TECHNICAL MEMORANDUM US 101 EXPRESS LANES FORECASTED TRAVEL DEMAND

INTRODUCTION

The Santa Clara Valley Transportation Authority (VTA) is currently one of several agencies in California pursuing the development of tolled express lanes in the Bay Area. VTA's first project, the SR 237/I-880 Express Connectors, opened in March 2012. VTA is currently developing the environmental documentation for the SR 85 Express Lanes project.

The purpose of this technical report is to present the 2009, 2015, and 2035 travel demand forecast results used to support the traffic operations and preliminary toll revenue analysis for the US 101 Express Lanes Project. The base year model validation was presented to Caltrans previously in a technical memorandum from VTA entitled, "Base Year Validation Results for US 101 Express Lanes Study, May 3, 2011. [1]" That technical memorandum documented what model changes and assumptions were made to the existing Countywide model in order to create and validate a 2009 base year model for this project.

With the completion of the model validation, the future trip tables were developed for the forecast horizons of 2015 and 2035. For the nine-county Metropolitan Transportation Commission (MTC) region, including Santa Clara County, Association of Bay Area Governments (ABAG) Projections 2009 series estimates of households, population, and employment were used. For other counties in the VTA model, including Santa Cruz, Monterey, San Benito, and San Joaquin Counties, growth forecasts as detailed in the "Monterey Bay Area 2008 Regional Forecast, adopted June 11, 2008" dataset was used.

This memo documents major travel movements between counties and superzones in Santa Clara County that result from the latest socio-economic forecasts, as well as No Build and Build scenario forecast volumes on US 101. Traffic operations analysis and results will be prepared in subsequent phases of the study and will rely on the corridor growth developed from these forecasts.

SOCIO-ECONOMIC DATA ASSUMPTIONS

The VTA trip tables used for this study were developed from ABAG Projections 2009 series estimates of households, population, and employment.

[1] Memo from George Naylor, VTA to Phil Cox, Caltrans District 4; accepted by Phil Cox by email June, 2011.

PROJECTIONS BY COUNTY

Figure 1 shows the limits of the proposed US 101 Express Lanes project (northbound from East Dunne Avenue to just south of the Oregon Expressway/ Embarcadero Road interchange and southbound from just south of the Oregon Expressway/Embarcadero Road interchange to just south of the Burnett Avenue overcrossing). US 101 carries traffic from Santa Clara and Monterey Counties, and points south, to destinations in Santa Clara, San Mateo, and Alameda Counties, and beyond.

Figure 1 - US 101 Express Lanes Project Limits

Tables 1, 2, and 3 show the forecasted growth in total households, population, and employment, respectively, for most of the constituent counties of the VTA travel demand model. For the Association of Monterey Bay Area Governments (AMBAG) forecast region, the dataset formally adopted on June 11, 2008 was the most current set available for use in this study. However, to preserve the base year validation that has already been accepted for the VTA model that used the previous version of data within the AMBAG counties, only the growth increment between 2005, 2015 and 2035 were incorporated from the latest AMBAG forecasts. The regional totals for all counties shown, including ABAG and AMBAG Counties, are shown at the bottom of each table.

The annual growth rates shown in Tables 1 through 3 are compounded average annual growth rates. From Table 1, total area households in the ABAG region are forecasted to grow by 0.8 percent per year from 2005 to 2015. From 2015 to 2035, growth in households in the ABAG region is forecasted to grow by a slightly higher rate, 0.9 percent per year, indicating a recovery from recession in the second half of the period. Santa Clara County and Contra Costa County are projected to grow by 1 percent per year through 2015, staying slightly ahead of the regional average. Between 2015 and 2035, Santa Clara County and Alameda County are projected to have the highest growth in housing, together accounting for 58 percent of the growth in housing in the ABAG region. Of the net housing growth in the ABAG region, 34 percent will occur in Santa Clara County through 2035.

The housing forecasts from the AMBAG 2008 series are also shown in Table 1. Overall, the average annual growth rate in Monterey, and San Benito Counties tend to be slightly higher than the growth rates in the other counties in the model, at levels similar to Santa Clara County. However, the existing amount of housing in these three counties are lower than many other

counties in the ABAG forecast area, so the growth rates are applied to a relatively low base. The share of total housing in the AMBAG counties as a portion of the entire model region remains around 8.6 percent from 2005 through 2035. The growth rates in the AMBAG counties would primarily influence traffic growth in the southern half of the US 101 corridor.

Table 1
Santa Clara VTA Countywide Model - Total Households by County

	ABAG Projections 2009								
ABAG County	**2005**	**Average Annual Percent Change**	**2015**	**Average Annual Percent Change**	**2035**	**Growth, 2005-2015**	**Share of Growth**	**Growth, 2015-2035**	**Share of Growth**
San Francisco	338,923	0.6	359,180	0.7	415,013	20,257	10%	55,833	11%
San Mateo	260,066	0.6	275,709	0.8	322,728	15,643	8%	47,019	9%
Santa Clara	593,996	1.0	653,395	1.2	827,198	59,399	29%	173,803	34%
Alameda	543,776	0.7	585,405	1.0	707,970	41,629	21%	122,565	24%
Contra Costa	368,323	1.0	407,242	0.8	480,495	38,919	19%	73,253	14%
Solano	142,039	0.7	152,740	0.6	171,296	10,701	5%	18,556	4%
Napa	49,256	0.6	52,167	0.2	54,624	2,911	1%	2,457	0%
Sonoma	181,786	0.6	192,594	0.5	211,287	10,808	5%	18,693	4%
Marin	103,188	0.3	105,937	0.3	112,229	2,749	1%	6,292	1%
Total	2,581,353	0.8	2,784,369	0.9	3,302,840	203,016	100%	518,471	100%
	AMBAG Growth Projection Series 2008(1)								
AMBAG County	**2005**	**Average Annual Percent Change**	**2015**	**Average Annual Percent Change**	**2035**	**Growth, 2005-2015**	**Share of Growth**	**Growth, 2015-2035**	**Share of Growth**
Santa Cruz	95,632	0.4	99,883	0.4	108,363	4,251	18%	8,480	18%
Monterey	131,370	1.1	146,288	0.9	176,128	14,918	65%	29,840	65%
San Benito	17,204	2.1	21,125	1.6	28,969	3,921	17%	7,844	17%
Total	244,206	0.9	267,296	0.8	313,460	23,090	100%	46,164	100%
	2005	**Average Annual Percent Change**	**2015**	**Average Annual Percent Change**	**2035**	**Growth, 2005-2015**		**Growth, 2015-2035**	
Total, All Counties	2,825,559	0.8	3,051,665	0.9	3,616,300	226,106		564,635	

(1) Only the growth increment between 2005, 2015 and 2035 were incorporated from the latest AMBAG forecasts into the 2005 data already used in the VTA regional model.

Table 2
Santa Clara VTA Countywide Model - Total Population by County

	ABAG Projections 2009								
ABAG County	**2005**	**Average Annual Percent Change**	**2015**	**Average Annual Percent Change**	**2035**	**Growth, 2005-2015**	**Share of Growth**	**Growth, 2015-2035**	**Share of Growth**
San Francisco	795,792	0.5	837,486	0.7	969,005	41,694	7%	131,519	9%
San Mateo	721,890	0.6	766,891	0.8	892,993	45,001	8%	126,102	9%
Santa Clara	1,753,336	1.0	1,944,349	1.1	2,434,302	191,013	32%	489,953	35%
Alameda	1,505,308	0.8	1,626,120	1.0	1,966,305	120,812	21%	340,185	24%
Contra Costa	1,023,390	1.0	1,130,698	0.8	1,322,903	107,308	18%	192,205	14%
Solano	421,600	0.8	458,003	0.5	506,502	36,403	6%	48,499	3%
Napa	133,695	0.6	142,304	0.2	148,794	8,609	1%	6,490	0%
Sonoma	479,203	0.6	509,904	0.5	561,493	30,701	5%	51,589	4%
Marin	252,605	0.3	260,296	0.3	274,307	7,691	1%	14,011	1%
Total	7,086,819	0.8	7,676,051	0.8	9,076,604	589,232	100%	1,400,553	100%
	AMBAG Growth Projection Series 2008(1)								
AMBAG County	**2005**	**Average Annual Percent Change**	**2015**	**Average Annual Percent Change**	**2035**	**Growth, 2005-2015**	**Share of Growth**	**Growth, 2015-2035**	**Share of Growth**
Santa Cruz	263,811	0.6	280,225	0.4	303,924	16,414	18%	23,699	20%
Monterey	422,522	1.5	489,480	0.7	561,243	66,958	72%	71,763	60%
San Benito	58,328	1.6	68,514	1.6	93,454	10,186	11%	24,940	21%
Total	744,661	1.2	838,219	0.7	958,621	93,558	100%	120,402	100%
	2005	**Average Annual Percent Change**	**2015**	**Average Annual Percent Change**	**2035**	**Growth, 2005-2015**		**Growth, 2015-2035**	
Total, All Counties	7,831,480	0.8	8,514,270	0.8	10,035,225	682,790		1,520,955	

(1) Only the growth increment between 2005, 2015 and 2035 were incorporated from the latest AMBAG forecasts into the 2005 data already used in the VTA regional model.

Table 3
Santa Clara VTA Countywide Model - Total Employment by County

	ABAG Projections 2009								
ABAG County	**2005**	**Average Annual Percent Change**	**2015**	**Average Annual Percent Change**	**2035**	**Growth, 2005-2015**	**Share of Growth**	**Growth, 2015-2035**	**Share of Growth**
San Francisco	553,091	0.9	606,540	1.4	806,838	53,449	19%	200,298	15%
San Mateo	337,312	1.0	373,363	1.5	505,854	36,051	13%	132,491	10%
Santa Clara	872,856	1.2	983,505	1.8	1,412,618	110,649	39%	429,113	31%
Alameda	730,296	0.4	761,271	1.6	1,039,669	30,975	11%	278,398	20%
Contra Costa	379,019	0.8	409,661	1.5	555,650	30,642	11%	145,989	11%
Solano	150,521	0.1	152,538	1.7	211,892	2,017	1%	59,354	4%
Napa	70,687	0.5	74,181	1.1	91,483	3,494	1%	17,302	1%
Sonoma	220,456	0.7	236,726	1.6	325,103	16,270	6%	88,377	6%
Marin	135,370	0.3	138,971	0.7	158,271	3,601	1%	19,300	1%
Total	3,449,608	0.8	3,736,756	1.6	5,107,378	287,148	100%	1,370,622	100%
	AMBAG Growth Projection Series 2008(1)								
AMBAG County	**2005**	**Average Annual Percent Change**	**2015**	**Average Annual Percent Change**	**2035**	**Growth, 2005-2015**	**Share of Growth**	**Growth, 2015-2035**	**Share of Growth**
Santa Cruz	155,125	0.6	165,491	0.6	186,227	10,366	40%	20,736	40%
Monterey	238,164	0.6	252,282	0.5	280,515	14,118	54%	28,233	54%
San Benito	22,475	0.7	24,068	0.6	27,252	1,593	6%	3,184	6%
Total	415,764	0.6	441,841	0.6	493,994	26,077	100%	52,153	100%
	2005	**Average Annual Percent Change**	**2015**	**Average Annual Percent Change**	**2035**	**Growth, 2005-2015**		**Growth, 2015-2035**	
Total, All Counties	3,865,372	0.8	4,178,597	1.5	5,601,372	313,225		1,422,775	

(1) Only the growth increment between 2005, 2015 and 2035 were incorporated from the latest AMBAG forecasts into the 2005 data already used in the VTA regional model.

The changes to population forecasts shown in Table 2 follow a pattern that is similar to the change in housing forecasts. In both housing and population, growth in Santa Clara County is forecasted to be higher than the regional average through 2015 and 2035.

Table 3 shows the growth in total employment in the ABAG forecast region through 2015 and 2035. Total employment growth through this period is forecasted to be over 1.65 million jobs. The average annual growth rate after 2015 is forecasted to be twice the rate before 2015, indicating that the recovery from recession will not be fully realized until after 2015. Santa Clara County is forecasted to absorb an average of 33 percent of the employment growth in the total region between 2005 and 2035.

The AMBAG counties currently account for about 11 percent of the total employment for the combined area, but will absorb less than 5 percent of the employment growth, indicating a continuing pattern of commuting from counties to the south into Santa Clara County, which will occur primarily on US 101.

PROJECTIONS BY CENSUS TRACT

To help understand the potential changes to traffic volumes in the study area, growth in housing, population, and employment were summarized by census tract for the period 2005 through 2035 (see Figures 2 through 4). Tracts with fewer housing units by 2035 are highlighted in orange and red while tracts with positive growth are highlighted in various shades of green. The highest growth in housing is forecasted to occur in the north-south corridor between SR 87 and US 101/I-680, extending north toward SR 237, and in the south near Morgan Hill. Tracts with negative housing growth are scattered in South San Jose, and along the northeast side of US 101.

In contrast, very few tracts in the corridor are forecasted to lose employment between 2005 and 2035, as shown in Figure 4. The area with greatest amount of employment growth is similar to the area attracting the housing growth, extending from the Golden Triangle (bounded by SR 237, I-880 and US 101) along SR 87 and US 101/I-680. In Santa Clara County, much of the growth in employment is forecasted for tracts along US 101 between its interchanges with SR 85.

FORECAST NETWORK ASSUMPTIONS

The highway improvements included in the future year 2015 and 2035 models are presented in this section. The future highway networks encompass improvements identified in the MTC 2035 Regional Transportation Plan and the VTA Long-Range Plan VTP 2035. Table 4 lists the most significant highway improvement projects in Santa Clara County assumed in the 2015 and 2035 model networks.

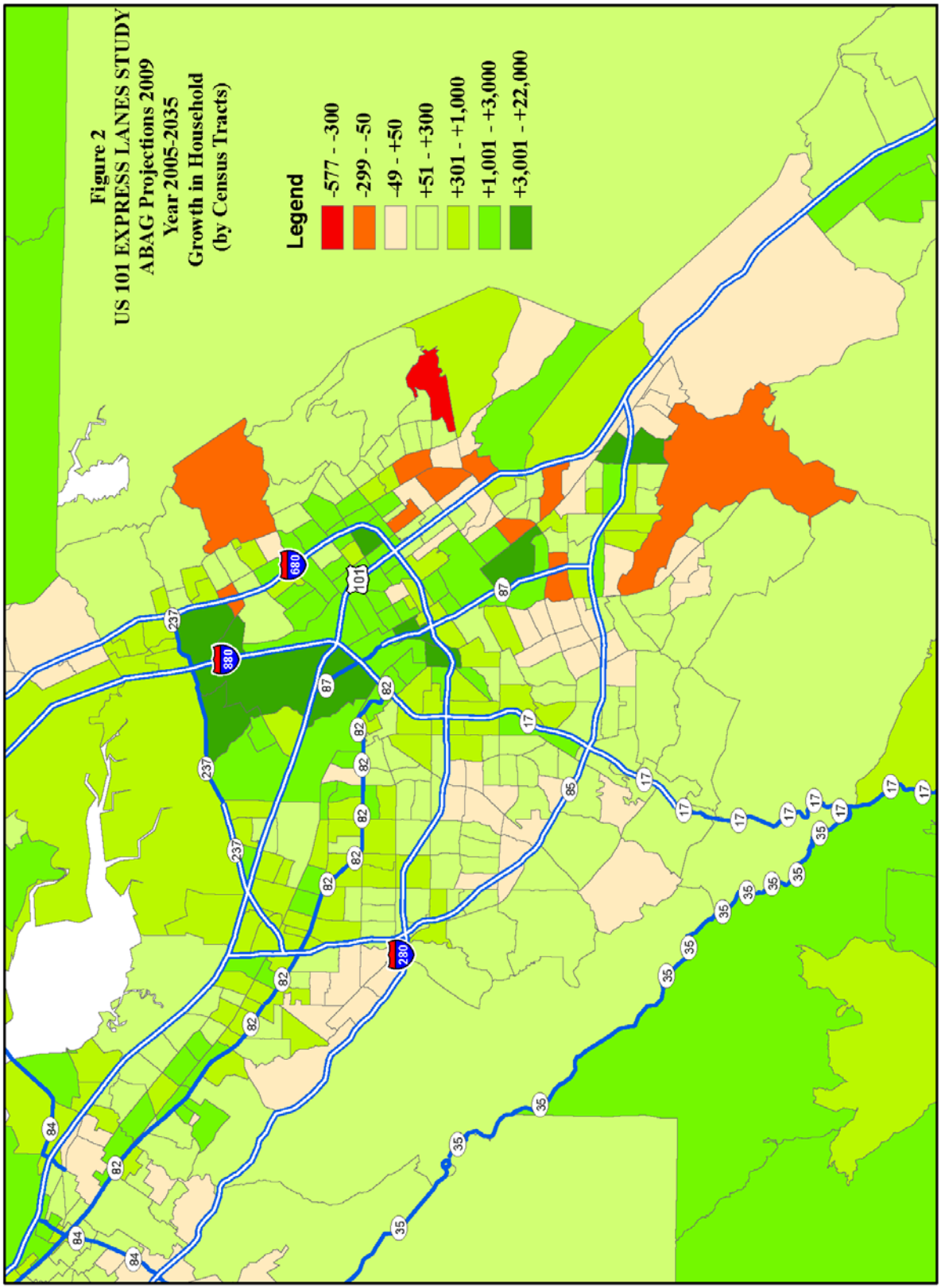
Figure 2
US 101 EXPRESS LANES STUDY
ABAG Projections 2009
Year 2005-2035
Growth in Household
(by Census Tracts)
Legend
-577 - -300
-299 - -50
-49 - +50
+51 - +300
+301 - +1,000
+1,001 - +3,000
+3,001 - +22,000
680
101
237
880
87
82
17
86
280
35
84

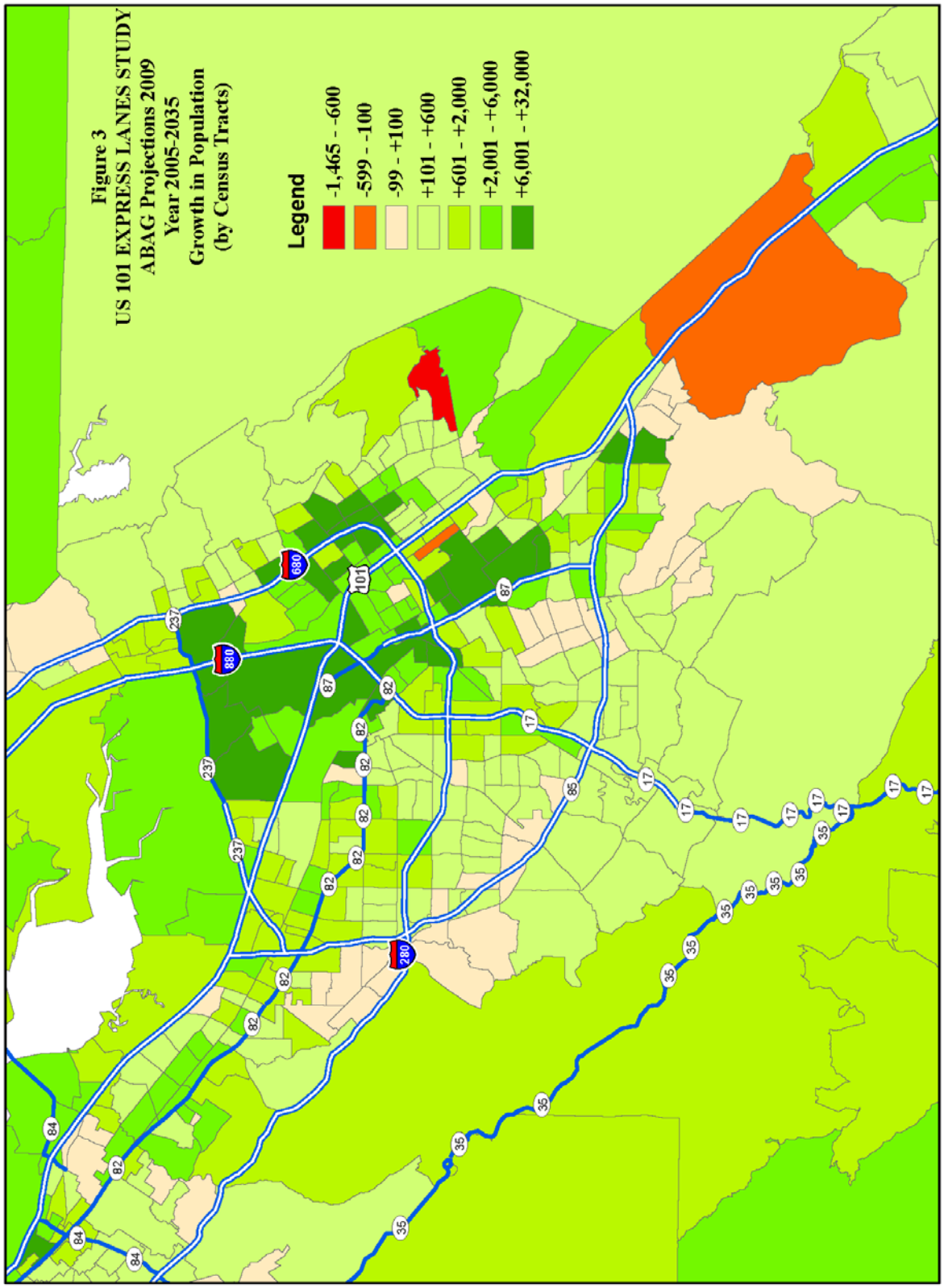
Figure 3
US 101 EXPRESS LANES STUDY
ABAG Projections 2009
Year 2005-2035
Growth in Population
(by Census Tracts)
Legend
-1,465 - -600
-599 - -100
-99 - +100
+101 - +600
+601 - +2,000
+2,001 - +6,000
+6,001 - +32,000
680
101
880
280
237
87
82
17
85
35
84

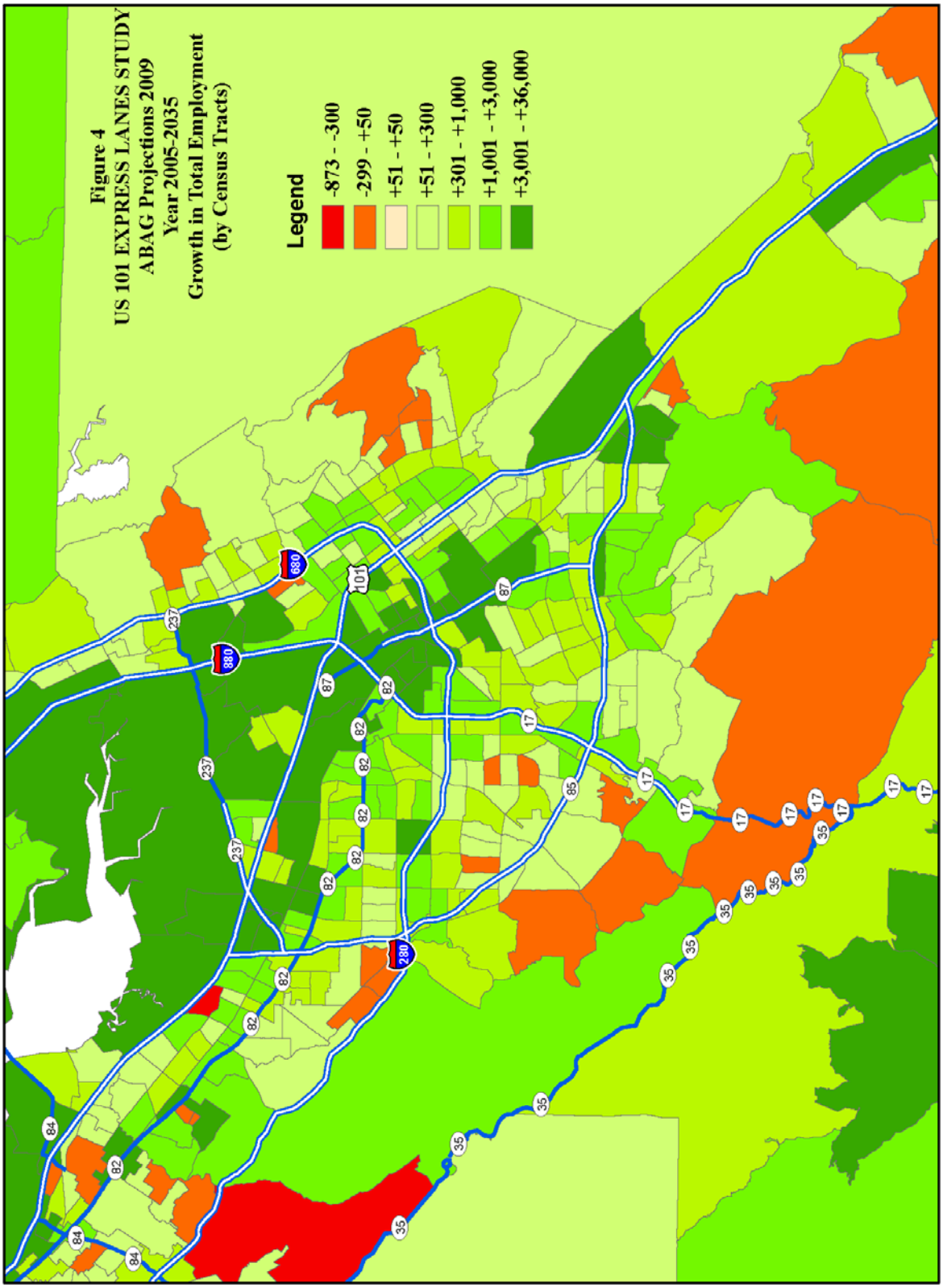
Figure 4
US 101 EXPRESS LANES STUDY
ABAG Projections 2009
Year 2005-2035
Growth in Total Employment
(by Census Tracts)
Legend
-873 - -300
-299 - +50
+51 - +50
+51 - +300
+301 - +1,000
+1,001 - +3,000
+3,001 - +36,000
680
880
101
237
87
82
17
85
35
280
84

Table 4
Highway Improvement Projects

Highway Improvement	Included in Network Year 2015	Included in Network Year 2035
SR 85 Northbound to Eastbound SR 237 Connector Ramp and NB SR 85 Aux Lane	No	Yes
SR 85 Express Lanes	Yes	Yes
SR 87/Capitol/Narvaez Interchange Improvements	No	Yes
US 101/Montague Expressway/San Tomas Expressway /Mission College Boulevard I/C Improvements	No	Yes
US 101 SB/Trimble Road/De La Cruz Boulevard/Central Expressway Interchange Improvements	No	Yes
US 101/Blossom Hill Road Interchange Improvements	No	Yes
US 101/Mabury Road/Taylor Street Interchange Improvements	No	Yes
US 101 Southbound Auxiliary Lane: Great America Parkway to Lawrence Expressway	No	Yes
US 101/Old Oakland Road Interchange Improvements	No	Yes
US 101/Tully Road Interchange Improvements	Yes	Yes
US 101 Southbound Widening from Story Road to Yerba Buena Road	Yes	Yes
US 101/Capitol Expressway I/C Improvements (Includes New Northbound On-ramp from Yerba Buena Road)	Yes	Yes
US 101/Tennant Avenue Interchange Improvements	Yes	Yes
US 101 SB Auxiliary Lane Widening: I-880 to McKee	No	Yes
US 101 Auxiliary Lanes - SR 85 to Embarcadero Road	Yes	Yes
US 101 Ramp Metering Facilities: 10th St to Bailey Ave	No	Yes
US 101/Zanker Road/Skyport Drive/Fourth Street Interchange Improvements	No	Yes
US 101 Southbound Auxiliary Lane Improvement Between Ellis Street and SR 237	No	Yes
US 101 Ramp/Intersection Improvements: SB off-ramp at Cochrane Rd	No	Yes
US 101 Ramp/Intersection Improvements: NB off-ramp at Cochrane Rd	No	Yes
US 101 Ramp/Intersection Improvements: US 101 - Dunne interchange	No	Yes
US 101/Buena Vista Avenue Interchange Improvements	No	Yes
US 101 Southbound Improvements: San Antonio Road to Charleston Road/Rengstorff Avenue	No	Yes
US 101 Widening to 6-lane Freeway: SR 25 to SR 129	No	Yes
SR 237 Westbound On-ramp at Middlefield Road	No	Yes
SR 237 Eastbound Auxiliary Lane between Zanker Road and North First Street	No	Yes

Highway Improvement	Included in Network Year 2015	Included in Network Year 2035
SR 237/Mathilda Avenue & US 101/Mathilda Avenue Interchange Improvements	No	Yes
SR 237/North First Street Interchange Improvements	No	Yes
SR 237 WB to NB US 101 Ramp Improvements	No	Yes
SR 237 Eastbound Auxiliary Lanes: Mathilda Avenue to Fair Oaks Avenue	No	Yes
SR 237 Widening for HOV lanes between SR 85 and US 101	No	Yes
SR 237 Widening for HOV lanes between US 101 and Mathilda Ave	No	Yes
I-280 Northbound - Second Exit Lane to Foothill Expressway	No	Yes
I-280 NB Winchester Boulevard Interchange Improvements	No	Yes
I-680 NB widening (1 HOV lane) from Calaveras Boulevard to SR 84	No	Yes
I-880/Montague Expressway Interchange Improvement	No	Yes
I-880/I-280/Stevens Creek Boulevard Interchange Improvements	Yes	Yes
I-880 Widening for HOV Lanes from SR 237 to US 101	Yes	Yes
I-880 Northbound Auxiliary Lane - Coleman Ave. to First Street	No	Yes
I-880 Mission Boulevard to 237 HOV lane extension	Yes	Yes
I-880/Misson Boulevard interchange improvement (Contract 1A - intercahnge)	Yes	Yes
I-880/Mission Boulevard interchange improvement (Contract 1B - Route 262 widening)	Yes	Yes
Almaden - 8 lanes Coleman to Blossom Hill	No	Yes
Calveras Road Widening (4 lanes to 6 lanes at UPRR crossing)	No	Yes
Central - Aux lanes between Mary and Lawrence	No	Yes
Central - 6 lanes Lawrence to San Tomas	No	Yes
Charcot Road extension (new bridge over I-880 to connect with Old Oakland Road)	No	Yes
Lawrence Expressway - Arques Square loop Grade separation	No	Yes
Lawrence Expressway - 8 lanes Moorpark - South of Calvert	No	Yes
Montague Expressway widening - 8 lanes Trade Zone to Park Victoria	No	Yes
Montague Expressway widening - 8 Lanes Lick Mill to Trade Zone	No	Yes
San Tomas Expressway - 8 lanes Williams & El Camino	No	Yes

VEHICLE TRIPS FOR FORECAST YEARS

The input data presented above was used to develop vehicle trip tables presenting travel in 2009, 2015, and 2035. The change in trip ends between 2009 and 2035 for the three-hour AM peak period (6 to 9 AM) is shown in Figure 5 for trip origins and Figure 6 for trip destinations. The same information is presented in Figures 7 and 8 for the PM peak period (3 to 7 PM).

In the morning peak period, origins primarily relate to the home end of commute trips, while trip destinations are representative of the employment end of commute trips. In the afternoon peak period, trips made for other purposes are more significant and the relationship between trip origins and housing is less direct.

As shown in Figure 5, trip origins from most of the census tracts along US 101 are projected to grow by at least 100 vehicle-trips in the morning perk period, corresponding well to the forecasted change in housing in these tracts. Exceptions are census tracts where housing is forecasted to decline; these are located near US 101 between SR 85 and I-680 interchanges. In some of the locations, especially the Golden Triangle area, the growth is projected to grow beyond 6,000 vehicle-trips between 2009 and 2035. Areas of growth in destinations in the morning peak period (Figure 6) are comparable to forecasted growth in employment (Figure 4), with the highest growth occurring in tracts in the Golden Triangle.

In the afternoon, the pattern of trips destined for the tracts in the US 101 corridor is similar to the morning origins, which is logical; tracts that are forecasted to have fewer household by 2035 will tend to have fewer trips in either direction (origin and destination) in the PM peak period. However, the mix of vehicle trip purposes in the PM peak period minimizes the impact of the decline in housing in some of the zones in San Jose.

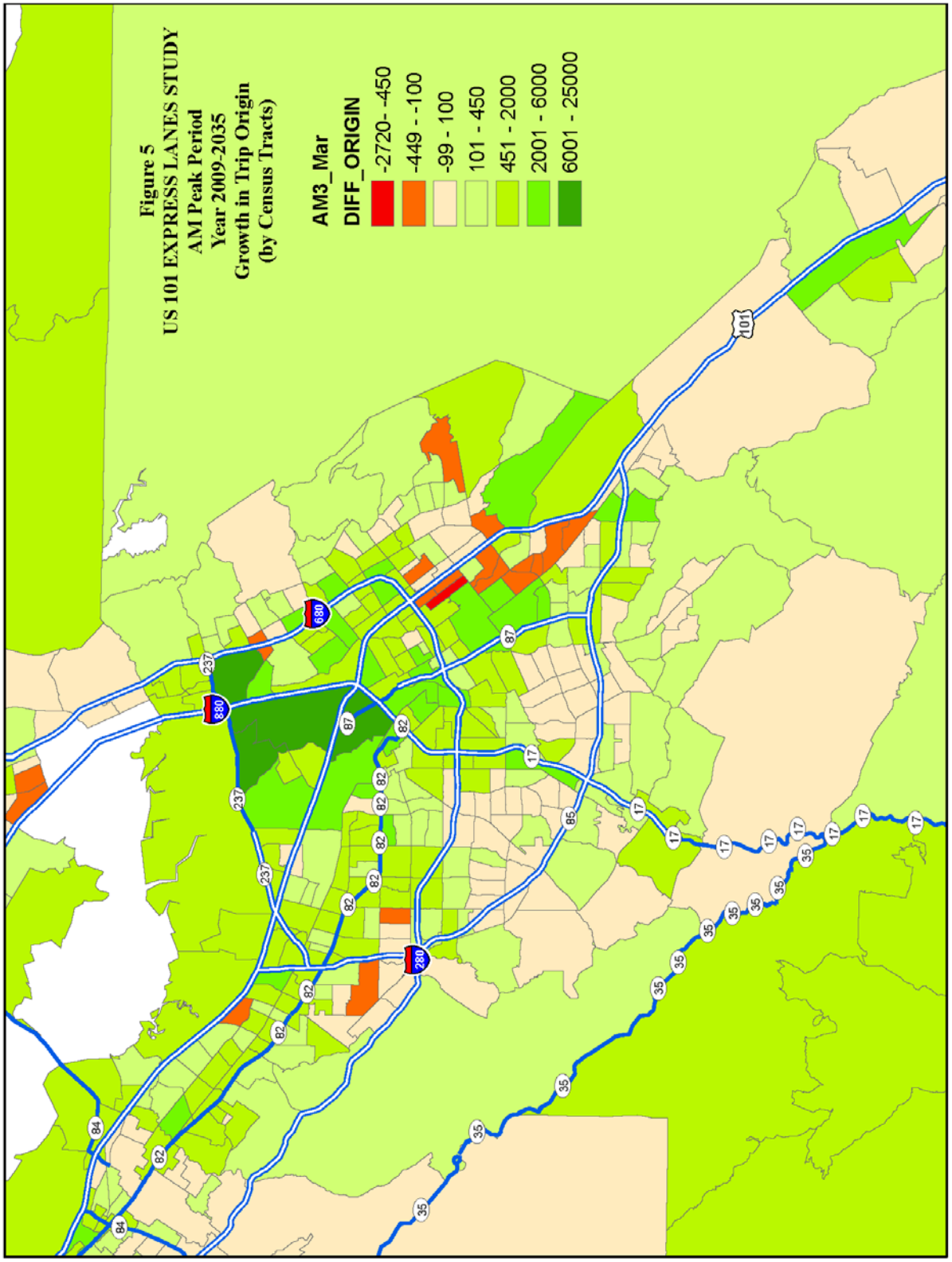
Figure 5
US 101 EXPRESS LANES STUDY
AM Peak Period
Year 2009-2035
Growth in Trip Origin
(by Census Tracts)
AM3_Mar
DIFF_ORIGIN
-2720- -450
-449 - -100
-99 - 100
101 - 450
451 - 2000
2001 - 6000
6001 - 25000
101
680
880
237
87
82
17
86
280
35
84

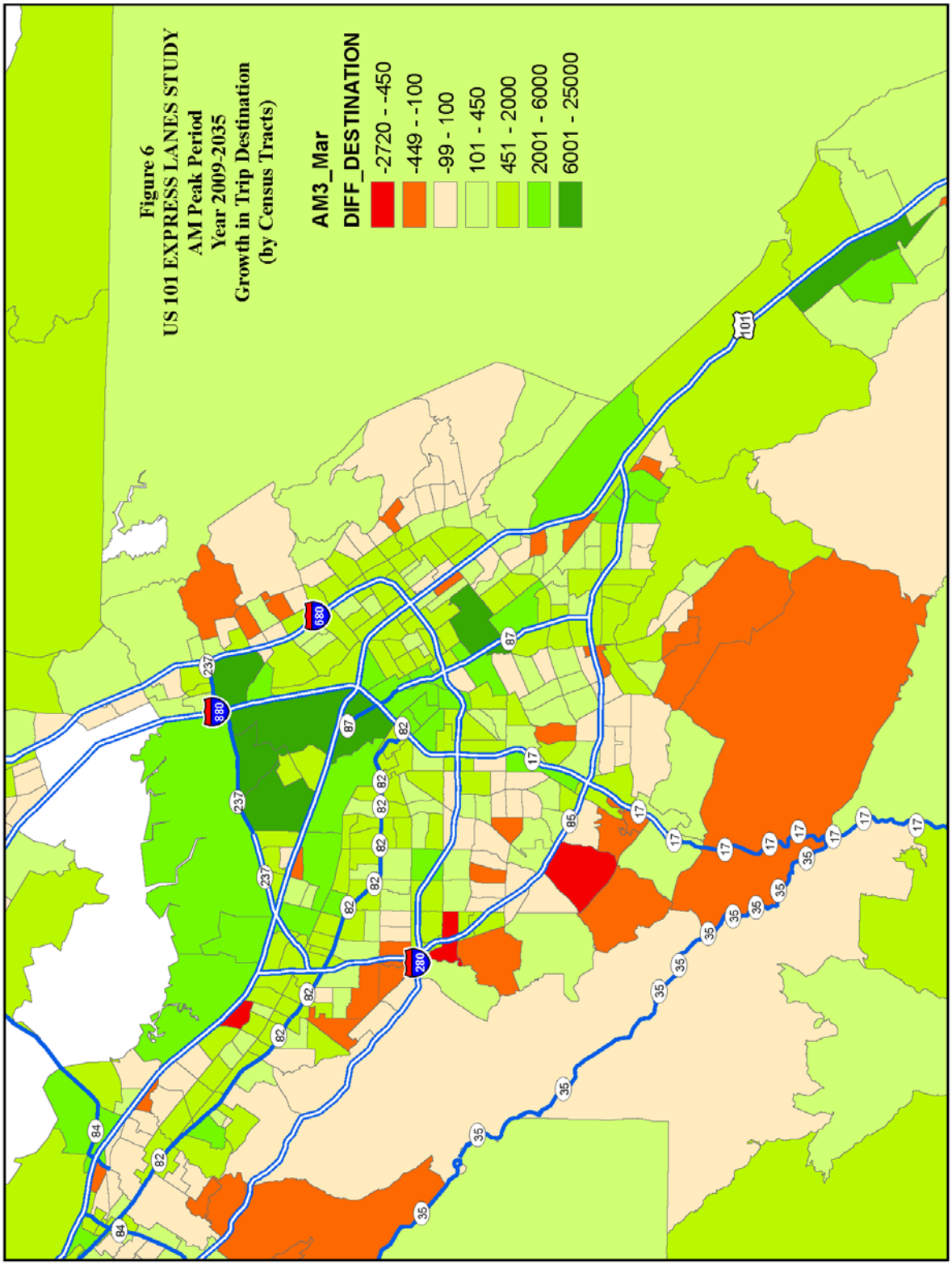
Figure 6
US 101 EXPRESS LANES STUDY
AM Peak Period
Year 2009-2035
Growth in Trip Destination
(by Census Tracts)
AM3_Mar
DIFF_DESTINATION
-2720 - -450
-449 - -100
-99 - 100
101 - 450
451 - 2000
2001 - 6000
6001 - 25000

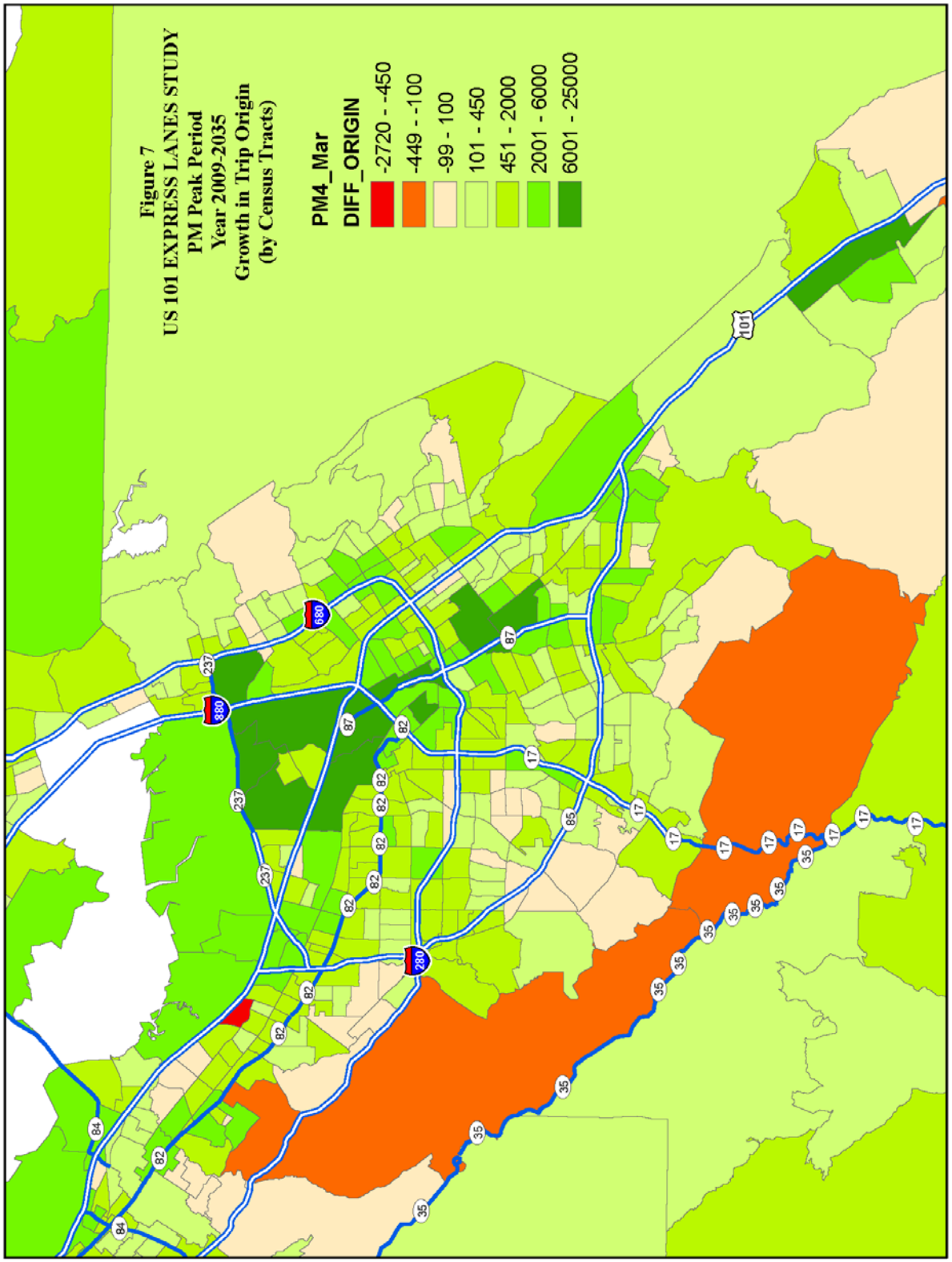
Figure 7
US 101 EXPRESS LANES STUDY
PM Peak Period
Year 2009-2035
Growth in Trip Origin
(by Census Tracts)
PM4_Mar
DIFF_ORIGIN
-2720 - -450
-449 - -100
-99 - 100
101 - 450
451 - 2000
2001 - 6000
6001 - 25000

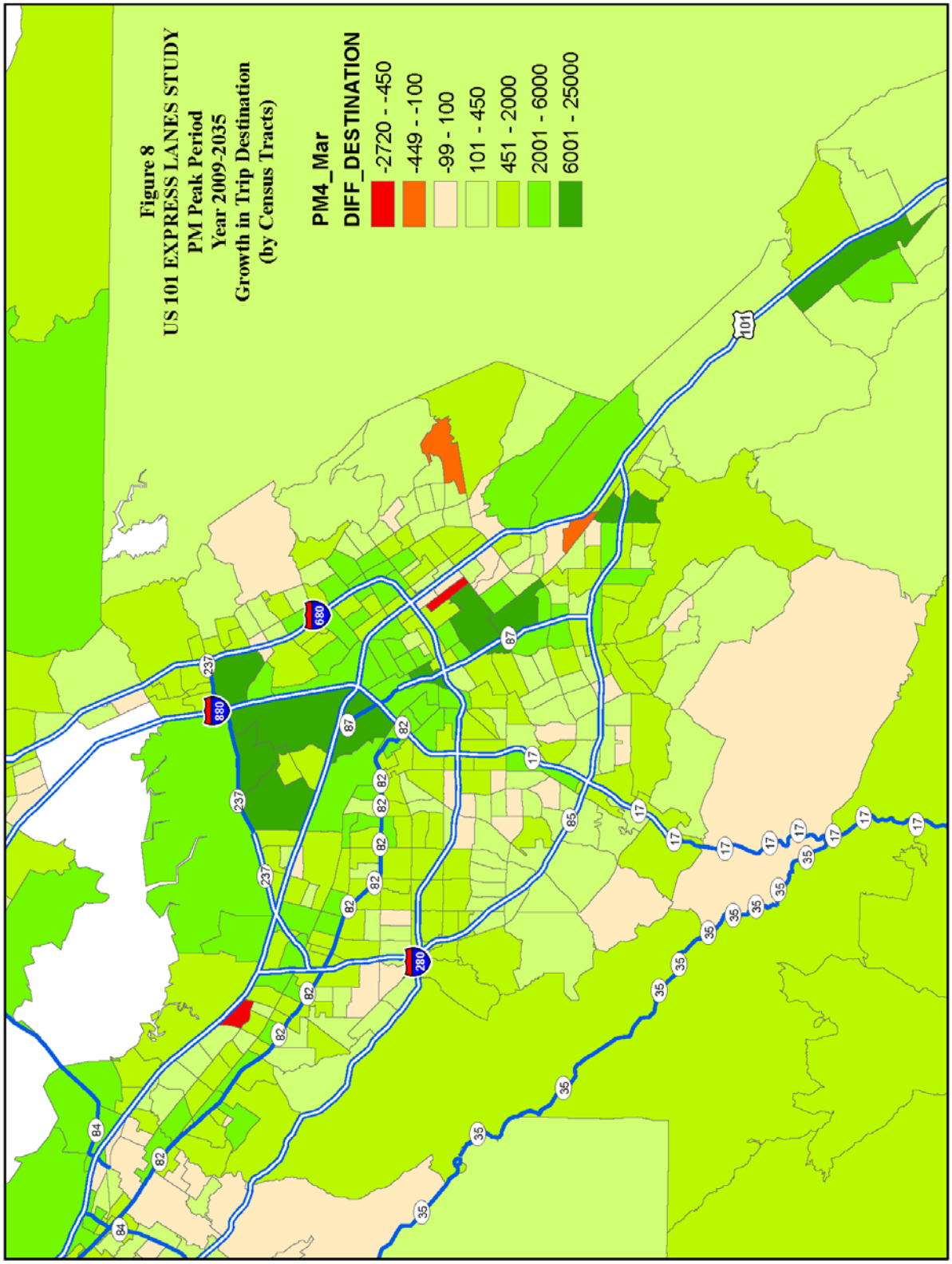
Figure 8
US 101 EXPRESS LANES STUDY
PM Peak Period
Year 2009-2035
Growth in Trip Destination
(by Census Tracts)
PM4_Mar
DIFF_DESTINATION
-2720 - -450
-449 - -100
-99 - 100
101 - 450
451 - 2000
2001 - 6000
6001 - 25000
101
680
880
237
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82
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84

VEHICLE TRAVEL PATTERNS FOR FORECAST YEARS

The vehicle trip tables were aggregated into superzones for 2009, 2015, and 2035 to facilitate review of any changes in travel patterns over the forecast period. Santa Clara County was divided into 7 districts (see Figure 9 for Santa Clara superzones). The superzones for each of San Mateo, Alameda, and Santa Cruz Counties, which are adjacent to Santa Clara County, consisted of the entire county. Travel to/from the remaining counties to the north (San Francisco, Marin, Napa, Sonoma, Solano, San Joaquin, and Contra Costa) were aggregated into one superzone, while travel to/from the remaining counties to the south (Monterey and San Benito) were aggregated into another.

The resulting matrices were then compared to identify any changes in travel patterns that might be evident over the forecast period. Table 5 presents the net growth in trips during the AM Peak period that is forecasted between 2009 and 2015, while Table 6 presents the same information for the period from 2015 to 2035. Tables 7 and 8 present the net growth in trips during the PM peak period for 2009 through 2015 and 2015 through 2035, respectively. The last row and column in each table is the total for Santa Clara County superzones.

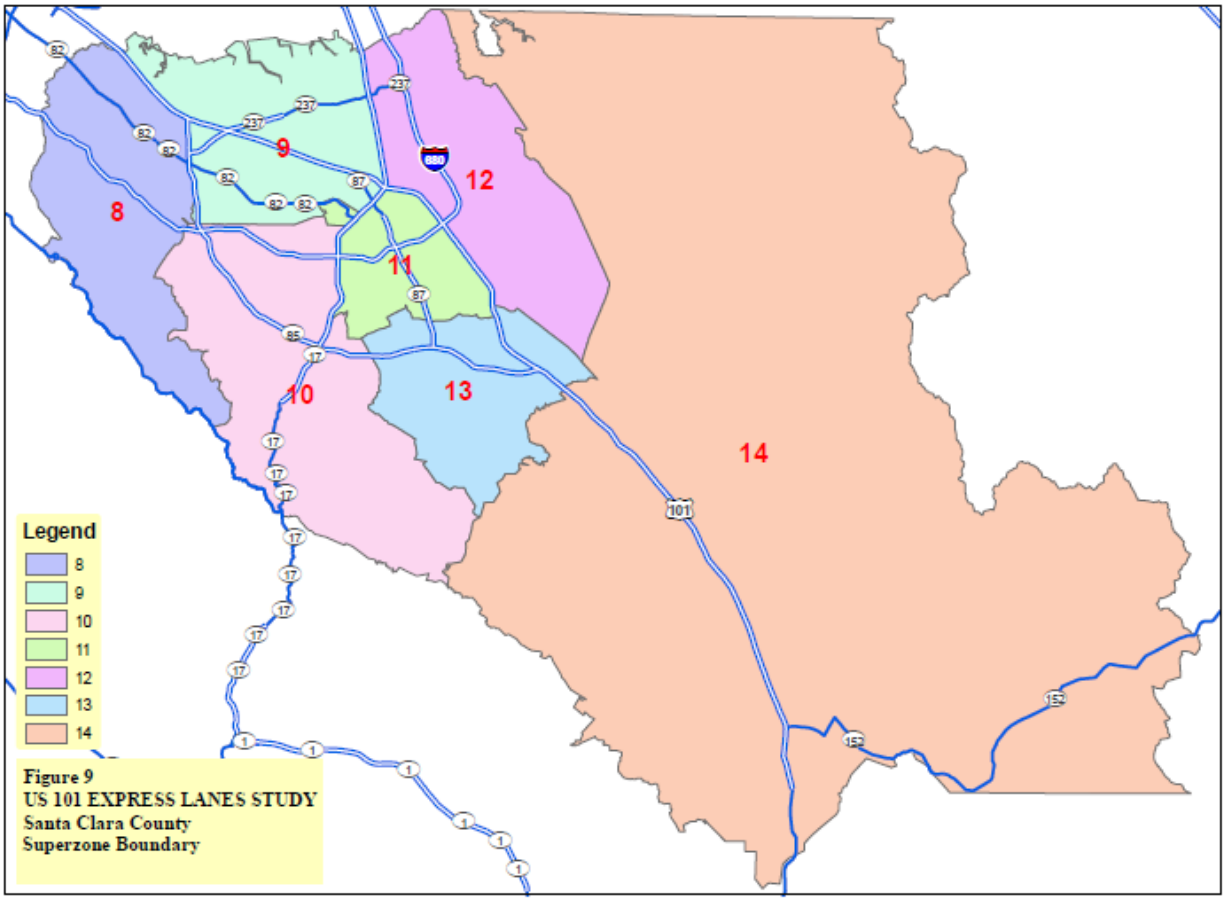

Figure 9
US 101 EXPRESS LANES STUDY
Santa Clara County
Superzone Boundary

Table 5
Trips by Superzone
AM Peak Period, 2009-2015

2009 Trips	Destination Superzone													
Origin Superzone	8	9	10	11	12	13	14	San Mateo	Santa Cruz	Monterey & San Benito	Alameda	Other Counties North	Total Trip Table	Total Santa Clara
8	33984	11569	4633	2300	1559	808	175	14003	93	35	1923	1773	**72854**	55027
9	10956	53010	12931	7626	7555	1922	487	7428	193	92	4349	2196	**108746**	94488
10	7282	24610	59276	14508	6103	5914	1139	5931	643	134	2634	1908	**130082**	118832
11	3823	15386	14152	41527	12819	8095	1561	3329	270	119	4274	2070	**107423**	97363
12	5081	23761	9719	19182	53666	5314	1845	3585	205	103	10730	3281	**136473**	118569
13	2590	9894	11449	15226	6220	33110	2015	2036	269	162	2007	1056	**86034**	80504
14	664	2152	2529	2325	2353	3116	24811	459	772	2418	763	812	**43173**	37949
San Mateo	19663	10306	4986	2268	1550	718	140	*195912*	*40*	*8*	*10843*	*39007*	**285440**	*39630*
Santa Cruz	869	1838	3040	1331	689	765	1132	*1187*	*83789*	*4873*	*536*	*1712*	**101760**	*9664*
Monterey & San Benito	405	609	545	483	338	425	3194	*338*	*8011*	*144323*	*563*	*2264*	**161497**	*5999*
Alameda	6826	17090	3065	4968	7876	1016	468	*13843*	*191*	*114*	*401282*	*52578*	**509316**	*41309*
Other Counties North	3762	5045	2350	2179	2315	667	390	*34204*	*650*	*3142*	*87966*	*1134661*	**1277332**	*16709*
Total Trip Table	**95904**	**175270**	**128673**	**113924**	**103043**	**61870**	**37357**	**282256**	**95125**	**155524**	**527869**	**1243318**	**3020131**	
Total Santa Clara by SZ	64379	140383	114688	102694	90274	58279	32033	*36771*	*2445*	*3064*	*26679*	*13096*		

2015 Trips	Destination Superzone													
Origin Superzone	8	9	10	11	12	13	14	San Mateo	Santa Cruz	Monterey & San Benito	Alameda	Other Counties North	Total Trip Table	Total Santa Clara
8	33286	12793	4495	2691	1628	854	226	13479	141	48	2387	2213	**74241**	55974
9	11488	60784	13448	9866	9138	2251	724	7995	331	119	6273	3494	**125911**	107698
10	6920	26823	56582	16459	6700	6131	1390	5760	981	181	3146	2565	**133637**	121004
11	3700	17506	14251	44538	13126	8318	2114	3322	448	169	5209	3267	**115968**	103552
12	5015	26955	9741	22237	52920	6022	2510	3480	349	147	12004	4161	**145541**	125400
13	2521	10939	10820	16833	6555	32494	2666	1934	432	225	2243	1503	**89166**	82828
14	609	2509	1143	1872	1478	2039	26387	422	529	2142	770	1328	**41228**	36037
San Mateo	18863	10772	4873	2448	1478	745	148	*193567*	*79*	*16*	*10958*	*40021*	**283968**	*39327*
Santa Cruz	810	1864	3144	1472	740	877	1133	*1378*	*93107*	*5344*	*759*	*2796*	**113423**	*10040*
Monterey & San Benito	503	668	488	567	373	503	3622	*458*	*9910*	*165506*	*709*	*2968*	**186274**	*6723*
Alameda	7803	20667	3664	6463	9213	1333	576	*16514*	*516*	*121*	*383088*	*59216*	**509174**	*49720*
Other Counties North	4228	6860	2639	2955	3283	866	456	*39394*	*903*	*3562*	*97854*	*1144156*	**1307155**	*21287*
Total Trip Table	**95744**	**199140**	**125288**	**128402**	**106630**	**62433**	**41952**	**287703**	**107727**	**177580**	**525399**	**1267687**	**3125686**	
Total Santa Clara by SZ	63538	158309	110480	114497	91544	58108	36017	*36392*	*3212*	*3031*	*32032*	*18530*		

Growth, 09-15	Destination Superzone													
Origin Superzone	8	9	10	11	12	13	14	San Mateo	Santa Cruz	Monterey & San Benito	Alameda	Other Counties North	Total Trip Table	Total Santa Clara
8	-697	1224	-138	391	69	46	51	-524	48	13	464	440	**1387**	947
9	531	7774	517	2240	1583	329	237	567	138	27	1924	1298	**17165**	13211
10	-362	2213	-2695	1951	597	217	251	-171	338	47	512	656	**3555**	2172
11	-123	2119	99	3012	307	223	553	-7	179	50	936	1197	**8544**	6190
12	-66	3194	22	3056	-746	708	664	-105	145	44	1274	880	**9068**	6831
13	-68	1044	-628	1607	335	-616	651	-102	163	63	236	447	**3131**	2324
14	-55	357	-1385	-453	-875	-1077	1576	-37	-243	-276	7	516	**-1945**	-1912
San Mateo	-800	466	-112	181	-73	27	8	*-2345*	*39*	*8*	*115*	*1014*	**-1472**	*-303*
Santa Cruz	-59	26	104	141	51	112	1	*192*	*9318*	*470*	*223*	*1084*	**11663**	*376*
Monterey & San Benito	98	59	-57	84	35	78	428	*120*	*1900*	*21183*	*146*	*704*	**24777**	*725*
Alameda	977	3578	599	1495	1337	317	108	*2670*	*325*	*8*	*-18194*	*6638*	**-142**	*8411*
Other Counties North	466	1815	289	775	968	199	67	*5190*	*253*	*420*	*9887*	*9495*	**29823**	*4578*
Total Trip Table	**-160**	**23870**	**-3385**	**14478**	**3587**	**563**	**4596**	**5448**	**12603**	**22056**	**-2470**	**24369**	**105555**	
Total Santa Clara by SZ	-840	17926	-4208	11803	1269	-171	3984	*-379*	*768*	*-33*	*5353*	*5434*		

Table 6
Trips by Superzone
AM Peak Period, 2015-2035

2015 Trips	Destination Superzone													
Origin Superzone	8	9	10	11	12	13	14	San Mateo	Santa Cruz	Monterey & San Benito	Alameda	Other Counties North	Total Trip Table	Total Santa Clara
8	33286	12793	4495	2691	1628	854	226	13479	141	48	2387	2213	**74241**	55974
9	11488	60784	13448	9866	9138	2251	724	7995	331	119	6273	3494	**125911**	107698
10	6920	26823	56582	16459	6700	6131	1390	5760	981	181	3146	2565	**133637**	121004
11	3700	17506	14251	44538	13126	8318	2114	3322	448	169	5209	3267	**115968**	103552
12	5015	26955	9741	22237	52920	6022	2510	3480	349	147	12004	4161	**145541**	125400
13	2521	10939	10820	16833	6555	32494	2666	1934	432	225	2243	1503	**89166**	82828
14	609	2509	1143	1872	1478	2039	26387	422	529	2142	770	1328	**41228**	36037
San Mateo	18863	10772	4873	2448	1478	745	148	*193567*	*79*	*16*	*10958*	*40021*	**283968**	*39327*
Santa Cruz	810	1864	3144	1472	740	877	1133	*1378*	*93107*	*5344*	*759*	*2796*	**113423**	*10040*
Monterey & San Benito	503	668	488	567	373	503	3622	*458*	*9910*	*165506*	*709*	*2968*	**186274**	*6723*
Alameda	7803	20667	3664	6463	9213	1333	576	*16514*	*516*	*121*	*383088*	*59216*	**509174**	*49720*
Other Counties North	4228	6860	2639	2955	3283	866	456	*39394*	*903*	*3562*	*97854*	*1144156*	**1307155**	*21287*
Total Trip Table	**95744**	**199140**	**125288**	**128402**	**106630**	**62433**	**41952**	**287703**	**107727**	**177580**	**525399**	**1267687**	**3125686**	
Total Santa Clara by SZ	63538	158309	110480	114497	91544	58108	36017	*36392*	*3212*	*3031*	*32032*	*18530*		

2035 Trips	Destination Superzone													
Origin Superzone	8	9	10	11	12	13	14	San Mateo	Santa Cruz	Monterey & San Benito	Alameda	Other Counties North	Total Trip Table	Total Santa Clara
8	41680	18181	5568	4591	2291	1449	369	17559	212	39	2963	2769	**97670**	74129
9	15242	90413	17793	18426	14515	3974	1239	10183	395	110	8702	4435	**185427**	161601
10	6869	30692	57567	21178	7493	7599	1721	5498	1189	198	2982	2161	**145148**	133120
11	4805	26916	18244	71228	19039	13201	3166	3957	596	197	6177	3421	**170946**	156599
12	6040	36919	12117	33434	69074	9114	3364	3939	574	185	14344	4448	**193553**	170062
13	2344	11360	10477	21065	7378	39832	3200	1664	572	276	2052	1271	**101490**	95656
14	632	2958	1283	2656	1905	3256	33085	412	808	2796	867	1705	**52363**	45775
San Mateo	22021	15223	6137	3891	2055	1236	219	*242039*	*79*	*10*	*14223*	*50763*	**357895**	*50781*
Santa Cruz	983	2446	3740	2330	1047	1380	1502	*2077*	*109593*	*7295*	*1303*	*5900*	**139595**	*13427*
Monterey & San Benito	356	826	545	825	502	843	4865	*625*	*11176*	*193795*	*957*	*4389*	**219703**	*8762*
Alameda	8661	27397	4621	8919	11567	2298	846	*20947*	*909*	*154*	*484735*	*78939*	**649993**	*64309*
Other Counties North	4519	9281	3194	4212	4563	1387	603	*49591*	*1271*	*4340*	*120343*	*1385714*	**1589019**	*27759*
Total Trip Table	**114150**	**272611**	**141285**	**192755**	**141429**	**85571**	**54179**	**358491**	**127375**	**209393**	**659649**	**1545915**	**3902803**	
Total Santa Clara by SZ	77611	217439	123048	172578	121696	78426	46144	*43212*	*4346*	*3800*	*38088*	*20209*		

Growth, 15-35	Destination Superzone													
Origin Superzone	8	9	10	11	12	13	14	San Mateo	Santa Cruz	Monterey & San Benito	Alameda	Other Counties North	Total Trip Table	Total Santa Clara
8	8393	5388	1073	1900	663	596	143	4080	70	-9	576	556	**23429**	18155
9	3754	29629	4345	8560	5377	1723	515	2188	64	-9	2429	940	**59516**	53903
10	-51	3869	985	4719	794	1468	332	-262	208	18	-165	-404	**11511**	12116
11	1105	9411	3993	26689	5914	4882	1052	635	147	27	968	154	**54978**	53047
12	1025	9963	2376	11197	16154	3093	854	460	224	38	2340	288	**48012**	44662
13	-177	421	-344	4232	824	7338	533	-270	140	51	-190	-233	**12325**	12828
14	23	448	139	784	427	1218	6698	-11	280	654	97	377	**11135**	9738
San Mateo	3158	4451	1264	1443	577	492	71	*48471*	*0*	*-6*	*3265*	*10742*	**73927**	*11454*
Santa Cruz	173	582	596	858	307	502	369	*699*	*16486*	*1951*	*544*	*3104*	**26172**	*3387*
Monterey & San Benito	-147	158	57	258	129	340	1243	*167*	*1266*	*28289*	*248*	*1421*	**33429**	*2038*
Alameda	858	6729	957	2456	2354	965	270	*4433*	*393*	*33*	*101647*	*19724*	**140819**	*14589*
Other Counties North	291	2421	555	1257	1280	521	147	*10197*	*368*	*778*	*22490*	*241558*	**281864**	*6472*
Total Trip Table	**18406**	**73471**	**15996**	**64353**	**34800**	**23138**	**12227**	**70788**	**19648**	**31814**	**134250**	**278227**	**777117**	
Total Santa Clara by SZ	14073	59130	12568	58081	30152	20317	10128	*6820*	*1134*	*770*	*6056*	*1678*		

Table 7
Trips by Superzone
PM Peak Period, 2009-2015

2009 Trips	Destination Superzone													
Origin Superzone	8	9	10	11	12	13	14	San Mateo	Santa Cruz	Monterey & San Benito	Alameda	Other Counties North	Total Trip Table	Total Santa Clara
8	63366	19075	10916	4737	5623	3206	954	26667	829	379	7886	3790	**147427**	107876
9	19515	105505	35628	22497	31556	12375	3356	13211	1733	807	20142	5850	**272172**	230430
10	7811	24177	105001	23347	11981	16209	2235	6126	3203	706	3903	2691	**207391**	190761
11	3473	15137	24409	77605	26717	21826	2839	2834	1339	642	5966	2497	**185283**	172006
12	3094	17663	10375	22163	86130	9394	2681	2351	748	483	11483	3066	**169629**	151498
13	1485	4309	11460	14869	8104	59984	3844	1077	848	626	1470	960	**109036**	104055
14	413	962	1556	2030	2226	2991	45390	313	1419	4862	711	576	**63449**	55567
San Mateo	20928	10396	6942	3611	3497	2127	559	*338349*	*1100*	*374*	*18260*	*63416*	**469559**	*48060*
Santa Cruz	164	282	908	319	231	327	749	*195*	*151744*	*10926*	*198*	*1297*	**167340**	*2980*
Monterey & San Benito	209	266	383	319	234	356	3535	*70*	*8664*	*251702*	*200*	*4215*	**270152**	*5302*
Alameda	4233	9182	4342	6322	14093	2856	1075	*17502*	*638*	*626*	*661393*	*117427*	**839689**	*42103*
Other Counties North	3934	4808	3413	3430	4429	1687	988	*68533*	*2115*	*4036*	*84703*	*1866465*	**2048541**	*22689*
Total Trip Table	**128624**	**211761**	**215333**	**181247**	**194822**	**133337**	**68204**	**477228**	**174379**	**276168**	**816315**	**2072251**	**4949668**	
Total Santa Clara by SZ	99155	186828	199345	167247	172337	125983	61298	*52579*	*10119*	*8505*	*51561*	*19430*		

2015 Trips	Destination Superzone													
Origin Superzone	8	9	10	11	12	13	14	San Mateo	Santa Cruz	Monterey & San Benito	Alameda	Other Counties North	Total Trip Table	Total Santa Clara
8	63374	20140	10593	4821	5654	3098	833	23487	770	465	9043	4293	**146571**	108513
9	20702	120722	38237	25421	34578	13217	3607	12621	1774	955	24354	7926	**304112**	256483
10	7573	25428	107312	24451	12686	16395	2098	5532	3400	827	4857	3271	**213828**	195943
11	3726	17988	26480	87088	30278	24028	3043	2742	1527	830	7732	3471	**208932**	192631
12	2984	19207	10824	23791	93922	9994	2800	2002	874	597	13038	4234	**184268**	163523
13	1430	4571	11764	16049	9054	65298	4185	956	1025	818	1822	1213	**118183**	112350
14	319	958	1459	2032	2326	3046	48839	258	1411	5742	795	667	**67854**	58981
San Mateo	23333	13035	8047	4356	4051	2430	650	*363814*	*1335*	*525*	*21308*	*70246*	**513132**	*55903*
Santa Cruz	172	316	1182	424	353	482	745	*351*	*172423*	*13563*	*522*	*2084*	**192616**	*3672*
Monterey & San Benito	262	201	386	315	244	394	3840	*78*	*9626*	*293885*	*211*	*4804*	**314248**	*5643*
Alameda	5193	12686	5345	8022	16422	3294	1239	*18494*	*1079*	*822*	*689397*	*130090*	**892084**	*52201*
Other Counties North	4700	7093	4360	5074	6319	2262	1580	*72134*	*3387*	*5046*	*92983*	*1991611*	**2196550**	*31388*
Total Trip Table	**133769**	**242347**	**225989**	**201844**	**215887**	**143936**	**73459**	**502469**	**198632**	**324076**	**866061**	**2223910**	**5352378**	
Total Santa Clara by SZ	100108	209016	206669	183653	188498	135074	65405	*47598*	*10781*	*10234*	*61639*	*25074*		

Growth, 09-15	Destination Superzone													
Origin Superzone	8	9	10	11	12	13	14	San Mateo	Santa Cruz	Monterey & San Benito	Alameda	Other Counties North	Total Trip Table	Total Santa Clara
8	8	1066	-323	84	31	-108	-121	-3180	-59	86	1158	502	**-856**	637
9	1187	15217	2608	2924	3022	842	251	-590	40	148	4212	2076	**31940**	26052
10	-238	1251	2311	1104	704	186	-137	-595	197	120	954	579	**6438**	5182
11	253	2851	2072	9483	3561	2202	204	-92	188	187	1765	974	**23649**	20625
12	-109	1545	449	1628	7792	599	120	-349	126	114	1555	1168	**14639**	12025
13	-55	262	304	1180	950	5314	341	-121	177	192	351	253	**9147**	8295
14	-93	-4	-97	3	100	56	3450	-55	-8	881	83	92	**4406**	3414
San Mateo	2405	2639	1105	745	554	304	91	*25465*	*235*	*152*	*3048*	*6830*	**43573**	*7843*
Santa Cruz	8	35	273	105	122	154	-5	*156*	*20679*	*2638*	*324*	*787*	**25276**	*692*
Monterey & San Benito	54	-65	3	-4	10	37	305	*8*	*963*	*42183*	*11*	*589*	**44096**	*341*
Alameda	959	3504	1003	1701	2329	438	164	*993*	*441*	*197*	*28004*	*12663*	**52395**	*10097*
Other Counties North	767	2285	947	1644	1890	575	592	*3601*	*1272*	*1010*	*8280*	*125146*	**148009**	*8700*
Total Trip Table	**5145**	**30585**	**10656**	**20597**	**21065**	**10599**	**5255**	**25241**	**24253**	**47908**	**49746**	**151659**	**402710**	
Total Santa Clara by SZ	953	22188	7324	16406	16160	9091	4108	*-4981*	*662*	*1729*	*10078*	*5644*		

Table 8
Trips by Superzone
PM Peak Period, 2015-2035

2015 Trips	Destination Superzone													
Origin Superzone	8	9	10	11	12	13	14	San Mateo	Santa Cruz	Monterey & San Benito	Alameda	Other Counties North	Total Trip Table	Total Santa Clara
8	63374	20140	10593	4821	5654	3098	833	23487	770	465	9043	4293	**146571**	108513
9	20702	120722	38237	25421	34578	13217	3607	12621	1774	955	24354	7926	**304112**	256483
10	7573	25428	107312	24451	12686	16395	2098	5532	3400	827	4857	3271	**213828**	195943
11	3726	17988	26480	87088	30278	24028	3043	2742	1527	830	7732	3471	**208932**	192631
12	2984	19207	10824	23791	93922	9994	2800	2002	874	597	13038	4234	**184268**	163523
13	1430	4571	11764	16049	9054	65298	4185	956	1025	818	1822	1213	**118183**	112350
14	319	958	1459	2032	2326	3046	48839	258	1411	5742	795	667	**67854**	58981
San Mateo	23333	13035	8047	4356	4051	2430	650	*363814*	*1335*	*525*	*21308*	*70246*	**513132**	*55903*
Santa Cruz	172	316	1182	424	353	482	745	*351*	*172423*	*13563*	*522*	*2084*	**192616**	*3672*
Monterey & San Benito	262	201	386	315	244	394	3840	*78*	*9626*	*293885*	*211*	*4804*	**314248**	*5643*
Alameda	5193	12686	5345	8022	16422	3294	1239	*18494*	*1079*	*822*	*689397*	*130090*	**892084**	*52201*
Other Counties North	4700	7093	4360	5074	6319	2262	1580	*72134*	*3387*	*5046*	*92983*	*1991611*	**2196550**	*31388*
Total Trip Table	**133769**	**242347**	**225989**	**201844**	**215887**	**143936**	**73459**	**502469**	**198632**	**324076**	**866061**	**2223910**	**5352378**	
Total Santa Clara by SZ	100108	209016	206669	183653	188498	135074	65405	*47598*	*10781*	*10234*	*61639*	*25074*		

2035 Trips	Destination Superzone													
Origin Superzone	8	9	10	11	12	13	14	San Mateo	Santa Cruz	Monterey & San Benito	Alameda	Other Counties North	Total Trip Table	Total Santa Clara
8	78123	26178	11002	6410	6845	3070	925	27990	966	416	10299	4866	**177091**	132552
9	28575	176114	44842	39955	48331	14526	4425	17476	2230	1193	32495	10786	**420948**	356768
10	8976	32321	110338	30895	15467	16872	2397	6779	4037	920	5932	3784	**238720**	217267
11	6042	31724	33710	142404	45822	32207	4448	4355	2287	1250	11181	5262	**320693**	296358
12	3974	28889	12255	34729	124427	12021	3610	2676	1298	824	16587	5828	**247119**	219906
13	2115	6898	13720	24094	13075	82293	6260	1443	1551	1324	2977	1841	**157591**	148455
14	434	1411	1692	2942	3025	3808	61535	338	2014	7703	1157	927	**86987**	74847
San Mateo	29130	16840	8228	5571	4752	2414	734	*455119*	*2063*	*710*	*27069*	*88863*	**641493**	*67669*
Santa Cruz	298	551	1550	716	615	681	968	*670*	*205990*	*15298*	*986*	*3440*	**231764**	*5379*
Monterey & San Benito	135	220	357	382	314	546	4998	*114*	*13047*	*353505*	*283*	*6078*	**379979**	*6953*
Alameda	6101	17028	5452	9795	19413	3425	1448	*23553*	*1873*	*1128*	*873351*	*160991*	**1123558**	*62662*
Other Counties North	5560	9370	4121	5824	7325	2220	1893	*91611*	*6732*	*7003*	*121022*	*2419901*	**2682583**	*36314*
Total Trip Table	**169462**	**347545**	**247268**	**303719**	**289410**	**174084**	**93642**	**632125**	**244088**	**391274**	**1103339**	**2712568**	**6708525**	
Total Santa Clara by SZ	128239	303535	227559	281430	256993	164798	83601	*61058*	*14383*	*13630*	*80628*	*33295*		

Growth, 15-35	Destination Superzone													
Origin Superzone	8	9	10	11	12	13	14	San Mateo	Santa Cruz	Monterey & San Benito	Alameda	Other Counties North	Total Trip Table	Total Santa Clara
8	14748	6038	409	1590	1191	-28	93	4503	196	-49	1256	574	**30519**	24040
9	7873	55391	6605	14534	13754	1310	818	4856	456	238	8140	2860	**116836**	100285
10	1404	6893	3026	6444	2782	478	299	1248	637	94	1075	513	**24892**	21325
11	2316	13736	7230	55316	15544	8180	1405	1613	760	420	3450	1791	**111760**	103728
12	990	9682	1431	10938	30506	2028	809	673	423	227	3550	1595	**62851**	56383
13	685	2327	1956	8046	4020	16996	2075	487	526	506	1155	629	**39408**	36104
14	115	453	233	910	699	761	12696	80	603	1961	362	260	**19132**	15867
San Mateo	5796	3806	181	1215	700	-17	84	*91305*	*728*	*184*	*5761*	*18617*	**128362**	*11766*
Santa Cruz	126	235	369	292	262	199	224	*319*	*33566*	*1735*	*464*	*1356*	**39148**	*1707*
Monterey & San Benito	-127	19	-29	68	69	152	1158	*36*	*3421*	*59620*	*71*	*1273*	**65732**	*1310*
Alameda	908	4342	107	1773	2991	132	209	*5059*	*794*	*306*	*183954*	*30901*	**231474**	*10461*
Other Counties North	860	2277	-239	751	1006	-42	314	*19477*	*3344*	*1957*	*28039*	*428290*	**486033**	*4926*
Total Trip Table	**35693**	**105198**	**21279**	**101876**	**73524**	**30148**	**20183**	**129656**	**45456**	**67198**	**237277**	**488659**	**1356147**	
Total Santa Clara by SZ	28131	94519	20890	97777	68495	29724	18195	*13460*	*3602*	*3396*	*18988*	*8222*		

Travel during the morning peak period is dominated by work commute trips and reflects changes in housing and employment patterns in the county. As shown in Table 5, superzones 9, 10, 11, and 12 in Santa Clara County are forecasted to continue dominate as the main destinations for morning peak period trips. This area is where employment growth will be the highest within the county. Santa Clara County will continue to attract workers from adjacent counties, although over 80 percent of trips destined to Santa Clara County also originated in the county. Alameda County is forecasted to continue to be the next largest source of trips to Santa Clara County in the morning peak period, growing by 8,411 trips into Santa Clara County during the morning peak period through 2015.

Three superzones along the US 101 corridor, 8, 9, and 11, show continued strong attraction for trips in the morning peak period through 2035. Superzones 9 and 11, which include the jobs-rich Golden Triangle area, are forecasted to continue to attract the highest share of employment growth, accounting for over half the growth in destinations in Santa Clara County during the morning peak period through the forecast period. By 2035, Superzone 11 will attract more destinations in the morning peak period than the larger Superzone 10.

MODELING APPROACH

The regional vehicle trip tables were assigned to 2009, 2015, and 2035 highway networks that did not include the US 101 Express Lanes for a No Build scenario, but did include the US 101 Express Lanes for a Build scenario. The SR 85 Express Lanes are assumed to be in place by 2015, and are included in both scenarios. The time periods that were developed for the regional model as part of the base year validation included AM peak period (6-9 AM), AM shoulder period (9-10 AM), and PM peak period (3-7 PM).

For the No Build network, the existing HOV lanes on SR 85 were assumed to be converted to Express Lanes, with one lane added in each direction from approximately SR 87 to I-280. The access points were assumed to be limited access, at locations documented in the "SR 85 Travel Demand Forecast Report, January 25, 2012". In the south, SOV traffic was allowed to use the direct connector from US 101 HOV Lane to SR 85 Express Lane to bypass the ramp meter on the general purpose connectors. In the north, SOV traffic on SR 85 Express Lanes are assumed to exit before the direct connectors to US 101 in the No Build scenario, but are allowed to use the Express-to-Express direct connectors in the Build scenario.

