HEXAGON TRANSPORTATION CONSULTANTS, INC.

Memorandum

Date: March 16, 2015

To: Ms. Loralyn Tanase, City of San Jose

From: Gary Black, AICP
Eric Tse, P.E.

Subject: (Final) Traffic Impact Analysis Report for Champion School at 3924 Williams Road, San Jose

Hexagon Transportation Consultants, Inc. has completed this traffic operations report for the proposed Champion School located at 3924 Williams Road in San Jose, California. The subject building is currently a vacant medical office. The proposed new use would be a pre-school through 8th grade private school of 192 students which would replace an existing 11,820 square foot dental office on site. Access to the project site is via one existing driveway on Williams Road.

Scope of Study

The purpose of this study is to evaluate site access and queuing and the operations at key intersections around the site. This study includes an analysis of weekday AM and PM peak hour traffic conditions at three signalized intersections. The study intersections are identified below and shown on Figure 1.

- Saratoga Avenue and Williams Road
- Boynton Avenue and Williams Road
- San Tomas Expressway and Williams Road

The AM peak hour of traffic is typically between 7:00 AM and 9:00 AM and the PM peak hour is typically between 4:00 PM and 6:00 PM. As the after-school pick-up peak period (between noon and 3:00 PM) does not coincide with the PM peak hour of the street network, the analysis of the after-school peak is not included in this study. It is during these periods that the most congested traffic conditions occur on an average weekday. Traffic conditions were evaluated for the following scenarios:

Scenario 1: *Existing Conditions.* Existing AM peak hour traffic volumes were obtained from new traffic counts conducted in December 2014 (see appendix). Existing PM peak hour counts were obtained from the City of San Jose Citywide TRAFFIX database dated August 2014.

Scenario 2: *Existing + Project Conditions.* Project-generated traffic volumes were added to existing traffic volumes to estimate existing + project conditions. The roadway network was assumed to be unchanged from existing conditions for this scenario.

Scenario 3: *Existing + Approved Project (Background) Conditions.* A list of approved developments from the Approved Trips Inventory was obtained from the City of San Jose. Approved project-generated traffic volumes were added to existing traffic volumes to estimate background conditions. The roadway network was assumed to be unchanged from existing conditions for this scenario.

Scenario 4: *Existing + Approved Projects + Project Conditions (Background + Project).* Project-generated traffic volumes were added to background traffic volumes to estimate background plus project conditions. Background plus project conditions were evaluated relative to background conditions in order to determine potential project impacts.

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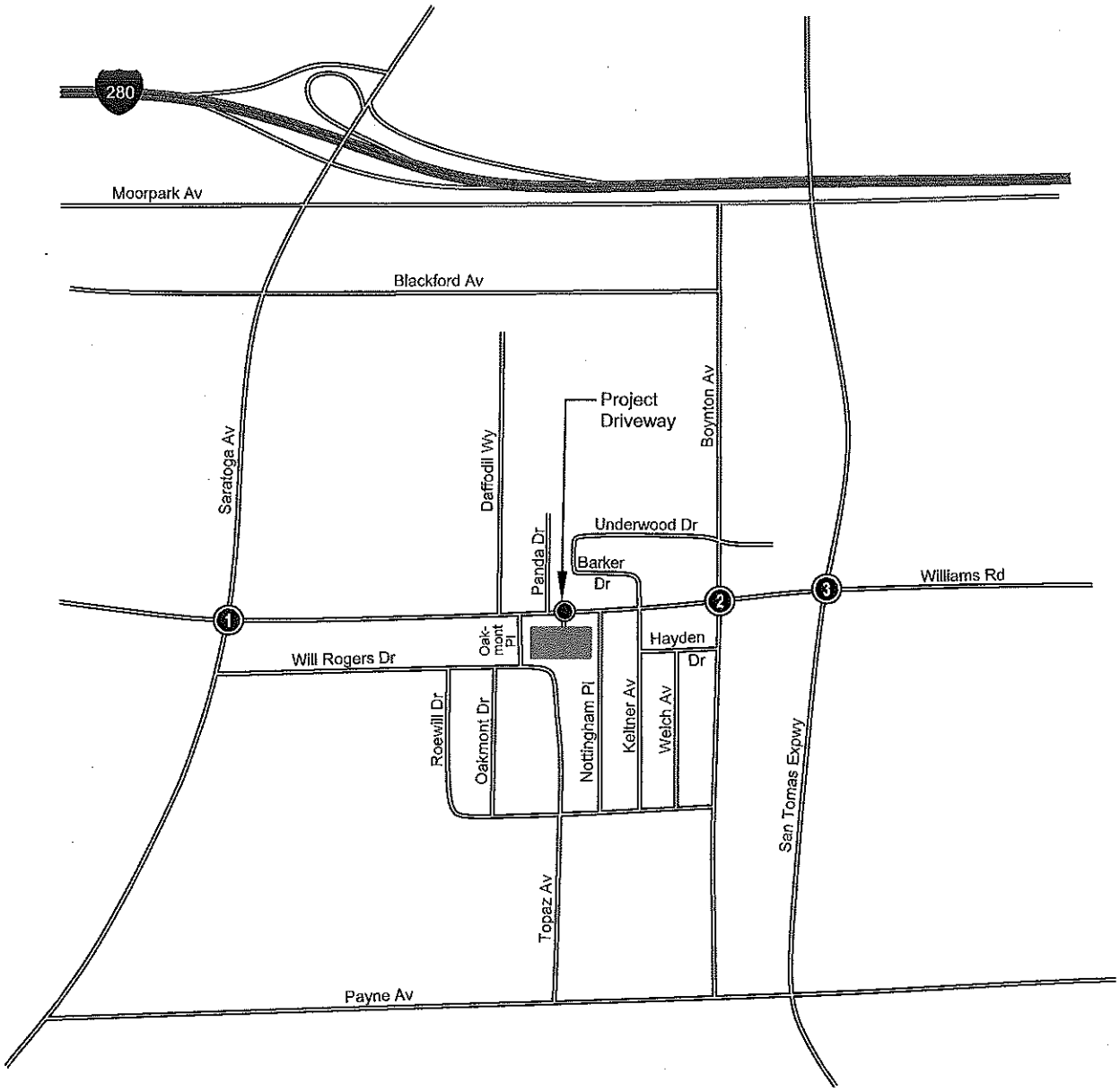

LEGEND

= Project Site Location

= Study Intersection

Figure 1
Site Location and Study Intersections

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NORTH
Not to Scale

This report also includes the following analyses:

- Future Growth (Cumulative) analysis (AM and PM peak hours)
- Vehicle queuing analysis at high demand turn movements
- Project site access and circulation
- Project site loading and parking

Existing Transportation Setting

Direct vehicular access to the project site is provided via Williams Road, with connections to Saratoga Avenue and San Tomas Expressway.

Williams Road is a two-lane, east-west collector road that begins east of Lawrence Expressway and ends just east of Winchester Boulevard. The segment between Saratoga Avenue and San Tomas Expressway has a two-way center turn lane, parking and bicycle lanes as well as sidewalks on both sides. Parking is allowed at all times. It provides direct access to the project site. It has a speed limit of 35 mph.

Saratoga Avenue is a six-lane, north-south divided major arterial in the vicinity of the project site. The intersection at Williams Road has one left-turn-lane on each approach. There are sidewalks on both sides. It has a speed limit of 40 mph.

San Tomas Expressway is a county expressway that begins south of US 101 and ends at its interchange with SR 17, where it becomes Camden Avenue. Near the project site, San Tomas Expressway is primarily a six lane roadway with turn pockets at intersections. It has a speed limit of 45 mph.

For pedestrians, there are existing sidewalks along Williams Road on the project site frontage and nearly all of the surrounding streets in the project vicinity. The major intersections are signalized and include crosswalks and wheelchair ramps. There is an existing unsignalized high-visibility crosswalk across Williams Road near Oakmont Place, which is 270 feet west of the project site.

Existing bicycle access to the project vicinity is provided via a network of bike lanes and bike routes. There are existing bike lanes on both sides of Williams Road between Moorpark Avenue and Winchester Boulevard. In the future, the *City of San Jose Bike Plan* 2020 shows a proposed Class III bike route on Williams Road between Winchester Boulevard and South Daniel Way. There are no existing bike lanes on San Tomas Expressway, Saratoga Avenue or Boynton Avenue near the project site. The bike plan also shows a future proposed Class III bike route on Boynton Avenue within the project proximity, which would extend from Moorpark Avenue in the north to Hamilton Avenue in the south.

Transit service to the project vicinity is provided by the Valley Transportation Authority (VTA). The nearest bus service is Line 25, which operates along Williams Road between De Anza College and Alum Rock Transit Center on approximate 20 minute headways during peak hours. The closest bus stop is located on Williams Road approximately 200 feet west of project site driveway within walking distance from the project site.

Existing Traffic Observations

Traffic conditions in the field were observed in order to identify existing operational deficiencies and to confirm the accuracy of calculated levels of service. The purpose of this effort was (1) to identify any existing traffic problems that may not be directly related to intersection level of service, and (2) to identify any locations where the level of service calculation does not accurately reflect level of service in the field. The field observations revealed that the level of service analysis generally reflects actual existing traffic conditions. A summary of the observations is provided below.

- ***Intersection at San Tomas Expressway and Williams Road.*** During the AM peak hour between 7:30 AM and 8:30 AM, the maximum northbound left turn queues are approximately 20 vehicles. The northbound left turn movement is already approaching the limit of the storage but did not spillback to the through lanes. During the PM (4:00 – 6:00 PM) peak hour, the maximum northbound left turn queue observed was approximately 12 vehicles. During AM peak hour, the queue in the eastbound

left turn lane exceeded the limit of the storage and spilled over to the through lanes. The long queues are primarily due to the long cycle length of about 3 minutes during the peak hours.

- ***Intersection at Saratoga Avenue and Williams Road.*** During AM peak hour, queues on the southbound through lanes extend past the left turn storage which prevents some left turning vehicles from entering the left turn lane. Approximately 2 to 3 southbound left turning vehicles per cycle were required to wait for more than one cycle because they were blocked from entering the turn pocket by through vehicles. For the eastbound left turn, queues approached the end of the turn pocket intermittently. The presence of an existing two way left turn lane which aligns with the left turn storage allows excess left turning vehicles to stack without impacting the westbound through lane. Occasionally, the left turn queues extend past the side street of Larson Way.
- ***Intersection at Boynton Avenue and Williams Road.*** Due to relatively short intersection spacing between Boynton Avenue and San Tomas Expressway, the westbound queue spills back to San Tomas Expressway intermittently and occasionally impacts the northbound left turn from San Tomas Expressway. The westbound queue was observed to be 35 vehicles at maximum. Primary causes for the backup are: westbound lane merge from 2 lanes to 1 lane immediately west of San Tomas Expressway, pedestrian crossings at the intersection, and non-uniformity of arrival of platoons from San Tomas Expressway.

Project Traffic Estimates

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

Through empirical research, data have been collected that correlate trip making to building size. For the most common land uses there are standard trip generation rates that can be applied to help predict the future traffic increases that would result from a new development. The trip generation estimates for the proposed project are based on rates obtained from the Institute of Transportation Engineers' (ITE) publication *Trip Generation*, 9th Edition for the category "Private School (K-8)."

Since the proposed school will be occupying the existing 11,820 square feet vacant medical office space, a trip generation credit was applied using the applicable "dental office" trip generation rates from ITE. It is estimated that the project would generate 137 net vehicular trips during the AM peak hour and 52 net vehicular trips during the PM peak hour (see also Table 1).

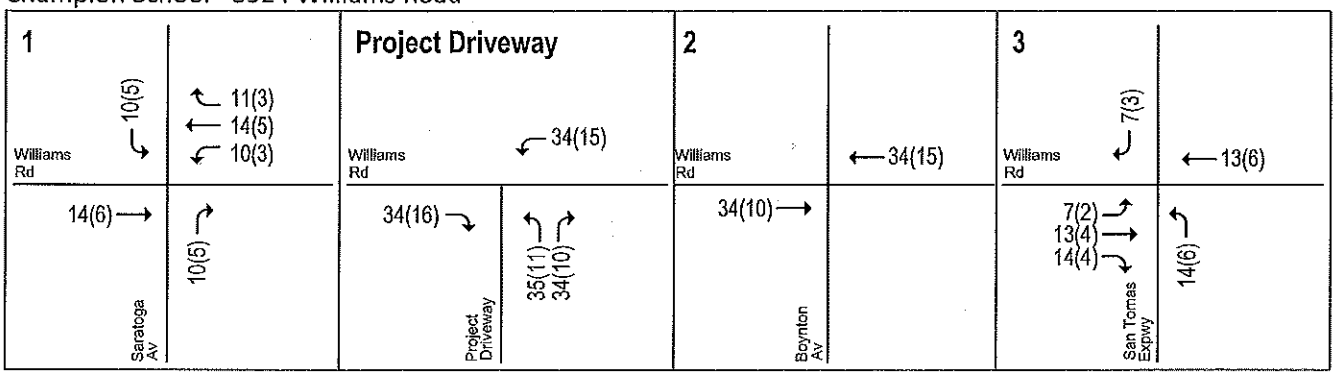
The trip distribution pattern for the proposed use was estimated based on existing travel patterns, the locations of complementary land uses, and previous traffic impact analyses in the project vicinity. Trips were assigned to the roadway network in accordance with the trip distribution. The trip distribution and project trip assignment are shown on Figure 2.

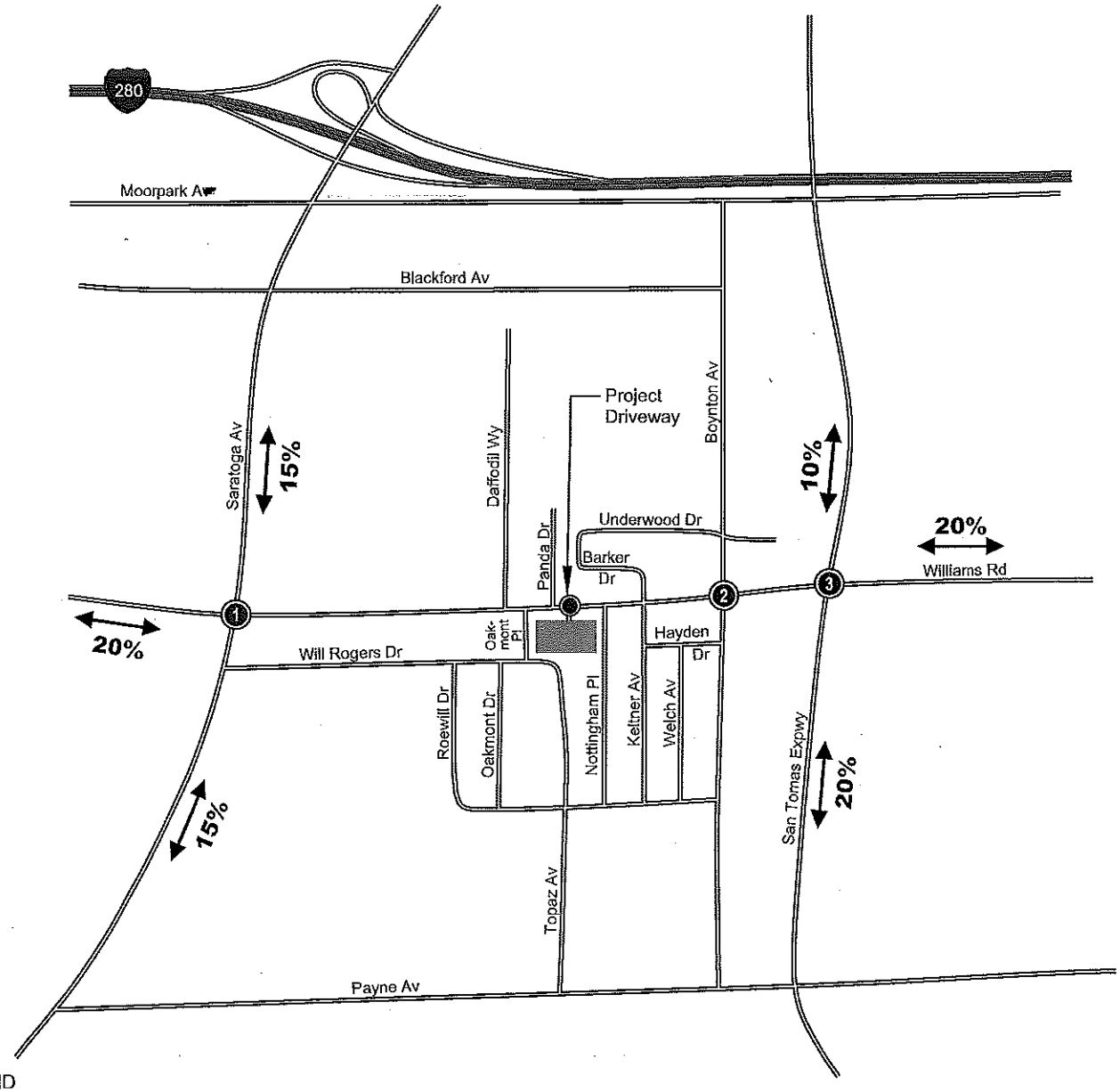
Table 1
Project Trip Generation Estimates

				AM Peak Hour				PM Peak Hour			
Land Use	Size	Daily Rate	Daily Trips	Rate	Total Trips	In	Out	Rate[4]	Total Trips[5]	In	Out
Proposed Use											
Private School (K-8) [1]	120 students	2.58	310	0.90	108	60	48	0.30	36	16	20
Day Care Center (Pre-school)[2]	72 students	4.38	315	0.80	58	31	27	0.81	59	28	31
	Gross Project Trips		625		166	91	75		95	44	51
Existing Use											
Dental Office (Existing)[3]	11820 SF	36.13	(427)	(2.39)	(29)	(23)	(6)	(3.57)	(43)	(13)	(30)
	Net Project Trips		**198**		**137**	**68**	**69**		**52**	**31**	**21**

[1] Rates based on ITE *Trip Generation, 9th Edition* , 2012: average rates for Private School (ITE 534).
[2] Rates based on ITE *Trip Generation, 9th Edition* , 2012: average rates for Day Care Center (ITE 565).
[3] Rates based on ITE *Trip Generation, 9th Edition* , 2012: average rates for Medical-Dental Office Building (ITE 720).
[4] As the average trip rate for weekday PM peak hour (4-6 pm) is not available for Private School (ITE 534), the PM peak hour of generator rate was adjusted based on Elementary School (ITE 520) to account for the 4-6 pm peak period.
[5] Even though One-third of Pre-school students will be picked up between 11:45 AM and noon, at the request of the City Staff, this study did not apply a reduction to the total PM trips generated by Pre-school students.

Champion School - 3924 Williams Road





LEGEND

= Project Site Location

= Study Intersection

XX(XX) = AM(PM) Peak-Hour Trips

Figure 2
Project Trip Distribution and Project Trip Assignment

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Signalized Intersection Level of Service Analysis

Traffic volumes for existing conditions were determined from existing traffic counts conducted in December 2014 for the AM peak hour and the City of San Jose Citywide TRAFFIX database dated August 2014 for the PM peak hour. Traffic volumes for background conditions were estimated by adding to the existing traffic volumes the trips generated by approved and pending developments (supplied by City of San Jose staff).

As the subject medical building is currently vacant, trips generated by the previously occupied medical office were also accounted for in the analysis and considered as an approved development itself. The traffic volumes for the study scenarios are shown on Figures 3, 4 and 5. Under existing, background, and background plus project conditions, the roadway network was assumed unchanged from the existing conditions.

Traffic conditions at the study intersections were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. The City of San Jose utilizes TRAFFIX software and the Highway Capacity Manual (HCM) methodology to evaluate intersection operations. The HCM methodology evaluates intersection operations on the basis of average delay time for all vehicles at the intersection. This average delay can then be correlated to a level of service. The City of San Jose's level of service standard for signalized intersections is LOS D.

Significance criteria are used to establish what constitutes an impact. According to City of San Jose standards, a project is said to create a significant adverse impact on traffic conditions at a signalized intersection if for either peak hour:

1. The level of service at the intersection degrades from an acceptable LOS D or better under no project conditions to an unacceptable LOS E or LOS F under project conditions, <u>or</u>
2. For intersections already operating at unacceptable LOS (E or F) under the baseline condition, a significant impact is defined as the proposed project causing:
    - An increase in average critical delay value by 4.0 seconds or more and an increase in the critical V/C ratio of 0.010 or more, or
    - A decrease in average critical delay and an increase in the critical V/C ratio of 0.010 or more.

A significant impact at a signalized intersection is said to be satisfactorily mitigated when measures are implemented that would restore intersection levels of service to an acceptable LOS or restore the intersection to operating levels that are better than no project conditions.

The results of the intersection level of service analysis are summarized in Table 2. The level of service calculation sheets are shown in the attached appendix. The results show that under project conditions, all of the signalized study intersections would continue to operate at LOS D or better during AM and PM peak periods. Therefore, none of the study intersections would be significantly impacted by the project.

Congestion Management Program (CMP) Analysis

At the request of the City, a future growth (Cumulative) analysis was performed under CMP guidelines for the AM and PM peak hours. The CMP requires that all CMP intersections be evaluated for future growth (or cumulative) traffic conditions. Traffic volumes for future growth conditions are estimated by applying an annual growth factor of 1.2 percent to existing volumes, adding trips from approved development, and then adding project trips. The traffic volumes for the cumulative scenario are shown on Figure 7.

As the school will be occupied in approximately one year, a growth factor of 1.2 percent was applied.

The CMP defines an acceptable level of service for intersections as LOS E or better. A project is said to create a significant impact on traffic conditions at intersections if for either peak hour:

1. The level of service at an intersection degrades from an acceptable LOS E or better under existing conditions to an unacceptable LOS F with the addition of project trips, <u>or</u>

2. The level of service at an intersection is already operating at LOS F and,
   - An increase in average critical delay value by 4.0 seconds or more and an increase in the critical V/C ratio of 0.010 or more, and
   - A decrease in average critical delay and an increase in the critical V/C ratio of 0.010 or more.

A significant impact by CMP standards is said to be satisfactorily mitigated when measures are implemented that would restore intersection operations to existing conditions or better.

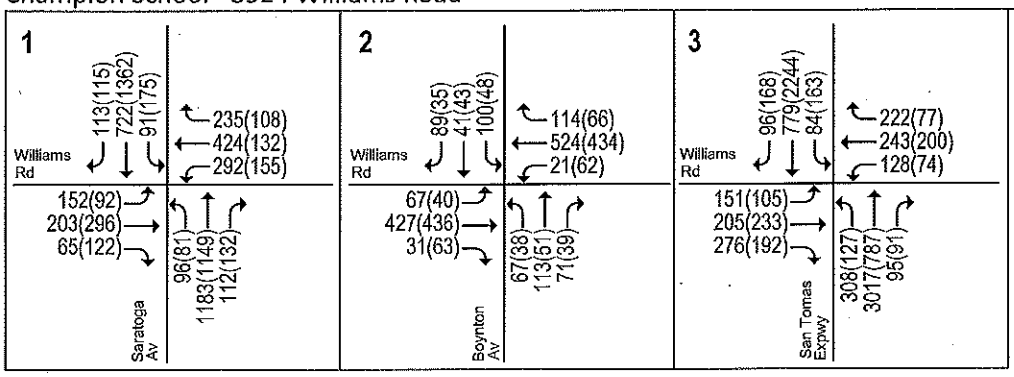
The results of the CMP intersection level of service analysis show that the project would not cause significant impacts at the intersection San Tomas Expressway and Williams Road based on the CMP significance criteria stated above.

