1	26.7	4.8	75.1	24.5	24.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.0	37.0	25.4	68.4	68.4	68.4	124.1	26.7	4.8	75.1	24.5	24.5
LOS by Move:	D	D	C	E	E	E	F	C	A	E	C	C
HCM2kAvgQ:	13	13	0	4	4	4	0	16	9	3	17	17

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

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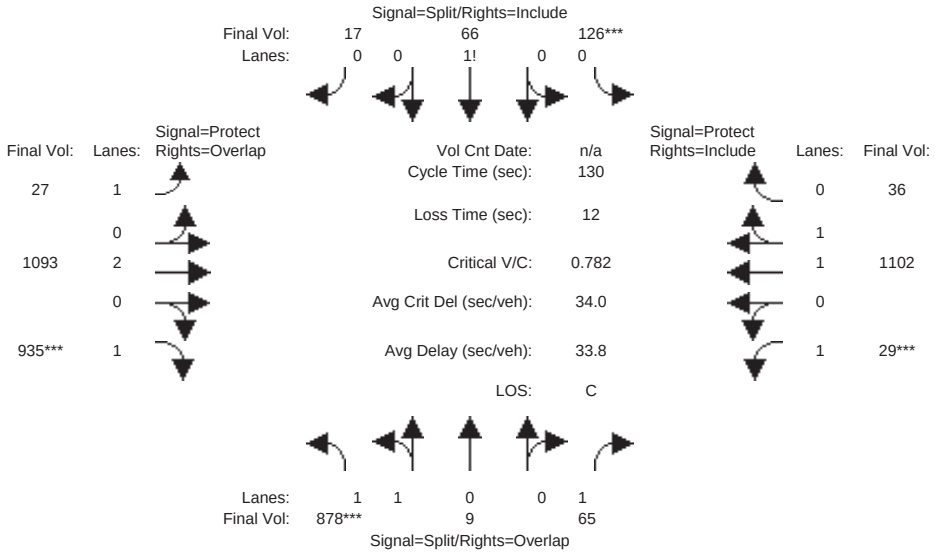
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul wProj (PM)

Intersection #3072: Union Rd/Mitchell Rd and Hwy 156



Street Name:	Union Rd/Mitchell Rd						Hwy 156					
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:	871	9	65	126	66	17	27	1093	922	29	1102	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:	871	9	65	126	66	17	27	1093	922	29	1102	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Prject Trip:	7	0	0	0	0	0	0	0	13	0	0	0
Initial Fut:	878	9	65	126	66	17	27	1093	935	29	1102	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:	878	9	65	126	66	17	27	1093	935	29	1102	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	878	9	65	126	66	17	27	1093	935	29	1102	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:	878	9	65	126	66	17	27	1093	935	29	1102	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.96	0.96	0.96	0.95	0.95	0.85	0.95	0.95	0.95
Lanes:	1.98	0.02	1.00	0.60	0.32	0.08	1.00	2.00	1.00	1.00	1.94	0.06
Final Sat.:	3585	37	1615	1100	576	148	1805	3610	1615	1805	3478	114
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.04	0.11	0.11	0.11	0.01	0.30	0.58	0.02	0.32	0.32
Crit Moves:	****			****					****	****		
Green Time:	40.7	40.7	43.4	19.0	19.0	19.0	2.6	55.5	96.3	2.7	55.6	55.6
Volume/Cap:	0.78	0.78	0.12	0.78	0.78	0.78	0.74	0.71	0.78	0.78	0.74	0.74
Uniform Del:	40.6	40.6	30.1	53.5	53.5	53.5	63.3	30.6	10.4	63.4	31.2	31.2
IncremntDel:	3.6	3.6	0.1	13.8	13.8	13.8	56.7	1.5	3.4	67.4	2.0	2.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	44.2	44.2	30.2	67.3	67.3	67.3	120.1	32.1	13.8	130.8	33.1	33.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.2	44.2	30.2	67.3	67.3	67.3	120.1	32.1	13.8	130.8	33.1	33.1
LOS by Move:	D	D	C	E	E	E	F	C	B	F	C	C
HCM2kAvgQ:	18	18	2	10	10	10	1	19	24	3	21	21

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

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Fairview Corners Residential
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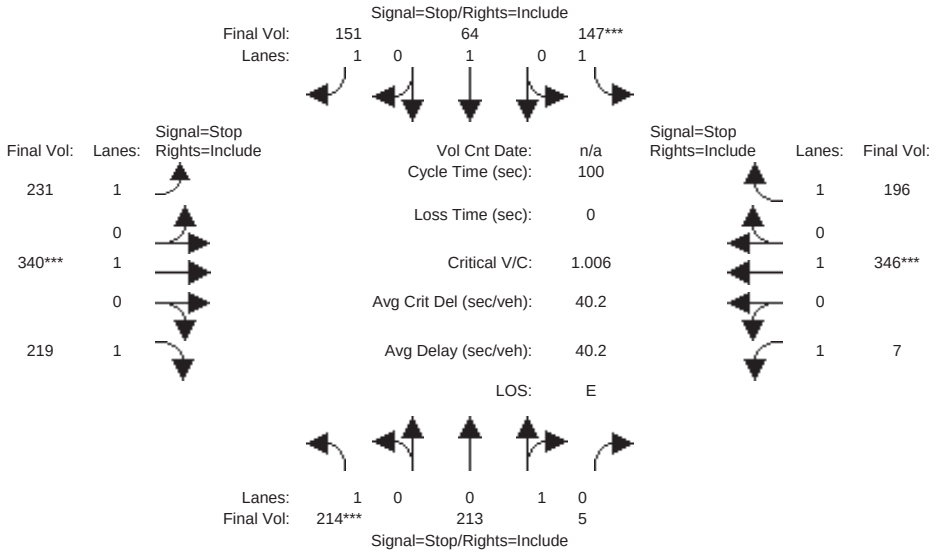
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul wProj (AM)

Intersection #3337: Fairview Rd/Ridgemark Dr and Airline Hwy



Street Name:	Fairview Rd/Ridgemark Dr						Airline Hwy					
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:	214	213	5	141	63	118	220	340	219	7	346	194
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	214	213	5	141	63	118	220	340	219	7	346	194
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Prject Trip:	0	0	0	6	1	33	11	0	0	0	0	2
Initial Fut:	214	213	5	147	64	151	231	340	219	7	346	196
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	214	213	5	147	64	151	231	340	219	7	346	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	213	5	147	64	151	231	340	219	7	346	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	214	213	5	147	64	151	231	340	219	7	346	196
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:	1.00	0.98	0.02	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	350	360	8	303	313	336	344	365	387	314	344	359
Capacity Analysis Module:												
Vol/Sat:	0.61	0.59	0.59	0.49	0.20	0.45	0.67	0.93	0.57	0.02	1.01	0.55
Crit Moves:	****			****				****			****	
Delay/Veh:	26.8	24.6	24.6	24.2	16.4	20.8	31.3	63.0	22.8	13.9	82.7	22.9
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:	26.8	24.6	24.6	24.2	16.4	20.8	31.3	63.0	22.8	13.9	82.7	22.9
LOS by Move:	D	C	C	C	C	C	D	F	C	B	F	C
ApproachDel:		25.7			21.4			42.6			60.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		25.7			21.4			42.6			60.5	
LOS by Appr:		D			C			E			F	
AllWayAvgQ:	1.4	1.3	1.3	0.8	0.2	0.7	1.7	5.1	1.2	0.0	6.6	1.0

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

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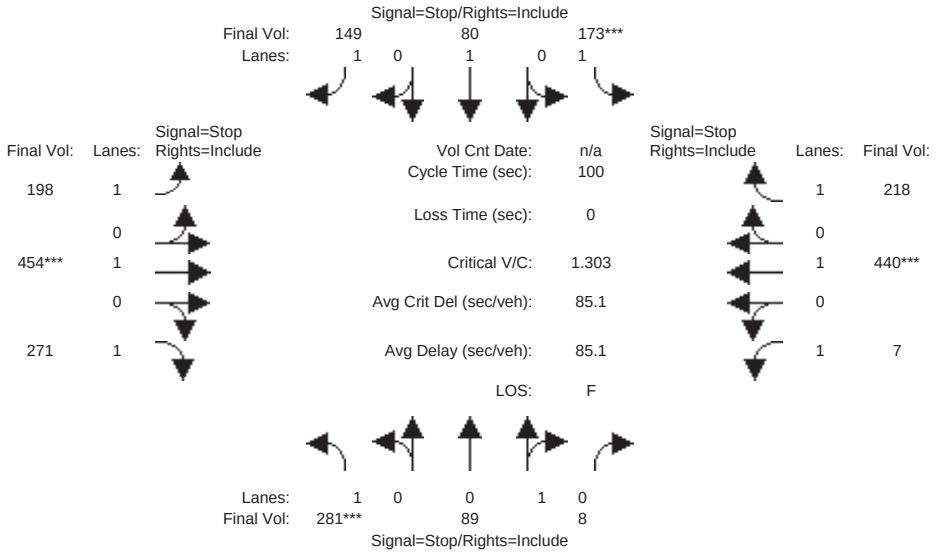
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul wProj (PM)

Intersection #3337: Fairview Rd/Ridgemark Dr and Airline Hwy



Street Name:	Fairview Rd/Ridgemark Dr						Airline Hwy					
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:	281	88	8	169	79	127	160	454	271	7	440	211
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	281	88	8	169	79	127	160	454	271	7	440	211
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Prject Trip:	0	1	0	4	1	22	38	0	0	0	0	7
Initial Fut:	281	89	8	173	80	149	198	454	271	7	440	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:	281	89	8	173	80	149	198	454	271	7	440	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	281	89	8	173	80	149	198	454	271	7	440	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:	281	89	8	173	80	149	198	454	271	7	440	218
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:	1.00	0.92	0.08	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	345	329	30	303	313	335	337	359	382	312	338	355
Capacity Analysis Module:												
Vol/Sat:	0.81	0.27	0.27	0.57	0.26	0.44	0.59	1.26	0.71	0.02	1.30	0.61
Crit Moves:	****			****				****			****	
Delay/Veh:	44.9	16.0	16.0	28.4	17.5	21.0	26.7	168	31.2	14.1	186	26.7
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:	44.9	16.0	16.0	28.4	17.5	21.0	26.7	168	31.2	14.1	186	26.7
LOS by Move:	E	C	C	D	C	C	D	F	D	B	F	D
ApproachDel:		37.5			23.5			97.7			131.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		37.5			23.5			97.7			131.8	
LOS by Appr:		E			C			F			F	
AllWayAvgQ:	3.1	0.3	0.3	1.2	0.3	0.7	1.3	15.5	2.0	0.0	16.2	1.4

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

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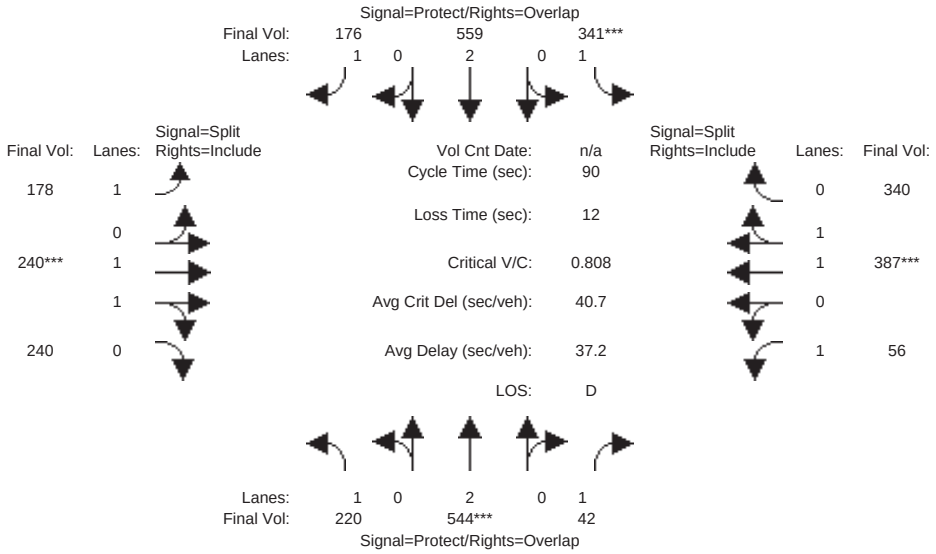
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3430: Airline Hwy and Union Rd



Street Name:	Airline Hwy						Union Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	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:	210	521	42	341	551	176	178	238	237	56	380	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	521	42	341	551	176	178	238	237	56	380	340
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Prject Trip:	10	23	0	0	8	0	0	2	3	0	7	0
Initial Fut:	220	544	42	341	559	176	178	240	240	56	387	340
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	544	42	341	559	176	178	240	240	56	387	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	544	42	341	559	176	178	240	240	56	387	340
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	220	544	42	341	559	176	178	240	240	56	387	340
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.88	0.88	0.95	0.88	0.88
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.06	0.94
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1670	1670	1805	1787	1570
Capacity Analysis Module:												
Vol/Sat:	0.12	0.15	0.03	0.19	0.15	0.11	0.10	0.14	0.14	0.03	0.22	0.22
Crit Moves:		****		****				****			****	
Green Time:	16.7	16.8	40.9	21.1	21.2	37.2	16.0	16.0	16.0	24.1	24.1	24.1
Volume/Cap:	0.66	0.81	0.06	0.81	0.66	0.26	0.55	0.81	0.81	0.12	0.81	0.81
Uniform Del:	34.0	35.1	13.7	32.6	31.1	17.4	33.7	35.5	35.5	24.9	30.8	30.8
IncremntDel:	4.8	7.2	0.0	11.0	1.9	0.2	2.1	8.0	8.0	0.1	5.5	5.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	38.8	42.2	13.8	43.5	33.0	17.6	35.8	43.6	43.6	25.0	36.2	36.2
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:	38.8	42.2	13.8	43.5	33.0	17.6	35.8	43.6	43.6	25.0	36.2	36.2
LOS by Move:	D	D	B	D	C	B	D	D	D	C	D	D
HCM2kAvgQ:	6	8	1	11	8	3	5	9	9	1	12	12

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

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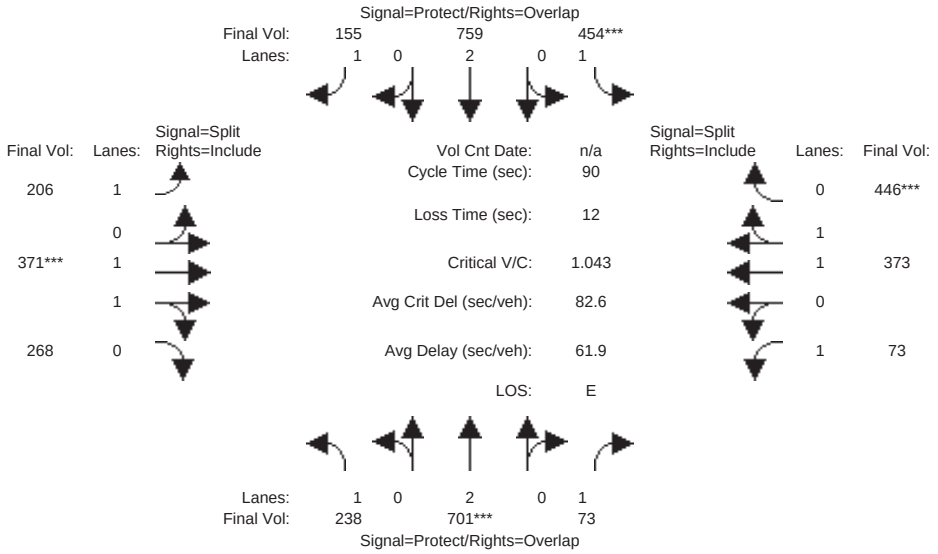
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul wProj (PM)