SUBAREA WINDOW MODEL

Traffic assignments performed using the VTA regional network were used to establish travel patterns on the network that would be sensitive to changes in land use and highway network assumptions. However, to produce traffic volumes for the traffic operations and toll revenue analysis, a subarea model was developed around the US 101 corridor. The extent of the subarea (or windowed) model is shown in Figure 10.

Figure 10 – Extent of Subarea Window Model for US 101 Express Lanes

The tables in Appendix A compare the volumes assigned to US 101 using the VTA regional model and the windowed model for two directions in the AM Peak period and the PM Peak period. As shown in Appendix A, the windowed model reasonably reflects the traffic volumes from the regional model on the ramps and mainline links of US 101. Ramps where the assigned volume from the windowed model differs from the global model by more than 5 percent and more than 50 vehicles per hour are highlighted in yellow. Of the years and time periods shown, most have fewer than 10 percent of the ramps exceeding the differences indicated. In 2035, ramps in the northbound AM and southbound PM show more difference between global and window assignments, most likely due to differences in what routes are available to certain movements and the equilibrium assignment process.

Windowed Model Refinement and Development of Forecast Volumes

The subarea extraction process was performed for 2009, 2015 No Build and Build, and 2035 No Build and Build scenarios for the AM and PM peak analysis periods. The following steps were then undertaken to refine the window model for the purposes of the express lanes analysis:

1. Split the 2009 peak period extracted subarea trip tables into individual hourly trip tables for AM and PM peak periods. The AM peak period trip tables were divided into three time slices using factors of 0.276, 0.373, and 0.351 and the PM peak period trip tables were divided into four time slices using factors of 0.246, 0.262, 0.266, and 0.226. These factors were developed from an average of the hourly percentages from balanced mainline segments that were estimated from the 2009 traffic counts used to validate the model.

2. Assign 2009 hourly trip tables and compare ramp and mainline demand to target values from the model validation volumes. Since different parts of the corridor, as well as the peak vs. non-peak direction, have different peaking characteristics, adjustments were made to the hourly trip tables using a select-link trip table approach as follows: at specific mainline locations, select-link trip tables of traffic traveling over the link were extracted and factored to better match target volume at the select-link location; these adjusted select-link trip tables were used to replace the original select-link trips in the hourly trip table. Where possible, the adjustments shifted traffic demand from one hour to another within the same peak period, to maintain the original total.

3. Calculate the difference between the final 2009 hourly trip tables and the initial 2009 hourly trip tables to get difference matrices by hour to estimate a net adjustment by zone.

4. Split the extracted 2015 No Build, 2015 Build, 2035 No Build, and 2035 Build trip tables into individual hours using the factors shown in Step 1.

5. Add the net adjustment matrices from Step 3 to each of the trip tables developed in Step 4 to estimate final 2015 and 2035 trip tables for No Build and Build conditions.

6. For the 2015 and 2035 No Build scenarios, run traffic assignments for each of the hourly trip tables developed in Step 5 on a windowed No Build network for each year.

7. For the 2015 and 2035 Build scenarios, using the hourly trip tables developed in Step 5, run a series of toll sensitivity assignments on the windowed Build networks to identify the toll rates in each segment that would maximize utilization of the US 101 Express Lanes. The volumes presented in the tables in this memo assume that the maximum volume will be limited to 1,650 vehicles per hour per lane on the express lanes. The weaving operations under this loading condition will be analyzed to determine whether this level of demand can be accommodated. The access configuration assumptions used for the US 101 Express Lanes are as shown in Figures 11 and 12.

8. Develop a spreadsheet for post-processing the assignment volumes for No Build and Build conditions. Within this spreadsheet, compare 2009, 2015, and 2035 assignments to estimate net traffic growth from 2009 to 2015 and 2015 to 2035 due to socioeconomic changes, access changes, capacity changes, and SOV access changes. Review and adjust ramp volumes manually and recalculate mainline volumes for AM and PM peak periods; add comments to identify some of the reasoning behind the adjustments. Zero out negative growth unless reason can be identified. Evaluate No Build and Build scenarios independently but compare adjustments to ensure consistency between manual adjustments if possible.

9. Add adjusted net growth through 2015 from Step 8 to actual 2009 traffic volumes from balanced travel demand profile, with peak period growth distributed among the 3 or 4 peak hours based on current shares on ramps. (This will result in estimated 2015 traffic volumes,

reflecting manual adjustments.) Perform same calculation for growth for the period from 2015 to 2035, dividing the adjusted growth among the 3 or 4 hours (depending on time period) based on current shares and recalculate total mainline demand.

10. For the Build scenario, estimate the volume in the general purpose lanes and express lanes for each hour, maintaining the original assigned volume by hour for the express lanes from Step 7 (this has the effect of assuming that the manual adjustments from Step 8 are applied to general purpose lane volumes).

MARKET SHARE MODEL

Estimates of traffic demand and revenue potential for the US 101 Express Lanes Project were performed through a market share model applied to the study corridor within the subarea window. The market share model incorporates a variety of information in order to estimate the traffic that would choose the express lane under different operating conditions, and considers such factors as:

- Total existing (global) demand in the corridor;
- Growth of (global) demand in the corridor;
- Project configuration and location of express lane access points;
- Potential time savings offered by the express lane;
- Toll rates to be charged; and
- The value placed on this time savings by drivers in the corridor.

Market share calculations were performed within an equilibrium traffic assignment process using the windowed model. In this process, the travel time between a path using the tolled express lanes is compared to the travel time on a path using the free general purpose lanes (or parallel arterials within the corridor) for each origin-destination pair (at the traffic analysis zone level) in the model. For each movement, the toll cost per minute of time savings (cost-per-minute-saved value) is compared to an estimated value-of-time for drivers in the corridor. It is assumed that the value-of-time for drivers is not a single value but a distribution of values that is related to a number of factors, including: income, trip purpose, tardiness, others. The value-of-time for each individual driver will vary day-to-day and trip-by-trip, depending on these factors.

It is assumed that the proportion of motorists with a value-of-time greater than the cost-per-minute-saved would be willing to pay the toll and would likely choose the express lanes; those with a value-of-time lower than the cost-per-minute saved would not be willing to pay the toll under the tested conditions and would be assigned to the general purpose lanes. As traffic is assigned to each general purpose lane and express lane link (and others), travel times and speeds on the links are adjusted. An equilibrium assignment approach is used in the modeling process; the market share analysis is conducted for each iteration. Each iteration takes into account the market share shift of SOVs into the express lanes from the previous iteration. The market share express lanes assignment process was conducted for each of the eight individual time periods

identified for analysis (three peak and one shoulder hour in the AM peak period, and four hours in the PM peak period).

A log-normal distribution of value-of-time was assumed for the purposes of estimating gross toll revenue for this project, based on studies conducted elsewhere. The median value-of-time for drivers in this corridor was estimated at 50 percent of the weighted wage rate for Santa Clara County residents. The weighted wage rate was estimated using the median household income from the "3-year American Community Survey[2]", along with the number of hours worked per household for each income category.

It has been assumed that pricing will be used to manage demand and keep a maximum amount of traffic in the express lanes. This type of pricing policy would tend to maintain more stable traffic demand in the express lanes regardless of value-of-time assumptions.

A basic assumption of this analysis was that some proportion of express lanes traffic demand will never be eligible to use the express lanes. This is to account for the fact that some motorists will not participate in such a program under any circumstances. They may just be opposed to the technology or simply be infrequent users who are unaware of the express lanes and its potential benefits. These values typically range from 5 to 20 percent. The higher the proportion of motorists assumed to be ineligible for express lanes usage, the more conservative the revenue forecasts will be. For this study, we assumed the more conservative 20 percent value.

Basic Assumptions for Tolled Traffic and Revenue Estimates

The estimates of future demand volumes for the tolled Build Condition were based on the following inputs and assumptions:

- All HOV traffic, including vehicles with two-or-more occupants, motorcycles, vanpools, and buses will be allowed toll-free access to the express lanes, while SOV traffic will be charged a toll to use the express lanes.
- A minimum toll of $1.00 per trip will be charged in 2015 to all SOV users of the express lanes. This is assumed to be inflated each year, reaching $1.75 by 2035. Otherwise, the model was used to estimate the lowest toll rate that would keep the total demand on the express lanes below 1,650 vehicles per lane per hour.
- The value-of-time of potential corridor drivers was estimated at 50 percent of the median wage rate for Santa Clara County, which was estimated using data from the "3-year American Community Survey" for 2007-2009. This was then increased to reflect inflation and real increases in income through 2015 and 2035.
- The consumer price index (CPI) for the San Francisco-Oakland-San Jose area[3] for the past 20 years was reviewed, along with recent changes in real personal income. The 2009 values of

[2] http://factfinder.census.gov/servlet/DTTable?_bm=y&-state=dt&-context=dt&-ds_name=ACS_2009_3YR_G00_&-mt_name=ACS_2009_3YR_G2000_B19013&-tree_id=3309&-_caller=geoselect&-geo_id=05000US06085&-search_results=01000US&-format=&-_lang=en
[3] http://www.dof.ca.gov/HTML/FS_DATA/LatestEconData/FS_Price.htm

time were increased by 2.76 percent per year for inflation and 0.9 percent per year for increases in real income, or a total of 3.66 percent per year through 2015 and 2035. Median values of time used in the analysis were $0.269 per minute ($16.14 per hour) in 2015 and $0.552 per minute ($33.12 per hour) in 2035.

- Pricing will only be applied during the existing HOV hours of operation, from 5-9 AM and 3-7 PM. During other hours of the day and on weekends, the lane striping will be maintained but all traffic may use the lanes toll-free.
- The project access configuration and capacity will be as shown in Figures 11 and 12 for 2015 and 2035, respectively.

2015 AND 2035 NO BUILD TRAFFIC DEMAND FORECAST

The raw traffic assignment volumes for the windowed model for 2009, 2015, and 2035, and the manual adjustments made to the ramps for the No Build scenario was then imported to Tables 9 through 12 to estimate the traffic growth for each entry and exit ramp on US 101 for the AM Peak and PM Peak periods. In some places, future year volumes are forecasted to be lower than base year volumes. In these cases, the highway network was reviewed for improvements that would attract traffic to other corridors or change the capacity of links leading to US 101 (such as ramp meters), and the trip tables were reviewed for changes that might explain the observed changes in the traffic assignments. The negative growth was retained at interchanges that could reasonably be affected by network or land use changes. Otherwise, the negative growth was set to zero. This process was performed separately for the periods 2009 to 2015 and 2015 to 2035. The two right-hand columns in Tables 9 through 12 show the reasoning behind the manual adjustments and for retention of negative growth values.

The adjusted traffic growth for the AM Peak period (3 hours) and PM Peak period (4 hours) from Tables 9 through 12 were divided among the individual hours of each period using current percent shares derived from base year demand volumes. The adjusted traffic growth for each hour was then added to the 2009 traffic demand volumes to develop 2015 and 2035 traffic for ramps and mainlines on US 101.

The resulting forecast volumes are shown in the central set of columns in Tables 17 and 20 for the AM Peak period and PM Peak period. In general, northbound AM total demand is forecasted to grow by about 0.8-1.4 percent per year on mainline links on the north and south ends of US 101. In the central section of the freeway, from SR 85 to Montague Expressway, AM demand is forecasted to be essentially unchanged through 2015 due to recovery from recession and capacity constraints. From 2015 through 2035, AM peak period traffic is forecasted to grow at less than one percent per year on most links.

In the PM Peak period, in the southbound direction, demand is forecasted to grow by about 0.5 to 1.5 percent per year through 2015 in the northern and central portions of the study area, and higher growth rates in the south from I-680/Story Road to Morgan Hill. Annual growth rates from 2015 through 2035 are anticipated to be between 0.2 and 1.0 percent.

2015 AND 2035 BUILD TRAFFIC DEMAND FORECAST

Tables 13 through 16 show the raw traffic assignment volumes, and the adjustments used to develop the forecasted growth increments at the peak period level (the results of Step 8) for northbound AM, southbound AM, northbound PM, and southbound PM time periods, respectively. Tables 17 through 20 show the resulting hourly traffic forecasts for 2015 and 2035 after the hourly growth increments are applied to existing traffic volumes (the result of Step 9). Tables 17 through 20 also show the differences between the Build and No Build volumes by ramp and mainline.

General observations on the differences between Build and No Build case and differences between 2015 and 2035 include the following:

1. The greatest difference between demands in Build over No Build volumes occurs in the northbound AM and southbound PM peak periods. The express lanes have very little impact on total corridor demand in the uncongested times of the day.

2. The additional demand on US 101 is the result of less traffic exiting at intermediate interchanges and more traffic entering the highway due to the additional capacity.

3. The US 101 Express Lanes will reduce the volumes on the direct connectors to the SR 85 Express Lanes slightly, since traffic will have the option to use an improved US 101. An exception is the northbound SR 85 to northbound US 101 direction, where the express connection in the morning peak period remains an attractive routing by helping toll-paying traffic bypass the ramp meter in the general purpose lanes.

4. The central portion of the study area, south of I-880 is forecasted to be extremely congested, especially in the morning peak period. The location of access points away from congested areas to allow sufficient weaving distance may reduce the effective time savings of the project.

Table 9
AM Peak Period - No Build - Growth from Model and Adjustments
Northbound

SEGMENTS	ON/ OFF RAMP	Model ID	ML_ID	AM Hourly and Period (Raw Modeled Traffic Volumes) - *Mainline Volume is All Lanes, unless otherwise noted*																AM Growth, From Model, ALL LANES								AM Growth, Adjusted, ALL LANES								Comments on AM adjustments, 2009-2015	Comments on AM adjustments, 2015-2035
																				2015-2009				2035-2015				2015-2009				2035-2015					
																				AM (6-9)		AM (9-10)		AM (6-9)		AM (9-10)		AM (6-9)		AM (9-10)		AM (6-9)		AM (9-10)			
				2009 AM1 (6-7)	2009 AM2 (7-8)	2009 AM3 (8-9)	2009 AM4 (9-10)	2009 AM (6-9) Total	2015 AM1 (6-7)	2015 AM2 (7-8)	2015 AM3 (8-9)	2015 AM4 (9-10)	2015 AM (6-9) Total	2035 AM1 (6-7)	2035 AM2 (7-8)	2035 AM3 (8-9)	2035 AM4 (9-10)	2035 AM (6-9) Total	Raw Ramp	Raw ML	Raw Ramp	Raw ML	Raw Ramp	Raw ML	Raw Ramp	Raw ML	Adj. Ramp	Rebalanced All Lanes ML	Adj. Ramp	Rebalanced All Lanes ML	Adj. Ramp	Rebalanced All Lanes ML	Adj. Ramp	Rebalanced All Lanes ML		
US 101 Northbound																																				
MAINLINE GP SOUTH OF TENNANT OFF	1	1004	1004S	3,981	5,902	3,801	2,926	13,684	4,078	5,920	4,135	2,591	14,133	4,883	6,020	5,090	3,018	15,993	449		-335		1,860		427		1,125		402		1,184		364		Carry through adj to Bailey	Shift to HOV lane
MAINLINE HOV SOUTH OF TENNANT OFF	1	1004H	1004H	0	0	0	0	0	0	0	0	0	0	1,114	1,548	1,333	996	3,995	0		0		3,995		996		0		0		2,875		996			
MAINLINE SOUTH OF TENNANT-Total			1004	3,981	5,902	3,801	2,926	13,684	4,078	5,920	4,135	2,591	14,133	5,997	7,568	6,423	4,014	19,988		449		-335		5,855		1,423		1,125		402		4,059		1,360		
NB OFF TO TENNANT	-1	1005		153	189	154	110	496	186	182	236	106	604	230	514	278	151	1,022	108		-4		418		45		108		0		418		41			
HOV/Exp ACCESS TO GP		N3X																																		
HOV/Exp ACCESS FROM GP		N3N	2550S																	341		-331		5,437		1,378		1,017		402		3,641		1,319		
NB ON FROM TENNANT LOOP	1	2512		0	0	0	0	0	0	0	0	0	0	0	27	0	0	27	0		0		27		0		0		0		27		0		Ramp meter installation	
HOV/Exp ACCESS TO GP		N4X																																		
HOV/Exp ACCESS FROM GP		N4N	2551S																	341		-331		5,464		1,378		1,017		402		3,668		1,319		
NB ON FROM TENNANT SLIP	1	1006		622	226	703	172	1,551	621	194	731	124	1,546	465	543	492	148	1,500	-5		-48		-46		24		0		0		0		0			
HOV/Exp ACCESS FROM GP		N1N	1007S																	336		-379		5,418		1,402		1,017		402		3,668		1,319		
HOV/Exp ACCESS FROM GP		N19N																																		
NB OFF TO E DUNNE	-1	1008	2552S	195	502	290	218	987	191	367	244	268	802	313	809	478	365	1,600	-185	521	50	-429	798	4,620	97	1,305	0	1,017	50	352	613	3,055	97	1,222		
NB ON FROM E DUNNE LOOP	1	1009	2553S	319	98	368	252	785	341	94	392	233	827	366	389	411	343	1,166	42	563	-19	-448	339	4,959	110	1,415	42	1,059	0	352	339	3,394	36	1,258	Ramp meter installation	Shift to other ramp
NB ON FROM E DUNNE SLIP	1	1010		397	424	379	330	1,200	338	434	277	264	1,049	281	759	278	275	1,318	-151		-66		269		11		0		0		118		0		Ramp meter installation	Shift from othe ramp
HOV/Exp ACCESS FROM GP		2553H																																		
HOV/Exp ACCESS TO GP		N5X																																		
HOV/Exp ACCESS FROM GP		N5N	1011S																	412		-514		5,228		1,426		1,059		352		3,512		1,258		
NB OFF TO COCHRANE	-1	1012	2554S	300	591	382	278	1,273	364	431	461	314	1,256	382	673	347	444	1,402	-17	429	36	-550	146	5,082	130	1,296	0	1,059	36	316	129	3,383	130	1,128		
NB ON FROM COCHRANE	1	1014	2555S	380	170	489	196	1,039	461	211	530	189	1,202	203	760	201	323	1,164	163	592	-7	-557	-38	5,044	134	1,430	163	1,222	0	316	0	3,383	127	1,255	Ramp meter installation	
NB ON FROM COCHRANE	1	1013		175	1,109	163	35	1,447	168	833	208	27	1,209	236	827	221	42	1,284	-238		-8		75		15		0		0		-163		7		Ramp meter installation	
HOV/Exp ACCESS TO GP		N20X																																		
HOV/Exp ACCESS FROM GP		N20N	1015S																	354		-565		5,119		1,445		1,222		316		3,220		1,262		
NB OFF TO COYOTE	-1	1017	2556S	5	5	7	4	17	5	4	6	2	15	4	6	5	2	15	-2	356	-2	-563	0	5,119	0	1,445	0	1,222	0	316	0	3,220	0	1,262		
NB ON FROM COYOTE	1	1018	1019S	19	22	19	16	60	10	15	9	8	34	12	18	12	7	42	-26	330	-8	-571	8	5,127	-1	1,444	0	1,222	0	316	0	3,220	0	1,262	Ramp meter installation	
NB OFF TO BAILEY	-1	1020	2557S	172	333	230	102	735	81	49	112	47	242	114	598	172	76	884	-493	823	-55	-516	642	4,485	29	1,415	0	1,222	0	316	149	3,071	0	1,262		
NB ON FROM BAILEY	1	1021	208S	209	264	231	341	704	231	487	242	308	960	309	563	326	314	1,198	256	1,079	-33	-549	238	4,723	6	1,421	256	1,478	0	316	238	3,309	0	1,262	Ramp meter installation	
HOV/Exp ACCESS TO GP		209EX																																		
HOV/Exp ACCESS FROM GP		209EN	210S																	1,079		-549		4,723		1,421		1,478		316		3,309		1,262		
NB OFF TO 85-GP	-1	1024		747	790	773	0	2,310	684	736	700	750	2,120	704	763	749	898	2,216	-190		750		96		148		60		100		996		798		Shift to express lanes	
NB OFF TO 85-HOV/EXP	-1	1H	1025S	350	531	428	1,497	1,309	1,388	1,989	1,536	273	4,913	1,780	2,198	1,938	955	5,916	3,604	-2,335	-1,224	-75	1,003	3,624	682	591	2,234	-816	100	116	103	2,210	32	432	Consistency with SR 85 forecast	
NB OFF TO BERNAL	-1	1026	2558S	672	613	799	115	2,084	338	495	454	74	1,287	485	987	425	136	1,897	-797	-1,538	-41	-34	610	3,014	62	529	-197	-619	0	116	10	2,200	21	411	Keep some negative for traffic that shifted to SR85, total diff consistent with SR85	
NB ON FROM BERNAL	1	1027	2559S	353	878	544	429	1,775	390	929	570	379	1,889	446	896	634	401	1,976	114	-1,424	-50	-84	87	3,101	22	551	114	-505	0	116	87	2,287	0	411		
NB ON FROM BERNAL	1	1028		91	144	82	56	317	58	116	52	0	226	103	193	118	0	414	-91		-56		188		0		0		0		97		0			
NB ON FROM BERNAL-HOV	1	1029	1030S	8	10	7	0	25	7	11	7	51	25	12	17	13	80	42	0	-1,515	51	-89	17	3,306	29	580	0	-505	51	167	17	2,401	29	440		
NB OFF TO BLOSSOM HILL	-1	1031	2560S	219	890	406	84	1,515	107	309	192	81	608	339	733	613	142	1,685	-907	-608	-3	-86	1,077	2,229	61	519	0	-505	0	167	170	2,231	58	382	Shift traffic back from Monterey Highway at Cochrane, Dunne, ML	
NB ON FROM BLOSSOM HILL	1	1032	2561S	837	924	1,139	855	2,900	978	1,047	1,247	944	3,272	980	1,235	1,253	1,086	3,468	372	-236	89	3	196	2,425	142	661	372	-133	89	256	-209	2,022	142	524		Shift to other ramp,Hellyer
NB ON FROM BLOSSOM HILL	1	1033	1034S	247	428	405	175	1,080	266	435	408	183	1,109	228	407	383	216	1,018	29	-207	8	11	-91	2,334	33	694	29	-104	8	264	0	2,022	33	557		Shift from other ramp
HOV/Exp ACCESS TO GP		N5W_X																																		
HOV/Exp ACCESS FROM GP		N5W_N	1035S																	-207		11		2,334		694		-104		264		2,022		557		
NB OFF TO HELLYER	-1	1036	2562S	110	190	139	84	439	75	197	102	67	374	189	381	245	108	815	-65	-142	-17	28	441	1,893	41	653	0	-104	0	264	376	1,646	24	533		
NB ON FROM HELLYER	1	1037	1038S	713	886	685	412	2,284	638	833	581	396	2,052	599	797	574	380	1,970	-232	-374	-16	12	-82	1,811	-16	637	0	-104	0	264	0	1,646	0	533		Shift from Yerba Buena
NB OFF TO YERBA BUENA	-1	1039	1040	181	290	234	403	705	233	371	298	364	902	198	419	254	413	871	197	-571	-39	51	-31	1,842	49	588	197	-301	0	264	0	1,646	10	523		
NB OFF TO CAPITOL NB	0	1043		499	758	596	238	1,853	464	872	566	234	1,902	614	1,022	744	288	2,380																		
NB OFF TO CAPITOL SB	0	1045		35	90	48	35	173	0	0	0	0	0	0	0	0	0	0																		
NB OFF TO CAPITOL AUX/TOTAL	-1	1044/1045	1042S	534	848	644	273	2,026	464	872	566	234	1,902	614	1,022	744	288	2,380	-124	-447	-39	90	478	1,364	54	534	0	-301	0	264	354	1,292	15	508	Smooth growth	
NB ON FROM YERBA BUENA	1	1039A		475	750	348	631	1,573	725	900	682	698	2,307	743	877	708	659	2,328	734		67		21		-39		734		67		21		0		Ramp meter installation, smooth growth	
NB ON FROM CAPITOL NB	0	2532		170	84	423	0	677	171	326	456	0	953	172	617	439	0	1,228																		
NB ON FROM CAPITOL NB- HOV	0	2531		83	96	56	485	235	97	101	110	483	308	83	172	115	519	370																		
NB ON FROM CAPITOL SB	0	1046		1,397	1,459	1,246	1,442	4,102	1,408	1,450	1,120	1,422	3,978	1,406	1,353	1,087	1,431	3,846																		
NB ON FROM CAPITOL NB-TOT	1	2532/2531	1049S	1,650	1,639	1,725	1,927	5,014	1,676	1,877	1,686	1,905	5,239	1,661	2,142	1,641	1,950	5,444	225	512	-22	135	205	1,590	45	540	225	658	0	331	205	1,518	23	531		
NB OFF TO TULLY SLIP	0	1052		232	303	350	274	885	352	586	482	427	1,420	478	447	453	502	1,378																		
NB OFF TO TULLY LOOP	0	1058		68	49	119	142	236	0	0	0	0	0	0	0	0	0	0																		
NB OFF TO TULLY-TOTAL	-1	1052/1053	2563S	300	352	469	416	1,121	352	586	482	427	1,420	478	447	453	502	1,378	299	213	11	124	-42	1,632	75	465	299	359	11	320	0	1,518	75	456		
HOV/Exp ACCESS TO GP		N6W_X																																		
HOV/Exp ACCESS FROM GP		N6W_N	2564S																	213		124		1,632		465		359		320		1,518		456		
NB ON FROM TULLY LOOP-GP	0	1053		183	244	344	0	771	314	564	436	0	1,314	285	590	361	0	1,236																		
NB ON FROM TULLY LOOP-HOV	0	1054		64	63	51	483	178	89	113	73	501	275	69	96	68	449	233																		
NB ON FROM TULLY LOOP-TOTAL	1	1053/1054		247	307	395	483	949	403	677	509	501	1,589	354	686	429	449	1,469	640		18		-120		-52		640		18		-120		-52			Negative trip end growth in zones next to interchange
NB ON FROM TULLY SLIP	1	1055	1058S	1,352	1,401	1,313	1,419	4,066	1,411	1,428	1,374	1,418	4,213	1,404	1,500	1,252	1,416	4,156	147	1,000	-1	141	-57	1,455	-2	411	90	1,089	0	338	0	1,398	0	404	Smooth growth	
NB OFF TO I-680	-1	1061A	1061S	2,748	2,832	2,745	2,534	8,325	2,706	2,947	2,739	2,527	8,392	2,697	3,258	2,743	2,533	8,698	67	933	-7	148	306	1,149	6	405	67	1,022	0	338	306	1,092	0	404		
NB OFF TO STORY	-1	1062	1065S	187	219	349	234	755	187	167	199	227	553	292	157	521	485	970	-202	1,135	-7	155	417	732	258	147	0	1,022	0	338	215	877	251	153	Smooth growth	
HOV/Exp ACCESS TO GP		N7W_X																																		
HOV/Exp ACCESS FROM GP		N7W_N	1070S																	1,135		155		732		147		1,022		338		877		153		
NB ON FROM STORY	1	1071	1073S	802	882	796	925	2,480	814	846	807	923	2,467	801	855	793	1,046	2,449	-13	1,122	-2	153	-18	714	123	270	0	1,022	0	338	0	877	121	274		
NB ON FROM I-680	1	1072	1074S	1,192	1,202	1,008	673	3,402	1,096	978	827	624	2,901	1,034	1,286	866	792	3,186	-501	621	-49	104	285	999	168	438	-501	521	0	338	285	1,162	119	393	New ramp meters installed on I-880	
NB OFF TO SANTA CLARA	-1	1076	1077S	165	363	309	123	837	252	595	373	141	1,220	423	1,021	734	346	2,178	383	238	18	86	958	41	205	233	383	138	18	320	765	397	176	217		Shift to McKee
NB OFF TO MCKEE OFF	-1	1082		379	770	521	285	1,670	462	1,056	631	313	2,149	499	916	541	284	1,956	479		28		-193		-29		479		28		0		0			Shift from Santa Clara
NB ON FROM SANTA CLARA	1	1078		297	513	471	299	1,281	398	885	314	146	1,597	745	1,044	941	330	2,730	316		-153		1,133		184		316		0		1,133		31		Smooth growth	
HOV/Exp ACCESS TO GP		N21X																																		
HOV/Exp ACCESS FROM GP		N21N																																		
NB ON FROM MCKEE	1	1083	1085S	419	374	363	264	1,156	526	638	833	424	1,997	732	1,435	1,300	657	3,467	841	916	160	65	1,470	2,837	233	679	841	816	160	452	1,470	3,000	233	481	Shift to McKee	
NB OFF TO MABURY	-1	2508		0	0	0	0	0	0	0	0	0	0	439	816	681	447	1,936	0		0		1,936		447		0		0		1,936		447			
NB ON FROM MABURY	1	2509	1086S	0	0	0	0	0	0	0	0	0	0	597	794	725	583	2,116	0	916	0	65	2,116	3,017	583	815	0	816	0	452	2,116	3,180	583	617		New ramp; metered
NB OFF TO OAKLAND	-1	1087	2566S	351	455	622	300	1,428	376	406	561	286	1,343	282	289	306	357	877	-85	1,001	-14	79	-466	3,483	71	744	0	816	0	452	-551	3,731	57	560		Impact of new Maburv interchange
NB ON FROM OAKLAND	1	1088	1089S	800	842	824	1,114	2,466	815	832	816	1,154	2,463	855	882	839	1,375	2,576	-3	998	40	119	113	3,596	221	965	0	816	40	492	110	3,841	221	781		
NB OFF TO I-880	-1	1091	2567S	1,001	1,127	978	1,139	3,106	1,240	1,356	1,295	1,219	3,891	1,049	1,506	1,082	1,195	3,637	785	213	80	39	-254	3,850	-24	989	374	442	80	412	157	3,684	0	781	Shift to other ramp	
NB ON FROM I-880	1	1175	2568S	926	867	1,093	906	2,886	856	819	898	1,033	2,573	775	1,555	911	918	3,241	-313	-100	127	166	668	4,518	-115	874	-313	129	127	539	668	4,352	0	781	New ramp meters installed on I-880	
NB OFF TO I-880	-1	1176	1092S	789	586	835	716	2,210	680	414	705	733	1,799	642	1,085	627	794	2,354	-411	311	17	149	555	3,963	61	813	-411	540	17	522	555	3,797	61	720	New ramp meters installed on I-880	
NB OFF TO BAYSHORE	-1	1093	2569S	780	1,002	970	483	2,752	948	1,042	1,051	621	3,041	1,823	2,789	2,526	1,227	7,138	289	22	138	11	4,097	-134	606	207	289	251	138	384	3,553	244	662	58		Offset adj. to closed ramp at Brokaw
NB ON FROM BAYSHORE	1	1094	1095S	911	1,311	1,022	708	3,244	1,069	1,275	1,312	812	3,656	0	0	0	0	0	412	434	104	115	-3,656	-3,790	-812	-605	412	663	104	488	-2,712	-2,468	-744	-686		Ramp closed; adj for base year differences
NB ON FROM N4TH (NEW FOR 2035)	1	2522		0	0	0	0	0	0	0	0	0	0	883	1,277	1,057	428	3,217	0		0		3,217		428		0		0		2,273		360			Offset adj. to closed ramp at Bayshore
HOV/Exp ACCESS TO GP		N9W_X																																		
HOV/Exp ACCESS FROM GP		N9W_N	1096S																	434		115		-573		-177		663		488		-195		-326		
NB OFF TO BROKAW/N1ST	-1	1097	2570S	774	722	887	694	2,383	954	948	1,158	835	3,060	0	0	0	0	0	677	-243	141	-26	-3,060	2,487	-835	658	677	-14	141	347	-2,516	2,321	-891	565		Ramp closed; adj for base year differences
NB ON FR N1ST	1	1098	2570S	2	122	42	20	166	11	257	158	29	426	371	673	783	35	1,827	260	17	9	-17	1,401	3,888	6	664	260	246	9	356	1,401	3,722	6	571		
NB ON FROM BROKAW	1	1099	1100S	205	805	188	281	1,198	315	874	347	385	1,536	978	1,051	1,007	773	3,036	338	355	104	87	1,500	5,388	388	1,052	338	584	104	460	1,500	5,222	388	959		
NB OFF TO TRIMBLE	-1	1101	1102S	859	1,508	589	393	2,956	816	1,345	735	438	2,896	1,392	1,340	1,372	715	4,104	-60	415	45	42	1,208	4,180	277	775	0	584	45	415	1,148	4,074	277	682		
NB ON FROM 87 (GP&HOV)	1	1105 A	1105 S	1,041	1,127	1,070	1,111	3,238	1,066	1,153	1,092	1,128	3,311	1,089	1,240	1,131	1,166	3,460	73	488	17	59	149	4,329	38	813	73	657	17	432	149	4,223	38	720		
NB ON FROM TRIMBLE	1	1107	2572S	129	173	159	115	461	160	143	197	122	500	107	7	171	159	285	39	527	7	66	-215	4,114	37	850	39	696	7	439	0	4,223	37	757		Shift from other ramp
NB ON FROM TRIMBLE	1	1108	1109S	37	21	47	151	105	56	62	65	166	183	77	473	199	199	749	78	605	15	81	566	4,680	33	883	78	774	15	454	351	4,574	33	790		Shift to other ramp
HOV/Exp ACCESS TO GP		N10W_X																																		
HOV/Exp ACCESS FROM GP		N10W_N	1110S																	605		81		4,680		883		774		454		4,574		790		
NB OFF TO MONTAGUE-SLIP	0	1111		397	429	496	401	1,322	494	636	651	449	1,781	1,295	2,004	1,788	1,122	5,087																		
NB OFF TO MONTAGUE-LOOP	0	1113		215	192	336	244	743	260	259	389	248	908	0	0	0	0	0																		
NB OFF TO MONTAGUE-TOTAL	-1	1111/1113	2573S	612	621	832	645	2,065	754	895	1,040	697	2,689	1,295	2,004	1,788	1,122	5,087	624	-19	52	29	2,398	2,282	425	458	624	150	52	402	2,398	2,176	425	365		
NB ON FROM MONTAGUE-LOOP	0	1112		599	371	732	403	1,702	635	419	744	439	1,798	383	155	357	0	895																		

Table 9
AM Peak Period - No Build - Growth from Model and Adjustments
Northbound

				AM Hourly and Period (Raw Modeled Traffic Volumes) - *Mainline Volume is All Lanes, unless otherwise noted*																AM Growth, From Model, ALL LANES								AM Growth, Adjusted, ALL LANES									
																				2015-2009				2035-2015				2015-2009				2035-2015					
																				AM (6-9)		AM (9-10)		AM (6-9)		AM (9-10)		AM (6-9)		AM (9-10)		AM (6-9)		AM (9-10)			
SEGMENTS	**ON/ OFF RAMP**	**Model ID**	**ML_ID**	**2009 AM1 (6-7)**	**2009 AM2 (7-8)**	**2009 AM3 (8-9)**	**2009 AM4 (9-10)**	**2009 AM (6-9) Total**	**2015 AM1 (6-7)**	**2015 AM2 (7-8)**	**2015 AM3 (8-9)**	**2015 AM4 (9-10)**	**2015 AM (6-9) Total**	**2035 AM1 (6-7)**	**2035 AM2 (7-8)**	**2035 AM3 (8-9)**	**2035 AM4 (9-10)**	**2035 AM (6-9) Total**	Raw Ramp	Raw ML	Raw Ramp	Raw ML	Raw Ramp	Raw ML	Raw Ramp	Raw ML	Adj. Ramp	Rebalanced All Lanes ML	Adj. Ramp	Rebalanced All Lanes ML	Adj. Ramp	Rebalanced All Lanes ML	Adj. Ramp	Rebalanced All Lanes ML	**Comments on AM adjustments, 2009-2015**	**Comments on AM adjustments, 2015-2035**
NB ON FROM MONTAGUE-SLIP	0	1114		779	1,019	713	470	2,511	1,159	1,400	1,153	646	3,712	1,607	1,670	1,644	1,432	4,921																		
NB ON FROM SAN TOMAS SB (TOT)	1	1112/1114	1115S	1,378	1,390	1,445	873	4,213	1,794	1,819	1,897	1,085	5,510	1,990	1,825	2,001	1,432	5,816	1,297	1,278	212	241	306	2,588	347	805	1,242	1,392	161	563	361	2,537	329	694	Shift to Great America	Shift to Great America
NB OFF TO GREAT AMERICA	-1	1116	2574S	1,337	1,326	1,384	1,357	4,047	1,367	1,343	1,388	1,335	4,098	1,363	1,377	1,370	1,377	4,110	51	1,227	-22	263	12	2,576	42	763	51	1,341	0	563	12	2,525	20	674		
NB ON FROM GREAT AMERICA	1	1117	2575S	41	22	63	99	126	44	24	58	96	126	38	38	58	103	134	0	1,227	-3	260	8	2,584	7	770	0	1,341	0	563	8	2,533	4	678		
NB ON FROM GREAT AMERICA	1	1118		117	133	152	248	402	108	119	125	200	352	140	239	201	179	580	-50		-48		228		-21		0		0		178		0			Shift from Montague
HOV/Exp ACCESS TO GP		N22X																																			
HOV/Exp ACCESS FROM GP		N22N	1119S																	1,177		212		2,812		749		1,341		563		2,711		678			
NB OFF TO LAWRENCE	-1	1120	2576S	674	669	833	875	2,176	768	717	881	905	2,366	721	951	809	910	2,481	190	987	30	182	115	2,697	5	744	190	1,151	30	533	115	2,596	5	673		
NB ON FROM LAWRENCE	1	1121	2577S	536	384	666	439	1,586	635	462	741	491	1,838	573	645	651	540	1,869	252	1,239	52	234	31	2,728	49	793	252	1,403	52	585	31	2,627	49	722		
NB ON FROM LAWRENCE	1	1122	1123S	206	211	255	192	672	318	381	387	199	1,086	209	292	307	208	808	414	1,653	7	241	-278	2,450	9	802	414	1,817	7	592	-278	2,349	9	731		Improved Central Exp.
HOV/Exp ACCESS TO GP		N11W_X																																			
HOV/Exp ACCESS FROM GP		N11W_N	1124S																	1,653		241		2,450		802		1,817		592		2,349		731			
NB OFF TO FAIR OAKS	-1	1125	2578S	604	645	730	458	1,979	628	668	733	480	2,029	664	577	749	554	1,990	50	1,603	22	219	-39	2,489	74	728	50	1,767	22	570	0	2,349	74	657		
NB ON FROM FAIR OAKS	1	1126	1127S	264	311	299	227	874	330	412	390	232	1,132	312	422	358	292	1,092	258	1,861	5	224	-40	2,449	60	788	258	2,025	5	575	0	2,349	60	717	Ramp meter installation	
NB OFF TO MATHILDA	-1	1128	2579S	346	370	389	272	1,105	388	391	432	339	1,211	529	618	645	461	1,792	106	1,755	67	157	581	1,868	122	666	106	1,919	67	508	1,202	1,147	283	434		Offset adj. to closed ramp at other Mathilda ramp
NB ON FROM MATHILDA NB	1	1129	2580S	435	403	398	275	1,236	472	544	509	302	1,525	430	550	468	298	1,448	289	2,044	27	184	-77	1,791	-4	662	289	2,208	27	535	0	1,147	0	434		Shift from other ramp
NB OFF TO MATHILDA	-1	1130	2581S	361	251	415	409	1,027	381	289	439	449	1,109	0	0	0	0	0	82	1,962	40	144	-1,109	2,900	-449	1,111	82	2,126	40	495	-1,730	2,877	-610	1,044		Ramp closed; adj for base year differences
NB ON FROM MATHILDA SB-GP	0	2519		0	0	0	0	0	0	0	0	0	0	83	217	109	0	409																			
NB ON FROM MATHILDA SB-HOV	0	2520		0	0	0	0	0	0	0	0	0	0	73	254	163	121	490																			
NB ON FROM MATHILDA SB-TOTAL	1	2519/2520	1131S	0	0	0	0	0	0	0	0	0	0	156	471	272	121	899	0	1,962	0	144	899	3,799	121	1,232	0	2,126	0	495	787	3,664	117	1,161	Ramp meter installation, shift to other ramp	Shift to other ramp
NB OFF TO RTE 237	-1	1133	2582S	974	1,158	1,064	862	3,196	837	858	898	819	2,593	1,488	1,509	1,458	1,446	4,455	-603	2,565	-43	187	1,862	1,937	627	605	-603	2,729	-43	538	1,862	1,802	627	534	Partly rebalancing of traffic after diversions of other trips to improved SR85, partly results of fewer trips entering from I880 and I680 with ramp meters; partly negative growth in a few zones along SR237 in Mountain View	
NB ON FROM RTE 237	1	1134	1135S	1,174	1,466	1,250	1,128	3,890	830	855	832	1,338	2,517	1,594	1,611	1,609	1,765	4,814	-1,373	1,192	210	397	2,297	4,234	427	1,032	-1,373	1,356	210	748	2,297	4,099	427	961	Ramp meter installation	
NB OFF TO ELLIS	-1	1136		109	164	153	74	426	126	220	210	111	556	294	427	377	241	1,098	130		37		542		130		130		37		542		130			
HOV/Exp ACCESS TO GP		N23N																																			
HOV/Exp ACCESS FROM GP		N23X	2583S																	1,062		360		3,692		902		1,226		711		3,557		831			
NB ON FROM ELLIS	1	1137	1138S	156	127	82	61	365	195	362	187	140	744	190	350	216	190	756	379	1,441	79	439	12	3,704	50	952	379	1,605	79	790	12	3,569	50	881	Ramp meter installation	
NB OFF TO MOFFETT	-1	1139	1141S	202	260	275	205	737	236	232	285	263	753	293	322	364	315	979	16	1,425	58	381	226	3,478	52	900	16	1,589	58	732	226	3,343	52	829		
NB ON FROM MOFFETT	1	1140		144	808	143	139	1,095	657	821	653	196	2,131	701	803	593	155	2,097	1,036		57		-34		-41		2		7		0		0		Ramp meter installation; shift traffic back to SR85	Ramp meter installation; shift traffic back to SR85
NB OFF TO SHORELINE	-1	1180	1143S	720	871	723	458	2,314	799	800	815	606	2,414	879	874	897	587	2,650	100	2,361	148	290	236	3,208	-19	878	100	1,491	148	591	236	3,107	0	829		
NB ON FROM SR 85	1	1143A		1,648	1,600	1,607	1,189	4,855	1,648	1,684	1,621	925	4,953	1,655	1,726	1,672	1,305	5,053	98		-264		100		380		98		-214		100		330		Shift from Moffett	
HOV/Exp ACCESS FROM SR 85 HOV	1	N17N	1145S	701	994	570	1,511	2,265	540	860	375	1,662	1,775	632	979	469	1,572	2,080	-490	1,969	151	177	305	3,613	-90	1,168	510	2,099	151	528	305	3,512	-90	1,069	Shift from Moffett	
NB OFF TO MIDDLEFIELD	-1	1148	1149S	1,063	1,393	1,227	995	3,683	766	1,163	912	777	2,841	985	1,472	1,309	1,148	3,766	-842	2,811	-218	395	925	2,688	371	797	-842	2,941	-218	746	925	2,587	371	698	Negative trip end growth in zones near interchange	
NB ON FROM SHORELINE	1	1147	1150S	364	524	318	308	1,206	408	697	351	370	1,456	552	983	562	467	2,097	250	3,061	62	457	641	3,329	97	894	250	3,191	62	808	641	3,228	47	745	Ramp meter installation	Shift to Rengstorff
NB OFF TO RENGSTORFF NB	-1	1151		48	188	100	110	336	83	476	185	128	744	77	583	248	178	908	408		18		164		50		408		18		164		50			
NB OFF TO RENGSTORFF SB	-1	1152	2584S	469	379	377	414	1,225	468	318	378	413	1,164	436	503	415	437	1,354	-61	2,714	-1	440	190	2,975	24	820	0	2,783	0	790	129	2,935	23	672		
NB ON FROM RENGSTORFF	1	1153	1154S	27	163	35	54	225	62	267	73	114	402	60	436	73	64	569	177	2,891	60	500	167	3,142	-50	770	177	2,960	60	850	167	3,102	0	672	Ramp meter installation	Shift from Shoreline
NB OFF TO SAN ANTONIO	-1	1155	2585S	288	411	220	380	919	347	539	265	368	1,151	541	652	547	475	1,740	232	2,659	-12	512	589	2,553	107	663	232	2,728	0	850	589	2,513	95	577		
NB ON FROM SAN ANTONIO NB	1	1156		491	555	621	421	1,667	524	721	671	414	1,916	581	661	738	520	1,980	249		-7		64		106		249		0		64		99		Ramp meter installation	
NB ON FROM SAN ANTONIO SB	1	1186	1157S	93	123	99	71	315	151	200	128	77	479	121	456	184	101	761	164	3,072	6	511	282	2,899	24	793	164	3,141	6	856	282	2,859	24	700	Ramp meter installation	
HOV/Exp ACCESS TO GP		N18X																																			
HOV/Exp ACCESS FROM GP		N18N	1158S																	3,072		511		2,899		793		3,141		856		2,859		700			
NB OFF TO OREGON AND EMBARCADERO	-1	1159A	1159S	1,451	1,169	1,468	1,459	4,088	1,444	1,372	1,463	1,465	4,279	1,448	1,333	1,470	1,475	4,251	191	2,881	6	505	-28	2,927	10	783	191	2,950	6	850	0	2,859	10	690		
NB ON FROM EMBARCADERO SB	0	1167		122	191	102	148	415	81	108	100	155	289	117	340	142	208	599																			
NB ON FROM OREGON / EMBARCADERO-CD	0	2528		505	798	736	409	2,039	582	1,100	804	501	2,486	740	1,179	997	656	2,916																			
NB ON FROM OREGON / EMBARCADERO-TOT	1	1167/2528	1166S	627	989	838	557	2,454	663	1,208	904	656	2,775	857	1,519	1,139	864	3,515	321	3,202	99	604	740	3,667	208	991	321	3,271	99	949	740	3,599	208	898	Ramp meter installation	

Table 10
AM Peak Period - No Build - Growth from Model and Adjustments
Southbound

SEGMENTS	ON/ OFF RAMP	Model ID	ML_ID	AM Hourly and Period (Raw Modeled Traffic Volumes) - *Mainline Volume is All Lanes, unless otherwise noted*															AM Growth, From Model, ALL LANES								AM Growth, Adjusted, ALL LANES								Comments on AM adjustments, 2009-2015	Comments on AM adjustments, 2015-2035
																			2015-2009				2035-2015				2015-2009				2035-2015					
																			AM (6-9)		AM (9-10)		AM (6-9)		AM (9-10)		AM (6-9)		AM (9-10)		AM (6-9)		AM (9-10)			
				2009 AM1 (6-7)	2009 AM2 (7-8)	2009 AM3 (8-9)	2009 AM4 (9-10)	2009 AM (6-9) Total	2015 AM1 (6-7)	2015 AM2 (7-8)	2015 AM3 (8-9)	2015 AM4 (9-10)	2015 AM (6-9) Total	2035 AM1 (6-7)	2035 AM2 (7-8)	2035 AM3 (8-9)	2035 AM4 (9-10)	2035 AM (6-9) Total	Raw Ramp	Raw ML	Raw Ramp	Raw ML	Raw Ramp	Raw ML	Raw Ramp	Raw ML	Adj. Ramp	Rebalanced All Lanes ML	Adj. Ramp	Rebalanced All Lanes ML	Adj. Ramp	Rebalanced All Lanes ML	Adj. Ramp	Rebalanced All Lanes ML		
US 101 Southbound																																				
SB SOUTH OF UNIVERSITY-AUX	0	2006A		0	0	0	0	0	683	853	912	747	2,448	776	977	1,046	851	2,799																		
SB SOUTH OF UNIVERSITY-GP	0	2006S		4,637	5,972	6,529	5,131	17,138	4,459	5,847	6,302	5,041	16,608	5,303	6,978	7,256	5,911	19,537																		
SB SOUTH OF UNIVERSITY-HOV/EXP	0	2006H		634	893	1,000	1,563	2,527	716	995	1,103	1,554	2,814	1,225	1,699	1,797	1,820	4,721																		
SB SOUTH OF UNIVERSITY-TOTAL	1		2006	5,271	6,865	7,529	6,694	19,665	5,858	7,695	8,317	7,342	21,870	7,304	9,654	10,099	8,582	27,082	2,205	2,205	648	648	5,187	5,187	1,240	1,240	2,511	2,511	648	648	5,187	5,187	1,240	1,240	Add to Shoreline off	
SB OFF TO EMBARCADERO SB	0	2009		217	380	404	328	1,001	243	557	617	435	1,417	213	994	882	345	2,089																		
SB OFF TO EMBARCADERO NB	0	2011		293	310	313	309	916	289	306	298	317	893	392	311	345	394	1,048																		
SB OFF TO OREGON	0	2013		909	934	847	634	2,690	959	882	834	682	2,675	867	749	780	785	2,396																		
SB SOUTH OFF OREGON / EMBARCADERO	-1	2009/11/13		1,419	1,624	1,564	1,271	4,607	1,491	1,745	1,749	1,434	4,985	1,472	2,054	2,007	1,524	5,533	378		163		548		90		378		163		548		90			
SB ON FROM EMBARCADERO SB	0	2010		110	387	429	156	926	193	310	483	162	986	301	458	358	160	1,117																		
SB ON FROM EMBARCADERO NB	0	2012		481	825	869	785	2,175	520	888	929	871	2,337	787	781	793	1,155	2,361																		
SB ON FROM OREGON	0	2015		227	362	198	336	787	281	455	286	388	1,022	558	492	332	632	1,382																		
SB ON OREGON / EMBARCADERO	1	010/12/15	2017S	818	1,574	1,496	1,277	3,888	994	1,653	1,698	1,421	4,345	1,646	1,731	1,483	1,947	4,860	457	2,284	144	629	515	5,154	526	1,676	457	2,590	144	629	515	5,154	526	1,676		Ramp meter installation
HOV/EXP ACCESS FROM GP		2017H																																		
HOV/EXP ACCESS FROM GP		S29N																																		
SB OFF TO SAN ANTONIO SB	-1	2020	2587S	568	761	766	450	2,095	651	900	871	506	2,422	947	1,379	1,520	689	3,846	327	1,957	56	573	1,424	3,730	183	1,493	327	2,263	56	573	1,559	3,595	377	1,299		Offset adj. to closed ramp at other San Antonio ramp
SB OFF TO SAN ANTONIO NB	-1	2021	2022S	115	150	99	46	364	127	164	118	55	409	0	0	0	0	0	45	1,912	9	564	-409	4,139	-55	1,548	45	2,218	9	564	-544	4,139	-249	1,548		Ramp closed; adj for base year differences
SB ON FROM SAN ANTONIO	1	2521	2588S	0	0	0	0	0	0	0	0	0	0	73	362	682	150	1,117	0	1,912	0	564	1,117	5,256	150	1,698	0	2,218	0	564	1,117	5,256	150	1,698		Ramp meter installation
SB ON FROM CHARLESTON / RENGSTORFF	1	2023		456	739	914	667	2,109	492	776	802	710	2,070	789	884	756	827	2,429	-39		43		359		117		0		43		320		117			
SB OFF TO RENGSTORFF	-1	2025		566	763	469	505	1,798	594	845	718	491	2,157	510	1,039	980	523	2,529	359		-14		372		32		359		0		372		18			
SB ON FROM RENGSTORFF	1	2026	2022S	87	144	47	244	278	32	42	54	121	128	58	145	117	205	320	-150	1,364	-123	498	192	5,435	84	1,867	0	1,859	0	607	42	5,246	8	1,805	Shift fr Middlefield	Ramp meter installation
SB ON FROM MIDDLEFIELD	1	2030	2032S	379	524	567	329	1,470	421	586	649	377	1,656	448	1,067	1,208	489	2,723	186	1,550	48	546	1,067	6,502	112	1,979	36	1,895	48	655	1,217	6,463	65	1,870	Shift to Rengstorff	Ramp meter installation
SB OFF TO SHORELINE	-1	2034	2589S	393	584	673	513	1,650	447	357	540	574	1,344	570	442	339	751	1,351	-306	1,856	61	485	7	6,495	177	1,802	0	1,895	61	594	7	6,456	177	1,693		
SB ON FROM SHORELINE-SB	1	2037		89	114	122	142	325	119	167	158	209	444	101	134	132	169	367	119		67		-77		-40		119		67		0		0			Ramp meter installation; Shift from other ramp
SB ON FROM SHORELINE-NB	1	2036		291	380	386	239	1,057	323	394	413	273	1,130	417	547	547	363	1,511	73		34		381		90		73		34		304		50			Ramp meter installation; Shift to other ramp
SB OFF TO SR 85-GP	-1	2039		864	1,336	1,519	267	3,719	930	1,532	1,725	229	4,187	1,622	2,297	2,531	958	6,450	468		-38		2,263		729		468		82		2,263		409			
SB OFF TO SR 85-HOV	-1	S30X	2040H	153	239	273	1,606	665	174	270	299	1,759	743	345	495	514	1,516	1,354	78	1,502	153	471	611	3,925	-243	1,366	78	1,541	33	580	611	3,886	77	1,257		
HOV/EXP ACCESS FROM GP		S32W N																																		
HOV/EXP ACCESS TO GP		S32W X																																		
SB OFF TO MOFFETT	-1	2501		86	133	145	129	364	146	232	218	188	596	126	292	222	169	640	232		59		44		-19		232		59		44		0			
SB ON FROM MOFFETT	1	2502	2036S	227	300	373	212	900	337	477	510	293	1,324	537	788	729	386	2,054	424	1,694	81	493	730	4,611	93	1,478	424	1,733	81	602	730	4,572	93	1,350		
SB OFF TO ELLIS	-1	2505	2590S	215	318	334	285	867	283	420	388	356	1,091	366	509	463	418	1,338	224	1,470	71	422	247	4,364	62	1,416	224	1,509	71	531	247	4,325	62	1,288		
HOV/EXP ACCESS FROM GP		S22N																																		
HOV/EXP ACCESS TO GP		S22X																																		
SB ON FROM ELLIS-GP	0	2506S		171	215	148	0	534	174	208	208	0	590	299	332	289	0	920																		
SB ON FROM ELLIS-HOV	0	2506H		23	28	19	213	70	33	41	40	232	114	47	50	46	356	143																		
SB ON FROM ELLIS-TOTAL	1	2506	2039S	194	243	167	213	604	207	249	248	232	704	346	382	335	356	1,063	100	1,570	19	441	359	4,723	124	1,540	100	1,609	19	550	359	4,684	124	1,412		
SB OFF TO RTE 237	-1	2040	2591S	1,150	1,721	1,808	1,436	4,679	1,285	1,895	1,958	1,586	5,138	1,769	2,169	2,192	2,047	6,130	459	1,111	150	291	992	3,731	461	1,079	459	1,150	150	400	992	3,692	461	951		
SB ON FROM RTE 237	1	2340	2508S	844	1,077	1,169	819	3,090	902	1,155	1,240	836	3,297	1,172	1,272	1,346	1,114	3,790	207	1,318	17	308	493	4,224	278	1,357	207	1,357	17	417	493	4,185	278	1,229		
SB OFF TO MATHILDA	-1	2330	2592S	220	323	323	313	866	263	335	331	347	929	567	534	393	569	1,494	63	1,255	34	274	565	3,659	222	1,135	63	1,294	34	383	565	3,620	222	1,007		
SB ON FROM MATHILDA SB	1	2044	2593S	88	112	114	121	314	126	161	160	160	447	126	149	150	169	425	133	1,388	39	313	-22	3,637	9	1,144	133	1,427	39	422	0	3,620	9	1,016		
SB ON FROM MATHILDA NB-GP	0	2045		278	362	395	0	1,035	314	405	404	0	1,123	500	643	464	0	1,607																		
SB ON FROM MATHILDA NB-HOV	0	2046		28	38	41	281	107	33	45	47	315	125	66	80	70	545	216																		
SB ON FROM MATHILDA NB-TOTAL	1	2045/2046	2047S	306	400	436	281	1,142	347	450	451	315	1,248	566	723	534	545	1,823	106	1,494	34	347	575	4,212	230	1,374	106	1,533	34	456	575	4,195	230	1,246		
HOV/EXP ACCESS FROM GP		S34W N																																		
HOV/EXP ACCESS TO GP		S34W X	2594S																	1,494		347		4,212		1,374		1,533		456		4,195		1,246		
SB OFF TO FAIR OAKS	-1	2048	2595S	167	246	273	221	686	180	271	253	223	704	240	233	217	248	690	18	1,476	2	345	-14	4,226	25	1,349	18	1,515	2	454	0	4,195	25	1,221		
SB ON FROM FAIR OAKS SB	1	2049	2596S	94	117	128	100	339	137	174	173	129	484	204	253	254	171	711	145	1,621	29	374	227	4,453	42	1,391	145	1,660	29	483	227	4,422	42	1,263		
SB OFF TO FAIR OAKS	-1	2050	2597S	29	55	57	17	141	32	81	68	18	181	80	164	130	75	374	40	1,581	1	373	193	4,260	57	1,334	40	1,620	1	482	193	4,229	57	1,206		
SB ON FROM FAIR OAKS NB-GP	0	2051		241	285	297	0	823	253	335	308	0	896	320	293	255	0	868																		
SB ON FROM FAIR OAKS NB-HOV	0	2052		24	32	34	219	90	28	35	35	218	98	38	47	45	269	130																		
SB ON FROM FAIR OAKS NB-TOTAL	1	2051/2052	2053S	265	317	331	219	913	281	370	343	218	994	358	340	300	269	998	81	1,662	-1	372	4	4,264	51	1,385	81	1,701	0	482	4	4,233	50	1,256		
SB OFF TO LAWRENCE SB	-1	2055	2598S	479	723	671	655	1,873	548	791	700	696	2,039	634	782	760	826	2,176	166	1,496	41	331	137	4,127	130	1,255	166	1,535	41	441	137	4,096	130	1,126		
SB ON FROM LAWRENCE SB	1	2056	2599S	262	332	375	274	969	299	384	419	313	1,102	392	507	529	391	1,428	133	1,629	39	370	326	4,453	78	1,333	133	1,668	39	480	326	4,422	78	1,204		
SB ON FROM LAWRENCE NB-GP	0	2057S		408	444	489	422	1,341	456	509	508	462	1,473	485	572	481	487	1,538																		
SB ON FROM LAWRENCE NB-HOV	0	2057H		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																		
SB ON FROM LAWRENCE NB-TOTAL	1	2057	2058S	408	444	489	422	1,341	456	509	508	462	1,473	485	572	481	487	1,538	132	1,761	40	410	65	4,518	25	1,358	132	1,800	40	520	65	4,487	25	1,229		
SB OFF TO GREAT AMERICA	-1	2059		510	715	703	540	1,928	506	714	686	527	1,906	670	928	769	670	2,367	-22		-13		461		143		0		0		439		130			
HOV/EXP ACCESS FROM GP		S31N																																		
HOV/EXP ACCESS TO GP		S31X	2600S																	1,783		423		4,057		1,215		1,800		520		4,048		1,099		
SB ON FROM GREAT AMERICA SB	1	2060	2601S	178	204	230	322	612	178	206	229	321	613	266	336	339	407	941	1	1,784	-1	422	328	4,385	86	1,301	0	1,800	0	520	329	4,377	85	1,184		
SB ON FROM GREAT AMERICA NB	1	2061	2063S	187	256	290	267	733	201	243	283	246	727	267	281	354	348	902	-6	1,778	-21	401	175	4,560	102	1,403	0	1,800	0	520	169	4,546	81	1,265		
SB OFF TO SAN TOMAS	-1	2065	2602S	507	798	1,047	698	2,352	659	1,046	1,245	794	2,950	1,123	1,489	1,599	1,033	4,211	598	1,180	96	305	1,261	3,299	239	1,164	598	1,202	96	424	1,261	3,285	239	1,026		
SB ON FROM MONTAGUE SB	0	2067		68	107	62	92	237	72	114	67	237	253	1	48	9	0	58																		
SB ON FROM SAN TOMAS NB	0	2069		508	681	597	330	1,786	647	838	745	390	2,230	1,090	1,121	1,008	940	3,219																		
SB ON FROM SAN TOMAS/MONTAGUE-TOTAL	1	2067/2069	2071S	576	788	659	422	2,023	719	952	812	627	2,483	1,091	1,169	1,017	940	3,277	460	1,640	205	510	794	4,093	313	1,477	460	1,662	205	629	794	4,079	313	1,339		
HOV/EXP ACCESS FROM GP		S36W N																																		
HOV/EXP ACCESS TO GP		S36W X	2072S																	1,640		510		4,093		1,477		1,662		629		4,079		1,339		
SB OFF TO TRIMBLE-SLIP	-1	2073	2603S	166	235	305	260	706	189	244	283	271	716	617	741	743	783	2,101	10	1,630	11	499	1,385	2,708	512	965	10	1,652	11	618	1,904	2,175	782	557		Offset adjustment for closed ramp at Trimble
SB ON FROM TRIMBLE SB	1	2074	2604S	275	157	312	281	744	416	192	300	360	908	224	151	238	428	613	164	1,794	79	578	-295	2,413	68	1,033	164	1,816	79	697	0	2,175	68	625		
SB OFF TO TRIMBLE-LOOP	-1	2518		187	268	337	280	792	257	331	373	340	961	0	0	0	0	0	169		60		-961		-340		169		60		-1,480		-610			Ramp closed; adj for base year differences
SB ON FROM TRIMBLE NB	1	2075	2077S	483	638	592	470	1,713	568	787	725	388	2,080	869	1,405	1,379	577	3,653	367	1,992	-82	436	1,573	4,947	189	1,562	367	2,014	0	637	1,278	4,933	107	1,342	Shift from other ramp and 4th	
SB OFF TO 87	-1	2079	2080S	1,056	1,443	1,719	1,466	4,218	1,409	1,684	1,845	1,710	4,938	1,819	2,013	2,063	1,965	5,895	720	1,272	244	192	957	3,990	255	1,307	720	1,294	244	393	957	3,976	255	1,087		
SB OFF TO N1ST	-1	2081	2315	282	464	524	332	1,270	413	717	813	390	1,943	463	1,006	887	666	2,356	673	599	58	134	413	3,577	276	1,031	673	621	58	335	413	3,563	276	811		
SB ON FROM 4TH ST	1	2082		378	493	426	419	1,297	628	1,018	758	571	2,404	0	0	0	0	0	1,107		152		-2,404		-571		1,107		70		-2,146		-530		Shift to Trimble	Ramp closed; adj for base year differences
HOV/EXP ACCESS FROM GP		S38W N																																		
HOV/EXP ACCESS TO GP		S38W X	2083S																	1,706		286		1,173		460		1,728		405		1,417		281		
SB OFF TO 4TH	-1	2516	2605S	0	0	0	0	0	0	0	0	0	0	492	781	733	566	2,006	0	1,706	0	286	2,006	-833	566	-106	0	1,728	0	405	2,006	-589	566	-285		
SB ON FROM 4TH ST	1	2517	2084S	0	0	0	0	0	0	0	0	0	0	1,301	1,325	1,325	1,295	3,951	0	1,706	0	286	3,951	3,118	1,295	1,189	0	1,728	0	405	3,693	3,104	1,377	1,092		Offset adjustment for closed ramp at 4th
SB OFF TO I-880	-1	2085	2606S	238	371	376	369	985	233	334	347	408	914	260	282	336	353	878	-71	1,777	39	247	-36	3,154	-55	1,244	0	1,728	39	366	40	3,064	0	1,092		Shift from other ramp
SB ON FROM I-880 SB	1	2310	2607S	1,195	995	1,097	822	3,287	1,264	1,201	1,123	962	3,588	1,296	1,564	1,366	1,305	4,226	301	2,078	140	387	638	3,792	343	1,587	301	2,029	140	506	638	3,702	343	1,435		
SB OFF TO I-880 NB	-1	2311	2608S	507	506	644	712	1,657	683	984	879	877	2,546	871	1,107	948	1,077	2,926	889	1,189	165	222	380	3,412	200	1,387	889	1,140	165	341	233	3,469	145	1,290		Shift to other ramp
SB ON FROM I-880 NB	1	2088	2089S	499	506	459	508	1,464	453	392	438	540	1,283	661	616	634	632	1,911	-181	1,008	32	254	628	4,040	92	1,479	0	1,140	32	373	447	3,916	92	1,382		
SB OFF TO OAKLAND	-1	2091	2609S	717	737	1,010	709	2,464	758	735	933	788	2,426	697	766	1,004	891	2,467	-38	1,046	79	175	41	3,999	103	1,376	0	1,140	79	294	3	3,913	103	1,279		
SB ON FROM OAKLAND	1	2092	2093S	288	369	347	241	1,004	344	386	391	231	1,121	447	505	515	354	1,467	117	1,163	-10	165	346	4,345	123	1,499	117	1,257	0	294	346	4,259	113	1,392		
HOV/EXP ACCESS FROM GP		S40W N																																		
HOV/EXP ACCESS TO GP		S40W X	2094S																	1,163		165		4,345		1,499		1,257		294		4,259		1,392		
SB OFF TO MABURY	-1	2511		0	0	0	0	0	0	0	0	0	0	406	480	456	430	1,342	0		0		1,342		430		0		0		1,342		430			
SB ON FROM MABURY	1	2510	2610S	0	0	0	0	0	0	0	0	0	0	281	410	281	311	972	0	1,163	0	165	972	3,975	311	1,380	0	1,257	0	294	972	3,889	311	1,273		
SB OFF TO MCKEE	-1	2095	2307S	461	440	371	362	1,272	493	484	415	388	1,392	520	709	504	386	1,733	120	1,043	26	139	341	3,634	-2	1,382	120	1,137	26	268	341	3,548	0	1,273		
SB OFF TO SANTA CLARA	-1	2305	2611S	173	173	140	132	486	186	190	158	133	534	339	436	359	292	1,134	48	995	1	138	600	3,034	159	1,223	48	1,089	1	267	600	2,948	159	1,114		
SB ON FROM MCKEE	1	2096	2612S	250	361	411	168	1,022	317	509	510	191	1,336	511	895	845	361	2,251	314	1,309	23	161	915	3,949	170	1,393	314	1,403	23	290	915	3,863	170	1,284		
SB ON FROM SANTA CLARA	1	2306	2104S	228	330	404	200	962	350	605	599	218	1,554	794	991	1,148	496	2,933	592	1,901	18	179	1,379	5,328	278	1,671	592	1,995	18	308	1,379	5,242	278	1,562		
SB OFF TO I-680	-1	2106	2107S	796	757	762	570	2,315	934	1,029	978	578	2,941	1,507	1,260	1,616	1,110	4,383	626	1,275	8	171	1,442	3,886	532	1,139	626	1,369	8	300	1,442	3,800	532	1,030		

Table 10
AM Peak Period - No Build - Growth from Model and Adjustments
Southbound

				AM Hourly and Period (Raw Modeled Traffic Volumes) - *Mainline Volume is All Lanes, unless otherwise noted*																AM Growth, From Model, ALL LANES								AM Growth, Adjusted, ALL LANES									
																				2015-2009				2035-2015				2015-2009				2035-2015					
																				AM (6-9)		AM (9-10)		AM (6-9)		AM (9-10)		AM (6-9)		AM (9-10)		AM (6-9)		AM (9-10)			
SEGMENTS	ON/ OFF RAMP	Model ID	ML_ID	2009 AM1 (6-7)	2009 AM2 (7-8)	2009 AM3 (8-9)	2009 AM4 (9-10)	2009 AM (6-9) Total	2015 AM1 (6-7)	2015 AM2 (7-8)	2015 AM3 (8-9)	2015 AM4 (9-10)	2015 AM (6-9) Total	2035 AM1 (6-7)	2035 AM2 (7-8)	2035 AM3 (8-9)	2035 AM4 (9-10)	2035 AM (6-9) Total	Raw Ramp	Raw ML	Raw Ramp	Raw ML	Raw Ramp	Raw ML	Raw Ramp	Raw ML	Adj. Ramp	Rebalanced All Lanes ML	Adj. Ramp	Rebalanced All Lanes ML	Adj. Ramp	Rebalanced All Lanes ML	Adj. Ramp	Rebalanced All Lanes ML	Comments on AM adjustments, 2009-2015	Comments on AM adjustments, 2015-2035
SB OFF TO STORY	-1	2108A	2108S	226	257	199	205	682	232	285	209	194	726	349	717	505	261	1,571	44	1,231	-11	182	845	3,041	67	1,072	44	1,325	0	300	845	2,955	56	974		
HOV/EXP ACCESS FROM GP		S45W N																																			
HOV/EXP ACCESS TO GP		S45W X	2613S																	1,231		182		3,041		1,072		1,325		300		2,955		974		
SB ON FROM STORY	1	2113	2114S	322	515	546	311	1,383	396	690	1,076	383	2,162	661	1,183	1,229	625	3,073	779	2,010	72	254	911	3,952	242	1,314	779	2,104	72	372	911	3,866	242	1,216		
SB ON FROM I-680	1	2304	2116S	1,765	2,253	2,357	2,032	6,375	1,967	2,371	2,380	2,139	6,718	2,351	2,685	2,501	2,353	7,537	343	2,353	107	361	819	4,771	214	1,528	343	2,447	107	479	819	4,685	214	1,430		
SB OFF TO TULLY-SLIP	0	2120		397	490	454	345	1,341	1,133	1,257	1,081	1,052	3,471	1,419	1,324	1,386	1,298	4,129																			
SB OFF TO TULLY-LOOP	0	2119		608	558	498	569	1,664	0	0	0	0	0	0	0	0	0	0																			
SB OFF TO TULLY-TOTAL	-1	2119/2120	2123S	1,005	1,048	952	914	3,005	1,133	1,257	1,081	1,052	3,471	1,419	1,324	1,386	1,298	4,129	466	1,887	138	223	658	4,113	246	1,282	466	1,981	138	341	658	4,027	246	1,184		
HOV/EXP ACCESS FROM GP		S44W N																																			
HOV/EXP ACCESS TO GP		S44W X	2124S																	1,887		223		4,113		1,282		1,981		341		4,027		1,184		
SB ON FROM TULLY-LOOP	0	2534		210	296	347	0	853	266	194	424	0	884	344	284	371	0	999																			
SB ON FROM TULLY-LOOP	0	2535		37	48	63	224	148	53	43	62	284	158	44	52	75	339	171																			
SB ON FROM TULLY-SLIP	0	2122		217	280	347	237	844	232	369	372	246	973	258	382	392	278	1,032																			
SB ON FROM TULLY-TOTAL	1	2534/2535/2	2125S	464	624	757	461	1,845	551	606	858	530	2,015	646	718	838	617	2,202	170	2,057	69	292	187	4,300	87	1,369	170	2,151	69	410	187	4,214	87	1,271		
SB OFF TO CAPITOL-SLIP	0	2126		279	528	771	478	1,578	879	1,662	2,418	1,479	4,959	1,305	2,282	2,637	1,736	6,224																			
SB OFF TO CAPITOL-LOOP	0	2533		551	956	1,258	970	2,765	0	0	0	0	0	0	0	0	0	0																			
SB OFF TO CAPITOL-TOTAL	-1	2126/2533		830	1,484	2,029	1,448	4,343	879	1,662	2,418	1,479	4,959	1,305	2,282	2,637	1,736	6,224	616		31		1,265		257		616		31		1,265		257			
SB ON FROM CAPITOL-LOOP	0	2536		283	403	389	0	1,075	335	716	475	0	1,526	427	882	845	0	2,154																			
SB ON FROM CAPITOL-LOOP	0	2537		47	101	67	279	215	59	132	109	288	300	109	185	163	371	457																			
SB ON FROM CAPITOL-SLIP	0	2130		126	181	191	77	498	150	199	203	77	552	155	211	172	94	538																			
SB ON FROM CAPITOL-TOTAL	1	2536/37/21	2132S	456	685	647	356	1,788	544	1,047	787	365	2,378	691	1,278	1,180	465	3,149	590	2,031	9	270	771	3,806	100	1,212	590	2,125	9	388	771	3,720	100	1,114		
SB OFF TO YERBA BUENA	-1	2136A	2136S	382	433	380	389	1,195	397	520	462	429	1,379	443	646	501	543	1,590	184	1,847	40	230	211	3,595	114	1,098	184	1,941	40	348	211	3,509	114	1,000		
SB ON FROM YERBA BUENA	1	2135	2137S	470	645	732	534	1,847	465	642	703	489	1,810	531	674	698	605	1,903	-37	1,810	-45	185	93	3,688	116	1,214	0	1,941	0	348	56	3,565	71	1,071		
SB OFF TO HELLYER	-1	2138	2615S	238	375	397	353	1,010	251	300	340	360	891	365	584	543	449	1,492	-119	1,929	7	178	601	3,087	89	1,125	0	1,941	7	341	482	3,083	89	982		
SB ON FROM HELLYER	1	2139	2140S	176	194	170	89	540	193	213	189	86	595	208	273	217	118	698	55	1,984	-3	175	103	3,190	32	1,157	55	1,996	0	341	103	3,186	29	1,011		
HOV/EXP ACCESS FROM GP		S48W N																																			
HOV/EXP ACCESS TO GP		S48W X	2141S																	1,984		175		3,190		1,157		1,996		341		3,186		1,011		
SB OFF TO BLOSSOM HILL	-1	2142	2616S	898	1,260	1,355	1,045	3,513	983	1,343	1,371	1,138	3,697	1,242	1,406	1,409	1,362	4,057	184	1,800	93	82	360	2,830	224	933	184	1,812	93	248	360	2,826	224	787		
SB ON FROM BLOSSOM HILL	1	2143	2617S	62	83	59	31	204	74	83	76	33	233	112	139	124	63	375	29	1,829	2	84	142	2,972	30	963	29	1,841	2	250	142	2,968	30	817		
SB ON FROM BLOSSOM HILL	1	2144	2145S	233	244	202	80	679	259	299	244	67	802	316	439	450	108	1,205	123	1,952	-13	71	403	3,375	41	1,004	123	1,964	0	250	403	3,371	28	845		
SB OFF TO SB85-GP	0	175		0	3	2	0	5	0	20	29	0	49	2	65	3	0	70																			
SB OFF TO SB85-HOV	0	176		0	36	1	0	37	0	4	8	0	12	0	20	29	65	49																			
SB OFF TO SB85-TOTAL	-1	175/176		0	39	3	0	42	0	24	37	0	61	2	85	32	65	119	19		0		58		65		0		0		77		65			
SB OFF TO BERNAL	-1	2147	2148S	626	930	980	482	2,536	721	1,081	1,150	514	2,952	1,048	1,567	1,614	756	4,229	416	1,517	32	39	1,277	2,040	242	697	416	1,548	32	218	1,277	2,017	242	538		
SB ON FROM 85-GP	1	173S		1,048	1,408	1,346	217	3,802	1,313	1,610	1,578	1,001	4,501	1,195	1,272	1,241	1,308	3,708	699		784		-793		307		749		190		-793		307		Consistency with SR 85 forecast	
SB ON FROM 85-HOV/EXP	1	173H	205S	108	147	139	1,158	394	116	314	250	80	680	807	1,329	1,256	442	3,392	286	2,502	-1,078	-255	2,712	3,959	362	1,366	236	2,533	22	430	2,712	3,936	362	1,207	Consistency with SR 85 forecast	
HOV/EXP ACCESS FROM GP		206EN		0	0	0	0	0	0	0	0	0	0																								
HOV/EXP ACCESS TO GP		206EX	207S																	2,502		-255		3,959		1,366		2,533		430		3,936		1,207		
SB OFF TO BAILEY	-1	2150	2618S	315	351	328	353	994	363	413	387	280	1,163	453	546	504	327	1,503	169	2,333	-73	-182	340	3,619	47	1,319	169	2,364	0	430	340	3,596	0	1,207	Carry through change from SR85	
SB ON FROM BAILEY	1	2151	2152S	60	98	80	58	238	92	126	116	57	334	108	171	145	69	424	96	2,429	-1	-183	90	3,709	12	1,331	96	2,460	0	430	90	3,686	11	1,218		
SB OFF TO COYOTE GREEK	-1	2153	2619S	25	29	27	13	81	26	31	29	6	86	29	34	32	7	95	5	2,424	-7	-176	9	3,700	1	1,330	5	2,455	0	430	9	3,677	0	1,218		
SB ON FROM COYOTE GREEK	1	2154	2155S	5	8	7	7	20	5	7	6	7	18	5	7	6	7	18	-2	2,422	0	-176	0	3,700	0	1,330	0	2,455	0	430	0	3,677	0	1,218		
HOV/EXP ACCESS TO GP		S21X	2156S																	2,422		-176		3,700		1,330		2,455		430		3,677		1,218		
SB OFF TO COCHRANE	-1	2157	2620S	694	794	737	756	2,225	974	1,168	1,092	350	3,234	1,396	1,777	1,620	593	4,793	1,009	1,413	-406	230	1,559	2,141	243	1,087	1,009	1,446	0	430	1,559	2,118	0	1,218	Carry through change from SR85	
SB ON FROM COCHRANE	1	2158	2621S	23	32	30	1	85	26	34	33	34	93	38	49	48	53	135	8	1,421	33	263	42	2,183	19	1,106	8	1,454	33	463	42	2,160	19	1,237		
SB ON FROM COCHRANE	1	2159	2622S	151	202	191	25	544	166	220	211	260	597	204	328	258	340	790	53	1,474	235	498	193	2,376	80	1,186	53	1,507	235	698	193	2,353	80	1,317		
HOV/EXP ACCESS TO GP		S56X	2160S																	1,474		498		2,376		1,186		1,507		698		2,353		1,317		
SB OFF TO DUNNE	-1	2161	2623S	668	751	717	85	2,136	857	1,009	958	415	2,824	1,114	1,086	1,268	570	3,468	688	786	330	168	644	1,732	155	1,031	688	819	330	368	644	1,709	155	1,162		
SB ON FROM DUNNE	1	2162	2163S	264	355	335	540	954	319	427	404	364	1,150	390	522	497	495	1,409	196	982	-176	-8	259	1,991	131	1,162	196	1,015	0	368	259	1,968	0	1,162		
SB OFF TO TENNANT	-1	2164	2624S	208	267	231	85	706	259	339	294	107	892	337	533	390	161	1,260	186	796	22	-30	368	1,623	54	1,108	186	829	22	346	368	1,600	54	1,108		
SB ON FROM TENNANT	1	2165	2166S	134	185	171	166	490	148	206	189	174	543	180	237	228	214	645	53	849	8	-22	102	1,725	40	1,148	53	882	8	354	102	1,702	40	1,148		

Table 11
PM Peak Period - No Build - Growth from Model and Adjustments
Northbound

