

APPENDIX D
INTERSECTION MITIGATION MEASURES

APPENDIX D

TRANSPORTATION ANALYSIS SUMMARY TABLES

This appendix provides a summary of traffic analysis information for each of the intersections in the project study area. For each intersection, the following is shown:

- estimated traffic levels of service,
- lane configurations by approach under several scenarios, and
- amount of traffic added by the Proposed Project or alternatives to the intersection.

Information is provided for these scenarios:

- existing conditions
- planned improvements by City of Fremont or Milpitas
- suggested improvements beyond planned improvements, if necessary.

Details of level of service calculations are provided in a separately bound technical appendix available for review at the BART Extensions Planning Department.

APPENDIX D

LIST OF TABLES

D-1	Union-Fremont/Bay Washington (IR-1)	D-1
D-2	Driscoll-Osgood/Washington (IR-2)	D-2
D-3	I-680 SB/Washington (IR-3)	D-3
D-4	I-680 NB-Luzon/Washington (IR-4)	D-4
D-5	Osgood/Blacow (IR-5)	D-5
D-6	Warm Springs-Osgood/Durham (WS-1)	D-6
D-7	I-680 SB/Durham (WS-2)	D-7
D-8	I-680 NB/Durham (WS-3)	D-8
D-9	Osgood-Warm Springs/So. Grimmer (WS-4)	D-9
D-10	Fremont/So. Grimmer (WS-5)	D-10
D-11	Fremont/I-880 NB (WS-6)	D-11
D-12	Fremont/I-880 SB-Cushing (WS-7)	D-12
D-13	Mohave/Mission (WS-8)	D-13
D-14	Warm Springs/Mission (SW-11)	D-14
D-15	Milmont/Kato-Scott Creek (SW-1)	D-15
D-16	Warm Springs/Scott Creek (SW-2)	D-16
D-17	I-680 SB/Scott Creek (SW-3)	D-17
D-18	I-680 NB/Scott Creek (SW-4)	D-18
D-19	No. Milpitas/Dixon Landing (SW-5)	D-19
D-20	Milmont/Dixon Landing (SW-6)	D-20
D-21	I-880 NB-California/Dixon Landing (SW-7)	D-21
D-22	I-880 SB/Dixon Landing (SW-8)	D-22

**Table D-1
Mitigation Measures
Irvington - Intersection: Union-Fremont/Bay-Washington (IR-1)**

Scenario	BART Added Traffic No.	V/C	Unim-proved	Im-proved	LOS	Number of Lanes											
						Fremont-Union		Fremont-Washington		Northbound		Southbound					
						L	T	R	L	T	R	L	T	R			
Existing ¹ (A.M.) (P.M.)	--	--	0.62	--	B	0	2	1*	0	1	0	0	1	1	0	2	0
1998 w/o Extension ²	--	--	0.64	--	B	0	2	1*	0	1	0	0	1	1	0	2	0
1998 w/Proposed Project	218	9.4	0.65	--	B	No Mitigation Required											
	200	6.6	0.83	--	D												
1998 w/Alternatives 4 & 5	226	10.7	0.67	--	B	No Mitigation Required											
	205	6.8	0.83	--	D												
1998 w/Alternative 11	320	13.2	0.68	--	B	No Mitigation Required											
	292	9.4	0.84	--	D												
2010 w/o Extension ³	--	--	1.03	--	F	0	2	1*	0	1	0	0	1	1	0	2	0
	--	--	1.05	--	F												
2010 w/Proposed Project	40	1.1	1.03	--	F	No Additional Mitigations Possible											
	37	0.8	1.05	--	F												
2010 w/Alternatives 4 & 5	46	1.2	1.03	--	F	No Additional Mitigations Possible											
	43	1.0	1.06	--	F												
2010 w/Alternative 11	58	1.6	1.03	--	F	No Additional Mitigations Possible											
	53	1.2	1.06	--	F												

* = Free right turn, where an exclusive right turn lane has an exclusive receiving lane, allowing free flow traffic without yielding.
 1 Existing conditions are based on counts from 1988-1990.
 2 Intersection geometrics for 1998 are assumed to be the same as existing.
 3 Intersection geometrics for 2010 are assumed to be consistent with City of Fremont planned improvements.

**Table D-2
Mitigation Measures
Irvington - Intersection: Driscoll-Osgood/Washington (IR-2)**

Scenario	BART Added Traffic No.	%	Unim-proved	V/C	Im-proved	LOS	--- Osgood-Driscoll ---			--- Washington ---								
							Northbound	Southbound	L T R	Eastbound	Westbound	L T R						
Existing ¹	--	--	0.83	--	--	D	1	1	0	1	1	0	1	2	1			
1998 w/o Extension ²	--	--	1.23	--	--	F	1	1	0	1	1	1	1	0	1	2	1	
1998 w/Proposed Project	308	8.7	1.39	0.74	--	F	1	3	1	1	2	1	1	2	1*	1	2	1
1998 w/Alternatives 4 & 5	305	8.6	1.39	0.73	--	F	Same as for Proposed Project											
1998 w/Alternative 11	452	12.2	1.46	0.78	--	F	Same as for Proposed Project											
2010 w/o Extension ³	--	--	0.60	--	--	A	1	3	1	1	3	0	1	2	1*	1	2	1
2010 w/Proposed Project	142	4.0	0.66	--	--	B	No Additional Mitigation Required											
2010 w/Alternatives 4 & 5	136	3.8	0.66	--	--	B	No Additional Mitigation Required											
2010 w/Alternative 11	207	5.7	0.69	--	--	B	No Additional Mitigation Required											
	188	4.6	0.81	--	--	D	No Additional Mitigation Required											

* = Free right turn, where an exclusive right turn lane has an exclusive receiving lane, allowing free flow traffic without yielding.
¹ Existing conditions are based on counts from 1988-1990.
² Intersection geometrics for 1998 are assumed to be the same as existing.
³ Intersection geometrics for 2010 are assumed to be consistent with City of Fremont planned improvements.

