HEXAGON TRANSPORTATION CONSULTANTS, INC.

4300 Stevens Creek Boulevard Mixed-Use Development

Traffic Impact Analysis

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August 17, 2018

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Hexagon Job Number: 16KK03
Document Name: 4300 Stevens Creek TIA_2018-8-17.doc

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Executive Summary

This report presents the results of the traffic impact analysis (TIA) conducted for the proposed mixed-use development at 4300 Stevens Creek Boulevard in San Jose, California. The project site includes parcels on both sides of Lopina Way, north of Albany Drive and south of Stevens Creek Boulevard, between the Stevens Creek Mazda and Stevens Creek Volkswagen dealerships. The project would demolish the existing approximately 105,980 square feet (s.f.) of office/commercial buildings and construct two residential buildings with up to 582 units and one office building with up to 300,000 s.f. The project also includes up to 15,000 s.f. of ground floor retail space in the north residential building and up to 7,000 s.f. of ground floor retail space in the office building. The project would remove the existing Lopina Way and build a new street between Stevens Creek Boulevard and Albany Drive on the east edge of the site. The project would provide a westbound left-turn pocket on Stevens Creek Boulevard at the new Lopina Way intersection. The project proposes a mid-block pedestrian crossing on Stevens Creek Boulevard with a median between the residential driveway and the new Lopina Way along Stevens Creek Boulevard.

Access to the parking garages of the residential development would be provided via one driveway on Stevens Creek Boulevard and one driveway on Albany Drive. The parking garages are proposed on the ground level, 2nd level, and sub-grade levels of each residential building. The residential parking garages would be connected on the ground level. Access to the office parking garage would be provided via one driveway on the relocated Lopina Way and one driveway on Albany Drive. The office parking garage would be a standalone above-grade structure with walkways connecting to the office building. There would be no direct vehicle access between the residential parking garages and the office parking garage.

The project is located within the Stevens Creek Boulevard Urban Village per the Envision San Jose 2040 General Plan. Urban villages are walkable, bicycle-friendly, transit-oriented, mixed-use settings that provide both housing and jobs, thus supporting the General Plan's environmental goals. The project also fronts Stevens Creek Boulevard, which is designated as a Grand Boulevard within the Envision San Jose 2040 General Plan. Grand Boulevards are designated as major transportation corridors that connect City neighborhoods. As a Grand Boulevard, the Stevens Creek Boulevard/San Carlos Street corridor is planned to have a Bus Rapid Transit (BRT) system operating between De Anza College in Cupertino and the Berryessa BART station in San Jose.

As required by the Santa Clara Valley Transportation Authority (VTA)'s TIA Guidelines, an Auto Trip Reduction Statement (ATRS) form is included at the end of the Executive Summary.

Scope of Study

The potential impacts of the project were evaluated in accordance with the standards set forth by the Cities of San Jose and Santa Clara and the Santa Clara Valley Transportation Authority (VTA). The VTA administers the county Congestion Management Program (CMP). The traffic study analyzed AM and PM peak-hour traffic conditions for 19 intersections, 20 directional freeway segments, and three freeway ramps in the vicinity of the project site according to the VTA's TIA Guidelines. The traffic study also includes an operations analysis, based on vehicle-storage requirements at select intersections, an evaluation of potential impacts to bicycle, pedestrian, and transit facilities, and a review of site access, on-site circulation, and parking demand.

Project Trip Estimates

Hexagon prepared project trip estimates for the proposed project based on trip generation rates obtained from the Institute of Transportation Engineers' (ITE's) *Trip Generation*, 9th Edition, 2012, for the proposed office and residential uses, and the *San Jose TIA Handbook*, November 2009, for the proposed retail use. Based on the recommended trip generation rates, the project would generate 5,793 net new daily trips, with 603 net trips (337 in and 266 out) occurring during the AM peak hour and 542 net trips (239 in and 303 out) occurring during the PM peak hour. These trip estimates include credit for the existing buildings on the site, which would be removed. Traffic from the existing uses on the project site was estimated based on driveway counts.

The trip estimates account for internal trip reduction between residential and retail uses (15%), internal trip reduction between residential and office uses (3%), and transit trip reduction (2%), as recommended by the VTA's *Transportation Impact Analysis (TIA) Guidelines*, October 2014. A typical pass-by trip reduction of 25% for retail development within Santa Clara County was applied to the retail component of the proposed project.

Intersection Levels of Service

Traffic analysis typically focuses on intersections, especially signalized intersections, because intersections act as the chokepoints in the system. Traffic conditions at the study intersections were evaluated using a concept called "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 level of service standard for signalized intersections is LOS D or better on both City-controlled streets and County Expressways. The City of Santa Clara level of service standard for signalized intersections is LOS D or better on City-controlled streets and LOS E or better on County Expressways. The CMP level of service standard for signalized intersections is LOS E or better.

The Cities of San Jose and Santa Clara level of service methodologies for signalized intersections are based on the 2000 *Highway Capacity Manual* (HCM), as calculated with the TRAFFIX software. Traffic impacts were analyzed for the AM (7-9 AM) and PM (4-6 PM) peak periods of commute traffic.

Background Plus Project Intersection Impact

The intersection level of service results show that the San Tomas Expressway/Saratoga Avenue intersection would be significantly impacted by the project, according to Cities of San Jose and Santa Clara impact criteria (see Table ES-1) and the CMP impact criteria (see Table ES-2). The impact and proposed improvement to mitigate the impact are described below.

San Tomas Expressway and Saratoga Avenue

Impact: This intersection would operate at LOS F during the AM peak hour under background conditions, and the added project trips would cause the intersection's critical-movement delay to increase by 5.0 seconds and the V/C to increase by 0.012. Based on City of Santa Clara level of service impact criteria, this constitutes a significant impact.

Mitigation Measure: The August 2015 update of the County Expressway Plan 2040 identifies the widening of San Tomas Expressway to eight lanes (by adding a fourth through lane to both the north and south approaches) between Homestead Road and Stevens Creek Avenue as a Tier 1 project. This improvement would reduce the average delay to better than background conditions during the AM peak hour. Therefore, mitigation of the identified project impact at the intersection would consist of a fair-share contribution towards the identified improvement. However, payment of a fair-share toward improvement costs alone would not guarantee the timely construction of the identified improvement to mitigate the project impact. Therefore, in the event that the developer makes a fair-share contribution rather than constructing the improvement, this impact would be considered significant and unavoidable.

Alternative Mitigation Measure: Alternatively, the project could implement a transportation demand management (TDM) program for the office and residential developments to reduce the vehicle trips generated by

the project during the peak hours. To eliminate the significant impact at the intersection, the project would need to implement a TDM program to reduce the vehicle trips by 20 percent.

Cumulative Plus Project Intersection Impact

The intersection level of service results show that two additional study intersections, in addition to the San Tomas Expressway/Saratoga Avenue intersection described above, would be significantly impacted by the project, according to Cities of San Jose and Santa Clara impact criteria. The impact and proposed improvement to mitigate the impact are described below. According to the CMP impact criteria, only the San Tomas Expressway/Saratoga Avenue intersection would be significantly impacted by the project. The following two intersections would not be impacted by the project based on the CMP standard and impact criteria.

San Tomas Expressway and Stevens Creek Boulevard

Impact: This intersection would operate at LOS F during the AM peak hour under background conditions, and the added cumulative trips would cause the intersection's critical-movement delay to increase by 12.9 seconds and the V/C to increase by 0.028. The project would contribute 38% of the traffic increase. Based on City of San Jose level of service impact criteria, the project impact at the intersection is cumulatively considerable.

Mitigation Measure: This intersection's level of service could be improved by adding a fourth through lane in the northbound direction on San Tomas Expressway. The August 2015 update of the County Expressway Plan 2040 identifies the widening of San Tomas Expressway to eight lanes (by adding a fourth through lane to both the north and south approaches) between Stevens Creek Boulevard and Campbell Avenue as a Tier 3 project. It also identifies a grade separation improvement at this intersection as a Tier 3 project. Either the roadway widening or grade separation improvement would reduce the average delay to better than background conditions during the AM peak hour. Therefore, mitigation of the identified project impact at the intersection would consist of a fair-share contribution towards the identified improvements.

San Tomas Expressway and Moorpark Avenue

Impact: This intersection would operate at LOS F during the AM peak hour under background conditions, and the added cumulative trips would cause the intersection's critical-movement delay to increase by 7.8 seconds and the V/C to increase by 0.023. The project would contribute 31% of the traffic increase. Based on City of San Jose level of service impact criteria, the project impact at the intersection is cumulatively considerable.

Mitigation Measure: This intersection's level of service could be improved by adding a fourth through lane in the northbound direction on San Tomas Expressway. The August 2015 update of the County Expressway Plan 2040 identifies the widening of San Tomas Expressway to eight lanes (by adding a fourth through lane to both the north and south approaches) between Stevens Creek Boulevard and Campbell Avenue as a Tier 3 project. This improvement would reduce the average delay to better than background conditions during the AM peak hour. Therefore, mitigation of the identified cumulative impact at the intersection would consist of a fair-share contribution towards the identified improvement.

Alternative Mitigation Measure: Alternatively, the project could implement a transportation demand management (TDM) program for the office and residential developments to reduce the vehicle trips generation by the project during the peak hours. To reduce the project's contribution to traffic growth at this intersection to a less than significant level, the project would need to implement a TDM program to reduce the vehicle trips by 27 percent.

Freeway Segment Analysis

Traffic volumes on the study freeway segments under project conditions were estimated by adding project trips to the existing volumes obtained from the 2016 CMP Annual Monitoring Report. The results of the freeway segment impact analysis show that the project would have a significant impact on six HOV freeway segments on I-280 during at least one peak hour because the project would add trips greater than one percent of the HOV segment's capacity.

Mitigation Measure: Full mitigation of significant project impacts on freeway segments would require roadway widening to construct additional through lanes, thereby increasing freeway capacity. Since it is not feasible for an individual development project to bear responsibility for implementing such extensive transportation system improvements due to constraints in acquisition and cost of right-of-way, it is recommended the project make a fare-share contribution toward the VTA Voluntary Mitigation Program for the impacted freeway segments. Because no freeway widening project has been developed by Caltrans or VTA, the significant impacts on the directional freeway segments identified above must be considered significant and unavoidable.

Alternative Mitigation Measure: The project could implement a TDM program as discussed above for mitigation at the impacted intersections. To eliminate the significant impact on the HOV segments, the project would need to implement a TDM program to reduce the vehicle trips generation by the project during the peak hours by 25 percent.

Traffic Operations at Saratoga Avenue/I-280 Interchange

Although the TRAFFIX analysis shows acceptable levels of service at the intersections that make up the Saratoga Avenue/I-280 interchange, the project is expected to negatively affect the traffic operations of these intersections. To improve traffic flow along Saratoga Avenue, the City of San Jose has developed an improvement plan for Saratoga Avenue between Stevens Creek Boulevard and Blackford Avenue. The proposed improvements are described below.

Additionally, the City is planning to improve the I-280/Winchester Boulevard interchange by adding a new westbound off-ramp, which would relieve traffic congestion at the Saratoga Avenue/I-280 interchange. The City has completed the Interstate 280/Winchester Boulevard Transportation Development Policy (TDP) to provide partial funding via a traffic fee imposed on proposed developments.

Proposed Improvements for Saratoga Avenue

To improve traffic flow along Saratoga Avenue, San Jose has developed an improvement plan for Saratoga Avenue between Stevens Creek Boulevard and Blackford Avenue. The proposed improvements at each intersection and along Saratoga Avenue are described below:

- **Saratoga Avenue/Stevens Creek Boulevard (Full Signal Modification)**
    - Lane Configuration: Provide a 2nd northbound left-turn lane on Saratoga Avenue, which would improve intersection operations by accommodating the estimated 95th percentile queue under background plus project conditions. Additionally, a portion of the AM and PM peak-hour traffic making left turns onto Kiely Boulevard from northbound Saratoga Avenue would be drawn to the Saratoga/Stevens Creek intersection and alleviate congestion on Kiely Boulevard.
    - Southeast and Northwest Corners: Remove pork chop islands, which would improve the multi-modal environment by eliminating unsignalized pedestrian/vehicle conflict points, increasing visibility of pedestrians at the intersection corners, decreasing the crossing distance for pedestrians, providing safer refuge for pedestrians waiting to use the crosswalks, and providing ADA standard curb ramps.
    - Signal Modification: Modify the signal to accommodate pork chop removals. The signal modification would encompass standard CSJ elements such as Video Detection (VIDS), CCTV surveillance camera, Accessible Pedestrian Signal (APS), Emergency Vehicle Preemption (EVP), and upgrading all 8-inch vehicle heads to 12 inches. VIDS and CCTV are devices that enable the City to remotely monitor and influence traffic operations. APS improves pedestrian access by allowing blind users to know which crosswalk they can cross. Vehicle head upgrades from 8 inches to 12 inches improve driver visibility of vehicle heads and reduces potential for red-light running accidents. Also, eliminating the signal poles in the median islands would improve safety because these poles are more likely to get hit by vehicles. Installing new traffic signal poles with longer mast arms so that the vehicle heads are positioned over the lanes makes them more visible to drivers. Installing emergency vehicle preemption enables firetrucks to have improved response time.
- **Saratoga Avenue/Kiely Boulevard**

- Southeast Corner: Remove pork chop islands, which would improve the multi-modal environment by eliminating an unsignalized pedestrian/vehicle conflict point, increasing visibility of pedestrians at the intersection corner, decreasing the crossing distance for pedestrians, providing safer refuge for pedestrians waiting to use the crosswalks, and providing an ADA standard curb ramp.
- Northwest Corner: Tighten the corner radius to improve the multi-modal environment by increasing visibility of pedestrians at the intersection corner, decreasing the crossing distance for pedestrians, and providing 2 ADA standard curb ramps.
- Signal Modification: Modify signal to accommodate treatments on southeast and northwest corners. The signal modification would encompass standard CSJ elements such as VIDS, CCTV surveillance camera, APS, and upgrading all 8-inch vehicle heads to 12 inches.

- **Saratoga Avenue/Harker Driveway/I-280 Northbound On-Ramp**
  - Signal Modification: Modify signal to install CCTV surveillance camera. If not completed by the Harker project, install VIDS, upgrade all 8-inch vehicle heads to 12 inches, and install APS.
- **Saratoga Avenue/I-280 Northbound Loop Off-Ramp**
  - Install traffic control devices (Rectangular Rapid Flashing Beacons-RRFBs) at the existing pedestrian crosswalk, which would enhance the bike/pedestrian crossing across the off-ramp.
- **Saratoga Avenue/Moorpark Avenue (Full Signal Modification)**
  - Lane Configuration: Provide dual eastbound left-turn lanes on Moorpark Avenue and a southbound Saratoga right-turn pocket on Saratoga Avenue. Only one eastbound shared through and right-turn lane (20 feet wide) would be provided due to installation of Class II bike lane.
  - Signal Modification: Modify signal to convert eastbound/westbound to concurrent lefts to improve operations and reduce delay at this intersection; this would entail removing and installing new traffic signal poles on the northwest and southeast corners. The signal modification would encompass standard CSJ elements such as VIDS, APS, and upgrading all 8-inch vehicle heads to 12 inches.
  - Southeast Corner: Remove pork chop islands to improve the multi-modal environment by eliminating unsignalized pedestrian/vehicle conflict points, decreasing the distance that pedestrians have to cross the roadway, increasing visibility of pedestrians at intersection corners, and providing safer refuge for pedestrians waiting to use the crosswalks.
  - Northwest and Northeast Corners: Remove the east-west crosswalk in the north leg of the intersection to improve the operations of the intersection by removing a pedestrian phase that conflicts with the left turns from eastbound Moorpark. There is no sidewalk on the east side of Saratoga Avenue on the I-280 Overpass or on the north side of Moorpark Avenue to the east of the development on the northeast corner of this intersection. Therefore, the impacts of eliminating this crosswalk would be really limited to pedestrians from the northwest corner of the intersection trying to access the gas station or the Junipero Serra Medical Center on the northeast corner of the intersection.
- **Saratoga Avenue/Blackford Avenue**
  - Provide a new southbound right-turn pocket on Saratoga Avenue. The existing outer southbound lane width at Saratoga Avenue/Blackford Avenue intersection is 16 feet. By widening into the median, the new southbound right-turn pocket on Saratoga Avenue would improve intersection operations and ease congestion of slow moving traffic by separating existing outer southbound through traffic on Saratoga Avenue from those making right turns onto Blackford Avenue.

Freeway On-Ramp Meter Analysis

The I-280/Stevens Creek Boulevard and I-280/Saratoga Avenue northbound on-ramps provide access from the project site to I-280 north and the I-280/Saratoga Avenue southbound on-ramp provide access to I-280 south. The I-280/Stevens Creek Boulevard and I-280/Saratoga Avenue northbound on-ramps are metered during the AM commute period and the I-280/Saratoga Avenue southbound on-ramp is metered during the PM commute period.

Based on the on-ramp meter analysis, existing vehicle storage on these on-ramps is adequate to serve the existing vehicle queues that develop due to ramp metering, and would continue to adequately serve the estimated vehicle queues that would develop with the addition of project-generated traffic.

Vehicle Queuing Analysis

The analysis of intersection levels of service was supplemented with a vehicle queuing analysis for left-turn lanes at intersections where the project would add substantial number of trips to the left-turn movements. The analysis indicated that the estimated 95th percentile left-turn vehicle queues would exceed the vehicle storage capacity for the northbound left turn at the Saratoga Avenue/Kiely Boulevard intersection in both AM and PM peak hours. The addition of project traffic would lengthen the projected vehicle queues by one vehicle per lane in the AM and PM peak hours. Therefore, the 95th percentile left-turn queues would exceed the storage length by two to four vehicles per lane (four to eight vehicles in both lanes) in the peak hours with the addition of project traffic.

Recommendation: The City of San Jose recommends that the project include construction of the proposed City improvements at the Saratoga Avenue/Kiely Boulevard intersection as shown on the Saratoga Avenue planline. The proposed improvements include extending the outside (number 2) left-turn lane to the I-280 northbound on-ramp intersection, signal modification, removing the southeast corner pork chop island, median island modification, and re-striping northbound Saratoga Avenue between Kiely Boulevard and the I-280 northbound on-ramp.

Traffic Operations at Kiely Boulevard/Albany Drive

The Kiely Boulevard/Albany Drive intersection is one-way stop-controlled on the eastbound movement with a center turn lane on Kiely Boulevard that provides opportunities for the eastbound left-turn traffic to make two-stage turns. The AM and PM peak-hour volumes warrant signalization under background plus project conditions. However, installation of a signal is not recommended due to the short distance to the traffic signal at the Kiely Boulevard/Norwalk Drive intersection.

Site observations indicated that there was no difficulty for the eastbound traffic to make left turns or right turns out of Albany Drive or for the northbound left-turn traffic to make turns to Albany Drive. The nearby signals at Norwalk Drive and at Stevens Creek Boulevard were observed to create gaps in traffic so that turns could be made. The vehicle queuing analysis shows that the addition of project traffic would not result in a noticeable increase in queue length or delay for northbound left-turn and eastbound traffic. Therefore, a traffic signal may not be necessary.

Effect of Lopina Way Relocation

The project would relocate the existing Lopina Way to the eastern project boundary with a new two-lane street (the relocated Lopina Way) extended between Stevens Creek Boulevard and Albany Drive. The existing Lopina Way runs through the project site. It serves the commercial uses on the street and connects the residential uses to the south of the project site on Albany Drive to Stevens Creek Boulevard. It is expected that with the Lopina Way relocations, some of the existing through traffic would continue to use the new Lopina Way and some would divert to Palace Drive. The analysis evaluated traffic operations on Palace Drive at Albany Drive and Stevens Creek Boulevard intersections with the diverted traffic and traffic operations on the relocated Lopina Way at Albany Drive and Stevens Creek Boulevard intersections with the diverted and project traffic.

Recommendations: Based on the results of the analysis the following improvements are recommended to improve the operations and sight distance at the new Lopina Way intersections.

- The new Lopina Way/Stevens Creek Boulevard intersection should be free and clear of any obstructions to optimize sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and other vehicles traveling on Stevens Creek Boulevard. Any landscaping, parking, and signage should be located in such a way to ensure an unobstructed view for drivers entering and exiting the street. Red curbs should be implemented adjacent to Lopina Way on Stevens Creek Boulevard ensuring a minimum of 360 feet of clear sight distance from the street.

- The new Lopina Way would intersect with Albany Drive on a horizontal curve, which could obstruct the vision of exiting drivers. Landscaping on the adjacent property should be removed or relocated in such a way to ensure an unobstructed view for drivers. However, due to the existing landscaping being outside of the project's property line, this recommendation cannot be added as a project condition. Therefore, the City of San Jose recommends installation of an all-way stop at the new Lopina Way/Albany Drive intersection. The intersection does not meet the CA MUTCD all-way stop warrant. Even though the intersection does not meet the warrant, the City is in support of installing an all-way stop at the intersection.
- The City of San Jose recommends that street parking be provided on both sides of the new Lopina Way.

Effects on Surrounding Streets

Effects of the project's traffic on the surrounding streets were evaluated based on the existing and projected daily traffic volumes with the project traffic, which were compared to acceptable volume thresholds for each roadway segment to determine if the projected change in traffic volume would be significant. Since the City has not established any standards or significance thresholds regarding neighborhood streets, the information is presented for information only.

Based on the characteristics of the study roadway segments, the traffic count data, and the estimated project traffic, although the projected average daily trips are within an acceptable range for these types of streets, the added project trips constitute a measurable increase from the existing volumes on Albany Drive and Lopina Way in the project vicinity. However, it is important to note that the proposed project is similar to surrounding land uses along Albany Drive, and the proposed project traffic is not considered cut-through traffic given that each of the streets serve as primary access roads to the project site.

Site Access and On-Site Circulation

Recommendations: Overall, the site plan exhibits adequate site access and on-site circulation for motor vehicles. The City ultimately will determine the adequacy of the proposed driveways and internal on-site circulation design. The following improvements are recommended to improve site access and circulation of the project site:

- The project should coordinate with the Cities of San Jose and Santa Clara to determine the final configuration of the proposed mid-block crossing with a center island and bulb-outs on Stevens Creek Boulevard. The pedestrian crossing should be designed to not conflict with the future streetscape of Stevens Creek Boulevard with protected bike lanes, as planned by the Stevens Creek Urban Village Plan.
- According to the City of San Jose driveway standards, standard driveways with two-way traffic should be at least 26 feet wide. Each of the project's driveways should be designed to meet the City's standard 26 feet width requirement.
- The project driveways should be free and clear of any obstructions to optimize sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and other vehicles traveling Stevens Creek Boulevard, Albany Drive, and Lopina Way. Any landscaping, parking, and signage should be located in such a way to ensure an unobstructed view for drivers entering and exiting the site. Red curbs should be implemented adjacent to each driveway ensuring a minimum of 360 feet of clear sight distance from the driveway on Stevens Creek Boulevard and a minimum of 200 feet of clear sight distance from each driveway on Albany Drive and Lopina Way.

Effects on Transit, Pedestrian, and Bicycle Circulation

Transit Services

The project site is served by Routes 23 and 323 on Stevens Creek Boulevard and Routes 57 and 58 on Kiely Boulevard. Route 330 runs on San Tomas Expressway in the project vicinity. The bus stops closest to the project

site are located on Stevens Creek Boulevard in front of the project site (Route 23) and at the Kiely Boulevard/Stevens Creek Boulevard intersections (Routes 23, 323, 57, and 58). Due to the convenient location of the bus stops, it is assumed that some residents and office employees of the proposed development would utilize the existing transit services. The small increase in new riders could be accommodated by the currently available capacity of the bus services in the study area, and improvement of the existing transit service would not be necessary with the project.

Pedestrian and Bicycle Facilities

A complete network of sidewalks is present along the streets in the vicinity of the project site, including Stevens Creek Boulevard and Albany Drive. The project would widen sidewalks on Stevens Creek Boulevard along the project frontage, provide sidewalks on the relocated Lopina Way, provide a signalized mid-block pedestrian crossing on Stevens Creek Boulevard with bulbs-outs, construct bulb-outs at the new Lopina Way/Albany Drive intersection, and include a promenade through the project site between Stevens Creek Boulevard and Albany Drive. The signalized intersections in the vicinity of the project site all have crosswalks. Overall, the existing network of sidewalks and crosswalks has good connectivity and provides pedestrians with safe routes to the project site and transit stops.

There are no designated bike lanes or bike routes on streets in the immediate vicinity of the project site. Albany Drive and Lopina Way carry low traffic volumes and are conducive to bicyclists. Stevens Creek Boulevard is an arterial street with high traffic volumes and vehicle speed. Bicyclists need to ride with caution on the street.

The project site is located within the boundary of Eisenhower Elementary, Hyde Middle School, and Cupertino High School, which are about 1.1 miles northwest, 2.7 miles southwest, and 2.0 miles west of the project site, respectively. To access these schools from the project site, students would need to travel on Stevens Creek Boulevard. Because the distance to the schools is more than one mile and there are no bike lanes on Stevens Creek Boulevard, students are unlikely to walk or ride bicycles from the project to the schools.

Pedestrian/Bike/Public Transit Improvements

The project will be required to implement the following Grand Boulevard design principle to improve pedestrian/bicycle/transit facilities:

- Provide a minimum 15 feet sidewalk width along the frontage on Stevens Creek Boulevard. The project would widen sidewalks along the frontage on Stevens Creek Boulevard to approximately 16 feet wide.
- Minimize driveway cuts to minimize conflicts between pedestrians and vehicles. The project would not increase the number of access points (Lopina Way and one driveway) now serving the site on Stevens Creek Boulevard. The project would relocate Lopina Way and provide one driveway on Stevens Creek Boulevard.
- Provide enhanced shelters for transit services. There is one bus stop (Route 23) along the project frontage on Stevens Creek Boulevard (west side of Lopina Way) and it already has a shelter. The project would relocate the bus stop east of the proposed mid-block crossing. If the VTA would like an enhanced shelter, it would be appropriate for the project to share the cost of the improvement.

The project area will be served by the planned, future Stevens Creek BRT system. The Stevens Creek BRT project will replace the existing Route 323 with Rapid 523 between De Anza College and the Berryessa BART station. The Rapid 523 project will improve travel time, enhance passenger waiting areas, and look at opportunities to encourage more walking and bicycling in the Stevens Creek Boulevard/San Carlos Street corridor. The proposed BRT stops will be located at the Kiely Boulevard/Stevens Creek Boulevard intersection, which are the same as the existing Route 323 bus stops (about 1,100 feet from the project site).

Parking

Vehicular Parking

The project proposes 425 parking spaces in the north residential building, 380 parking spaces in the south residential building, and 1,238 parking spaces in the office development. The project site is located within the Stevens Creek Boulevard Urban Village, which allows a parking reduction of up to 20% for residential and office uses and reduces the parking requirement for retail land use. The application of the reduction would result in the City parking requirement of 377 off-street parking spaces for the north residential building, 343 off-street parking spaces for the south residential building, and 831 off-street parking spaces for the office development. The proposed parking vehicle parking spaces would meet the City parking requirements for both residential and office buildings. However, the proposed parking spaces in the office building would be much more than the requirement.

Recommendation: It is recommended that the project reduce the number of office parking spaces and implement a TDM program that encourages the use of non-auto modes of travel and minimizes the demand for on-site vehicular parking.

Bicycle Parking

The project is required to provide 77 bicycle parking spaces for the north residential building, 74 bicycle parking spaces for the south residential building, and 66 bicycle parking spaces for the office development. The project proposes long-bicycle parking storage on the ground level of the residential parking garages and long-term bicycle parking storage in the ground level of the office building and parking garage. The proposed bicycle parking spaces would meet the City parking requirements for both residential and office buildings. Additionally, the project proposes many short-term bicycle racks in front of the retail space, near the entrances to the residential and office buildings, and along the promenade between the residential and office buildings.

Recommendations

- The City of San Jose recommends that the project include construction of the proposed City improvements at the Saratoga Avenue/Kiely Boulevard intersection as shown on the Saratoga Avenue planline. The proposed improvements include extending the outside (number 2) left-turn lane to the I-280 northbound on-ramp intersection, signal modification, removing the southeast corner pork chop island, median island modification, and re-striping northbound Saratoga Avenue between Kiely Boulevard and the I-280 northbound on-ramp.
- The project should coordinate with the Cities of San Jose and Santa Clara to determine the final configuration of the proposed mid-block crossing with a center island and bulb-outs on Stevens Creek Boulevard. The pedestrian crossing should be designed to not conflict with the future streetscape of Stevens Creek Boulevard with protected bike lanes, as planned by the Stevens Creek Urban Village Plan.
- At the new Lopina Way/Stevens Creek Boulevard intersection, red curbs should be implemented adjacent to Lopina Way on Stevens Creek Boulevard ensuring a minimum of 360 feet of clear sight distance from the street.
- The City of San Jose recommends installation of an all-way stop at the new Lopina Way/Albany Drive intersection. The intersection does not meet the CA MUTCD all-way stop warrant. Even though the intersection does not meet the warrant, the City is in support of installing an all-way stop at the intersection.
- The City of San Jose recommends that street parking be provided on both sides of the new Lopina Way.
- Each of the project's driveways should be designed to meet the City's standard 26 feet width requirement for two-way traffic.
- Red curbs should be implemented adjacent to each driveway ensuring a minimum of 360 feet of clear sight distance from the driveway on Stevens Creek Boulevard and a minimum of 200 feet of clear sight distance from each driveway on Albany Drive and Lopina Way.
- It is recommended that the project reduce the number of office parking spaces and implement a TDM program that encourages the use of non-auto modes of travel and minimizes the demand for on-site vehicular parking.

Table ES 1
Intersection Levels of Service Summary

				Existing		Existing+Project		Background		Background+Project				Cumulative		Cumulative+Project				
ID	Intersection (Location)	LOS Standard	Peak Hour	Avg. Delay	LOS	Avg. Delay	LOS	Avg. Delay	LOS	Avg. Delay	LOS	Incr. In Crit. Del.	Incr. In Crit. V/C	Avg. Delay	LOS	Avg. Delay	LOS	Incr. In Crit. Del.	Incr. In Crit. V/C	% of Project Contribution
1	I-280 SB Ramp and Stevens Creek Boulevard*	E	AM	24.4	C	24.9	C	27.9	C	29.3	C	2.0	0.022	28.3	C	29.8	C	2.2	0.022	
	(Santa Clara)		PM	18.7	B	19.4	B	19.0	B	20.0	B	1.2	0.015	19.0	B	20.0	B	1.2	0.015	
2	Lawrence Expressway SB and Stevens Creek Boulevard*	E	AM	20.6	C	20.4	C	38.2	D	39.8	D	2.8	0.012	40.4	D	42.2	D	3.1	0.012	
	(Santa Clara)		PM	23.6	C	23.2	C	25.9	C	25.7	C	0.1	0.013	25.9	C	25.8	C	0.1	0.013	
3	Lawrence Expressway NB and Stevens Creek Boulevard*	E	AM	32.3	C	32.6	C	34.2	C	34.5	C	0.5	0.016	34.2	C	34.5	C	0.5	0.016	
	(Santa Clara)		PM	28.6	C	28.7	C	29.5	C	29.7	C	0.4	0.015	29.6	C	29.8	C	0.3	0.015	
4	Albany Drive and Stevens Creek Boulevard	D	AM	24.1	C	24.0	C	23.9	C	23.8	C	0.4	0.033	23.6	C	23.5	C	0.5	0.033	
	(Santa Clara)		PM	17.5	B	18.3	B	17.3	B	18.1	B	0.8	0.039	17.0	B	17.8	B	0.8	0.039	
5	Woodhams Rd and Stevens Creek Boulevard	D	AM	14.4	B	13.1	B	14.1	B	12.8	B	-0.8	0.016	13.6	B	12.4	B	-0.7	0.016	
	(Santa Clara)		PM	10.5	B	9.9	A	10.3	B	9.8	A	-0.4	0.023	10.0	B	9.5	A	-0.4	0.023	
6	Kiely Boulevard and Stevens Creek Boulevard*	D	AM	37.7	D	37.0	D	37.8	D	37.0	D	-0.3	0.024			36.9	D	-0.1	0.033	
	(San Jose)		PM	39.2	D	39.2	D	39.2	D	39.2	D	-0.1	0.016			39.0	D	-0.1	0.029	
7	Saratoga Avenue and Stevens Creek Boulevard*	D	AM	34.7	C	35.7	D	34.7	C	35.6	D	1.5	0.032			36.1	D	1.8	0.044	
	(San Jose)		PM	39.0	D	39.0	D	40.3	D	40.3	D	-0.1	0.010			41.9	D	3.1	0.079	
8	San Tomas Expressway and Stevens Creek Boulevard*	D	AM	**81.8**	**F**	**84.1**	**F**	**87.8**	**F**	**90.6**	**F**	3.7	0.008			**96.9**	**F**	**12.9**	**0.028**	**38%**
	(San Jose)		PM	**61.3**	**E**	**62.0**	**E**	**64.2**	**E**	**65.1**	**E**	0.8	0.007			**68.1**	**E**	3.0	0.026	
9	Winchester Boulevard and Stevens Creek Boulevard*	D	AM	35.2	D	35.2	D	38.5	D	38.5	D	0.0	0.000			39.5	D	0.9	0.024	
	(San Jose)		PM	48.0	D	48.2	D	**80.3**	**F**	**80.9**	**F**	2.1	0.006			**98.0**	**F**	**34.6**	**0.089**	14%
10	Saratoga Avenue and Moorpark Avenue*	D	AM	41.2	D	41.3	D	41.8	D	41.8	D	0.2	0.006			42.2	D	0.8	0.025	
	(San Jose)		PM	47.6	D	47.8	D	48.7	D	48.8	D	0.3	0.006			49.5	D	1.3	0.026	
11	Saratoga Avenue and I-280 SB Ramp*	D	AM	41.6	D	43.9	D	42.9	D	45.3	D	4.6	0.016			48.1	D	11.6	0.040	
	(San Jose)		PM	35.3	D	36.0	D	35.3	D	36.0	D	1.2	0.020			36.7	D	2.4	0.041	
12	Saratoga Avenue and I-280 NB Ramp*	D	AM	29.2	C	28.7	C	28.9	C	28.4	C	0.2	0.011			28.0	C	-23.2	0.025	
	(San Jose)		PM	22.9	C	22.4	C	22.6	C	22.1	C	-0.7	0.016			21.6	C	-1.3	0.031	
13	Saratoga Avenue and Kiely Boulevard*	D	AM	38.2	D	39.0	D	37.3	D	38.7	D	13.8	0.063			38.0	D	0.8	0.048	
	(San Jose)		PM	43.9	D	45.6	D	44.1	D	46.0	D	1.8	0.066			48.3	D	5.0	0.099	
14	San Tomas Expressway and Moorpark Avenue*	D	AM	**85.3**	**F**	**86.4**	**F**	**87.3**	**F**	**88.5**	**F**	2.0	0.006			**92.0**	**F**	**7.8**	**0.023**	**31%**
	(San Jose)		PM	48.8	D	48.9	D	52.0	D	52.2	D	0.0	0.001			53.1	D	0.9	0.017	
15	San Tomas Expressway and Saratoga Avenue*	E	AM	61.3	E	62.5	E	**109.0**	**F**	**111.9**	**F**	**5.0**	**0.012**	**134.6**	**F**	**137.6**	**F**	**5.1**	**0.012**	
	(Santa Clara)		PM	56.8	E	57.3	E	**90.4**	**F**	**91.6**	**F**	3.0	-0.001	**98.8**	**F**	**101.1**	**F**	**4.5**	**0.010**	
16	San Tomas Expressway and Pruneridge Avenue	E	AM	68.3	E	69.7	E	**127.1**	**F**	**129.0**	**F**	3.5	0.007	**153.2**	**F**	**155.2**	**F**	3.6	0.007	
	(Santa Clara)		PM	57.2	E	57.5	E	**118.4**	**F**	**120.3**	**F**	3.2	0.006	**132.7**	**F**	**134.5**	**F**	3.2	0.006	
17	San Tomas Expressway and Homestead Road*	E	AM	70.9	E	72.5	E	**132.0**	**F**	**134.2**	**F**	4.0	0.007	**158.6**	**F**	**160.7**	**F**	4.1	0.007	
	(Santa Clara)		PM	49.7	D	50.5	D	**103.4**	**F**	**105.3**	**F**	3.8	0.006	**107.8**	**F**	**109.6**	**F**	3.7	0.006	
18	Lawrence Expressway and Pruneridge Avenue	E	AM	62.1	E	64.1	E	**83.1**	**F**	**86.0**	**F**	4.9	0.009	**85.4**	**F**	**88.2**	**F**	5.0	0.009	
	(Santa Clara)		PM	37.0	D	37.1	D	47.9	D	49.3	D	-0.3	0.005	53.7	D	54.9	D	-0.3	0.005	
19	Lawrence Expressway and Homestead Road*	E	AM	59.5	E	60.5	E	77.1	E	79.0	E	3.5	0.007	**84.2**	**F**	**86.3**	**F**	4.0	0.007	
	(Santa Clara)		PM	74.4	E	74.8	E	**90.8**	**F**	**92.0**	**F**	0.0	0.004	**97.4**	**F**	**98.6**	**F**	2.1	0.008	

Notes:
* Denotes VTA CMP intersection
Bold indicates a substandard level of service.
Outline indicates a significant project impact.

Table ES 2
CMP Intersection Levels of Service Summary

					Existing		Existing+Project		Background		Background+Project				Cumulative		Cumulative+Project			
ID	Intersection (Location)	CMP LOS Standard	Peak Hour	Count Date	Avg. Delay	LOS	Avg. Delay	LOS	Avg. Delay	LOS	Avg. Delay	LOS	Incr. In Crit. Del.	Incr. In Crit. V/C	Avg. Delay	LOS	Avg. Delay	LOS	Incr. In Crit. Del.	Incr. In Crit. V/C
1	I-280 SB Ramp and Stevens Creek Boulevard*	E	AM	05/07/15	24.4	C	24.9	C	27.9	C	29.3	C	2.0	0.022	28.3	C	29.8	C	2.2	0.022
	(Santa Clara)		PM	12/06/16	18.7	B	19.4	B	19.0	B	20.0	B	1.2	0.015	19.0	B	20.0	B	1.2	0.015
2	Lawrence Expressway SB and Stevens Creek Boulevard*	E	AM	05/07/15	20.6	C	20.4	C	38.2	D	39.8	D	2.8	0.012	40.4	D	42.2	D	3.1	0.012
	(Santa Clara)		PM	12/06/16	23.6	C	23.2	C	25.9	C	25.7	C	0.1	0.013	25.9	C	25.8	C	0.1	0.013
3	Lawrence Expressway NB and Stevens Creek Boulevard*	E	AM	05/07/15	32.3	C	32.6	C	34.2	C	34.5	C	0.5	0.016	34.2	C	34.5	C	0.5	0.016
	(Santa Clara)		PM	09/30/14	28.6	C	28.7	C	29.5	C	29.7	C	0.4	0.015	29.6	C	29.8	C	0.3	0.015
6	Kiely Boulevard and Stevens Creek Boulevard*	E	AM	05/27/15	37.7	D	37.0	D	37.8	D	37.0	D	-0.3	0.024	37.7	D	36.9	D	-0.2	0.024
	(San Jose)		PM	10/11/16	39.2	D	39.2	D	39.2	D	39.2	D	-0.1	0.016	39.0	D	39.0	D	-0.1	0.016
7	Saratoga Avenue and Stevens Creek Boulevard*	E	AM	10/25/16	34.7	C	35.7	D	34.7	C	35.6	D	1.5	0.032	35.2	D	36.1	D	1.5	0.032
	(San Jose)		PM	10/11/16	39.0	D	39.0	D	40.3	D	40.3	D	-0.1	0.010	41.7	D	41.9	D	0.0	0.010
8	San Tomas Expressway and Stevens Creek Boulevard*	E	AM	05/27/15	**81.8**	**F**	**84.1**	**F**	**87.8**	**F**	**90.6**	**F**	3.7	0.008	**93.6**	**F**	**96.9**	**F**	4.4	0.008
	(San Jose)		PM	10/06/16	61.3	E	62.0	E	64.2	E	65.1	E	0.8	0.007	66.9	E	68.1	E	1.1	0.007
9	Winchester Boulevard and Stevens Creek Boulevard*	E	AM	10/21/15	35.2	D	35.2	D	38.5	D	38.5	D	0.0	0.000	39.5	D	39.5	D	0.0	0.000
	(San Jose)		PM	10/20/16	48.0	D	48.2	D	**80.3**	**F**	**80.9**	**F**	2.1	0.006	**97.3**	**F**	**98.0**	**F**	2.4	0.006
10	Saratoga Avenue and Moorpark Avenue*	E	AM	10/25/16	41.2	D	41.3	D	41.8	D	41.8	D	0.2	0.006	42.1	D	42.2	D	0.2	0.006
	(San Jose)		PM	10/11/16	47.6	D	47.8	D	48.7	D	48.8	D	0.3	0.006	49.3	D	49.5	D	0.3	0.006
11	Saratoga Avenue and I-280 SB Ramp*	E	AM	10/25/16	41.6	D	43.9	D	42.9	D	45.3	D	4.6	0.016	45.5	D	48.1	D	5.2	0.016
	(San Jose)		PM	11/30/16	35.3	D	36.0	D	35.3	D	36.0	D	1.2	0.020	36.0	D	36.7	D	1.2	0.020
12	Saratoga Avenue and I-280 NB Ramp*	E	AM	10/21/15	29.2	C	28.7	C	28.9	C	28.4	C	0.2	0.011	28.5	C	28.0	C	-0.5	0.018
	(San Jose)		PM	12/13/16	22.9	C	22.4	C	22.6	C	22.1	C	-0.7	0.016	22.1	C	21.6	C	-0.6	0.016
13	Saratoga Avenue and Kiely Boulevard*	E	AM	05/27/15	38.2	D	39.0	D	37.3	D	38.7	D	13.8	0.063	37.0	D	38.0	D	0.5	0.017
	(San Jose)		PM	10/11/16	43.9	D	45.6	D	44.1	D	46.0	D	1.8	0.066	46.2	D	48.3	D	2.1	0.066
14	San Tomas Expressway and Moorpark Avenue*	E	AM	10/20/15	**85.3**	**F**	**86.4**	**F**	**87.3**	**F**	**88.5**	**F**	2.0	0.006	**90.7**	**F**	**92.0**	**F**	2.1	0.006
	(San Jose)		PM	10/06/16	48.8	D	48.9	D	52.0	D	52.2	D	0.0	0.001	52.9	D	53.1	D	0.0	0.001
15	San Tomas Expressway and Saratoga Avenue*	E	AM	01/08/15	61.3	E	62.5	E	**109.0**	**F**	**111.9**	**F**	**5.0**	**0.012**	**134.6**	**F**	**137.6**	**F**	**5.1**	**0.012**
	(Santa Clara)		PM	10/06/16	56.8	E	57.3	E	**90.4**	**F**	**91.6**	**F**	3.0	-0.001	**98.8**	**F**	**101.1**	**F**	**4.5**	**0.010**
17	San Tomas Expressway and Homestead Road*	E	AM	01/21/15	70.9	E	72.5	E	**132.0**	**F**	**134.2**	**F**	4.0	0.007	**158.6**	**F**	**160.7**	**F**	4.1	0.007
	(Santa Clara)		PM	10/20/16	49.7	D	50.5	D	**103.4**	**F**	**105.3**	**F**	3.8	0.006	**107.8**	**F**	**109.6**	**F**	3.7	0.006
19	Lawrence Expressway and Homestead Road*	E	AM	03/01/16	59.5	E	60.5	E	77.1	E	79.0	E	3.5	0.007	**84.2**	**F**	**86.3**	**F**	4.0	0.007
	(Santa Clara)		PM	10/06/16	74.4	E	74.8	E	**90.8**	**F**	**92.0**	**F**	0.0	0.004	**97.4**	**F**	**98.6**	**F**	2.1	0.008

Notes:
* Denotes VTA CMP intersection
Bold indicates a substandard level of service.
Outline indicates a significant project impact.

AUTO TRIP REDUCTION STATEMENT

UPDATED: October 2014

SANTA CLARA Valley Transportation Authority

PROJECT INFORMATION			Relevant TIA Section:	1. Introduction	
Project Name: 4300 Stevens Creek Boulevard Mixed-Use Development					
Location: 4300-4360 Stevens Creek Boulevard, San Jose, CA					
Description: The project proposes to construct two residential buildings with 582 residential units and up to 22,000 square feet (s.f.) of retail space, and one office building with up to 300,000 s.f. of office space.					
Size (net new):	582	*D.U. Residential*	322,000	*Sq. Ft. Comm.*	9.23 *Acres (Gr.)*
Density:	110	*D.U. / Acre*	1.5	*Floor Area Ratio (FAR)*	
Located within 2000 feet walking distance of an LRT, BRT, BART or Caltrain station or major bus stop? Yes					

PROJECT AUTO TRIP GENERATION		Relevant TIA Section:	3. Existing Plus Project	
Auto Trips Generated:	603 *AM Pk Hr*	542 *PM Pk Hr*	5,793 *Total Weekday*	
Methodology (check one)	☒ **ITE**	☐ **Other** *(Please describe below)*		

AUTO TRIP REDUCTION APPROACH	Relevant TIA Section:	3. Existing Plus Project	
☒ **Standard** *Complete Table A below*	☒ **Peer/Study-Based** *Complete Table B below*	☐ **Target-Based** *Complete Table C below*	☐ **None Taken**

TRIP REDUCTION REQUIREMENTS	Relevant TIA Section:	n/a
Is the project required to meet any trip reduction requirements or targets? No	**If so, specify percent:**	
Reference code or requirement:		

TRIP REDUCTION APPROACHES

A. STANDARD APPROACH — *Relevant TIA Section:* 3. Existing Plus Project

Type of Reduction *Specify reduction. See Table 2 in TIA Guidelines*		% Reduction from ITE Rates	Total Trips Reduced (AM/PM/Daily)	TOTAL REDUCTION CLAIMED %	TOTAL REDUCTION CLAIMED Trips
Transit	Proximity to a major bus stop	2	15/16/143	20	AM - 41 PM - 60 Daily - 579
Mixed-Use	Residential and retail/office mixed-use	15/3	26/44/436		
Financial Incentives					
Shuttle					

B. PEER/STUDY-BASED APPROACH — *Relevant TIA Section:* 3. Existing Plus Project

Basis of Reduction	TOTAL REDUCTION CLAIMED %	TOTAL REDUCTION CLAIMED Trips
Pass-by trip reduction for retail	25	AM - 7 PM - 20 Daily - 220

C. TARGET-BASED APPROACH			Relevant TIA Section:		
Type of Reduction (check all that apply)				TOTAL REDUCTION CLAIMED	
❒ % Trip Reduction	❒ % SOV mode share	❒ Trip Cap		%	Trips
Description					
Time period for reduction	Peak Hour	Peak Period	Full Day		
	❒ AM/PM	❒ AM/PM	❒		

OTHER TDM/REDUCTION MEASURES			
Bicycle/Pedestrian	No	Relevant TIA Section:	
Parking Management	No	Relevant TIA Section:	
Transit	No	Relevant TIA Section:	
Site Planning and Design	No	Relevant TIA Section:	
TDM Program	No	Relevant TIA Section:	

IMPLEMENTATION	Relevant TIA Section:	n/a
Have the project sponsor and Lead Agency agreed to any of the following measures?		
❒Monitoring		
❒Enforcement		
❒Data Sharing		

1. Introduction

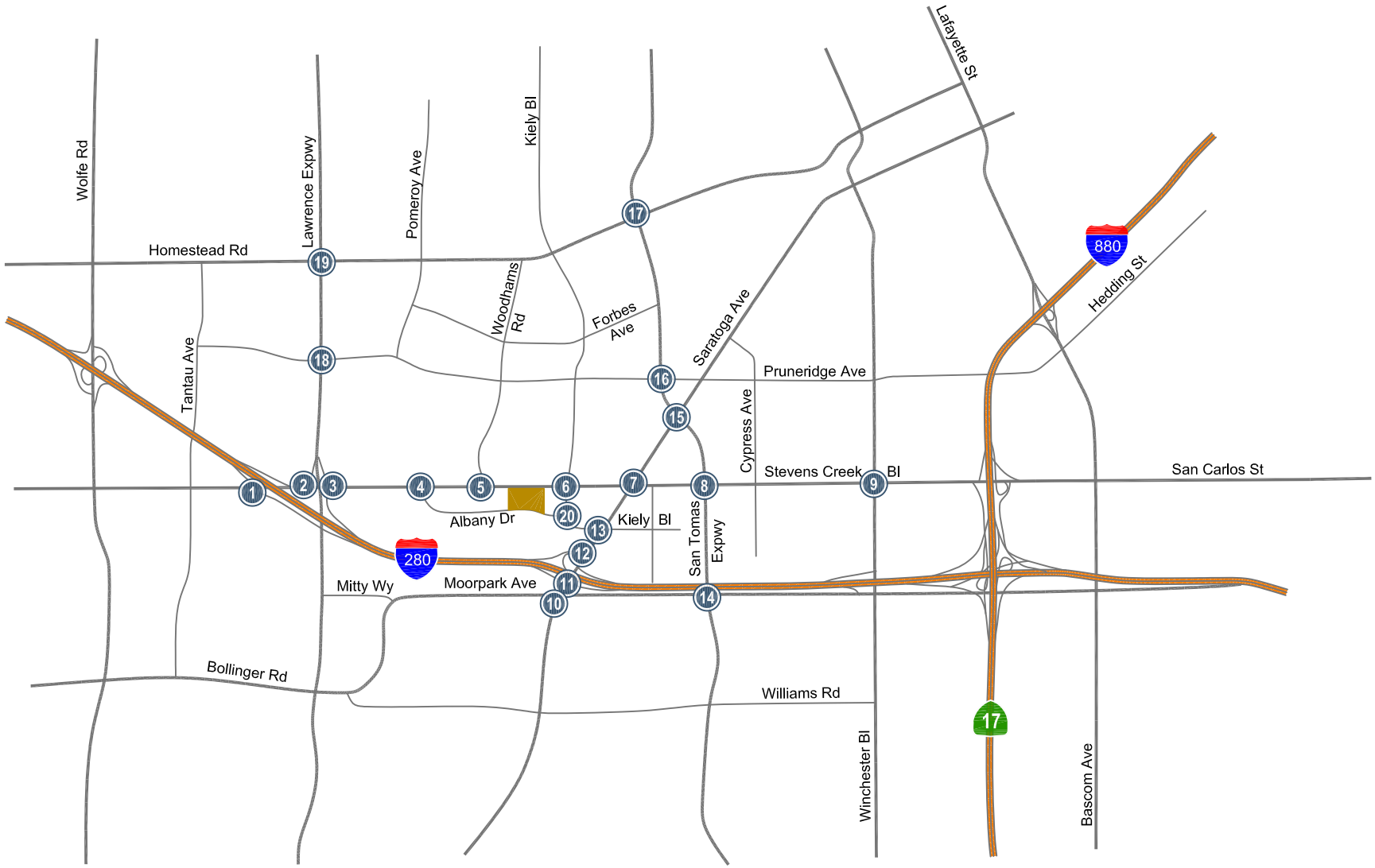
This report presents the results of the traffic impact analysis (TIA) conducted for the proposed mixed-use development at 4300 Stevens Creek Boulevard in San Jose, California. The project site includes parcels on both sides of Lopina Way, north of Albany Drive and south of Stevens Creek Boulevard, between the Stevens Creek Mazda and Stevens Creek Volkswagen dealerships (see Figure 1). The project would demolish the existing approximately 105,980 square feet (s.f.) of office/commercial buildings and construct two residential buildings with up to 582 units (494 market-rate units and 88 affordable housing units) and one office building with up to 300,000 s.f. The project also includes up to 15,000 s.f. of ground floor retail space in the north residential building and up to 7,000 s.f. of ground floor retail space in the office building (see Figure 2). The project would remove the existing Lopina Way and build a new street between Stevens Creek Boulevard and Albany Drive on the east edge of the site. The project would provide a westbound left-turn pocket on Stevens Creek Boulevard at the new Lopina Way intersection. The project proposes a mid-block pedestrian crossing on Stevens Creek Boulevard with a median between the residential driveway and the new Lopina Way along Stevens Creek Boulevard.

Access to the parking garages of the residential development would be provided via one driveway on Stevens Creek Boulevard and one driveway on Albany Drive. The parking garages are proposed on the ground level, 2nd level, and sub-grade levels of each residential building. The residential parking garages would be connected on the ground level. Access to the office parking garage would be provided via one driveway on the relocated Lopina Way and one driveway on Albany Drive. The office parking garage would be a standalone above-grade structure with walkways connecting to the office building. There would be no direct vehicle access between the residential parking garages and the office parking garage.

The project is located within the Stevens Creek Boulevard Urban Village per the Envision San Jose 2040 General Plan. Urban villages are walkable, bicycle-friendly, transit-oriented, mixed-use settings that provide both housing and jobs, thus supporting the General Plan's environmental goals. The urban village strategy fosters:

- Mixed residential and employment activities that are attractive to an innovative workforce
- Revitalization of underutilized properties that have access to existing infrastructure
- Densities that support transit use, bicycling, and walking
- High-quality urban design

The project fronts Stevens Creek Boulevard, which is designated as a Grand Boulevard within the Envision San Jose 2040 General Plan. Grand Boulevards are designated as major transportation corridors that connect City neighborhoods. As a Grand Boulevard, the Stevens Creek Boulevard/San Carlos Street corridor is planned to have a Bus Rapid Transit (BRT) system operating between De Anza College in Cupertino and the Berryessa BART station in San Jose.