Intersection #3430: Airline Hwy and Union Rd



Street Name:	Airline Hwy						Union Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	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:	231	686	73	454	733	155	206	363	256	73	368	446
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	231	686	73	454	733	155	206	363	256	73	368	446
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Prject Trip:	7	15	0	0	26	0	0	8	12	0	5	0
Initial Fut:	238	701	73	454	759	155	206	371	268	73	373	446
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	238	701	73	454	759	155	206	371	268	73	373	446
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	701	73	454	759	155	206	371	268	73	373	446
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	238	701	73	454	759	155	206	371	268	73	373	446
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.89	0.89	0.95	0.87	0.87
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.16	0.84	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	1964	1419	1805	1657	1657
Capacity Analysis Module:												
Vol/Sat:	0.13	0.19	0.05	0.25	0.21	0.10	0.11	0.19	0.19	0.04	0.23	0.27
Crit Moves:		****		****				****				****
Green Time:	14.8	16.8	40.0	21.7	23.6	39.9	16.3	16.3	16.3	23.2	23.2	23.2
Volume/Cap:	0.80	1.04	0.10	1.04	0.80	0.22	0.63	1.04	1.04	0.16	0.87	1.04
Uniform Del:	36.2	36.6	14.6	34.1	31.0	15.4	34.1	36.8	36.8	25.8	32.0	33.4
IncremntDel:	14.3	46.4	0.1	54.7	4.9	0.2	3.9	48.0	48.0	0.2	9.0	43.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	50.4	83.0	14.6	88.9	35.9	15.6	38.0	84.8	84.8	26.0	41.0	77.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.4	83.0	14.6	88.9	35.9	15.6	38.0	84.8	84.8	26.0	41.0	77.2
LOS by Move:	D	F	B	F	D	B	D	F	F	C	D	E
HCM2kAvgQ:	7	14	1	20	13	3	6	16	16	2	14	21

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

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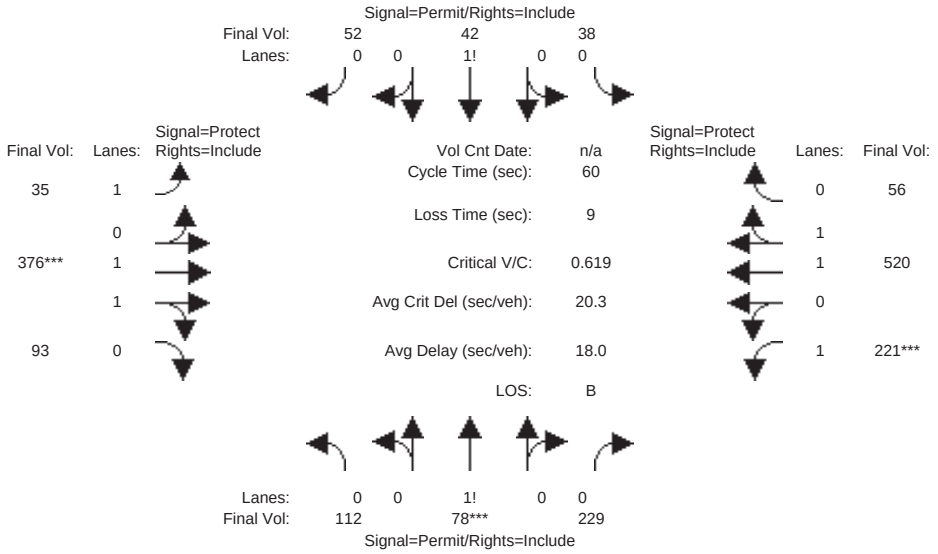
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4031: Southside Rd and Union Rd



Street Name:	Southside Rd						Union Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	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:	112	78	229	37	42	52	35	372	93	221	509	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	78	229	37	42	52	35	372	93	221	509	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Prject Trip:	0	0	0	1	0	0	0	4	0	0	11	4
Initial Fut:	112	78	229	38	42	52	35	376	93	221	520	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	78	229	38	42	52	35	376	93	221	520	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	78	229	38	42	52	35	376	93	221	520	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	78	229	38	42	52	35	376	93	221	520	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.82	0.82	0.82	0.80	0.80	0.80	0.95	0.92	0.92	0.95	0.94	0.94
Lanes:	0.27	0.18	0.55	0.29	0.32	0.39	1.00	1.60	0.40	1.00	1.81	0.19
Final Sat.:	416	290	850	440	486	602	1805	2807	694	1805	3210	346
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.09	0.09	0.09	0.02	0.13	0.13	0.12	0.16	0.16
Crit Moves:		****						****		****		
Green Time:	26.1	26.1	26.1	26.1	26.1	26.1	2.7	13.0	13.0	11.9	22.2	22.2
Volume/Cap:	0.62	0.62	0.62	0.20	0.20	0.20	0.44	0.62	0.62	0.62	0.44	0.44
Uniform Del:	13.1	13.1	13.1	10.5	10.5	10.5	27.9	21.3	21.3	22.0	14.2	14.2
IncremntDel:	1.7	1.7	1.7	0.1	0.1	0.1	3.8	1.6	1.6	3.3	0.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	14.8	14.8	14.8	10.6	10.6	10.6	31.7	22.8	22.8	25.3	14.4	14.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.8	14.8	14.8	10.6	10.6	10.6	31.7	22.8	22.8	25.3	14.4	14.4
LOS by Move:	B	B	B	B	B	B	C	C	C	C	B	B
HCM2kAvgQ:	7	7	7	2	2	2	1	4	4	5	5	5

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

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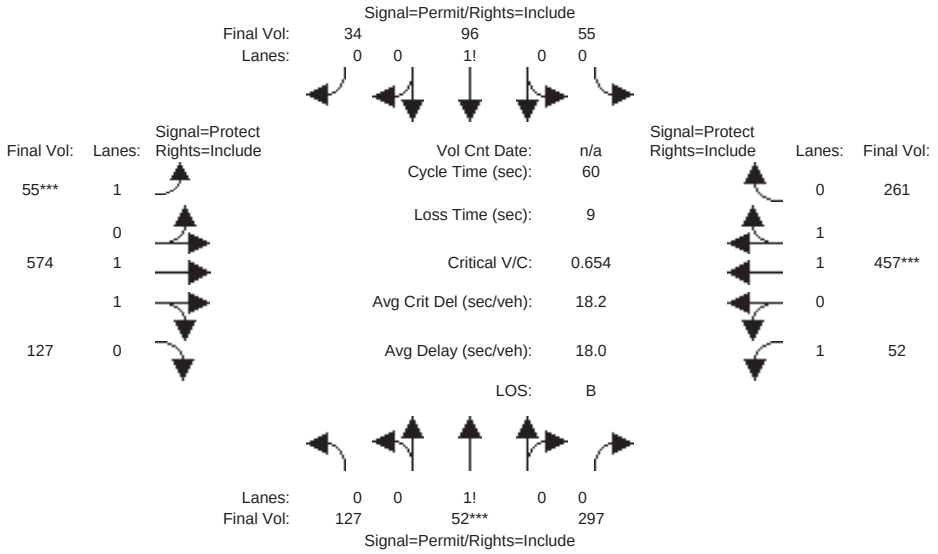
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul wProj (PM)

Intersection #4031: Southside Rd and Union Rd



Street Name:	Southside Rd						Union Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	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	52	297	51	96	34	55	561	127	52	450	259
Growth Adj:	1.00	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	52	297	51	96	34	55	561	127	52	450	259
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Prject Trip:	0	0	0	4	0	0	0	13	0	0	7	2
Initial Fut:	127	52	297	55	96	34	55	574	127	52	457	261
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	52	297	55	96	34	55	574	127	52	457	261
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	52	297	55	96	34	55	574	127	52	457	261
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	52	297	55	96	34	55	574	127	52	457	261
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.95	0.92	0.92	0.95	0.90	0.90
Lanes:	0.27	0.11	0.62	0.30	0.52	0.18	1.00	1.64	0.36	1.00	1.27	0.73
Final Sat.:	403	165	943	450	785	278	1805	2876	636	1805	2171	1240
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.32	0.12	0.12	0.12	0.03	0.20	0.20	0.03	0.21	0.21
Crit Moves:		****					****				****	
Green Time:	28.9	28.9	28.9	28.9	28.9	28.9	2.8	19.3	19.3	2.8	19.3	19.3
Volume/Cap:	0.65	0.65	0.65	0.25	0.25	0.25	0.65	0.62	0.62	0.62	0.65	0.65
Uniform Del:	11.8	11.8	11.8	9.2	9.2	9.2	28.1	17.2	17.2	28.1	17.5	17.5
IncremntDel:	2.2	2.2	2.2	0.2	0.2	0.2	17.0	1.1	1.1	13.4	1.4	1.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	13.9	13.9	13.9	9.4	9.4	9.4	45.2	18.3	18.3	41.5	18.9	18.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.9	13.9	13.9	9.4	9.4	9.4	45.2	18.3	18.3	41.5	18.9	18.9
LOS by Move:	B	B	B	A	A	A	D	B	B	D	B	B
HCM2kAvgQ:	8	8	8	2	2	2	1	6	6	2	7	7

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

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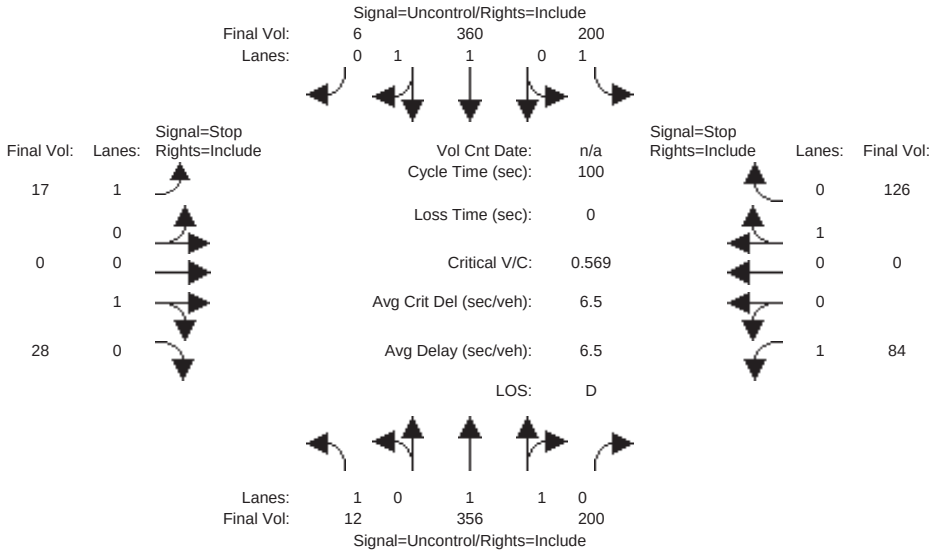
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul wProj (AM)

Intersection #4370: Fairview Rd and Cielo Vista Dr/ Proj Entrance (Signalized)



Street Name:	Fairview Rd						Cielo Vista Dr/Proj Entrance (Sig					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	12	356	187	173	360	6	17	0	28	43	0	44
Growth Adj:	1.00	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	356	187	173	360	6	17	0	28	43	0	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Prject Trip:	0	0	13	27	0	0	0	0	0	41	0	82
Initial Fut:	12	356	200	200	360	6	17	0	28	84	0	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:	12	356	200	200	360	6	17	0	28	84	0	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	12	356	200	200	360	6	17	0	28	84	0	126
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	366	xxxx	xxxxx	556	xxxx	xxxxx	965	1343	183	1060	1246	278
Potent Cap.:	1204	xxxx	xxxxx	1025	xxxx	xxxxx	212	153	834	181	175	725
Move Cap.:	1204	xxxx	xxxxx	1025	xxxx	xxxxx	148	122	834	148	140	725
Volume/Cap:	0.01	xxxx	xxxx	0.20	xxxx	xxxx	0.11	0.00	0.03	0.57	0.00	0.17
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.7	xxxx	xxxxx	0.4	xxxx	xxxxx	2.9	xxxx	xxxxx
Control Del:	8.0	xxxx	xxxxx	9.4	xxxx	xxxxx	32.5	xxxx	xxxxx	57.5	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	D	*	*	F	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	834	xxxx	xxxx	725
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.1	xxxxx	xxxx	0.6
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.5	xxxxx	xxxx	11.0
Shared LOS:	*	*	*	*	*	*	*	*	A	*	*	B
ApproachDel:	xxxxxx			xxxxxx			18.1			29.6		
ApproachLOS:	*			*			C			D		

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

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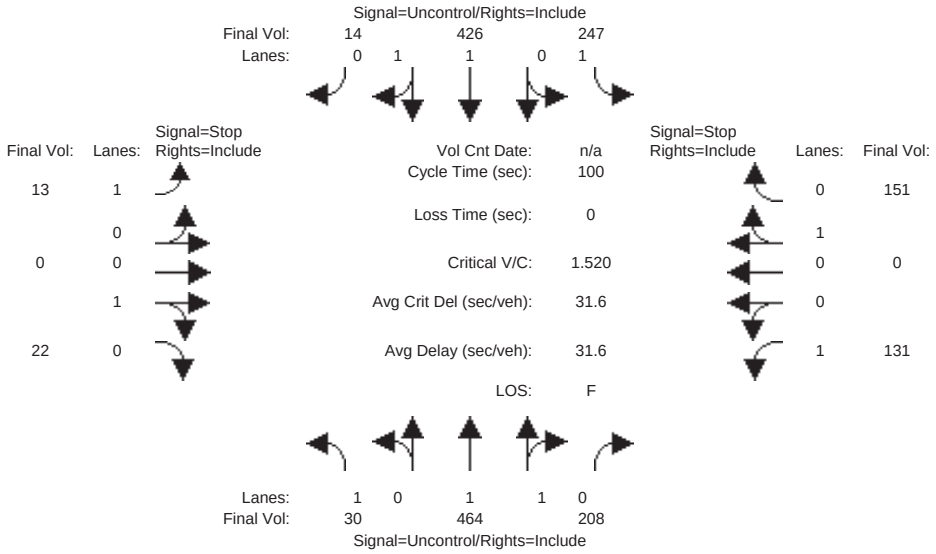
Fairview Corners Residential
Hollister, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul wProj (PM)

Intersection #4370: Fairview Rd and Cielo Vista Dr/ Proj Entrance (Signalized)



Street Name:	Fairview Rd						Cielo Vista Dr/Proj Entrance (Sig					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	30	464	162	154	426	14	13	0	22	104	0	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	464	162	154	426	14	13	0	22	104	0	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Prject Trip:	0	0	46	93	0	0	0	0	0	27	0	54
Initial Fut:	30	464	208	247	426	14	13	0	22	131	0	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	464	208	247	426	14	13	0	22	131	0	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	30	464	208	247	426	14	13	0	22	131	0	151
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	440	xxxx	xxxxx	672	xxxx	xxxxx	1219	1659	220	1335	1562	336
Potent Cap.:	1131	xxxx	xxxxx	928	xxxx	xxxxx	139	99	790	114	113	666
Move Cap.:	1131	xxxx	xxxxx	928	xxxx	xxxxx	83	70	790	86	81	666
Volume/Cap:	0.03	xxxx	xxxx	0.27	xxxx	xxxx	0.16	0.00	0.03	1.52	0.00	0.23
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	1.1	xxxx	xxxxx	0.5	xxxx	xxxxx	10.3	xxxx	xxxxx
Control Del:	8.3	xxxx	xxxxx	10.3	xxxx	xxxxx	55.9	xxxx	xxxxx	369.2	xxxx	xxxxx
LOS by Move:	A	*	*	B	*	*	F	*	*	F	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	790	xxxx	xxxx	666
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.1	xxxxx	xxxx	0.9
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.7	xxxxx	xxxx	12.0
Shared LOS:	*	*	*	*	*	*	*	*	A	*	*	B
ApproachDel:	xxxxxx			xxxxxx			26.9			177.9		
ApproachLOS:	*			*			D			F		