**Table D-3
Mitigation Measures
Irvington - Intersection: I-680 SB/Washington (IR-3)**

Scenario	BART Added Traffic No.	Unimproved %	V/C	Improved	LOS	Number of Lanes												
						I-680 SB		Northbound		Southbound		Washington						
					Unimproved	Improved	L	T	R	L	T	R	L	T	R	L	T	R
Existing ¹	--	--	--	--	D/A	E/B	0	0	0	1	0	1	1	2	0	0	2	1
1998 w/o Extension ²	--	--	--	--	E/A	E/C	0	0	0	1	0	1	1	2	0	0	2	1
1998 w/Proposed Project	35	2.2	--	--	E/B	E/C	No Mitigation Required											
1998 w/Alternatives 4 & 5	35	2.2	--	--	E/B	E/C	No Mitigation Required											
1998 w/Alternative 11	52	3.2	--	--	E/B	E/C	No Mitigation Required											
2010 w/o Extension ³	--	--	--	--	E/D	F/F	0	0	0	1	0	1	1	2	0	0	2	1
2010 w/Proposed Project	40	1.4	--	--	E/D	F/F	No Mitigation Required											
2010 w/Alternatives 4 & 5	39	1.4	--	--	E/D	F/F	No Mitigation Required											
2010 w/Alternative 11	58	2.1	--	--	E/D	F/F	No Mitigation Required											

* = Free right turn, where an exclusive right turn lane has an exclusive receiving lane, allowing free flow traffic without yielding.
¹ Existing conditions are based on counts from 1988-1990.
² Intersection geometrics for 1998 are assumed to be the same as existing.
³ Intersection geometrics for 2010 are assumed to be consistent with City of Fremont planned improvements.

**Table D-4
Mitigation Measures
Irvington - Intersection: I-680 NB-Luzon/Washington (IR-4)**

Scenario	BART Added Traffic No.	% Unimproved	V/C Unimproved	LOS Unimproved	Number of Lanes									
					L	T	R	L	T	R				
					Luzon-I-680 NB			Washington						
					L	T	R	Southbound	Eastbound	Westbound	L	T	R	
Existing ¹	--	--	0.45	A	1	1	1	1	1	1	1	1	2	1
(A.M.)	--	--	0.49	A	1	1	1	1	1	1	1	1	1	2
(P.M.)	--	--	0.55	A	1	1	1	1	1	1	1	1	1	2
1998 w/o Extension ²	--	--	0.62	B	1	1	1	1	1	1	1	1	1	2
1998 w/Proposed Project	34	2.0	0.55	A	No Mitigation Required									
	31	1.6	0.63	B	No Mitigation Required									
1998 w/Alternatives 4 & 5	33	1.9	0.55	A	No Mitigation Required									
	30	1.6	0.63	B	No Mitigation Required									
1998 w/Alternative 11	49	2.8	0.56	A	No Mitigation Required									
	45	2.3	0.63	B	No Mitigation Required									
2010 w/o Extension ³	--	--	0.74	C	1	1	1	2	1	1	2	1	1	2
	--	--	0.74	C	1	1	1	2	1	1	2	1	1	2
2010 w/Proposed Project	38	1.5	0.76	C	No Additional Mitigation Required									
	35	1.2	0.74	C	No Additional Mitigation Required									
2010 w/Alternatives 4 & 5	37	1.5	0.76	C	No Additional Mitigation Required									
	34	1.2	0.74	C	No Additional Mitigation Required									
2010 w/Alternative 11	56	2.2	0.76	C	No Additional Mitigation Required									
	51	1.8	0.75	C	No Additional Mitigation Required									

* = Free right turn, where an exclusive right turn lane has an exclusive receiving lane, allowing free flow traffic without yielding.
¹ Existing conditions are based on counts from 1988-1990.
² Intersection geometrics for 1998 are assumed to be the same as existing.
³ Intersection geometrics for 2010 are assumed to be consistent with City of Fremont planned improvements.

**Table D-5
Mitigation Measures
Irvington - Intersection: Osgood/Blacow (IR-5)**

Scenario	BART Added Traffic No.	V/C	Unimproved	Improved	LOS	Number of Lanes											
						Northbound	Southbound	Eastbound	Westbound	Blacow	Osgood	Blacow	Osgood				
			%			L	T	R	L	T	R	L	T	R	L	T	R
Existing ¹	--	--	--	--	--	0	2	0	0	2	0	0	0	0	0	0	0
(A.M.)	--	--	--	--	--	0	2	0	0	2	0	0	0	0	0	0	0
(P.M.)	--	--	--	--	--	0	2	0	0	2	0	0	0	0	0	0	0
1998 w/o Extension ²	--	--	0.41	--	A	1	2	0	1	2	1	0	1	1*	0	1	0
	--	--	0.29	--	A	No Mitigation Required											
1998 w/Proposed Project	13	1.0	0.41	A													
	12	1.2	0.29	A													
1998 w/Alternatives 4 & 5	13	1.0	0.41	A													
	12	1.2	0.29	A													
1998 w/Alternative 11	19	1.4	0.41	A													
	17	1.7	0.29	A													
2010 w/o Extension ³	--	--	0.45	--	A	1	2	0	1	2	1	0	1	1*	0	1	0
	--	--	0.54	--	A												
2010 w/Proposed Project	221	9.4	0.55	A													
	203	8.8	0.58	A	No Additional Mitigation Required												
2010 w/Alternatives 4 & 5	221	9.4	0.55	A													
	212	12.3	0.57	A	No Additional Mitigation Required												
2010 w/Alternative 11	324	13.3	0.60	A													
	295	12.3	0.59	A	No Additional Mitigation Required												

* = Free right turn, where an exclusive right turn lane has an exclusive receiving lane, allowing free flow traffic without yielding.
¹ Existing conditions are based on counts from 1988-1990.
² Intersection geometrics for 1998 are assumed to be the same as existing.
³ Intersection geometrics for 2010 are assumed to be consistent with City of Fremont planned improvements.

**Table D-6
Mitigation Measures
Warm Springs - Intersection: Warm Springs-Osgood/Durham (WS-1)**

Scenario	BART Added Traffic No.	%	V/C		LOS	Number of Lanes								
			Unimproved	Improved		Osgood-Warm Springs		Durham						
						L	T	R	L	T	R	L	T	R
Existing ¹	(A.M.)	--	0.74	--	C	1	1	1	1	2	1	1	2	1
	(P.M.)	--	0.77	--	C									
1998 w/o Extension ²		--	0.79	--	C	1	1	1	1	2	1	1	2	1
		--	0.85	--	D									
1998 w/Proposed Project	78	1.6	0.79		C	No Mitigation Required								
	71	1.6	0.85		D									
1998 w/Alternatives 4 & 5	72	1.6	0.79		C	No Mitigation Required								
	65	1.5	0.85		D									
1998 w/Alternatives 6, 7 & 8	80	1.7	0.79		C	No Mitigation Required								
	73	1.7	0.86		D									
1998 w/Alternative 9	71	1.5	0.79		C	No Mitigation Required								
	65	1.5	0.86		D									
2010 w/o Extension ³	--	--	0.96	--	E	2	3	1	1	3	1	1	3	1
	--	--	0.87	--	D									
2010 w/Proposed Project	93	1.5	0.97	0.76	E	2	3	1	2	3	1	1	3	1
	84	1.5	0.94	0.75	E									
2010 w/Alternatives 4 & 5	84	1.4	0.97	0.76	E	Same as for Proposed Project								
	77	1.4	0.93	0.74	E									
2010 w/Alternatives 6, 7 & 8	95	1.6	0.97	0.76	E	Same as for Proposed Project								
	86	1.6	0.90	0.87	D									
2010 w/Alternative 9	84	1.4	0.97	0.75	E	Same as for Proposed Project								
	76	1.4	0.87	0.85	D									

* = Free right turn, where an exclusive right turn lane has an exclusive receiving lane, allowing free flow traffic without yielding.