LEGEND

= Project Site Location

= Study Intersection

Figure 1
Project Location and Study Intersections

NORTH
Not to Scale

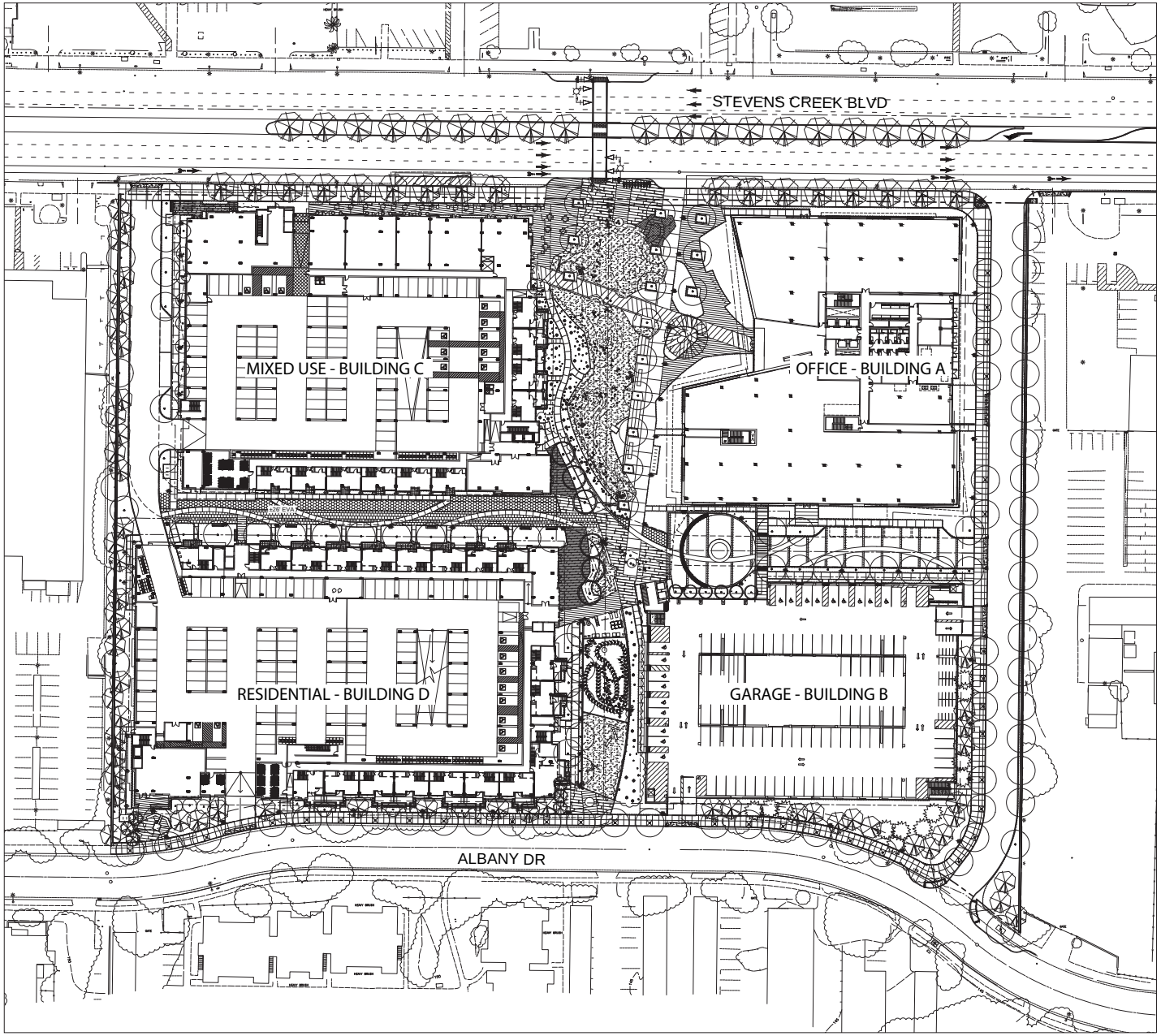


Figure 2
Site Plan

HEXAGON

NORTH
Not to Scale

Scope of Study

This traffic study was conducted for the purpose of identifying potential traffic impacts related to the project. The potential impacts of the project were evaluated in accordance with the standards set forth by the Cities of San Jose and Santa Clara and the Santa Clara Valley Transportation Authority (VTA). The VTA administers the County Congestion Management Program (CMP). Although the proposed project is located in the City of San Jose, streets within the City of Santa Clara also would be affected by the proposed project. Thus, the impacts of the project were evaluated following the standards and methodologies set forth by the City of Santa Clara for facilities located within its jurisdiction.

The traffic study analyzed AM and PM peak-hour traffic conditions for 19 intersections, 20 directional freeway segments, and three freeway ramps in the vicinity of the project site. The study intersections were selected in accordance with VTA's TIA Guidelines (October 2014) for the CMP network and in consultation with San Jose staff. The study includes those intersections that provide primary access to the project site and intersections that would experience a traffic increase of 10 trips per hour per lane. The study intersections are listed below and shown on Figure 1. Of the 19 study intersections, 9 signalized and one unsignalized intersections are located in San Jose and 9 signalized intersections are located in Santa Clara. Fifteen of the study intersections are part of the CMP roadway network.

City of San Jose Study Intersections

- Kiely Boulevard and Stevens Creek Boulevard (CMP)
- Saratoga Avenue and Stevens Creek Boulevard (CMP)
- San Tomas Expressway and Stevens Creek Boulevard (CMP)
- Winchester Boulevard and Stevens Creek Boulevard (CMP)
- Saratoga Avenue and Moorpark Avenue (CMP)
- Saratoga Avenue and I-280 Southbound (SB) Ramp (CMP)
- Saratoga Avenue and I-280 Northbound (NB) Ramp (CMP)
- Saratoga Avenue and Kiely Boulevard (CMP)
- San Tomas Expressway and Moorpark Avenue (CMP)
- Kiely Boulevard and Albany Drive (unsignalized)

City of Santa Clara Study Intersections

- I-280 SB Ramp and Stevens Creek Boulevard (CMP)
- Lawrence Expressway SB and Stevens Creek Boulevard (CMP)
- Lawrence Expressway NB and Stevens Creek Boulevard (CMP)
- Woodhams Road and Stevens Creek Boulevard
- San Tomas Expressway and Saratoga Avenue (CMP)
- San Tomas Expressway and Pruneridge Avenue
- San Tomas Expressway and Homestead Road (CMP)
- Lawrence Expressway and Pruneridge Avenue
- Lawrence Expressway and Homestead Road (CMP)

A freeway segment impact analysis was conducted for the following freeway segments in the project vicinity for the AM and PM peak hours based on the VTA's TIA Guidelines.

Study Freeway Segments

- I-280 between De Anza Boulevard and Wolfe Road
- I-280 between Wolfe Road and Lawrence Expressway

- I-280 between Lawrence Expressway and Saratoga Avenue
- I-280 between Saratoga Avenue and Winchester Boulevard
- I-280 between Winchester Boulevard and I-880
- I-280 between I-880 and Bird Avenue
- SR 17 between Hamilton Avenue and I-280
- I-880 between I-280 and Stevens Creek Boulevard
- I-880 between Stevens Creek Boulevard and N Bascom Avenue
- I-880 between N Bascom Avenue and The Alameda
- I-280 between Bird Avenue and I-880
- I-280 between I-880 and Winchester Boulevard
- I-280 between Winchester Boulevard and Saratoga Avenue
- I-280 between Saratoga Avenue and Lawrence Expressway
- I-280 between Lawrence Expressway and Wolfe Road
- I-280 between Wolfe Road and De Anza Boulevard
- I-880 between The Alameda and N Bascom Avenue
- I-880 between N Bascom Avenue and Stevens Creek Boulevard
- I-880 between Stevens Creek Boulevard and I-280
- SR 17 between I-280 and Hamilton Avenue

Queuing conditions at the following freeway ramps were evaluated according to the VTA's TIA Guidelines.

Study Freeway Ramps

- Northbound on-ramp at Stevens Creek Boulevard and I-280 interchange
- Northbound on-ramp at Saratoga Avenue and I-280 interchange
- Southbound on-ramp at Saratoga Avenue and I-280 interchange

Traffic conditions at all of the study intersections, freeway segments, and freeway ramps were analyzed for the weekday AM and PM peak hours of traffic. Locally, the AM peak hour of traffic is usually between 7:00 and 9:00 AM, and the PM peak hour is typically between 4:00 and 6:00 PM. It is during these periods that the most congested traffic conditions occur on an average weekday.

The study also includes an operations analysis, based on vehicle storage requirements at selected intersections, an evaluation of potential impacts to bicycle, pedestrian, and transit facilities, and a review of site access, on-site circulation, and parking demand.

Traffic conditions were evaluated for the following scenarios:

- ***Existing Conditions.*** Existing AM and PM peak-hour traffic volumes were obtained from the City of San Jose, 2016 CMP Annual Monitoring Report, previously completed traffic studies, and supplemented with new turning-movement counts conducted in October 2016.

- ***Existing Plus Project Conditions.*** Existing plus project conditions reflect the projected traffic volumes on the existing roadway network with completion of the project. Existing plus project traffic volumes were estimated by adding to existing traffic volumes the additional traffic generated by the project.

- ***Background Conditions.*** Background traffic volumes were estimated by adding to existing traffic volumes the projected volumes from approved but not yet constructed developments in the vicinity of the project. The added traffic from approved but not yet completed developments was provided by the City of San Jose in the form of the approved trips inventory (ATI). The City of Santa Clara provided information on approved projects in the study area for which traffic was included under background conditions.

Background conditions represent the baseline conditions to which project conditions are compared for the purpose of determining project impacts.

- ***Background Plus Project Conditions.*** Background plus project conditions reflect the projected traffic volumes on the planned roadway network with completion of the project and approved developments. Background plus project traffic volumes were estimated by adding to background traffic volumes the additional traffic generated by the project. Background plus project conditions were evaluated relative to background conditions in order to determine potential project impacts.
- ***Cumulative Conditions.*** The cumulative no project traffic volumes account for traffic growth projected to occur due to the approved development projects and other proposed but not yet approved (pending) development projects in the study area. Cumulative plus project traffic volumes were estimated by adding to cumulative baseline traffic volumes the new traffic generated by the proposed project. Cumulative plus project conditions were evaluated relative to either background or cumulative no project conditions, based on the jurisdiction of study intersections, in order to determine potential cumulative impacts.

Methodology

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

Data Requirements

The data required for the analysis were obtained from new traffic counts, previous studies, field observations, the Cities of San Jose and Santa Clara, and the 2016 CMP Annual Monitoring Report. The following data were collected from these sources:

- Existing intersection traffic volumes,
- Lane geometries,
- Signal timing and phasing,
- Average speeds on freeway segments, and
- A list of approved and planned development projects.

Intersection Level of Service Methodology and Standards

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 cities of San Jose and Santa Clara evaluate intersection levels of service using the TRAFFIX software, which is based on the Highway Capacity Manual (HCM) 2000 method for signalized intersections. Since TRAFFIX is the level of service methodology for the CMP-designated intersections, the cities of San Jose and Santa Clara employ the CMP defaults values for the analysis parameters. This HCM method evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. This average delay can then be correlated to a level of service. Table 1 presents the level of service definitions for signalized intersections.

Signalized study intersections are subject to the local municipalities' level of service standards. The City of San Jose level of service standard is LOS D or better at all signalized intersections within San Jose, including city, expressway, and CMP intersections. The City of Santa Clara level of service standard for signalized intersections is LOS D or better at City-controlled intersections and LOS E or better at expressways and CMP intersections. The CMP level of service standard for signalized intersections is LOS E or better. However, the City of San Jose LOS D standard and impact criteria are applied to CMP intersections located within the City of San Jose limits.

The study includes one unsignalized intersection within the City of San Jose limits. The City of San Jose does not have a level of service standard for unsignalized intersections. The intersection of Kiely Boulevard and Albany Drive was analyzed for operational purposes.

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

Level of Service	Description	Average Control Delay Per Vehicle (sec.)
A	Signal progression is extremely favorable. Most vehicles arrive during the green phase and do not stop at all. Short cycle lengths may also contribute to the very low vehicle delay.	10.0 or less
B	Operations characterized by good signal progression and/or short cycle lengths. More vehicles stop than with LOS A, causing higher levels of average vehicle delay.	10.1 to 20.0
C	Higher delays may result from fair signal progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, though some vehicles may still pass through the intersection without stopping.	20.1 to 35.0
D	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable signal progression, long cycle lengths, or high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	This is considered to be the limit of acceptable delay. These high delay values generally indicate poor signal progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Individual cycle failures occur frequently.	55.1 to 80.0
F	This level of delay is considered unacceptable by most drivers. This condition often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes of such delay levels.	greater than 80.0

Source: Transportation Research Board, *2000 Highway Capacity Manual* (Washington, D.C., 2000), p.10-16.

Freeway Segment Level of Service

As prescribed in the VTA's TIA Guidelines, the level of service for freeway segments is estimated based on vehicle density. Density is calculated by the following formula:

$$D = V / (N*S)$$

Where:

D = density, in vehicles per mile per lane (vpmpl)
V = peak hour volume, in vehicles per hour (vph)
N = number of travel lanes
S = average travel speed, in miles per hour (mph)

The vehicle density on a segment is correlated to level of service as shown in Table 2, which is based on the 2000 HCM methodology for freeway segments. The guideline specifies that a capacity of 2,300 vehicles per hour per lane (vphpl) be used for mixed-flow lane segments that are three lanes or wider in one direction, a capacity of 2,200 vphpl be used for mixed-flow lane segments that are two lanes wide in one direction, and a capacity of 1,650 vphpl be used for high occupancy vehicle (HOV) lanes.

Table 2
Freeway Level of Service Definitions Based on Density

Level of Service	Description	Density (vehicles/mile/lane)
A	Average operating speeds at the free-flow speed generally prevail. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream.	0-11
B	Speeds at the free-flow speed are generally maintained. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high.	>11-18
C	Speeds at or near the free-flow speed of the freeway prevail. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more vigilance on the part of the driver.	>18-26
D	Speeds begin to decline slightly with increased flows at this level. Freedom to maneuver within the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort levels.	>26-46
E	At this level, the freeway operates at or near capacity. Operations in this level are volatile, because there are virtually no usable gaps in the traffic stream, leaving little room to maneuver within the traffic stream.	>46-58
F	Vehicular flow breakdowns occur. Large queues form behind breakdown points.	>58

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

Vehicle Queuing

The queuing analysis is used to determine the appropriate storage lengths for the high demand turn lanes where the project would add a substantial number of trips to these movements. Vehicle queues were estimated using a Poisson probability distribution, which estimates the probability of "n" vehicles for a vehicle movement using the following formula:

$$\text{Probability } (X=n) = \frac{\lambda^n e^{-(\lambda)}}{n!}$$

Where:

Probability (X=n) = probability of "n" vehicles in queue per lane
n = number of vehicles in the queue per lane
λ = average number of vehicles in queue per lane (vehicles per hour per lane/signal cycles per hour)

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.

The 95th percentile queue length value indicates that during the peak hour, a queue of this length or less would occur on 95 percent of the signal cycles. Or, a queue length larger than the 95th percentile queue would only occur on 5 percent of the signal cycles (about 3 cycles during the peak hour for a signal with a 60-second cycle length). Therefore, left-turn storage pocket designs based on the 95th percentile queue length would ensure that storage space would be exceeded only 5 percent of the time. The 95th percentile queue length is also known as the “design queue length.”

Traffic Operations at Unsignalized Intersections

Unsignalized study intersections are analyzed on the basis of the Peak-Hour Volume Signal Warrant, (Warrant #3 – Part B) described in the California *Manual on Uniform Traffic Control Devices* (MUTCD), 2014 Edition. This method makes no evaluation of intersection level of service, but simply provides an indication whether peak-hour traffic volumes are, or would be, sufficient to justify installation of a traffic signal. Intersections that meet the peak hour warrant are subject to further analysis before determining that a traffic signal is necessary. Additional analysis may include unsignalized intersection level of service analysis and/or operational analysis such as evaluating vehicle queuing and delay. Other options such as traffic control devices, signage, or geometric changes may be preferable based on existing field conditions.

Report Organization

This report has a total of eight chapters. Chapter 2 describes existing conditions including the existing roadway network, transit service, bicycle and pedestrian facilities. Chapter 3 describes the method used to estimate project traffic, the intersection operations under existing plus project conditions, and the project’s impact on the transportation system. Chapter 4 presents the intersection operations under background conditions. Chapter 5 presents the intersection operations under background plus project conditions. Chapter 6 presents the analysis of other transportation-related issues, including site access, on-site circulation, vehicle queuing, and parking, as well as potential project impacts on bicycle, pedestrian, and transit facilities. The cumulative conditions with and without the project are presented in Chapter 7. Chapter 8 presents the conclusions of the traffic impact analysis.

2. Existing Conditions

This chapter describes the existing conditions for all of the major transportation facilities near the project site, including the roadway network, transit service, and bicycle and pedestrian facilities, and the existing levels of service of the key intersections and freeways in the study area.

Roadway Network

Regional access to the project study area is provided by I-280. Local access to the project site is provided by Saratoga Avenue, Stevens Creek Boulevard, Kiely Boulevard, and Albany Drive. These roadways are described below.

I-280 is an east-west oriented eight-lane freeway in the project vicinity with six mixed-flow lanes and two high-occupancy vehicle (HOV) lanes. It extends from I-80 in San Francisco to US 101 in San Jose. East of US 101, it makes a transition into I-680 to Oakland. I-280 provides access to the project site via interchanges at Stevens Creek Boulevard and Saratoga Avenue.

Saratoga Avenue is a north-south arterial, extending from Scott Boulevard in San Jose to Saratoga Sunnyvale Road in Los Gatos, where it becomes Big Basin Way. In the vicinity of the project, Saratoga Avenue has four lanes north of Stevens Creek Boulevard and six lanes south of Stevens Creek Boulevard. It has a raised, landscaped median with left-turn pockets provided at intersections. Access to the project site from Saratoga Avenue is via Stevens Creek Boulevard and Kiely Boulevard.

Stevens Creek Boulevard is an east-west arterial, extending from West San Carlos Street in San Jose to Permanente Road in Cupertino. In the vicinity of the project, Stevens Creek Boulevard has six lanes with left-turn pockets provided at intersections and a center turn lane provided between intersections. Access to the project site is provided via the proposed project driveway and the relocated Lopina Way on Stevens Creek Boulevard.

Kiely Boulevard is a north-south arterial, extending from El Camino Real in Santa Clara to Boynton Avenue in San Jose. It becomes Bowers Avenue north of El Camino Real, and it turns into an east-west local street between Saratoga Avenue and Boynton Avenue. Near the project site, Kiely Boulevard has four lanes with left-turn pockets provided at intersections and a center turn lane provided between intersections. Access to the project site from Kiely Boulevard is via Stevens Creek Boulevard and Albany Drive.

Albany Drive is an east-west two-lane local street, extending from Stevens Creek Boulevard to Kiely Boulevard. It provides access to numerous apartment complexes. Access to the project site is provided via the proposed project driveways on Albany Drive.

Lopina Way is a north-south two-lane local street, extending between Stevens Creek Boulevard and Albany Drive. It runs through the project site and serves commercial uses on the street. It also connects the residential uses to the south of the project site on Albany Drive to Stevens Creek Boulevard. With the project development, the street would be relocated to be along the project's eastern boundary. The relocated Lopina Way would have

two travel lanes without street parking. Access to the project's office parking garage would be provided via a driveway on the relocated Lopina Way.

Pedestrian and Bicycle Facilities

A complete network of sidewalks is present along the streets in the vicinity of the project site, including Stevens Creek Boulevard, Kiely Boulevard, and Albany Drive. The signalized intersections in the vicinity of the project site all have crosswalks. Overall, the existing network of sidewalks and crosswalks has good connectivity and provides pedestrians with safe routes to the project site and transit stops.

There are no designated bike lanes or bike routes on streets in the immediate vicinity of the project site. Albany Drive is a local street that carries low traffic volume and is conducive to bicyclists. Stevens Creek Boulevard, Kiely Boulevard, and Saratoga Avenue are arterial streets with high traffic volumes and vehicle speed. Bicyclists need to ride with caution on these streets.

Transit Services

Existing transit service to the study area is provided by the VTA (See Figure 3). Three local bus routes (Routes 23, 57, and 58) and one limited stop bus route (Route 323) serve the vicinity of the project area, as described below. The bus stops closest to the project site are located on Stevens Creek Boulevard along the project frontage and at Kiely Boulevard.

Local Route 23 operates between DeAnza College in Cupertino and Alum Rock Transit Center in San Jose via Stevens Creek Boulevard in the project vicinity. Route 23 runs between 5:30 AM and 12:30 AM with 12-minute headways during the AM and PM peak hours. The bus stops closest to the project site are on Stevens Creek Boulevard in front of the project site for the eastbound direction and at Kiely Boulevard for the westbound direction.

Local Route 57 operates between West Valley College in Saratoga to Great America in Santa Clara via Kiely Boulevard in the project vicinity. Route 57 runs between 5:40 AM and 10:30 PM with 30-minute headways during the AM and PM peak hours. The bus stops closest to the project site are on Kiely Boulevard at Stevens Creek Boulevard (about 1,100 feet from the project site).

Local Route 58 operates between West Valley College in Saratoga to Alviso via Kiely Boulevard in the project vicinity. Route 58 only runs during AM and PM commute hours on weekdays with 30-minute headways. The bus stops closest to the project site are on Kiely Boulevard at Stevens Creek Boulevard (about 1,100 feet from the project site).

Limited Stop Route 323 operates between DeAnza College in Cupertino and Downtown San Jose via Stevens Creek Boulevard in the project vicinity. Route 323 runs between 6:40 AM and 10:40 PM with 15-minute headways during the AM and PM peak hours. The bus stops closest to the project site are on Stevens Creek Boulevard at Kiely Boulevard (about 1,100 feet from the project site).

Intersection Lane Configurations and Traffic Volumes

The existing lane configurations at the study intersections were obtained from field observations (see Figure 4).

Existing peak-hour traffic volumes were obtained from the City of San Jose, the 2016 CMP Annual Monitoring Report, previously completed traffic studies, and supplemented with new turning-movement counts conducted in October 2016 (see Figure 5). New intersection turning-movement counts conducted for this analysis are presented in Appendix A.

Figure 3
Existing Transit Service

HEXAGON

NORTH
Not to Scale

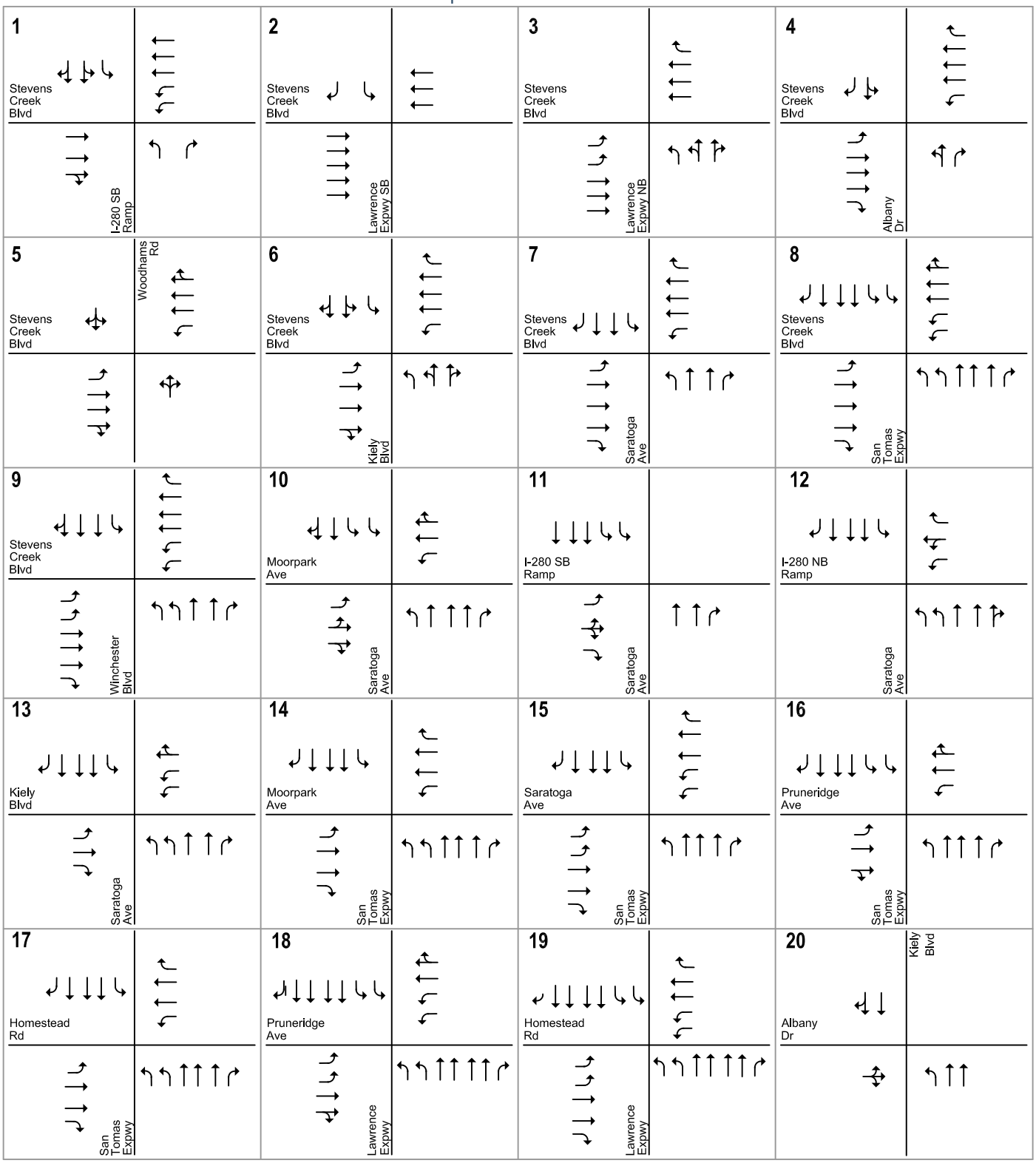
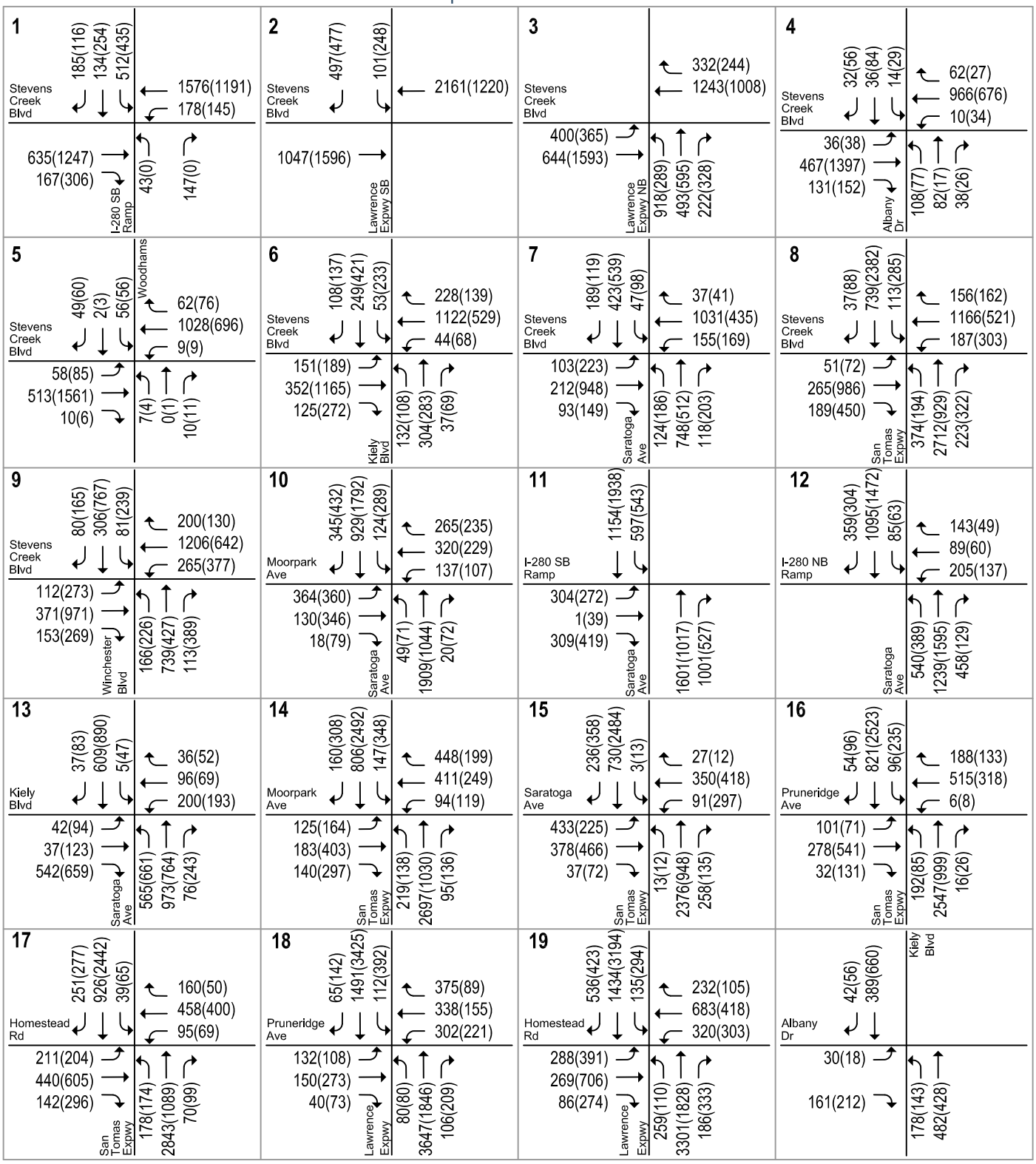


Figure 4
Existing Lane Configurations



LEGEND

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

Figure 5
Existing Traffic Volumes

Intersection Levels of Service

The intersection level of service analysis results show that, measured against the applicable municipal and CMP level of service standards, the following intersections in San Jose operate at unacceptable levels of service during at least one peak hour under existing conditions (see Table 3).

- San Tomas Expressway and Stevens Creek Boulevard (CMP) [AM and PM peak-hours]
- San Tomas Expressway and Moorpark Avenue (CMP) [AM peak-hour]

All other study intersections operate at acceptable levels during both the AM and PM peak hours of traffic when measured against the applicable municipal and CMP level of service standards. The level of service calculation sheets are included in Appendix B. The intersections at the I-280/Saratoga Avenue interchange calculate to an average of LOS D, which is an acceptable level of service. However, this interchange experiences operational problems, as described below under field observations.

Freeway Segment Levels of Service

Existing traffic volumes and levels of service on the study freeway segments were obtained from the 2016 CMP Annual Monitoring Report, which contains the most recent data collected for freeway segments located in Santa Clara County. The CMP data shows that 20 of the 22 directional study freeway segments currently operate at an unacceptable LOS F during at least one peak hour of traffic (see Table 4).

Freeway On-Ramp Traffic Conditions

The I-280/Stevens Creek Boulevard and I-280/Saratoga Avenue interchanges provide direct access to I-280 from the project site. The I-280/Stevens Creek Boulevard and I-280/Saratoga Avenue northbound on-ramps are metered during the AM commute period and the I-280/Saratoga Avenue southbound on-ramp is metered during the PM commute period. Ramp operations at the on-ramps were based on field observations and vehicle queue lengths and metering rates measured in the field during the AM and PM peak hours of traffic.

I-280 Northbound On-Ramp at Stevens Creek Boulevard – The northbound on-ramp has two lanes and is about 950 feet long between the meters and Stevens Creek Boulevard, which can accommodate about 38 vehicles per lane. The existing vehicle queue length was about 14 vehicles with the metering rate at about 3.6 seconds per vehicle (or 1,000 vehicles per hour) during the AM peak hour. The existing AM peak-hour traffic entering the ramp was 903. Although the ramp operated close to its capacity, the observed maximum vehicle queues were shorter than the length of the ramp. The on-ramp vehicle queues were not observed to extend to Stevens Creek Boulevard.

I-280 Northbound On-Ramp at Saratoga Avenue – The northbound on-ramp has two lanes and is about 750 feet long between the meters and Saratoga Avenue, which can accommodate about 30 vehicles per lane. The existing vehicle queue length was about 22 vehicles with the metering rate at about 3.4 seconds per vehicle (or 1,050 vehicles per hour) during the AM peak hour. The existing AM peak-hour traffic entering the ramp was 988. Although the ramp operated close to its capacity, the observed vehicle queues were shorter than the length of the ramp. The on-ramp vehicle queues were not observed to extend to Saratoga Avenue.

I-280 Southbound On-Ramp at Saratoga Avenue – The southbound on-ramp has two lanes and is about 700 feet long between the meters and Saratoga Avenue, which can accommodate about 28 vehicles per lane. The existing vehicular queues were about 10 vehicles long with the metering rate at about 2.8 seconds per vehicle (or 1,290 vehicles per hour) during the PM peak period. The existing PM peak-hour traffic entering the ramp was 1,109. Although the ramp operated close to its capacity, the observed vehicle queues were shorter than the length of the ramp. The on-ramp vehicle queues were not observed to extend to Saratoga Avenue.

Table 3
Existing Intersection Levels of Service

ID	Intersection (Location)	LOS Standard	Peak Hour	Count Date	Avg. Delay	LOS
1	I-280 SB Ramp and Stevens Creek Boulevard*	E	AM	05/07/15	24.4	C
	(Santa Clara)		PM	12/06/16	18.7	B
2	Lawrence Expressway SB and Stevens Creek Boulevard*	E	AM	05/07/15	20.6	C
	(Santa Clara)		PM	12/06/16	23.6	C
3	Lawrence Expressway NB and Stevens Creek Boulevard*	E	AM	05/07/15	32.3	C
	(Santa Clara)		PM	09/30/14	28.6	C
4	Albany Drive and Stevens Creek Boulevard	D	AM	12/13/16	24.1	C
	(Santa Clara)		PM	12/13/16	17.5	B
5	Woodhams Rd and Stevens Creek Boulevard	D	AM	10/25/16	14.4	B
	(Santa Clara)		PM	10/25/16	10.5	B
6	Kiely Boulevard and Stevens Creek Boulevard*	D	AM	05/27/15	37.7	D
	(San Jose)		PM	10/11/16	39.2	D
7	Saratoga Avenue and Stevens Creek Boulevard*	D	AM	10/25/16	34.7	C
	(San Jose)		PM	10/11/16	39.0	D
8	San Tomas Expressway and Stevens Creek Boulevard*	D	AM	05/27/15	**81.8**	**F**
	(San Jose)		PM	10/06/16	**61.3**	**E**
9	Winchester Boulevard and Stevens Creek Boulevard*	D	AM	10/21/15	35.2	D
	(San Jose)		PM	10/20/16	48.0	D
10	Saratoga Avenue and Moorpark Avenue*	D	AM	10/25/16	41.2	D
	(San Jose)		PM	10/11/16	47.6	D
11	Saratoga Avenue and I-280 SB Ramp*	D	AM	10/25/16	41.6	D
	(San Jose)		PM	11/30/16	35.3	D
12	Saratoga Avenue and I-280 NB Ramp*	D	AM	10/21/15	29.2	C
	(San Jose)		PM	12/13/16	22.9	C
13	Saratoga Avenue and Kiely Boulevard*	D	AM	05/27/15	38.2	D
	(San Jose)		PM	10/11/16	43.9	D
14	San Tomas Expressway and Moorpark Avenue*	D	AM	10/20/15	**85.3**	**F**
	(San Jose)		PM	10/06/16	48.8	D
15	San Tomas Expressway and Saratoga Avenue*	E	AM	01/08/15	61.3	E
	(Santa Clara)		PM	10/06/16	56.8	E
16	San Tomas Expressway and Pruneridge Avenue	E	AM	01/06/15	68.3	E
	(Santa Clara)		PM	01/07/15	57.2	E
17	San Tomas Expressway and Homestead Road*	E	AM	01/21/15	70.9	E
	(Santa Clara)		PM	10/20/16	49.7	D
18	Lawrence Expressway and Pruneridge Avenue	E	AM	01/27/15	62.1	E
	(Santa Clara)		PM	01/27/15	37.0	D
19	Lawrence Expressway and Homestead Road*	E	AM	03/01/16	59.5	E
	(Santa Clara)		PM	10/06/16	74.4	E

Notes:
* Denotes VTA CMP intersection
Bold indicates a substandard level of service.

Table 4
Existing Freeway Segment Levels of Service

				Mixed-Flow					HOV Lane				
Freeway	Segment	Dir	Peak Hour	# of Lanes	Ave. Speed	Volume	Density	LOS	# of Lanes	Ave. Speed	Volume	Density	LOS
SR 17	Hamilton to I-280	NB	AM	3	34	6,020	**59**	**F**	0	--	--	--	--
			PM	3	66	5,150	26	C	0	--	--	--	--
I-280	De Anza Blvd to Wolfe Rd	SB	AM	3	66	4,360	22	C	1	66	1,460	22	C
			PM	3	24	5,330	**74**	**F**	1	40	2,520	**63**	**F**
I-280	Wolfe Rd to Lawrence Expwy	SB	AM	3	66	4,160	21	C	1	67	810	12	B
			PM	3	32	5,860	**61**	**F**	1	60	2,520	42	D
I-280	Lawrence Expwy to Saratoga Ave	SB	AM	3	59	6,550	37	D	1	67	940	14	B
			PM	3	23	5,320	**77**	**F**	1	40	2,080	52	E
I-280	Saratoga Ave to Winchester Blvd	SB	AM	3	63	6,430	34	D	1	67	880	13	B
			PM	3	15	4,320	**96**	**F**	1	40	2,520	**63**	**F**
I-280	Winchester Blvd to I-880	EB	AM	3	66	4,360	22	C	1	67	1,080	16	B
			PM	3	14	4,250	**101**	**F**	1	30	2,010	**67**	**F**
I-280	I-880 to Meridian Ave	EB	AM	3	66	4,560	23	C	1	67	810	12	B
			PM	3	13	3,980	**102**	**F**	1	30	2,430	**81**	**F**
I-280	Meridian Ave to Bird Ave	EB	AM	4	47	8,650	46	D	0	--	--	--	--
			PM	4	13	5,410	**104**	**F**	0	--	--	--	--
I-880	I-280 to Stevens Cr	NB	AM	3	15	4,410	**98**	**F**	0	--	--	--	--
			PM	3	67	2,220	11	A	0	--	--	--	--
I-880	Stevens Cr to N. Bascom Ave	NB	AM	3	10	3,480	**116**	**F**	0	--	--	--	--
			PM	3	22	5,150	**78**	**F**	0	--	--	--	--
I-880	N. Bascom Ave to The Alameda	NB	AM	3	27	5,510	**68**	**F**	0	--	--	--	--
			PM	3	14	4,250	**101**	**F**	0	--	--	--	--
SR 17	I-280 to Hamilton	SB	AM	3	64	6,150	32	D	0	--	--	--	--
			PM	3	35	6,090	58	E	0	--	--	--	--
I-280	Bird Ave to Meridian Ave	WB	AM	4	13	5,310	**102**	**F**	0	--	--	--	--
			PM	4	57	8,900	39	D	0	--	--	--	--
I-280	Meridian Ave to I-880	WB	AM	3	10	3,880	**113**	**F**	1	13	1,340	**103**	**F**
			PM	3	66	4,720	21	C	1	70	700	10	A
I-280	I-880 to Winchester Blvd	WB	AM	3	12	3,860	**107**	**F**	1	15	1,430	**95**	**F**
			PM	3	51	6,580	43	D	1	70	1,400	20	C
I-280	Winchester Blvd to Saratoga Ave	NB	AM	3	17	4,590	**90**	**F**	1	20	1,640	**82**	**F**
			PM	3	55	6,600	40	D	1	70	1,120	16	B
I-280	Saratoga Ave to Lawrence Expwy	NB	AM	3	22	5,150	**78**	**F**	1	26	1,820	**70**	**F**
			PM	3	66	5,310	27	D	1	70	1,050	15	B
I-280	Lawrence Expwy to Wolfe Rd	NB	AM	3	25	5,400	**72**	**F**	1	26	1,820	**70**	**F**
			PM	3	66	4,950	25	C	1	70	840	12	B
I-280	Wolfe Rd to De Anza Blvd	NB	AM	3	24	5,400	**75**	**F**	1	45	2,160	48	E
			PM	3	66	5,310	27	D	1	70	980	14	B
I-880	The Alameda to N. Bascom Ave	SB	AM	3	65	5,850	30	D	0	--	--	--	--
			PM	3	36	6,050	56	E	0	--	--	--	--
I-880	N. Bascom Ave to Stevens Cr	SB	AM	3	28	5,630	**67**	**F**	0	--	--	--	--
			PM	3	48	6,480	45	D	0	--	--	--	--
I-880	Stevens Cr to I-280	SB	AM	3	66	4,760	24	C	0	--	--	--	--
			PM	3	66	5,150	26	C	0	--	--	--	--

Bold indicates a substandard level of service.

Observed Traffic Conditions

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 analysis does not accurately reflect level of service in the field.

Field observations revealed the following operational issues that may not be reflected in level of service calculations:

In general, Saratoga Avenue experiences traffic congestion in the northbound direction during the weekday AM peak hour from Moorpark Avenue to the I-280 northbound on-ramp and in the southbound direction during the weekday PM peak hour from Kiely Boulevard to Moorpark Avenue. The congestion is made worse by the close spacing of these signalized intersections between Moorpark Avenue and Kiely Boulevard.

In the AM peak hour, heavy northbound traffic on Saratoga Avenue fills up the through lanes between Moorpark Avenue and the I-280 southbound ramps and the left-turn lanes between the I-280 southbound and northbound ramps. When the northbound and eastbound signals at the Moorpark Avenue intersection turn green, vehicles cannot move until the northbound signals at the two downstream intersections turn green, and the vehicle queues clear at these intersections. This results in long northbound and eastbound left-turn vehicle queues at the Moorpark Avenue intersection. The ramp meter is active on the I-280 northbound on-ramp during the AM commute period.

In the PM peak hour, heavy southbound traffic on Saratoga Avenue fills up the through lanes between the I-280 northbound and southbound ramps and between the I-280 southbound ramps and Moorpark Avenue. When the southbound signal at the I-280 southbound ramp intersection turns green, vehicles cannot move until the southbound signal at the Moorpark Avenue intersection turns green, and the vehicle queues clear at the intersection. This results in long southbound vehicle queues at the I-280 ramp intersections. The southbound vehicle queues are occasionally backed up to Kiely Boulevard. The southbound congestion also causes long vehicle queues on the I-280 northbound loop off-ramp and the I-280 southbound off-ramp.

All other study intersections operate without any major problems.

3. Existing Plus Project Conditions

This chapter describes existing traffic conditions with the addition of the traffic that would be generated by the proposed project. It excludes any potential traffic from the approved but not yet constructed developments or any planned and funded roadway improvements. It is unlikely that this traffic condition would occur, since some of the approved projects expected to add traffic to the study area would likely be built and occupied during the time the project is going through the development review and construction process. This scenario describes a less congested traffic condition, since it ignores any potential traffic from prior approvals. Because local municipalities' significant impact criteria are defined for background conditions with approved developments, existing plus project conditions in this chapter are, therefore, presented for information only.

Roadway Network

The roadway network under existing plus project conditions would be the same as the existing roadway network because the project would not alter the existing intersection lane configurations.

Project Trip Estimates

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

Trip Generation

Based on the proposed land use types and sizes of each of the project components, site-generated traffic was estimated using the appropriate vehicular trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual,* 9th Edition, for the proposed office and residential uses, and the *San Jose TIA Handbook*, November 2009, for the proposed retail use. Because the project would provide commercial and residential mixed-use on-site, some residents and office employees would patronize the retail businesses and some residents would work in the offices on site, which would result in the internalization of some project trips. Per the VTA TIA Guidelines, internal trip reductions of 15% between retail and residential uses, 3% between office and residential uses, and 3% between retail and office uses were applied to the project. The trip reduction factors were first applied to the smaller trip generator; then the same trips were subtracted from the larger trip generator to account for both trip ends. The project is located near major VTA bus stops on Stevens Creek Boulevard. A transit trip reduction of 2% was applied to the residential and office uses according to the VTA's TIA Guidelines.

In addition, trip generation for retail uses is typically adjusted to account for pass-by-trips. Pass-by-trips are trips that would already be on the adjacent roadways (and are therefore already counted in the existing traffic) but would turn into the site while passing by. Justification for applying the pass-by-trip reduction is founded on the observation that such retail traffic is not actually generated by the retail development, but is already part of the ambient traffic levels. Pass-by-trips are therefore excluded from the traffic projections (although pass-by traffic is accounted for at the site entrances). A typical pass-by trip reduction of 25% for retail development within Santa Clara County was applied to the retail component of the proposed project.

Because the project would replace the existing commercial uses on the site, trips associated with the existing buildings were subtracted from the project-generated traffic to derive the net trips. Traffic from the existing uses on the project site was estimated based on driveway counts. The majority of the existing buildings are used for office uses with two small buildings used for a restaurant and medical office uses. The existing buildings were about 83 percent occupied at the time of the trip generation counts. The counts were scaled up to reflect a typical occupancy of 95 percent.

After applying the trip reduction and existing trip credits, Table 5 shows that the project would generate 5,793 net new daily trips, with 603 net trips (337 in and 266 out) occurring during the AM peak hour and 542 net trips (239 in and 303 out) occurring during the PM peak hour.

Table 5
Project Trip Generation Estimates

			Daily		AM Peak Hour				PM Peak Hour			
Land Use	**Size**		**Rate**	**Trips**	**Rate**	**In**	**Out**	**Total**	**Rate**	**In**	**Out**	**Total**
Proposed Land Uses												
Apartments[1]	582	units	6.65	3,870	0.51	59	238	297	0.62	235	126	361
Residential/Retail Internalization Reduction (15%)				-99		-1	-2	-3		-5	-4	-9
Residential/Office Internalization Reduction (3%)				-99		-2	-7	-9		-7	-4	-11
Transit Trip Reduction (2%)				-77		-1	-5	-6		-5	-2	-7
Sub-Total Residential				3,595		55	224	279		218	116	334
Retail[2]	22,000	s.f.	40.00	880	1.20	18	8	26	3.60	40	39	79
Pass-By Reduction (25%)				-220		-5	-2	-7		-10	-10	-20
Retail/Residential Internalization Reduction (15%)				-99		-2	-1	-3		-4	-5	-9
Retail/Office Internalization Reduction (3%)				-20		0	-1	-1		0	-2	-2
Sub-Total Retail				541		11	4	15		26	22	48
Office[3]	300,000	s.f.	11.03	3,309	1.56	412	56	468	1.49	76	371	447
Office/Residential Internalization Reduction (3%)				-99		-7	-2	-9		-4	-7	-11
Office/Retail Internalization Reduction (3%)				-20		-1	0	-1		-2	0	-2
Transit Trip Reduction (2%)				-66		-8	-1	-9		-2	-7	-9
Sub-Total Office				3,124		396	53	449		68	357	425
Total Gross Project Trips				***7,260***		***462***	***281***	***743***		***312***	***495***	***807***
Existing Land Uses												
Office/Restaurant[4]				-1,467		-125	-15	-140		-73	-192	-265
Net Project Trips				**5,793**		**337**	**266**	**603**		**239**	**303**	**542**

Notes:
Trip rates for office and apartment uses are from the ITE Trip Generation Manual, 9th Edition, 2012. Trip rates for retail uses are from the San Jose TIA Handbook, November 2009. Trip reduction rates are based on the VTA TIA Guidelines, October 2014.
1. Apartment (Land Use 220), average rates expressed in trips per dwelling unit are used.
2. Specialty Retail/Strip Commercial, average rates expressed in trips per 1,000 s.f. are used.
3. General Office (Land Use 710), average rates expressed in trips per 1,000 s.f. are used.
4. Trip generation rates for the existing uses are based on existing driveway counts conducted on 9/22/2016, and are scaled up from the existing occupancy rate of 83% to the typical occupancy rate of 95%. Daily trip generate rate is derived by multiplying the counted peak-hour trip rates the ratio of ITE daily trip rate to the ITE peak-hour trip rates available in ITE Trip Generation Manual for offices (Land Use 710).
It should be noted that although the study reflects the trip credits with the typical occupancy at the property, applying the trip credits using the existing driveway counts would only slightly increase the net project trips (18 AM peak-hour trips and 33 PM peak-hour trips) and would not result in an additional traffic impact than the impacts that are identified in the traffic study.

It should be noted that although the study reflects the trip credits with the typical occupancy at the property, applying the trip credits using the existing driveway counts would only slightly increase the net project trips (18 AM peak-hour trips and 33 PM peak-hour trips) and would not result in an additional traffic impact.

Trip Distribution and Assignment

The trip distribution patterns for the proposed residential, retail, and office uses were estimated based on existing travel patterns on the surrounding roadway system and the locations of complementary land uses (see Figure 6). Because the majority of the existing buildings are used for office uses, the office trip distribution pattern was used for the assignment of the existing trips.

The peak-hour trips generated by the existing and proposed uses were assigned to the roadway system based on the directions of approach and departure, the roadway network connections, and the locations of project driveways (see Figures 7 to 11). The trips generated by the existing uses were subtracted from the roadway network prior to assigning project trips. Project trip assignment assumptions are discussed below:

- It was assumed that residents, retail employees, and customers in the north residential building can only access the parking garage via the driveway on Stevens Creek Boulevard. Residents in the south residential building can access the parking garage via both driveways on Stevens Creek Boulevard and Albany Drive.
- It was assumed that there is no turn restriction for traffic entering and exiting the project driveways on Stevens Creek Boulevard and Albany Drive.
- Because the project proposes a mid-block crossing with a median island on Stevens Creek Boulevard along the project frontage, northbound traffic on the new Lopina Way would only be able to make right turns to Stevens Creek Boulevard.

Intersection Traffic Volumes

Project trips, as represented in the above project trip estimates, were added to existing conditions traffic volumes to obtain existing plus project conditions trips. The existing plus project traffic volumes are shown on Figure 12.

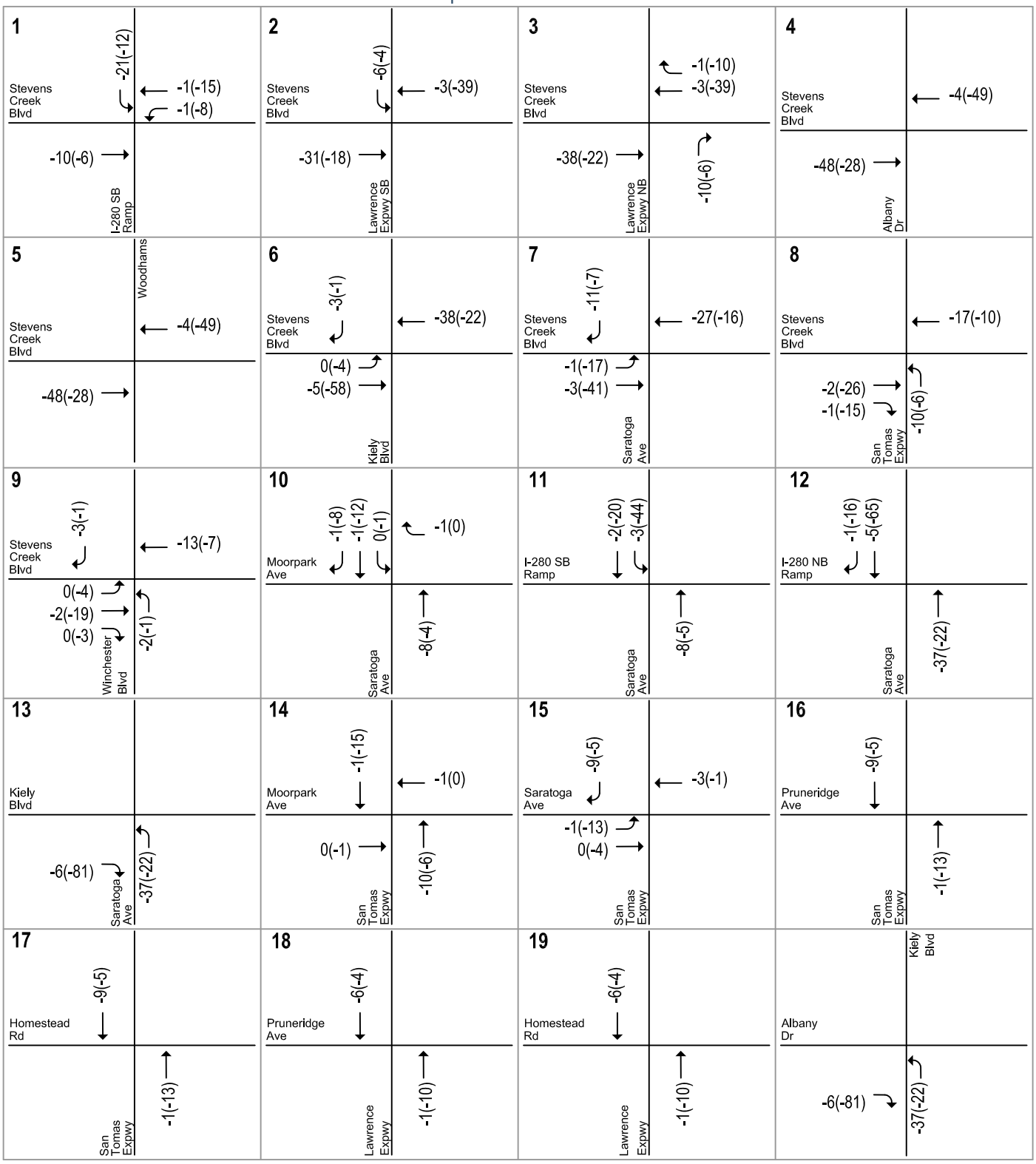
Intersection Levels of Service

The results of the intersection level of service analysis show that the same intersections in San Jose would operate at unacceptable levels of service as under existing conditions (see Table 6).

- San Tomas Expressway and Stevens Creek Boulevard (CMP) [AM and PM peak-hours]
- San Tomas Expressway and Moorpark Avenue (CMP) [AM peak-hour]

All other study intersections would operate at acceptable levels during both the AM and PM peak hours of traffic.