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

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Appendix D

Peak-Hour Signal Warrant Checks

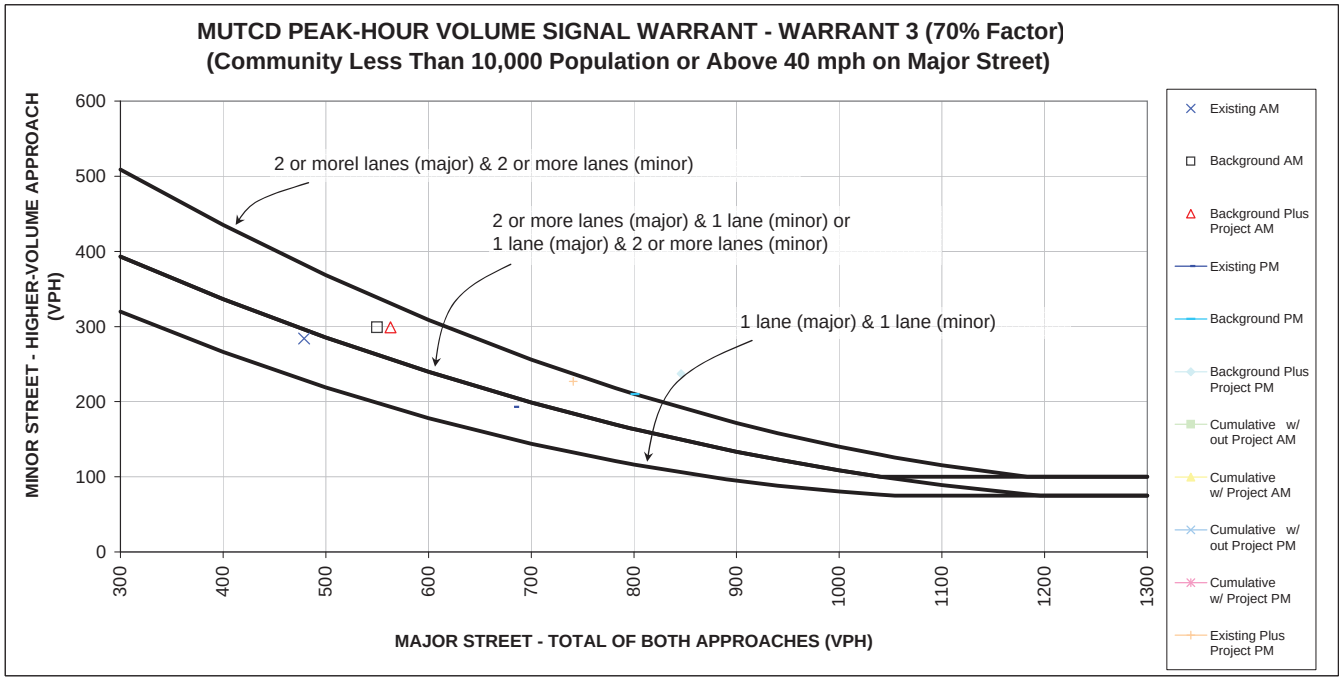
Signal Warrant Analysis Summary

Intersection Name	Warrant Met?							
	Existing Conditions		Existing Plus Project		Cumulative w/ out Project Conditions		Cumulative w/ Project Conditions	
	AM	PM	AM	PM	AM	PM	AM	PM
Existing Unsignalized Intersections								
Fairview Road/Ridgemark Drive and Airline Highway	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**
Enterprise Road and Airline Highway	No	No	No	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**
Fairview Road and Cielo Vista Drive/Fut Proj Entrance	No	No	No	No	**Yes**	**Yes**	**Yes**	**Yes**
Valley View Road and Union Road	No	No	No	No	No	No	No	No
Valley View Road and Sunnyslope Road	No	No	No	No	No	**Yes**	No	**Yes**
Fairview Road and Hillcrest Road	**Yes**	No	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**
Memorial Drive and Hillcrest Road	No	No	No	No	**Yes**	**Yes**	**Yes**	**Yes**
Fairview Road and Santa Ana Road	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**
Fairview Road and McCloskey Road	No	No	No	No	**Yes**	**Yes**	**Yes**	**Yes**

Notes:
Signal warrant analysis based on the Peak Hour Signal Warrant #3, Figure 4C CAMUTCD, 2010 Edition.

Fairview Corners Residential

1 . Fairview Road/Ridgemark Dr & Airline Highway



Source: Figure 4C-4 of the Manual on Unifrom Traffic Control and Devices (MUTCD) 2010 Edition from California Department of Transportation (Caltrans).

AM Peak Hour

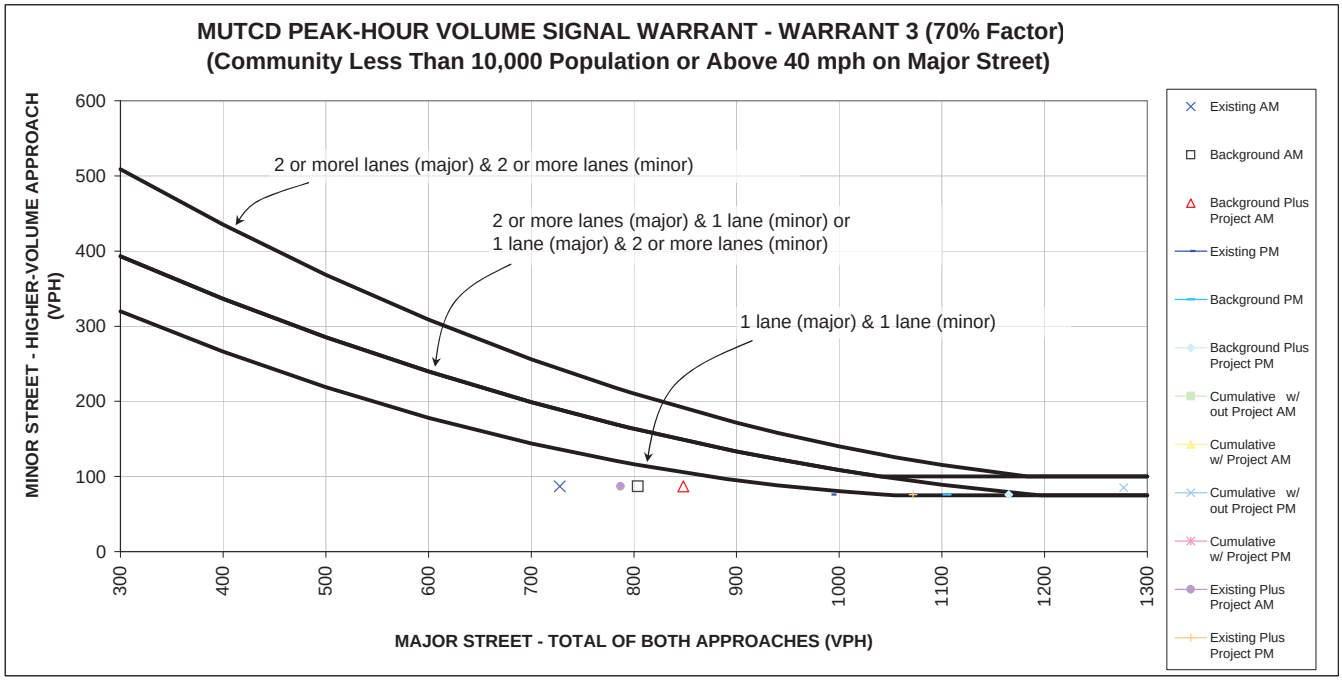
		Existing Approach Lanes: One	Existing Approach Lanes: 2 or More	Existing AM	Background AM	Existing Plus Project AM	Background Plus Project AM	Cumulative w/ out Project AM	Cumulative w/ Project AM
Major Street - Both Approaches	Airline Highway	X		479	550	496	563	1326	1339
Minor Street - Highest Approach	Fairview Road/Ridgemark Dr	X		284	299	284	299	432	432
		Warrant Met?		Yes	Yes	Yes	Yes	Yes	Yes

PM Peak Hour

		Existing Approach Lanes: One	Existing Approach Lanes: 2 or More	Existing PM	Background PM	Existing Plus Project PM	Background Plus Project PM	Cumulative w/ out Project PM	Cumulative w/ Project PM
Major Street - Both Approaches	Airline Highway	X		684	801	741	846	1543	1588
Minor Street - Highest Approach	Fairview Road/Ridgemark Dr	X		193	210	227	237	377	402
		Warrant Met?		Yes	Yes	Yes	Yes	Yes	Yes

Fairview Corners Residential

2 . Enterprise Road & Airline Highway



Source: Figure 4C-4 of the Manual on Unifrom Traffic Control and Devices (MUTCD) 2010 Edition from California Department of Transportation (Caltrans).

AM Peak Hour

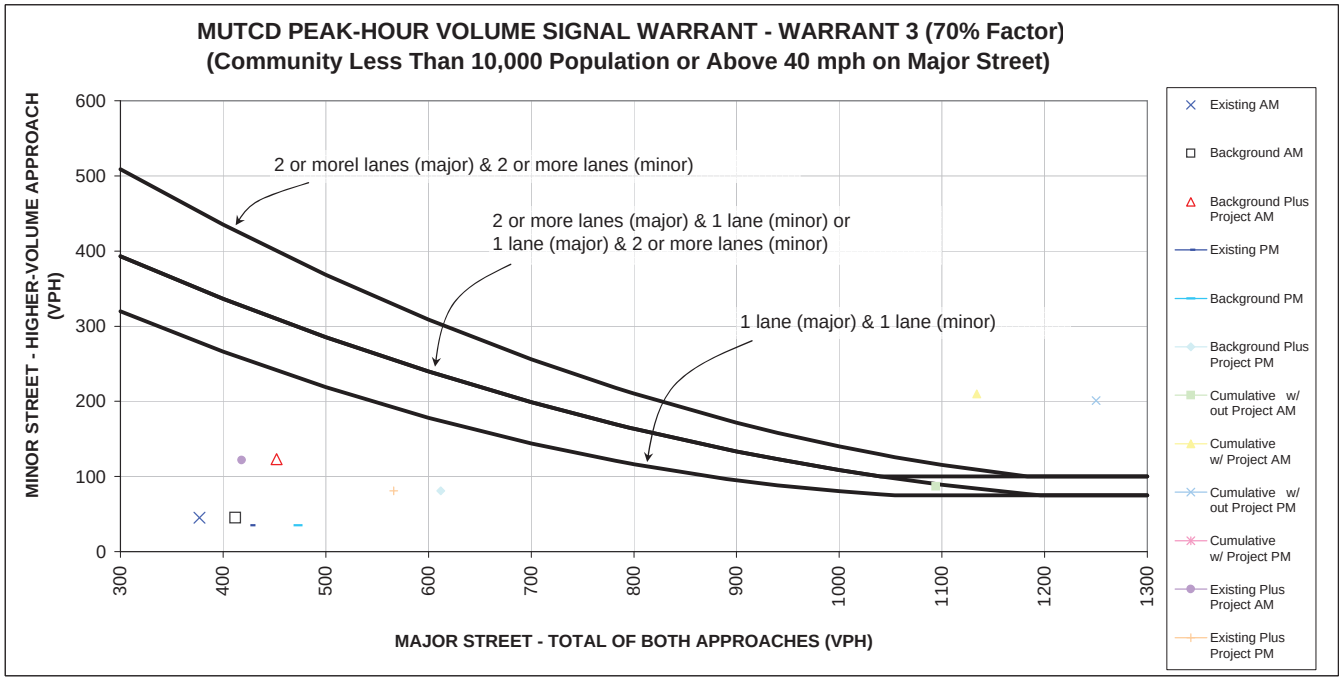
		Existing Approach Lanes: One	Existing Approach Lanes: 2 or More	Existing AM	Background AM	Existing Plus Project AM	Background Plus Project AM	Cumulative w/ out Project AM	Cumulative w/ Project AM
Major Street - Both Approaches	Airline Highway	X		728	804	787	848	1418	1462
Minor Street - Highest Approach	Enterprise Road	X		87	87	87	87	98	98
		Warrant Met?		No	No	No	No	Yes	Yes

PM Peak Hour

		Existing Approach Lanes: One	Existing Approach Lanes: 2 or More	Existing PM	Background PM	Existing Plus Project PM	Background Plus Project PM	Cumulative w/ out Project PM	Cumulative w/ Project PM
Major Street - Both Approaches	Airline Highway	X		993	1105	1072	1165	1277	1337
Minor Street - Highest Approach	Enterprise Road	X		76	76	76	76	85	85
		Warrant Met?		No	Yes	Yes	Yes	Yes	Yes

Fairview Corners Residential

3 . Fairview Road & Cielo Vista Drive/Fut Proj Entrance



Source: Figure 4C-4 of the Manual on Unifrom Traffic Control and Devices (MUTCD) 2010 Edition from California Department of Transportation (Caltrans).

AM Peak Hour

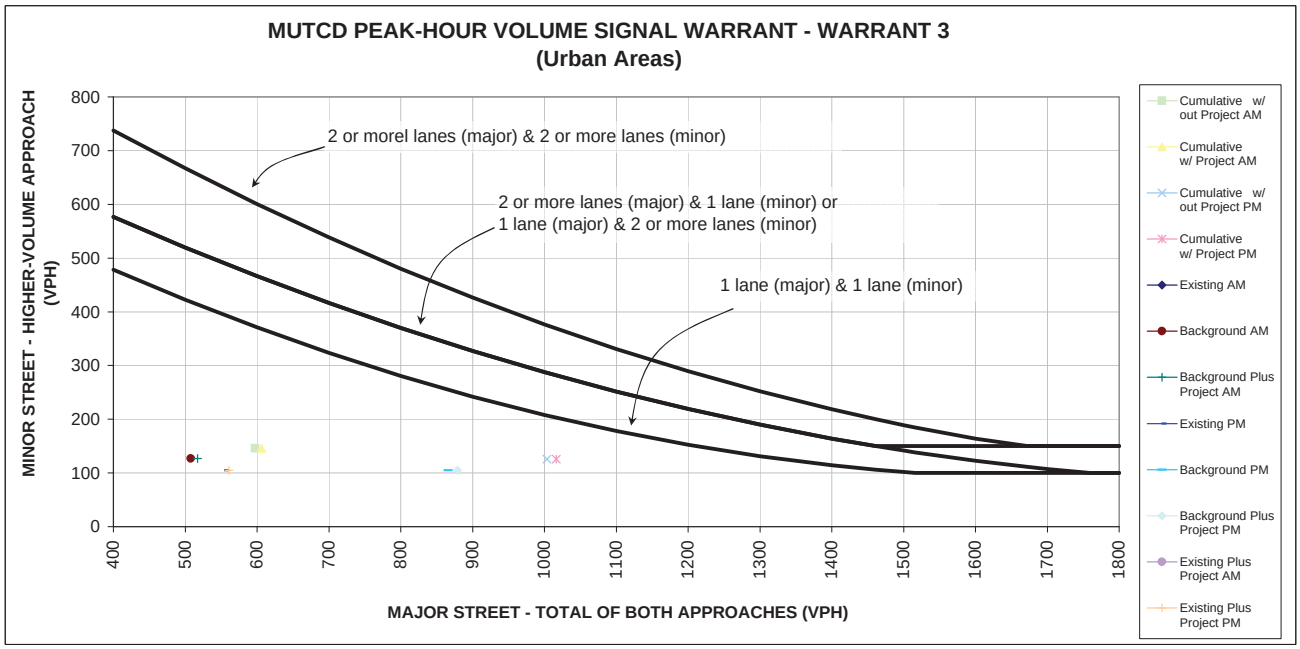
		Existing Approach Lanes: One	Existing Approach Lanes: 2 or More	Existing AM	Background AM	Existing Plus Project AM	Background Plus Project AM	Cumulative w/ out Project AM	Cumulative w/ Project AM
Major Street - Both Approaches	Fairview Road	X		377	412	418	452	1094	1134
Minor Street - Highest Approach	Cielo Vista Drive/Fut Res Proj Entrance	X		45	45	122	123	87	210
		Warrant Met?		No	No	No	No	Yes	Yes

PM Peak Hour

		Existing Approach Lanes: One	Existing Approach Lanes: 2 or More	Existing PM	Background PM	Existing Plus Project PM	Background Plus Project PM	Cumulative w/ out Project PM	Cumulative w/ Project PM
Major Street - Both Approaches	Fairview Road	X		427	473	566	612	1250	1389
Minor Street - Highest Approach	Cielo Vista Drive/Fut Res Proj Entrance	X		35	35	81	81	201	282
		Warrant Met?		No	No	No	No	Yes	Yes

Fairview Corners Residential

5 . Valley View Road & Union Road



Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) 2010 Edition from California Department of Transportation (Caltrans).