1 Existing conditions are based on counts from 1988-1990.

2 Intersection geometrics for 1998 are assumed to be the same as existing.

3 Intersection geometrics for 2010 are assumed to be consistent with City of Fremont planned improvements.

**Table D-7
Mitigation Measures
Warm Springs - Intersection: I-680 SB/Durham (WS-2)**

Scenario	BART Added Traffic No.	% Unimproved	V/C	Improved	LOS	Number of Lanes			L	T	R	L	T	R
						Northbound	Southbound	Eastbound						
						I-680 SB	SB	SB	Durham					
						L	T	R	L	T	R	L	T	R
Existing ¹						2	0	1	0	0	0	0	2	1
	(A.M.)	--	--	0.55	--	A	--	--	A	--	--	A	--	--
	(P.M.)	--	--	0.51	--	A	--	--	A	--	--	A	--	--
1998 w/o Extension ²						2	0	1	0	0	0	0	2	1
		--	--	0.64	--	B	--	--	B	--	--	B	--	--
		--	--	0.59	--	A	--	--	A	--	--	A	--	--
1998 w/Proposed Project		67	1.5	0.65		B			B			B		
		61	1.8	0.61		B			B			B		
1998 w/Alternatives 4 & 5		57	1.3	0.65		B			B			B		
		52	1.5	0.61		B			B			B		
1998 w/Alternatives 6, 7 & 8		34	0.8	0.64		B			B			B		
		31	0.9	0.60		A			A			A		
1998 w/Alternative 9		14	0.3	0.64		B			B			B		
		26	0.4	0.60		A			A			A		
2010 w/o Extension ³						2	0	1	0	0	0	0	3	1
		--	--	0.86	--	D	--	--	D	--	--	D	--	--
		--	--	0.50	--	A	--	--	A	--	--	A	--	--
2010 w/Proposed Project		79	1.9	0.88		D			D			D		
		72	2.1	0.51		A			A			A		
2010 w/Alternatives 4 & 5		67	1.6	0.87		D			D			D		
		61	1.8	0.51		A			A			A		
2010 w/Alternatives 6, 7, & 8		41	1.0	0.87		D			D			D		
		37	1.1	0.50		A			A			A		
2010 w/Alternative 9		17	0.4	0.86		D			D			D		
		15	0.5	0.50		A			A			A		

* = Free right turn, where an exclusive right turn lane has an exclusive receiving lane, allowing free flow traffic without yielding.
¹ Existing conditions are based on counts from 1988-1990.
² Intersection geometrics for 1998 are assumed to be the same as existing.
³ Intersection geometrics for 2010 are assumed to be consistent with City of Fremont planned improvements.

**Table D-8
Mitigation Measures
Warm Springs - Intersection: I-680 NB/Durham (WS-3)**

Scenario	BART Added Traffic No.	% Unim-proved	V/C Im-proved	LOS Unim-proved	Im-proved	Number of Lanes								
						I-680 NB			Durham					
						L	T	R	L	T	R	L	T	R
Existing ¹	(A.M.)	--	0.44	--	A	2	1	1	1	1	1	1	2	1*
	(P.M.)	--	0.36	--	A									1 2 0
1998 w/o Extension ²		--	0.51	--	A	2	1	1	1	1	1	1	2	1*
		--	0.42	--	A									1 2 0
1998 w/Proposed Project		45	2.3	0.52	A	No Mitigation Required-----								
		53	2.5	0.44	A	No Mitigation Required-----								
1998 w/Alternatives 4 & 5		46	2.4	0.52	A	No Mitigation Required-----								
		48	2.3	0.44	A	No Mitigation Required-----								
1998 w/Alternatives 6, 7 & 8		25	1.3	0.52	A	No Mitigation Required-----								
		28	1.3	0.43	A	No Mitigation Required-----								
1998 w/Alternative 9		9	0.5	0.51	A	No Mitigation Required-----								
		11	0.5	0.43	A	No Mitigation Required-----								
2010 w/o Extension ³		--	0.88	--	D	2	1	1	1	1	1	1	2	1*
		--	0.81	--	D									1 2 0
2010 w/Proposed Project		53	2.0	0.91	E	D	D	D	D	D	D	D	D	D
		62	2.4	0.84	D	B	B	B	B	B	B	B	B	B
2010 w/Alternatives 4 & 5		54	2.1	0.91	E	D	D	D	D	D	D	D	D	D
		56	2.1	0.83	D	B	B	B	B	B	B	B	B	B
2010 w/Alternatives 6, 7, & 8		30	1.2	0.90	D	D	D	D	D	D	D	D	D	D
		33	1.3	0.82	D	B	B	B	B	B	B	B	B	B
2010 w/Alternative 9		10	0.4	0.89	D	C	C	C	C	C	C	C	C	C
		13	0.5	0.81	D	B	B	B	B	B	B	B	B	B

* = Free right turn, where an exclusive right turn lane has an exclusive receiving lane, allowing free flow traffic without yielding.