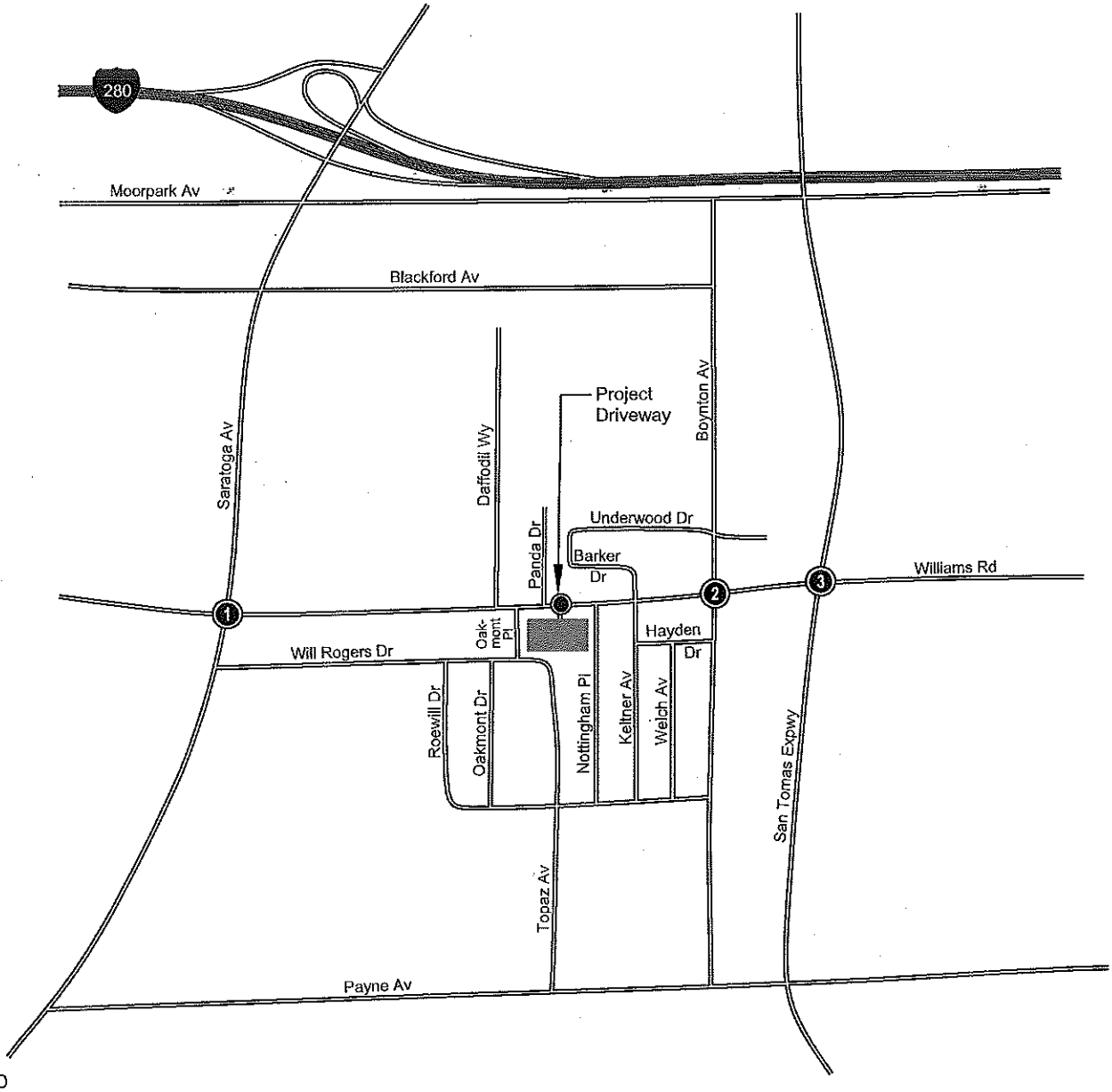
Table 2
Level of Service Summary

			Existing		Existing + Project		Background		Background + Project				Cumulative With Project	
	Peak Hour	Count Date	Avg. Delay	LOS	Avg. Delay	LOS	Avg. Delay	LOS	Avg. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C	Avg. Delay	LOS
Signalized Intersections:														
Saratoga Ave & Williams Rd	AM	12/10/14	34.4	C	37.2	D	36.7	D	37.3	D	0.9	0.012	37.4	D
	PM	11/17/09	34.4	C	34.7	C	34.0	C	34.9	C	6.4	0.016	35.0	C
Boynton Ave & Williams Rd	AM	12/10/14	28.5	C	28.2	C	28.4	C	28.1	C	-0.1	0.020	28.2	C
	PM	03/29/11	23.0	C	22.5	C	23.0	C	22.4	C	-0.5	0.014	22.5	C
San Tomas Expwy & Williams Rd	AM	12/10/14	49.3	D	50.4	D	50.6	D	52.0	D	2.9	0.009	54.0	D
	PM	04/03/08	34.3	C	34.7	C	34.6	D	35.4	D	1.3	0.008	35.6	D

Note: AM peak hour is 7:00 to 9:00 and PM peak hour is 4:00 to 6:00

Champion School - 3924 Williams Road





LEGEND

= Project Site Location

(X) = Study Intersection

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 3
Existing Traffic Volumes

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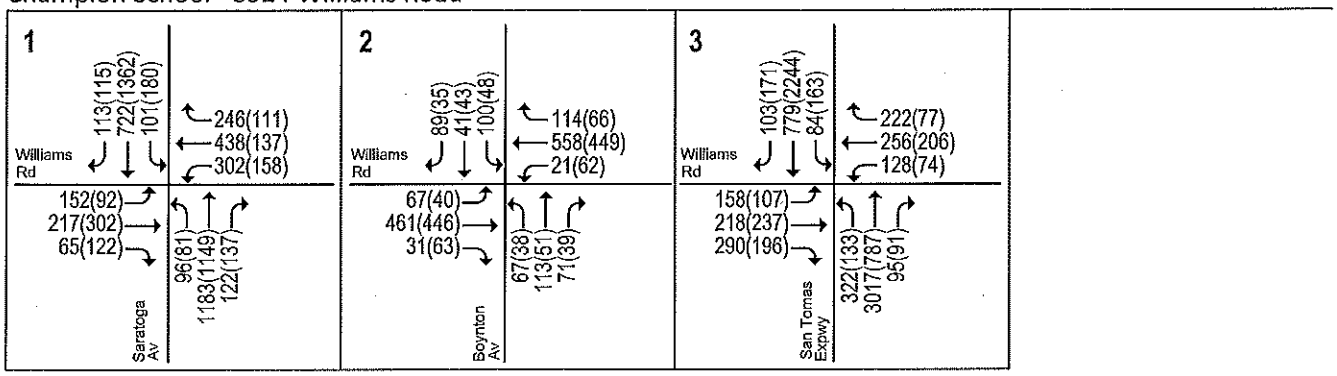
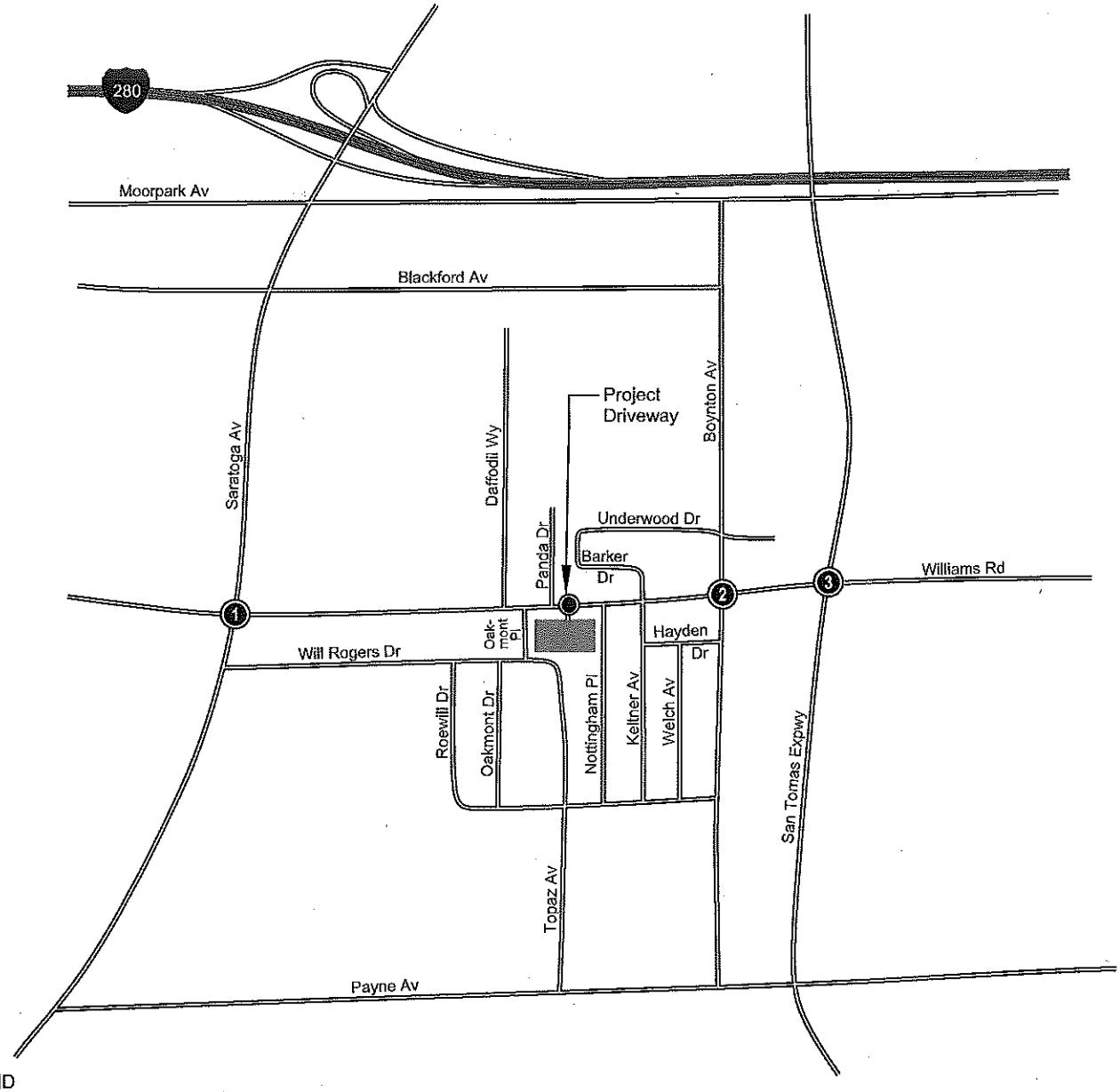
Not to Scale

Champion School - 3924 Williams Road





LEGEND

= Project Site Location

(X) = Study Intersection

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 4
Existing Plus Project Traffic Volumes

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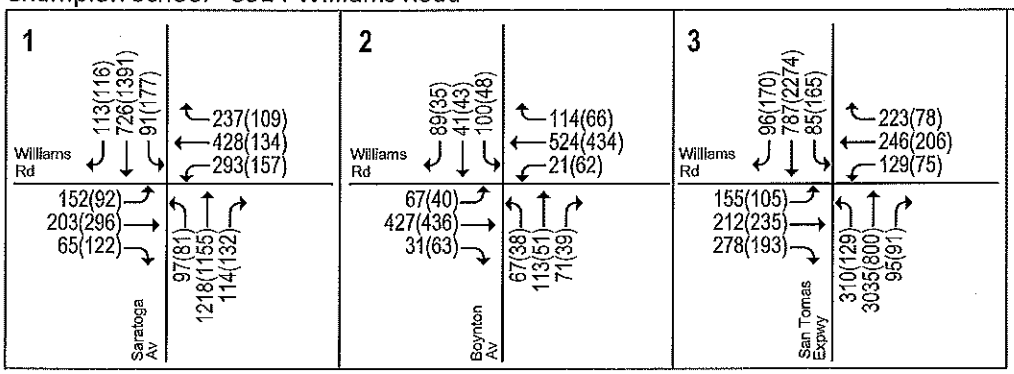
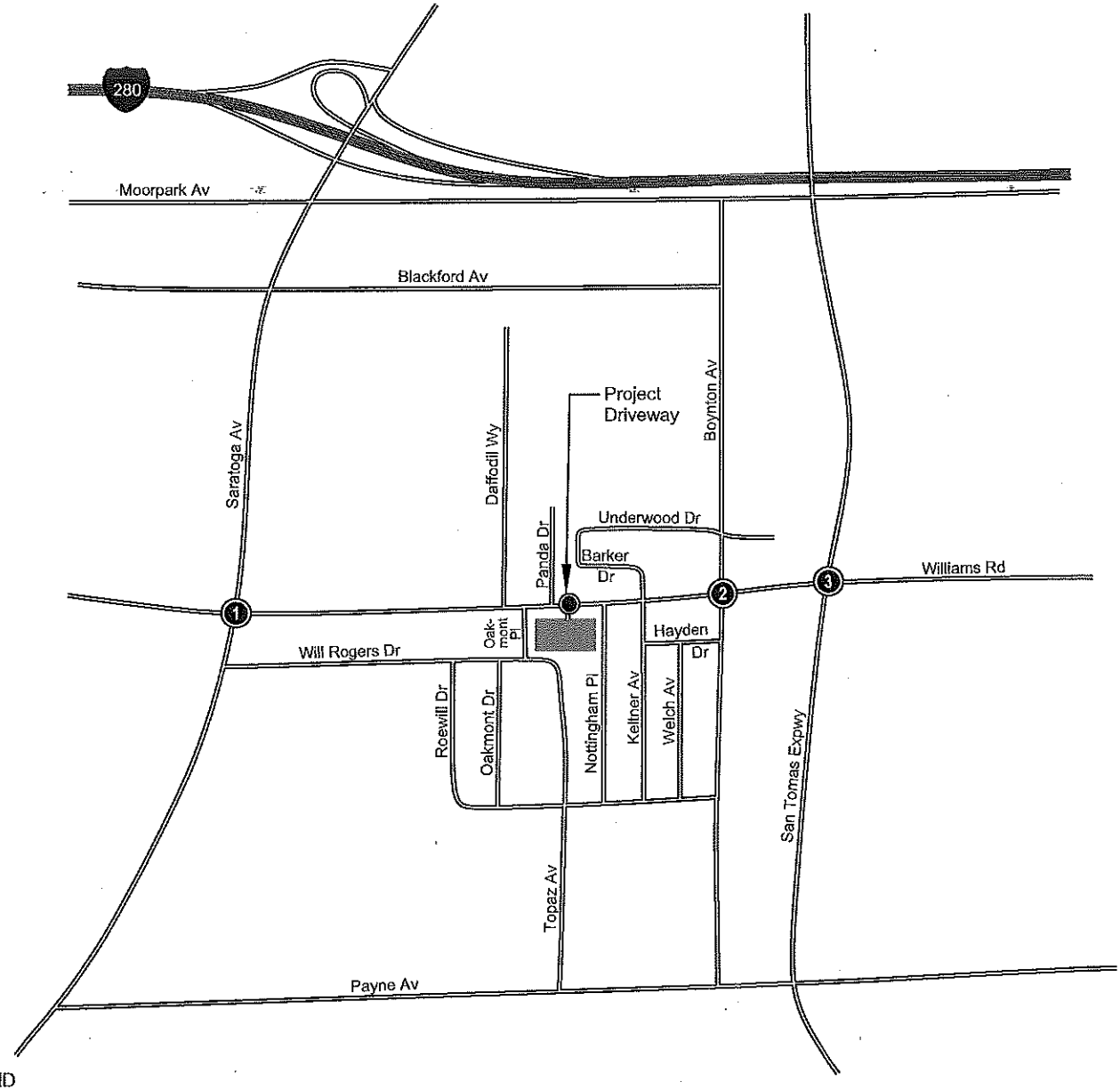
Not to Scale

Champion School - 3924 Williams Road





LEGEND

= Project Site Location

= Study Intersection

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 5
Existing Plus Approved Projects Traffic Volumes

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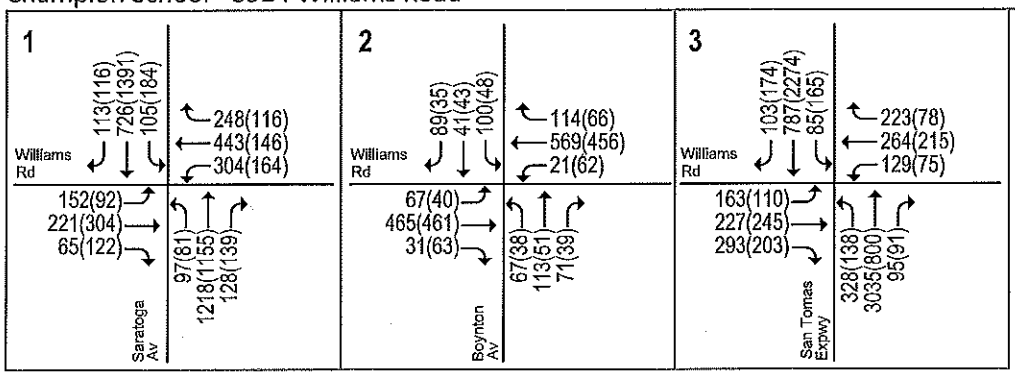
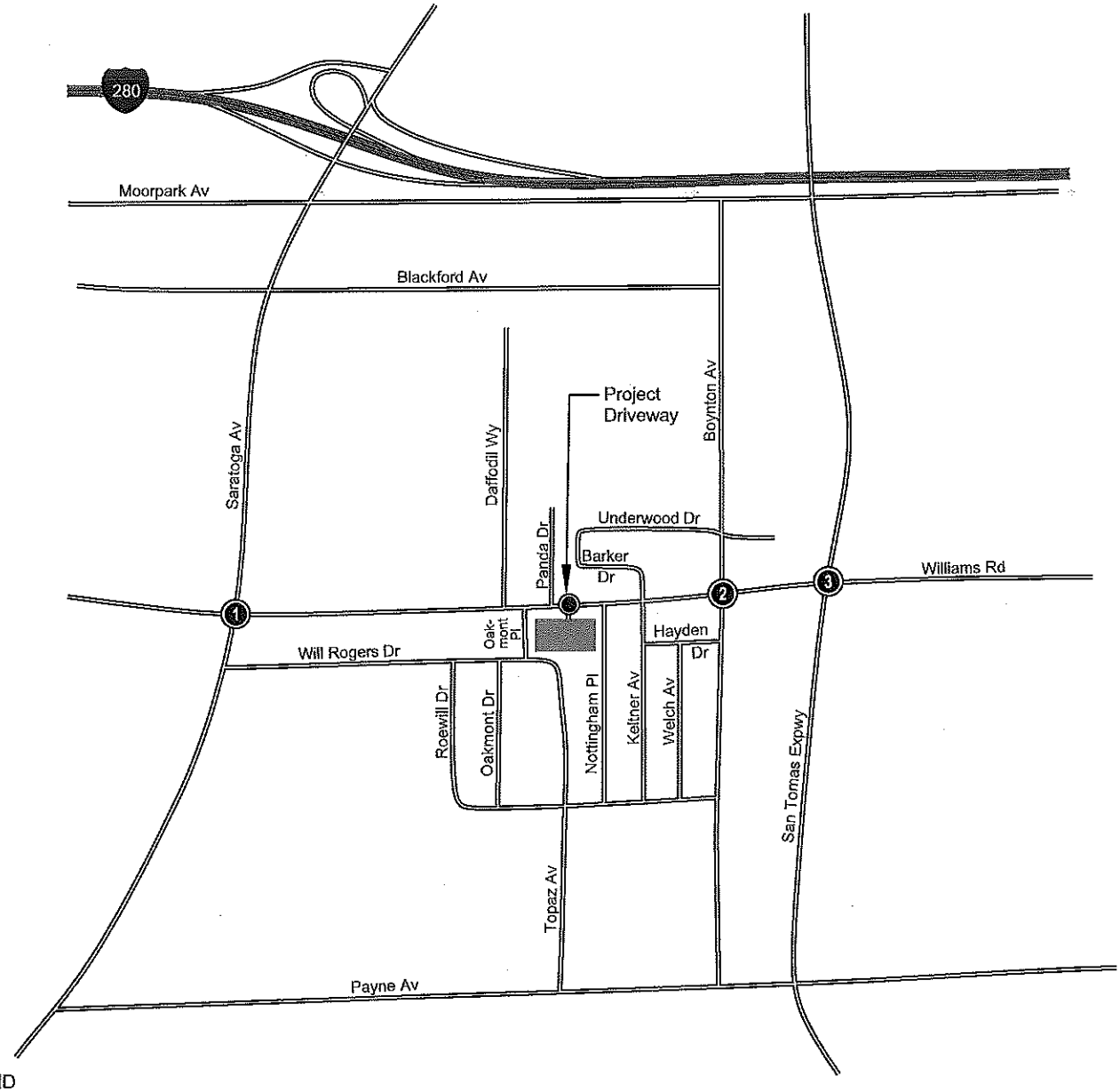
Champion School - 3924 Williams Road





LEGEND

= Project Site Location

= Study Intersection

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 6
Existing Plus Approved Projects Plus Project Traffic Volumes