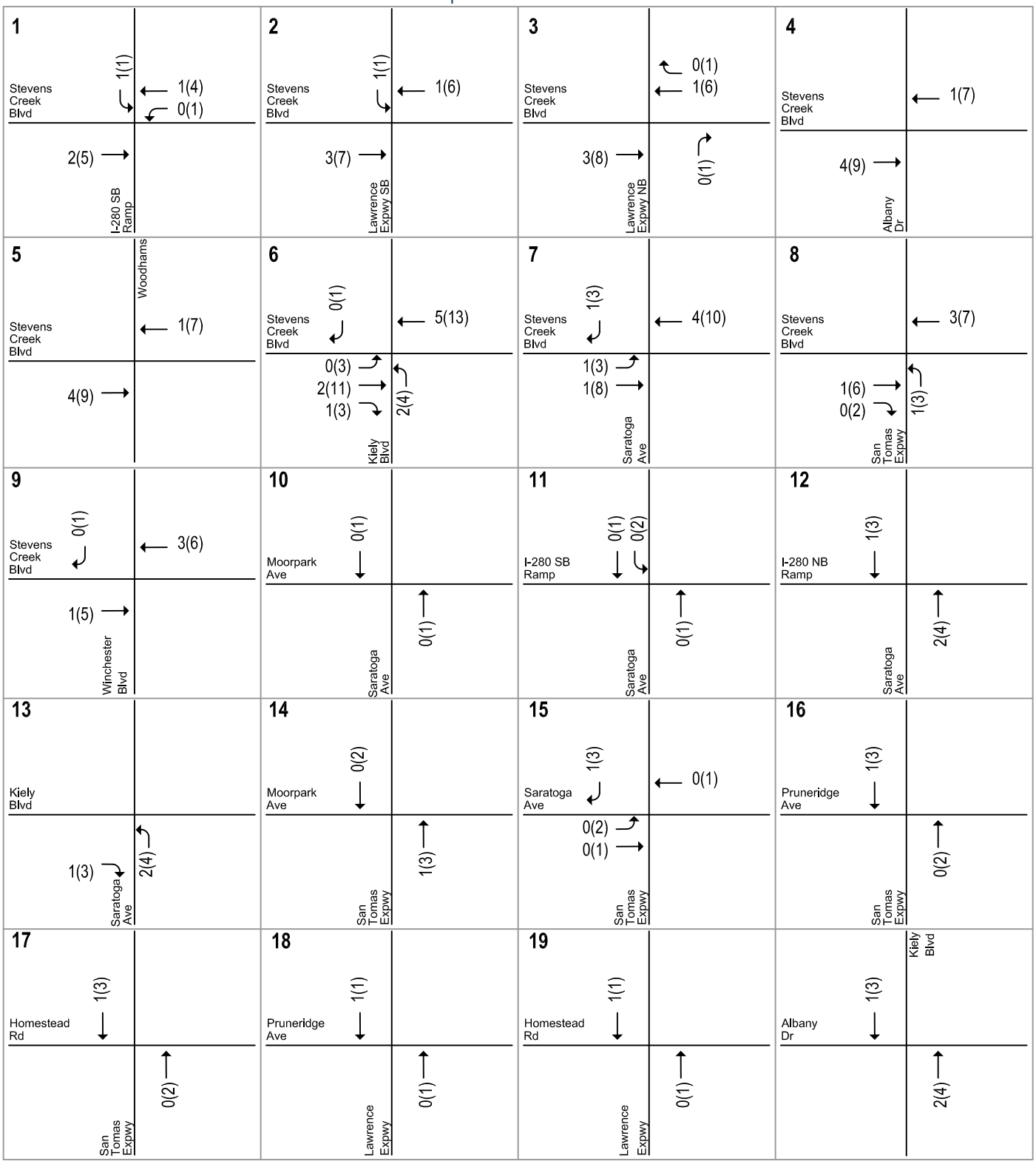
Figure 6
Project Trip Distribution Patterns



LEGEND

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

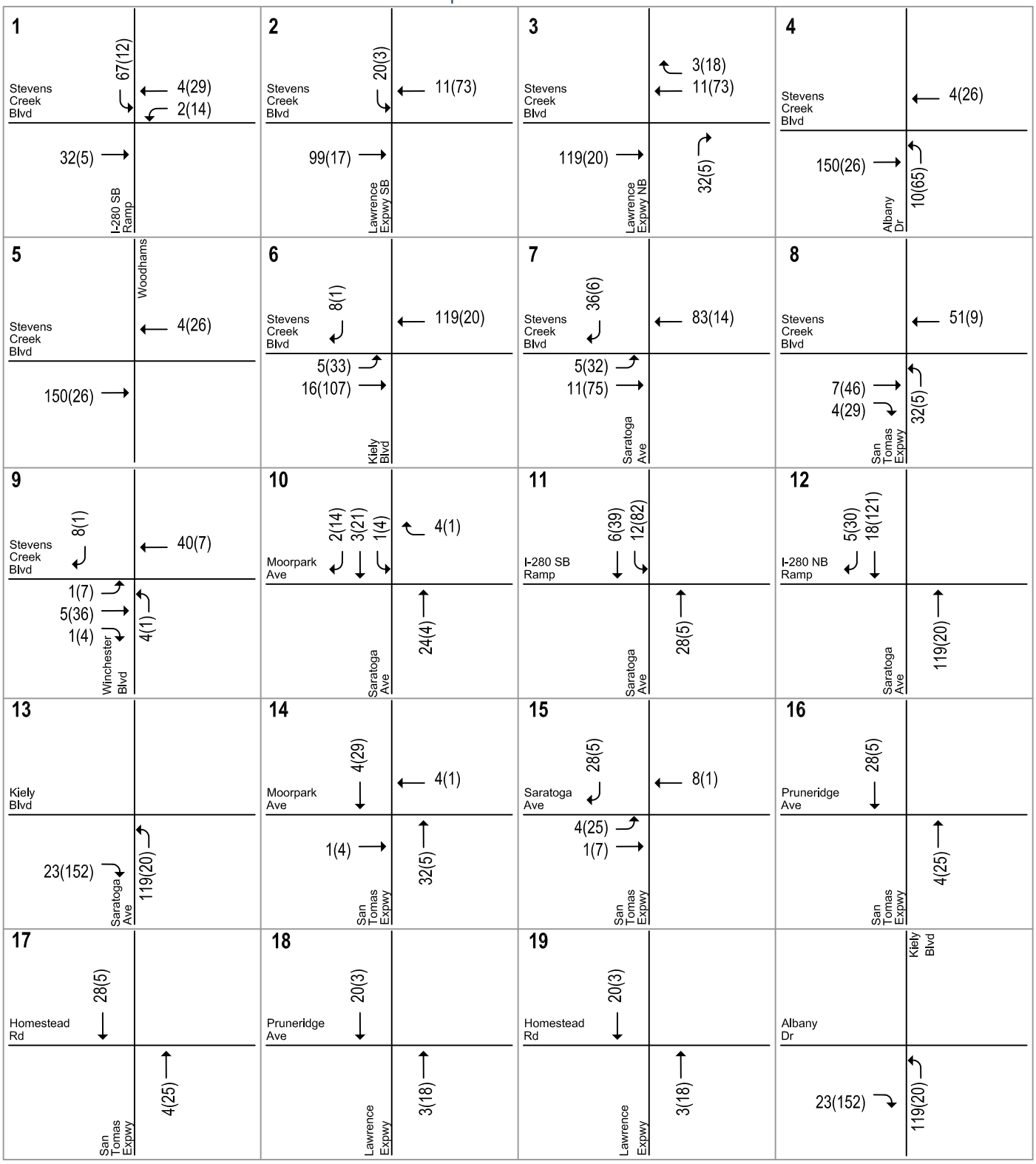
Figure 7
Project Trip Assignment for Existing Trip Credits



LEGEND

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

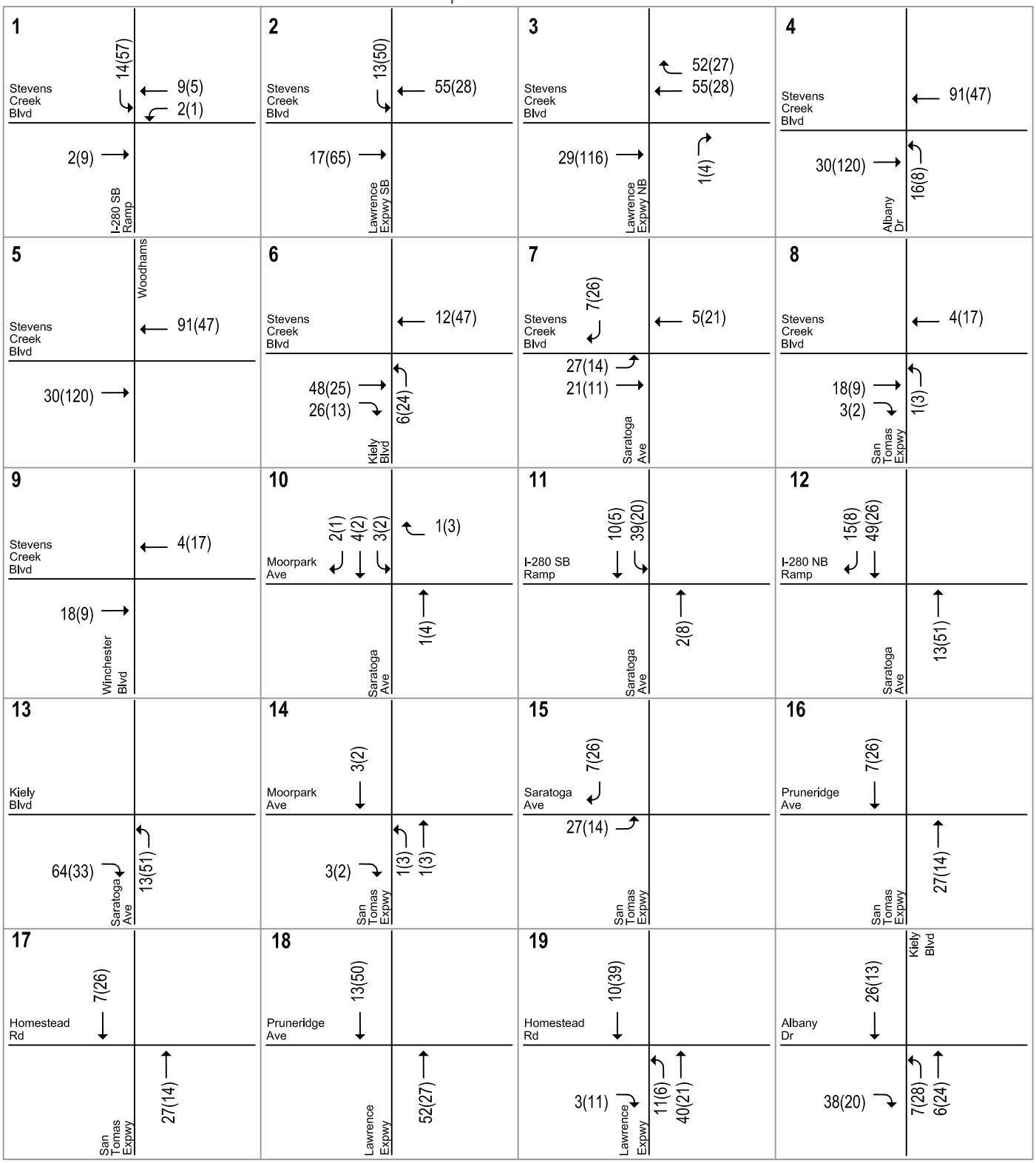
Figure 8
Project Trip Assignment for Proposed Retail Trips



LEGEND

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

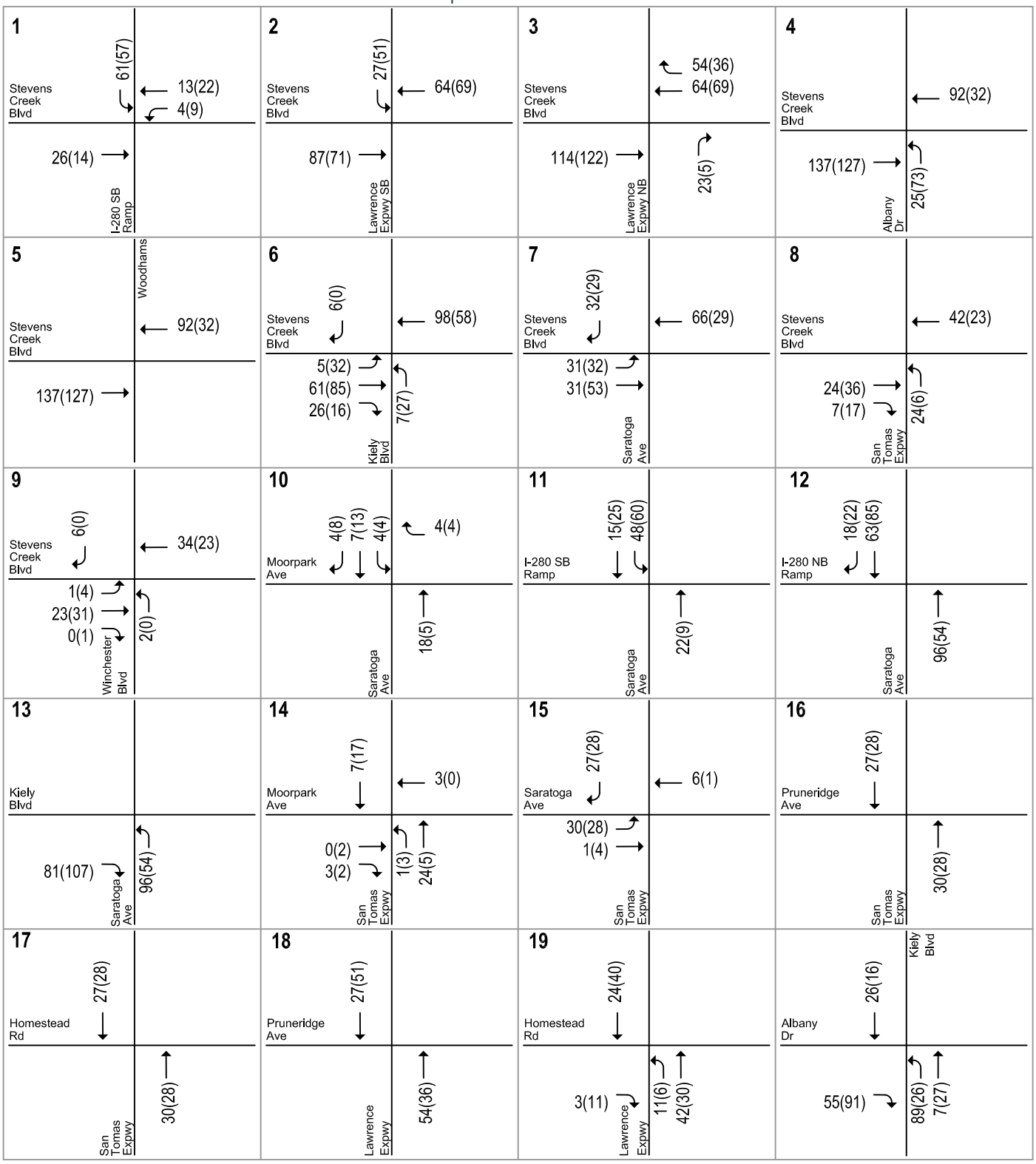
Figure 9
Project Trip Assignment for Proposed Office Trips



LEGEND

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

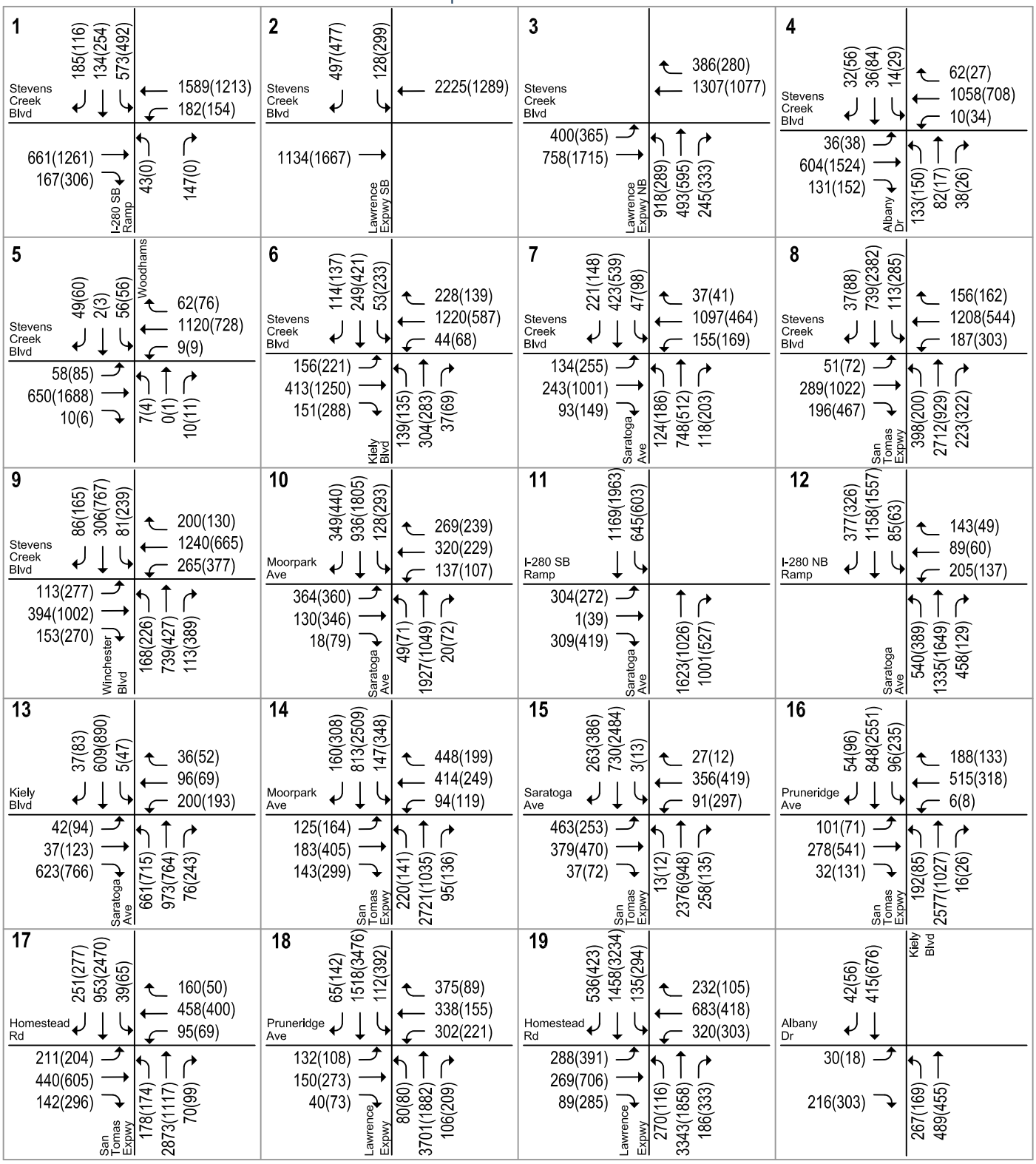
Figure 10
Project Trip Assignment for Proposed Residential Trips



LEGEND

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

Figure 11
Net Project Trip Assignment



LEGEND

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

Figure 12
Existing Plus Project Traffic Volumes

Table 6
Existing Plus Project Intersections Levels of Service

ID	Intersection (Location)	LOS Standard	Peak Hour	Existing Avg. Delay	Existing LOS	Existing+Project Avg. Delay	Existing+Project LOS
1	I-280 SB Ramp and Stevens Creek Boulevard*	E	AM	24.4	C	24.9	C
	(Santa Clara)		PM	18.7	B	19.4	B
2	Lawrence Expressway SB and Stevens Creek Boulevard*	E	AM	20.6	C	20.4	C
	(Santa Clara)		PM	23.6	C	23.2	C
3	Lawrence Expressway NB and Stevens Creek Boulevard*	E	AM	32.3	C	32.6	C
	(Santa Clara)		PM	28.6	C	28.7	C
4	Albany Drive and Stevens Creek Boulevard	D	AM	24.1	C	24.0	C
	(Santa Clara)		PM	17.5	B	18.3	B
5	Woodhams Rd and Stevens Creek Boulevard	D	AM	14.4	B	13.1	B
	(Santa Clara)		PM	10.5	B	9.9	A
6	Kiely Boulevard and Stevens Creek Boulevard*	D	AM	37.7	D	37.0	D
	(San Jose)		PM	39.2	D	39.2	D
7	Saratoga Avenue and Stevens Creek Boulevard*	D	AM	34.7	C	35.7	D
	(San Jose)		PM	39.0	D	39.0	D
8	San Tomas Expressway and Stevens Creek Boulevard*	D	AM	**81.8**	**F**	**84.1**	**F**
	(San Jose)		PM	**61.3**	**E**	**62.0**	**E**
9	Winchester Boulevard and Stevens Creek Boulevard*	D	AM	35.2	D	35.2	D
	(San Jose)		PM	48.0	D	48.2	D
10	Saratoga Avenue and Moorpark Avenue*	D	AM	41.2	D	41.3	D
	(San Jose)		PM	47.6	D	47.8	D
11	Saratoga Avenue and I-280 SB Ramp*	D	AM	41.6	D	43.9	D
	(San Jose)		PM	35.3	D	36.0	D
12	Saratoga Avenue and I-280 NB Ramp*	D	AM	29.2	C	28.7	C
	(San Jose)		PM	22.9	C	22.4	C
13	Saratoga Avenue and Kiely Boulevard*	D	AM	38.2	D	39.0	D
	(San Jose)		PM	43.9	D	45.6	D
14	San Tomas Expressway and Moorpark Avenue*	D	AM	**85.3**	**F**	**86.4**	**F**
	(San Jose)		PM	48.8	D	48.9	D
15	San Tomas Expressway and Saratoga Avenue*	E	AM	61.3	E	62.5	E
	(Santa Clara)		PM	56.8	E	57.3	E
16	San Tomas Expressway and Pruneridge Avenue	E	AM	68.3	E	69.7	E
	(Santa Clara)		PM	57.2	E	57.5	E
17	San Tomas Expressway and Homestead Road*	E	AM	70.9	E	72.5	E
	(Santa Clara)		PM	49.7	D	50.5	D
18	Lawrence Expressway and Pruneridge Avenue	E	AM	62.1	E	64.1	E
	(Santa Clara)		PM	37.0	D	37.1	D
19	Lawrence Expressway and Homestead Road*	E	AM	59.5	E	60.5	E
	(Santa Clara)		PM	74.4	E	74.8	E

Notes:
* Denotes VTA CMP intersection
Bold indicates a substandard level of service.

4. Background Conditions

This chapter presents background traffic conditions, which are defined as conditions just prior to completion of the proposed project. Traffic volumes for background conditions comprise volumes from existing traffic counts plus traffic generated by approved but not yet constructed developments in the vicinity of the site. This chapter describes the planned roadway network, the procedure used to determine background traffic volumes, and the resulting traffic conditions. The background scenario predicts a realistic traffic condition that would occur as approved developments get built and occupied.

Roadway Network

The roadway network under project conditions would be the same as the existing roadway network with the exception of the planned improvements at the following study intersections.

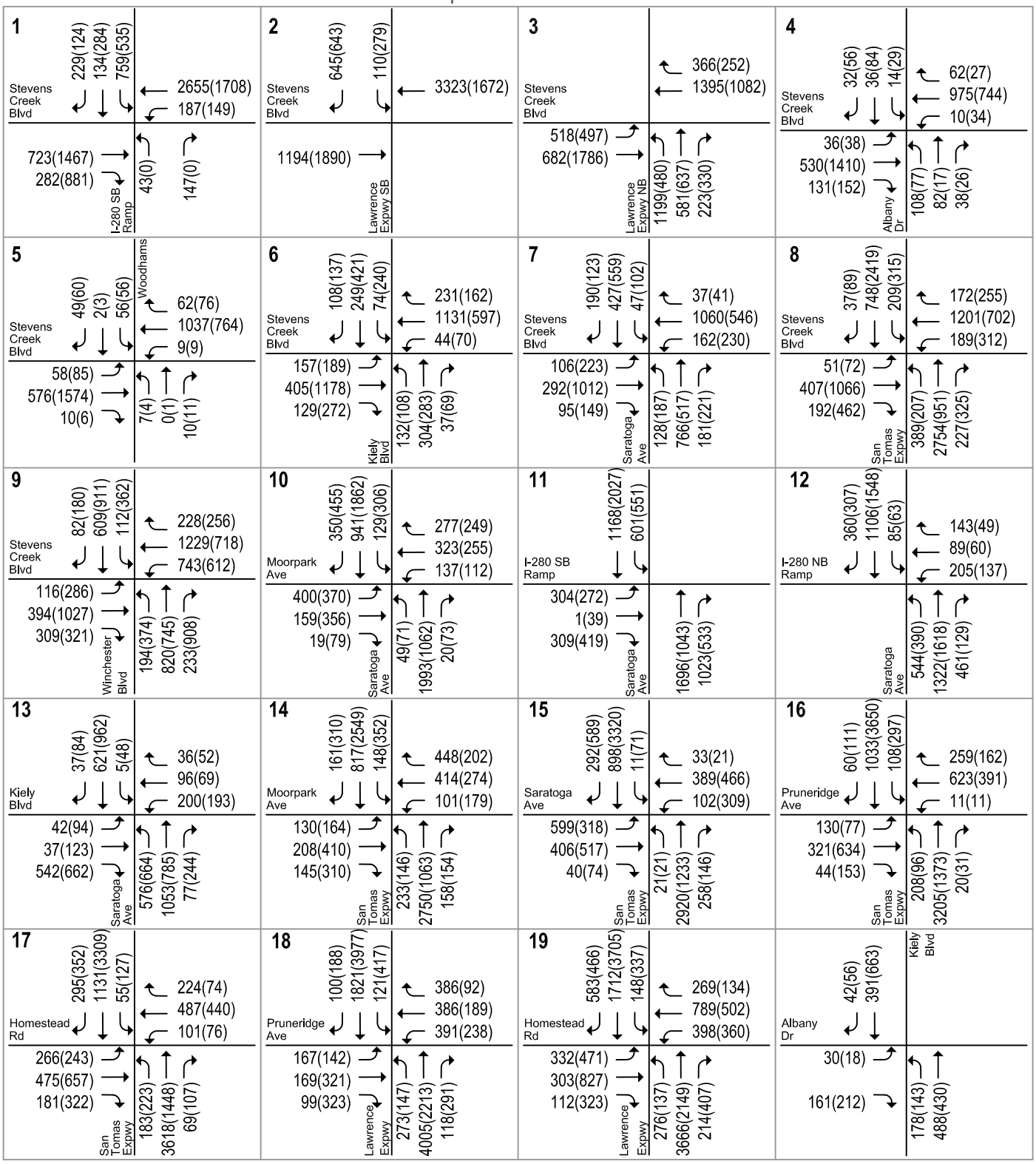
Winchester Boulevard and Stevens Creek Boulevard – The planned improvement consists of the addition of a second southbound left-turn lane at the intersection. The second southbound left-turn lane is to be completed with the approved expansion of the Valley Fair Shopping Center. The traffic associated with the Valley Fair expansion is included within the background volumes described below.

I-280 SB Ramp/Calvert Drive and Stevens Creek Boulevard – As part of the approved Apple Campus 2 project, the intersection will be widened with an additional eastbound right-turn lane for a total of three through lanes and one right-turn lane and provide an eastbound right-turn overlap phase.

Lawrence Expressway NB Ramps and Stevens Creek Boulevard – As part of the approved Apple Campus 2 project, the intersection will be widened with an additional northbound left-turn lane for a total of two left-turn lanes, one left-turn/through lane, and one through/right-turn lane.

Intersection Traffic Volumes

Background peak hour traffic volumes were estimated by adding to existing volumes the estimated traffic from approved but not yet constructed developments. The added traffic from approved but not yet constructed developments was obtained from the City of San Jose's approved trips inventory (ATI) database (Appendix C). Traffic generated by approved projects within the Cities of Santa Clara and Cupertino also were included in the background traffic volumes (see Figure 13). The background traffic scenario predicts a realistic traffic condition that would occur as approved developments are built. The approved trips and traffic volumes for all components of traffic are tabulated in Appendix D.



LEGEND

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

Figure 13
Background Traffic Volumes

Intersection Levels of Service

The results of the intersection level of service analysis show that the following intersections would operate at unacceptable levels of service during at least one peak hour under background conditions (see Table 7).

- Winchester Boulevard and Stevens Creek Boulevard (CMP) [PM peak hour]
- San Tomas Expressway and Stevens Creek Boulevard (CMP) [AM and PM peak hours]
- San Tomas Expressway and Moorpark Avenue (CMP) [AM peak hour]
- San Tomas Expressway and Saratoga Avenue (CMP) [AM and PM peak hours]
- San Tomas Expressway and Pruneridge Avenue [AM and PM peak hours]
- San Tomas Expressway and Homestead Road (CMP) [AM and PM peak hours]
- Lawrence Expressway and Pruneridge Avenue [AM peak hour]
- Lawrence Expressway and Homestead Road (CMP) [PM peak hour]

All other study intersections would operate at acceptable levels during both the AM and PM peak hours of traffic.

Table 7
Background Intersection Levels of Service

ID	Intersection (Location)	LOS Standard	Peak Hour	Existing Avg. Delay[2]	Existing LOS	Background Avg. Delay[2]	Background LOS
1	I-280 SB Ramp and Stevens Creek Boulevard*	E	AM	24.4	C	27.9	C
	(Santa Clara)		PM	18.7	B	19.0	B
2	Lawrence Expressway SB and Stevens Creek Boulevard*	E	AM	20.6	C	38.2	D
	(Santa Clara)		PM	23.6	C	25.9	C
3	Lawrence Expressway NB and Stevens Creek Boulevard*	E	AM	32.3	C	34.2	C
	(Santa Clara)		PM	28.6	C	29.5	C
4	Albany Drive and Stevens Creek Boulevard	D	AM	24.1	C	23.9	C
	(Santa Clara)		PM	17.5	B	17.3	B
5	Woodhams Rd and Stevens Creek Boulevard	D	AM	14.4	B	14.1	B
	(Santa Clara)		PM	10.5	B	10.3	B
6	Kiely Boulevard and Stevens Creek Boulevard*	D	AM	37.7	D	37.8	D
	(San Jose)		PM	39.2	D	39.2	D
7	Saratoga Avenue and Stevens Creek Boulevard*	D	AM	34.7	C	34.7	C
	(San Jose)		PM	39	D	40.3	D
8	San Tomas Expressway and Stevens Creek Boulevard*	D	AM	**81.8**	**F**	**87.8**	**F**
	(San Jose)		PM	**61.3**	**E**	**64.2**	**E**
9	Winchester Boulevard and Stevens Creek Boulevard*	D	AM	35.2	D	38.5	D
	(San Jose)		PM	48	D	**80.3**	**F**
10	Saratoga Avenue and Moorpark Avenue*	D	AM	41.2	D	41.8	D
	(San Jose)		PM	47.6	D	48.7	D
11	Saratoga Avenue and I-280 SB Ramp*	D	AM	41.6	D	42.9	D
	(San Jose)		PM	35.3	D	35.3	D
12	Saratoga Avenue and I-280 NB Ramp*	D	AM	29.2	C	28.9	C
	(San Jose)		PM	22.9	C	22.6	C
13	Saratoga Avenue and Kiely Boulevard*	D	AM	38.2	D	37.3	D
	(San Jose)		PM	43.9	D	44.1	D
14	San Tomas Expressway and Moorpark Avenue*	D	AM	**85.3**	**F**	**87.3**	**F**
	(San Jose)		PM	48.8	D	52.0	D
15	San Tomas Expressway and Saratoga Avenue*	E	AM	61.3	E	**109.0**	**F**
	(Santa Clara)		PM	56.8	E	**90.4**	**F**
16	San Tomas Expressway and Pruneridge Avenue	E	AM	68.3	E	**127.1**	**F**
	(Santa Clara)		PM	57.2	E	**118.4**	**F**
17	San Tomas Expressway and Homestead Road*	E	AM	70.9	E	**132.0**	**F**
	(Santa Clara)		PM	49.7	D	**103.4**	**F**
18	Lawrence Expressway and Pruneridge Avenue	E	AM	62.1	E	**83.1**	**F**
	(Santa Clara)		PM	37	D	47.9	D
19	Lawrence Expressway and Homestead Road*	E	AM	59.5	E	77.1	E
	(Santa Clara)		PM	74.4	E	**90.8**	**F**

Notes:
* Denotes VTA CMP intersection
Bold indicates a substandard level of service.

5. Background Plus Project Conditions

This chapter describes near-term traffic conditions that most likely would occur when the project is complete. It includes a description of the impact criteria used to establish what constitutes a project impact, a description of the roadway network under background plus project conditions, the method by which project traffic is estimated, and any traffic impacts caused by the project. Background plus project conditions were evaluated relative to background conditions in order to determine potential project impacts.

Significant Impact Criteria

Significance criteria are used to establish what constitutes an impact. Impacts on intersections are based on the significance criteria and thresholds of the jurisdiction in which the intersection is located. Project impacts also were analyzed according to the VTA's TIA Guidelines for the study freeway segments.

City of San Jose Signalized Intersections

The project is said to create a significant adverse impact on traffic conditions at a signalized intersection in the City of San Jose if for either peak hour:

1. The level of service at the intersection degrades from an acceptable LOS D or better under background conditions to an unacceptable LOS E or F under background plus project conditions, <u>or</u>
2. The level of service at the intersection is an unacceptable LOS E or F under background conditions and the addition of project trips causes both the critical-movement delay at the intersection to increase by four (4) or more seconds <u>and</u> the volume-to-capacity ratio (V/C) to increase by one percent (.01) or more.
3. The level of service at a designated protected intersection[1] is an unacceptable LOS E or F under background conditions and the addition of project trips causes both the critical-movement delay at the intersection to increase by two (2) or more seconds <u>and</u> the volume-to-capacity ratio (V/C) to increase by one-half percent (.005) or more.

An exception to Criteria 2 applies when the addition of project traffic reduces the amount of average stopped delay for critical movements (i.e., the change in average stopped delay for critical movements is negative). In this case, the threshold of significance is an increase in the critical V/C value by .01 or more.

A significant impact by City of San Jose standards is said to be satisfactorily mitigated when measures are implemented that would restore intersection level of service to background conditions or better at non-protected intersections.

[1] The Winchester Boulevard/Stevens Creek Boulevard intersection is designated as a City of San Jose protected intersection.

City of Santa Clara Signalized Intersections

The project is said to create a significant adverse impact on traffic conditions at a signalized intersection in the City of Santa Clara if for either peak hour:

1. The level of service at the intersection degrades from an acceptable level (LOS D or better at city-controlled intersections and LOS E or better at expressway and CMP intersections) under background conditions to an unacceptable level (LOS E or F at city-controlled intersections and LOS F at expressway intersections) under background plus project conditions, or
2. The level of service at the intersection is an unacceptable level (LOS E or F at city-controlled intersections and LOS F at expressway and CMP intersections) under background conditions and the addition of project trips causes the average critical delay to increase by four (4) or more seconds and the V/C to increase by one percent (.01) or more.

An exception to this rule applies when the addition of project traffic reduces the amount of average stopped delay for critical movements (i.e., the change in average stopped delay for critical movements is negative). In this case, the threshold of significance is an increase in the critical V/C value by .01 or more.

A significant impact by City of Santa Clara standards is said to be satisfactory mitigated when measures are implemented that would restore intersection levels of operation to background conditions or better.

CMP Signalized Intersections

The project is said to create a significant adverse impact on traffic conditions at a CMP signalized if for either peak hour:

1. The level of service at the intersection degrades from an acceptable LOS E or better under background conditions to an unacceptable LOS F under background plus project conditions, or
2. The level of service at the intersection is an unacceptable LOS F under background conditions and the addition of project trips causes both the critical-movement delay at the intersection to increase by four (4) or more seconds and the volume-to-capacity ratio (V/C) to increase by one percent (.01) or more.

An exception to Criteria 2 applies when the addition of project traffic reduces the amount of average stopped delay for critical movements (i.e., the change in average stopped delay for critical movements is negative). In this case, the threshold of significance is an increase in the critical V/C value by .01 or more.

A significant impact by CMP standards is said to be satisfactorily mitigated when measures are implemented that would restore intersection level of service to background conditions or better at non-protected intersections.

Freeway Segments

The CMP defines an acceptable level of service for freeway segments as LOS E or better. A development is said to create a significant adverse impact on traffic conditions on a CMP freeway segment if for either peak hour:

1. The level of service on the freeway segment degrades from an acceptable LOS E or better under existing conditions to an unacceptable LOS F under project conditions or,
2. The level of service on the freeway segment is an unacceptable LOS F under project conditions, and the number of project trips on that segment constitutes at least one percent (0.01) of capacity on that segment.

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

Roadway Network

The roadway network under background plus project conditions would be the same as the background roadway network because the project would not alter the existing intersection lane configurations.

Project Trip Estimates

The magnitude of traffic produced by a new development and the locations where that traffic would appear are estimated using a three-step process: 1) trip generation, 2) trip distribution, and 3) trip assignment. This procedure is explained in more detail in Chapter 3 (Existing Plus Project Conditions) of this report.

Based on trip generation rates recommended by the ITE, the proposed project size, the existing land use on site, and the applied trip reductions, the project would generate 5,793 net new daily trips, with 603 net trips (337 in and 266 out) occurring during the AM peak hour and 542 net trips (239 in and 303 out) occurring during the PM peak hour. The project trip generation estimates are presented in Table 5 in Chapter 3.

The trip distribution pattern for the proposed project was estimated based on traffic patterns on the surrounding roadway system and on the locations of complementary land uses. Trip distribution and assignment are discussed in detail in Chapter 3. Figure 11 shows the assignment of net project traffic on the local transportation network.

Intersection Traffic Volumes

Project trips, as represented in the above project trip assignment, were added to background conditions traffic volumes to obtain background plus project conditions trips (see Figure 14). Traffic volumes for all components of traffic are tabulated in Appendix D.

Intersection Levels of Service

The results of the intersection level of service analysis show that the following intersection would be significantly impacted by the project during the AM peak hour according to Cities of San Jose and Santa Clara impact criteria and CMP impact criteria. There would be no significant impact during the PM peak hour (see Table 8).

- San Tomas Expressway and Saratoga Avenue (CMP)

The impacts and proposed improvements to mitigate the impacts are described below.

Impacts at all of the other study intersections would be less than significant. The intersection level of service calculation sheets are included in Appendix B.

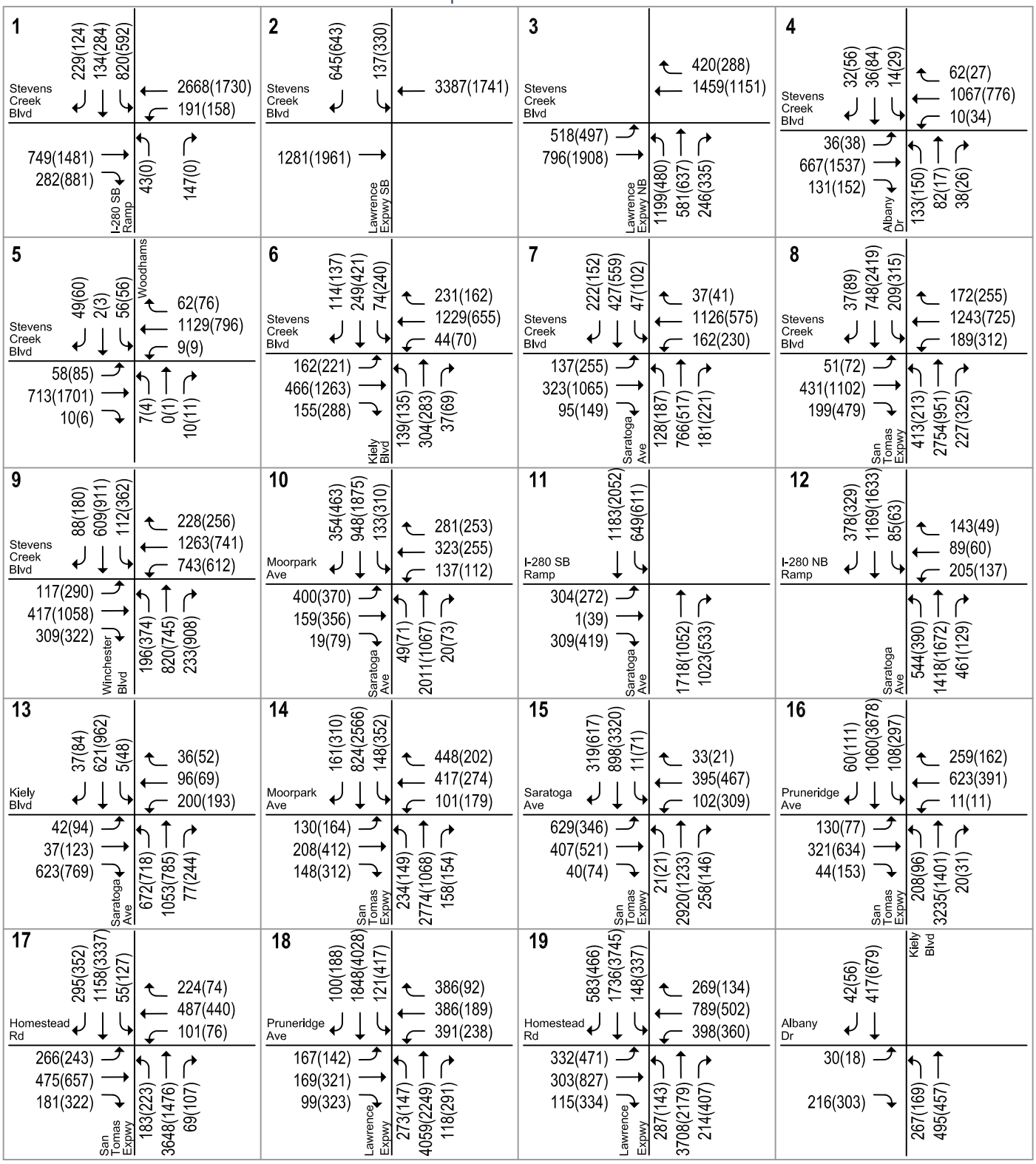
Project Impact and Mitigation Measure

This section discusses the project impacts identified under background plus project conditions. Included are descriptions of project impacts to one intersection and proposed mitigation measures.

San Tomas Expressway and Saratoga Avenue

Impact: This intersection would operate at LOS F during the AM peak hour under background conditions, and the added project trips would cause the intersection's critical-movement delay to increase by 5.0 seconds and the V/C to increase by 0.012. Based on City of Santa Clara level of service impact criteria, this constitutes a significant impact.

Mitigation Measure: The August 2015 update of the County Expressway Plan 2040 identifies the widening of San Tomas Expressway to eight lanes (by adding a fourth through lane to both the north and south approaches) between Homestead Road and Stevens Creek Avenue as a Tier 1 project. This improvement would reduce the average delay to better than background conditions during the AM peak hour. Therefore, mitigation of the identified project impact at the intersection would consist of a fair-share contribution towards the identified improvement. However, payment of a fair-share toward improvement costs alone would not guarantee the timely construction of the identified improvement to mitigate the project impact. Therefore, in the event that the developer makes a fair-share contribution rather than constructing the improvement, this impact would be considered significant and unavoidable.



LEGEND

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

Figure 14
Background Plus Project Traffic Volumes

Alternative Mitigation Measure: Alternatively, the project could implement a transportation demand management (TDM) program for the office and residential developments to reduce the vehicle trips generated by the project during the peak hours. To eliminate the significant impact at the intersection, the project would need to implement a TDM program to reduce the vehicle trips by 20 percent.

Table 8
Background Plus Project Intersections Levels of Service

				Background		Background+Project			
ID	Intersection (Location)	LOS Standard	Peak Hour	Avg. Delay	LOS	Avg. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	I-280 SB Ramp and Stevens Creek Boulevard*	E	AM	27.9	C	29.3	C	2.0	0.022
	(Santa Clara)		PM	19.0	B	20.0	B	1.2	0.015
2	Lawrence Expressway SB and Stevens Creek Boulevard*	E	AM	38.2	D	39.8	D	2.8	0.012
	(Santa Clara)		PM	25.9	C	25.7	C	0.1	0.013
3	Lawrence Expressway NB and Stevens Creek Boulevard*	E	AM	34.2	C	34.5	C	0.5	0.016
	(Santa Clara)		PM	29.5	C	29.7	C	0.4	0.015
4	Albany Drive and Stevens Creek Boulevard	D	AM	23.9	C	23.8	C	0.4	0.033
	(Santa Clara)		PM	17.3	B	18.1	B	0.8	0.039
5	Woodhams Rd and Stevens Creek Boulevard	D	AM	14.1	B	12.8	B	-0.8	0.016
	(Santa Clara)		PM	10.3	B	9.8	A	-0.4	0.023
6	Kiely Boulevard and Stevens Creek Boulevard*	D	AM	37.8	D	37.0	D	-0.3	0.024
	(San Jose)		PM	39.2	D	39.2	D	-0.1	0.016
7	Saratoga Avenue and Stevens Creek Boulevard*	D	AM	34.7	C	35.6	D	1.5	0.032
	(San Jose)		PM	40.3	D	40.3	D	-0.1	0.010
8	San Tomas Expressway and Stevens Creek Boulevard*	D	AM	**87.8**	**F**	**90.6**	**F**	3.7	0.008
	(San Jose)		PM	**64.2**	**E**	**65.1**	**E**	0.8	0.007
9	Winchester Boulevard and Stevens Creek Boulevard*	D	AM	38.5	D	38.5	D	0.0	0.000
	(San Jose)		PM	**80.3**	**F**	**80.9**	**F**	2.1	0.006
10	Saratoga Avenue and Moorpark Avenue*	D	AM	41.8	D	41.8	D	0.2	0.006
	(San Jose)		PM	48.7	D	48.8	D	0.3	0.006
11	Saratoga Avenue and I-280 SB Ramp*	D	AM	42.9	D	45.3	D	4.6	0.016
	(San Jose)		PM	35.3	D	36.0	D	1.2	0.020
12	Saratoga Avenue and I-280 NB Ramp*	D	AM	28.9	C	28.4	C	0.2	0.011
	(San Jose)		PM	22.6	C	22.1	C	-0.7	0.016
13	Saratoga Avenue and Kiely Boulevard*	D	AM	37.3	D	38.7	D	13.8	0.063
	(San Jose)		PM	44.1	D	46.0	D	1.8	0.066
14	San Tomas Expressway and Moorpark Avenue*	D	AM	**87.3**	**F**	**88.5**	**F**	2.0	0.006
	(San Jose)		PM	52.0	D	52.2	D	0.0	0.001
15	San Tomas Expressway and Saratoga Avenue*	E	AM	**109.0**	**F**	**111.9**	**F**	**5.0**	**0.012**
	(Santa Clara)		PM	**90.4**	**F**	**91.6**	**F**	3.0	-0.001
16	San Tomas Expressway and Pruneridge Avenue	E	AM	**127.1**	**F**	**129.0**	**F**	3.5	0.007
	(Santa Clara)		PM	**118.4**	**F**	**120.3**	**F**	3.2	0.006
17	San Tomas Expressway and Homestead Road*	E	AM	**132.0**	**F**	**134.2**	**F**	4.0	0.007
	(Santa Clara)		PM	**103.4**	**F**	**105.3**	**F**	3.8	0.006
18	Lawrence Expressway and Pruneridge Avenue	E	AM	**83.1**	**F**	**86.0**	**F**	4.9	0.009
	(Santa Clara)		PM	47.9	D	49.3	D	-0.3	0.005
19	Lawrence Expressway and Homestead Road*	E	AM	77.1	E	79.0	E	3.5	0.007
	(Santa Clara)		PM	**90.8**	**F**	**92.0**	**F**	0.0	0.004

Notes:
* Denotes VTA CMP intersection
Bold indicates a substandard level of service.
Outline indicates a significant project impact.

Freeway Segment Analysis

Traffic volumes on the study freeway segments under project conditions were estimated by adding project trips to the existing volumes obtained from the 2016 CMP Annual Monitoring Report. The results of the freeway segment

impact analysis show that the project would add trips equal to or greater than one percent of a segment's capacity on the following HOV freeway segments during at least one peak hour (see Table 9).

HOV Freeway Segments

- I-280, from De Anza Boulevard to Wolfe Road (PM peak hour)
- I-280, from Saratoga Avenue to Winchester Boulevard (PM peak hour)
- I-280, from Winchester Boulevard to I-880 (PM peak hour)
- I-280, from I-880 to Winchester Boulevard (AM peak hour)
- I-280, from Winchester Boulevard to Saratoga Avenue (AM peak hour)
- I-280, from Lawrence Expressway to Wolfe Road (AM peak hour)

Impact: The project would have a significant impact on HOV freeway segments on I-280 because the project would add trips greater than one percent of the HOV segment's capacity.

Mitigation Measure: Full mitigation of significant project impacts on freeway segments would require roadway widening to construct additional through lanes, thereby increasing freeway capacity. Since it is not feasible for an individual development project to bear responsibility for implementing such extensive transportation system improvements due to constraints in acquisition and cost of right-of-way, it is recommended the project make a fare-share contribution toward the VTA Voluntary Mitigation Program for the impacted freeway segments. Because no freeway widening project has been developed by Caltrans or VTA, the significant impacts on the directional freeway segments identified above must be considered significant and unavoidable.

Alternative Mitigation Measure: The project could implement a TDM program as discussed above for mitigation at the San Tomas Expressway/Saratoga Avenue intersection. To eliminate the significant impact on the HOV segments, the project would need to implement a TDM program to reduce the vehicle trips generation by the project during the peak hours by 25 percent.

Table 9
Freeway Segment Impact Analysis

				Existing Conditions[1]								Project Conditions								
				Mixed-Flow								Net	Mixed-Flow				HOV Lane			
Freeway	Segment	Dir	Peak Hour	# of Lanes	Volume	Density	LOS	# of Lanes	Volume	Density	LOS	Project Trips	Project Trips	Density	LOS	% of Capacity	Project Trips	Density	LOS	% of Capacity
SR 17	Hamilton to I-280	NB	AM	3	6,020	**59**	**F**	0	--	--	--	25	25	**59**	**F**	0.4%	--	--	--	--
			PM	3	5,150	26	C	0	--	--	--	12	12	26	C	0.2%	--	--	--	--
I-280	De Anza Blvd to Wolfe Rd	SB	AM	3	4,360	22	C	1	1,460	22	C	61	46	22	C	0.7%	15	22	C	0.9%
			PM	3	5,330	**74**	**F**	1	2,520	**63**	**F**	57	39	**75**	**F**	0.6%	18	**63**	**F**	**1.1%**
I-280	Wolfe Rd to Lawrence Expwy	SB	AM	3	4,160	21	C	1	810	12	B	61	51	21	C	0.7%	10	12	B	0.6%
			PM	3	5,860	**61**	**F**	1	2,520	42	D	57	40	**61**	**F**	0.6%	17	42	D	1.0%
I-280	Lawrence Expwy to Saratoga Ave	SB	AM	3	6,550	37	D	1	940	14	B	0	0	37	D	0.0%	0	14	B	0.0%
			PM	3	5,320	**77**	**F**	1	2,080	52	E	0	0	**77**	**F**	0.0%	0	52	E	0.0%
I-280	Saratoga Ave to Winchester Blvd	SB	AM	3	6,430	34	D	1	880	13	B	48	42	34	D	0.6%	6	13	B	0.4%
			PM	3	4,320	**96**	**F**	1	2,520	**63**	**F**	60	38	**97**	**F**	0.6%	22	**64**	**F**	**1.3%**
I-280	Winchester Blvd to I-880	EB	AM	3	4,360	22	C	1	1,080	16	B	48	38	22	C	0.6%	10	16	B	0.6%
			PM	3	4,250	**101**	**F**	1	2,010	**67**	**F**	60	41	**102**	**F**	0.6%	19	**68**	**F**	**1.2%**
I-280	I-880 to Meridian Ave	EB	AM	3	4,560	23	C	1	810	12	B	26	22	23	C	0.3%	4	12	B	0.2%
			PM	3	3,980	**102**	**F**	1	2,430	**81**	**F**	29	18	**103**	**F**	0.3%	11	**81**	**F**	0.7%
I-280	Meridian Ave to Bird Ave	EB	AM	4	8,650	46	D	0	--	--	--	26	26	46	D	0.3%	--	--	--	--
			PM	4	5,410	**104**	**F**	0	--	--	--	29	29	**105**	**F**	0.3%	--	--	--	--
I-880	I-280 to Stevens Cr	NB	AM	3	4,410	**98**	**F**	0	--	--	--	13	13	**98**	**F**	0.2%	--	--	--	--
			PM	3	2,220	11	A	0	--	--	--	14	14	11	A	0.2%	--	--	--	--
I-880	Stevens Cr to N. Bascom Ave	NB	AM	3	3,480	**116**	**F**	0	--	--	--	26	26	**117**	**F**	0.4%	--	--	--	--
			PM	3	5,150	**78**	**F**	0	--	--	--	29	29	**78**	**F**	0.4%	--	--	--	--
I-880	N. Bascom Ave to The Alameda	NB	AM	3	5,510	**68**	**F**	0	--	--	--	26	26	**68**	**F**	0.4%	--	--	--	--
			PM	3	4,250	**101**	**F**	0	--	--	--	29	29	**102**	**F**	0.4%	--	--	--	--
SR 17	I-280 to Hamilton	SB	AM	3	6,150	32	D	0	--	--	--	9	9	32	D	0.1%	--	--	--	--
			PM	3	6,090	58	E	0	--	--	--	17	17	58	E	0.2%	--	--	--	--
I-280	Bird Ave to Meridian Ave	WB	AM	4	5,310	**102**	**F**	0	--	--	--	33	33	**103**	**F**	0.4%	--	--	--	--
			PM	4	8,900	39	D	0	--	--	--	23	23	39	D	0.3%	--	--	--	--
I-280	Meridian Ave to I-880	WB	AM	3	3,880	**113**	**F**	1	1,340	**103**	**F**	33	25	**130**	**F**	0.4%	8	**104**	**F**	0.5%
			PM	3	4,720	21	C	1	700	10	A	23	20	24	C	0.3%	3	10	A	0.2%
I-280	I-880 to Winchester Blvd	WB	AM	3	3,860	**107**	**F**	1	1,430	**95**	**F**	74	54	**109**	**F**	0.8%	20	**97**	**F**	**1.2%**
			PM	3	6,580	43	D	1	1,400	20	C	46	38	43	D	0.6%	8	20	C	0.5%
I-280	Winchester Blvd to Saratoga Ave	NB	AM	3	4,590	**90**	**F**	1	1,640	**82**	**F**	74	55	**91**	**F**	0.8%	19	**83**	**F**	**1.2%**
			PM	3	6,600	40	D	1	1,120	16	B	46	39	40	D	0.6%	7	16	B	0.4%
I-280	Saratoga Ave to Lawrence Expwy	NB	AM	3	5,150	**78**	**F**	1	1,820	**70**	**F**	18	13	**78**	**F**	0.2%	5	**70**	**F**	0.3%
			PM	3	5,310	27	D	1	1,050	15	B	22	18	27	D	0.3%	4	15	B	0.2%
I-280	Lawrence Expwy to Wolfe Rd	NB	AM	3	5,400	**72**	**F**	1	1,820	**70**	**F**	65	49	**73**	**F**	0.7%	16	**71**	**F**	**1.0%**
			PM	3	4,950	25	C	1	840	12	B	60	51	25	C	0.7%	9	12	B	0.5%
I-280	Wolfe Rd to De Anza Blvd	NB	AM	3	5,400	**75**	**F**	1	2,160	48	E	65	46	**76**	**F**	0.7%	19	48	E	1.2%
			PM	3	5,310	27	D	1	980	14	B	60	51	27	D	0.7%	9	14	B	0.5%
I-880	The Alameda to N. Bascom Ave	SB	AM	3	5,850	30	D	0	--	--	--	33	33	30	D	0.5%	--	--	--	--
			PM	3	6,050	56	E	0	--	--	--	23	23	56	E	0.3%	--	--	--	--

				Existing Conditions[1]								Project Conditions								
				Mixed-Flow								Net	Mixed-Flow				HOV Lane			
Freeway	Segment	Dir	Peak Hour	# of Lanes	Volume	Density	LOS	# of Lanes	Volume	Density	LOS	Project Trips	Project Trips	Density	LOS	% of Capacity	Project Trips	Density	LOS	% of Capacity
I-880	N. Bascom Ave to Stevens Cr	SB	AM	3	5,630	**67**	**F**	0	--	--	--	33	33	**67**	**F**	0.5%	--	--	--	--
			PM	3	6,480	45	D	0	--	--	--	23	23	45	D	0.3%	--	--	--	--
I-880	Stevens Cr to I-280	SB	AM	3	4,760	24	C	0	--	--	--	16	16	24	C	0.2%	--	--	--	--
			PM	3	5,150	26	C	0	--	--	--	11	11	26	C	0.2%	--	--	--	--

Note:
1. Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2016.
Bold indicates a substandard level of service.
Outline indicates a significant project impact.