1 Existing conditions are based on counts from 1988-1990.

2 Intersection geometrics for 1998 are assumed to be the same as existing.

3 Intersection geometrics for 2010 are assumed to be consistent with City of Fremont planned improvements.

**Table D-9
Mitigation Measures
Warm Springs - Intersection: Osgood-Warm Springs/So. Grimmer (WS-4)**

Scenario	Percent	No.	V/C	Im- proved	Unim- proved	LOS	Number of Lanes										
							Warm Springs-Osgood			So. Grimmer							
							Northbound	Southbound	Eastbound	Westbound	L	T	R	L	T	R	
Existing ¹	--	--	--	--	--	--	1	1	1	1	1	1	1	1	1	1	1
(A.M.)																	
(P.M.)																	
1998 w/o Extension ²	--	--	--	--	--	--	1	1	1	1	1	1	1	1	1	1	1
1998 w/Proposed Project	195	7.0	--	0.56	> C	A	1	2	1	1	2	1	1	2	1*	1	2
1998 w/Alternatives 4 & 5	177	8.2	--	0.52	> C	A											
1998 w/Alternatives 6, 7, & 8	222	7.9	--	0.55	> C	A	Same as for Proposed Project										
1998 w/Alternatives 9	202	9.3	--	0.53	> C	A	Same as for Proposed Project										
2010 w/o Extension ³	--	--	--	--	--	--	1	2	1	1	2	1	1	2	1*	1	2
2010 w/Proposed Project	281	8.3	0.67	B	--	A	No Additional Mitigation Required										
2010 w/Alternatives 4 & 5	210	8.2	0.50	A	--	A	No Additional Mitigation Required										
2010 w/Alternatives 6, 7, & 8	261	9.3	0.66	B	--	A	No Additional Mitigation Required										
2010 w/Alternative 9	237	9.2	0.52	A	--	A	No Additional Mitigation Required										
	217	7.8	0.66	B	--	A	No Additional Mitigation Required										
	197	7.8	0.50	A	--	A	No Additional Mitigation Required										
	252	9.0	0.66	B	--	A	No Additional Mitigation Required										
	229	9.0	0.46	A	--	A	No Additional Mitigation Required										

* = Free right turn, where an exclusive receiving lane has an exclusive receiving lane, allowing free flow traffic without yielding.
 1 Existing conditions are based on counts from 1988-1990.
 2 Intersection geometrics for 1998 are assumed to be the same as existing.
 3 Intersection geometrics for 2010 are assumed to be consistent with City of Fremont planned improvements.
 4 Mitigation is to signalize intersection.

**Table D-10
Mitigation Measures
Warm Springs - Intersection: Fremont/So. Grimmer (WS-5)**

Scenario	Percent	No.	V/C	Unim- proved		LOS	Fremont			So. Grimmer					
				Im- proved	Im- proved		Northbound	Southbound	Eastbound	Westbound	Eastbound	Westbound			
				Unim- proved	Im- proved		L	T	R	L	T	R	L	T	R
Existing ¹	--	--		0.42	--	A	2	2	1*	1	2	1*	1	2	1
	--	--		0.38	--	A									
1998 w/o Extension ²	--	--		0.49	--	A	2	2	1*	1	2	1*	1	2	1
	--	--		0.44	--	A									
1998 w/Proposed Project	50	2.2		0.49		A	No Mitigation Required								
	46	2.2		0.44		A									
1998 w/Alternatives 4 & 5	114	4.8		0.50		A	No Mitigation Required								
	104	4.8		0.46		A									
1998 w/Alternatives 6, 7, & 8	68	2.9		0.50		A	No Mitigation Required								
	62	2.9		0.44		A									
1998 w/Alternatives 9	121	5.1		0.50		A	No Mitigation Required								
	110	5.0		0.45		A									
2010 w/o Extension ³	--	--		0.59	--	A	2	2	1*	1	2	1*	1	2	1
	--	--		0.45	--	A									
2010 w/Proposed Project	59	2.2		0.60		A	No Mitigation Required								
	54	2.3		0.47		A									
2010 w/Alternatives 4 & 5	135	4.8		0.61		B	No Mitigation Required								
	123	5.0		0.49		A									
2010 w/Alternatives 6, 7, & 8	81	2.9		0.60		A	No Mitigation Required								
	74	3.1		0.47		A									
2010 w/Alternative 9	148	5.1		0.61		B	No Mitigation Required								
	130	5.3		0.45		A									

* = Free right turn, where an exclusive right turn lane has an exclusive receiving lane, allowing free flow traffic without yielding.

1 Existing conditions are based on counts from 1988-1990.

2 Intersection geometrics for 1998 are assumed to be the same as existing.

3 Intersection geometrics for 2010 are assumed to be consistent with City of Fremont planned improvements.

**Table D-11
Mitigation Measures
Warm Springs - Intersection: Fremont/I-880 NB (WS-6)**

Scenario	BART Added Traffic No.	%	Unim- proved	V/C	Im- proved	LOS	Number of Lanes												
							Fremont		I-880 NB		Westbound		Eastbound						
							L	T	R	L	T	R	L	T	R				
Existing ¹	--	--	--	--	--	F/A	0	1	0	0	1	1	0	0	0	1	0	1	
1998 w/o Extension ²	--	--	--	--	--	F/A	0	1	0	0	1	1	0	0	0	0	1	0	1
1998 w/Proposed Project	44	2.5	--	--	0.67	F/A	0	1	0	0	1	1	0	0	0	0	1	0	1
	41	2.1	--	--	0.68	E/B	0	1	0	0	1	1	0	0	0	0	1	0	1
1998 w/Alternatives 4 & 5	107	5.8	--	--	0.68	F/A	Same as for Proposed Project												
	98	4.9	--	--	0.68	E/C	Same as for Proposed Project												
1998 w/Alternatives 6, 7, & 8	40	2.2	--	--	0.67	F/A	Same as for Proposed Project												
	37	1.9	--	--	0.68	E/B	Same as for Proposed Project												
1998 w/Alternatives 9	93	5.1	--	--	0.68	F/A	Same as for Proposed Project												
	84	4.2	--	--	0.68	E/C	Same as for Proposed Project												
2010 w/o Extension ³	--	--	0.71	--	--	C	0	3	1	2	3	1	0	0	0	2	2	1	
	--	--	0.42	--	--	A	No Additional Mitigation Required												
2010 w/Proposed Project	53	1.3	0.71	--	--	C	No Additional Mitigation Required												
	48	1.3	0.42	--	--	A	No Additional Mitigation Required												
2010 w/Alternatives 4 & 5	126	3.0	0.71	--	--	C	No Additional Mitigation Required												
	115	2.9	0.43	--	--	A	No Additional Mitigation Required												
2010 w/Alternatives 6, 7, & 8	47	1.2	0.71	--	--	C	No Additional Mitigation Required												
	43	1.1	0.42	--	--	A	No Additional Mitigation Required												
2010 w/Alternative 9	109	2.6	0.71	--	--	C	No Additional Mitigation Required												
	69	1.2	0.42	--	--	A	No Additional Mitigation Required												

* = Free right turn, where an exclusive right turn lane has an exclusive receiving lane, allowing free flow traffic without yielding.
¹ Existing conditions are based on counts from 1988-1990.
² Intersection geometrics for 1998 are assumed to be the same as existing.
³ Intersection geometrics for 2010 are assumed to be consistent with City of Fremont planned improvements.
⁴ Mitigation is to signalize intersection.
⁵ Together with interchange reconstruction.