				PM Hourly and Period (Raw Modeled Traffic Volumes) - Mainline Volume is All Lanes, unless otherwise noted															PM Growth, From Model, ALL LANES				PM Growth, Adjusted, ALL LANES					
																			2015-2009		2035-2015		2015-2009		2035-2015			
																			PM (3-7)		PM (3-7)		PM (3-7)		PM (3-7)			
SEGMENTS	ON/ OFF RAMP	Model ID	ML_ID	2009 PM1 (3-4)	2009 PM2 (4-5)	2009 PM3 (5-6)	2009 PM4 (6-7)	2009 PM (3-7) Total	2015 PM1 (3-4)	2015 PM2 (4-5)	2015 PM3 (5-6)	2015 PM4 (6-7)	2015 PM (3-7) Total	2035 PM1 (3-4)	2035 PM2 (4-5)	2035 PM3 (5-6)	2035 PM4 (6-7)	2035 PM (3-7) Total	Raw Ramp	Raw ML	Raw Ramp	Raw ML	Adj. Ramp	Rebalanced All Lanes ML	Adj. Ramp	Rebalanced All Lanes ML	Comments on PM adjustments, 2009-2015	Comments on PM adjustments, 2015-2035
US 101 Northbound																												
MAINLINE GP SOUTH OF TENNANT OFF	1	1004	1004S	2,708	2,954	3,068	2,292	11,022	2,729	2,977	3,096	2,316	11,118	3,105	3,349	3,507	2,693	12,654	96		1,536		525		1,507			Carry thru adj. on 85 conn
MAINLINE HOV SOUTH OF TENNANT OFF	1	1004H	1004H	0	0	0	0	0	0	0	0	0	0	452	491	497	396	1,836	0		1,836		0		1,836			
MAINLINE 85 (SOUTH END)-Total			1004	2,708	2,954	3,068	2,292	11,022	2,729	2,977	3,096	2,316	11,118	3,557	3,840	4,004	3,089	14,490		96		3,372		525		3,343		
NB OFF TO TENNANT	-1	1005		173	185	197	159	714	176	199	193	163	731	233	234	252	211	930	17		199		17		199			
HOV/Exp ACCESS TO GP		N3X																										
HOV/Exp ACCESS FROM GP		N3N	2550S																	79		3,173		508		3,144		
NB ON FROM TENNANT LOOP	1	2512		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0		0			
HOV/Exp ACCESS TO GP		N4X																										
HOV/Exp ACCESS FROM GP		N4N	2551S																	79		3,173		508		3,144		
NB ON FROM TENNANT SLIP	1	1006		193	216	224	167	800	202	224	235	171	832	277	303	307	246	1,133	32		301		32		301			
HOV/Exp ACCESS FROM GP		N1N	1007S																	111		3,474		540		3,445		
HOV/Exp ACCESS FROM GP		N19N																										
NB OFF TO E DUNNE	-1	1008	2552S	366	389	386	336	1,477	403	419	434	371	1,627	498	532	541	463	2,034	150	-39	407	3,067	150	390	407	3,038		
NB ON FROM E DUNNE LOOP	1	1009	2553S	334	358	399	282	1,373	355	381	419	308	1,463	533	572	609	467	2,181	90	51	718	3,785	62	452	746	3,784	Shift to other ramp	
NB ON FROM E DUNNE SLIP	1	1010		284	310	326	241	1,161	277	301	319	236	1,133	318	347	369	280	1,314	-28		181		0		153		Shift from other ramp	
HOV/Exp ACCESS FROM GP		2553H																										
HOV/Exp ACCESS TO GP		N5X																										
HOV/Exp ACCESS FROM GP		N5N	1011S																	23		3,966		452		3,937		
NB OFF TO COCHRANE	-1	1012	2554S	300	318	321	275	1,214	293	310	313	269	1,185	384	407	404	360	1,555	-29	52	370	3,596	0	452	341	3,596		
NB ON FROM COCHRANE	1	1014	2555S	477	530	575	404	1,986	574	632	680	492	2,378	891	945	986	790	3,612	392	444	1,234	4,830	392	844	1,234	4,830		
NB ON FROM COCHRANE	1	1013		44	51	53	37	185	47	53	56	39	195	73	79	85	64	301	10		106		10		106			
HOV/Exp ACCESS TO GP		N20X																										
HOV/Exp ACCESS FROM GP		N20N	1015S																	454		4,936		854		4,936		
NB OFF TO COYOTE	-1	1017	2556S	7	8	8	6	29	6	6	6	5	23	6	7	7	6	26	-6	460	3	4,933	0	854	0	4,936		
NB ON FROM COYOTE	1	1018	1019S	21	23	25	18	87	18	20	22	15	75	18	21	23	16	78	-12	448	3	4,936	0	854	0	4,936		
NB OFF TO BAILEY	-1	1020	2557S	114	122	122	105	463	116	122	124	106	468	153	166	156	127	602	5	443	134	4,802	5	849	134	4,802		
NB ON FROM BAILEY	1	1021	208S	434	476	516	368	1,794	414	457	497	345	1,713	451	510	550	384	1,895	-81	362	182	4,984	0	849	0	4,802		
HOV/Exp ACCESS TO GP		209EX																										
HOV/Exp ACCESS FROM GP		209EN	210S																	362		4,984		849		4,802		
NB OFF TO 85-GP	-1	1024		1,298	1,460	1,645	1,123	5,526	1,070	1,133	1,211	991	4,405	800	934	1,046	685	3,465	-1,121		-940		644		-940		Consistency with SR 85 forecast	
NB OFF TO 85-HOV/EXP	-1	1H	1025S	171	191	214	148	724	437	570	695	307	2,009	1,418	1,528	1,603	1,256	5,805	1,285	198	3,796	2,128	-80	285	3,796	1,946	Consistency with SR 85 forecast	
NB OFF TO BERNAL	-1	1026	2558S	89	99	113	77	378	98	109	120	86	413	101	112	126	110	449	35	163	36	2,092	35	250	36	1,910		
NB ON FROM BERNAL	1	1027	2559S	794	831	833	709	3,167	878	897	919	796	3,490	1,188	1,246	1,254	1,072	4,760	323	486	1,270	3,362	323	573	1,270	3,180		
NB ON FROM BERNAL	1	1028		77	82	82	68	309	96	102	104	86	388	169	183	182	148	682	79		294		79		294			
NB ON FROM BERNAL-HOV	1	1029	1030S	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	565	0	3,656	0	652	0	3,474		
NB OFF TO BLOSSOM HILL	-1	1031	2560S	153	171	187	135	646	176	195	214	154	739	347	375	411	265	1,398	93	472	659	2,997	93	559	659	2,815		
NB ON FROM BLOSSOM HILL	1	1032	2561S	1,071	1,123	1,257	1,104	4,555	1,142	1,214	1,311	1,160	4,827	1,229	1,255	1,356	1,267	5,107	272	744	280	3,277	272	831	280	3,095		
NB ON FROM BLOSSOM HILL	1	1033	1034S	179	187	182	157	705	187	195	189	164	735	277	272	245	252	1,046	30	774	311	3,588	30	861	311	3,406		
HOV/Exp ACCESS TO GP		N5W_X																										
HOV/Exp ACCESS FROM GP		N5W_N	1035S																	774		3,588		861		3,406		
NB OFF TO HELLYER	-1	1036	2562S	139	150	163	133	585	151	160	170	142	623	200	241	254	175	870	38	736	247	3,341	38	823	247	3,159		
NB ON FROM HELLYER	1	1037	1038S	538	658	681	646	2,523	543	631	708	675	2,557	695	846	905	774	3,220	34	770	663	4,004	34	857	663	3,822		
NB OFF TO YERBA BUENA	-1	1039	1040	495	543	602	494	2,134	491	537	581	490	2,099	413	473	500	418	1,804	-35	805	-295	4,299	0	857	0	3,822	Shift from Capitol	Shift from Capitol
NB OFF TO CAPITOL NB	0	1043		425	469	515	422	1,831	556	626	676	543	2,401	982	1,107	1,174	801	4,064										
NB OFF TO CAPITOL SB	0	1045		83	92	96	76	347	0	0	0	0	0	0	0	0	0	0										
NB OFF TO CAPITOL AUX/TOTAL	-1	1044/1049	1042S	508	561	611	498	2,178	556	626	676	543	2,401	982	1,107	1,174	801	4,064	223	582	1,663	2,636	188	669	1,368	2,454	Shift to Yerba Buena	Shift to Yerba Buena
NB ON FROM YERBA BUENA	1	1039A		128	143	138	114	523	191	213	199	162	765	207	260	303	185	955	242		190		242		190			
NB ON FROM CAPITOL NB	0	2532		346	358	352	347	1,403	358	372	359	361	1,450	563	607	535	547	2,252										
NB ON FROM CAPITOL NB- HOV	0	2531		79	83	79	67	308	80	82	76	70	308	86	90	77	83	336										
NB ON FROM CAPITOL SB	0	1046		1,437	1,442	1,423	1,403	5,705	1,424	1,431	1,413	1,378	5,646	1,419	1,423	1,400	1,383	5,625										
NB ON FROM CAPITOL NB-TOT	1	2532/2531	1049S	1,862	1,883	1,854	1,817	7,416	1,862	1,885	1,848	1,809	7,404	2,068	2,120	2,012	2,013	8,213	-12	812	809	3,635	0	911	797	3,441		
NB OFF TO TULLY SLIP	0	1052		372	414	455	380	1,621	617	663	732	697	2,709	642	757	794	732	2,925										
NB OFF TO TULLY LOOP	0	1058		156	160	187	232	735	0	0	0	0	0	0	0	0	0	0										
NB OFF TO TULLY-TOTAL	-1	1052/1058	2563S	528	574	642	612	2,356	617	663	732	697	2,709	642	757	794	732	2,925	353	459	216	3,419	353	558	216	3,225		
HOV/Exp ACCESS TO GP		N6W_X																										
HOV/Exp ACCESS FROM GP		N6W_N	2564S																	459		3,419		558		3,225		
NB ON FROM TULLY LOOP-GP	0	1053		267	271	256	249	1,043	334	345	330	312	1,321	416	396	371	430	1,613										
NB ON FROM TULLY LOOP-HOV	0	1054		59	59	52	56	226	68	69	60	59	256	73	68	56	71	268										
NB ON FROM TULLY LOOP-TOTAL	1	1053/1054		326	330	308	305	1,269	402	414	390	371	1,577	489	464	427	501	1,881	308		304		308		304			
NB ON FROM TULLY SLIP	1	1055	1058S	1,359	1,381	1,355	1,189	5,284	1,391	1,409	1,390	1,252	5,442	1,401	1,395	1,343	1,386	5,525	158	925	83	3,806	158	1,024	83	3,612		
NB OFF TO I-680	-1	1061A	1061S	2,444	2,467	2,609	2,429	9,949	2,602	2,605	2,798	2,536	10,541	2,728	2,844	2,896	2,735	11,203	592	333	662	3,144	211	813	82	3,530	Shift to Story	Shift to Story
NB OFF TO STORY	-1	1062	1065S	938	1,000	1,257	917	4,112	849	937	1,073	872	3,731	800	608	722	1,021	3,151	-381	714	-580	3,724	0	813	0	3,530	Shift from I-680	Shift from I-680
HOV/Exp ACCESS TO GP		N7W_X																										
HOV/Exp ACCESS FROM GP		N7W_N	1070S																	714		3,724		813		3,530		
NB ON FROM STORY	1	1071	1073S	779	782	645	620	2,826	789	810	682	657	2,938	1,086	1,139	1,093	985	4,303	112	826	1,365	5,089	112	925	1,365	4,895		
NB ON FROM I-680	1	1072	1074S	428	429	323	400	1,580	347	285	295	336	1,263	282	338	318	256	1,194	-317	509	-69	5,020	-317	608	0	4,895	New ramp meters on I-680	
NB OFF TO SANTA CLARA	-1	1076	1077S	178	252	301	165	896	259	287	391	268	1,205	525	632	739	470	2,366	309	200	1,161	3,859	309	299	1,161	3,734		
NB OFF TO MCKEE OFF	-1	1082		370	399	423	352	1,544	432	462	496	419	1,809	640	907	988	559	3,094	265		1,285		265		1,285			
NB ON FROM SANTA CLARA	1	1078		202	205	153	153	713	216	220	172	163	771	445	497	465	371	1,778	58		1,007		58		1,007			
HOV/Exp ACCESS TO GP		N21X																										
HOV/Exp ACCESS FROM GP		N21N																										
NB ON FROM MCKEE	1	1083	1085S	549	549	406	353	1,857	670	739	491	473	2,373	904	1,002	927	737	3,570	516	509	1,197	4,778	516	608	1,197	4,653		
NB OFF TO MABURY	-1	2508		0	0	0	0	0	0	0	0	0	0	406	429	421	421	1,677	0		1,677		0		1,677			
NB ON FROM MABURY	1	2509	1086S	0	0	0	0	0	0	0	0	0	0	696	717	744	724	2,881	0	509	2,881	5,982	0	608	2,881	5,857		
NB OFF TO OAKLAND	-1	1087	2566S	443	443	380	338	1,604	425	431	386	325	1,567	470	392	401	395	1,658	-37	546	91	5,891	0	608	54	5,803	Shift from I-880	
NB ON FROM OAKLAND	1	1088	1089S	1,058	1,119	1,218	1,199	4,594	1,291	1,311	1,375	1,358	5,335	1,403	1,396	1,428	1,410	5,637	741	1,287	302	6,193	741	1,349	302	6,105		
NB OFF TO I-880	-1	1091	2567S	1,041	940	879	855	3,715	1,234	1,124	1,030	1,066	4,454	1,153	1,200	1,159	972	4,484	739	548	30	6,163	702	647	67	6,038	Shift to Oakland	
NB ON FROM I-880	1	1175	2568S	679	706	724	652	2,761	656	701	658	648	2,663	490	545	571	476	2,082	-98	450	-581	5,582	0	647	0	6,038		Shift from Brokaw
NB OFF TO I-880	-1	1176	1092S	789	772	658	718	2,937	848	843	846	733	3,270	968	984	1,055	876	3,883	333	117	613	4,969	333	314	613	5,425		
NB OFF TO BAYSHORE	-1	1093	2569S	432	457	379	330	1,598	572	640	536	459	2,207	1,735	1,797	1,669	1,490	6,691	609	-492	4,484	485	609	-295	3,874	1,551		Shift to I-880; offset adjustment for ramp closed at Brokaw
NB ON FROM BAYSHORE	1	1094	1095S	588	668	708	563	2,527	653	708	789	684	2,834	0	0	0	0	0	307	-185	-2,834	-2,349	307	12	-1,597	-46		Ramp closed; adj for base year differences
NB ON FROM N4TH (NEW FOR 2035)	1	2522		0	0	0	0	0	0	0	0	0	0	589	670	710	558	2,527	0		2,527		0		1,290			Offset adj. for closed ramp at Bayshore
HOV/Exp ACCESS TO GP		N9W_X																										
HOV/Exp ACCESS FROM GP		N9W_N	1096S																	-185		178		12		1,244		
NB OFF TO BROKAW/N1ST	-1	1097	2570S	627	596	530	526	2,279	734	718	660	634	2,746	0	0	0	0	0	467	-652	-2,746	2,924	467	-455	-2,136	3,380		Ramp closed; adj for base year differences
NB ON FR N1ST	1	1098	2570S	170	197	208	176	751	232	277	313	232	1,054	300	472	495	262	1,529	303	-349	475	3,399	303	-152	475	3,855		
NB ON FROM BROKAW	1	1099	1100S	337	398	412	350	1,497	429	591	648	412	2,080	1,037	1,288	1,325	888	4,538	583	234	2,458	5,857	583	431	1,779	5,634		Shift to I-880
NB OFF TO TRIMBLE	-1	1101	1102S	427	439	377	309	1,552	430	433	357	336	1,556	631	766	685	497	2,579	4	230	1,023	4,834	4	427	1,023	4,611		
NB ON FROM 87 (GP&HOV)	1	1105_A	1105_S	1,015	1,053	1,066	1,028	4,162	1,055	1,078	1,084	1,055	4,272	1,101	1,130	1,143	1,092	4,466	110	340	194	5,028	110	537	194	4,805		
NB ON FROM TRIMBLE	1	1107	2572S	207	199	250	229	885	222	189	239	243	893	174	94	118	216	602	8	348	-291	4,737	8	545	0	4,805		Shift from other ramp
NB ON FROM TRIMBLE	1	1108	1109S	303	348	369	336	1,356	380	434	471	402	1,687	560	666	734	524	2,484	331	679	797	5,534	331	876	506	5,311		Shift to other ramp
HOV/Exp ACCESS TO GP		N10W_X																										
HOV/Exp ACCESS FROM GP		N10W_N	1110S																	679		5,534		876		5,311		
NB OFF TO MONTAGUE-SLIP	0	1111		469	477	442	396	1,784	504	515	483	437	1,939	1,480	1,605	1,596	1,474	6,155										
NB OFF TO MONTAGUE-LOOP	0	1113		409	461	381	334	1,585	479	569	495	400	1,943	0	0	0	0	0										
NB OFF TO MONTAGUE-TOTAL	-1	1111/1113	2573S	878	938	823	730	3,369	983	1,084	978	837	3,882	1,480	1,605	1,596	1,474	6,155	513	166	2,273	3,261	259	617	2,527	2,784	Shift to Great America	
NB ON FROM MONTAGUE-LOOP	0	1112		266	350	328	295	1,239	307	400	384	332	1,423	0	0	0	0	0										
NB ON FROM MONTAGUE-SLIP	0	1114		801	914	959	882	3,556	953	1,120	1,161	1,014	4,248	1,816	1,973	2,044	1,902	7,735										
NB ON FROM MONTAGUE SB (TOT)	1	1112/1114	1115S	1,067	1,264	1,287	1,177	4,795	1,260	1,520	1,545	1,346	5,671	1,816	1,973	2,044	1,902	7,735	876	1,042	2,064	5,325	876	1,493	1,662	4,446		Shift to Great America

Table 11
PM Peak Period - No Build - Growth from Model and Adjustments
Northbound

				PM Hourly and Period (Raw Modeled Traffic Volumes) - Mainline Volume is All Lanes, unless otherwise noted																PM Growth, From Model, ALL LANES				PM Growth, Adjusted, ALL LANES					
																				2015-2009		2035-2015		2015-2009		2035-2015			
																				PM (3-7)		PM (3-7)		PM (3-7)		PM (3-7)			
SEGMENTS	ON/ OFF RAMP	Model ID	ML_ID	2009 PM1 (3-4)	2009 PM2 (4-5)	2009 PM3 (5-6)	2009 PM4 (6-7)	2009 PM (3-7) Total	2015 PM1 (3-4)	2015 PM2 (4-5)	2015 PM3 (5-6)	2015 PM4 (6-7)	2015 PM (3-7) Total	2035 PM1 (3-4)	2035 PM2 (4-5)	2035 PM3 (5-6)	2035 PM4 (6-7)	2035 PM (3-7) Total	Raw Ramp	Raw ML	Raw Ramp	Raw ML	Adj. Ramp	Rebalanced All Lanes ML	Adj. Ramp	Rebalanced All Lanes ML	Comments on PM adjustments, 2009-2015	Comments on PM adjustments, 2015-2035
NB OFF TO GREAT AMERICA	-1	1116	2574S	874	946	986	887	3,693	800	912	912	815	3,439	1,082	1,207	1,195	964	4,448	-254	1,296	1,009	4,316	0	1,493	755	3,691	Shift fr Montague	
NB ON FROM GREAT AMERICA	1	1117	2575S	254	253	245	231	983	256	204	195	232	887	167	123	120	171	581	-96	1,200	-306	4,010	0	1,493	0	3,691		Shift fr Montague
NB ON FROM GREAT AMERICA	1	1118		580	530	534	512	2,156	507	508	515	485	2,015	576	725	692	480	2,473	-141		458		0		317			
HOV/Exp ACCESS TO GP		N22X																										
HOV/Exp ACCESS FROM GP		N22N	1119S																	1,059		4,468		1,493		4,008		
NB OFF TO LAWRENCE	-1	1120	2576S	920	907	947	918	3,692	923	942	1,024	933	3,822	1,044	1,189	1,218	1,014	4,465	130	929	643	3,825	130	1,363	643	3,365		
NB ON FROM LAWRENCE	1	1121	2577S	519	515	491	470	1,995	550	540	550	505	2,145	601	620	603	574	2,398	150	1,079	253	4,078	150	1,513	253	3,618		
NB ON FROM LAWRENCE	1	1122	1123S	280	327	288	165	1,060	344	346	334	199	1,223	160	162	152	152	626	163	1,242	-597	3,481	163	1,676	-597	3,021		Improved Central Exp.
HOV/Exp ACCESS TO GP		N11W_X																										
HOV/Exp ACCESS FROM GP		N11W_N	1124S																	1,242		3,481		1,676		3,021		
NB OFF TO FAIR OAKS	-1	1125	2578S	467	478	491	464	1,900	493	520	535	493	2,041	711	701	726	671	2,809	141	1,101	768	2,713	141	1,535	768	2,253		
NB ON FROM FAIR OAKS	1	1126	1127S	288	330	311	261	1,190	325	403	352	295	1,375	397	404	405	370	1,576	185	1,286	201	2,914	185	1,720	201	2,454		
NB OFF TO MATHILDA	-1	1128	2579S	184	182	205	179	750	246	250	253	237	986	355	382	406	335	1,478	236	1,050	492	2,422	236	1,484	303	2,151		Offset adjustment for other ramp (closed)
NB ON FROM MATHILDA NB	1	1129	2580S	331	256	301	301	1,189	344	346	331	317	1,338	393	322	380	418	1,513	149	1,199	175	2,597	149	1,633	175	2,326		
NB OFF TO MATHILDA	-1	1130	2581S	585	660	674	591	2,510	668	683	751	664	2,766	0	0	0	0	0	256	943	-2,766	5,363	256	1,377	-2,577	4,903		Ramp closed; adj for base year differences
NB ON FROM MATHILDA SB-GP	0	2519		0	0	0	0	0	0	0	0	0	0	103	63	75	122	363										
NB ON FROM MATHILDA SB-HOV	0	2520		0	0	0	0	0	0	0	0	0	0	12	25	13	12	62										
NB ON FROM MATHILDA SB-TOTAL	1	2519/2520	1131S	0	0	0	0	0	0	0	0	0	0	115	88	88	134	425	0	943	425	5,788	0	1,377	425	5,328		
NB OFF TO RTE 237	-1	1133	2582S	988	1,060	1,084	999	4,131	970	1,033	1,023	986	4,012	1,542	1,558	1,602	1,553	6,255	-119	1,062	2,243	3,545	-119	1,496	2,243	3,085	Partly traffic diverted to improved SR85, partly negative growth in zones along SR237 in Mountain View	
NB ON FROM RTE 237	1	1134	1135S	1,499	1,627	1,505	1,426	6,057	1,568	1,729	1,604	1,495	6,396	2,024	2,120	2,133	1,912	8,189	339	1,401	1,793	5,338	339	1,835	1,793	4,878		
NB OFF TO ELLIS	-1	1136		101	116	124	99	440	119	134	182	114	549	268	313	334	254	1,169	109		620		109		620			
HOV/Exp ACCESS TO GP		N23N																										
HOV/Exp ACCESS FROM GP		N23X	2583S																	1,292		4,718		1,726		4,258		
NB ON FROM ELLIS	1	1137	1138S	159	209	154	147	669	238	267	202	244	951	329	426	375	269	1,399	282	1,574	448	5,166	282	2,008	448	4,706	Ramp meter installation	
NB OFF TO MOFFETT	-1	1139	1141S	322	338	405	305	1,370	413	433	506	391	1,743	487	608	571	456	2,122	373	1,201	379	4,787	373	1,635	379	4,327		
NB ON FROM MOFFETT	1	1140		197	205	193	177	772	281	302	286	257	1,126	475	599	413	198	1,685	354		559		0		559		Ramp meter installation; shift to SR85	
NB OFF TO SHORELINE	-1	1180	1143S	407	486	446	394	1,733	523	576	580	494	2,173	565	552	557	516	2,190	440	1,115	17	5,329	440	1,195	17	4,869		
NB ON FROM SR 85	1	1143A		1,623	1,831	1,574	1,492	6,520	1,576	1,628	1,541	1,404	6,149	1,630	1,662	1,650	1,656	6,598	-371		449		-17		449			
HOV/Exp ACCESS FROM SR 85 HOV	1	N17N	1145S	296	337	280	263	1,176	301	335	285	268	1,189	437	474	433	399	1,743	13	757	554	6,332	13	1,191	554	5,872		
NB OFF TO MIDDLEFIELD	-1	1148	1149S	1,179	1,277	1,295	1,121	4,872	1,005	1,077	1,106	927	4,115	1,359	1,464	1,466	1,233	5,522	-757	1,514	1,407	4,925	-307	1,498	957	4,915	Negative trip end growth in zone near interchange, adj. carry through adj. from on ramps	
NB ON FROM SHORELINE	1	1147	1150S	503	526	482	463	1,974	514	557	495	459	2,025	680	668	649	594	2,591	51	1,565	566	5,491	51	1,549	566	5,481	Ramp meter installation	
NB OFF TO RENGSTORFF NB	-1	1151		46	6	51	40	143	30	9	34	41	114	54	52	56	47	209	-29		95		0		66			
NB OFF TO RENGSTORFF SB	-1	1152	2584S	241	304	229	215	989	232	276	222	209	939	294	377	337	239	1,247	-50	1,644	308	5,088	0	1,549	258	5,157		
NB ON FROM RENGSTORFF	1	1153	1154S	183	194	197	170	744	316	350	346	294	1,306	254	555	313	224	1,346	562	2,206	40	5,128	562	2,111	40	5,197	Ramp meter installation	
NB OFF TO SAN ANTONIO	-1	1155	2585S	169	214	162	144	689	151	210	151	126	638	251	351	250	236	1,088	-51	2,257	450	4,678	0	2,111	399	4,798		
NB ON FROM SAN ANTONIO NB	1	1156		796	809	903	741	3,249	784	797	806	723	3,110	808	809	810	801	3,228	-139		118		0		0		Ramp meter installation; shift from other ramp	Shift from other ramp
NB ON FROM SAN ANTONIO SB	1	1186	1157S	234	221	249	198	902	255	259	297	234	1,045	347	379	413	321	1,460	143	2,261	415	5,211	304	2,415	233	5,031	Ramp meter installation; Shift to other ramp, adj consistent with SR 85 forecast	Shift to other ramp
HOV/Exp ACCESS TO GP		N18X																										
HOV/Exp ACCESS FROM GP		N18N	1158S																	2,261		5,211		2,415		5,031		
NB OFF TO OREGON AND EMBARCADERO	-1	1159A	1159S	1,328	1,411	1,386	1,269	5,394	1,396	1,423	1,400	1,285	5,504	1,431	1,424	1,442	1,431	5,728	110	2,151	224	4,987	110	2,305	224	4,807		
NB ON FROM EMBARCADERO SB	0	1167		421	410	431	421	1,683	399	358	390	382	1,529	313	308	279	358	1,258										
NB ON FROM OREGON / EMBARCADERO-CD	0	2528		994	998	1,005	980	3,977	1,031	980	1,145	1,025	4,181	1,027	1,172	1,132	1,057	4,388										
NB ON FROM OREGON / EMBARCADERO-TOT	1	1167/2528	1166S	1,415	1,408	1,436	1,401	5,660	1,430	1,338	1,535	1,407	5,710	1,340	1,480	1,411	1,415	5,646	50	2,201	-64	4,923	50	2,355	0	4,807	Ramp meter installation	

Table 12
PM Peak Period - No Build - Growth from Model and Adjustments
Southbound

				PM Hourly and Period (Raw Modeled Traffic Volumes) - Mainline Volume is All Lanes, unless otherwise noted															PM Growth, From Model, ALL LANES				PM Growth, Adjusted, ALL LANES					
																			2015-2009		2035-2015		2015-2009		2035-2015			
																			PM (3-7)		PM (3-7)		PM (3-7)		PM (3-7)			
SEGMENTS	ON/ OFF RAMP	Model ID	ML_ID	2009 PM1 (3-4)	2009 PM2 (4-5)	2009 PM3 (5-6)	2009 PM4 (6-7)	2009 PM (3-7) Total	2015 PM1 (3-4)	2015 PM2 (4-5)	2015 PM3 (5-6)	2015 PM4 (6-7)	2015 PM (3-7) Total	2035 PM1 (3-4)	2035 PM2 (4-5)	2035 PM3 (5-6)	2035 PM4 (6-7)	2035 PM (3-7) Total	Raw Ramp	Raw ML	Raw Ramp	Raw ML	Adj. Ramp	Rebalanced All Lanes ML	Adj. Ramp	Rebalanced All Lanes ML	Comments on PM adjustments, 2009-2015	Comments on PM adjustments, 2015-2035
US 101 Southbound																												
SB SOUTH OF UNIVERSITY-AUX	0	2006A		0	0	0	0	0	819	889	996	783	3,487	1,012	966	1,078	869	3,925										
SB SOUTH OF UNIVERSITY-GP	0	2006S		5,359	5,593	5,511	5,002	21,465	5,732	5,955	5,828	5,336	22,851	6,392	6,767	6,682	6,053	25,894										
SB SOUTH OF UNIVERSITY-HOV/EXP	0	2006H		909	967	918	817	3,611	1,230	1,313	1,267	1,116	4,926	1,739	1,855	1,823	1,567	6,984										
SB SOUTH OF UNIVERSITY-TOTAL	1		2006	6,268	6,560	6,429	5,819	25,076	7,781	8,157	8,091	7,235	31,264	9,143	9,588	9,583	8,489	36,803	6,188	6,188	5,539	5,539	5,968	5,968	5,194	5,194	Carry thru adj from Oregon	
SB OFF TO EMBARCADERO SB	0	2009		294	272	290	253	1,109	209	250	251	199	909	450	548	627	320	1,945										
SB OFF TO EMBARCADERO NB	0	2011		198	199	191	235	823	187	185	197	195	764	214	211	216	200	841										
SB OFF TO OREGON	0	2013		737	787	792	708	3,024	878	931	934	829	3,572	951	959	933	983	3,826										
SB SOUTH OFF OREGON / EMBARCADERO	-1	2009/11/13		1,229	1,258	1,273	1,196	4,956	1,274	1,366	1,382	1,223	5,245	1,615	1,718	1,776	1,503	6,612	289		1,367		289		1,367			
SB ON FROM EMBARCADERO SB	0	2010		316	319	311	337	1,283	315	354	341	267	1,277	389	357	408	336	1,490										
SB ON FROM EMBARCADERO NB	0	2012		783	812	817	808	3,220	770	792	785	795	3,142	776	780	785	801	3,142										
SB ON FROM OREGON	0	2015		817	761	762	781	3,121	698	603	610	774	2,685	532	489	440	643	2,104										
SB ON OREGON / EMBARCADERO	1	010/12/15	2017S	1,916	1,892	1,890	1,926	7,624	1,783	1,749	1,736	1,836	7,104	1,697	1,626	1,633	1,780	6,736	-520	5,379	-368	3,804	0	5,679	0	3,827	Shift from upstream mainline	Shift from upstream mainline
HOV/EXP ACCESS FROM GP		2017H																										
HOV/EXP ACCESS FROM GP		S29N																										
SB OFF TO SAN ANTONIO SB	-1	2020	2587S	506	521	531	466	2,024	687	721	722	641	2,771	1,020	1,065	1,053	818	3,956	747	4,632	1,185	2,619	747	4,932	1,285	2,542		Offset adj. to closed ramp at other San Antonio ramp
SB OFF TO SAN ANTONIO NB	-1	2021	2022S	24	26	29	22	101	26	41	31	26	124	0	0	0	0	0	23	4,609	-124	2,743	23	4,909	-224	2,766		Ramp closed; adj for base year differences
SB ON FROM SAN ANTONIO	1	2521	2588S	0	0	0	0	0	0	0	0	0	0	763	747	747	650	2,907	0	4,609	2,907	5,650	0	4,909	2,907	5,673		Ramp meter installation
SB ON FROM CHARLESTON / RENGSTORFF	1	2023		1,293	1,289	1,327	1,142	5,051	924	912	901	1,079	3,816	601	717	716	635	2,669	-1,235		-1,147		-1,235		-1,147		Low or negative growth in nearby zones plus traffic diverts to improved Central Expressway	Shifted to new ramp at San Antonio
SB OFF TO RENGSTORFF	-1	2025		560	587	600	532	2,279	545	643	645	504	2,337	660	905	861	563	2,989	58		652		58		652			
SB ON FROM RENGSTORFF	1	2026	2022S	173	179	171	199	722	215	311	311	124	961	272	406	357	116	1,151	239	3,555	190	4,041	239	3,855	190	4,064		
SB ON FROM MIDDLEFIELD	1	2030	2032S	850	889	854	784	3,377	855	969	921	519	3,264	1,240	1,309	1,288	1,013	4,850	-113	3,442	1,586	5,627	0	3,855	1,473	5,537		
SB OFF TO SHORELINE	-1	2034	2589S	577	597	615	522	2,311	608	553	587	573	2,321	502	534	544	552	2,132	10	3,432	-189	5,816	10	3,845	0	5,537		
SB ON FROM SHORELINE-SB	1	2037		517	537	507	458	2,019	624	655	653	562	2,494	576	577	564	593	2,310	475		-184		397		78		Shift to other ramp	Shift from other ramp
SB ON FROM SHORELINE-NB	1	2036		263	276	264	279	1,082	248	259	256	241	1,004	334	357	361	312	1,364	-78		360		0		98		Shift from other ramp	Shift to other ramp
SB OFF TO SR 85-GP	-1	2039		2,100	2,173	2,191	2,147	8,611	2,274	2,364	2,383	2,245	9,266	2,378	2,361	2,367	2,318	9,424	655		158		555		158		Consistency with SR85 forecast	
SB OFF TO SR 85-HOV	-1	S30X	2040H	579	622	632	536	2,369	569	616	624	502	2,311	716	763	778	630	2,887	-58	3,232	576	5,258	342	3,345	576	4,979	Consistency with SR85 forecast	
HOV/EXP ACCESS FROM GP		S32W N																										
HOV/EXP ACCESS TO GP		S32W X																										
SB OFF TO MOFFETT	-1	2501		184	191	202	172	749	273	310	314	239	1,136	230	293	260	172	955	387		-181		206		0		Smooth growth	
SB ON FROM MOFFETT	1	2502	2036S	429	452	436	347	1,664	443	440	479	437	1,799	578	615	615	572	2,380	135	2,980	581	6,020	135	3,274	581	5,560		
SB OFF TO ELLIS	-1	2505	2590S	188	199	205	180	772	369	402	436	275	1,482	407	396	435	418	1,656	710	2,270	174	5,846	710	2,564	174	5,386		
HOV/EXP ACCESS FROM GP		S22N																										
HOV/EXP ACCESS TO GP		S22X																										
SB ON FROM ELLIS-GP	0	2506S		284	295	277	267	1,123	401	400	420	340	1,561	553	559	557	585	2,254										
SB ON FROM ELLIS-HOV	0	2506H		37	32	30	37	136	58	69	61	48	236	96	103	101	86	386										
SB ON FROM ELLIS-TOTAL	1	2506	2039S	321	327	307	304	1,259	459	469	481	388	1,797	649	662	658	671	2,640	538	2,808	843	6,689	538	3,102	843	6,229		
SB OFF TO RTE 237	-1	2040	2591S	1,660	1,666	1,784	1,603	6,713	1,756	1,751	1,800	1,745	7,052	2,022	2,044	2,037	2,010	8,113	339	2,469	1,061	5,628	339	2,763	1,061	5,168	Distribute adj. fr Charleston	
SB ON FROM RTE 237	1	2340	2508S	803	806	807	793	3,209	806	809	806	798	3,219	816	818	818	818	3,270	10	2,479	51	5,679	10	2,773	51	5,219		
SB OFF TO MATHILDA	-1	2330	2592S	534	585	524	442	2,085	610	623	654	546	2,433	804	800	829	761	3,194	348	2,131	761	4,918	348	2,425	346	4,873		Shift to Fair Oaks
SB ON FROM MATHILDA SB	1	2044	2593S	473	486	426	408	1,793	468	413	413	443	1,737	528	505	483	486	2,002	-56	2,075	265	5,183	0	2,425	209	5,082		
SB ON FROM MATHILDA NB-GP	0	2045		391	433	417	277	1,518	398	428	441	327	1,594	560	576	616	659	2,411										
SB ON FROM MATHILDA NB-HOV	0	2046		54	55	47	39	195	64	64	57	53	238	103	105	101	92	401										
SB ON FROM MATHILDA NB-TOTAL	1	2045/2046	2047S	445	488	464	316	1,713	462	492	498	380	1,832	663	681	717	751	2,812	119	2,194	980	6,163	119	2,544	980	6,062		
HOV/EXP ACCESS FROM GP		S34W N																										
HOV/EXP ACCESS TO GP		S34W X	2594S																	2,194		6,163		2,544		6,062		
SB OFF TO FAIR OAKS	-1	2048	2595S	357	341	404	385	1,487	335	395	363	366	1,459	262	267	273	270	1,072	-28	2,222	-387	6,550	0	2,544	0	6,062		Shift from Mathilda
SB ON FROM FAIR OAKS SB	1	2049	2596S	293	298	273	266	1,130	314	382	332	271	1,299	349	347	323	309	1,328	169	2,391	29	6,579	45	2,589	0	6,062	Shift to other ramp	
SB OFF TO FAIR OAKS	-1	2050	2597S	32	34	36	29	131	41	89	122	26	288	123	161	167	95	546	157	2,234	258	6,321	157	2,432	258	5,804		
SB ON FROM FAIR OAKS NB-GP	0	2051		154	146	171	152	623	113	120	118	146	497	96	94	115	90	395										
SB ON FROM FAIR OAKS NB-HOV	0	2052		24	23	20	21	88	24	24	21	21	90	34	34	33	31	132										
SB ON FROM FAIR OAKS NB-TOTAL	1	2051/2052	2053S	178	169	191	173	711	137	144	139	167	587	130	128	148	121	527	-124	2,110	-60	6,261	0	2,432	0	5,804	Shift from other ramp	
SB OFF TO LAWRENCE SB	-1	2055	2598S	1,013	1,043	1,211	1,009	4,276	1,060	1,073	1,199	1,141	4,473	1,013	1,153	1,215	1,008	4,389	197	1,913	-84	6,345	197	2,235	0	5,804		
SB ON FROM LAWRENCE SB	1	2056	2599S	305	307	259	262	1,133	333	340	289	294	1,256	466	520	459	403	1,848	123	2,036	592	6,937	123	2,358	592	6,396		
SB ON FROM LAWRENCE NB-GP	0	2057S		495	516	506	455	1,972	491	508	494	462	1,955	312	321	319	317	1,269										
SB ON FROM LAWRENCE NB-HOV	0	2057H		70	68	58	59	255	74	73	65	65	277	114	117	106	95	432										
SB ON FROM LAWRENCE NB-TOTAL	1	2057	2058S	565	584	564	514	2,227	565	581	559	527	2,232	426	438	425	412	1,701	5	2,041	-531	6,406	5	2,363	-531	5,865		Improved Central
SB OFF TO GREAT AMERICA	-1	2059		395	421	500	392	1,708	381	404	456	360	1,601	476	511	543	407	1,937	-107		336		0		229		Shift from Montague	
HOV/EXP ACCESS FROM GP		S31N																										
HOV/EXP ACCESS TO GP		S31X	2600S																	2,148		6,070		2,363		5,636		
SB ON FROM GREAT AMERICA SB	1	2060	2601S	865	893	798	733	3,289	858	870	810	734	3,272	908	940	936	899	3,683	-17	2,131	411	6,481	0	2,363	394	6,030	Shift from other ramp	
SB ON FROM GREAT AMERICA NB	1	2061	2063S	405	459	546	519	1,929	507	510	481	458	1,956	692	750	727	617	2,786	27	2,158	830	7,311	10	2,373	847	6,877	Shift to other ramp	
SB OFF TO SAN TOMAS	-1	2065	2602S	1,231	1,251	1,192	1,023	4,697	1,400	1,399	1,398	1,289	5,486	1,812	1,813	1,756	1,813	7,194	789	1,369	1,708	5,603	682	1,691	1,815	5,062	Shift to Great America	
SB ON FROM MONTAGUE SB	0	2067		310	349	342	294	1,295	332	378	408	317	1,435	306	340	348	291	1,285										
SB ON FROM SAN TOMAS NB	0	2069		543	557	597	532	2,229	630	705	755	661	2,751	1,057	1,122	1,127	1,034	4,340										
SB ON FROM SAN TOMAS/MONTAGUE-TOTAL	1	2067/2069	2071S	853	906	939	826	3,524	962	1,083	1,163	978	4,186	1,363	1,462	1,475	1,325	5,625	662	2,031	1,439	7,042	662	2,353	1,439	6,501		
HOV/EXP ACCESS FROM GP		S36W N																										
HOV/EXP ACCESS TO GP		S36W X	2072S																	2,031		7,042		2,353		6,501		
SB OFF TO TRIMBLE-SLIP	-1	2073	2603S	194	213	233	199	839	268	311	293	227	1,099	517	395	435	539	1,886	260	1,771	787	6,255	260	2,093	763	5,738		Offset adj. to closed ramp at other Trimble ramp
SB ON FROM TRIMBLE SB	1	2074	2604S	527	558	601	517	2,203	574	599	637	663	2,473	714	633	658	691	2,696	270	2,041	223	6,478	270	2,363	223	5,961		
SB OFF TO TRIMBLE-LOOP	-1	2518		122	122	127	114	485	168	165	169	153	655	0	0	0	0	0	170		-655		170		-631			Ramp closed; adj for base year differences
SB ON FROM TRIMBLE NB	1	2075	2077S	1,385	1,395	1,337	1,276	5,393	1,394	1,405	1,399	1,283	5,481	1,472	1,432	1,458	1,430	5,792	88	1,959	311	7,444	88	2,281	311	6,903		
SB OFF TO 87	-1	2079	2080S	2,002	2,035	1,876	1,858	7,771	2,023	2,049	1,933	1,884	7,889	2,183	2,248	2,176	2,090	8,697	118	1,841	808	6,636	118	2,163	808	6,095		
SB OFF TO N1ST	-1	2081	2315	423	431	399	314	1,567	597	613	612	526	2,348	702	715	722	617	2,756	781	1,060	408	6,228	781	1,382	408	5,687		
SB ON FROM 4TH ST	1	2082		1,415	1,412	1,411	1,408	5,646	1,422	1,435	1,433	1,416	5,706	0	0	0	0	0	60		-5,706		60		-4,420			Ramp closed; adj for base year differences
HOV/EXP ACCESS FROM GP		S38W N																										
HOV/EXP ACCESS TO GP		S38W X	2083S																	1,120		522		1,442		1,267		
SB OFF TO 4TH	-1	2516	2605S	0	0	0	0	0	0	0	0	0	0	843	767	796	790	3,196	0	1,120	3,196	-2,674	0	1,442	2,499	-1,232		Shift to I-880
SB ON FROM 4TH ST	1	2517	2084S	0	0	0	0	0	0	0	0	0	0	856	877	880	835	3,448	0	1,120	3,448	774	0	1,442	2,162	930		New ramp, metered; Offset adj. to closed ramp at other 4th st ramp
SB OFF TO I-880	-1	2085	2606S	336	294	298	377	1,305	195	238	207	202	842	220	168	223	205	816	-463	1,583	-26	800	0	1,442	-489	1,419	Shift from other ramp	Shifted to new Mabury ramp
SB ON FROM I-880 SB	1	2310	2607S	1,324	1,341	1,314	1,360	5,339	1,721	1,821	1,800	1,831	7,173	2,067	2,200	2,181	1,995	8,443	1,834	3,417	1,270	2,070	1,746	3,188	1,358	2,777	Shift to other ramp	
SB OFF TO I-880 NB	-1	2311	2608S	886	823	858	1,090	3,567	1,154	1,127	1,165	1,212	4,658	836	932	981	888	3,637	1,091	2,326	-1,021	3,091	628	2,560	139	2,638	Shift to other ramp	Shift from 4th
SB ON FROM I-880 NB	1	2088	2085S	806	724	893	828	3,251	770	682	869	842	3,163	955	941	1,073	1,015	3,984	-88	2,238	-821	3,912	0	2,560	733	3,371	Shift from other ramp	
SB OFF TO OAKLAND	-1	2091	2609S	1,365	1,380	1,371	1,228	5,344	1,346	1,360	1,346	1,255	5,307	1,291	1,311	1,301	1,232	5,135	-37	2,275	-172	4,084	0	2,560	-209	3,580		Shifted to new Mabury ramp
SB ON FROM OAKLAND	1	2092	2093S	1,185	1,121	1,333	1,191	4,830	811	811	822	813	3,257	831	847	833	807	3,318	-1,573	702	61	4,145	-1,573	987	61	3,641	Ramp meter installation	
HOV/EXP ACCESS FROM GP		S40W N																										
HOV/EXP ACCESS TO GP		S40W X	2094S																	702		4,145		987		3,641		
SB OFF TO MABURY	-1	2511		0	0	0	0	0	0	0	0	0	0	342	389	468	355	1,554	0		1,554		0		1,554			
SB ON FROM MABURY	1	2510	2610S	0	0	0	0	0	0	0	0	0	0	455	500	609	439	2,003	0	702	2,003	4,594	0	987	2,003	4,090		Ramp meter installation
SB OFF TO MCKEE	-1	2095	2307S	312	317	331	314	1,274	338	353	384	349	1,424	770	842	851	715	3,178	150	552	1,754	2,840	150	837	1,754	2,336		
SB OFF TO SANTA CLARA	-1	2305	2611S	328	315	355	367	1,365	357	329	364	353	1,403	671	921	948	675	3,215	38	514	1,812	1,028	38	799	1,812	524		
SB ON FROM MCKEE	1	2096	2612S	491	745	680	412	2,328	759	778	777	682	2,996	759	781	784	718	3,042	668	1,182	46	1,074	668	1,467	46	570	Ramp meter installation; shift from Sa	Shift from Santa Clara
SB ON FROM SANTA CLARA	1	2306	2104S	368	377	417	348	1,510	630	791	777	437	2,635	889	1,111	1,091	772	3,863	1,125	2,307	1,228	2,302	1,125	2,592	1,228	1,798	Ramp meter installation; shift to McKe	Shift to McKee
SB OFF TO I-680	-1	2106	2107S	1,630	1,665	1,635	1,460	6,390	1,386	1,428	1,362	1,311	5,487	1,481	1,424	1,382	1,518	5,805	-903	3,210	318	1,984	-903	3,495	318	1,480	Cumulative impacts of new ramp meters	

Table 12
PM Peak Period - No Build - Growth from Model and Adjustments
Southbound

				PM Hourly and Period (Raw Modeled Traffic Volumes) - Mainline Volume is All Lanes, unless otherwise noted																PM Growth, From Model, ALL LANES				PM Growth, Adjusted, ALL LANES					
																				2015-2009		2035-2015		2015-2009		2035-2015			
																				PM (3-7)		PM (3-7)		PM (3-7)		PM (3-7)			
SEGMENTS	ON/ OFF RAMP	Model ID	ML_ID	2009 PM1 (3-4)	2009 PM2 (4-5)	2009 PM3 (5-6)	2009 PM4 (6-7)	2009 PM (3-7) Total	2015 PM1 (3-4)	2015 PM2 (4-5)	2015 PM3 (5-6)	2015 PM4 (6-7)	2015 PM (3-7) Total	2035 PM1 (3-4)	2035 PM2 (4-5)	2035 PM3 (5-6)	2035 PM4 (6-7)	2035 PM (3-7) Total	Raw Ramp	Raw ML	Raw Ramp	Raw ML	Adj. Ramp	Rebalanced All Lanes ML	Adj. Ramp	Rebalanced All Lanes ML	Comments on PM adjustments, 2009-2015	Comments on PM adjustments, 2015-2035
SB OFF TO STORY	-1	2108A	2108S	730	844	806	652	3,032	618	652	651	574	2,495	659	815	812	556	2,842	-537	3,747	347	1,637	-537	4,032	347	1,133	Cumulative impacts of new ramp meters	
HOV/EXP ACCESS FROM GP		S45W_N																											
HOV/EXP ACCESS TO GP		S45W_X	2613S																	3,747		1,637		4,032		1,133			
SB ON FROM STORY	1	2113	2114S	103	66	118	122	409	757	703	729	737	2,926	679	619	659	757	2,714	2,517	6,264	-212	1,425	2,517	6,549	0	1,133	Ramp meter installation	Shift from I-680
SB ON FROM I-680	1	2304	2116S	2,452	2,480	2,458	2,387	9,777	2,560	2,611	2,549	2,503	10,223	2,632	2,715	2,654	2,570	10,571	446	6,710	348	1,773	446	6,995	136	1,269		Shift to Story
SB OFF TO TULLY-SLIP	0	2120		499	623	531	484	2,137	1,621	1,589	1,824	1,551	6,585	1,515	1,479	1,609	1,524	6,127										
SB OFF TO TULLY-LOOP	0	2119		576	569	814	496	2,455	0	0	0	0	0	0	0	0	0	0										
SB OFF TO TULLY-TOTAL	-1	2119/2120	2123S	1,075	1,192	1,345	980	4,592	1,621	1,589	1,824	1,551	6,585	1,515	1,479	1,609	1,524	6,127	1,993	4,717	-458	2,231	1,535	5,460	0	1,269	Smooth growth to 2035	
HOV/EXP ACCESS FROM GP		S44W_N																											
HOV/EXP ACCESS TO GP		S44W_X	2124S																	4,717		2,231		5,460		1,269			
SB ON FROM TULLY-LOOP	0	2534		140	150	171	155	616	213	230	220	328	991	286	350	266	339	1,241											
SB ON FROM TULLY-LOOP	0	2535		28	34	31	25	118	36	45	33	39	153	53	60	56	55	224											
SB ON FROM TULLY-SLIP	0	2122		158	192	176	184	710	271	285	276	272	1,104	338	447	418	337	1,540											
SB ON FROM TULLY-TOTAL	1	34/2535/2	2125S	326	376	378	364	1,444	520	560	529	639	2,248	677	857	740	731	3,005	804	5,521	757	2,988	804	6,264	757	2,026		
SB OFF TO CAPITOL-SLIP	0	2126		982	874	1,108	945	3,909	2,776	2,778	2,810	2,627	10,991	2,773	2,765	2,806	2,586	10,930											
SB OFF TO CAPITOL-LOOP	0	2533		1,147	1,015	1,182	1,082	4,426	0	0	0	0	0	0	0	0	0	0											
SB OFF TO CAPITOL-TOTAL	-1	2126/2533		2,129	1,889	2,290	2,027	8,335	2,776	2,778	2,810	2,627	10,991	2,773	2,765	2,806	2,586	10,930	2,656		-61		2,656		0				
SB ON FROM CAPITOL-LOOP	0	2536		302	356	222	292	1,172	358	408	301	273	1,340	590	645	570	545	2,350											
SB ON FROM CAPITOL-LOOP	0	2537		35	41	30	39	145	61	70	55	57	243	86	101	83	80	350											
SB ON FROM CAPITOL-SLIP	0	2130		85	110	77	69	341	83	84	99	81	347	96	123	153	87	459											
SB ON FROM CAPITOL-TOTAL	1	536/37/211	2132S	422	507	329	400	1,658	502	562	455	411	1,930	772	869	806	712	3,159	272	3,137	1,229	4,278	0	3,608	883	2,909	Shift to Yerba Buena	Shift to Yerba Buena
SB OFF TO YERBA BUENA	-1	2136A	2136S	712	786	763	635	2,896	973	1,049	1,062	859	3,943	1,089	1,184	1,190	955	4,418	1,047	2,090	475	3,803	1,047	2,561	475	2,434		
SB ON FROM YERBA BUENA	1	2135	2137S	349	392	301	344	1,386	257	295	213	266	1,031	190	206	168	204	768	-355	1,735	-263	3,540	0	2,561	0	2,434	Shift from Capitol	Shift from Capitol
SB OFF TO HELLYER	-1	2138	2615S	330	360	420	355	1,465	362	344	488	306	1,500	351	395	425	351	1,522	35	1,700	22	3,518	35	2,526	0	2,434		
SB ON FROM HELLYER	1	2139	2140S	108	111	98	97	414	120	124	114	109	467	192	253	200	174	819	53	1,753	352	3,870	53	2,579	352	2,786		
HOV/EXP ACCESS FROM GP		S48W_N																											
HOV/EXP ACCESS TO GP		S48W_X	2141S																	1,753		3,870		2,579		2,786			
SB OFF TO BLOSSOM HILL	-1	2142	2616S	1,385	1,384	1,420	1,392	5,581	1,390	1,386	1,427	1,395	5,598	1,410	1,408	1,431	1,404	5,653	17	1,736	55	3,815	17	2,562	55	2,731		
SB ON FROM BLOSSOM HILL	1	2143	2617S	68	73	58	60	259	90	95	80	79	344	240	255	258	221	974	85	1,821	630	4,445	85	2,647	630	3,361	Ramp meter installation	
SB ON FROM BLOSSOM HILL	1	2144	2145S	207	316	122	139	784	226	366	173	176	941	460	508	484	447	1,899	157	1,978	958	5,403	157	2,804	958	4,319		
SB OFF TO SB85-GP	0	175		5	11	23	4	43	6	20	32	3	61	28	34	59	18	139											
SB OFF TO SB85-HOV	0	176		2	12	11	5	30	3	9	12	5	29	18	42	59	12	131											
SB OFF TO SB85-TOTAL	-1	175/176		7	23	34	9	73	9	29	44	8	90	46	76	118	30	270	17		180		17		180				
SB OFF TO BERNAL	-1	2147	2148S	797	921	880	777	3,375	873	956	963	831	3,623	1,344	1,532	1,329	1,049	5,254	248	1,713	1,631	3,592	248	2,539	1,631	2,508		
SB ON FROM 85-GP	1	173S		2,414	2,538	2,404	1,902	9,258	2,150	1,757	2,280	1,902	8,089	2,007	2,018	2,155	1,571	7,751	-1,169		-338		31		-138		Consistency with SR85 forecast	
SB ON FROM 85-HOV/EXP	1	173H	205S	318	342	344	247	1,251	1,273	1,401	1,348	910	4,932	1,641	1,712	1,725	1,578	6,656	3,681	4,225	1,724	4,978	2,481	5,051	1,524	3,894	Consistency with SR85 forecast	
HOV/EXP ACCESS FROM GP		206EN		0	0	0	0	0	0	0	0	0	0																
HOV/EXP ACCESS TO GP		206EX	207S																	4,225		4,978		5,051		3,894			
SB OFF TO BAILEY	-1	2150	2616S	251	337	188	197	973	668	677	271	267	1,883	722	713	740	608	2,783	910	3,315	900	4,078	910	4,141	51	3,843		Shift to Cochrane
SB ON FROM BAILEY	1	2151	2152S	178	175	209	177	738	157	171	181	162	671	148	201	186	126	661	-67	3,248	-10	4,068	0	4,141	0	3,843		Ramp meter installation
SB OFF TO COYOTE GREEK	-1	2153	2619S	27	29	24	22	102	23	24	21	19	87	25	25	23	22	95	-15	3,263	8	4,060	0	4,141	0	3,843		
SB ON FROM COYOTE GREEK	1	2154	2155S	12	11	13	11	47	8	6	9	8	31	7	9	7	6	29	-16	3,247	-2	4,058	0	4,141	0	3,843		Ramp meter installation
HOV/EXP ACCESS TO GP		S21X	2156S																	3,247		4,058		4,141		3,843			
SB OFF TO COCHRANE	-1	2157	2620S	819	1,004	701	683	3,207	829	851	1,014	853	3,547	615	808	628	647	2,698	340	2,907	-849	4,907	340	3,801	0	3,843		Shift from Bailey
SB ON FROM COCHRANE	1	2158	2621S	17	19	56	48	140	18	16	21	17	72	27	17	32	29	105	-68	2,839	33	4,940	0	3,801	0	3,843		Ramp meter installation
SB ON FROM COCHRANE	1	2159	2622S	422	441	514	436	1,813	403	259	520	441	1,623	485	523	535	511	2,054	-190	2,649	431	5,371	0	3,801	241	4,084		Ramp meter installation
HOV/EXP ACCESS TO GP		S56X	2160S																	2,649		5,371		3,801		4,084			
SB OFF TO DUNNE	-1	2161	2623S	981	878	953	921	3,733	726	744	814	859	3,143	815	919	866	871	3,471	-590	3,239	328	5,043	0	3,801	0	4,084		
SB ON FROM DUNNE	1	2162	2163S	306	362	402	345	1,415	315	476	393	305	1,489	498	636	427	368	1,929	74	3,313	440	5,483	74	3,875	440	4,524		Ramp meter installation
SB OFF TO TENNANT	-1	2164	2624S	468	506	464	444	1,882	609	373	719	657	2,358	274	276	291	330	1,171	476	2,837	-1,187	6,670	476	3,399	0	4,524		Traffic staying on freeway because of extension of HOV lane
SB ON FROM TENNANT	1	2165	2166S	285	298	202	168	953	272	273	297	266	1,108	271	279	273	244	1,067	155	2,992	-41	6,629	155	3,554	0	4,524		Ramp meter installation

Table 13
AM Peak Period - Build - Growth from Model and Adjustments
Northbound

AM Hourly and Period (Raw Modeled Traffic Volumes) - *Mainline Volume is All Lanes, unless otherwise noted*

SEGMENTS	ON/ OFF RAMP	Model ID	ML_ID	2009 AM1 (6-7)	2009 AM2 (7-8)	2009 AM3 (8-9)	2009 AM4 (9-10)	2009 AM (6-9) Total	2015 AM1 (6-7)	2015 AM2 (7-8)	2015 AM3 (8-9)	2015 AM4 (9-10)	2015 AM (6-9) Total	2035 AM1 (6-7)	2035 AM2 (7-8)	2035 AM3 (8-9)	2035 AM4 (9-10)	2035 AM (6-9) Total
US 101 Northbound																		
MAINLINE GP SOUTH OF TENNANT OFF	1	1004	1004S	3,981	5,902	3,801	2,926	13,684	4,126	6,018	3,992	2,587	14,136	4,906	6,091	4,967	3,015	15,964
MAINLINE HOV SOUTH OF TENNANT OFF	1	1004H	1004H	0	0	0	0	0	0	0	0	0	0	1,068	1,491	1,274	996	3,833
MAINLINE SOUTH OF TENNANT-Total			1004	3,981	5,902	3,801	2,926	13,684	4,126	6,018	3,992	2,587	14,136	5,974	7,582	6,241	4,011	19,797
NB OFF TO TENNANT	-1	1005		153	189	154	110	496	183	489	233	106	905	218	681	270	154	1,169
HOV/Exp ACCESS TO GP		N3X																
HOV/Exp ACCESS FROM GP		N3N	2550S															
NB ON FROM TENNANT LOOP	1	2512		0	0	0	0	0	0	46	0	0	46	2	43	31	0	76
HOV/Exp ACCESS TO GP		N4X	25551S															
HOV/Exp ACCESS FROM GP		N4N																
NB ON FROM TENNANT SLIP	1	1006		622	226	703	172	1,551	664	529	756	125	1,949	736	642	806	147	2,184
HOV/Exp ACCESS FROM GP		N1N	1007S															
HOV/Exp ACCESS FROM GP		N19N																
NB OFF TO E.DUNNE	-1	1008	2552S	195	502	290	218	987	183	123	232	268	538	277	513	399	359	1,189
NB ON FROM E.DUNNE LOOP	1	1009	2553S	319	98	368	252	785	385	373	431	233	1,189	447	295	462	344	1,204
NB ON FROM E.DUNNE SLIP	1	1010		397	424	379	330	1,200	463	900	428	265	1,791	322	820	301	274	1,443
HOV/Exp ACCESS FROM HOV	0.0001	2553H		0	0	0	0	0	0	0	0	0	0	1,003	1,391	1,179	446	3,573
HOV/Exp ACCESS TO GP	0.0001	N5X		0	0	0	0	0	0	0	0	0	0	367	321	457	325	1,145
HOV/Exp ACCESS FROM GP	0.0001	N5N	1011S	0	0	0	0	0	1,289	1,779	1,303	462	4,371	1,186	1,045	1,159	998	3,390
NB OFF TO COCHRANE	-1	1012	2554S	300	591	382	278	1,273	380	149	486	315	1,015	316	328	237	439	881
NB ON FROM COCHRANE	1	1014	2555S	380	170	489	196	1,039	443	405	492	189	1,340	623	611	717	325	1,951
NB ON FROM COCHRANE	1	1013		175	1,109	163	35	1,447	53	586	49	27	688	281	857	268	42	1,406
HOV/Exp ACCESS TO GP		N20X																
HOV/Exp ACCESS FROM GP	0.0001	N20N		555	871	592	857	2,018	627	1,188	474	1,055	2,289	1,171	995	1,344	920	3,510
NB OFF TO COYOTE	-1	1017	2556S	5	5	7	4	17	6	5	7	2	18	5	6	5	2	16
NB ON FROM COYOTE	1	1018	1019S	19	22	19	16	60	10	15	9	8	34	12	15	13	7	40
NB OFF TO BAILEY	-1	1020	2557S	172	333	230	102	735	83	192	113	48	388	128	501	164	74	793
NB ON FROM BAILEY	1	1021	208S	209	264	231	341	704	236	225	252	306	713	207	280	219	308	706
HOV/Exp ACCESS TO GP	0.0001	209EX		0	0	0	0	0	39	118	37	834	194	120	189	117	995	426
HOV/Exp ACCESS FROM GP	0.0001	209EN	210S	0	0	0	0	0	97	115	106	951	318	81	57	91	1,458	229
NB OFF TO 85-GP	-1	1024		747	790	773	800	2,310	740	803	690	61	2,233	772	836	762	154	2,370
NB OFF TO 85-HOV/EXP	-1	1H	1025S	350	531	428	697	1,309	732	1,423	887	924	3,042	1,369	1,598	1,591	1,502	4,558
NB OFF TO BERNAL	-1	1026	2558S	672	613	799	115	2,084	508	598	642	74	1,748	925	846	970	137	2,741
NB ON FROM BERNAL	1	1027	2559S	353	878	544	429	1,775	508	706	608	407	1,822	402	856	606	432	1,864
NB ON FROM BERNAL	1	1028		91	144	82	56	317	74	130	60	0	264	117	93	126	0	336
NB ON FROM BERNAL-HOV	1	1029	1030S	8	10	7	0	25	6	10	6	51	22	10	7	11	81	28
NB OFF TO BLOSSOM HILL	-1	1031	2560S	219	890	406	84	1,515	126	704	241	82	1,071	367	1,086	677	141	2,130
NB ON FROM BLOSSOM HILL	1	1032	2561S	837	924	1,139	855	2,900	1,046	1,234	1,282	1,012	3,562	1,163	1,255	1,285	1,169	3,703
NB ON FROM BLOSSOM HILL	1	1033	1034S	247	428	405	175	1,080	280	475	431	182	1,186	266	448	428	218	1,142
HOV/Exp ACCESS TO GP	0.0001	N5W_X		0	0	0	292	0	37	105	46	108	188	109	141	113	252	363
HOV/Exp ACCESS FROM GP	0.0001	N5W_N	1035S	143	354	205	642	702	529	947	619	1,516	2,095	660	597	824	1,749	2,081
NB OFF TO HELLYER	-1	1036	2562S	110	190	139	84	439	76	197	106	67	379	162	353	270	108	785
NB ON FROM HELLYER	1	1037	1038S	713	886	685	412	2,284	587	790	537	403	1,914	574	719	546	436	1,839
NB OFF TO YERBA BEUNA	-1	1039	1040	181	290	234	403	705	241	379	307	370	927	251	559	320	412	1,130
NB OFF TO CAPITOL NB	0	1043		499	758	596	238	1,853	451	903	561	236	1,915	597	885	650	289	2,132
NB OFF TO CAPITOL SB	0	1045		35	90	48	35	173	0	0	0	0	0	0	0	0	0	0
NB OFF TO CAPITOL AUX/TOTAL	-1	1044/1045	1042S	534	848	644	273	2,026	451	903	561	236	1,915	597	885	650	289	2,132
NB ON FROM YERBA BUENA	1	1039A		475	750	348	631	1,573	771	899	719	567	2,389	785	715	738	634	2,238
NB ON FROM CAPITOL NB	0	2532		170	84	423	0	677	262	271	595	0	1,128	248	602	633	0	1,483
NB ON FROM CAPITOL NB- HOV	0	2531		83	96	56	485	235	59	179	87	574	325	59	284	102	617	445
NB ON FROM CAPITOL SB	0	1046		1,397	1,459	1,246	1,442	4,102	1,412	1,432	1,169	1,443	4,013	1,404	1,353	1,134	1,449	3,891
NB ON FROM CAPITOL NB-TOT	1	2532/2531	1049S	1,650	1,639	1,725	1,927	5,014	1,733	1,882	1,851	2,017	5,466	1,711	2,239	1,869	2,066	5,819
NB OFF TO TULLY SLIP	0	1052		232	303	350	274	885	330	452	452	344	1,234	403	336	444	446	1,183
NB OFF TO TULLY LOOP	0	1058		68	49	119	142	236	0	0	0	0	0	0	0	0	0	0
NB OFF TO TULLY-TOTAL	-1	1052/1058	2563S	300	352	469	416	1,121	330	452	452	344	1,234	403	336	444	446	1,183
HOV/Exp ACCESS TO GP	0.0001	N6W_X		0	0	0	0	0	216	486	189	482	891	442	139	433	706	1,014
HOV/Exp ACCESS FROM GP	0.0001	N6W_N	2564S	0	0	0	0	0	903	1,321	698	1,022	2,922	983	1,069	886	1,160	2,938
NB ON FROM TULLY LOOP-GP	0	1053		183	244	344	0	771	463	690	527	0	1,680	392	694	470	0	1,556
NB ON FROM TULLY LOOP-HOV	0	1054		64	63	51	483	178	78	142	63	543	283	64	158	56	513	278
NB ON FROM TULLY LOOP-TOTAL	1	1053/1054		247	307	395	483	949	541	832	590	543	1,963	456	852	526	513	1,834
NB ON FROM TULLY SLIP	1	1055	1058S	1,352	1,401	1,313	1,419	4,066	1,422	1,424	1,418	1,430	4,264	1,417	1,466	1,321	1,430	4,204
NB OFF TO I-680	-1	1061A	1061S	2,748	2,832	2,745	2,534	8,325	2,661	2,845	2,714	2,449	8,220	2,615	3,179	2,711	2,516	8,505
NB OFF TO STORY	-1	1062	1065S	187	219	349	234	755	140	89	175	222	404	275	103	432	522	810
HOV/Exp ACCESS TO GP	0.0001	N7W_X		0	0	0	0	0	166	609	193	613	968	220	572	264	717	1,056
HOV/Exp ACCESS FROM GP	0.0001	N7W_N	1070S	0	0	0	0	0	513	481	331	491	1,325	515	290	418	561	1,223
NB ON FROM STORY	1	1071	1073S	802	882	796	925	2,480	819	802	795	1,012	2,416	834	955	823	1,201	2,612
NB ON FROM I-680	1	1072	1074S	1,192	1,202	1,008	673	3,402	1,099	979	919	622	2,997	1,097	1,536	992	897	3,625
NB OFF TO SANTA CLARA	-1	1076	1077S	165	363	309	123	837	280	592	382	187	1,254	446	991	773	384	2,210
NB OFF TO MCKEE OFF	-1	1082		379	770	521	285	1,670	456	1,074	648	309	2,178	446	846	489	297	1,781
NB ON FROM SANTA CLARA	1	1078		297	513	471	299	1,281	459	811	330	286	1,600	797	881	1,022	503	2,700
HOV/Exp ACCESS TO GP	0.0001	N21X		0	0	0	0	0	583	725	501	296	1,809	751	246	629	545	1,626
HOV/Exp ACCESS FROM GP	0.0001	N21N		0	0	0	0	0	793	703	486	563	1,982	1,057	1,021	900	1,035	2,978
NB ON FROM MCKEE	1	1083	1085S	419	374	363	264	1,156	680	580	836	296	2,096	772	1,452	1,286	560	3,510
NB OFF TO MABURY	-1	2508		0	0	0	0	0	0	0	0	0	0	563	802	793	515	2,158
NB ON FROM MABURY	1	2509	1086S	0	0	0	0	0	0	0	0	0	0	609	778	735	627	2,122
NB OFF TO OAKLAND	-1	1087	2566S	351	455	622	300	1,428	391	355	544	306	1,290	272	108	298	327	678
NB ON FROM OAKLAND	1	1088	1089S	800	842	824	1,114	2,466	824	814	847	1,315	2,485	834	1,006	839	1,384	2,679
NB OFF TO I-880	-1	1091	2567S	1,001	1,127	978	1,139	3,106	1,232	1,258	1,263	1,304	3,753	1,099	1,287	1,142	1,280	3,528
NB ON FROM I-880	1	1175	2568S	926	867	1,093	906	2,886	967	1,018	1,073	1,053	3,058	841	1,807	1,012	937	3,660
NB OFF TO I-880	-1	1176	1092S	789	586	835	716	2,210	683	274	596	791	1,553	673	1,166	679	862	2,518
NB OFF TO BAYSHORE	-1	1093	2569S	780	1,002	970	483	2,752	890	971	1,030	596	2,891	1,604	2,590	2,345	1,316	6,539
NB ON FROM BAYSHORE	1	1094	1095S	911	1,311	1,022	708	3,244	775	1,025	932	600	2,732	0	0	0	0	0
NB ON FROM N4TH (NEW FOR 2035)	1	2522		0	0	0	0	0	0	0	0	0	0	855	1,243	1,097	593	3,195
HOV/Exp ACCESS TO GP	0.0001	N9W_X		113	115	113	613	341	423	511	288	1,700	1,222	619	449	679	1,906	1,747
HOV/Exp ACCESS FROM GP	0.0001	N9W_N	1096S	91	151	102	669	344	193	315	200	1,526	708	462	163	597	1,696	1,222
NB OFF TO BROKAW/N1ST	-1	1097	2570S	774	722	887	694	2,383	862	953	1,021	925	2,836	0	0	0	0	0
NB ON FR N1ST	1	1098	2570S	2	122	42	20	166	6	213	195	174	414	361	516	728	125	1,605
NB ON FROM BROKAW	1	1099	1100S	205	805	188	281	1,198	307	823	455	235	1,585	872	845	941	578	2,658
NB OFF TO TRIMBLE	-1	1101	1102S	859	1,508	589	393	2,956	869	1,660	838	387	3,367	1,542	1,694	1,556	773	4,792
NB ON FROM 87 (GP&HOV)	1	1105_A	1105_S	1,041	1,127	1,070	1,111	3,238	1,084	1,144	1,073	1,113	3,301	1,066	1,182	1,100	1,141	3,348
NB ON FROM TRIMBLE	1	1107	2572S	129	173	159	115	461	147	181	169	154	497	123	12	189	163	324
NB ON FROM TRIMBLE	1	1108	1109S	37	21	47	151	105	58	67	66	210	191	93	405	282	244	780
HOV/Exp ACCESS TO GP	0.0001	N10W_X		121	142	110	1,180	373	687	861	710	1,937	2,258	889	1,074	931	1,994	2,894
HOV/Exp ACCESS FROM GP	0.0001	N10W_N	1110S	150	270	159	1,147	579	318	333	326	1,831	977	456	265	571	2,046	1,292
NB OFF TO MONTAGUE-SLIP	0	1111		397	429	496	401	1,322	679	896	874	504	2,449	1,645	2,615	2,079	1,289	6,339
NB OFF TO MONTAGUE-LOOP	0	1113		215	192	336	244	743	429	419	438	314	1,286	0	0	0	0	0

SEGMENTS	AM Growth, From Model, ALL LANES								AM Growth, Adjusted, ALL LANES								Comments on AM adjustments, 2009-2015	Comments on AM adjustments, 2015-2035
	2015-2009				2035-2015				2015-2009				2035-2015					
	AM (6-9)		AM (9-10)		AM (6-9)		AM (9-10)		AM (6-9)		AM (9-10)		AM (6-9)		AM (9-10)			
	Raw Ramp	Raw ML	Raw Ramp	Raw ML	Raw Ramp	Raw ML	Raw Ramp	Raw ML	Adj. Ramp	Rebalanced All Lanes ML	Adj. Ramp	Rebalanced All Lanes ML	Adj. Ramp	Rebalanced All Lanes ML	Adj. Ramp	Rebalanced All Lanes ML		
MAINLINE GP SOUTH OF TENNANT OFF	452		-339		1,828		428		1,506		515		774		374		Adj. to Dunne off, Bailey; adjust growth in 4th hour	
MAINLINE HOV SOUTH OF TENNANT OFF	0		0		3,833		996		0		0		3,833		996			
MAINLINE SOUTH OF TENNANT-Total		452		-339		5,661		1,424		1,506		515		4,607		1,370		
NB OFF TO TENNANT	409		-4		264		48		409		0		264		44			
HOV/Exp ACCESS TO GP																		
HOV/Exp ACCESS FROM GP		43		-335		5,397		1,376		1,097		515		4,343		1,326		
NB ON FROM TENNANT LOOP	46		0		30		0		46		0		30		0		Ramp meter installation	
HOV/Exp ACCESS TO GP		89		-335		5,427		1,376		1,143		515		4,373		1,326		
HOV/Exp ACCESS FROM GP																		
NB ON FROM TENNANT SLIP	398		-47		235		22		398		0		235		0			
HOV/Exp ACCESS FROM GP		487		-382		5,662		1,398		1,541		515		4,608		1,326		
HOV/Exp ACCESS FROM GP																		
NB OFF TO E.DUNNE	-449	936	50	-432	651	5,011	91	1,307	0	1,541	50	465	202	4,406	91	1,235		
NB ON FROM E.DUNNE LOOP	404	1,340	-19	-451	15	5,026	111	1,418	344	1,885	0	465	75	4,481	36	1,271	Ramp meter installation; shift some traffic to Cochrane access	
NB ON FROM E.DUNNE SLIP	591		-65		-348		9		531		0		0		0		Ramp meter installation; shift some traffic to Cochrane access	Shift from Cochrane
HOV/Exp ACCESS FROM HOV	0		0		3,573		446		0		0		3,573		446			
HOV/Exp ACCESS TO GP	0		0		1,145		325		0		0		1,145		325			
HOV/Exp ACCESS FROM GP	4,371	1,931	462	-516	-981	4,678	536	1,427	4,371	2,416	462	465	-981	4,481	536	1,271		
NB OFF TO COCHRANE	-258	2,189	37	-553	-134	4,812	124	1,303	0	2,416	37	428	0	4,481	124	1,147		
NB ON FROM COCHRANE	301	2,490	-7	-560	611	5,423	136	1,439	120	2,536	0	428	504	4,985	129	1,276	Ramp meter installation	Shift to Dunne
NB ON FROM COCHRANE	-759		-8		718		15		0		0		0		7		Ramp meter installation	
HOV/Exp ACCESS TO GP																		
HOV/Exp ACCESS FROM GP	271		198		1,221		-135		271		198		1,221		-135			
NB OFF TO COYOTE	1	1,730	-2	-566	-2	6,143	0	1,454	1	2,535	0	428	0	4,985	0	1,283		
NB ON FROM COYOTE	-26	1,704	-8	-574	6	6,149	-1	1,453	0	2,535	0	428	0	4,985	0	1,283	Ramp meter installation	
NB OFF TO BAILEY	-347	2,051	-54	-520	405	5,744	26	1,427	0	2,535	0	428	58	4,927	0	1,283		
NB ON FROM BAILEY	9	2,060	-35	-555	-7	5,737	2	1,429	9	2,544	0	428	0	4,927	0	1,283	Ramp meter installation	
HOV/Exp ACCESS TO GP	194		834		232		161		194		834		232		161			
HOV/Exp ACCESS FROM GP	318	2,061	951	-555	-89	5,738	507	1,429	318	2,545	951	428	-89	4,928	507	1,283		
NB OFF TO 85-GP	-77		-739		137		93		-77		61		237		173		Traffic shifts to US101	Consistency with SR85 forecast
NB OFF TO 85-HOV/EXP	1,733	405	227	-43	1,516	4,085	578	758	1,382	1,240	-96	463	1,036	3,655	578	532		Consistency with SR85 forecast
NB OFF TO BERNAL	-336	741	-41	-2	993	3,092	63	695	-186	1,426	0	463	843	2,812	22	510	Keep some negative for traffic that shifted to SR85, total diff consistent with No Build	
NB ON FROM BERNAL	47	788	-22	-24	42	3,134	25	720	47	1,473	0	463	42	2,854	3	513		
NB ON FROM BERNAL	-53		-56		72		0		0		0		19		0			
NB ON FROM BERNAL-HOV	-3	732	51	-29	6	3,212	30	750	0	1,473	51	514	3	2,876	30	543		
NB OFF TO BLOSSOM HILL	-444	1,176	-2	-27	1,059	2,153	59	691	0	1,473	0	514	615	2,261	57	486	Shift traffic back from Monterey Highway	
NB ON FROM BLOSSOM HILL	662	1,838	157	130	141	2,294	157	848	292	1,765	157	671	22	2,283	157	643	Shift to Hellyer	Shift to other ramp and Hellyer
NB ON FROM BLOSSOM HILL	106	1,944	7	137	-44	2,250	36	884	106	1,871	7	678	0	2,283	36	679		Shift from other ramp
HOV/Exp ACCESS TO GP	188		-184		175		144		188		-184		175		144			
HOV/Exp ACCESS FROM GP	1,393	1,944	874	137	-14	2,250	233	884	1,393	1,871	874	678	-14	2,283	233	679		
NB OFF TO HELLYER	-60	2,004	-17	154	406	1,844	41	843	0	1,871	0	678	346	1,937	24	655	Shift from Yerba Buena	
NB ON FROM HELLYER	-370	1,634	-9	145	-75	1,769	33	876	0	1,871	0	678	0	1,937	24	679	Shift from Blossom Hill	Shift from Blossom Hill
NB OFF TO YERBA BEUNA	222	1,412	-33	178	203	1,566	42	834	51	1,820	0	678	374	1,563	9	670	Shift to Capitol	
NB OFF TO CAPITOL NB																		
NB OFF TO CAPITOL SB																		
NB OFF TO CAPITOL AUX/TOTAL	-111	1,523	-37	215	217	1,349	53	781	0	1,820	0	678	106	1,457	16	654	Shift from yerba Buena	
NB ON FROM YERBA BUENA	816		-64		-151		67		816		0		0		0		Ramp meter installation	
NB ON FROM CAPITOL NB																		
NB ON FROM CAPITOL NB- HOV																		
NB ON FROM CAPITOL SB																		
NB ON FROM CAPITOL NB-TOT	452	2,791	90	241	353	1,551	49	897	452	3,088	90	768	353	1,810	49	703		
NB OFF TO TULLY SLIP																		
NB OFF TO TULLY LOOP																		
NB OFF TO TULLY-TOTAL	113	2,678	-72	313	-51	1,602	102	795	113	2,975	0	768	0	1,810	30	673		
HOV/Exp ACCESS TO GP	891		482		123		224		891		482		123		224			
HOV/Exp ACCESS FROM GP	2,922	2,678	1,022	313	16	1,602	138	795	2,922	2,975	1,022	768	16	1,810	138	673		
NB ON FROM TULLY LOOP-GP																		
NB ON FROM TULLY LOOP-HOV																		
NB ON FROM TULLY LOOP-TOTAL	1,014		60		-129		-30		1,014		60		-129		-30			Negative trip end growth in zones next to interchange
NB ON FROM TULLY SLIP	198	3,890	11	384	-60	1,413	0	765	198	4,187	11	839	-60	1,621	0	643		Negative trip end growth in zones next to interchange
NB OFF TO I-680	-105	3,995	-85	469	285	1,128	67	698	0	4,187	0	839	285	1,336	0	643		
NB OFF TO STORY	-351	4,346	-12	481	406	722	300	398	0	4,187	0	839	406	930	288	355		
HOV/Exp ACCESS TO GP	968		613		88		104		968		613		88		104			
HOV/Exp ACCESS FROM GP	1,325	4,346	491	482	-102	722	70	398	1,325	4,187	491	840	-102	930	70	355		
NB ON FROM STORY	-64	4,282	87	569	196	918	189	587	0	4,187	87	927	132	1,062	189	544		
NB ON FROM I-680	-405	3,877	-51	518	628	1,546	275	862	-405	3,782	0	927	628	1,690	224	768	New ramp meters installed on I-680	
NB OFF TO SANTA CLARA	417	3,460	64	454	956	590	197	665	417	3,365	64	863	956	734	197	571		
NB OFF TO MCKEE OFF	508		24		-397		-12		508		24		-397		-12			Diverted to new Mabury
NB ON FROM SANTA CLARA	319		-13		1,100		217		319		0		1,100		204			
HOV/Exp ACCESS TO GP	1,809		296		-183		249		1,809		296		-183		249			
HOV/Exp ACCESS FROM GP	1,982		563		996		472		1,982		563		996		472			
NB ON FROM MCKEE	940	4,212	32	449	1,414	3,501	264	1,158	940	4,117	32	871	1,414	3,645	264	1,051		
NB OFF TO MABURY	0		0		2,158		515		0		0		2,158		515			
NB ON FROM MABURY	0	4,212	0	449	2,122	3,465	627	1,270	0	4,117	0	871	2,122	3,609	627	1,163		New ramp; metered
NB OFF TO OAKLAND	-138	4,350	6	443	-612	4,077	21	1,249	0	4,117	6	865	-750	4,359	21	1,142		Diverted to new Mabury
NB ON FROM OAKLAND	19	4,369	201	644	194	4,271	69	1,318	19	4,136	201	1,066	194	4,553	69	1,211		
NB OFF TO I-880	647	3,722	165	479	-225	4,496	-24	1,342	0	4,136	165	901	422	4,131	0	1,211	Shift to other ramp	
NB ON FROM I-880	172	3,894	147	626	602	5,098	-116	1,226	172	4,308	147	1,048	602	4,733	0	1,211	New ramp meters installed on I-880 elsewhere	
NB OFF TO I-880	-657	4,551	75	551	965	4,133	71	1,155	0	4,308	75	973	308	4,425	71	1,140	Shift from other ramp	
NB OFF TO BAYSHORE	139	4,412	113	438	3,648	485	720	435	139	4,169	113	860	3,105	1,320	776	364		Offset adj. to closed ramp at Brokaw
NB ON FROM BAYSHORE	-512	3,900	-108	330	-2,732	-2,247	-600	-165	0	4,169	0	860	-2,301	-981	-640	-276		Ramp closed; adj for base year differences
NB ON FROM N4TH (NEW FOR 2035)	0		0		3,195		593		0		0		2,252		525			Offset adj to closed ramp at Bayshore; adj for consistency with No Build
HOV/Exp ACCESS TO GP	881		1,087		525		206		881		1,087		525		206			
HOV/Exp ACCESS FROM GP	364	3,900	857	330	514	948	170	428	364	4,169	857	860	514	1,271	170	249		
NB OFF TO BROKAW/N1ST	453	3,447	231	99	-2,836	3,784	-925	1,353	453	3,716	231	629	-2,293	3,564	-981	1,230		Ramp closed; adj for base year differences
NB ON FR N1ST	248	3,695	154	253	1,191	4,975	-49	1,304	248	3,964	154	783	1,391	4,955	0	1,230	Shift to Brokaw	Consistency with No Build
NB ON FROM BROKAW	387	4,082	-46	207	1,073	6,048	343	1,647	387	4,351	0	783	1,473	6,428	297	1,527	Shift fr N1st	Consistency with No Build
NB OFF TO TRIMBLE	411	3,671	-6	213	1,425	4,623	386	1,261	411	3,940	0	783	1,425	5,003	380	1,147		
NB ON FROM 87 (GP&HOV)	63	3,734	2	215	47	4,670	28	1,289	63	4,003	2	785	47	5,050	28	1,175		
NB ON FROM TRIMBLE	36	3,770	39	254	-173	4,497	9	1,298	36	4,039	39	824	0	5,050	9	1,184		Shift from other ramp
NB ON FROM TRIMBLE	86	3,856	59	313	589	5,086	34	1,332	86	4,125	59	883	416	5,466	34	1,218		Shift to other ramp
HOV/Exp ACCESS TO GP	1,885		757		636		57		1,885		757		636		57			
HOV/Exp ACCESS FROM GP	398	3,856	684	313	315	5,086	215	1,332	398	4,125	684	883	315	5,466	215	1,218		
NB OFF TO MONTAGUE-SLIP																		
NB OFF TO MONTAGUE-LOOP																		