6. Other Transportation Issues

This chapter presents an analysis of other transportation issues associated with the project, including:

- Traffic operations at the Saratoga Avenue/I-280 interchange
- Freeway on-ramp meter analysis
- Vehicle queuing analysis
- Traffic operations at Kiely Boulevard/Albany Drive
- Effects of Lopina Way relocation
- Effects on surrounding streets
- Site access and on-site circulation
- Effects on bicycle, pedestrian, and transit facilities
- Parking
- Transportation demand management measures

These other transportation issues were evaluated to determine the projects effects on existing roadway conditions and address potential safety concerns. These may not be considered environmental issues, and may not be evaluated in an environmental assessment, but have been included in the traffic study to meet the requirements of the local jurisdiction. Unlike the level of service impact methodology, which is adopted by the City Council, the analyses in this chapter are based on professional judgment in accordance with the standards and methods employed by the traffic engineering community.

Traffic Operations at the Saratoga Avenue/I-280 Interchange

Traffic conditions at the signalized study intersections were evaluated using TRAFFIX software based on the 2000 HCM level of service methodology. However, the TRAFFIX analysis software program does not accurately capture the operations of the following three intersections that make up the Saratoga Avenue/I-280 interchange, since it does not evaluate the interactions of closely spaced and coordinated intersections. During the AM peak hour, the northbound traffic is heavy and typically takes more than one cycle to get through each intersection; during the PM peak hour, the southbound traffic is heavy and typically takes more than one cycle to get through each intersection. Therefore, although TRAFFIX analysis shows acceptable levels of service, the project is expected to negatively affect the traffic operations of these intersections.

- Saratoga Avenue and Moorpark Avenue (CMP) [San Jose]
- Saratoga Avenue and I-280 SB Ramp (CMP) [San Jose]
- Saratoga Avenue and I-280 NB Ramp (CMP) [San Jose]

To improve traffic flow along this section of Saratoga Avenue, San Jose has developed an improvement plan for the Saratoga Avenue corridor. The proposed improvements are described below.

Additionally, the City is planning to improve the I-280/Winchester Boulevard interchange by adding a new westbound off-ramp, which would relieve traffic congestion at the Saratoga Avenue/I-280 interchange. The City has completed the I-280/Winchester Boulevard Interchange Area Transportation Development Policy (TDP), to provide partial funding, via a traffic fee imposed on proposed developments. The I-280/Winchester Boulevard Interchange Area TDP is described in more detail below.

Proposed Improvements for Saratoga Avenue

To improve traffic flow along Saratoga Avenue, San Jose has developed an improvement plan for Saratoga Avenue between Stevens Creek Boulevard and Blackford Avenue. The planline for the proposed improvements are included in Appendix E. The proposed improvements at each intersection and along Saratoga Avenue are described below:

- **Saratoga Avenue/Stevens Creek Boulevard (Full Signal Modification)**
  - Lane Configuration: Provide a 2nd northbound left-turn lane on Saratoga Avenue, which would improve intersection operations by accommodating the estimated 95th percentile queue under background plus project conditions. Additionally, a portion of the AM and PM peak-hour traffic making left turns onto Kiely Boulevard from northbound Saratoga Avenue would be drawn to the Saratoga/Stevens Creek intersection and alleviate congestion on Kiely Boulevard.
  - Southeast and Northwest Corners: Remove pork chop islands, which would improve the multi-modal environment by eliminating unsignalized pedestrian/vehicle conflict points, increasing visibility of pedestrians at the intersection corners, decreasing the crossing distance for pedestrians, providing safer refuge for pedestrians waiting to use the crosswalks, and providing ADA standard curb ramps.
  - Signal Modification: Modify the signal to accommodate pork chop removals. The signal modification would encompass standard CSJ elements such as Video Detection (VIDS), CCTV surveillance camera, Accessible Pedestrian Signal (APS), Emergency Vehicle Preemption (EVP), and upgrading all 8-inch vehicle heads to 12 inches. VIDS and CCTV are devices that enable the City to remotely monitor and influence traffic operations. APS improves pedestrian access by allowing blind users to know which crosswalk they can cross. Vehicle head upgrades from 8 inches to 12 inches improve driver visibility of vehicle heads and reduces potential for red-light running accidents. Also, eliminating the signal poles in the median islands would improve safety because these poles are more likely to get hit by vehicles. Installing new traffic signal poles with longer mast arms so that the vehicle heads are positioned over the lanes makes them more visible to drivers. Installing emergency vehicle preemption enables firetrucks to have improved response time.
- **Saratoga Avenue/Kiely Boulevard**
  - Southeast Corner: Remove pork chop islands, which would improve the multi-modal environment by eliminating an unsignalized pedestrian/vehicle conflict point, increasing visibility of pedestrians at the intersection corner, decreasing the crossing distance for pedestrians, providing safer refuge for pedestrians waiting to use the crosswalks, and providing an ADA standard curb ramp.
  - Northwest Corner: Tighten the corner radius to improve the multi-modal environment by increasing visibility of pedestrians at the intersection corner, decreasing the crossing distance for pedestrians, and providing 2 ADA standard curb ramps.
  - Signal Modification: Modify signal to accommodate treatments on southeast and northwest corners. The signal modification would encompass standard CSJ elements such as VIDS, CCTV surveillance camera, APS, and upgrading all 8-inch vehicle heads to 12 inches.
- **Saratoga Avenue/Harker Driveway/I-280 Northbound On-Ramp**
  - Signal Modification: Modify signal to install CCTV surveillance camera. If not completed by the Harker project, install VIDS, upgrade all 8-inch vehicle heads to 12 inches, and install APS.

- **Saratoga Avenue/I-280 Northbound Loop Off-Ramp**
  - Install traffic control devices (Rectangular Rapid Flashing Beacons-RRFBs) at the existing pedestrian crosswalk, which would enhance the bike/pedestrian crossing across the off-ramp.
- **Saratoga Avenue/Moorpark Avenue (Full Signal Modification)**
  - Lane Configuration: Provide dual eastbound left-turn lanes on Moorpark Avenue and a southbound Saratoga right-turn pocket on Saratoga Avenue. Only one eastbound shared through and right-turn lane (20 feet wide) would be provided due to installation of Class II bike lane.
  - Signal Modification: Modify signal to convert eastbound/westbound to concurrent lefts to improve operations and reduce delay at this intersection; this would entail removing and installing new traffic signal poles on the northwest and southeast corners. The signal modification would encompass standard CSJ elements such as VIDS, APS, and upgrading all 8-inch vehicle heads to 12 inches.
  - Southeast Corner: Remove pork chop islands to improve the multi-modal environment by eliminating unsignalized pedestrian/vehicle conflict points, decreasing the distance that pedestrians have to cross the roadway, increasing visibility of pedestrians at intersection corners, and providing safer refuge for pedestrians waiting to use the crosswalks.
  - Northwest and Northeast Corners: Remove the east-west crosswalk in the north leg of the intersection to improve the operations of the intersection by removing a pedestrian phase that conflicts with the left turns from eastbound Moorpark. There is no sidewalk on the east side of Saratoga Avenue on the I-280 Overpass or on the north side of Moorpark Avenue to the east of the development on the northeast corner of this intersection. Therefore, the impacts of eliminating this crosswalk would be really limited to pedestrians from the northwest corner of the intersection trying to access the gas station or the Junipero Serra Medical Center on the northeast corner of the intersection.
- **Saratoga Avenue/Blackford Avenue**
  - Provide a new southbound right-turn pocket on Saratoga Avenue. The existing outer southbound lane width at Saratoga Avenue/Blackford Avenue intersection is 16 feet. By widening into the median, the new southbound right-turn pocket on Saratoga Avenue would improve intersection operations and ease congestion of slow moving traffic by separating existing outer southbound through traffic on Saratoga Avenue from those making right turns onto Blackford Avenue.

Interstate 280/Winchester Boulevard Transportation Development Policy

The Interstate 280/Winchester Boulevard TDP provides for additional capacity in the immediate area of the I-880/Stevens Creek Boulevard and I-280/Winchester Boulevard interchanges. The TDP was completed for the purpose of managing existing traffic congestion in the I-880/Stevens Creek and I-280/Winchester interchange areas as well as provide additional traffic capacity to accommodate future developments in the area. The I-880/Stevens Creek and I-280/Winchester interchanges serve as the primary access points to regional freeway facilities in the area. As such, the Stevens Creek Boulevard and Winchester Boulevard corridors that serve the I-880/Stevens Creek and I-280/Winchester interchanges currently experience traffic congestion during the peak commute hours. The corridors include two protected intersections that are currently and projected to continue to operate well below the City's standard Level of Service Policy at which there are no further vehicular capacity improvements available.

The TDP will provide partial funding, via a traffic fee imposed on proposed developments, for the implementation of a new westbound off-ramp from I-280 to Winchester Boulevard to reduce traffic congestion at the I-880/Stevens Creek and Stevens Creek Boulevard corridors. A schedule for completion of the new westbound off-ramp from I-280 to Winchester Boulevard has yet to be determined. The traffic fee will be based on the estimated trips to be added to the new westbound off-ramp from I-280 to Winchester Boulevard by each individual development.

Freeway On-Ramp Meter Analysis

An analysis of metered freeway on-ramps providing access to I-280 from the project site was performed to identify the effect of the addition of project traffic on the vehicle queues at the metered on-ramps (see Table 10). It should be noted that the evaluation of freeway ramps is not required based on the City's TIA guidelines. Nor are there adopted methodologies and impact criteria for the analysis of freeway ramps.

The I-280/Stevens Creek Boulevard and I-280/Saratoga Avenue northbound on-ramps provide access from the project site to I-280 north and the I-280/Saratoga Avenue southbound on-ramp provide access to I-280 south. The I-280/Stevens Creek Boulevard and I-280/Saratoga Avenue northbound on-ramps are metered during the AM commute period and the I-280/Saratoga Avenue southbound on-ramp is metered during the PM commute period. The existing vehicle queue lengths and metering rates at both metered ramps were measured in the field during the AM and PM peak hours of traffic.

Table 10
Freeway On-Ramp Meter Analysis

			Existing[1]				Background			Background Plus Project				
Freeway Ramp	Peak Hour	On-Ramp Storage (veh/ln)	Volume	Metering Rate (sec/veh)	Queue Length (veh/ln)	Wait Time[2] (sec)	Volume	Queue Length[3] (veh/ln)	Wait Time[2] (sec)	Project Trips	Volume	% Increase[4]	Queue Length[3] (veh/ln)	Wait Time[2] (sec)
I-280 Northbound On-Ramp from Stevens Creek Boulevard	AM	39	903	3.6	14	51	1,019	16	58	47	1,066	5%	17	62
I-280 Northbound On-Ramp from Saratoga Avenue	AM	30	988	3.4	22	75	993	22	75	18	1,011	2%	23	79
I-280 Southbound On-Ramp from Saratoga Avenue	PM	28	1,109	2.8	10	28	1,123	10	28	60	1,183	5%	11	31

Notes:
1. Existing queue length in vehicle per lane in the queue and existing metering rate in second per vehicle passing the meter were measured during the AM peak hour in May 2016.
2. Wait time was estimated based on the queue length and measured metering rate.
3. Queue lengths for background and background plus project conditions were estimated based on the ratio of background volume to existing volume and the ratio of background plus project volume to existing volume.
4. Percent increase was calculated from background to background plus project conditions.

I-280 Northbound On-Ramp at Stevens Creek Boulevard

The northbound on-ramp has two lanes and is about 950 feet long between the meters and Stevens Creek Boulevard, which can accommodate about 38 vehicles per lane. The existing vehicle queue length was about 14 vehicles with the metering rate at about 3.6 seconds per vehicle (or 1,000 vehicles per hour) during the AM peak hour.

A ratio between the existing on-ramp volumes and the approved and project trips was used to estimate the number of vehicles that would be added to the existing queue under background and project conditions. Based on this analysis, it was determined that the addition of project traffic to the on-ramp would equate to an approximately 5% increase in volume during the AM peak hour and would not result in a noticeable increase in queue length or wait time.

The projected AM peak-hour vehicles entering the ramp are 1,019 and 1,066 under background and project conditions. Although the ramp would operate close to its capacity, the project would only slightly increase the ramp traffic (5%), and the observed vehicle queues were shorter than the length of the ramp. Therefore, the project is not expected to create an operational problem at the ramp.

I-280 Northbound On-Ramp at Saratoga Avenue

The northbound on-ramp has two lanes and is about 750 feet long between the meters and Saratoga Avenue, which can accommodate about 30 vehicles per lane. The existing vehicle queue length was about 22 vehicles with the metering rate at about 3.4 seconds per vehicle (or 1,050 vehicles per hour) during the AM peak hour.

A ratio between the existing on-ramp volumes and the approved and project trips was used to estimate the number of vehicles that would be added to the existing queue under background and project conditions. Based on this analysis, it was determined that the addition of project traffic to the on-ramp would equate to an approximately 2% increase in volume during the AM peak hour and would not result in a noticeable increase in queue length or wait time.

The projected AM peak-hour vehicles entering the ramp are 993 and 1,011 under background and project conditions. Although the ramp would operate close to its capacity, the project would only slightly increase the ramp traffic (2%), and the observed vehicle queues were shorter than the length of the ramp. Therefore, the project is not expected to create an operational problem at the ramp.

I-280 Southbound On-Ramp at Saratoga Avenue

The southbound on-ramp has two lanes and is about 700 feet long between the meters and Saratoga Avenue, which can accommodate about 28 vehicles per lane. The existing vehicular queues were about 10 vehicles long with the metering rate at about 2.8 seconds per vehicle (or 1,290 vehicles per hour) during the PM peak period.

A ratio between the existing on-ramp volumes and the approved and project trips was used to estimate the number of vehicles that would be added to the existing queue under background and project conditions. Based on this analysis, it was determined that the addition of project traffic to the on-ramp would equate to an approximately 5% increase in volume during the PM peak hour and would not result in a noticeable increase in queue length or wait time.

The projected PM peak-hour vehicles entering the ramp are 1,123 and 1,183 under background and project conditions. Although the ramp would operate close to its capacity, the project would only slightly increase the ramp traffic (5%), and the observed vehicle queues were shorter than the length of the ramp. Therefore, the project is not expected to create operational problems at the ramp.

Based on the on-ramp meter analysis, existing vehicle storage on these on-ramps is adequate to serve the existing vehicle queues that develop due to ramp metering, and would continue to adequately serve the estimated vehicle queues that would develop with the addition of project-generated traffic.

Vehicle Queuing Analysis

The analysis of intersection levels of service was supplemented with a vehicle queuing analysis for left-turn lanes at intersections where the project would add a substantial number of trips to the left-turn movements. This analysis provides a basis for estimating future storage requirements at the intersections under existing, background, and project conditions. Vehicle queues were estimated using a Poisson probability distribution, described in Chapter 1. The following left-turn movements were selected for evaluation:

- Kiely Boulevard and Stevens Creek Boulevard – Northbound left turn
- Saratoga Avenue and Stevens Creek Boulevard – Eastbound left turn
- Saratoga Avenue and I-280 SB Ramp – Southbound left turn
- Saratoga Avenue and Kiely Boulevard – Northbound left turn
- Kiely Boulevard and Albany Drive – Northbound left turn

Table 11 shows that the estimated 95th percentile left-turn vehicle queues would exceed the vehicle storage capacity for the northbound left turn at the Saratoga Avenue/Kiely Boulevard intersection in both AM and PM peak hours.

The southbound left-turn lanes for the Saratoga Avenue/I-280 SB Ramp intersection extend from the intersection to the I-280 NB Ramp intersection (about 580 feet) with two left-turn lanes (about 230 feet) approaching the I-280 SB Ramp intersection. The total left-turn storage capacity between I-280 SB and NB Ramps is about 810 liner feet, which can accommodate about 32 vehicles. The queuing analysis indicates that the 95th percentile vehicle queue for the southbound left-turn movement currently exceeds the existing vehicle storage capacity during both AM and PM peak hours. The estimated 95th percentile vehicle queue for the southbound left-turn movement is

approximately 35 vehicles during both AM and PM peak hours under background conditions. The addition of project traffic would lengthen the projected vehicle queue to 38 vehicles during the AM and PM peak hours.

Table 11
Left-Turn Storage Queuing Analysis at Study Intersections

Intersection	Kiely/ Stevens Creek		Saratoga/ Stevens Creek		Saratoga/ I-280 SB Ramp		Saratoga/ Kiely		Kiely/ Albany			
Movement	NB LT	NB LT	EB LT	EB LT	SB LT	SB LT	NB LT	NB LT	NB LT	NB LT	EB	EB
Peak Hour Period	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Existing												
Cycle/Delay[1] (sec)	130	130	130	130	160	170	160	170	8.7	9.8	12.3	14.6
Lanes	1.5	1.5	1	1	1	1	2	2	1	1	1	1
Volume (vph)	132	108	103	223	597	543	565	661	178	143	191	230
Volume (vphpl)	88	72	103	223	597	543	283	331	178	143	191	230
Avg. Queue (veh/ln)	3.2	2.6	3.7	8.1	26.5	25.6	8.4	10.4	0.4	0.4	0.7	0.9
Avg. Queue[2] (ft/ln)	79	65	93	201	663	641	209	260	11	10	16	23
95th% Queue (veh/ln)	6	5	7	13	35	34	13	16	2	2	2	3
95th% Queue (ft/ln)	150	125	175	325	875	850	325	400	50	50	50	75
Storage (ft/ ln)	225	225	350	350	1,150	1,150	325	325	125	125	180	180
Adequate (Y/N)	Y	Y	Y	Y	Y	Y	Y	***N***	Y	Y	Y	Y
Background												
Cycle/Delay[1] (sec)	130	130	130	130	160	170	160	170	8.8	9.8	12.4	14.6
Lanes	1.5	1.5	1	1	1	1	2	2	1	1	1	1
Volume (vph)	132	108	106	223	601	551	576	664	178	143	191	230
Volume (vphpl)	88	72	106	223	601	551	288	332	178	143	191	230
Avg. Queue (veh/ln)	3.2	2.6	3.8	8.1	26.7	26.0	8.5	10.5	0.4	0.4	0.7	0.9
Avg. Queue[2] (ft/ln)	79	65	96	201	668	650	213	261	11	10	16	23
95th% Queue (veh/ln)	6	5	7	13	35	35	14	16	2	2	2	3
95th% Queue (ft/ln)	150	125	175	325	875	875	350	400	50	50	50	75
Storage (ft/ ln)	225	225	350	350	1150	1150	325	325	125	125	180	180
Adequate (Y/N)	Y	Y	Y	Y	Y	Y	***N***	***N***	Y	Y	Y	Y
Background Plus Project												
Cycle/Delay[1] (sec)	130	130	130	130	160	170	160	170	9.3	10.1	14.0	17.6
Lanes	1.5	1.5	1	1	1	1	2	2	1	1	1	1
Volume (vph)	139	135	137	255	649	611	672	718	267	169	246	321
Volume (vphpl)	93	90	137	255	649	611	336	359	267	169	246	321
Avg. Queue (veh/ln)	3.4	3.3	4.9	9.2	28.8	28.9	10.0	11.3	0.7	0.5	1.0	1.6
Avg. Queue[2] (ft/ln)	84	81	124	230	721	721	249	283	17	12	24	39
95th% Queue (veh/ln)	7	6	9	14	38	38	15	17	2	2	3	4
95th% Queue (ft/ln)	175	150	225	350	950	950	375	425	50	50	75	100
Storage (ft/ ln)	225	225	350	350	1150	1150	325	325	125	125	180	180
Adequate (Y/N)	Y	Y	Y	Y	Y	Y	***N***	***N***	Y	Y	Y	Y

Notes:
WB = westbound; EB = eastbound; SB = southbound; NB = northbound.
RT = right turn movement; LT = left turn movement; TH = through movement.
[1] Vehicle queue calculations based on cycle length for signalized intersections and average delay for unsignalized intersections.
[2] Assumes 25 feet per vehicle queued.

However, at the upstream Saratoga Avenue/I-280 NB Ramp intersection, one of the southbound through lanes is designated for the I-280 southbound traffic, which provides additional 340 feet of storage capacity. With the additional storage capacity at the upstream intersection, the total left-turn storage capacity is about 1,150 linear feet (or 46 vehicles), which is greater than the 95th percentile vehicle queue estimated for all study scenarios. Additionally, the southbound left-turn queues were observed to be shorter than the lane storage between I-280 SB and NB Ramps and cleared in green lights. Therefore, the added project trips are not expected to result in insufficient left-turn storage.

Northbound Left Turn at Saratoga Avenue and Kiely Boulevard

The provided vehicle storage capacity for two northbound left-turn lanes at the Saratoga Avenue/Kiely Boulevard intersection is approximately 13 vehicles (325 feet) per lane. Field observations showed that the vehicle queues occasionally exceeded the storage length by one to two vehicles. This is due to long green time for the northbound left-turn movement and the traffic signal coordination with the upstream intersection. The estimated 95th percentile vehicle queues for the northbound left-turn movement are approximately 14 and 16 vehicles per lane during the AM and PM peak hours, respectively, under background conditions, which exceed the storage length by one to three vehicles per lane. The addition of project traffic would lengthen the projected vehicle queues by one vehicle per lane in the AM and PM peak hours. Therefore, the 95th percentile left-turn queues would exceed the storage length by two to four vehicles per lane (four to eight vehicles in both lanes) in the peak hours with the addition of project traffic.

Recommendation: The Saratoga Avenue planline shows that the City plans to extend the outside (number 2) left-turn lane to the I-280 northbound on-ramp intersection, which would increase the left-turn lane capacity by 13 vehicles and would accommodate the left-turn queues under existing, background, and background plus project conditions. The City of San Jose recommends that the project include construction of the proposed City improvements at the Saratoga Avenue/Kiely Boulevard intersection as shown on the Saratoga Avenue planline and described in the Proposed Improvements for Saratoga Avenue section above. The proposed improvements include extending the outside (number 2) left-turn lane to the I-280 northbound on-ramp intersection, signal modification, removing the southeast corner pork chop island, median island modification, and re-striping northbound Saratoga Avenue between Kiely Boulevard and the I-280 northbound on-ramp.

Traffic Operations at Kiely Boulevard/Albany Drive

The Kiely Boulevard/Albany Drive intersection is one-way stop-controlled on the eastbound movement with a center turn lane on Kiely Boulevard that provides opportunities for the eastbound left-turn traffic to make two-stage turns. Traffic operations of the intersection were evaluated for the need for signalization based on the Peak-Hour Volume Signal Warrant described in Chapter 1. The results of the peak-hour signal warrant checks indicate that the PM peak-hour volumes at the intersection warrant signalization under all scenarios, both with and without the project traffic. The AM peak-hour volumes warrant signalization under background plus project conditions. While the intersection meets the peak-hour volume signal warrant, due to the short distance to the traffic signal at the Kiely Boulevard/Norwalk Drive intersection, installation of a new signal could affect through movement progression on Kiely Boulevard and may potentially cause additional congestion. Thus, installation of a signal is not recommended at this location.

Site observations indicated that there was no difficulty for the eastbound traffic to make left turns or right turns out of Albany Drive or for the northbound left-turn traffic to make turns to Albany Drive. The nearby signals at Norwalk Drive and at Stevens Creek Boulevard were observed to create gaps in traffic so that turns could be made. The vehicle queuing analysis (Table 11) shows that the addition of project traffic would not result in a noticeable increase in queue length or delay for northbound left-turn and eastbound traffic. Therefore, a traffic signal may not be necessary.

Effect of Lopina Way Relocation

The project would relocate the existing Lopina Way to the eastern project boundary with a new two-lane street (the relocated Lopina Way) extended between Stevens Creek Boulevard and Albany Drive. Street parking would be allowed on the west side of the relocated Lopina Way and may be timed/limited. No truck loading is allowed on the relocated Lopina Way, but a passenger loading zone (white curb) would be provided adjacent to the office building. The new Lopina Way/Albany Drive intersection would be directly across from the driveway serving the apartment complex to the south. The project would provide a 100-foot westbound left-turn pocket on Stevens Creek Boulevard at the new Lopina Way intersection. Northbound traffic on the relocated Lopina Way would only be able to make right turns to Stevens Creek Boulevard due to the proposed median on Stevens Creek Boulevard.

The existing Lopina Way runs through the project site. It serves the commercial uses on the street and connects the residential uses to the south of the project site on Albany Drive to Stevens Creek Boulevard. It is expected that with the Lopina Way relocations, some of the existing through traffic would continue to use the new Lopina Way and some would divert to Palace Drive. The analysis evaluated traffic operations on Palace Drive at Albany Drive and Stevens Creek Boulevard intersections with the diverted traffic and traffic operations on the relocated Lopina Way at Albany Drive and Stevens Creek Boulevard intersections with the diverted and project traffic. Additionally, the street parking demand on Lopina Way was evaluated because street parking would be limited to one side on the new street.

Diverted Traffic

The through traffic on Lopina Way that would be diverted to Palace Drive and the new Lopina Way was estimated using the peak-hour driveway counts at existing driveways on Lopina Way and the peak-hour intersection counts on Lopina Way at Stevens Creek Boulevard and at Albany Drive. The driveway counts were subtracted from the Lopina Way traffic volumes to derive the through traffic on Lopina Way during AM and PM peak hours. The two-way traffic volumes on Lopina Way were 91 - 137 vehicles and 124 – 170 vehicles in the AM and PM peak hours, respectively; and the driveway counts are 81 and 129 vehicles in the AM and PM peak hours, respectively. Therefore, the through traffic was estimated to be 74 and 83 vehicles[1] in the AM and PM peak hours, respectively.

It is expected that the through traffic traveling to the west on Stevens Creek Boulevard and Albany Drive would use Palace Drive and the remaining through traffic would use the new Lopina Way. Because the existing amount of traffic on Lopina Way is small, the amount of traffic diverted to each street also would be small. Figure 15 shows the estimated diverted traffic and background plus project traffic on Palace Drive and the new Lopina Way during AM and PM peak hours.

Traffic Operations on Palace Drive and Relocated Lopina Way

Traffic operations on Palace Drive and the new Lopina Way with the diverted traffic and project traffic were evaluated based on the vehicle queuing analysis and the peak-hour volume signal warrant analysis at their intersections with Albany Drive and Stevens Creek Boulevard. Table 12 shows the vehicle queuing analysis for movements with added diverted traffic and project traffic. The estimated 95th percentile vehicle queues under background with project conditions would be short (1-3 vehicles) at these intersections in both AM and PM peak hours and are not expected to block the nearby driveways on these streets. At the new Lopina Way/Stevens Creek Boulevard intersection, the project would provide a westbound left-turn pocket with a length of approximately 100 feet, which can accommodate the estimated 95th percentile queue of 2 vehicles based on the AM peak-hour volume.

The results of the peak-hour traffic signal warrant checks indicate that, with the exception of the new Lopina Way/Stevens Creek Boulevard intersection during the PM peak hour, the peak-hour volumes at these four intersections do not warrant signalization during either the AM or PM peak hours under background with project conditions. At the new Lopina Way/Stevens Creek Boulevard intersection, although the PM peak-hour volume warrants signalization, the short distance to the traffic signal at the Kiely Boulevard/ Stevens Creek Boulevard intersection could affect through movement progression on Stevens Creek Boulevard and may potentially cause additional congestion. Thus, installation of a signal is not recommended at this location.

Sight Distance at Relocated Lopina Way/Stevens Creek Boulevard

Providing the appropriate sight distance reduces the likelihood of a collision at a driveway or intersection, and provides drivers with the ability to exit a driveway or street and locate sufficient gaps in traffic. The new Lopina Way would be placed along the project's eastern boundary and create a new intersection on Stevens Creek Boulevard. The speed limit on Stevens Creek Boulevard is 40 mph. The Caltrans recommended stopping sight distance is 360 feet for the speed limit. This means that a driver on Lopina Way must be able to see 360 feet

[1] Through traffic in the AM peak hour = (137 + 91 – 81) / 2. Through traffic in the PM peak hour = (170 + 124 – 129) / 2.

LEGEND

= Site Location

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

XX(XX) = Diverted Lopina Way Traffic Volumes

Figure 15
Diverted and Background Plus Project Traffic on Palace Drive and Relocated Lopina Way

NORTH
Not to Scale

Table 12
Vehicle Queuing Analysis at Intersections on Palace Drive and Relocated Lopina Way

Intersection	Relocated Lopina/ Stevens Creek				Relocated Lopina/ Albany				Palace/ Stevens Creek		Palace/ Albany			
Movement	WB LT	WB LT	NB RT	NB RT	EB	EB	SB	SB	NB	NB	EB	EB	SB	SB
Peak Hour Period	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Background Plus Project														
Cycle/Delay[1] (sec)	10.8	14.8	10.7	16.8	7.9	7.7	11.8	12.2	15.7	35.8	8.3	8.3	7.6	7.7
Lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Volume (vph)	151	44	53	187	240	317	22	17	83	86	165	164	61	64
Volume (vphpl)	151	44	53	187	240	317	22	17	83	86	165	164	61	64
Avg. Queue (veh/ln)	0.5	0.2	0.2	0.9	0.5	0.7	0.1	0.1	0.4	0.9	0.4	0.4	0.1	0.1
Avg. Queue[2] (ft/ln)	11	5	4	22	13	17	2	1	9	21	10	9	3	3
95th% Queue (veh/ln)	2	1	1	3	2	2	1	1	2	3	2	2	1	1
95th% Queue (ft/ln)	50	25	25	75	50	50	25	25	50	75	50	50	25	25
Storage (ft/ ln)	100	100	300	300	170	170	165	165	75	75	225	225	75	75
Adequate (Y/N)	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

Notes:
WB = westbound; EB = eastbound; SB = southbound; NB = northbound.
RT = right turn movement; LT = left turn movement; TH = through movement.
[1] Vehicle queue calculations based on cycle length for signalized intersections and average delay for unsignalized intersections.
[2] Assumes 25 feet per vehicle queued.

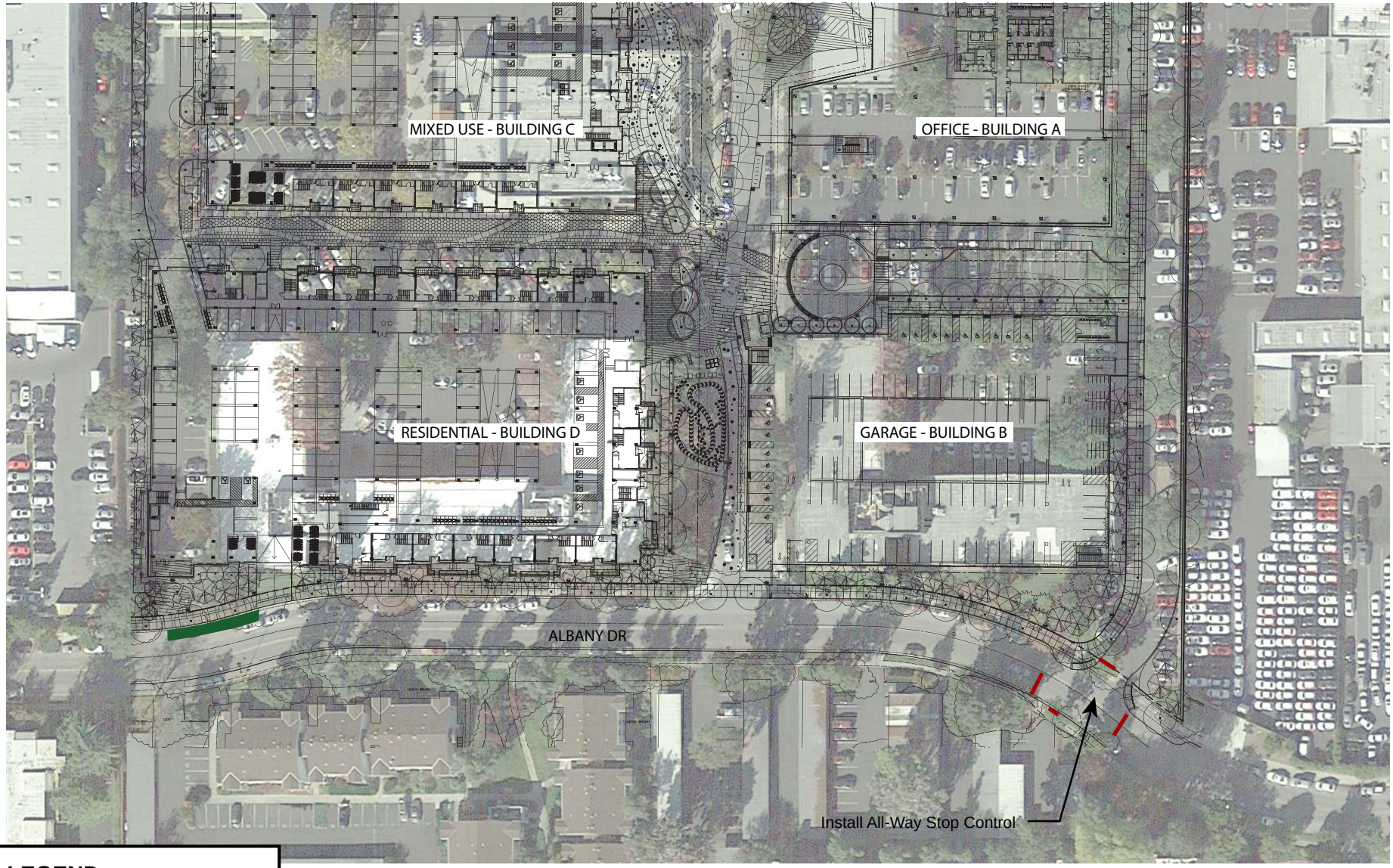
down the street to locate a sufficient gap to turn out of the street. There are no roadway curves or landscaping features on Stevens Creek Boulevard that would obstruct the vision of exiting drivers. However, street parking is allowed on Stevens Creek Boulevard and could obstruct the vision of exiting drivers if there were cars parked next the street.

Recommendation: The new Lopina Way intersection should be free and clear of any obstructions to optimize sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and other vehicles traveling on Stevens Creek Boulevard. Any landscaping, parking, and signage should be located in such a way to ensure an unobstructed view for drivers entering and exiting the street. Red curbs should be implemented adjacent to Lopina Way on Stevens Creek Boulevard ensuring a minimum of 360 feet of clear sight distance from the street.

Sight Distance at Relocated Lopina Way/Albany Drive

The new Lopina Way would intersect with Albany Drive on a horizontal curve, which could obstruct the vision of exiting drivers. There is not a posted speed limit along Albany Drive. It is presumed that the speed limit is 25 mph. The Caltrans recommended stopping sight distance is 200 feet for the speed limit. This means that a driver on Lopina Way must be able to see 200 feet down the street to locate a sufficient gap to turn out of the street. Street parking along the north side of Albany Drive and landscaping on the adjacent property could block the view of exiting drivers for identifying vehicles approaching around the horizontal curve on Albany Drive. To ensure a minimum of 200 feet of clear sight distance from Lopina Way, the street parking along the north side of Albany Drive should be restricted and landscaping on the adjacent property should be removed or relocated. However, the existing landscaping is not within the project's property line, and the removal of the landscape is a temporary solution if maintenance is not observed periodically. Therefore, the City of San Jose recommends installation of an all-way stop.

Recommendation: The City of San Jose recommends installation of an all-way stop at the new Lopina Way/Albany Drive intersection. The intersection does not meet the CA MUTCD all-way stop warrant. Even though the intersection does not meet the warrant, the City is in support of installing an all-way stop at the intersection (see Figure 16).



LEGEND

= Remove Street Parking

= Stop Bar

Figure 16
Sight Distance Improvements at Lopina Way and Project Driveway On Albany Drive

NORTH
Not to Scale

Stop Sign Warrant at Relocated Lopina Way/Albany Drive

The all-way stop at the new Lopina Way/Albany Drive intersection was evaluated based on the guidance in the CA MUTCD. The applicable quantitative criteria described in the CA MUTCD for streets where the 85th percentile speed is lower than 40 mph include:

A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.

B. A crash problem, as indicated by 5 or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right- and left-turn collisions as well as right-angle collisions.

C. Minimum volumes: The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day, AND the combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour.

D. Where no single criterion is satisfied, but where Criteria B and C are all satisfied to 80 percent of the minimum values.

As discussed above, the peak-hour volumes of the new Lopina Way/Albany Drive intersection do not warrant signalization; therefore, Criterion A is not satisfied. This is a new intersection with no prior collision record; therefore, Criterion B is not satisfied.

For Criterion C, 24-hour traffic counts were conducted on the existing Lopina Way and Albany Drive adjacent to the intersection (see Appendix A) to obtain the highest 8 hours of traffic data on each street. The traffic count data on the existing Lopina Way and the project trips on the new Lopina Way were used to derive 8-hour traffic on the new Lopina Way. The minimum volume criteria were not satisfied during any single hour of a typical day (see Table 13). Therefore, Criterion C is not satisfied. For Criterion D, the 80% volume criteria were not satisfied for any single hour of a typical day, and there is no prior collision record for the new intersection. Therefore, Criterion D is not satisfied.

In summary, the intersection would not meet any of the quantitative CA MUTCD criteria for an all-way stop.

Table 13
Summary of Highest Eight Hours of Traffic Data at Relocated Lopina Way/Albany Drive

Hour Start	Major Street (Albany Drive)			Minor Street (Lopina Way)		
Time	Total Volume	Threshold	80% Threshold	Total Volume	Threshold	80% Threshold
8:00 AM	557	300	240	53	200	160
9:00 AM	455	300	240	49	200	160
1:00 PM	453	300	240	65	200	160
2:00 PM	439	300	240	45	200	160
3:00 PM	433	300	240	39	200	160
4:00 PM	511	300	240	55	200	160
5:00 PM	547	300	240	57	200	160
6:00 PM	511	300	240	54	200	160
Average	**488**			**52**		

Secondary (qualitative) criteria stated in the CA MUTCD that may be considered include:

E. The need to control left-turn conflicts;

F. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;

G. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to reasonably safely negotiate the intersection unless conflicting cross traffic is also required to stop; and

H. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.

For Criterion E, the addition of stop signs on Albany Drive are not needed to control left turn conflicts. For Criterion F, the pedestrian volumes are not high enough to justify additional stop control.

For Criterion G, as discussed above (Sight Distance at Relocated Lopina Way/Albany Drive), the new intersection would be placed on a horizontal curve on Albany Drive and would obstruct the vision of exiting drivers on Lopina Way. The sight distance can be improved by restricting street parking (red curb) along the north side of Albany Drive and removing or relocating landscaping on the adjacent property. The red curb is required from the new Lopina Way for approximately 160 feet east of the new Lopina Way, which would result in the loss of 4 existing street parking spaces on Albany Drive to the east of the adjacent property's driveway. With the improvements, additional stop control on Albany Drive is not warranted.

For Criterion H, Albany Drive is clearly the major street and the new Lopina Way is the minor Street. The subject streets are not of similar design. The traffic volumes on Albany Drive are greater than those of Lopina Way. There would be no clear improvement in the operational characteristics of the subject intersection with an all-way stop.

Based on the criteria specified in the CA MUTCD, an all-way stop is not warranted at the new Lopina Way/Albany Drive intersection. However, the City of San Jose recommends installation of all-way stop control due to the following:

- Removal of the landscape is a temporary solution if maintenance is not observed periodically.
- Loss of parking along Albany Drive would be avoided with an all-way stop.
- Relocated Lopina Way/Albany Drive is directly across from an ingress/egress driveway serving the apartment complex to the south.
- An all-way stop at this location would be in the approximate mid-block location between the nearest intersections of Palace Drive/Albany Way (all-way stop) and Kiely Boulevard/Albany Way.

Street Parking on Lopina Way

There is street parking on both sides of Lopina Way, but with the relocation, street parking would be allowed only on the west side of the relocated Lopina Way and may be timed/limited. It was estimated that the west side of new Lopina Way could accommodate about 22 parked vehicles. A parking survey conducted at midnight showed that there were 31 vehicles parking on Lopina Way. The parking supply on the street is about 38 vehicles. Because the surrounding businesses were closed at midnight, the parked vehicles are likely from residents in the residential developments on Albany Drive. The parking survey showed that street parking on Albany Drive was also highly occupied and might not be able to accommodate the lost parking on Lopina Way.

Recommendation: The City of San Jose recommends that street parking be provided on both sides of the new Lopina Way.

Effects on Surrounding Streets

Surrounding local street segments that would be affected by the proposed project are listed below:

- Albany Drive between the Project site and Lopina Way
- Palace Drive between Albany Drive and Stevens Creek Boulevard
- Lopina Way between Albany Drive and Stevens Creek Boulevard

Albany Drive and Lopina Way will provide direct access to the project site via project driveways on these streets. Palace Drive will be utilized by some of the diverted traffic from the existing Lopina Way.

Existing and estimated project condition traffic volumes on the surrounding streets were analyzed based on the existing traffic counts, estimated diverted traffic due to Lopina Way relocation, and trip estimates for the project (see Table 14). The evaluation consists of a roadway segment analysis to quantify the potential change in traffic volumes along the study roadway segments as a result of the proposed project. For the evaluation, the existing and projected daily traffic volumes along the study roadway segments were compared to acceptable volume thresholds for each roadway segment to determine if the projected change in traffic volume would be significant. Since the City has not established any standards or significance thresholds regarding neighborhood streets, the information is presented for information only.

Table 14
Average Daily Traffic on Surrounding Streets

Street Segment	Dir	85th Percentile Speed (mph)	Existing ADT Counts[1]	Lopina Way Traffic[2]	Project Trips	Existing Plus Project	% Change
Albany Drive between Project Site and Lopina Wy	EB	29	2,121	-	743	2,864	
	WB	28	2,468	-	585	3,053	
	Total		**4,589**		**1,328**	**5,917**	**29%**
Palace Drive between Albany Dr and Stevens Creek Blvd	NB	24	943	138	-	1,081	
	SB	22	1,091	180	-	1,271	
	Total		**2,034**	**318**		**2,352**	**16%**
Lopina Way between Albany Dr and Stevens Creek Blvd[3]	NB	19	815	467	649	1,116	
	SB	22	1,029	269	1,122	1,391	
	Total		**1,844**	**736**	**1,771**	**2,507**	**36%**

Notes:
ADT = Average Daily Traffic.
1. 24-hour tube counts were conducted on January 12, 2017.
2. Traffic that would shift from the Existing Lopina Way to Palace Drive and the relocated Lopina Way.
3. Existing plus project traffic is the traffic on the relocated Lopina Way, which is the sum of the shifted Lopina Way traffic and project traffic.

The study roadway segments, although narrow, can be classified as local connector streets given that they serve commercial land uses and connect the surrounding residential land uses to Stevens Creek Boulevard and Kiely Boulevard. The City of San Jose 2040 General Plan describes local connector streets as roadways that have two traffic lanes and would accommodate low to moderate volumes of through traffic within the City.

General guidelines regarding threshold volumes pertaining to connector streets have been recommended within several studies and reference material including the Highway Capacity Manual (HCM). There is variation in these accepted threshold volumes, but in general, connector (or collector) streets' general characteristics include low speeds (25 to 35 miles per hour), low to moderate traffic volumes, and emphasize balance between mobility and access. A connector street is defined by the City of San Jose with ADT volumes typically ranging from 2,000 to 16,000 vehicles.

The 24-hour tube counts conducted in January 2017 revealed that the study segments on Albany Drive, Palace Drive, and Lopina Way currently carry approximately 4,589, 2,034, and 1,844 vehicles per day, respectively. It was estimated that the project would divert 318 and 736 daily trips to Palace Drive and the new Lopina Way, respectively. The project would also add 1,328 daily trips to Albany Drive between the project driveways and the new Lopina Way and 1,771 daily trips to the new Lopina Way between the office driveway and Stevens Creek Boulevard.

Although the projected ADT are within the acceptable range for this type of street, the added project trips constitute a measurable increase from the existing volumes on Albany Drive and Lopina Way. However, it is important to note that the proposed project is similar to surrounding land uses along Albany Drive, and the proposed project traffic is not considered cut-through traffic given that each of the streets serve as primary access roads to the project site.

Speed surveys conducted along the study segments revealed that the 85th percentile speeds on Albany Drive, Palace Drive, and Lopina Way are 28-29, 22-24, and 19-22 miles per hour (mph), respectively. There is not a posted speed limit along the surveyed segments. However, it is presumed that the speed limit along the studied segments is 25 mph. Based on the collected data, the measured 85th percentile speeds along the street segments are within 4 mph of the speed limit. Speeds within 7 mph of the posted speed limits are considered reasonable. Therefore, based on the speed surveys, it can be concluded that there is not a speeding problem along the study segments.

Site Access and On-Site Circulation

A review of the project site plan was performed to determine if adequate site access and on-site circulation are provided and to identify any access or circulation issues that should be improved. This review is based on the preliminary site plan prepared by HMH, dated March 7, 2018, presented on Figure 2 and in accordance with generally accepted traffic engineering standards. The site plan is illustrative only. Therefore, the evaluation of site access and circulation and recommendations discussed below may require adjustment based on a final site plan. However, it is not anticipated that there would be significant changes to the primary access points to the project site.

Site Access

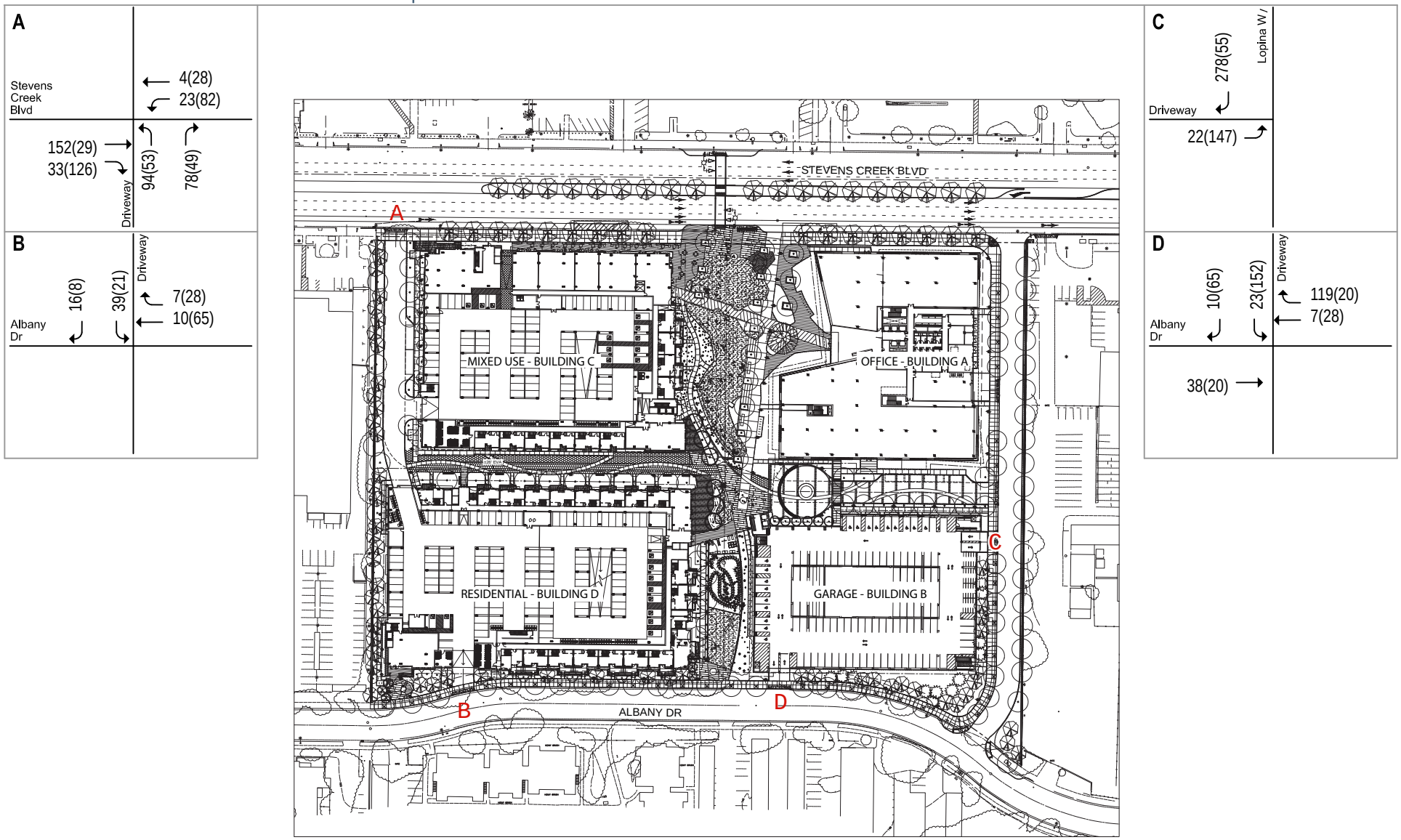
The project would include residential and office developments with separate access points for each development. The residential buildings, along with the retail space, would be located on the western portion of the site, and the office building and office parking garage would be located on the eastern half of the site, with open space separating the two developments. Access to the parking garages of the two residential buildings would be provided via driveways on Stevens Creek Boulevard and Albany Drive (Driveways A and B on Figure 17). The above-grade parking garages would be wrapped by residential units within both buildings. The residential parking garages would be connected on the ground level. Access to the parking garage of the office development would be provided via driveways on the relocated Lopina Way and Albany Drive (Driveways C and D on Figure 17). The office parking garage would be a standalone above-grade structure with walkways connecting to the office building. There would be no direct vehicle access between the residential parking garages and the office parking garage. The site plan indicates that the driveways would provide one inbound lane and one outbound lane. The residential driveways would be 26 feet wide, and the driveways to the office parking garage would be approximately 24 feet wide. Project trips at the project driveways on Stevens Creek Boulevard, Albany Drive, and the new Lopina Way are shown on Figure 17.

Recommendation: According to the City of San Jose driveway standards, standard driveways with two-way traffic should be at least 26 feet wide. Each of the project's driveways should be designed to meet the City's standard 26 feet width requirement.

Pedestrian access to the project would be via sidewalks on Stevens Creek Boulevard and Albany Drive. The project would include the following pedestrian features to enhance the pedestrian environment and improve pedestrian access to the project site.

- Wider sidewalks on Stevens Creek Boulevard.
- A mid-block pedestrian crossing on Stevens Creek Boulevard with a median island along the project frontage and bulb-outs at the both ends of the crossing to reduce crossing distance. The pedestrian crossing would be lined up with the proposed north-south promenade through the site.
- A promenade between the residential and office developments, that can be accessed from Stevens Creek Boulevard and Albany Drive. Residents in the apartments to the south of the project site on Albany Drive could also use the promenade to access the transit service on Stevens Creek Boulevard.
- Bulb-outs at the new Lopina Way/Albany Drive intersection to reduce crossing distance.

It should be noted that the Stevens Creek Urban Village Plan (SCUV), adopted in August 2017, includes policies to improve circulation and streetscape on Stevens Creek Boulevard. The project proposes wider sidewalks and a mid-block crossing with a median island in the existing center turn lane, which are consistent with the policies of the SCUV Plan. However, the SCUV Plan also includes policies to install protected bike lanes on Stevens Creek



LEGEND

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

Figure 17
Gross Project Trips at Project Driveways

HEXAGON

NORTH
Not to Scale

Boulevard where feasible. The proposed bulb-outs at the both ends of the mid-block crossing would conflict with the planned protected bike lanes.

Recommendation: The project should coordinate with the Cities of San Jose and Santa Clara to determine the final configuration of the proposed mid-block crossing with a center island and bulb-outs on Stevens Creek Boulevard., The pedestrian crossing should be designed to not conflict with the future streetscape of Stevens Creek Boulevard with protected bike lanes, as planned by the Stevens Creek Urban Village Plan.

Traffic Operations at Project Driveways

Traffic operations at the project driveways were evaluated with a vehicle queuing analysis for left-turn inbound traffic and outbound driveway traffic (see Table 15). The analysis evaluates whether adequate left-turn storage is provided for the project's inbound traffic and whether there would be long vehicle queues for the inbound and outbound traffic.

The analysis indicates that the estimated 95th percentile vehicle queues under background with project conditions would be short (1-4 vehicles) in the parking garages at all driveways in both AM and PM peak hours and are not expected to cause a long line for outbound traffic. There is a center turn lane on Stevens Creek Boulevard. The estimated 95th percentile left-turn vehicle queue for the inbound traffic at the driveway on Stevens Creek Boulevard is only two vehicles and is not expected to block the driveways on the north side of Stevens Creek Boulevard. It is expected that most inbound traffic would enter the site via Stevens Creek Boulevard because it would provide the most direct access to the parking garages. Some eastbound inbound trips may instead turn on Albany Drive and enter the site via eastbound left turns at Driveways B and D, but the number of vehicle trips is expected to be small. Due to the low traffic volumes on Albany Drive and the small eastbound left-turn traffic expected at Driveways B and D, the project traffic is not expected to create any operational issues related to vehicle queueing on Albany Drive at the driveways. The westbound inbound traffic on Albany Drive is expected to enter the site via westbound right turns at Driveways B and D. Some office inbound trips may instead turn on Lopina Way and enter the site via northbound left turns at Driveway C, but the number of vehicle trips is expected to be small. Due to the low traffic volumes on Lopina Way and the small northbound left-turn traffic expected at Driveway C, the project traffic is not expected to create any operational issues related to vehicle queueing on Lopina Way at the driveway.