**Table D-12
Mitigation Measures
Warm Springs - Intersection: Fremont/I-880 SB-Cushing (WS-7)**

Scenario	BART Added Traffic No.	%	Unim- proved	V/C	Im- proved	LOS	Im- proved	Number of Lanes											
								Fremont		Northbound		Southbound		Cushing I-880 SB					
								L	T	R	L	T	R	L	T	R	L	T	R
Existing ¹	--	--	--	--	--	> C	--	0	1	1	0	1	1	1	1	0	1	1	1
1998 w/o Extension ²	--	--	--	--	--	> C	--	0	1	1	0	1	1	1	1	0	1	1	1
1998 w/Proposed Project	21	0.9	--	0.83	--	> C	D	2	3	1	0	3	1*	2	2	1	1	1	1
1998 w/Alternatives 4 & 5	38	1.6	--	0.83	--	> C	D	Same as for Proposed Project											
1998 w/Alternatives 6, 7, & 8	21	0.9	--	0.83	--	> C	D	Same as for Proposed Project											
1998 w/Alternatives 9	30	1.3	--	0.83	--	> C	D	Same as for Proposed Project											
2010 w/o Extension ³	--	--	1.09	--	--	F	--	2	3	1	0	3	1*	2	2	1	1	1	1
2010 w/Proposed Project	25	0.4	1.09	--	--	F	C	No Additional Mitigations Possible											
2010 w/Alternatives 4 & 5	45	0.7	1.09	--	--	F	C	No Additional Mitigations Possible											
2010 w/Alternatives 6, 7, & 8	25	0.4	1.09	--	--	F	C	No Additional Mitigations Possible											
2010 w/Alternative 9	33	0.6	1.09	--	--	F	C	No Additional Mitigations Possible											

* = Free right turn, where an exclusive receiving lane has an exclusive receiving lane, allowing free flow traffic without yielding.
 1 Existing conditions are based on counts from 1988-1990.
 2 Intersection geometrics for 1998 are assumed to be the same as existing.
 3 Intersection geometrics for 2010 are assumed to be consistent with City of Fremont planned improvements.
 4 Mitigation is to signalize intersection.

**Table D-13
Mitigation Measures
Warm Springs - Intersection: Mohave/Mission (WS-8)**

Scenario	BART Added Traffic No.	%	V/C		LOS	Im- proved		Unim- proved		Im- proved		Unim- proved		Number of Lanes					
			Unim- proved	Im- proved		Im- proved	Unim- proved	Im- proved	Unim- proved	Im- proved	Northbound	Southbound	Eastbound	Westbound					
Existing ¹	--	--	0.67	--	B	--	1	1	1	1	1	1	1	1	2	1	1	3	0
1998 w/o Extension ²	--	--	0.80	--	C	--	1	1	1	1	1	1	1	1	2	1	1	3	0
1998 w/Proposed Project	281	5.5	0.84	0.79	D	C	1	1	1	1	1	1	1	1	4	1	2	4	0
1998 w/Alternatives 4 & 5	256	4.4	1.30	0.94	F	E													
1998 w/Alternatives 6, 7, & 8	225	4.5	0.84	0.77	D	C													
1998 w/Alternatives 9	205	3.6	1.29	0.93	F	E													
2010 w/o Extension ³	--	--	0.83	--	D	--	1	1	1	1	1	1	1	1	4	1	2	4	0
2010 w/Proposed Project	334	5.3	0.90	--	D	--													
2010 w/Alternatives 4 & 5	304	5.3	0.91	--	E	--													
2010 w/Alternatives 6, 7, & 8	265	4.2	0.90	--	D	--													
2010 w/Alternative 9	241	4.3	0.91	--	E	--													
	369	5.8	0.90	--	D	--													
	336	5.8	0.92	--	E	--													
	273	4.4	0.90	--	D	--													
	248	4.3	0.87	--	D	--													

* = Free right turn, where an exclusive receiving lane has an exclusive receiving lane, allowing free flow traffic without yielding.
¹ Existing conditions are based on counts from 1988-1990.
² Intersection geometrics for 1998 are assumed to be the same as existing.
³ Intersection geometrics for 2010 are assumed to be consistent with City of Fremont planned improvements.

Table D-14
Mitigation Measures
Warm Springs - Intersection: Warm Springs/Mission (WS-11)

Scenario	BART Added Traffic No.	%	V/C		LOS		Warm Springs-Osgood		Number of Lanes									
			Unim- proved	Im- proved	Unim- proved	Im- proved	Northbound	Southbound	Eastbound	Westbound								
						L	T	R	L	T	R	L	T	R				
Existing ¹	--	--	0.82	--	D	--	2	2	1	2	2	1	2	3	1	2	3	1
1998 w/o Extension ²	--	--	0.96	--	E	--	2	2	1	2	2	1	2	3	1	2	3	1
1998 w/Proposed Project	359	5.1	0.97	0.87	E	D	2	3	1	2	3	1	2	4	1	2	4	1
1998 w/Alternatives 4 & 5	490	6.8	1.03	0.78	F	C	Same as Proposed Project											
1998 w/Alternatives 6, 7, & 8	385	5.4	0.97	0.87	E	D	Same as Proposed Project											
1998 w/Alternatives 9	451	5.0	1.07	0.97	F	E	Same as Proposed Project											
2010 w/o Extension ³	--	--	0.95	--	E	--	2	3	1	2	3	1	2	4	1	2	4	1
2010 w/Proposed Project	426	5.3	0.96	--	E	--	No Additional Mitigations Possible											
2010 w/Alternatives 4 & 5	577	7.1	1.01	0.86	F	D	No Additional Mitigations Possible											
2010 w/Alternatives 6, 7, & 8	457	5.7	0.96	--	E	--	No Additional Mitigations Possible											
2010 w/Alternative 9	530	7.7	0.89	0.77	F	C	No Additional Mitigations Possible											

* = Free right turn, where an exclusive right turn lane has an exclusive receiving lane, allowing free flow traffic without yielding.
¹ Existing conditions are based on counts from 1988-1990.
² Intersection geometrics for 1998 are assumed to be the same as existing.
³ Intersection geometrics for 2010 are assumed to be consistent with City of Fremont planned improvements.