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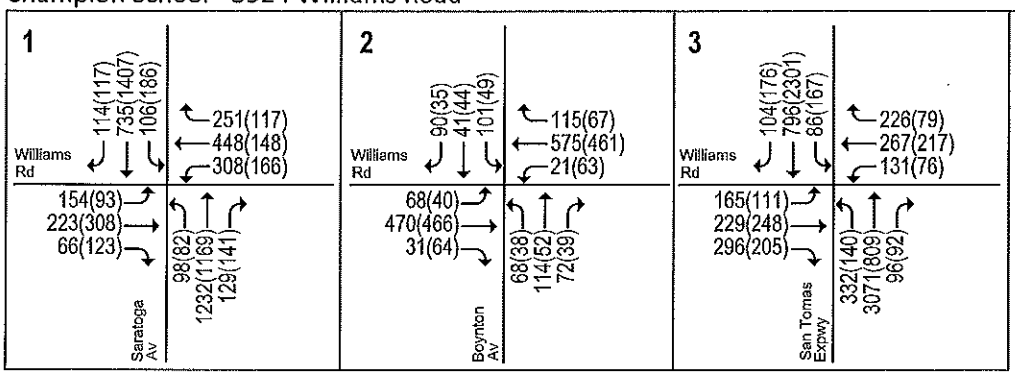
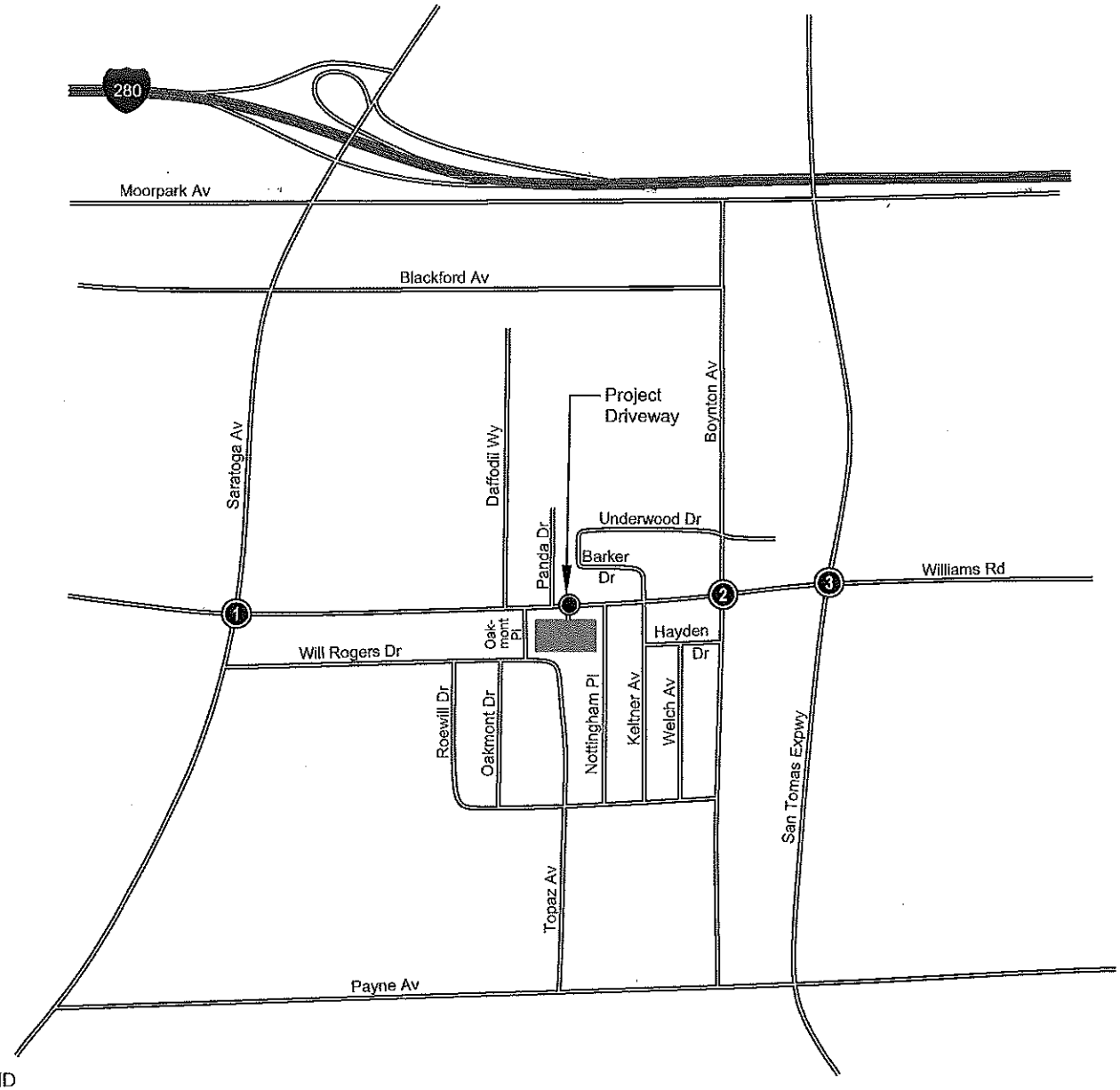
Not to Scale

Champion School - 3924 Williams Road





LEGEND

= Project Site Location

(X) = Study Intersection

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 7
Cumulative Traffic Volumes

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Vehicle Queuing Analysis

A vehicle queuing analysis was conducted for turning movements where the project would add traffic at the intersections of San Tomas Expressway & Williams Road and Saratoga Avenue & Williams Road. Vehicle queues were estimated using a Poisson probability distribution. The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th percentile maximum number of queued vehicles per signal cycle for a particular movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the movement. This analysis thus provides a basis for estimating future storage requirements at intersections. Table 3 shows the results of this analysis for the AM and PM peak hours. Detailed descriptions of the AM peak hour queuing analysis follow since the AM peak hour is more critical than the PM peak hour.

- ***San Tomas Expressway and Williams Road (Northbound Left Turn).*** Under existing and background conditions during the AM peak hour, the 95th percentile queue in the northbound left turn movement is already approaching the limit of the storage and occasional spillbacks may occur. Field observations confirmed that the queues are comparable to the analysis results for existing conditions. The proposed project would add 14 trips to this movement during the AM peak hour. The analysis indicates that, with the addition of project traffic, the 95th percentile vehicle queues would be comparable to those of existing and background conditions.

- ***San Tomas Expressway and Williams Road (Eastbound Left Turn).*** Under existing and background conditions during the AM peak hour, the 95th percentile queue in the eastbound left turn movement exceeds the limit of the storage and spills over to the through lanes. Field observations confirmed that the queues are comparable to the analysis results for existing conditions. The proposed project would add 7 trips to this movement during the AM peak hour. The analysis indicates that, with the addition of project traffic, the 95th percentile vehicle queues would be comparable to those of existing and background conditions.

- ***Saratoga Avenue and Williams Road (Southbound Left Turn).*** Under existing and background conditions during the AM peak hour, the 95th percentile queue in the southbound left turn movement can be accommodated in the storage. Field observations revealed that the queues in the southbound through lanes extend past the left turn storage, which prevents some left turning vehicles from entering the left turn lane. The proposed project would add 10 trips to this movement during the AM peak hour. The analysis indicates that, with the addition of project traffic, the 95th percentile vehicle queues would be comparable to those of existing and background conditions.

- ***Saratoga Avenue and Williams Road (Westbound Left Turn).*** Under existing and background conditions during the AM peak hour, the 95th percentile queue in the eastbound left turn movement exceeds the limit of the storage. However, field observations revealed that the presence of an existing two way left turn lane, which aligns with the left turn storage, allows excess left turning vehicles to stack without impacting the westbound through lane. Occasionally, the left turn queues extend past the side street of Larson Way. The proposed project would add 10 trips to this movement during the AM peak hour. The analysis indicates that, with the addition of project traffic, the 95th percentile vehicle queues would be comparable to those of existing and background conditions.

Table 3
Vehicle Queuing Analysis

	San Tomas Expressway & Williams Road (Signalized)			
	Northbound Left Turn		Eastbound Left Turn	
Measurement	AM	PM	AM	PM
Existing				
Cycle/Delay[1] (sec)	159	159	159	159
Volume (vph)	308	127	151	105
Avg. Queue (veh)	13.6	5.6	6.7	4.6
Avg. Queue (ft.) [2]	340	140	167	116
95th %. Queue (veh)	20	10	11	8
95th %. Queue (ft.) [2]	500	250	275	200
Storage	410 [3]	410 [3]	150	150
Adequate (Y/N)	N	Y	N	N
Existing + Project				
Cycle/Delay[1] (sec)	159	159	159	159
Volume (vph)	322	133	158	107
Avg. Queue (veh)	14.2	5.9	7.0	4.7
Avg. Queue (ft.) [2]	356	147	174	118
95th %. Queue (veh)	21	10	12	9
95th %. Queue (ft.) [2]	525	250	300	225
Storage	410 [3]	410 [3]	150	150
Adequate (Y/N)	N	Y	N	N
Background				
Cycle/Delay[1] (sec)	159	159	159	159
Volume (vph)	310	129	155	105
Avg. Queue (veh)	13.7	5.7	6.8	4.6
Avg. Queue (ft.) [2]	342	142	171	116
95th %. Queue (veh)	20	10	11	8
95th %. Queue (ft.) [2]	500	250	275	200
Storage	410 [3]	410 [3]	150	150
Adequate (Y/N)	N	Y	N	N
Background + Project				
Cycle/Delay[1] (sec)	159	159	159	159
Volume (vph)	328	138	163	110
Avg. Queue (veh)	14.5	6.1	7.2	4.9
Avg. Queue (ft.)	362	152	180	121
95th %. Queue (veh)	21	10	12	9
95th %. Queue (ft.)	525	250	300	225
Storage	410 [3]	410 [3]	150	150
Adequate (Y/N)	N	Y	N	N

[1] Vehicle queue calculations based on cycle length for signalized intersections.
[2] Assumes 25 feet per vehicle queued
[3] Total of the dual left turn lane storage distance.

Table 3 (cont'd)
Vehicle Queuing Analysis

	Saratoga Avenue & Williams Road (Signalized)			
	Southbound Left Turn		Westbound Left Turn	
Measurement	AM	PM	AM	PM
Existing				
Cycle/Delay[1] (sec)	120	130	120	130
Volume (vph)	91	175	292	155
Avg. Queue (veh)	3.0	6.3	9.7	5.6
Avg. Queue (ft.)[2]	76	158	243	140
95th %. Queue (veh)	6	11	15	10
95th %. Queue (ft.)[2]	150	275	375	250
Storage	275	275	140	140
Adequate (Y/N)	Y	Y	N	N
Existing + Project				
Cycle/Delay[1] (sec)	120	130	120	130
Volume (vph)	101	180	302	158
Avg. Queue (veh)	3.4	6.5	10.1	5.7
Avg. Queue (ft.)[2]	84	163	252	143
95th %. Queue (veh)	7	11	16	10
95th %. Queue (ft.)[2]	175	275	400	250
Storage	275	275	140	140
Adequate (Y/N)	Y	Y	N	N
Background				
Cycle/Delay[1] (sec)	120	130	120	130
Volume (vph)	91	177	293	157
Avg. Queue (veh)	3.0	6.4	9.8	5.7
Avg. Queue (ft.)[2]	76	160	244	142
95th %. Queue (veh)	6	11	15	10
95th %. Queue (ft.)[2]	150	275	375	250
Storage	275	275	140	140
Adequate (Y/N)	Y	Y	N	N
Background + Project				
Cycle/Delay[1] (sec)	120	130	120	130
Volume (vph)	105	184	304	164
Avg. Queue (veh)	3.5	6.6	10.1	5.9
Avg. Queue (ft.)	88	166	253	148
95th %. Queue (veh)	7	11	16	10
95th %. Queue (ft.)	175	275	400	250
Storage	275	275	140	140
Adequate (Y/N)	Y	Y	N	N

[1] Vehicle queue calculations based on cycle length for signalized intersections.
[2] Assumes 25 feet per vehicle queued

Impacts to Pedestrians, Bicycles, and Transit

Pedestrians

The proposed project would generate pedestrian trips from (1) employees to/from transit stops (see further discussion below) and (2) students who reside within walking distance of the site. Overall, the volume of pedestrian trips generated by the project is expected to be relatively low and not exceed the carrying capacity of the sidewalks and crosswalks nearby. Existing pedestrian counts on Albrae Street and Christy Street showed very minimal pedestrian activity in the area (less than 4 peak hour pedestrian trips during the AM and PM peak hours). There are existing sidewalks on both sides of Williams Road and nearly all of the surrounding streets in the project vicinity. There are no sidewalks on San Tomas Expressway beyond the intersection at Williams Road. The major intersections are signalized and include crosswalks and wheelchair ramps. According to the project site plan, there are 6 to 8 feet wide walkways both in the front and at the back of the building which provide dedicated pedestrian access to Williams Road.

There is an existing unsignalized high-visibility pedestrian crosswalk on the west side of the intersection at Oakmont Place and Williams Road. During the AM peak hour, a total of 23 pedestrians used the crosswalk to cross Williams Road. That equates to about 1 pedestrian crossing for every 3 minutes. As the project will add very minimal pedestrian traffic to the project surroundings, no upgrades to this crosswalk or other pedestrian facilities are warranted.

Bicycles

Existing bicycle access to the project vicinity is provided primarily via a network of nearby bike lanes and bike routes. There are existing bike lanes on both sides of Williams Road between Moorpark Avenue and Winchester Boulevard, which includes the project frontage. In the future, the *City of San Jose Bike Plan* 2020 shows a proposed Class III bike route on Williams Road between Winchester Boulevard and South Daniel Way. The bike plan also shows a future proposed Class III bike route on Boynton Avenue within the project proximity, which would extend from Moorpark Avenue in the north to Hamilton Avenue in the south. In general, the site is well-served by bicycle facilities and bicycle-friendly streets. No improvements, beyond those included in the Bike Plan, are warranted for this project.

For pre-school (daycare center), the City Parking Code specifies a bike parking ratio of 1 space for 10 full time employees and children. For elementary school (K-8), a bike parking ratio of 1 space per 10 full time employees plus 6 per classroom needs to be maintained. Based on the City Parking Code requirements, a total of 58 on-site bike parking spaces are required. The project building plan indicates a total of 64 on-site bike parking spaces will be provided, which satisfies the parking space requirements. Bike racks are located at the back of the school building which can be accessed via the proposed new sidewalks around the school building.

Transit

Transit service to the project vicinity is provided by the Valley Transportation Authority (VTA). Bus Route 25 operates along Williams Road between De Anza College and the Alum Rock Transit Center on approximate 20 minute headways during peak hours. The closest bus stop is located on Williams Road approximately 200 feet west of project site driveway, which is within easy walking distance of the project site.

According to the U.S. Census, bus trips comprise approximately 2% of the total commute mode share in the City of San Jose. For the proposed project, this would equate to approximately three new transit trips during the peak commute hours. This volume of riders would not exceed the carrying capacity of the existing bus service near the project site. The proposed project would not cause a significant impact to transit operations in the study area.

Site Access and Circulation

Driveway Access

This site access and circulation review is based on the site plan provided to Hexagon by the applicant (see Figure 8). The proposed project would have one access driveway on Williams Road. The proposed driveway

measures 26 feet which meets the City standards. The project traffic volumes at the driveway are shown on Figure 2. Under project conditions, it is anticipated that this driveway would serve approximately 166 AM peak hour project trips (91 inbound/75 outbound) and 95 PM peak hour project trips (44 inbound/51 outbound). The driveway currently serves very little traffic because the building is vacant.

According to the level of service and queuing calculations, the site driveway would operate at LOS D or better with queues of one or two vehicles for most of the peak hours. Inbound vehicles turning left from westbound Williams Road can stack in the existing two-way-left-turn lane and will not spillover to the through movement. Outbound queues could be accommodated in the storage space provided in the parking aisle. As is common around school uses, there may be short periods before and after school where the on-site queues would be longer and block access to nearby parking stalls. The onsite queues would generally not interfere with traffic operations on Williams Road.

The corner sight distance at the project driveway was checked in the field and determined to be adequate. Standard no parking zones with painted red curbs are present adjacent to the project driveway, which ensure exiting vehicles can see approaching vehicles on Williams Road.

There is an existing medical office building just east of the project site that shares the same driveway. Based on the size of the building, it is estimated that 5 inbound and 2 outbound trips are being generated in the AM peak hour. In the PM peak hour, an estimated 3 inbound and 8 outbound trips are being generated by the medical office. Field observations showed that the majority of the visitors came to the medical office on foot during the peak periods, and there were very few vehicles using the driveway.

Student Loading Activities

According to the project site plan, a passenger drop off area will be provided on site on the east side of the building. The drop off area is in a circular pattern with a perimeter curb length of approximately 200 feet. Upon entering the site, drivers will follow the parking aisle and circle back via a turnaround and proceed in a counter-clockwise direction. Loading and unloading of students will occur at three access points around the perimeter of the turnaround: a loading ramp on the west side, a gate on the south side, and a gate on the east side (see Figure 8). Signage and/or traffic cones will be necessary to emphasize how this area will be utilized before and after school. Drivers will exit the site on the same route via the same driveway. It is recommended that school staff assist with loading operations to ensure that queues do not extend on to Williams Road.

The proposed private school composes of a 72-student pre-school and a 120-student elementary/middle school. The pre-school drop-off time window is between 7:30 AM and 9:30 AM with a peak period between 8:45 AM and 9:30 AM. The elementary/middle school drop-off time window is between 7:30 AM and 8:35 AM with a peak between 8:25 AM and 8:35.

For pick-ups, the pre-school has two time windows. About one-third of the students are picked up between 11:45 AM and noon while the remaining are picked up between 3 PM and 6 PM. The elementary/middle school pick up windows are: 3:00 PM – 3:10 PM (majority of students), 4:00 PM – 4:10 PM, and 5:00 PM – 6:00 PM.

Since all student loading activities will occur on-site, adequate drop-off/pick-up space must be provided on the site. Vehicle queuing that will occur on-site before and after school was estimated based on data collected by Hexagon at other schools. Based on our research, a school of this size should provide approximately 1.5 feet of loading space for each student. According to this recommendation, the project should provide approximately 200 linear feet of on-site vehicle queuing space, as shown below.

192 students (max) x 0.7 (staggering reduction factor) 1.5 feet per student (average) = 200 linear feet

Based on the proposed site plan, the project will provide an estimated 200 feet of vehicle queuing space on-site measuring from the back of sidewalk to the beginning of the drop-off area and including the queuing space available within the drop-off area. Thus, the project will provide adequate on-site vehicle storage during the peak student loading periods of the day. However, vehicle queues can potentially be shortened with school staff assistance which enhances the efficiency of student loading operations.

Williams Road has on-street parking along both sides of the street. The City strongly recommends that the applicant work with the neighborhood and their customers. The applicant should encourage its customers to

park on-site and/or utilize the passenger loading area as well as, continually inform their customers regarding school traffic safety as part of being a good neighbor.

Once the school opens, traffic operations during the AM and PM peak periods of student loading should be monitored in order to ensure that safe and efficient site access and circulation is being achieved.

Truck Access and Circulation

The site plan was reviewed for truck access by the method of truck turning-movement templates. Access was reviewed for the truck type SU-30, which represents emergency vehicles, garbage trucks, and small to medium delivery vehicles. Truck loading activities would occur on the parking aisle in front of the building. The trash enclosure is located in a dedicated room at the northwest corner of the building (not shown in Figure 8). Staff will move trash carts to the curb for pick-up a few times a week, so garbage trucks will not need to access the garbage room or the driveway. All other trucks would enter the driveway and perform a three-point-turn at the east-west parking aisle and exit via the north-south parking aisle. The analysis shows the site plan would be adequate to accommodate trucks.

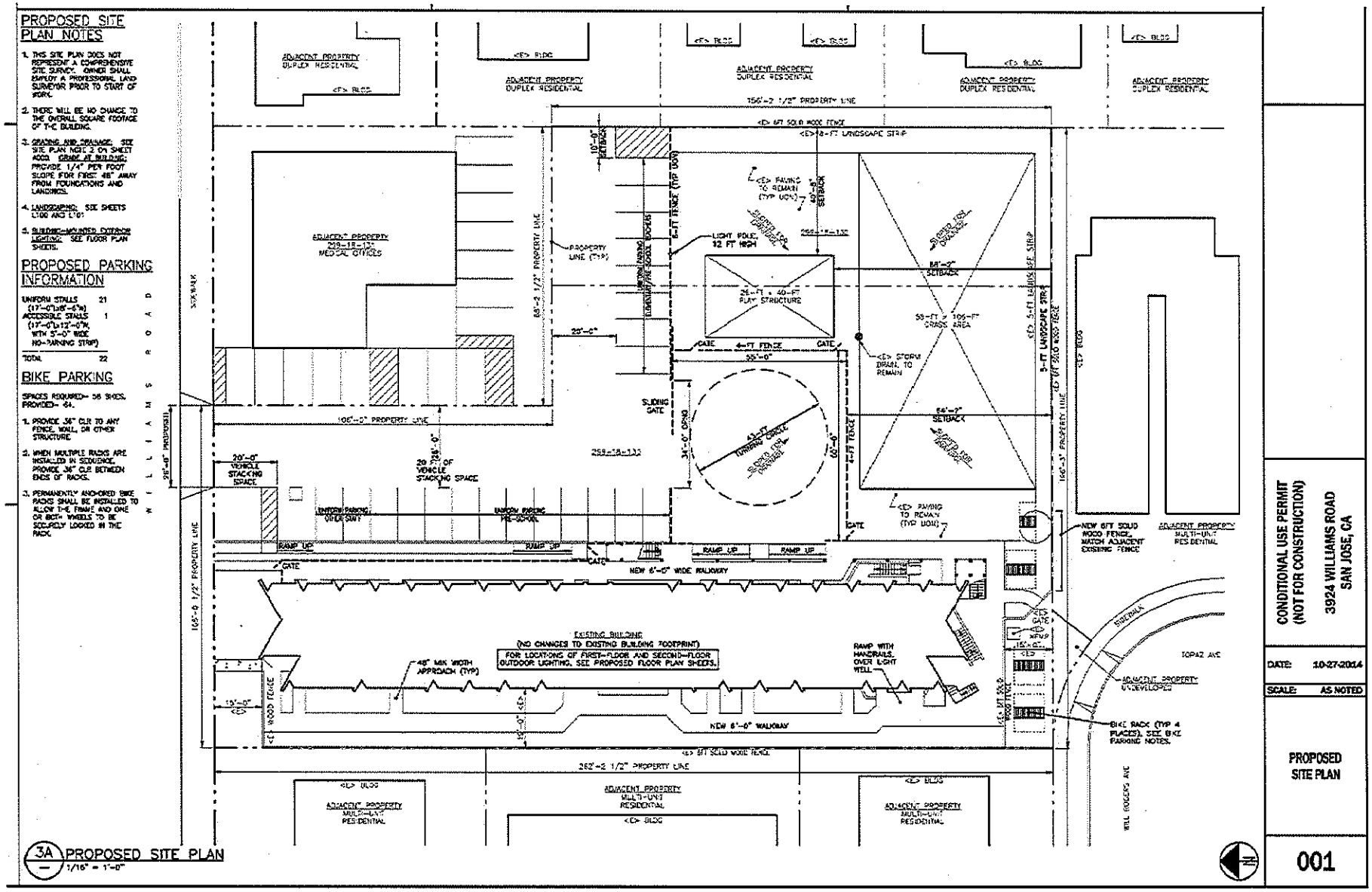


Figure 8
Project Site Plan

Parking

According to the project site plan, there are 22 (21 uniform stalls and one accessible stall) parking spaces within the school property boundaries. Based on the City parking requirement standards for pre-schools (1 space per 6 children, up to 5 spaces and thereafter 1 per 10 children) and elementary (K-8) schools (1 per teacher, plus 1 per employee), a total of 20 on-site parking spaces are needed. Therefore, the on-site parking spaces requirement is satisfied.

The north-south drive aisle measures 26 feet wide and the east-west drive aisle measures 29 feet wide, which conform to City standards. Parking dimensions are based on the City uniform stall standard dimensions of 8.5 by 17 feet. The accessible parking stall measures 12 by 17 feet with a five feet wide access strip which meets ADA standards.

Conclusions

The impacts of the proposed project were evaluated in accordance with the procedures and guidelines specified by the City of San Jose. The analysis resulted in the following key findings:

- The proposed project would not result in any level of service impacts to the study signalized intersections.
- The results of the CMP intersection level of service analysis show that the project would not cause significant impacts at the intersection San Tomas Expressway and Williams Road based on the CMP significance criteria stated above.
- The proposed project would add minimal traffic to the study intersections and would not result in any queuing storage impacts for the left turn movements.
- Adequate transit, bicycle, and pedestrian facilities exist in the study area to serve the project.

The analysis also produced the following recommendations:

1. Based on the proposed site plan, the project will provide an estimated 200 feet of vehicle queuing space on-site, including the queuing space within the drop-off area. Thus, the project will provide adequate on-site vehicle storage during the peak student loading periods of the day. However, school staff assistance with loading operations will be necessary to ensure that queues do not extend on to Williams Road.
2. Once the school opens, traffic operations during the AM and PM peak periods of student loading should be monitored in order to ensure that safe and efficient site access and circulation is being achieved.