Table 13
AM Peak Period - Build - Growth from Model and Adjustments
Northbound

				AM Hourly and Period (Raw Modeled Traffic Volumes) - *Mainline Volume is All Lanes, unless otherwise noted*																AM Growth, From Model, ALL LANES								AM Growth, Adjusted, ALL LANES									
																				2015-2009				2035-2015				2015-2009				2035-2015					
																				AM (6-9)		AM (9-10)		AM (6-9)		AM (9-10)		AM (6-9)		AM (9-10)		AM (6-9)		AM (9-10)			
SEGMENTS	ON/ OFF RAMP	Model ID	ML_ID	2009 AM1 (6-7)	2009 AM2 (7-8)	2009 AM3 (8-9)	2009 AM4 (9-10)	2009 AM (6-9) Total	2015 AM1 (6-7)	2015 AM2 (7-8)	2015 AM3 (8-9)	2015 AM4 (9-10)	2015 AM (6-9) Total	2035 AM1 (6-7)	2035 AM2 (7-8)	2035 AM3 (8-9)	2035 AM4 (9-10)	2035 AM (6-9) Total	Raw Ramp	Raw ML	Raw Ramp	Raw ML	Raw Ramp	Raw ML	Raw Ramp	Raw ML	Adj. Ramp	Rebalanced All Lanes ML	Adj. Ramp	Rebalanced All Lanes ML	Adj. Ramp	Rebalanced All Lanes ML	Adj. Ramp	Rebalanced All Lanes ML	Comments on AM adjustments, 2009-2015	Comments on AM adjustments, 2015-2035
NB OFF TO MONTAGUE-TOTAL	-1	1111/1113	2573S	612	621	832	645	2,065	1,108	1,315	1,312	818	3,735	1,645	2,615	2,079	1,289	6,339	1,670	2,186	173	140	2,604	2,482	471	861	1,670	2,455	173	710	2,604	2,862	471	747		
NB ON FROM MONTAGUE-LOOP	0	1112		599	371	732	403	1,702	629	398	721	423	1,748	551	169	442	0	1,162																		
NB ON FROM MONTAGUE-SLIP	0	1114		779	1,019	713	470	2,511	1,227	1,445	1,201	613	3,873	1,574	1,554	1,603	1,367	4,731																		
NB ON FROM SAN TOMAS SB (TOT)	1	1112/1114	1115S	1,378	1,390	1,445	873	4,213	1,856	1,843	1,922	1,036	5,621	2,125	1,723	2,045	1,367	5,893	1,408	3,594	163	303	272	2,754	331	1,192	1,408	3,863	163	873	272	3,134	331	1,078		
NB OFF TO GREAT AMERICA	-1	1116	2574S	1,337	1,326	1,384	1,357	4,047	1,376	1,309	1,384	1,356	4,069	1,362	1,314	1,381	1,394	4,057	22	3,572	-1	304	-12	2,766	38	1,154	22	3,841	0	873	0	3,134	37	1,041		
NB ON FROM GREAT AMERICA	1	1117	2575S	41	22	63	99	126	56	51	60	94	167	47	53	79	117	179	41	3,613	-5	299	12	2,778	23	1,177	41	3,882	0	873	12	3,146	18	1,059		
NB ON FROM GREAT AMERICA	1	1118		117	133	152	248	402	118	160	130	204	408	149	344	218	248	711	6		-44		303		44		6		0		303		0			
HOV/Exp ACCESS TO GP	0.0001	N22X		0	0	0	0	0	402	563	373	359	1,338	613	712	683	860	2,008	1,338		359		670		501		1,338		359		670		501			
HOV/Exp ACCESS FROM GP	0.0001	N22N	1119S	0	0	0	0	0	136	202	135	149	473	206	205	214	472	625	473	3,619	149	255	152	3,081	323	1,221	473	3,888	149	873	152	3,449	323	1,059		
NB OFF TO LAWRENCE	-1	1120	2576S	674	669	833	875	2,176	889	914	965	953	2,768	967	1,462	1,099	1,079	3,528	592	3,027	78	177	760	2,321	126	1,095	592	3,296	78	795	760	2,689	126	933		
NB ON FROM LAWRENCE	1	1121	2577S	536	384	666	439	1,586	651	450	728	489	1,829	557	618	673	549	1,848	243	3,270	50	227	19	2,340	60	1,155	243	3,539	50	845	19	2,708	60	993		
NB ON FROM LAWRENCE	1	1122	1123S	206	211	255	192	672	334	357	371	204	1,062	146	256	261	213	663	390	3,660	12	239	-399	1,941	9	1,164	390	3,929	12	857	-399	2,309	9	1,002		Improved Central Exp. and change in access in HOT lane
HOV/Exp ACCESS TO GP	0.0001	N11W_X		0	0	0	0	0	455	452	389	1,247	1,296	714	331	760	1,506	1,805	1,296		1,247		509		259		1,296		1,247		509		259			
HOV/Exp ACCESS FROM GP	0.0001	N11W_N	1124S	0	0	0	0	0	76	133	87	273	296	96	139	94	460	329	296	3,660	273	239	33	1,941	187	1,165	296	3,929	273	857	33	2,309	187	1,003		
NB OFF TO FAIR OAKS	-1	1125	2578S	604	645	730	458	1,979	696	796	785	492	2,277	754	591	916	699	2,261	298	3,362	34	205	-16	1,957	207	958	298	3,631	34	823	0	2,309	207	796		
NB ON FROM FAIR OAKS	1	1126	1127S	264	311	299	227	874	304	357	344	231	1,005	276	355	329	259	960	131	3,493	4	209	-45	1,912	28	986	131	3,762	4	827	0	2,309	28	824	Ramp meter installation	
NB OFF TO MATHILDA	-1	1128	2579S	346	370	389	272	1,105	419	379	461	338	1,259	580	810	713	469	2,103	154	3,339	66	143	844	1,068	131	855	154	3,608	66	761	1,468	841	292	532		Offset adj. to closed ramp at other Mathilda ramp
NB ON FROM MATHILDA NB	1	1129	2580S	435	403	398	275	1,236	444	463	467	287	1,374	354	499	396	265	1,249	138	3,477	12	155	-125	943	-22	833	138	3,746	12	773	0	841	0	532		
NB OFF TO MATHILDA	-1	1130	2581S	361	251	415	409	1,027	452	334	500	452	1,286	0	0	0	0	0	259	3,218	43	112	-1,286	2,229	-452	1,285	259	3,487	43	730	-1,910	2,751	-613	1,145		Ramp closed; adj for base year differences
NB ON FROM MATHILDA SB-GP	0	2519		0	0	0	0	0	0	0	0	0	0	81	346	109	0	536																		
NB ON FROM MATHILDA SB-HOV	0	2520		0	0	0	0	0	0	0	0	0	0	9	50	19	113	78																		
NB ON FROM MATHILDA SB-TOTAL	1	2519/2520	1131S	0	0	0	0	0	0	0	0	0	0	90	396	128	113	614	0	3,218	0	112	614	2,843	113	1,398	0	3,487	0	730	614	3,365	113	1,258	Ramp meter installation	
NB OFF TO RTE 237	-1	1133	2582S	974	1,158	1,064	862	3,196	968	995	963	800	2,926	1,670	1,263	1,598	1,466	4,531	-270	3,488	-62	174	1,605	1,238	666	732	-270	3,757	-62	792	1,605	1,760	666	592	Partly traffic diverted to improved SR85, partly negative growth in zones along SR237 in Mountain View; partly results of fewer trips entering from I880 and I680 with	
NB ON FROM RTE 237	1	1134	1136S	1,174	1,466	1,250	1,128	3,890	825	853	828	1,327	2,506	1,588	1,632	1,608	1,678	4,828	-1,384	2,104	199	373	2,322	3,560	351	1,083	-1,384	2,373	199	991	2,322	4,082	351	943	Ramp meter installation	
NB OFF TO ELLIS	-1	1136		109	164	153	74	426	140	191	232	110	563	310	484	436	244	1,230	137		36		667		134		137		36		667		134			
HOV/Exp ACCESS TO GP	0.0001	N23X		0	0	0	0	0	409	408	371	505	1,188	512	312	697	775	1,521	1,188		505		333		270		1,188		505		333		270			
HOV/Exp ACCESS FROM GP	0.0001	N23N	2538S	0	0	0	0	0	126	222	102	477	450	260	338	237	700	835	450	1,968	477	337	385	2,893	223	949	450	2,237	477	955	385	3,415	223	809		
NB ON FROM ELLIS	1	1137	1138S	156	127	82	61	365	167	239	194	140	600	155	261	232	171	648	235	2,203	79	416	48	2,941	31	980	235	2,472	79	1,034	48	3,463	31	840	Ramp meter installation	
NB OFF TO MOFFETT	-1	1139	1141S	202	260	275	205	737	257	262	296	260	815	314	259	380	305	953	78	2,125	55	361	138	2,803	45	935	78	2,394	55	979	138	3,325	45	795		
NB ON FROM MOFFETT	1	1140		144	808	143	139	1,095	560	771	275	190	1,606	343	812	201	139	1,356	511		51		-250		-51		11		11		0		0		Ramp meter installation; shift traffic back to SR85	Consistency with No Build
NB OFF TO SHORELINE	-1	1180	1143S	720	871	723	458	2,314	803	887	878	602	2,568	899	990	945	580	2,834	254	2,382	144	268	266	2,287	-22	906	254	2,151	144	846	266	3,059	0	795		
NB ON FROM SR 85	1	1143A		1,648	1,600	1,607	1,189	4,855	1,627	1,698	1,647	1,095	4,972	1,659	1,671	1,652	1,360	4,982	117		-94		10		265		117		-54		-590		225		Shift to SR 85 Express Lane	Shift to SR 85 Express Lane
HOV/Exp ACCESS FROM SR 85 HOV	1	N17N	1145S	701	994	570	1,511	2,265	692	1,082	763	1,392	2,537	1,097	1,075	931	1,423	3,103	272	2,771	-119	55	566	2,863	31	1,202	1,197	3,465	342	1,134	1,166	3,635	31	1,051	Shift to SR 85 Express Lane	Shift to SR 85 Express Lane
NB OFF TO MIDDLEFIELD	-1	1148	1149S	1,063	1,393	1,227	995	3,683	852	1,121	953	754	2,926	907	1,405	1,275	1,096	3,587	-757	3,528	-241	296	661	2,202	342	860	-757	4,222	-241	1,375	661	2,974	342	709	Negative trip end growth in zone near interchange and change in access through this area	
NB ON FROM SHORELINE	1	1147	1150S	364	524	318	308	1,206	384	724	316	381	1,424	523	1,074	526	473	2,123	218	3,746	73	369	699	2,901	92	952	218	4,440	73	1,448	699	3,673	92	801	Ramp meter installation; consistency with No Build	
NB OFF TO RENGSTROFF NB	-1	1151		48	188	100	110	336	142	315	208	128	665	102	459	230	175	791	329		18		126		47		529		18		326		47		Consistency with No Build	
NB OFF TO RENGSTROFF SB	-1	1152	2584S	469	379	377	414	1,225	476	389	372	413	1,237	446	521	420	411	1,387	12	3,405	-1	352	150	2,625	-2	907	12	3,899	0	1,430	150	3,197	0	754		
NB ON FROM RENGSTROFF	1	1153	1154S	27	163	35	54	225	61	182	72	115	315	40	346	55	60	441	90	3,495	61	413	126	2,751	-55	852	90	3,989	61	1,491	126	3,323	0	754	Ramp meter installation	
NB OFF TO SAN ANTONIO	-1	1155	2585S	288	411	220	380	919	351	456	272	357	1,079	584	555	543	479	1,682	160	3,335	-23	436	603	2,148	122	730	260	3,729	0	1,491	503	2,820	99	655	Consistency with No Build	
NB ON FROM SAN ANTONIO NB	1	1156		491	555	621	421	1,667	456	504	592	409	1,552	502	697	657	508	1,856	-115		-12		304		99		0		0		189		87		Ramp meter installation	
NB ON FROM SAN ANTONIO SB	1	1186	1157S	93	123	99	71	315	135	167	103	78	405	139	443	158	105	740	90	3,310	7	431	335	2,787	27	856	90	3,819	7	1,498	335	3,344	27	769	Ramp meter installation	
HOV/Exp ACCESS TO GP	0.0001	N18X		300	449	227	1,048	976	1,123	1,053	946	1,248	3,122	1,170	610	990	1,331	2,770	2,146		200		-352		83		2,146		200		-352		83			
HOV/Exp ACCESS FROM GP		N18N	1158S																	3,310		431		2,787		856		3,819		1,498		3,344		769		
NB OFF TO OREGON AND EMBARCADERO	-1	1159A	1159S	1,451	1,169	1,468	1,459	4,088	1,462	1,378	1,479	1,459	4,319	1,460	1,357	1,475	1,474	4,292	231	3,079	0	431	-27	2,814	15	841	231	3,588	0	1,498	0	3,344	15	754		
NB ON FROM EMBARCADERO SB	0	1167		122	191	102	148	415	82	226	102	161	410	117	322	140	203	579																		
NB ON FROM OREGON / EMBARCADERO-CD	0	2528		505	798	736	409	2,039	534	1,042	777	524	2,353	690	1,265	964	677	2,919																		
NB ON FROM OREGON / EMBARCADERO-TOT	1	1167/2528	1166S	627	989	838	557	2,454	616	1,268	879	685	2,763	807	1,587	1,104	880	3,498	309	3,388	128	559	735	3,549	195	1,036	309	3,897	128	1,626	735	4,079	195	949	Ramp meter installation	

Table 14
AM Peak Period - Build - Growth from Model and Adjustments
Southbound

SEGMENTS	ON/ OFF RAMP	Model ID	ML_ID	2009 AM1 (6-7)	2009 AM2 (7-8)	2009 AM3 (8-9)	2009 AM4 (9-10)	2009 AM (6-9) Total	2015 AM1 (6-7)	2015 AM2 (7-8)	2015 AM3 (8-9)	2015 AM4 (9-10)	2015 AM (6-9) Total	2035 AM1 (6-7)	2035 AM2 (7-8)	2035 AM3 (8-9)	2035 AM4 (9-10)	2035 AM (6-9) Total	AM Growth, From Model, ALL LANES 2015-2009 AM (6-9) Raw Ramp	Raw ML	AM (9-10) Raw Ramp	Raw ML	2035-2015 AM (6-9) Raw Ramp	Raw ML	AM (9-10) Raw Ramp	Raw ML	AM Growth, Adjusted, ALL LANES 2015-2009 AM (6-9) Adj. Ramp	Rebalanced All Lanes ML	AM (9-10) Adj. Ramp	Rebalanced All Lanes ML	2035-2015 AM (6-9) Adj. Ramp	Rebalanced All Lanes ML	AM (9-10) Adj. Ramp	Rebalanced All Lanes ML	Comments on AM adjustments, 2009-2015	Comments on AM adjustments, 2015-2035
				AM Hourly and Period (Raw Modeled Traffic Volumes) - *Mainline Volume is All Lanes, unless otherwise noted*																															
US 101 Southbound																																			
SB SOUTH OF UNIVERSITY-AUX	0	2006A		0	0	0	0	0	679	817	989	721	2,485	789	1,187	1,204	855	3,180																	
SB SOUTH OF UNIVERSITY-GP	0	2006S		4,637	5,972	6,529	5,131	17,138	4,515	5,930	6,362	5,053	16,807	5,344	6,787	7,253	5,932	19,384																	
SB SOUTH OF UNIVERSITY-HOV/EXP	0	2006H		634	893	1,000	1,563	2,527	682	953	1,042	1,497	2,677	1,153	1,578	1,674	1,843	4,405																	
SB SOUTH OF UNIVERSITY-TOTAL	1		2006	5,271	6,865	7,529	6,694	19,665	5,876	7,700	8,393	7,271	21,969	7,286	9,552	10,131	8,630	26,969	2,304	2,304	577	577	5,000	5,000	1,359	1,359	2,618	2,618	657	657	5,181	5,181	1,279	1,279	Offset change at Shoreline	Consistency with No build
SB OFF TO EMBARCADERO SB	0	2009		217	380	404	328	1,001	193	492	550	437	1,235	155	942	1,016	341	2,113																	
SB OFF TO EMBARCADERO NB	0	2011		293	310	313	309	916	297	301	302	324	900	420	306	284	390	1,010																	
SB OFF TO OREGON	0	2013		909	934	847	634	2,690	958	937	866	693	2,761	834	790	700	849	2,324																	
SB SOUTH OFF OREGON / EMBARCADERO	-1	2009/11/13		1,419	1,624	1,564	1,271	4,607	1,448	1,730	1,718	1,454	4,896	1,409	2,038	2,000	1,580	5,447	289		183		551		126		289		183		551		126			
SB ON FROM EMBARCADERO SB	0	2010		110	387	429	156	926	176	318	418	154	912	325	482	393	111	1,200																	
SB ON FROM EMBARCADERO NB	0	2012		481	825	869	785	2,175	577	1,018	1,005	855	2,600	790	853	792	1,208	2,435																	
SB ON FROM OREGON	0	2015		227	362	198	336	787	308	459	370	395	1,137	588	708	436	504	1,732																	
SB ON OREGON / EMBARCADERO	1	010/12/15	2017S	818	1,574	1,496	1,277	3,888	1,061	1,795	1,793	1,404	4,649	1,703	2,043	1,621	1,823	5,367	761	2,776	127	521	718	5,167	419	1,652	761	3,090	127	601	718	5,348	419	1,572		Ramp meter installation
HOV/EXP ACCESS FROM HOV	0.0001	2017H		562	802	916	903	2,280	396	579	737	910	1,712	779	1,124	1,317	1,242	3,220	-568		7		1,508		332		-568		7		1,508		332			
HOV/EXP ACCESS FROM GP	0.0001	S29N		79	146	139	502	364	71	586	1,090	668	1,747	636	1,291	1,263	865	3,190	1,383		166		1,443		197		1,383		166		1,443		197			
SB OFF TO SAN ANTONIO SB	-1	2020	2587S	568	761	766	450	2,095	621	855	777	493	2,253	793	1,087	930	635	2,810	158	2,618	43	478	557	4,610	142	1,510	112	2,978	43	558	739	4,609	336	1,236	Shift to other ramp	Offset adj. to closed ramp at other San Antonio ramp
SB OFF TO SAN ANTONIO NB	-1	2021	2022S	115	150	99	46	364	94	121	103	51	318	0	0	0	0	0	-46	2,664	5	473	-318	4,928	-51	1,561	0	2,978	5	553	-500	5,109	-245	1,481	Shift from other ramp	Ramp closed; adj for base year differences
SB ON FROM SAN ANTONIO	1	2521	2588S	0	0	0	0	0	0	0	0	0	0	64	95	348	164	507	0	2,664	0	473	507	5,435	164	1,725	0	2,978	0	553	507	5,616	164	1,645		Ramp meter installation
SB ON FROM CHARLESTON / RENGSTORFF	1	2023		456	739	914	667	2,109	486	791	1,002	716	2,279	790	1,016	920	826	2,726	170		49		447		110		0		49		617		110			Shift to other ramp
SB OFF TO RENGSTROFF	-1	2025		566	763	469	505	1,798	583	856	643	490	2,082	540	836	800	510	2,176	284		-15		94		20		284		0		94		5			
SB ON FROM RENGSTROFF	1	2026	2022S	87	144	47	244	278	32	20	29	126	81	84	187	45	129	316	-197	2,353	-118	419	235	6,023	3	1,818	0	2,694	0	602	38	6,177	0	1,750		Ramp meter installation
SB ON FROM MIDDLEFIELD	1	2030	2032S	379	524	567	329	1,470	417	565	625	365	1,607	401	902	1,134	563	2,437	137	2,490	36	455	830	6,853	198	2,016	137	2,831	36	638	830	7,007	198	1,948	Shift to Rengstorff	Ramp meter installation
SB OFF TO SHORELINE	-1	2034	2589S	393	584	673	513	1,650	435	346	555	561	1,336	531	352	372	694	1,255	-314	2,804	48	407	-81	6,934	133	1,883	0	2,831	48	590	0	7,007	133	1,815		
SB ON FROM SHORELINE-SB	1	2037		89	114	122	142	325	119	255	154	209	528	106	197	141	168	444	203		67		-84		-41		203		67		-84		0			Ramp meter installation; shift from other ramp
SB ON FROM SHORELINE-NB	1	2036		291	380	386	239	1,057	325	396	417	270	1,138	432	506	540	359	1,478	81		31		340		89		81		31		340		0			Ramp meter installation; shift from other ramp
SB OFF TO SR 85-GP	-1	2039		864	1,336	1,519	1,567	3,719	995	1,534	1,618	1,718	4,147	1,533	2,060	2,288	2,178	5,881	428		151		1,734		460		253		151		2,479		460		Consistency with SR95 forecast	Consistency with SR85 forecast
SB OFF TO SR 85-HOV	-1	S30X	2040H	153	239	273	306	665	150	324	490	247	964	382	805	954	357	2,141	299	2,361	-59	413	1,177	4,279	110	1,361	474	2,388	-63	600	607	4,177	110	1,245	Consistency with SR95 forecast	Consistency with SR85 forecast
HOV/EXP ACCESS FROM GP	0.0001	S32W N		45	58	58	1,096	161	0	0	0	0	0	0	0	0	0	0	-161		-1,096		0		0		-161		-1,096		0		0			
HOV/EXP ACCESS TO GP	0.0001	S32W X		8	12	14	4	34	0	0	0	0	0	0	0	0	0	0	-34		-4		0		0		-34		-4		0		0			
SB OFF TO MOFFETT	-1	2501		86	133	145	129	364	146	236	214	188	596	125	320	192	162	637	232		59		41		-26		232		59		41		0			
SB ON FROM MOFFETT	1	2502	2036S	227	300	373	212	900	336	454	433	291	1,223	585	860	789	382	2,234	323	2,452	79	433	1,011	5,249	91	1,478	323	2,479	79	620	1,011	5,147	91	1,336		
SB OFF TO ELLIS	-1	2505	2590S	215	318	334	285	867	281	356	376	352	1,013	351	459	418	399	1,228	146	2,306	67	366	215	5,034	47	1,431	146	2,333	67	553	215	4,932	47	1,289		
HOV/EXP ACCESS FROM GP	0.0001	S22N		0	0	0	0	0	80	125	136	274	341	153	389	455	502	997	341		274		656		228		341		274		656		228			
HOV/EXP ACCESS TO GP	0.0001	S22X		0	0	0	0	0	104	247	346	320	697	297	571	547	748	1,415	697		320		718		428		697		320		718		428			
SB ON FROM ELLIS-GP	0	2506S		171	215	148	0	534	175	209	192	0	576	305	320	297	0	922																		
SB ON FROM ELLIS-HOV	0	2506H		23	28	19	213	70	33	40	38	225	111	47	49	45	353	141																	
SB ON FROM ELLIS-TOTAL	1	2506	2039S	194	243	167	213	604	208	249	230	225	687	352	369	342	353	1,063	83	2,389	12	378	376	5,410	128	1,559	83	2,416	12	565	376	5,308	128	1,417	Traffic shifted to SR85	
SB OFF TO RTE 237	-1	2040	2591S	1,150	1,721	1,808	1,436	4,679	1,316	1,978	2,048	1,578	5,342	1,786	2,176	2,211	2,033	6,173	663	1,726	142	236	831	4,579	455	1,104	663	1,753	142	423	831	4,477	455	962		
SB ON FROM RTE 237	1	2340	2508S	844	1,077	1,169	819	3,090	921	1,175	1,279	829	3,375	1,277	1,335	1,456	1,108	4,068	285	2,011	10	246	693	5,272	279	1,383	285	2,038	10	433	693	5,170	279	1,241		
SB OFF TO MATHILDA	-1	2330	2592S	220	323	323	313	866	268	346	354	340	968	565	568	416	547	1,549	102	1,909	27	219	581	4,691	207	1,176	102	1,936	27	406	581	4,589	207	1,034		
SB ON FROM MATHILDA SB	1	2044	2593S	88	112	114	121	314	127	160	158	159	445	126	150	150	168	426	131	2,040	38	257	-19	4,672	9	1,185	131	2,067	38	444	0	4,589	9	1,043		
SB ON FROM MATHILDA NB-GP	0	2045		278	362	395	0	1,035	321	420	433	0	1,174	552	736	656	0	1,944																		
SB ON FROM MATHILDA NB-HOV	0	2046		28	38	41	281	107	33	45	46	311	124	62	93	91	543	246																		
SB ON FROM MATHILDA NB-TOTAL	1	2045/2046	2047S	306	400	436	281	1,142	354	465	479	311	1,298	614	829	747	543	2,190	156	2,196	30	287	892	5,564	232	1,417	156	2,223	30	474	892	5,481	232	1,275		
HOV/EXP ACCESS FROM GP	0.0001	S34W N		27	36	39	718	102	102	132	163	1,115	397	200	449	577	1,776	1,226	295		397		829		661		295		397		829		661			
HOV/EXP ACCESS TO GP	0.0001	S34W X	2594S	26	44	43	743	113	86	235	317	858	638	200	319	292	935	811	525	2,196	115	287	173	5,565	77	1,417	525	2,223	115	474	173	5,482	77	1,275		
SB OFF TO FAIR OAKS	-1	2048	2595S	167	246	273	221	686	185	279	269	222	733	212	246	219	220	677	47	2,149	1	286	-56	5,621	-2	1,419	47	2,176	1	473	0	5,482	0	1,275		
SB ON FROM FAIR OAKS SB	1	2049	2596S	94	117	128	100	339	137	173	182	128	492	206	250	258	174	714	153	2,302	28	314	222	5,843	46	1,465	153	2,329	28	501	222	5,704	46	1,321		
SB OFF TO FAIR OAKS	-1	2050	2597S	29	55	57	17	141	32	77	73	19	182	71	132	111	76	314	41	2,261	2	312	132	5,711	57	1,408	41	2,288	2	499	132	5,572	57	1,264		
SB ON FROM FAIR OAKS NB-GP	0	2051		241	285	297	0	823	268	344	354	0	966	330	388	312	0	1,030																		
SB ON FROM FAIR OAKS NB-HOV	0	2052		24	32	34	219	90	25	31	32	229	88	33	41	39	286	113																		
SB ON FROM FAIR OAKS NB-TOTAL	1	2051/2052	2053S	265	317	331	219	913	293	375	386	229	1,054	363	429	351	286	1,143	141	2,402	10	322	89	5,800	57	1,465	141	2,429	10	509	89	5,661	57	1,321		
SB OFF TO LAWRENCE SB	-1	2055	2598S	479	723	671	655	1,873	584	845	799	690	2,228	725	934	871	844	2,530	355	2,047	35	287	302	5,498	154	1,311	355	2,074	35	474	302	5,359	154	1,167		
SB ON FROM LAWRENCE SB	1	2056	2599S	262	332	375	274	969	299	383	422	311	1,104	392	575	529	395	1,496	135	2,182	37	324	392	5,890	84	1,395	135	2,209	37	511	392	5,751	84	1,251		
SB ON FROM LAWRENCE NB-GP	0	2057S		408	444	489	422	1,341	466	535	550	469	1,551	469	555	511	567	1,535																		
SB ON FROM LAWRENCE NB-HOV	0	2057H		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																		
SB ON FROM LAWRENCE NB-TOTAL	1	2057	2058S	408	444	489	422	1,341	466	535	550	469	1,551	469	555	511	567	1,535	210	2,392	47	371	-16	5,874	98	1,493	210	2,419	47	558	0	5,751	98	1,349		
SB OFF TO GREAT AMERICA	-1	2059		510	715	703	540	1,928	529	753	752	536	2,034	705	960	832	683	2,497	106		-4		463		147		106		0		463		143			
HOV/EXP ACCESS FROM GP	0.0001	S31N		0	0	0	0	0	58	130	142	22	330	170	326	270	123	766	330		22		436		101		330		22		436		101			
HOV/EXP ACCESS TO GP	0.0001	S31X	2600S	0	0	0	0	0	43	108	171	21	322	119	243	256	154	618	322	2,286	21	375	296	5,411	133	1,346	322	2,313	21	558	296	5,288	133	1,206		
SB ON FROM GREAT AMERICA SB	1	2060	2601S	178	204	230	322	612	178	206	229	321	613	277	356	347	407	980	1	2,287	-1	374	367	5,778	86	1,432	1	2,314	0	558	367	5,655	85	1,291		
SB ON FROM GREAT AMERICA NB	1	2061	2063S	187	256	290	267	733	182	246	283	233	711	268	269	338	318	875	-22	2,265	-34	340	164	5,942	85	1,517	0	2,314	0	558	142	5,797	85	1,376		
SB OFF TO SAN TOMAS	-1	2065	2602S	507	798	1,047	698	2,352	699	1,115	1,350	791	3,164	1,268	1,627	1,793	1,027	4,688	812	1,453	93	247	1,524	4,418	236	1,281	812	1,502	93	465	1,524	4,273	236	1,140		
SB ON FROM MONTAGUE SB	0	2067		68	107	62	92	237	67	107	71	241	245	1	82	12	0	95																		
SB ON FROM SAN TOMAS NB	0	2069		508	681	597	330	1,786	645	799	731	386	2,175	1,025	1,335	977	1,007	3,337																		
SB ON FROM SAN TOMAS/MONTAGUE-TOTAL	1	2067/2069	2071S	576	788	659	422	2,023	712	906	802	627	2,420	1,026	1,417	989	1,007	3,432	397	1,850	205	452	1,012	5,430	380	1,661	397	1,899	205	670	1,012	5,285	380	1,520		
HOV/EXP ACCESS FROM GP	0.0001	S36W N		406	93	73	1,149	572	132	122	119	1,410	373	205	488	304	1,613	997	-199		261		624		203		-199		261		624		203			
HOV/EXP ACCESS TO GP	0.0001	S36W X	2072S	0	48	59	463	107	124	279	426	980	829	350	606	665	1,563	1,621	722	1,850	517	452	792	5,430	583	1,661	722	1,899	517	670	792	5,285	583	1,520		
SB OFF TO TRIMBLE-SLIP	-1	2073	2603S	166	235	305	260	706	194	240	297	270	731	647	887	860	813	2,394	25	1,825	10	442	1,663	3,767	543	1,118	25	1,874	10	660	2,181	3,104	813	707		Offset adj. to closed ramp at other Trimble ramp
SB ON FROM TRIMBLE SB	1	2074	2604S	275	157	312	281	744	427	221	297	360	945	292	98	257	407	647	201	2,026	79	521	-298	3,469	47	1,165	201	2,075	79	739	0	3,104	47	754		
SB OFF TO TRIMBLE-LOOP	-1	2518		187	268	337	280	792	263	337	399	340	999	0	0	0	0	0	207		60		-999		-340		207		60		-1,517		-610			Ramp closed; adj for base year differences
SB ON FROM TRIMBLE NB	1	2075	2077S	483	638	592	470	1,713	569	774	717	384	2,060	882	1,405	1,388	462	3,675	347	2,166	-86	375	1,615	6,083	78	1,583	347	2,215	0	679	1,317	5,938	-8	1,356		
SB OFF TO 87	-1	2079	2080S	1,056	1,443	1,719	1,466	4,218	1,444	1,709	1,844	1,684	4,997	1,836	2,003	2,086	1,961	5,925	779	1,387	218	157	928	5,155	277	1,306	779	1,436	218	461	928	5,010	277	1,079		
SB OFF TO N1ST	-1	2081	2315	282	464	524	332	1,270	413	727	834	388	1,974	525	1,074	887	647	2,486	704	683	56	101	512	4,643	259	1,047	704	732	56	405	512	4,498	259	820		
SB ON FROM 1st ST	1	2082		378	493	426	419	1,297	628	1,050	792	569	2,470	0	0	0	0	0	1,173		150		-2,470		-569		1,173		150		-2,213		-610			Ramp closed; adj for base year differences
HOV/EXP ACCESS FROM GP	0.0001	S38W X		0	0	0	0	0	50	49	51	0	150	83	70	76	0	229	150		0		79		0		150		0		79		0			
HOV/EXP ACCESS TO GP	0.0001	S38W N	2083S	0	0	0	0	0	102	151	228	713	481	256	714	586	770	1,556	481	1,856	713	251	1,075	2,173	57	478	481	1,905	713	555	1,075	2,285	57	210		
SB OFF TO 4TH	-1	2516	2605S	0	0	0	0	0	0	0	0	0	0	511	846	773	560	2,130	0	1,856	0	251	2,130	43	560	-82	0	1,905	0	555	2,130	155	560	-350		
SB ON FROM 4TH ST	1	2517	2084S	0	0	0	0	0	0	0	0	0	0	1,298	1,348	1,310	1,298	3,956	0	1,856	0	251	3,956	3,999	1,298	1,216	0	1,905	0	555	3,699	3,854	1,339	989		Offset adj. to closed ramp at other 4th st ramp
SB OFF TO I-880	-1	2085	2606S	238	371	376	369	985	236	342	347	405	925	258	364	325	340	947	-60	1,916	36	215	22	3,977	-65	1,281	0	1,905	36	519	0	3,854	0	989		
SB ON FROM I-880 SB	1	2310	2607S	1,195	995	1,097	822	3,287	1,327	1,274	1,123	963	3,724	1,312	1,617	1,386	1,307	4,315	437	2,353	141	356	591	4,568	344	1,625	437	2,342	141	660	591	4,445	344	1,333		
SB OFF TO I-880 NB	-1	2311	2608S	507	506	644	712	1,657	701	1,077	922	862	2,700	869	1,336	984	1,087	3,189	1,043	1,310	150	206	489	4,079	225	1,400	1,043	1,299	150	510	489	3,956	225	1,108		
SB ON FROM I-880 NB	1	2088	2089S	499	506	459	508	1,464	449	399	428	541	1,276	654	671	674	596	1,999	-188	1,122	33	239	723	4,802	55	1,455	0	1,299	33	543	535	4,491	55	1,163		
SB OFF TO OAKLAND	-1	2091	2609S	717	737	1,010	709	2,464	821	750	925	784	2,496	718	839	1,073	832	2,630	32	1,090	75	164	134	4,668	48	1,407	32	1,267	75	468	134	4,357	48	1,115		
SB ON FROM OAKLAND	1	2092	2093S	288	369	347	241	1,004	341	398	392	231	1,131	459	497	506	348	1,462	127	1,217	-10	154	331	4,999	117	1,524	127	1,394	0	468	331	4,688	107	1,222		
HOV/EXP ACCESS FROM GP	0.0001	S40W N		42	54	52	228	148	188	258	242	410	688	383	532	533	1,014	1,448	540		182		760		604		540		182		760		604			
HOV/EXP ACCESS TO GP	0.0001	S40W X	2094S	79	77	64	328	220	120	136	148	957	404	192	280	280	935	752	184	1,218	629	154	348	4,999	-22	1,524	184	1,395	629	468	348	4,688	-22	1,222		
SB OFF TO MABURY	-1	2511		0	0	0	0	0	0	0	0	0	0	423	496	472	485	1,391	0		0		1,391		485		0		0		1,391		485			
SB ON FROM MABURY	1	2510	2610S	0	0	0	0	0	0	0	0	0	0	285	463	304	354	1,052	0	1,218	0	154	1,052	4,660	354	1,393	0	1,395	0	468	1,052	4,349	354	1,091		
SB OFF TO MCKEE	-1	2095	2307S	461	440	371	362	1,272	486	487	411	383	1,384	526	683	520	355	1,729	112	1,106	21	133	345	4,315	-28	1,421	112	1,283	21	447	345	4,004	0	1,091		
SB OFF TO SANTA CLARA	-1	2305	2611S	173	173	140	132	486	186	190	159	132	535	342	411	362	297	1,115	49	1,057	0	133	580	3,735	165	1,256	49	1,234	0	447	580	3,424	165	926		
SB ON FROM MCKEE	1	2096	2612S	250	361	411	168	1,022	310	510	507	191	1,327	524	832	854	362	2,210	305	1,362	23	156	883	4,618	171	1,427	305	1,539	23	470	883	4,307	171	1,097		
SB ON FROM SANTA CLARA	1	2306	2104S	228	330	404	200	962	343	627	563	217	1,533	789	1,097	1,178	492	3,064	571	1,933	17	173	1,531	6,149	275	1,702	571	2,110	17	487	1,531	5,838	275	1,372		
SB OFF TO I-680	-1	2106	2107S	796	757	762	570	2,315	923	1,066	944	571	2,933	1,511	1,400	1,590	1,110	4,501	618	1,315	1	172	1,568	4,581	539	1,163	618	1,492	0	487	1,568	4,270	540	832		

SANTA CLARA Valley Transportation Authority

Table 14
AM Peak Period - Build - Growth from Model and Adjustments
Southbound

				AM Hourly and Period (Raw Modeled Traffic Volumes) - *Mainline Volume is All Lanes, unless otherwise noted*																AM Growth, From Model, ALL LANES								AM Growth, Adjusted, ALL LANES									
																				2015-2009				2035-2015				2015-2009				2035-2015					
																				AM (6-9)		AM (9-10)		AM (6-9)		AM (9-10)		AM (6-9)		AM (9-10)		AM (6-9)		AM (9-10)			
SEGMENTS	ON/ OFF RAMP	Model ID	ML_ID	2009 AM1 (6-7)	2009 AM2 (7-8)	2009 AM3 (8-9)	2009 AM4 (9-10)	2009 AM (6-9) Total	2015 AM1 (6-7)	2015 AM2 (7-8)	2015 AM3 (8-9)	2015 AM4 (9-10)	2015 AM (6-9) Total	2035 AM1 (6-7)	2035 AM2 (7-8)	2035 AM3 (8-9)	2035 AM4 (9-10)	2035 AM (6-9) Total	Raw Ramp	Raw ML	Raw Ramp	Raw ML	Raw Ramp	Raw ML	Raw Ramp	Raw ML	Adj. Ramp	Rebalanced All Lanes ML	Adj. Ramp	Rebalanced All Lanes ML	Adj. Ramp	Rebalanced All Lanes ML	Adj. Ramp	Rebalanced All Lanes ML	Comments on AM adjustments, 2009-2015	Comments on AM adjustments, 2015-2035
SB OFF TO STORY	-1	2108A	2108S	226	257	199	205	682	231	276	211	193	718	353	689	503	261	1,545	36	1,279	-12	184	827	3,754	68	1,095	36	1,456	0	487	827	3,443	56	776		
HOV/EXP ACCESS FROM GP	0.0001	S45W N		0	0	0	0	0	28	72	77	54	177	114	309	339	239	762	177		54		585		185		177		54		585		185			
HOV/EXP ACCESS TO GP	0.0001	S45W X	2613S	0	0	0	0	0	97	106	100	10	303	151	138	180	16	469	303	1,279	10	184	166	3,754	6	1,095	303	1,456	10	487	166	3,443	6	776		
SB ON FROM STORY	1	2113	2114S	322	515	546	311	1,383	397	651	998	357	2,046	685	1,342	1,268	634	3,295	663	1,942	46	230	1,249	5,003	277	1,372	663	2,119	46	533	1,249	4,692	277	1,053		
SB ON FROM I-680	1	2304	2116S	1,765	2,253	2,357	2,032	6,375	1,949	2,381	2,420	2,160	6,750	2,344	2,630	2,482	2,337	7,456	375	2,317	128	358	706	5,709	177	1,549	375	2,494	128	661	706	5,398	177	1,230		
SB OFF TO TULLY-SLIP	0	2120		397	490	454	345	1,341	1,132	1,232	1,078	1,067	3,442	1,407	1,389	1,423	1,281	4,219																		
SB OFF TO TULLY-LOOP	0	2119		608	558	498	569	1,664	0	0	0	0	0	0	0	0	0	0																		
SB OFF TO TULLY-TOTAL	-1	2119/2120	2123S	1,005	1,048	952	914	3,005	1,132	1,232	1,078	1,067	3,442	1,407	1,389	1,423	1,281	4,219	437	1,880	153	205	777	4,932	214	1,335	437	2,057	153	508	777	4,621	214	1,016		
HOV/EXP ACCESS FROM GP	0.0001	S44W N		0	0	0	0	0	136	223	221	19	580	357	561	477	353	1,395	580		19		815		334		580		19		815		334			
HOV/EXP ACCESS TO GP	0.0001	S44W X	2124S	0	0	0	0	0	125	189	259	42	573	204	353	429	594	986	573	1,880	42	205	413	4,932	552	1,335	573	2,057	42	508	413	4,621	552	1,016		
SB ON FROM TULLY-LOOP	0	2534		210	296	347	0	853	266	215	421	0	902	327	257	350	0	934																		
SB ON FROM TULLY-LOOP	0	2535		37	48	63	224	148	51	44	62	285	157	43	48	69	348	160																		
SB ON FROM TULLY-SLIP	0	2122		217	280	347	237	844	228	358	353	248	939	256	422	383	279	1,061																		
SB ON FROM TULLY-TOTAL	1	34/2535/2	2125S	464	624	757	461	1,845	545	617	836	533	1,998	626	727	802	627	2,155	153	2,033	72	277	157	5,089	94	1,429	153	2,210	72	580	157	4,778	94	1,110		
SB OFF TO CAPITOL-SLIP	0	2126		279	528	771	478	1,578	880	1,689	2,432	1,484	5,001	1,319	2,317	2,667	1,706	6,303																		
SB OFF TO CAPITOL-LOOP	0	2533		551	956	1,258	970	2,765	0	0	0	0	0	0	0	0	0	0																		
SB OFF TO CAPITOL-TOTAL	-1	2126/2533		830	1,484	2,029	1,448	4,343	880	1,689	2,432	1,484	5,001	1,319	2,317	2,667	1,706	6,303	658		36		1,302		222		658		36		1,302		222			
SB ON FROM CAPITOL-LOOP	0	2536		283	403	389	0	1,075	342	704	480	0	1,526	433	923	832	0	2,188																		
SB ON FROM CAPITOL-LOOP	0	2537		47	101	67	279	215	60	124	107	282	291	96	171	149	338	416																		
SB ON FROM CAPITOL-SLIP	0	2130		126	181	191	77	498	148	200	204	77	552	157	183	168	93	508																		
SB ON FROM CAPITOL-TOTAL	1	536/37/213	2132S	456	685	647	356	1,788	550	1,028	791	359	2,369	686	1,277	1,149	431	3,112	581	1,956	3	244	743	4,530	72	1,279	581	2,133	3	547	743	4,219	72	960		
SB OFF TO YERBA BEUNA	-1	2136A	2136S	382	433	380	389	1,195	412	534	475	420	1,421	458	591	525	511	1,574	226	1,730	31	213	153	4,377	91	1,188	16	2,117	31	516	363	3,856	91	869	Shift to Hellyer	
SB ON FROM YERBA BEUNA	1	2135	2137S	470	645	732	534	1,847	468	637	700	489	1,805	550	727	718	601	1,995	-42	1,688	-45	168	190	4,567	112	1,300	0	2,117	0	516	148	4,004	67	936		
SB OFF TO HELLYER	-1	2138	2615S	238	375	397	353	1,010	231	277	292	350	800	356	595	523	511	1,474	-210	1,898	-3	171	674	3,893	161	1,139	0	2,117	0	516	464	3,540	158	778	Shift from Yerba Buena	Shift from Blossom Hill
SB ON FROM HELLYER	1	2139	2140S	176	194	170	89	540	193	212	186	86	591	209	229	202	121	640	51	1,949	-3	168	49	3,942	35	1,174	51	2,168	0	516	109	3,649	32	810		Consistency with No Build
HOV/EXP ACCESS FROM GP	0.0001	S48W N		0	0	0	611	0	106	138	115	633	359	172	257	210	462	639	359		22		280		-171		359		22		280		-171			
HOV/EXP ACCESS TO GP	0.0001	S48W X	2141S	141	190	202	559	533	125	176	193	294	494	254	479	494	1,047	1,227	-39	1,949	-265	168	733	3,942	753	1,175	-39	2,168	-265	516	733	3,649	753	811		
SB OFF TO BLOSSOM HILL	-1	2142	2616S	898	1,260	1,355	1,045	3,513	972	1,349	1,372	1,136	3,693	1,291	1,413	1,437	1,359	4,141	180	1,769	91	77	448	3,494	223	952	180	1,988	91	425	448	3,201	223	588		Shift to Hellyer
SB ON FROM BLOSSOM HILL	1	2143	2617S	62	83	59	31	204	74	84	76	33	234	112	315	127	61	554	30	1,799	2	79	320	3,814	28	980	30	2,018	2	427	320	3,521	28	616		
SB ON FROM BLOSSOM HILL	1	2144	2145S	233	244	202	80	679	258	296	258	67	812	354	478	467	104	1,299	133	1,932	-13	66	487	4,301	37	1,017	133	2,151	0	427	487	4,008	24	640		
SB OFF TO SB85-GP	0	175		0	3	2	0	5	0	3	39	0	42	2	252	25	0	279																		
SB OFF TO SB85-HOV	0	176		0	36	1	0	37	0	1	1	0	2	0	29	19	79	48																		
SB OFF TO SB85-TOTAL	-1	175/176		0	39	3	0	42	0	4	40	0	44	2	281	44	79	327	2		0		283		79		2		0		183		79			Consistency with No Build
SB OFF TO BERNAL	-1	2147	2148S	626	930	980	482	2,536	719	1,073	1,127	513	2,919	1,072	1,600	1,689	747	4,361	383	1,547	31	35	1,442	2,576	234	704	383	1,766	31	396	1,442	2,383	234	327		
SB ON FROM 85-GP	1	173S		1,048	1,408	1,346	217	3,802	1,307	1,690	1,638	228	4,635	1,663	1,895	1,772	514	5,330	833		-938		695		286		833		-156		555		286			
SB ON FROM 85-HOV/EXP	1	173H	205S	108	147	139	1,158	394	119	225	173	863	517	236	596	608	1,217	1,440	123	2,503	654	-249	923	4,194	354	1,344	127	2,726	423	663	1,263	4,201	354	967		
HOV/EXP ACCESS FROM GP	0.0001	206EN		0	0	0	0	0	68	86	74	101	228	110	161	134	555	405	228		101		177		454		228		101		177		454			
HOV/EXP ACCESS TO GP	0.0001	206EX	207S	0	0	0	0	0	37	44	42	1,427	123	60	120	111	1,318	291	123	2,503	1,427	-249	168	4,194	-109	1,344	123	2,726	1,427	663	168	4,201	-109	967		
SB OFF TO BAILEY	-1	2150	2618S	315	351	328	353	994	362	412	386	280	1,160	439	514	482	325	1,435	166	2,337	-73	-176	275	3,919	45	1,299	166	2,560	0	663	275	3,926	0	967		
SB ON FROM BAILEY	1	2151	2152S	60	98	80	58	238	91	122	115	57	328	104	163	130	72	397	90	2,427	-1	-177	69	3,988	15	1,314	90	2,650	0	663	69	3,995	14	981		
SB OFF TO COYOTE GREEK	-1	2153	2619S	25	29	27	13	81	26	31	29	6	86	29	34	32	7	95	5	2,422	-7	-170	9	3,979	1	1,313	5	2,645	0	663	9	3,986	0	981		
SB ON FROM COYOTE GREEK	1	2154	2155S	5	8	7	7	20	5	8	6	7	19	6	7	7	7	20	-1	2,421	0	-170	1	3,980	0	1,313	0	2,645	0	663	0	3,986	0	981		
HOV/EXP ACCESS TO GP	0.0001	S21X	2156S	330	368	350	458	1,048	423	632	617	611	1,672	317	907	780	912	2,004	624	2,421	153	-170	332	3,980	301	1,313	624	2,645	153	663	332	3,986	301	981		
SB OFF TO COCHRANE	-1	2157	2620S	694	794	737	756	2,225	973	1,166	1,092	350	3,231	1,413	1,850	1,648	591	4,911	1,006	1,415	-406	236	1,680	2,300	241	1,072	1,006	1,639	0	663	1,580	2,406	0	981	Offset upstream adjustments	Shift from Dunne
SB ON FROM COCHRANE	1	2158	2621S	23	32	30	1	85	26	34	33	34	93	38	48	48	54	134	8	1,423	33	269	41	2,341	20	1,092	8	1,647	33	696	41	2,447	20	1,001		
SB ON FROM COCHRANE	1	2159	2622S	151	202	191	25	544	166	221	211	260	598	203	291	257	340	751	54	1,477	235	504	153	2,494	80	1,172	54	1,701	235	931	153	2,600	80	1,081		
HOV/EXP ACCESS TO GP	0.0001	S56X	2160S	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,477	0	504	0	2,494	0	1,172	0	1,701	0	931	0	2,600	0	1,081		
SB OFF TO DUNNE	-1	2161	2623S	668	751	717	85	2,136	859	1,022	959	415	2,840	1,117	1,178	1,286	568	3,581	704	773	330	174	741	1,753	153	1,019	704	997	330	601	641	1,959	0	1,081		shift to Cochrane; consistency with No Build
SB ON FROM DUNNE	1	2162	2163S	264	355	335	540	954	319	426	404	363	1,149	391	516	494	495	1,401	195	968	-177	-3	252	2,005	132	1,151	195	1,192	0	601	262	2,221	0	1,081	Shift from Cochrane	Consistency with No Build
SB OFF TO TENNANT	-1	2164	2624S	208	267	231	85	706	259	328	294	107	881	340	515	396	160	1,251	175	793	22	-25	370	1,635	53	1,098	175	1,017	22	579	370	1,851	53	1,028		
SB ON FROM TENNANT	1	2165	2166S	134	185	171	166	490	148	207	189	174	544	164	239	232	214	635	54	847	8	-17	91	1,726	40	1,138	54	1,071	8	587	91	1,942	40	1,068		

Table 15
PM Peak Period - Build - Growth from Model and Adjustments
Northbound

				PM Hourly and Period (Raw Modeled Traffic Volumes) - Mainline Volume is All Lanes, unless otherwise noted																PM Growth, From Model, ALL LANES				PM Growth, Adjusted, ALL LANES					
																				2015-2009		2035-2015		2015-2009		2035-2015			
																				PM (3-7)		PM (3-7)		PM (3-7)		PM (3-7)			
SEGMENTS	ON/ OFF RAMP	Model ID	ML_ID	2009 PM1 (3-4)	2009 PM2 (4-5)	2009 PM3 (5-6)	2009 PM4 (6-7)	2009 PM (3-7) Total	2015 PM1 (3-4)	2015 PM2 (4-5)	2015 PM3 (5-6)	2015 PM4 (6-7)	2015 PM (3-7) Total	2035 PM1 (3-4)	2035 PM2 (4-5)	2035 PM3 (5-6)	2035 PM4 (6-7)	2035 PM (3-7) Total	Raw Ramp	Raw ML	Raw Ramp	Raw ML	Adj. Ramp	Rebalanced All Lanes ML	Adj. Ramp	Rebalanced All Lanes ML	Comments on PM adjustments, 2009-2015	Comments on PM adjustments, 2015-2035
US 101 Northbound																													
MAINLINE GP SOUTH OF TENNANT OFF	1	1004	1004S	2,708	2,954	3,068	2,292	11,022	2,732	2,979	3,096	2,316	11,123	3,118	3,364	3,507	2,693	12,682	101		1,559		122		1,338		Carry thru adj. at Cochrane	
MAINLINE HOV SOUTH OF TENNANT OFF	1	1004H	1004H	0	0	0	0	0	0	0	0	0	0	452	491	498	397	1,838	0		1,838		0		2,038			
MAINLINE 85 (SOUTH END)-Total			1004	2,708	2,954	3,068	2,292	11,022	2,732	2,979	3,096	2,316	11,123	3,570	3,855	4,005	3,090	14,520		101		3,397		122		3,376		
NB OFF TO TENNANT	-1	1005		173	185	197	159	714	176	189	191	162	718	235	235	253	204	927	4		209		4		209			
HOV/Exp ACCESS TO GP		N3X																										
HOV/Exp ACCESS FROM GP		N3N	2550S																	97		3,188		118		3,167		
NB ON FROM TENNANT LOOP	1	2512		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0		0			
HOV/Exp ACCESS TO GP		N4X																										
HOV/Exp ACCESS FROM GP		N4N	2551S																	97		3,188		118		3,167		
NB ON FROM TENNANT SLIP	1	1006		193	216	224	167	800	197	222	229	171	819	281	304	318	248	1,151	19		332		19		332			
HOV/Exp ACCESS FROM GP		N1N	1007S																	116		3,520		137		3,499		
HOV/Exp ACCESS FROM GP		N19N																										
NB OFF TO E.DUNNE	-1	1008	2552S	366	389	386	336	1,477	403	430	435	370	1,638	495	526	535	467	2,023	161	-45	385	3,135	161	-24	385	3,114		
NB ON FROM E.DUNNE LOOP	1	1009	2553S	334	358	399	282	1,373	364	391	434	313	1,502	539	585	620	471	2,215	129	84	713	3,848	106	82	736	3,850		
NB ON FROM E.DUNNE SLIP	1	1010		284	310	326	241	1,161	277	303	322	236	1,138	325	352	370	279	1,326	-23		188		0		165			
HOV/Exp ACCESS FROM HOV	0.0001	2553H		0	0	0	0	0	0	0	0	0	0	357	389	395	287	1,428	0		1,428		0		1,428			
HOV/Exp ACCESS TO GP	0.0001	N5X		0	0	0	0	0	0	0	0	0	0	65	77	116	51	309	0		309		0		309			
HOV/Exp ACCESS FROM GP	0.0001	N5N	1011S	0	0	0	0	0	343	460	526	143	1,472	739	882	899	466	2,986	1,472	61	1,514	4,036	1,472	82	1,514	4,015		
NB OFF TO COCHRANE	-1	1012	2554S	300	318	321	275	1,214	293	313	318	269	1,193	391	412	416	359	1,578	-21	82	385	3,651	0	82	364	3,651		
NB ON FROM COCHRANE	1	1014	2555S	477	530	575	404	1,986	569	628	675	488	2,360	892	968	1,024	789	3,673	374	456	1,313	4,964	374	456	1,313	4,964		
NB ON FROM COCHRANE	1	1013		44	51	53	37	185	46	53	54	39	192	73	80	84	64	301	7		109		7		109			
HOV/Exp ACCESS TO GP		N20X																										
HOV/Exp ACCESS FROM GP	0.0001	N20N	1015S	339	374	389	283	1,385	75	96	115	150	436	261	338	541	180	1,320	-949	463	884	5,073	-949	463	884	5,073		
NB OFF TO COYOTE	-1	1017	2556S	7	8	8	6	29	6	6	6	5	23	7	7	7	6	27	-6	469	4	5,069	0	463	0	5,073		
NB ON FROM COYOTE	1	1018	1019S	21	23	25	18	87	18	20	22	15	75	19	21	23	16	79	-12	457	4	5,073	0	463	0	5,073		
NB OFF TO BAILEY	-1	1020	2557S	114	122	122	105	463	115	123	125	106	469	137	147	149	128	561	6	451	92	4,981	6	457	92	4,981		
NB ON FROM BAILEY	1	1021	208S	434	476	516	368	1,794	413	455	495	344	1,707	484	529	570	410	1,993	-87	364	286	5,267	0	457	199	5,180		
HOV/Exp ACCESS TO GP	0.0001	209EX		0	0	0	0	0	48	53	59	42	202	68	76	85	59	288	-202		86		202		86			
HOV/Exp ACCESS FROM GP	0.0001	209EN	210S	0	0	0	0	0	44	56	63	31	194	114	140	152	77	483	194	364	289	5,267	194	457	289	5,180		
NB OFF TO 85-GP	-1	1024		1,298	1,460	1,645	1,123	5,526	1,336	1,468	1,590	1,157	5,551	1,543	1,614	1,680	1,482	6,319	25		768		1,255		168			Consistency with SR 85 forecast
NB OFF TO 85-HOV/EXP	-1	1H	1025S	171	191	214	148	724	150	199	270	122	741	468	555	698	329	2,050	17	322	1,309	3,190	-829	31	1,709	3,303		Consistency with SR 85 forecast
NB OFF TO BERNAL	-1	1026	2558S	89	99	113	77	378	98	110	122	86	416	130	191	182	113	616	38	284	200	2,990	38	-7	200	3,103		
NB ON FROM BERNAL	1	1027	2559S	794	831	833	709	3,167	864	906	920	784	3,474	1,216	1,298	1,316	1,109	4,939	307	591	1,465	4,455	307	300	1,465	4,568		
NB ON FROM BERNAL	1	1028		77	82	82	68	309	97	105	103	86	391	183	193	193	165	734	82		343		82		343			
NB ON FROM BERNAL-HOV	1	1029	1030S	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	673	0	4,798	0	382	0	4,911		
NB OFF TO BLOSSOM HILL	-1	1031	2560S	153	171	187	135	646	177	203	226	155	761	361	415	437	254	1,467	115	558	706	4,092	115	267	706	4,205	Traffic shifted to SR85	
NB ON FROM BLOSSOM HILL	1	1032	2561S	1,071	1,123	1,257	1,104	4,555	1,136	1,192	1,293	1,149	4,770	1,284	1,341	1,397	1,260	5,282	215	773	512	4,604	265	532	390	4,595	Consistency with No Build	
NB ON FROM BLOSSOM HILL	1	1033	1034S	179	187	182	157	705	186	194	188	163	731	290	300	286	261	1,137	26	799	406	5,010	26	558	406	5,001		
HOV/Exp ACCESS TO GP	0.0001	N5W_X		0	0	0	0	0	54	59	66	47	226	75	102	120	58	355	226		129		226		129			
HOV/Exp ACCESS FROM GP	0.0001	N5W_N	1035S	173	184	203	172	732	183	216	224	152	775	514	607	629	395	2,145	43	799	1,370	5,011	43	558	1,370	5,002		
NB OFF TO HELLYER	-1	1036	2562S	139	150	163	133	585	147	160	172	142	621	192	223	240	176	831	36	763	210	4,801	36	522	210	4,792		
NB ON FROM HELLYER	1	1037	1038S	538	658	681	646	2,523	511	608	685	647	2,451	667	824	919	751	3,161	-72	691	710	5,511	40	562	598	5,390	Consistency with No Build	
NB OFF TO YERBA BEUNA	-1	1039	1040	495	543	602	494	2,134	489	526	567	482	2,064	422	496	543	426	1,887	-70	761	-177	5,688	0	562	0	5,390		
NB OFF TO CAPITOL NB	0	1043		425	469	515	422	1,831	586	649	702	554	2,491	960	1,131	1,178	828	4,097										
NB OFF TO CAPITOL SB	0	1045		83	92	96	76	347	0	0	0	0	0	0	0	0	0	0										
NB OFF TO CAPITOL AUX/TOTAL	-1	1044/1045	1042S	508	561	611	498	2,178	586	649	702	554	2,491	960	1,131	1,178	828	4,097	313	448	1,606	4,082	193	369	1,426	3,964	Consistency with No Build	Consistency with No Build
NB ON FROM YERBA BUENA	1	1039A		128	143	138	114	523	192	204	193	147	736	338	421	464	298	1,521	213		785		243		755		Consistency with No Build	
NB ON FROM CAPITOL NB	0	2532		346	358	352	347	1,403	353	368	350	358	1,429	584	610	575	560	2,329										
NB ON FROM CAPITOL NB- HOV	0	2531		79	83	79	67	308	75	80	77	72	304	89	97	80	84	350										
NB ON FROM CAPITOL SB	0	1046		1,437	1,442	1,423	1,403	5,705	1,422	1,426	1,411	1,375	5,634	1,411	1,409	1,387	1,335	5,542										
NB ON FROM CAPITOL NB-TOT	1	2532/2531	1049S	1,862	1,883	1,854	1,817	7,416	1,850	1,874	1,838	1,805	7,367	2,084	2,116	2,042	1,979	8,221	-49	612	854	5,721	0	612	805	5,524		
NB OFF TO TULLY SLIP	0	1052		372	414	455	380	1,621	622	660	736	697	2,715	682	750	834	725	2,991										
NB OFF TO TULLY LOOP	0	1058		156	160	187	232	735	0	0	0	0	0	0	0	0	0	0										
NB OFF TO TULLY-TOTAL	-1	1052/1058	2563S	528	574	642	612	2,356	622	660	736	697	2,715	682	750	834	725	2,991	359	253	276	5,445	359	253	276	5,248		
HOV/Exp ACCESS TO GP	0.0001	N6W_X		0	0	0	0	0	140	166	214	127	647	370	427	467	287	1,551	647	0	904		647		904			
HOV/Exp ACCESS FROM GP	0.0001	N6W_N	2564S	0	0	0	0	0	245	290	230	185	950	458	509	435	344	1,746	950	253	796	5,445	950	253	796	5,248		
NB ON FROM TULLY LOOP-GP	0	1053		267	271	256	249	1,043	319	331	303	302	1,255	431	401	385	421	1,638										
NB ON FROM TULLY LOOP-HOV	0	1054		59	59	52	56	226	67	67	59	60	253	65	59	49	60	233										
NB ON FROM TULLY LOOP-TOTAL	1	1053/1054		326	330	308	305	1,269	386	398	362	362	1,508	496	460	434	481	1,871	239		363		309		293		Consistency with No Build	
NB ON FROM TULLY SLIP	1	1055	1058S	1,359	1,381	1,355	1,189	5,284	1,395	1,407	1,394	1,268	5,464	1,409	1,396	1,382	1,377	5,564	180	672	100	5,908	180	742	100	5,641		
NB OFF TO I-680	-1	1061A	1061S	2,444	2,467	2,609	2,429	9,949	2,528	2,591	2,777	2,484	10,380	2,750	2,825	2,916	2,702	11,193	431	241	813	5,095	0	742	223	5,418	Shift to Story	Shift to Story
NB OFF TO STORY	-1	1062	1065S	938	1,000	1,257	917	4,112	833	887	1,010	897	3,627	798	599	717	977	3,091	-485	726	-536	5,631	0	742	0	5,418	Shift from I-680	Shift from I-680
HOV/Exp ACCESS TO GP	0.0001	N7W_X		0	0	0	0	0	63	82	103	49	297	231	325	415	150	1,121	297		824		297		824			
HOV/Exp ACCESS FROM GP	0.0001	N7W_N	1070S	0	0	0	0	0	141	154	50	49	394	225	246	189	164	824	394	726	430	5,631	394	742	430	5,418		
NB ON FROM STORY	1	1071	1073S	779	782	645	620	2,826	778	806	697	659	2,940	1,138	1,151	1,133	1,004	4,426	114	840	1,486	7,117	114	856	1,486	6,904		
NB ON FROM I-680	1	1072	1074S	428	429	323	400	1,580	356	307	304	340	1,307	335	411	331	304	1,381	-273	567	74	7,191	0	856	0	6,904		
NB OFF TO SANTA CLARA	-1	1076	1077S	178	252	301	165	896	259	287	393	243	1,182	570	720	821	494	2,605	286	281	1,423	5,768	286	570	1,423	5,481		
NB OFF TO MCKEE OFF	-1	1082		370	399	423	352	1,544	423	456	494	411	1,784	663	921	1,053	561	3,198	240		1,414		240		1,414			
NB ON FROM SANTA CLARA	1	1078		202	205	153	153	713	211	215	175	166	767	424	497	451	369	1,741	54		974		54		974			
HOV/Exp ACCESS TO GP	0.0001	N21X		0	0	0	0	0	275	310	224	136	945	504	545	540	377	1,966	945		1,021		945		1,021			
HOV/Exp ACCESS FROM GP	0.0001	N21N		0	0	0	0	0	144	172	97	97	510	328	343	238	228	1,137	510		627		510		627			
NB ON FROM MCKEE	1	1083	1085S	549	549	406	353	1,857	655	713	494	471	2,333	839	941	917	698	3,395	476	571	1,062	6,390	476	860	1,062	6,103		
NB OFF TO MABURY	-1	2508		0	0	0	0	0	0	0	0	0	0	461	464	462	419	1,806	0		1,806		0		1,806			
NB ON FROM MABURY	1	2509	1086S	0	0	0	0	0	0	0	0	0	0	695	701	726	699	2,821	0	571	2,821	7,405	0	860	2,821	7,118		
NB OFF TO OAKLAND	-1	1087	2566S	443	443	380	338	1,604	417	415	384	326	1,542	434	394	373	403	1,604	-62	633	62	7,343	0	860	0	7,118		
NB ON FROM OAKLAND	1	1088	1089S	1,058	1,119	1,218	1,199	4,594	1,354	1,377	1,382	1,392	5,505	1,407	1,420	1,418	1,405	5,650	911	1,544	145	7,488	911	1,771	145	7,263		
NB OFF TO I-880	-1	1091	2567S	1,041	940	879	855	3,715	1,170	1,077	969	974	4,183	1,194	1,291	1,209	997	4,691	468	1,076	508	6,980	468	1,303	508	6,755		
NB ON FROM I-880	1	1175	2568S	679	706	724	652	2,761	673	724	702	674	2,773	559	643	635	540	2,377	12	1,088	-396	6,584	0	1,303	-384	6,371		Shifted to new 4th interchange
NB OFF TO I-880	-1	1176	1092S	789	772	658	718	2,937	800	845	804	668	3,117	979	966	990	860	3,795	180	908	678	5,906	180	1,123	678	5,693		
NB OFF TO BAYSHORE	-1	1093	2569S	432	457	379	330	1,598	542	587	512	455	2,096	1,623	1,673	1,608	1,416	6,320	498	410	4,224	1,682	498	625	3,615	2,078		Offset adj. to closed ramp at Brokaw
NB ON FROM BAYSHORE	1	1094	1095S	588	668	708	563	2,527	418	506	542	356	1,822	0	0	0	0	0	-705	-295	-1,822	-140	295	920	-1,585	493	Consistency with No Build	Ramp closed; adj for base year differences
NB ON FROM N4TH (NEW FOR 2035)	1	2522		0	0	0	0	0	0	0	0	0	0	628	690	738	571	2,627	0		2,627		0		1,390			Offset adj to closed ramp at Bayshore; shift to 880
HOV/Exp ACCESS TO GP	0.0001	N9W_X		98	91	76	75	340	47	48	33	29	157	112	119	66	52	349	-183		192		-183		192			
HOV/Exp ACCESS FROM GP	0.0001	N9W_N	1096S	53	58	62	48	221	147	188	158	143	636	376	510	539	360	1,785	415	-294	1,149	2,487	415	921	1,149	1,883		
NB OFF TO BROKAW/N1ST	-1	1097	2570S	627	596	530	526	2,279	691	709	615	561	2,576	0	0	0	0	0	297	-591	-2,576	5,063	347	574	-2,017	3,900	Dissipate added traffic from I-680	Ramp closed; adj for base year differences
NB ON FR N1ST	1	1098	2570S	170	197	208	176	751	240	276	313	234	1,063	314	512	536	262	1,624	312	-279	561	5,624	312	886	561	4,461		
NB ON FROM BROKAW	1	1099	1100S	337	398	412	350	1,497	460	662	691	474	2,287	1,114	1,307	1,340	956	4,717	790	511	2,430	8,054	790	1,676	2,430	6,891		
NB OFF TO TRIMBLE	-1	1101	1102S	427	439	377	309	1,552	420	426	363	331	1,540	653	755	678	496	2,582	-12	523	1,042	7,012	50	1,626	980	5,911	Dissipate added traffic from I-680	
NB ON FROM 87 (GP&HOV)	1	1105_A	1105_S	1,015	1,053	1,066	1,028	4,162	1,074	1,086	1,102	1,072	4,334	1,128	1,153	1,169	1,116	4,566	172	695	232	7,244	172	1,798	232	6,143		
NB ON FROM TRIMBLE	1	1107	2572S	207	199	250	229	885	225	214	224	247	910	205	136	176	235	752	25	720	-158	7,086	25	1,823	0	6,143		Shift from other ramp
NB ON FROM TRIMBLE	1	1108	1109S	303	348	369	336	1,356	411	506	552	421	1,890	665	854	930	635	3,084	534	1,254	1,194	8,280	534	2,357	1,036	7,179		Shift to other ramp
HOV/Exp ACCESS TO GP	0.0001	N10W_X		92	94	80	74	340	151	164	131	115	561	385	437	349	269	1,440	221		879		221		879			
HOV/Exp ACCESS FROM GP	0.0001	N10W_N	1110S	118	125	128	122	493	205	313	271	184	973	524	651	705	486	2,366	480	1,254	1,393	8,280	480	2,357	1,393	7,179		
NB OFF TO MONTAGUE-SLIP	0	1111		469	477	442	396	1,784	500	512	476	432	1,920	1,589	1,628	1,571	1,506	6,294										
NB OFF TO MONTAGUE-LOOP	0	1113		409	461	381	334	1,585	479	563	532	382	1,956	0	0	0	0	0										
NB OFF TO MONTAGUE-TOTAL	-1	1111/1113	2573S	878	938	823	730	3,369	979	1,075	1,008	814	3,876	1,589	1,628	1,571	1,506	6,294	507	747	2,418	5,862	557	1,800	2,368	4,811	Dissipate added traffic from I-680	
NB ON FROM MONTAGUE-LOOP	0	1112		266	350	328	295	1,239	332	408	428	353	1,521	0	0	0	0	0										