AM Peak Hour

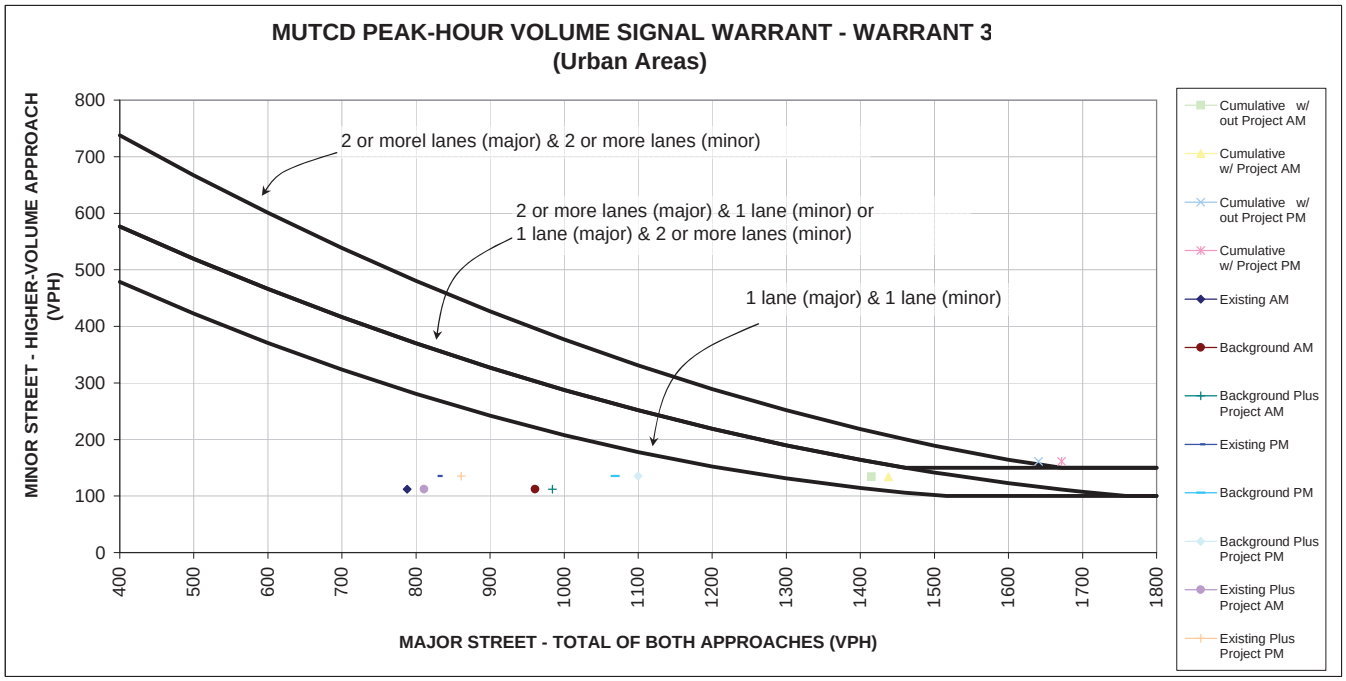
		Existing Approach Lanes		Existing AM	Background AM	Existing Plus Project AM	Background Plus Project AM	Cumulative w/ out Project AM	Cumulative w/ Project AM
		One	2 or More						
Major Street - Both Approaches	Union Road	X		276	508	281	517	597	606
Minor Street - Highest Approach	Valley View Road	X		121	127	121	127	146	146
		Warrant Met?		No	No	No	No	No	No

PM Peak Hour

		Existing Approach Lanes		Existing PM	Background PM	Existing Plus Project PM	Background Plus Project PM	Cumulative w/ out Project PM	Cumulative w/ Project PM
		One	2 or More						
Major Street - Both Approaches	Union Road	X		555	866	561	879	1004	1017
Minor Street - Highest Approach	Valley View Road	X		105	105	105	105	125	125
		Warrant Met?		No	No	No	No	No	No

Fairview Corners Residential

12 . Valley View Road & Sunnyslope Road



Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) 2010 Edition from California Department of Transportation (Caltrans).

AM Peak Hour

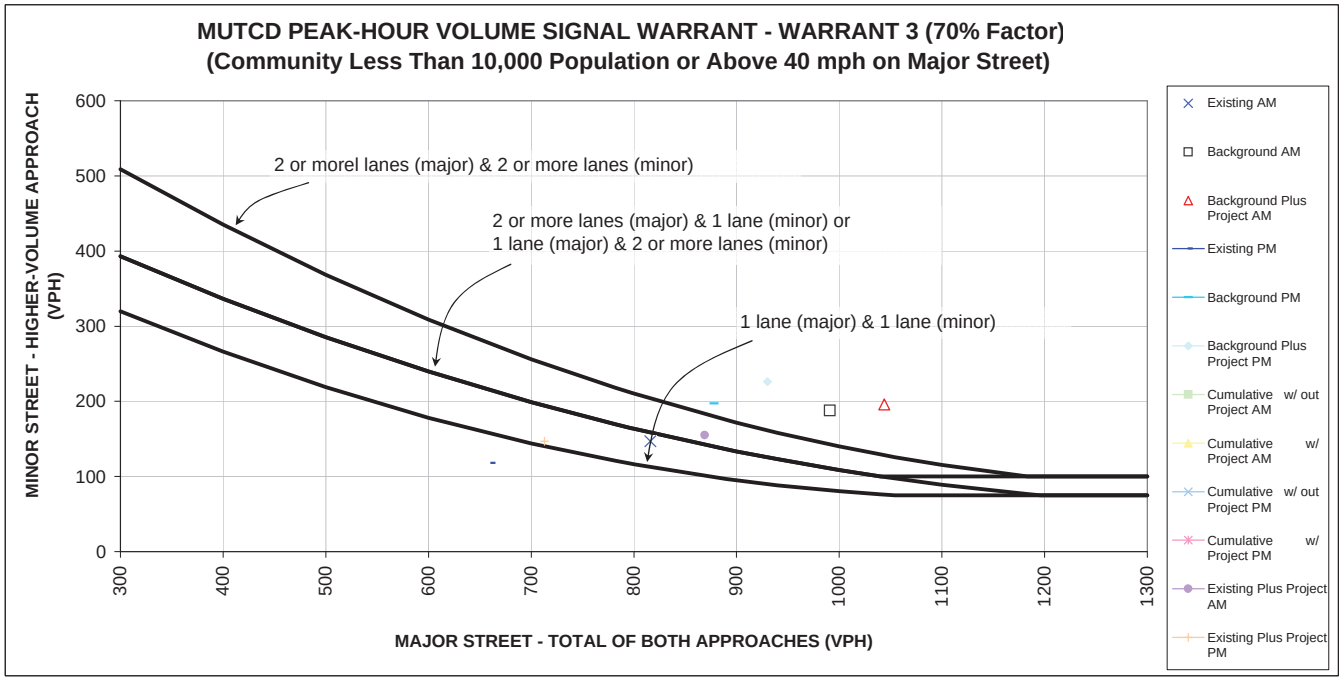
		Existing Approach Lanes: One	Existing Approach Lanes: 2 or More	Existing AM	Background AM	Existing Plus Project AM	Background Plus Project AM	Cumulative w/ out Project AM	Cumulative w/ Project AM
Major Street - Both Approaches	Sunnyslope Road	X		788	961	811	984	1415	1438
Minor Street - Highest Approach	Valley View Road	X		112	112	112	112	134	134
		Warrant Met?		No	No	No	No	No	No

PM Peak Hour

		Existing Approach Lanes: One	Existing Approach Lanes: 2 or More	Existing PM	Background PM	Existing Plus Project PM	Background Plus Project PM	Cumulative w/ out Project PM	Cumulative w/ Project PM
Major Street - Both Approaches	Sunnyslope Road	X		830	1069	861	1100	1641	1672
Minor Street - Highest Approach	Valley View Road	X		135	135	135	135	161	161
		Warrant Met?		No	No	No	No	Yes	Yes

Fairview Corners Residential

14 . Fairview Road & Hillcrest Road



Source: Figure 4C-4 of the Manual on Unifrom Traffic Control and Devices (MUTCD) 2010 Edition from California Department of Transportation (Caltrans).

AM Peak Hour

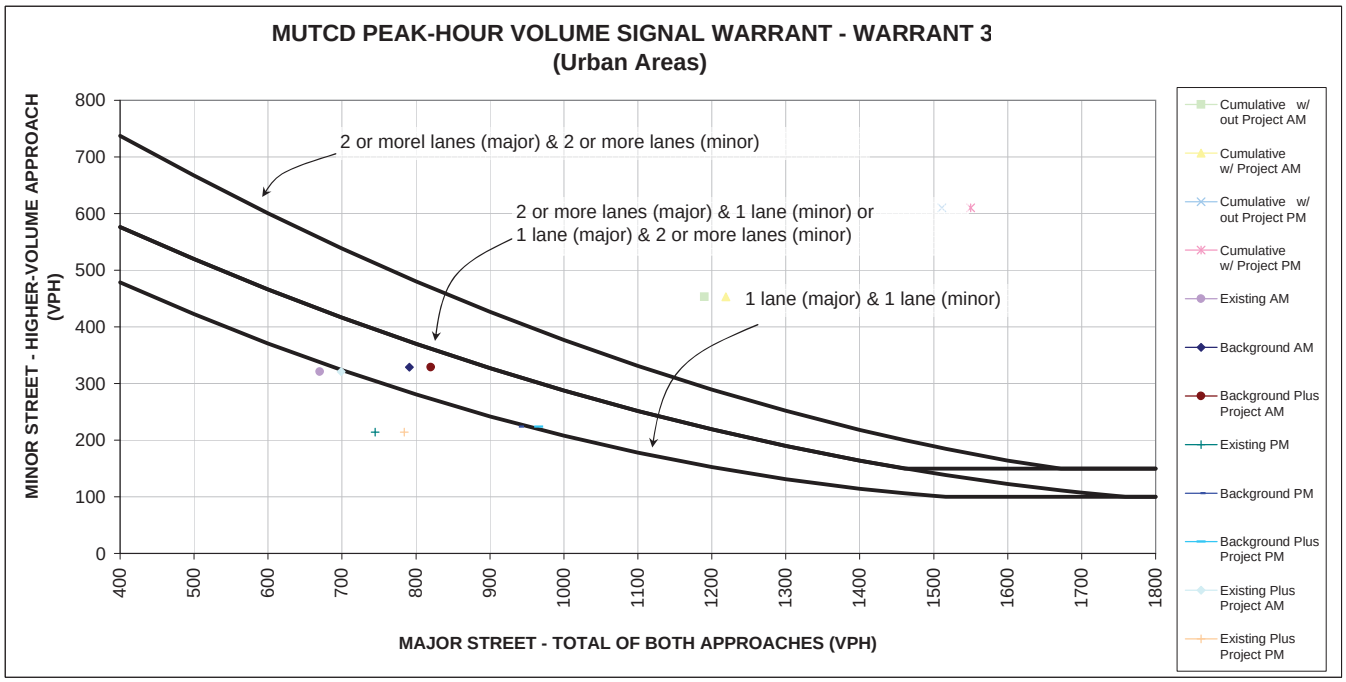
		Existing Approach Lanes: One	Existing Approach Lanes: 2 or More	Existing AM	Background AM	Existing Plus Project AM	Background Plus Project AM	Cumulative w/ out Project AM	Cumulative w/ Project AM
Major Street - Both Approaches	Fairview Road	X		816	991	869	1044	1304	1357
Minor Street - Highest Approach	Hillcrest Road	X		147	188	155	196	393	393
		Warrant Met?		Yes	Yes	Yes	Yes	Yes	Yes

PM Peak Hour

		Existing Approach Lanes: One	Existing Approach Lanes: 2 or More	Existing PM	Background PM	Existing Plus Project PM	Background Plus Project PM	Cumulative w/ out Project PM	Cumulative w/ Project PM
Major Street - Both Approaches	Fairview Road	X		661	878	713	930	1488	1540
Minor Street - Highest Approach	Hillcrest Road	X		118	197	147	226	433	462
		Warrant Met?		No	Yes	Yes	Yes	Yes	Yes

Fairview Corners Residential

15 . Memorial Drive & Hillcrest Road



Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) 2010 Edition from California Department of Transportation (Caltrans).

AM Peak Hour

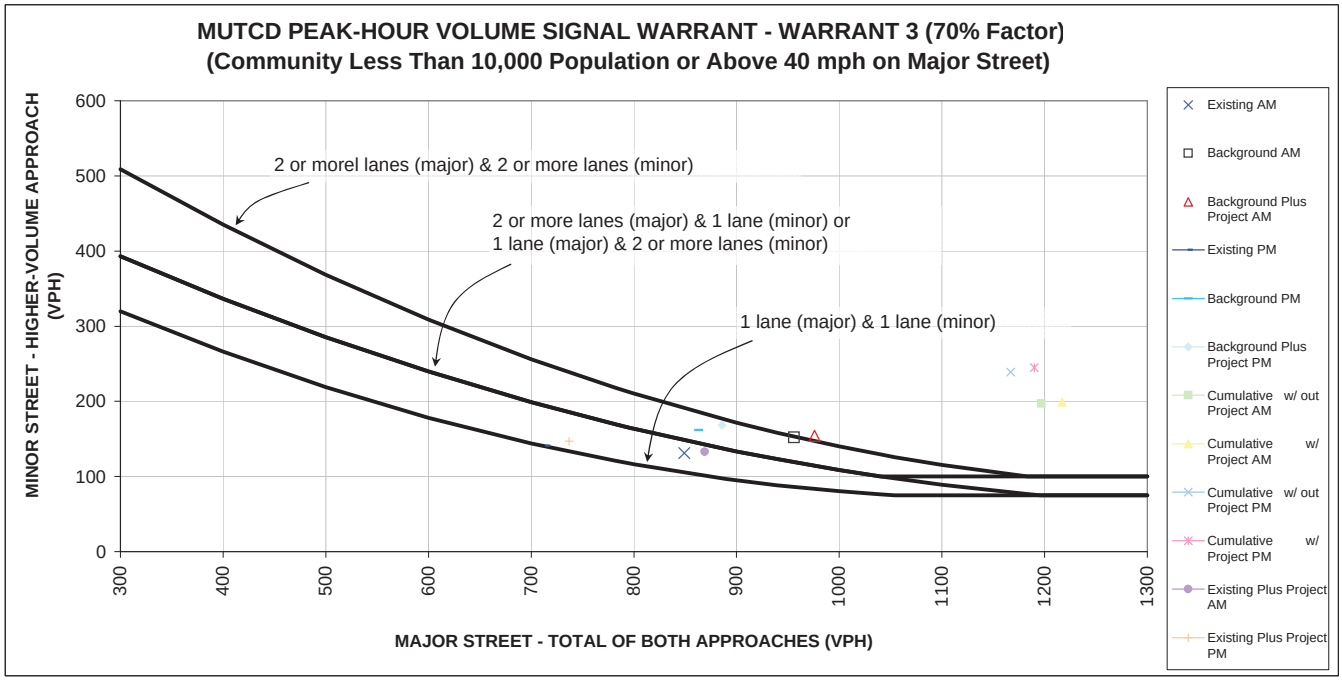
		Existing Approach Lanes: One	Existing Approach Lanes: 2 or More	Existing AM	Background AM	Existing Plus Project AM	Background Plus Project AM	Cumulative w/ out Project AM	Cumulative w/ Project AM
Major Street - Both Approaches	Hillcrest Road	X		670	791	699	820	1190	1219
Minor Street - Highest Approach	Memorial Drive	X		321	329	321	329	453	453
		Warrant Met?		No	Yes	No	Yes	Yes	Yes

PM Peak Hour

		Existing Approach Lanes: One	Existing Approach Lanes: 2 or More	Existing PM	Background PM	Existing Plus Project PM	Background Plus Project PM	Cumulative w/ out Project PM	Cumulative w/ Project PM
Major Street - Both Approaches	Hillcrest Road	X		745	927	784	966	1511	1550
Minor Street - Highest Approach	Memorial Drive	X		214	224	214	224	610	610
		Warrant Met?		No	Yes	No	Yes	Yes	Yes

Fairview Corners Residential

18 . Fairview Road & Santa Ana Road



Source: Figure 4C-4 of the Manual on Unifrom Traffic Control and Devices (MUTCD) 2010 Edition from California Department of Transportation (Caltrans).