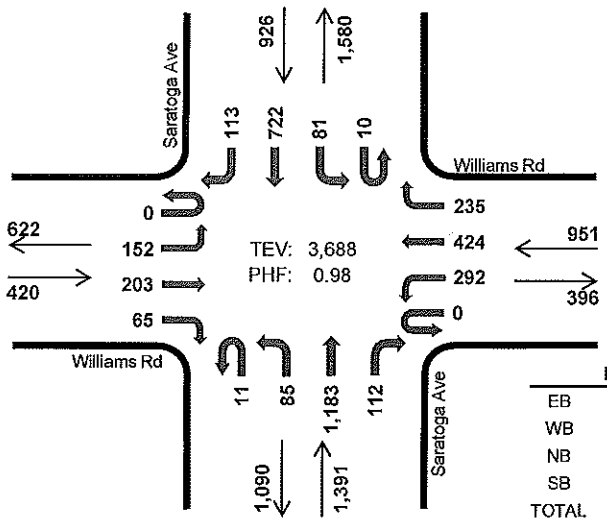
APPENDIX

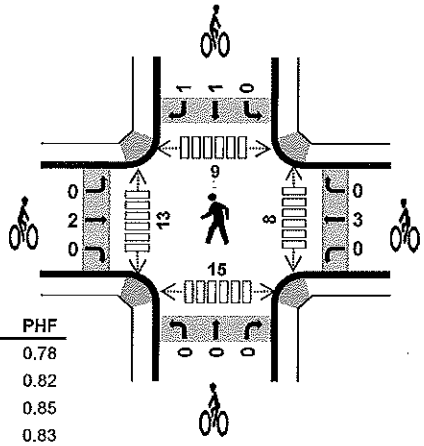
Traffic Counts

Saratoga Ave
Williams Rd

Date: 12/10/2014
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM

Peak Hour





	HV %:	PHF
EB	2.4%	0.78
WB	0.7%	0.82
NB	1.7%	0.85
SB	3.1%	0.83
TOTAL	1.9%	0.98

Two-Hour Count Summaries

Interval Start		Williams Rd Eastbound				Williams Rd Westbound				Saratoga Ave Northbound				Saratoga Ave Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	19	10	7	0	14	40	57	2	9	237	7	6	15	74	4	501	0
7:15 AM		0	15	16	7	0	45	65	70	2	17	290	7	8	10	118	15	685	0
7:30 AM		0	28	28	8	0	83	120	86	2	24	300	5	7	18	144	25	878	0
7:45 AM		0	33	47	25	0	87	109	48	3	20	261	41	3	18	226	31	942	3,006
8:00 AM		0	49	67	19	0	70	113	55	5	18	278	35	0	21	180	28	938	3,443
8:15 AM		0	42	61	13	0	52	82	46	1	23	354	31	0	24	172	29	930	3,688
8:30 AM		0	33	36	10	0	36	61	52	3	18	323	23	0	18	153	27	793	3,603
8:45 AM		0	26	25	24	0	36	65	48	3	14	345	21	0	20	206	32	865	3,526
Count Total		0	245	290	113	0	423	655	462	21	143	2,378	170	24	144	1,273	191	6,532	0
Peak Hour	All	0	152	203	65	0	292	424	235	11	85	1,183	112	10	81	722	113	3,688	0
	HV	0	4	6	0	0	1	5	1	0	2	19	3	0	1	24	3	69	0
	HV%	-	3%	3%	0%	-	0%	1%	0%	0%	2%	2%	3%	0%	1%	3%	3%	2%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	1	5	7	*13*	0	3	0	0	*3*	0	1	1	2	*4*
7:15 AM	1	3	5	6	*15*	1	1	0	0	*2*	1	3	2	3	*9*
7:30 AM	2	3	4	4	*13*	0	1	0	0	*1*	0	5	0	7	*12*
7:45 AM	1	2	5	12	*20*	1	2	0	2	*5*	3	1	3	5	*12*
8:00 AM	3	1	9	9	*22*	0	0	0	0	*0*	2	1	2	1	*6*
8:15 AM	4	1	6	3	*14*	1	0	0	0	*1*	3	6	4	2	*15*
8:30 AM	3	2	5	15	*25*	2	3	0	0	*5*	5	8	6	8	*27*
8:45 AM	2	3	6	11	*22*	0	1	0	0	*1*	0	1	2	3	*6*
Count Total	16	16	45	67	*144*	5	11	0	2	*18*	14	26	20	31	*91*
Peak Hour	10	7	24	28	*69*	2	3	0	2	*7*	8	13	9	15	*45*

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Williams Rd Eastbound				Williams Rd Westbound				Saratoga Ave Northbound				Saratoga Ave Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	1	0	0	0	5	0	0	0	7	0	13	0
7:15 AM	0	1	0	0	0	0	0	3	0	1	4	0	0	0	5	1	15	0
7:30 AM	0	1	1	0	0	0	3	0	0	1	3	0	0	1	2	1	13	0
7:45 AM	0	0	1	0	0	0	1	1	0	0	3	2	0	0	11	1	20	61
8:00 AM	0	2	1	0	0	1	0	0	0	0	8	1	0	0	8	1	22	70
8:15 AM	0	1	3	0	0	0	1	0	0	1	5	0	0	0	3	0	14	69
8:30 AM	0	1	1	1	0	0	1	1	0	0	5	0	0	1	13	1	25	81
8:45 AM	0	1	1	0	0	1	1	1	0	1	5	0	0	0	8	3	22	83
Count Total	0	7	8	1	0	2	8	6	0	4	38	3	0	2	57	8	144	0
Peak Hour	0	4	6	0	0	1	5	1	0	2	19	3	0	1	24	3	69	0

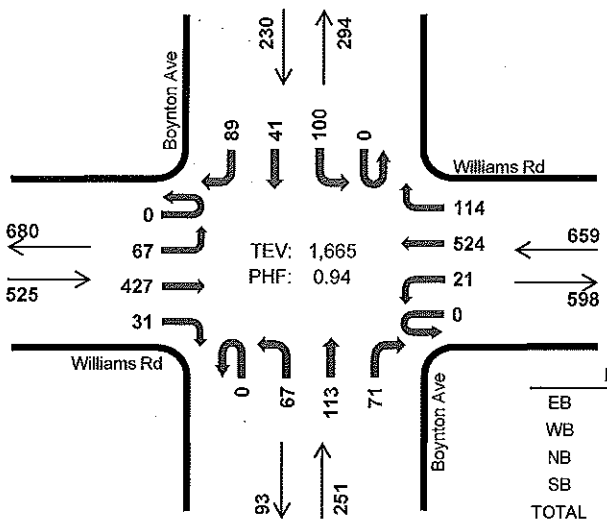
Two-Hour Count Summaries - Bikes

Interval Start	Williams Rd Eastbound			Williams Rd Westbound			Saratoga Ave Northbound			Saratoga Ave Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	2	1	0	0	0	0	0	0	3	0
7:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	0
7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0
7:45 AM	0	1	0	0	2	0	0	0	0	0	1	1	5	11
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	8
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	7
8:30 AM	0	2	0	0	1	2	0	0	0	0	0	0	5	11
8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	7
Count Total	0	5	0	0	8	3	0	0	0	0	1	1	18	0
Peak Hour	0	2	0	0	3	0	0	0	0	0	1	1	7	0

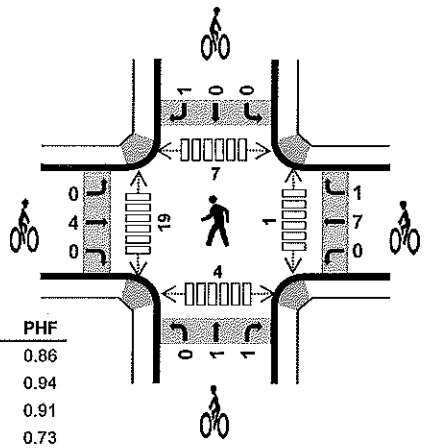
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Boynton Ave
Williams Rd

Date: 12/10/2014
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	2.1%	0.86
WB	1.5%	0.94
NB	1.6%	0.91
SB	3.0%	0.73
TOTAL	1.9%	0.94



Two-Hour Count Summaries

Interval Start		Williams Rd Eastbound UT	LT	TH	RT	Williams Rd Westbound UT	LT	TH	RT	Boynton Ave Northbound UT	LT	TH	RT	Boynton Ave Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
7:00 AM		0	2	47	3	0	2	76	10	0	14	11	10	0	5	4	7	191	0
7:15 AM		0	6	54	1	0	6	111	10	0	14	23	17	0	1	4	11	258	0
7:30 AM		0	9	86	5	0	4	147	17	0	14	27	15	0	13	6	21	363	0
7:45 AM		0	16	109	13	0	4	151	20	0	18	25	18	0	26	13	21	434	1,246
8:00 AM		0	18	129	5	0	2	123	29	0	14	34	21	0	23	9	20	427	1,482
8:15 AM		0	24	103	8	0	11	103	48	0	21	27	17	0	38	14	27	441	1,665
8:30 AM		0	14	107	8	0	3	95	30	0	15	24	23	0	24	9	9	361	1,663
8:45 AM		0	9	79	6	0	3	90	21	0	13	22	16	0	16	5	5	285	1,514
Count Total		0	98	714	49	0	35	896	185	0	123	193	137	0	146	63	121	2,760	0
Peak Hour	All	0	67	427	31	0	21	524	114	0	67	113	71	0	100	41	89	1,665	0
	HV	0	1	9	1	0	1	6	3	0	0	3	1	0	4	1	2	32	0
	HV%	-	1%	2%	3%	-	5%	1%	3%	-	0%	3%	1%	-	4%	2%	2%	2%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:00 AM	2	1	0	1	*4*	0	1	0	0	*1*	0	0	0	0	*0*
7:15 AM	0	0	1	0	*1*	1	1	0	0	*2*	0	2	2	0	*4*
7:30 AM	2	2	2	1	*7*	0	1	0	0	*1*	1	7	3	1	*12*
7:45 AM	4	4	2	3	*13*	2	5	0	0	*7*	0	2	0	0	*2*
8:00 AM	3	1	0	2	*6*	2	1	0	0	*3*	0	4	3	1	*8*
8:15 AM	2	3	0	1	*6*	0	1	2	1	*4*	0	6	1	2	*9*
8:30 AM	2	1	1	1	*5*	1	2	1	0	*4*	1	2	0	0	*3*
8:45 AM	2	4	1	0	*7*	0	0	0	0	*0*	0	7	3	1	*11*
Count Total	17	16	7	9	*49*	6	12	3	1	*22*	2	30	12	5	*49*
Peak Hour	11	10	4	7	*32*	4	8	2	1	*15*	1	19	7	4	*31*

Deon Fouche: 415 - 757 - 7714 Deon.fouche@idaxdata.com

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Williams Rd Eastbound				Williams Rd Westbound				Boynton Ave Northbound				Boynton Ave Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	1	0	0	0	1	0	0	0	0	0	0	0	1	0	4	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
7:30 AM	0	0	2	0	0	0	2	0	0	0	2	0	0	1	0	0	7	0
7:45 AM	0	1	2	1	0	1	2	1	0	0	1	1	0	1	1	1	13	25
8:00 AM	0	0	3	0	0	0	0	1	0	0	0	0	0	1	0	1	6	27
8:15 AM	0	0	2	0	0	0	2	1	0	0	0	0	0	1	0	0	6	32
8:30 AM	0	0	2	0	0	0	1	0	0	0	1	0	0	0	0	1	5	30
8:45 AM	0	0	2	0	0	0	4	0	0	0	0	1	0	0	0	0	7	24
Count Total	0	2	14	1	0	1	12	3	0	0	4	3	0	4	2	3	49	0
Peak Hour	0	1	9	1	0	1	6	3	0	0	3	1	0	4	1	2	32	0

Two-Hour Count Summaries - Bikes

Interval Start	Williams Rd Eastbound			Williams Rd Westbound			Boynton Ave Northbound			Boynton Ave Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0
7:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	0
7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0
7:45 AM	0	2	0	0	5	0	0	0	0	0	0	0	7	11
8:00 AM	0	2	0	0	0	1	0	0	0	0	0	0	3	13
8:15 AM	0	0	0	0	1	0	0	1	1	0	0	1	4	15
8:30 AM	0	1	0	0	2	0	1	0	0	0	0	0	4	18
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	11
Count Total	0	6	0	0	11	1	1	1	1	0	0	1	22	0
Peak Hour	0	4	0	0	7	1	0	1	1	0	0	1	15	0

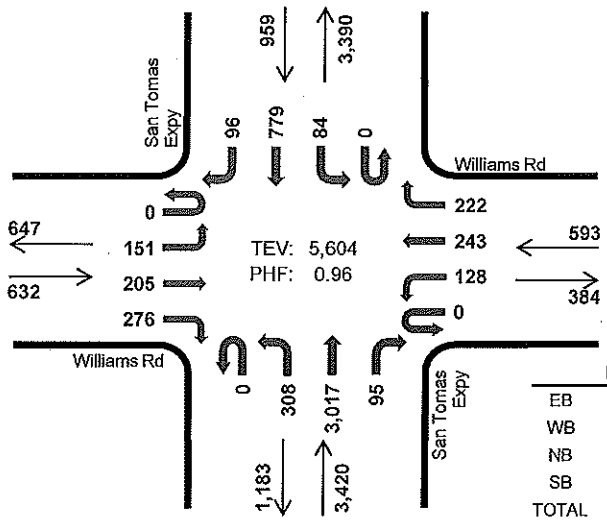
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

San Tomas Expy
Williams Rd

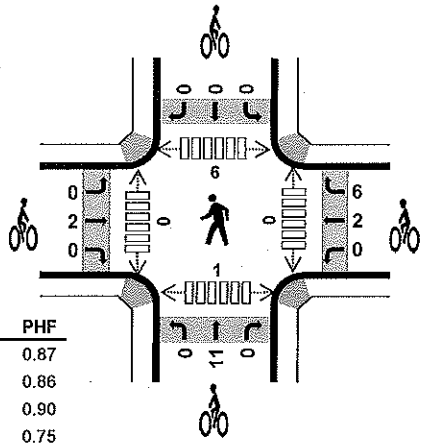
Date: 12/10/2014
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM

N

Peak Hour



	HV %:	PHF
EB	2.1%	0.87
WB	1.2%	0.86
NB	0.5%	0.90
SB	1.1%	0.75
TOTAL	0.9%	0.96



Two-Hour Count Summaries

Interval Start		Williams Rd Eastbound UT	LT	TH	RT	Williams Rd Westbound UT	LT	TH	RT	San Tomas Expy Northbound UT	LT	TH	RT	San Tomas Expy Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
7:00 AM		0	18	17	31	0	11	32	24	0	44	613	15	1	5	113	16	940	0
7:15 AM		0	28	14	24	0	8	52	44	0	57	723	15	0	3	103	17	1,088	0
7:30 AM		0	34	34	56	0	21	52	51	0	76	849	23	0	10	194	28	1,428	0
7:45 AM		0	38	49	70	0	33	61	66	0	84	720	31	0	39	243	37	1,461	4,917
8:00 AM		0	44	57	81	0	43	63	66	0	79	706	21	0	19	186	16	1,381	5,358
8:15 AM		0	35	65	69	0	31	67	49	0	69	742	20	0	16	156	15	1,334	5,604
8:30 AM		0	35	52	59	0	22	49	59	0	59	698	27	0	8	197	17	1,282	5,458
8:45 AM		0	34	30	54	0	20	44	26	0	60	711	11	1	10	182	16	1,199	5,196
Count Total		0	266	318	444	0	189	420	375	0	528	5,762	163	2	110	1,374	162	10,113	0
Peak Hour	All	0	151	205	276	0	128	243	222	0	308	3,017	95	0	84	779	96	5,604	0
	HV	0	0	6	7	0	3	4	0	0	2	12	4	0	2	6	3	49	0
	HV%	-	0%	3%	3%	-	2%	2%	0%	-	1%	0%	4%	-	2%	1%	3%	1%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:00 AM	0	1	8	0	*9*	0	0	0	0	*0*	1	0	0	0	*1*
7:15 AM	1	2	4	1	*8*	1	1	2	0	*4*	0	0	0	0	*0*
7:30 AM	3	0	2	2	*7*	0	2	0	0	*2*	0	0	2	0	*2*
7:45 AM	3	2	6	2	*13*	1	2	3	0	*6*	0	0	0	0	*0*
8:00 AM	4	1	5	3	*13*	0	2	2	0	*4*	0	0	3	1	*4*
8:15 AM	3	4	5	4	*16*	1	2	6	0	*9*	0	0	1	0	*1*
8:30 AM	2	1	5	6	*14*	0	3	2	0	*5*	0	0	2	0	*2*
8:45 AM	4	2	5	3	*14*	0	0	4	0	*4*	0	0	2	0	*2*
Count Total	20	13	40	21	*94*	3	12	19	0	*34*	1	0	10	1	*12*
Peak Hour	13	7	18	11	*49*	2	8	11	0	*21*	0	0	6	1	*7*

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Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Williams Rd				Williams Rd				San Tomas Expy				San Tomas Expy				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	1	0	0	0	7	1	0	0	0	0	9	0
7:15 AM	0	0	0	1	0	0	1	1	0	0	4	0	0	0	1	0	8	0
7:30 AM	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**1**	**7**	**0**
7:45 AM	**0**	**0**	**2**	**1**	**0**	**0**	**2**	**0**	**0**	**1**	**3**	**2**	**0**	**0**	**1**	**1**	**13**	**37**
8:00 AM	**0**	**0**	**2**	**2**	**0**	**1**	**0**	**0**	**0**	**1**	**3**	**1**	**0**	**1**	**2**	**0**	**13**	**41**
8:15 AM	**0**	**0**	**0**	**3**	**0**	**2**	**2**	**0**	**0**	**0**	**4**	**1**	**0**	**1**	**2**	**1**	**16**	**49**
8:30 AM	0	0	1	1	0	0	1	0	0	0	5	0	0	0	6	0	14	56
8:45 AM	0	1	2	1	0	0	2	0	0	1	4	0	0	0	2	1	14	57
Count Total	0	1	9	10	0	3	9	1	0	3	32	5	0	2	15	4	94	0
Peak Hour	**0**	**0**	**6**	**7**	**0**	**3**	**4**	**0**	**0**	**2**	**12**	**4**	**0**	**2**	**6**	**3**	**49**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	Williams Rd			Williams Rd			San Tomas Expy			San Tomas Expy			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	1	0	0	2	0	0	0	0	4	0
7:30 AM	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**
7:45 AM	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**3**	**0**	**0**	**0**	**0**	**6**	**12**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**4**	**16**
8:15 AM	**0**	**1**	**0**	**0**	**1**	**1**	**0**	**6**	**0**	**0**	**0**	**0**	**9**	**21**
8:30 AM	0	0	0	0	3	0	1	1	0	0	0	0	5	24
8:45 AM	0	0	0	0	0	0	0	4	0	0	0	0	4	22
Count Total	0	3	0	0	6	6	1	18	0	0	0	0	34	0
Peak Hour	**0**	**2**	**0**	**0**	**2**	**6**	**0**	**11**	**0**	**0**	**0**	**0**	**21**	**0**

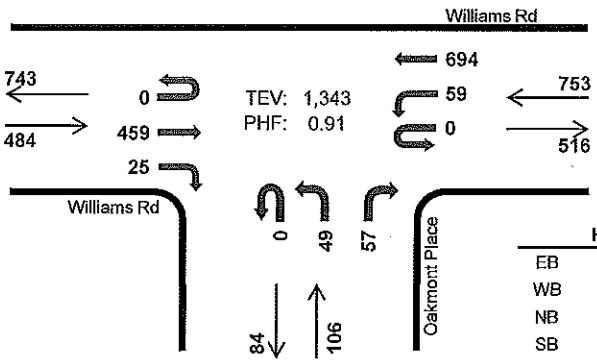
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Oakmont Place
Williams Rd

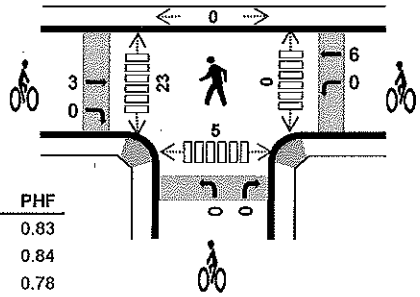
N

Peak Hour

Date: 12/10/2014
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	2.3%	0.83
WB	1.2%	0.84
NB	1.9%	0.78
SB	-	-
TOTAL	1.6%	0.91



Two-Hour Count Summaries

Interval Start		Williams Rd Eastbound UT	LT	TH	RT	Williams Rd Westbound UT	LT	TH	RT	Oakmont Place Northbound UT	LT	TH	RT	0 Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
7:00 AM		0	0	45	3	0	7	102	0	0	8	0	8	0	0	0	0	173	0
7:15 AM		0	0	40	3	0	4	149	0	0	6	0	13	0	0	0	0	215	0
7:30 AM		0	0	79	2	0	8	194	0	0	17	0	17	0	0	0	0	317	0
7:45 AM		0	0	110	6	0	32	191	0	0	13	0	17	0	0	0	0	369	1,074
8:00 AM		0	0	141	5	0	7	162	0	0	9	0	16	0	0	0	0	340	1,241
8:15 AM		0	0	129	12	0	12	147	0	0	10	0	7	0	0	0	0	317	1,343
8:30 AM		0	0	90	5	0	8	115	0	0	11	0	21	0	0	0	0	250	1,276
8:45 AM		0	0	81	4	0	4	111	0	0	7	0	11	0	0	0	0	218	1,125
Count Total		0	0	715	40	0	82	1,171	0	0	81	0	110	0	0	0	0	2,199	0
Peak Hour	All	0	0	459	25	0	59	694	0	0	49	0	57	0	0	0	0	1,343	0
	HV	0	0	11	0	0	1	8	0	0	0	0	2	0	0	0	0	22	0
	HV%	-	-	2%	0%	-	2%	1%	-	-	0%	-	4%	-	-	-	-	2%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:00 AM	0	1	1	0	2	0	1	0	0	1	0	1	0	0	1
7:15 AM	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0
7:30 AM	2	2	0	0	4	0	1	0	0	1	0	2	0	0	2
7:45 AM	3	3	1	0	7	2	4	0	0	6	0	11	0	1	12
8:00 AM	3	1	1	0	5	1	0	0	0	1	0	6	0	1	7
8:15 AM	3	3	0	0	6	0	1	0	0	1	0	4	0	3	7
8:30 AM	2	2	0	0	4	2	3	0	0	5	0	3	0	1	4
8:45 AM	2	5	1	0	8	1	0	0	0	1	0	3	0	1	4
Count Total	15	19	4	0	38	7	10	0	0	17	0	30	0	7	37
Peak Hr	11	9	2	0	22	3	6	0	0	9	0	23	0	5	28

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Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Williams Rd				Williams Rd				Oakmont Place				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	2	0
7:15 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0
7:30 AM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	4	0
7:45 AM	0	0	3	0	0	1	2	0	0	0	0	1	0	0	0	0	7	15
8:00 AM	0	0	3	0	0	0	1	0	0	0	0	1	0	0	0	0	5	18
8:15 AM	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	6	22
8:30 AM	0	0	1	1	0	1	1	0	0	0	0	0	0	0	0	0	4	22
8:45 AM	0	0	2	0	0	1	4	0	0	0	0	1	0	0	0	0	8	23
Count Total	0	0	14	1	0	3	16	0	0	0	0	4	0	0	0	0	38	0
Peak Hour	0	0	11	0	0	1	8	0	0	0	0	2	0	0	0	0	22	0