Table 15
PM Peak Period - Build - Growth from Model and Adjustments
Northbound

				PM Hourly and Period (Raw Modeled Traffic Volumes) - Mainline Volume is All Lanes, unless otherwise noted																PM Growth, From Model, ALL LANES				PM Growth, Adjusted, ALL LANES					
																				2015-2009		2035-2015		2015-2009		2035-2015			
																				PM (3-7)		PM (3-7)		PM (3-7)		PM (3-7)			
SEGMENTS	ON/ OFF RAMP	Model ID	ML_ID	2009 PM1 (3-4)	2009 PM2 (4-5)	2009 PM3 (5-6)	2009 PM4 (6-7)	2009 PM (3-7) Total	2015 PM1 (3-4)	2015 PM2 (4-5)	2015 PM3 (5-6)	2015 PM4 (6-7)	2015 PM (3-7) Total	2035 PM1 (3-4)	2035 PM2 (4-5)	2035 PM3 (5-6)	2035 PM4 (6-7)	2035 PM (3-7) Total	Raw Ramp	Raw ML	Raw Ramp	Raw ML	Adj. Ramp	Rebalanced All Lanes ML	Adj. Ramp	Rebalanced All Lanes ML	Comments on PM adjustments, 2009-2015	Comments on PM adjustments, 2015-2035
NB ON FROM MONTAGUE-SLIP	0	1114		801	914	959	882	3,556	1,117	1,245	1,291	1,131	4,784	1,970	2,064	2,061	1,991	8,086										
NB ON FROM SAN TOMAS SB (TOT)	1	1112/1114	1115S	1,067	1,264	1,287	1,177	4,795	1,449	1,653	1,719	1,484	6,305	1,970	2,064	2,061	1,991	8,086	1,510	2,257	1,781	7,643	1,510	3,310	1,781	6,592		
NB OFF TO GREAT AMERICA	-1	1116	2574S	874	946	986	887	3,693	800	870	893	813	3,376	969	1,156	1,146	901	4,172	-317	2,574	796	6,847	250	3,060	229	6,363	Dissipate added traffic from I-680	
NB ON FROM GREAT AMERICA	1	1117	2575S	254	253	245	231	983	263	274	254	239	1,030	247	205	207	235	894	47	2,621	-136	6,711	47	3,107	0	6,363		
NB ON FROM GREAT AMERICA	1	1118		580	530	534	512	2,156	597	550	555	552	2,254	666	863	856	565	2,950	98		696		98		696			
HOV/Exp ACCESS TO GP	0.0001	N22X		0	0	0	0	0	127	153	136	111	527	308	402	355	240	1,305	527		778		527		778			
HOV/Exp ACCESS FROM GP	0.0001	N22N	1119S	0	0	0	0	0	165	259	195	129	748	405	417	431	361	1,614	748	2,719	866	7,408	748	3,205	866	7,060		
NB OFF TO LAWRENCE	-1	1120	2576S	920	907	947	918	3,692	1,020	1,038	1,052	982	4,092	1,215	1,413	1,432	1,077	5,137	400	2,319	1,045	6,363	400	2,805	1,045	6,015		
NB ON TO LAWRENCE	1	1121	2577S	519	515	491	470	1,995	561	593	563	514	2,231	592	642	616	571	2,421	236	2,555	190	6,553	236	3,041	190	6,205		
NB ON FROM LAWRENCE	1	1122	1123S	280	327	288	165	1,060	327	390	295	175	1,187	208	192	194	187	781	127	2,682	-406	6,147	127	3,168	-406	5,799		Improved Central Exp.
HOV/Exp ACCESS TO GP	0.0001	N11W_X		0	0	0	0	0	153	183	161	139	636	327	458	412	274	1,471	636		835		636		835			
HOV/Exp ACCESS FROM GP	0.0001	N11W_N	1124S	0	0	0	0	0	76	120	75	54	325	148	122	114	129	513	325	2,682	188	6,147	325	3,168	188	5,799		
NB OFF TO FAIR OAKS	-1	1125	2578S	467	478	491	464	1,900	528	559	566	510	2,163	892	983	1,009	838	3,722	263	2,419	1,559	4,588	263	2,905	1,369	4,430		Offset adj. to closed ramp at other Mathilda ramp
NB ON FROM FAIR OAKS	1	1126	1127S	288	330	311	261	1,190	323	342	334	294	1,293	379	388	389	324	1,480	103	2,522	187	4,775	103	3,008	187	4,617		
NB OFF TO MATHILDA	-1	1128	2579S	184	182	205	179	750	233	252	266	239	990	375	407	424	355	1,561	240	2,282	571	4,204	240	2,768	571	4,046		
NB ON FROM MATHILDA NB	1	1129	2580S	331	256	301	301	1,189	334	342	315	311	1,302	416	338	387	391	1,532	113	2,395	230	4,434	113	2,881	230	4,276		
NB OFF TO MATHILDA	-1	1130	2581S	585	660	674	591	2,510	718	785	810	710	3,023	0	0	0	0	0	513	1,882	-3,023	7,457	513	2,368	-2,833	7,109		Ramp closed; adj for base year differences
NB ON FROM MATHILDA SB-GP	0	2519		0	0	0	0	0	0	0	0	0	0	105	47	92	112	356										
NB ON FROM MATHILDA SB-HOV	0	2520		0	0	0	0	0	0	0	0	0	0	11	10	9	10	40										
NB ON FROM MATHILDA SB-TOTAL	1	2519/2520	1131S	0	0	0	0	0	0	0	0	0	0	116	57	101	122	396	0	1,882	396	7,853	0	2,368	396	7,505		
NB OFF TO RTE 237	-1	1133	2582S	988	1,060	1,084	999	4,131	1,018	1,087	1,060	1,019	4,184	1,702	1,685	1,712	1,688	6,787	53	1,829	2,603	5,250	53	2,315	2,603	4,902		
NB ON FROM RTE 237	1	1134	1135S	1,499	1,627	1,505	1,426	6,057	1,524	1,675	1,583	1,478	6,260	2,066	2,120	2,064	1,944	8,194	203	2,032	1,934	7,184	203	2,518	1,934	6,836		
NB OFF TO ELLIS	-1	1136		101	116	124	99	440	116	141	185	111	553	345	405	438	312	1,500	113		947		113		947			
HOV/Exp ACCESS TO GP	0.0001	N23X		0	0	0	0	0	124	186	154	101	565	345	522	423	298	1,588	565		1,023		565		1,023			
HOV/Exp ACCESS FROM GP	0.0001	N23N	2583S	0	0	0	0	0	115	166	102	99	482	271	383	240	208	1,102	482	1,919	620	6,237	482	2,405	620	5,889		
NB ON FROM ELLIS	1	1137	1138S	159	209	154	147	669	246	268	219	242	975	327	422	342	247	1,338	306	2,225	363	6,600	306	2,711	363	6,252	Ramp meter installation	
NB OFF TO MOFFETT	-1	1139	1141S	322	338	405	305	1,370	409	439	509	392	1,749	524	641	616	490	2,271	379	1,846	522	6,078	379	2,332	522	5,730		
NB ON FROM MOFFETT	1	1140		197	205	193	177	772	279	283	266	251	1,079	224	452	215	202	1,093	307		14		7		314		Ramp meter installation; shift to	
NB OFF TO SHORELINE	-1	1180	1143S	407	486	446	394	1,733	528	559	574	501	2,162	550	600	581	538	2,269	429	1,724	107	5,985	429	1,910	107	5,937		
NB ON FROM SR 85	1	1143A		1,623	1,831	1,574	1,492	6,520	1,598	1,632	1,593	1,495	6,318	1,651	1,663	1,636	1,625	6,575	-202		257		12		303		Smooth growth	
HOV/Exp ACCESS FROM SR 85 HOV	1	N17N	1145S	296	337	280	263	1,176	292	390	262	228	1,172	717	783	855	659	3,014	-4	1,518	1,842	8,084	82	2,004	1,582	7,822	Calibrate to base year volumes.	
NB OFF TO MIDDLEFIELD	-1	1148	1149S	1,179	1,277	1,295	1,121	4,872	983	1,078	1,099	939	4,099	1,466	1,474	1,530	1,371	5,841	-773	2,291	1,742	6,342	-773	2,777	1,742	6,080	Negative trip end growth in zone near interchange	
NB ON FROM SHORELINE	1	1147	1150S	503	526	482	463	1,974	490	526	460	440	1,916	613	660	590	521	2,384	-58	2,233	468	6,810	-58	2,719	175	6,255	Ramp meter installation	Shift to Rengstorff
NB OFF TO RENGSTROFF NB	-1	1151		46	6	51	40	143	31	27	31	41	130	48	50	42	53	193	-13		63		0		50			
NB OFF TO RENGSTROFF SB	-1	1152	2584S	241	304	229	215	989	233	277	222	208	940	353	467	484	319	1,623	-49	2,295	683	6,064	0	2,719	634	5,571		
NB ON FROM RENGSTROFF	1	1153	1154S	183	194	197	170	744	311	333	335	286	1,265	242	265	255	210	972	521	2,816	-293	5,771	521	3,240	0	5,571	Ramp meter installation	Shift from Shoreline
NB OFF TO SAN ANTONIO	-1	1155	2585S	169	214	162	144	689	162	206	147	134	649	272	341	270	236	1,119	-40	2,856	470	5,301	0	3,240	430	5,141		
NB ON FROM SAN ANTONIO NB	1	1156		796	809	903	741	3,249	719	726	788	669	2,902	726	713	778	706	2,923	-347		21		-347		21		Ramp meter installation	
NB ON FROM SAN ANTONIO SB	1	1186	1157S	234	221	249	198	902	249	241	283	236	1,009	306	328	325	282	1,241	107	2,616	232	5,554	0	2,893	339	5,501	Ramp meter installation	
HOV/Exp ACCESS TO GP	0.0001	N18X		138	141	129	128	536	354	707	360	194	1,615	1,409	1,417	1,586	1,208	5,620	1,079		4,005		1,079		4,005			
HOV/Exp ACCESS FROM GP		N18N	1158S																	2,616		5,554		2,893		5,501		
NB OFF TO OREGON AND EMBARCADERO	-1	1159A	1159S	1,328	1,411	1,386	1,269	5,394	1,401	1,428	1,413	1,283	5,525	1,464	1,456	1,459	1,453	5,832	131	2,485	307	5,247	131	2,762	307	5,194		
NB ON FROM EMBARCADERO SB	0	1167		421	410	431	421	1,683	384	323	365	377	1,449	274	310	279	336	1,199										
NB ON FROM OREGON / EMBARCADERO-CD	0	2528		994	998	1,005	980	3,977	1,023	963	1,107	992	4,085	899	1,148	1,025	984	4,056										
NB ON FROM OREGON / EMBARCADERO-TOT	1	1167/2528	1166S	1,415	1,408	1,436	1,401	5,660	1,407	1,286	1,472	1,369	5,534	1,173	1,458	1,304	1,320	5,255	-126	2,359	-279	4,968	-126	2,636	0	5,194	Ramp meter installation	

Table 16
PM Peak Period - Build - Growth from Model and Adjustments
Southbound

SEGMENTS	ON/ OFF RAMP	Model ID	ML_ID	PM Hourly and Period (Raw Modeled Traffic Volumes) - Mainline Volume is All Lanes, unless otherwise noted: 2009 PM1 (3-4)	2009 PM2 (4-5)	2009 PM3 (5-6)	2009 PM4 (6-7)	2009 PM (3-7) Total	2015 PM1 (3-4)	2015 PM2 (4-5)	2015 PM3 (5-6)	2015 PM4 (6-7)	2015 PM (3-7) Total	2035 PM1 (3-4)	2035 PM2 (4-5)	2035 PM3 (5-6)	2035 PM4 (6-7)	2035 PM (3-7) Total	PM Growth, From Model, ALL LANES 2015-2009 PM (3-7): Raw Ramp	Raw ML	2035-2015 PM (3-7): Raw Ramp	Raw ML	PM Growth, Adjusted, ALL LANES 2015-2009 PM (3-7): Adj. Ramp	Rebalanced All Lanes ML	2035-2015 PM (3-7): Adj. Ramp	Rebalanced All Lanes ML	Comments on PM adjustments, 2009-2015	Comments on PM adjustments, 2015-2035
US 101 Southbound																												
SB SOUTH OF UNIVERSITY-AUX	0	2006A		0	0	0	0	0	891	893	899	807	3,490	996	1,120	1,068	910	4,094										
SB SOUTH OF UNIVERSITY-GP	0	2006S		5,359	5,593	5,511	5,002	21,465	5,846	6,099	6,055	5,483	23,483	6,497	6,769	6,745	6,130	26,141										
SB SOUTH OF UNIVERSITY-HOV/EXP	0	2006H		909	967	918	817	3,611	1,101	1,174	1,126	1,000	4,401	1,565	1,674	1,648	1,402	6,289										
SB SOUTH OF UNIVERSITY-TOTAL	1		2006	6,268	6,560	6,429	5,819	25,076	7,838	8,166	8,080	7,290	31,374	9,058	9,563	9,461	8,442	36,524	6,298	6,298	5,150	5,150	6,298	6,298	4,632	4,632	Carry thru adj from 85 conn	Shift to Oregon
SB OFF TO EMBARCADERO SB	0	2009		294	272	290	253	1,109	243	256	262	173	924	468	537	581	322	1,908										
SB OFF TO EMBARCADERO NB	0	2011		198	199	191	235	823	182	187	187	196	752	195	203	213	196	807										
SB OFF TO OREGON	0	2013		737	787	792	708	3,024	810	883	885	746	3,324	889	930	887	928	3,634										
SB SOUTH OFF OREGON / EMBARCADERO	-1	2009/11/13		1,229	1,258	1,273	1,196	4,956	1,235	1,326	1,324	1,115	5,000	1,552	1,670	1,681	1,446	6,349	44		1,349		44		1,349			
SB ON FROM EMBARCADERO SB	0	2010		316	319	311	337	1,283	386	423	402	317	1,528	459	390	438	401	1,688										
SB ON FROM EMBARCADERO NB	0	2012		783	812	817	808	3,220	800	822	815	814	3,251	812	792	810	814	3,228										
SB ON FROM OREGON	0	2015		817	761	762	781	3,121	914	900	896	890	3,600	714	660	687	884	2,945										
SB ON OREGON / EMBARCADERO	1	010/12/15	2017S	1,916	1,892	1,890	1,926	7,624	2,100	2,145	2,113	2,021	8,379	1,985	1,842	1,935	2,099	7,861	755	7,009	-518	3,283	755	7,009	0	3,283		Shift from upstream
HOV/EXP ACCESS FROM HOV	0.0001	2017H		880	931	880	798	3,489	865	929	869	784	3,447	1,273	1,359	1,323	1,118	5,073	-42		1,626		-42		1,626			
HOV/EXP ACCESS FROM GP	0.0001	S29N		351	371	358	311	1,391	1,810	1,959	1,955	1,419	7,143	1,678	1,722	1,887	1,843	7,130	5,752		-13		5,752		-13			
SB OFF TO SAN ANTONIO SB	-1	2020	2587S	506	521	531	466	2,024	545	529	538	540	2,152	698	742	716	625	2,781	128	6,882	629	2,654	128	6,882	732	2,551		Offset adj. to closed ramp at other San Antonio ramp
SB OFF TO SAN ANTONIO NB	-1	2021	2022S	24	26	29	22	101	23	22	25	21	91	0	0	0	0	0	-10	6,892	-91	2,745	0	6,882	-200	2,751		Ramp closed; adj for base year differences
SB ON FROM SAN ANTONIO	1	2521	2588S	0	0	0	0	0	0	0	0	0	0	590	676	635	519	2,420	0	6,892	2,420	5,165	0	6,882	2,420	5,171		Ramp meter installation
SB ON FROM CHARLESTON / RENGSTORFF	1	2023		1,293	1,289	1,327	1,142	5,051	1,324	1,371	1,378	1,195	5,268	837	830	890	908	3,465	217		-1,803		217		-1,803			Shifted to new ramp at San
SB OFF TO RENGSTROFF	-1	2025		560	587	600	532	2,279	474	492	503	497	1,966	615	747	675	369	2,406	-313		440		-313		440		Negative trip ends in zones near interchange	
SB ON FROM RENGSTROFF	1	2026	2022S	173	179	171	199	722	196	242	207	180	825	249	344	296	153	1,042	103	7,525	217	3,139	103	7,515	217	3,145		
SB ON FROM MIDDLEFIELD	1	2030	2032S	850	889	854	784	3,377	608	668	624	554	2,454	1,199	1,305	1,262	913	4,679	-923	6,602	2,225	5,364	-923	6,592	2,225	5,370	Negative trip ends in zones near interchange	
SB OFF TO SHORELINE	-1	2034	2589S	577	597	615	522	2,311	555	576	590	500	2,221	531	506	552	618	2,207	-90	6,692	-14	5,378	-90	6,682	0	5,370	Negative trip ends in zones near interchange	Negative trip ends in zones near interchange
SB ON FROM SHORELINE-SB	1	2037		517	537	507	458	2,019	618	643	640	577	2,478	548	580	559	535	2,222	459		-256		179		24		Smooth growth	
SB ON FROM SHORELINE-NB	1	2036		263	276	264	279	1,082	266	270	265	247	1,048	348	351	344	324	1,367	-34		319		0		285			
SB OFF TO SR 85-GP	-1	2039		2,100	2,173	2,191	2,147	8,611	2,125	2,134	2,165	2,130	8,554	2,170	2,246	2,200	2,088	8,704	-57		150		-57		150		Shift to express lanes	Consistency with SR85 forecast
SB OFF TO SR 85-HOV	-1	S30X	2040H	579	622	632	536	2,369	1,127	1,327	1,348	927	4,729	1,414	1,497	1,652	1,343	5,906	2,360	4,814	1,177	4,114	2,959	3,959	577	4,952		Consistency with SR85 forecast
HOV/EXP ACCESS FROM GP	0.0001	S32W_N		87	93	84	77	341	0	0	0	0	0	0	0	0	0	0	-341		0		-341		0			
HOV/EXP ACCESS TO GP	0.0001	S32W_X		13	14	14	12	53	0	0	0	0	0	0	0	0	0	0	-53		0		-53		0			
SB OFF TO MOFFETT	-1	2501		184	191	202	172	749	257	264	269	239	1,029	232	243	248	165	888	280		-141		280		0			
SB ON FROM MOFFETT	1	2502	2036S	429	452	436	347	1,664	475	452	475	471	1,873	626	624	692	613	2,555	209	4,743	682	4,937	209	3,888	682	5,634		
SB OFF TO ELLIS	-1	2505	2590S	188	199	205	180	772	243	251	263	242	999	302	313	312	376	1,303	227	4,516	304	4,633	227	3,661	304	5,330		
HOV/EXP ACCESS FROM GP	0.0001	S22N		0	0	0	0	0	331	346	286	252	1,215	546	500	526	476	2,048	1,215		833		1,215		833			
HOV/EXP ACCESS TO GP	0.0001	S22X		0	0	0	0	0	269	300	278	239	1,086	454	475	484	491	1,904	1,086		818		1,086		818			
SB ON FROM ELLIS-GP	0	2506S		284	295	277	267	1,123	417	419	438	360	1,634	638	636	633	635	2,542										
SB ON FROM ELLIS-HOV	0	2506H		37	32	30	37	136	62	66	61	46	235	79	82	81	75	317										
SB ON FROM ELLIS-TOTAL	1	2506	2039S	321	327	307	304	1,259	479	485	499	406	1,869	717	718	714	710	2,859	610	5,126	990	5,623	610	4,271	990	6,320	Traffic shifted to SR85	
SB OFF TO RTE 237	-1	2040	2591S	1,660	1,666	1,784	1,603	6,713	1,762	1,754	1,803	1,745	7,064	1,989	1,979	1,976	1,977	7,921	351	4,775	857	4,766	351	3,920	857	5,463		
SB ON FROM RTE 237	1	2340	2508S	803	806	807	793	3,209	813	815	815	801	3,244	817	818	820	820	3,275	35	4,810	31	4,797	35	3,955	31	5,494		
SB OFF TO MATHILDA	-1	2330	2592S	534	585	524	442	2,085	565	564	609	529	2,267	597	711	686	587	2,581	182	4,628	314	4,483	182	3,773	314	5,180		
SB ON FROM MATHILDA SB	1	2044	2593S	473	486	426	408	1,793	492	461	428	477	1,858	565	560	520	525	2,170	65	4,693	312	4,795	65	3,838	312	5,492		
SB ON FROM MATHILDA NB-GP	0	2045		391	433	417	277	1,518	483	522	512	418	1,935	750	729	769	760	3,008										
SB ON FROM MATHILDA NB-HOV	0	2046		54	55	47	39	195	53	52	47	45	197	90	93	89	81	353										
SB ON FROM MATHILDA NB-TOTAL	1	2045/2046	2047S	445	488	464	316	1,713	536	574	559	463	2,132	840	822	858	841	3,361	419	5,112	1,229	6,024	419	4,257	1,229	6,721		
HOV/EXP ACCESS FROM GP	0.0001	S34W_X	2594S	53	53	45	38	189	412	453	347	298	1,510	893	821	852	724	3,290	1,321		1,780		1,321		1,780			
HOV/EXP ACCESS TO GP	0.0001	S34W_X	2594S	50	53	54	48	205	267	326	320	246	1,159	272	316	322	280	1,190	954	5,112	31	6,025	954	4,257	31	6,722		
SB OFF TO FAIR OAKS	-1	2048	2595S	357	341	404	385	1,487	351	366	389	340	1,446	244	269	270	250	1,033	-41	5,153	-413	6,438	0	4,257	0	6,722		
SB ON FROM FAIR OAKS SB	1	2049	2596S	293	298	273	266	1,130	391	424	381	294	1,490	409	419	384	331	1,543	360	5,513	53	6,491	360	4,617	53	6,775		
SB OFF TO FAIR OAKS	-1	2050	2597S	32	34	36	29	131	46	54	105	37	242	109	124	128	97	458	111	5,402	216	6,275	111	4,506	216	6,559		
SB ON FROM FAIR OAKS NB-GP	0	2051		154	146	171	152	623	155	162	153	158	628	148	163	166	210	687										
SB ON FROM FAIR OAKS NB-HOV	0	2052		24	23	20	21	88	20	20	18	18	76	25	23	25	24	97										
SB ON FROM FAIR OAKS NB-TOTAL	1	2051/2052	2053S	178	169	191	173	711	175	182	171	176	704	173	186	191	234	784	-7	5,395	80	6,355	0	4,506	73	6,632		
SB OFF TO LAWRENCE SB	-1	2055	2598S	1,013	1,043	1,211	1,009	4,276	1,121	1,142	1,216	1,129	4,608	1,092	1,230	1,325	1,077	4,724	332	5,063	116	6,239	332	4,174	116	6,516		
SB ON FROM LAWRENCE SB	1	2056	2599S	305	307	259	262	1,133	362	369	318	314	1,363	523	579	544	456	2,102	230	5,293	739	6,978	230	4,404	739	7,255		
SB ON FROM LAWRENCE NB-GP	0	2057S		495	516	506	455	1,972	544	567	529	501	2,141	499	532	546	460	2,037										
SB ON FROM LAWRENCE NB-HOV	0	2057H		70	68	58	59	255	71	70	59	61	261	114	128	104	89	435										
SB ON FROM LAWRENCE NB-TOTAL	1	2057	2058S	565	584	564	514	2,227	615	637	588	562	2,402	613	660	650	549	2,472	175	5,468	70	7,048	175	4,579	70	7,325		
SB OFF TO GREAT AMERICA	-1	2059		395	421	500	392	1,708	404	463	509	399	1,775	455	446	498	413	1,812	67		37		67		37			
HOV/EXP ACCESS FROM GP	0.0001	S31N		0	0	0	0	0	353	380	290	262	1,285	664	760	702	505	2,631	1,285		1,346		1,285		1,346			
HOV/EXP ACCESS TO GP	0.0001	S31X	2600S	0	0	0	0	0	134	157	133	113	537	203	214	207	181	805	537	5,401	268	7,011	537	4,512	268	7,288		
SB ON FROM GREAT AMERICA SB	1	2060	2601S	865	893	798	733	3,289	835	843	810	747	3,235	915	934	940	894	3,683	-54	5,347	448	7,459	0	4,512	394	7,682		
SB ON FROM GREAT AMERICA NB	1	2061	2063S	405	459	546	519	1,929	514	513	498	474	1,999	725	757	793	662	2,937	70	5,417	938	8,397	70	4,582	938	8,620		
SB OFF TO SAN TOMAS	-1	2065	2602S	1,231	1,251	1,192	1,023	4,697	1,409	1,413	1,415	1,382	5,619	1,865	1,848	1,864	1,896	7,473	922	4,495	1,854	6,543	922	3,660	1,854	6,766		
SB ON FROM MONTAGUE SB	0	2067		310	349	342	294	1,295	396	479	480	348	1,703	485	517	541	450	1,993										
SB ON FROM SAN TOMAS NB	0	2069		543	557	597	532	2,229	728	812	828	719	3,087	1,100	1,156	1,138	1,063	4,457										
SB ON FROM SAN TOMAS/MONTAGUE-TOTAL	1	2067/2069	2071S	853	906	939	826	3,524	1,124	1,291	1,308	1,067	4,790	1,585	1,673	1,679	1,513	6,450	1,266	5,761	1,660	8,203	1,266	4,926	1,660	8,426		
HOV/EXP ACCESS FROM GP	0.0001	S36W_N		168	182	175	151	676	630	762	650	507	2,549	1,023	1,099	1,069	891	4,082	1,873		1,533		1,873		1,533			
HOV/EXP ACCESS TO GP	0.0001	S36W_X	2072S	22	19	19	20	80	253	257	239	213	962	442	454	460	368	1,724	882	5,761	762	8,203	882	4,926	762	8,426		
SB OFF TO TRIMBLE-SLIP	-1	2073	2603S	194	213	233	199	839	324	354	332	251	1,261	525	497	525	609	2,156	422	5,339	895	7,308	422	4,504	871	7,555		Offset adj. to closed ramp at other Trimble ramp
SB ON FROM TRIMBLE SB	1	2074	2604S	527	558	601	517	2,203	766	774	809	765	3,114	819	792	801	823	3,235	911	6,250	121	7,429	911	5,415	121	7,676		
SB OFF TO TRIMBLE-LOOP	-1	2518		122	122	127	114	485	189	184	192	163	728	0	0	0	0	0	243		-728		243		-704			Ramp closed; adj for base year differences
SB ON FROM TRIMBLE NB	1	2075	2077S	1,385	1,395	1,337	1,276	5,393	1,395	1,406	1,406	1,321	5,528	1,434	1,474	1,471	1,424	5,803	135	6,142	275	8,432	135	5,307	275	8,655		
SB OFF TO 87	-1	2079	2080S	2,002	2,035	1,876	1,858	7,771	1,979	2,025	1,915	1,875	7,794	2,112	2,161	2,096	2,004	8,373	23	6,119	579	7,853	23	5,284	579	8,076		
SB OFF TO N1ST	-1	2081	2315	423	431	399	314	1,567	586	609	596	513	2,304	663	707	691	596	2,657	737	5,382	353	7,500	737	4,547	353	7,723		
SB ON FROM 1st ST	1	2082		1,415	1,412	1,411	1,408	5,646	1,423	1,427	1,434	1,415	5,699	0	0	0	0	0	53		-5,699		53		-4,414			Ramp closed; adj for base year differences
HOV/EXP ACCESS FROM GP	0.0001	S38W_X		0	0	0	0	0	537	519	518	471	2,045	407	366	445	451	1,669	2,045		-376		2,045		-376			
HOV/EXP ACCESS TO GP	0.0001	S38W_N	2083S	0	0	0	0	0	283	308	241	210	1,042	874	894	869	720	3,357	1,042	5,436	2,315	1,801	1,042	4,601	2,315	3,309		
SB OFF TO 4TH	-1	2516	2605S	0	0	0	0	0	0	0	0	0	0	934	909	908	848	3,599	0	5,436	3,599	-1,798	0	4,601	2,931	378		Shifted to I-880
SB ON FROM 4TH ST	1	2517	2084S	0	0	0	0	0	0	0	0	0	0	837	838	875	859	3,409	0	5,436	3,409	1,611	0	4,601	2,124	2,502		New ramp, metered; Offset adj. to closed ramp at other 4th st ramp
SB OFF TO I-880	-1	2085	2606S	336	294	298	377	1,305	258	276	244	272	1,050	245	270	263	221	999	-255	5,691	-51	1,662	143	4,458	-449	2,951	Shift from other ramp	Shfit to mew Mabury rmap
SB ON FROM I-880 SB	1	2310	2607S	1,324	1,341	1,314	1,360	5,339	1,857	1,920	1,939	1,920	7,636	2,098	2,250	2,193	2,059	8,600	2,297	7,988	964	2,626	2,297	6,755	964	3,915		
SB OFF TO I-880 NB	-1	2311	2608S	886	823	858	1,000	3,567	1,213	1,177	1,212	1,238	4,840	932	971	1,023	848	3,774	1,273	6,715	-1,066	3,692	875	5,880	0	3,915	Shift to other ramp	Shifted from 4th
SB ON FROM I-880 NB	1	2088	2089S	806	724	893	828	3,251	868	728	879	853	3,328	1,006	948	1,101	1,024	4,079	77	6,792	751	4,443	77	5,957	751	4,666		
SB OFF TO OAKLAND	-1	2091	2609S	1,365	1,380	1,371	1,228	5,344	1,361	1,381	1,354	1,267	5,363	1,328	1,317	1,321	1,260	5,226	19	6,773	-137	4,580	19	5,938	-137	4,803		Shfit to new Mabury rmap
SB ON FROM OAKLAND	1	2092	2093S	1,185	1,121	1,333	1,191	4,830	819	828	831	819	3,297	848	849	849	818	3,364	-1,533	5,240	67	4,647	-1,533	4,405	67	4,870	Ramp meter installation	
HOV/EXP ACCESS FROM GP	0.0001	S40W_N		243	287	280	203	1,013	1,244	1,316	1,243	1,082	4,885	1,567	1,628	1,626	1,424	6,245	3,872		1,360		3,872		1,360			
HOV/EXP ACCESS TO GP	0.0001	S40W_X	2094S	114	122	123	103	462	622	722	575	471	2,390	1,070	1,114	1,138	891	4,213	1,928	5,240	1,823	4,647	1,928	4,405	1,823	4,870		
SB OFF TO MABURY	-1	2511		0	0	0	0	0	0	0	0	0	0	383	396	436	369	1,584	0		1,584		0		1,584			
SB ON FROM MABURY	1	2510	2610S	0	0	0	0	0	0	0	0	0	0	512	574	642	494	2,222	0	5,240	2,222	5,285	0	4,405	2,222	5,508		Shfit to new Mabury rmap
SB OFF TO MCKEE	-1	2095	2307S	312	317	331	314	1,274	376	393	409	359	1,537	892	953	993	847	3,685	263	4,977	2,148	3,137	263	4,142	2,148	3,360		
SB OFF TO SANTA CLARA	-1	2305	2611S	328	315	355	367	1,365	362	341	377	358	1,438	709	914	923	673	3,219	73	4,904	1,781	1,356	73	4,069	1,781	1,579		
SB ON FROM MCKEE	1	2096	2612S	491	745	680	412	2,328	776	790	782	731	3,079	772	790	795	748	3,105	751	5,655	26	1,382	751	4,820	26	1,605	Ramp meter installation	
SB ON FROM SANTA CLARA	1	2306	2104S	368	377	417	348	1,510	743	899	879	482	3,003	1,040	1,183	1,157	884	4,264	1,493	7,148	1,261	2,643	1,493	6,313	1,261	2,866	Ramp meter installation	
SB OFF TO I-680	-1	2106	2107S	1,630	1,665	1,635	1,460	6,390	1,434	1,437	1,436	1,340	5,647	1,496	1,403	1,453	1,540	5,892	-743	7,891	245	2,398	-343	6,656	-155	3,021	Cumulative impacts of new ramp meters; consistent with No Build	
SB OFF TO STORY	-1	2108A	2108S	730	844	806	652	3,032	618	619	642	511	2,390	623	767	799	558	2,747	-642	8,533	357	2,041	-442	7,098	0	3,021	Cumulative impacts of new ramp meters; consistent with No Build	
HOV/EXP ACCESS FROM GP	0.0001	S45W_N		0	0	0	0	0	205	252	201	157	815	311	329	336	283	1,259	815		444		815		444			

Table 16
PM Peak Period - Build - Growth from Model and Adjustments
Southbound

				PM Hourly and Period (Raw Modeled Traffic Volumes) - Mainline Volume is All Lanes, unless otherwise noted																PM Growth, From Model, ALL LANES				PM Growth, Adjusted, ALL LANES					
																				2015-2009		2035-2015		2015-2009		2035-2015			
																				PM (3-7)		PM (3-7)		PM (3-7)		PM (3-7)			
SEGMENTS	ON/ OFF RAMP	Model ID	ML_ID	2009 PM1 (3-4)	2009 PM2 (4-5)	2009 PM3 (5-6)	2009 PM4 (6-7)	2009 PM (3-7) Total	2015 PM1 (3-4)	2015 PM2 (4-5)	2015 PM3 (5-6)	2015 PM4 (6-7)	2015 PM (3-7) Total	2035 PM1 (3-4)	2035 PM2 (4-5)	2035 PM3 (5-6)	2035 PM4 (6-7)	2035 PM (3-7) Total	Raw Ramp	Raw ML	Raw Ramp	Raw ML	Adj. Ramp	Rebalanced All Lanes ML	Adj. Ramp	Rebalanced All Lanes ML	Comments on PM adjustments, 2009-2015	Comments on PM adjustments, 2015-2035
HOV/EXP ACCESS TO GP	0.0001	S45W_X	2613S	0	0	0	0	0	520	603	530	448	2,101	594	630	613	512	2,349	2,101	8,534	248	2,041	2,101	7,099	248	3,021		
SB ON FROM STORY	1	2113	2114S	103	66	118	122	409	781	668	756	759	2,964	679	571	687	766	2,703	2,555	11,089	-261	1,780	2,555	9,654	-95	2,926		
SB ON FROM I-680	1	2304	2116S	2,452	2,480	2,458	2,387	9,777	2,524	2,561	2,492	2,472	10,049	2,585	2,687	2,610	2,562	10,444	272	11,361	395	2,175	272	9,926	229	3,155		
SB OFF TO TULLY-SLIP	0	2120		499	623	531	484	2,137	1,959	1,997	2,176	1,771	7,903	1,881	1,751	1,834	1,738	7,204										
SB OFF TO TULLY-LOOP	0	2119		576	569	814	496	2,455	0	0	0	0	0	0	0	0	0	0										
SB OFF TO TULLY-TOTAL	-1	2119/2120	2123S	1,075	1,192	1,345	980	4,592	1,959	1,997	2,176	1,771	7,903	1,881	1,751	1,834	1,738	7,204	3,311	8,050	-699	2,874	2,628	7,298	-16	3,171	Smooth out growth	
HOV/EXP ACCESS FROM GP	0.0001	S44W_N		0	0	0	0	0	294	373	198	233	1,098	535	531	540	503	2,109	1,098		1,011		1,098		1,011			
HOV/EXP ACCESS TO GP	0.0001	S44W_X	2124S	0	0	0	0	0	1,279	1,482	1,363	974	5,098	1,451	1,409	1,504	1,171	5,535	5,098	8,050	437	2,875	5,098	7,298	437	3,172		
SB ON FROM TULLY-LOOP	0	2534		140	150	171	155	616	202	210	197	302	911	268	274	256	268	1,066										
SB ON FROM TULLY-LOOP	0	2535		28	34	31	25	118	30	27	30	37	124	33	39	35	45	152										
SB ON FROM TULLY-SLIP	0	2122		158	192	176	184	710	282	274	311	281	1,148	355	417	419	371	1,562										
SB ON FROM TULLY-TOTAL	1	34/2535/2	2125S	326	376	378	364	1,444	514	511	538	620	2,183	656	730	710	684	2,780	739	8,789	597	3,472	739	8,037	597	3,769		
SB OFF TO CAPITOL-SLIP	0	2126		982	874	1,108	945	3,909	2,809	2,802	2,831	2,719	11,161	2,786	2,779	2,802	2,742	11,109										
SB OFF TO CAPITOL-LOOP	0	2533		1,147	1,015	1,182	1,082	4,426	0	0	0	0	0	0	0	0	0	0										
SB OFF TO CAPITOL-TOTAL	-1	2126/2533		2,129	1,889	2,290	2,027	8,335	2,809	2,802	2,831	2,719	11,161	2,786	2,779	2,802	2,742	11,109	2,826		-52		2,826		0			
SB ON FROM CAPITOL-LOOP	0	2536		302	356	222	292	1,172	336	382	292	265	1,275	516	558	485	474	2,033										
SB ON FROM CAPITOL-LOOP	0	2537		35	41	30	39	145	60	64	56	54	234	73	74	73	72	292										
SB ON FROM CAPITOL-SLIP	0	2130		85	110	77	69	341	83	104	93	79	359	114	158	170	120	562										
SB ON FROM CAPITOL- TOTAL	1	536/37/21	2132S	422	507	329	400	1,658	479	550	441	398	1,868	703	790	728	666	2,887	210	6,173	1,019	4,543	21	5,232	940	4,709	Shift to Yerba Buena	Shift to Yerba Buena
SB OFF TO YERBA BEUNA	-1	2136A	2136S	712	786	763	635	2,896	1,075	1,160	1,179	936	4,350	1,237	1,340	1,372	1,087	5,036	1,454	4,719	686	3,857	1,454	3,778	373	4,336		Shift to Hellyer
SB ON FROM YERBA BEUNA	1	2135	2137S	349	392	301	344	1,386	255	290	212	265	1,022	265	304	228	270	1,067	-364	4,355	45	3,902	0	3,778	0	4,336	Shift from Capitol and Hellyer	Shift from Capitol and Hellyer
SB OFF TO HELLYER	-1	2138	2615S	330	360	420	355	1,465	539	382	571	433	1,921	370	388	516	334	1,608	456	3,899	-313	4,215	456	3,322	0	4,336		Shift from Yerba Buena
SB ON FROM HELLYER	1	2139	2140S	108	111	98	97	414	118	122	113	107	460	191	239	198	171	799	46	3,945	339	4,554	0	3,322	339	4,675	Shift to Yerba Buena	Shift to Yerba Buena
HOV/EXP ACCESS FROM GP	0.0001	S48W_N		0	0	0	0	0	84	167	42	63	356	198	190	203	149	740	356		384		356		384			
HOV/EXP ACCESS TO GP	0.0001	S48W_X	2141S	200	214	192	193	799	581	609	617	524	2,331	695	699	717	760	2,871	1,532	3,945	540	4,554	1,532	3,322	540	4,675		
SB OFF TO BLOSSOM HILL	-1	2142	2616S	1,385	1,384	1,420	1,392	5,581	1,436	1,431	1,426	1,423	5,716	1,434	1,434	1,448	1,442	5,758	135	3,810	42	4,512	135	3,187	42	4,633		
SB ON FROM BLOSSOM HILL	1	2143	2617S	68	73	58	60	259	92	97	83	81	353	164	177	159	140	640	94	3,904	287	4,799	94	3,281	287	4,920	Ramp meter installation	
SB ON FROM BLOSSOM HILL	1	2144	2145S	207	316	122	139	784	205	347	169	169	890	710	701	744	474	2,629	106	4,010	1,739	6,538	106	3,387	1,739	6,659		
SB OFF TO SB85-GP	0	175		5	11	23	4	43	40	15	118	17	190	38	36	65	71	210										
SB OFF TO SB85-HOV	0	176		2	12	11	5	30	6	3	19	3	31	7	8	8	9	32										
SB OFF TO SB85-TOTAL	-1	175/176		7	23	34	9	73	46	18	137	20	221	45	44	73	80	242	148		21		148		21			
SB OFF TO BERNAL	-1	2147	2148S	797	921	880	777	3,375	916	1,043	1,031	880	3,870	1,083	1,219	1,293	1,085	4,680	495	3,367	810	5,707	495	2,744	810	5,828		
SB ON FROM 85-GP	1	173S		2,414	2,538	2,404	1,902	9,258	2,242	2,563	2,324	1,913	9,042	2,677	2,550	3,225	2,843	11,295	-216		2,253		34		1,103		Consistentcy with growth in SR85 forecast	Consistency with growth in SR85 forecast
SB ON FROM 85-HOV/EXP	1	173H	205S	318	342	344	247	1,251	928	823	999	635	3,385	1,180	1,209	1,167	852	4,408	2,134	5,285	1,023	8,983	1,025	3,803	403	7,334		Consistency with growth in SR85 forecast
HOV/EXP ACCESS FROM GP	0.0001	206EN		0	0	0	0	0	133	332	104	81	650	514	440	640	491	2,085	650		1,435		650		1,435			
HOV/EXP ACCESS TO GP	0.0001	206EX	207S	0	0	0	0	0	70	57	67	56	250	65	62	62	58	247	250	5,286	-3	8,983	250	3,804	-3	7,334		
SB OFF TO BAILEY	-1	2150	2618S	251	337	188	197	973	258	346	215	233	1,052	576	582	542	322	2,022	79	5,207	970	8,013	79	3,725	970	6,364		
SB ON FROM BAILEY	1	2151	2152S	178	175	208	177	738	171	154	191	162	678	130	117	134	122	503	-60	5,147	-175	7,838	0	3,725	0	6,364		Ramp meter installation
SB OFF TO COYOTE GREEK	-1	2153	2619S	27	29	24	22	102	24	25	21	19	89	26	27	25	23	101	-13	5,160	-12	7,826	0	3,725	0	6,364		
SB ON FROM COYOTE GREEK	1	2154	2155S	12	11	13	11	47	10	9	11	10	40	7	7	8	7	29	-7	5,153	-11	7,815	0	3,725	0	6,364		Ramp meter installation
HOV/EXP ACCESS TO GP	0.0001	S21X	2156S	644	721	549	547	2,461	1,104	962	785	666	3,517	1,402	1,288	1,491	1,336	5,517	1,056	5,153	2,000	7,815	1,056	3,725	2,000	6,364		
SB OFF TO COCHRANE	-1	2157	2620S	819	1,004	701	683	3,207	1,303	1,409	1,046	911	4,669	1,382	1,341	1,489	1,491	5,703	1,462	3,691	1,034	6,781	1,462	2,263	1,034	5,330	Allow growth to points south	
SB ON FROM COCHRANE	1	2158	2621S	17	19	56	48	140	18	2	19	17	56	13	14	14	16	57	-84	3,607	1	6,782	0	2,263	0	5,330		Ramp meter installation
SB ON FROM COCHRANE	1	2159	2622S	422	441	514	436	1,813	288	150	517	446	1,401	194	215	222	234	865	-412	3,195	-536	6,246	0	2,263	241	5,571		Ramp meter installation; consistency with No Build
HOV/EXP ACCESS TO GP	0.0001	S56X	2160S	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,195	0	6,246	0	2,263	0	5,571		
SB OFF TO DUNNE	-1	2161	2623S	981	878	953	921	3,733	721	893	866	902	3,382	1,018	1,004	982	914	3,918	-351	3,546	536	5,710	0	2,263	185	5,386		
SB ON FROM DUNNE	1	2162	2163S	306	362	402	345	1,415	384	516	364	306	1,570	512	509	540	504	2,065	155	3,701	495	6,205	155	2,418	495	5,881		Ramp meter installation
SB OFF TO TENNANT	-1	2164	2624S	468	506	464	444	1,882	738	653	780	714	2,885	476	324	746	753	2,299	1,003	2,698	-586	6,791	1,003	1,415	0	5,881		Traffic staying on freeway because of extension of HOV lane
SB ON FROM TENNANT	1	2165	2166S	285	298	202	168	953	259	298	283	259	1,099	243	229	258	226	956	146	2,844	-143	6,648	146	1,561	0	5,881		Ramp meter installation

SANTA CLARA Valley Transportation Authority

Table 17
AM Peak Period - Build and No Build Total Corridor Hourly Demand
Northbound

Highway 101 — TOTAL DEMAND, 2-LANE ALT. ON US101

SEGMENTS	Model_ID	2007 AM1 (6-7) Ramp	2007 AM1 (6-7) ML after Ramp	2007 AM2 (7-8) Ramp	2007 AM2 (7-8) ML after Ramp	2007 AM3 (8-9) Ramp	2007 AM3 (8-9) ML after Ramp	2007 AM4 (9-10) Ramp	2007 AM4 (9-10) ML after Ramp	2015 AM1 (6-7) Ramp	2015 AM1 (6-7) ML after Ramp	2015 AM2 (7-8) Ramp	2015 AM2 (7-8) ML after Ramp	2015 AM3 (8-9) Ramp	2015 AM3 (8-9) ML after Ramp	2015 AM4 (9-10) Ramp	2015 AM4 (9-10) ML after Ramp	2035 AM1 (6-7) Ramp	2035 AM1 (6-7) ML after Ramp	2035 AM2 (7-8) Ramp	2035 AM2 (7-8) ML after Ramp	2035 AM3 (8-9) Ramp	2035 AM3 (8-9) ML after Ramp	2035 AM4 (9-10) Ramp	2035 AM4 (9-10) ML after Ramp
MAINLINE GP SOUTH OF TENNANT OFF	1004	4.470	0	4.670	0	3.610	0	2.870	0	4.998	0	5.222	0	4.036	0	3.385	0	5.269	0	5.505	0	4.255	0	3.759	0
MAINLINE HOV SOUTH OF TENNANT OFF	1004H	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.068	0	1.491	0	1.274	0	996	0
MAINLINE SOUTH OF TENNANT-Total	0		4.470		4.670		3.610		2.870		4.998		5.222		4.036		3.385		6.337		6.996		5.529		4.755
NB OFF TO TENNANT	1005	270		440		290		240		380		620		409		240		451		736		486		284	
HOV/Exp ACCESS TO GP	N3X																							
HOV/Exp ACCESS FROM GP	N3N																							
NB ON FROM TENNANT LOOP	2512																							
HOV/Exp ACCESS TO GP	N4X																							
HOV/Exp ACCESS FROM GP	N4N																							
NB ON FROM TENNANT SLIP	1006	570		730		550		400		693		887		668		400		765		980		738		400	
HOV/Exp ACCESS FROM GP	N1N																							
HOV/Exp ACCESS FROM GP	N19N																							
NB OFF TO E.DUNNE	1008	270	4.500	350	4.610	400	3.470	310	2.720	270	5.041	350	5.139	400	3.895	360	3.185	323	6.328	419	6.821	479	5.302	451	4.420
NB ON FROM E.DUNNE LOOP	1009	430	4.930	580	5.190	510	3.980	270	2.990	527	5.568	711	5.850	625	4.520	270	3.455	548	6.876	740	7.561	650	5.952	306	4.726
NB ON FROM E.DUNNE SLIP	1010	340		780		590		310		446		1.022		773		310		446		1.022		773		310	
HOV/Exp ACCESS FROM HOV	2553H																							
HOV/Exp ACCESS TO GP	N5X																							
HOV/Exp ACCESS FROM GP	N5N																							
NB OFF TO COCHRANE	1012	450	4.820	600	5.370	600	3.970	410	2.890	450	5.564	600	6.272	600	4.693	447	3.318	450	6.872	600	7.983	600	6.125	571	4.465
NB ON FROM COCHRANE	1014	400	5.220	640	6.010	430	4.400	290	3.180	433	5.997	692	6.964	465	5.158	290	3.608	570	7.442	911	8.894	612	6.737	419	4.884
NB ON FROM COCHRANE	1013	180		500		310		140		180		500		310		140		180		500		310		147	
HOV/Exp ACCESS TO GP	N20X																							
HOV/Exp ACCESS FROM GP	N20N																							
NB OFF TO COYOTE	1017	30	5.370	30	6.480	30	4.680	30	3.290	30	6.147	30	7.434	30	5.438	30	3.718	30	7.592	30	9.364	30	7.017	30	5.001
NB ON FROM COYOTE	1018	30	5.400	30	6.510	30	4.710	40	3.330	30	6.177	30	7.464	30	5.468	40	3.758	30	7.622	30	9.394	30	7.047	40	5.041
NB OFF TO BAILEY	1020	190	5.210	250	6.260	150	4.560	80	3.250	190	5.987	250	7.214	150	5.318	80	3.678	209	7.413	275	9.119	165	6.882	80	4.961
NB ON FROM BAILEY	1021	160	5.370	400	6.660	310	4.870	150	3.400	162	6.149	404	7.618	313	5.631	150	3.828	162	7.575	404	9.523	313	7.195	150	5.111
HOV/Exp ACCESS TO GP	209EX																							
HOV/Exp ACCESS FROM GP	209EN																							
NB OFF TO 85-GP	1024	1.090		740		730		580		1.057		718		708		641		1.158		787		776		814	
NB OFF TO 85-HOV/EXP	1H	480	3.800	850	5.070	630	3.510	1.020	1.800	1.032	4.060	1.423	5.477	887	4.036	924	2.263	1.369	5.048	1.498	7.238	1.511	4.908	1.502	2.796
NB OFF TO BERNAL	1026	320	3.480	570	4.500	520	2.990	180	1.620	278	3.782	495	4.982	451	3.585	180	2.083	469	4.579	836	6.402	762	4.146	202	2.594
NB ON FROM BERNAL	1027	440	3.920	640	5.140	620	3.610	570	2.190	452	4.234	658	5.640	637	4.222	570	2.653	463	5.042	674	7.076	652	4.798	573	3.167
NB ON FROM BERNAL	1028	80		230		160		90		80		230		160		90		83		239		166		90	
NB ON FROM BERNAL-HOV	1029	80	4.080	250	5.620	220	3.990	130	2.410	80	4.394	250	6.120	220	4.602	181	2.924	80	5.205	251	7.566	221	5.185	211	3.468
NB OFF TO BLOSSOM HILL	1031	240	3.840	510	5.110	440	3.550	210	2.200	240	4.154	510	5.610	440	4.162	210	2.714	364	4.841	774	6.792	667	4.518	267	3.201
NB ON FROM BLOSSOM HILL	1032	880	4.720	1.090	6.200	960	4.510	940	3.140	968	5.122	1.199	6.809	1.056	5.218	1.097	3.811	975	5.816	1.207	7.999	1.063	5.581	1.254	4.455
NB ON FROM BLOSSOM HILL	1033	280	5.000	600	6.800	460	4.970	190	3.330	302	5.424	647	7.456	496	5.714	197	4.008	302	6.118	647	8.646	496	6.077	233	4.688
HOV/Exp ACCESS TO GP	N5W_X																							
HOV/Exp ACCESS FROM GP	N5W_N																							
NB OFF TO HELLYER	1036	50	4.950	70	6.730	60	4.910	50	3.280	50	5.374	70	7.386	60	5.654	50	3.958	146	5.972	205	8.441	175	5.903	74	4.614
NB ON FROM HELLYER	1037	780	5.730	1.020	7.750	790	5.700	460	3.740	780	6.154	1.020	8.406	790	6.444	460	4.418	780	6.752	1.020	9.461	790	6.693	484	5.098
NB OFF TO YERBA BUENA	1039	80	5.650	190	7.560	170	5.530	160	3.580	89	6.065	212	8.194	190	6.254	160	4.258	157	6.595	374	9.087	335	6.358	169	4.929
NB OFF TO CAPITOL NB	1043																							
NB OFF TO CAPITOL SB	1045																							
NB OFF TO CAPITOL AUX/TOTAL	1044/1045	240	5.410	430	7.130	440	5.090	430	3.150	240	5.825	430	7.764	440	5.814	430	3.828	263	6.332	471	8.616	482	5.876	446	4.483
NB ON FROM YERBA BUENA	1039A	0		0		0		0		253		287		275		0		253		287		275		0	
NB ON FROM CAPITOL NB	2532																							
NB ON FROM CAPITOL NB- HOV	2531																							
NB ON FROM CAPITOL SB	1046																							
NB ON FROM CAPITOL NB-TOT	2532/2531	1.640	7.050	1.860	8.990	1.780	6.870	2.760	5.910	1.780	7.858	2.019	10.070	1.932	8.021	2.850	6.678	1.890	8.475	2.143	11.046	2.051	8.202	2.899	7.382
NB OFF TO TULLY SLIP	1052																							
NB OFF TO TULLY LOOP	1058																							
NB OFF TO TULLY-TOTAL	1052/1058	480	6.570	1.000	7.990	970	5.900	550	5.360	502	7.356	1.046	9.024	1.015	7.006	550	6.128	502	7.973	1.046	10.000	1.015	7.187	580	6.802
HOV/Exp ACCESS TO GP	N6W_X																							
HOV/Exp ACCESS FROM GP	N6W_N																							
NB ON FROM TULLY LOOP-GP	1053																							
NB ON FROM TULLY LOOP-HOV	1054																							
NB ON FROM TULLY LOOP-TOTAL	1053/1054	780		910		930		850		1.082		1.262		1.290		910		1.044		1.217		1.244		880	
NB ON FROM TULLY SLIP	1055	750	8.100	740	9.640	760	7.590	1.160	7.370	816	9.254	805	11.092	827	9.123	1.171	8.210	796	9.814	785	12.003	807	9.238	1.171	8.853
NB OFF TO I-680	1061A	2.400	5.700	3.040	6.600	2.920	4.670	3.130	4.240	2.400	6.854	3.040	8.052	2.920	6.203	3.130	5.080	2.482	7.332	3.144	8.859	3.020	6.218	3.130	5.723
NB OFF TO STORY	1062	170	5.530	180	6.420	170	4.500	290	3.950	170	6.684	180	7.872	170	6.033	290	4.790	303	7.029	321	8.538	303	5.915	578	5.145
HOV/Exp ACCESS TO GP	N7W_X																							
HOV/Exp ACCESS FROM GP	N7W_N																							
NB ON FROM STORY	1071	670	6.200	680	7.100	540	5.040	930	4.880	670	7.354	680	8.552	540	6.573	1.017	5.807	717	7.746	727	9.265	578	6.493	1.206	6.351
NB ON FROM I-680	1072	1.010	7.210	1.120	8.220	950	5.990	820	5.700	877	8.231	973	9.525	825	7.398	820	6.627	1.083	8.829	1.201	10.466	1.019	7.512	1.044	7.395
NB OFF TO SANTA CLARA	1076	150	7.060	230	7.990	280	5.710	350	5.350	245	7.986	375	9.150	457	6.941	414	6.213	462	8.367	708	9.758	863	6.649	611	6.784
NB OFF TO MCKEE OFF	1082	610		890		650		420		754		1.100		804		444		641		936		684		432	
NB ON FROM SANTA CLARA	1078	700		690		630		350		811		799		729		350		1.192		1.175		1.072		554	
HOV/Exp ACCESS TO GP	N21X																							
HOV/Exp ACCESS FROM GP	N21N																							
NB ON FROM MCKEE	1083	570	7.720	540	8.330	520	6.210	540	5.820	899	8.943	851	9.700	820	7.686	572	6.691	1.393	10.311	1.319	11.316	1.271	8.308	836	7.742
NB OFF TO MABURY	2508	0		0		0		0		0		0		0		0		612		893		652		515	
NB ON FROM MABURY	2509	0	7.720	0	8.330	0	6.210	0	5.820	0	8.943	0	9.700	0	7.686	0	6.691	735	10.434	725	11.148	662	8.318	627	7.854
NB OFF TO OAKLAND	1087	660	7.060	610	7.720	630	5.580	590	5.230	660	8.283	610	9.090	630	7.056	596	6.095	399	10.035	369	10.779	381	7.937	617	7.237
NB ON FROM OAKLAND	1088	1.170	8.230	1.290	9.010	1.040	6.620	870	6.100	1.176	9.459	1.297	10.387	1.046	8.102	1.071	7.166	1.241	11.276	1.369	12.148	1.104	9.041	1.140	8.377
NB OFF TO I-880	1091	1.460	6.770	1.540	7.470	1.770	4.850	1.550	4.550	1.460	7.999	1.540	8.847	1.770	6.332	1.715	5.451	1.589	9.687	1.676	10.472	1.927	7.114	1.715	6.662
NB ON FROM I-880	1175	590	7.360	720	8.190	580	5.430	790	5.340	644	8.643	786	9.633	633	6.965	937	6.388	832	10.519	1.015	11.487	818	7.932	937	7.599
NB OFF TO I-880	1176	480	6.880	970	7.220	900	4.530	660	4.680	480	8.163	970	8.663	900	6.065	735	5.653	543	9.976	1.097	10.390	1.018	6.914	806	6.793
NB OFF TO BAYSHORE	1093	190	6.690	200	7.020	180	4.350	180	4.500	236	7.927	249	8.414	224	5.841	293	5.360	1.271	8.705	1.338	9.052	1.205	5.709	1.069	5.724
NB ON FROM BAYSHORE	1094	480	7.170	840	7.860	980	5.330	640	5.140	480	8.407	840	9.254	980	6.821	640	6.000	0	8.705	0	9.052	0	5.709	0	5.724
NB ON FROM N4TH (NEW FOR 2035)	2522	0		0		0		0		0		0		0		0		673		783		796		525	
HOV/Exp ACCESS TO GP	N9W_X																							
HOV/Exp ACCESS FROM GP	N9W_N																							
NB OFF TO BROKAW/N1ST	1097	550	6.620	640	7.220	650	4.680	750	4.390	685	7.722	798	8.456	810	6.012	981	5.019	0	9.378	0	9.835	0	6.505	0	6.250
NB ON FR N1ST	1098	140	6.760	260	7.480	290	4.970	170	4.560	190	7.912	353	8.809	394	6.406	324	5.343	472	9.850	877	10.712	979	7.484	324	6.574
NB ON FROM BROKAW	1099	310	7.070	510	7.990	620	5.590	650	5.210	393	8.305	647	9.456	787	7.193	650	5.993	710	10.560	1.169	11.881	1.421	8.905	947	7.521
NB OFF TO TRIMBLE	1101	1.090	5.980	1.390	6.600	1.390	4.200	1.160	4.050	1.206	7.099	1.538	7.918	1.538	5.655	1.160	4.833	1.607	8.953	2.050	9.831	2.050	6.855	1.540	5.981
NB ON FROM 87 (GP&HOV)	1105_A	1.440	7.420	1.610	8.210	1.560	5.760	2.240	6.290	1.460	8.559	1.632	9.550	1.581	7.236	2.242	7.075	1.475	10.428	1.648	11.479	1.597	8.452	2.270	8.251
NB ON FROM TRIMBLE	1107	170	7.590	300	8.510	370	6.130	280	6.570	177	8.736	313	9.863	386	7.622	319	7.394	177	10.605	313	11.792	386	8.838	328	8.579
NB ON FROM TRIMBLE	1108	130	7.720	220	8.730	300	6.430	280	6.850	147	8.883	249	10.112	340	7.962	339	7.733	230	10.835	390	12.182	532	9.370	373	8.952
HOV/Exp ACCESS TO GP	N10W_X																							
HOV/Exp ACCESS FROM GP	N10W_N																							
NB OFF TO MONTAGUE-SLIP	1111																							
NB OFF TO MONTAGUE-LOOP	1113																							
NB OFF TO MONTAGUE-TOTAL	1111/1113	840	6.880	980	7.750	1.070	5.360	900	5.950	1.325	7.558	1.546	8.566	1.688	6.274	1.073	6.661	2.082	8.753	2.429	9.753	2.652	6.718	1.544	7.408
NB ON FROM MONTAGUE-LOOP	1112																							
NB ON FROM MONTAGUE-SLIP	1114																							
NB ON FROM SAN TOMAS SB (TOT)	1112/1114	800	7.680	1.440	9.190	1.630	6.990	1.420	7.370	1.091	8.649	1.964	10.530	2.223	8.497	1.583	8.244	1.147	9.900	2.065	11.818	2.338	9.056	1.914	9.322
NB OFF TO GREAT AMERICA	1116	970	6.710	1.310	7.880	1.720	5.270	1.450	5.920	975	7.674	1.317	9.213	1.729	6.768	1.450	6.794	975	8.925	1.317	10.501	1.729	7.327	1.487	7.835
NB ON FROM GREAT AMERICA	1117	100	6.810	130	8.010	150	5.420	150	6.070	111	7.785	144	9.357	166	6.934	150	6.944	114	9.039	148	10.649	171	7.498	168	8.003
NB ON FROM GREAT AMERICA	1118	110		210		260		270		111		212		263		270		168		322		399		270	
HOV/Exp ACCESS TO GP	N22X																							
HOV/Exp ACCESS FROM GP	N22N																							
NB OFF TO LAWRENCE	1120	820	6.100	1.080	7.140	1.280	4.400	1.080	5.260	973	6.923	1.281	8.288	1.518	5.679	1.158	6.056	1.169	8.038	1.539	9.432	1.824	6.073	1.284	6.989
NB ON FROM LAWRENCE	1121	310	6.410	560	7.700	600	5.000	630	5.890	361	7.284	653	8.941	699	6.378	680	6.736	365	8.403	660	10.092	707	6.780	740	7.729
NB ON FROM LAWRENCE	1122	240	6.650	710	8.410	420	5.420	270	6.160	308	7.592	912	9.853	540	6.918	282	7.018	238	8.641	705	10.797	418	7.198	291	8.020
HOV/Exp ACCESS TO GP	N11W_X																							
HOV/Exp ACCESS FROM GP	N11W_N																							
NB OFF TO FAIR OAKS	1125	460	6.190	780	7.630	790	4.630	580	5.580	528	7.064	895	8.958	906	6.012	614	6.404	528	8.113	895	9.902	906	6.292	821	7.199
NB ON FROM FAIR OAKS	1126	510	6.700	640	8.270	610	5.240	510	6.090	548	7.612	688	9.646	655	6.667	514	6.918	548	8.661	688	10.590	655	6.947	542	7.741
NB OFF TO MATHILDA	1128	530	6.170	630	7.640	690	4.550	660	5.430	574	7.038	682	8.964	747	5.920	726	6.192	995	7.666	1.182	9.408	1.295	5.652	1.018	6.723
NB ON FROM MATHILDA NB	1129	210	6.380	330	7.970	310	4.860	300	5.730	244	7.282	384	9.348	360	6.280	312	6.504	244	7.910	384	9.792	360	6.012	312	7.035
NB OFF TO MATHILDA	1130	350	6.030	650	7.320	650	4.210	570	5.160	405	6.877	752	8.596	752	5.528	613	5.891	0	7.910	0	9.792	0	6.012	0	7.035
NB ON FROM MATHILDA SB-GP	2519																							
NB ON FROM MATHILDA SB-HOV	2520																							
NB ON FROM MATHILDA SB-TOTAL	2519/2520	0	6.030	0	7.320	0	4.210	0	5.160	0	6.877	0	8.596	0	5.528	0	5.891	152	8.062	238	10.030	224	6.236	113	7.148
NB OFF TO RTE 237	1133	340	5.690	720	6.600	810	3.400	600	4.560	291	6.586	616	7.980	693	4.835	538	5.353	583	7.479	1.234	8.796	1.388	4.848	1.204	5.944
NB ON FROM RTE 237	1134	760	6.450	900	7.500	740	4.140	750	5.310	322	6.908	381	8.361	313	5.148	949	6.302	1.057	8.536	1.252	10.048	1.029	5.877	1.300	7.244
NB OFF TO ELLIS	1136	280		380		420		360		316		428		473		396		489		663		732		530	
HOV/Exp ACCESS TO GP	N23X																							
HOV/Exp ACCESS FROM GP	N23N																							
NB ON FROM ELLIS	1137	40	6.210	80	7.200	120	3.840	130	5.080	79	6.671	158	8.091	238	4.913	209	6.115	87	8.134	174	9.559	262	5.407	240	6.954
NB OFF TO MOFFETT	1139	240	5.970	220	6.980	190	3.650	250	4.830	269	6.402	246	7.845	213	4.700	305	5.810	320	7.814	293	9.266	253	5.154	350	6.604
NB ON FROM MOFFETT	1140	150		220		200		200		153		224		204		211		153		224		204		211	
NB OFF TO SHORELINE	1180	540	5.580	820	6.380	1.100	2.750	990	4.040	596	5.959	905	7.164	1.214	3.690	1.134	4.887	654	7.313	994	8.496	1.333	4.025	1.134	5.681
NB ON FROM SR 85	1143A	1.490		2.060		1.930		1.550		1.522		2.104		1.971		1.496		1.362		1.882		1.763		1.721	
HOV/Exp ACCESS FROM SR 85 HOV	N17N	200	7.270	500	8.940	640	5.320	1.050	6.640	692	8.173	1.082	10.350	763	6.424	1.392	7.775	1.297	9.972	1.275	11.653	1.131	6.919	1.423	8.825
NB OFF TO MIDDLEFIELD	1148	350	6.920	770	8.170	860	4.460	490	6.150	216	7.957	476	9.874	531	5.893	249	7.526	333	9.639	733	10.920	818	6.101	591	8.234
NB ON FROM SHORELINE	1147	190	7.110	580	8.750	910	5.370	700	6.850	215	8.172	655	10.529	1.028	6.921	773	8.299	294	9.933	896	11.816	1.407	7.508	865	9.099
NB OFF TO RENGSTORFF NB	1151	120		130		210		250		258		280		452		268		343		372		601		315	
NB OFF TO RENGSTORFF SB	1152	220	6.770	260	8.360	220	4.940	190	6.410	224	7.690	264	9.985	224	6.245	190	7.841	271	9.319	320	11.124	271	6.636	190	8.594
NB ON FROM RENGSTORFF	1153	170	6.940	400	8.760	410	5.350	350	6.760	186	7.876	437	10.422	448	6.693	411	8.252	208	9.527	488	11.612	501	7.137	411	9.005
NB OFF TO SAN ANTONIO	1155	550	6.390	740	8.020	770	4.580	450	6.310	619	7.257	833	9.589	867	5.826	450	7.802	753	8.774	1.014	10.598	1.055	6.082	549	8.456
NB ON FROM SAN ANTONIO NB	1156	240		520		720		670		240		520		720		670		271		586		812		757	
NB ON FROM SAN ANTONIO SB	1186	10	6.640	20	8.560	30	5.330	40	7.020	25	7.522	50	10.159	75	6.621	47	8.519	81	9.126	162	11.346	243	7.137	74	9.287
HOV/Exp ACCESS TO GP	N18X																							
HOV/Exp ACCESS FROM GP	N18N																							
NB OFF TO OREGON AND EMBARCADER(	1159A	930	5.710	1.440	7.120	1.330	4.000	1.030	5.990	988	6.534	1.530	8.629	1.413	5.208	1.030	7.489	988	8.138	1.530	9.816	1.413	5.725	1.045	8.243
NB ON FROM EMBARCADERO SB	1167																							
NB ON FROM OREGON / EMBARCADERO-	2528																							
NB ON FROM OREGON / EMBARCADERO-	1167/2528	320	6.030	780	7.900	1.330	5.330	1.150	7.140	361	6.895	879	9.508	1.499	6.707	1.278	8.767	458	8.596	1.115	10.931	1.901	7.626	1.473	9.716

TOTAL DEMAND, NO BUILD

SEGMENTS	Model_ID	2015 AM1 (6-7) Ramp	2015 AM1 (6-7) ML after Ramp	2015 AM2 (7-8) Ramp	2015 AM2 (7-8) ML after Ramp	2015 AM3 (8-9) Ramp	2015 AM3 (8-9) ML after Ramp	2015 AM4 (9-10) Ramp	2015 AM4 (9-10) ML after Ramp	2035 AM1 (6-7) Ramp	2035 AM1 (6-7) ML after Ramp	2035 AM2 (7-8) Ramp	2035 AM2 (7-8) ML after Ramp	2035 AM3 (8-9) Ramp	2035 AM3 (8-9) ML after Ramp	2035 AM4 (9-10) Ramp	2035 AM4 (9-10) ML after Ramp
MAINLINE GP SOUTH OF TENNANT OFF	1004	4.864	0	5.082	0	3.929	0	3.272	0	5.279	0	5.516	0	4.264	0	3.636	0
MAINLINE HOV SOUTH OF TENNANT OFF	1004H	0	0	0	0	0	0	0	0	1.008	0	1.053	0	814	0	996	0
MAINLINE SOUTH OF TENNANT-Total	0		4.864		5.082		3.929		3.272		6.287		6.569		5.078		4.632
NB OFF TO TENNANT	1005	299		488		321		240		412		672		442		281	
HOV/Exp ACCESS TO GP	N3X															
HOV/Exp ACCESS FROM GP	N3N															
NB ON FROM TENNANT LOOP	2512															
HOV/Exp ACCESS TO GP	N4X															
HOV/Exp ACCESS FROM GP	N4N															
NB ON FROM TENNANT SLIP	1006	570		730		550		400		570		730		550		400	
HOV/Exp ACCESS FROM GP	N1N															
HOV/Exp ACCESS FROM GP	N19N															
NB OFF TO E.DUNNE	1008	270	4.865	350	4.974	400	3.758	360	3.072	432	6.013	560	6.067	640	4.546	457	4.294
NB ON FROM E.DUNNE LOOP	1009	442	5.307	596	5.570	524	4.282	270	3.342	538	6.551	725	6.792	638	5.184	306	4.600
NB ON FROM E.DUNNE SLIP	1010	340		780		590		310		363		834		631		310	
HOV/Exp ACCESS FROM HOV	2553H															
HOV/Exp ACCESS TO GP	N5X															
HOV/Exp ACCESS FROM GP	N5N															
NB OFF TO COCHRANE	1012	450	5.197	600	5.750	600	4.272	446	3.206	485	6.429	647	6.979	647	5.168	576	4.334
NB ON FROM COCHRANE	1014	444	5.641	711	6.461	478	4.750	290	3.496	444	6.873	711	7.690	478	5.646	417	4.751
NB ON FROM COCHRANE	1013	180		500		310		140		150		418		259		147	
HOV/Exp ACCESS TO GP	N20X															
HOV/Exp ACCESS FROM GP	N20N															
NB OFF TO COYOTE	1017	30	5.791	30	6.931	30	5.030	30	3.606	30	6.993	30	8.078	30	5.875	30	4.868
NB ON FROM COYOTE	1018	30	5.821	30	6.961	30	5.060	40	3.646	30	7.023	30	8.108	30	5.905	40	4.908
NB OFF TO BAILEY	1020	190	5.631	250	6.711	150	4.910	80	3.566	238	6.785	313	7.795	188	5.717	80	4.828
NB ON FROM BAILEY	1021	207	5.838	518	7.229	401	5.311	150	3.716	251	7.036	627	8.422	486	6.203	150	4.978
HOV/Exp ACCESS TO GP	209EX															
HOV/Exp ACCESS FROM GP	209EN															
NB OFF TO 85-GP	1024	1.116		757		747		680		1.540		1.045		1.031		1.478	
NB OFF TO 85-HOV/EXP	1H	1.128	3.594	1.554	4.918	1.512	3.052	1.120	1.916	1.169	4.327	1.582	5.795	1.546	3.626	1.152	2.348
NB OFF TO BERNAL	1026	275	3.319	490	4.428	447	2.605	180	1.736	277	4.050	494	5.301	451	3.175	201	2.147
NB ON FROM BERNAL	1027	470	3.789	683	5.111	662	3.267	570	2.306	493	4.543	716	6.017	694	3.869	570	2.717
NB ON FROM BERNAL	1028	80		230		160		90		97		277		193		90	
NB ON FROM BERNAL-HOV	1029	80	3.949	250	5.591	220	3.647	181	2.577	82	4.722	258	6.552	227	4.289	210	3.017
NB OFF TO BLOSSOM HILL	1031	240	3.709	510	5.081	440	3.207	210	2.367	274	4.448	583	5.969	503	3.786	268	2.749
NB ON FROM BLOSSOM HILL	1032	992	4.701	1.228	6.309	1.082	4.289	1.029	3.396	929	5.377	1.150	7.119	1.014	4.800	1.171	3.920
NB ON FROM BLOSSOM HILL	1033	286	4.987	613	6.922	470	4.759	198	3.594	286	5.663	613	7.732	470	5.270	231	4.151
HOV/Exp ACCESS TO GP	N5W_X															
HOV/Exp ACCESS FROM GP	N5W_N															
NB OFF TO HELLYER	1036	50	4.937	70	6.852	60	4.699	50	3.544	154	5.509	216	7.516	185	5.085	74	4.077
NB ON FROM HELLYER	1037	780	5.717	1.020	7.872	790	5.489	460	4.004	780	6.289	1.020	8.536	790	5.875	460	4.537
NB OFF TO YERBA BUENA	1039	116	5.601	275	7.597	246	5.243	160	3.844	116	6.173	275	8.261	246	5.629	170	4.367
NB OFF TO CAPITOL NB	1043															
NB OFF TO CAPITOL SB	1045															
NB OFF TO CAPITOL AUX/TOTAL	1044/1045	240	5.361	430	7.167	440	4.803	430	3.414	317	5.856	567	7.694	580	5.049	445	3.922
NB ON FROM YERBA BUENA	1039A	228		259		247		67		235		266		254		67	
NB ON FROM CAPITOL NB	2532															
NB ON FROM CAPITOL NB- HOV	2531															
NB ON FROM CAPITOL SB	1046															
NB ON FROM CAPITOL NB-TOT	2532/2531	1.710	7.299	1.939	9.365	1.856	6.906	2.760	6.241	1.774	7.865	2.011	9.971	1.925	7.228	2.783	6.772
NB OFF TO TULLY SLIP	1052															
NB OFF TO TULLY LOOP	1058															
NB OFF TO TULLY-TOTAL	1052/1058	539	6.760	1.122	8.243	1.088	5.818	561	5.680	539	7.326	1.122	8.849	1.088	6.140	636	6.136
HOV/Exp ACCESS TO GP	N6W_X															
HOV/Exp ACCESS FROM GP	N6W_N															
NB ON FROM TULLY LOOP-GP	1053															
NB ON FROM TULLY LOOP-HOV	1054															
NB ON FROM TULLY LOOP-TOTAL	1053/1054	971		1.132		1.157		868		935		1.090		1.114		816	
NB ON FROM TULLY SLIP	1055	780	8.511	770	10.145	790	7.765	1.160	7.708	780	9.041	770	10.709	790	8.044	1.160	8.112
NB OFF TO I-680	1061A	2.419	6.092	3.064	7.081	2.943	4.822	3.130	4.578	2.507	6.534	3.175	7.534	3.050	4.994	3.130	4.982
NB OFF TO STORY	1062	170	5.922	180	6.901	170	4.652	290	4.288	240	6.294	254	7.280	240	4.754	541	4.441
HOV/Exp ACCESS TO GP	N7W_X															
HOV/Exp ACCESS FROM GP	N7W_N															
NB ON FROM STORY	1071	670	6.592	680	7.581	540	5.192	930	5.218	670	6.964	680	7.960	540	5.294	1.051	5.492
NB ON FROM I-680	1072	846	7.438	938	8.519	795	5.987	820	6.038	939	7.903	1.042	9.002	883	6.177	939	6.431
NB OFF TO SANTA CLARA	1076	237	7.201	363	8.156	442	5.545	368	5.670	411	7.492	630	8.372	767	5.410	544	5.887
NB OFF TO MCKEE OFF	1082	746		1.088		795		448		746		1.088		795		448	
NB ON FROM SANTA CLARA	1078	810		798		729		350		1.203		1.185		1.082		381	
HOV/Exp ACCESS TO GP	N21X															
HOV/Exp ACCESS FROM GP	N21N															
NB ON FROM MCKEE	1083	864	8.129	819	8.685	788	6.267	700	6.272	1.378	9.327	1.306	9.775	1.257	6.954	933	6.753
NB OFF TO MABURY	2508	0		0		0		0		549		801		585		447	
NB ON FROM MABURY	2509	0	8.129	0	8.685	0	6.267	0	6.272	733	9.511	723	9.697	660	7.029	583	6.889
NB OFF TO OAKLAND	1087	660	7.469	610	8.075	630	5.637	590	5.682	469	9.042	433	9.264	447	6.582	647	6.242
NB ON FROM OAKLAND	1088	1.170	8.639	1.290	9.365	1.040	6.677	910	6.592	1.207	10.249	1.331	10.595	1.073	7.655	1.131	7.373
NB OFF TO I-880	1091	1.574	7.065	1.661	7.704	1.909	4.768	1.630	4.962	1.622	8.627	1.712	8.883	1.967	5.688	1.630	5.743
NB ON FROM I-880	1175	492	7.557	601	8.305	484	5.252	917	5.879	701	9.328	855	9.738	689	6.377	917	6.660
NB OFF TO I-880	1176	396	7.161	800	7.505	743	4.509	677	5.202	509	8.819	1.029	8.709	956	5.421	738	5.922
NB OFF TO BAYSHORE	1093	286	6.875	301	7.204	271	4.238	318	4.884	1.470	7.349	1.548	7.161	1.393	4.028	980	4.942
NB ON FROM BAYSHORE	1094	566	7.441	990	8.194	1.156	5.394	744	5.628	0	7.349	0	7.161	0	4.028	0	4.942
NB ON FROM N4TH (NEW FOR 2035)	2522	0		0		0		0		679		791		803		360	
HOV/Exp ACCESS TO GP	N9W_X															
HOV/Exp ACCESS FROM GP	N9W_N															
NB OFF TO BROKAW/N1ST	1097	752	6.689	875	7.319	889	4.505	891	4.737	0	8.028	0	7.952	0	4.831	0	5.302
NB ON FR N1ST	1098	193	6.882	358	7.677	399	4.904	179	4.916	477	8.505	886	8.838	988	5.819	185	5.487
NB ON FROM BROKAW	1099	383	7.265	630	8.307	766	5.670	754	5.670	706	9.211	1.161	9.999	1.412	7.231	1.142	6.629
NB OFF TO TRIMBLE	1101	1.090	6.175	1.390	6.917	1.390	4.280	1.205	4.465	1.413	7.798	1.802	8.197	1.802	5.429	1.482	5.147
NB ON FROM 87 (GP&HOV)	1105_A	1.463	7.638	1.635	8.552	1.585	5.865	2.257	6.722	1.510	9.308	1.687	9.884	1.635	7.064	2.295	7.442
NB ON FROM TRIMBLE	1107	178	7.816	314	8.866	387	6.252	287	7.009	178	9.486	314	10.198	387	7.451	324	7.766
NB ON FROM TRIMBLE	1108	146	7.962	246	9.112	336	6.588	295	7.304	216	9.702	365	10.563	498	7.949	328	8.094
HOV/Exp ACCESS TO GP	N10W_X															
HOV/Exp ACCESS FROM GP	N10W_N															
NB OFF TO MONTAGUE-SLIP	1111															
NB OFF TO MONTAGUE-LOOP	1113															
NB OFF TO MONTAGUE-TOTAL	1111/1113	1.021	6.941	1.192	7.920	1.301	5.287	952	6.352	1.718	7.984	2.005	8.558	2.189	5.760	1.377	6.717
NB ON FROM MONTAGUE-LOOP	1112															
NB ON FROM MONTAGUE-SLIP	1114															
NB ON FROM SAN TOMAS SB (TOT)	1112/1114	1.057	7.998	1.902	9.822	2.153	7.440	1.581	7.933	1.132	9.116	2.036	10.594	2.305	8.065	1.910	8.627
NB OFF TO GREAT AMERICA	1116	982	7.016	1.327	8.495	1.742	5.698	1.450	6.483	985	8.131	1.331	9.263	1.747	6.318	1.470	7.157
NB ON FROM GREAT AMERICA	1117	100	7.116	130	8.625	150	5.848	150	6.633	102	8.233	133	9.396	153	6.471	154	7.311
NB ON FROM GREAT AMERICA	1118	110		210		260		270		144		274		340		270	
HOV/Exp ACCESS TO GP	N22X															
HOV/Exp ACCESS FROM GP	N22N															
NB OFF TO LAWRENCE	1120	869	6.357	1.145	7.690	1.356	4.752	1.110	5.793	899	7.478	1.184	8.486	1.402	5.409	1.115	6.466
NB ON FROM LAWRENCE	1121	363	6.720	656	8.346	703	5.455	682	6.475	370	7.848	668	9.154	716	6.125	731	7.197
NB ON FROM LAWRENCE	1122	313	7.033	925	9.271	547	6.002	277	6.752	264	8.112	781	9.935	462	6.587	286	7.483
HOV/Exp ACCESS TO GP	N11W_X															
HOV/Exp ACCESS FROM GP	N11W_N															
NB OFF TO FAIR OAKS	1125	471	6.562	799	8.472	809	5.193	602	6.150	471	7.641	799	9.136	809	5.778	676	6.807
NB ON FROM FAIR OAKS	1126	585	7.147	734	9.206	699	5.892	515	6.665	585	8.226	734	9.870	699	6.477	575	7.382
NB OFF TO MATHILDA	1128	560	6.587	666	8.540	730	5.162	727	5.938	904	7.322	1.075	8.795	1.178	5.299	1.010	6.372
NB ON FROM MATHILDA NB	1129	281	6.868	442	8.982	415	5.577	327	6.265	281	7.603	442	9.237	415	5.714	327	6.699
NB OFF TO MATHILDA	1130	367	6.501	682	8.300	682	4.895	610	5.655	0	7.603	0	9.237	0	5.714	0	6.699
NB ON FROM MATHILDA SB-GP	2519															
NB ON FROM MATHILDA SB-HOV	2520															
NB ON FROM MATHILDA SB-TOTAL	2519/2520	0	6.501	0	8.300	0	4.895	0	5.655	194	7.797	306	9.543	287	6.001	117	6.816
NB OFF TO RTE 237	1133	230	6.271	488	7.812	549	4.346	557	5.098	569	7.228	1.205	8.338	1.356	4.645	1.184	5.632
NB ON FROM RTE 237	1134	325	6.596	385	8.197	317	4.663	960	6.058	1.052	8.280	1.246	9.584	1.025	5.670	1.387	7.019
NB OFF TO ELLIS	1136	314		426		471		397		455		617		682		527	
HOV/Exp ACCESS TO GP	N23X															
HOV/Exp ACCESS FROM GP	N23N															
NB ON FROM ELLIS	1137	103	6.385	206	7.977	310	4.502	209	5.870	105	7.930	210	9.177	316	5.304	259	6.751
NB OFF TO MOFFETT	1139	246	6.139	225	7.752	195	4.307	308	5.562	329	7.601	301	8.876	261	5.043	360	6.391
NB ON FROM MOFFETT	1140	151		221		201		207		151		221		201		207	
NB OFF TO SHORELINE	1180	562	5.728	853	7.120	1.145	3.363	1.138	4.631	614	7.138	932	8.165	1.251	3.993	1.138	5.460
NB ON FROM SR 85	1143A	1.517		2.097		1.965		1.336		1.544		2.135		2.000		1.666	
HOV/Exp ACCESS FROM SR 85 HOV	N17N	409	7.654	704	9.921	737	6.065	1.201	7.168	525	9.207	792	11.092	838	6.831	1.111	8.237
NB OFF TO MIDDLEFIELD	1148	201	7.453	443	9.478	494	5.571	272	6.896	365	8.842	803	10.289	896	5.935	643	7.594
NB ON FROM SHORELINE	1147	218	7.671	666	10.144	1.045	6.616	762	7.658	290	9.132	887	11.176	1.392	7.327	809	8.403
NB OFF TO RENGSTORFF NB	1151	226		245		396		268		269		291		471		318	
NB OFF TO RENGSTORFF SB	1152	220	7.225	260	9.639	220	6.000	190	7.200	261	8.602	308	10.577	261	6.595	213	7.872
NB ON FROM RENGSTORFF	1153	201	7.426	472	10.111	484	6.484	410	7.610	230	8.832	540	11.117	554	7.149	410	8.282
NB OFF TO SAN ANTONIO	1155	612	6.814	823	9.288	857	5.627	450	7.160	769	8.063	1.035	10.082	1.077	6.072	545	7.737
NB ON FROM SAN ANTONIO NB	1156	280		607		841		670		290		629		872		769	
NB ON FROM SAN ANTONIO SB	1186	37	7.131	75	9.970	112	6.580	46	7.876	84	8.437	169	10.880	253	7.197	70	8.576
HOV/Exp ACCESS TO GP	N18X															
HOV/Exp ACCESS FROM GP	N18N															
NB OFF TO OREGON AND EMBARCADER(	1159A	978	6.153	1.514	8.456	1.399	5.181	1.036	6.840	978	7.459	1.514	9.366	1.399	5.798	1.046	7.530
NB ON FROM EMBARCADERO SB	1167															
NB ON FROM OREGON / EMBARCADERO-	2528															
NB ON FROM OREGON / EMBARCADERO-	1167/2528	362	6.515	883	9.339	1.506	6.687	1.249	8.089	459	7.918	1.121	10.487	1.911	7.709	1.457	8.987