AM Peak Hour

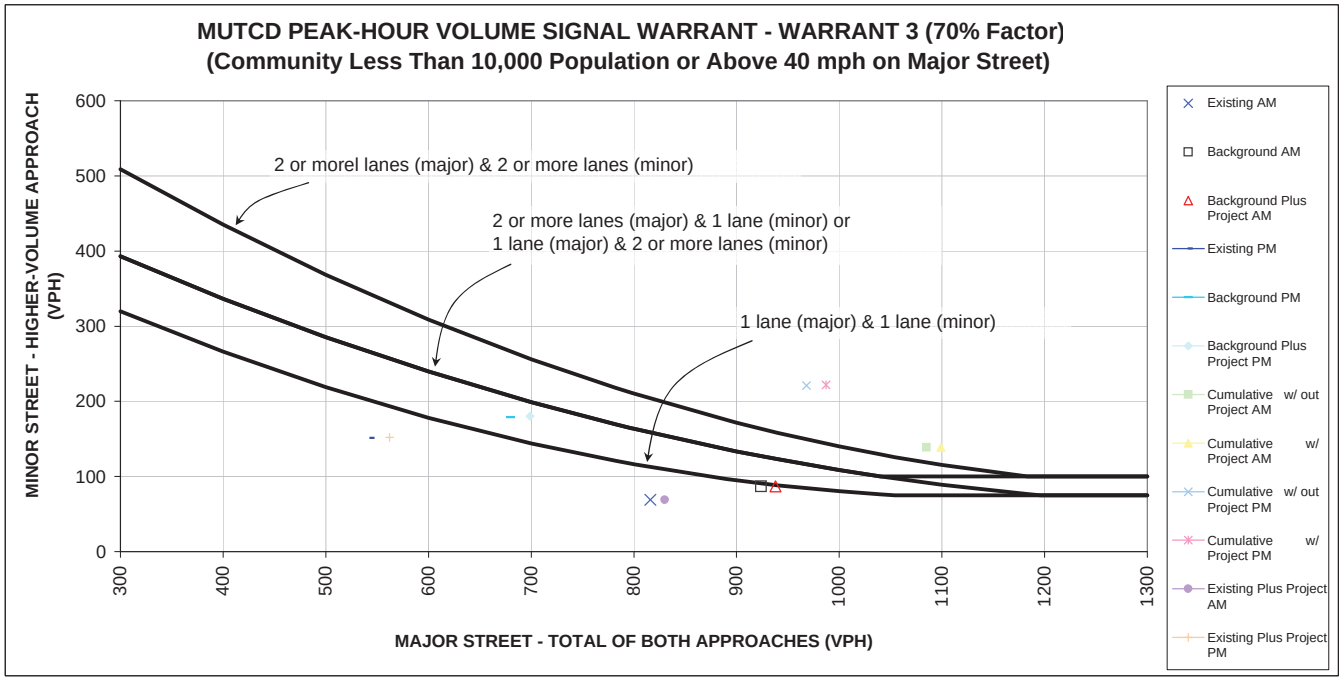
		Approach Lanes: One	Approach Lanes: 2 or More	Existing AM	Background AM	Existing Plus Project AM	Background Plus Project AM	Cumulative w/ out Project AM	Cumulative w/ Project AM
Major Street - Both Approaches	Fairview Road	X		849	956	869	976	1197	1217
Minor Street - Highest Approach	Santa Ana Road	X		131	152	133	154	197	199
		Warrant Met?		Yes	Yes	Yes	Yes	Yes	Yes

PM Peak Hour

		Approach Lanes: One	Approach Lanes: 2 or More	Existing PM	Background PM	Existing Plus Project PM	Background Plus Project PM	Cumulative w/ out Project PM	Cumulative w/ Project PM
Major Street - Both Approaches	Fairview Road	X		714	863	737	886	1167	1190
Minor Street - Highest Approach	Santa Ana Road	X		141	162	147	168	239	245
		Warrant Met?		Yes	Yes	Yes	Yes	Yes	Yes

Fairview Corners Residential

19 . Fairview Road & McCloskey Road



Source: Figure 4C-4 of the Manual on Unifrom Traffic Control and Devices (MUTCD) 2010 Edition from California Department of Transportation (Caltrans).

AM Peak Hour

		Approach Lanes: One	Approach Lanes: 2 or More	Existing AM	Background AM	Existing Plus Project AM	Background Plus Project AM	Cumulative w/ out Project AM	Cumulative w/ Project AM
Major Street - Both Approaches	Fairview Road	X		816	924	830	938	1085	1099
Minor Street - Highest Approach	McCloskey Road	X		69	87	69	87	139	139
		Warrant Met?		No	Yes	No	Yes	Yes	Yes

PM Peak Hour

		Approach Lanes: One	Approach Lanes: 2 or More	Existing PM	Background PM	Existing Plus Project PM	Background Plus Project PM	Cumulative w/ out Project PM	Cumulative w/ Project PM
Major Street - Both Approaches	Fairview Road	X		543	680	562	699	968	987
Minor Street - Highest Approach	McCloskey Road	X		151	179	152	180	221	222
		Warrant Met?		No	Yes	No	Yes	Yes	Yes

Appendix E

Two-Lane Highway Level of Service Calculations

Table ES 3
Two-Way Two-Lane Highway Levels of Service Summary

Segment	Peak Hour	Existing Conditions		Existing Plus Project	
		% Time-Spent-Following	LOS	% Time-Spent-Following	LOS
SR 25 - Between US 101 and SR 156	AM	**87.1%**	**E**	**87.3%**	**E**
	PM	**88.3%**	**E**	**88.6%**	**E**
SR 156 - Between The Alameda and Union Rd	AM	**89.8%**	**E**	**90.1%**	**E**
	PM	**89.0%**	**E**	**89.2%**	**E**

Notes:
Based on the Two-Way-Two-Lane Highway Segment LOS Methodology from Chapter 20 of the Highway Capacity Manual.
Entries denoted in **bold** indicate conditions that exceed Caltrans' current level of service standard.

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Two-Way Two-Lane Highway Segment Analysis

Analyst	HT
Agency/Co.	
Date Performed	7-6-10
Analysis Time Period	Existing AM
Highway	SR 25
From/To	US 101 and SR 156
Jurisdiction	Caltrans
Analysis Year	2010
Description	Fairview Corners Residential

Input Data

Highway class	Class 1				
Shoulder width	8.0	ft	Peak-hour factor, PHF	0.88	
Lane width	12.0	ft	% Trucks and buses	10	%
Segment length	8.5	mi	% Recreational vehicles	0	%
Terrain type	Level		% No-passing zones	100	%
Grade: Length		mi	Access points/mi	0	/mi
Up/down		%			

Two-way hourly volume, V	1707	veh/h	
Directional split	79 / 21	%	

Average Travel Speed

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.1	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor,	0.990	
Two-way flow rate,(note-1) vp	1959	pc/h
Highest directional split proportion (note-2)	1548	pc/h
Free-Flow Speed from Field Measurement:		
Field measured speed, SFM	-	mi/h
Observed volume, Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, BFFS	60.0	mi/h
Adj. for lane and shoulder width, fLS	0.4*	mi/h
Adj. for access points, fA	0.0*	mi/h
Free-flow speed, FFS	59.6	mi/h
Adjustment for no-passing zones, fnp	1.3*	mi/h
Average travel speed, ATS	43.1	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.0	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor, fHV	1.000	
Two-way flow rate,(note-1) vp	1940	pc/h
Highest directional split proportion (note-2)	1533	
Base percent time-spent-following, BPTSF	81.8	%
Adj.for directional distribution and no-passing zones, fd/np	5.3	
Percent time-spent-following, PTSF	87.1	%

Level of Service and Other Performance Measures

Level of service, LOS	E	
Volume to capacity ratio, v/c	0.61	
Peak 15-min vehicle-miles of travel, VMT15	4122	veh-mi
Peak-hour vehicle-miles of travel, VMT60	14510	veh-mi
Peak 15-min total travel time, TT15	95.6	veh-h

Notes:
1. If vp >= 3200 pc/h, terminate analysis-the LOS is F.
2. If highest directional split vp >= 1700 pc/h, terminate analysis-the LOS is F.

* These items have been entered or edited to override calculated value

HCS2000: Two-Lane Highways Release 4.1d

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Two-Way Two-Lane Highway Segment Analysis

Analyst	HT
Agency/Co.	
Date Performed	2-4-11
Analysis Time Period	Existing Plus Project AM
Highway	SR 25
From/To	US 101 and SR 156
Jurisdiction	Caltrans
Analysis Year	2011
Description	Fairview Corners Residential

Input Data

Highway class	Class 1				
Shoulder width	8.0	ft	Peak-hour factor, PHF	0.88	
Lane width	12.0	ft	% Trucks and buses	10	%
Segment length	8.5	mi	% Recreational vehicles	0	%
Terrain type	Level		% No-passing zones	100	%
Grade: Length		mi	Access points/mi	0	/mi
Up/down		%			

Two-way hourly volume, V	1723	veh/h	
Directional split	79 / 21	%	

Average Travel Speed

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.1	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor,	0.990	
Two-way flow rate,(note-1) vp	1978	pc/h
Highest directional split proportion (note-2)	1563	pc/h
Free-Flow Speed from Field Measurement:		
Field measured speed, SFM	-	mi/h
Observed volume, Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, BFFS	60.0	mi/h
Adj. for lane and shoulder width, fLS	0.4*	mi/h
Adj. for access points, fA	0.0*	mi/h
Free-flow speed, FFS	59.6	mi/h
Adjustment for no-passing zones, fnp	1.3*	mi/h
Average travel speed, ATS	43.0	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.0	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor, fHV	1.000	
Two-way flow rate,(note-1) vp	1958	pc/h
Highest directional split proportion (note-2)	1547	
Base percent time-spent-following, BPTSF	82.1	%
Adj.for directional distribution and no-passing zones, fd/np	5.1	
Percent time-spent-following, PTSF	87.3	%

Level of Service and Other Performance Measures

Level of service, LOS	E	
Volume to capacity ratio, v/c	0.62	
Peak 15-min vehicle-miles of travel, VMT15	4161	veh-mi
Peak-hour vehicle-miles of travel, VMT60	14646	veh-mi
Peak 15-min total travel time, TT15	96.9	veh-h

Notes:
1. If vp >= 3200 pc/h, terminate analysis-the LOS is F.
2. If highest directional split vp >= 1700 pc/h, terminate analysis-the LOS is F.

* These items have been entered or edited to override calculated value

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Two-Way Two-Lane Highway Segment Analysis

Analyst	HT
Agency/Co.	
Date Performed	7-6-10
Analysis Time Period	Existing PM
Highway	SR 25
From/To	US 101 and SR 156
Jurisdiction	Caltrans
Analysis Year	2010
Description	Fairview Corners Residential

Input Data

Highway class	Class 1				
Shoulder width	8.0	ft	Peak-hour factor, PHF	0.88	
Lane width	12.0	ft	% Trucks and buses	10	%
Segment length	8.5	mi	% Recreational vehicles	0	%
Terrain type	Level		% No-passing zones	100	%
Grade: Length		mi	Access points/mi	0	/mi
Up/down		%			

Two-way hourly volume, V	1821	veh/h	
Directional split	74 / 26	%	

Average Travel Speed

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.1	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor,	0.990	
Two-way flow rate,(note-1) vp	2090	pc/h
Highest directional split proportion (note-2)	1547	pc/h
Free-Flow Speed from Field Measurement:		
Field measured speed, SFM	-	mi/h
Observed volume, Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, BFFS	60.0	mi/h
Adj. for lane and shoulder width, fLS	0.4*	mi/h
Adj. for access points, fA	0.0*	mi/h
Free-flow speed, FFS	59.6	mi/h
Adjustment for no-passing zones, fnp	1.3*	mi/h
Average travel speed, ATS	42.1	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.0	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor, fHV	1.000	
Two-way flow rate,(note-1) vp	2069	pc/h
Highest directional split proportion (note-2)	1531	
Base percent time-spent-following, BPTSF	83.8	%
Adj.for directional distribution and no-passing zones, fd/np	4.5	
Percent time-spent-following, PTSF	88.3	%

Level of Service and Other Performance Measures

Level of service, LOS	E	
Volume to capacity ratio, v/c	0.65	
Peak 15-min vehicle-miles of travel, VMT15	4397	veh-mi
Peak-hour vehicle-miles of travel, VMT60	15479	veh-mi
Peak 15-min total travel time, TT15	104.5	veh-h

Notes:
1. If vp >= 3200 pc/h, terminate analysis-the LOS is F.
2. If highest directional split vp >= 1700 pc/h, terminate analysis-the LOS is F.

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Two-Way Two-Lane Highway Segment Analysis

Analyst	HT
Agency/Co.	
Date Performed	2-4-11
Analysis Time Period	Existing Plus Project PM
Highway	SR 25
From/To	US 101 and SR 156
Jurisdiction	Caltrans
Analysis Year	2011
Description	Fairview Corners Residential

Input Data

Highway class	Class 1				
Shoulder width	8.0	ft	Peak-hour factor, PHF	0.88	
Lane width	12.0	ft	% Trucks and buses	10	%
Segment length	8.5	mi	% Recreational vehicles	0	%
Terrain type	Level		% No-passing zones	100	%
Grade: Length		mi	Access points/mi	0	/mi
Up/down		%			

Two-way hourly volume, V	1843	veh/h	
Directional split	74 / 26	%	

Average Travel Speed

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.1	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor,	0.990	
Two-way flow rate,(note-1) vp	2115	pc/h
Highest directional split proportion (note-2)	1565	pc/h
Free-Flow Speed from Field Measurement:		
Field measured speed, SFM	-	mi/h
Observed volume, Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, BFFS	60.0	mi/h
Adj. for lane and shoulder width, fLS	0.4*	mi/h
Adj. for access points, fA	0.0*	mi/h
Free-flow speed, FFS	59.6	mi/h
Adjustment for no-passing zones, fnp	1.3*	mi/h
Average travel speed, ATS	41.9	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.0	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor, fHV	1.000	
Two-way flow rate,(note-1) vp	2094	pc/h
Highest directional split proportion (note-2)	1550	
Base percent time-spent-following, BPTSF	84.1	%
Adj.for directional distribution and no-passing zones, fd/np	4.5	
Percent time-spent-following, PTSF	88.6	%

Level of Service and Other Performance Measures

Level of service, LOS	E	
Volume to capacity ratio, v/c	0.66	
Peak 15-min vehicle-miles of travel, VMT15	4450	veh-mi
Peak-hour vehicle-miles of travel, VMT60	15666	veh-mi
Peak 15-min total travel time, TT15	106.2	veh-h

Notes:
1. If vp >= 3200 pc/h, terminate analysis-the LOS is F.
2. If highest directional split vp >= 1700 pc/h, terminate analysis-the LOS is F.