**Table D-15
Mitigation Measures
South Warm Springs - Intersection: Milmont/Kato-Scott Creek (SW-1)**

Scenario	BART Added Traffic No.	%	Unim- proved	V/C	LOS	Number of Lanes				L	T	R	L	T	R				
						Unim- proved	Im- proved	Northbound	Southbound							Eastbound	Westbound		
Existing ¹	--	--	--	--	F/C	--	0	1	0	0	1	0	0	2	0	0	2	0	
1998 w/o Extension ²	--	--	--	--	F/D	--	0	1	0	0	1	0	0	2	0	0	2	0	
1998 w/Proposed Project	290	12.8	--	0.77	F/E	C	1	2	0	1	2	0	1	1	1	1	1	1	1 ⁴
1998 w/Alternatives 6, 7, & 8	280	17.1	--	0.65	F/B	B	Same as Proposed Project and Fremont 2010 Plan -----												
1998 w/Alternative 10	442	18.4	--	0.79	F/E	E	Same as Proposed Project and Fremont 2010 Plan -----												
1998 w/Alternative 11	402	22.8	--	0.66	F/B	B	Same as Proposed Project and Fremont 2010 Plan -----												
	331	14.4	--	0.91	F/E	E	Same as Proposed Project and Fremont 2010 Plan -----												
	301	18.2	--	0.74	F/C	C	Same as Proposed Project and Fremont 2010 Plan -----												
2010 w/o Extension ³	--	--	0.71	--	C	--	1	2	0	1	2	0	1	1	1	1	1	1	1
2010 w/Proposed Project	326	12.9	0.82	--	D	--	No Additional Mitigation Required -----												
2010 w/Alternatives 6, 7, & 8	296	13.0	0.79	--	C	--	No Additional Mitigation Required -----												
2010 w/Alternative 10	347	13.6	0.82	--	D	--	No Additional Mitigation Required -----												
2010 w/Alternative 11	315	13.7	0.81	--	D	--	No Additional Mitigation Required -----												
	510	18.7	0.88	--	D	--	No Additional Mitigation Required -----												
	464	19.0	0.79	--	C	--	No Additional Mitigation Required -----												
	372	14.4	0.83	--	D	--	No Additional Mitigation Required -----												
	340	14.6	0.83	--	D	--	No Additional Mitigation Required -----												

* = Free right turn, where an exclusive right turn lane has an exclusive receiving lane, allowing free flow traffic without yielding.
 ** = One through lane is a shared left turn lane.
 1 Existing conditions are based on counts from 1988-1990.
 2 Intersection geometrics for 1998 are assumed to be the same as existing.
 3 Intersection geometrics for 2010 are assumed to be consistent with City of Fremont planned improvements.
 4 Mitigation is to signalize intersection.

**Table D-16
Mitigation Measures
South Warm Springs - Intersection: Warm Springs/Scott Creek (SW-2)**

Scenario	BART Added Traffic No.	%	V/C		LOS		Warm Springs			Scott Creek								
			Unim- proved	Im- proved	Unim- proved	Im- proved	Northbound	Southbound	Eastbound	Westbound	Northbound	Southbound	Westbound					
Existing ¹	--	--	0.65	--	B	--	1	2	0	1	2	0	1	1	1	1	2	1
1998 w/o Extension ²	--	--	0.71	--	C	--	2	3	0	2	3	0	1	3	0	1	2	1
1998 w/Proposed Project	178	4.7	0.77	0.73	C	C	2	3	0	2	3	0	1	3	0	1	2	**1
1998 w/Alternatives 6, 7, & 8	161	4.0	0.87	0.84	D	D	Same as for Proposed Project											
1998 w/Alternative 10	181	4.8	0.77	0.73	C	C	Same as for Proposed Project											
1998 w/Alternative 11	165	4.1	0.87	0.84	D	D	Same as for Proposed Project											
2010 w/o Extension ³	--	--	0.91	--	E	--	2	3	0	2	3	0	1	3	0	1	2	1
2010 w/Proposed Project	200	3.9	0.94	0.94	E	E	2	3	0	2	3	0	1	3	0	1	2	**1
2010 w/Alternatives 6, 7, & 8	182	4.7	0.77	0.65	C	C	Same as for Proposed Project											
2010 w/Alternative 10	204	4.0	0.94	0.93	E	E	Same as for Proposed Project											
2010 w/Alternative 11	185	4.8	0.77	0.65	C	C	Same as for Proposed Project											
	778	13.6	1.10	0.95	F	E	Same as for Proposed Project											
	709	16.1	0.88	0.77	D	C	Same as for Proposed Project											
	568	10.3	1.02	0.94	F	E	Same as for Proposed Project											
	519	12.3	0.79	0.72	C	D	Same as for Proposed Project											

* = Free right turn, where an exclusive right turn lane has an exclusive receiving lane, allowing free flow traffic without yielding.
 ** = One through lane is a shared right lane.
 1 Existing conditions are based on counts from 1988-1990.
 2 Intersection geometrics for 1998 are assumed to be the same as existing.
 3 Intersection geometrics for 2010 are assumed to be consistent with City of Fremont planned improvements.

**Table D-17
Mitigation Measures
South Warm Springs - Intersection: I-680 SB/Scott Creek (SW-3)**

Scenario	BART Added Traffic No.	%	V/C		LOS Unim- proved	Im- proved	I-680 SB			Number of Lanes								
			Unim- proved	Im- proved			L	T	R	Southbound	Eastbound	Scott Creek Westbound						
Existing ¹	--	--	--	--	D/A	--	0	0	0	1	0	1*	0	1	1*	1	2	0
1998 w/o Extension ²	--	--	--	--	E/A	--	0	0	0	1	0	1*	0	1	1*	1	2	0
1998 w/Proposed Project	98	4.2	--	--	E/A	A	0	0	0	1	0	1*	0	2	1*	1	2	0 ⁴
1998 w/Alternatives 6, 7, & 8	89	4.0	--	--	D/A	A	0	0	0	1	0	1*	0	2	1*	1	2	0 ⁴
1998 w/Alternatives 6, 7, & 8	102	4.3	--	--	E/A	A	Same as Proposed Project and Fremont 2010 Plan -----											
1998 w/Alternative 10	93	4.1	--	--	D/A	A	Same as Proposed Project and Fremont 2010 Plan -----											
1998 w/Alternative 10	546	19.5	--	--	E/A	A	Same as Proposed Project and Fremont 2010 Plan -----											
1998 w/Alternative 11	498	18.8	--	--	E/A	A	Same as Proposed Project and Fremont 2010 Plan -----											
1998 w/Alternative 11	410	15.4	--	--	E/A	A	Same as Proposed Project and Fremont 2010 Plan -----											
1998 w/Alternative 11	372	14.7	--	--	D/A	A	Same as Proposed Project and Fremont 2010 Plan -----											
2010 w/o Extension ³	--	--	0.35	--	A	--	0	0	0	1	0	1*	0	2	1	1	2	0
2010 w/Proposed Project	--	--	0.45	--	A	--	No Additional Mitigations Necessary -----											
2010 w/Proposed Project	110	5.1	0.37	--	A	--	No Additional Mitigations Necessary -----											
2010 w/Proposed Project	100	3.8	0.45	--	A	--	No Additional Mitigations Necessary -----											
2010 w/Alternatives 6, 7, & 8	116	5.3	0.37	--	A	--	No Additional Mitigations Necessary -----											
2010 w/Alternatives 6, 7, & 8	105	4.0	0.45	--	A	--	No Additional Mitigations Necessary -----											
2010 w/Alternative 10	631	23.5	0.48	--	A	--	No Additional Mitigations Necessary -----											
2010 w/Alternative 10	574	18.7	0.48	--	A	--	No Additional Mitigations Necessary -----											
2010 w/Alternative 11	461	18.4	0.45	--	A	--	No Additional Mitigations Necessary -----											
2010 w/Alternative 11	420	14.4	0.47	--	A	--	No Additional Mitigations Necessary -----											