DIFFERENCE, BUILD-NOBUILD

SEGMENTS	Model_ID	2015 AM1 (6-7) Ramp	2015 AM1 (6-7) ML after Ramp	2015 AM2 (7-8) Ramp	2015 AM2 (7-8) ML after Ramp	2015 AM3 (8-9) Ramp	2015 AM3 (8-9) ML after Ramp	2015 AM4 (9-10) Ramp	2015 AM4 (9-10) ML after Ramp	2035 AM1 (6-7) Ramp	2035 AM1 (6-7) ML after Ramp	2035 AM2 (7-8) Ramp	2035 AM2 (7-8) ML after Ramp	2035 AM3 (8-9) Ramp	2035 AM3 (8-9) ML after Ramp	2035 AM4 (9-10) Ramp	2035 AM4 (9-10) ML after Ramp	AM Peak Period (6-9 am only) 2015 Ramp	AM Peak Period (6-9 am only) 2015 ML after Ramp	AM Peak Period (6-9 am only) 2035 Ramp	AM Peak Period (6-9 am only) 2035 ML after Ramp
MAINLINE GP SOUTH OF TENNANT OFF	1004	134	0	140	0	107	0	113	0	-10	0	-11	0	-9	0	123	0	381	0	-30	0
MAINLINE HOV SOUTH OF TENNANT OFF	1004H	0	0	0	0	0	0	0	0	60	0	438	0	460	0	0	0	0	0	958	0
MAINLINE SOUTH OF TENNANT-Total	0		134		140		107		113		50		427		451		123		381		928
NB OFF TO TENNANT	1005	81		132		88		0		39		64		44		3		301		147	
HOV/Exp ACCESS TO GP	N3X																			
HOV/Exp ACCESS FROM GP	N3N																			
NB ON FROM TENNANT LOOP	2512																			
HOV/Exp ACCESS TO GP	N4X																			
HOV/Exp ACCESS FROM GP	N4N																			
NB ON FROM TENNANT SLIP	1006	123		157		118		0		195		250		188		0		398		633	
HOV/Exp ACCESS FROM GP	N1N																			
HOV/Exp ACCESS FROM GP	N19N																			
NB OFF TO E.DUNNE	1008	0	176	0	165	0	137	0	113	-109	315	-141	754	-161	756	-6	126	0	478	-411	1.825
NB ON FROM E.DUNNE LOOP	1009	85	261	115	280	101	238	0	113	10	325	15	769	12	768	0	126	301	779	37	1.862
NB ON FROM E.DUNNE SLIP	1010	106		242		183		0		83		188		142		0		531		413	
HOV/Exp ACCESS FROM HOV	2553H																			
HOV/Exp ACCESS TO GP	N5X																			
HOV/Exp ACCESS FROM GP	N5N																			
NB OFF TO COCHRANE	1012	0	367	0	522	0	421	1	112	-35	443	-47	1.004	-47	957	-5	131	0	1.310	-129	2.405
NB ON FROM COCHRANE	1014	-11	356	-19	503	-13	408	0	112	126	569	200	1.204	134	1.091	2	133	-43	1.267	460	2.865
NB ON FROM COCHRANE	1013	0		0		0		0		30		82		51		0		0		163	
HOV/Exp ACCESS TO GP	N20X																			
HOV/Exp ACCESS FROM GP	N20N																			
NB OFF TO COYOTE	1017	0	356	0	503	0	408	0	112	0	599	0	1.286	0	1.142	0	133	0	1.268	0	3.028
NB ON FROM COYOTE	1018	0	356	0	503	0	408	0	112	0	599	0	1.286	0	1.142	0	133	0	1.268	0	3.028
NB OFF TO BAILEY	1020	0	356	0	503	0	408	0	112	-29	628	-38	1.324	-23	1.165	0	133	0	1.268	-90	3.118
NB ON FROM BAILEY	1021	-45	311	-114	389	-88	320	0	112	-89	539	-223	1.101	-173	992	0	133	-247	1.021	-485	2.633
HOV/Exp ACCESS TO GP	209EX																			
HOV/Exp ACCESS FROM GP	209EN																			
NB OFF TO 85-GP	1024	-59		-39		-39		-39		-382		-258		-255		-664		-137		-895	
NB OFF TO 85-HOV/EXP	1H	-96	466	-131	559	-625	984	-196	347	200	721	-84	1.443	-35	1.282	350	448	-852	2.010	81	3.447
NB OFF TO BERNAL	1026	3	463	5	554	4	980	0	347	192	529	342	1.101	311	971	1	447	12	1.998	845	2.602
NB ON FROM BERNAL	1027	-18	445	-25	529	-25	955	0	347	-30	499	-42	1.059	-42	929	3	450	-68	1.930	-114	2.488
NB ON FROM BERNAL	1028	0		0		0		0		-14		-38		-27		0		0		-79	
NB ON FROM BERNAL-HOV	1029	0	445	0	529	0	955	0	347	-2	483	-7	1.014	-6	896	1	451	0	1.930	-15	2.394
NB OFF TO BLOSSOM HILL	1031	0	445	0	529	0	955	0	347	90	393	191	823	164	732	-1	452	0	1.930	445	1.949
NB ON FROM BLOSSOM HILL	1032	-24	421	-29	500	-26	929	68	415	46	439	57	880	49	781	83	535	-79	1.851	152	2.101
NB ON FROM BLOSSOM HILL	1033	16	437	34	534	26	955	-1	414	16	455	34	914	26	807	2	537	76	1.927	76	2.177
HOV/Exp ACCESS TO GP	N5W_X																			
HOV/Exp ACCESS FROM GP	N5W_N																			
NB OFF TO HELLYER	1036	0	437	0	534	0	955	0	414	-8	463	-11	925	-10	818	0	537	0	1.927	-29	2.206
NB ON FROM HELLYER	1037	0	437	0	534	0	955	0	414	0	463	0	925	0	818	24	561	0	1.927	0	2.206
NB OFF TO YERBA BUENA	1039	-27	464	-63	597	-56	1.011	0	414	41	422	99	826	89	729	-1	562	-146	2.073	229	1.977
NB OFF TO CAPITOL NB	1043																			
NB OFF TO CAPITOL SB	1045																			
NB OFF TO CAPITOL AUX/TOTAL	1044/1045	0	464	0	597	0	1.011	0	414	-54	476	-96	922	-98	827	1	561	0	2.073	-248	2.225
NB ON FROM YERBA BUENA	1039A	25		28		28		-67		18		21		21		-67		81		60	
NB ON FROM CAPITOL NB	2532																			
NB ON FROM CAPITOL NB- HOV	2531																			
NB ON FROM CAPITOL SB	1046																			
NB ON FROM CAPITOL NB-TOT	2532/2531	70	559	80	705	76	1.115	90	437	116	610	132	1.075	126	974	116	610	226	2.380	374	2.659
NB OFF TO TULLY SLIP	1052																			
NB OFF TO TULLY LOOP	1058																			
NB OFF TO TULLY-TOTAL	1052/1058	-37	596	-76	781	-73	1.188	-11	448	-37	647	-76	1.151	-73	1.047	-56	666	-186	2.566	-186	2.845
HOV/Exp ACCESS TO GP	N6W_X																			
HOV/Exp ACCESS FROM GP	N6W_N																			
NB ON FROM TULLY LOOP-GP	1053																			
NB ON FROM TULLY LOOP-HOV	1054																			
NB ON FROM TULLY LOOP-TOTAL	1053/1054	111		130		133		42		109		127		130		64		374		366	
NB ON FROM TULLY SLIP	1055	36	743	35	947	37	1.358	11	502	16	773	15	1.294	17	1.194	11	741	108	3.048	48	3.260
NB OFF TO I-680	1061A	-19	762	-24	971	-23	1.381	0	502	-25	798	-31	1.325	-30	1.224	0	741	-66	3.114	-86	3.346
NB OFF TO STORY	1062	0	762	0	971	0	1.381	0	502	63	735	67	1.258	63	1.161	37	704	0	3.114	193	3.153
HOV/Exp ACCESS TO GP	N7W_X																			
HOV/Exp ACCESS FROM GP	N7W_N																			
NB ON FROM STORY	1071	0	762	0	971	0	1.381	87	589	47	782	47	1.305	38	1.199	155	859	0	3.115	132	3.285
NB ON FROM I-680	1072	31	793	35	1.006	30	1.411	0	589	144	926	159	1.464	136	1.335	105	964	96	3.211	439	3.724
NB OFF TO SANTA CLARA	1076	8	785	12	994	15	1.396	46	543	51	875	78	1.386	96	1.239	67	897	35	3.176	225	3.499
NB OFF TO MCKEE OFF	1082	8		12		9		-4		-105		-152		-111		-16		29		-368	
NB ON FROM SANTA CLARA	1078	1		1		0		0		-11		-10		-10		173		2		-31	
HOV/Exp ACCESS TO GP	N21X																			
HOV/Exp ACCESS FROM GP	N21N																			
NB ON FROM MCKEE	1083	35	814	32	1.015	32	1.419	-128	419	15	984	13	1.541	14	1.354	-97	989	99	3.248	42	3.879
NB OFF TO MABURY	2508	0		0		0		0		63		92		67		68		0		222	
NB ON FROM MABURY	2509	0	814	0	1.015	0	1.419	0	419	2	923	2	1.451	2	1.289	44	965	0	3.248	6	3.663
NB OFF TO OAKLAND	1087	0	814	0	1.015	0	1.419	6	413	-70	993	-64	1.515	-66	1.355	-30	995	0	3.248	-200	3.863
NB ON FROM OAKLAND	1088	6	820	7	1.022	6	1.425	161	574	34	1.027	38	1.553	31	1.386	9	1.004	19	3.267	103	3.966
NB OFF TO I-880	1091	-114	934	-121	1.143	-139	1.564	85	489	-33	1.060	-36	1.589	-40	1.426	85	919	-374	3.641	-109	4.075
NB ON FROM I-880	1175	152	1.086	185	1.328	149	1.713	20	509	131	1.191	160	1.749	129	1.555	20	939	486	4.127	420	4.495
NB OFF TO I-880	1176	84	1.002	170	1.158	157	1.556	58	451	34	1.157	68	1.681	62	1.493	68	871	411	3.716	164	4.331
NB OFF TO BAYSHORE	1093	-50	1.052	-52	1.210	-47	1.603	-25	476	-199	1.356	-210	1.891	-188	1.681	89	782	-149	3.865	-597	4.928
NB ON FROM BAYSHORE	1094	-86	966	-150	1.060	-176	1.427	-104	372	0	1.356	0	1.891	0	1.681	0	782	-412	3.453	0	4.928
NB ON FROM N4TH (NEW FOR 2035)	2522	0		0		0		0		-6		-8		-7		165		0		-21	
HOV/Exp ACCESS TO GP	N9W_X																			
HOV/Exp ACCESS FROM GP	N9W_N																			
NB OFF TO BROKAW/N1ST	1097	-67	1.033	-77	1.137	-79	1.507	90	282	0	1.350	0	1.883	0	1.674	0	948	-223	3.676	0	4.907
NB ON FR N1ST	1098	-3	1.030	-5	1.132	-5	1.502	145	427	-5	1.345	-9	1.874	-9	1.665	139	1.087	-13	3.663	-23	4.884
NB ON FROM BROKAW	1099	10	1.040	17	1.149	21	1.523	-104	323	4	1.349	8	1.882	9	1.674	-195	892	48	3.711	21	4.905
NB OFF TO TRIMBLE	1101	116	924	148	1.001	148	1.375	-45	368	194	1.155	248	1.634	248	1.426	58	834	412	3.299	690	4.215
NB ON FROM 87 (GP&HOV)	1105_A	-3	921	-3	998	-4	1.371	-15	353	-35	1.120	-39	1.595	-38	1.388	-25	809	-10	3.289	-112	4.103
NB ON FROM TRIMBLE	1107	-1	920	-1	997	-1	1.370	32	385	-1	1.119	-1	1.594	-1	1.387	4	813	-3	3.286	-3	4.100
NB ON FROM TRIMBLE	1108	1	921	3	1.000	4	1.374	44	429	14	1.133	25	1.619	34	1.421	45	858	8	3.294	73	4.173
HOV/Exp ACCESS TO GP	N10W_X																			
HOV/Exp ACCESS FROM GP	N10W_N																			
NB OFF TO MONTAGUE-SLIP	1111																			
NB OFF TO MONTAGUE-LOOP	1113																			
NB OFF TO MONTAGUE-TOTAL	1111/1113	304	617	354	646	387	987	121	309	364	769	424	1.195	463	958	167	691	1.045	2.249	1.251	2.922
NB ON FROM MONTAGUE-LOOP	1112																			
NB ON FROM MONTAGUE-SLIP	1114																			
NB ON FROM SAN TOMAS SB (TOT)	1112/1114	34	651	62	708	70	1.057	2	311	15	784	29	1.224	33	991	4	695	166	2.415	77	2.999
NB OFF TO GREAT AMERICA	1116	-7	658	-10	718	-13	1.070	0	311	-10	794	-14	1.238	-18	1.009	17	678	-30	2.445	-42	3.041
NB ON FROM GREAT AMERICA	1117	11	669	14	732	16	1.086	0	311	12	806	15	1.253	18	1.027	14	692	41	2.486	45	3.086
NB ON FROM GREAT AMERICA	1118	1		2		3		0		24		48		59		0		6		131	
HOV/Exp ACCESS TO GP	N22X																			
HOV/Exp ACCESS FROM GP	N22N																			
NB OFF TO LAWRENCE	1120	104	566	136	598	162	927	48	263	270	560	355	946	422	664	169	523	402	2.091	1.047	2.171
NB ON FROM LAWRENCE	1121	-2	564	-3	595	-4	923	-2	261	-5	555	-8	938	-9	655	9	532	-9	2.082	-22	2.149
NB ON FROM LAWRENCE	1122	-5	559	-13	582	-7	916	5	266	-26	529	-76	862	-44	611	5	537	-25	2.057	-146	2.003
HOV/Exp ACCESS TO GP	N11W_X																			
HOV/Exp ACCESS FROM GP	N11W_N																			
NB OFF TO FAIR OAKS	1125	57	502	96	486	97	819	12	254	57	472	96	766	97	514	145	392	250	1.807	250	1.753
NB ON FROM FAIR OAKS	1126	-37	465	-46	440	-44	775	-1	253	-37	435	-46	720	-44	470	-33	359	-127	1.680	-127	1.626
NB OFF TO MATHILDA	1128	14	451	16	424	17	758	-1	254	91	344	107	613	117	353	8	351	47	1.633	315	1.311
NB ON FROM MATHILDA NB	1129	-37	414	-58	366	-55	703	-15	239	-37	307	-58	555	-55	298	-15	336	-150	1.483	-150	1.161
NB OFF TO MATHILDA	1130	38	376	70	296	70	633	3	236	0	307	0	555	0	298	0	336	178	1.305	0	1.161
NB ON FROM MATHILDA SB-GP	2519																			
NB ON FROM MATHILDA SB-HOV	2520																			
NB ON FROM MATHILDA SB-TOTAL	2519/2520	0	376	0	296	0	633	0	236	-42	265	-68	487	-63	235	-4	332	0	1.305	-173	988
NB OFF TO RTE 237	1133	61	315	128	168	144	489	-19	255	14	251	29	458	32	203	20	312	333	972	75	913
NB ON FROM RTE 237	1134	-3	312	-4	164	-4	485	-11	244	5	256	6	464	4	207	-87	225	-11	961	15	928
NB OFF TO ELLIS	1136	2		2		2		-1		34		46		50		3		6		130	
HOV/Exp ACCESS TO GP	N23X																			
HOV/Exp ACCESS FROM GP	N23N																			
NB ON FROM ELLIS	1137	-24	286	-48	114	-72	411	0	245	-18	204	-36	382	-54	103	-19	203	-144	811	-108	690
NB OFF TO MOFFETT	1139	23	263	21	93	18	393	-3	248	-9	213	-8	390	-8	111	-10	213	62	749	-25	715
NB ON FROM MOFFETT	1140	2		3		3		4		2		3		3		4		8		8	
NB OFF TO SHORELINE	1180	34	231	52	44	69	327	-4	256	40	175	62	331	82	32	-4	221	155	602	184	539
NB ON FROM SR 85	1143A	5		7		6		160		-182		-253		-237		55		18		-672	
HOV/Exp ACCESS FROM SR 85 HOV	N17N	283	519	378	429	26	359	191	607	772	765	483	561	293	88	312	588	687	1.307	1.548	1.415
NB OFF TO MIDDLEFIELD	1148	15	504	33	396	37	322	-23	630	-32	797	-70	631	-78	166	-52	640	85	1.222	-180	1.595
NB ON FROM SHORELINE	1147	-3	501	-11	385	-17	305	11	641	4	801	9	640	15	181	56	696	-31	1.191	28	1.623
NB OFF TO RENGSTORFF NB	1151	32		35		56		0		74		81		130		-3		123		285	
NB OFF TO RENGSTORFF SB	1152	4	465	4	346	4	245	0	641	10	717	12	547	10	41	-23	722	12	1.056	32	1.306
NB ON FROM RENGSTORFF	1153	-15	450	-35	311	-36	209	1	642	-22	695	-52	495	-53	-12	1	723	-86	970	-127	1.179
NB OFF TO SAN ANTONIO	1155	7	443	10	301	10	199	0	642	-16	711	-21	516	-22	10	4	719	27	943	-59	1.238
NB ON FROM SAN ANTONIO NB	1156	-40		-87		-121		0		-19		-43		-60		-12		-248		-122	
NB ON FROM SAN ANTONIO SB	1186	-12	391	-25	189	-37	41	1	643	-3	689	-7	466	-10	-60	4	711	-74	621	-20	1.096
HOV/Exp ACCESS TO GP	N18X																			
HOV/Exp ACCESS FROM GP	N18N																			
NB OFF TO OREGON AND EMBARCADER(	1159A	10	381	16	173	14	27	-6	649	10	679	16	450	14	-73	-1	713	40	581	40	1.056
NB ON FROM EMBARCADERO SB	1167																			
NB ON FROM OREGON / EMBARCADERO-	2528																			
NB ON FROM OREGON / EMBARCADERO-	1167/2528	-1	380	-4	169	-7	20	29	678	-1	678	-6	444	-10	-83	16	729	-12	569	-17	1.039

Table 18
AM Peak Period - Build and No Build Total Corridor Hourly Demand
Southbound

Highway 101 — TOTAL DEMAND, 2-LANE ALT. ON US101

		2007								2015								2035							
		AM1 (6-7)		AM2 (7-8)		AM3 (8-9)		AM4 (9-10)		AM1 (6-7)		AM2 (7-8)		AM3 (8-9)		AM4 (9-10)		AM1 (6-7)		AM2 (7-8)		AM3 (8-9)		AM4 (9-10)	
SEGMENTS	Model_ID	Ramp	ML after Ramp	Ramp	ML after Ramp	Ramp	ML after Ramp	Ramp	ML after Ramp	Ramp	ML after Ramp	Ramp	ML after Ramp	Ramp	ML after Ramp	Ramp	ML after Ramp	Ramp	ML after Ramp	Ramp	ML after Ramp	Ramp	ML after Ramp	Ramp	ML after Ramp
SB SOUTH OF UNIVERSITY-AU	2006A		0		0		0		0		0		0		0		0		0		0		0		0
SB SOUTH OF UNIVERSITY-GP	2006S	4670	0	6980	0	7300	0	7210	0	5315	0	7944	0	8309	0	7867	0	6592	0	9852	0	10305	0	9146	0
SB SOUTH OF UNIVERSITY-HO	2006H		0		0		0		0		0		0		0		0		0		0		0		0
SB SOUTH OF UNIVERSITY-TOT		4670	4670	6980	6980	7300	7300	7210	7210	5315	5315	7944	7944	8309	8309	7867	7867	6592	6592	9852	9852	10305	10305	9146	9146
SB OFF TO EMBARCADERO SB	2009		0		0		0		0																
SB OFF TO EMBARCADERO NB	2011		0		0		0		0																
SB OFF TO OREGON	2013		0		0		0		0																
SB SOUTH OFF OREGON / EMB	009/11/13	970	0	1640	0	1630	0	1480	0	1036		1752		1741		1663		1162		1965		1953		1789	
SB ON FROM EMBARCADERO S	2010		0		0		0		0																
SB ON FROM EMBARCADERO N	2012		0		0		0		0																
SB ON FROM OREGON	2015		0		0		0		0																
SB ON OREGON / EMBARCADE	010/12/15	460	0	1260	0	1910	0	1380	0	556	4835	1524	7716	2310	8878	1507	7711	647	6077	1773	9660	2688	11040	1926	9283
HOV/Exp ACCESS FROM HOV	2017H																								
HOV/EXP ACCESS FROM GP	S29N																								
SB OFF TO SAN ANTONIO SB	2020	170	3990	370	6230	780	6800	790	6320	184	4651	401	7315	846	8032	833	6878	279	5798	608	9052	1283	9757	1169	8114
SB OFF TO SAN ANTONIO NB	2021	70	3920	170	6060	260	6540	240	6080	70	4581	170	7145	260	7772	245	6633	0	5798	0	9052	0	9757	0	8114
SB ON FROM SAN ANTONIO	2521	0	3920	0	6060	0	6540	0	6080	0	4581	0	7145	0	7772	0	6633	55	5853	134	9186	319	10076	164	8278
SB ON FROM CHARLESTON / R	2023	160		390		930		970		160		390		930		1019		227		553		1318		1129	
SB OFF TO RENGSTORFF	2025	280		550		750		780		330		649		885		780		347		682		930		785	
SB ON FROM RENGSTORFF	2026	110	3910	180	6080	190	6910	550	6820	110	4521	180	7066	190	8007	550	7422	119	5852	194	9251	205	10669	550	9172
SB ON FROM MIDDLEFIELD	2030	270	4180	520	6600	770	7680	660	7480	294	4815	566	7632	838	8845	696	8118	438	6290	843	10094	1248	11917	894	10066
SB OFF TO SHORELINE	2034	250	3930	440	6160	530	7150	560	6920	250	4565	440	7192	530	8315	608	7510	250	6040	440	9654	530	11387	741	9325
SB ON FROM SHORELINE-SB	2037	70		110		130		160		116		182		215		227		97		152		180		227	
SB ON FROM SHORELINE-NB	2036	170		260		350		320		188		287		386		351		262		400		539		351	
SB OFF TO SR 85-GP	2039	610		1190		1480		1210		657		1282		1594		1361		1118		2181		2713		1821	
SB OFF TO SR 85-HOV	S30X	50	3510	230	5110	210	5940	310	5880	150	4062	324	6055	490	6832	247	6480	182	5099	585	7440	804	8589	357	7725
HOV/EXP ACCESS FROM GP	S32W_N																								
HOV/EXP ACCESS TO GP	S32W_X																								
SB OFF TO MOFFETT	2501	120		190		220		240		173		273		316		299		182		288		333		299	
SB ON FROM MOFFETT	2502	120	3510	210	5130	260	5980	250	5890	186	4075	325	6107	402	6918	329	6510	392	5309	685	7837	848	9104	420	7846
SB OFF TO ELLIS	2505	250	3260	450	4680	550	5430	550	5340	279	3796	503	5604	614	6304	617	5893	322	4987	580	7257	709	8395	664	7182
HOV/EXP ACCESS FROM GP	S22N																								
HOV/EXP ACCESS TO GP	S22X																								
SB ON FROM ELLIS-GP	2506S																								
SB ON FROM ELLIS-HOV	2506H																								
SB ON FROM ELLIS-TOTAL	2506	90	3350	140	4820	150	5580	160	5500	110	3906	171	5775	183	6487	172	6065	199	5186	310	7567	331	8726	300	7482
SB OFF TO RTE 237	2040	850	2500	1630	3190	1880	3700	1710	3790	979	2927	1878	3897	2166	4321	1852	4213	1141	4045	2189	5378	2524	6202	2307	5175
SB ON FROM RTE 237	2340	350	2850	830	4020	1200	4900	980	4770	392	3319	929	4826	1344	5665	990	5203	494	4539	1171	6549	1693	7895	1269	6444
SB OFF TO MATHILDA	2330	150	2700	260	3760	340	4560	400	4370	170	3149	295	4531	386	5279	427	4776	286	4253	496	6053	649	7246	634	5810
SB ON FROM MATHILDA SB	2044	80	2780	110	3870	110	4670	140	4510	115	3264	158	4689	158	5437	178	4954	115	4368	158	6211	158	7404	187	5997
SB ON FROM MATHILDA NB-GP	2045																								
SB ON FROM MATHILDA NB-HC	2046																								
SB ON FROM MATHILDA NB-TO	2045/2046	150	2930	350	4220	550	5220	490	5000	172	3436	402	5091	632	6069	520	5474	299	4667	699	6910	1099	8503	752	6749
HOV/EXP ACCESS FROM GP	S34W_N																								
HOV/EXP ACCESS TO GP	S34W_X																								
SB OFF TO FAIR OAKS	2048	130	2800	350	3870	250	4970	260	4740	138	3298	373	4718	266	5803	261	5213	138	4529	373	6537	266	8237	261	6489
SB ON FROM FAIR OAKS SB	2049	80	2880	170	4040	220	5190	210	4950	106	3404	225	4943	292	6095	238	5451	144	4673	305	6842	396	8633	284	6773
SB OFF TO FAIR OAKS	2050	40	2840	70	3970	130	5060	130	4820	47	3357	82	4861	152	5943	132	5319	69	4604	121	6721	224	8409	189	6584
SB ON FROM FAIR OAKS NB-GF	2051																								
SB ON FROM FAIR OAKS NB-HC	2052																								
SB ON FROM FAIR OAKS NB-TC	2051/2052	230	3070	380	4350	410	5470	410	5230	262	3619	433	5294	467	6410	420	5739	282	4886	466	7187	503	8912	477	7061
SB OFF TO LAWRENCE SB	2055	250	2820	610	3740	650	4820	720	4510	309	3310	753	4541	803	5607	755	4984	359	4527	875	6312	933	7979	909	6152
SB ON FROM LAWRENCE SB	2056	190	3010	320	4060	300	5120	250	4760	222	3532	373	4914	350	5957	287	5271	314	4841	528	6840	495	8474	371	6523
SB ON FROM LAWRENCE NB-G	2057S																								
SB ON FROM LAWRENCE NB-H	2057H																								
SB ON FROM LAWRENCE NB-T	2057	280	3290	610	4670	860	5980	840	5600	314	3846	683	5597	963	6920	887	6158	314	5155	683	7523	963	9437	985	7508
SB OFF TO GREAT AMERICA	2059	270		640		1020		1270		285		675		1076		1270		350		829		1321		1413	
HOV/EXP ACCESS FROM GP	S31N																								
HOV/EXP ACCESS TO GP	S31X																								
SB ON FROM GREAT AMERICA	2060	120	3140	190	4220	240	5200	240	4570	120	3681	190	5112	240	6084	240	5128	200	5005	317	7011	400	8516	325	6420
SB ON FROM GREAT AMERICA	2061	120	3260	180	4400	220	5420	210	4780	120	3801	180	5292	220	6304	210	5338	153	5158	229	7240	280	8796	295	6715
SB OFF TO SAN TOMAS	2065	390	2870	780	3620	1170	4250	1310	3470	525	3276	1051	4241	1576	4728	1403	3935	779	4379	1559	5681	2338	6458	1639	5076
SB ON FROM MONTAGUE SB	2067																								
SB ON FROM SAN TOMAS NB	2069																								
SB ON FROM SAN TOMAS/MON	2067/2069	320	3190	660	4280	720	4970	680	4150	395	3671	814	5055	888	5616	885	4820	585	4964	1207	6888	1317	7775	1265	6341
HOV/EXP ACCESS FROM GP	S36W_N																								
HOV/EXP ACCESS TO GP	S36W_X																								
SB OFF TO TRIMBLE-SLIP	2073	170	3020	250	4030	300	4670	300	3850	176	3495	259	4796	310	5306	310	4511	691	4273	1016	5873	1219	6557	1123	5218
SB ON FROM TRIMBLE SB	2074	150	3170	220	4250	270	4940	290	4140	197	3692	289	5085	355	5661	369	4880	197	4470	289	6162	355	6912	416	5634
SB OFF TO TRIMBLE-LOOP	2518	250		450		610		550		290		521		706		610		0		0		0		0	
SB ON FROM TRIMBLE NB	2075	340	3260	570	4370	720	5050	680	4270	412	3814	691	5255	873	5828	680	4950	687	5157	1152	7314	1455	8367	672	6306
SB OFF TO 87	2079	720	2540	1340	3030	1520	3530	1440	2830	877	2937	1632	3623	1851	3977	1658	3292	1064	4093	1979	5335	2245	6122	1935	4371
SB OFF TO N1ST	2081	330	2210	760	2270	1060	2470	1000	1830	438	2499	1009	2614	1407	2570	1056	2236	517	3576	1190	4145	1659	4463	1315	3056
SB ON FROM 1st ST	2082	240		380		420		460		511		809		894		610		0		0		0		0	
HOV/EXP ACCESS FROM GP	S38W_X																								
HOV/EXP ACCESS TO GP	S38W_N																								
SB OFF TO 4TH	2516	0	2450	0	2650	0	2890	0	2290	0	3010	0	3423	0	3464	0	2846	327	3249	753	3392	1050	3413	560	2496
SB ON FROM 4TH ST	2517	0	2450	0	2650	0	2890	0	2290	0	3010	0	3423	0	3464	0	2846	854	4103	1352	4744	1494	4907	1339	3835
SB OFF TO I-880	2085	200	2250	390	2260	490	2400	480	1810	200	2810	390	3033	490	2974	516	2330	200	3903	390	4354	490	4417	516	3319
SB ON FROM I-880 SB	2310	1020	3270	1040	3300	960	3360	1050	2860	1168	3978	1190	4223	1099	4073	1191	3521	1368	5271	1394	5748	1287	5704	1535	4854
SB OFF TO I-880 NB	2311	200	3070	330	2970	360	3000	360	2500	434	3544	717	3506	782	3291	510	3011	544	4727	898	4850	980	4724	735	4119
SB ON FROM I-880 NB	2088	380	3450	550	3520	440	3440	470	2970	380	3924	550	4056	440	3731	503	3514	528	5255	765	5615	612	5336	558	4677
SB OFF TO OAKLAND	2091	410	3040	640	2880	630	2810	620	2350	418	3506	652	3404	642	3089	695	2819	451	4804	703	4912	692	4644	743	3934
SB ON FROM OAKLAND	2092	370	3410	540	3420	540	3350	530	2880	402	3908	587	3991	587	3676	530	3349	486	5290	710	5622	710	5354	637	4571
HOV/EXP ACCESS FROM GP	S40W_N																								
HOV/EXP ACCESS TO GP	S40W_X																								
SB OFF TO MABURY	2511	0		0		0		0		0		0		0		0		351		539		501		485	
SB ON FROM MABURY	2510	0	3410	0	3420	0	3350	0	2880	0	3908	0	3991	0	3676	0	3349	250	5189	413	5496	389	5242	354	4440
SB OFF TO MCKEE	2095	280	3130	430	2990	400	2950	380	2500	308	3600	473	3518	440	3236	401	2948	395	4794	607	4889	564	4678	401	4039
SB OFF TO SANTA CLARA	2305	150	2980	250	2740	240	2710	240	2260	161	3439	269	3249	258	2978	240	2708	297	4497	496	4393	476	4202	405	3634
SB ON FROM MCKEE	2096	430	3410	710	3450	670	3380	540	2800	502	3941	830	4079	783	3761	563	3271	712	5209	1176	5569	1110	5312	734	4368
SB ON FROM SANTA CLARA	2306	380	3790	550	4000	500	3880	420	3220	532	4473	770	4849	700	4461	437	3708	939	6148	1359	6928	1235	6547	712	5080
SB OFF TO I-680	2106	980	2810	1250	2750	1060	2820	1100	2120	1164	3309	1485	3364	1259	3202	1100	2608	1631	4517	2081	4847	1764	4783	1640	3440
SB OFF TO STORY	2108A	260	2550	450	2300	420	2400	420	1700	268	3041	464	2900	433	2769	420	2188	458	4059	793	4054	740	4043	476	2964
HOV/EXP ACCESS FROM GP	S45W_N																								
HOV/EXP ACCESS TO GP	S45W_X																								
SB ON FROM STORY	2113	240	2790	420	2720	350	2750	310	2010	398	3439	696	3596	580	3349	356	2544	695	4754	1215	5269	1013	5056	633	3597
SB ON FROM I-680	2304	1610	4400	2770	5490	2910	5660	2560	4570	1693	5132	2912	6508	3060	6409	2688	5232	1849	6603	3180	8449	3342	8398	2865	6462
SB OFF TO TULLY-SLIP	2120																								
SB OFF TO TULLY-LOOP	2119																								
SB OFF TO TULLY-TOTAL	2119/2120	770	3630	1210	4280	1290	4370	1370	3200	873	4259	1372	5136	1462	4947	1523	3709	1056	5547	1660	6789	1769	6629	1737	4725
HOV/EXP ACCESS FROM GP	S44W_N																								
HOV/EXP ACCESS TO GP	S44W_X																								
SB ON FROM TULLY-LOOP	2534																								
SB ON FROM TULLY-LOOP	2535																								
SB ON FROM TULLY-SLIP	2122																								
SB ON FROM TULLY-TOTAL	2535/2122	370	4000	600	4880	600	4970	460	3660	406	4665	658	5794	658	5605	532	4241	443	5990	718	7507	718	7347	626	5351
SB OFF TO CAPITOL-SLIP	2126																								
SB OFF TO CAPITOL-LOOP	2533																								
SB OFF TO CAPITOL-TOTAL	2126/2533	790		1660		1730		1460		914		1921		2002		1496		1160		2438		2541		1718	
SB ON FROM CAPITOL-LOOP	2536																								
SB ON FROM CAPITOL-LOOP	2537																								
SB ON FROM CAPITOL-SLIP	2130																								
SB ON FROM CAPITOL-TOTAL	6/37/2130	400	3610	790	4010	840	4080	530	2730	514	4265	1016	4889	1080	4683	533	3278	660	5490	1305	6374	1387	6193	605	4238
SB OFF TO YERBA BUENA	2136A		3610		4010		4080		2730		4265		4889		4683		3278		5490		6374		6193		4238
SB ON FROM YERBA BUENA	2135	220	3830	480	4490	510	4590	290	3020	220	4485	480	5369	510	5193	290	3568	247	5737	539	6913	572	6765	357	4595
SB OFF TO HELLYER	2138	300	3530	440	4050	450	4140	340	2680	300	4185	440	4929	450	4743	340	3228	417	5320	612	6301	625	6140	498	4097
SB ON FROM HELLYER	2139	60	3590	120	4170	130	4270	80	2760	70	4255	140	5069	151	4894	80	3308	91	5411	182	6483	197	6337	112	4209
HOV/EXP ACCESS FROM GP	S48W_N																								
HOV/EXP ACCESS TO GP	S48W_X																								
SB OFF TO BLOSSOM HILL	2142	620	2970	1120	3050	1400	2870	1110	1650	656	3599	1184	3885	1480	3415	1201	2107	744	4668	1344	5139	1680	4657	1424	2785
SB ON FROM BLOSSOM HILL	2143	100	3070	280	3330	250	3120	160	1810	105	3704	293	4178	262	3677	162	2269	156	4824	435	5574	389	5046	190	2975
SB ON FROM BLOSSOM HILL	2144	140	3210	210	3540	230	3350	180	1990	172	3876	258	4436	283	3960	180	2449	290	5114	434	6008	476	5522	204	3179
SB OFF TO SB85-GP	175																								
SB OFF TO SB85-HOV	176																								
SB OFF TO SB85-TOTAL	175/176	170		440		460		330		170		441		461		330		199		516		540		409	
SB OFF TO BERNAL	2147	330	2710	680	2420	850	2040	530	1130	398	3308	820	3175	1025	2474	561	1558	654	4261	1347	4145	1684	3298	795	1975
SB ON FROM 85-GP	173S	690		1080		1190		940		884		1384		1525		784		1013		1587		1748		1070	
SB ON FROM 85-HOV/EXP	173H	60	3460	150	3650	180	3410	440	2510	119	4311	225	4784	173	4172	863	3205	276	5550	696	6428	808	5854	1217	4262
HOV/EXP ACCESS FROM GP	206EN																								
HOV/EXP ACCESS TO GP	206EX																								
SB OFF TO BAILEY	2150	180	3280	200	3450	290	3120	380	2130	225	4086	250	4534	362	3810	380	2825	299	5251	332	6096	481	5373	380	3883
SB ON FROM BAILEY	2151	60	3340	70	3520	80	3200	80	2210	86	4172	100	4634	114	3924	80	2905	106	5357	123	6219	140	5513	94	3977
SB OFF TO COYOTE	2153	60	3280	60	3460	70	3130	60	2150	62	4110	62	4572	72	3852	60	2845	65	5292	65	6154	75	5438	60	3917
SB ON FROM COYOTE	2154	20	3300	20	3480	20	3150	30	2180	20	4130	20	4592	20	3872	30	2875	20	5312	20	6174	20	5458	30	3947
HOV/EXP ACCESS TO GP	S21X		3300		3480		3150		2180	423	4130	632	4592	617	3872	611	2875	317	5312	907	6174	780	5458	912	3947
SB OFF TO COCHRANE	2157	570	2730	730	2750	840	2310	600	1580	838	3292	1073	3519	1235	2637	600	2275	1259	4053	1612	4562	1855	3603	600	3347
SB ON FROM COCHRANE	2158	20	2750	70	2820	70	2380	80	1660	21	3313	74	3593	74	2711	113	2388	26	4079	92	4654	92	3695	133	3480
SB ON FROM COCHRANE	2159	130	2880	230	3050	250	2630	240	1900	142	3455	250	3843	272	2983	475	2863	175	4254	308	4962	335	4030	555	4035
HOV/EXP ACCESS TO GP	S56X		2880		3050		2630		1900	0	3455	0	3843	0	2983	0	2863	0	4254	0	4962	0	4030	0	4035
SB OFF TO DUNNE	2161	200	2680	360	2690	390	2240	370	1530	348	3107	627	3216	679	2304	700	2163	483	3771	870	4092	942	3088	700	3335
SB ON FROM DUNNE	2162	180	2860	340	3030	390	2630	340	1870	219	3326	413	3629	474	2778	340	2503	271	4042	511	4603	586	3674	340	3675
SB OFF TO TENNANT	2164	210	2650	380	2650	400	2230	380	1490	247	3079	447	3182	471	2307	402	2101	325	3717	589	4014	620	3054	455	3220
SB ON FROM TENNANT	2165	120	2770	250	2900	260	2490	270	1760	130	3209	271	3453	282	2589	278	2379	147	3864	307	4321	320	3374	318	3538

TOTAL DEMAND, NO BUILD

	2015								2035							
	AM1 (6-7)		AM2 (7-8)		AM3 (8-9)		AM4 (9-10)		AM1 (6-7)		AM2 (7-8)		AM3 (8-9)		AM4 (9-10)	
SEGMENTS	Ramp	ML after Ramp	Ramp	ML after Ramp	Ramp	ML after Ramp	Ramp	ML after Ramp	Ramp	ML after Ramp	Ramp	ML after Ramp	Ramp	ML after Ramp	Ramp	ML after Ramp
SB SOUTH OF UNIVERSITY-AU		0		0		0		0		0		0		0		0
SB SOUTH OF UNIVERSITY-GP	5289	0	7905	0	8267	0	7858	0	6567	0	9816	0	10265	0	9098	0
SB SOUTH OF UNIVERSITY-HO		0		0		0		0		0		0		0		0
SB SOUTH OF UNIVERSITY-TOT	5289	5289	7905	7905	8267	8267	7858	7858	6567	6567	9816	9816	10265	10265	9098	9098
SB OFF TO EMBARCADERO SB																
SB OFF TO EMBARCADERO NB																
SB OFF TO OREGON																
SB SOUTH OFF OREGON / EMB	1056		1786		1775		1643		1181		1998		1986		1733	
SB ON FROM EMBARCADERO S																
SB ON FROM EMBARCADERO N																
SB ON FROM OREGON																
SB ON OREGON / EMBARCADE	518	4751	1419	7538	2150	8642	1524	7739	583	5969	1598	9416	2421	10700	2050	9415
HOV/Exp ACCESS FROM HOV																
HOV/EXP ACCESS FROM GP																
SB OFF TO SAN ANTONIO SB	212	4539	462	7076	973	7669	846	6893	413	5556	899	8517	1894	8806	1223	8192
SB OFF TO SAN ANTONIO NB	76	4463	185	6891	283	7386	249	6644	0	5556	0	8517	0	8806	0	8192
SB ON FROM SAN ANTONIO	0	4463	0	6891	0	7386	0	6644	121	5677	294	8811	702	9508	150	8342
SB ON FROM CHARLESTON / R	160		390		930		1013		195		474		1131		1130	
SB OFF TO RENGSTORFF	344		675		920		780		410		804		1097		798	
SB ON FROM RENGSTORFF	110	4389	180	6786	190	7586	550	7427	120	5582	196	8677	207	9749	558	9232
SB ON FROM MIDDLEFIELD	276	4665	532	7318	788	8374	708	8135	487	6069	938	9615	1389	11138	773	10005
SB OFF TO SHORELINE	250	4415	440	6878	530	7844	621	7514	251	5818	443	9172	533	10605	798	9207
SB ON FROM SHORELINE-SB	97		152		180		227		97		152		180		227	
SB ON FROM SHORELINE-NB	186		284		383		354		252		385		519		404	
SB OFF TO SR 85-GP	697		1360		1691		1292		1118		2181		2712		1701	
SB OFF TO SR 85-HOV	58	3943	267	5687	243	6473	343	6460	120	4929	554	6974	505	8087	420	7717
HOV/EXP ACCESS FROM GP																
HOV/EXP ACCESS TO GP																
SB OFF TO MOFFETT	173		273		316		299		183		289		334		299	
SB ON FROM MOFFETT	206	3976	361	5775	447	6604	331	6492	354	5100	621	7306	769	8522	424	7842
SB OFF TO ELLIS	295	3681	531	5244	649	5955	621	5871	344	4756	620	6686	758	7764	683	7159
HOV/EXP ACCESS FROM GP																
HOV/EXP ACCESS TO GP																
SB ON FROM ELLIS-GP																
SB ON FROM ELLIS-HOV																
SB ON FROM ELLIS-TOTAL	114	3795	177	5421	189	6144	179	6050	199	4955	309	6995	331	8095	303	7462
SB OFF TO RTE 237	939	2856	1802	3619	2078	4066	1860	4190	1132	3823	2173	4822	2506	5589	2321	5141
SB ON FROM RTE 237	380	3236	902	4521	1304	5370	997	5187	453	4276	1074	5896	1553	7142	1275	6416
SB OFF TO MATHILDA	163	3073	282	4239	369	5001	434	4753	276	4000	478	5418	625	6517	656	5760
SB ON FROM MATHILDA SB	115	3188	159	4398	159	5160	179	4932	115	4115	159	5577	159	6676	188	5948
SB ON FROM MATHILDA NB-GP																
SB ON FROM MATHILDA NB-HC																
SB ON FROM MATHILDA NB-TO	165	3353	385	4783	606	5766	524	5456	247	4362	577	6154	907	7583	754	6702
HOV/EXP ACCESS FROM GP																
HOV/EXP ACCESS TO GP																
SB OFF TO FAIR OAKS	133	3220	359	4424	256	5510	262	5194	133	4229	359	5795	256	7327	287	6415
SB ON FROM FAIR OAKS SB	105	3325	222	4646	288	5798	239	5433	144	4373	304	6099	394	7721	281	6696
SB OFF TO FAIR OAKS	47	3278	82	4564	152	5646	131	5302	79	4294	138	5961	257	7464	188	6508
SB ON FROM FAIR OAKS NB-GF																
SB ON FROM FAIR OAKS NB-HC																
SB ON FROM FAIR OAKS NB-TC	248	3526	410	4974	443	6089	410	5712	249	4543	411	6372	445	7909	460	6968
SB OFF TO LAWRENCE SB	277	3249	677	4297	721	5368	761	4951	300	4243	732	5640	780	7129	891	6077
SB ON FROM LAWRENCE SB	221	3470	373	4670	349	5717	289	5240	297	4540	502	6142	470	7599	367	6444
SB ON FROM LAWRENCE NB-G																
SB ON FROM LAWRENCE NB-H																
SB ON FROM LAWRENCE NB-T	301	3771	656	5326	925	6642	880	6120	311	4851	679	6821	957	8556	905	7349
SB OFF TO GREAT AMERICA	270		640		1020		1270		331		786		1252		1400	
HOV/EXP ACCESS FROM GP																
HOV/EXP ACCESS TO GP																
SB ON FROM GREAT AMERICA	120	3621	190	4876	240	5862	240	5090	192	4712	304	6339	384	7688	325	6274
SB ON FROM GREAT AMERICA	120	3741	180	5056	220	6082	210	5300	159	4871	239	6578	292	7980	291	6565
SB OFF TO SAN TOMAS	490	3251	979	4077	1469	4613	1406	3894	700	4171	1399	5179	2100	5880	1645	4920
SB ON FROM MONTAGUE SB																
SB ON FROM SAN TOMAS NB																
SB ON FROM SAN TOMAS/MON	407	3658	839	4916	915	5528	885	4779	556	4727	1147	6326	1251	7131	1198	6118
HOV/EXP ACCESS FROM GP																
HOV/EXP ACCESS TO GP																
SB OFF TO TRIMBLE-SLIP	172	3486	253	4663	304	5224	311	4468	622	4105	914	5412	1097	6034	1093	5025
SB ON FROM TRIMBLE SB	188	3674	276	4939	339	5563	369	4837	188	4293	276	5688	339	6373	437	5462
SB OFF TO TRIMBLE-LOOP	282		508		689		610		0		0		0		0	
SB ON FROM TRIMBLE NB	417	3809	698	5129	882	5756	680	4907	684	4977	1145	6833	1447	7820	787	6249
SB OFF TO 87	865	2944	1609	3520	1826	3930	1684	3223	1057	3920	1967	4866	2232	5588	1939	4310
SB OFF TO N1ST	433	2511	998	2522	1392	2538	1058	2165	496	3424	1144	3722	1596	3992	1334	2976
SB ON FROM 1st ST	495		784		867		530		0		0		0		0	
HOV/EXP ACCESS FROM GP																
HOV/EXP ACCESS TO GP																
SB OFF TO 4TH	0	3006	0	3306	0	3405	0	2695	308	3116	709	3013	989	3003	566	2410
SB ON FROM 4TH ST	0	3006	0	3306	0	3405	0	2695	852	3968	1349	4362	1491	4494	1377	3787
SB OFF TO I-880	200	2806	390	2916	490	2915	519	2176	207	3761	404	3958	508	3986	519	3268
SB ON FROM I-880 SB	1122	3928	1144	4060	1056	3971	1190	3366	1337	5098	1364	5322	1259	5245	1533	4801
SB OFF TO I-880 NB	400	3528	660	3400	720	3251	525	2841	452	4646	746	4576	814	4431	670	4131
SB ON FROM I-880 NB	380	3908	550	3950	440	3691	502	3343	504	5150	729	5305	584	5015	594	4725
SB OFF TO OAKLAND	410	3498	640	3310	630	3061	699	2644	411	4739	641	4664	631	4384	802	3923
SB ON FROM OAKLAND	400	3898	584	3894	584	3645	530	3174	488	5227	713	5377	713	5097	643	4566
HOV/EXP ACCESS FROM GP																
HOV/EXP ACCESS TO GP																
SB OFF TO MABURY																
SB ON FROM MABURY		3898		3894		3645		3174		5227		5377		5097		4566
SB OFF TO MCKEE	310	3588	476	3418	443	3202	406	2768	396	4831	608	4769	566	4531	406	4160
SB OFF TO SANTA CLARA	161	3427	269	3149	258	2944	241	2527	302	4529	503	4266	483	4048	400	3760
SB ON FROM MCKEE	505	3932	833	3982	786	3730	563	3090	722	5251	1192	5458	1125	5173	733	4493
SB ON FROM SANTA CLARA	537	4469	778	4760	707	4437	438	3528	903	6154	1308	6766	1189	6362	716	5209
SB OFF TO I-680	1166	3303	1488	3272	1262	3175	1108	2420	1596	4558	2036	4730	1727	4635	1640	3569
SB OFF TO STORY	270	3033	468	2804	436	2739	420	2000	464	4094	805	3925	750	3885	476	3093
HOV/EXP ACCESS FROM GP																
HOV/EXP ACCESS TO GP																
SB ON FROM STORY	425	3458	744	3548	620	3359	382	2382	641	4735	1123	5048	936	4821	624	3717
SB ON FROM I-680	1686	5144	2900	6448	3047	6406	2667	5049	1867	6602	3211	8259	3374	8195	2881	6598
SB OFF TO TULLY-SLIP																
SB OFF TO TULLY-LOOP																
SB OFF TO TULLY-TOTAL	880	4264	1382	5066	1474	4932	1508	3541	1035	5567	1625	6634	1734	6461	1754	4844
HOV/EXP ACCESS FROM GP																
HOV/EXP ACCESS TO GP																
SB ON FROM TULLY-LOOP																
SB ON FROM TULLY-LOOP																
SB ON FROM TULLY-SLIP																
SB ON FROM TULLY-TOTAL	410	4674	665	5731	665	5597	529	4070	454	6021	736	7370	736	7197	616	5460
SB OFF TO CAPITOL-SLIP																
SB OFF TO CAPITOL-LOOP																
SB OFF TO CAPITOL-TOTAL	906		1905		1985		1491		1145		2407		2509		1748	
SB ON FROM CAPITOL-LOOP																
SB ON FROM CAPITOL-LOOP																
SB ON FROM CAPITOL-SLIP																
SB ON FROM CAPITOL-TOTAL	516	4284	1020	4846	1084	4696	539	3118	668	5544	1320	6283	1403	6091	639	4351
SB OFF TO YERBA BUENA		4284		4846		4696		3118		5544		6283		6091		4351
SB ON FROM YERBA BUENA	220	4504	480	5326	510	5206	290	3408	230	5774	502	6785	534	6625	361	4712
SB OFF TO HELLYER	300	4204	440	4886	450	4756	347	3061	422	5352	618	6167	632	5993	436	4276
SB ON FROM HELLYER	71	4275	141	5027	153	4909	80	3141	91	5443	181	6348	196	6189	109	4385
HOV/EXP ACCESS FROM GP																
HOV/EXP ACCESS TO GP																
SB OFF TO BLOSSOM HILL	656	3619	1186	3841	1482	3427	1203	1938	727	4716	1314	5034	1643	4546	1427	2958
SB ON FROM BLOSSOM HILL	105	3724	293	4134	262	3689	162	2100	128	4844	356	5390	318	4864	192	3150
SB ON FROM BLOSSOM HILL	170	3894	255	4389	279	3968	180	2280	267	5111	401	5791	439	5303	208	3358
SB OFF TO SB85-GP																
SB OFF TO SB85-HOV																
SB OFF TO SB85-TOTAL	170		440		460		330		182		472		493		395	
SB OFF TO BERNAL	404	3320	832	3117	1040	2468	562	1388	631	4298	1299	4020	1624	3186	804	2159
SB ON FROM 85-GP	865		1353		1491		1130		680		1064		1172		1437	
SB ON FROM 85-HOV/EXP	96	4281	241	4711	289	4248	462	2980	513	5491	1284	6368	1541	5899	824	4420
HOV/EXP ACCESS FROM GP																
HOV/EXP ACCESS TO GP																
SB OFF TO BAILEY	225	4056	250	4461	363	3885	380	2600	316	5175	351	6017	510	5389	380	4040
SB ON FROM BAILEY	87	4143	102	4563	117	4002	80	2680	113	5288	132	6149	151	5540	91	4131
SB OFF TO COYOTE	62	4081	62	4501	72	3930	60	2620	65	5223	65	6084	75	5465	60	4071
SB ON FROM COYOTE	20	4101	20	4521	20	3950	30	2650	20	5243	20	6104	20	5485	30	4101
HOV/EXP ACCESS TO GP		4101		4521		3950		2650		5243		6104		5485		4101
SB OFF TO COCHRANE	839	3262	1074	3447	1236	2714	600	2050	1254	3989	1606	4498	1848	3637	600	3501
SB ON FROM COCHRANE	21	3283	74	3521	74	2788	113	2163	26	4015	92	4590	92	3729	132	3633
SB ON FROM COCHRANE	141	3424	250	3771	272	3060	475	2638	182	4197	323	4913	351	4080	555	4188
HOV/EXP ACCESS TO GP		3424		3771		3060		2638		4197		4913		4080		4188
SB OFF TO DUNNE	345	3079	621	3150	672	2388	700	1938	481	3716	865	4048	936	3144	855	3333
SB ON FROM DUNNE	219	3298	413	3563	474	2862	340	2278	270	3986	510	4558	585	3729	340	3673
SB OFF TO TENNANT	249	3049	451	3112	475	2387	402	1876	327	3659	592	3966	624	3105	456	3217
SB ON FROM TENNANT	130	3179	271	3383	282	2669	278	2154	149	3808	311	4277	324	3429	318	3535

DIFFERENCE, BUILD-NOBUILD

	2015								2035								AM Peak Period (6-9 am only) 2015		AM Peak Period (6-9 am only) 2035	
	AM1 (6-7)		AM2 (7-8)		AM3 (8-9)		AM4 (9-10)		AM1 (6-7)		AM2 (7-8)		AM3 (8-9)		AM4 (9-10)					
SEGMENTS	Ramp	ML after Ramp	Ramp	ML after Ramp	Ramp	ML after Ramp	Ramp	ML after Ramp	Ramp	ML after Ramp	Ramp	ML after Ramp	Ramp	ML after Ramp	Ramp	ML after Ramp	Ramp	ML after Ramp	Ramp	ML after Ramp
SB SOUTH OF UNIVERSITY-AU		0		0		0		0		0		0		0		0		0		0
SB SOUTH OF UNIVERSITY-GP	26	0	39	0	42	0	9	0	25	0	36	0	40	0	48	0	107	0	101	0
SB SOUTH OF UNIVERSITY-HO		0		0		0		0		0		0		0		0		0		0
SB SOUTH OF UNIVERSITY-TOT	26	26	39	39	42	42	9	9	25	25	36	36	40	40	48	48	107	107	101	101
SB OFF TO EMBARCADERO SB																				
SB OFF TO EMBARCADERO NB																				
SB OFF TO OREGON																				
SB SOUTH OFF OREGON / EMB	-20		-34		-34		20		-19		-33		-33		56		-88		-85	
SB ON FROM EMBARCADERO S																				
SB ON FROM EMBARCADERO N																				
SB ON FROM OREGON																				
SB ON OREGON / EMBARCADE	38	84	105	178	160	236	-17	-28	64	108	175	244	267	340	-124	-132	303	498	506	692
HOV/Exp ACCESS FROM HOV																				
HOV/EXP ACCESS FROM GP																				
SB OFF TO SAN ANTONIO SB	-28	112	-61	239	-127	363	-13	-15	-134	242	-291	535	-611	951	-54	-78	-216	714	-1.036	1.729
SB OFF TO SAN ANTONIO NB	-6	118	-15	254	-23	386	-4	-11	0	242	0	535	0	951	0	-78	-44	758	0	1.729
SB ON FROM SAN ANTONIO	0	118	0	254	0	386	0	-11	-66	176	-160	375	-383	568	14	-64	0	758	-609	1.120
SB ON FROM CHARLESTON / R	0		0		0		6		32		79		187		-1		0		298	
SB OFF TO RENGSTORFF	-14		-26		-35		0		-63		-122		-167		-13		-75		-352	
SB ON FROM RENGSTORFF	0	132	0	280	0	421	0	-5	-1	270	-2	574	-2	920	-8	-60	0	833	-5	1.765
SB ON FROM MIDDLEFIELD	18	150	34	314	50	471	-12	-17	-49	221	-95	479	-141	779	121	61	102	935	-285	1.480
SB OFF TO SHORELINE	0	150	0	314	0	471	-13	-4	-1	222	-3	482	-3	782	-57	118	0	935	-7	1.487
SB ON FROM SHORELINE-SB	19		30		35		0		0		0		0		0		84		0	
SB ON FROM SHORELINE-NB	2		3		3		-3		10		15		20		-53		8		45	
SB OFF TO SR 85-GP	-40		-78		-97		69		0		0		1		120		-215		1	
SB OFF TO SR 85-HOV	92	119	57	368	247	359	-96	20	62	170	31	466	299	502	-63	8	396	846	392	1.139
HOV/EXP ACCESS FROM GP																				
HOV/EXP ACCESS TO GP																				
SB OFF TO MOFFETT	0		0		0		0		-1		-1		-1		0		0		-3	
SB ON FROM MOFFETT	-20	99	-36	332	-45	314	-2	18	38	209	64	531	79	582	-4	4	-101	745	181	1.323
SB OFF TO ELLIS	-16	115	-28	360	-35	349	-4	22	-22	231	-40	571	-49	631	-19	23	-79	824	-111	1.434
HOV/EXP ACCESS FROM GP																				
HOV/EXP ACCESS TO GP																				
SB ON FROM ELLIS-GP																				
SB ON FROM ELLIS-HOV																				
SB ON FROM ELLIS-TOTAL	-4	111	-6	354	-6	343	-7	15	0	231	1	572	0	631	-3	20	-16	808	1	1.435
SB OFF TO RTE 237	40	71	76	278	88	255	-8	23	9	222	16	556	18	613	-14	34	204	604	43	1.392
SB ON FROM RTE 237	12	83	27	305	40	295	-7	16	41	263	97	653	140	753	-6	28	79	683	278	1.670
SB OFF TO MATHILDA	7	76	13	292	17	278	-7	23	10	253	18	635	24	729	-22	50	37	646	52	1.618
SB ON FROM MATHILDA SB	0	76	-1	291	-1	277	-1	22	0	253	-1	634	-1	728	-1	49	-2	644	-2	1.616
SB ON FROM MATHILDA NB-GP																				
SB ON FROM MATHILDA NB-HC																				
SB ON FROM MATHILDA NB-TO	7	83	17	308	26	303	-4	18	52	305	122	756	192	920	-2	47	50	694	366	1.982
HOV/EXP ACCESS FROM GP																				
HOV/EXP ACCESS TO GP																				
SB OFF TO FAIR OAKS	5	78	14	294	10	293	-1	19	5	300	14	742	10	910	-26	74	29	666	29	1.953
SB ON FROM FAIR OAKS SB	1	79	3	297	4	297	-1	18	0	300	1	743	2	912	3	77	8	674	3	1.956
SB OFF TO FAIR OAKS	0	79	0	297	0	297	1	17	-10	310	-17	760	-33	945	1	76	0	674	-60	2.016
SB ON FROM FAIR OAKS NB-GF																				
SB ON FROM FAIR OAKS NB-HC																				
SB ON FROM FAIR OAKS NB-TC	14	93	23	320	24	321	10	27	33	343	55	815	58	1003	17	93	61	735	146	2.162
SB OFF TO LAWRENCE SB	32	61	76	244	82	239	-6	33	59	284	143	672	153	850	18	75	190	545	355	1.807
SB ON FROM LAWRENCE SB	1	62	0	244	1	240	-2	31	17	301	26	698	25	875	4	79	2	547	68	1.875
SB ON FROM LAWRENCE NB-G																				
SB ON FROM LAWRENCE NB-H																				
SB ON FROM LAWRENCE NB-T	13	75	27	271	38	278	7	38	3	304	4	702	6	881	80	159	78	625	13	1.888
SB OFF TO GREAT AMERICA	15		35		56		0		19		43		69		13		106		131	
HOV/EXP ACCESS FROM GP																				
HOV/EXP ACCESS TO GP																				
SB ON FROM GREAT AMERICA	0	60	0	236	0	222	0	38	8	293	13	672	16	828	0	146	0	519	37	1.794
SB ON FROM GREAT AMERICA	0	60	0	236	0	222	0	38	-6	287	-10	662	-12	816	4	150	0	519	-28	1.766
SB OFF TO SAN TOMAS	35	25	72	164	107	115	-3	41	79	208	160	502	238	578	-6	156	214	305	477	1.289
SB ON FROM MONTAGUE SB																				
SB ON FROM SAN TOMAS NB																				
SB ON FROM SAN TOMAS/MON	-12	13	-25	139	-27	88	0	41	29	237	60	562	66	644	67	223	-64	241	155	1.444
HOV/EXP ACCESS FROM GP																				
HOV/EXP ACCESS TO GP																				
SB OFF TO TRIMBLE-SLIP	4	9	6	133	6	82	-1	43	69	168	102	461	122	523	30	193	16	225	293	1.151
SB ON FROM TRIMBLE SB	9	18	13	146	16	98	0	43	9	177	13	474	16	539	-21	172	38	263	38	1.189
SB OFF TO TRIMBLE-LOOP	8		13		17		0		0		0		0		0		38		0	
SB ON FROM TRIMBLE NB	-5	5	-7	126	-9	72	0	43	3	180	7	481	8	547	-115	57	-21	204	18	1.207
SB OFF TO 87	12	-7	23	103	25	47	-26	69	7	173	12	469	13	534	-4	61	60	144	32	1.175
SB OFF TO N1ST	5	-12	11	92	15	32	-2	71	21	152	46	423	63	471	-19	80	31	113	130	1.045
SB ON FROM 1st ST	16		25		27		80		0		0		0		0		68		0	
HOV/EXP ACCESS FROM GP																				
HOV/EXP ACCESS TO GP																				
SB OFF TO 4TH	0	4	0	117	0	59	0	151	19	133	44	379	61	410	-6	86	0	181	124	922
SB ON FROM 4TH ST	0	4	0	117	0	59	0	151	2	135	3	382	3	413	-38	48	0	181	8	930
SB OFF TO I-880	0	4	0	117	0	59	-3	154	-7	142	-14	396	-18	431	-3	51	0	181	-39	969
SB ON FROM I-880 SB	46	50	46	163	43	102	1	155	31	173	30	426	28	459	2	53	135	316	89	1.058
SB OFF TO I-880 NB	34	16	57	106	62	40	-15	170	92	81	152	274	166	293	65	-12	153	163	410	648
SB ON FROM I-880 NB	0	16	0	106	0	40	1	171	24	105	36	310	28	321	-36	-48	0	163	88	736
SB OFF TO OAKLAND	8	8	12	94	12	28	-4	175	40	65	62	248	61	260	-59	11	32	131	163	573
SB ON FROM OAKLAND	2	10	3	97	3	31	0	175	-2	63	-3	245	-3	257	-6	5	8	139	-8	565
HOV/EXP ACCESS FROM GP																				
HOV/EXP ACCESS TO GP																				
SB OFF TO MABURY																				
SB ON FROM MABURY		10		97		31		175		-38		119		145		-126		139		226
SB OFF TO MCKEE	-2	12	-3	100	-3	34	-5	180	-1	-37	-1	120	-2	147	-5	-121	-8	147	-4	230
SB OFF TO SANTA CLARA	0	12	0	100	0	34	-1	181	-5	-32	-7	127	-7	154	5	-126	0	147	-19	249
SB ON FROM MCKEE	-3	9	-3	97	-3	31	0	181	-10	-42	-16	111	-15	139	1	-125	-9	138	-41	208
SB ON FROM SANTA CLARA	-5	4	-8	89	-7	24	-1	180	36	-6	51	162	46	185	-4	-129	-20	118	133	341
SB OFF TO I-680	-2	6	-3	92	-3	27	-8	188	35	-41	45	117	37	148	0	-129	-8	126	117	224
SB OFF TO STORY	-2	8	-4	96	-3	30	0	188	-6	-35	-12	129	-10	158	0	-129	-9	135	-28	252
HOV/EXP ACCESS FROM GP																				
HOV/EXP ACCESS TO GP																				
SB ON FROM STORY	-27	-19	-48	48	-40	-10	-26	162	54	19	92	221	77	235	9	-120	-115	20	223	475
SB ON FROM I-680	7	-12	12	60	13	3	21	183	-18	1	-31	190	-32	203	-16	-136	32	52	-81	394
SB OFF TO TULLY-SLIP																				
SB OFF TO TULLY-LOOP																				
SB OFF TO TULLY-TOTAL	-7	-5	-10	70	-12	15	15	168	21	-20	35	155	35	168	-17	-119	-29	81	91	303
HOV/EXP ACCESS FROM GP																				
HOV/EXP ACCESS TO GP																				
SB ON FROM TULLY-LOOP																				
SB ON FROM TULLY-LOOP																				
SB ON FROM TULLY-SLIP																				
SB ON FROM TULLY-TOTAL	-4	-9	-7	63	-7	8	3	171	-11	-31	-18	137	-18	150	10	-109	-18	63	-47	256
SB OFF TO CAPITOL-SLIP																				
SB OFF TO CAPITOL-LOOP																				
SB OFF TO CAPITOL-TOTAL	8		16		17		5		15		31		32		-30		41		78	
SB ON FROM CAPITOL-LOOP																				
SB ON FROM CAPITOL-LOOP																				
SB ON FROM CAPITOL-SLIP																				
SB ON FROM CAPITOL-TOTAL	-2	-19	-4	43	-4	-13	-6	160	-8	-54	-15	91	-16	102	-34	-113	-10	12	-39	139
SB OFF TO YERBA BUENA		-19		43		-13		160		-54		91		102		-113		12		139
SB ON FROM YERBA BUENA	0	-19	0	43	0	-13	0	160	17	-37	37	128	38	140	-4	-117	0	12	92	231
SB OFF TO HELLYER	0	-19	0	43	0	-13	-7	167	-5	-32	-6	134	-7	147	62	-179	0	12	-18	249
SB ON FROM HELLYER	-1	-20	-1	42	-2	-15	0	167	0	-32	1	135	1	148	3	-176	-4	8	2	251
HOV/EXP ACCESS FROM GP																				
HOV/EXP ACCESS TO GP																				
SB OFF TO BLOSSOM HILL	0	-20	-2	44	-2	-12	-2	169	17	-48	30	105	37	111	-3	-173	-4	12	84	167
SB ON FROM BLOSSOM HILL	0	-20	0	44	0	-12	0	169	28	-20	79	184	71	182	-2	-175	0	12	178	345
SB ON FROM BLOSSOM HILL	2	-18	3	47	4	-8	0	169	23	3	33	217	37	219	-4	-179	9	21	93	438
SB OFF TO SB85-GP																				
SB OFF TO SB85-HOV																				
SB OFF TO SB85-TOTAL	0		1		1		0		17		44		47		14		2		108	
SB OFF TO BERNAL	-6	-12	-12	58	-15	6	-1	170	23	-37	48	125	60	112	-9	-184	-33	52	131	199
SB ON FROM 85-GP	19		31		34		-346		333		523		576		-367		84		1.432	
SB ON FROM 85-HOV/EXP	23	30	-16	73	-116	-76	401	225	-237	59	-588	60	-733	-45	393	-158	-109	27	-1.558	73
HOV/EXP ACCESS FROM GP																				
HOV/EXP ACCESS TO GP																				
SB OFF TO BAILEY	0	30	0	73	-1	-75	0	225	-17	76	-19	79	-29	-16	0	-157	-1	28	-65	138
SB ON FROM BAILEY	-1	29	-2	71	-3	-78	0	225	-7	69	-9	70	-11	-27	3	-154	-6	22	-27	111
SB OFF TO COYOTE	0	29	0	71	0	-78	0	225	0	69	0	70	0	-27	0	-154	0	22	0	111
SB ON FROM COYOTE	0	29	0	71	0	-78	0	225	0	69	0	70	0	-27	0	-154	0	22	0	111
HOV/EXP ACCESS TO GP		29		71		-78		225		69		70		-27		-154		22		112
SB OFF TO COCHRANE	-1	30	-1	72	-1	-77	0	225	5	64	6	64	7	-34	0	-154	-3	25	18	94
SB ON FROM COCHRANE	0	30	0	72	0	-77	0	225	0	64	0	64	0	-34	1	-153	0	25	0	94
SB ON FROM COCHRANE	1	31	0	72	0	-77	0	225	-7	57	-15	49	-16	-50	0	-153	1	26	-38	56
HOV/EXP ACCESS TO GP		31		72		-77		225		57		49		-50		-153		26		56
SB OFF TO DUNNE	3	28	6	66	7	-84	0	225	2	55	5	44	6	-56	-155	2	16	10	13	43
SB ON FROM DUNNE	0	28	0	66	0	-84	0	225	1	56	1	45	1	-55	0	2	0	10	3	46
SB OFF TO TENNANT	-2	30	-4	70	-4	-80	0	225	-2	58	-3	48	-4	-51	-1	3	-10	20	-9	55
SB ON FROM TENNANT	0	30	0	70	0	-80	0	225	-2	56	-4	44	-4	-55	0	3	0	20	-10	45

SANTA CLARA Valley Transportation Authority

Table 19
PM Peak Period - Build and No Build Total Corridor Hourly Demand
Northbound