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Two-Way Two-Lane Highway Segment Analysis

Analyst	HT
Agency/Co.	
Date Performed	7-6-10
Analysis Time Period	Existing AM
Highway	SR 156
From/To	The Alameda to Union Rd
Jurisdiction	Caltrans
Analysis Year	2010
Description	Fairview Corners Residential

Input Data

Highway class	Class 1				
Shoulder width	5.0	ft	Peak-hour factor, PHF	0.88	
Lane width	12.0	ft	% Trucks and buses	14	%
Segment length	4.3	mi	% Recreational vehicles	0	%
Terrain type	Level		% No-passing zones	30	%
Grade: Length		mi	Access points/mi	1	/mi
Up/down		%			

Two-way hourly volume, V	2053	veh/h	
Directional split	66 / 34	%	

Average Travel Speed

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.1	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor,	0.986	
Two-way flow rate,(note-1) vp	2366	pc/h
Highest directional split proportion (note-2)	1562	pc/h
Free-Flow Speed from Field Measurement:		
Field measured speed, SFM	-	mi/h
Observed volume, Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, BFFS	60.0	mi/h
Adj. for lane and shoulder width, fLS	1.7*	mi/h
Adj. for access points, fA	0.3*	mi/h
Free-flow speed, FFS	58.0	mi/h
Adjustment for no-passing zones, fnp	0.6*	mi/h
Average travel speed, ATS	39.1	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.0	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor, fHV	1.000	
Two-way flow rate,(note-1) vp	2333	pc/h
Highest directional split proportion (note-2)	1540	
Base percent time-spent-following, BPTSF	87.1	%
Adj.for directional distribution and no-passing zones, fd/np	2.7	
Percent time-spent-following, PTSF	89.8	%

Level of Service and Other Performance Measures

Level of service, LOS	E	
Volume to capacity ratio, v/c	0.74	
Peak 15-min vehicle-miles of travel, VMT15	2479	veh-mi
Peak-hour vehicle-miles of travel, VMT60	8725	veh-mi
Peak 15-min total travel time, TT15	63.3	veh-h

Notes:
1. If vp >= 3200 pc/h, terminate analysis-the LOS is F.
2. If highest directional split vp >= 1700 pc/h, terminate analysis-the LOS is F.

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HCS2000: Two-Lane Highways Release 4.1d

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Two-Way Two-Lane Highway Segment Analysis

Analyst	HT
Agency/Co.	
Date Performed	2-4-11
Analysis Time Period	Existing Plus Project AM
Highway	SR 156
From/To	The Alameda to Union Rd
Jurisdiction	Caltrans
Analysis Year	2011
Description	Fairview Corners Residential

Input Data

Highway class	Class 1				
Shoulder width	5.0	ft	Peak-hour factor, PHF	0.88	
Lane width	12.0	ft	% Trucks and buses	14	%
Segment length	4.3	mi	% Recreational vehicles	0	%
Terrain type	Level		% No-passing zones	30	%
Grade: Length		mi	Access points/mi	1	/mi
Up/down		%			

Two-way hourly volume, V	2068	veh/h	
Directional split	67 / 33	%	

Average Travel Speed

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.1	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor,	0.986	
Two-way flow rate,(note-1) vp	2383	pc/h
Highest directional split proportion (note-2)	1597	pc/h
Free-Flow Speed from Field Measurement:		
Field measured speed, SFM	-	mi/h
Observed volume, Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, BFFS	60.0	mi/h
Adj. for lane and shoulder width, fLS	1.7*	mi/h
Adj. for access points, fA	0.3*	mi/h
Free-flow speed, FFS	58.0	mi/h
Adjustment for no-passing zones, fnp	0.6*	mi/h
Average travel speed, ATS	39.0	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.0	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor, fHV	1.000	
Two-way flow rate,(note-1) vp	2350	pc/h
Highest directional split proportion (note-2)	1575	
Base percent time-spent-following, BPTSF	87.3	%
Adj.for directional distribution and no-passing zones, fd/np	2.8	
Percent time-spent-following, PTSF	90.1	%

Level of Service and Other Performance Measures

Level of service, LOS	E	
Volume to capacity ratio, v/c	0.74	
Peak 15-min vehicle-miles of travel, VMT15	2497	veh-mi
Peak-hour vehicle-miles of travel, VMT60	8789	veh-mi
Peak 15-min total travel time, TT15	64.0	veh-h

Notes:
1. If vp >= 3200 pc/h, terminate analysis-the LOS is F.
2. If highest directional split vp >= 1700 pc/h, terminate analysis-the LOS is F.

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HCS2000: Two-Lane Highways Release 4.1d

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Two-Way Two-Lane Highway Segment Analysis

Analyst	HT
Agency/Co.	
Date Performed	7-6-10
Analysis Time Period	Existing PM
Highway	SR 156
From/To	The Alameda to Union Rd
Jurisdiction	Caltrans
Analysis Year	2010
Description	Fairview Corners Residential

Input Data

Highway class	Class 1				
Shoulder width	5.0	ft	Peak-hour factor, PHF	0.88	
Lane width	12.0	ft	% Trucks and buses	14	%
Segment length	4.3	mi	% Recreational vehicles	0	%
Terrain type	Level		% No-passing zones	30	%
Grade: Length		mi	Access points/mi	1	/mi
Up/down		%			

Two-way hourly volume, V 2051 veh/h
Directional split 55 / 45 %

Average Travel Speed

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.1	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor,	0.986	
Two-way flow rate,(note-1) vp	2363	pc/h
Highest directional split proportion (note-2)	1300	pc/h
Free-Flow Speed from Field Measurement:		
Field measured speed, SFM	-	mi/h
Observed volume, Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, BFFS	60.0	mi/h
Adj. for lane and shoulder width, fLS	1.7*	mi/h
Adj. for access points, fA	0.3*	mi/h
Free-flow speed, FFS	58.0	mi/h
Adjustment for no-passing zones, fnp	0.6*	mi/h
Average travel speed, ATS	39.2	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.0	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor, fHV	1.000	
Two-way flow rate,(note-1) vp	2331	pc/h
Highest directional split proportion (note-2)	1282	
Base percent time-spent-following, BPTSF	87.1	%
Adj.for directional distribution and no-passing zones, fd/np	1.9	
Percent time-spent-following, PTSF	89.0	%

Level of Service and Other Performance Measures

Level of service, LOS	E	
Volume to capacity ratio, v/c	0.74	
Peak 15-min vehicle-miles of travel, VMT15	2476	veh-mi
Peak-hour vehicle-miles of travel, VMT60	8717	veh-mi
Peak 15-min total travel time, TT15	63.2	veh-h

Notes:
1. If vp >= 3200 pc/h, terminate analysis-the LOS is F.
2. If highest directional split vp >= 1700 pc/h, terminate analysis-the LOS is F.

* These items have been entered or edited to override calculated value

HCS2000: Two-Lane Highways Release 4.1d

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Two-Way Two-Lane Highway Segment Analysis

Analyst	HT
Agency/Co.	
Date Performed	2-4-11
Analysis Time Period	Existing Plus Project PM
Highway	SR 156
From/To	The Alameda to Union Rd
Jurisdiction	Caltrans
Analysis Year	2011
Description	Fairview Corners Residential

Input Data

Highway class	Class 1				
Shoulder width	5.0	ft	Peak-hour factor, PHF	0.88	
Lane width	12.0	ft	% Trucks and buses	14	%
Segment length	4.3	mi	% Recreational vehicles	0	%
Terrain type	Level		% No-passing zones	30	%
Grade: Length		mi	Access points/mi	1	/mi
Up/down		%			

Two-way hourly volume, V	2071	veh/h	
Directional split	55 / 45	%	

Average Travel Speed

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.1	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor,	0.986	
Two-way flow rate,(note-1) vp	2386	pc/h
Highest directional split proportion (note-2)	1312	pc/h
Free-Flow Speed from Field Measurement:		
Field measured speed, SFM	-	mi/h
Observed volume, Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, BFFS	60.0	mi/h
Adj. for lane and shoulder width, fLS	1.7*	mi/h
Adj. for access points, fA	0.3*	mi/h
Free-flow speed, FFS	58.0	mi/h
Adjustment for no-passing zones, fnp	0.6*	mi/h
Average travel speed, ATS	39.0	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.0	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor, fHV	1.000	
Two-way flow rate,(note-1) vp	2353	pc/h
Highest directional split proportion (note-2)	1294	
Base percent time-spent-following, BPTSF	87.4	%
Adj.for directional distribution and no-passing zones, fd/np	1.8	
Percent time-spent-following, PTSF	89.2	%

Level of Service and Other Performance Measures

Level of service, LOS	E	
Volume to capacity ratio, v/c	0.75	
Peak 15-min vehicle-miles of travel, VMT15	2500	veh-mi
Peak-hour vehicle-miles of travel, VMT60	8802	veh-mi
Peak 15-min total travel time, TT15	64.1	veh-h

Notes:
1. If vp >= 3200 pc/h, terminate analysis-the LOS is F.
2. If highest directional split vp >= 1700 pc/h, terminate analysis-the LOS is F.

* These items have been entered or edited to override calculated value

Appendix F

Intersection Queuing Calculation Sheets

Intersection Vehicle Queuing Analysis

Intersection	Mvmt.	Existing # of Lanes		Peak Hour	Existing Conditions Vehicle Queue /a/	Existing Conditions Req. Storage Per Lane (ft.) /b/	Exising Plus Project Conditions Vehicle Queue /a/	Exising Plus Project Conditions Req. Storage Per Lane (ft.) /b/	Comments
Fairview Rd and Airline Hwy	EBL	1	380	AM	1	25	1	25	Existing storage adequate.
			380	PM	1	25	1	25	Existing storage adequate.
	SBL	1	380	AM	1	25	1	25	Existing storage adequate.
			380	PM	1	25	1	25	Existing storage adequate.
	SBR	1	380	AM	1	25	1	25	Existing storage adequate.
			380	PM	1	25	1	25	Existing storage adequate.
Fairview Rd and Cielo Vista Dr/Project Driveway	SBL	1	See Note /c/	AM	N/A	N/A	1	25	Lane would need to be ~ 25 feet.
			See Note /c/	PM	N/A	N/A	1	25	Lane would need to be ~ 25 feet.

Notes:
/a/ Vehicle queue (# of vehicles) calculated using the Poisson probability distribution and 95-percent confidence level.
/b/ Required storage is calculated based on peak-hour vehicle queue calculation as follows: Vehicle queue x 25'.
/c/ This turn pocket would be built with the project.

95th PERCENTILE QUEUE LENGTH
INTERSECTION: Fariview Road and Project Driveway
DIRECTION: SB LT (PM Peak Hour - Background Plus Project Conditions)

$C_{m,x}$	1411	$C_{m,x}$ / 3600	v_x / $C_{m,x}$	(v_x / $C_{m,x}$)-1	[(v_x / $C_{m,x}$)-1]^2	(3600 / $C_{m,x}$)(v_x/ [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)] /	{[v_x / $C_{m,x}$ -1]^2 + [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)] / 150 * T}^1/2	900T{ [(v_x / $C_{m,x}$) - 1] + {[v_x / $C_{m,x}$ -1]^2 + [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)]/ 150 * T} ^1/2}* $C_{m,x}$/ 3600
v_x	81	0.391944444	0.057406095	-0.9425939	0.88848327	0.146464877	0.000976433	0.943111713	0.1826565963
T	1								

Q_{95} = 900T{ [(v_x/ $C_{m,x}$) - 1] + {[v_x / $C_{m,x}$ -1]^2 + [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)]/ 150 * T} ^1/2}* $C_{m,x}$/ 3600

Q_{95} = ***0.18*** 1 Cars in queue.

95th PERCENTILE QUEUE LENGTH
INTERSECTION: Fariview Road and Project Driveway
DIRECTION: SB LT (PM Peak Hour - Background Plus Project Conditions)

$C_{m,x}$	1391	$C_{m,x}$ / 3600	v_x / $C_{m,x}$	(v_x / $C_{m,x}$)-1	[(v_x / $C_{m,x}$)-1]^2	(3600 / $C_{m,x}$)(v_x/ [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)] /	{[v_x / $C_{m,x}$ -1]^2 + [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)] / 150 * T}^1/2	900T{ [(v_x / $C_{m,x}$) - 1] + {[v_x / $C_{m,x}$ -1]^2 + [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)]/ 150 * T} ^1/2}* $C_{m,x}$/ 3600
v_x	93	0.386388889	0.066858375	-0.9331416	0.870753292	0.173033897	0.001153559	0.933759525	0.2148749288
T	1								

Q_{95} = 900T{ [(v_x/ $C_{m,x}$) - 1] + {[v_x / $C_{m,x}$ -1]^2 + [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)]/ 150 * T} ^1/2}* $C_{m,x}$/ 3600

Q_{95} = ***0.21*** 1 Cars in queue.

95th PERCENTILE QUEUE LENGTH
INTERSECTION: Fariview Road and Project Driveway
DIRECTION: SB LT (AM Peak Hour - Existing Plus Project Conditions)

		$C_{m,x}$ / 3600	v_x / $C_{m,x}$	(v_x / $C_{m,x}$)-1	[(v_x / $C_{m,x}$)-1]^2	(3600 / $C_{m,x}$)(v_x/ [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)] /	{[v_x / $C_{m,x}$ -1]^2 + [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)] / 150 * T}^1/2	900T{ [(v_x / $C_{m,x}$) - 1] + {[v_x / $C_{m,x}$ -1]^2 + [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)]/ 150 * T} ^1/2}* $C_{m,x}$/ 3600
$C_{m,x}$	1345							
v_x	24	0.373611111	0.017843866	-0.9821561	0.964630671	0.047760534	0.000318404	0.982318215	0.0544996666
T	1							

Q_{95} = 900T{ [(v_x / $C_{m,x}$) - 1] + {[v_x / $C_{m,x}$ -1]^2 + [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)]/ 150 * T} ^1/2}* $C_{m,x}$/ 3600

Q_{95} = ***0.05*** 1 Cars in queue.

95th PERCENTILE QUEUE LENGTH
INTERSECTION: Fariview Road and Project Driveway
DIRECTION: SB LT (AM Peak Hour - Background Plus Project Conditions)

		$C_{m,x}$ / 3600	v_x / $C_{m,x}$	(v_x / $C_{m,x}$)-1	[(v_x / $C_{m,x}$)-1]^2	(3600 / $C_{m,x}$)(v_x/ [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)] /	{[v_x / $C_{m,x}$ -1]^2 + [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)] / 150 * T}^1/2	900T{ [(v_x / $C_{m,x}$) - 1] + {[v_x / $C_{m,x}$ -1]^2 + [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)]/ 150 * T} ^1/2}* $C_{m,x}$/ 3600
$C_{m,x}$	1340							
v_x	27	0.372222222	0.020149254	-0.9798507	0.960107485	0.054132323	0.000360882	0.980034881	0.0616849885
T	1							

Q_{95} = 900T{ [(v_x / $C_{m,x}$) - 1] + {[v_x / $C_{m,x}$ -1]^2 + [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)]/ 150 * T} ^1/2}* $C_{m,x}$/ 3600

Q_{95} = ***0.06*** 1 Cars in queue.

95th PERCENTILE QUEUE LENGTH
INTERSECTION: Fairview Road/Ridgemark Drive and Airline Highway
DIRECTION: SB R (PM Peak Hour - Existing Conditions)

$C_{m,x}$	535	$C_{m,x}$/ 3600	v_x / $C_{m,x}$	(v_x / $C_{m,x}$)-1	[(v_x/ $C_{m,x}$)-1]^2	(3600 / $C_{m,x}$)(v_x/ [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)] /	{[v_x / $C_{m,x}$ -1]^2 + [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)] / 150 * T]^1/2	900T{ [(v_x/ $C_{m,x}$) - 1] + {[v_x / $C_{m,x}$ -1]^2 + [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)]/ 150 * T} ^1/2}* $C_{m,x}$/ 3600
v_x	53	0.148611111	0.099065421	-0.90093458	0.811683116	0.666608437	0.004444056	0.903397572	0.3294252242
T	1								

Q_{95}= 900T{ [(v_x / $C_{m,x}$) - 1] + {[v_x / $C_{m,x}$ -1]^2 + [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)]/ 150 * T} ^1/2}* $C_{m,x}$/ 3600
Q_{95}= ***0.33*** 1 Cars in queue.