Two-Hour Count Summaries - Bikes

Interval Start	Williams Rd			Williams Rd			Oakmont Place			0			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0
7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0
7:45 AM	0	2	0	0	4	0	0	0	0	0	0	0	6	9
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	9
8:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	9
8:30 AM	0	2	0	0	3	0	0	0	0	0	0	0	5	13
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	8
Count Total	0	7	0	0	10	0	0	0	0	0	0	0	17	0
Peak Hour	0	3	0	0	6	0	0	0	0	0	0	0	9	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

City of San Jose
Approved Trips Inventory

AM APPROVED TRIPS

12/15/2014

Intersection of: SARATOGA/WILLIAMS

Traffix Node Number: 3793

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	1	35	2	0	4	0	0	0	0	1	4	2
TOTAL:	**1**	**35**	**2**	**0**	**4**	**0**	**0**	**0**	**0**	**1**	**4**	**2**

	LEFT	THRU	RIGHT
NORTH	0	4	0
EAST	1	4	2
SOUTH	1	35	2
WEST	0	0	0

PM APPROVED TRIPS

12/15/2014

Intersection of: SARATOGA/WILLIAMS

Traffix Node Number: 3793

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	6	0	2	29	1	0	0	0	2	2	1
TOTAL:	**0**	**6**	**0**	**2**	**29**	**1**	**0**	**0**	**0**	**2**	**2**	**1**

	LEFT	THRU	RIGHT
NORTH	2	29	1
EAST	2	2	1
SOUTH	0	6	0
WEST	0	0	0

AM APPROVED TRIPS

12/15/2014

Intersection of: SAN TOMAS/WILLIAMS

Traffix Node Number: 5427

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	2	18	0	1	8	0	4	7	2	1	3	1
TOTAL:	**2**	**18**	**0**	**1**	**8**	**0**	**4**	**7**	**2**	**1**	**3**	**1**

	LEFT	THRU	RIGHT
NORTH	1	8	0
EAST	1	3	1
SOUTH	2	18	0
WEST	4	7	2

PM APPROVED TRIPS

12/15/2014

Intersection of: SAN TOMAS/WILLIAMS

Traffix Node Number: 5427

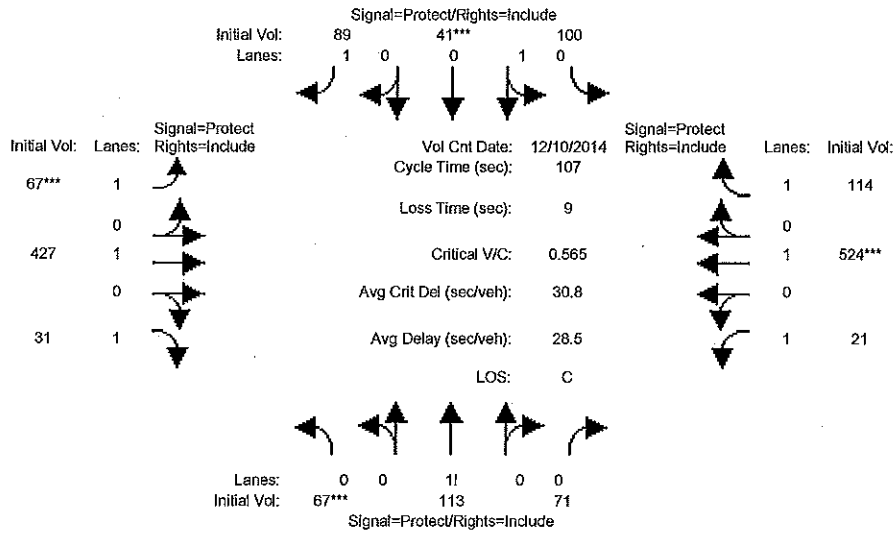
Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	2	13	0	2	30	2	0	2	1	1	6	1
TOTAL:	**2**	**13**	**0**	**2**	**30**	**2**	**0**	**2**	**1**	**1**	**6**	**1**

	LEFT	THRU	RIGHT
NORTH	2	30	2
EAST	1	6	1
SOUTH	2	13	0
WEST	0	2	1

LOS Calculations

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

Intersection #3343: BOYNTON/WILLIAMS



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 Dec 2014 << 7:30-8:30AM												
Base Vol:	67	113	71	100	41	89	67	427	31	21	524	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	113	71	100	41	89	67	427	31	21	524	114
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	113	71	100	41	89	67	427	31	21	524	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	113	71	100	41	89	67	427	31	21	524	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	113	71	100	41	89	67	427	31	21	524	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	113	71	100	41	89	67	427	31	21	524	114
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	0.45	0.28	0.71	0.29	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	507	855	537	1348	552	1900	1900	1900	1900	1900	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.07	0.07	0.05	0.04	0.22	0.02	0.01	0.28	0.06
Crit Moves:	****				****		****				****	
Green/Cycle:	0.23	0.21	0.21	0.15	0.13	0.13	0.07	0.43	0.43	0.12	0.49	0.49
Volume/Cap:	0.57	0.62	0.62	0.49	0.57	0.36	0.54	0.53	0.04	0.09	0.57	0.12
Delay/Veh:	38.0	41.1	41.1	43.0	46.7	43.3	53.1	23.3	17.8	41.6	20.3	15.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.0	41.1	41.1	43.0	46.7	43.3	53.1	23.3	17.8	41.6	20.3	15.1
LOS by Move:	D	D	D	D	D	D	D	C	B	D	C	B
HCM2kAvgQ:	8	8	8	5	5	3	3	10	1	1	12	2

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

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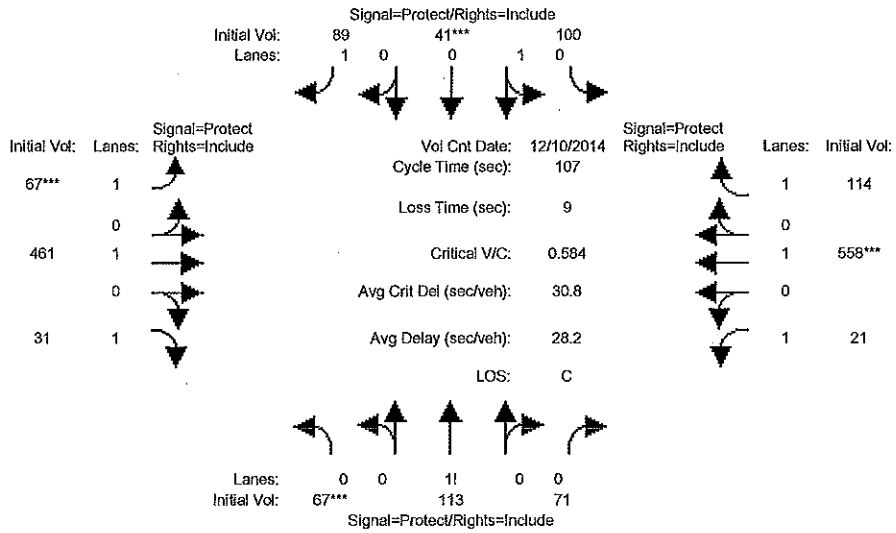
Champion School, San Jose

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

Intersection #3343: BOYNTON/WILLIAMS



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 Dec 2014 << 7:30-8:30AM												
Base Vol:	67	113	71	100	41	89	67	427	31	21	524	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	113	71	100	41	89	67	427	31	21	524	114
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	0	0	0	0	0	0	34	0	0	34	0
Initial Fut:	67	113	71	100	41	89	67	461	31	21	558	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	113	71	100	41	89	67	461	31	21	558	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	113	71	100	41	89	67	461	31	21	558	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	113	71	100	41	89	67	461	31	21	558	114
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	0.45	0.28	0.71	0.29	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	507	855	537	1348	552	1900	1900	1900	1900	1900	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.07	0.07	0.05	0.04	0.24	0.02	0.01	0.29	0.06
Crit Moves:	****				****		****				****	
Green/Cycle:	0.22	0.21	0.21	0.15	0.13	0.13	0.07	0.44	0.44	0.12	0.50	0.50
Volume/Cap:	0.59	0.64	0.64	0.51	0.59	0.37	0.54	0.55	0.04	0.09	0.59	0.12
Delay/Veh:	39.2	42.5	42.5	43.8	47.9	43.8	53.1	22.5	16.8	42.1	19.9	14.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.2	42.5	42.5	43.8	47.9	43.8	53.1	22.5	16.8	42.1	19.9	14.3
LOS by Move:	D	D	D	D	D	D	D	C	B	D	B	B
HCM2kAvgQ:	8	8	8	5	5	3	3	11	1	1	13	2

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

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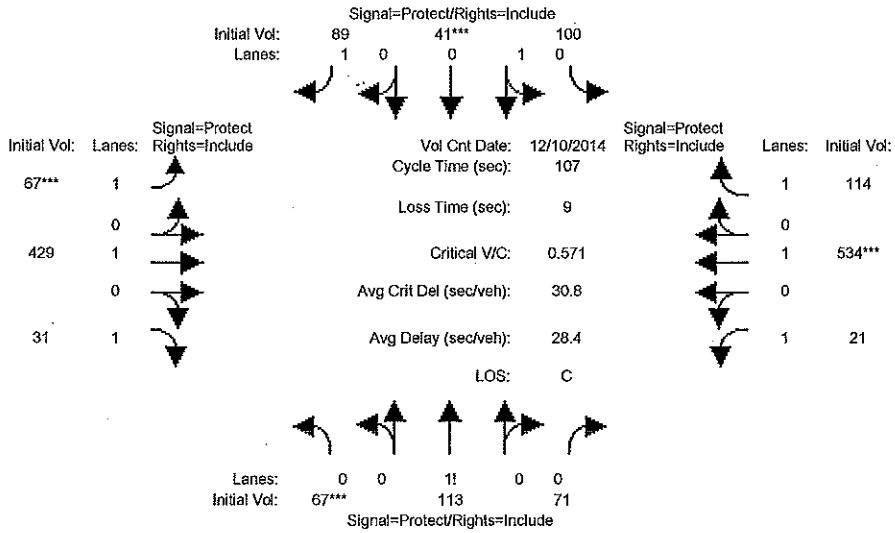
Champion School, San Jose

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

Intersection #3343: BOYNTON/WILLIAMS



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 Dec 2014 << 7:30-8:30AM												
Base Vol:	67	113	71	100	41	89	67	429	31	21	534	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	113	71	100	41	89	67	429	31	21	534	114
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	113	71	100	41	89	67	429	31	21	534	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	113	71	100	41	89	67	429	31	21	534	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	113	71	100	41	89	67	429	31	21	534	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	113	71	100	41	89	67	429	31	21	534	114
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	0.45	0.28	0.71	0.29	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	507	855	537	1348	552	1900	1900	1900	1900	1900	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.07	0.07	0.05	0.04	0.23	0.02	0.01	0.28	0.06
Crit Moves:	****				****		****				****	
Green/Cycle:	0.23	0.21	0.21	0.15	0.13	0.13	0.07	0.43	0.43	0.12	0.49	0.49
Volume/Cap:	0.57	0.63	0.63	0.50	0.57	0.36	0.54	0.52	0.04	0.09	0.57	0.12
Delay/Veh:	38.3	41.5	41.5	43.2	47.0	43.4	53.1	23.0	17.6	41.6	20.2	14.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.3	41.5	41.5	43.2	47.0	43.4	53.1	23.0	17.6	41.6	20.2	14.8
LOS by Move:	D	D	D	D	D	D	D	C	B	D	C	B
HCM2kAvgQ:	8	8	8	5	5	3	3	10	1	1	13	2

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

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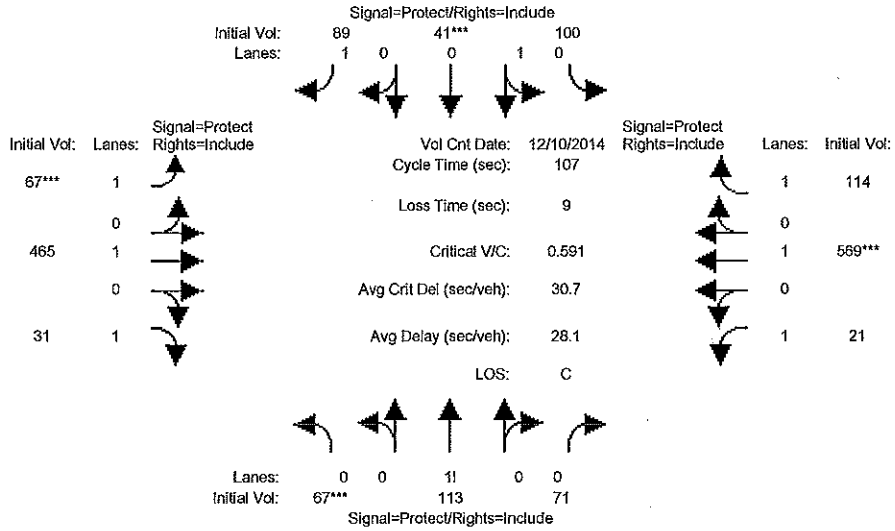
Champion School, San Jose

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

Intersection #3343: BOYNTON/WILLIAMS



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 Dec 2014 << 7:30-8:30AM												
Base Vol:	67	113	71	100	41	89	67	431	31	21	535	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	113	71	100	41	89	67	431	31	21	535	114
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	0	0	0	0	0	0	34	0	0	34	0
Initial Fut:	67	113	71	100	41	89	67	465	31	21	569	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	113	71	100	41	89	67	465	31	21	569	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	113	71	100	41	89	67	465	31	21	569	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	113	71	100	41	89	67	465	31	21	569	114
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	0.45	0.28	0.71	0.29	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	507	855	537	1348	552	1900	1900	1900	1900	1900	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.07	0.07	0.05	0.04	0.24	0.02	0.01	0.30	0.06
Crit Moves:	****				****		****				****	
Green/Cycle:	0.22	0.20	0.20	0.14	0.12	0.12	0.07	0.45	0.45	0.12	0.50	0.50
Volume/Cap:	0.59	0.65	0.65	0.52	0.59	0.38	0.54	0.55	0.04	0.09	0.59	0.12
Delay/Veh:	39.6	43.0	43.0	44.1	48.3	44.0	53.1	22.2	16.5	42.1	19.8	14.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.6	43.0	43.0	44.1	48.3	44.0	53.1	22.2	16.5	42.1	19.8	14.1
LOS by Move:	D	D	D	D	D	D	D	C	B	D	B	B
HCM2kAvgQ:	8	9	9	5	5	3	3	11	1	1	13	2

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

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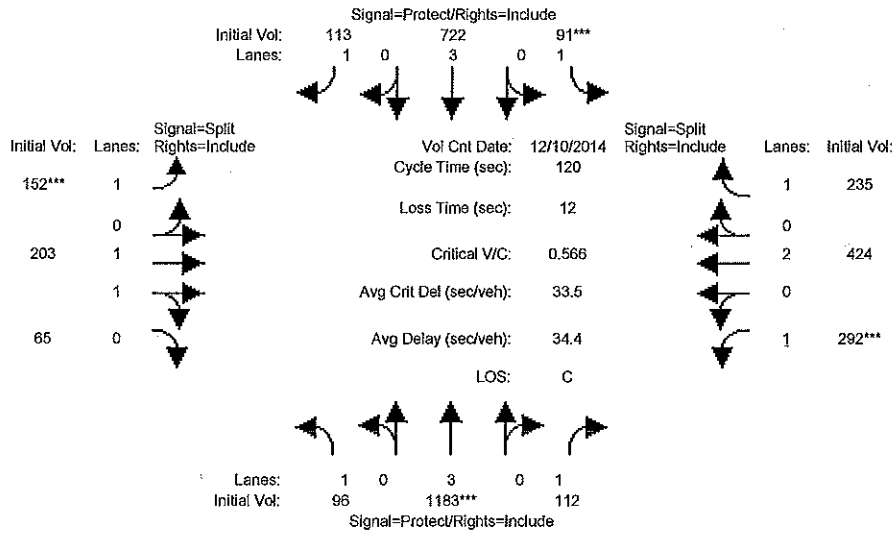
Champion School, San Jose

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

Intersection #3793: SARATOGA/WILLIAMS



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 Dec 2014 << 7:30-8:30AM												
Base Vol:	96	1183	112	91	722	113	152	203	65	292	424	235
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	1183	112	91	722	113	152	203	65	292	424	235
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	1183	112	91	722	113	152	203	65	292	424	235
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	1183	112	91	722	113	152	203	65	292	424	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	1183	112	91	722	113	152	203	65	292	424	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	1183	112	91	722	113	152	203	65	292	424	235
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.51	0.49	1.00	2.00	1.00
Final Sat.:	1900	5187	1900	1900	5187	1900	1900	2734	876	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.06	0.05	0.14	0.06	0.08	0.07	0.07	0.15	0.12	0.12
Crit Moves:		****		****			****			****		
Green/Cycle:	0.14	0.40	0.40	0.08	0.34	0.34	0.14	0.14	0.14	0.27	0.27	0.27
Volume/Cap:	0.35	0.57	0.15	0.57	0.41	0.17	0.57	0.53	0.53	0.57	0.43	0.46
Delay/Veh:	47.1	28.1	22.8	57.5	30.2	27.6	50.9	48.8	48.8	39.1	36.4	37.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.1	28.1	22.8	57.5	30.2	27.6	50.9	48.8	48.8	39.1	36.4	37.0
LOS by Move:	D	C	C	E	C	C	D	D	D	D	D	D
HCM2kAvgQ:	3	12	3	4	7	3	6	5	5	10	7	7

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

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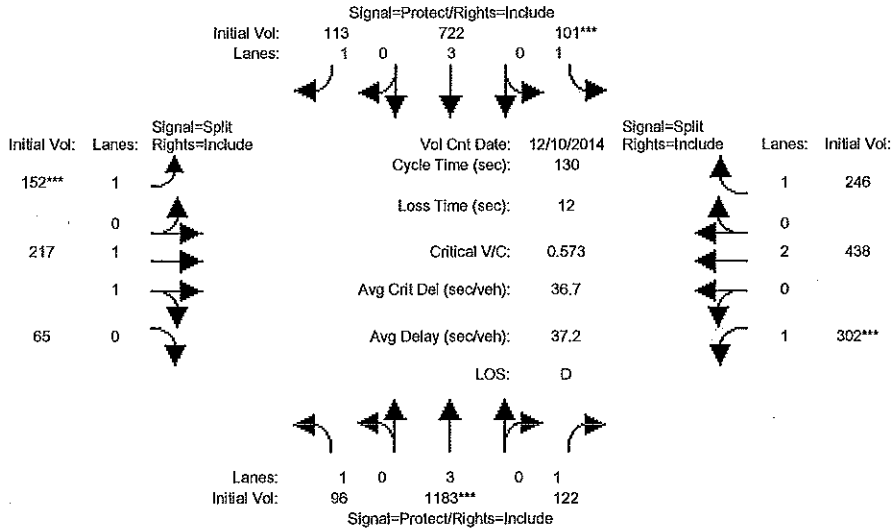
Champion School, San Jose

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

Intersection #3793: SARATOGA/WILLIAMS



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 Dec 2014 << 7:30-8:30AM												
Base Vol:	96	1183	112	91	722	113	152	203	65	292	424	235
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	1183	112	91	722	113	152	203	65	292	424	235
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	0	10	10	0	0	0	14	0	10	14	11
Initial Fut:	96	1183	122	101	722	113	152	217	65	302	438	246
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	1183	122	101	722	113	152	217	65	302	438	246
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	1183	122	101	722	113	152	217	65	302	438	246
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	1183	122	101	722	113	152	217	65	302	438	246
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.54	0.46	1.00	2.00	1.00
Final Sat.:	1900	5187	1900	1900	5187	1900	1900	2778	832	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.06	0.05	0.14	0.06	0.08	0.08	0.08	0.16	0.12	0.13
Crit Moves:		****		****			****			****		
Green/Cycle:	0.14	0.40	0.40	0.09	0.35	0.35	0.14	0.14	0.14	0.28	0.28	0.28
Volume/Cap:	0.37	0.57	0.16	0.57	0.39	0.17	0.57	0.56	0.56	0.57	0.44	0.47
Delay/Veh:	51.9	30.9	25.3	61.0	31.7	29.0	55.3	53.6	53.6	41.9	38.9	39.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.9	30.9	25.3	61.0	31.7	29.0	55.3	53.6	53.6	41.9	38.9	39.6
LOS by Move:	D	C	C	E	C	C	E	D	D	D	D	D
HCM2kAvgQ:	4	14	3	5	8	3	6	6	6	11	8	8

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

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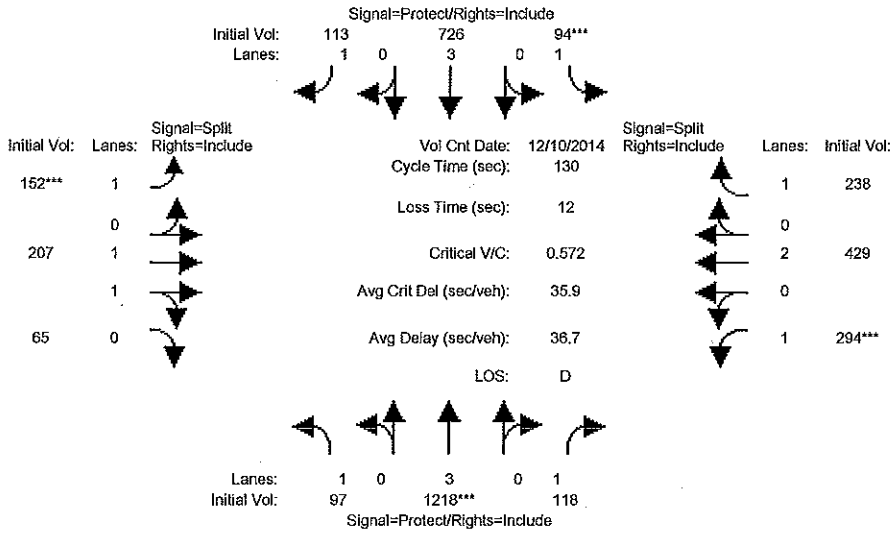
Champion School, San Jose

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

Intersection #3793: SARATOGA/WILLIAMS



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 Dec 2014 << 7:30-8:30AM												
Base Vol:	96	1183	116	94	722	113	152	207	65	293	425	236
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	1183	116	94	722	113	152	207	65	293	425	236
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	1	35	2	0	4	0	0	0	0	1	4	2
Initial Fut:	97	1218	118	94	726	113	152	207	65	294	429	238
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	1218	118	94	726	113	152	207	65	294	429	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	1218	118	94	726	113	152	207	65	294	429	238
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	97	1218	118	94	726	113	152	207	65	294	429	238
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.52	0.48	1.00	2.00	1.00
Final Sat.:	1900	5187	1900	1900	5187	1900	1900	2747	863	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.06	0.05	0.14	0.06	0.08	0.08	0.08	0.15	0.12	0.13
Crit Moves:		****		****			****			****		
Green/Cycle:	0.14	0.41	0.41	0.09	0.36	0.36	0.14	0.14	0.14	0.27	0.27	0.27
Volume/Cap:	0.37	0.57	0.15	0.57	0.39	0.17	0.57	0.54	0.54	0.57	0.44	0.46
Delay/Veh:	51.8	29.9	24.2	61.8	31.2	28.5	55.2	53.2	53.2	42.5	39.6	40.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.8	29.9	24.2	61.8	31.2	28.5	55.2	53.2	53.2	42.5	39.6	40.2
LOS by Move:	D	C	C	E	C	C	E	D	D	D	D	D
HCM2kAvgQ:	4	14	3	4	8	3	6	6	6	10	8	8