* = Free right turn, where an exclusive right turn lane has an exclusive receiving lane, allowing free flow traffic without yielding.
¹ Existing conditions are based on counts from 1988-1990.
² Intersection geometrics for 1998 are assumed to be the same as existing.
³ Intersection geometrics for 2010 are assumed to be consistent with City of Fremont planned improvements.
⁴ Mitigation is to signalize intersection.

**Table D-18
Mitigation Measures
South Warm Springs - Intersection: I-680 NB/Scott Creek (SW-4)**

Scenario	BART Added Traffic No.	%	V/C		LOS		I-680 NB		Number of Lanes									
			Unim- proved	Im- proved	Unim- proved	Im- proved	Northbound	Southbound	Eastbound	Westbound								
Existing ¹	--	--	--	--	A/A	A/A	L	T	R	L	T	R						
1998 w/o Extension ²	--	--	--	--	A/A	A/A	0	0	1*	0	0	1*	1	1	0	0	1	1*
1998 w/Proposed Project	76	4.7	--	--	A/A	A/A	0	0	1*	0	0	1*	1	1	0	0	1	1*
1998 w/Alternatives 6, 7, & 8	34	2.5	--	--	A/A	A/A	No Mitigation Necessary											
1998 w/Alternative 10	79	4.9	--	--	A/A	A/A	No Mitigation Necessary											
1998 w/Alternative 11	35	2.6	--	--	A/A	A/A	No Mitigation Necessary											
2010 w/o Extension ³	436	22.2	--	--	A/A	A/A	0	0	1	0	0	1	1	1	0	0	1	1
2010 w/Proposed Project	246	16.0	--	--	A/A	A/A	No Mitigation Necessary											
2010 w/Alternatives 6, 7, & 8	327	17.6	--	--	A/A	A/A	No Mitigation Necessary											
2010 w/Alternative 10	184	12.4	--	--	A/A	A/A	No Mitigation Necessary											
2010 w/Alternative 11	--	--	--	--	A/A	A/A	0	0	1	0	0	1	1	1	0	0	1	1
2010 w/Proposed Project	85	5.4	--	--	A/A	A/A	No Mitigation Necessary											
2010 w/Alternatives 6, 7, & 8	38	2.5	--	--	A/A	A/A	No Mitigation Necessary											
2010 w/Alternative 10	89	5.7	--	--	A/A	A/A	No Mitigation Necessary											
2010 w/Alternative 11	40	2.7	--	--	A/A	A/A	No Mitigation Necessary											
2010 w/Proposed Project	504	25.4	--	--	A/A	A/A	No Mitigation Necessary											
2010 w/Alternative 10	284	16.3	--	--	B/A	B/A	No Mitigation Necessary											
2010 w/Alternative 11	368	19.9	--	--	A/A	A/A	No Mitigation Necessary											
2010 w/Proposed Project	208	12.5	--	--	A/A	A/A	No Mitigation Necessary											

* = Free right turn, where an exclusive right turn lane has an exclusive receiving lane, allowing free flow traffic without yielding.
¹ Existing conditions are based on counts from 1988-1990.
² Intersection geometrics for 1998 are assumed to be the same as existing.
³ Intersection geometrics for 2010 are assumed to be consistent with City of Fremont planned improvements.

**Table D-19
Mitigation Measures
South Warm Springs - Intersection: No. Milpitas/Dixon Landing (SW-5)**

Scenario	BART Added Traffic No.	%	Unim- proved	V/C	Im- proved	LOS	No. Milpitas				Number of Lanes							
							L	T	R	L	T	R	Eastbound	Westbound				
Existing ¹	--	--	0.80	--	--	C	1	2	1	1	2	0	1	2	0	1	2	0
1998 w/o Extension ²	--	--	0.93	--	--	E	1	2	1	1	2	0	1	2	0	1	2	0
1998 w/Proposed Project	75	2.3	0.94	0.81	0.81	E	2	2	0	1	2	1	1	2	0	1	2	0
1998 w/Alternatives 6, 7, & 8	67	1.9	0.88	0.77	0.77	D	Same as for Proposed Project				-----							
1998 w/Alternative 10	116	3.5	0.94	0.81	0.81	E	Same as for Proposed Project				-----							
1998 w/Alternative 11	106	3.1	0.74	0.77	0.77	C	Same as for Proposed Project				-----							
2010 w/o Extension ³	--	--	1.01	--	--	F	1	2	0	1	2	0	1	3	0	1	3	0
2010 w/Proposed Project	84	2.3	1.01	0.81	0.81	F	2	2	0	1	2	1	1	3	0	1	3	0
2010 w/Alternatives 6, 7, & 8	76	2.2	0.90	0.83	0.83	D	Same as for Proposed Project				-----							
2010 w/Alternative 10	83	2.3	1.01	0.81	0.81	F	Same as for Proposed Project				-----							
2010 w/Alternative 11	122	3.5	0.92	0.84	0.84	E	Same as for Proposed Project				-----							

* = Free right turn, where an exclusive right turn lane has an exclusive receiving lane, allowing free flow traffic without yielding.
¹ Existing conditions are based on counts from 1988-1990.
² Intersection geometrics for 1998 are assumed to be the same as existing.
³ Intersection geometrics for 2010 are assumed to be consistent with City of Fremont planned improvements.