95th PERCENTILE QUEUE LENGTH
INTERSECTION: Fairview Road/Ridgemark Drive and Airline Highway
DIRECTION: SB R (PM Peak Hour - Background Conditions)

$C_{m,x}$	495	$C_{m,x}$/ 3600	v_x / $C_{m,x}$	(v_x / $C_{m,x}$)-1	[(v_x/ $C_{m,x}$)-1]^2	(3600 / $C_{m,x}$)(v_x/ [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)] /	{[v_x / $C_{m,x}$ -1]^2 + [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)] / 150 * T]^1/2	900T{ [(v_x/ $C_{m,x}$) - 1] + {[v_x / $C_{m,x}$ -1]^2 + [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)]/ 150 * T} ^1/2}* $C_{m,x}$/ 3600
v_x	53	0.1375	0.107070707	-0.89292929	0.797322722	0.778696051	0.005191307	0.895831474	0.3591448641
T	1								

Q_{95}= 900T{ [(v_x / $C_{m,x}$) - 1] + {[v_x / $C_{m,x}$ -1]^2 + [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)]/ 150 * T} ^1/2}* $C_{m,x}$/ 3600
Q_{95}= ***0.36*** 1 Cars in queue.

95th PERCENTILE QUEUE LENGTH
INTERSECTION: Fairview Road/Ridgemark Drive and Airline Highway
DIRECTION: SB R (PM Peak Hour - Existing Plus Project Conditions)

$C_{m,x}$	521	$C_{m,x}$/ 3600	v_x / $C_{m,x}$	(v_x / $C_{m,x}$)-1	[(v_x/ $C_{m,x}$)-1]^2	(3600 / $C_{m,x}$)(v_x/ [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)] /	{[v_x / $C_{m,x}$ -1]^2 + [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)] / 150 * T]^1/2	900T{ [(v_x/ $C_{m,x}$) - 1] + {[v_x / $C_{m,x}$ -1]^2 + [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)]/ 150 * T} ^1/2}* $C_{m,x}$/ 3600
v_x	82	0.144722222	0.157389635	-0.84261036	0.709992227	1.08752915	0.007250194	0.84690166	0.5589411607
T	1								

Q_{95}= 900T{ [(v_x / $C_{m,x}$) - 1] + {[v_x / $C_{m,x}$ -1]^2 + [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)]/ 150 * T} ^1/2}* $C_{m,x}$/ 3600
Q_{95}= ***0.56*** 1 Cars in queue.

95th PERCENTILE QUEUE LENGTH
INTERSECTION: Fairview Road/Ridgemark Drive and Airline Highway
DIRECTION: SB R (PM Peak Hour - Background Plus Project Conditions)

$C_{m,x}$	485	$C_{m,x}$/ 3600	v_x / $C_{m,x}$	(v_x / $C_{m,x}$)-1	[(v_x/ $C_{m,x}$)-1]^2	(3600 / $C_{m,x}$)(v_x/ [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)] /	{[v_x / $C_{m,x}$ -1]^2 + [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)] / 150 * T]^1/2	900T{ [(v_x/ $C_{m,x}$) - 1] + {[v_x / $C_{m,x}$ -1]^2 + [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)]/ 150 * T} ^1/2}* $C_{m,x}$/ 3600
v_x	75	0.134722222	0.154639175	-0.84536082	0.714634924	1.147837177	0.007652248	0.849874798	0.5473192276
T	1								

Q_{95}= 900T{ [(v_x / $C_{m,x}$) - 1] + {[v_x / $C_{m,x}$ -1]^2 + [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)]/ 150 * T} ^1/2}* $C_{m,x}$/ 3600
Q_{95}= ***0.55*** 1 Cars in queue.

95th PERCENTILE QUEUE LENGTH
INTERSECTION: Fairview Road/Ridgemark Drive and Airline HIghway
DIRECTION: SB R (AM Peak Hour - Existing Conditions)

		$C_{m,x}$/ 3600	v_x / $C_{m,x}$	(v_x / $C_{m,x}$)-1	[(v_x/ $C_{m,x}$)-1]^2	(3600 / $C_{m,x}$)(v_x/ [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)] /	{[v_x / $C_{m,x}$ -1]^2 + [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)] / 150 * T}^1/2	900T{ [(v_x/ $C_{m,x}$) - 1] + {[v_x / $C_{m,x}$ -1]^2 + [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)]/ 150 * T} ^1/2}* $C_{m,x}$/ 3600
$C_{m,x}$	565							
V_x	87	0.156944444	0.153982301	-0.8460177	0.715745947	0.981126165	0.006540841	0.849874572	0.5447833102
T	1							

Q_{95}= 900T{ [(v_x / $C_{m,x}$) - 1] + {[v_x / $C_{m,x}$ -1]^2 + [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)]/ 150 * T}^1/2}* $C_{m,x}$/ 3600

Q_{95}= ***0.54*** 1 Cars in queue.

95th PERCENTILE QUEUE LENGTH
INTERSECTION: Fairview Road/Ridgemark Drive and Airline HIghway
DIRECTION: SB R (AM Peak Hour - Background Conditions)

		$C_{m,x}$/ 3600	v_x / $C_{m,x}$	(v_x / $C_{m,x}$)-1	[(v_x/ $C_{m,x}$)-1]^2	(3600 / $C_{m,x}$)(v_x/ [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)] /	{[v_x / $C_{m,x}$ -1]^2 + [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)] / 150 * T}^1/2	900T{ [(v_x/ $C_{m,x}$) - 1] + {[v_x / $C_{m,x}$ -1]^2 + [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)]/ 150 * T} ^1/2}* $C_{m,x}$/ 3600
$C_{m,x}$	537							
V_x	87	0.149166667	0.162011173	-0.83798883	0.702225274	1.086108424	0.007240723	0.842298045	0.5785125477
T	1							

Q_{95}= 900T{ [(v_x / $C_{m,x}$) - 1] + {[v_x / $C_{m,x}$ -1]^2 + [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)]/ 150 * T}^1/2}* $C_{m,x}$/ 3600

Q_{95}= ***0.58*** 1 Cars in queue.

95th PERCENTILE QUEUE LENGTH
INTERSECTION: Fairview Road/Ridgemark Drive and Airline HIghway
DIRECTION: SB R (AM Peak Hour - Existing Plus Project Conditions)

		$C_{m,x}$/ 3600	v_x / $C_{m,x}$	(v_x / $C_{m,x}$)-1	[(v_x/ $C_{m,x}$)-1]^2	(3600 / $C_{m,x}$)(v_x/ [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)] /	{[v_x / $C_{m,x}$ -1]^2 + [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)] / 150 * T}^1/2	900T{ [(v_x/ $C_{m,x}$) - 1] + {[v_x / $C_{m,x}$ -1]^2 + [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)]/ 150 * T} ^1/2}* $C_{m,x}$/ 3600
$C_{m,x}$	559							
V_x	131	0.155277778	0.234347048	-0.76565295	0.586224442	1.50921176	0.010061412	0.772195477	0.9143178638
T	1							

Q_{95}= 900T{ [(v_x / $C_{m,x}$) - 1] + {[v_x / $C_{m,x}$ -1]^2 + [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)]/ 150 * T}^1/2}* $C_{m,x}$/ 3600

Q_{95}= ***0.91*** 1 Cars in queue.

95th PERCENTILE QUEUE LENGTH
INTERSECTION: Fairview Road/Ridgemark Drive and Airline HIghway
DIRECTION: SB R (AM Peak Hour - Background Plus Project Conditions)

		$C_{m,x}$/ 3600	v_x / $C_{m,x}$	(v_x / $C_{m,x}$)-1	[(v_x/ $C_{m,x}$)-1]^2	(3600 / $C_{m,x}$)(v_x/ [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)] /	{[v_x / $C_{m,x}$ -1]^2 + [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)] / 150 * T}^1/2	900T{ [(v_x/ $C_{m,x}$) - 1] + {[v_x / $C_{m,x}$ -1]^2 + [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)]/ 150 * T} ^1/2}* $C_{m,x}$/ 3600
$C_{m,x}$	532							
V_x	120	0.147777778	0.22556391	-0.77443609	0.599751258	1.526372322	0.010175815	0.78097828	0.8701111966
T	1							

Q_{95}= 900T{ [(v_x / $C_{m,x}$) - 1] + {[v_x / $C_{m,x}$ -1]^2 + [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)]/ 150 * T}^1/2}* $C_{m,x}$/ 3600

Q_{95}= ***0.87*** 1 Cars in queue.

95th PERCENTILE QUEUE LENGTH
INTERSECTION: Fairview Road/Ridgemark Drive and Airline Highway
DIRECTION: SB LT (PM Peak Hour - Existing Conditions)

		$C_{m,x}$/ 3600	v_x / $C_{m,x}$	(v_x / $C_{m,x}$)-1	[(v_x/ $C_{m,x}$)-1]^2	(3600 / $C_{m,x}$)(v_x/ [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)] /	{[v_x / $C_{m,x}$ -1]^2 + [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)] / 150 * T}^1/2	900T{ [(v_x/ $C_{m,x}$) - 1] + {[v_x / $C_{m,x}$ -1]^2 + [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)]/ 150 * T} ^1/2}* $C_{m,x}$/ 3600
$C_{m,x}$	455							
v_x	80	0.126388889	0.175824176	-0.82417582	0.679265789	1.391136336	0.009274242	0.829783123	0.6378302537
T	1							

Q_{95}= 900T{ [(v_x / $C_{m,x}$) - 1] + {[v_x / $C_{m,x}$ -1]^2 + [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)]/ 150 * T}^1/2}* $C_{m,x}$/ 3600

Q_{95}= ***0.64*** 1 Cars in queue.

95th PERCENTILE QUEUE LENGTH
INTERSECTION: Fairview Road/Ridgemark Drive and Airline Highway
DIRECTION: SB LT (PM Peak Hour - Background Conditions)

		$C_{m,x}$/ 3600	v_x / $C_{m,x}$	(v_x / $C_{m,x}$)-1	[(v_x/ $C_{m,x}$)-1]^2	(3600 / $C_{m,x}$)(v_x/ [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)] /	{[v_x / $C_{m,x}$ -1]^2 + [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)] / 150 * T}^1/2	900T{ [(v_x/ $C_{m,x}$) - 1] + {[v_x / $C_{m,x}$ -1]^2 + [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)]/ 150 * T} ^1/2}* $C_{m,x}$/ 3600
$C_{m,x}$	426							
v_x	94	0.118333333	0.220657277	-0.77934272	0.60737508	1.864709383	0.012431396	0.78727789	0.8450952650
T	1							

Q_{95}= 900T{ [(v_x / $C_{m,x}$) - 1] + {[v_x / $C_{m,x}$ -1]^2 + [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)]/ 150 * T}^1/2}* $C_{m,x}$/ 3600

Q_{95}= ***0.85*** 1 Cars in queue.

95th PERCENTILE QUEUE LENGTH
INTERSECTION: Fairview Road/Ridgemark Drive and Airline Highway
DIRECTION: SB LT (PM Peak Hour - Existing Plus Project Conditions)

		$C_{m,x}$/ 3600	v_x / $C_{m,x}$	(v_x / $C_{m,x}$)-1	[(v_x/ $C_{m,x}$)-1]^2	(3600 / $C_{m,x}$)(v_x/ [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)] /	{[v_x / $C_{m,x}$ -1]^2 + [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)] / 150 * T}^1/2	900T{ [(v_x/ $C_{m,x}$) - 1] + {[v_x / $C_{m,x}$ -1]^2 + [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)]/ 150 * T} ^1/2}* $C_{m,x}$/ 3600
$C_{m,x}$	445							
v_x	84	0.123611111	0.188764045	-0.81123596	0.658103775	1.527079914	0.010180533	0.817486579	0.6953819608
T	1							

Q_{95}= 900T{ [(v_x / $C_{m,x}$) - 1] + {[v_x / $C_{m,x}$ -1]^2 + [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)]/ 150 * T}^1/2}* $C_{m,x}$/ 3600

Q_{95}= ***0.70*** 1 Cars in queue.

95th PERCENTILE QUEUE LENGTH
INTERSECTION: Fairview Road/Ridgemark Drive and Airline Highway
DIRECTION: SB LT (PM Peak Hour - Background Plus Project Conditions)

		$C_{m,x}$/ 3600	v_x / $C_{m,x}$	(v_x / $C_{m,x}$)-1	[(v_x/ $C_{m,x}$)-1]^2	(3600 / $C_{m,x}$)(v_x/ [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)] /	{[v_x / $C_{m,x}$ -1]^2 + [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)] / 150 * T}^1/2	900T{ [(v_x/ $C_{m,x}$) - 1] + {[v_x / $C_{m,x}$ -1]^2 + [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)]/ 150 * T} ^1/2}* $C_{m,x}$/ 3600
$C_{m,x}$	419							
v_x	98	0.116388889	0.233890215	-0.76610979	0.586924203	2.009557931	0.013397053	0.774804011	0.9107201792
T	1							

Q_{95}= 900T{ [(v_x / $C_{m,x}$) - 1] + {[v_x / $C_{m,x}$ -1]^2 + [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)]/ 150 * T}^1/2}* $C_{m,x}$/ 3600

Q_{95}= ***0.91*** 1 Cars in queue.

95th PERCENTILE QUEUE LENGTH
INTERSECTION: Fairview Road/Ridgemark Drive and Airline HIghway
DIRECTION: SB LT (AM Peak Hour - Existing Conditions)

$C_{m,x}$	476	$C_{m,x}$/ 3600	v_x / $C_{m,x}$	(v_x / $C_{m,x}$)-1	[(v_x/ $C_{m,x}$)-1]^2	(3600 / $C_{m,x}$)(v_x/ [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)] /	{[v_x / $C_{m,x}$ -1]^2 + [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)] / 150 * T}^1/2	900T{ [(v_x/ $C_{m,x}$) - 1] + {[v_x / $C_{m,x}$ -1]^2 + [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)]/ 150 * T} ^1/2}* $C_{m,x}$/ 3600
v_x	52	0.132222222	0.109243697	-0.8907563	0.79344679	0.826212838	0.005508086	0.893842758	0.3672882046
T	1								

Q_{95}= 900T{ [(v_x / $C_{m,x}$) - 1] + {[v_x / $C_{m,x}$ -1]^2 + [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)]/ 150 * T}^1/2}* $C_{m,x}$/ 3600
Q_{95}= ***0.37*** 1 Cars in queue.

95th PERCENTILE QUEUE LENGTH
INTERSECTION: Fairview Road/Ridgemark Drive and Airline HIghway
DIRECTION: SB LT (AM Peak Hour - Background Conditions)

$C_{m,x}$	456	$C_{m,x}$/ 3600	v_x / $C_{m,x}$	(v_x / $C_{m,x}$)-1	[(v_x/ $C_{m,x}$)-1]^2	(3600 / $C_{m,x}$)(v_x/ [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)] /	{[v_x / $C_{m,x}$ -1]^2 + [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)] / 150 * T}^1/2	900T{ [(v_x/ $C_{m,x}$) - 1] + {[v_x / $C_{m,x}$ -1]^2 + [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)]/ 150 * T} ^1/2}* $C_{m,x}$/ 3600
v_x	73	0.126666667	0.160087719	-0.83991228	0.705452639	1.263850416	0.008425669	0.844913196	0.5701043396
T	1								

Q_{95}= 900T{ [(v_x / $C_{m,x}$) - 1] + {[v_x / $C_{m,x}$ -1]^2 + [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)]/ 150 * T}^1/2}* $C_{m,x}$/ 3600
Q_{95}= ***0.57*** 1 Cars in queue.