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

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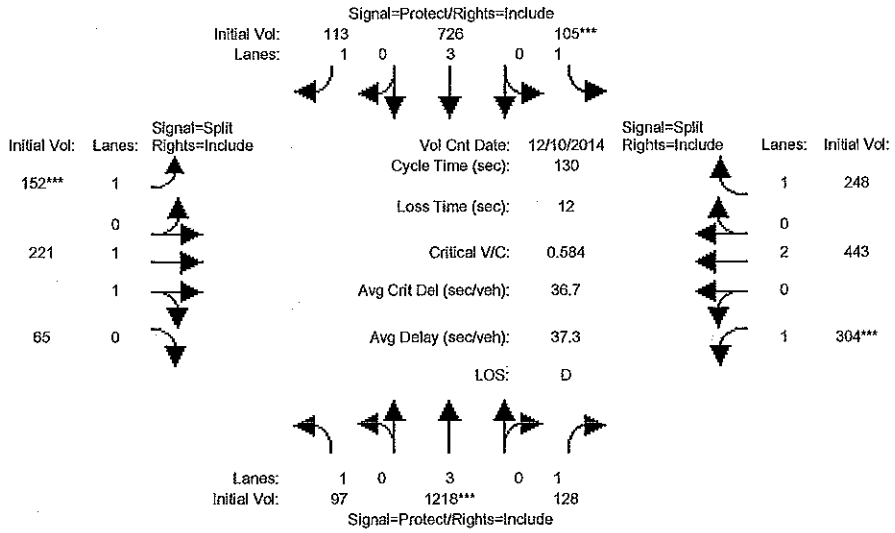
Champion School, San Jose

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

Intersection #3793: SARATOGA/WILLIAMS



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 Dec 2014 << 7:30-8:30AM												
Base Vol:	97	1218	118	95	726	113	152	207	65	294	429	237
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	1218	118	95	726	113	152	207	65	294	429	237
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	0	10	10	0	0	0	14	0	10	14	11
Initial Fut:	97	1218	128	105	726	113	152	221	65	304	443	248
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	1218	128	105	726	113	152	221	65	304	443	248
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	1218	128	105	726	113	152	221	65	304	443	248
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	97	1218	128	105	726	113	152	221	65	304	443	248
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.55	0.45	1.00	2.00	1.00
Final Sat.:	1900	5187	1900	1900	5187	1900	1900	2790	820	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.07	0.06	0.14	0.06	0.08	0.08	0.08	0.16	0.12	0.13
Crit Moves:		****		****			****			****		
Green/Cycle:	0.14	0.40	0.40	0.09	0.36	0.36	0.14	0.14	0.14	0.27	0.27	0.27
Volume/Cap:	0.37	0.58	0.17	0.58	0.39	0.17	0.58	0.58	0.58	0.58	0.45	0.48
Delay/Veh:	51.8	30.8	25.0	61.3	31.2	28.5	56.0	54.3	54.3	42.5	39.4	40.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.8	30.8	25.0	61.3	31.2	28.5	56.0	54.3	54.3	42.5	39.4	40.1
LOS by Move:	D	C	C	E	C	C	E	D	D	D	D	D
HCM2kAvgQ:	4	14	3	5	8	3	6	6	6	11	8	8

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

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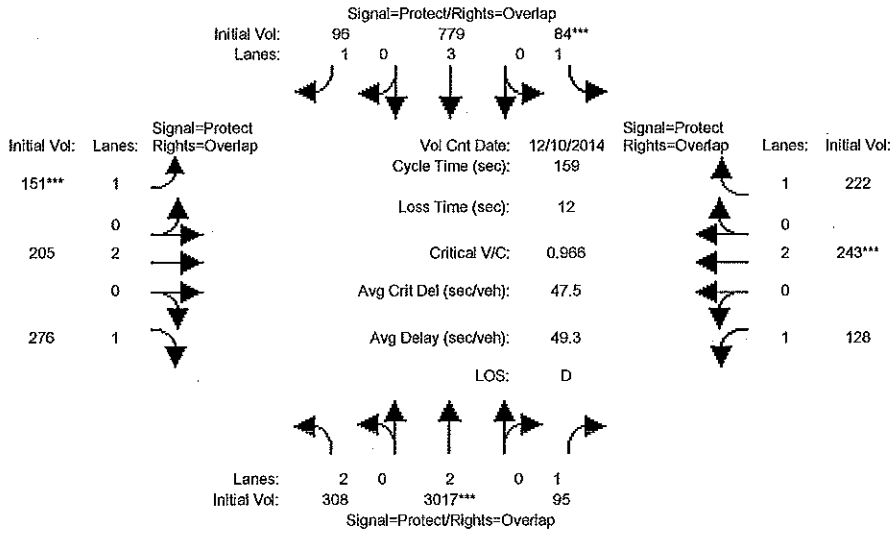
Champion School, San Jose

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

Intersection #5427: SAN TOMAS/WILLIAMS



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 Dec 2014 << 7:30-8:30AM												
Base Vol:	308	3017	95	84	779	96	151	205	276	128	243	222
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	308	3017	95	84	779	96	151	205	276	128	243	222
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	308	3017	95	84	779	96	151	205	276	128	243	222
User Adj:	1.00	0.84	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	308	2534	95	84	779	96	151	205	276	128	243	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	308	2534	95	84	779	96	151	205	276	128	243	222
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	308	2534	95	84	779	96	151	205	276	128	243	222
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.95	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3686	3610	1900	1900	5187	1900	1900	3610	1900	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.08	0.70	0.05	0.04	0.15	0.05	0.08	0.06	0.15	0.07	0.07	0.12
Crit Moves:		****		****			****				****	
Green/Cycle:	0.28	0.73	0.81	0.05	0.50	0.58	0.08	0.07	0.35	0.08	0.07	0.12
Volume/Cap:	0.30	0.97	0.06	0.97	0.30	0.09	0.97	0.77	0.42	0.86	0.97	1.01
Delay/Veh:	46.2	31.1	3.2	163.2	24.0	15.0	136.2	91.9	41.3	115.6	122	134.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.2	31.1	3.2	163.2	24.0	15.0	136.2	91.9	41.3	115.6	122	134.2
LOS by Move:	D	C	A	F	C	B	F	F	D	F	F	F
HCM2kAvgQ:	6	64	1	7	8	2	11	7	10	8	9	15

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

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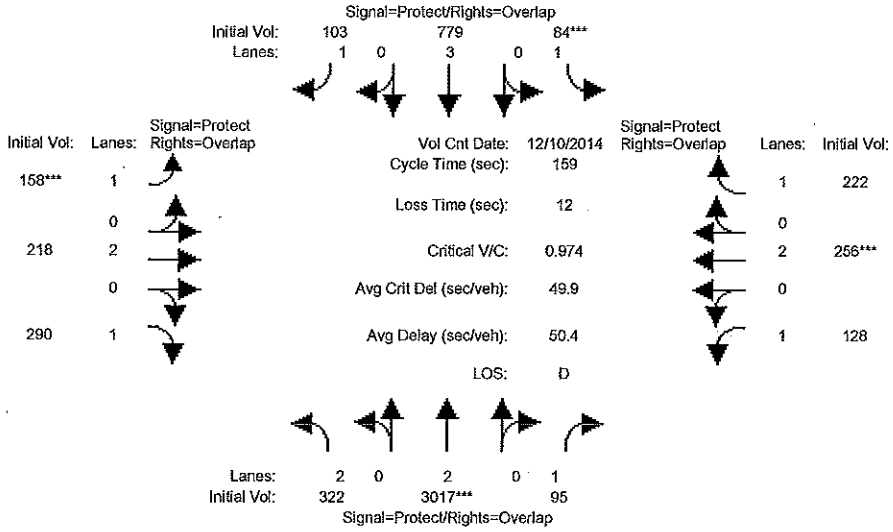
Champion School, San Jose

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

Intersection #5427: SAN TOMAS/WILLIAMS



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 Dec 2014 << 7:30-8:30AM												
Base Vol:	308	3017	95	84	779	96	151	205	276	128	243	222
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	308	3017	95	84	779	96	151	205	276	128	243	222
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	14	0	0	0	0	7	7	13	14	0	13	0
Initial Fut:	322	3017	95	84	779	103	158	218	290	128	256	222
User Adj:	1.00	0.84	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	322	2534	95	84	779	103	158	218	290	128	256	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	322	2534	95	84	779	103	158	218	290	128	256	222
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	322	2534	95	84	779	103	158	218	290	128	256	222
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.95	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3686	3610	1900	1900	5187	1900	1900	3610	1900	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.09	0.70	0.05	0.04	0.15	0.05	0.08	0.06	0.15	0.07	0.07	0.12
Crit Moves:		****		****			****				****	
Green/Cycle:	0.28	0.72	0.80	0.05	0.48	0.57	0.09	0.08	0.36	0.08	0.07	0.12
Volume/Cap:	0.31	0.97	0.06	0.97	0.31	0.10	0.97	0.78	0.42	0.84	0.97	0.99
Delay/Veh:	45.7	33.3	3.4	165.7	25.2	15.7	136.6	90.6	40.4	111.7	123	127.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.7	33.3	3.4	165.7	25.2	15.7	136.6	90.6	40.4	111.7	123	127.1
LOS by Move:	D	C	A	F	C	B	F	F	D	F	F	F
HCM2kAvgQ:	6	66	1	7	8	2	11	7	10	8	10	15

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

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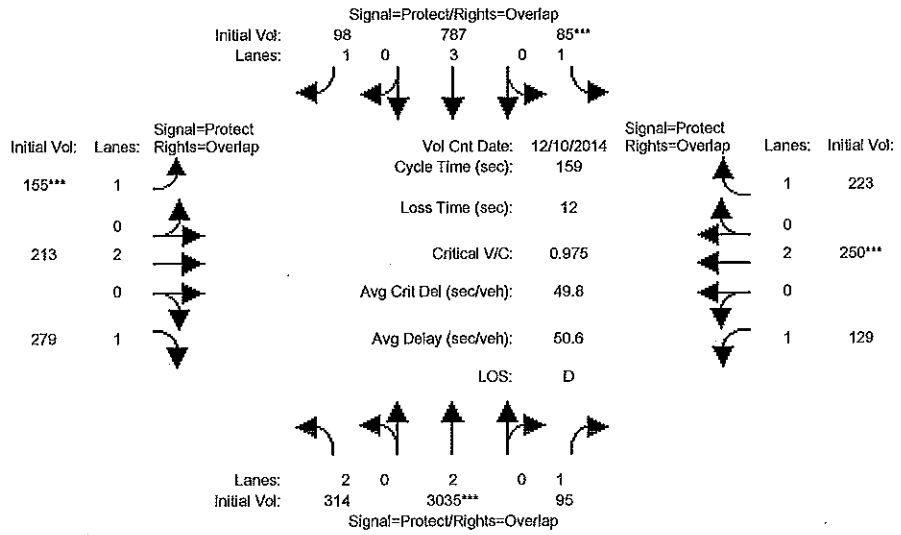
Champion School, San Jose

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

Intersection #5427: SAN TOMAS/WILLIAMS



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 Dec 2014 << 7:30-8:30AM												
Base Vol:	312	3017	95	84	779	98	151	206	277	128	247	222
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	312	3017	95	84	779	98	151	206	277	128	247	222
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	2	18	0	1	8	0	4	7	2	1	3	1
Initial Fut:	314	3035	95	85	787	98	155	213	279	129	250	223
User Adj:	1.00	0.84	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	314	2549	95	85	787	98	155	213	279	129	250	223
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	314	2549	95	85	787	98	155	213	279	129	250	223
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	314	2549	95	85	787	98	155	213	279	129	250	223
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.95	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3686	3610	1900	1900	5187	1900	1900	3610	1900	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.09	0.71	0.05	0.04	0.15	0.05	0.08	0.06	0.15	0.07	0.07	0.12
Crit Moves:		****		****			****				****	
Green/Cycle:	0.28	0.72	0.80	0.05	0.49	0.58	0.08	0.07	0.35	0.08	0.07	0.12
Volume/Cap:	0.31	0.98	0.06	0.98	0.31	0.09	0.98	0.79	0.42	0.85	0.98	1.00
Delay/Veh:	46.2	33.3	3.3	165.6	24.4	15.2	137.9	93.4	41.1	112.9	124	131.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.2	33.3	3.3	165.6	24.4	15.2	137.9	93.4	41.1	112.9	124	131.7
LOS by Move:	D	C	A	F	C	B	F	F	D	F	F	F
HCM2kAvgQ:	6	67	1	7	8	2	11	7	10	8	10	15

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

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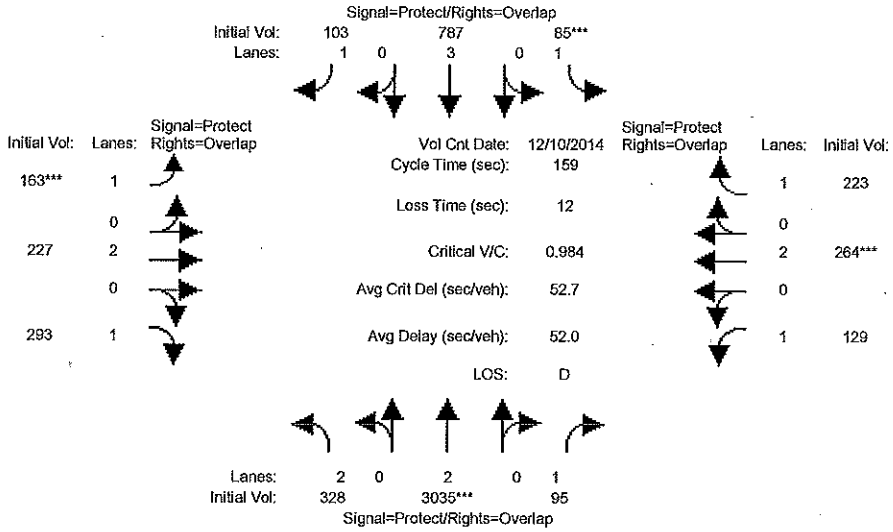
Champion School, San Jose

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

Intersection #5427: SAN TOMAS/WILLIAMS



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 Dec 2014 << 7:30-8:30AM												
Base Vol:	314	3035	95	85	787	96	156	214	279	129	251	223
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	314	3035	95	85	787	96	156	214	279	129	251	223
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	14	0	0	0	0	7	7	13	14	0	13	0
Initial Fut:	328	3035	95	85	787	103	163	227	293	129	264	223
User Adj:	1.00	0.84	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	328	2549	95	85	787	103	163	227	293	129	264	223
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	328	2549	95	85	787	103	163	227	293	129	264	223
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	328	2549	95	85	787	103	163	227	293	129	264	223
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.95	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3686	3610	1900	1900	5187	1900	1900	3610	1900	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.09	0.71	0.05	0.04	0.15	0.05	0.09	0.06	0.15	0.07	0.07	0.12
Crit Moves:		****		****			****				****	
Green/Cycle:	0.28	0.72	0.80	0.05	0.48	0.57	0.09	0.08	0.36	0.08	0.07	0.12
Volume/Cap:	0.32	0.98	0.06	0.98	0.32	0.10	0.98	0.79	0.43	0.82	0.98	0.98
Delay/Veh:	45.8	35.9	3.4	168.4	25.6	15.9	138.4	92.0	40.3	108.6	125	124.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.8	35.9	3.4	168.4	25.6	15.9	138.4	92.0	40.3	108.6	125	124.5
LOS by Move:	D	D	A	F	C	B	F	F	D	F	F	F
HCM2kAvgQ:	6	69	1	7	8	2	12	8	11	8	10	15

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

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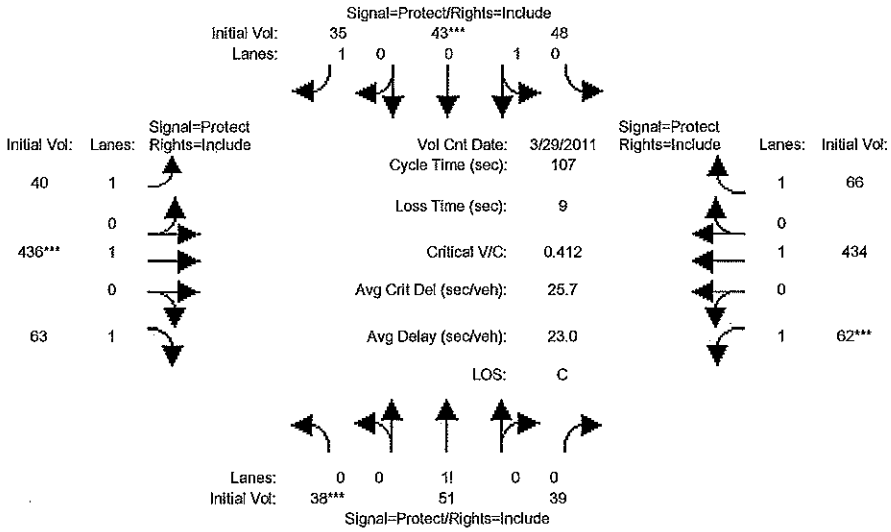
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #3343: BOYNTON/WILLIAMS



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 29 Mar 2011 << 5:00-6:00PM												
Base Vol:	38	51	39	48	43	35	40	436	63	62	434	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	51	39	48	43	35	40	436	63	62	434	66
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	51	39	48	43	35	40	436	63	62	434	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	51	39	48	43	35	40	436	63	62	434	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	51	39	48	43	35	40	436	63	62	434	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	51	39	48	43	35	40	436	63	62	434	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.30	0.40	0.30	0.53	0.47	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	564	757	579	1002	898	1900	1900	1900	1900	1900	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.05	0.05	0.02	0.02	0.23	0.03	0.03	0.23	0.03
Crit Moves:	****				****			****		****		
Green/Cycle:	0.16	0.14	0.14	0.14	0.12	0.12	0.14	0.56	0.56	0.08	0.49	0.49
Volume/Cap:	0.41	0.48	0.48	0.34	0.41	0.16	0.15	0.41	0.06	0.41	0.46	0.07
Delay/Veh:	41.0	43.8	43.8	42.3	45.1	42.9	40.5	13.9	10.9	48.7	18.1	14.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.0	43.8	43.8	42.3	45.1	42.9	40.5	13.9	10.9	48.7	18.1	14.2
LOS by Move:	D	D	D	D	D	D	D	B	B	D	B	B
HCM2kAvgQ:	4	4	4	3	3	1	1	8	1	2	9	1

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

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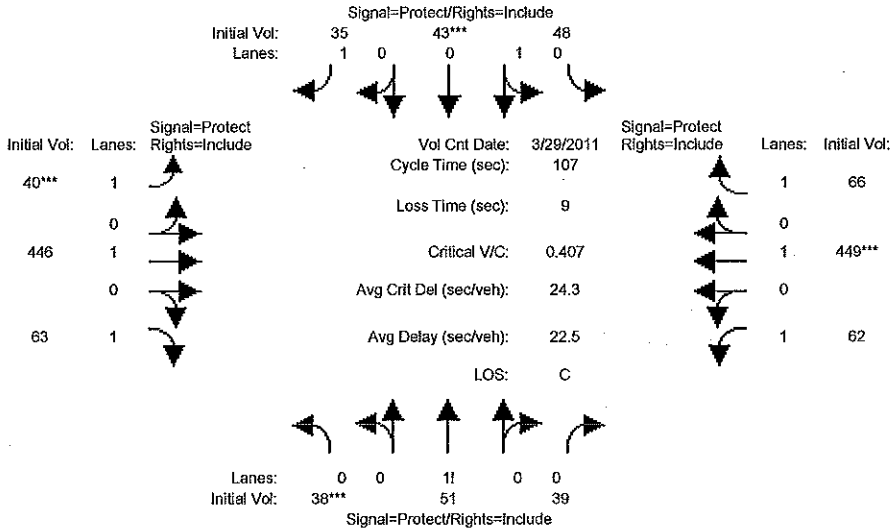
Champion School, San Jose

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

Intersection #3343: BOYNTON/WILLIAMS



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 29 Mar 2011 << 5:00-6:00PM												
Base Vol:	38	51	39	48	43	35	40	436	63	62	434	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	51	39	48	43	35	40	436	63	62	434	66
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	0	0	0	0	0	0	10	0	0	15	0
Initial Fut:	38	51	39	48	43	35	40	446	63	62	449	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	51	39	48	43	35	40	446	63	62	449	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	51	39	48	43	35	40	446	63	62	449	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	51	39	48	43	35	40	446	63	62	449	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.30	0.40	0.30	0.53	0.47	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	564	757	579	1002	898	1900	1900	1900	1900	1900	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.05	0.05	0.02	0.02	0.23	0.03	0.03	0.24	0.03
Crit Moves:	****				****		****				****	
Green/Cycle:	0.16	0.14	0.14	0.14	0.12	0.12	0.07	0.50	0.50	0.14	0.57	0.57
Volume/Cap:	0.41	0.48	0.48	0.34	0.41	0.16	0.32	0.47	0.07	0.24	0.41	0.06
Delay/Veh:	41.1	43.9	43.9	42.4	45.2	42.9	49.2	18.0	14.0	41.5	13.1	10.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.1	43.9	43.9	42.4	45.2	42.9	49.2	18.0	14.0	41.5	13.1	10.2
LOS by Move:	D	D	D	D	D	D	D	B	B	D	B	B
HCM2kAvgQ:	4	4	4	3	3	1	2	10	1	2	8	1

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

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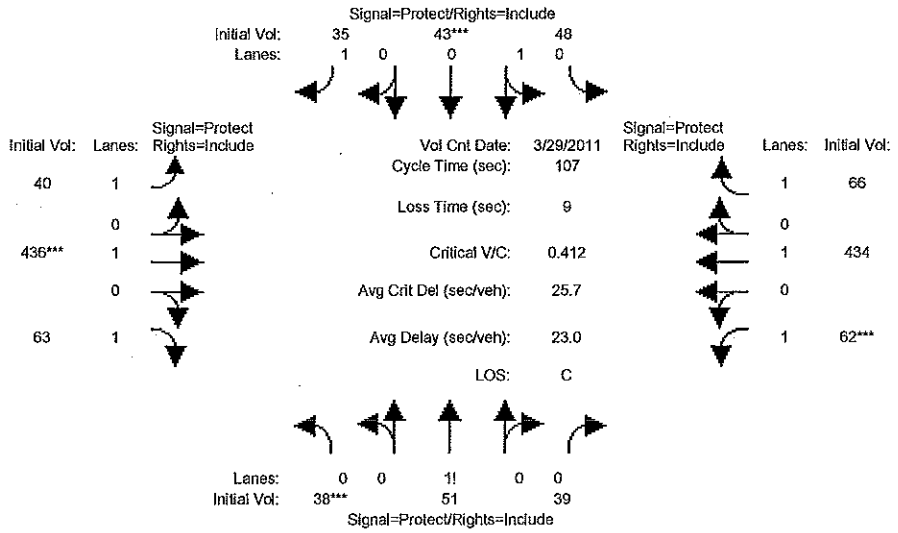
Champion School, San Jose