**Table D-20
Mitigation Measures
South Warm Springs - Intersection: Milmont/Dixon Landing (SW-6)**

Scenario	BART Added Traffic No.	%	V/C Unim- proved	LOS Unim- proved	Milmont			Number of Lanes		
					Northbound L T R	Southbound L T R	Eastbound L T R	Westbound L T R		
Existing ¹	--	--	0.85	D	--	0 0 0	1 0 1	1 2 0	0 2 0	
1998 w/o Extension ²	--	--	1.10	F	--	0 0 0	1 0 1	1 2 0	0 2 0	
1998 w/Proposed Project	285	9.0	1.28	F	C	1 1 0	1 1 1*	1 2 1	1 2 1	
1998 w/Alternatives 6, 7, & 8	276	11.1	0.70	F	C	Same as for Proposed Project				
1998 w/Alternative 10	430	13.0	1.37	F	D	Same as for Proposed Project				
1998 w/Alternative 11	293	11.7	0.71	F	C	Same as for Proposed Project				
2010 w/o Extension ³	--	--	1.02	F	--	1 1 0	1 1 0	1 3 0	1 3 0	
2010 w/Proposed Project	321	9.0	1.22	F	C	1 1 0	1 1 1*	2 2 0	1 3 0	
2010 w/Alternatives 6, 7, & 8	310	8.6	1.06	F	C	Same as for Proposed Project				
2010 w/Alternative 10	497	13.2	1.32	F	D	Same as for Proposed Project				
2010 w/Alternative 11	331	9.1	1.07	F	C	Same as for Proposed Project				

* = Free right turn, where an exclusive right turn lane has an exclusive receiving lane, allowing free flow traffic without yielding.
¹ Existing conditions are based on counts from 1988-1990.
² Intersection geometrics for 1998 are assumed to be the same as existing.
³ Intersection geometrics for 2010 are assumed to be consistent with City of Fremont planned improvements.

**Table D-21
Mitigation Measures
South Warm Springs - Intersection: I-880 NB-California/Dixon Landing (SW-7)**

Scenario	BART Added Traffic No.	%	V/C		LOS		Number of Lanes			Number of Lanes						
			Unim- proved	Im- proved	Unim- proved	Im- proved	California-I-880 NB Northbound	California-I-880 NB Southbound	Dixon Landing Eastbound	Dixon Landing Westbound	L	T	R			
Existing	--	--	0.96	--	E	--	1	1	1	1	1	1	1	1	1	1
1998 w/o Extension ²	--	--	1.16	--	F	--	1	1	1	1	1	1	1	1	1	1
1998 w/Proposed Project	285	8.5	1.32	0.70	F	B	1	1	1	1	1	1	2	1	2	1
1998 w/Alternatives 6, 7, & 8	259	8.8	0.94	0.56	E	A										
1998 w/Alternative 10	303	9.0	1.33	0.71	F	C	Same as for Proposed Project			-----						
1998 w/Alternative 11	276	9.3	0.95	0.56	E	A	Same as for Proposed Project			-----						
2010 w/o Extension ³	--	--	0.96	--	E	--	1	1	1	1	1	1	2	1	2	1
2010 w/Proposed Project	321	5.9	1.12	0.82	F	D	1	1	1	1	1	1	2	1	2	1
2010 w/Alternatives 6, 7, & 8	292	6.7	0.78	0.78	C	C										
2010 w/Alternative 10	341	6.3	1.13	0.82	F	D	Same as for Proposed Project			-----						
2010 w/Alternative 11	310	7.1	0.78	0.78	C	C	Same as for Proposed Project			-----						
2010 w/Alternative 10	497	8.9	1.18	0.83	F	D	Same as for Proposed Project			-----						
2010 w/Alternative 11	452	10.1	0.82	0.82	D	D	Same as for Proposed Project			-----						
2010 w/Alternative 11	363	6.6	1.12	0.83	F	D	Same as for Proposed Project			-----						
	331	7.6	0.81	0.81	D	D	Same as for Proposed Project			-----						

* = Free right turn, where an exclusive right turn lane has an exclusive receiving lane, allowing free flow traffic without yielding.
1 Existing conditions are based on counts from 1988-1990.
2 Intersection geometrics for 1998 are assumed to be the same as existing.
3 Intersection geometrics for 2010 are assumed to be consistent with City of Fremont planned improvements.

**Table D-22
Mitigation Measures
South Warm Springs - Intersection: I-880 SB/Dixon Landing (SW-8)**

Scenario	BART Added Traffic No.	%	Unim- proved	V/C	Im- proved	LOS	Number of Lanes											
							I-880 SB		Northbound		Southbound		Dixon Landing					
	(A.M.) (P.M.)					L	T	R	L	T	R	L	T	R	L	T	R	
Existing ¹		--	--	--	--	A/A	0	0	0	0	0	0	1	0	0	1	0	0
1998 w/o Extension ²		--	--	--	--	A/A	0	0	0	0	0	0	1	0	0	1	0	0
1998 w/Proposed Project	64	3.5	--	--	--	A/A	No Mitigation Required											
	171	11.5	--	--	--	A/A	No Mitigation Required											
1998 w/Alternatives 6, 7, & 8	68	3.7	--	--	--	A/A	No Mitigation Required											
	183	12.1	--	--	--	A/A	No Mitigation Required											
1998 w/Alternative 10	127	6.7	--	--	--	A/A	No Mitigation Required											
	243	15.5	--	--	--	A/A	No Mitigation Required											
1998 w/Alternative 11	95	5.1	--	--	--	A/A	No Mitigation Required											
	182	12.1	--	--	--	A/A	No Mitigation Required											
2010 w/o Extension ³		--	0.60	--	--	A	0	0	0	2	0	1	0	3	1	0	3	1
		--	0.49	--	--	A	No Additional Mitigation Required											
2010 w/Proposed Project	72	2.0	0.60	--	--	A	No Additional Mitigation Required											
	193	4.8	0.49	--	--	A	No Additional Mitigation Required											
2010 w/Alternatives 6, 7, & 8	76	2.1	0.60	--	--	A	No Additional Mitigation Required											
	205	5.1	0.49	--	--	A	No Additional Mitigation Required											
2010 w/Alternative 10	147	4.0	0.62	--	--	B	No Additional Mitigation Required											
	280	6.8	0.50	--	--	A	No Additional Mitigation Required											
2010 w/Alternative 11	107	2.9	0.61	--	--	B	No Additional Mitigation Required											
	205	5.1	0.50	--	--	A	No Additional Mitigation Required											

* = Free right turn, where an exclusive right turn lane has an exclusive receiving lane, allowing free flow traffic without yielding.

¹ Existing conditions are based on counts from 1988-1990.

² Intersection geometrics for 1998 are assumed to be the same as existing.

³ Intersection geometrics for 2010 are assumed to be consistent with City of Fremont planned improvements.