Table 15
Vehicle Queuing Analysis at Project Driveways

Intersection	Stevens Creek/ Residential Drwy (A)				Albany/ Residential Drwy (B)		Relocated Lopina/ Office Drwy (C)		Albany/ Office Drwy (D)	
Movement	WB LT	WB LT	NB	NB	SB	SB	EB	EB	SB	SB
Peak Hour Period	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Background Plus Project										
Cycle/Delay[1] (sec)	9.6	19.4	17.6	50.7	10.5	10.6	11.4	10.4	11.3	13.1
Lanes	1	1	1	1	1	1	1	1	1	1
Volume (vph)	23	82	172	102	55	29	22	147	33	217
Volume (vphpl)	23	82	172	102	55	29	22	147	33	217
Avg. Queue (veh/ln)	0.1	0.4	0.8	1.4	0.2	0.1	0.1	0.4	0.1	0.8
Avg. Queue[2] (ft/ln)	2	11	21	36	4	2	2	11	3	20
95th% Queue (veh/ln)	1	2	3	4	1	1	1	2	1	2
95th% Queue (ft/ln)	25	50	75	100	25	25	25	50	25	50

Notes:
WB = westbound; EB = eastbound; SB = southbound; NB = northbound.
RT = right turn movement; LT = left turn movement; TH = through movement.
[1] Vehicle queue calculations based on cycle length for signalized intersections and average delay for unsignalized intersections.
[2] Assumes 25 feet per vehicle queued.

Sight Distance at Project Driveways

Providing the appropriate sight distance reduces the likelihood of a collision at a driveway or intersection, and provides drivers with the ability to exit a driveway and locate sufficient gaps in traffic. New driveways would be provided on Stevens Creek Boulevard, Albany Drive, and the new Lopina Way. The speed limit on Stevens Creek Boulevard is 40 mph and on Albany Drive and the new Lopina Way is 25 mph. The Caltrans recommended stopping sight distance is 360 and 200 feet for the speed limits of 40 and 25 mph, respectively. This means that a driver must be able to see the distance down the streets to locate a sufficient gap to turn out of the driveways. For driveways on Stevens Creek Boulevard and the new Lopina Way and the office driveway on Albany Drive, there are no roadway curves or landscaping features shown on the site plan that would obstruct the vision of exiting drivers. However, street parking is allowed on Stevens Creek Boulevard and Albany Drive and could obstruct the vision of exiting drivers if there were cars parked next the driveway.

The residential driveway on Albany Drive is on a horizontal cure with street parking on the street. As shown on Figure 16, street parking along the north side of Albany Drive could block the view of exiting drivers for identifying vehicles approaching around the horizontal curve on Albany Drive. Therefore, to ensure a minimum of 200 feet of clear sight distance from the driveway, the street parking along the north side of Albany Drive should be restricted.

Recommendation: The project driveways should be free and clear of any obstructions to optimize sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and other vehicles traveling Stevens Creek Boulevard, Albany Drive, and Lopina Way. Any landscaping, parking, and signage should be located in such a way to ensure an unobstructed view for drivers entering and exiting the site. Red curbs should be implemented adjacent to each driveway ensuring a minimum of 360 feet of clear sight distance from the driveway on Stevens Creek Boulevard and a minimum of 200 feet of clear sight distance from each driveway on Albany Drive and Lopina Way.

On-Site Circulation

The on-site circulation was reviewed in accordance with generally accepted traffic engineering standards. Generally, the site plan shows adequate connectivity through the site for pedestrians. Pedestrian paths would be provided through the site between buildings and between the residential and office developments. A promenade would be provided between the residential and office developments.

The north residential parking garage would be accessed via a driveway on Stevens Creek Boulevard; the south residential parking garage would be accessed via the same driveway on Stevens Creek Boulevard and a driveway on Albany Drive; the office parking garage would be accessed via a driveway on the new Lopina Way and a driveway on Albany Drive. The parking garages would provide 90-degree parking throughout the garages. All parking areas would have 26-foot drive aisles for two-way traffic, which meet the City's standard width of 26 feet for two-way circulation of vehicular traffic. In the office parking garage, circulation would be efficient with no dead-end aisles. In the residential parking garages, there are some dead-end aisles, but all have turn around areas marked on the plan. There are tandem parking spaces in both residential garages. It is expected that they would be assigned parking spaces.

Truck Access

The site plan shows that a loading area would be provided for the residential development on the driveway adjacent to the north residential building and a loading area would be provided for the office development on the south side of the office building with a driveway access on Lopina Way. The garbage truck access is not specified on the site plan. It is presumed that all garbage trucks would perform their operations outside of the buildings at the curbs along Stevens Creek Boulevard and Albany Drive, which is common for this type of mixed-use development. It is presumed that trash bins would be wheeled out to Stevens Creek Boulevard and Albany Drive through the project driveways for garbage truck pickup.

Fire trucks would access the project site through the project driveway and Lopina Way. An east-west fire access path would be provided between the residential driveway and Lopina Way. The fire access path is 26 feet wide with adequate turn radius for fire trucks to pass through. The City of San Jose Fire Department requires that all portions of the buildings are within 150 feet of a fire department access road, and requires a minimum of six feet

clearance from the property line along all sides of the building. All portions of the office building would be within 150 feet of a fire access road, and the project would meet the 6-foot requirement for building clearance on all sides.

Effects on Bicycle, Pedestrian, and Transit Facilities

Transit Services

The project site is served by Routes 23 and 323 on Stevens Creek Boulevard and Routes 57 and 58 on Kiely Boulevard. Route 330 runs on San Tomas Expressway in the project vicinity. The bus stops closest to the project site are located on Stevens Creek Boulevard in front of the project site (Route 23) and at the Kiely Boulevard/Stevens Creek Boulevard intersections (Routes 23, 323, 57, and 58).

Due to the convenient location of the bus stops, it is assumed that some residents and office employees of the proposed development would utilize the existing transit services. Applying an estimated 2 percent transit mode share equates to approximately 15 new transit riders during the AM peak hour and 16 riders during the PM peak hour. Assuming the existing transit service would remain unchanged with Route 23 providing service with 12-minute headways during the peak commute periods at bus stops along Stevens Creek Boulevard, the estimated number of new transit riders using the bus stops located near the project site would equate to approximately three riders per bus during the peak hours. The small increase in new riders could be accommodated by the currently available capacity of the bus services in the study area and improvement of the existing transit service would not be necessary with the project.

To assess the project impact on transit vehicle delay, the delay experienced by each route running through the study intersections was estimated based on the results of the intersection level of service analysis. The project would have a significant impact at the San Tomas Expressway/Saratoga Avenue intersection during the AM peak hour, which could result in an increase in transit vehicle delay for Route 330 that provide services through the intersection. Table 16 summarizes the total delay experienced by each route running through the study intersections under existing, background, and background plus project conditions and the increase in transit vehicle delay and travel time through the study area with the addition of the project traffic. VTA does not have significance thresholds to determine impacts on transit vehicle delay. Therefore, this analysis is presented for information purposes only. The results show that the project would result in minimal changes (less than 2%) in transit travel time in the study area. Additionally, the project's fair-share contribution towards the San Tomas Expressway widening would mitigate the project's impacts along the expressway for all vehicles, including transit.

Pedestrian and Bicycle Facilities

A complete network of sidewalks is present along the streets in the vicinity of the project site, including Stevens Creek Boulevard and Albany Drive. The project would widen sidewalks on Stevens Creek Boulevard along the project frontage, provide sidewalks on the relocated Lopina Way, provide a signalized mid-block pedestrian crossing on Stevens Creek Boulevard with bulbs-outs, construct bulb-outs at the new Lopina Way/Albany Drive intersection, and include a promenade through the project site between Stevens Creek Boulevard and Albany Drive. The signalized intersections in the vicinity of the project site all have crosswalks. Overall, the existing network of sidewalks and crosswalks has good connectivity and provides pedestrians with safe routes to the project site and transit stops.

There are no designated bike lanes or bike routes on streets in the immediate vicinity of the project site. Albany Drive and Lopina Way carry low traffic volumes and are conducive to bicyclists. Stevens Creek Boulevard is an arterial street with high traffic volumes and vehicle speed. Bicyclists need to ride with caution on the street.

The project site is located within the boundary of Eisenhower Elementary, Hyde Middle School, and Cupertino High School, which are about 1.1 miles northwest, 2.7 miles southwest, and 2.0 miles west of the project site, respectively. To access these schools from the project site, students would need to travel on Stevens Creek Boulevard. Because the distance to the schools is more than one mile and there are no bike lanes on Stevens Creek Boulevard, students are unlikely to walk or ride bicycles from the project to the schools.

Table 16
Transit Vehicle Delay Comparison

Bus Route	Direction	Peak Hour	Existing Travel Time[1] min	Existing Travel Time[1] sec	Existing Delay[2] (sec)	Background Delay[2] (sec)	Background+Project Delay[2] (sec)	Background+Project Increase in Delay[3] (sec)	Background+Project % Increase in Travel Time[3]
23	Eastbound	AM	20	1,200	280.8	274.2	269.9	-4.3	-0.4%
		PM	26	1,560	278.1	345.9	347.1	1.2	0.1%
	Westbound	AM	25	1,500	299.9	331.9	343.5	11.6	0.8%
		PM	23	1,380	321.8	318.8	319.7	0.9	0.1%
57	Northbound	AM	8	480	147.2	148.1	154.6	6.5	1.4%
		PM	7	420	169.6	169.8	173.3	3.5	0.8%
	Southbound	AM	7	420	175.1	174.5	177.0	2.5	0.6%
		PM	10	600	171.9	171.1	174.1	3.0	0.5%
58	Northbound	AM	8	480	147.2	148.1	154.6	6.5	1.4%
		PM	7	420	169.6	169.8	173.3	3.5	0.8%
	Southbound	AM	6	360	175.1	174.5	177.0	2.5	0.7%
		PM	9	540	171.9	171.1	174.1	3.0	0.6%
323	Eastbound	AM	17	1,020	280.8	274.2	269.9	-4.3	-0.4%
		PM	26	1,560	278.1	345.9	347.1	1.2	0.1%
	Westbound	AM	23	1,380	299.9	331.9	343.5	11.6	0.8%
		PM	22	1,320	321.8	318.8	319.7	0.9	0.1%
330	Northbound	AM	13	780	444.5	753.0	761.0	8.0	0.7%
	Southbound	PM	7	420	218.6	552.6	555.9	3.3	0.4%

Note:
1. Travel time based on the VTA's bus schedule for two timepoints closest to each end of the study area.
2. The total movement delay of all relevant study intersections added together.
3. Increase in delay/travel time over background conditions.

The San Jose Bike Plan 2020 and Envision 2040 General Plan identify planned improvements, as described below, to the bicycle network within the City and provide policies and goals that are intended to promote and encourage the use of multi-modal travel options and reduce the identified project impacts to the roadway system. The planned improvements to the bicycle network would provide the project site with improved connections to surrounding pedestrian/bike and transit facilities and a balanced transportation system as outlined in the Envision 2040 General Plan goals and policies.

Pedestrian/Bike/Public Transit Improvements

The proposed project site is located within the Stevens Creek Boulevard Urban Village Boundary and fronts Stevens Creek Boulevard, which has been designated as a Grand Boulevard by the Envision San José 2040 General Plan. Grand Boulevards are intended to serve as major transportation corridors with priority given to public transit. Sites within an Urban Village and located along a Grand Boulevard must incorporate additional urban design and architectural elements that will facilitate a building with pedestrian orientated design and activate the pedestrian public right-of-way.

The planned improvements discussed below are intended to reduce the identified project impacts to the roadway system by providing the project site with viable connections to surrounding pedestrian/bike and transit facilities and provide for a balanced transportation system as outlined in the Envision 2040 General Plan goals and policies. However, the full implementation of the improvements is beyond the means of the proposed project given that they may require right-of-way from adjacent properties. The project could be required to make a fair-

share contribution towards the cost of the improvements since the identified improvements would be of benefit to the project.

Pedestrian and Bicycle Facility Improvements

The project will be required to implement the following Grand Boulevard design principle to improve pedestrian facilities:

- Provide a minimum 15 feet sidewalk width along the frontage on Stevens Creek Boulevard. The project would widen sidewalks along the frontage on Stevens Creek Boulevard to approximately 15 feet wide.

The San Jose Bike Plan 2020 indicates that a variety of bicycle facilities are planned in the study area, some of which would benefit the project and adhere to the goals of the Envision 2040 General Plan. Of the planned facilities, the following are relevant to the project.

- Cypress Avenue, between Stevens Creek Boulevard and Adra Avenue (Class II bike lanes)
- Cypress Avenue, between Adra Avenue and Constance Drive (Class III bike route)
- Moorpark Avenue, between Williams Road and College Drive (Class II bike lanes)
- Winchester Boulevard, between Moorpark Avenue and Payne Avenue (Class III bike route)

The Santa Clara Bicycle Plan Update 2009 proposes the bicycle facilities along the following street segments.

- Cypress Avenue, between Bohannon Drive and Stevens Creek Boulevard (Class III bike route)
- Woodhams Road, between Homestead Road and Stevens Creek Boulevard (Class III bike route)
- Pruneridge Avenue, between Pomeroy Avenue and Winchester Boulevard (Class II bike lanes)

Transit Facility Improvements

The project will be required to implement the following Grand Boulevard design principles to improve transit facilities:

- Minimize driveway cuts to minimize conflicts between pedestrians and vehicles. The project would not increase the number of access points (Lopina Way and one driveway) now serving the site on Stevens Creek Boulevard. The project would relocate Lopina Way and provide one driveway on Stevens Creek Boulevard.
- Provide enhanced shelters for transit services. There is one bus stop (Route 23) along the project frontage on Stevens Creek Boulevard (west side of Lopina Way) and it already has a shelter. The project would relocate the bus stop east of the proposed mid-block crossing. If the VTA would like an enhanced shelter, it would be appropriate for the project to share the cost of the improvement.

The project area will be served by the planned, future Stevens Creek BRT system. The Stevens Creek BRT project will replace the existing Route 323 with Rapid 523 between De Anza College and the Berryessa BART station. The Rapid 523 project will improve travel time, enhance passenger waiting areas, and look at opportunities to encourage more walking and bicycling in the Stevens Creek Boulevard/San Carlos Street corridor. The proposed BRT stops will be located at the Kiely Boulevard/Stevens Creek Boulevard intersection, which are the same as the existing Route 323 bus stops (about 1,100 feet from the project site).

Parking

Vehicular Parking

In conformance with the San Jose Municipal Code (Chapter 20.90), the project is required to provide 495 off-street parking spaces for the north residential building (64 for retail use and 431 for residential use), 430 off-street parking spaces for the south residential building, and 1,050 off-street parking spaces for the office development (30 for retail use and 1,020 for office use) (see Table 17). However, because the project is located within the Stevens Creek Boulevard Urban Village, the City of San Jose Urban Village Overlay parking reductions (Chapter

20.90.220, Reduction in Off-Street Parking Spaces) are applicable to the project development. The Urban Village Overlay allows for a reduction in the required on-site parking by up to 20% for residential and office uses and reduces the parking requirement for retail land use. The application of the reduction would result in the requirement of 377 off-street parking spaces for the north residential building (32 for retail use and 345 for residential use), 343 off-street parking spaces for the south residential building, and 831 off-street parking spaces for the office development (15 for retail use and 816 for office use). The project proposes 425 parking spaces in the north residential building, 380 parking spaces in the south residential building, and 1,238 parking spaces in the office development, which would meet the City parking requirements for both residential and office buildings. However, the proposed parking spaces in the office building would be much more than the requirement.

Recommendation: The project is located in the Stevens Creek Boulevard Urban Village and qualifies for a parking reduction. It is recommended that the project reduce the number of office parking spaces and implement a TDM program that encourages the use of non-auto modes of travel and minimizes the demand for on-site vehicular parking.

Table 17
Required Vehicle and Bicycle Parking

		Required Vehicle Parking		Required Parking with Urban Village Overlay		Required Bicycle Parking	
Proposed Land Use	**Size**	**Rate**	**Spaces**	**Reduction Rate**	**Spaces**	**Rate**	**Spaces**
North Residential Building							
Residential							
Studio	39 units	1.25/unit	49	20%	39	1 per 4 units	10
1 bedroom	108 units	1.25/unit	135	20%	108	1 per 4 units	27
2 bedroom	124 units	1.7/unit	211	20%	169	1 per 4 units	31
3 bedroom	18 units	2.0/unit	36	20%	29	1 per 4 units	5
Retail	15,000 gross s.f.[1]	1/200 s.f. of floor area[1]	64	1/400 s.f. of floor area[1]	32	1/3,000 s.f. of floor area[1]	4
North Residential Building Required Parking			**495**		**377**		**77**
North Residential Building Provided Parking					*425*		*77*
South Residential Building							
Studio	36 units	1.25/unit	45	20%	36	1 per 4 units	9
1 bedroom	122 units	1.25/unit	153	20%	122	1 per 4 units	31
2 bedroom	128 units	1.7/unit	218	20%	174	1 per 4 units	32
3 bedroom	7 units	2.0/unit	14	20%	11	1 per 4 units	2
South Residential Building Required Parking			**430**		**343**		**74**
South Residential Building Provided Parking					*380*		*74*
Office Building							
Office	300,000 gross s.f.[1]	1/250 s.f. of floor area[1]	1,020	20%	816	1/4,000 s.f. of floor area[1]	64
Retail	7,000 gross s.f.[1]	1/200 s.f. of floor area[1]	30	1/400 s.f. of floor area[1]	15	1/3,000 s.f. of floor area[1]	2
Office Development Required Parking			**1,050**		**831**		**66**
Office Development Provided Parking					*1,238*		*108*

Note:
1. As defined by City Code, "floor area" means 85% of the "total gross floor area" of the building. Therefore, 85% was applied to the gross floor area for retail and office space.

Bicycle Parking

In conformance with the San Jose Municipal Code, the project is required to provide 77 bicycle parking spaces for the north residential building (4 for retail use and 73 for residential use), 74 bicycle parking spaces for the south residential building, and 66 bicycle parking spaces for the office development (2 for retail use and 64 for office

use) (see Table 17). The project proposes long-term bike storage on the ground level of the residential parking garages and long-term bike storage in the ground level of the office building and parking garage. The proposed bicycle parking spaces would meet the City parking requirements for both residential and office buildings. Additionally, the project proposes many short-term bicycle racks in front of the retail space, near the entrances to the residential and office buildings, and along the promenade between the residential and office buildings.

TDM Measures

As discussed in Chapter 5, the project's intersection traffic impacts could be mitigated by implementing a TDM program for the office and residential developments to reduce the vehicle trips generation by the project during the peak hours. The TDM program should encourage multi-modal travel and use of the extensive bus service and pedestrian/bicycle facilities in the immediate project area to the maximum extent possible. The property managers should manage the TDM program to ensure resident/employee participation. Implementation of a TDM Program has the potential to greatly reduce project generated traffic.

The TDM program may include, but would not be limited to, the following, or alternative equivalent, measures to reduce vehicle trips:

Office Development

- Free VTA Eco passes or Clipper cards for all employees
- Transit subsidies for transit agencies other than the VTA, including Caltrain, ACE, Capitol Corridor, BART, MUNI, and other
- Vanpool subsidy
- Commuter tax benefits that offering pre-tax deduction for transit and vanpool or bicycle usage
- Emergency Ride Home program
- Carpool matching program
- Preferred parking for carpools and vanpools located near entrances to each office building
- Bicycle lockers and/or bicycle racks near entrances to the buildings
- Showers, changing rooms, and clothes lockers for cyclists and pedestrians, offering hair dryers and ironing boards
- On-site TDM coordinator and services
- Intranet site featuring transit, bike, ridesharing, and telework information
- New hire orientation focusing on commute alternatives
- Centrally-located kiosks with transit schedules, bike and transit maps, and other commute alternative information
- Periodic events which connect employees with local transit agencies and transportation organizations (e.g. Spare the Air Fair, Bike to Work Day, Earth Day)
- Onsite amenities that allow employees to complete errands without a car, such as a bicycle repair station, dry cleaning, cafeteria, coffee bars, fitness center, mail and shipping services, convenience store, and ATM.

Residential Development

- Free VTA Eco passes or Clipper cards for all residents
- On-site cargo bicycle share program
- Carpool matching program
- Bicycle lockers and/or bicycle racks near entrances to every residential building
- On-site TDM coordinator and services

- New resident orientation focusing on commute alternatives
- Intranet site featuring transit, bike, ridesharing and telework information
- Centrally-located kiosks with transit schedules, bike and transit maps, and other commute alternative information
- Onsite amenities that allow residents to complete errands without a car, such as a bicycle repair station, dry cleaning, restaurant, coffee bars, fitness center, mail and shipping services, convenience store, and ATM.

7. Cumulative Conditions

This chapter presents a summary of the traffic conditions that would occur under cumulative conditions. Cumulative development typically includes projects that are in the pipeline (pending projects) but are not yet approved. The chapter includes descriptions of nearby pending developments and the procedure used to estimate traffic volumes associated with them. Cumulative conditions reflect traffic conditions that would occur at the time that the proposed project is completed. The analysis of cumulative conditions is required by the CMP and in conformance with the California Environmental Quality Act (CEQA).

Significant Impact Criteria

A significant cumulative traffic impact at an intersection is identified by comparing cumulative plus project traffic conditions against background traffic conditions for City of San Jose study intersections. For City of Santa Clara and CMP study intersections, cumulative plus project conditions are compared against cumulative no project conditions.

City of San Jose Signalized Intersections

A significant cumulative traffic impact at an intersection is identified by comparing cumulative traffic conditions against background traffic conditions. The cumulative projects collectively would create a significant adverse impact on traffic conditions at a signalized intersection in the City of San Jose if during either the AM or PM peak hour:

1. The level of service at the intersection degrades from an acceptable LOS D or better under background conditions to an unacceptable LOS E or F under cumulative plus project conditions, <u>or</u>
2. The level of service at the intersection is an unacceptable LOS E or F under background conditions and the addition of cumulative project trips causes both the critical-movement delay at the intersection to increase by four (4) or more seconds <u>and</u> the volume-to-capacity ratio (V/C) to increase by one percent (.01) or more.
3. The level of service at a designated protected intersection[1] is an unacceptable LOS E or F under background conditions and the addition of cumulative project trips causes both the critical-movement delay at the intersection to increase by two (2) or more seconds <u>and</u> the volume-to-capacity ratio (V/C) to increase by one-half percent (.005) or more.

An exception to Criterion 2 applies when the addition of cumulative project traffic reduces the amount of average stopped delay for critical movements (i.e., the change in average stopped delay for critical movements is negative). In this case, the threshold of significance is an increase in the critical V/C value by .01 or more.

[1] The Winchester Boulevard/Stevens Creek Boulevard intersection is designated as a City of San Jose protected intersection.

Project's Contribution to Cumulative Impacts

A single project's contribution to a cumulative intersection impact is deemed considerable in the City of San Jose if the proportion of project traffic represents 25 percent or more of the increase in total volume from background traffic conditions to cumulative plus project traffic conditions.

A significant impact by City of San Jose standards is said to be satisfactorily mitigated when measures are implemented that would restore intersection level of service to background conditions or better at non-protected intersections.

City of Santa Clara Signalized Intersections

The project is said to create a significant adverse impact on traffic conditions at a signalized intersection in the City of Santa Clara if for either peak hour:

1. The level of service at the intersection degrades from an acceptable level (LOS D or better at city-controlled intersections and LOS E or better at expressway and CMP intersections) under cumulative no project conditions to an unacceptable level (LOS E or F at city-controlled intersections and LOS F at expressway intersections) under cumulative plus project conditions, or
2. The level of service at the intersection is an unacceptable level (LOS E or F at city-controlled intersections and LOS F at expressway and CMP intersections) under cumulative no project conditions and the addition of project trips causes the average critical delay to increase by four (4) or more seconds and the V/C to increase by one percent (.01) or more.

An exception to this rule applies when the addition of project traffic reduces the amount of average stopped delay for critical movements (i.e., the change in average stopped delay for critical movements is negative). In this case, the threshold of significance is an increase in the critical V/C value by .01 or more.

A significant impact by City of Santa Clara standards is said to be satisfactory mitigated when measures are implemented that would restore intersection levels of operation to cumulative no-project conditions or better.

CMP Signalized Intersections

The project is said to create a significant adverse impact on traffic conditions at a CMP signalized intersection if for either peak hour:

1. The level of service at the intersection degrades from an acceptable level (LOS E or better) under cumulative no project conditions to an unacceptable LOS F under cumulative plus project conditions, or
2. The level of service at the intersection is an unacceptable LOS F under cumulative no project conditions and the addition of project trips causes the average critical delay to increase by four (4) or more seconds and the V/C to increase by one percent (.01) or more.

An exception to this rule applies when the addition of project traffic reduces the amount of average stopped delay for critical movements (i.e., the change in average stopped delay for critical movements is negative). In this case, the threshold of significance is an increase in the critical V/C value by .01 or more.

A significant impact by CMP standards is said to be satisfactory mitigated when measures are implemented that would restore intersection levels of operation to cumulative no-project conditions or better.

Roadway Network

The roadway network under cumulative conditions is assumed to be the same as the background roadway network.

Intersection Traffic Volumes

Traffic volumes under cumulative conditions were estimated by adding the trips from approved developments, estimated project trips, and trips from proposed but not yet approved (pending) development projects. The pending developments considered for cumulative conditions include:

- Garden City Site Mixed-Use Development
- Volar Mixed-Use Tower
- North San Jose Phase II
- Downtown Strategy Phase II
- City Place in the City of Santa Clara

Of the pending development projects, the Downtown Strategy Phase II would not add cumulative trips to any of the study intersections. Figures 18 and 19 show the cumulative no project and cumulative plus project traffic volumes, respectively. Appendix D lists each of the components used to tabulate cumulative traffic volume at each intersection.

Since the traffic analysis was completed, the Volar Mixed-Use Tower Project (pdc15-065) was approved. This project was included in the cumulative analysis. However, if it had been included in the background scenario, the traffic study results would not change.

Intersection Levels of Service

Intersections in San Jose

The level of service analysis results show that the estimated cumulative project trips collectively would create a significant adverse traffic impact at the following four intersections located in the City of San Jose during at least one peak hour (see Table 18):

- San Tomas Expressway and Stevens Creek Boulevard (CMP) [AM peak hour]
- Winchester Boulevard and Stevens Creek Boulevard (CMP) [PM peak hour]
- San Tomas Expressway and Moorpark Avenue (CMP) [AM peak hour]
- San Tomas Expressway and Moorpark Avenue (CMP) [AM peak hour]

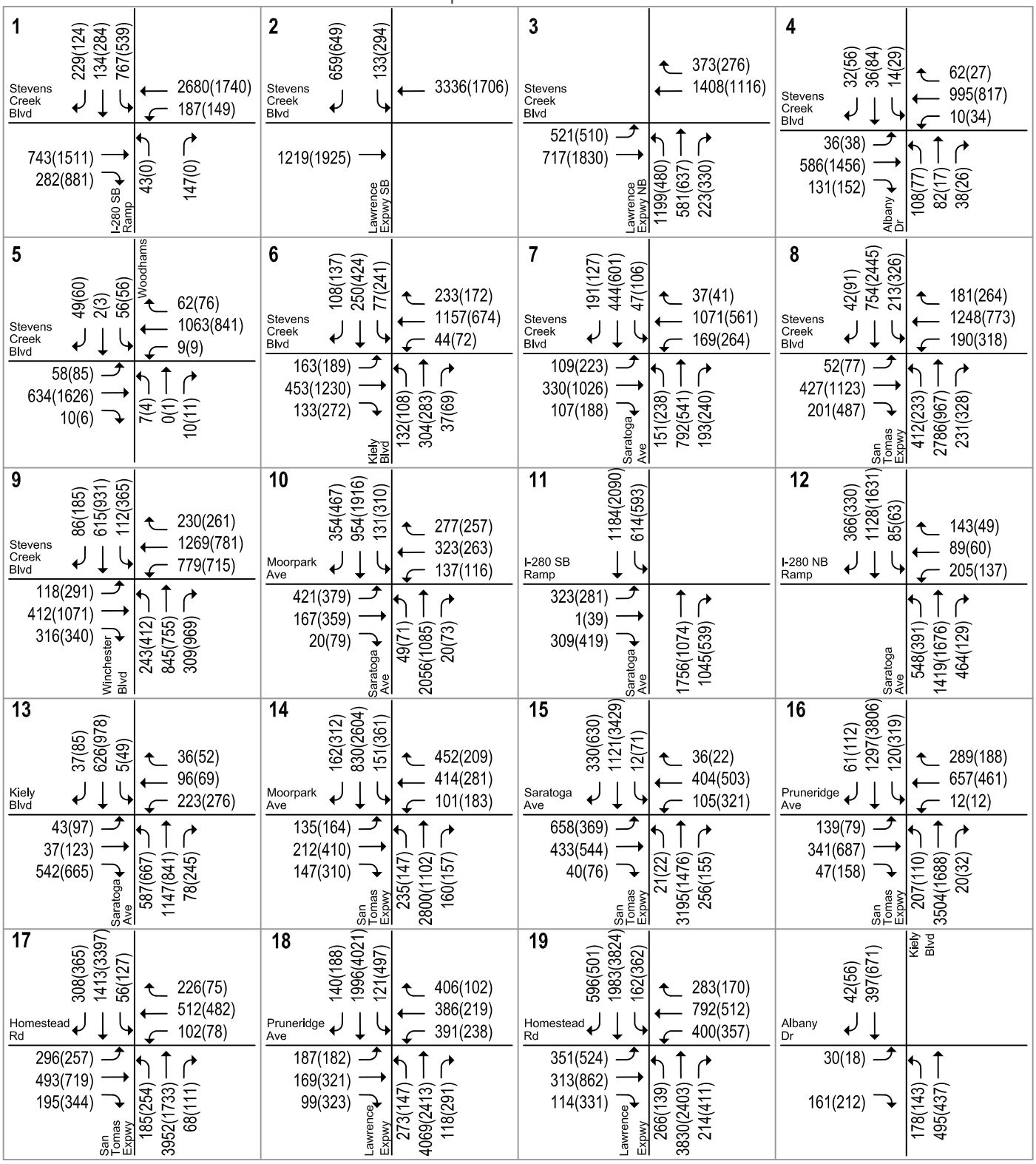
The addition of cumulative project trips at the remaining City of San Jose study intersections would not create a significant adverse traffic impact.

Project's Contribution to Cumulative Impacts

The project's contribution to the increase in total volume from background traffic conditions to cumulative traffic conditions at the following intersections would be 25 percent or more and deemed considerable based on City of San Jose criteria.

- San Tomas Expressway and Stevens Creek Boulevard (CMP) [AM peak hour]
- San Tomas Expressway and Moorpark Avenue (CMP) [AM peak hour]

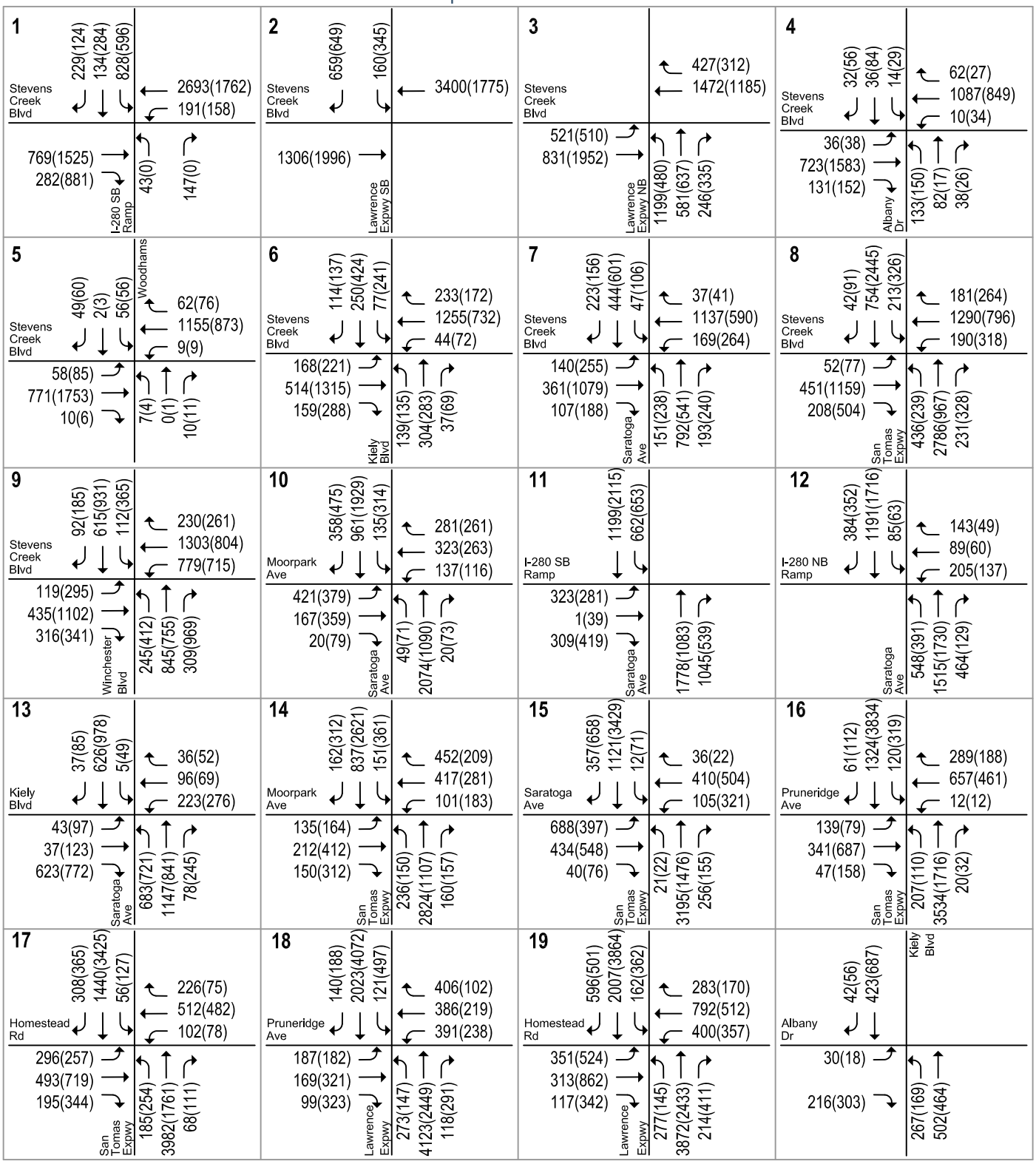
The project's contribution to growth in total volume from background traffic conditions to cumulative traffic conditions would be less than 25 percent at the Winchester Boulevard/Stevens Creek Boulevard intersection identified to be impacted by the total cumulative project trips.



LEGEND

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

Figure 18
Cumulative No Project Traffic Volumes



LEGEND

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

Figure 19
Cumulative Plus Project Traffic Volumes

Table 18
Cumulative Plus Project Intersection Levels of Service

ID	Intersection (Location)	LOS Standard	Peak Hour	Background Avg. Delay[2]	Background LOS	Cumulative Avg. Delay[2]	Cumulative LOS	Cumulative+Project Avg. Delay[2]	Cumulative+Project LOS	Incr. In Crit. Delay	Incr. In Crit. V/C	% of Project Contribution
1	I-280 SB Ramp and Stevens Creek Boulevard*	E	AM			28.3	C	29.8	C	2.2	0.022	
	(Santa Clara)		PM			19.0	B	20.0	B	1.2	0.015	
2	Lawrence Expressway SB and Stevens Creek Boulevard*	E	AM			40.4	D	42.2	D	3.1	0.012	
	(Santa Clara)		PM			25.9	C	25.8	C	0.1	0.013	
3	Lawrence Expressway NB and Stevens Creek Boulevard*	E	AM			34.2	C	34.5	C	0.5	0.016	
	(Santa Clara)		PM			29.6	C	29.8	C	0.3	0.015	
4	Albany Drive and Stevens Creek Boulevard	D	AM			23.6	C	23.5	C	0.5	0.033	
	(Santa Clara)		PM			17.0	B	17.8	B	0.8	0.039	
5	Woodhams Rd and Stevens Creek Boulevard	D	AM			13.6	B	12.4	B	-0.7	0.016	
	(Santa Clara)		PM			10.0	B	9.5	A	-0.4	0.023	
6	Kiely Boulevard and Stevens Creek Boulevard*	D	AM	37.8	D			36.9	D	-0.1	0.033	
	(San Jose)		PM	39.2	D			39.0	D	-0.1	0.029	
7	Saratoga Avenue and Stevens Creek Boulevard*	D	AM	34.7	C			36.1	D	1.8	0.044	
	(San Jose)		PM	40.3	D			41.9	D	3.1	0.079	
8	San Tomas Expressway and Stevens Creek Boulevard*	D	AM	**87.8**	**F**			**96.9**	**F**	**12.9**	**0.028**	**38%**
	(San Jose)		PM	**64.2**	**E**			**68.1**	**E**	3.0	0.026	
9	Winchester Boulevard and Stevens Creek Boulevard*	D	AM	38.5	D			39.5	D	0.9	0.024	
	(San Jose)		PM	**80.3**	**F**			**98.0**	**F**	**34.6**	**0.089**	14%
10	Saratoga Avenue and Moorpark Avenue*	D	AM	41.8	D			42.2	D	0.8	0.025	
	(San Jose)		PM	48.7	D			49.5	D	1.3	0.026	
11	Saratoga Avenue and I-280 SB Ramp*	D	AM	42.9	D			48.1	D	11.6	0.040	
	(San Jose)		PM	35.3	D			36.7	D	2.4	0.041	
12	Saratoga Avenue and I-280 NB Ramp*	D	AM	28.9	C			28.0	C	-23.2	0.025	
	(San Jose)		PM	22.6	C			21.6	C	-1.3	0.031	
13	Saratoga Avenue and Kiely Boulevard*	D	AM	37.3	D			38.0	D	0.8	0.048	
	(San Jose)		PM	44.1	D			48.3	D	5.0	0.099	
14	San Tomas Expressway and Moorpark Avenue*	D	AM	**87.3**	**F**			**92.0**	**F**	**7.8**	**0.023**	**31%**
	(San Jose)		PM	52.0	D			53.1	D	0.9	0.017	
15	San Tomas Expressway and Saratoga Avenue*	E	AM			**134.6**	**F**	**137.6**	**F**	**5.1**	**0.012**	
	(Santa Clara)		PM			**98.8**	**F**	**101.1**	**F**	**4.5**	**0.010**	
16	San Tomas Expressway and Pruneridge Avenue	E	AM			**153.2**	**F**	**155.2**	**F**	3.6	0.007	
	(Santa Clara)		PM			**132.7**	**F**	**134.5**	**F**	3.2	0.006	
17	San Tomas Expressway and Homestead Road*	E	AM			**158.6**	**F**	**160.7**	**F**	4.1	0.007	
	(Santa Clara)		PM			**107.8**	**F**	**109.6**	**F**	3.7	0.006	

ID	Intersection (Location)	LOS Standard	Peak Hour	Background Avg. Delay[2]	Background LOS	Cumulative Avg. Delay[2]	Cumulative LOS	Cumulative+Project Avg. Delay[2]	Cumulative+Project LOS	Incr. In Crit. Delay	Incr. In Crit. V/C	% of Project Contribution
18	Lawrence Expressway and Pruneridge Avenue	E	AM			**85.4**	**F**	**88.2**	**F**	5.0	0.009	
	(Santa Clara)		PM			53.7	D	54.9	D	-0.3	0.005	
19	Lawrence Expressway and Homestead Road*	E	AM			**84.2**	**F**	**86.3**	**F**	4.0	0.007	
	(Santa Clara)		PM			**97.4**	**F**	**98.6**	**F**	2.1	0.008	

Notes:
* Denotes VTA CMP intersection
Bold indicates a substandard level of service.
Outline indicates a significant project impact.

Intersections in Santa Clara

The level of service analysis results (see Table 18) show that the added project trips would create a significant adverse traffic impact at the following intersection located in the City of Santa Clara:

- San Tomas Expressway and Saratoga Avenue (CMP) [AM and PM peak hours]

The impacts and proposed improvements to mitigate the cumulative intersection impacts are described below.

CMP Intersections

The intersection level of service results (see Table 19) show that the San Tomas Expressway/Saratoga Avenue intersection would be significantly impacted by the project during the AM and PM peak hours, according to the CMP impact criteria.

Table 19
CMP Intersection Levels of Service under Cumulative Plus Project Conditions

ID	Intersection (Location)	CMP LOS Standard	Peak Hour	Cumulative Avg. Delay[2]	Cumulative LOS	Cumulative+Project Avg. Delay[2]	Cumulative+Project LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	I-280 SB Ramp and Stevens Creek Boulevard*	E	AM	28.3	C	29.8	C	2.2	0.022
	(Santa Clara)		PM	19.0	B	20.0	B	1.2	0.015
2	Lawrence Expressway SB and Stevens Creek Boulevard*	E	AM	40.4	D	42.2	D	3.1	0.012
	(Santa Clara)		PM	25.9	C	25.8	C	0.1	0.013
3	Lawrence Expressway NB and Stevens Creek Boulevard*	E	AM	34.2	C	34.5	C	0.5	0.016
	(Santa Clara)		PM	29.6	C	29.8	C	0.3	0.015
6	Kiely Boulevard and Stevens Creek Boulevard*	E	AM	37.7	D	36.9	D	-0.2	0.024
	(San Jose)		PM	39.0	D	39.0	D	-0.1	0.016
7	Saratoga Avenue and Stevens Creek Boulevard*	E	AM	35.2	D	36.1	D	1.5	0.032
	(San Jose)		PM	41.7	D	41.9	D	0.0	0.010
8	San Tomas Expressway and Stevens Creek Boulevard*	E	AM	**93.6**	**F**	**96.9**	**F**	4.4	0.008
	(San Jose)		PM	66.9	E	68.1	E	1.1	0.007
9	Winchester Boulevard and Stevens Creek Boulevard*	E	AM	39.5	D	39.5	D	0.0	0.000
	(San Jose)		PM	97.3	F	**98.0**	**F**	2.4	0.006
10	Saratoga Avenue and Moorpark Avenue*	E	AM	42.1	D	42.2	D	0.2	0.006
	(San Jose)		PM	49.3	D	49.5	D	0.3	0.006
11	Saratoga Avenue and I-280 SB Ramp*	E	AM	45.5	D	48.1	D	5.2	0.016
	(San Jose)		PM	36.0	D	36.7	D	1.2	0.020
12	Saratoga Avenue and I-280 NB Ramp*	E	AM	28.5	C	28.0	C	-0.5	0.018
	(San Jose)		PM	22.1	C	21.6	C	-0.6	0.016
13	Saratoga Avenue and Kiely Boulevard*	E	AM	37.0	D	38.0	D	0.5	0.017
	(San Jose)		PM	46.2	D	48.3	D	2.1	0.066
14	San Tomas Expressway and Moorpark Avenue*	E	AM	90.7	F	**92.0**	**F**	2.1	0.006
	(San Jose)		PM	52.9	D	53.1	D	0.0	0.001
15	San Tomas Expressway and Saratoga Avenue*	E	AM	**134.6**	**F**	**137.6**	**F**	**5.1**	**0.012**
	(Santa Clara)		PM	**98.8**	**F**	**101.1**	**F**	**4.5**	**0.010**
17	San Tomas Expressway and Homestead Road*	E	AM	**158.6**	**F**	**160.7**	**F**	4.1	0.007
	(Santa Clara)		PM	**107.8**	**F**	**109.6**	**F**	3.7	0.006
19	Lawrence Expressway and Homestead Road*	E	AM	**84.2**	**F**	**86.3**	**F**	4.0	0.007
	(Santa Clara)		PM	**97.4**	**F**	**98.6**	**F**	2.1	0.008

Notes:
* Denotes VTA CMP intersection
Bold indicates a substandard level of service.
Outline indicates a significant project impact.

Cumulative Impacts and Mitigation Measures

Under cumulative conditions, two additional study intersections, in addition to the San Tomas Expressway/Saratoga Avenue intersection described above under background plus project conditions in Chapter 5, would be significantly impacted by the project according to City of San Jose impact criteria. The impact and proposed improvement to mitigate the cumulative intersection impacts at these intersections are described below. The mitigation measures for the intersection of San Tomas Expressway and Saratoga Avenue are described in Chapter 5. These two CMP intersections would not be impacted by the project based on the CMP standard and impact criteria.

San Tomas Expressway and Stevens Creek Boulevard

Impact: This intersection would operate at LOS F during the AM peak hour under background conditions, and the added cumulative trips would cause the intersection's critical-movement delay to increase by 12.9 seconds and the V/C to increase by 0.028. The project would contribute 38% of the traffic increase. Based on City of San Jose level of service impact criteria, the project impact at the intersection is cumulatively considerable.

Mitigation Measure: This intersection's level of service could be improved by adding a fourth through lane in the northbound direction on San Tomas Expressway. The August 2015 update of the County Expressway Plan 2040 identifies the widening of San Tomas Expressway to eight lanes (by adding a fourth through lane to both the north and south approaches) between Stevens Creek Boulevard and Campbell Avenue as a Tier 3 project. It also identifies a grade separation improvement at this intersection as a Tier 3 project. Either the roadway widening or grade separation improvement would reduce the average delay to better than background conditions during the AM peak hour. Therefore, mitigation of the identified project impact at the intersection would consist of a fair-share contribution towards the identified improvements.

San Tomas Expressway and Moorpark Avenue

Impact: This intersection would operate at LOS F during the AM peak hour under background conditions, and the added cumulative trips would cause the intersection's critical-movement delay to increase by 7.8 seconds and the V/C to increase by 0.023. The project would contribute 31% of the traffic increase. Based on City of San Jose level of service impact criteria, the project impact at the intersection is cumulatively considerable.

Mitigation Measure: This intersection's level of service could be improved by adding a fourth through lane in the northbound direction on San Tomas Expressway. The August 2015 update of the County Expressway Plan 2040 identifies the widening of San Tomas Expressway to eight lanes (by adding a fourth through lane to both the north and south approaches) between Stevens Creek Boulevard and Campbell Avenue as a Tier 3 project. This improvement would reduce the average delay to better than background conditions during the AM peak hour. Therefore, mitigation of the identified cumulative impact at the intersection would consist of a fair-share contribution towards the identified improvement.

Alternative Mitigation Measure: Alternatively, the project could implement a transportation demand management (TDM) program for the office and residential developments to reduce the vehicle trips generation by the project during the peak hours. To reduce the project's contribution to traffic growth at this intersection to a less than significant level, the project would need to implement a TDM program to reduce the vehicle trips by 27 percent.

8. Conclusions

The potential impacts of the project were evaluated in accordance with the standards set forth by the Cities of San Jose and Santa Clara and the Santa Clara Valley Transportation Authority (VTA). The traffic study analyzed AM and PM peak-hour traffic conditions for 19 intersections, 20 directional freeway segments, and three freeway ramps in the vicinity of the project site according to the VTA's TIA Guidelines. Project impacts on site access, on-site circulation, and other transportation facilities, such as bicycle facilities and transit service, were determined on the basis of engineering judgment.

Intersection Levels of Service

Background Plus Project Intersection Impact

The intersection level of service results show that the San Tomas Expressway/Saratoga Avenue intersection would be significantly impacted by the project, according to Cities of San Jose and Santa Clara impact criteria and the CMP impact criteria. The impact and proposed improvement to mitigate the impact are described below.

San Tomas Expressway and Saratoga Avenue

Impact: This intersection would operate at LOS F during the AM peak hour under background conditions, and the added project trips would cause the intersection's critical-movement delay to increase by 5.0 seconds and the V/C to increase by 0.012. Based on City of Santa Clara level of service impact criteria, this constitutes a significant impact.

Mitigation Measure: The August 2015 update of the County Expressway Plan 2040 identifies the widening of San Tomas Expressway to eight lanes (by adding a fourth through lane to both the north and south approaches) between Homestead Road and Stevens Creek Avenue as a Tier 1 project. This improvement would reduce the average delay to better than background conditions during the AM peak hour. Therefore, mitigation of the identified project impact at the intersection would consist of a fair-share contribution towards the identified improvement. However, payment of a fair-share toward improvement costs alone would not guarantee the timely construction of the identified improvement to mitigate the project impact. Therefore, in the event that the developer makes a fair-share contribution rather than constructing the improvement, this impact would be considered significant and unavoidable.

Alternative Mitigation Measure: Alternatively, the project could implement a transportation demand management (TDM) program for the office and residential developments to reduce the vehicle trips generated by the project during the peak hours. To eliminate the significant impact at the intersection, the project would need to implement a TDM program to reduce the vehicle trips by 20 percent.

Cumulative Plus Project Intersection Impact

The intersection level of service results show that two additional study intersections, in addition to the San Tomas Expressway/Saratoga Avenue intersection described above, would be significantly impacted by the project, according to Cities of San Jose and Santa Clara impact criteria. The impact and proposed improvement to mitigate the impact are described below. According to the CMP impact criteria, only the San Tomas Expressway/Saratoga Avenue intersection would be significantly impacted by the project. The following two intersections would not be impacted by the project based on the CMP standard and impact criteria.

San Tomas Expressway and Stevens Creek Boulevard

Impact: This intersection would operate at LOS F during the AM peak hour under background conditions, and the added cumulative trips would cause the intersection's critical-movement delay to increase by 12.9 seconds and the V/C to increase by 0.028. The project would contribute 38% of the traffic increase. Based on City of San Jose level of service impact criteria, the project impact at the intersection is cumulatively considerable.

Mitigation Measure: This intersection's level of service could be improved by adding a fourth through lane in the northbound direction on San Tomas Expressway. The August 2015 update of the County Expressway Plan 2040 identifies the widening of San Tomas Expressway to eight lanes (by adding a fourth through lane to both the north and south approaches) between Stevens Creek Boulevard and Campbell Avenue as a Tier 3 project. It also identifies a grade separation improvement at this intersection as a Tier 3 project. Either the roadway widening or grade separation improvement would reduce the average delay to better than background conditions during the AM peak hour. Therefore, mitigation of the identified project impact at the intersection would consist of a fair-share contribution towards the identified improvements.

San Tomas Expressway and Moorpark Avenue

Impact: This intersection would operate at LOS F during the AM peak hour under background conditions, and the added cumulative trips would cause the intersection's critical-movement delay to increase by 7.8 seconds and the V/C to increase by 0.023. The project would contribute 31% of the traffic increase. Based on City of San Jose level of service impact criteria, the project impact at the intersection is cumulatively considerable.

Mitigation Measure: This intersection's level of service could be improved by adding a fourth through lane in the northbound direction on San Tomas Expressway. The August 2015 update of the County Expressway Plan 2040 identifies the widening of San Tomas Expressway to eight lanes (by adding a fourth through lane to both the north and south approaches) between Stevens Creek Boulevard and Campbell Avenue as a Tier 3 project. This improvement would reduce the average delay to better than background conditions during the AM peak hour. Therefore, mitigation of the identified cumulative impact at the intersection would consist of a fair-share contribution towards the identified improvement.

Alternative Mitigation Measure: Alternatively, the project could implement a transportation demand management (TDM) program for the office and residential developments to reduce the vehicle trips generation by the project during the peak hours. To reduce the project's contribution to traffic growth at this intersection to a less than significant level, the project would need to implement a TDM program to reduce the vehicle trips by 27 percent.

Freeway Segment Analysis

Traffic volumes on the study freeway segments under project conditions were estimated by adding project trips to the existing volumes obtained from the 2016 CMP Annual Monitoring Report. The results of the freeway segment impact analysis show that the project would have a significant impact on six HOV freeway segments on I-280 during at least one peak hour because the project would add trips greater than one percent of the HOV segment's capacity.

Mitigation Measure: Full mitigation of significant project impacts on freeway segments would require roadway widening to construct additional through lanes, thereby increasing freeway capacity. Since it is not feasible for an

individual development project to bear responsibility for implementing such extensive transportation system improvements due to constraints in acquisition and cost of right-of-way, it is recommended the project make a fare-share contribution toward the VTA Voluntary Mitigation Program for the impacted freeway segments. Because no freeway widening project has been developed by Caltrans or VTA, the significant impacts on the directional freeway segments identified above must be considered significant and unavoidable.

Alternative Mitigation Measure: The project could implement a TDM program as discussed above for mitigation at the impacted intersections. To eliminate the significant impact on the HOV segments, the project would need to implement a TDM program to reduce the vehicle trips generation by the project during the peak hours by 25 percent.

Traffic Operations at Saratoga Avenue/I-280 Interchange

Although the TRAFFIX analysis shows acceptable levels of service at the intersections that make up the Saratoga Avenue/I-280 interchange, the project is expected to negatively affect the traffic operations of these intersections. To improve traffic flow along Saratoga Avenue, the City of San Jose has developed an improvement plan for Saratoga Avenue between Stevens Creek Boulevard and Blackford Avenue. The proposed improvements are described below.

Additionally, the City is planning to improve the I-280/Winchester Boulevard interchange by adding a new westbound off-ramp, which would relieve traffic congestion at the Saratoga Avenue/I-280 interchange. The City has completed the Interstate 280/Winchester Boulevard Transportation Development Policy (TDP) to provide partial funding via a traffic fee imposed on proposed developments.

Proposed Improvements for Saratoga Avenue

To improve traffic flow along Saratoga Avenue, San Jose has developed an improvement plan for Saratoga Avenue between Stevens Creek Boulevard and Blackford Avenue. The proposed improvements at each intersection and along Saratoga Avenue are described below:

- **Saratoga Avenue/Stevens Creek Boulevard (Full Signal Modification)**
    - Lane Configuration: Provide a 2nd northbound left-turn lane on Saratoga Avenue, which would improve intersection operations by accommodating the estimated 95th percentile queue under background plus project conditions. Additionally, a portion of the AM and PM peak-hour traffic making left turns onto Kiely Boulevard from northbound Saratoga Avenue would be drawn to the Saratoga/Stevens Creek intersection and alleviate congestion on Kiely Boulevard.
    - Southeast and Northwest Corners: Remove pork chop islands, which would improve the multi-modal environment by eliminating unsignalized pedestrian/vehicle conflict points, increasing visibility of pedestrians at the intersection corners, decreasing the crossing distance for pedestrians, providing safer refuge for pedestrians waiting to use the crosswalks, and providing ADA standard curb ramps.
    - Signal Modification: Modify the signal to accommodate pork chop removals. The signal modification would encompass standard CSJ elements such as Video Detection (VIDS), CCTV surveillance camera, Accessible Pedestrian Signal (APS), Emergency Vehicle Preemption (EVP), and upgrading all 8-inch vehicle heads to 12 inches. VIDS and CCTV are devices that enable the City to remotely monitor and influence traffic operations. APS improves pedestrian access by allowing blind users to know which crosswalk they can cross. Vehicle head upgrades from 8 inches to 12 inches improve driver visibility of vehicle heads and reduces potential for red-light running accidents. Also, eliminating the signal poles in the median islands would improve safety because these poles are more likely to get hit by vehicles. Installing new traffic signal poles with longer mast arms so that the vehicle heads are positioned over the lanes makes them more visible to drivers. Installing emergency vehicle preemption enables firetrucks to have improved response time.
- **Saratoga Avenue/Kiely Boulevard**
    - Southeast Corner: Remove pork chop islands, which would improve the multi-modal environment by eliminating an unsignalized pedestrian/vehicle conflict point, increasing visibility of pedestrians at the

intersection corner, decreasing the crossing distance for pedestrians, providing safer refuge for pedestrians waiting to use the crosswalks, and providing an ADA standard curb ramp.