95th PERCENTILE QUEUE LENGTH
INTERSECTION: Fairview Road/Ridgemark Drive and Airline HIghway
DIRECTION: SB LT (AM Peak Hour - Existing Plus Project Conditions)

$C_{m,x}$	470	$C_{m,x}$/ 3600	v_x / $C_{m,x}$	(v_x / $C_{m,x}$)-1	[(v_x/ $C_{m,x}$)-1]^2	(3600 / $C_{m,x}$)(v_x/ [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)] /	{[v_x / $C_{m,x}$ -1]^2 + [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)] / 150 * T}^1/2	900T{ [(v_x/ $C_{m,x}$) - 1] + {[v_x / $C_{m,x}$ -1]^2 + [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)]/ 150 * T} ^1/2}* $C_{m,x}$/ 3600
v_x	58	0.130555556	0.123404255	-0.87659574	0.7684201	0.945224083	0.006301494	0.880182705	0.4214677908
T	1								

Q_{95}= 900T{ [(v_x / $C_{m,x}$) - 1] + {[v_x / $C_{m,x}$ -1]^2 + [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)]/ 150 * T}^1/2}* $C_{m,x}$/ 3600
Q_{95}= ***0.42*** 1 Cars in queue.

95th PERCENTILE QUEUE LENGTH
INTERSECTION: Fairview Road/Ridgemark Drive and Airline HIghway
DIRECTION: SB LT (AM Peak Hour - Background Plus Project Conditions)

$C_{m,x}$	452	$C_{m,x}$/ 3600	v_x / $C_{m,x}$	(v_x / $C_{m,x}$)-1	[(v_x/ $C_{m,x}$)-1]^2	(3600 / $C_{m,x}$)(v_x/ [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)] /	{[v_x / $C_{m,x}$ -1]^2 + [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)] / 150 * T}^1/2	900T{ [(v_x/ $C_{m,x}$) - 1] + {[v_x / $C_{m,x}$ -1]^2 + [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)]/ 150 * T} ^1/2}* $C_{m,x}$/ 3600
v_x	79	0.125555556	0.174778761	-0.82522124	0.680990093	1.39204323	0.009280288	0.830825121	0.6332386531
T	1								

Q_{95}= 900T{ [(v_x / $C_{m,x}$) - 1] + {[v_x / $C_{m,x}$ -1]^2 + [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)]/ 150 * T}^1/2}* $C_{m,x}$/ 3600
Q_{95}= ***0.63*** 1 Cars in queue.

95th PERCENTILE QUEUE LENGTH
INTERSECTION: Fairview Road/Ridgemark Drive and Airline HIghway
DIRECTION: EB LT (PM Peak Hour - Existing Conditions)

$C_{m,x}$	508	$C_{m,x}$/ 3600	v_x / $C_{m,x}$	(v_x / $C_{m,x}$)-1	[(v_x/ $C_{m,x}$)-1]^2	(3600 / $C_{m,x}$)(v_x/ [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)] /	{[v_x / $C_{m,x}$ -1]^2 + [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)] / 150 * T]^1/2	900T{ [(v_x/ $C_{m,x}$) - 1] + {[v_x / $C_{m,x}$ -1]^2 + [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)]/ 150 * T} ^1/2}* $C_{m,x}$/ 3600
v_x	44	0.141111111	0.086614173	-0.91338583	0.834273669	0.613801228	0.004092008	0.915623108	0.2841347734
T	1								

Q_{95}= 900T{ [(v_x / $C_{m,x}$) - 1] + {[v_x / $C_{m,x}$ -1]^2 + [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)]/ 150 * T}^1/2}* $C_{m,x}$/ 3600

Q_{95}= ***0.28*** 1 Cars in queue.

95th PERCENTILE QUEUE LENGTH
INTERSECTION: Fairview Road/Ridgemark Drive and Airline HIghway
DIRECTION: EB LT (PM Peak Hour - Background Conditions)

$C_{m,x}$	480	$C_{m,x}$/ 3600	v_x / $C_{m,x}$	(v_x / $C_{m,x}$)-1	[(v_x/ $C_{m,x}$)-1]^2	(3600 / $C_{m,x}$)(v_x/ [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)] /	{[v_x / $C_{m,x}$ -1]^2 + [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)] / 150 * T]^1/2	900T{ [(v_x/ $C_{m,x}$) - 1] + {[v_x / $C_{m,x}$ -1]^2 + [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)]/ 150 * T} ^1/2}* $C_{m,x}$/ 3600
v_x	44	0.133333333	0.091666667	-0.90833333	0.825069444	0.6875	0.004583333	0.910852775	0.3023330035
T	1								

Q_{95}= 900T{ [(v_x / $C_{m,x}$) - 1] + {[v_x / $C_{m,x}$ -1]^2 + [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)]/ 150 * T}^1/2}* $C_{m,x}$/ 3600

Q_{95}= ***0.30*** 1 Cars in queue.

95th PERCENTILE QUEUE LENGTH
INTERSECTION: Fairview Road/Ridgemark Drive and Airline HIghway
DIRECTION: EB LT (PM Peak Hour - Existing Plus Project Conditions)

$C_{m,x}$	497	$C_{m,x}$/ 3600	v_x / $C_{m,x}$	(v_x / $C_{m,x}$)-1	[(v_x/ $C_{m,x}$)-1]^2	(3600 / $C_{m,x}$)(v_x/ [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)] /	{[v_x / $C_{m,x}$ -1]^2 + [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)] / 150 * T]^1/2	900T{ [(v_x/ $C_{m,x}$) - 1] + {[v_x / $C_{m,x}$ -1]^2 + [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)]/ 150 * T} ^1/2}* $C_{m,x}$/ 3600
v_x	94	0.138055556	0.189134809	-0.81086519	0.657502358	1.369990567	0.00913327	0.816477574	0.6973385555
T	1								

Q_{95}= 900T{ [(v_x / $C_{m,x}$) - 1] + {[v_x / $C_{m,x}$ -1]^2 + [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)]/ 150 * T}^1/2}* $C_{m,x}$/ 3600

Q_{95}= ***0.70*** 1 Cars in queue.

95th PERCENTILE QUEUE LENGTH
INTERSECTION: Fairview Road/Ridgemark Drive and Airline HIghway
DIRECTION: EB LT (PM Peak Hour - Background Plus Project Conditions)

$C_{m,x}$	471	$C_{m,x}$/ 3600	v_x / $C_{m,x}$	(v_x / $C_{m,x}$)-1	[(v_x/ $C_{m,x}$)-1]^2	(3600 / $C_{m,x}$)(v_x/ [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)] /	{[v_x / $C_{m,x}$ -1]^2 + [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)] / 150 * T]^1/2	900T{ [(v_x/ $C_{m,x}$) - 1] + {[v_x / $C_{m,x}$ -1]^2 + [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)]/ 150 * T} ^1/2}* $C_{m,x}$/ 3600
v_x	82	0.130833333	0.174097665	-0.82590234	0.682114668	1.330682786	0.008871219	0.831255608	0.6303478743
T	1								

Q_{95}= 900T{ [(v_x / $C_{m,x}$) - 1] + {[v_x / $C_{m,x}$ -1]^2 + [(3600 / $C_{m,x}$)(v_x/ $C_{m,x}$)]/ 150 * T}^1/2}* $C_{m,x}$/ 3600

Q_{95}= ***0.63*** 1 Cars in queue.

95th PERCENTILE QUEUE LENGTH
INTERSECTION: Fairview Road/Ridgemark Drive and Airline Highway
DIRECTION: EB LT (AM Peak Hour - Existing Conditions)

$C_{m,x}$	496	$C_{m,x}$/ 3600	$v_x / C_{m,x}$	$(v_x / C_{m,x})$-1	$[(v_x / C_{m,x})-1]^2$	$(3600 / C_{m,x})(v_x / [(3600 / C_{m,x})(v_x / C_{m,x})] /$	$\{[v_x / C_{m,x} -1]^2 +$	$[(3600 / C_{m,x})(v_x / C_{m,x})] / 150 * T]^1/2$	$900T\{ [(v_x / C_{m,x}) - 1] + \{[v_x / C_{m,x} -1]^2 +$
v_x	86	0.137777778	0.173387097	-0.8266129	0.683288892	1.258454735	0.008389698	0.831672165	0.6273484581
T	1								

$Q_{95} = 900T\{ [(v_x / C_{m,x}) - 1] + \{[v_x / C_{m,x} -1]^2 + [(3600 / C_{m,x})(v_x / C_{m,x})] / 150 * T\}^1/2\} * C_{m,x} / 3600$

$Q_{95} =$ ***0.63*** 1 Cars in queue.

95th PERCENTILE QUEUE LENGTH
INTERSECTION: Fairview Road/Ridgemark Drive and Airline Highway
DIRECTION: EB LT (AM Peak Hour - Background Conditions)

$C_{m,x}$	479	$C_{m,x}$/ 3600	$v_x / C_{m,x}$	$(v_x / C_{m,x})$-1	$[(v_x / C_{m,x})-1]^2$	$(3600 / C_{m,x})(v_x / [(3600 / C_{m,x})(v_x / C_{m,x})] /$	$\{[v_x / C_{m,x} -1]^2 +$	$[(3600 / C_{m,x})(v_x / C_{m,x})] / 150 * T]^1/2$	$900T\{ [(v_x / C_{m,x}) - 1] + \{[v_x / C_{m,x} -1]^2 +$
v_x	86	0.133055556	0.17954071	-0.82045929	0.673153447	1.349366504	0.008995777	0.825923255	0.6543098151
T	1								

$Q_{95} = 900T\{ [(v_x / C_{m,x}) - 1] + \{[v_x / C_{m,x} -1]^2 + [(3600 / C_{m,x})(v_x / C_{m,x})] / 150 * T\}^1/2\} * C_{m,x} / 3600$

$Q_{95} =$ ***0.65*** 1 Cars in queue.

95th PERCENTILE QUEUE LENGTH
INTERSECTION: Fairview Road/Ridgemark Drive and Airline Highway
DIRECTION: EB LT (AM Peak Hour - Existing Plus Project Conditions)

$C_{m,x}$	483	$C_{m,x}$/ 3600	$v_x / C_{m,x}$	$(v_x / C_{m,x})$-1	$[(v_x / C_{m,x})-1]^2$	$(3600 / C_{m,x})(v_x / [(3600 / C_{m,x})(v_x / C_{m,x})] /$	$\{[v_x / C_{m,x} -1]^2 +$	$[(3600 / C_{m,x})(v_x / C_{m,x})] / 150 * T]^1/2$	$900T\{ [(v_x / C_{m,x}) - 1] + \{[v_x / C_{m,x} -1]^2 +$
v_x	101	0.134166667	0.209109731	-0.79089027	0.625507418	1.558581845	0.010390546	0.797432106	0.7899267836
T	1								

$Q_{95} = 900T\{ [(v_x / C_{m,x}) - 1] + \{[v_x / C_{m,x} -1]^2 + [(3600 / C_{m,x})(v_x / C_{m,x})] / 150 * T\}^1/2\} * C_{m,x} / 3600$

$Q_{95} =$ ***0.79*** 1 Cars in queue.

95th PERCENTILE QUEUE LENGTH
INTERSECTION: Fairview Road/Ridgemark Drive and Airline Highway
DIRECTION: EB LT (AM Peak Hour - Background Plus Project Conditions)

$C_{m,x}$	469	$C_{m,x}$/ 3600	$v_x / C_{m,x}$	$(v_x / C_{m,x})$-1	$[(v_x / C_{m,x})-1]^2$	$(3600 / C_{m,x})(v_x / [(3600 / C_{m,x})(v_x / C_{m,x})] /$	$\{[v_x / C_{m,x} -1]^2 +$	$[(3600 / C_{m,x})(v_x / C_{m,x})] / 150 * T]^1/2$	$900T\{ [(v_x / C_{m,x}) - 1] + \{[v_x / C_{m,x} -1]^2 +$
v_x	97	0.130277778	0.206823028	-0.79317697	0.629129709	1.587554157	0.010583694	0.799820857	0.7789955161
T	1								

$Q_{95} = 900T\{ [(v_x / C_{m,x}) - 1] + \{[v_x / C_{m,x} -1]^2 + [(3600 / C_{m,x})(v_x / C_{m,x})] / 150 * T\}^1/2\} * C_{m,x} / 3600$

$Q_{95} =$ ***0.78*** 1 Cars in queue.

HEXAGON TRANSPORTATION CONSULTANTS, INC.

June 13, 2011

Sally Rideout
EMC Planning Group, Inc.
301 Lighthouse Avenue, Suite C
Monterey, California 93940

Re: Additional Clarification of the Traffic Impact Study for the Fairview Corners Residential Project

Dear Ms. Rideout:

This letter provides additional clarification for the traffic study for the Fairview Corners Residential project.

There were 5 intersections counted during the summer near schools, but only 4 needed to have the volumes adjusted to account for summer versus normal school year traffic patterns. The text of the traffic study incorrectly describes the number of summer counts. The peak-hour intersection counts that were conducted during the summer are identified below.

- Valley View Rd & Union Rd – **AM** peak hour only
- Union Rd/Mitchell Rd & Hwy 156 – **AM** and PM peak hours
- McCray St/Hwy 25 Bypass & Sunnyslope Rd/Tres Pinos Rd – **AM** and PM peak hours
- Hwy 25 Bypass & Hillcrest Rd – **AM** and PM peak hours
- McCray St & Hillcrest Rd – PM peak hour only

The four counts that were adjusted, as referenced in the traffic study, are identified in **bold underline** above.

The intersections of Airline Highway (State Route 25)/Fairview Road-Ridgemark Drive and Cielo Vista Drive/Fairview Road were studied for queuing impacts because the project is anticipated to significantly increase demand in critical turn movements at these locations and these locations are the most likely to experience queuing impacts due to the project. At other intersections further from the site, traffic demand in critical turn movements is much lower and queuing impacts would not occur.

To clarify transit demand information for the project; according to the Council of San Benito County Governments, all Local Transportation Authority operations in San Benito County had a total of 141,424 riders in 2010 (roughly 388 riders per day, on average). This includes all services offered by County Express (fixed routes, dial-a-ride service, and Intercounty service), as well as the Jovenes De Antano specialized transportation service. According to the State Department of Finance, the population of San Benito County was 58,388 people in 2010. This equates to an average transit demand per resident of 0.0066 daily riders per resident. The maximum estimated population for the project at buildout is 678 residents, based upon 220 residential units. Therefore, the total transit demand for the project site, at buildout, could be about 5 daily riders. Although no fixed-route transit lines currently serve the project site, some level of future service is likely by the time the project is fully built out. Until fixed-route service is provided, the site will be within the service area of the current dial-a-ride service. As the transit

demand at the project site would be low, the dial-a-ride service should be sufficient to serve the site until fixed-route service can be added.

The two intersections of Valley View Drive/Sunnyslope Road and Valley View Drive/Union Road were not studied in the original Fairview Corners/Gavilan Master Plan traffic study. Because of this, future model forecast were not available. A new travel demand model run was not conducted when the Fairview Corners Residential updated traffic study was prepared. Instead, a growth rate was used to estimate the traffic volumes under cumulative conditions. Population growth rates in San Benito County have been very low since 2003 (less than 1% per year) due to the housing moratorium, slow economy, and growth ordinance. For a conservative analysis, we used a growth rate of 1.5% per year to estimate cumulative traffic volumes at these two locations.

The results of the cumulative conditions queuing analysis with a traffic signal in place for the southbound left-turn movement at the Cielo Vista Drive/Project Entrance and Fairview Road intersection indicate that the maximum peak-hour vehicle queue would be 8 vehicles, or about 200 feet. To meet the County's design standards the turn pocket would need to accommodate 200 feet of vehicle storage, 440 feet for deceleration space, and a 90-foot bay taper. This length of pocket could be accommodated on the project frontage.

If you have any questions or would like to discuss these issues, please do not hesitate to call. Thank you.

Sincerely,

Hexagon Transportation Consultants, Inc.

Jeffrey A. Elia, P.E.
Principal Associate