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

Intersection #3343: BOYNTON/WILLIAMS



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 29 Mar 2011 << 5:00-6:00PM												
Base Vol:	38	51	39	48	43	35	40	436	63	62	434	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	51	39	48	43	35	40	436	63	62	434	66
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	51	39	48	43	35	40	436	63	62	434	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	51	39	48	43	35	40	436	63	62	434	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	51	39	48	43	35	40	436	63	62	434	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	51	39	48	43	35	40	436	63	62	434	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.30	0.40	0.30	0.53	0.47	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	564	757	579	1002	898	1900	1900	1900	1900	1900	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.05	0.05	0.02	0.02	0.23	0.03	0.03	0.23	0.03
Crit Moves:	****				****			****		****		
Green/Cycle:	0.16	0.14	0.14	0.14	0.12	0.12	0.14	0.56	0.56	0.08	0.49	0.49
Volume/Cap:	0.41	0.48	0.48	0.34	0.41	0.16	0.15	0.41	0.06	0.41	0.46	0.07
Delay/Veh:	41.0	43.8	43.8	42.3	45.1	42.9	40.5	13.9	10.9	48.7	18.1	14.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.0	43.8	43.8	42.3	45.1	42.9	40.5	13.9	10.9	48.7	18.1	14.2
LOS by Move:	D	D	D	D	D	D	D	B	B	D	B	B
HCM2kAvgQ:	4	4	4	3	3	1	1	8	1	2	9	1

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

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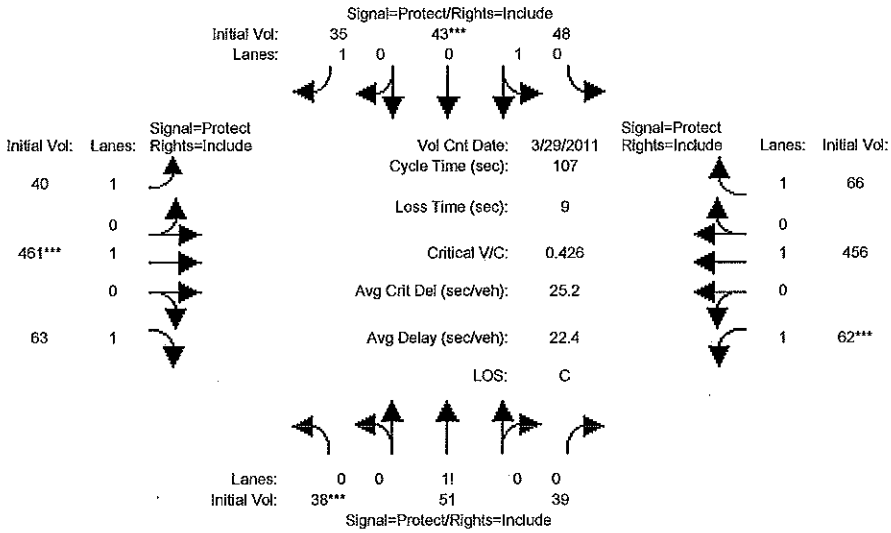
Champion School, San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + Project (PM)

Intersection #3343: BOYNTON/WILLIAMS



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 29 Mar 2011 << 5:00-6:00PM												
Base Vol:	38	51	39	48	43	35	40	451	63	62	441	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	51	39	48	43	35	40	451	63	62	441	66
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	0	0	0	0	0	0	10	0	0	15	0
Initial Fut:	38	51	39	48	43	35	40	461	63	62	456	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	51	39	48	43	35	40	461	63	62	456	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	51	39	48	43	35	40	461	63	62	456	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	51	39	48	43	35	40	461	63	62	456	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.30	0.40	0.30	0.53	0.47	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	564	757	579	1002	898	1900	1900	1900	1900	1900	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.05	0.05	0.02	0.02	0.24	0.03	0.03	0.24	0.03
Crit Moves:	****				****			****		****		
Green/Cycle:	0.16	0.14	0.14	0.14	0.11	0.11	0.14	0.57	0.57	0.08	0.51	0.51
Volume/Cap:	0.43	0.50	0.50	0.35	0.43	0.16	0.15	0.43	0.06	0.43	0.47	0.07
Delay/Veh:	41.6	44.4	44.4	42.9	45.6	43.3	40.9	13.4	10.3	49.2	17.5	13.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.6	44.4	44.4	42.9	45.6	43.3	40.9	13.4	10.3	49.2	17.5	13.5
LOS by Move:	D	D	D	D	D	D	D	B	B	D	B	B
HCM2kAvgQ:	4	4	4	3	3	1	1	9	1	2	10	1

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

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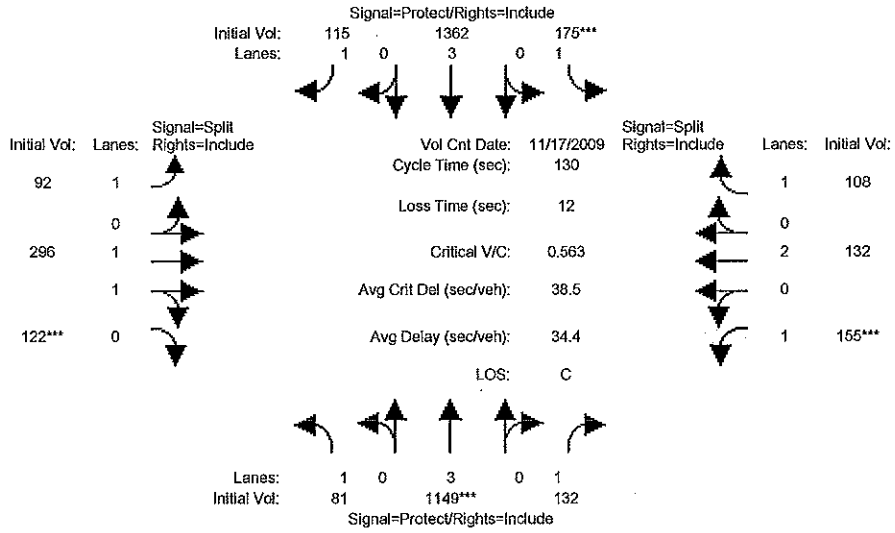
Champion School, San Jose

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

Intersection #3793: SARATOGA/WILLIAMS



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Nov 2009 << 5:00-6:00PM												
Base Vol:	81	1149	132	175	1362	115	92	296	122	155	132	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	1149	132	175	1362	115	92	296	122	155	132	108
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	1149	132	175	1362	115	92	296	122	155	132	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	1149	132	175	1362	115	92	296	122	155	132	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	1149	132	175	1362	115	92	296	122	155	132	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	1149	132	175	1362	115	92	296	122	155	132	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.42	0.58	1.00	2.00	1.00
Final Sat.:	1900	5187	1900	1900	5187	1900	1900	2556	1054	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.04	0.22	0.07	0.09	0.26	0.06	0.05	0.12	0.12	0.08	0.04	0.06
Crit Moves:		****		****					****	****		
Green/Cycle:	0.09	0.39	0.39	0.16	0.46	0.46	0.21	0.21	0.21	0.14	0.14	0.14
Volume/Cap:	0.45	0.56	0.18	0.56	0.57	0.13	0.24	0.56	0.56	0.56	0.25	0.39
Delay/Veh:	57.4	31.1	25.8	52.4	25.8	20.1	43.4	47.4	47.4	54.4	49.6	51.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.4	31.1	25.8	52.4	25.8	20.1	43.4	47.4	47.4	54.4	49.6	51.3
LOS by Move:	E	C	C	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	4	13	3	7	14	3	3	8	8	6	3	4

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

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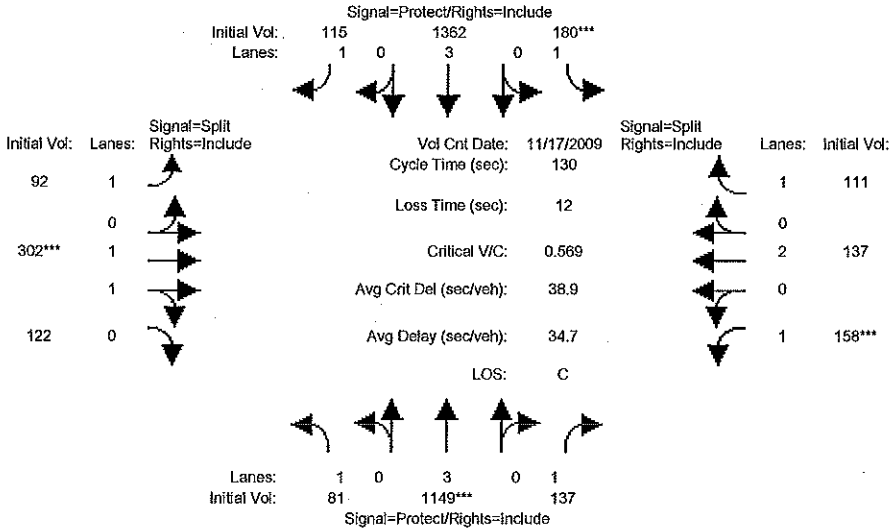
Champion School, San Jose

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

Intersection #3793: SARATOGA/WILLIAMS



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Nov 2009 << 5:00-6:00PM												
Base Vol:	81	1149	132	175	1362	115	92	296	122	155	132	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	1149	132	175	1362	115	92	296	122	155	132	108
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	0	5	5	0	0	0	6	0	3	5	3
Initial Fut:	81	1149	137	180	1362	115	92	302	122	158	137	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	1149	137	180	1362	115	92	302	122	158	137	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	1149	137	180	1362	115	92	302	122	158	137	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	1149	137	180	1362	115	92	302	122	158	137	111
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.42	0.58	1.00	2.00	1.00
Final Sat.:	1900	5187	1900	1900	5187	1900	1900	2571	1039	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.04	0.22	0.07	0.09	0.26	0.06	0.05	0.12	0.12	0.08	0.04	0.06
Crit Moves:		****		****				****		****		
Green/Cycle:	0.09	0.39	0.39	0.17	0.46	0.46	0.21	0.21	0.21	0.15	0.15	0.15
Volume/Cap:	0.45	0.57	0.19	0.57	0.57	0.13	0.23	0.57	0.57	0.57	0.26	0.40
Delay/Veh:	57.5	31.6	26.3	52.4	25.9	20.2	43.3	47.5	47.5	54.5	49.5	51.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.5	31.6	26.3	52.4	25.9	20.2	43.3	47.5	47.5	54.5	49.5	51.3
LOS by Move:	E	C	C	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	4	13	3	7	14	3	3	8	8	7	3	4

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

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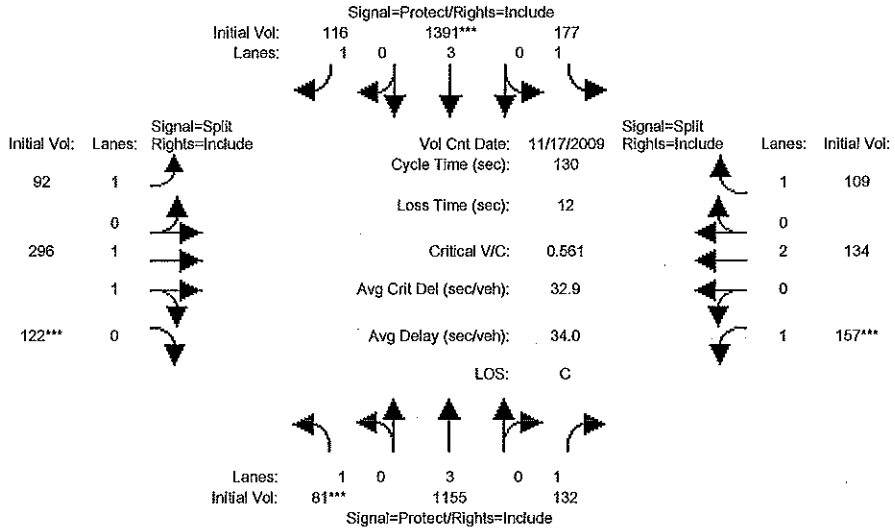
Champion School, San Jose

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

Intersection #3793: SARATOGA/WILLIAMS



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Nov 2009 << 5:00-6:00PM												
Base Vol:	81	1149	132	175	1362	115	92	296	122	155	132	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	1149	132	175	1362	115	92	296	122	155	132	108
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	6	0	2	29	1	0	0	0	2	2	1
Initial Fut:	81	1155	132	177	1391	116	92	296	122	157	134	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	1155	132	177	1391	116	92	296	122	157	134	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	1155	132	177	1391	116	92	296	122	157	134	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	1155	132	177	1391	116	92	296	122	157	134	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.42	0.58	1.00	2.00	1.00
Final Sat.:	1900	5187	1900	1900	5187	1900	1900	2556	1054	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.04	0.22	0.07	0.09	0.27	0.06	0.05	0.12	0.12	0.08	0.04	0.06
Crit Moves:	****				****				****	****		
Green/Cycle:	0.08	0.39	0.39	0.16	0.48	0.48	0.21	0.21	0.21	0.15	0.15	0.15
Volume/Cap:	0.56	0.57	0.18	0.57	0.56	0.13	0.23	0.56	0.56	0.56	0.25	0.39
Delay/Veh:	62.9	31.4	26.1	52.7	24.5	18.9	43.3	47.3	47.3	54.1	49.3	51.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.9	31.4	26.1	52.7	24.5	18.9	43.3	47.3	47.3	54.1	49.3	51.0
LOS by Move:	E	C	C	D	C	B	D	D	D	D	D	D
HCM2kAvgQ:	4	13	3	7	14	2	3	8	8	6	3	4

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

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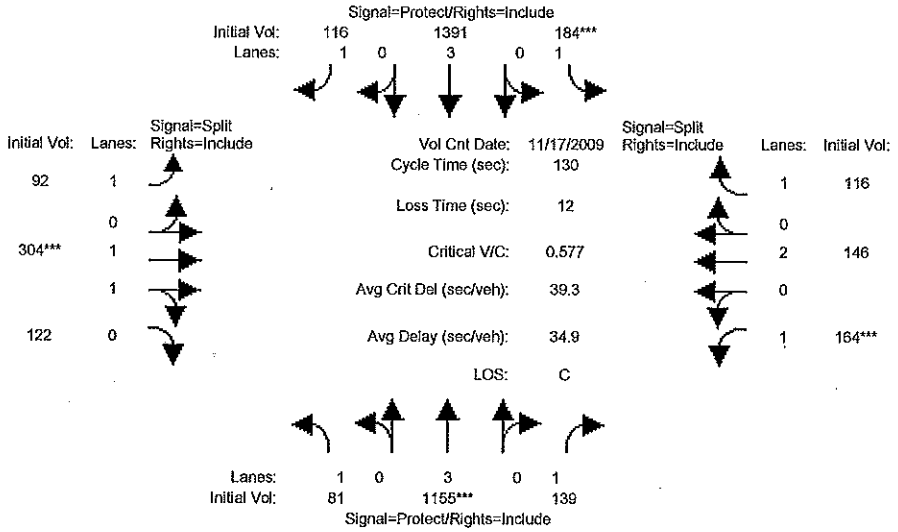
Champion School, San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + Project (PM)

Intersection #3793: SARATOGA/WILLIAMS



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Nov 2009 << 5:00-6:00PM												
Base Vol:	81	1155	134	179	1391	116	92	298	122	161	141	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	1155	134	179	1391	116	92	298	122	161	141	113
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	0	5	5	0	0	0	6	0	3	5	3
Initial Fut:	81	1155	139	184	1391	116	92	304	122	164	146	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	1155	139	184	1391	116	92	304	122	164	146	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	1155	139	184	1391	116	92	304	122	164	146	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	1155	139	184	1391	116	92	304	122	164	146	116
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.43	0.57	1.00	2.00	1.00
Final Sat.:	1900	5187	1900	1900	5187	1900	1900	2576	1034	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.04	0.22	0.07	0.10	0.27	0.06	0.05	0.12	0.12	0.09	0.04	0.06
Crit Moves:		****		****				****		****		
Green/Cycle:	0.09	0.39	0.39	0.17	0.46	0.46	0.20	0.20	0.20	0.15	0.15	0.15
Volume/Cap:	0.46	0.58	0.19	0.58	0.58	0.13	0.24	0.58	0.58	0.58	0.27	0.41
Delay/Veh:	57.8	32.0	26.6	52.5	26.2	20.2	43.5	47.8	47.8	54.4	49.3	51.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.8	32.0	26.6	52.5	26.2	20.2	43.5	47.8	47.8	54.4	49.3	51.0
LOS by Move:	E	C	C	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	4	13	4	7	15	3	3	9	9	7	3	4

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

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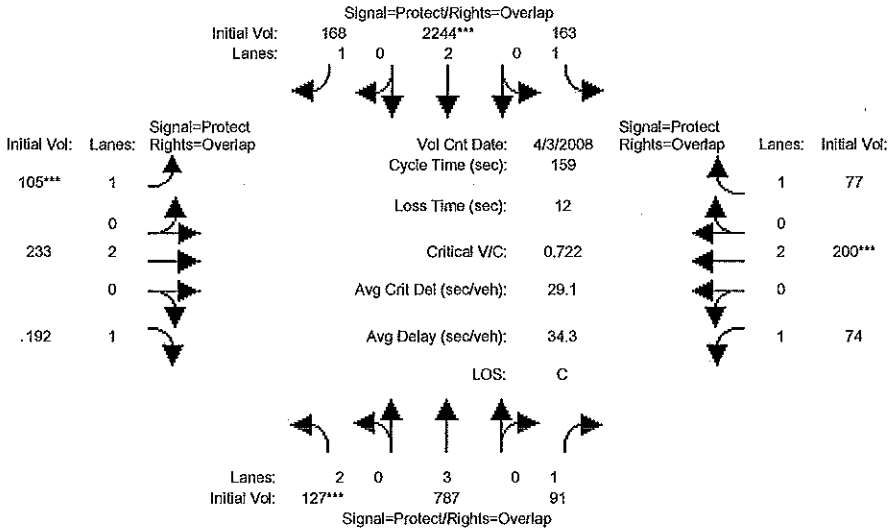
Champion School, San Jose

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

Intersection #5427: SAN TOMAS/WILLIAMS



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Apr 2008 << 5:00-6:00PM												
Base Vol:	127	787	91	163	2244	168	105	233	192	74	200	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	787	91	163	2244	168	105	233	192	74	200	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	787	91	163	2244	168	105	233	192	74	200	77
User Adj:	1.00	1.00	1.00	1.00	0.84	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	787	91	163	1885	168	105	233	192	74	200	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	787	91	163	1885	168	105	233	192	74	200	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	787	91	163	1885	168	105	233	192	74	200	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3686	5187	1900	1900	3610	1900	1900	3610	1900	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.05	0.09	0.52	0.09	0.06	0.06	0.10	0.04	0.06	0.04
Crit Moves:	****				****		****				****	
Green/Cycle:	0.05	0.49	0.55	0.28	0.72	0.80	0.08	0.09	0.14	0.06	0.08	0.36
Volume/Cap:	0.72	0.31	0.09	0.31	0.72	0.11	0.72	0.70	0.72	0.64	0.72	0.11
Delay/Veh:	97.2	24.4	16.8	46.8	14.5	3.6	98.2	81.6	81.0	96.8	86.8	34.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	97.2	24.4	16.8	46.8	14.5	3.6	98.2	81.6	81.0	96.8	86.8	34.8
LOS by Move:	F	C	B	D	B	A	F	F	F	F	F	C
HCM2kAvgQ:	5	8	2	6	28	2	6	7	10	5	6	2

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

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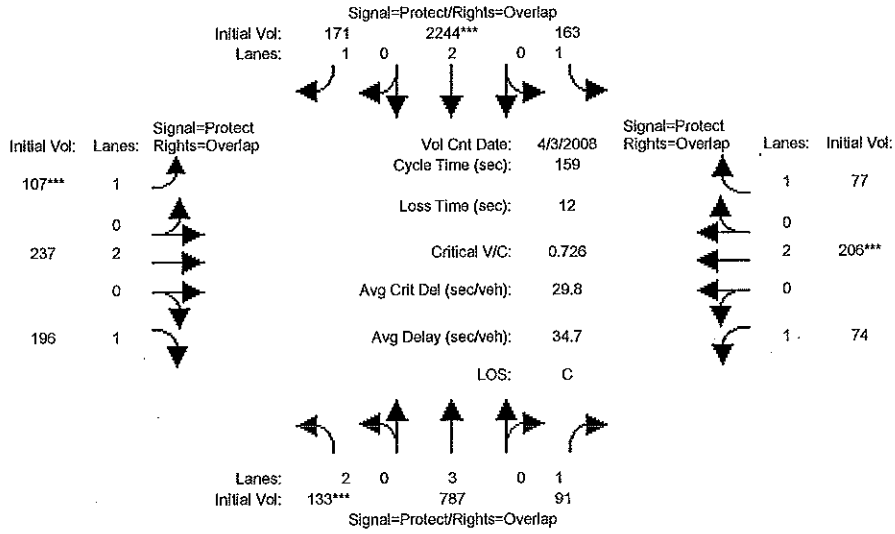
Champion School, San Jose

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

Intersection #5427: SAN TOMAS/WILLIAMS



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Apr 2008 << 5:00-6:00PM												
Base Vol:	127	787	91	163	2244	168	105	233	192	74	200	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	787	91	163	2244	168	105	233	192	74	200	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	6	0	0	0	0	3	2	4	4	0	6	0
Initial Fut:	133	787	91	163	2244	171	107	237	196	74	206	77
User Adj:	1.00	1.00	1.00	1.00	0.84	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	787	91	163	1885	171	107	237	196	74	206	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	787	91	163	1885	171	107	237	196	74	206	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	787	91	163	1885	171	107	237	196	74	206	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3686	5187	1900	1900	3610	1900	1900	3610	1900	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.05	0.09	0.52	0.09	0.06	0.07	0.10	0.04	0.06	0.04
Crit Moves:	****				****		****				****	
Green/Cycle:	0.05	0.49	0.55	0.28	0.72	0.80	0.08	0.09	0.14	0.06	0.08	0.36
Volume/Cap:	0.73	0.31	0.09	0.31	0.73	0.11	0.73	0.70	0.72	0.63	0.73	0.11
Delay/Veh:	96.6	24.6	16.9	46.9	15.0	3.8	98.4	81.0	79.9	95.7	86.6	34.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	96.6	24.6	16.9	46.9	15.0	3.8	98.4	81.0	79.9	95.7	86.6	34.7
LOS by Move:	F	C	B	D	B	A	F	F	E	F	F	C
HCM2kAvgQ:	5	8	2	6	28	2	7	7	10	5	7	2

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

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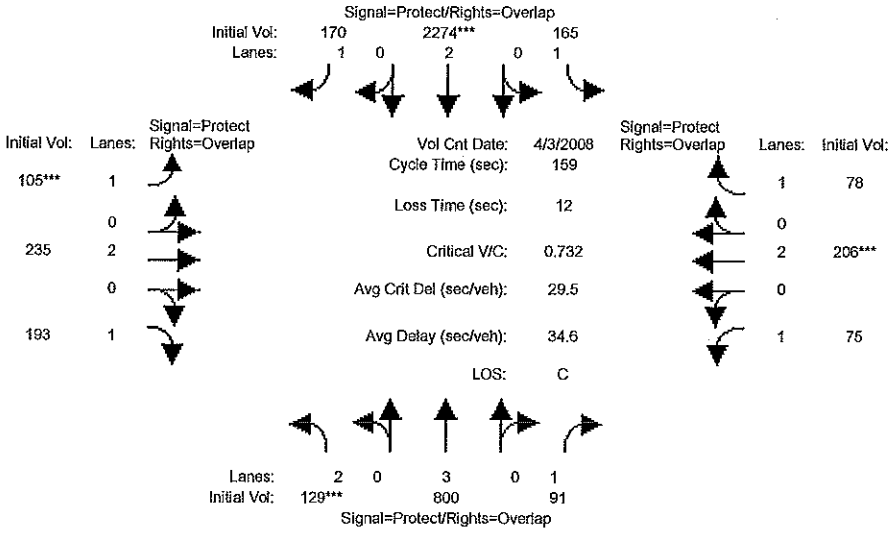
Champion School, San Jose