- Northwest Corner: Tighten the corner radius to improve the multi-modal environment by increasing visibility of pedestrians at the intersection corner, decreasing the crossing distance for pedestrians, and providing 2 ADA standard curb ramps.
- Signal Modification: Modify signal to accommodate treatments on southeast and northwest corners. The signal modification would encompass standard CSJ elements such as VIDS, CCTV surveillance camera, APS, and upgrading all 8-inch vehicle heads to 12 inches.

- **Saratoga Avenue/Harker Driveway/I-280 Northbound On-Ramp**
  - Signal Modification: Modify signal to install CCTV surveillance camera. If not completed by the Harker project, install VIDS, upgrade all 8-inch vehicle heads to 12 inches, and install APS.
- **Saratoga Avenue/I-280 Northbound Loop Off-Ramp**
  - Install traffic control devices (Rectangular Rapid Flashing Beacons-RRFBs) at the existing pedestrian crosswalk, which would enhance the bike/pedestrian crossing across the off-ramp.
- **Saratoga Avenue/Moorpark Avenue (Full Signal Modification)**
  - Lane Configuration: Provide dual eastbound left-turn lanes on Moorpark Avenue and a southbound Saratoga right-turn pocket on Saratoga Avenue. Only one eastbound shared through and right-turn lane (20 feet wide) would be provided due to installation of Class II bike lane.
  - Signal Modification: Modify signal to convert eastbound/westbound to concurrent lefts to improve operations and reduce delay at this intersection; this would entail removing and installing new traffic signal poles on the northwest and southeast corners. The signal modification would encompass standard CSJ elements such as VIDS, APS, and upgrading all 8-inch vehicle heads to 12 inches.
  - Southeast Corner: Remove pork chop islands to improve the multi-modal environment by eliminating unsignalized pedestrian/vehicle conflict points, decreasing the distance that pedestrians have to cross the roadway, increasing visibility of pedestrians at intersection corners, and providing safer refuge for pedestrians waiting to use the crosswalks.
  - Northwest and Northeast Corners: Remove the east-west crosswalk in the north leg of the intersection to improve the operations of the intersection by removing a pedestrian phase that conflicts with the left turns from eastbound Moorpark. There is no sidewalk on the east side of Saratoga Avenue on the I-280 Overpass or on the north side of Moorpark Avenue to the east of the development on the northeast corner of this intersection. Therefore, the impacts of eliminating this crosswalk would be really limited to pedestrians from the northwest corner of the intersection trying to access the gas station or the Junipero Serra Medical Center on the northeast corner of the intersection.
- **Saratoga Avenue/Blackford Avenue**
  - Provide a new southbound right-turn pocket on Saratoga Avenue. The existing outer southbound lane width at Saratoga Avenue/Blackford Avenue intersection is 16 feet. By widening into the median, the new southbound right-turn pocket on Saratoga Avenue would improve intersection operations and ease congestion of slow moving traffic by separating existing outer southbound through traffic on Saratoga Avenue from those making right turns onto Blackford Avenue.

Freeway On-Ramp Meter Analysis

The I-280/Stevens Creek Boulevard and I-280/Saratoga Avenue northbound on-ramps provide access from the project site to I-280 north and the I-280/Saratoga Avenue southbound on-ramp provide access to I-280 south. The I-280/Stevens Creek Boulevard and I-280/Saratoga Avenue northbound on-ramps are metered during the AM commute period and the I-280/Saratoga Avenue southbound on-ramp is metered during the PM commute period. Based on the on-ramp meter analysis, existing vehicle storage on these on-ramps is adequate to serve the

existing vehicle queues that develop due to ramp metering, and would continue to adequately serve the estimated vehicle queues that would develop with the addition of project-generated traffic.

Vehicle Queuing Analysis

The analysis of intersection levels of service was supplemented with a vehicle queuing analysis for left-turn lanes at intersections where the project would add substantial number of trips to the left-turn movements. The analysis indicated that the estimated 95th percentile left-turn vehicle queues would exceed the vehicle storage capacity for the northbound left turn at the Saratoga Avenue/Kiely Boulevard intersection in both AM and PM peak hours. The addition of project traffic would lengthen the projected vehicle queues by one vehicle per lane in the AM and PM peak hours. Therefore, the 95th percentile left-turn queues would exceed the storage length by two to four vehicles per lane (four to eight vehicles in both lanes) in the peak hours with the addition of project traffic.

Recommendation: The City of San Jose recommends that the project include construction of the proposed City improvements at the Saratoga Avenue/Kiely Boulevard intersection as shown on the Saratoga Avenue planline. The proposed improvements include extending the outside (number 2) left-turn lane to the I-280 northbound on-ramp intersection, signal modification, removing the southeast corner pork chop island, median island modification, and re-striping northbound Saratoga Avenue between Kiely Boulevard and the I-280 northbound on-ramp.

Traffic Operations at Kiely Boulevard/Albany Drive

The Kiely Boulevard/Albany Drive intersection is one-way stop-controlled on the eastbound movement with a center turn lane on Kiely Boulevard that provides opportunities for the eastbound left-turn traffic to make two-stage turns. The AM and PM peak-hour volumes warrant signalization under background plus project conditions. However, installation of a signal is not recommended due to the short distance to the traffic signal at the Kiely Boulevard/Norwalk Drive intersection.

Site observations indicated that there was no difficulty for the eastbound traffic to make left turns or right turns out of Albany Drive or for the northbound left-turn traffic to make turns to Albany Drive. The nearby signals at Norwalk Drive and at Stevens Creek Boulevard were observed to create gaps in traffic so that turns could be made. The vehicle queuing analysis shows that the addition of project traffic would not result in a noticeable increase in queue length or delay for northbound left-turn and eastbound traffic. Therefore, a traffic signal may not be necessary.

Effect of Lopina Way Relocation

The project would relocate the existing Lopina Way to the eastern project boundary with a new two-lane street (the relocated Lopina Way) extended between Stevens Creek Boulevard and Albany Drive. The existing Lopina Way runs through the project site. It serves the commercial uses on the street and connects the residential uses to the south of the project site on Albany Drive to Stevens Creek Boulevard. It is expected that with the Lopina Way relocations, some of the existing through traffic would continue to use the new Lopina Way and some would divert to Palace Drive. The analysis evaluated traffic operations on Palace Drive at Albany Drive and Stevens Creek Boulevard intersections with the diverted traffic and traffic operations on the relocated Lopina Way at Albany Drive and Stevens Creek Boulevard intersections with the diverted and project traffic.

Recommendations: Based on the results of the analysis the following improvements are recommended to improve the operations and sight distance at the new Lopina Way intersections.

- The new Lopina Way/Stevens Creek Boulevard intersection should be free and clear of any obstructions to optimize sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and other vehicles traveling on Stevens Creek Boulevard. Any landscaping, parking, and signage should be located in such a way to ensure an unobstructed view for drivers entering and exiting the street. Red curbs should be implemented adjacent to Lopina Way on Stevens Creek Boulevard ensuring a minimum of 360 feet of clear sight distance from the street.

- The new Lopina Way would intersect with Albany Drive on a horizontal curve, which could obstruct the vision of exiting drivers. Landscaping on the adjacent property should be removed or relocated in such a way to ensure an unobstructed view for drivers. However, due to the existing landscaping being outside of the project's property line, this recommendation cannot be added as a project condition. Therefore, the City of San Jose recommends installation of an all-way stop at the new Lopina Way/Albany Drive intersection. The intersection does not meet the CA MUTCD all-way stop warrant. Even though the intersection does not meet the warrant, the City is in support of installing an all-way stop at the intersection.
- The City of San Jose recommends that street parking be provided on both sides of the new Lopina Way.

Effects on Surrounding Streets

Effects of the project's traffic on the surrounding streets were evaluated based on the existing and projected daily traffic volumes with the project traffic, which were compared to acceptable volume thresholds for each roadway segment to determine if the projected change in traffic volume would be significant. Since the City has not established any standards or significance thresholds regarding neighborhood streets, the information is presented for information only.

Based on the characteristics of the study roadway segments, the traffic count data, and the estimated project traffic, although the projected average daily trips are within an acceptable range for these types of streets, the added project trips constitute a measurable increase from the existing volumes on Albany Drive and Lopina Way in the project vicinity. However, it is important to note that the proposed project is similar to surrounding land uses along Albany Drive, and the proposed project traffic is not considered cut-through traffic given that each of the streets serve as primary access roads to the project site.

Site Access and On-Site Circulation

Recommendations: Overall, the site plan exhibits adequate site access and on-site circulation for motor vehicles. The City ultimately will determine the adequacy of the proposed driveways and internal on-site circulation design. The following improvements are recommended to improve site access and circulation of the project site:

- The project should coordinate with the Cities of San Jose and Santa Clara to determine the final configuration of the proposed mid-block crossing with a center island and bulb-outs on Stevens Creek Boulevard. The pedestrian crossing should be designed to not conflict with the future streetscape of Stevens Creek Boulevard with protected bike lanes, as planned by the Stevens Creek Urban Village Plan.
- According to the City of San Jose driveway standards, standard driveways with two-way traffic should be at least 26 feet wide. Each of the project's driveways should be designed to meet the City's standard 26 feet width requirement.
- The project driveways should be free and clear of any obstructions to optimize sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and other vehicles traveling Stevens Creek Boulevard, Albany Drive, and Lopina Way. Any landscaping, parking, and signage should be located in such a way to ensure an unobstructed view for drivers entering and exiting the site. Red curbs should be implemented adjacent to each driveway ensuring a minimum of 360 feet of clear sight distance from the driveway on Stevens Creek Boulevard and a minimum of 200 feet of clear sight distance from each driveway on Albany Drive and Lopina Way.

Effects on Transit, Pedestrian, and Bicycle Circulation

Transit Services

The project site is served by Routes 23 and 323 on Stevens Creek Boulevard and Routes 57 and 58 on Kiely Boulevard. Route 330 runs on San Tomas Expressway in the project vicinity. The bus stops closest to the project

site are located on Stevens Creek Boulevard in front of the project site (Route 23) and at the Kiely Boulevard/Stevens Creek Boulevard intersections (Routes 23, 323, 57, and 58). Due to the convenient location of the bus stops, it is assumed that some residents and office employees of the proposed development would utilize the existing transit services. The small increase in new riders could be accommodated by the currently available capacity of the bus services in the study area, and improvement of the existing transit service would not be necessary with the project.

Pedestrian and Bicycle Facilities

A complete network of sidewalks is present along the streets in the vicinity of the project site, including Stevens Creek Boulevard and Albany Drive. The project would widen sidewalks on Stevens Creek Boulevard along the project frontage, provide sidewalks on the relocated Lopina Way, provide a signalized mid-block pedestrian crossing on Stevens Creek Boulevard with bulbs-outs, construct bulb-outs at the new Lopina Way/Albany Drive intersection, and include a promenade through the project site between Stevens Creek Boulevard and Albany Drive. The signalized intersections in the vicinity of the project site all have crosswalks. Overall, the existing network of sidewalks and crosswalks has good connectivity and provides pedestrians with safe routes to the project site and transit stops.

There are no designated bike lanes or bike routes on streets in the immediate vicinity of the project site. Albany Drive and Lopina Way carry low traffic volumes and are conducive to bicyclists. Stevens Creek Boulevard is an arterial street with high traffic volumes and vehicle speed. Bicyclists need to ride with caution on the street.

The project site is located within the boundary of Eisenhower Elementary, Hyde Middle School, and Cupertino High School, which are about 1.1 miles northwest, 2.7 miles southwest, and 2.0 miles west of the project site, respectively. To access these schools from the project site, students would need to travel on Stevens Creek Boulevard. Because the distance to the schools is more than one mile and there are no bike lanes on Stevens Creek Boulevard, students are unlikely to walk or ride bicycles from the project to the schools.

Pedestrian/Bike/Public Transit Improvements

The project will be required to implement the following Grand Boulevard design principle to improve pedestrian/bicycle/transit facilities:

- Provide a minimum 15 feet sidewalk width along the frontage on Stevens Creek Boulevard. The project would widen sidewalks along the frontage on Stevens Creek Boulevard to approximately 16 feet wide.
- Minimize driveway cuts to minimize conflicts between pedestrians and vehicles. The project would not increase the number of access points (Lopina Way and one driveway) now serving the site on Stevens Creek Boulevard. The project would relocate Lopina Way and provide one driveway on Stevens Creek Boulevard.
- Provide enhanced shelters for transit services. There is one bus stop (Route 23) along the project frontage on Stevens Creek Boulevard (west side of Lopina Way) and it already has a shelter. The project would relocate the bus stop east of the proposed mid-block crossing. If the VTA would like an enhanced shelter, it would be appropriate for the project to share the cost of the improvement.

The project area will be served by the planned, future Stevens Creek BRT system. The Stevens Creek BRT project will replace the existing Route 323 with Rapid 523 between De Anza College and the Berryessa BART station. The Rapid 523 project will improve travel time, enhance passenger waiting areas, and look at opportunities to encourage more walking and bicycling in the Stevens Creek Boulevard/San Carlos Street corridor. The proposed BRT stops will be located at the Kiely Boulevard/Stevens Creek Boulevard intersection, which are the same as the existing Route 323 bus stops (about 1,100 feet from the project site).

Parking

Vehicular Parking

The project proposes 425 parking spaces in the north residential building, 380 parking spaces in the south residential building, and 1,238 parking spaces in the office development. The project site is located within the Stevens Creek Boulevard Urban Village, which allows a parking reduction of up to 20% for residential and office uses and reduces the parking requirement for retail land use. The application of the reduction would result in the City parking requirement of 377 off-street parking spaces for the north residential building,343 off-street parking spaces for the south residential building, and 831 off-street parking spaces for the office development. The proposed parking vehicle parking spaces would meet the City parking requirements for both residential and office buildings. However, the proposed parking spaces in the office building would be much more than the requirement.

Recommendation: It is recommended that the project reduce the number of office parking spaces and implement a TDM program that encourages the use of non-auto modes of travel and minimizes the demand for on-site vehicular parking.

Bicycle Parking

The project is required to provide 77 bicycle parking spaces for the north residential building, 74 bicycle parking spaces for the south residential building, and 66 bicycle parking spaces for the office development. The project proposes long-bicycle parking storage on the ground level of the residential parking garages and long-term bicycle parking storage in the ground level of the office building and parking garage. The proposed bicycle parking spaces would meet the City parking requirements for both residential and office buildings. Additionally, the project proposes many short-term bicycle racks in front of the retail space, near the entrances to the residential and office buildings, and along the promenade between the residential and office buildings.

Recommendations

- The City of San Jose recommends that the project include construction of the proposed City improvements at the Saratoga Avenue/Kiely Boulevard intersection as shown on the Saratoga Avenue planline. The proposed improvements include extending the outside (number 2) left-turn lane to the I-280 northbound on-ramp intersection, signal modification, removing the southeast corner pork chop island, median island modification, and re-striping northbound Saratoga Avenue between Kiely Boulevard and the I-280 northbound on-ramp.
- The project should coordinate with the Cities of San Jose and Santa Clara to determine the final configuration of the proposed mid-block crossing with a center island and bulb-outs on Stevens Creek Boulevard. The pedestrian crossing should be designed to not conflict with the future streetscape of Stevens Creek Boulevard with protected bike lanes, as planned by the Stevens Creek Urban Village Plan.
- At the new Lopina Way/Stevens Creek Boulevard intersection, red curbs should be implemented adjacent to Lopina Way on Stevens Creek Boulevard ensuring a minimum of 360 feet of clear sight distance from the street.
- The City of San Jose recommends installation of an all-way stop at the new Lopina Way/Albany Drive intersection. The intersection does not meet the CA MUTCD all-way stop warrant. Even though the intersection does not meet the warrant, the City is in support of installing an all-way stop at the intersection.
- The City of San Jose recommends that street parking be provided on both sides of the new Lopina Way.
- Each of the project's driveways should be designed to meet the City's standard 26 feet width requirement for two-way traffic.
- Red curbs should be implemented adjacent to each driveway ensuring a minimum of 360 feet of clear sight distance from the driveway on Stevens Creek Boulevard and a minimum of 200 feet of clear sight distance from each driveway on Albany Drive and Lopina Way.
- It is recommended that the project reduce the number of office parking spaces and implement a TDM program that encourages the use of non-auto modes of travel and minimizes the demand for on-site vehicular parking.

4300 Stevens Creek Boulevard Mixed-Use Development Traffic Impact Analysis

Technical Appendices

March 15, 2018

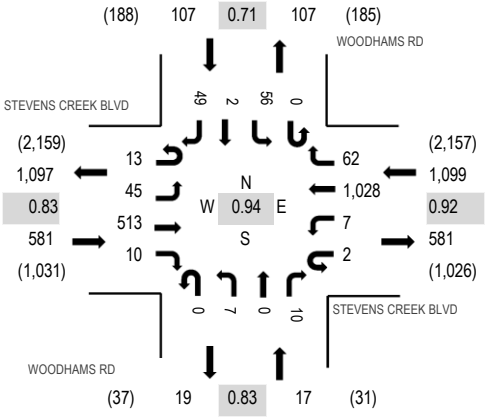
Appendix A

Traffic Counts

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

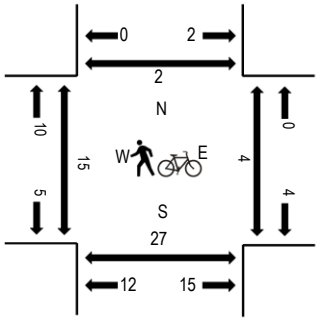
Location: 1 WOODHAMS RD & STEVENS CREEK BLVD AM
Date and Start Time: Tuesday, October 25, 2016
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	STEVENS CREEK BLVD Eastbound				STEVENS CREEK BLVD Westbound				WOODHAMS RD Northbound				WOODHAMS RD Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	4	37	0	0	0	234	4	0	0	0	4	0	5	0	10	298	1,605	3	1	2	0
7:15 AM	0	10	78	2	0	2	283	6	0	0	0	2	0	5	0	11	399	1,729	4	1	4	0
7:30 AM	1	16	112	1	1	2	262	8	0	1	0	2	0	14	0	10	430	1,772	4	1	3	0
7:45 AM	3	8	133	2	1	2	299	12	0	1	0	1	0	6	1	9	478	1,804	3	0	12	1
8:00 AM	3	8	104	2	0	0	265	13	0	2	0	4	0	9	0	12	422	1,802	3	2	5	1
8:15 AM	6	17	114	3	0	4	244	21	0	1	0	3	0	14	1	14	442		4	0	7	0
8:30 AM	1	12	162	3	1	1	220	16	0	3	0	2	0	27	0	14	462		3	2	2	0
8:45 AM	3	15	169	2	0	9	232	15	0	2	0	3	0	13	0	13	476		4	0	2	1

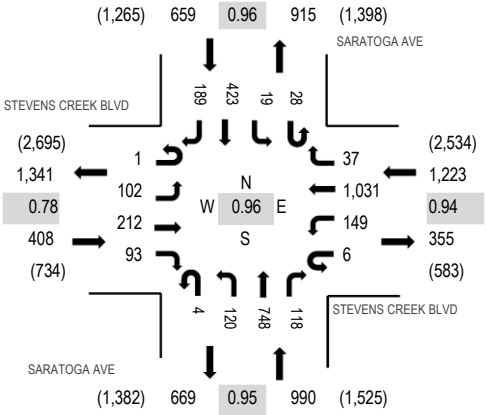
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	6
Lights	12	44	496	10	2	7	995	62	0	7	0	10	0	56	2	48	1,751
Mediums	1	1	15	0	0	0	29	0	0	0	0	0	0	0	0	1	47
Total	13	45	513	10	2	7	1,028	62	0	7	0	10	0	56	2	49	1,804

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

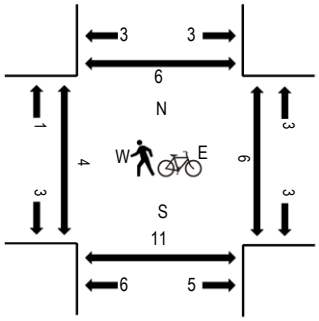
Location: 2 SARATOGA AVE & STEVENS CREEK BLVD AM
Date and Start Time: Tuesday, October 25, 2016
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	STEVENS CREEK BLVD Eastbound				STEVENS CREEK BLVD Westbound				SARATOGA AVE Northbound				SARATOGA AVE Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	6	16	20	0	38	225	8	0	20	61	10	5	5	84	17	515	2,778	1	1	1	2
7:15 AM	0	12	32	23	1	47	306	7	1	20	66	14	5	5	125	21	685	3,064	0	2	1	0
7:30 AM	0	19	43	46	0	34	308	8	1	22	101	23	4	2	122	41	774	3,192	1	0	1	1
7:45 AM	1	20	55	33	1	27	295	6	2	28	151	15	4	6	110	50	804	3,268	0	1	4	1
8:00 AM	0	18	50	22	2	39	270	8	2	31	168	23	4	4	97	63	801	3,280	0	1	2	0
8:15 AM	0	18	35	16	1	33	264	11	0	26	202	29	7	6	124	41	813		2	1	5	2
8:30 AM	1	30	71	28	0	36	254	11	0	26	208	27	8	2	96	52	850		0	1	2	1
8:45 AM	0	36	56	27	3	41	243	7	2	37	170	39	9	7	106	33	816		2	2	1	0

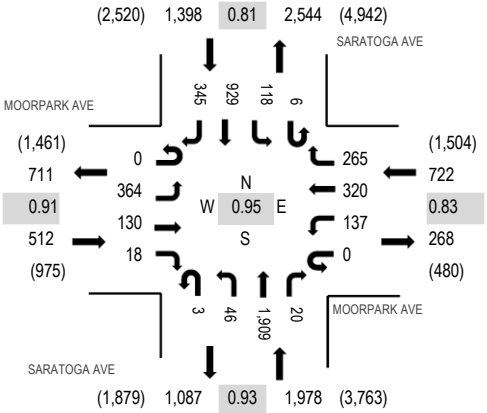
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	2	3	0	1	8	0	0	4	4	2	0	0	1	1	27
Bicycles on Road	0	0	0	0	0	0	0	1	0	0	5	1	0	0	1	1	9
Lights	1	101	198	87	6	145	991	36	4	114	733	112	28	18	416	187	3,177
Mediums	0	0	12	3	0	3	32	0	0	2	6	3	0	1	5	0	67
Total	1	102	212	93	6	149	1,031	37	4	120	748	118	28	19	423	189	3,280

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

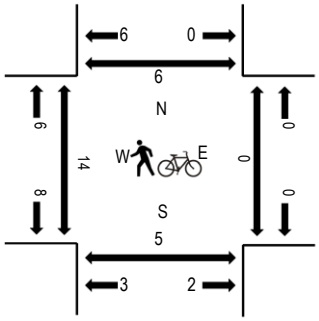
Location: 3 SARATOGA AVE & MOORPARK AVE AM
Date and Start Time: Tuesday, October 25, 2016
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	MOORPARK AVE Eastbound				MOORPARK AVE Westbound				SARATOGA AVE Northbound				SARATOGA AVE Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	69	13	6	0	9	98	77	0	5	374	8	0	8	109	100	876	4,295	1	0	0	0
7:15 AM	0	81	30	7	0	39	119	79	2	6	387	5	1	12	192	120	1,080	4,556	1	0	0	0
7:30 AM	0	73	48	8	0	44	81	49	1	10	441	5	1	26	286	138	1,211	4,610	3	0	0	2
7:45 AM	0	83	35	9	0	35	92	54	1	11	424	4	0	40	254	86	1,128	4,441	2	0	0	2
8:00 AM	0	94	19	1	0	32	76	87	1	16	496	8	2	34	203	68	1,137	4,467	4	0	3	0
8:15 AM	0	114	28	0	0	26	71	75	0	9	548	3	3	18	186	53	1,134		4	0	1	0
8:30 AM	0	102	33	1	0	22	79	93	2	7	458	1	4	23	173	44	1,042		3	0	5	1
8:45 AM	0	82	38	1	0	18	65	84	1	19	505	5	2	36	210	88	1,154		1	0	1	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0	5
Bicycles on Road	0	0	1	0	0	0	1	0	0	0	1	0	0	0	2	0	5
Lights	0	361	126	17	0	134	312	264	3	46	1,883	19	6	118	900	337	4,526
Mediums	0	3	3	1	0	3	7	1	0	0	24	1	0	0	23	8	74
Total	0	364	130	18	0	137	320	265	3	46	1,909	20	6	118	929	345	4,610

All Traffic Data Services Inc.

(303) 216-2439
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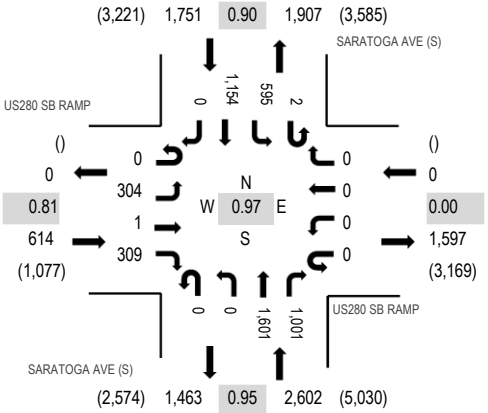
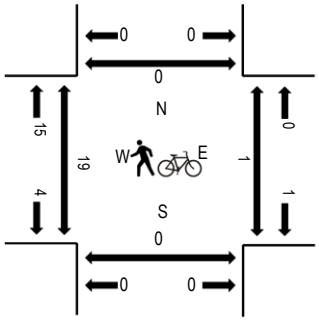
Location: 4 SARATOGA AVE (S) & US280 SB RAMP AM
Date and Start Time: Tuesday, October 25, 2016
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	US280 SB RAMP Eastbound				US280 SB RAMP Westbound				SARATOGA AVE (S) Northbound				SARATOGA AVE (S) Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	35	0	33	0	0	0	0	0	0	275	218	0	112	186	0	859	4,515	0	0	0	0
7:15 AM	0	64	0	48	0	0	0	0	0	0	321	270	1	148	258	0	1,110	4,927	1	0	0	0
7:30 AM	0	107	1	82	0	0	0	0	0	0	372	247	0	137	340	0	1,286	4,967	3	1	0	0
7:45 AM	0	78	0	97	0	0	0	0	0	0	356	223	1	179	326	0	1,260	4,821	8	0	0	0
8:00 AM	0	44	0	64	0	0	0	0	0	0	455	268	0	165	275	0	1,271	4,813	2	0	0	0
8:15 AM	0	75	0	66	0	0	0	0	0	0	418	263	1	114	213	0	1,150		2	0	0	0
8:30 AM	0	70	0	58	0	0	0	0	0	0	408	249	0	165	190	0	1,140		3	0	0	0
8:45 AM	0	82	0	73	0	0	0	0	0	0	422	265	0	145	265	0	1,252		3	1	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	1	0	0	0	0	0	0	0	2	0	2	3	0	8
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	5
Lights	0	301	1	303	0	0	0	0	0	0	1,581	988	2	586	1,119	0	4,881
Mediums	0	3	0	5	0	0	0	0	0	0	17	11	0	7	30	0	73
Total	0	304	1	309	0	0	0	0	0	0	1,601	1,001	2	595	1,154	0	4,967

All Traffic Data Services Inc.
(303) 216-2439
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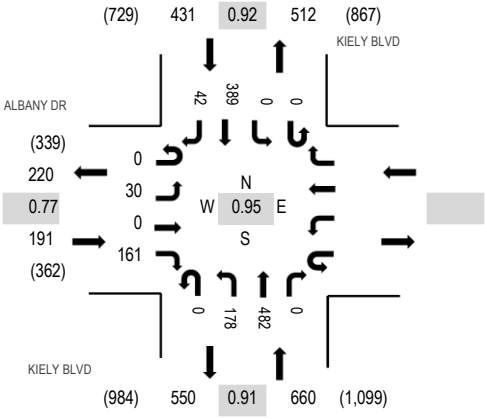
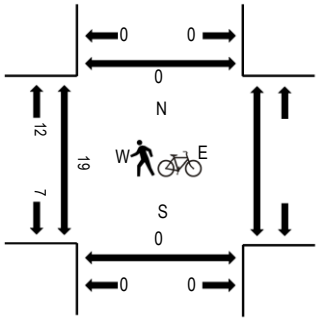
Location: 5 KIELY BLVD & ALBANY DR AM
Date and Start Time: Tuesday, October 25, 2016
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	ALBANY DR Eastbound U-Turn	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound U-Turn	Westbound Left	Westbound Thru	Westbound Right	KIELY BLVD Northbound U-Turn	Northbound Left	Northbound Thru	Northbound Right	KIELY BLVD Southbound U-Turn	Southbound Left	Southbound Thru	Southbound Right	Total	Rolling Hour	Pedestrain Crossings West	East	South	North
7:00 AM	0	1	0	29					0	16	55	0	0	0	57	2	160	908	0		0	1
7:15 AM	0	5	0	37					1	26	71	0	0	0	84	1	225	1,058	6		0	1
7:30 AM	0	10	0	51					0	21	89	0	1	0	76	5	253	1,137	8		0	0
7:45 AM	0	8	0	30					0	45	115	0	0	0	69	3	270	1,213	1		1	0
8:00 AM	0	7	0	35					0	53	113	0	0	0	86	16	310	1,282	3		0	0
8:15 AM	0	8	0	28					0	31	122	0	0	0	101	14	304		3		0	0
8:30 AM	0	5	0	46					0	52	129	0	0	0	90	7	329		4		0	0
8:45 AM	0	10	0	52					0	42	118	0	0	0	112	5	339		6		0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound U-Turn	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound U-Turn	Westbound Left	Westbound Thru	Westbound Right	Northbound U-Turn	Northbound Left	Northbound Thru	Northbound Right	Southbound U-Turn	Southbound Left	Southbound Thru	Southbound Right	Total
Articulated Trucks	0	0	0	0					0	0	1	0	0	0	2	0	3
Lights	0	28	0	159					0	176	474	0	0	0	377	41	1,255
Mediums	0	2	0	2					0	2	7	0	0	0	10	1	24
Total	0	30	0	161					0	178	482	0	0	0	389	42	1,282

All Traffic Data Services Inc.
(303) 216-2439
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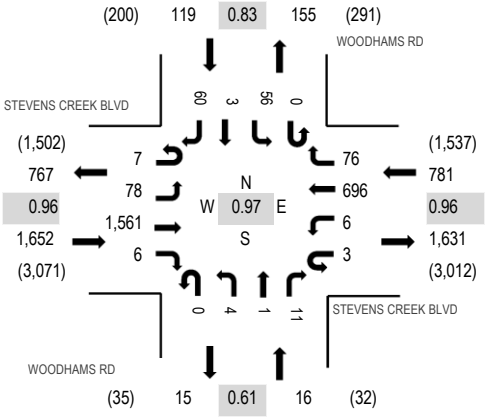
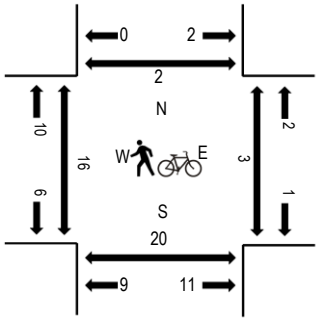
Location: 1 WOODHAMS RD & STEVENS CREEK BLVD PM
Date and Start Time: Tuesday, October 25, 2016
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	STEVENS CREEK BLVD Eastbound				STEVENS CREEK BLVD Westbound				WOODHAMS RD Northbound				WOODHAMS RD Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	2	21	334	4	1	1	178	16	0	0	1	1	0	13	0	4	576	2,272	6	1	5	0
4:15 PM	3	11	333	3	1	2	188	16	0	3	0	4	0	12	0	9	585	2,360	4	1	2	2
4:30 PM	2	19	339	3	0	2	142	15	0	2	0	2	0	9	0	10	545	2,404	7	3	6	4
4:45 PM	4	20	319	2	1	3	173	17	0	2	0	1	0	11	0	13	566	2,520	3	0	5	1
5:00 PM	1	19	409	1	2	2	186	14	0	2	1	0	0	16	0	11	664	2,568	3	0	4	0
5:15 PM	2	20	391	1	0	0	169	22	0	1	0	3	0	11	1	8	629		5	1	6	0
5:30 PM	3	20	401	2	1	3	172	18	0	0	0	5	0	18	1	17	661		6	2	9	1
5:45 PM	1	19	360	2	0	1	169	22	0	1	0	3	0	11	1	24	614		2	0	1	0

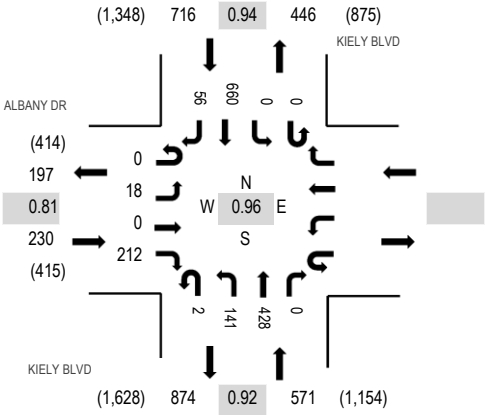
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	7	78	1,545	6	3	6	677	76	0	4	1	11	0	56	3	60	2,533
Mediums	0	0	16	0	0	0	19	0	0	0	0	0	0	0	0	0	35
Total	7	78	1,561	6	3	6	696	76	0	4	1	11	0	56	3	60	2,568

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

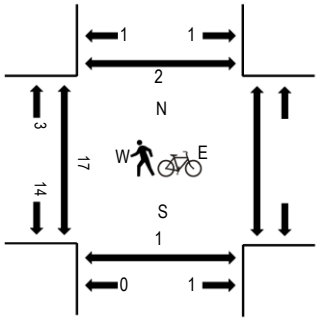
Location: 5 KIELY BLVD & ALBANY DR PM
Date and Start Time: Tuesday, October 25, 2016
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	ALBANY DR Eastbound U-Turn	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound U-Turn	Westbound Left	Westbound Thru	Westbound Right	KIELY BLVD Northbound U-Turn	Northbound Left	Northbound Thru	Northbound Right	KIELY BLVD Southbound U-Turn	Southbound Left	Southbound Thru	Southbound Right	Total	Rolling Hour	Pedestrain Crossings West	East	South	North
4:00 PM	0	2	0	41					0	41	111	0	0	0	126	7	328	1,408	4		1	0
4:15 PM	0	5	0	41					0	36	102	0	0	0	146	7	337	1,477	5		0	0
4:30 PM	0	6	0	54					0	31	101	0	0	0	173	10	375	1,517	4		0	0
4:45 PM	0	2	0	47					2	29	111	0	0	0	162	15	368	1,492	5		0	1
5:00 PM	0	6	0	65					0	36	100	0	0	0	172	18	397	1,509	3		0	0
5:15 PM	0	4	0	46					0	45	116	0	0	0	153	13	377		2		0	1
5:30 PM	0	5	0	38					0	46	86	0	0	0	155	20	350		1		0	0
5:45 PM	0	7	0	46					0	50	111	0	0	0	161	10	385		3		0	0

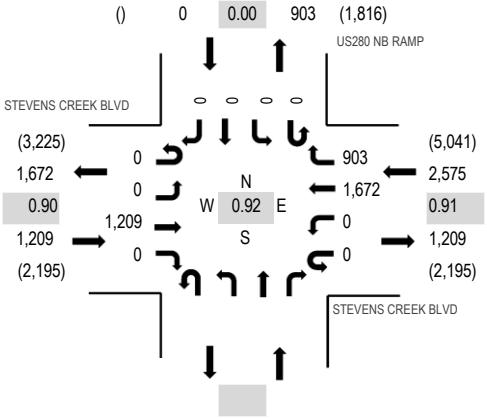
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound U-Turn	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound U-Turn	Westbound Left	Westbound Thru	Westbound Right	Northbound U-Turn	Northbound Left	Northbound Thru	Northbound Right	Southbound U-Turn	Southbound Left	Southbound Thru	Southbound Right	Total
Articulated Trucks	0	0	0	1					0	0	0	0	0	0	0	0	1
Lights	0	18	0	206					2	140	421	0	0	0	656	56	1,499
Mediums	0	0	0	5					0	1	7	0	0	0	4	0	17
Total	0	18	0	212					2	141	428	0	0	0	660	56	1,517

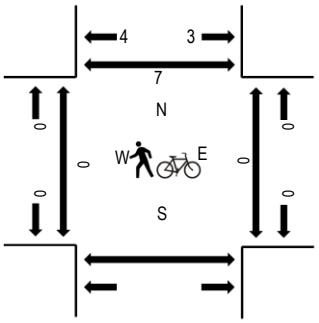
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 1 US280 NB RAMP & STEVENS CREEK BLVD AM
Date and Start Time: Tuesday, November 1, 2016
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	STEVENS CREEK BLVD Eastbound				STEVENS CREEK BLVD Westbound				Northbound				US280 NB RAMP Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	157	0	0	0	357	250					0	0	0	0	764	3,452	0	0		1
7:15 AM	0	0	230	0	0	0	398	236					0	0	0	0	864	3,575	0	0		0
7:30 AM	0	0	334	0	0	0	388	216					0	0	0	0	938	3,739	0	0		0
7:45 AM	0	0	265	0	0	0	410	211					0	0	0	0	886	3,740	0	0		3
8:00 AM	0	0	259	0	0	0	413	215					0	0	0	0	887	3,784	0	0		0
8:15 AM	0	0	317	0	0	0	448	263					0	0	0	0	1,028		0	0		4
8:30 AM	0	0	336	0	0	0	385	218					0	0	0	0	939		0	0		1
8:45 AM	0	0	297	0	0	0	426	207					0	0	0	0	930		0	0		2

Peak Rolling Hour Flow Rates

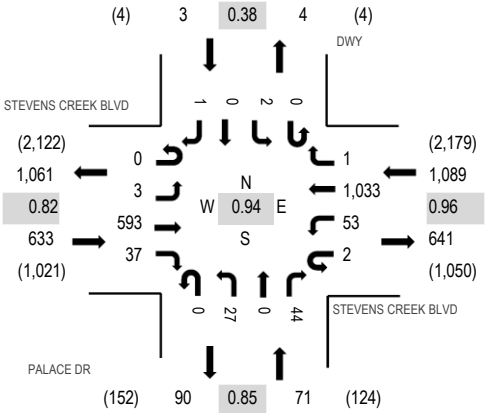
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	12	0	0	0	4	10					0	0	0	0	26
Lights	0	0	1,168	0	0	0	1,625	878					0	0	0	0	3,671
Mediums	0	0	29	0	0	0	43	15					0	0	0	0	87
Total	0	0	1,209	0	0	0	1,672	903					0	0	0	0	3,784

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

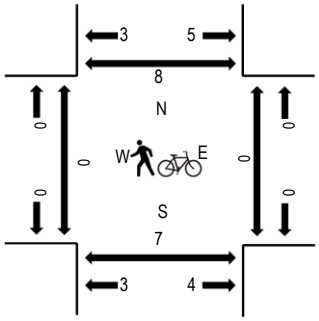
Location: 1 PALACE DR & STEVENS CREEK BLVD AM
Date and Start Time: Wednesday, November 09, 2016
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	STEVENS CREEK BLVD Eastbound				STEVENS CREEK BLVD Westbound				PALACE DR Northbound				DWY Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	61	3	0	11	212	0	0	4	0	3	0	0	0	0	294	1,532	0	0	3	0
7:15 AM	0	0	75	5	1	12	270	0	0	0	0	16	0	0	0	0	379	1,659	0	0	1	0
7:30 AM	0	0	127	5	1	10	274	0	0	3	0	7	0	0	0	0	427	1,713	0	0	7	0
7:45 AM	0	0	106	6	0	10	289	0	0	8	0	12	0	0	0	1	432	1,752	0	0	5	0
8:00 AM	0	0	118	9	1	10	264	0	0	5	0	14	0	0	0	0	421	1,796	0	0	0	5
8:15 AM	0	1	116	6	0	15	273	0	0	12	0	10	0	0	0	0	433		0	0	3	1
8:30 AM	0	1	181	7	0	18	243	0	0	2	0	12	0	1	0	1	466		0	0	3	0
8:45 AM	0	1	178	15	1	10	253	1	0	8	0	8	0	1	0	0	476		0	0	0	2

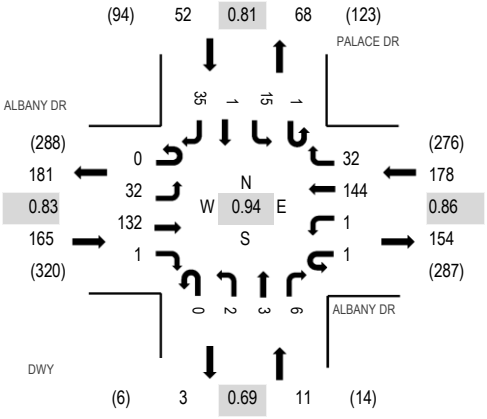
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	8
Lights	0	3	568	37	2	52	995	1	0	27	0	42	0	2	0	1	1,730
Mediums	0	0	21	0	0	1	34	0	0	0	0	2	0	0	0	0	58
Total	0	3	593	37	2	53	1,033	1	0	27	0	44	0	2	0	1	1,796

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

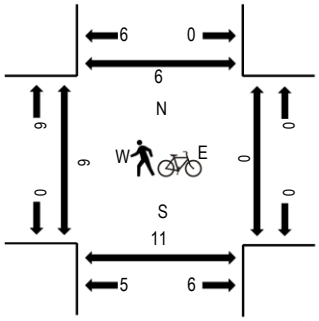
Location: 2 DWY & ALBANY DR AM
Date and Start Time: Wednesday, November 09, 2016
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	ALBANY DR Eastbound				ALBANY DR Westbound				DWY Northbound				PALACE DR Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	2	27	0	2	1	13	5	0	0	0	0	0	1	0	7	58	298	0	0	4	2
7:15 AM	0	17	30	0	0	0	12	4	0	0	0	0	0	1	0	9	73	330	2	0	8	4
7:30 AM	0	8	37	0	0	0	19	2	0	0	0	1	1	5	0	7	80	362	1	0	10	0
7:45 AM	0	8	26	0	0	0	32	8	0	1	0	1	0	2	2	7	87	390	4	0	9	5
8:00 AM	0	10	26	0	1	1	34	8	0	0	0	1	1	1	0	7	90	406	3	0	1	1
8:15 AM	0	8	25	0	0	0	38	14	0	1	2	1	0	4	0	12	105		0	0	1	1
8:30 AM	0	6	43	1	0	0	38	3	0	1	1	1	0	6	0	8	108		1	0	3	2
8:45 AM	0	8	38	0	0	0	34	7	0	0	0	3	0	4	1	8	103		2	0	6	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	31	128	1	1	1	144	31	0	2	3	6	1	14	1	34	398
Mediums	0	1	4	0	0	0	0	1	0	0	0	0	0	1	0	1	8
Total	0	32	132	1	1	1	144	32	0	2	3	6	1	15	1	35	406

All Traffic Data Services Inc.

(303) 216-2439
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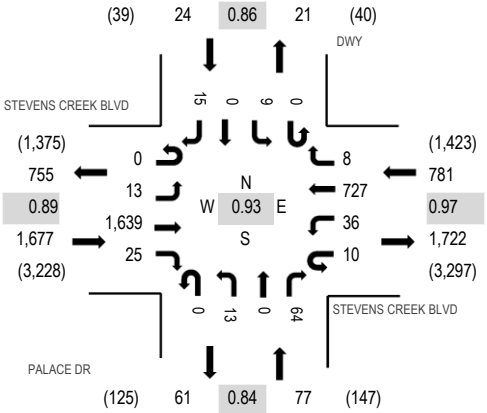
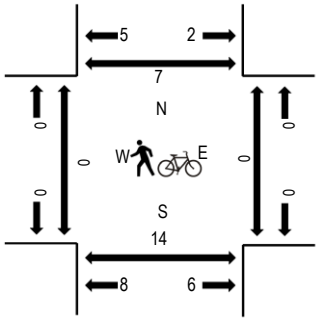
Location: 1 PALACE DR & STEVENS CREEK BLVD PM
Date and Start Time: Wednesday, November 09, 2016
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	STEVENS CREEK BLVD Eastbound				STEVENS CREEK BLVD Westbound				PALACE DR Northbound				DWY Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	371	8	4	5	160	0	0	3	0	18	0	1	0	3	573	2,278	0	0	1	2
4:15 PM	0	3	350	6	0	10	156	0	0	2	0	11	0	0	0	3	541	2,393	0	0	2	3
4:30 PM	0	5	375	6	3	11	132	4	0	7	0	5	0	1	0	3	552	2,442	0	0	4	3
4:45 PM	0	3	414	10	2	8	144	3	0	5	1	18	0	2	0	2	612	2,513	0	0	1	3
5:00 PM	0	4	458	9	1	8	179	1	0	6	0	16	0	3	0	3	688	2,559	0	0	0	5
5:15 PM	0	3	366	8	3	15	171	1	0	4	0	15	0	1	0	3	590		0	0	2	1
5:30 PM	0	3	396	1	3	7	188	2	0	0	0	16	0	2	0	5	623		0	0	7	0
5:45 PM	0	3	419	7	3	6	189	4	0	3	0	17	0	3	0	4	658		0	0	2	0

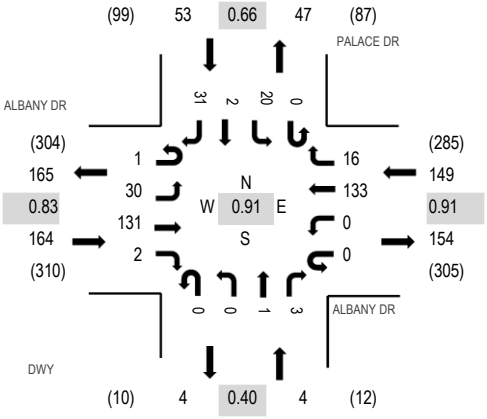
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
Lights	0	13	1,623	25	10	36	715	8	0	13	0	64	0	9	0	15	2,531
Mediums	0	0	16	0	0	0	10	0	0	0	0	0	0	0	0	0	26
Total	0	13	1,639	25	10	36	727	8	0	13	0	64	0	9	0	15	2,559

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

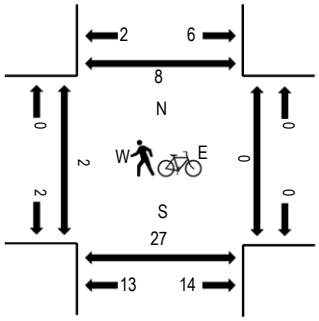
Location: 2 DWY & ALBANY DR PM
Date and Start Time: Wednesday, November 09, 2016
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	ALBANY DR Eastbound				ALBANY DR Westbound				DWY Northbound				PALACE DR Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	5	35	2	0	0	31	7	0	3	0	2	1	2	0	6	94	336	6	1	11	1
4:15 PM	0	0	24	0	0	1	28	6	0	1	0	0	0	7	0	5	72	344	1	0	12	1
4:30 PM	0	4	32	1	1	0	32	3	0	0	0	2	0	8	0	8	91	364	3	0	13	1
4:45 PM	0	8	33	2	0	0	21	6	0	0	0	0	0	5	0	4	79	364	1	0	19	1
5:00 PM	1	9	39	1	0	0	36	2	0	0	0	1	0	5	0	8	102	370	0	0	10	3
5:15 PM	0	2	27	0	0	0	33	6	0	0	0	1	0	8	1	14	92		0	0	5	2
5:30 PM	0	9	33	1	0	0	37	4	0	0	1	0	0	2	0	4	91		1	0	7	1
5:45 PM	0	10	32	0	0	0	27	4	0	0	0	1	0	5	1	5	85		1	0	5	0

Peak Rolling Hour Flow Rates

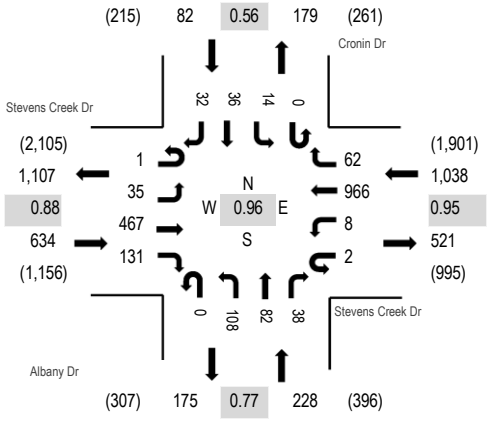
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	1	30	131	2	0	0	133	16	0	0	1	3	0	20	2	31	370
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	30	131	2	0	0	133	16	0	0	1	3	0	20	2	31	370

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

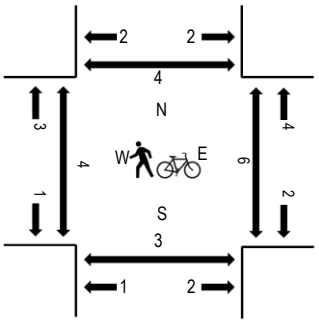
Location: Albany Dr & Stevens Creek Dr AM
Date and Start Time: Tuesday, December 13, 2016
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Stevens Creek Dr Eastbound				Stevens Creek Dr Westbound				Albany Dr Northbound				Cronin Dr Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	4	55	7	0	1	180	7	0	16	2	2	0	2	6	13	295	1,728	0	0	0	0
7:15 AM	0	3	77	21	0	4	249	6	0	37	6	4	0	2	3	15	427	1,891	0	2	0	1
7:30 AM	0	11	105	33	0	0	266	8	0	37	13	12	0	3	1	16	505	1,982	1	1	0	2
7:45 AM	0	10	136	41	0	3	238	13	0	25	16	7	0	1	7	4	501	1,965	0	2	0	0
8:00 AM	1	7	105	37	0	1	235	16	0	21	14	9	0	5	4	3	458	1,940	2	3	1	2
8:15 AM	0	7	121	20	2	4	227	25	0	25	39	10	0	5	24	9	518		1	0	2	0
8:30 AM	1	8	161	21	4	1	169	8	0	35	13	4	0	13	27	23	488		3	4	2	2
8:45 AM	0	8	132	24	2	5	220	7	0	27	10	12	0	4	12	13	476		2	0	2	1

Peak Rolling Hour Flow Rates

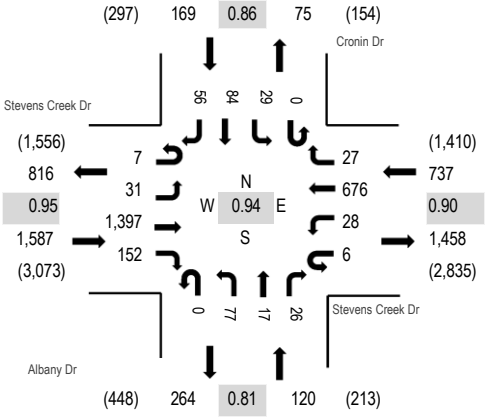
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	1	3	0	0	0	0	0	0	0	0	0	6
Lights	1	34	451	127	2	7	939	62	0	105	80	38	0	14	36	32	1,928
Mediums	0	1	14	4	0	0	24	0	0	3	2	0	0	0	0	0	48
Total	1	35	467	131	2	8	966	62	0	108	82	38	0	14	36	32	1,982

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

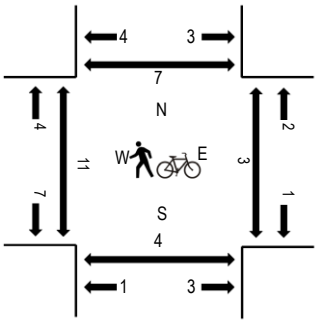
Location: Albany Dr & Stevens Creek Dr PM
Date and Start Time: Tuesday, December 13, 2016
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Stevens Creek Dr Eastbound				Stevens Creek Dr Westbound				Albany Dr Northbound				Cronin Dr Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	9	325	37	2	1	140	7	0	10	6	6	0	8	12	17	580	2,380	0	1	0	0
4:15 PM	0	12	326	34	0	4	154	6	0	18	4	6	0	6	10	17	597	2,396	3	0	0	0
4:30 PM	3	5	324	25	2	3	178	8	0	15	3	6	0	10	9	16	607	2,464	0	2	1	0
4:45 PM	1	5	351	29	1	6	152	9	0	11	5	3	0	1	14	8	596	2,552	1	2	0	1
5:00 PM	1	7	326	41	1	8	142	3	0	12	5	11	0	6	23	10	596	2,613	1	1	0	3
5:15 PM	3	9	343	32	1	7	186	6	0	26	7	4	0	8	18	15	665		0	0	1	2
5:30 PM	3	6	372	36	4	5	184	11	0	25	3	6	0	9	18	13	695		5	0	2	0
5:45 PM	0	9	356	43	0	8	164	7	0	14	2	5	0	6	25	18	657		3	0	1	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	7	29	1,381	152	6	28	665	27	0	77	17	26	0	29	84	56	2,584
Mediums	0	2	16	0	0	0	11	0	0	0	0	0	0	0	0	0	29
Total	7	31	1,397	152	6	28	676	27	0	77	17	26	0	29	84	56	2,613

All Traffic Data Services Inc.
(303) 216-2439
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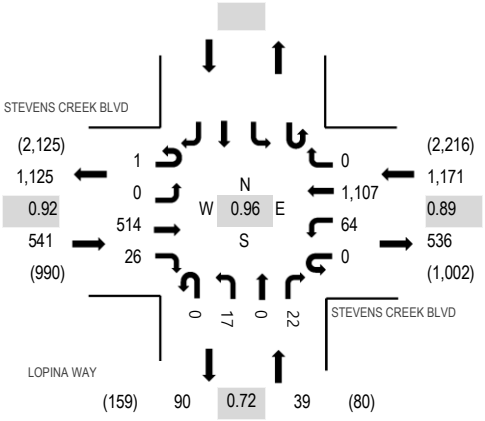
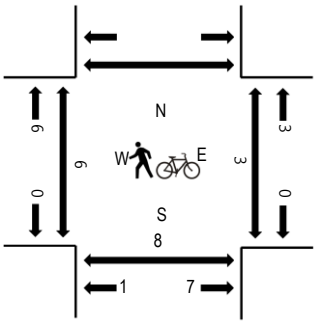
Location: 1 LOPINA WAY & STEVENS CREEK BLVD AM
Date and Start Time: Tuesday, January 17, 2017
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	STEVENS CREEK BLVD Eastbound				STEVENS CREEK BLVD Westbound				LOPINA WAY Northbound				Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	61	0	2	12	214	0	0	4	0	3					296	1,545	1	0	1	
7:15 AM	1	0	110	4	0	9	239	0	0	4	0	3					370	1,665	1	0	2	
7:30 AM	0	0	117	5	1	18	271	0	0	4	0	6					422	1,737	0	1	2	
7:45 AM	1	0	110	6	0	17	316	0	0	4	0	3					457	1,751	5	1	4	
8:00 AM	0	0	115	7	0	15	268	0	0	6	0	5					416	1,741	1	0	1	
8:15 AM	0	0	138	7	0	16	270	0	0	4	0	7					442		0	0	3	
8:30 AM	0	0	151	6	0	16	253	0	0	3	0	7					436		0	2	0	
8:45 AM	0	0	146	5	1	16	262	0	0	1	0	16					447		0	0	0	