Highway 101		TOTAL DEMAND, 2-LANE ALT. ON US101																								TOTAL DEMAND, NO BUILD																DIFFERENCE, BUILD-NOBUILD																DIFFERENCE, BUILD-NOBUILD			
		2007								2015								2035								2015								2035								2015								2035								PM Peak Period (3-7 pm)			
		PM1 (3-4)		PM2 (4-5)		PM3 (5-6)		PM4 (6-7)		PM1 (3-4)		PM2 (4-5)		PM3 (5-6)		PM4 (6-7)		PM1 (3-4)		PM2 (4-5)		PM3 (5-6)		PM4 (6-7)		PM1 (3-4)		PM2 (4-5)		PM3 (5-6)		PM4 (6-7)		PM1 (3-4)		PM2 (4-5)		PM3 (5-6)		PM4 (6-7)		PM1 (3-4)		PM2 (4-5)		PM3 (5-6)		PM4 (6-7)		PM1 (3-4)		PM2 (4-5)		PM3 (5-6)		PM4 (6-7)		2015		2035	
SEGMENTS	Model_ID	Ramp	ML after Ramp	Ramp	ML after Ramp	Ramp	ML after Ramp	Ramp	ML after Ramp	Ramp	ML after Ramp	Ramp	ML after Ramp	Ramp	ML after Ramp	Ramp	ML after Ramp	Ramp	ML after Ramp	Ramp	ML after Ramp	Ramp	ML after Ramp	Ramp	ML after Ramp	Ramp	ML after Ramp	Ramp	ML after Ramp	Ramp	ML after Ramp	Ramp	ML after Ramp	Ramp	ML after Ramp	Ramp	ML after Ramp	Ramp	ML after Ramp	Ramp	ML after Ramp	Ramp	ML after Ramp	Ramp	ML after Ramp	Ramp	ML after Ramp	Ramp	ML after Ramp	Ramp	ML after Ramp	Ramp	ML after Ramp	Ramp	ML after Ramp	Ramp	ML after Ramp	Ramp	ML after Ramp	Ramp	ML after Ramp
MAINLINE GP SOUTH OF TENNANT OFF	1004	3.000	0	3.120	0	3.130	0	2.510	0	3.031	0	3.152	0	3.162	0	2.536	0	3.372	0	3.507	0	3.518	0	2.822	0	3.134	0	3.259	0	3.270	0	2.622	0	3.518	0	3.659	0	3.671	0	2.944	0	-103	0	-107	0	-108	0	-86	0	-146	0	-152	0	-153	0	-122	0	-318	0	-451	0
MAINLINE HOV SOUTH OF TENNANT OF	1004H	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	452	0	491	0	598	0	497	0	0	0	0	0	0	0	0	0	468	0	487	0	489	0	392	0	0	0	0	0	0	0	0	0	-16	0	4	0	109	0	105	0	0	0	97	0
MAINLINE 85 (SOUTH END)-Total	0		3.000		3.120		3.130		2.510		3.031		3.152		3.162		2.536		3.824		3.998		4.116		3.319		3.134		3.259		3.270		2.622		3.986		4.146		4.160		3.336		-103		-107		-108		-86		-162		-148		-44		-17		-318		-354
NB OFF TO TENNANT	1005	340		360		350		280		341		361		351		281		394		418		406		325		344		365		354		284		395		419		406		326		-3		-4		-3		-3		-1		-1		0		-1		-10		-2	
HOV/Exp ACCESS TO GP	N3X																																																												
HOV/Exp ACCESS FROM GP	N3N																																																												
NB ON FROM TENNANT LOOP	2512																																																												
HOV/Exp ACCESS TO GP	N4X																																																												
HOV/Exp ACCESS FROM GP	N4N																																																												
NB ON FROM TENNANT SLIP	1006	420		450		480		360		425		455		485		364		507		542		578		434		428		458		489		367		502		537		573		430		-3		-3		-4		-3		5		5		5		4		-10		15	
HOV/Exp ACCESS FROM GP	N1N																																																												
HOV/Exp ACCESS FROM GP	N19N																																																												
NB OFF TO E.DUNNE	1008	370	2.710	390	2.820	430	2.830	400	2.190	407	2.708	429	2.817	474	2.822	441	2.178	497	3.440	523	3.599	578	3.710	538	2.890	405	2.813	427	2.925	471	2.934	438	2.267	500	3.593	527	3.737	581	3.746	540	2.900	2	-105	2	-108	3	-112	3	-89	-3	-153	-4	-138	-3	-36	-2	-10	7	-325	-10	-327
NB ON FROM E.DUNNE LOOP	1009	190	2.900	190	3.010	200	3.030	190	2.380	216	2.924	216	3.033	228	3.050	216	2.394	398	3.838	398	3.997	419	4.129	398	3.288	205	3.018	205	3.130	216	3.150	205	2.472	389	3.982	389	4.126	410	4.156	389	3.289	11	-94	11	-97	12	-100	11	-78	9	-144	9	-129	9	-27	9	-1	34	-291	27	-300
NB ON FROM E.DUNNE SLIP	1010	200		220		190		180		200		220		190		180		242		266		230		218		200		220		190		180		239		263		227		215		0		0		0		0		3		3		3		3		0		9	
HOV/Exp ACCESS FROM HOV	2553H																																																												
HOV/Exp ACCESS TO GP	N5X																																																												
HOV/Exp ACCESS FROM GP	N5N																																																												
NB OFF TO COCHRANE	1012	490	2.610	400	2.830	450	2.770	400	2.160	490	2.634	400	2.853	450	2.790	400	2.174	593	3.487	484	3.779	544	3.815	484	3.022	490	2.728	400	2.950	450	2.890	400	2.252	586	3.635	478	3.911	538	3.845	478	3.026	0	-94	0	-97	0	-100	0	-78	7	-148	6	-132	6	-30	6	-4	0	-291	19	-310
NB ON FROM COCHRANE	1014	500	3.110	680	3.510	710	3.480	410	2.570	581	3.215	791	3.644	825	3.615	477	2.651	866	4.353	1.179	4.958	1.230	5.045	711	3.733	585	3.313	796	3.746	831	3.721	480	2.732	853	4.488	1.161	5.072	1.212	5.057	700	3.726	-4	-98	-5	-102	-6	-106	-3	-81	13	-135	18	-114	18	-12	11	7	-15	-306	49	-261
NB ON FROM COCHRANE	1013	140		170		170		130		142		172		172		131		167		202		202		154		142		173		173		132		166		203		203		155		0		-1		-1		-1		1		-1		-1		-1		-2		-1	
HOV/Exp ACCESS TO GP	N20X																																																												
HOV/Exp ACCESS FROM GP	N20N																																																												
NB OFF TO COYOTE	1017	20	3.230	20	3.660	20	3.630	20	2.680	20	3.337	20	3.796	20	3.767	20	2.762	20	4.500	20	5.140	20	5.227	20	3.867	20	3.435	20	3.899	20	3.874	20	2.844	20	4.634	20	5.255	20	5.240	20	3.861	0	-98	0	-103	0	-107	0	-82	0	-134	0	-115	0	-13	0	6	0	-308	0	-261
NB ON FROM COYOTE	1018	60	3.290	50	3.710	40	3.670	30	2.710	60	3.397	50	3.846	40	3.807	30	2.792	60	4.560	50	5.190	40	5.267	30	3.897	60	3.495	50	3.949	40	3.914	30	2.874	60	4.694	50	5.305	40	5.280	30	3.891	0	-98	0	-103	0	-107	0	-82	0	-134	0	-115	0	-13	0	6	0	-308	0	-261
NB OFF TO BAILEY	1020	100	3.190	110	3.600	90	3.580	60	2.650	102	3.295	112	3.734	92	3.715	61	2.731	128	4.432	140	5.050	115	5.152	76	3.821	101	3.394	112	3.837	91	3.823	61	2.813	138	4.556	153	5.152	125	5.155	83	3.808	1	-99	0	-103	1	-108	0	-82	-10	-124	-13	-102	-10	-3	-7	13	2	-310	-33	-228
NB ON FROM BAILEY	1021	250	3.440	290	3.890	420	4.000	340	2.990	250	3.545	290	4.024	420	4.135	340	3.071	288	4.720	334	5.384	484	5.636	392	4.213	250	3.644	290	4.127	420	4.243	340	3.153	250	4.806	290	5.442	420	5.575	340	4.148	0	-99	0	-103	0	-108	0	-82	38	-86	44	-58	64	61	52	65	0	-310	146	-82
HOV/Exp ACCESS TO GP	209EX																																																												
HOV/Exp ACCESS FROM GP	209EN																																																												
NB OFF TO 85-GP	1024	930		1.140		1.370		1.070		1.189		1.457		1.751		1.368		1.224		1.499		1.802		1.408		1.063		1.303		1.566		1.223		869		1.065		1.280		1.000		126		154		185		145		355		434		522		408		465		1.311	
NB OFF TO 85-HOV/EXP	1H	390	2.120	370	2.380	420	2.210	390	1.530	150	2.206	199	2.368	270	2.114	122	1.581	468	3.028	555	3.330	898	2.936	529	2.276	370	2.211	351	2.473	399	2.278	370	1.560	1.313	2.624	1.246	3.131	1.414	2.881	1.313	1.835	-220	-5	-152	-105	-129	-164	-248	21	-845	404	-691	199	-516	55	-784	441	-501	-274	-2.052	659
NB OFF TO BERNAL	1026	130	1.990	130	2.250	160	2.050	130	1.400	139	2.067	139	2.229	171	1.943	139	1.442	186	2.842	186	3.144	229	2.707	186	2.090	138	2.073	138	2.335	170	2.108	138	1.422	147	2.477	147	2.984	180	2.701	147	1.688	1	-6	1	-106	1	-165	1	20	39	365	39	160	49	6	39	402	3	-277	127	532
NB ON FROM BERNAL	1027	750	2.740	790	3.040	890	2.940	660	2.060	825	2.892	868	3.097	978	2.921	726	2.168	1.181	4.023	1.243	4.387	1.400	4.107	1.039	3.129	828	2.901	873	3.208	983	3.091	729	2.151	1.136	3.613	1.198	4.182	1.349	4.050	1.000	2.688	-3	-9	-5	-111	-5	-170	-3	17	45	410	45	205	51	57	39	441	-13	-290	141	673
NB ON FROM BERNAL	1028	150		160		210		170		168		179		235		190		243		259		339		275		167		178		234		189		231		246		323		261		1		1		1		1		12		13		16		14		3		41	
NB ON FROM BERNAL-HOV	1029	110	3.000	130	3.330	210	3.360	170	2.400	110	3.170	130	3.406	210	3.366	170	2.528	110	4.376	130	4.776	210	4.656	170	3.574	110	3.178	130	3.516	210	3.535	170	2.510	110	3.954	130	4.558	210	4.583	170	3.119	0	-8	0	-110	0	-169	0	18	0	422	0	218	0	73	0	455	0	-287	0	714
NB OFF TO BLOSSOM HILL	1031	240	2.760	270	3.060	310	3.050	240	2.160	266	2.904	299	3.107	344	3.022	266	2.262	426	3.950	479	4.297	550	4.106	426	3.148	261	2.917	294	3.222	337	3.198	261	2.249	410	3.544	462	4.096	530	4.053	410	2.709	5	-13	5	-115	7	-176	5	13	16	406	17	201	20	53	16	439	17	-304	53	661
NB ON FROM BLOSSOM HILL	1032	1.060	3.820	1.070	4.130	1.260	4.310	1.090	3.250	1.123	4.027	1.133	4.240	1.335	4.357	1.154	3.416	1.215	5.165	1.226	5.523	1.445	5.551	1.249	4.397	1.124	4.041	1.135	4.357	1.337	4.535	1.156	3.405	1.190	4.734	1.202	5.298	1.416	5.469	1.224	3.933	-1	-14	-2	-117	-2	-178	-2	11	25	431	24	225	29	82	25	464	-5	-309	78	739
NB ON FROM BLOSSOM HILL	1033	230	4.050	270	4.400	380	4.690	300	3.550	235	4.262	276	4.516	388	4.745	307	3.723	314	5.479	369	5.892	519	6.070	410	4.807	236	4.277	277	4.634	390	4.925	308	3.713	297	5.031	348	5.646	490	5.959	387	4.320	-1	-15	-1	-118	-2	-180	-1	10	17	448	21	246	29	111	23	487	-4	-313	67	806
HOV/Exp ACCESS TO GP	N5W_X																																																												
HOV/Exp ACCESS FROM GP	N5W_N																																																												
NB OFF TO HELLYER	1036	110	3.940	120	4.280	130	4.560	110	3.440	118	4.144	129	4.387	140	4.605	118	3.605	167	5.312	183	5.709	198	5.872	167	4.640	119	4.158	130	4.504	141	4.784	119	3.594	177	4.854	193	5.453	209	5.750	177	4.143	-1	-14	-1	-117	-1	-179	-1	11	-10	458	-10	256	-11	122	-10	497	-3	-310	-31	837
NB ON FROM HELLYER	1037	480	4.420	540	4.820	660	5.220	580	4.020	488	4.632	550	4.937	672	5.277	590	4.195	615	5.927	693	6.402	847	6.719	743	5.383	487	4.645	548	5.052	670	5.454	589	4.183	628	5.482	706	6.159	864	6.614	759	4.902	1	-13	2	-115	2	-177	1	12	-13	445	-13	243	-17	105	-16	481	5	-305	-43	794
NB OFF TO YERBA BUENA	1039	240	4.180	270	4.550	400	4.820	270	3.750	240	4.392	270	4.667	400	4.877	270	3.925	240	5.687	270	6.132	400	6.319	270	5.113	240	4.405	270	4.782	400	5.054	270	3.913	240	5.242	270	5.889	400	6.214	270	4.632	0	-13	0	-115	0	-177	0	12	0	445	0	243	0	105	0	481	0	-305	0	794
NB OFF TO CAPITOL NB	1043																																																												
NB OFF TO CAPITOL SB	1045																																																												
NB OFF TO CAPITOL AUX/TOTAL	1044/1045	770	3.410	860	3.690	960	3.860	780	2.970	814	3.578	909	3.758	1.015	3.862	825	3.100	1.140	4.547	1.273	4.859	1.421	4.898	1.155	3.958	813	3.592	908	3.874	1.014	4.040	824	3.089	1.126	4.116	1.257	4.632	1.404	4.810	1.141	3.491	1	-14	1	-116	1	-178	1	11	14	431	16	227	17	88	14	467	3	-308	47	747
NB ON FROM YERBA BUENA	1039A	0		0		0		0		65		58		62		58		266		239		255		239		64		58		62		58		115		103		110		103		1		0		0		0		151		136		145		136		1		432	
NB ON FROM CAPITOL NB	2532																																																												
NB ON FROM CAPITOL NB- HOV	2531																																																												
NB ON FROM CAPITOL SB	1046																																																												
NB ON FROM CAPITOL NB-TOT	2532/2531	2.160	5.570	1.940	5.630	2.070	5.930	1.940	4.910	2.160	5.803	1.940	5.756	2.070	5.994	1.940	5.098	2.374	7.187	2.133	7.231	2.275	7.428	2.133	6.330	2.160	5.816	1.940	5.872	2.070	6.172	1.940	5.087	2.372	6.603	2.131	6.866	2.273	7.193	2.131	5.725	0	-13	0	-116	0	-178	0	11	2	584	2	365	2	235	2	605	0	-307	6	1.185
NB OFF TO TULLY SLIP	1052																																																												
NB OFF TO TULLY LOOP	1058																																																												
NB OFF TO TULLY-TOTAL	1052/1058	590	4.980	610	5.020	640	5.290	550	4.360	679	5.124	702	5.054	736	5.258	633	4.465	747	6.440	772	6.459	810	6.618	697	5.633	677	5.139	700	5.172	735	5.437	631	4.456	730	5.873	755	6.111	793	6.400	681	5.044	2	-15	2	-118	1	-179	2	9	17	567	17	348	17	218	16	589	5	-312	51	1.134
HOV/Exp ACCESS TO GP	N6W_X																																																												
HOV/Exp ACCESS FROM GP	N6W_N																																																												
NB ON FROM TULLY LOOP-GP	1053																																																												
NB ON FROM TULLY LOOP-HOV	1054																																																												
NB ON FROM TULLY LOOP-TOTAL	1053/1054	660		600		630		540		744		676		710		609		824		748		786		674		744		676		710		608		827		751		789		676		0		0		0		1		-3		-3		-3		-2		0		-9	
NB ON FROM TULLY SLIP	1055	1.110	6.750	1.040	6.660	1.080	7.000	990	5.890	1.157	7.025	1.084	6.814	1.126	7.094	1.032	6.106	1.183	8.447	1.109	8.316	1.152	8.556	1.055	7.362	1.152	7.035	1.079	6.927	1.120	7.267	1.027	6.091	1.174	7.874	1.099	7.961	1.141	8.330	1.046	6.766	5	-10	5	-113	6	-173	5	15	9	573	10	355	11	226	9	596	16	-296	30	1.155
NB OFF TO I-680	1061A	3.140	3.610	3.120	3.540	3.430	3.570	3.050	2.840	3.140	3.885	3.120	3.694	3.430	3.664	3.050	3.056	3.195	5.252	3.175	5.141	3.490	5.066	3.103	4.259	3.192	3.843	3.172	3.755	3.487	3.780	3.101	2.990	3.212	4.662	3.192	4.769	3.509	4.821	3.121	3.645	-52	42	-52	-61	-57	-116	-51	66	-17	590	-17	372	-19	245	-18	614	-161	-135	-53	1.208
NB OFF TO STORY	1062	440	3.170	440	3.100	460	3.110	470	2.370	440	3.445	440	3.254	460	3.204	470	2.586	440	4.812	440	4.701	460	4.606	470	3.789	440	3.403	440	3.315	460	3.320	470	2.520	440	4.222	440	4.329	460	4.361	470	3.175	0	42	0	-61	0	-116	0	66	0	590	0	372	0	245	0	614	0	-135	0	1.208
HOV/Exp ACCESS TO GP	N7W_X																																																												
HOV/Exp ACCESS FROM GP	N7W_N																																																												
NB ON FROM STORY	1071	1.380	4.550	1.220	4.320	1.200	4.310	1.130	3.500	1.412	4.857	1.248	4.502	1.228	4.432	1.156	3.742	1.828	6.640	1.616	6.317	1.590	6.196	1.497	5.286	1.411	4.814	1.248	4.563	1.227	4.547	1.156	3.676	1.793	6.015	1.586	5.915	1.559	5.920	1.469	4.644	1	43	0	-61	1	-115	0	66	35	625	30	402	31	276	28	642	2	-133	96	1.304
NB ON FROM I-680	1072	640	5.190	570	4.890	610	4.920	570	4.070	640	5.497	570	5.072	610	5.042	570	4.312	640	7.280	570	6.887	610	6.806	570	5.856	555	5.369	494	5.057	529	5.076	494	4.170	555	6.570	494	6.409	529	6.449	494	5.138	85	128	76	15	81	-34	76	142	85	710	76	478	81	357	76	718	242	109	242	1.546
NB OFF TO SANTA CLARA	1076	630	4.560	620	4.270	610	4.310	520	3.550	706	4.791	695	4.377	683	4.359	582	3.730	1.083	6.197	1.066	5.821	1.048	5.758	893	4.963	712	4.657	700	4.357	689	4.387	588	3.582	1.019	5.551	1.002	5.407	987	5.462	842	4.296	-6	134	-5	20	-6	-28	-6	148	64	646	64	414	61	296	51	667	-17	126	189	1.357
NB OFF TO MCKEE OFF	1082	600		620		670		630		657		679		734		690		994		1.027		1.110		1.044		663		685		740		696		969		1.001		1.082		1.017		-6		-6		-6		-6		25		26		28		27		-18		79	
NB ON FROM SANTA CLARA	1078	400		410		400		320		414		424		414		331		669		685		669		535		415		426		415		332		678		696		678		543		-1		-2		-1		-1		-9		-11		-9		-8		-4		-29	
HOV/Exp ACCESS TO GP	N21X																																																												
HOV/Exp ACCESS FROM GP	N21N																																																												
NB ON FROM MCKEE	1083	540	4.900	500	4.560	500	4.540	380	3.620	674	5.222	624	4.746	624	4.663	474	3.845	973	6.845	901	6.381	901	6.219	684	5.138	685	5.094	634	4.732	634	4.696	482	3.700	1.022	6.282	946	6.048	946	6.004	719	4.541	-11	128	-10	14	-10	-33	-8	145	-49	563	-45	333	-45	215	-35	597	-31	110	-139	1.110
NB OFF TO MABURY	2508	0		0		0		0		0		0		0		0		430		444		480		452		0		0		0		0		399		413		446		419		0		0		0		0		31		31		34		33		0		96	
NB ON FROM MABURY	2509	0	4.900	0	4.560	0	4.540	0	3.620	0	5.222	0	4.746	0	4.663	0	3.845	738	7.153	756	6.693	738	6.477	590	5.276	0	5.094	0	4.732	0	4.696	0	3.700	753	6.636	772	6.407	753	6.311	603	4.725	0	128	0	14	0	-33	0	145	-15	517	-16	286	-15	166	-13	551	0	110	-46	968
NB OFF TO OAKLAND	1087	680	4.220	600	3.960	510	4.030	450	3.170	680	4.542	600	4.146	510	4.153	450	3.395	680	6.473	600	6.093	510	5.967	450	4.826	680	4.414	600	4.132	510	4.186	450	3.250	696	5.940	614	5.793	522	5.789	461	4.264	0	128	0	14	0	-33	0	145	-16	533	-14	300	-12	178	-11	562	0	110	-42	1.010
NB ON FROM OAKLAND	1088	690	4.910	690	4.650	600	4.630	480	3.650	946	5.488	946	5.092	822	4.975	658	4.053	987	7.460	987	7.080	857	6.824	686	5.512	898	5.312	898	5.030	781	4.967	625	3.875	983	6.923	983	6.776	855	6.644	684	4.948	48	176	48	62	41	8	33	178	4	537	4	304	2	180	2	564	137	247	10	1.020
NB OFF TO I-880	1091	1.300	3.610	1.250	3.400	1.500	3.130	1.010	2.640	1.420	4.068	1.366	3.726	1.639	3.336	1.103	2.950	1.551	5.909	1.491	5.589	1.790	5.034	1.204	4.308	1.480	3.832	1.423	3.607	1.708	3.259	1.150	2.725	1.497	5.426	1.440	5.336	1.728	4.916	1.163	3.785	-60	236	-57	119	-69	77	-47	225	54	483	51	253	62	118	41	523	-186	433	167	853
NB ON FROM I-880	1175	660	4.270	550	3.950	540	3.670	450	3.090	660	4.728	550	4.276	540	3.876	450	3.400	545	6.454	454	6.043	446	5.480	371	4.679	660	4.492	550	4.157	540	3.799	450	3.175	660	6.086	550	5.886	540	5.456	450	4.235	0	236	0	119	0	77	0	225	-115	368	-96	157	-94	24	-79	444	0	433	-305	548
NB OFF TO I-880	1176	680	3.590	610	3.340	550	3.120	470	2.620	733	3.995	658	3.618	593	3.283	507	2.893	933	5.521	837	5.206	754	4.726	645	4.034	778	3.714	698	3.459	629	3.170	538	2.637	958	5.128	860	5.026	775	4.681	663	3.572	-45	281	-40	159	-36	113	-31	256	-25	393	-23	180	-21	45	-18	462	-121	554	-69	617
NB OFF TO BAYSHORE	1093	140	3.450	110	3.230	70	3.050	60	2.560	323	3.672	254	3.364	162	3.121	139	2.754	1.655	3.866	1.300	3.906	828	3.898	710	3.324	364	3.350	286	3.173	182	2.988	156	2.481	1.791	3.337	1.407	3.619	896	3.785	768	2.804	-41	322	-32	191	-20	133	-17	273	-136	529	-107	287	-68	113	-58	520	-93	647	-311	928
NB ON FROM BAYSHORE	1094	410	3.860	360	3.590	300	3.350	220	2.780	504	4.176	442	3.806	369	3.490	270	3.024	0	3.866	0	3.906	0	3.898	0	3.324	508	3.858	446	3.619	371	3.359	272	2.753	0	3.337	0	3.619	0	3.785	0	2.804	-4	318	-4	187	-2	131	-2	271	0	529	0	287	0	113	0	520	-10	637	0	928
NB ON FROM N4TH (NEW FOR 2035)	2522	0		0		0		0		0		0		0		0		400		350		358		283		0		0		0		0		371		324		332		263		0		0		0		0		29		26		26		20		0		81	
HOV/Exp ACCESS TO GP	N9W_X																																																												
HOV/Exp ACCESS FROM GP	N9W_N																																																												
NB OFF TO BROKAW/N1ST	1097	480	3.380	420	3.170	430	2.920	340	2.440	580	3.596	507	3.299	519	2.971	411	2.613	0	4.266	0	4.256	0	4.256	0	3.607	614	3.244	537	3.082	550	2.809	435	2.318	0	3.708	0	3.943	0	4.117	0	3.067	-34	352	-30	217	-31	162	-24	295	0	558	0	313	0	139	0	540	-95	732	0	1.010
NB ON FR N1ST	1098	180	3.560	180	3.350	220	3.140	170	2.610	255	3.851	255	3.554	312	3.283	241	2.854	390	4.656	390	4.646	477	4.733	368	3.975	253	3.497	253	3.335	309	3.118	239	2.557	367	4.075	367	4.310	448	4.565	347	3.414	2	354	2	219	3	165	2	297	23	581	23	336	29	168	21	561	7	739	75	1.085
NB ON FROM BROKAW	1099	520	4.080	600	3.950	830	3.970	690	3.300	676	4.527	780	4.334	1.078	4.361	896	3.750	1.155	5.811	1.332	5.978	1.842	6.575	1.531	5.506	635	4.132	733	4.068	1.013	4.131	842	3.399	985	5.060	1.137	5.447	1.572	6.137	1.307	4.721	41	395	47	266	65	230	54	351	170	751	195	531	270	438	224	785	153	892	635	1.720
NB OFF TO TRIMBLE	1101	680	3.400	590	3.360	570	3.400	400	2.900	695	3.832	603	3.731	583	3.778	409	3.341	993	4.818	861	5.117	832	5.743	584	4.922	681	3.451	591	3.477	571	3.560	401	2.998	992	4.068	860	4.587	831	5.306	584	4.137	14	381	12	254	12	218	8	343	1	750	1	530	1	437	0	785	38	854	3	1.717
NB ON FROM 87 (GP&HOV)	1105_A	1.220	4.620	1.320	4.680	1.580	4.980	1.290	4.190	1.259	5.091	1.362	5.093	1.630	5.408	1.331	4.672	1.311	6.129	1.419	6.536	1.698	7.441	1.386	6.308	1.245	4.696	1.347	4.824	1.612	5.172	1.316	4.314	1.289	5.357	1.394	5.981	1.669	6.975	1.362	5.499	14	395	15	269	18	236	15	358	22	772	25	555	29	466	24	809	47	901	76	1.793
NB ON FROM TRIMBLE	1107	240	4.860	240	4.920	220	5.200	200	4.390	247	5.338	247	5.340	226	5.634	206	4.878	247	6.376	247	6.783	226	7.667	206	6.514	242	4.938	242	5.066	222	5.394	202	4.516	242	5.599	242	6.223	222	7.197	202	5.701	5	400	5	274	4	240	4	362	5	777	5	560	4	470	4	813	14	915	14	1.807
NB ON FROM TRIMBLE	1108	360	5.220	490	5.410	640	5.840	480	4.870	458	5.796	623	5.963	813	6.447	610	5.488	647	7.023	881	7.664	1.150	8.817	862	7.376	420	5.358	572	5.638	748	6.142	561	5.077	512	6.111	698	6.921	912	8.109	684	6.385	38	438	51	325	65	305	49	411	135	912	183	743	238	708	178	991	154	1.069	556	2.363
HOV/Exp ACCESS TO GP	N10W_X																																																												
HOV/Exp ACCESS FROM GP	N10W_N																																																												
NB OFF TO MONTAGUE-SLIP	1111																																																												
NB OFF TO MONTAGUE-LOOP	1113																																																												
NB OFF TO MONTAGUE-TOTAL	1111/1113	850	4.370	840	4.570	1.130	4.710	840	4.030	979	4.817	968	4.995	1.302	5.145	968	4.520	1.529	5.495	1.511	6.153	2.033	6.784	1.511	5.865	910	4.448	899	4.739	1.210	4.932	899	4.178	1.497	4.614	1.479	5.442	1.990	6.119	1.479	4.906	69	369	69	256	92	213	69	342	32	881	32	711	43	665	32	959	230	839	107	2.256
NB ON FROM MONTAGUE-LOOP	1112																																																												
NB ON FROM MONTAGUE-SLIP	1114																																																												
NB ON FROM SAN TOMAS SB (TOT)	1112/1114	1.000	5.370	1.130	5.700	1.540	6.250	1.310	5.340	1.303	6.120	1.473	6.468	2.007	7.152	1.707	6.227	1.661	7.156	1.877	8.030	2.558	9.342	2.175	8.040	1.176	5.624	1.329	6.068	1.811	6.743	1.540	5.718	1.510	6.124	1.706	7.148	2.325	8.444	1.977	6.883	127	496	144	400	196	409	167	509	151	1.032	171	882	233	898	198	1.157	467	1.306	555	2.811
NB OFF TO GREAT AMERICA	1116	810	4.560	720	4.980	980	5.270	920	4.420	869	5.251	772	5.696	1.051	6.101	987	5.240	923	6.233	820	7.210	1.116	8.226	1.048	6.992	810	4.814	720	5.348	980	5.763	920	4.798	988	5.136	878	6.270	1.196	7.248	1.123	5.760	59	437	52	348	71	338	67	442	-65	1.097	-58	940	-80	978	-75	1.232	182	1.124	-203	3.014
NB ON FROM GREAT AMERICA	1117	170	4.730	180	5.160	230	5.500	210	4.630	180	5.431	191	5.887	244	6.345	222	5.462	180	6.413	191	7.401	244	8.470	222	7.214	170	4.984	180	5.528	230	5.993	210	5.008	170	5.306	180	6.450	230	7.478	210	5.970	10	447	11	359	14	352	12	454	10	1.107	11	951	14	992	12	1.244	35	1.159	35	3.049
NB ON FROM GREAT AMERICA	1118	380		440		680		670		397		460		711		700		519		601		929		915		380		440		680		670		436		504		779		768		17		20		31		30		83		97		150		147		68		330	
HOV/Exp ACCESS TO GP	N22X																																																												
HOV/Exp ACCESS FROM GP	N22N																																																												
NB OFF TO LAWRENCE	1120	950	4.160	1.050	4.550	1.350	4.830	1.130	4.170	1.035	4.793	1.144	5.203	1.471	5.585	1.231	4.931	1.257	5.675	1.389	6.613	1.786	7.613	1.495	6.635	978	4.386	1.080	4.888	1.389	5.284	1.163	4.515	1.114	4.628	1.231	5.723	1.583	6.674	1.325	5.413	57	407	64	315	82	301	68	416	143	1.047	158	890	203	939	170	1.222	203	1.024	504	2.875
NB ON TO LAWRENCE	1121	420	4.580	390	4.940	430	5.260	430	4.600	479	5.272	445	5.648	491	6.076	491	5.422	527	6.202	489	7.102	540	8.153	540	7.175	458	4.844	425	5.313	469	5.753	469	4.984	522	5.150	484	6.207	534	7.208	534	5.947	21	428	20	335	22	323	22	438	5	1.052	5	895	6	945	6	1.228	63	1.087	16	2.891
NB ON FROM LAWRENCE	1122	270	4.850	270	5.210	320	5.580	290	4.890	300	5.572	300	5.948	355	6.431	322	5.744	205	6.407	205	7.307	242	8.395	220	7.395	308	5.152	308	5.621	365	6.118	331	5.315	168	5.318	168	6.375	199	7.407	180	6.127	-8	420	-8	327	-10	313	-9	429	37	1.089	37	932	43	988	40	1.268	-26	1.061	117	3.008
HOV/Exp ACCESS TO GP	N11W_X																																																												
HOV/Exp ACCESS FROM GP	N11W_N																																																												
NB OFF TO FAIR OAKS	1125	540	4.310	610	4.600	860	4.720	710	4.180	592	4.980	669	5.279	943	5.488	779	4.965	864	5.543	976	6.331	1.376	7.019	1.136	6.259	568	4.584	642	4.979	905	5.213	747	4.568	720	4.598	814	5.561	1.148	6.259	947	5.180	24	396	27	300	38	275	32	397	144	945	162	770	228	760	189	1.079	89	972	534	2.474
NB ON FROM FAIR OAKS	1126	360	4.670	390	4.990	400	5.120	350	4.530	385	5.365	417	5.696	427	5.915	374	5.339	430	5.973	466	6.797	477	7.496	418	6.677	404	4.988	438	5.417	449	5.662	393	4.961	452	5.050	490	6.051	503	6.762	440	5.620	-19	377	-21	279	-22	253	-19	378	-22	923	-24	746	-26	734	-22	1.057	-62	910	-72	2.402
NB OFF TO MATHILDA	1128	210	4.460	170	4.820	190	4.930	140	4.390	281	5.084	227	5.469	254	5.661	187	5.152	450	5.523	364	6.433	407	7.089	300	6.377	280	4.708	227	5.190	253	5.409	187	4.774	370	4.680	300	5.751	334	6.428	247	5.373	1	376	0	279	1	252	0	378	80	843	64	682	73	661	53	1.004	2	908	217	2.185
NB ON FROM MATHILDA NB	1129	270	4.730	290	5.110	250	5.180	250	4.640	299	5.383	321	5.790	277	5.938	277	5.429	358	5.881	384	6.817	331	7.420	331	6.708	308	5.016	331	5.521	285	5.694	285	5.059	353	5.033	379	6.130	326	6.754	326	5.699	-9	367	-10	269	-8	244	-8	370	5	848	5	687	5	666	5	1.009	-27	881	15	2.200
NB OFF TO MATHILDA	1130	460	4.270	480	4.630	740	4.440	640	4.000	562	4.821	586	5.204	904	5.034	782	4.647	0	5.881	0	6.817	0	7.420	0	6.708	511	4.505	533	4.988	822	4.872	711	4.348	0	5.033	0	6.130	0	6.754	0	5.699	51	316	53	216	82	162	71	299	0	848	0	687	0	666	0	1.009	186	695	0	2.200
NB ON FROM MATHILDA SB-GP	2519																																																												
NB ON FROM MATHILDA SB-HOV	2520																																																												
NB ON FROM MATHILDA SB-TOTAL	2519/2520	0	4.270	0	4.630	0	4.440	0	4.000	0	4.821	0	5.204	0	5.034	0	4.647	101	5.982	108	6.925	93	7.513	93	6.801	0	4.505	0	4.988	0	4.872	0	4.348	108	5.141	116	6.246	100	6.854	100	5.799	0	316	0	216	0	162	0	299	-7	841	-8	679	-7	659	-7	1.002	0	695	-22	2.178
NB OFF TO RTE 237	1133	570	3.700	610	4.020	890	3.550	790	3.210	581	4.240	621	4.583	906	4.128	805	3.842	1.100	4.882	1.176	5.749	1.716	5.797	1.524	5.277	546	3.959	585	4.403	853	4.019	757	3.591	993	4.148	1.063	5.183	1.551	5.303	1.377	4.422	35	281	36	180	53	109	48	251	107	734	113	566	165	494	147	855	124	571	385	1.793
NB ON FROM RTE 237	1134	960	4.660	1.160	5.180	940	4.490	1.140	4.350	1.006	5.246	1.216	5.799	985	5.113	1.195	5.037	1.448	6.330	1.750	7.499	1.418	7.215	1.720	6.997	1.037	4.996	1.254	5.657	1.016	5.035	1.232	4.823	1.447	5.595	1.749	6.932	1.417	6.720	1.719	6.141	-31	250	-38	142	-31	78	-37	214	1	735	1	567	1	495	1	856	-100	471	3	1.796
NB OFF TO ELLIS	1136	160		160		270		210		183		183		308		240		372		372		628		489		182		182		307		239		306		306		516		402		1		1		1		1		66		66		112		87		3		244	
HOV/Exp ACCESS TO GP	N23X																																																												
HOV/Exp ACCESS FROM GP	N23N																																																												
NB ON FROM ELLIS	1137	280	4.780	390	5.410	490	4.710	380	4.520	336	5.399	467	6.083	587	5.392	456	5.253	402	6.360	559	7.686	703	7.290	546	7.054	331	5.145	461	5.936	580	5.308	450	5.034	412	5.701	574	7.200	723	6.927	561	6.300	5	254	6	147	7	84	6	219	-10	659	-15	486	-20	363	-15	754	18	486	-45	1.508
NB OFF TO MOFFETT	1139	200	4.580	230	5.180	250	4.460	260	4.260	281	5.118	323	5.760	351	5.041	365	4.888	392	5.968	451	7.235	490	6.800	509	6.545	279	4.866	321	5.615	349	4.959	363	4.671	360	5.341	414	6.786	450	6.477	468	5.832	2	252	2	145	2	82	2	217	32	627	37	449	40	323	41	713	6	480	109	1.399
NB ON FROM MOFFETT	1140	300		290		280		220		302		292		282		221		388		376		363		284		300		290		280		220		454		439		424		333		2		2		2		1		-66		-63		-61		-49		6		-190	
NB OFF TO SHORELINE	1180	460	4.420	480	4.990	600	4.140	520	3.960	556	4.864	580	5.472	725	4.598	628	4.481	580	5.776	605	7.006	756	6.407	655	6.174	558	4.608	583	5.322	728	4.511	631	4.260	562	5.233	587	6.638	733	6.168	635	5.530	-2	256	-3	150	-3	87	-3	221	18	543	18	368	23	239	20	644	-8	494	59	1.150
NB ON FROM SR 85	1143A	1.260		1.200		1.310		1.160		1.263		1.203		1.313		1.163		1.340		1.277		1.394		1.234		1.256		1.196		1.305		1.156		1.371		1.305		1.424		1.262		7		7		8		7		-31		-28		-30		-28		22		-89	
HOV/Exp ACCESS FROM SR 85 HOV	N17N	310	5.990	310	6.500	380	5.830	350	5.470	312	6.439	390	7.065	382	6.293	348	5.992	717	7.833	783	9.066	855	8.656	659	8.067	313	6.177	313	6.831	384	6.200	353	5.769	440	7.044	440	8.383	540	8.132	497	7.289	-1	262	77	234	-2	93	-5	223	277	789	343	683	315	524	162	778	74	590	935	1.996
NB OFF TO MIDDLEFIELD	1148	570	5.420	780	5.720	1.200	4.630	1.030	4.440	447	5.992	612	6.453	941	5.352	808	5.184	724	7.109	992	8.074	1.525	7.131	1.309	6.758	521	5.656	713	6.118	1.097	5.103	942	4.827	673	6.371	922	7.461	1.418	6.714	1.217	6.072	-74	336	-101	335	-156	249	-134	357	51	738	70	613	107	417	92	686	-331	921	228	1.768
NB ON FROM SHORELINE	1147	520	5.940	760	6.480	900	5.530	760	5.200	510	6.502	745	7.198	882	6.234	745	5.929	541	7.650	790	8.864	936	8.067	790	7.548	529	6.185	773	6.891	916	6.019	773	5.600	629	7.000	919	8.380	1.089	7.803	919	6.991	-19	317	-28	307	-34	215	-28	329	-88	650	-129	484	-153	264	-129	557	-81	840	-370	1.398
NB OFF TO RENGSTORFF NB	1151	70		60		60		60		70		60		60		60		84		72		72		72		70		60		60		60		88		76		76		76		0		0		0		0		-4		-4		-4		-4		0		-12	
NB OFF TO RENGSTORFF SB	1152	300	5.570	270	6.150	250	5.220	260	4.880	300	6.132	270	6.868	250	5.924	260	5.609	476	7.090	429	8.363	397	7.598	413	7.063	300	5.815	270	6.561	250	5.709	260	5.280	372	6.540	335	7.969	310	7.417	322	6.593	0	317	0	307	0	215	0	329	104	550	94	394	87	181	91	470	0	840	285	1.125
NB ON FROM RENGSTORFF	1153	480	6.050	610	6.760	730	5.950	620	5.500	582	6.714	740	7.608	886	6.810	752	6.361	582	7.672	740	9.103	886	8.484	752	7.815	591	6.406	751	7.312	898	6.607	763	6.043	599	7.139	761	8.730	910	8.327	773	7.366	-9	308	-11	296	-12	203	-11	318	-17	533	-21	373	-24	157	-21	449	-32	808	-62	1.063
NB OFF TO SAN ANTONIO	1155	550	5.500	510	6.250	470	5.480	400	5.100	550	6.164	510	7.098	470	6.340	400	5.961	673	6.999	624	8.479	575	7.909	489	7.326	550	5.856	510	6.802	470	6.137	400	5.643	664	6.475	615	8.115	567	7.760	483	6.883	0	308	0	296	0	203	0	318	9	524	9	364	8	149	6	443	0	808	26	1.037
NB ON FROM SAN ANTONIO NB	1156	790		790		800		610		698		698		707		539		704		704		713		543		790		790		800		610		790		790		800		610		-92		-92		-93		-71		-86		-86		-87		-67		-277		-259	
NB ON FROM SAN ANTONIO SB	1186	120	6.410	160	7.200	230	6.510	160	5.870	120	6.982	160	7.956	230	7.277	160	6.660	181	7.884	241	9.424	346	8.968	241	8.110	174	6.820	233	7.825	334	7.271	233	6.486	216	7.481	289	9.194	414	8.974	289	7.782	-54	162	-73	131	-104	6	-73	174	-35	403	-48	230	-68	-6	-48	328	-231	300	-151	627
HOV/Exp ACCESS TO GP	N18X																																																												
HOV/Exp ACCESS FROM GP	N18N																																																												
NB OFF TO OREGON AND EMBARCADE	1159A	1.170	5.240	1.080	6.120	1.140	5.370	960	4.910	1.205	5.777	1.113	6.843	1.174	6.103	989	5.671	1.288	6.596	1.189	8.235	1.254	7.714	1.057	7.053	1.200	5.620	1.107	6.718	1.169	6.102	984	5.502	1.260	6.221	1.163	8.031	1.228	7.746	1.033	6.749	5	157	6	125	5	1	5	169	28	375	26	204	26	-32	24	304	16	284	80	547
NB ON FROM EMBARCADERO SB	1167																																																												
NB ON FROM OREGON / EMBARCADER	2528																																																												
NB ON FROM OREGON / EMBARCADER	1167/2528	1.720	6.960	1.930	8.050	1.670	7.040	1.400	6.310	1.688	7.465	1.894	8.737	1.639	7.742	1.374	7.045	1.688	8.284	1.894	10.129	1.639	9.353	1.374	8.427	1.733	7.353	1.944	8.662	1.682	7.784	1.410	6.912	1.733	7.954	1.944	9.975	1.682	9.428	1.410	8.159	-45	112	-50	75	-43	-42	-36	133	-45	330	-50	154	-43	-75	-36	268	-138	146	-138	409

Table 20
PM Peak Period - Build and No Build Total Corridor Hourly Demand
Southbound

Highway 101 — TOTAL DEMAND, 2-LANE ALT. ON US101 — 2007

SEGMENTS	Model _ID	PM1 (3-4) Ramp	PM1 (3-4) ML after Ramp	PM2 (4-5) Ramp	PM2 (4-5) ML after Ramp	PM3 (5-6) Ramp	PM3 (5-6) ML after Ramp	PM4 (6-7) Ramp	PM4 (6-7) ML after Ramp
SB SOUTH OF UNIVERSITY-AUX	2006A		0		0		0		0
SB SOUTH OF UNIVERSITY-GP	2006S	6200	0	6850	0	6750	0	5800	0
SB SOUTH OF UNIVERSITY-HOV/	2006H		0		0		0		0
SB SOUTH OF UNIVERSITY-TOTA		6200	6200	6850	6850	6750	6750	5800	5800
SB OFF TO EMBARCADERO SB	2009								
SB OFF TO EMBARCADERO NB	2011								
SB OFF TO OREGON	2013								
SB SOUTH OFF OREGON / EMBA	)9/11/13	1190		1200		1370		1000	
SB ON FROM EMBARCADERO SE	2010								
SB ON FROM EMBARCADERO NE	2012								
SB ON FROM OREGON	2015								
SB ON OREGON / EMBARCADER	.0/12/15	1970	6980	1770	7420	1700	7080	1640	6440
HOV/Exp ACCESS FROM HOV	2017H								
HOV/EXP ACCESS FROM GP	S29N								
SB OFF TO SAN ANTONIO SB	2020	760	6220	810	6610	810	6270	740	5700
SB OFF TO SAN ANTONIO NB	2021	70	6150	50	6560	40	6230	40	5660
SB ON FROM SAN ANTONIO	2521	0	6150	0	6560	0	6230	0	5660
SB ON FROM CHARLESTON / REI	2023	990		1080		1090		930	
SB OFF TO RENGSTORFF	2025	390		400		430		350	
SB ON FROM RENGSTORFF	2026	520	7270	690	7930	570	7460	430	6670
SB ON FROM MIDDLEFIELD	2030	490	7760	550	8480	620	8080	510	7180
SB OFF TO SHORELINE	2034	430	7330	460	8020	520	7560	440	6740
SB ON FROM SHORELINE-SB	2037	360		470		670		580	
SB ON FROM SHORELINE-NB	2036	300		270		310		270	
SB OFF TO SR 85-GP	2039	2250		2550		2690		2110	
SB OFF TO SR 85-HOV	S30X	340	5400	400	5810	540	5310	490	4990
HOV/EXP ACCESS FROM GP	;32W N								
HOV/EXP ACCESS TO GP	;32W X								
SB OFF TO MOFFETT	2501	190		190		240		190	
SB ON FROM MOFFETT	2502	360	5570	330	5950	320	5390	280	5080
SB OFF TO ELLIS	2505	160	5410	150	5800	160	5230	90	4990
HOV/EXP ACCESS FROM GP	S22N								
HOV/EXP ACCESS TO GP	S22X								
SB ON FROM ELLIS-GP	2506S								
SB ON FROM ELLIS-HOV	2506H								
SB ON FROM ELLIS-TOTAL	2506	350	5760	420	6220	400	5630	240	5230
SB OFF TO RTE 237	2040	1380	4380	1560	4660	1540	4090	1140	4090
SB ON FROM RTE 237	2340	620	5000	560	5220	610	4700	580	4670
SB OFF TO MATHILDA	2330	340	4660	390	4830	460	4240	410	4260
SB ON FROM MATHILDA SB	2044	810	5470	1010	5840	1060	5300	850	5110
SB ON FROM MATHILDA NB-GP	2045								
SB ON FROM MATHILDA NB-HOV	2046								
SB ON FROM MATHILDA NB-TOT	45/2046	470	5940	440	6280	490	5790	470	5580
HOV/EXP ACCESS FROM GP	;34W N								
HOV/EXP ACCESS TO GP	;34W X								
SB OFF TO FAIR OAKS	2048	440	5500	540	5740	700	5090	600	4980
SB ON FROM FAIR OAKS SB	2049	300	5800	350	6090	430	5520	350	5330
SB OFF TO FAIR OAKS	2050	100	5700	130	5960	170	5350	170	5160
SB ON FROM FAIR OAKS NB-GP	2051								
SB ON FROM FAIR OAKS NB-HOV	2052								
SB ON FROM FAIR OAKS NB-TOT	51/2052	300	6000	260	6220	250	5600	260	5420
SB OFF TO LAWRENCE SB	2055	920	5080	1150	5070	1370	4230	1070	4350
SB ON FROM LAWRENCE SB	2056	310	5390	300	5370	320	4550	330	4680
SB ON FROM LAWRENCE NB-GP	2057S								
SB ON FROM LAWRENCE NB-HO	2057H								
SB ON FROM LAWRENCE NB-TO	2057	640	6030	540	5910	610	5160	620	5300
SB OFF TO GREAT AMERICA	2059	610		620		730		620	
HOV/EXP ACCESS FROM GP	S31N								
HOV/EXP ACCESS TO GP	S31X								
SB ON FROM GREAT AMERICA S	2060	640	6060	700	5990	710	5140	730	5410
SB ON FROM GREAT AMERICA N	2061	420	6480	460	6450	510	5650	460	5870
SB OFF TO SAN TOMAS	2065	1180	5300	1280	5170	1310	4340	1130	4740
SB ON FROM MONTAGUE SB	2067								
SB ON FROM SAN TOMAS NB	2069								
SB ON FROM SAN TOMAS/MONT	67/2069	990	6290	1010	6180	1090	5430	950	5690
HOV/EXP ACCESS FROM GP	;36W N								
HOV/EXP ACCESS TO GP	;36W X								
SB OFF TO TRIMBLE-SLIP	2073	370	5920	310	5870	280	5150	200	5490
SB ON FROM TRIMBLE SB	2074	660	6580	690	6560	600	5750	430	5920
SB OFF TO TRIMBLE-LOOP	2518	180		130		90		60	
SB ON FROM TRIMBLE NB	2075	1550	7950	1800	8230	1890	7550	1630	7490
SB OFF TO 87	2079	2340	5610	2460	5770	2350	5200	1820	5670
SB OFF TO N1ST	2081	710	4900	640	5130	700	4500	540	5130
SB ON FROM 1st ST	2082	900		1060		1440		960	
HOV/EXP ACCESS FROM GP	;38W X								
HOV/EXP ACCESS TO GP	;38W N								
SB OFF TO 4TH	2516	0	5800	0	6190	0	5940	0	6090
SB ON FROM 4TH ST	2517	0	5800	0	6190	0	5940	0	6090
SB OFF TO I-880	2085	570	5230	590	5600	560	5380	470	5620
SB ON FROM I-880 SB	2310	1550	6780	1360	6960	1160	6540	1250	6870
SB OFF TO I-880 NB	2311	370	6410	310	6650	270	6270	220	6650
SB ON FROM I-880 NB	2088	1010	7420	1130	7780	1230	7500	780	7430
SB OFF TO OAKLAND	2091	1210	6210	1320	6460	1260	6240	1170	6260
SB ON FROM OAKLAND	2092	1130	7340	1270	7730	1270	7510	710	6970
HOV/EXP ACCESS FROM GP	;40W N								
HOV/EXP ACCESS TO GP	;40W X								
SB OFF TO MABURY	2511	0		0		0		0	
SB ON FROM MABURY	2510	0	7340	0	7730	0	7510	0	6970
SB OFF TO MCKEE	2095	740	6600	750	6980	730	6780	470	6500
SB OFF TO SANTA CLARA	2305	590	6010	640	6340	720	6060	580	5920
SB ON FROM MCKEE	2096	820	6830	860	7200	920	6980	820	6740
SB ON FROM SANTA CLARA	2306	690	7520	720	7920	710	7690	550	7290
SB OFF TO I-680	2106	1940	5580	1880	6040	2050	5640	1590	5700
SB OFF TO STORY	2108A	1240	4340	1490	4550	1610	4030	1340	4360
HOV/EXP ACCESS FROM GP	;45W N								
HOV/EXP ACCESS TO GP	;45W X								
SB ON FROM STORY	2113	360	4700	300	4850	290	4320	290	4650
SB ON FROM I-680	2304	3230	7930	3400	8250	2690	7010	2710	7360
SB OFF TO TULLY-SLIP	2120								
SB OFF TO TULLY-LOOP	2119								
SB OFF TO TULLY-TOTAL	19/2120	1990	5940	1910	6340	1890	5120	1710	5650
HOV/EXP ACCESS FROM GP	;44W N								
HOV/EXP ACCESS TO GP	;44W X								
SB ON FROM TULLY-LOOP	2534								
SB ON FROM TULLY-LOOP	2535								
SB ON FROM TULLY-SLIP	2122								
SB ON FROM TULLY-TOTAL	35/2122	740	6680	740	7080	760	5880	630	6280
SB OFF TO CAPITOL-SLIP	2126								
SB OFF TO CAPITOL-LOOP	2533								
SB OFF TO CAPITOL-TOTAL	26/2533	2650		2560		2710		2160	
SB ON FROM CAPITOL-LOOP	2536								
SB ON FROM CAPITOL-LOOP	2537								
SB ON FROM CAPITOL-SLIP	2130								
SB ON FROM CAPITOL-TOTAL	37/2130	820	4850	840	5360	1000	4170	860	4980
SB OFF TO YERBA BUENA	2136A		4850		5360		4170		4980
SB ON FROM YERBA BUENA	2135	360	5210	360	5720	420	4590	370	5350
SB OFF TO HELLYER	2138	510	4700	560	5160	620	3970	570	4780
SB ON FROM HELLYER	2139	110	4810	130	5290	130	4100	100	4880
HOV/EXP ACCESS FROM GP	;48W N								
HOV/EXP ACCESS TO GP	;48W X								
SB OFF TO BLOSSOM HILL	2142	1420	3390	1500	3790	1560	2540	1350	3530
SB ON FROM BLOSSOM HILL	2143	170	3560	190	3980	250	2790	190	3720
SB ON FROM BLOSSOM HILL	2144	240	3800	230	4210	240	3030	220	3940
SB OFF TO SB85-GP	175								
SB OFF TO SB85-HOV	176								
SB OFF TO SB85-TOTAL	175/176	270		300		330		310	
SB OFF TO BERNAL	2147	550	2980	580	3330	640	2060	550	3080
SB ON FROM 85-GP	173S	1860		2030		2060		1650	
SB ON FROM 85-HOV/EXP	173H	570	5410	640	6000	640	4760	510	5240
HOV/EXP ACCESS FROM GP	206EN								
HOV/EXP ACCESS TO GP	206EX								
SB OFF TO BAILEY	2150	280	5130	280	5720	290	4470	240	5000
SB ON FROM BAILEY	2151	130	5260	140	5860	170	4640	130	5130
SB OFF TO COYOTE	2153	50	5210	30	5830	30	4610	10	5120
SB ON FROM COYOTE	2154	30	5240	30	5860	30	4640	30	5150
HOV/EXP ACCESS TO GP	S21X		5240		5860		4640		5150
SB OFF TO COCHRANE	2157	860	4380	980	4880	960	3680	860	4290
SB ON FROM COCHRANE	2158	160	4540	140	5020	130	3810	110	4400
SB ON FROM COCHRANE	2159	520	5060	630	5650	610	4420	450	4850
HOV/EXP ACCESS TO GP	S56X		5060		5650		4420		4850
SB OFF TO DUNNE	2161	790	4270	810	4840	950	3470	920	3930
SB ON FROM DUNNE	2162	500	4770	520	5360	540	4010	450	4380
SB OFF TO TENNANT	2164	670	4100	670	4690	730	3280	690	3690
SB ON FROM TENNANT	2165	390	4490	460	5150	530	3810	370	4060

Appendix A:

Comparison Between Window and Global Models

SANTA CLARA Valley Transportation Authority

Appendix A-1
AM Peak Period - NoBuild - Comparison Between Window and Global Models
US 101 Northbound

				AM 3 HOUR PEAK PERIOD																	
				2009						2015						2035					
				Global		Window		% Diff		Global		Window		% Diff		Global		Window		% Diff	
SEGMENTS	ON/OFF RAMP	Model ID	ML_ID	Ramp	ML North of Ramp	Ramp	ML North of Ramp	Ramp	ML North of Ramp	Ramp	ML North of Ramp	Ramp	ML North of Ramp	Ramp	ML North of Ramp	Ramp	ML North of Ramp	Ramp	ML North of Ramp	Ramp	ML North of Ramp
MAINLINE GP SOUTH OF TENNANT OFF	1	1004	1004S	15,300		15,377		0.5%		15,422		15,414		-0.1%		16,844		16,926		0.5%	
MAINLINE HOV SOUTH OF TENNANT OFF	1	1004H	1004H	0		0				0		0				3,874		3,950		2.0%	
MAINLINE SOUTH OF TENNANT-Total			1004	15,300	15,300	15,377	15,377	0.5%	0.5%	15,422	15,422	15,414	15,414	-0.1%	-0.1%	20,718	20,718	20,876	20,876	0.8%	0.8%
NB OFF TO TENNANT	-1	1005		605		604		-0.2%		568		596		4.9%		531		533		0.4%	
HOV/Exp ACCESS TO GP		N3X																			
HOV/Exp ACCESS FROM GP		N3N	2550S		14,695		14,773		0.5%		14,854		14,818		-0.2%		20,187		20,343		0.8%
NB ON FROM TENNANT LOOP	1	2512		0		0				0		0				0		5			
HOV/Exp ACCESS TO GP		N4X																			
HOV/Exp ACCESS FROM GP		N4N	2551S		14,695		14,773		0.5%		14,854		14,818		-0.2%		20,187		20,348		0.8%
NB ON FROM TENNANT SLIP	1	1006		1,555		1,495		-3.9%		1,563		1,704		9.0%		549		459		-16.4%	
HOV/Exp ACCESS FROM GP		N1N	1007S		16,250		16,268		0.1%		16,417		16,522		0.6%		20,736		20,807		0.3%
HOV/Exp ACCESS FROM GP		N19N																			
NB OFF TO E.DUNNE	-1	1008	2552S	1,266	14,984	1,188	15,080	-6.2%	0.6%	1,221	15,196	1,347	15,175	10.3%	-0.1%	1,641	19,095	1,508	19,299	-8.1%	1.1%
NB ON FROM E.DUNNE LOOP	1	1009	2553S	728	15,712	681	15,761	-6.5%	0.3%	874	16,070	914	16,089	4.6%	0.1%	925	20,020	696	19,995	-24.8%	-0.1%
NB ON FROM E.DUNNE SLIP	1	1010		1,021		985		-3.5%		891		897		0.7%		1,175		1,241		5.6%	
HOV/Exp ACCESS FROM GP		2553H																			
HOV/Exp ACCESS TO GP		N5X																			
HOV/Exp ACCESS FROM GP		N5N	1011S		16,733		16,746		0.1%		16,961		16,986		0.1%		21,195		21,236		0.2%
NB OFF TO COCHRANE	-1	1012	2554S	630	16,103	441	16,305	-30.0%	1.3%	587	16,374	526	16,460	-10.4%	0.5%	887	20,308	805	20,431	-9.2%	0.6%
NB ON FROM COCHRANE	1	1014	2555S	591	16,694	542	16,847	-8.3%	0.9%	693	17,067	739	17,199	6.6%	0.8%	547	20,855	415	20,846	-24.1%	0.0%
NB ON FROM COCHRANE	1	1013		1,265		1,186		-6.2%		1,155		1,014		-12.2%		798		853		6.9%	
HOV/Exp ACCESS TO GP		N20X																			
HOV/Exp ACCESS FROM GP		N20N	1015S		17,959		18,033		0.4%		18,222		18,213		0.0%		21,653		21,699		0.2%
NB OFF TO COYOTE	-1	1017	2556S	16	17,943	16	18,017	0.0%	0.4%	14	18,208	15	18,198	7.1%	-0.1%	12	21,641	11	21,688	-8.3%	0.2%
NB ON FROM COYOTE	1	1018	1019S	63	18,006	65	18,082	3.2%	0.4%	41	18,249	41	18,239	0.0%	-0.1%	41	21,682	42	21,730	2.4%	0.2%
NB OFF TO BAILEY	-1	1020	2557S	1,063	16,943	1,264	16,818	18.9%	-0.7%	329	17,920	315	17,924	-4.3%	0.0%	667	21,015	653	21,077	-2.1%	0.3%
NB ON FROM BAILEY	1	1021	208S	938	17,881	1,062	17,880	13.2%	0.0%	1,211	19,131	1,218	19,142	0.6%	0.1%	1,422	22,437	1,367	22,444	-3.9%	0.0%
HOV/Exp ACCESS TO GP		209EX																			
HOV/Exp ACCESS FROM GP		209EN	210S		17,881		17,880		0.0%		19,131		19,142		0.1%		22,437		22,444		0.0%
NB OFF TO 85-GP	-1	1024		2,338		2,455		5.0%		2,123		2,069		-2.5%		2,222		2,181		-1.8%	
NB OFF TO 85-HOV/EXP	-1	1H	1025S	1,238	14,305	1,242	14,183	0.3%	-0.9%	5,060	11,948	5,243	11,830	3.6%	-1.0%	5,974	14,241	5,993	14,270	0.3%	0.2%
NB OFF TO BERNAL	-1	1026	2558S	1,638	12,667	1,622	12,561	-1.0%	-0.8%	1,395	10,553	868	10,962	-37.8%	3.9%	1,756	12,485	1,734	12,536	-1.3%	0.4%
NB ON FROM BERNAL	1	1027	2559S	1,646	14,313	1,726	14,287	4.9%	-0.2%	1,562	12,115	1,715	12,677	9.8%	4.6%	2,653	15,138	2,638	15,174	-0.6%	0.2%
NB ON FROM BERNAL	1	1028		377		397		5.3%		225		226		0.4%		418		432		3.3%	
NB ON FROM BERNAL-HOV	1	1029	1030S	27	14,717	27	14,711	0.0%	0.0%	26	12,366	29	12,932	11.5%	4.6%	45	15,601	45	15,651	0.0%	0.3%
NB OFF TO BLOSSOM HILL	-1	1031	2560S	1,896	12,821	1,832	12,879	-3.4%	0.5%	711	11,655	783	12,149	10.1%	4.2%	1,655	13,946	1,733	13,918	4.7%	-0.2%
NB ON FROM BLOSSOM HILL	1	1032	2561S	1,818	14,639	1,800	14,679	-1.0%	0.3%	2,338	13,993	2,284	14,433	-2.3%	3.1%	2,390	16,336	2,591	16,509	8.4%	1.1%
NB ON FROM BLOSSOM HILL	1	1033	1034S	570	15,209	594	15,273	4.2%	0.4%	651	14,644	624	15,057	-4.1%	2.8%	586	16,922	578	17,087	-1.4%	1.0%
HOV/Exp ACCESS TO GP		N5W_X																			
HOV/Exp ACCESS FROM GP		N5W_N	1035S		15,209		15,273		0.4%		14,644		15,057		2.8%		16,922		17,087		1.0%
NB OFF TO HELLYER	-1	1036	2562S	341	14,868	324	14,949	-5.0%	0.5%	229	14,415	229	14,828	0.0%	2.9%	562	16,360	560	16,527	-0.4%	1.0%
NB ON FROM HELLYER	1	1037	1038S	841	15,709	796	15,745	-5.4%	0.2%	716	15,131	711	15,539	-0.7%	2.7%	689	17,049	664	17,191	-3.6%	0.8%
NB OFF TO YERBA BEUNA	-1	1039	1040	446	15,263	444	15,301	-0.4%	0.2%	632	14,499	642	14,897	1.6%	2.7%	507	16,542	499	16,692	-1.6%	0.9%
NB OFF TO CAPITOL NB	0	1043		1,195		1,370				1,246		1,326				1,705		1,781			
NB OFF TO CAPITOL SB	0	1045		133		108				0		0				0		0			
NB OFF TO CAPITOL AUX/TOTAL	-1	044/104	1042S	1,328	13,935	1,478	13,823	11.3%	-0.8%	1,246	13,253	1,326	13,571	6.4%	2.4%	1,705	14,837	1,781	14,911	4.5%	0.5%
NB ON FROM YERBA BUENA	1	1039A		1,523		1,544		1.4%		2,389		2,431		1.8%		2,492		2,421		-2.8%	
NB ON FROM CAPITOL NB	0	2532		642		611		-4.8%		751		646		-14.0%		925		1,009		9.1%	
NB ON FROM CAPITOL NB- HOV	0	2531		241		252		4.6%		300		290		-3.3%		257		253		-1.6%	
NB ON FROM CAPITOL SB	0	1046		4,252		4,322		1.6%		4,267		4,268		0.0%		4,234		4,275		1.0%	
NB ON FROM CAPITOL NB-TOT	1	532/253	1049S	5,135	20,593	5,185	20,552	1.0%	-0.2%	5,318	20,960	5,204	21,206	-2.1%	1.2%	5,416	22,745	5,537	22,869	2.2%	0.5%
NB OFF TO TULLY SLIP	0	1052		737		602				1,128		1,088				1,581		1,765			
NB OFF TO TULLY LOOP	0	1058		179		208				0		0				0		0			
NB OFF TO TULLY-TOTAL	-1	052/105	2563S	916	19,677	810	19,742	-11.6%	0.3%	1,128	19,832	1,088	20,118	-3.5%	1.4%	1,581	21,164	1,765	21,104	11.6%	-0.3%
HOV/Exp ACCESS TO GP		N6W_X																			
HOV/Exp ACCESS FROM GP		N6W_N	2564S		19,677		19,742		0.3%		19,832		20,118		1.4%		21,164		21,104		-0.3%
NB ON FROM TULLY LOOP-GP	0	1053		525		530		1.0%		1,128		1,048		-7.1%		946		990		4.7%	
NB ON FROM TULLY LOOP-HOV	0	1054		176		192		9.1%		297		264		-11.1%		233		230		-1.3%	
NB ON FROM TULLY LOOP-TOTAL	1	053/1054		701		722		3.0%		1,425		1,312		-7.9%		1,179		1,220		3.5%	

SANTA CLARA Valley Transportation Authority

Appendix A-1
AM Peak Period - NoBuild - Comparison Between Window and Global Models
US 101 Northbound

				AM 3 HOUR PEAK PERIOD																	
				2009						2015						2035					
				Global		Window		% Diff		Global		Window		% Diff		Global		Window		% Diff	
SEGMENTS	ON/OFF RAMP	Model ID	ML_ID	Ramp	ML North of Ramp	Ramp	ML North of Ramp	Ramp	ML North of Ramp	Ramp	ML North of Ramp	Ramp	ML North of Ramp	Ramp	ML North of Ramp	Ramp	ML North of Ramp	Ramp	ML North of Ramp	Ramp	ML North of Ramp
NB ON FROM TULLY SLIP	1	1055	1058S	4,160	24,538	4,151	24,615	-0.2%	0.3%	4,228	25,485	4,225	25,655	-0.1%	0.7%	4,211	26,554	4,157	26,481	-1.3%	-0.3%
NB OFF TO I-680	-1	1061A	1061S	8,066	16,472	8,119	16,496	0.7%	0.1%	8,044	17,441	8,066	17,589	0.3%	0.8%	8,384	18,170	8,278	18,203	-1.3%	0.2%
NB OFF TO STORY	-1	1062	1065S	410	16,062	387	16,109	-5.6%	0.3%	378	17,063	336	17,253	-11.1%	1.1%	561	17,609	635	17,568	13.2%	-0.2%
HOV/Exp ACCESS TO GP		N7W_X																			
HOV/Exp ACCESS FROM GP		N7W_N	1070S		16,062		16,109		0.3%		17,063		17,253		1.1%		17,609		17,568		-0.2%
NB ON FROM STORY	1	1071	1073S	2,383	18,445	2,335	18,444	-2.0%	0.0%	2,420	19,483	2,380	19,633	-1.7%	0.8%	2,389	19,998	2,469	20,037	3.3%	0.2%
NB ON FROM I-680	1	1072	1074S	2,263	20,708	2,286	20,730	1.0%	0.1%	1,722	21,205	1,596	21,229	-7.3%	0.1%	2,443	22,441	2,437	22,474	-0.2%	0.1%
NB OFF TO SANTA CLARA	-1	1076	1077S	717	19,991	668	20,062	-6.8%	0.4%	854	20,351	868	20,361	1.6%	0.0%	1,610	20,831	1,882	20,592	16.9%	-1.1%
NB OFF TO MCKEE OFF	-1	1082		1,853		1,961		5.8%		2,100		2,160		2.9%		2,006		1,920		-4.3%	
NB ON FROM SANTA CLARA	1	1078		1,339		1,412		5.5%		1,667		1,781		6.8%		2,479		2,717		9.6%	
HOV/Exp ACCESS TO GP		N21X																			
HOV/Exp ACCESS FROM GP		N21N																			
NB ON FROM MCKEE	1	1083	1085S	3,145	22,622	3,143	22,656	-0.1%	0.2%	3,607	23,525	3,631	23,613	0.7%	0.4%	4,054	25,358	4,103	25,492	1.2%	0.5%
NB OFF TO MABURY	-1	2508		0		0				0		0				1,860		1,930		3.8%	
NB ON FROM MABURY	1	2509	1086S	0	22,622	0	22,656		0.2%	0	23,525	0	23,613		0.4%	1,814	25,312	1,877	25,439	3.5%	0.5%
NB OFF TO OAKLAND	-1	1087	2566S	959	21,663	934	21,722	-2.6%	0.3%	967	22,558	880	22,733	-9.0%	0.8%	843	24,469	743	24,696	-11.9%	0.9%
NB ON FROM OAKLAND	1	1088	1089S	2,464	24,127	2,478	24,200	0.6%	0.3%	2,467	25,025	2,422	25,155	-1.8%	0.5%	2,499	26,968	2,520	27,216	0.8%	0.9%
NB OFF TO I-880	-1	1091	2567S	3,075	21,052	2,885	21,315	-6.2%	1.2%	3,808	21,217	3,849	21,306	1.1%	0.4%	3,196	23,772	3,279	23,937	2.6%	0.7%
NB ON FROM I-880	1	1175	2568S	3,005	24,057	2,974	24,289	-1.0%	1.0%	2,450	23,667	2,380	23,686	-2.9%	0.1%	2,436	26,208	2,570	26,507	5.5%	1.1%
NB OFF TO I-880	-1	1176	1092S	2,649	21,408	2,655	21,634	0.2%	1.1%	2,257	21,410	2,249	21,437	-0.4%	0.1%	1,753	24,455	1,722	24,785	-1.8%	1.3%
NB OFF TO BAYSHORE	-1	1093	2569S	2,482	18,926	2,591	19,043	4.4%	0.6%	2,665	18,745	2,695	18,742	1.1%	0.0%	7,300	17,155	7,262	17,523	-0.5%	2.1%
NB ON FROM BAYSHORE	1	1094	1095S	2,080	21,006	2,073	21,116	-0.3%	0.5%	2,427	21,172	2,620	21,362	8.0%	0.9%	3,891	21,046	2,959	20,482	-24.0%	-2.7%
NB ON FROM N4TH (NEW FOR 2035)	1	2522		0		0				0		0									
HOV/Exp ACCESS TO GP		N9W_X																			
HOV/Exp ACCESS FROM GP		N9W_N	1096S		21,006		21,116		0.5%		21,172		21,362		0.9%		21,046		20,482		-2.7%
NB OFF TO BROKAW/N1ST	-1	1097	2570S	2,455	18,551	2,336	18,780	-4.8%	1.2%	3,169	18,003	3,221	18,141	1.6%	0.8%	0	21,046	0	20,482		-2.7%
NB ON FR N1ST	1	1098	2570S	631	19,182	473	19,253	-25.0%	0.4%	1,188	19,191	1,055	19,196	-11.2%	0.0%	2,033	23,079	2,309	22,791	13.6%	-1.2%
NB ON FROM BROKAW	1	1099	1100S	2,719	21,901	2,720	21,973	0.0%	0.3%	2,807	21,998	2,828	22,024	0.7%	0.1%	3,119	26,198	3,303	26,094	5.9%	-0.4%
NB OFF TO TRIMBLE	-1	1101	1102S	3,345	18,556	3,305	18,668	-1.2%	0.6%	3,301	18,697	3,334	18,690	1.0%	0.0%	4,376	21,822	4,250	21,844	-2.9%	0.1%
NB ON FROM 87 (GP&HOV)	1	1105_A	1105_S	3,167	21,723	3,164	21,832	-0.1%	0.5%	3,209	21,906	3,231	21,921	0.7%	0.1%	3,315	25,137	3,364	25,208	1.5%	0.3%
NB ON FROM TRIMBLE	1	1107	2572S	179	21,902	168	22,000	-6.1%	0.4%	449	22,355	459	22,380	2.2%	0.1%	56	25,193	67	25,275	19.6%	0.3%
NB ON FROM TRIMBLE	1	1108	1109S	145	22,047	143	22,143	-1.4%	0.4%	208	22,563	225	22,605	8.2%	0.2%	1,122	26,315	881	26,156	-21.5%	-0.6%
HOV/Exp ACCESS TO GP		N10W_X																			
HOV/Exp ACCESS FROM GP		N10W_N	1110S		22,047		22,143		0.4%		22,563		22,605		0.2%		26,315		26,156		-0.6%
NB OFF TO MONTAGUE-SLIP	0	1111		1,441		1,428		-0.9%		1,874		1,903		1.5%		4,883		4,969		1.8%	
NB OFF TO MONTAGUE-LOOP	0	1113		742		711		-4.2%		1,059		1,066		0.7%		0		0			
NB OFF TO MONTAGUE-TOTAL	-1	111/111	2573S	2,183	19,864	2,139	20,004	-2.0%	0.7%	2,933	19,630	2,969	19,636	1.2%	0.0%	4,883	21,432	4,969	21,187	1.8%	-1.1%
NB ON FROM MONTAGUE-LOOP	0	1112		2,039		2,061		1.1%		1,988		1,999		0.6%		836		1,150		37.6%	
NB ON FROM MONTAGUE-SLIP	0	1114		2,022		1,947		-3.7%		3,346		3,344		-0.1%		4,936		4,942		0.1%	
NB ON FROM SAN TOMAS SB (TOT)	1	112/111	1115S	4,061	23,925	4,008	24,012	-1.3%	0.4%	5,334	24,964	5,343	24,979	0.2%	0.1%	5,772	27,204	6,092	27,279	5.5%	0.3%
NB OFF TO GREAT AMERICA	-1	1116	2574S	4,076	19,849	4,079	19,933	0.1%	0.4%	4,097	20,867	4,117	20,862	0.5%	0.0%	4,118	23,086	4,097	23,182	-0.5%	0.4%
NB ON FROM GREAT AMERICA	1	1117	2575S	128	19,977	121	20,054	-5.5%	0.4%	134	21,001	137	20,999	2.2%	0.0%	114	23,200	77	23,259	-32.5%	0.3%
NB ON FROM GREAT AMERICA	1	1118		402		391		-2.7%		342		348		1.8%		547		499		-8.8%	
HOV/Exp ACCESS TO GP		N22X																			
HOV/Exp ACCESS FROM GP		N22N	1119S		20,379		20,445		0.3%		21,343		21,347		0.0%		23,747		23,758		0.0%
NB OFF TO LAWRENCE	-1	1120	2576S	2,129	18,250	2,018	18,427	-5.2%	1.0%	2,369	18,974	2,364	18,983	-0.2%	0.0%	2,359	21,388	2,248	21,510	-4.7%	0.6%
NB ON FROM LAWRENCE	1	1121	2577S	1,641	19,891	1,599	20,026	-2.6%	0.7%	1,876	20,850	1,943	20,926	3.6%	0.4%	1,752	23,140	1,660	23,170	-5.3%	0.1%
NB ON FROM LAWRENCE	1	1122	1123S	723	20,614	721	20,747	-0.3%	0.6%	1,163	22,013	1,133	22,059	-2.6%	0.2%	713	23,853	738	23,908	3.5%	0.2%
HOV/Exp ACCESS TO GP		N11W_X																			
HOV/Exp ACCESS FROM GP		N11W_N	1124S		20,614		20,747		0.6%		22,013		22,059		0.2%		23,853		23,908		0.2%
NB OFF TO FAIR OAKS	-1	1125	2578S	2,003	18,611	2,013	18,734	0.5%	0.7%	2,078	19,935	2,100	19,959	1.1%	0.1%	2,061	21,792	1,984	21,924	-3.7%	0.6%
NB ON FROM FAIR OAKS	1	1126	1127S	879	19,490	871	19,605	-0.9%	0.6%	1,178	21,113	1,213	21,172	3.0%	0.3%	1,062	22,854	1,075	22,999	1.2%	0.6%
NB OFF TO MATHILDA	-1	1128	2579S	1,086	18,404	1,093	18,512	0.6%	0.6%	1,203	19,910	1,206	19,966	0.2%	0.3%	1,839	21,015	1,799	21,200	-2.2%	0.9%
NB ON FROM MATHILDA NB	1	1129	2580S	1,192	19,596	1,158	19,670	-2.9%	0.4%	1,575	21,485	1,665	21,631	5.7%	0.7%	1,408	22,423	1,411	22,611	0.2%	0.8%
NB OFF TO MATHILDA	-1	1130	2581S	1,126	18,470	1,114	18,556	-1.1%	0.5%	1,237	20,248	1,251	20,380	1.1%	0.7%	0	22,423	0	22,611		0.8%
NB ON FROM MATHILDA SB-GP	0	2519		0		0				0		0				568		300		-47.2%	
NB ON FROM MATHILDA SB-HOV	0	2520		0		0				0		0				534		662		24.0%	
NB ON FROM MATHILDA SB-TOTAL	1	519/252	1131S	0	18,470	0	18,556		0.5%	0	20,248	0	20,380		0.7%	1,102	23,525	962	23,573	-12.7%	0.2%
NB OFF TO RTE 237	-1	1133	2582S	3,074	15,396	3,125	15,431	1.7%	0.2%	2,554	17,694	2,584	17,796	1.2%	0.6%	4,582	18,943	4,611	18,962	0.6%	0.1%
NB ON FROM RTE 237	1	1134	1135S	3,932	19,328	3,943	19,374	0.3%	0.2%	2,509	20,203	2,517	20,313	0.3%	0.5%	4,800	23,743	4,796	23,758	-0.1%	0.1%
NB OFF TO ELLIS	-1	1136		388		387		-0.3%		447		436		-2.5%		990		1,023		3.3%	
HOV/Exp ACCESS TO GP		N23N																			
HOV/Exp ACCESS FROM GP		N23X	2583S		18,940		18,987		0.2%		19,756		19,877		0.6%		22,753		22,735		-0.1%
NB ON FROM ELLIS	1	1137	1138S	318	19,258	239	19,226	-24.8%	-0.2%	678	20,434	703	20,580	3.7%	0.7%	833	23,586	858	23,593	3.0%	0.0%
NB OFF TO MOFFETT	-1	1139	1141S	692	18,566	698	18,528	0.9%	-0.2%	828	19,606	810	19,770	-2.2%	0.8%	1,057	22,529	1,033	22,560	-2.3%	0.1%

SANTA CLARA Valley Transportation Authority

Appendix A-1
AM Peak Period - NoBuild - Comparison Between Window and Global Models
US 101 Northbound

				AM 3 HOUR PEAK PERIOD																	
				2009						2015						2035					
				Global		Window		% Diff		Global		Window		% Diff		Global		Window		% Diff	
SEGMENTS	ON/OFF RAMP	Model ID	ML_ID	Ramp	ML North of Ramp	Ramp	ML North of Ramp	Ramp	ML North of Ramp	Ramp	ML North of Ramp	Ramp	ML North of Ramp	Ramp	ML North of Ramp	Ramp	ML North of Ramp	Ramp	ML North of Ramp	Ramp	ML North of Ramp
NB ON FROM MOFFETT	1	1140		1,413		1,510		6.9%		2,285		2,247		-1.7%		2,097		2,373		13.2%	
NB OFF TO SHORELINE	-1	1180	1143S	2,447	17,532	2,465	17,573	0.7%	0.2%	2,378	19,513	2,504	19,513	5.3%	0.0%	2,428	22,198	2,640	22,293	8.7%	0.4%
NB ON FROM SR 85	1	1143A		4,944		4,998		1.1%		4,996		4,990		-0.1%		4,999		4,991		-0.2%	
HOV/Exp ACCESS FROM SR 85 HOV	1	N17N	1145S	2,383	24,859	2,371	24,942	-0.5%	0.3%	1,837	26,346	1,665	26,168	-9.4%	-0.7%	2,137	29,334	2,130	29,414	-0.3%	0.3%
NB OFF TO MIDDLEFIELD	-1	1148	1149S	3,780	21,079	3,829	21,113	1.3%	0.2%	2,692	23,654	2,680	23,488	-0.4%	-0.7%	3,367	25,967	3,427	25,987	1.8%	0.1%
NB ON FROM SHORELINE	1	1147	1150S	1,261	22,340	1,255	22,368	-0.5%	0.1%	1,629	25,283	1,715	25,203	5.3%	-0.3%	2,155	28,122	2,169	28,156	0.6%	0.1%
NB OFF TO RENGSTROFF NB	-1	1151		121		159		31.4%		685		714		4.2%		1,040		803		-22.8%	
NB OFF TO RENGSTROFF SB	-1	1152	2584S	1,423	20,796	1,472	20,737	3.4%	-0.3%	1,412	23,186	1,385	23,104	-1.9%	-0.4%	1,165	25,917	1,249	26,104	7.2%	0.7%
NB ON FROM RENGSTROFF	1	1153	1154S	99	20,895	99	20,836	0.0%	-0.3%	373	23,559	283	23,387	-24.1%	-0.7%	654	26,571	460	26,564	-29.7%	0.0%
NB OFF TO SAN ANTONIO	-1	1155	2585S	1,088	19,807	1,068	19,768	-1.8%	-0.2%	1,163	22,396	1,106	22,281	-4.9%	-0.5%	1,763	24,808	1,862	24,702	5.6%	-0.4%
NB ON FROM SAN ANTONIO NB	1	1156		1,736		1,751		0.9%		1,887		1,884		-0.2%		2,091		2,102		0.5%	
NB ON FROM SAN ANTONIO SB	1	1186	1157S	312	21,855	307	21,826	-1.6%	-0.1%	435	24,718	475	24,640	9.2%	-0.3%	478	27,377	508	27,312	6.3%	-0.2%
HOV/Exp ACCESS TO GP		N18X																			
HOV/Exp ACCESS FROM GP		N18N	1158S		21,855		21,826		-0.1%		24,718		24,640		-0.3%		27,377		27,312		-0.2%
NB OFF TO OREGON AND EMBARCADERO	-1	1159A	1159S	4,327	17,528	4,317	17,509	-0.2%	-0.1%	4,313	20,405	4,297	20,343	-0.4%	-0.3%	4,283	23,094	4,247	23,065	-0.8%	-0.1%
NB ON FROM EMBARCADERO SB	0	1167		321		438		36.4%		308		297		-3.6%		457		402		-12.0%	
NB ON FROM OREGON / EMBARCADERO-CD	0	2528		1,970		1,958		-0.6%		2,272		2,283		0.5%		2,670		2,834		6.1%	
NB ON FROM OREGON / EMBARCADERO-TOT	1	167/252	1166S	2,291	19,819	2,396	19,905	4.6%	0.4%	2,580	22,985	2,580	22,923	0.0%	-0.3%	3,127	26,221	3,236	26,301	3.5%	0.3%

NOTE: Ramp differences in cells highlighted in yellow are greater than 5 percent and 150 vehicles.