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

Intersection #5427: SAN TOMAS/WILLIAMS



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Apr 2008 << 5:00-6:00PM												
Base Vol:	127	787	91	163	2244	168	105	233	192	74	200	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	787	91	163	2244	168	105	233	192	74	200	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	2	13	0	2	30	2	0	2	1	1	6	1
Initial Fut:	129	800	91	165	2274	170	105	235	193	75	206	78
User Adj:	1.00	1.00	1.00	1.00	0.84	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	800	91	165	1910	170	105	235	193	75	206	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	800	91	165	1910	170	105	235	193	75	206	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	129	800	91	165	1910	170	105	235	193	75	206	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3686	5187	1900	1900	3610	1900	1900	3610	1900	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.05	0.09	0.53	0.09	0.06	0.07	0.10	0.04	0.06	0.04
Crit Moves:	****				****		****				****	
Green/Cycle:	0.05	0.49	0.55	0.28	0.72	0.80	0.08	0.09	0.14	0.06	0.08	0.36
Volume/Cap:	0.73	0.31	0.09	0.31	0.73	0.11	0.73	0.70	0.72	0.65	0.73	0.12
Delay/Veh:	98.0	24.5	16.7	47.0	14.8	3.7	99.7	81.9	81.2	97.5	87.1	34.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	98.0	24.5	16.7	47.0	14.8	3.7	99.7	81.9	81.2	97.5	87.1	34.8
LOS by Move:	F	C	B	D	B	A	F	F	F	F	F	C
HCM2kAvgQ:	5	8	2	6	29	2	6	7	10	5	7	2

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

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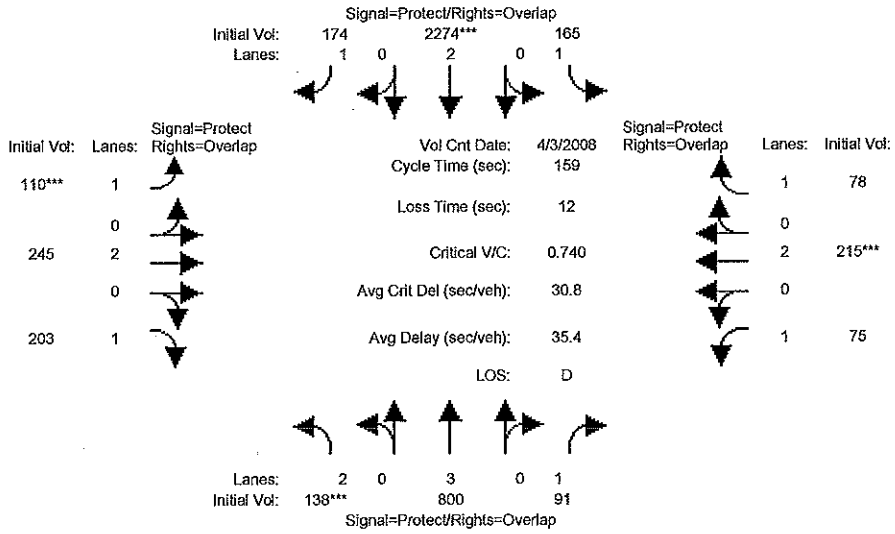
Champion School, San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + Project (PM)

Intersection #5427: SAN TOMAS/WILLIAMS



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Apr 2008 << 5:00-6:00PM												
Base Vol:	132	800	91	165	2274	171	108	241	199	75	209	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	800	91	165	2274	171	108	241	199	75	209	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	6	0	0	0	0	3	2	4	4	0	6	0
Initial Fut:	138	800	91	165	2274	174	110	245	203	75	215	78
User Adj:	1.00	1.00	1.00	1.00	0.84	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	800	91	165	1910	174	110	245	203	75	215	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	800	91	165	1910	174	110	245	203	75	215	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	800	91	165	1910	174	110	245	203	75	215	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3686	5187	1900	1900	3610	1900	1900	3610	1900	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.05	0.09	0.53	0.09	0.06	0.07	0.11	0.04	0.06	0.04
Crit Moves:	****				****		****				****	
Green/Cycle:	0.05	0.49	0.55	0.28	0.72	0.79	0.08	0.10	0.15	0.06	0.08	0.36
Volume/Cap:	0.74	0.31	0.09	0.31	0.74	0.12	0.74	0.70	0.72	0.64	0.74	0.12
Delay/Veh:	97.4	24.8	17.0	47.2	15.6	3.9	99.5	80.5	79.6	96.8	87.0	34.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	97.4	24.8	17.0	47.2	15.6	3.9	99.5	80.5	79.6	96.8	87.0	34.7
LOS by Move:	F	C	B	D	B	A	F	F	E	F	F	C
HCM2kAvgQ:	5	8	2	6	30	2	7	7	11	5	7	2

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

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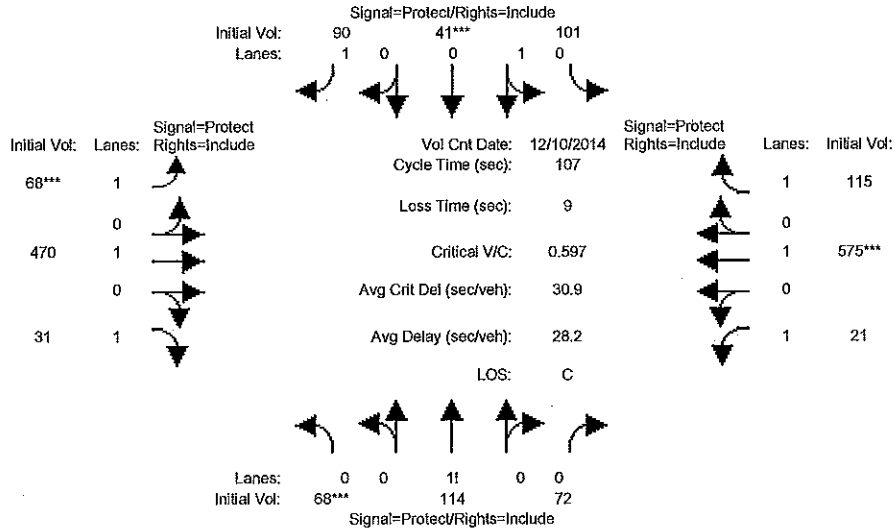
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative (AM)

Intersection #3343: BOYNTON/WILLIAMS



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 Dec 2014 << 7:30-8:30AM												
Base Vol:	68	114	72	101	41	90	68	436	31	21	541	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	114	72	101	41	90	68	436	31	21	541	115
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	0	0	0	0	0	0	34	0	0	34	0
Initial Fut:	68	114	72	101	41	90	68	470	31	21	575	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	114	72	101	41	90	68	470	31	21	575	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	114	72	101	41	90	68	470	31	21	575	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	114	72	101	41	90	68	470	31	21	575	115
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	0.45	0.28	0.71	0.29	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	509	853	539	1351	549	1900	1900	1900	1900	1900	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.07	0.07	0.05	0.04	0.25	0.02	0.01	0.30	0.06
Crit Moves:	****				****		****				****	
Green/Cycle:	0.22	0.20	0.20	0.14	0.12	0.12	0.07	0.45	0.45	0.12	0.50	0.50
Volume/Cap:	0.60	0.65	0.65	0.52	0.60	0.38	0.55	0.55	0.04	0.09	0.60	0.12
Delay/Veh:	39.7	43.1	43.1	44.4	48.6	44.1	53.5	22.3	16.5	42.2	20.0	14.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.7	43.1	43.1	44.4	48.6	44.1	53.5	22.3	16.5	42.2	20.0	14.1
LOS by Move:	D	D	D	D	D	D	D	C	B	D	B	B
HCM2kAvgQ:	8	9	9	5	5	3	3	11	1	1	14	2

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

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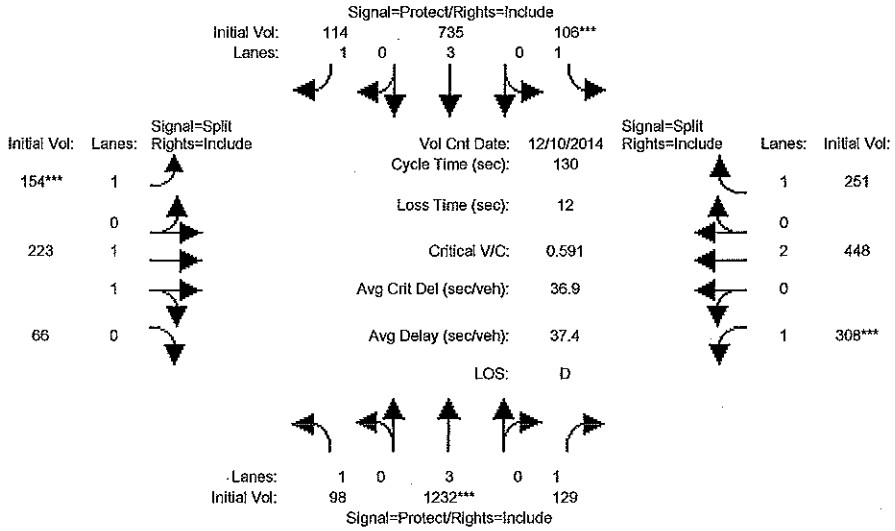
Champion School, San Jose

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

Intersection #3793: SARATOGA/WILLIAMS



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 Dec 2014 << 7:30-8:30AM												
Base Vol:	98	1232	119	96	735	114	154	209	66	298	434	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	1232	119	96	735	114	154	209	66	298	434	240
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	0	10	10	0	0	0	14	0	10	14	11
Initial Fut:	98	1232	129	106	735	114	154	223	66	308	448	251
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	1232	129	106	735	114	154	223	66	308	448	251
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	1232	129	106	735	114	154	223	66	308	448	251
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	1232	129	106	735	114	154	223	66	308	448	251
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.54	0.46	1.00	2.00	1.00
Final Sat.:	1900	5187	1900	1900	5187	1900	1900	2786	824	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.05	0.24	0.07	0.06	0.14	0.06	0.08	0.08	0.08	0.16	0.12	0.13
Crit Moves:		****		****			****			****		
Green/Cycle:	0.14	0.40	0.40	0.09	0.36	0.36	0.14	0.14	0.14	0.27	0.27	0.27
Volume/Cap:	0.38	0.59	0.17	0.59	0.39	0.17	0.59	0.58	0.58	0.59	0.45	0.48
Delay/Veh:	52.0	31.0	25.1	61.6	31.2	28.5	56.2	54.4	54.4	42.7	39.4	40.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.0	31.0	25.1	61.6	31.2	28.5	56.2	54.4	54.4	42.7	39.4	40.1
LOS by Move:	D	C	C	E	C	C	E	D	D	D	D	D
HCM2kAvgQ:	4	14	3	5	8	3	7	6	6	11	8	8

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

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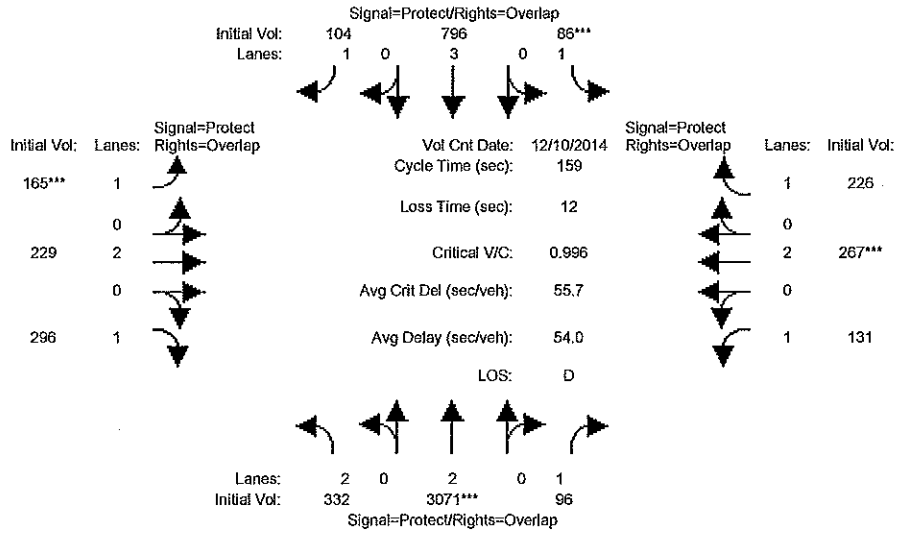
Champion School, San Jose

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

Intersection #5427: SAN TOMAS/WILLIAMS



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 Dec 2014 << 7:30-8:30AM												
Base Vol:	318	3071	96	86	796	97	158	216	282	131	254	226
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	318	3071	96	86	796	97	158	216	282	131	254	226
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	14	0	0	0	0	7	7	13	14	0	13	0
Initial Fut:	332	3071	96	86	796	104	165	229	296	131	267	226
User Adj:	1.00	0.84	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	332	2580	96	86	796	104	165	229	296	131	267	226
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	332	2580	96	86	796	104	165	229	296	131	267	226
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	332	2580	96	86	796	104	165	229	296	131	267	226
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.95	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3686	3610	1900	1900	5187	1900	1900	3610	1900	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.09	0.71	0.05	0.05	0.15	0.05	0.09	0.06	0.16	0.07	0.07	0.12
Crit Moves:		****		****			****				****	
Green/Cycle:	0.28	0.72	0.80	0.05	0.48	0.57	0.09	0.08	0.36	0.08	0.07	0.12
Volume/Cap:	0.32	1.00	0.06	1.00	0.32	0.10	1.00	0.80	0.43	0.83	1.00	0.99
Delay/Veh:	45.8	38.9	3.4	171.6	25.7	15.9	141.4	93.1	40.4	110.0	127	128.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.8	38.9	3.4	171.6	25.7	15.9	141.4	93.1	40.4	110.0	127	128.0
LOS by Move:	D	D	A	F	C	B	F	F	D	F	F	F
HCM2kAvgQ:	6	72	1	7	8	2	12	8	11	8	10	15

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

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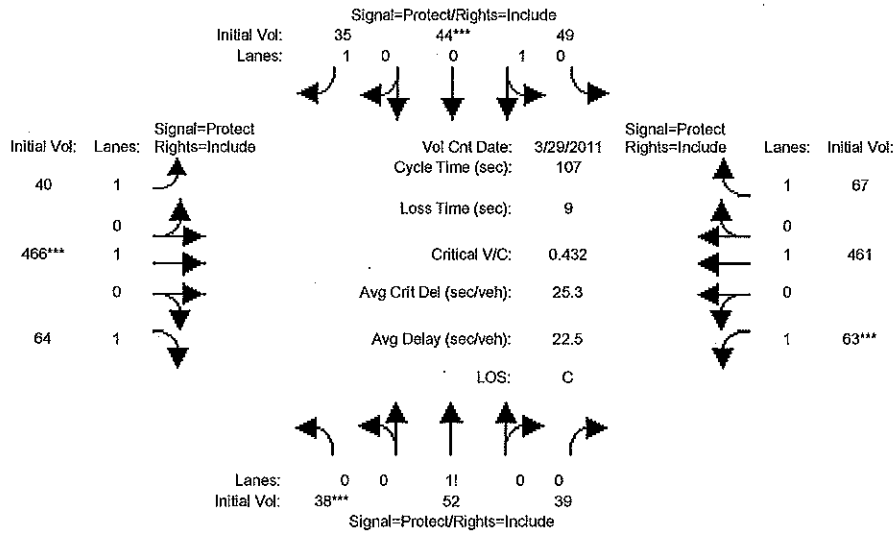
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative (PM)

Intersection #3343: BOYNTON/WILLIAMS



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 29 Mar 2011 << 5:00-6:00PM												
Base Vol:	38	52	39	49	44	35	40	456	64	63	446	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	52	39	49	44	35	40	456	64	63	446	67
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	0	0	0	0	0	0	10	0	0	15	0
Initial Fut:	38	52	39	49	44	35	40	466	64	63	461	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	52	39	49	44	35	40	466	64	63	461	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	52	39	49	44	35	40	466	64	63	461	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	52	39	49	44	35	40	466	64	63	461	67
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	0.41	0.30	0.53	0.47	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	560	766	574	1001	899	1900	1900	1900	1900	1900	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.05	0.05	0.02	0.02	0.25	0.03	0.03	0.24	0.04
Crit Moves:	****				****			****		****		
Green/Cycle:	0.16	0.14	0.14	0.14	0.11	0.11	0.14	0.57	0.57	0.08	0.51	0.51
Volume/Cap:	0.43	0.50	0.50	0.36	0.43	0.16	0.15	0.43	0.06	0.43	0.48	0.07
Delay/Veh:	41.8	44.5	44.5	42.9	45.6	43.2	41.0	13.5	10.3	49.2	17.5	13.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.8	44.5	44.5	42.9	45.6	43.2	41.0	13.5	10.3	49.2	17.5	13.4
LOS by Move:	D	D	D	D	D	D	D	B	B	D	B	B
HCM2kAvgQ:	4	5	5	3	3	1	1	9	1	2	10	1

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

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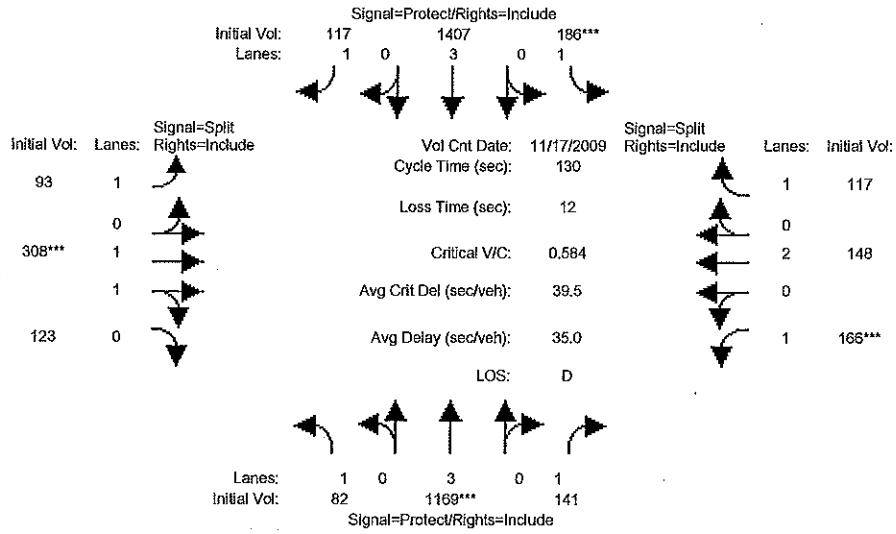
Champion School, San Jose

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

Intersection #3793: SARATOGA/WILLIAMS



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Nov 2009 << 5:00-6:00PM												
Base Vol:	82	1169	136	181	1407	117	93	302	123	163	143	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	1169	136	181	1407	117	93	302	123	163	143	114
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	0	5	5	0	0	0	6	0	3	5	3
Initial Fut:	82	1169	141	186	1407	117	93	308	123	166	148	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	1169	141	186	1407	117	93	308	123	166	148	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	1169	141	186	1407	117	93	308	123	166	148	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	1169	141	186	1407	117	93	308	123	166	148	117
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.43	0.57	1.00	2.00	1.00
Final Sat.:	1900	5187	1900	1900	5187	1900	1900	2580	1030	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.04	0.23	0.07	0.10	0.27	0.06	0.05	0.12	0.12	0.09	0.04	0.06
Crit Moves:		****		****				****		****		
Green/Cycle:	0.09	0.39	0.39	0.17	0.46	0.46	0.20	0.20	0.20	0.15	0.15	0.15
Volume/Cap:	0.47	0.58	0.19	0.58	0.59	0.13	0.24	0.58	0.58	0.58	0.27	0.41
Delay/Veh:	58.0	32.1	26.6	52.7	26.2	20.1	43.6	47.9	47.9	54.6	49.3	51.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.0	32.1	26.6	52.7	26.2	20.1	43.6	47.9	47.9	54.6	49.3	51.1
LOS by Move:	E	C	C	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	4	14	4	7	15	3	3	9	9	7	3	5

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

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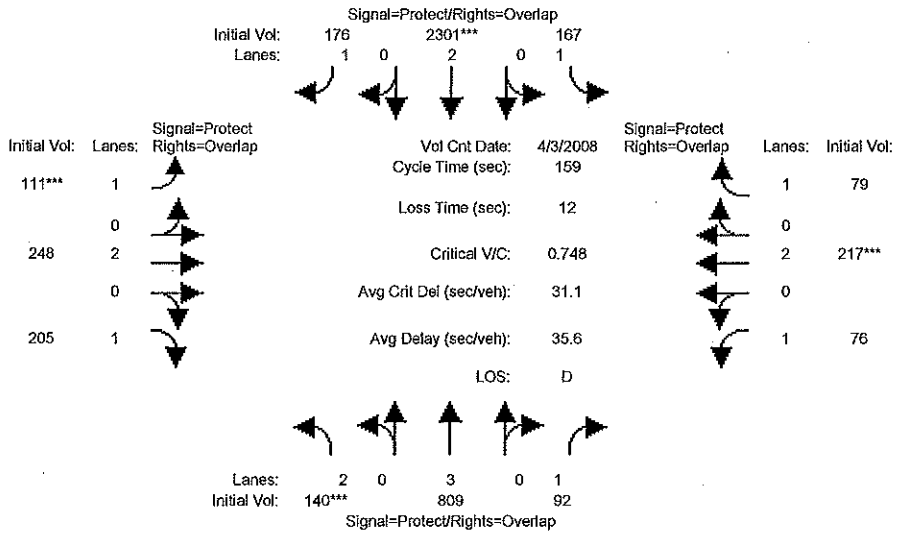
Champion School, San Jose

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

Intersection #5427: SAN TOMAS/WILLIAMS



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Apr 2008 << 5:00-6:00PM												
Base Vol:	134	809	92	167	2301	173	109	244	201	76	211	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	809	92	167	2301	173	109	244	201	76	211	79
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	6	0	0	0	0	3	2	4	4	0	6	0
Initial Fut:	140	809	92	167	2301	176	111	248	205	76	217	79
User Adj:	1.00	1.00	1.00	1.00	0.84	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	809	92	167	1933	176	111	248	205	76	217	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	809	92	167	1933	176	111	248	205	76	217	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	809	92	167	1933	176	111	248	205	76	217	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3686	5187	1900	1900	3610	1900	1900	3610	1900	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.05	0.09	0.54	0.09	0.06	0.07	0.11	0.04	0.06	0.04
Crit Moves:	****				****		****				****	
Green/Cycle:	0.05	0.49	0.55	0.28	0.72	0.79	0.08	0.10	0.15	0.06	0.08	0.36
Volume/Cap:	0.75	0.32	0.09	0.32	0.75	0.12	0.75	0.71	0.73	0.65	0.75	0.12
Delay/Veh:	98.1	24.8	17.0	47.3	15.9	3.9	100.5	81.0	80.0	98.1	87.7	34.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	98.1	24.8	17.0	47.3	15.9	3.9	100.5	81.0	80.0	98.1	87.7	34.7
LOS by Move:	F	C	B	D	B	A	F	F	F	F	F	C
HCM2kAvgQ:	5	8	2	6	30	2	7	7	11	5	7	2

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

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