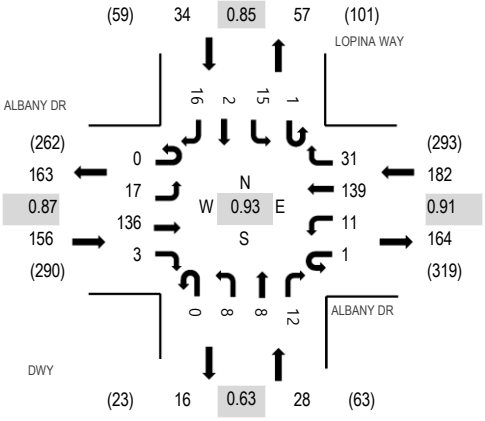
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	4	0	0	0	0	0					4
Lights	1	0	494	26	0	64	1,073	0	0	17	0	22					1,697
Mediums	0	0	20	0	0	0	30	0	0	0	0	0					50
Total	1	0	514	26	0	64	1,107	0	0	17	0	22					1,751

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

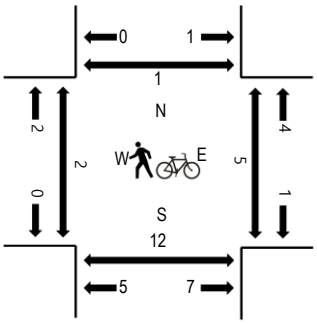
Location: 2 DWY & ALBANY DR AM
Date and Start Time: Tuesday, January 17, 2017
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	ALBANY DR Eastbound				ALBANY DR Westbound				DWY Northbound				LOPINA WAY Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	4	19	1	0	1	17	4	0	1	0	5	0	3	0	1	56	305	2	2	2	1
7:15 AM	0	1	29	0	0	0	19	8	0	2	1	5	0	4	0	5	74	339	2	0	10	0
7:30 AM	0	3	40	1	2	0	21	3	0	1	4	9	0	4	0	2	90	372	0	0	11	2
7:45 AM	0	4	31	1	0	3	22	11	0	4	1	2	0	2	0	4	85	379	0	0	4	0
8:00 AM	0	2	26	1	0	2	39	6	0	0	3	3	1	4	0	3	90	400	2	1	3	0
8:15 AM	0	5	34	1	0	5	36	9	0	4	2	1	0	4	0	6	107		0	1	2	1
8:30 AM	0	5	39	1	0	2	32	4	0	0	1	4	0	6	2	1	97		0	2	4	0
8:45 AM	0	5	37	0	1	2	32	12	0	4	2	4	0	1	0	6	106		0	1	2	0

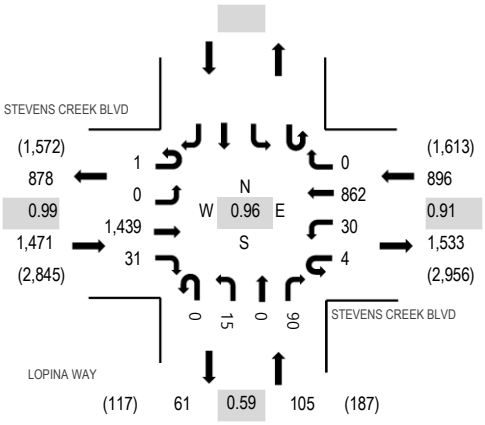
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	17	136	3	1	11	138	31	0	8	8	12	1	15	2	16	399
Mediums	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	17	136	3	1	11	139	31	0	8	8	12	1	15	2	16	400

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

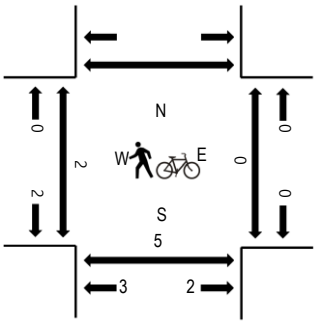
Location: 1 LOPINA WAY & STEVENS CREEK BLVD PM
Date and Start Time: Tuesday, January 17, 2017
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	STEVENS CREEK BLVD Eastbound				STEVENS CREEK BLVD Westbound				LOPINA WAY Northbound				Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	326	9	3	7	172	0	0	4	0	13					534	2,173	0	0	1	
4:15 PM	0	0	334	10	8	5	151	0	0	7	0	16					531	2,280	4	0	0	
4:30 PM	1	0	354	8	4	7	183	0	0	3	0	17					577	2,373	2	1	2	
4:45 PM	0	0	329	3	3	7	167	0	0	6	0	16					531	2,404	1	1	4	
5:00 PM	1	0	364	8	0	9	211	0	0	5	0	43					641	2,472	1	0	2	
5:15 PM	0	0	355	9	2	11	232	0	0	3	0	12					624		1	0	0	
5:30 PM	0	0	354	9	1	3	218	0	0	2	0	21					608		0	0	0	
5:45 PM	0	0	366	5	1	7	201	0	0	5	0	14					599		0	0	3	

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	0	0					1
Lights	1	0	1,419	31	4	30	847	0	0	15	0	89					2,436
Mediums	0	0	19	0	0	0	15	0	0	0	0	1					35
Total	1	0	1,439	31	4	30	862	0	0	15	0	90					2,472

All Traffic Data Services Inc.
(303) 216-2439
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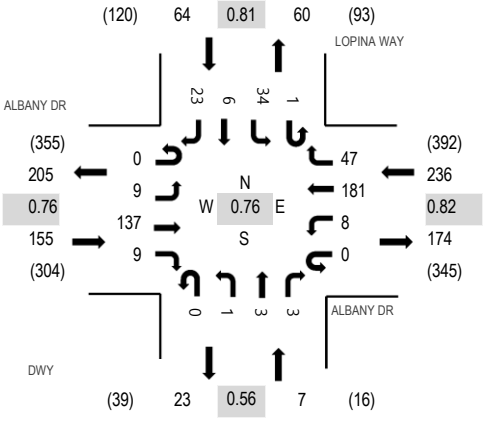
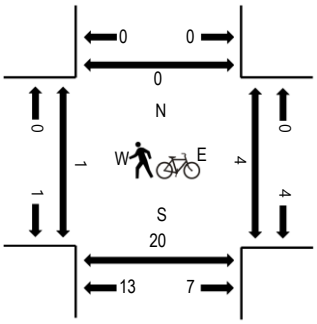
Location: 2 DWY & ALBANY DR PM
Date and Start Time: Tuesday, January 17, 2017
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	ALBANY DR Eastbound				ALBANY DR Westbound				DWY Northbound				LOPINA WAY Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	5	29	3	0	1	29	5	0	3	0	1	0	15	0	6	97	370	4	0	0	0
4:15 PM	0	0	36	2	1	1	21	7	0	0	1	0	0	4	1	3	77	424	0	0	8	0
4:30 PM	0	2	42	0	0	1	36	5	0	1	1	1	0	8	1	7	105	452	2	0	3	1
4:45 PM	0	2	27	1	0	4	40	5	0	0	0	1	0	6	1	4	91	457	2	2	2	0
5:00 PM	0	3	49	3	0	2	42	30	0	1	1	0	1	12	2	5	151	462	0	0	3	0
5:15 PM	0	0	29	3	0	1	50	3	0	0	0	1	0	5	3	10	105		0	1	3	0
5:30 PM	0	3	28	3	0	2	53	10	0	0	0	1	0	6	0	4	110		0	1	7	0
5:45 PM	0	3	31	0	0	3	36	4	0	0	2	1	0	11	1	4	96		1	2	7	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	9	136	9	0	8	180	47	0	1	3	3	1	34	6	23	460
Mediums	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
Total	0	9	137	9	0	8	181	47	0	1	3	3	1	34	6	23	462

ALL TRAFFIC DATA SERVICES

9660 W. 44TH AVE
WHEAT RIDGE, CO 80033
www.ALLTRAFFICDATA.NET

3SPEED-LOPINA N.O ALBANY REV1
Date Start: 12-Jan-17
Date End: 12-Jan-17
Site Code: 3
LOPINA WAY N/O ALBANY DR

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
01/12/17	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5	6-15	3
01:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	15-24	1
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	15-24	1
05:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3	14-23	3
06:00	8	5	4	0	0	0	0	0	0	0	0	0	0	0	17	16-25	9
07:00	15	17	**13**	0	0	0	0	0	0	0	0	0	0	0	45	16-25	30
08:00	16	26	9	**1**	0	0	0	0	0	0	0	0	0	0	52	16-25	35
09:00	17	**34**	6	0	0	0	0	0	0	0	0	0	0	0	**57**	16-25	40
10:00	**25**	19	7	0	0	0	0	0	0	0	0	0	0	0	51	12-21	27
11:00	15	20	4	0	0	0	0	0	0	0	0	0	0	0	39	11-20	25
12 PM	25	26	5	**1**	0	0	0	0	0	0	0	0	0	0	57	11-20	34
13:00	**38**	22	**11**	0	0	0	0	0	0	0	0	0	0	0	71	11-20	35
14:00	18	22	7	0	0	0	0	0	0	0	0	0	0	0	47	14-23	29
15:00	24	12	5	0	0	0	0	0	0	0	0	0	0	0	41	11-20	20
16:00	25	**34**	10	0	0	0	0	0	0	0	0	0	0	0	69	15-24	44
17:00	35	34	0	0	0	0	0	0	0	0	0	0	0	0	69	11-20	46
18:00	32	33	7	0	0	0	0	0	0	0	0	0	0	0	**72**	11-20	44
19:00	21	22	1	0	0	0	0	0	0	0	0	0	0	0	44	11-20	29
20:00	16	15	2	0	0	0	0	0	0	0	0	0	0	0	33	11-20	20
21:00	11	10	2	0	0	0	0	0	0	0	0	0	0	0	23	11-20	14
22:00	6	2	1	0	0	0	0	0	0	0	0	0	0	0	9	11-20	4
23:00	2	4	0	0	0	0	0	0	0	0	0	0	0	0	6	11-20	5
Total	356	362	95	2	0	0	0	0	0	0	0	0	0	0	815		
Percent	43.7%	44.4%	11.7%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	09:00	07:00	08:00											09:00		
Vol.	25	34	13	1											57		
PM Peak	13:00	16:00	13:00	12:00											18:00		
Vol.	38	34	11	1											72		
Total	356	362	95	2	0	0	0	0	0	0	0	0	0	0	815		
Percent	43.7%	44.4%	11.7%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	5 MPH
50th Percentile :	15 MPH
85th Percentile :	19 MPH
95th Percentile :	22 MPH

Stats

10 MPH Pace Speed :	11-20 MPH
Number in Pace :	481
Percent in Pace :	59.0%
Number of Vehicles > 25 MPH :	2
Percent of Vehicles > 25 MPH :	0.2%
Mean Speed(Average) :	14 MPH

ALL TRAFFIC DATA SERVICES

9660 W. 44TH AVE
WHEAT RIDGE, CO 80033
www.ALLTRAFFICDATA.NET

3SPEED-LOPINA N.O ALBANY REV1
Date Start: 12-Jan-17
Date End: 12-Jan-17
Site Code: 3
LOPINA WAY N/O ALBANY DR

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
01/12/17	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4	15-24	3
01:00	0	1	3	1	0	0	0	0	0	0	0	0	0	0	5	21-30	4
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
05:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3	9-18	2
06:00	9	4	2	0	0	0	0	0	0	0	0	0	0	0	15	11-20	7
07:00	23	22	11	**2**	0	0	0	0	0	0	0	0	0	0	58	16-25	33
08:00	25	**50**	**20**	1	0	0	0	0	0	0	0	0	0	0	**96**	16-25	70
09:00	24	27	18	1	0	0	0	0	0	0	0	0	0	0	70	16-25	45
10:00	**28**	25	12	0	0	0	0	0	0	0	0	0	0	0	65	16-25	37
11:00	28	19	15	2	0	0	0	0	0	0	0	0	0	0	64	16-25	34
12 PM	29	23	13	5	0	0	0	0	0	0	0	0	0	0	70	16-25	36
13:00	**45**	**29**	17	**8**	**1**	0	0	0	0	0	0	0	0	0	**100**	16-25	46
14:00	26	23	19	3	1	0	0	0	0	0	0	0	0	0	72	16-25	42
15:00	28	20	15	4	0	0	0	0	0	0	0	0	0	0	67	16-25	35
16:00	26	21	15	4	0	0	0	0	0	0	0	0	0	0	66	16-25	36
17:00	26	25	**20**	2	0	0	0	0	0	0	0	0	0	0	73	16-25	45
18:00	11	17	20	4	0	0	0	0	0	0	0	0	0	0	52	16-25	37
19:00	20	17	17	3	1	0	0	0	0	0	0	0	0	0	58	16-25	34
20:00	8	11	17	2	1	0	0	0	0	0	0	0	0	0	39	16-25	28
21:00	13	6	3	1	1	0	0	0	0	0	0	0	0	0	24	12-21	10
22:00	2	4	6	1	0	0	0	0	0	0	0	0	0	0	13	16-25	10
23:00	8	0	5	0	0	0	0	0	0	0	0	0	0	0	13	6-15	5
Total	382	349	249	44	5	0	0	0	0	0	0	0	0	0	1029		
Percent	37.1%	33.9%	24.2%	4.3%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	08:00	08:00	07:00											08:00		
Vol.	28	50	20	2											96		
PM Peak	13:00	13:00	17:00	13:00	13:00										13:00		
Vol.	45	29	20	8	1										100		
Total	382	349	249	44	5	0	0	0	0	0	0	0	0	0	1029		
Percent	37.1%	33.9%	24.2%	4.3%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	6 MPH
50th Percentile :	16 MPH
85th Percentile :	22 MPH
95th Percentile :	24 MPH

Stats		
	10 MPH Pace Speed :	16-25 MPH
	Number in Pace :	598
	Percent in Pace :	58.1%
	Number of Vehicles > 25 MPH :	49
	Percent of Vehicles > 25 MPH :	4.8%
	Mean Speed(Average) :	16 MPH

ALL TRAFFIC DATA SERVICES

9660 W. 44TH AVE
WHEAT RIDGE, CO 80033
www.ALLTRAFFICDATA.NET

3VOL-LOPINA N.O ALBANY REV1
Date Start: 12-Jan-17
Date End: 12-Jan-17
Site Code: 3
LOPINA WAY N/O ALBANY DR

Start Time	12-Jan-17 Thu	NB	SB							Total
12:00 AM		5	4							9
01:00		2	5							7
02:00		1	1							2
03:00		0	0							0
04:00		2	1							3
05:00		3	3							6
06:00		17	15							32
07:00		45	58							103
08:00		52	**96**							**148**
09:00		**57**	70							127
10:00		51	65							116
11:00		39	64							103
12:00 PM		57	70							127
01:00		71	**100**							**171**
02:00		47	72							119
03:00		41	67							108
04:00		69	66							135
05:00		69	73							142
06:00		**72**	52							124
07:00		44	58							102
08:00		33	39							72
09:00		23	24							47
10:00		9	13							22
11:00		6	13							19
Total		815	1029							1844
Percent		44.2%	55.8%							
AM Peak	-	09:00	08:00	-	-	-	-	-	-	08:00
Vol.	-	57	96	-	-	-	-	-	-	148
PM Peak	-	18:00	13:00	-	-	-	-	-	-	13:00
Vol.	-	72	100	-	-	-	-	-	-	171
Grand Total		815	1029							1844
Percent		44.2%	55.8%							
ADT		ADT 1,844		AADT 1,844						

ALL TRAFFIC DATA SERVICES

9660 W. 44TH AVE
WHEAT RIDGE, CO 80033
www.ALLTRAFFICDATA.NET

4SPEED-ALBANY W.O LOPINA
Date Start: 12-Jan-17
Date End: 12-Jan-17
Site Code: 4
ALBANY DR W/O LOPINA WAY

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
01/12/17	3	2	0	2	1	0	0	0	0	0	0	0	0	0	8	9-18	3
01:00	0	3	3	0	2	0	0	0	0	0	0	0	0	0	8	16-25	6
02:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	14-23	1
03:00	1	2	1	1	0	0	0	0	0	0	0	0	0	0	5	16-25	3
04:00	0	1	0	4	1	0	0	0	0	0	0	0	0	0	6	24-33	5
05:00	0	2	9	13	1	**2**	0	0	0	0	0	0	0	0	27	21-30	22
06:00	4	11	15	15	7	0	0	0	0	0	0	0	0	0	52	21-30	30
07:00	24	**17**	**42**	56	7	2	0	0	0	0	0	0	0	0	148	21-30	98
08:00	27	13	41	59	**15**	0	0	0	0	0	0	0	0	0	155	21-30	100
09:00	**37**	14	34	**62**	13	2	0	0	0	0	0	0	0	0	**162**	21-30	96
10:00	19	9	36	57	15	2	0	0	0	0	0	0	0	0	138	21-30	93
11:00	10	11	28	33	11	2	0	0	0	0	0	0	0	0	95	21-30	61
12 PM	10	7	25	42	16	**2**	0	0	0	0	0	0	0	0	102	21-30	67
13:00	22	21	40	50	**22**	0	0	0	0	0	0	0	0	0	155	21-30	90
14:00	17	16	31	50	19	2	0	0	0	0	0	0	0	0	135	21-30	81
15:00	20	19	41	41	16	2	0	0	0	0	0	0	0	0	139	21-30	82
16:00	20	17	48	**64**	16	1	0	0	0	0	0	0	0	0	166	21-30	112
17:00	20	**23**	**56**	47	7	1	0	0	0	0	0	0	0	0	154	21-30	103
18:00	**31**	16	54	51	19	0	0	0	0	0	0	0	0	0	**171**	21-30	105
19:00	22	12	30	46	4	1	0	0	0	0	0	0	0	0	115	21-30	76
20:00	9	7	19	29	6	0	0	0	0	0	0	0	0	0	70	21-30	48
21:00	4	3	17	19	1	2	0	0	0	0	0	0	0	0	46	21-30	36
22:00	2	6	6	22	2	0	0	0	0	0	0	0	0	0	38	21-30	28
23:00	3	0	8	10	3	0	0	0	0	0	0	0	0	0	24	21-30	18
Total	305	232	585	773	205	21	0	0	0	0	0	0	0	0	2121		
Percent	14.4%	10.9%	27.6%	36.4%	9.7%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	07:00	07:00	09:00	08:00	05:00									09:00		
Vol.	37	17	42	62	15	2									162		
PM Peak	18:00	17:00	17:00	16:00	13:00	12:00									18:00		
Vol.	31	23	56	64	22	2									171		
Total	305	232	585	773	205	21	0	0	0	0	0	0	0	0	2121		
Percent	14.4%	10.9%	27.6%	36.4%	9.7%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	15 MPH
50th Percentile :	24 MPH
85th Percentile :	29 MPH
95th Percentile :	32 MPH

Stats		
	10 MPH Pace Speed :	21-30 MPH
	Number in Pace :	1358
	Percent in Pace :	64.0%
	Number of Vehicles > 25 MPH :	999
	Percent of Vehicles > 25 MPH :	47.1%
	Mean Speed(Average) :	23 MPH

ALL TRAFFIC DATA SERVICES

9660 W. 44TH AVE
WHEAT RIDGE, CO 80033
www.ALLTRAFFICDATA.NET

4SPEED-ALBANY W.O LOPINA
Date Start: 12-Jan-17
Date End: 12-Jan-17
Site Code: 4
ALBANY DR W/O LOPINA WAY

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
01/12/17	5	4	9	3	1	1	0	0	0	0	0	0	0	0	23	16-25	13
01:00	3	1	0	3	0	0	0	0	0	0	0	0	0	0	7	20-29	3
02:00	2	1	3	2	1	0	0	0	0	0	0	0	0	0	9	21-30	5
03:00	0	2	2	2	2	0	0	0	0	0	0	0	0	0	8	15-24	4
04:00	0	1	5	2	0	0	0	0	0	0	0	0	0	0	8	21-30	7
05:00	1	1	12	5	3	2	0	0	0	0	0	0	0	0	24	21-30	17
06:00	5	8	15	23	5	0	0	0	0	0	0	0	0	0	56	21-30	38
07:00	31	17	44	20	3	0	0	0	0	0	0	0	0	0	115	21-30	64
08:00	**40**	**25**	45	43	14	0	0	0	0	0	0	0	0	0	**167**	21-30	88
09:00	25	15	**58**	34	12	**3**	0	0	0	0	0	0	0	0	147	21-30	92
10:00	33	8	28	27	10	0	0	0	0	0	0	0	0	0	106	21-30	55
11:00	23	14	55	**44**	**15**	2	0	0	0	0	0	0	0	0	153	21-30	99
12 PM	28	16	44	40	**20**	**3**	0	0	0	0	0	0	0	0	151	21-30	84
13:00	44	13	41	**45**	8	2	0	0	0	0	0	0	0	0	153	21-30	86
14:00	32	23	57	39	12	2	0	0	0	0	0	0	0	0	165	21-30	96
15:00	38	20	50	37	11	0	0	0	0	0	0	0	0	0	156	21-30	87
16:00	**46**	17	67	43	7	2	0	0	0	0	0	0	0	0	182	21-30	110
17:00	36	19	**93**	43	2	2	0	0	0	0	0	0	0	0	**195**	21-30	136
18:00	41	**30**	73	25	8	0	0	0	0	0	0	0	0	0	177	16-25	103
19:00	41	20	50	30	5	0	0	0	0	0	0	0	0	0	146	21-30	80
20:00	25	25	48	13	5	1	0	0	0	0	0	0	0	0	117	16-25	73
21:00	12	8	43	27	7	0	0	0	0	0	0	0	0	0	97	21-30	70
22:00	12	4	26	19	1	0	0	0	0	0	0	0	0	0	62	21-30	45
23:00	6	5	20	10	2	1	0	0	0	0	0	0	0	0	44	21-30	30
Total	529	297	888	579	154	21	0	0	0	0	0	0	0	0	2468		
Percent	21.4%	12.0%	36.0%	23.5%	6.2%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	09:00	11:00	11:00	09:00									08:00		
Vol.	40	25	58	44	15	3									167		
PM Peak	16:00	18:00	17:00	13:00	12:00	12:00									17:00		
Vol.	46	30	93	45	20	3									195		
Total	529	297	888	579	154	21	0	0	0	0	0	0	0	0	2468		
Percent	21.4%	12.0%	36.0%	23.5%	6.2%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	10 MPH
50th Percentile :	22 MPH
85th Percentile :	28 MPH
95th Percentile :	31 MPH

Stats

10 MPH Pace Speed :	21-30 MPH
Number in Pace :	1467
Percent in Pace :	59.4%
Number of Vehicles > 25 MPH :	754
Percent of Vehicles > 25 MPH :	30.6%
Mean Speed(Average) :	21 MPH

ALL TRAFFIC DATA SERVICES

9660 W. 44TH AVE
WHEAT RIDGE, CO 80033
www.ALLTRAFFICDATA.NET

4VOL-ALBANY W.O LOPINA
Date Start: 12-Jan-17
Date End: 12-Jan-17
Site Code: 4
ALBANY DR W/O LOPINA WAY

Start Time	12-Jan-17 Thu	EB	WB							Total
12:00 AM		8	23							31
01:00		8	7							15
02:00		2	9							11
03:00		5	8							13
04:00		6	8							14
05:00		27	24							51
06:00		52	56							108
07:00		148	115							263
08:00		155	**167**							**322**
09:00		**162**	147							309
10:00		138	106							244
11:00		95	153							248
12:00 PM		102	151							253
01:00		155	153							308
02:00		135	165							300
03:00		139	156							295
04:00		166	182							348
05:00		154	**195**							**349**
06:00		**171**	177							348
07:00		115	146							261
08:00		70	117							187
09:00		46	97							143
10:00		38	62							100
11:00		24	44							68
Total		2121	2468							4589
Percent		46.2%	53.8%							
AM Peak	-	09:00	08:00	-	-	-	-	-	-	08:00
Vol.	-	162	167	-	-	-	-	-	-	322
PM Peak	-	18:00	17:00	-	-	-	-	-	-	17:00
Vol.	-	171	195	-	-	-	-	-	-	349
Grand Total		2121	2468							4589
Percent		46.2%	53.8%							
ADT		ADT 4,589		AADT 4,589						

ALL TRAFFIC DATA SERVICES

9660 W. 44TH AVE
WHEAT RIDGE, CO 80033
www.ALLTRAFFICDATA.NET

5SPEED-PALACE N.O ALBANY
Date Start: 12-Jan-17
Date End: 12-Jan-17
Site Code: 5
PALACE DR N/O ALBANY DR

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
01/12/17	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3	13-22	2
01:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8-17	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	1	1	0	0	1	0	0	0	0	0	0	0	0	0	3	15-24	1
04:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	*	2
05:00	5	1	6	3	2	0	0	0	0	0	0	0	0	0	17	21-30	9
06:00	5	10	10	6	0	0	0	0	0	0	0	0	0	0	31	16-25	20
07:00	15	22	14	11	**4**	**1**	0	0	0	0	0	0	0	0	67	16-25	36
08:00	30	25	22	**16**	4	0	0	0	0	0	0	0	0	0	**97**	16-25	47
09:00	**37**	**30**	**24**	0	2	0	0	0	0	0	0	0	0	0	93	16-25	54
10:00	27	20	14	3	2	0	0	0	0	0	0	0	0	0	66	16-25	34
11:00	28	19	12	3	0	0	**1**	0	0	0	0	0	0	0	63	16-25	31
12 PM	23	17	15	5	1	0	0	0	0	0	0	0	0	0	61	16-25	32
13:00	30	11	**17**	3	1	0	**1**	0	0	0	0	0	0	0	63	16-25	28
14:00	25	15	13	**6**	**2**	0	0	0	0	0	0	0	0	0	61	16-25	28
15:00	23	**29**	11	3	2	0	0	0	0	0	0	0	0	0	68	16-25	40
16:00	34	9	10	2	1	0	0	0	0	0	0	0	0	0	56	1-10	23
17:00	**37**	18	13	4	0	0	0	0	0	0	0	0	0	0	**72**	13-22	31
18:00	18	16	7	3	0	0	0	0	0	0	0	0	0	0	44	14-23	23
19:00	6	7	6	1	0	0	0	0	0	0	0	0	0	0	20	16-25	13
20:00	11	7	6	1	0	0	0	0	0	0	0	0	0	0	25	15-24	13
21:00	3	3	4	1	0	0	0	0	0	0	0	0	0	0	11	16-25	7
22:00	0	2	3	1	1	**1**	0	0	0	0	0	0	0	0	8	16-25	5
23:00	4	1	2	2	0	0	0	0	0	0	0	0	0	0	9	21-30	4
Total	368	264	210	74	23	2	2	0	0	0	0	0	0	0	943		
Percent	39.0%	28.0%	22.3%	7.8%	2.4%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	09:00	09:00	08:00	07:00	07:00	11:00								08:00		
Vol.	37	30	24	16	4	1	1								97		
PM Peak	17:00	15:00	13:00	14:00	14:00	22:00	13:00								17:00		
Vol.	37	29	17	6	2	1	1								72		
Total	368	264	210	74	23	2	2	0	0	0	0	0	0	0	943		
Percent	39.0%	28.0%	22.3%	7.8%	2.4%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	5 MPH
50th Percentile :	16 MPH
85th Percentile :	24 MPH
95th Percentile :	28 MPH

Stats	
10 MPH Pace Speed :	16-25 MPH
Number in Pace :	474
Percent in Pace :	50.3%
Number of Vehicles > 25 MPH :	101
Percent of Vehicles > 25 MPH :	10.7%
Mean Speed(Average) :	16 MPH

ALL TRAFFIC DATA SERVICES

9660 W. 44TH AVE
WHEAT RIDGE, CO 80033
www.ALLTRAFFICDATA.NET

5SPEED-PALACE N.O ALBANY
Date Start: 12-Jan-17
Date End: 12-Jan-17
Site Code: 5
PALACE DR N/O ALBANY DR

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
01/12/17	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	20-29	2
01:00	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3	8-17	1
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
03:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	19-28	2
04:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	15-24	1
05:00	5	1	2	0	0	0	0	0	0	0	0	0	0	0	8	16-25	3
06:00	9	12	2	2	0	0	0	0	0	0	0	0	0	0	25	11-20	15
07:00	29	17	**16**	2	0	0	0	0	0	0	0	0	0	0	64	16-25	33
08:00	**70**	**23**	12	2	0	0	0	0	0	0	0	0	0	0	**107**	1-10	47
09:00	59	18	9	1	0	0	0	0	0	0	0	0	0	0	87	6-15	39
10:00	40	17	10	0	0	**1**	0	0	0	0	0	0	0	0	68	11-20	30
11:00	38	7	8	**3**	0	0	0	0	0	0	0	0	0	0	56	6-15	25
12 PM	40	18	14	2	**1**	0	0	0	0	0	0	0	0	0	75	13-22	32
13:00	**77**	**20**	16	1	0	0	0	0	0	0	0	0	0	0	**114**	6-15	51
14:00	41	15	6	1	0	0	0	0	0	0	0	0	0	0	63	11-20	29
15:00	38	19	15	**7**	0	0	0	0	0	0	0	0	0	0	79	15-24	34
16:00	53	9	13	2	0	0	0	0	0	0	0	0	0	0	77	6-15	35
17:00	52	18	**22**	2	0	0	0	0	0	0	0	0	0	0	94	16-25	40
18:00	19	17	12	1	0	0	0	0	0	0	0	0	0	0	49	16-25	29
19:00	11	15	13	2	0	0	0	0	0	0	0	0	0	0	41	16-25	28
20:00	4	9	12	4	0	0	0	0	0	0	0	0	0	0	29	16-25	21
21:00	3	5	9	3	1	0	0	0	0	0	0	0	0	0	21	16-25	14
22:00	3	0	6	2	1	0	0	0	0	0	0	0	0	0	12	21-30	8
23:00	1	2	7	1	0	0	0	0	0	0	0	0	0	0	11	16-25	9
Total	595	244	205	42	3	1	0	0	0	0	0	0	0	0	1090		
Percent	54.6%	22.4%	18.8%	3.9%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	07:00	11:00		10:00									08:00		
Vol.	70	23	16	3		1									107		
PM Peak	13:00	13:00	17:00	15:00	12:00										13:00		
Vol.	77	20	22	7	1										114		
Total	595	244	205	42	3	1	0	0	0	0	0	0	0	0	1090		
Percent	54.6%	22.4%	18.8%	3.9%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	4 MPH
50th Percentile :	13 MPH
85th Percentile :	22 MPH
95th Percentile :	24 MPH

Stats		
	10 MPH Pace Speed :	16-25 MPH
	Number in Pace :	449
	Percent in Pace :	41.2%
	Number of Vehicles > 25 MPH :	46
	Percent of Vehicles > 25 MPH :	4.2%
	Mean Speed(Average) :	14 MPH

ALL TRAFFIC DATA SERVICES

9660 W. 44TH AVE
WHEAT RIDGE, CO 80033
www.ALLTRAFFICDATA.NET

5VOL-PALACE N.O ALBANY
Date Start: 12-Jan-17
Date End: 12-Jan-17
Site Code: 5
PALACE DR N/O ALBANY DR

Start Time	12-Jan-17 Thu	NB	SB							Total
12:00 AM		3	2							5
01:00		2	3							5
02:00		0	1							1
03:00		3	2							5
04:00		3	2							5
05:00		17	8							25
06:00		31	25							56
07:00		67	64							131
08:00		**97**	**107**							**204**
09:00		93	87							180
10:00		66	68							134
11:00		63	56							119
12:00 PM		61	75							136
01:00		63	**114**							**177**
02:00		61	63							124
03:00		68	79							147
04:00		56	77							133
05:00		**72**	94							166
06:00		44	49							93
07:00		20	41							61
08:00		25	29							54
09:00		11	21							32
10:00		8	12							20
11:00		9	11							20
Total		943	1090							2033
Percent		46.4%	53.6%							
AM Peak	-	08:00	08:00	-	-	-	-	-	-	08:00
Vol.	-	97	107	-	-	-	-	-	-	204
PM Peak	-	17:00	13:00	-	-	-	-	-	-	13:00
Vol.	-	72	114	-	-	-	-	-	-	177
Grand Total		943	1090							2033
Percent		46.4%	53.6%							
ADT		ADT 2,033		AADT 2,033						

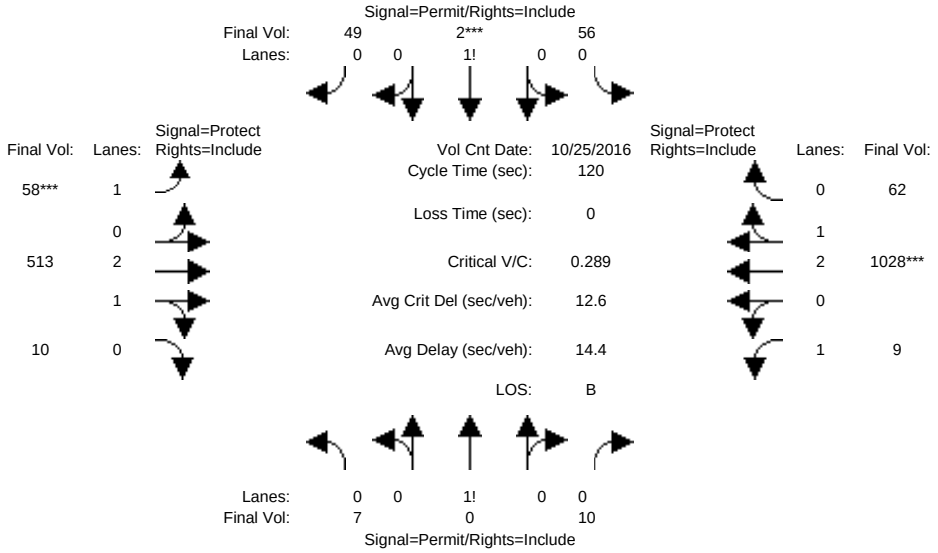
Appendix B

Level of Service Calculations

4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #139: Woodhams Rd/Stevens Creek Blvd



Street Name:	Woodhams Rd						Stevens Creek Blvd					
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: 25 Oct 2016 << 7:45 - 8:45 AM												
Base Vol:	7	0	10	56	2	49	58	513	10	9	1028	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	0	10	56	2	49	58	513	10	9	1028	62
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	0	10	56	2	49	58	513	10	9	1028	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	0	10	56	2	49	58	513	10	9	1028	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	0	10	56	2	49	58	513	10	9	1028	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	0	10	56	2	49	58	513	10	9	1028	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.41	0.00	0.59	0.52	0.02	0.46	1.00	2.94	0.06	1.00	2.82	0.18
Final Sat.:	721	0	1029	916	33	801	1750	5493	107	1750	5281	319
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.06	0.06	0.06	0.03	0.09	0.09	0.01	0.19	0.19
Crit Moves:					****		****				****	
Green Time:	25.4	0.0	25.4	25.4	25.4	25.4	13.8	58.2	58.2	36.4	80.8	80.8
Volume/Cap:	0.05	0.00	0.05	0.29	0.29	0.29	0.29	0.19	0.19	0.02	0.29	0.29
Delay/Veh:	37.7	0.0	37.7	40.2	40.2	40.2	49.4	17.6	17.6	29.3	8.0	8.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.7	0.0	37.7	40.2	40.2	40.2	49.4	17.6	17.6	29.3	8.0	8.0
LOS by Move:	D	A	D	D	D	D	D	B	B	C	A	A
DesignQueue:	1	0	1	6	6	6	4	6	6	0	8	8

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

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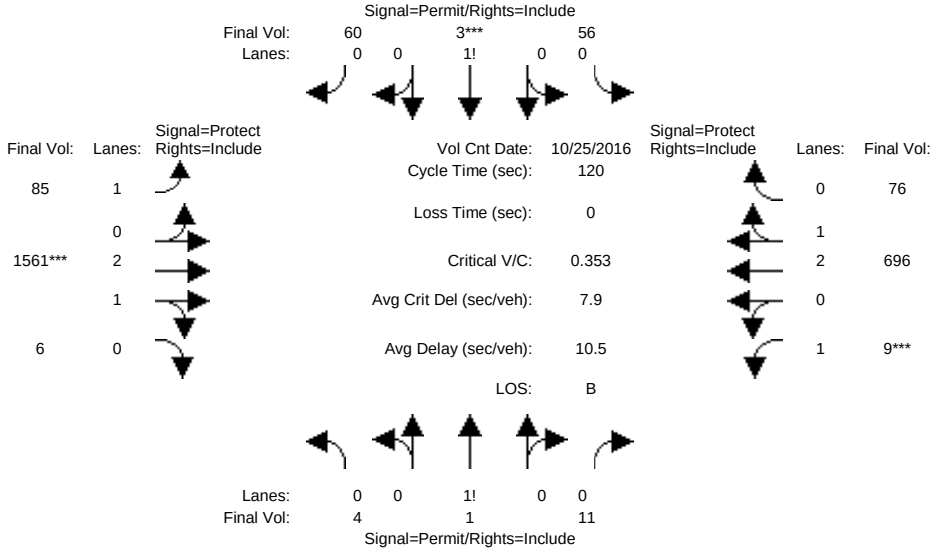
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #139: Woodhams Rd/Stevens Creek Blvd



Street Name:	Woodhams Rd						Stevens Creek Blvd					
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: 25 Oct 2016 << 5:00-6:00PM												
Base Vol:	4	1	11	56	3	60	85	1561	6	9	696	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	1	11	56	3	60	85	1561	6	9	696	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	1	11	56	3	60	85	1561	6	9	696	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	1	11	56	3	60	85	1561	6	9	696	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	1	11	56	3	60	85	1561	6	9	696	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	1	11	56	3	60	85	1561	6	9	696	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	0.25	0.06	0.69	0.47	0.03	0.50	1.00	2.99	0.01	1.00	2.69	0.31
Final Sat.:	438	109	1203	824	44	882	1750	5579	21	1750	5048	551
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.07	0.07	0.07	0.05	0.28	0.28	0.01	0.14	0.14
Crit Moves:					****			****		****		
Green Time:	22.1	22.1	22.1	22.1	22.1	22.1	29.1	90.9	90.9	7.0	68.8	68.8
Volume/Cap:	0.05	0.05	0.05	0.37	0.37	0.37	0.20	0.37	0.37	0.09	0.24	0.24
Delay/Veh:	40.4	40.4	40.4	43.6	43.6	43.6	36.4	5.0	5.0	53.9	12.7	12.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.4	40.4	40.4	43.6	43.6	43.6	36.4	5.0	5.0	53.9	12.7	12.7
LOS by Move:	D	D	D	D	D	D	D	A	A	D	B	B
DesignQueue:	1	1	1	7	7	7	5	9	9	1	8	8

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

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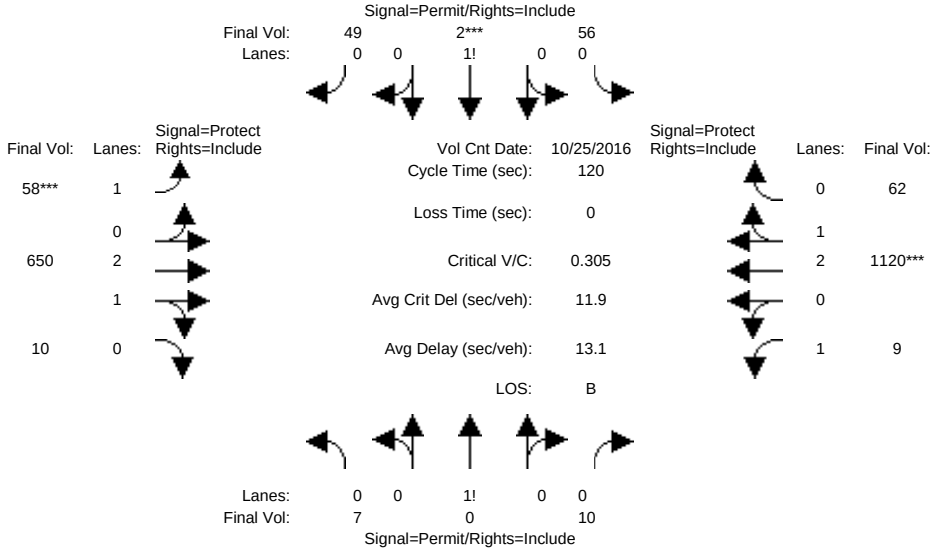
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #139: Woodhams Rd/Stevens Creek Blvd



Street Name:	Woodhams Rd						Stevens Creek Blvd					
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: 25 Oct 2016 << 7:45 - 8:45 AM												
Base Vol:	7	0	10	56	2	49	58	513	10	9	1028	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	0	10	56	2	49	58	513	10	9	1028	62
Added Vol:	0	0	0	0	0	0	0	137	0	0	92	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	0	10	56	2	49	58	650	10	9	1120	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	0	10	56	2	49	58	650	10	9	1120	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	0	10	56	2	49	58	650	10	9	1120	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	0	10	56	2	49	58	650	10	9	1120	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.41	0.00	0.59	0.52	0.02	0.46	1.00	2.95	0.05	1.00	2.84	0.16
Final Sat.:	721	0	1029	916	33	801	1750	5515	85	1750	5306	294
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.06	0.06	0.06	0.03	0.12	0.12	0.01	0.21	0.21
Crit Moves:					****		****				****	
Green Time:	24.0	0.0	24.0	24.0	24.0	24.0	13.0	64.2	64.2	31.8	82.9	82.9
Volume/Cap:	0.05	0.00	0.05	0.31	0.31	0.31	0.31	0.22	0.22	0.02	0.31	0.31
Delay/Veh:	38.8	0.0	38.8	41.4	41.4	41.4	50.2	14.7	14.7	32.6	7.3	7.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.8	0.0	38.8	41.4	41.4	41.4	50.2	14.7	14.7	32.6	7.3	7.3
LOS by Move:	D	A	D	D	D	D	D	B	B	C	A	A
DesignQueue:	1	0	1	6	6	6	4	7	7	0	9	9

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

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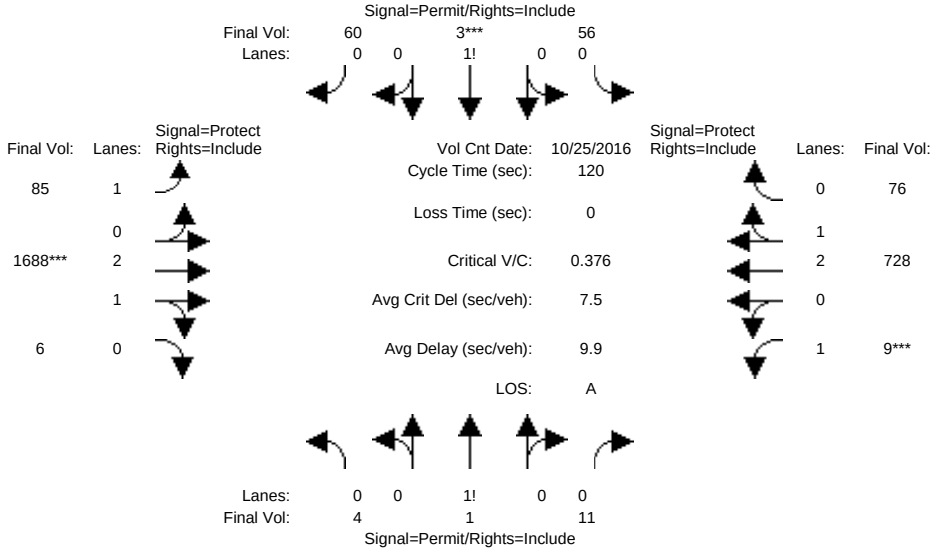
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #139: Woodhams Rd/Stevens Creek Blvd



Street Name:	Woodhams Rd						Stevens Creek Blvd					
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: 25 Oct 2016 << 5:00-6:00PM												
Base Vol:	4	1	11	56	3	60	85	1561	6	9	696	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	1	11	56	3	60	85	1561	6	9	696	76
Added Vol:	0	0	0	0	0	0	0	127	0	0	32	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	1	11	56	3	60	85	1688	6	9	728	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	1	11	56	3	60	85	1688	6	9	728	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	1	11	56	3	60	85	1688	6	9	728	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	1	11	56	3	60	85	1688	6	9	728	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	0.25	0.06	0.69	0.47	0.03	0.50	1.00	2.99	0.01	1.00	2.71	0.29
Final Sat.:	438	109	1203	824	44	882	1750	5580	20	1750	5070	529
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.07	0.07	0.07	0.05	0.30	0.30	0.01	0.14	0.14
Crit Moves:					****			****		****		
Green Time:	20.7	20.7	20.7	20.7	20.7	20.7	28.7	92.3	92.3	7.0	70.6	70.6
Volume/Cap:	0.05	0.05	0.05	0.39	0.39	0.39	0.20	0.39	0.39	0.09	0.24	0.24
Delay/Veh:	41.5	41.5	41.5	44.9	44.9	44.9	36.8	4.7	4.7	53.9	11.9	11.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.5	41.5	41.5	44.9	44.9	44.9	36.8	4.7	4.7	53.9	11.9	11.9
LOS by Move:	D	D	D	D	D	D	D	A	A	D	B	B
DesignQueue:	1	1	1	7	7	7	5	10	10	1	8	8

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

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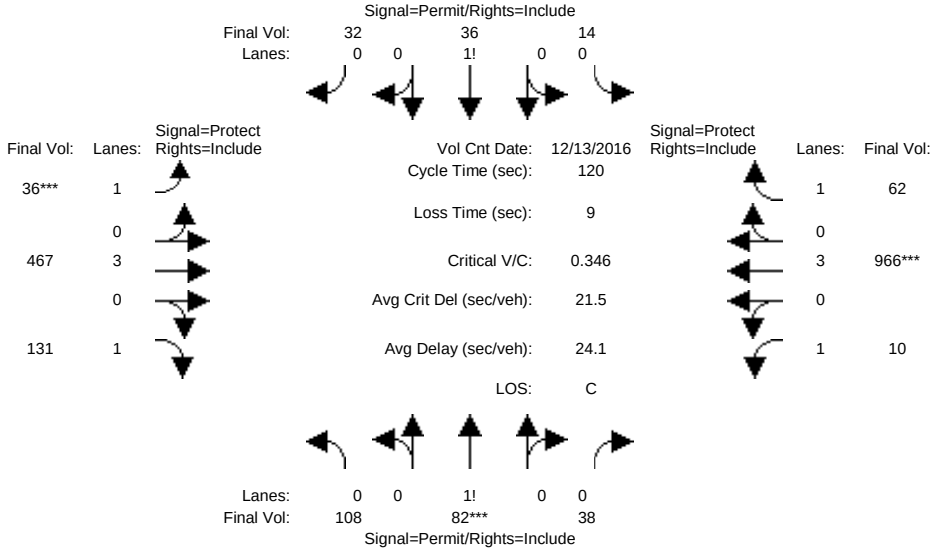
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #147: Albany Dr/Stevens Creek Blvd



Street Name:	Albany Dr/Cronin Dr						Stevens Creek Blvd					
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: 13 Dec 2016 << 7:30-8:30 AM												
Base Vol:	108	82	38	14	36	32	36	467	131	10	966	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	82	38	14	36	32	36	467	131	10	966	62
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	82	38	14	36	32	36	467	131	10	966	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	82	38	14	36	32	36	467	131	10	966	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	82	38	14	36	32	36	467	131	10	966	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	82	38	14	36	32	36	467	131	10	966	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.47	0.36	0.17	0.17	0.44	0.39	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	829	629	292	299	768	683	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.05	0.05	0.05	0.02	0.08	0.07	0.01	0.17	0.04
Crit Moves:		****					****				****	
Green Time:	45.1	45.1	45.1	45.1	45.1	45.1	7.1	38.7	38.7	27.1	58.7	58.7
Volume/Cap:	0.35	0.35	0.35	0.12	0.12	0.12	0.35	0.25	0.23	0.03	0.35	0.07
Delay/Veh:	27.2	27.2	27.2	24.6	24.6	24.6	56.2	30.0	30.0	36.2	18.9	16.3
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:	27.2	27.2	27.2	24.6	24.6	24.6	56.2	30.0	30.0	36.2	18.9	16.3
LOS by Move:	C	C	C	C	C	C	E	C	C	D	B	B
DesignQueue:	11	11	11	4	4	4	2	7	7	1	11	2

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

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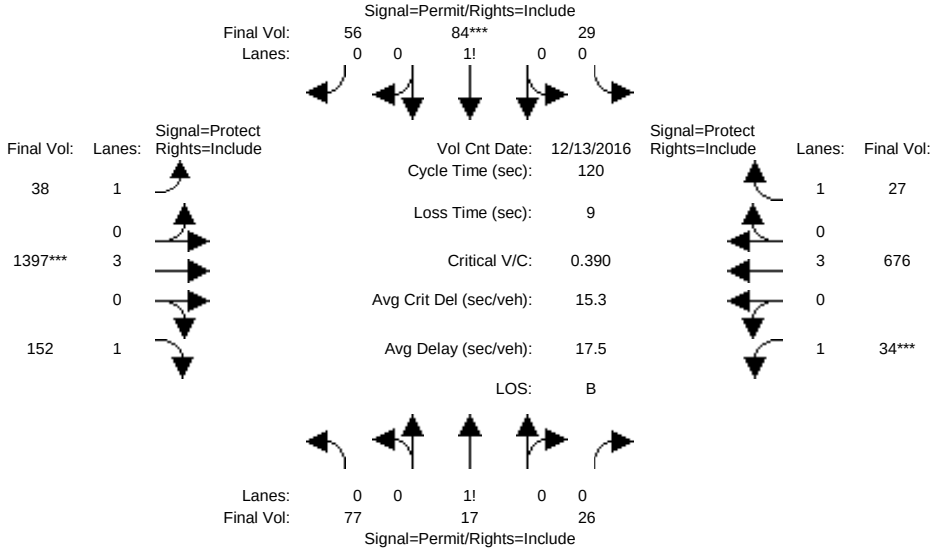
Existing PM

Intersection #147: Albany Dr/Stevens Creek Blvd



Street Name:	Albany Dr/Cronin Dr						Stevens Creek Blvd					
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: 13 Dec 2016 << 5:00-6:00 PM												
Base Vol:	77	17	26	29	84	56	38	1397	152	34	676	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	17	26	29	84	56	38	1397	152	34	676	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	17	26	29	84	56	38	1397	152	34	676	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	17	26	29	84	56	38	1397	152	34	676	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	17	26	29	84	56	38	1397	152	34	676	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	17	26	29	84	56	38	1397	152	34	676	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.64	0.14	0.22	0.17	0.50	0.33	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1123	248	379	300	870	580	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.10	0.10	0.10	0.02	0.25	0.09	0.02	0.12	0.02
Crit Moves:					****			****		****		
Green Time:	29.4	29.4	29.4	29.4	29.4	29.4	26.9	74.6	74.6	7.0	54.7	54.7
Volume/Cap:	0.28	0.28	0.28	0.39	0.39	0.39	0.10	0.39	0.14	0.33	0.26	0.03
Delay/Veh:	37.1	37.1	37.1	38.5	38.5	38.5	37.0	11.4	9.5	56.2	20.2	18.1
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:	37.1	37.1	37.1	38.5	38.5	38.5	37.0	11.4	9.5	56.2	20.2	18.1
LOS by Move:	D	D	D	D	D	D	D	B	A	E	C	B
DesignQueue:	7	7	7	9	9	9	2	13	4	2	8	1

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

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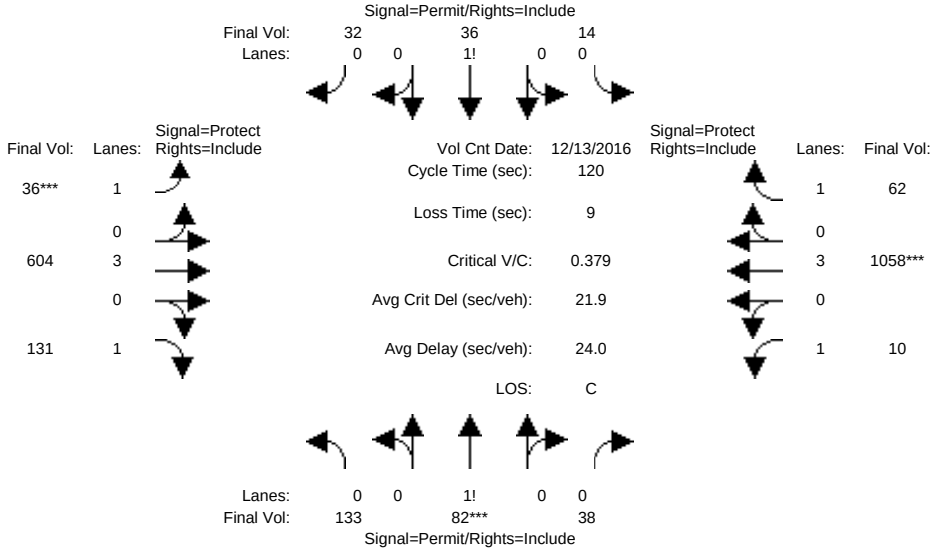
City of San Jose
Hexagon Transportation Consultants

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

Intersection #147: Albany Dr/Stevens Creek Blvd



Street Name:	Albany Dr/Cronin Dr						Stevens Creek Blvd					
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: 13 Dec 2016 << 7:30-8:30 AM												
Base Vol:	108	82	38	14	36	32	36	467	131	10	966	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	82	38	14	36	32	36	467	131	10	966	62
Added Vol:	25	0	0	0	0	0	0	137	0	0	92	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	82	38	14	36	32	36	604	131	10	1058	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	82	38	14	36	32	36	604	131	10	1058	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	82	38	14	36	32	36	604	131	10	1058	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	82	38	14	36	32	36	604	131	10	1058	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.53	0.32	0.15	0.17	0.44	0.39	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	920	567	263	299	768	683	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.05	0.05	0.05	0.02	0.11	0.07	0.01	0.19	0.04
Crit Moves:		****					****				****	
Green Time:	45.5	45.5	45.5	45.5	45.5	45.5	7.0	42.2	42.2	23.2	58.5	58.5
Volume/Cap:	0.38	0.38	0.38	0.12	0.12	0.12	0.35	0.30	0.21	0.03	0.38	0.07
Delay/Veh:	27.4	27.4	27.4	24.3	24.3	24.3	56.4	28.3	27.4	39.3	19.5	16.4
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:	27.4	27.4	27.4	24.3	24.3	24.3	56.4	28.3	27.4	39.3	19.5	16.4
LOS by Move:	C	C	C	C	C	C	E	C	C	D	B	B
DesignQueue:	12	12	12	4	4	4	2	9	6	1	13	2