Santa Clara Valley Transportation Authority

Appendix A-2
AM Peak Period - NoBuild - Comparison Between Window and Global Models
US 101 Southbound

				AM 3 HOUR PEAK PERIOD																	
				2009						2015						2035					
				Global		Window		% Diff		Global		Window		% Diff		Global		Window		% Diff	
SEGMENTS	ON/OFF RAMP	Model ID	ML_ID	Ramp	ML North of Ramp	Ramp	ML North of Ramp	Ramp	ML North of Ramp	Ramp	ML North of Ramp	Ramp	ML North of Ramp	Ramp	ML North of Ramp	Ramp	ML North of Ramp	Ramp	ML North of Ramp	Ramp	ML North of Ramp
SB SOUTH OF UNIVERSITY-AUX	0	2006A		0		0				2,577		2,484				2,923		3,244			
SB SOUTH OF UNIVERSITY-GP	0	2006S		18,139		18,074				17,438		17,355				20,064		19,891			
SB SOUTH OF UNIVERSITY-HOV/EXP	0	2006H		2,540		2,624				2,878		2,969				4,806		4,762			
SB SOUTH OF UNIVERSITY-TOTAL	1		2006	20,679	20,679	20,698	20,698	0.1%	0.1%	22,893	22,893	22,808	22,808	-0.4%	-0.4%	27,793	27,793	27,897	27,897	0.4%	0.4%
SB OFF TO EMBARCADERO SB	0	2009		870		987		13.4%		1,136		1,259		10.8%		1,627		2,129		30.9%	
SB OFF TO EMBARCADERO NB	0	2011		916		926		1.1%		929		934		0.5%		1,070		1,066		-0.4%	
SB OFF TO OREGON	0	2013		2,682		2,583		-3.7%		2,796		2,676		-4.3%		2,408		2,283		-5.2%	
SB SOUTH OFF OREGON / EMBARCADERO	-1	2009/11/13		4,468		4,496		0.6%		4,861		4,869		0.2%		5,105		5,478		7.3%	
SB ON FROM EMBARCADERO SB	0	2010		1,046		1,084		3.6%		947		1,157		22.2%		997		1,417		42.1%	
SB ON FROM EMBARCADERO NB	0	2012		2,393		2,461		2.8%		2,776		2,651		-4.5%		2,446		2,363		-3.4%	
SB ON FROM OREGON	0	2015		855		847		-0.9%		1,125		1,103		-2.0%		1,325		1,331		0.5%	
SB ON OREGON / EMBARCADERO	1	2010/12/15	2017S	4,294	20,505	4,392	20,594	2.3%	0.4%	4,848	22,880	4,911	22,850	1.3%	-0.1%	4,768	27,456	5,111	27,530	7.2%	0.3%
HOV/EXP ACCESS FROM GP		2017H																			
HOV/EXP ACCESS FROM GP		S29N																			
SB OFF TO SAN ANTONIO SB	-1	2020	2587S	1,845	18,660	1,891	18,703	2.5%	0.2%	2,575	20,305	2,539	20,311	-1.4%	0.0%	3,821	23,635	4,056	23,474	6.2%	-0.7%
SB OFF TO SAN ANTONIO NB	-1	2021	2022S	362	18,298	311	18,392	-14.1%	0.5%	327	19,978	325	19,986	-0.6%	0.0%	0	23,635	0	23,474		-0.7%
SB ON FROM SAN ANTONIO	1	2521	2588S	0	18,298	0	18,392		0.5%	0	19,978	0	19,986		0.0%	1,158	24,793	1,485	24,959	28.2%	0.7%
SB ON FROM CHARLESTON / RENGSTORFF	1	2023		2,311		2,233		-3.4%		2,264		2,291		1.2%		2,478		2,348		-5.2%	
SB OFF TO RENGSTROFF	-1	2025		1,915		1,891		-1.3%		1,933		1,847		-4.4%		2,448		2,400		-2.0%	
SB ON FROM RENGSTROFF	1	2026	2022S	145	18,839	122	18,856	-15.9%	0.1%	101	20,410	67	20,497	-33.7%	0.4%	132	24,955	148	25,055	12.1%	0.4%
SB ON FROM MIDDLEFIELD	1	2030	2032S	1,643	20,482	1,649	20,505	0.4%	0.1%	1,628	22,038	1,636	22,133	0.5%	0.4%	2,599	27,554	2,733	27,788	5.2%	0.8%
SB OFF TO SHORELINE	-1	2034	2589S	1,843	18,639	1,847	18,658	0.2%	0.1%	1,543	20,495	1,696	20,437	9.9%	-0.3%	1,191	26,363	1,256	26,532	5.5%	0.6%
SB ON FROM SHORELINE-SB	1	2037		298		298		0.0%		427		391		-8.4%		349		371		6.3%	
SB ON FROM SHORELINE-NB	1	2036		1,037		1,036		-0.1%		1,155		1,144		-1.0%		1,588		1,586		-0.1%	
SB OFF TO SR 85-GP	-1	2039		4,137		4,140		0.1%		4,543		4,529		-0.3%		6,727		6,917		2.8%	
SB OFF TO SR 85-HOV	-1	S30X	2040H	743	15,094	743	15,109	0.0%	0.1%	819	16,715	818	16,625	-0.1%	-0.5%	1,445	20,128	1,447	20,125	0.1%	0.0%
HOV/EXP ACCESS FROM GP		S32W_N																			
HOV/EXP ACCESS TO GP		S32W_X																			
SB OFF TO MOFFETT	-1	2501		401		400		-0.2%		628		607		-3.3%		744		728		-2.2%	
SB ON FROM MOFFETT	1	2502	2036S	823	15,516	810	15,519	-1.6%	0.0%	1,157	17,244	1,169	17,187	1.0%	-0.3%	1,999	21,383	2,028	21,425	1.5%	0.2%
SB OFF TO ELLIS	-1	2505	2590S	948	14,568	945	14,574	-0.3%	0.0%	1,150	16,094	1,139	16,048	-1.0%	-0.3%	1,361	20,022	1,323	20,102	-2.8%	0.4%
HOV/EXP ACCESS FROM GP		S22N																			
HOV/EXP ACCESS TO GP		S22X																			
SB ON FROM ELLIS-GP	0	2506S		573		577				574		568		-1.0%		922		908		-1.5%	
SB ON FROM ELLIS-HOV	0	2506H		75		75				111		110		-0.9%		127		128		0.8%	
SB ON FROM ELLIS-TOTAL	1	2506	2039S	648	15,216	652	15,226	0.6%	0.1%	685	16,779	678	16,726	-1.0%	-0.3%	1,049	21,071	1,036	21,138	-1.2%	0.3%
SB OFF TO RTE 237	-1	2040	2591S	5,182	10,034	5,180	10,046	0.0%	0.1%	5,642	11,137	5,623	11,103	-0.3%	-0.3%	6,424	14,647	6,449	14,689	0.4%	0.3%
SB ON FROM RTE 237	1	2340	2508S	3,063	13,097	3,063	13,109	0.0%	0.1%	3,302	14,439	3,298	14,401	-0.1%	-0.3%	3,962	18,609	3,970	18,659	0.2%	0.3%
SB_OFF TO MATHILDA	-1	2330	2592S	972	12,125	968	12,141	-0.4%	0.1%	1,006	13,433	1,001	13,400	-0.5%	-0.2%	1,527	17,082	1,513	17,146	-0.9%	0.4%
SB ON FROM MATHILDA SB	1	2044	2593S	293	12,418	293	12,434	0.0%	0.1%	427	13,860	427	13,827	0.0%	-0.2%	408	17,490	408	17,554	0.0%	0.4%
SB ON FROM MATHILDA NB-GP	0	2045		988		988				1,135		1,139		0.4%		1,628		1,621		-0.4%	
SB ON FROM MATHILDA NB-HOV	0	2046		102		102				123		123		0.0%		202		206		2.0%	
SB ON FROM MATHILDA NB-TOTAL	1	2045/2046	2047S	1,090	13,508	1,090	13,524	0.0%	0.1%	1,258	15,118	1,262	15,089	0.3%	-0.2%	1,830	19,320	1,827	19,381	-0.2%	0.3%
HOV/EXP ACCESS FROM GP		S34W_N																			
HOV/EXP ACCESS TO GP		S34W_X	2594S		13,508		13,524		0.1%		15,118		15,089		-0.2%		19,320		19,381		0.3%
SB OFF TO FAIR OAKS	-1	2048	2595S	714	12,794	721	12,803	1.0%	0.1%	812	14,306	810	14,279	-0.2%	-0.2%	697	18,623	721	18,660	3.4%	0.2%
SB ON FROM FAIR OAKS SB	1	2049	2596S	319	13,113	319	13,122	0.0%	0.1%	471	14,777	470	14,749	-0.2%	-0.2%	702	19,325	708	19,368	0.9%	0.2%
SB OFF TO FAIR OAKS	-1	2050	2597S	161	12,952	161	12,961	0.0%	0.1%	195	14,582	198	14,551	1.5%	-0.2%	334	18,991	330	19,038	-1.2%	0.2%
SB ON FROM FAIR OAKS NB-GP	0	2051		786		783				873		869		-0.5%		742		758		2.2%	
SB ON FROM FAIR OAKS NB-HOV	0	2052		90		91				99		100		1.0%		124		125		0.8%	
SB ON FROM FAIR OAKS NB-TOTAL	1	2051/2052	2053S	876	13,828	874	13,835	-0.2%	0.1%	972	15,554	969	15,520	-0.3%	-0.2%	866	19,857	883	19,921	2.0%	0.3%
SB OFF TO LAWRENCE SB	-1	2055	2598S	2,047	11,781	2,044	11,791	-0.1%	0.1%	2,225	13,329	2,245	13,275	0.9%	-0.4%	2,133	17,724	2,148	17,773	0.7%	0.3%
SB ON FROM LAWRENCE SB	1	2056	2599S	941	12,722	940	12,731	-0.1%	0.1%	1,067	14,396	1,064	14,339	-0.3%	-0.4%	1,404	19,128	1,415	19,188	0.8%	0.3%
SB ON FROM LAWRENCE NB-GP	0	2057S		1,283		1,286				1,421		1,430		0.6%		1,567		1,550		-1.1%	
SB ON FROM LAWRENCE NB-HOV	0	2057H		0		0				0		0				0		0			
SB ON FROM LAWRENCE NB-TOTAL	1	2057	2058S	1,283	14,005	1,286	14,017	0.2%	0.1%	1,421	15,817	1,430	15,769	0.6%	-0.3%	1,567	20,695	1,550	20,738	-1.1%	0.2%
SB OFF TO GREAT AMERICA	-1	2059		2,038		2,034		-0.2%		2,014		2,010		-0.2%		2,554		2,526		-1.1%	
HOV/EXP ACCESS FROM GP		S31N																			
HOV/EXP ACCESS TO GP		S31X	2600S		11,967		11,983		0.1%		13,803		13,759		-0.3%		18,141		18,212		0.4%

SANTA CLARA Valley Transportation Authority

Appendix A-2
AM Peak Period - NoBuild - Comparison Between Window and Global Models
US 101 Southbound

				AM 3 HOUR PEAK PERIOD																	
				2009						2015						2035					
				Global		Window		% Diff		Global		Window		% Diff		Global		Window		% Diff	
SB ON FROM GREAT AMERICA SB	1	2060	2601S	538	12,505	538	12,521	0.0%	0.1%	536	14,339	535	14,294	-0.2%	-0.3%	863	19,004	860	19,072	-0.3%	0.4%
SB ON FROM GREAT AMERICA NB	1	2061	2063S	718	13,223	719	13,240	0.1%	0.1%	683	15,022	686	14,980	0.4%	-0.3%	519	19,523	442	19,514	-14.8%	0.0%
SB OFF TO SAN TOMAS	-1	2065	2602S	1,999	11,224	2,003	11,237	0.2%	0.1%	2,447	12,575	2,444	12,536	-0.1%	-0.3%	3,951	15,572	4,105	15,409	3.9%	-1.0%
SB ON FROM MONTAGUE SB	0	2067		189		191				189		187		-1.1%		29		31		6.9%	
SB ON FROM SAN TOMAS NB	0	2069		1,745		1,730				2,183		2,202		0.9%		2,972		3,234		8.8%	
SB ON FROM SAN TOMAS/MONTAGUE-TOTAL	1	2067/2069	2071S	1,934	13,158	1,921	13,158	-0.7%	0.0%	2,372	14,947	2,389	14,925	0.7%	-0.1%	3,001	18,573	3,265	18,674	8.8%	0.5%
HOV/EXP ACCESS FROM GP		S36W_N																			
HOV/EXP ACCESS TO GP		S36W_X	2072S		13,158		13,158		0.0%		14,947		14,925		-0.1%		18,573		18,674		0.5%
SB OFF TO TRIMBLE-SLIP	-1	2073	2603S	799	12,359	797	12,361	-0.3%	0.0%	857	14,090	847	14,078	-1.2%	-0.1%	2,483	16,090	2,524	16,150	1.7%	0.4%
SB ON FROM TRIMBLE SB	1	2074	2604S	562	12,921	560	12,921	-0.4%	0.0%	526	14,616	521	14,599	-1.0%	-0.1%	412	16,502	370	16,520	-10.2%	0.1%
SB OFF TO TRIMBLE-LOOP	-1	2518		1,370		1,376		0.4%		1,662		1,707		2.7%		0		0			
SB ON FROM TRIMBLE NB	1	2075	2077S	1,352	12,903	1,353	12,898	0.1%	0.0%	1,804	14,758	1,817	14,709	0.7%	-0.3%	3,522	20,024	3,583	20,103	1.7%	0.4%
SB OFF TO 87	-1	2079	2080S	4,318	8,585	4,334	8,564	0.4%	-0.2%	5,181	9,577	5,173	9,536	-0.2%	-0.4%	5,876	14,148	5,862	14,241	-0.2%	0.7%
SB OFF TO N1ST	-1	2081	2315	2,812	5,773	2,847	5,717	1.2%	-1.0%	3,322	6,255	3,361	6,175	1.2%	-1.3%	3,748	10,400	3,763	10,478	0.4%	0.8%
SB ON FROM 4TH ST	1	2082		778		777		-0.1%		1,532		1,588		3.7%		0		0			
HOV/EXP ACCESS FROM GP		S38W_N																			
HOV/EXP ACCESS TO GP		S38W_X	2083S		6,551		6,494		-0.9%		7,787		7,763		-0.3%		10,400		10,478		0.8%
SB OFF TO 4TH	-1	2516	2605S	0	6,551	0	6,494		-0.9%	0	7,787	0	7,763		-0.3%	2,015	8,385	2,010	8,468	-0.2%	1.0%
SB ON FROM 4TH ST	1	2517	2084S	0	6,551	0	6,494		-0.9%	0	7,787	0	7,763		-0.3%	3,929	12,314	3,918	12,386	-0.3%	0.6%
SB OFF TO I-880	-1	2085	2606S	1,014	5,537	1,014	5,480	0.0%	-1.0%	955	6,832	974	6,789	2.0%	-0.6%	963	11,351	898	11,488	-6.7%	1.2%
SB ON FROM I-880 SB	1	2310	2607S	2,507	8,044	2,490	7,970	-0.7%	-0.9%	2,614	9,446	2,680	9,469	2.5%	0.2%	3,392	14,743	3,500	14,988	3.2%	1.7%
SB OFF TO I-880 NB	-1	2311	2608S	352	7,692	301	7,669	-14.5%	-0.3%	738	8,708	766	8,703	3.8%	-0.1%	1,468	13,275	1,662	13,326	13.2%	0.4%
SB ON FROM I-880 NB	1	2088	2089S	1,198	8,890	1,188	8,857	-0.8%	-0.4%	1,131	9,839	1,177	9,880	4.1%	0.4%	1,655	14,930	1,715	15,041	3.6%	0.7%
SB OFF TO OAKLAND	-1	2091	2609S	2,544	6,346	2,500	6,357	-1.7%	0.2%	2,469	7,370	2,545	7,335	3.1%	-0.5%	2,572	12,358	2,577	12,464	0.2%	0.9%
SB ON FROM OAKLAND	1	2092	2093S	633	6,979	635	6,992	0.3%	0.2%	715	8,085	712	8,047	-0.4%	-0.5%	1,149	13,507	1,170	13,634	1.8%	0.9%
HOV/EXP ACCESS FROM GP		S40W_N																			
HOV/EXP ACCESS TO GP		S40W_X	2094S		6,979		6,992		0.2%		8,085		8,047		-0.5%		13,507		13,634		0.9%
SB OFF TO MABURY	-1	2511		0		0				0		0				1,042		1,059		1.6%	
SB ON FROM MABURY	1	2510	2610S	0	6,979	0	6,992		0.2%	0	8,085	0	8,047		-0.5%	875	13,340	898	13,473	2.6%	1.0%
SB OFF TO MCKEE	-1	2095	2307S	1,344	5,635	1,345	5,647	0.1%	0.2%	1,524	6,561	1,522	6,525	-0.1%	-0.5%	2,463	10,877	2,436	11,037	-1.1%	1.5%
SB OFF TO SANTA CLARA	-1	2305	2611S	372	5,263	372	5,275	0.0%	0.2%	426	6,135	427	6,098	0.2%	-0.6%	988	9,889	1,006	10,031	1.8%	1.4%
SB ON FROM MCKEE	1	2096	2612S	941	6,204	947	6,222	0.6%	0.3%	1,220	7,355	1,201	7,299	-1.6%	-0.8%	2,156	12,045	2,116	12,147	-1.9%	0.8%
SB ON FROM SANTA CLARA	1	2306	2104S	836	7,040	827	7,049	-1.1%	0.1%	1,322	8,677	1,341	8,640	1.4%	-0.4%	2,817	14,862	2,751	14,898	-2.3%	0.2%
SB OFF TO I-680	-1	2106	2107S	1,516	5,524	1,502	5,547	-0.9%	0.4%	2,059	6,618	2,070	6,570	0.5%	-0.7%	3,561	11,301	3,542	11,356	-0.5%	0.5%
SB OFF TO STORY	-1	2108A	2108S	522	5,002	510	5,037	-2.3%	0.7%	576	6,042	563	6,007	-2.3%	-0.6%	1,204	10,097	1,294	10,062	7.5%	-0.3%
HOV/EXP ACCESS FROM GP		S45W_N																			
HOV/EXP ACCESS TO GP		S45W_X	2613S		5,002		5,037		0.7%		6,042		6,007		-0.6%		10,097		10,062		-0.3%
SB ON FROM STORY	1	2113	2114S	1,069	6,071	1,071	6,108	0.2%	0.6%	1,392	7,434	1,338	7,345	-3.9%	-1.2%	2,641	12,738	2,632	12,694	-0.3%	-0.3%
SB ON FROM I-680	1	2304	2116S	5,651	11,722	5,685	11,793	0.6%	0.6%	6,433	13,867	6,440	13,785	0.1%	-0.6%	7,188	19,926	7,159	19,853	-0.4%	-0.4%
SB OFF TO TULLY-SLIP	0	2120		1,177		1,144				3,371		3,353		-0.5%		4,357		4,360		0.1%	
SB OFF TO TULLY-LOOP	0	2119		1,665		1,762				0		0				0		0			
SB OFF TO TULLY-TOTAL	-1	2119/2120	2123S	2,842	8,880	2,906	8,887	2.3%	0.1%	3,371	10,496	3,353	10,432	-0.5%	-0.6%	4,357	15,569	4,360	15,493	0.1%	-0.5%
HOV/EXP ACCESS FROM GP		S44W_N																			
HOV/EXP ACCESS TO GP		S44W_X	2124S		8,880		8,887		0.1%		10,496		10,432		-0.6%		15,569		15,493		-0.5%
SB ON FROM TULLY-LOOP	0	2534		630		663				820		848		3.4%		806		819		1.6%	
SB ON FROM TULLY-LOOP	0	2535		116		124				163		173		6.1%		171		169		-1.2%	
SB ON FROM TULLY-SLIP	0	2122		689		697				753		752		-0.1%		839		859		2.4%	
SB ON FROM TULLY-TOTAL	1	34/2535/21	2125S	1,435	10,315	1,484	10,371	3.4%	0.5%	1,736	12,232	1,773	12,205	2.1%	-0.2%	1,816	17,385	1,847	17,340	1.7%	-0.3%
SB OFF TO CAPITOL-SLIP	0	2126		979		967				2,669		2,658		-0.4%		4,396		4,378		-0.4%	
SB OFF TO CAPITOL-LOOP	0	2533		1,597		1,619				0		0				0		0			
SB OFF TO CAPITOL-TOTAL	-1	2126/2533		2,576		2,586		0.4%		2,669		2,658		-0.4%		4,396		4,378		-0.4%	
SB ON FROM CAPITOL-LOOP	0	2536		858		864				1,089		1,068		-1.9%		1,942		1,991		2.5%	
SB ON FROM CAPITOL-LOOP	0	2537		147		149				200		193		-3.5%		394		408		3.6%	
SB ON FROM CAPITOL-SLIP	0	2130		358		368				459		464		1.1%		476		471		-1.1%	
SB ON FROM CAPITOL-TOTAL	1	536/37/213	2132S	1,363	9,102	1,381	9,166	1.3%	0.7%	1,748	11,311	1,725	11,272	-1.3%	-0.3%	2,812	15,801	2,870	15,832	2.1%	0.2%
SB OFF TO YERBA BEUNA	-1	2136A	2136S	1,020	8,082	1,037	8,129	1.7%	0.6%	1,151	10,160	1,155	10,117	0.3%	-0.4%	1,307	14,494	1,319	14,513	0.9%	0.1%
SB ON FROM YERBA BEUNA	1	2135	2137S	1,569	9,651	1,513	9,642	-3.6%	-0.1%	1,491	11,651	1,460	11,577	-2.1%	-0.6%	1,739	16,233	1,732	16,245	-0.4%	0.1%
SB OFF TO HELLYER	-1	2138	2615S	855	8,796	844	8,798	-1.3%	0.0%	811	10,840	813	10,764	0.2%	-0.7%	1,307	14,926	1,309	14,936	0.2%	0.1%
SB ON FROM HELLYER	1	2139	2140S	534	9,330	533	9,331	-0.2%	0.0%	597	11,437	587	11,351	-1.7%	-0.8%	654	15,580	652	15,588	-0.3%	0.1%
HOV/EXP ACCESS FROM GP		S48W_N																			
HOV/EXP ACCESS TO GP		S48W_X	2141S		9,330		9,331		0.0%		11,437		11,351		-0.8%		15,580		15,588		0.1%
SB OFF TO BLOSSOM HILL	-1	2142	2616S	3,017	6,313	3,014	6,317	-0.1%	0.1%	3,354	8,083	3,311	8,040	-1.3%	-0.5%	4,096	11,484	4,101	11,487	0.1%	0.0%
SB ON FROM BLOSSOM HILL	1	2143	2617S	181	6,494	182	6,499	0.6%	0.1%	231	8,314	227	8,267	-1.7%	-0.6%	370	11,854	366	11,853	-1.1%	0.0%
SB ON FROM BLOSSOM HILL	1	2144	2145S	638	7,132	640	7,139	0.3%	0.1%	743	9,057	738	9,005	-0.7%	-0.6%	1,087	12,941	1,092	12,945	0.5%	0.0%
SB OFF TO SB85-GP	0	175		0		2				8		0		-100.0%		46		65		41.3%	

Appendix A-2
AM Peak Period - NoBuild - Comparison Between Window and Global Models
US 101 Southbound

				AM 3 HOUR PEAK PERIOD																	
				2009						2015						2035					
				Global		Window		% Diff		Global		Window		% Diff		Global		Window		% Diff	
SB OFF TO SB85-HOV	0	176		1		1				1		0		-100.0%		10		12		20.0%	
SB OFF TO SB85-TOTAL	-1	175/176		1		3		200.0%		9		0		-100.0%		56		77		37.5%	
SB OFF TO BERNAL	-1	2147	2148S	2,108	5,023	2,110	5,026	0.1%	0.1%	2,482	6,566	2,467	6,538	-0.6%	-0.4%	3,920	8,965	3,918	8,950	-0.1%	-0.2%
SB ON FROM 85-GP	1	173S		3,773		3,773		0.0%		4,566		4,072		-10.8%		3,742		3,719		-0.6%	
SB ON FROM 85-HOV/EXP	1	173H	205S	392	9,188	392	9,191	0.0%	0.0%	549	11,681	1,080	11,690	96.7%	0.1%	3,178	15,885	3,225	15,894	1.5%	0.1%
HOV/EXP ACCESS FROM GP		206EN		0		0				0		0									
HOV/EXP ACCESS TO GP		206EX	207S		9,188		9,191		0.0%		11,681		11,690		0.1%		15,885		15,894		0.1%
SB OFF TO BAILEY	-1	2150	2618S	833	8,355	833	8,358	0.0%	0.0%	1,002	10,679	1,002	10,688	0.0%	0.1%	1,280	14,605	1,271	14,623	-0.7%	0.1%
SB ON FROM BAILEY	1	2151	2152S	218	8,573	219	8,577	0.5%	0.0%	332	11,011	332	11,020	0.0%	0.1%	404	15,009	398	15,021	-1.5%	0.1%
SB OFF TO COYOTE GREEK	-1	2153	2619S	71	8,502	71	8,506	0.0%	0.0%	77	10,934	77	10,943	0.0%	0.1%	86	14,923	86	14,935	0.0%	0.1%
SB ON FROM COYOTE GREEK	1	2154	2155S	21	8,523	21	8,527	0.0%	0.0%	19	10,953	19	10,962	0.0%	0.1%	19	14,942	20	14,955	5.3%	0.1%
HOV/EXP ACCESS TO GP		S21X	2156S		8,523		8,527		0.0%		10,953		10,962		0.1%		14,942		14,955		0.1%
SB OFF TO COCHRANE	-1	2157	2620S	1,926	6,597	1,926	6,601	0.0%	0.1%	2,929	8,024	2,960	8,002	1.1%	-0.3%	4,550	10,392	4,522	10,433	-0.6%	0.4%
SB ON FROM COCHRANE	1	2158	2621S	85	6,682	85	6,686	0.0%	0.1%	93	8,117	92	8,094	-1.1%	-0.3%	135	10,527	136	10,569	0.7%	0.4%
SB ON FROM COCHRANE	1	2159	2622S	545	7,227	545	7,231	0.0%	0.1%	603	8,720	599	8,693	-0.7%	-0.3%	740	11,267	746	11,315	0.8%	0.4%
HOV/EXP ACCESS TO GP		S56X	2160S		7,227		7,231		0.1%		8,720		8,693		-0.3%		11,267		11,315		0.4%
SB OFF TO DUNNE	-1	2161	2623S	1,849	5,378	1,850	5,381	0.1%	0.1%	2,563	6,157	2,503	6,190	-2.3%	0.5%	3,393	7,874	3,490	7,825	2.9%	-0.6%
SB ON FROM DUNNE	1	2162	2163S	949	6,327	951	6,332	0.2%	0.1%	1,152	7,309	1,144	7,334	-0.7%	0.3%	1,417	9,291	1,410	9,235	-0.5%	-0.6%
SB OFF TO TENNANT	-1	2164	2624S	623	5,704	625	5,707	0.3%	0.1%	796	6,513	822	6,512	3.3%	0.0%	1,146	8,145	1,116	8,119	-2.6%	-0.3%
SB ON FROM TENNANT	1	2165	2166S	492	6,196	491	6,198	-0.2%	0.0%	539	7,052	547	7,059	1.5%	0.1%	588	8,733	612	8,731	4.1%	0.0%

NOTE: Ramp differences in cells highlighted in yellow are greater than 5 percent and 150 vehicles.

SANTA CLARA Valley Transportation Authority

Appendix A-3
PM Peak Period - NoBuild - Comparison Between Window and Global Models
US 101 Northbound

				PM 4 HOUR PEAK PERIOD																	
				2009						2015						2035					
				Global		Window		% Diff		Global		Window		% Diff		Global		Window		% Diff	
SEGMENTS	ON/OFF RAMP	Model ID	ML_ID	Ramp	ML North of Ramp	Ramp	ML North of Ramp	Ramp	ML North of Ramp	Ramp	ML North of Ramp	Ramp	ML North of Ramp	Ramp	ML North of Ramp	Ramp	ML North of Ramp	Ramp	ML North of Ramp	Ramp	ML North of Ramp
MAINLINE GP SOUTH OF TENNANT OFF	1	1004	1004S	11,399		11,402		0.0%		11,488		11,464		-0.2%		12,898		12,884		-0.1%	
MAINLINE HOV SOUTH OF TENNANT OFF	1	1004H	1004H	0		0				0		0				1,896		1,910		0.7%	
MAINLINE SOUTH OF TENNANT-Total			1004	11,399	11,399	11,402	11,402	0.0%	0.0%	11,488	11,488	11,464	11,464	-0.2%	-0.2%	14,794	14,794	14,794	14,794	0.0%	0.0%
NB OFF TO TENNANT	-1	1005		704		704		0.0%		725		718		-1.0%		867		896		3.3%	
HOV/Exp ACCESS TO GP		N3X																			
HOV/Exp ACCESS FROM GP		N3N	2550S		10,695		10,698		0.0%		10,763		10,746		-0.2%		13,927		13,898		-0.2%
NB ON FROM TENNANT LOOP	1	2512		0		0				0		0				0		0			
HOV/Exp ACCESS TO GP		N4X																			
HOV/Exp ACCESS FROM GP		N4N	2551S		10,695		10,698		0.0%		10,763		10,746		-0.2%		13,927		13,898		-0.2%
NB ON FROM TENNANT SLIP	1	1006		830		845		1.8%		915		868		-5.1%		1,186		1,197		0.9%	
HOV/Exp ACCESS FROM GP		N1N	1007S		11,525		11,543		0.2%		11,678		11,614		-0.5%		15,113		15,095		-0.1%
HOV/Exp ACCESS FROM GP		N19N																			
NB OFF TO E.DUNNE	-1	1008	2552S	1,486	10,039	1,487	10,056	0.1%	0.2%	1,640	10,038	1,633	9,981	-0.4%	-0.6%	2,036	13,077	2,027	13,068	-0.4%	-0.1%
NB ON FROM E.DUNNE LOOP	1	1009	2553S	1,465	11,504	1,440	11,496	-1.7%	-0.1%	1,481	11,519	1,582	11,563	6.8%	0.4%	2,229	15,306	2,250	15,318	0.9%	0.1%
NB ON FROM E.DUNNE SLIP	1	1010		1,225		1,225		0.0%		1,197		1,197		0.0%		1,366		1,366		0.0%	
HOV/Exp ACCESS FROM GP		2553H																			
HOV/Exp ACCESS TO GP		N5X																			
HOV/Exp ACCESS FROM GP		N5N	1011S		12,729		12,721		-0.1%		12,716		12,760		0.3%		16,672		16,684		0.1%
NB OFF TO COCHRANE	-1	1012	2554S	1,216	11,513	1,216	11,505	0.0%	-0.1%	1,191	11,525	1,191	11,569	0.0%	0.4%	1,563	15,109	1,561	15,123	-0.1%	0.1%
NB ON FROM COCHRANE	1	1014	2555S	2,114	13,627	2,124	13,629	0.5%	0.0%	2,521	14,046	2,500	14,069	-0.8%	0.2%	3,701	18,810	3,712	18,835	0.3%	0.1%
NB ON FROM COCHRANE	1	1013		195		198		1.5%		220		201		-8.6%		320		312		-2.5%	
HOV/Exp ACCESS TO GP		N20X																			
HOV/Exp ACCESS FROM GP		N20N	1015S		13,822		13,827		0.0%		14,266		14,270		0.0%		19,130		19,147		0.1%
NB OFF TO COYOTE	-1	1017	2556S	29	13,793	29	13,798	0.0%	0.0%	23	14,243	23	14,247	0.0%	0.0%	27	19,103	26	19,121	-3.7%	0.1%
NB ON FROM COYOTE	1	1018	1019S	93	13,886	93	13,891	0.0%	0.0%	80	14,323	80	14,327	0.0%	0.0%	81	19,184	81	19,202	0.0%	0.1%
NB OFF TO BAILEY	-1	1020	2557S	465	13,421	466	13,425	0.2%	0.0%	477	13,846	473	13,854	-0.8%	0.1%	648	18,536	641	18,561	-1.1%	0.1%
NB ON FROM BAILEY	1	1021	208S	1,881	15,302	1,880	15,305	-0.1%	0.0%	1,803	15,649	1,807	15,661	0.2%	0.1%	2,052	20,588	2,039	20,600	-0.6%	0.1%
HOV/Exp ACCESS TO GP		209EX																			
HOV/Exp ACCESS FROM GP		209EN	210S		15,302		15,305		0.0%		15,649		15,661		0.1%		20,588		20,600		0.1%
NB OFF TO 85-GP	-1	1024		6,062		6,082		0.3%		4,745		3,205		-32.5%		3,748		3,812		1.7%	
NB OFF TO 85-HOV/EXP	-1	1H	1025S	806	8,434	807	8,416	0.1%	-0.2%	2,248	8,656	3,778	8,678	68.1%	0.3%	6,025	10,815	5,997	10,791	-0.5%	-0.2%
NB OFF TO BERNAL	-1	1026	2558S	421	8,013	420	7,996	-0.2%	-0.2%	445	8,211	454	8,224	2.0%	0.2%	429	10,386	437	10,354	1.9%	-0.3%
NB ON FROM BERNAL	1	1027	2559S	3,047	11,060	3,044	11,040	-0.1%	-0.2%	3,324	11,535	3,358	11,582	1.0%	0.4%	4,697	15,083	4,722	15,076	0.5%	0.0%
NB ON FROM BERNAL	1	1028		305		305		0.0%		383		390		1.8%		694		691		-0.4%	
NB ON FROM BERNAL-HOV	1	1029	1030S	0	11,365	0	11,345		-0.2%	0	11,918	0	11,972		0.5%	0	15,777	0	15,767		-0.1%
NB OFF TO BLOSSOM HILL	-1	1031	2560S	694	10,671	690	10,655	-0.6%	-0.1%	786	11,132	791	11,181	0.6%	0.4%	1,420	14,357	1,415	14,352	-0.4%	0.0%
NB ON FROM BLOSSOM HILL	1	1032	2561S	2,834	13,505	2,833	13,488	0.0%	-0.1%	3,272	14,404	3,284	14,465	0.4%	0.4%	3,706	18,063	3,727	18,079	0.6%	0.1%
NB ON FROM BLOSSOM HILL	1	1033	1034S	624	14,129	624	14,112	0.0%	-0.1%	659	15,063	660	15,125	0.2%	0.4%	1,047	19,110	1,051	19,130	0.4%	0.1%
HOV/Exp ACCESS TO GP		N5W_X																			
HOV/Exp ACCESS FROM GP		N5W_N	1035S		14,129		14,112		-0.1%		15,063		15,125		0.4%		19,110		19,130		0.1%
NB OFF TO HELLYER	-1	1036	2562S	557	13,572	557	13,555	0.0%	-0.1%	602	14,461	600	14,525	-0.3%	0.4%	748	18,362	753	18,377	0.7%	0.1%
NB ON FROM HELLYER	1	1037	1038S	714	14,286	715	14,270	0.1%	-0.1%	853	15,314	855	15,380	0.2%	0.4%	1,585	19,947	1,581	19,958	-0.3%	0.1%
NB OFF TO YERBA BEUNA	-1	1039	1040	1,654	12,632	1,652	12,618	-0.1%	-0.1%	1,643	13,671	1,637	13,743	-0.4%	0.5%	1,355	18,592	1,354	18,604	-0.1%	0.1%
NB OFF TO CAPITOL NB	0	1043		1,422		1,423				2,015		1,972				3,120		3,107			
NB OFF TO CAPITOL SB	0	1045		329		347				0		0				0		0			
NB OFF TO CAPITOL AUX/TOTAL	-1	044/104	1042S	1,751	10,881	1,770	10,848	1.1%	-0.3%	2,015	11,656	1,972	11,771	-2.1%	1.0%	3,120	15,472	3,107	15,497	-0.4%	0.2%
NB ON FROM YERBA BUENA	1	1039A		453		480		6.0%		723		684		-5.4%		733		835		13.9%	
NB ON FROM CAPITOL NB	0	2532		1,294		1,280		-1.1%		1,408		1,397		-0.8%		2,555		2,557		0.1%	
NB ON FROM CAPITOL NB- HOV	0	2531		276		271		-1.8%		298		294		-1.3%		379		379		0.0%	
NB ON FROM CAPITOL SB	0	1046		5,590		5,602		0.2%		5,396		5,421		0.5%		5,476		5,389		-1.6%	
NB ON FROM CAPITOL NB-TOT	1	532/253	1049S	7,160	18,494	7,153	18,481	-0.1%	-0.1%	7,102	19,481	7,112	19,567	0.1%	0.4%	8,410	24,615	8,325	24,657	-1.0%	0.2%
NB OFF TO TULLY SLIP	0	1052		1,355		1,345				2,641		2,654				2,850		2,798			
NB OFF TO TULLY LOOP	0	1058		998		1,051				0		0				0		0			
NB OFF TO TULLY-TOTAL	-1	052/105	2563S	2,353	16,141	2,396	16,085	1.8%	-0.3%	2,641	16,840	2,654	16,913	0.5%	0.4%	2,850	21,765	2,798	21,859	-1.8%	0.4%
HOV/Exp ACCESS TO GP		N6W_X																			
HOV/Exp ACCESS FROM GP		N6W_N	2564S		16,141		16,085		-0.3%		16,840		16,913		0.4%		21,765		21,859		0.4%
NB ON FROM TULLY LOOP-GP	0	1053		1,195		1,216		1.8%		1,330		1,345		1.1%		1,839		1,910		3.9%	
NB ON FROM TULLY LOOP-HOV	0	1054		251		263		4.8%		254		252		-0.8%		284		296		4.2%	
NB ON FROM TULLY LOOP-TOTAL	1	053/1054		1,446		1,479		2.3%		1,584		1,597		0.8%		2,123		2,206		3.9%	

SANTA CLARA Valley Transportation Authority

Appendix A-3
PM Peak Period - NoBuild - Comparison Between Window and Global Models
US 101 Northbound

				PM 4 HOUR PEAK PERIOD																	
				2009						2015						2035					
				Global		Window		% Diff		Global		Window		% Diff		Global		Window		% Diff	
SEGMENTS	ON/OFF RAMP	Model ID	ML_ID	Ramp	ML North of Ramp	Ramp	ML North of Ramp	Ramp	ML North of Ramp	Ramp	ML North of Ramp	Ramp	ML North of Ramp	Ramp	ML North of Ramp	Ramp	ML North of Ramp	Ramp	ML North of Ramp	Ramp	ML North of Ramp
NB ON FROM TULLY SLIP	1	1055	1058S	4,589	22,176	4,574	22,138	-0.3%	-0.2%	4,804	23,228	4,869	23,379	1.4%	0.7%	5,472	29,360	5,492	29,557	0.4%	0.7%
NB OFF TO I-680	-1	1061A	1061S	9,327	12,849	9,355	12,783	0.3%	-0.5%	9,730	13,498	9,728	13,651	0.0%	1.1%	10,324	19,036	10,377	19,180	0.5%	0.8%
NB OFF TO STORY	-1	1062	1065S	1,650	11,199	1,575	11,208	-4.5%	0.1%	1,842	11,656	1,926	11,725	4.6%	0.6%	3,158	15,878	3,284	15,896	4.0%	0.1%
HOV/Exp ACCESS TO GP		N7W_X																			
HOV/Exp ACCESS FROM GP		N7W_N	1070S		11,199		11,208		0.1%		11,656		11,725		0.6%		15,878		15,896		0.1%
NB ON FROM STORY	1	1071	1073S	2,858	14,057	2,831	14,039	-0.9%	-0.1%	3,065	14,721	3,046	14,771	-0.6%	0.3%	4,390	20,268	4,435	20,331	1.0%	0.3%
NB ON FROM I-680	1	1072	1074S	144	14,201	143	14,182	-0.7%	-0.1%	149	14,870	150	14,921	0.7%	0.3%	461	20,729	409	20,740	-11.3%	0.1%
NB OFF TO SANTA CLARA	-1	1076	1077S	660	13,541	625	13,557	-5.3%	0.1%	821	14,049	819	14,102	-0.2%	0.4%	2,129	18,600	2,078	18,662	-2.4%	0.3%
NB OFF TO MCKEE OFF	-1	1082		1,792		1,787		-0.3%		2,166		2,145		-1.0%		4,130		4,000		-3.1%	
NB ON FROM SANTA CLARA	1	1078		837		839		0.2%		897		892		-0.6%		2,529		2,503		-1.0%	
HOV/Exp ACCESS TO GP		N21X																			
HOV/Exp ACCESS FROM GP		N21N																			
NB ON FROM MCKEE	1	1083	1085S	3,233	15,819	3,231	15,840	-0.1%	0.1%	3,472	16,252	3,476	16,325	0.1%	0.4%	4,746	21,745	4,702	21,867	-0.9%	0.6%
NB OFF TO MABURY	-1	2508		0		0				0		0				1,676		1,676		0.0%	
NB ON FROM MABURY	1	2509	1086S	0	15,819	0	15,840		0.1%	0	16,252	0	16,325		0.4%	2,062	22,131	2,160	22,351	4.8%	1.0%
NB OFF TO OAKLAND	-1	1087	2566S	1,476	14,343	1,504	14,336	1.9%	0.0%	1,456	14,796	1,487	14,838	2.1%	0.3%	1,561	20,570	1,610	20,741	3.1%	0.8%
NB ON FROM OAKLAND	1	1088	1089S	5,345	19,688	5,381	19,717	0.7%	0.1%	5,496	20,292	5,496	20,334	0.0%	0.2%	5,355	25,925	5,508	26,249	2.9%	1.2%
NB OFF TO I-880	-1	1091	2567S	3,968	15,720	3,909	15,808	-1.5%	0.6%	4,687	15,605	4,691	15,643	0.1%	0.2%	4,440	21,485	4,298	21,951	-3.2%	2.2%
NB ON FROM I-880	1	1175	2568S	2,691	18,411	2,686	18,494	-0.2%	0.5%	2,407	18,012	2,541	18,184	5.6%	1.0%	2,004	23,489	2,142	24,093	6.9%	2.6%
NB OFF TO I-880	-1	1176	1092S	3,391	15,020	3,497	14,997	3.1%	-0.2%	3,430	14,582	3,479	14,705	1.4%	0.8%	3,644	19,845	3,840	20,253	5.4%	2.1%
NB OFF TO BAYSHORE	-1	1093	2569S	907	14,113	922	14,075	1.7%	-0.3%	1,204	13,378	1,260	13,445	4.7%	0.5%	6,847	12,998	6,764	13,489	-1.2%	3.8%
NB ON FROM BAYSHORE	1	1094	1095S	832	14,945	839	14,914	0.8%	-0.2%	1,452	14,830	1,446	14,891	-0.4%	0.4%	3,518	16,516	2,051	15,540	-41.7%	-5.9%
NB ON FROM N4TH (NEW FOR 2035)	1	2522		0		0				0		0				0		0			
HOV/Exp ACCESS TO GP		N9W_X																			
HOV/Exp ACCESS FROM GP		N9W_N	1096S		14,945		14,914		-0.2%		14,830		14,891		0.4%		16,516		15,540		-5.9%
NB OFF TO BROKAW/N1ST	-1	1097	2570S	2,697	12,248	2,632	12,282	-2.4%	0.3%	3,017	11,813	3,039	11,852	0.7%	0.3%	0	16,516	0	15,540		-5.9%
NB ON FR N1ST	1	1098	2570S	12	12,260	0	12,282	-100.0%	0.2%	187	12,000	118	11,970	-36.9%	-0.2%	403	16,919	1,431	16,971	255.1%	0.3%
NB ON FROM BROKAW	1	1099	1100S	4,042	16,302	4,052	16,334	0.2%	0.2%	4,802	16,802	4,923	16,893	2.5%	0.5%	5,466	22,385	5,500	22,471	0.6%	0.4%
NB OFF TO TRIMBLE	-1	1101	1102S	1,728	14,574	1,765	14,569	2.1%	0.0%	1,797	15,005	1,815	15,078	1.0%	0.5%	2,764	19,621	2,681	19,790	-3.0%	0.9%
NB ON FROM 87 (GP&HOV)	1	1105_A	1105_S	4,133	18,707	4,135	18,704	0.0%	0.0%	4,216	19,221	4,210	19,288	-0.1%	0.3%	4,385	24,006	4,406	24,196	0.5%	0.8%
NB ON FROM TRIMBLE	1	1107	2572S	850	19,557	915	19,619	7.6%	0.3%	771	19,992	787	20,075	2.1%	0.4%	287	24,293	289	24,485	0.7%	0.8%
NB ON FROM TRIMBLE	1	1108	1109S	1,846	21,403	1,858	21,477	0.7%	0.3%	1,981	21,973	1,964	22,039	-0.9%	0.3%	2,906	27,199	2,733	27,218	-6.0%	0.1%
HOV/Exp ACCESS TO GP		N10W_X																			
HOV/Exp ACCESS FROM GP		N10W_N	1110S		21,403		21,477		0.3%		21,973		22,039		0.3%		27,199		27,218		0.1%
NB OFF TO MONTAGUE-SLIP	0	1111		1,812		1,816		0.2%		1,972		1,987		0.8%		6,284		6,480		3.1%	
NB OFF TO MONTAGUE-LOOP	0	1113		1,562		1,556		-0.4%		2,088		2,097		0.4%		0		0			
NB OFF TO MONTAGUE-TOTAL	-1	111/111	2573S	3,374	18,029	3,372	18,105	-0.1%	0.4%	4,060	17,913	4,084	17,955	0.6%	0.2%	6,284	20,915	6,480	20,738	3.1%	-0.8%
NB ON FROM MONTAGUE-LOOP	0	1112		1,274		1,221		-4.2%		1,546		1,535		-0.7%		1		0		-100.0%	
NB ON FROM MONTAGUE-SLIP	0	1114		3,021		3,021		0.0%		4,025		4,011		-0.3%		7,477		7,865		5.2%	
NB ON FROM SAN TOMAS SB (TOT)	1	112/111	1115S	4,295	22,324	4,242	22,347	-1.2%	0.1%	5,571	23,484	5,546	23,501	-0.4%	0.1%	7,478	28,393	7,865	28,603	5.2%	0.7%
NB OFF TO GREAT AMERICA	-1	1116	2574S	3,624	18,700	3,622	18,725	-0.1%	0.1%	3,353	20,131	3,335	20,166	-0.5%	0.2%	4,283	24,110	4,241	24,362	-1.0%	1.0%
NB ON FROM GREAT AMERICA	1	1117	2575S	1,046	19,746	1,056	19,781	1.0%	0.2%	971	21,102	998	21,164	2.8%	0.3%	805	24,915	682	25,044	-15.3%	0.5%
NB ON FROM GREAT AMERICA	1	1118		1,911		1,880		-1.6%		1,846		1,856		0.5%		2,462		2,356		-4.3%	
HOV/Exp ACCESS TO GP		N22X																			
HOV/Exp ACCESS FROM GP		N22N	1119S		21,657		21,661		0.0%		22,948		23,020		0.3%		27,377		27,400		0.1%
NB OFF TO LAWRENCE	-1	1120	2576S	3,515	18,142	3,523	18,138	0.2%	0.0%	3,820	19,128	3,840	19,180	0.5%	0.3%	4,452	22,925	4,330	23,070	-2.7%	0.6%
NB ON FROM LAWRENCE	1	1121	2577S	2,059	20,201	2,059	20,197	0.0%	0.0%	2,186	21,314	2,202	21,382	0.7%	0.3%	2,390	25,315	2,395	25,465	0.2%	0.6%
NB ON FROM LAWRENCE	1	1122	1123S	1,366	21,567	1,423	21,620	4.2%	0.2%	1,596	22,910	1,622	23,004	1.6%	0.4%	628	25,943	590	26,055	-6.1%	0.4%
HOV/Exp ACCESS TO GP		N11W_X																			
HOV/Exp ACCESS FROM GP		N11W_N	1124S		21,567		21,620		0.2%		22,910		23,004		0.4%		25,943		26,055		0.4%
NB OFF TO FAIR OAKS	-1	1125	2578S	1,827	19,740	1,826	19,794	-0.1%	0.3%	2,020	20,890	2,024	20,980	0.2%	0.4%	2,787	23,156	2,771	23,284	-0.6%	0.6%
NB ON FROM FAIR OAKS	1	1126	1127S	1,275	21,015	1,272	21,066	-0.2%	0.2%	1,353	22,243	1,345	22,325	-0.6%	0.4%	1,610	24,766	1,629	24,913	1.2%	0.6%
NB OFF TO MATHILDA	-1	1128	2579S	749	20,266	753	20,313	0.5%	0.2%	928	21,315	927	21,398	-0.1%	0.4%	1,454	23,312	1,478	23,435	1.7%	0.5%
NB ON FROM MATHILDA NB	1	1129	2580S	1,281	21,547	1,281	21,594	0.0%	0.2%	1,349	22,664	1,423	22,821	5.5%	0.7%	1,507	24,819	1,517	24,952	0.7%	0.5%
NB OFF TO MATHILDA	-1	1130	2581S	2,434	19,113	2,431	19,163	-0.1%	0.3%	2,723	19,941	2,744	20,077	0.8%	0.7%	0	24,819	0	24,952		0.5%
NB ON FROM MATHILDA SB-GP	0	2519		0		0				0		0				450		436		-3.1%	
NB ON FROM MATHILDA SB-HOV	0	2520		0		0				0		0				73		51		-30.1%	
NB ON FROM MATHILDA SB-TOTAL	1	519/252	1131S	0	19,113	0	19,163		0.3%	0	19,941	0	20,077		0.7%	523	25,342	487	25,439	-6.9%	0.4%
NB OFF TO RTE 237	-1	1133	2582S	4,164	14,949	4,154	15,009	-0.2%	0.4%	3,997	15,944	3,995	16,082	-0.1%	0.9%	6,198	19,144	6,180	19,259	-0.3%	0.6%
NB ON FROM RTE 237	1	1134	1135S	6,383	21,332	6,334	21,343	-0.8%	0.1%	6,623	22,567	6,631	22,713	0.1%	0.6%	8,213	27,357	8,214	27,473	0.0%	0.4%
NB OFF TO ELLIS	-1	1136		323		345		6.8%		505		497		-1.6%		1,009		1,067		5.7%	
HOV/Exp ACCESS TO GP		N23N																			
HOV/Exp ACCESS FROM GP		N23X	2583S		21,009		20,998		-0.1%		22,062		22,216		0.7%		26,348		26,406		0.2%
NB ON FROM ELLIS	1	1137	1138S	666	21,675	659	21,657	-1.1%	-0.1%	983	23,045	979	23,195	-0.4%	0.7%	1,435	27,783	1,505	27,911	4.9%	0.5%
NB OFF TO MOFFETT	-1	1139	1141S	1,324	20,351	1,306	20,351	-1.4%	0.0%	1,658	21,387	1,658	21,537	0.0%	0.7%	2,241	25,542	2,297	25,614	2.5%	0.3%

SANTA CLARA Valley Transportation Authority

Appendix A-3
PM Peak Period - NoBuild - Comparison Between Window and Global Models
US 101 Northbound

				PM 4 HOUR PEAK PERIOD																	
				2009						2015						2035					
				Global		Window		% Diff		Global		Window		% Diff		Global		Window		% Diff	
SEGMENTS	ON/OFF RAMP	Model ID	ML_ID	Ramp	ML North of Ramp	Ramp	ML North of Ramp	Ramp	ML North of Ramp	Ramp	ML North of Ramp	Ramp	ML North of Ramp	Ramp	ML North of Ramp	Ramp	ML North of Ramp	Ramp	ML North of Ramp	Ramp	ML North of Ramp
NB ON FROM MOFFETT	1	1140		790		792		0.3%		1,221		1,133		-7.2%		2,032		2,175		7.0%	
NB OFF TO SHORELINE	-1	1180	1143S	1,759	19,382	1,746	19,397	-0.7%	0.1%	2,119	20,489	2,107	20,563	-0.6%	0.4%	2,017	25,557	2,099	25,690	4.1%	0.5%
NB ON FROM SR 85	1	1143A		6,920		6,926		0.1%		6,362		6,430		1.1%		6,637		6,688		0.8%	
HOV/Exp ACCESS FROM SR 85 HOV	1	N17N	1145S	1,282	27,584	1,285	27,608	0.2%	0.1%	1,284	28,135	1,275	28,268	-0.7%	0.5%	1,795	33,989	1,788	34,166	-0.4%	0.5%
NB OFF TO MIDDLEFIELD	-1	1148	1149S	4,753	22,831	4,769	22,839	0.3%	0.0%	4,118	24,017	4,021	24,247	-2.4%	1.0%	5,660	28,329	5,585	28,581	-1.3%	0.9%
NB ON FROM SHORELINE	1	1147	1150S	2,085	24,916	2,099	24,938	0.7%	0.1%	2,152	26,169	2,217	26,464	3.0%	1.1%	2,606	30,935	2,599	31,180	-0.3%	0.8%
NB OFF TO RENGSTROFF NB	-1	1151		106		95		-10.4%		122		125		2.5%		248		199		-19.8%	
NB OFF TO RENGSTROFF SB	-1	1152	2584S	1,165	23,645	1,129	23,714	-3.1%	0.3%	1,084	24,963	1,019	25,320	-6.0%	1.4%	1,262	29,425	1,248	29,733	-1.1%	1.0%
NB ON FROM RENGSTROFF	1	1153	1154S	759	24,404	741	24,455	-2.4%	0.2%	1,438	26,401	1,288	26,608	-10.4%	0.8%	1,449	30,874	1,415	31,148	-2.3%	0.9%
NB OFF TO SAN ANTONIO	-1	1155	2585S	855	23,549	783	23,672	-8.4%	0.5%	803	25,598	739	25,869	-8.0%	1.1%	1,189	29,685	1,108	30,040	-6.8%	1.2%
NB ON FROM SAN ANTONIO NB	1	1156		3,143		3,141		-0.1%		3,100		3,116		0.5%		3,227		3,218		-0.3%	
NB ON FROM SAN ANTONIO SB	1	1186	1157S	878	27,570	907	27,720	3.3%	0.5%	982	29,680	982	29,967	0.0%	1.0%	1,537	34,449	1,376	34,634	-10.5%	0.5%
HOV/Exp ACCESS TO GP		N18X																			
HOV/Exp ACCESS FROM GP		N18N	1158S		27,570		27,720		0.5%		29,680		29,967		1.0%		34,449		34,634		0.5%
NB OFF TO OREGON AND EMBARCADERO	-1	1159A	1159S	5,595	21,975	5,615	22,105	0.4%	0.6%	5,667	24,013	5,641	24,326	-0.5%	1.3%	5,684	28,765	5,723	28,911	0.7%	0.5%
NB ON FROM EMBARCADERO SB	0	1167		1,661		1,729		4.1%		1,468		1,540		4.9%		1,236		1,203		-2.7%	
NB ON FROM OREGON / EMBARCADERO-CD	0	2528		3,964		3,925		-1.0%		4,289		4,117		-4.0%		4,177		4,126		-1.2%	
NB ON FROM OREGON / EMBARCADERO-TOT	1	167/252	1166S	5,625	27,600	5,654	27,759	0.5%	0.6%	5,757	29,770	5,657	29,983	-1.7%	0.7%	5,413	34,178	5,329	34,240	-1.6%	0.2%

NOTE: Ramp differences in cells highlighted in yellow are greater than 5 percent and 200 vehicles.

SANTA CLARA Valley Transportation Authority

Appendix A-4
PM Peak Period - NoBuild - Comparison Between Window and Global Models
US 101 Southbound

				PM 4 HOUR PEAK PERIOD																	
				2009						2015						2035					
				Global		Window		% Diff		Global		Window		% Diff		Global		Window		% Diff	
SEGMENTS	ON/OFF RAMP	Model ID	ML_ID	Ramp	ML North of Ramp	Ramp	ML North of Ramp	Ramp	ML North of Ramp	Ramp	ML North of Ramp	Ramp	ML North of Ramp	Ramp	ML North of Ramp	Ramp	ML North of Ramp	Ramp	ML North of Ramp	Ramp	ML North of Ramp
SB SOUTH OF UNIVERSITY-AUX	0	2006A		0		0				3,437		3,423				4,407		4,080			
SB SOUTH OF UNIVERSITY-GP	0	2006S		22,992		22,862				24,197		24,199				26,477		26,813			
SB SOUTH OF UNIVERSITY-HOV/EXP	0	2006H		3,802		3,958				5,193		5,269				7,338		7,354			
SB SOUTH OF UNIVERSITY-TOTAL	1		2006	26,794	26,794	26,820	26,820	0.1%	0.1%	32,827	32,827	32,891	32,891	0.2%	0.2%	38,222	38,222	38,247	38,247	0.1%	0.1%
SB OFF TO EMBARCADERO SB	0	2009		1,064		1,039		-2.3%		1,063		930		-12.5%		1,636		2,097		28.2%	
SB OFF TO EMBARCADERO NB	0	2011		777		718		-7.6%		756		751		-0.7%		817		824		0.9%	
SB OFF TO OREGON	0	2013		2,951		3,028		2.6%		3,540		3,599		1.7%		3,958		3,723		-5.9%	
SB SOUTH OFF OREGON / EMBARCADERO	-1	009/11/13		4,792		4,785		-0.1%		5,359		5,280		-1.5%		6,411		6,644		3.6%	
SB ON FROM EMBARCADERO SB	0	2010		1,308		1,265		-3.3%		1,476		1,434		-2.8%		1,208		1,660		37.4%	
SB ON FROM EMBARCADERO NB	0	2012		3,259		3,253		-0.2%		3,167		3,071		-3.0%		3,150		3,217		2.1%	
SB ON FROM OREGON	0	2015		2,786		2,800		0.5%		2,359		2,268		-3.9%		1,825		1,658		-9.2%	
SB ON OREGON / EMBARCADERO	1	0/12/15	2017S	7,353	29,355	7,318	29,353	-0.5%	0.0%	7,002	34,470	6,773	34,384	-3.3%	-0.2%	6,183	37,994	6,535	38,138	5.7%	0.4%
HOV/EXP ACCESS FROM GP		2017H																			
HOV/EXP ACCESS FROM GP		S29N																			
SB OFF TO SAN ANTONIO SB	-1	2020	2587S	1,950	27,405	1,960	27,393	0.5%	0.0%	2,913	31,557	2,742	31,642	-5.9%	0.3%	4,383	33,611	4,321	33,817	-1.4%	0.6%
SB OFF TO SAN ANTONIO NB	-1	2021	2022S	98	27,307	92	27,301	-6.1%	0.0%	105	31,452	128	31,514	21.9%	0.2%	0	33,611	0	33,817		0.6%
SB ON FROM SAN ANTONIO	1	2521	2588S	0	27,307	0	27,301		0.0%	0	31,452	0	31,514		0.2%	3,032	36,643	3,005	36,822	-0.9%	0.5%
SB ON FROM CHARLESTON / RENGSTORFF	1	2023		4,998		5,013		0.3%		3,332		3,553		6.6%		2,887		2,648		-8.3%	
SB OFF TO RENGSTROFF	-1	2025		2,159		2,174		0.7%		2,531		2,720		7.5%		3,668		3,123		-14.9%	
SB ON FROM RENGSTROFF	1	2026	2022S	870	31,016	995	31,135	14.4%	0.4%	1,358	33,611	1,396	33,743	2.8%	0.4%	1,763	37,625	1,382	37,729	-21.6%	0.3%
SB ON FROM MIDDLEFIELD	1	2030	2032S	3,645	34,661	3,516	34,651	-3.5%	0.0%	4,145	37,756	3,884	37,627	-6.3%	-0.3%	5,221	42,846	5,109	42,838	-2.1%	0.0%
SB OFF TO SHORELINE	-1	2034	2589S	2,236	32,425	2,214	32,437	-1.0%	0.0%	1,987	35,769	1,848	35,779	-7.0%	0.0%	1,959	40,887	1,834	41,004	-6.4%	0.3%
SB ON FROM SHORELINE-SB	1	2037		2,292		2,324		1.4%		2,612		2,728		4.4%		2,402		2,426		1.0%	
SB ON FROM SHORELINE-NB	1	2036		1,115		1,108		-0.6%		1,065		973		-8.6%		1,388		1,349		-2.8%	
SB OFF TO SR 85-GP	-1	2039		8,554		8,514		-0.5%		9,365		9,114		-2.7%		9,535		9,361		-1.8%	
SB OFF TO SR 85-HOV	-1	S30X	2040H	2,345	24,933	2,330	25,025	-0.6%	0.4%	2,319	27,762	2,203	28,163	-5.0%	1.4%	2,881	32,261	2,905	32,513	0.8%	0.8%
HOV/EXP ACCESS FROM GP		S32W_N																			
HOV/EXP ACCESS TO GP		S32W_X																			
SB OFF TO MOFFETT	-1	2501		709		712		0.4%		1,014		1,120		10.5%		1,056		1,008		-4.5%	
SB ON FROM MOFFETT	1	2502	2036S	1,914	26,138	1,933	26,246	1.0%	0.4%	1,669	28,417	1,760	28,803	5.5%	1.4%	2,323	33,528	2,194	33,699	-5.6%	0.5%
SB OFF TO ELLIS	-1	2505	2590S	749	25,389	731	25,515	-2.4%	0.5%	1,232	27,185	1,336	27,467	8.4%	1.0%	1,426	32,102	1,451	32,248	1.8%	0.5%
HOV/EXP ACCESS FROM GP		S22N																			
HOV/EXP ACCESS TO GP		S22X																			
SB ON FROM ELLIS-GP	0	2506S		1,321		1,309				1,510		1,574				2,237		2,225			
SB ON FROM ELLIS-HOV	0	2506H		149		143				273		250				413		413			
SB ON FROM ELLIS-TOTAL	1	2506	2039S	1,470	26,859	1,452	26,967	-1.2%	0.4%	1,783	28,968	1,824	29,291	2.3%	1.1%	2,650	34,752	2,638	34,886	-0.5%	0.4%
SB OFF TO RTE 237	-1	2040	2591S	6,155	20,704	6,142	20,825	-0.2%	0.6%	6,642	22,326	6,590	22,701	-0.8%	1.7%	8,204	26,548	8,234	26,652	0.4%	0.4%
SB ON FROM RTE 237	1	2340	2508S	3,236	23,940	3,245	24,070	0.3%	0.5%	3,229	25,555	3,235	25,936	0.2%	1.5%	3,266	29,814	3,310	29,962	1.3%	0.5%
SB_OFF TO MATHILDA	-1	2330	2592S	1,777	22,163	1,746	22,324	-1.7%	0.7%	2,235	23,320	2,396	23,540	7.2%	0.9%	3,202	26,612	3,160	26,802	-1.3%	0.7%
SB ON FROM MATHILDA SB	1	2044	2593S	1,984	24,147	1,941	24,265	-2.2%	0.5%	2,004	25,324	1,953	25,493	-2.5%	0.7%	2,445	29,057	2,434	29,236	-0.4%	0.6%
SB ON FROM MATHILDA NB-GP	0	2045		1,515		1,499				1,476		1,446				1,980		1,939			
SB ON FROM MATHILDA NB-HOV	0	2046		260		262				288		290				425		438			
SB ON FROM MATHILDA NB-TOTAL	1	045/204	2047S	1,775	25,922	1,761	26,026	-0.8%	0.4%	1,764	27,088	1,736	27,229	-1.6%	0.5%	2,405	31,462	2,377	31,613	-1.2%	0.5%
HOV/EXP ACCESS FROM GP		S34W_N																			
HOV/EXP ACCESS TO GP		S34W_X	2594S		25,922		26,026		0.4%		27,088		27,229		0.5%		31,462		31,613		0.5%
SB OFF TO FAIR OAKS	-1	2048	2595S	1,238	24,684	1,209	24,817	-2.3%	0.5%	1,335	25,753	1,304	25,925	-2.3%	0.7%	1,059	30,403	998	30,615	-5.8%	0.7%
SB ON FROM FAIR OAKS SB	1	2049	2596S	1,826	26,510	1,896	26,713	3.8%	0.8%	1,897	27,650	1,973	27,898	4.0%	0.9%	1,478	31,881	1,501	32,116	1.6%	0.7%
SB OFF TO FAIR OAKS	-1	2050	2597S	106	26,404	111	26,602	4.7%	0.7%	156	27,494	150	27,748	-3.8%	0.9%	444	31,437	495	31,621	11.5%	0.6%
SB ON FROM FAIR OAKS NB-GP	0	2051		270		246				267		245				264		273			
SB ON FROM FAIR OAKS NB-HOV	0	2052		102		101				101		101				146		145			
SB ON FROM FAIR OAKS NB-TOTAL	1	051/205	2053S	372	26,776	347	26,949	-6.7%	0.6%	368	27,862	346	28,094	-6.0%	0.8%	410	31,847	418	32,039	2.0%	0.6%
SB OFF TO LAWRENCE SB	-1	2055	2598S	3,488	23,288	3,487	23,462	0.0%	0.7%	3,689	24,173	3,749	24,345	1.6%	0.7%	4,029	27,818	3,993	28,046	-0.9%	0.8%
SB ON FROM LAWRENCE SB	1	2056	2599S	1,638	24,926	1,677	25,139	2.4%	0.9%	1,739	25,912	1,771	26,116	1.8%	0.8%	2,545	30,363	2,498	30,544	-1.8%	0.6%
SB ON FROM LAWRENCE NB-GP	0	2057S		1,572		1,502				1,533		1,375				1,324		1,224			
SB ON FROM LAWRENCE NB-HOV	0	2057H		355		345				377		376				538		515			
SB ON FROM LAWRENCE NB-TOTAL	1	2057	2058S	1,927	26,853	1,847	26,986	-4.2%	0.5%	1,910	27,822	1,751	27,867	-8.3%	0.2%	1,862	32,225	1,739	32,283	-6.6%	0.2%
SB OFF TO GREAT AMERICA	-1	2059		1,319		1,276		-3.3%		1,359		1,294		-4.8%		1,896		1,765		-6.9%	
HOV/EXP ACCESS FROM GP		S31N																			

SANTA CLARA Valley Transportation Authority

Appendix A-4
PM Peak Period - NoBuild - Comparison Between Window and Global Models
US 101 Southbound

				PM 4 HOUR PEAK PERIOD																	
				2009						2015						2035					
				Global		Window		% Diff		Global		Window		% Diff		Global		Window		% Diff	
SEGMENTS	ON/OFF RAMP	Model ID	ML_ID	Ramp	ML North of Ramp	Ramp	ML North of Ramp	Ramp	ML North of Ramp	Ramp	ML North of Ramp	Ramp	ML North of Ramp	Ramp	ML North of Ramp	Ramp	ML North of Ramp	Ramp	ML North of Ramp	Ramp	ML North of Ramp
HOV/EXP ACCESS TO GP		S31X	2600S		25,534		25,710		0.7%		26,463		26,573		0.4%		30,329		30,518		0.6%
SB ON FROM GREAT AMERICA SB	1	2060	2601S	3,635	29,169	3,639	29,349	0.1%	0.6%	3,529	29,992	3,529	30,102	0.0%	0.4%	3,726	34,055	3,748	34,266	0.6%	0.6%
SB ON FROM GREAT AMERICA NB	1	2061	2063S	1,759	30,928	1,767	31,116	0.5%	0.6%	1,748	31,740	1,783	31,885	2.0%	0.5%	2,841	36,896	2,803	37,069	-1.3%	0.5%
SB OFF TO SAN TOMAS	-1	2065	2602S	5,392	25,536	5,382	25,734	-0.2%	0.8%	5,575	26,165	5,574	26,311	0.0%	0.6%	7,480	29,416	7,753	29,316	3.6%	-0.3%
SB ON FROM MONTAGUE SB	0	2067		1,396		1,421				1,357		1,375				1,061		1,084			
SB ON FROM SAN TOMAS NB	0	2069		1,885		1,878				2,354		2,450				4,183		4,424			
SB ON FROM SAN TOMAS/MONTAGUE-TOTAL	1	067/206	2071S	3,281	28,817	3,299	29,033	0.5%	0.7%	3,711	29,876	3,825	30,136	3.1%	0.9%	5,244	34,660	5,508	34,824	5.0%	0.5%
HOV/EXP ACCESS FROM GP		S36W N																			
HOV/EXP ACCESS TO GP		S36W X	2072S		28,817		29,033		0.7%		29,876		30,136		0.9%		34,660		34,824		0.5%
SB OFF TO TRIMBLE-SLIP	-1	2073	2603S	1,102	27,715	1,240	27,793	12.5%	0.3%	1,338	28,538	1,369	28,767	2.3%	0.8%	1,396	33,264	1,317	33,507	-5.7%	0.7%
SB ON FROM TRIMBLE SB	1	2074	2604S	1,609	29,324	1,642	29,435	2.1%	0.4%	1,686	30,224	1,675	30,442	-0.7%	0.7%	2,072	35,336	2,077	35,584	0.2%	0.7%
SB OFF TO TRIMBLE-LOOP	-1	2518		458		500		9.2%		590		601		1.9%		0		0			
SB ON FROM TRIMBLE NB	1	2075	2077S	5,686	34,552	5,690	34,625	0.1%	0.2%	5,694	35,328	5,704	35,545	0.2%	0.6%	5,669	41,005	5,421	41,005	-4.4%	0.0%
SB OFF TO 87	-1	2079	2080S	8,663	25,889	8,709	25,916	0.5%	0.1%	8,487	26,841	8,530	27,015	0.5%	0.6%	9,007	31,998	8,962	32,043	-0.5%	0.1%
SB OFF TO N1ST	-1	2081	2315	4,246	21,643	4,416	21,500	4.0%	-0.7%	5,181	21,660	5,263	21,752	1.6%	0.4%	4,458	27,540	4,590	27,453	3.0%	-0.3%
SB ON FROM 4TH ST	1	2082		5,607		5,611		0.1%		5,651		5,706		1.0%		0		0			
HOV/EXP ACCESS FROM GP		S38W N																			
HOV/EXP ACCESS TO GP		S38W X	2083S		27,250		27,111		-0.5%		27,311		27,458		0.5%		27,540		27,453		-0.3%
SB OFF TO 4TH	-1	2516	2605S	0	27,250	0	27,111		-0.5%	0	27,311	0	27,458		0.5%	3,336	24,204	3,310	24,143	-0.8%	-0.3%
SB ON FROM 4TH ST	1	2517	2084S	0	27,250	0	27,111		-0.5%	0	27,311	0	27,458		0.5%	3,348	27,552	3,294	27,437	-1.6%	-0.4%
SB OFF TO I-880	-1	2085	2606S	1,941	25,309	1,722	25,389	-11.3%	0.3%	1,372	25,939	1,105	26,353	-19.5%	1.6%	862	26,690	1,013	26,424	17.5%	-1.0%
SB ON FROM I-880 SB	1	2310	2607S	5,122	30,431	5,098	30,487	-0.5%	0.2%	6,761	32,700	6,530	32,883	-3.4%	0.6%	8,181	34,871	8,321	34,745	1.7%	-0.4%
SB OFF TO I-880 NB	-1	2311	2608S	997	29,434	788	29,699	-21.0%	0.9%	1,930	30,770	1,818	31,065	-5.8%	1.0%	1,856	33,015	1,948	32,797	5.0%	-0.7%
SB ON FROM I-880 NB	1	2088	2089S	2,736	32,170	2,649	32,348	-3.2%	0.6%	2,450	33,220	2,426	33,491	-1.0%	0.8%	3,141	36,156	3,492	36,289	11.2%	0.4%
SB OFF TO OAKLAND	-1	2091	2609S	5,441	26,729	5,451	26,897	0.2%	0.6%	5,456	27,764	5,465	28,026	0.2%	0.9%	5,349	30,807	5,356	30,933	0.1%	0.4%
SB ON FROM OAKLAND	1	2092	2093S	1,998	28,727	1,975	28,872	-1.2%	0.5%	2,222	29,986	2,158	30,184	-2.9%	0.7%	3,176	33,983	3,150	34,083	-0.8%	0.3%
HOV/EXP ACCESS FROM GP		S40W N																			
HOV/EXP ACCESS TO GP		S40W X	2094S		28,727		28,872		0.5%		29,986		30,184		0.7%		33,983		34,083		0.3%
SB OFF TO MABURY	-1	2511		0		0				0		0				1,006		1,013		0.7%	
SB ON FROM MABURY	1	2510	2610S	0	28,727	0	28,872		0.5%	0	29,986	0	30,184		0.7%	1,139	34,116	1,124	34,194	-1.3%	0.2%
SB OFF TO MCKEE	-1	2095	2307S	2,822	25,905	2,735	26,137	-3.1%	0.9%	2,859	27,127	2,754	27,430	-3.7%	1.1%	3,682	30,434	3,714	30,480	0.9%	0.2%
SB OFF TO SANTA CLARA	-1	2305	2611S	1,638	24,267	1,717	24,420	4.8%	0.6%	1,616	25,511	1,611	25,819	-0.3%	1.2%	3,659	26,775	3,733	26,747	2.0%	-0.1%
SB ON FROM MCKEE	1	2096	2612S	2,462	26,729	2,531	26,951	2.8%	0.8%	3,017	28,528	3,016	28,835	0.0%	1.1%	3,093	29,868	3,121	29,868	0.9%	0.0%
SB ON FROM SANTA CLARA	1	2306	2104S	1,445	28,174	1,302	28,253	-9.9%	0.3%	2,273	30,801	2,122	30,957	-6.6%	0.5%	3,527	33,395	3,383	33,251	-4.1%	-0.4%
SB OFF TO I-680	-1	2106	2107S	5,786	22,388	5,624	22,629	-2.8%	1.1%	5,133	25,668	5,111	25,846	-0.4%	0.7%	5,960	27,435	5,987	27,264	0.5%	-0.6%
SB OFF TO STORY	-1	2108A	2108S	2,820	19,568	2,717	19,912	-3.7%	1.8%	2,342	23,326	2,370	23,476	1.2%	0.6%	2,579	24,856	2,270	24,994	-12.0%	0.6%
HOV/EXP ACCESS FROM GP		S45W N																			
HOV/EXP ACCESS TO GP		S45W X	2613S		19,568		19,912		1.8%		23,326		23,476		0.6%		24,856		24,994		0.6%
SB ON FROM STORY	1	2113	2114S	733	20,301	502	20,414	-31.5%	0.6%	3,069	26,395	2,993	26,469	-2.5%	0.3%	3,144	28,000	3,237	28,231	3.0%	0.8%
SB ON FROM I-680	1	2304	2116S	9,550	29,851	9,555	29,969	0.1%	0.4%	9,925	36,320	9,928	36,397	0.0%	0.2%	10,486	38,486	10,423	38,654	-0.6%	0.4%
SB OFF TO TULLY-SLIP	0	2120		2,079		1,874				6,490		6,242				6,079		6,030			
SB OFF TO TULLY-LOOP	0	2119		1,684		1,740				0		0				0		0			
SB OFF TO TULLY-TOTAL	-1	119/212	2123S	3,763	26,088	3,614	26,355	-4.0%	1.0%	6,490	29,830	6,242	30,155	-3.8%	1.1%	6,079	32,407	6,030	32,624	-0.8%	0.7%
HOV/EXP ACCESS FROM GP		S44W N																			
HOV/EXP ACCESS TO GP		S44W X	2124S	0	26,088	0	26,355		1.0%	0	29,830	0	30,155		1.1%	0	32,407	0	32,624		0.7%
SB ON FROM TULLY-LOOP	0	2534		515		542				1,336		1,181				1,550		1,550			
SB ON FROM TULLY-LOOP	0	2535		85		92				167		171				244		249			
SB ON FROM TULLY-SLIP	0	2122		926		685				1,280		1,191				1,400		1,228			
SB ON FROM TULLY-TOTAL	1	4/2535/2	2125S	1,526	27,614	1,319	27,674	-13.6%	0.2%	2,783	32,613	2,543	32,698	-8.6%	0.3%	3,194	35,601	3,027	35,651	-5.2%	0.1%
SB OFF TO CAPITOL-SLIP	0	2126		2,851		2,570				8,763		8,451				8,703		8,856			
SB OFF TO CAPITOL-LOOP	0	2533		3,129		3,244				0		0				0		0			
SB OFF TO CAPITOL-TOTAL	-1	126/2533		5,980		5,814		-2.8%		8,763		8,451		-3.6%		8,703		8,856		1.8%	
SB ON FROM CAPITOL-LOOP	0	2536		1,446		1,587				1,675		1,726				2,333		2,422			
SB ON FROM CAPITOL-LOOP	0	2537		189		200				271		274				375		380			
SB ON FROM CAPITOL-SLIP	0	2130		291		278				334		314				263		324			
SB ON FROM CAPITOL-TOTAL	1	36/37/21	2132S	1,926	23,560	2,065	23,925	7.2%	1.5%	2,280	26,130	2,314	26,561	1.5%	1.6%	2,971	29,869	3,126	29,921	5.2%	0.2%
SB OFF TO YERBA BEUNA	-1	2136A	2136S	2,785	20,775	2,991	20,934	7.4%	0.8%	3,806	22,324	3,730	22,831	-2.0%	2.3%	4,143	25,726	4,224	25,697	2.0%	-0.1%
SB ON FROM YERBA BEUNA	1	2135	2137S	1,759	22,534	1,637	22,571	-6.9%	0.2%	1,300	23,624	1,278	24,109	-1.7%	2.1%	970	26,696	928	26,625	-4.3%	-0.3%
SB OFF TO HELLYER	-1	2138	2615S	1,279	21,255	1,208	21,363	-5.6%	0.5%	1,320	22,304	1,257	22,852	-4.8%	2.5%	1,412	25,284	1,379	25,246	-2.3%	-0.2%
SB ON FROM HELLYER	1	2139	2140S	466	21,721	445	21,808	-4.5%	0.4%	506	22,810	495	23,347	-2.2%	2.4%	964	26,248	950	26,196	-1.5%	-0.2%
HOV/EXP ACCESS FROM GP		S48W N																			
HOV/EXP ACCESS TO GP		S48W X	2141S		21,721		21,808		0.4%		22,810		23,347		2.4%		26,248		26,196		-0.2%
SB OFF TO BLOSSOM HILL	-1	2142	2616S	5,389	16,332	5,359	16,449	-0.6%	0.7%	5,400	17,410	5,422	17,925	0.4%	3.0%	5,515	20,733	5,541	20,655	0.5%	-0.4%
SB ON FROM BLOSSOM HILL	1	2143	2617S	315	16,647	315	16,764	0.0%	0.7%	397	17,807	401	18,326	1.0%	2.9%	993	21,726	971	21,626	-2.2%	-0.5%
SB ON FROM BLOSSOM HILL	1	2144	2145S	1,441	18,088	1,218	17,982	-15.5%	-0.6%	1,111	18,918	1,667	19,993	50.0%	5.7%	1,882	23,608	2,032	23,658	8.0%	0.2%
SB OFF TO SB85-GP	0	175		11		30				128		32				131		53			

Appendix A-4
PM Peak Period - NoBuild - Comparison Between Window and Global Models
US 101 Southbound

				PM 4 HOUR PEAK PERIOD																	
				2009						2015						2035					
				Global		Window		% Diff		Global		Window		% Diff		Global		Window		% Diff	
SEGMENTS	ON/OFF RAMP	Model ID	ML_ID	Ramp	ML North of Ramp	Ramp	ML North of Ramp	Ramp	ML North of Ramp	Ramp	ML North of Ramp	Ramp	ML North of Ramp	Ramp	ML North of Ramp	Ramp	ML North of Ramp	Ramp	ML North of Ramp	Ramp	ML North of Ramp
SB OFF TO SB85-HOV	0	176		18		9				36		14				91		64			
SB OFF TO SB85-TOTAL	-1	175/176		29		39		34.5%		164		46		-72.0%		222		117		-47.3%	
SB OFF TO BERNAL	-1	2147	2148S	3,227	14,832	3,116	14,827	-3.4%	0.0%	3,211	15,543	3,554	16,393	10.7%	5.5%	5,695	17,691	5,740	17,801	0.8%	0.6%
SB ON FROM 85-GP	1	173S		9,434		9,566		1.4%		6,631		6,270		-5.4%		7,296		7,385		1.2%	
SB ON FROM 85-HOV/EXP	1	173H	205S	1,300	25,566	1,294	25,687	-0.5%	0.5%	5,348	27,522	4,672	27,335	-12.6%	-0.7%	6,807	31,794	6,772	31,958	-0.5%	0.5%
HOV/EXP ACCESS FROM GP		206EN		0		0				0		0									
HOV/EXP ACCESS TO GP		206EX	207S		25,566		25,687		0.5%		27,522		27,335		-0.7%		31,794		31,958		0.5%
SB OFF TO BAILEY	-1	2150	2618S	2,165	23,401	2,276	23,411	5.1%	0.0%	2,879	24,643	2,619	24,716	-9.0%	0.3%	3,394	28,400	2,836	29,122	-16.4%	2.5%
SB ON FROM BAILEY	1	2151	2152S	637	24,038	678	24,089	6.4%	0.2%	676	25,319	659	25,375	-2.5%	0.2%	1,316	29,716	617	29,739	-53.1%	0.1%
SB OFF TO COYOTE GREEK	-1	2153	2619S	117	23,921	117	23,972	0.0%	0.2%	96	25,223	97	25,278	1.0%	0.2%	101	29,615	98	29,641	-3.0%	0.1%
SB ON FROM COYOTE GREEK	1	2154	2155S	40	23,961	40	24,012	0.0%	0.2%	28	25,251	25	25,303	-10.7%	0.2%	35	29,650	35	29,676	0.0%	0.1%
HOV/EXP ACCESS TO GP		S21X	2156S		23,961		24,012		0.2%		25,251		25,303		0.2%		29,650		29,676		0.1%
SB OFF TO COCHRANE	-1	2157	2620S	3,662	20,299	3,701	20,311	1.1%	0.1%	3,442	21,809	3,338	21,965	-3.0%	0.7%	3,130	26,520	3,176	26,500	1.5%	-0.1%
SB ON FROM COCHRANE	1	2158	2621S	67	20,366	69	20,380	3.0%	0.1%	64	21,873	63	22,028	-1.6%	0.7%	70	26,590	61	26,561	-12.9%	-0.1%
SB ON FROM COCHRANE	1	2159	2622S	1,695	22,061	1,673	22,053	-1.3%	0.0%	1,013	22,886	782	22,810	-22.8%	-0.3%	1,954	28,544	2,199	28,760	12.5%	0.8%
HOV/EXP ACCESS TO GP		S56X	2160S		22,061		22,053		0.0%		22,886		22,810		-0.3%		28,544		28,760		0.8%
SB OFF TO DUNNE	-1	2161	2623S	3,050	19,011	3,104	18,949	1.8%	-0.3%	3,174	19,712	2,983	19,827	-6.0%	0.6%	3,646	24,898	3,599	25,161	-1.3%	1.1%
SB ON FROM DUNNE	1	2162	2163S	1,313	20,324	1,391	20,340	5.9%	0.1%	2,150	21,862	1,883	21,710	-12.4%	-0.7%	2,323	27,221	2,305	27,466	-0.8%	0.9%
SB OFF TO TENNANT	-1	2164	2624S	1,990	18,334	2,038	18,302	2.4%	-0.2%	1,358	20,504	1,166	20,544	-14.1%	0.2%	1,062	26,159	957	26,509	-9.9%	1.3%
SB ON FROM TENNANT	1	2165	2166S	1,099	19,433	1,132	19,434	3.0%	0.0%	1,020	21,524	1,012	21,556	-0.8%	0.1%	1,096	27,255	994	27,503	-9.3%	0.9%

NOTE: Ramp differences in cells highlighted in yellow are greater than 5 percent and 200 vehicles.