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

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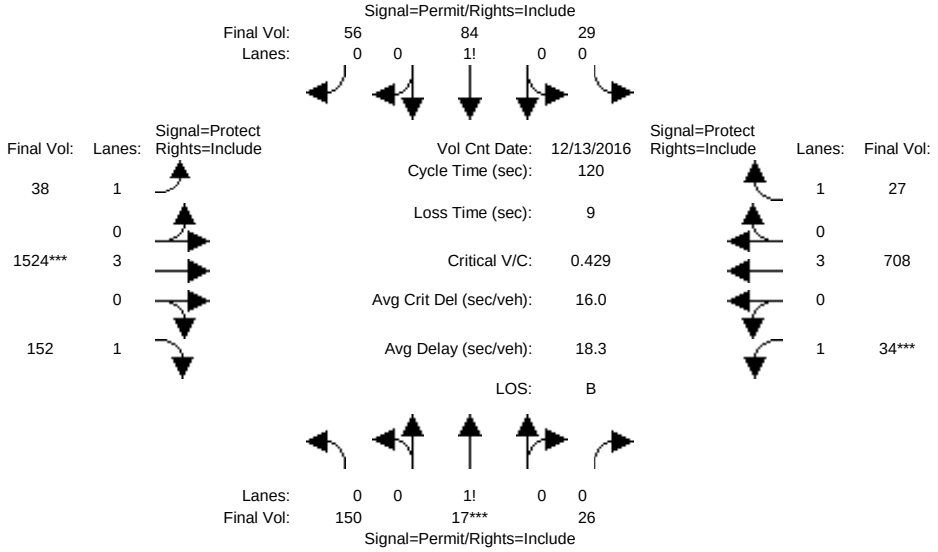

Street Name:	Albany Dr/Cronin Dr						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Dec 2016 << 5:00-6:00 PM												
Base Vol:	77	17	26	29	84	56	38	1397	152	34	676	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	17	26	29	84	56	38	1397	152	34	676	27
Added Vol:	73	0	0	0	0	0	0	127	0	0	32	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	17	26	29	84	56	38	1524	152	34	708	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	17	26	29	84	56	38	1524	152	34	708	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	17	26	29	84	56	38	1524	152	34	708	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	17	26	29	84	56	38	1524	152	34	708	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.78	0.09	0.13	0.17	0.50	0.33	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1360	154	236	300	870	580	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.10	0.10	0.10	0.02	0.27	0.09	0.02	0.12	0.02
Crit Moves:		****						****		****		
Green Time:	30.4	30.4	30.4	30.4	30.4	30.4	25.8	73.6	73.6	7.0	54.9	54.9
Volume/Cap:	0.44	0.44	0.44	0.38	0.38	0.38	0.10	0.44	0.14	0.33	0.27	0.03
Delay/Veh:	38.3	38.3	38.3	37.6	37.6	37.6	37.9	12.3	9.9	56.2	20.2	18.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.3	38.3	38.3	37.6	37.6	37.6	37.9	12.3	9.9	56.2	20.2	18.0
LOS by Move:	D	D	D	D	D	D	D	B	A	E	C	B
DesignQueue:	11	11	11	9	9	9	2	14	4	2	9	1

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

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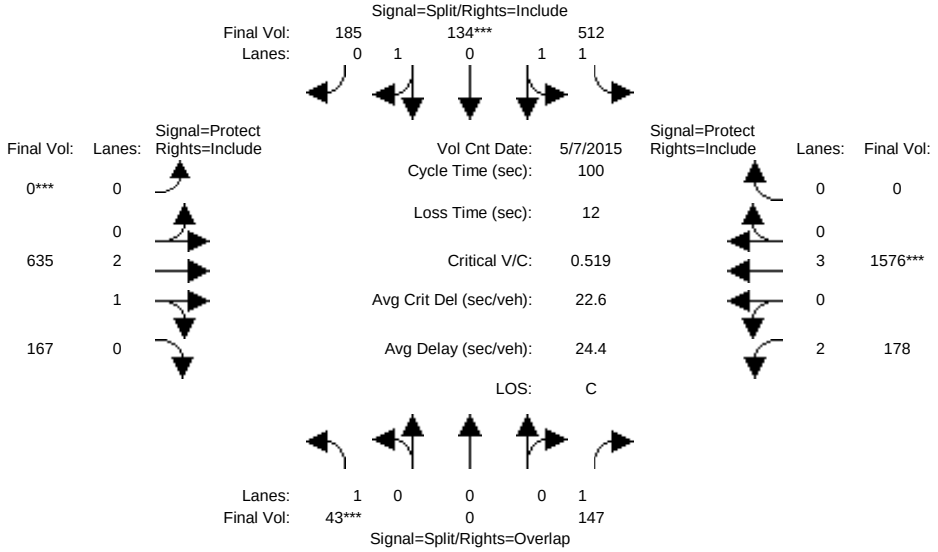
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #1210: 280 SB / STEVENS CREEK



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	0	10	10	10	10	0	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: 7 May 2015 << 8-9 AM												
Base Vol:	43	0	147	512	134	185	0	635	167	178	1576	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	0	147	512	134	185	0	635	167	178	1576	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	0	147	512	134	185	0	635	167	178	1576	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	0	147	512	134	185	0	635	167	178	1576	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	0	147	512	134	185	0	635	167	178	1576	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	0	147	512	134	185	0	635	167	178	1576	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.95	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	1.00	1.86	0.48	0.66	0.00	2.35	0.65	2.00	3.00	0.00
Final Sat.:	1750	0	1750	3296	863	1191	0	4432	1166	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.08	0.16	0.16	0.16	0.00	0.14	0.14	0.06	0.28	0.00
Crit Moves:	****				****		****				****	
Green Time:	10.0	0.0	26.4	28.1	28.1	28.1	0.0	33.5	33.5	16.4	49.9	0.0
Volume/Cap:	0.25	0.00	0.32	0.55	0.55	0.55	0.00	0.43	0.43	0.34	0.55	0.00
Delay/Veh:	42.3	0.0	30.0	31.1	31.1	31.1	0.0	25.9	25.9	37.4	17.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.3	0.0	30.0	31.1	31.1	31.1	0.0	25.9	25.9	37.4	17.6	0.0
LOS by Move:	D	A	C	C	C	C	A	C	C	D	B	A
DesignQueue:	2	0	7	12	12	12	0	10	10	5	16	0

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

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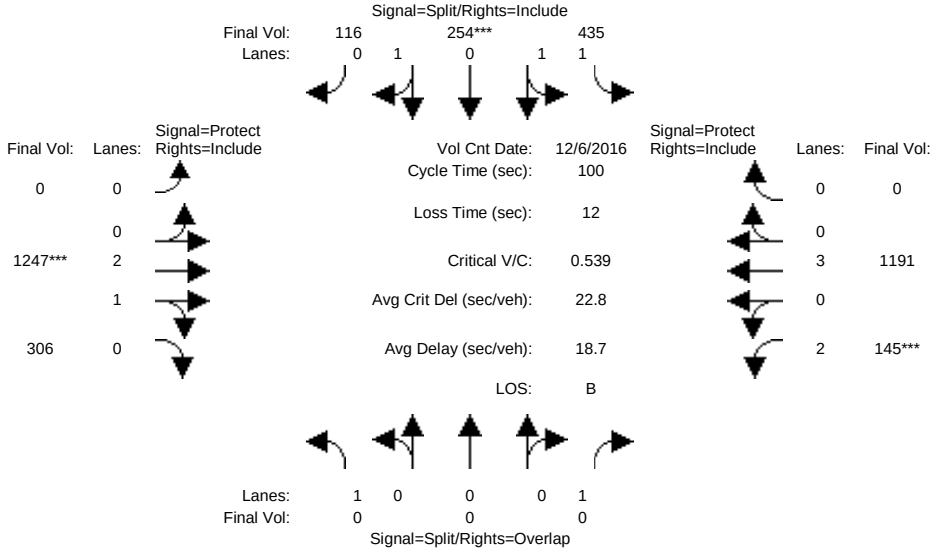
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #1210: 280 SB / STEVENS CREEK



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	0	10	10	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Dec 2016 << 5:00-6:00PM												
Base Vol:	0	0	0	435	254	116	0	1247	306	145	1191	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	435	254	116	0	1247	306	145	1191	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	435	254	116	0	1247	306	145	1191	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	435	254	116	0	1247	306	145	1191	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	435	254	116	0	1247	306	145	1191	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	435	254	116	0	1247	306	145	1191	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.95	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	1.00	1.63	0.94	0.43	0.00	2.39	0.61	2.00	3.00	0.00
Final Sat.:	1750	0	1750	2891	1688	771	0	4495	1103	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.15	0.15	0.00	0.28	0.28	0.05	0.21	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	27.9	27.9	27.9	0.0	51.5	51.5	8.5	60.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.54	0.54	0.54	0.00	0.54	0.54	0.54	0.35	0.00
Delay/Veh:	0.0	0.0	0.0	31.0	31.0	31.0	0.0	16.5	16.5	46.0	10.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	31.0	31.0	31.0	0.0	16.5	16.5	46.0	10.1	0.0
LOS by Move:	A	A	A	C	C	C	A	B	B	D	B	A
DesignQueue:	0	0	0	12	12	12	0	15	15	4	9	0

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

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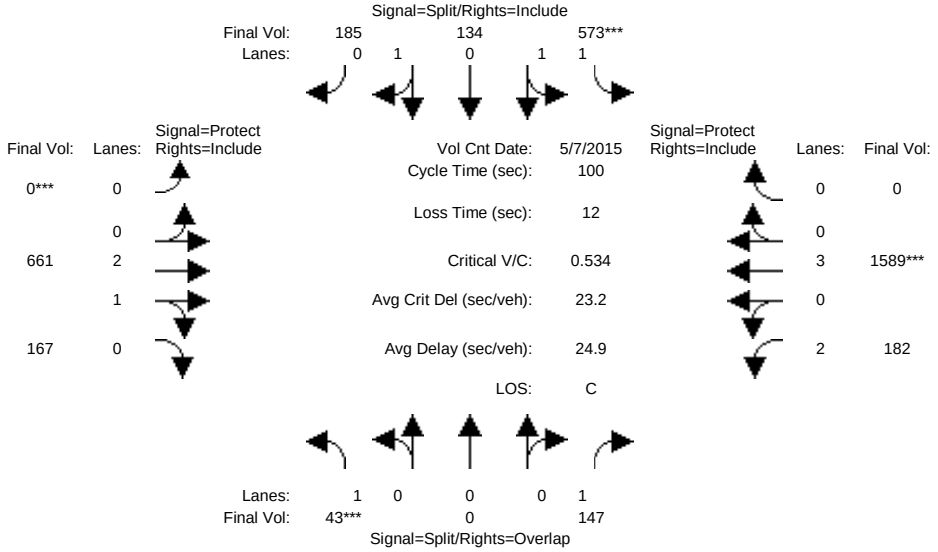
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #1210: 280 SB / STEVENS CREEK



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	0	10	10	10	10	0	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: 7 May 2015 << 8-9 AM												
Base Vol:	43	0	147	512	134	185	0	635	167	178	1576	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	0	147	512	134	185	0	635	167	178	1576	0
Added Vol:	0	0	0	61	0	0	0	26	0	4	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	0	147	573	134	185	0	661	167	182	1589	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	0	147	573	134	185	0	661	167	182	1589	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	0	147	573	134	185	0	661	167	182	1589	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	0	147	573	134	185	0	661	167	182	1589	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.95	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	1.00	1.94	0.45	0.61	0.00	2.37	0.63	2.00	3.00	0.00
Final Sat.:	1750	0	1750	3437	804	1110	0	4469	1129	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.08	0.17	0.17	0.17	0.00	0.15	0.15	0.06	0.28	0.00
Crit Moves:	****			****			****				****	
Green Time:	10.0	0.0	25.7	29.2	29.2	29.2	0.0	33.1	33.1	15.7	48.8	0.0
Volume/Cap:	0.25	0.00	0.33	0.57	0.57	0.57	0.00	0.45	0.45	0.37	0.57	0.00
Delay/Veh:	42.3	0.0	30.6	30.6	30.6	30.6	0.0	26.4	26.4	38.2	18.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.3	0.0	30.6	30.6	30.6	30.6	0.0	26.4	26.4	38.2	18.5	0.0
LOS by Move:	D	A	C	C	C	C	A	C	C	D	B	A
DesignQueue:	2	0	7	13	13	13	0	11	11	5	16	0

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

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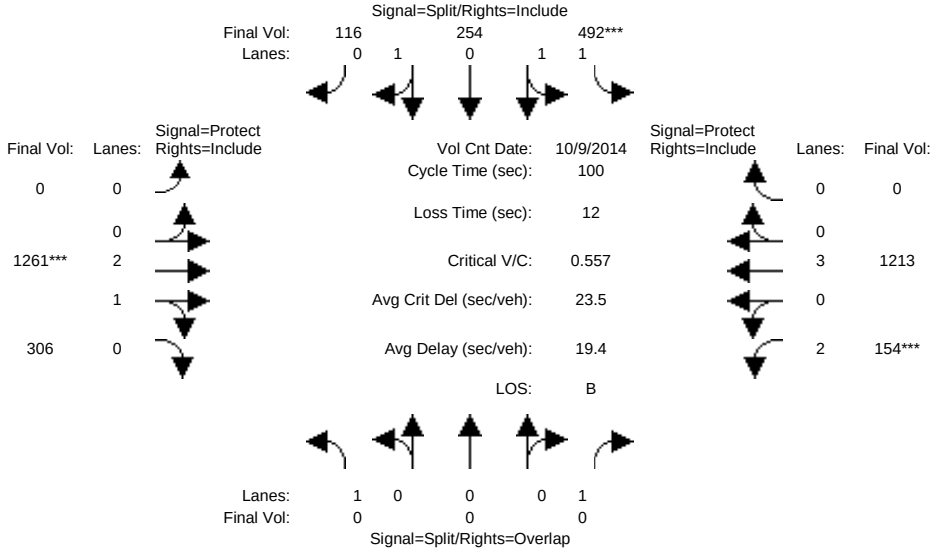
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing+Proj PM

Intersection #1210: 280 SB / STEVENS CREEK



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	0	10	10	10	10	0	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: 9 Oct 2014 << 5:00-6:00PM												
Base Vol:	0	0	0	435	254	116	0	1247	306	145	1191	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	435	254	116	0	1247	306	145	1191	0
Added Vol:	0	0	0	57	0	0	0	14	0	9	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	492	254	116	0	1261	306	154	1213	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	492	254	116	0	1261	306	154	1213	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	492	254	116	0	1261	306	154	1213	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	492	254	116	0	1261	306	154	1213	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.95	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	1.00	1.72	0.88	0.40	0.00	2.39	0.61	2.00	3.00	0.00
Final Sat.:	1750	0	1750	3053	1576	720	0	4505	1093	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.16	0.16	0.00	0.28	0.28	0.05	0.21	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	28.9	28.9	28.9	0.0	50.3	50.3	8.8	59.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.56	0.56	0.56	0.00	0.56	0.56	0.56	0.36	0.00
Delay/Veh:	0.0	0.0	0.0	30.5	30.5	30.5	0.0	17.4	17.4	46.3	10.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	30.5	30.5	30.5	0.0	17.4	17.4	46.3	10.7	0.0
LOS by Move:	A	A	A	C	C	C	A	B	B	D	B	A
DesignQueue:	0	0	0	13	13	13	0	16	16	5	10	0

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

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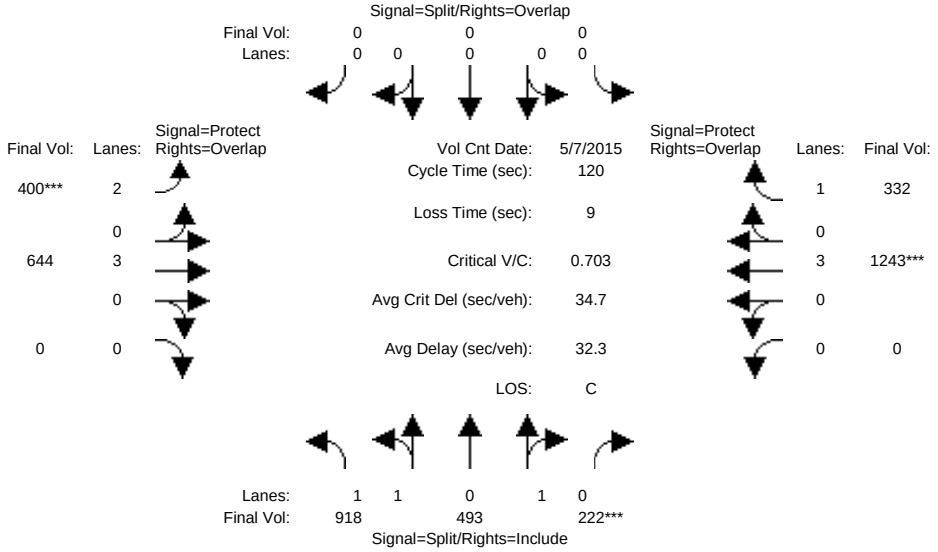
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #1211: LAWRENCE NB / STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 7 May 2015 << 7:45-8:45 AM

Base Vol:	918	493	222	0	0	0	400	644	0	0	1243	332
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	918	493	222	0	0	0	400	644	0	0	1243	332
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	918	493	222	0	0	0	400	644	0	0	1243	332
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	918	493	222	0	0	0	400	644	0	0	1243	332
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	918	493	222	0	0	0	400	644	0	0	1243	332
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	918	493	222	0	0	0	400	644	0	0	1243	332

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.70	0.90	0.40	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	3007	1615	727	0	0	0	3150	5700	0	0	5700	1750

Capacity Analysis Module:

Vol/Sat:	0.31	0.31	0.31	0.00	0.00	0.00	0.13	0.11	0.00	0.00	0.22	0.19
Crit Moves:			****				****				****	
Green Time:	52.1	52.1	52.1	0.0	0.0	0.0	21.7	58.9	0.0	0.0	37.2	37.2
Volume/Cap:	0.70	0.70	0.70	0.00	0.00	0.00	0.70	0.23	0.00	0.00	0.70	0.61
Delay/Veh:	28.6	28.6	28.6	0.0	0.0	0.0	50.1	17.6	0.0	0.0	37.8	37.3
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:	28.6	28.6	28.6	0.0	0.0	0.0	50.1	17.6	0.0	0.0	37.8	37.3
LOS by Move:	C	C	C	A	A	A	D	B	A	A	D	D
DesignQueue:	24	24	24	0	0	0	14	8	0	0	20	17

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

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4300 Stevens Creek Mixed-Use Development
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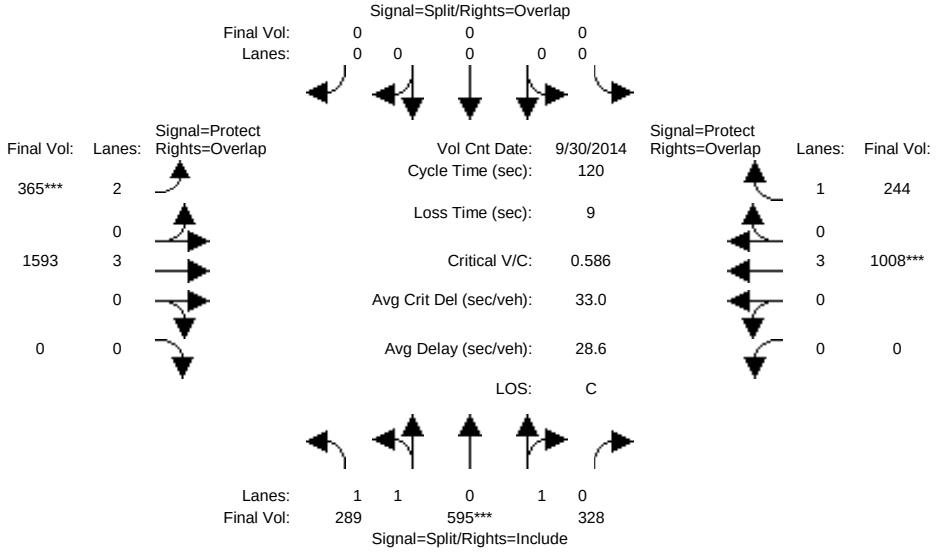
Hexagon Transportation Consultants

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

Intersection #1211: LAWRENCE NB / STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 30 Sep 2014 << 5:00-6:00PM

Base Vol:	289	595	328	0	0	0	365	1593	0	0	1008	244
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	289	595	328	0	0	0	365	1593	0	0	1008	244
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	289	595	328	0	0	0	365	1593	0	0	1008	244
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	289	595	328	0	0	0	365	1593	0	0	1008	244
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	289	595	328	0	0	0	365	1593	0	0	1008	244
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	289	595	328	0	0	0	365	1593	0	0	1008	244

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.27	0.73	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	1750	2384	1314	0	0	0	3150	5700	0	0	5700	1750

Capacity Analysis Module:

Vol/Sat:	0.17	0.25	0.25	0.00	0.00	0.00	0.12	0.28	0.00	0.00	0.18	0.14
Crit Moves:		****					****				****	
Green Time:	51.1	51.1	51.1	0.0	0.0	0.0	23.7	59.9	0.0	0.0	36.2	36.2
Volume/Cap:	0.39	0.59	0.59	0.00	0.00	0.00	0.59	0.56	0.00	0.00	0.59	0.46
Delay/Veh:	23.8	26.8	26.8	0.0	0.0	0.0	45.1	21.1	0.0	0.0	36.1	34.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.8	26.8	26.8	0.0	0.0	0.0	45.1	21.1	0.0	0.0	36.1	34.6
LOS by Move:	C	C	C	A	A	A	D	C	A	A	D	C
DesignQueue:	13	19	19	0	0	0	12	19	0	0	16	13

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

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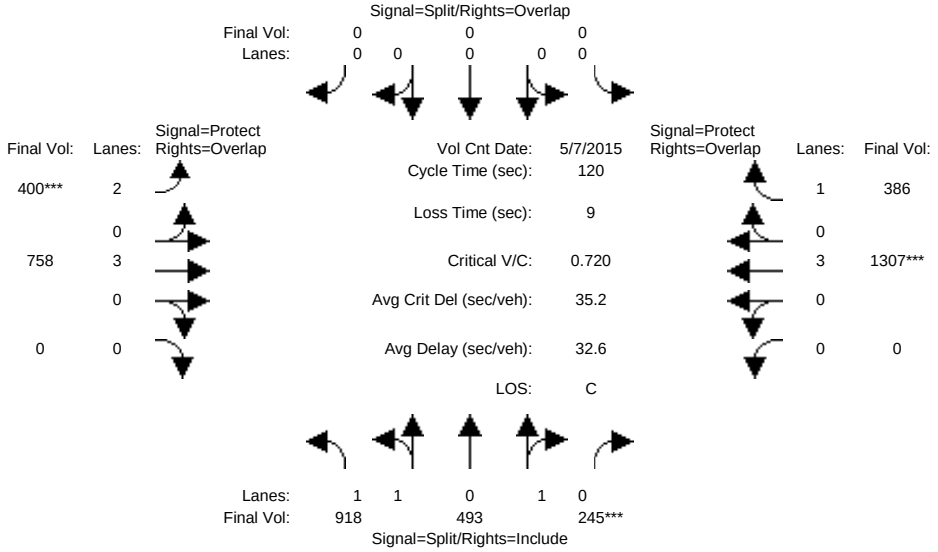
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #1211: LAWRENCE NB / STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 7 May 2015 << 7:45-8:45 AM

Base Vol:	918	493	222	0	0	0	400	644	0	0	1243	332
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	918	493	222	0	0	0	400	644	0	0	1243	332
Added Vol:	0	0	23	0	0	0	0	114	0	0	64	54
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	918	493	245	0	0	0	400	758	0	0	1307	386
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	918	493	245	0	0	0	400	758	0	0	1307	386
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	918	493	245	0	0	0	400	758	0	0	1307	386
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	918	493	245	0	0	0	400	758	0	0	1307	386

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.68	0.88	0.44	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	2966	1593	791	0	0	0	3150	5700	0	0	5700	1750

Capacity Analysis Module:

Vol/Sat:	0.31	0.31	0.31	0.00	0.00	0.00	0.13	0.13	0.00	0.00	0.23	0.22
Crit Moves:			****				****				****	
Green Time:	51.6	51.6	51.6	0.0	0.0	0.0	21.2	59.4	0.0	0.0	38.2	38.2
Volume/Cap:	0.72	0.72	0.72	0.00	0.00	0.00	0.72	0.27	0.00	0.00	0.72	0.69
Delay/Veh:	29.4	29.4	29.4	0.0	0.0	0.0	51.2	17.7	0.0	0.0	37.6	39.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.4	29.4	29.4	0.0	0.0	0.0	51.2	17.7	0.0	0.0	37.6	39.5
LOS by Move:	C	C	C	A	A	A	D	B	A	A	D	D
DesignQueue:	24	24	24	0	0	0	14	9	0	0	21	20

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

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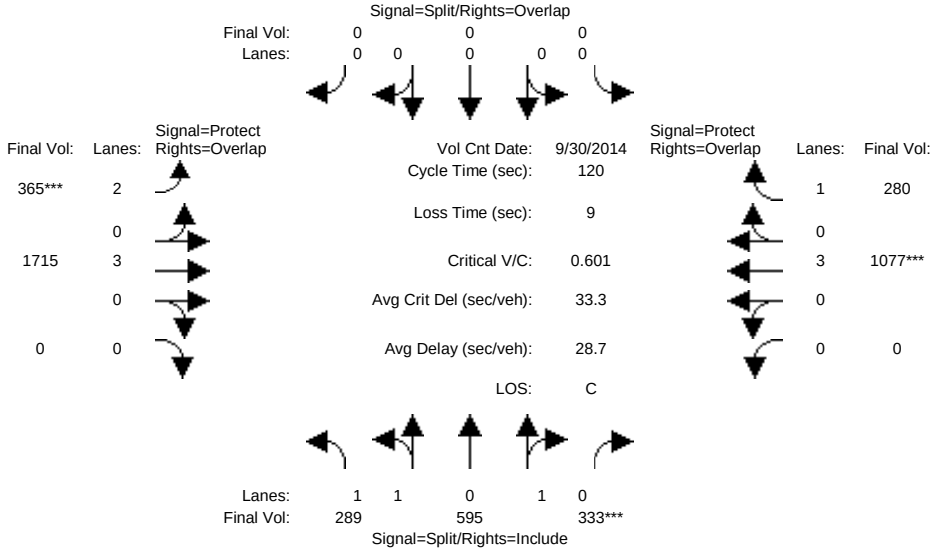
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #1211: LAWRENCE NB / STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 30 Sep 2014 << 5:00-6:00PM

Base Vol:	289	595	328	0	0	0	365	1593	0	0	1008	244
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	289	595	328	0	0	0	365	1593	0	0	1008	244
Added Vol:	0	0	5	0	0	0	0	122	0	0	69	36
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	289	595	333	0	0	0	365	1715	0	0	1077	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	289	595	333	0	0	0	365	1715	0	0	1077	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	289	595	333	0	0	0	365	1715	0	0	1077	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	289	595	333	0	0	0	365	1715	0	0	1077	280

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.26	0.74	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	1750	2371	1327	0	0	0	3150	5700	0	0	5700	1750

Capacity Analysis Module:

Vol/Sat:	0.17	0.25	0.25	0.00	0.00	0.00	0.12	0.30	0.00	0.00	0.19	0.16
Crit Moves:			****				****				****	
Green Time:	50.1	50.1	50.1	0.0	0.0	0.0	23.1	60.9	0.0	0.0	37.7	37.7
Volume/Cap:	0.40	0.60	0.60	0.00	0.00	0.00	0.60	0.59	0.00	0.00	0.60	0.51
Delay/Veh:	24.5	27.7	27.7	0.0	0.0	0.0	45.9	21.2	0.0	0.0	35.3	34.4
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:	24.5	27.7	27.7	0.0	0.0	0.0	45.9	21.2	0.0	0.0	35.3	34.4
LOS by Move:	C	C	C	A	A	A	D	C	A	A	D	C
DesignQueue:	13	20	20	0	0	0	12	20	0	0	17	15

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

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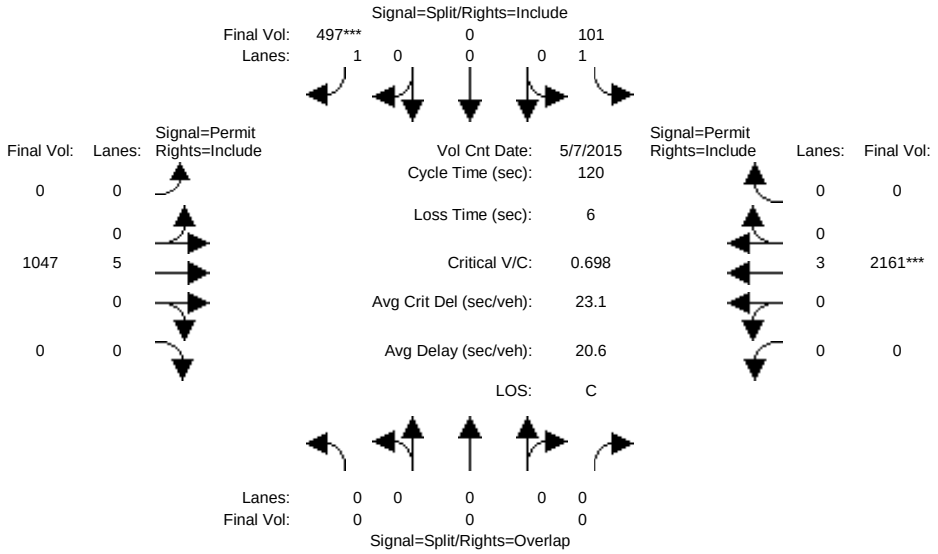
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #1212: LAWRENCE SB RAMP / STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 May 2015 << 8-9 AM												
Base Vol:	0	0	0	101	0	497	0	1047	0	0	2161	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	101	0	497	0	1047	0	0	2161	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	101	0	497	0	1047	0	0	2161	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	101	0	497	0	1047	0	0	2161	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	101	0	497	0	1047	0	0	2161	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	101	0	497	0	1047	0	0	2161	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	5.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	9500	0	0	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.28	0.00	0.11	0.00	0.00	0.38	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	48.8	0.0	48.8	0.0	65.2	0.0	0.0	65.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.14	0.00	0.70	0.00	0.20	0.00	0.00	0.70	0.00
Delay/Veh:	0.0	0.0	0.0	22.5	0.0	32.5	0.0	14.1	0.0	0.0	20.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	22.5	0.0	32.5	0.0	14.1	0.0	0.0	20.9	0.0
LOS by Move:	A	A	A	C	A	C	A	B	A	A	C	A
DesignQueue:	0	0	0	4	0	23	0	7	0	0	24	0

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

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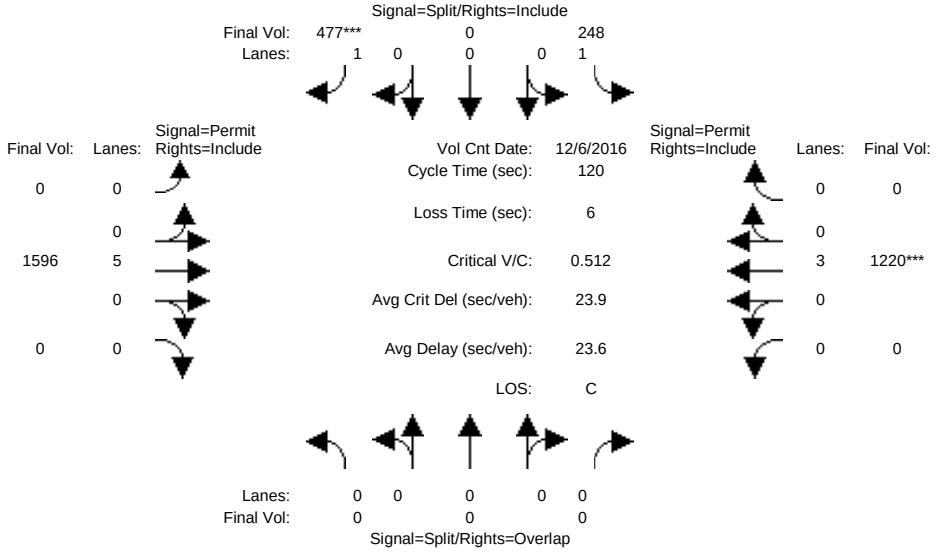
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #1212: LAWRENCE SB RAMP / STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 6 Dec 2016 << 4:45 - 5:45 PM

Base Vol:	0	0	0	248	0	477	0	1596	0	0	1220	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	248	0	477	0	1596	0	0	1220	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	248	0	477	0	1596	0	0	1220	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	248	0	477	0	1596	0	0	1220	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	248	0	477	0	1596	0	0	1220	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	248	0	477	0	1596	0	0	1220	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	5.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	9500	0	0	5700	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.27	0.00	0.17	0.00	0.00	0.21	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	63.9	0.0	63.9	0.0	50.1	0.0	0.0	50.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.27	0.00	0.51	0.00	0.40	0.00	0.00	0.51	0.00
Delay/Veh:	0.0	0.0	0.0	15.5	0.0	18.5	0.0	24.5	0.0	0.0	26.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	15.5	0.0	18.5	0.0	24.5	0.0	0.0	26.1	0.0
LOS by Move:	A	A	A	B	A	B	A	C	A	A	C	A
DesignQueue:	0	0	0	9	0	17	0	13	0	0	17	0

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

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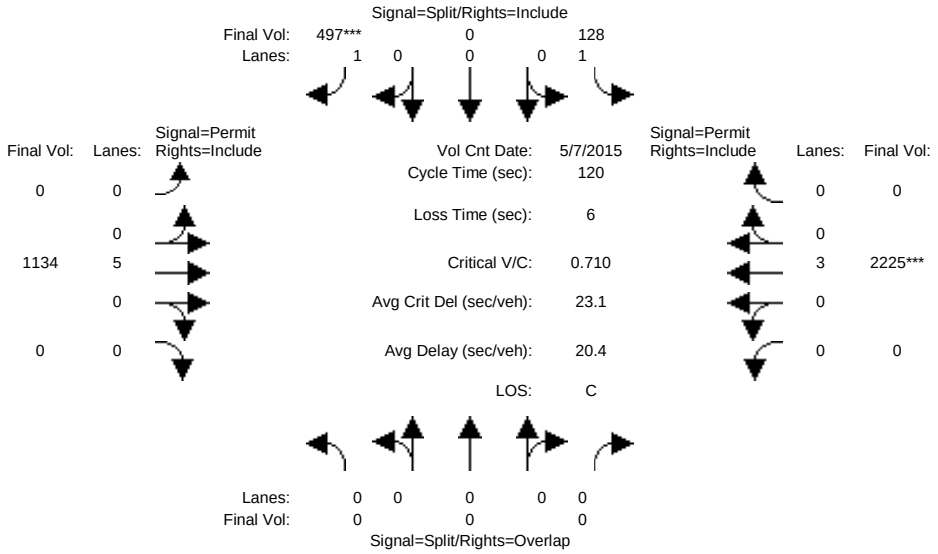
Existing+Proj AM

Intersection #1212: LAWRENCE SB RAMP / STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 May 2015 << 8-9 AM												
Base Vol:	0	0	0	101	0	497	0	1047	0	0	2161	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	101	0	497	0	1047	0	0	2161	0
Added Vol:	0	0	0	27	0	0	0	87	0	0	64	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	128	0	497	0	1134	0	0	2225	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	128	0	497	0	1134	0	0	2225	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	128	0	497	0	1134	0	0	2225	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	128	0	497	0	1134	0	0	2225	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	5.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	9500	0	0	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.28	0.00	0.12	0.00	0.00	0.39	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	48.0	0.0	48.0	0.0	66.0	0.0	0.0	66.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.18	0.00	0.71	0.00	0.22	0.00	0.00	0.71	0.00
Delay/Veh:	0.0	0.0	0.0	23.4	0.0	33.6	0.0	13.8	0.0	0.0	20.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.4	0.0	33.6	0.0	13.8	0.0	0.0	20.7	0.0
LOS by Move:	A	A	A	C	A	C	A	B	A	A	C	A
DesignQueue:	0	0	0	6	0	23	0	7	0	0	25	0

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

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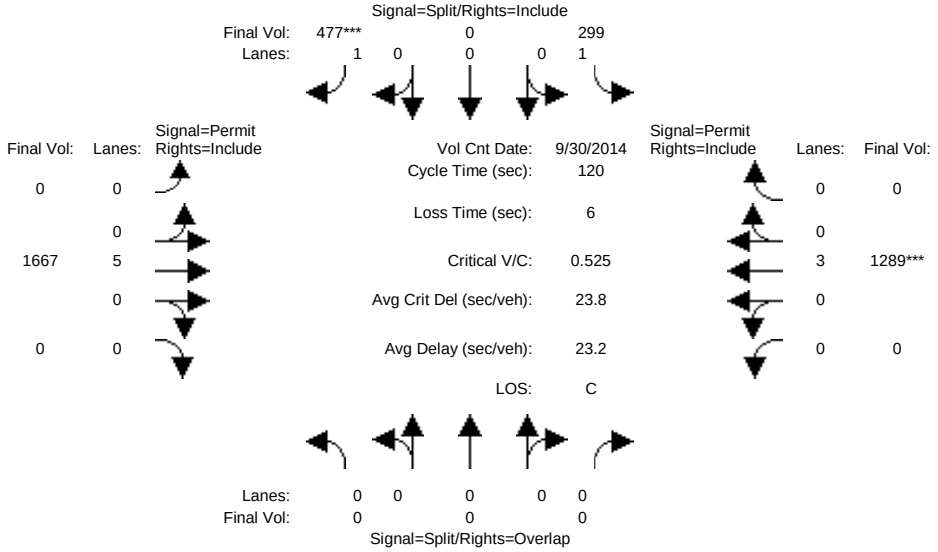
Existing+Proj PM

Intersection #1212: LAWRENCE SB RAMP / STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 Sep 2014 << 5:00-6:00PM												
Base Vol:	0	0	0	248	0	477	0	1596	0	0	1220	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	248	0	477	0	1596	0	0	1220	0
Added Vol:	0	0	0	51	0	0	0	71	0	0	69	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	299	0	477	0	1667	0	0	1289	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	299	0	477	0	1667	0	0	1289	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	299	0	477	0	1667	0	0	1289	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	299	0	477	0	1667	0	0	1289	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	5.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	9500	0	0	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.27	0.00	0.18	0.00	0.00	0.23	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	62.3	0.0	62.3	0.0	51.7	0.0	0.0	51.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.33	0.00	0.52	0.00	0.41	0.00	0.00	0.52	0.00
Delay/Veh:	0.0	0.0	0.0	16.9	0.0	19.6	0.0	23.6	0.0	0.0	25.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	16.9	0.0	19.6	0.0	23.6	0.0	0.0	25.3	0.0
LOS by Move:	A	A	A	B	A	B	A	C	A	A	C	A
DesignQueue:	0	0	0	11	0	18	0	13	0	0	17	0

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

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4300 Stevens Creek Mixed-Use Development
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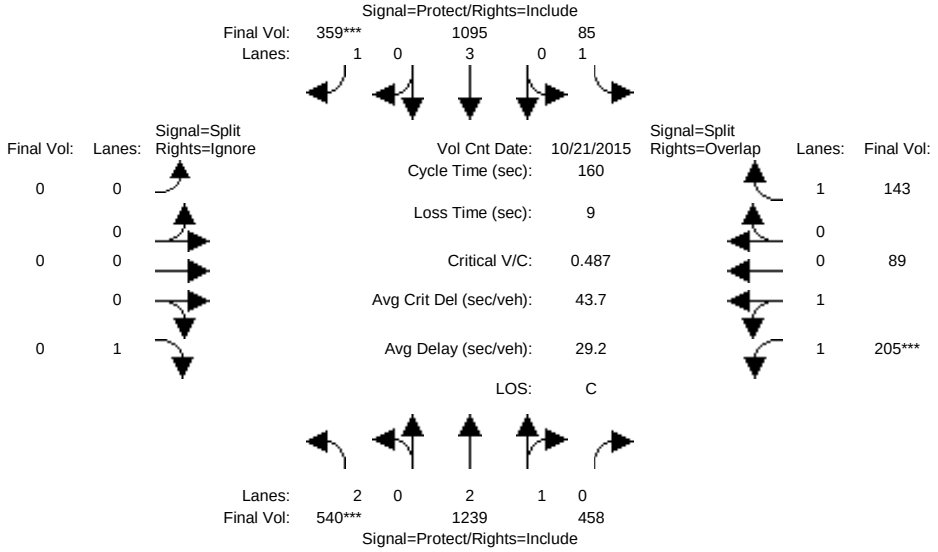
Existing AM

Intersection #3038: 280/SARATOGA (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 7:30-8:30AM												
Base Vol:	540	1239	458	85	1095	359	0	0	0	205	89	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	540	1239	458	85	1095	359	0	0	0	205	89	143
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	540	1239	458	85	1095	359	0	0	0	205	89	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	540	1239	458	85	1095	359	0	0	0	205	89	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	540	1239	458	85	1095	359	0	0	0	205	89	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	540	1239	458	85	1095	359	0	0	0	205	89	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.16	0.84	1.00	3.00	1.00	0.00	0.00	1.00	1.40	0.60	1.00
Final Sat.:	3150	4087	1511	1750	5700	1750	0	0	1750	2475	1075	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.30	0.30	0.05	0.19	0.21	0.00	0.00	0.00	0.08	0.08	0.08
Crit Moves:	****					****				****		
Green Time:	56.3	107	106.7	17.1	67.4	67.4	0.0	0.0	0.0	27.2	27.2	44.3
Volume/Cap:	0.49	0.45	0.45	0.45	0.46	0.49	0.00	0.00	0.00	0.49	0.49	0.30
Delay/Veh:	40.9	12.8	12.8	68.8	33.3	34.2	0.0	0.0	0.0	60.7	60.7	45.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.9	12.8	12.8	68.8	33.3	34.2	0.0	0.0	0.0	60.7	60.7	45.9
LOS by Move:	D	B	B	E	C	C	A	A	A	E	E	D
DesignQueue:	20	19	19	7	20	21	0	0	0	12	12	10

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

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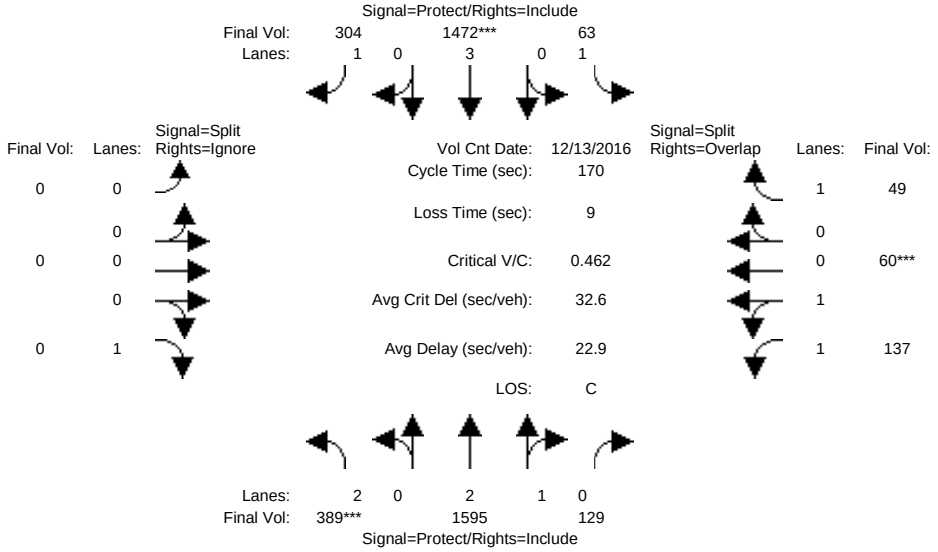
Existing PM

Intersection #3038: 280/SARATOGA (N)



Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Min. Green:	7		10		10		7		10		10		0		0		0		10		10		10	
Y+R:	4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0	
Volume Module: >> Count Date: 13 Dec 2016 << 4:00 - 5:00 PM																								
Base Vol:	389	1595		129			63	1472		304			0		0		0		137		60		49	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	389	1595		129			63	1472		304			0		0		0		137		60		49	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	389	1595		129			63	1472		304			0		0		0		137		60		49	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		0.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		0.00		1.00		1.00		1.00	
PHF Volume:	389	1595		129			63	1472		304			0		0		0		137		60		49	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	389	1595		129			63	1472		304			0		0		0		137		60		49	
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		0.00		1.00		1.00		1.00	
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		0.00		1.00		1.00		1.00	
FinalVolume:	389	1595		129			63	1472		304			0		0		0		137		60		49	
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900		1900		1900		1900		1900		1900	
Adjustment:	0.83	0.99		0.95			0.92	1.00		0.92			0.92		1.00		0.92		0.93		0.95		0.92	
Lanes:	2.00	2.77		0.23			1.00	3.00		1.00			0.00		0.00		1.00		1.40		0.60		1.00	
Final Sat.:	3150	5180		419			1750	5700		1750			0		0		1750		2469		1081		1750	
Capacity Analysis Module:																								
Vol/Sat:	0.12	0.31		0.31			0.04	0.26		0.17			0.00		0.00		0.00		0.06		0.06		0.03	
Crit Moves:	****							****													****			
Green Time:	45.5	124		124.0			16.6	95.1		95.1			0.0		0.0		0.0		20.4		20.4		37.0	
Volume/Cap:	0.46	0.42		0.42			0.37	0.46		0.31			0.00		0.00		0.00		0.46		0.46		0.13	
Delay/Veh:	52.4	9.1		9.1			73.2	22.4		20.2			0.0		0.0		0.0		70.5		70.5		53.7	
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:	52.4	9.1		9.1			73.2	22.4		20.2			0.0		0.0		0.0		70.5		70.5		53.7	
LOS by Move:	D	A		A			E	C		C			A		A		A		E		E		D	
DesignQueue:	17	16		16			6	22		14			0		0		0		9		9		4	

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

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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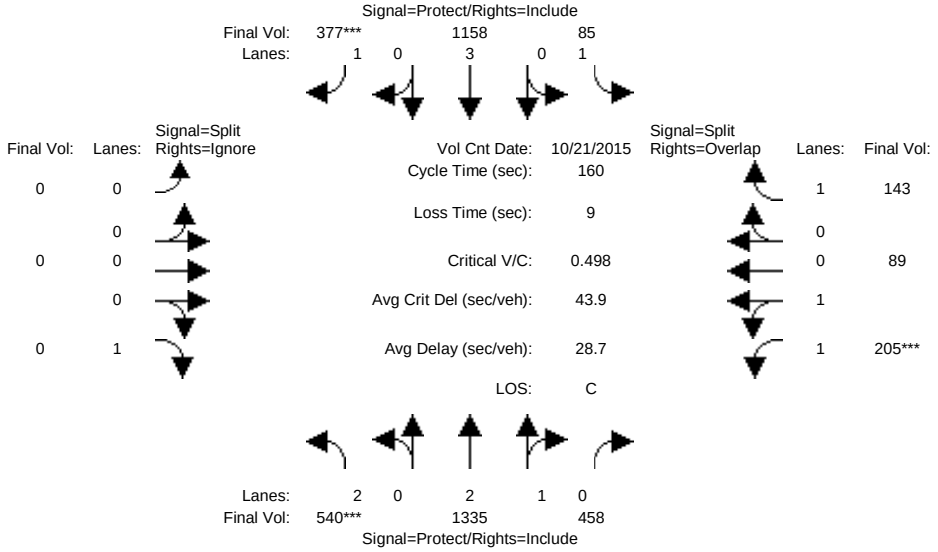
Intersection #3038: 280/SARATOGA (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Oct 2015 << 7:30-8:30AM												
Base Vol:	540	1239	458	85	1095	359	0	0	0	205	89	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	540	1239	458	85	1095	359	0	0	0	205	89	143
Added Vol:	0	96	0	0	63	18	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	540	1335	458	85	1158	377	0	0	0	205	89	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	540	1335	458	85	1158	377	0	0	0	205	89	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	540	1335	458	85	1158	377	0	0	0	205	89	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	540	1335	458	85	1158	377	0	0	0	205	89	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.21	0.79	1.00	3.00	1.00	0.00	0.00	1.00	1.40	0.60	1.00
Final Sat.:	3150	4168	1430	1750	5700	1750	0	0	1750	2475	1075	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.32	0.32	0.05	0.20	0.22	0.00	0.00	0.00	0.08	0.08	0.08
Crit Moves:	****					****				****		
Green Time:	55.1	108	108.0	16.4	69.3	69.3	0.0	0.0	0.0	26.6	26.6	43.0
Volume/Cap:	0.50	0.47	0.47	0.47	0.47	0.50	0.00	0.00	0.00	0.50	0.50	0.30
Delay/Veh:	41.9	12.5	12.5	69.7	32.4	33.3	0.0	0.0	0.0	61.3	61.3	46.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.9	12.5	12.5	69.7	32.4	33.3	0.0	0.0	0.0	61.3	61.3	46.9
LOS by Move:	D	B	B	E	C	C	A	A	A	E	E	D
DesignQueue:	20	19	19	7	21	22	0	0	0	12	12	10

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

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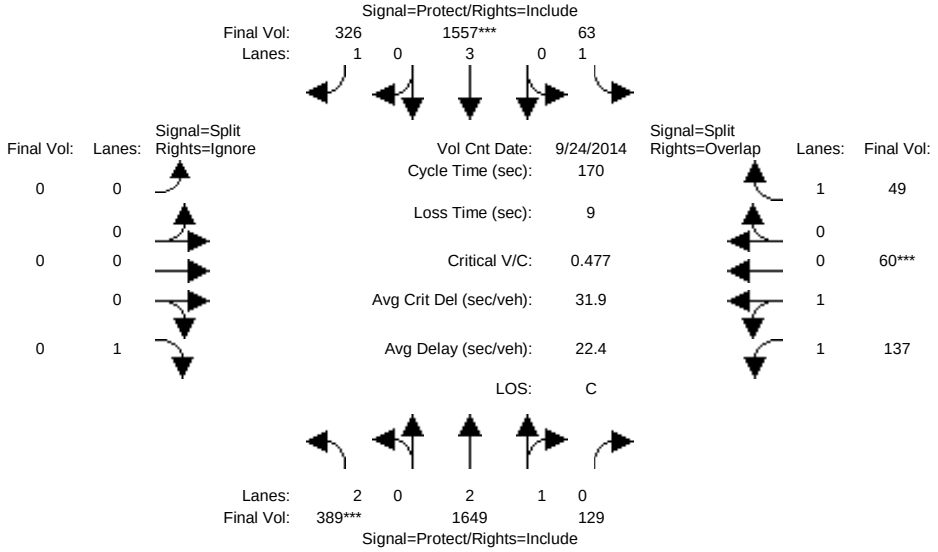
Existing+Proj PM

Intersection #3038: 280/SARATOGA (N)



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	7	10	10		7	10	10		0	0	0		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 24 Sep 2014 << 4:45-5:45PM																
Base Vol:	389	1595	129		63	1472	304		0	0	0		137	60	49	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	389	1595	129		63	1472	304		0	0	0		137	60	49	
Added Vol:	0	54	0		0	85	22		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	389	1649	129		63	1557	326		0	0	0		137	60	49	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	389	1649	129		63	1557	326		0	0	0		137	60	49	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	389	1649	129		63	1557	326		0	0	0		137	60	49	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
FinalVolume:	389	1649	129		63	1557	326		0	0	0		137	60	49	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.83	0.99	0.95		0.92	1.00	0.92		0.92	1.00	0.92		0.93	0.95	0.92	
Lanes:	2.00	2.77	0.23		1.00	3.00	1.00		0.00	0.00	1.00		1.40	0.60	1.00	
Final Sat.:	3150	5193	406		1750	5700	1750		0	0	1750		2469	1081	1750	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.32	0.32		0.04	0.27	0.19		0.00	0.00	0.00		0.06	0.06	0.03	
Crit Moves:	****					****								****		
Green Time:	44.0	125	125.0		16.2	97.3	97.3		0.0	0.0	0.0		19.8	19.8	36.0	
Volume/Cap:	0.48	0.43	0.43		0.38	0.48	0.33		0.00	0.00	0.00		0.48	0.48	0.13	
Delay/Veh:	53.7	8.8	8.8		73.6	21.5	19.3		0.0	0.0	0.0		71.2	71.2	54.5	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	53.7	8.8	8.8		73.6	21.5	19.3		0.0	0.0	0.0		71.2	71.2	54.5	
LOS by Move:	D	A	A		E	C	B		A	A	A		E	E	D	
DesignQueue:	17	16	16		6	23	15		0	0	0		9	9	4	

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

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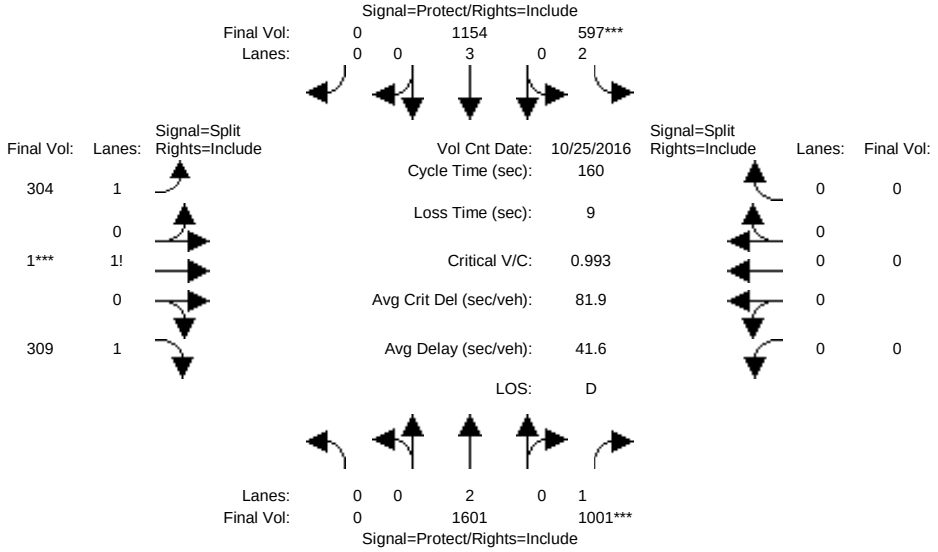
Existing AM

Intersection #3039: 280/SARATOGA (S)



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	10	10		7	10		0	10	10	10		0	0		0
Y+R:	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0		4.0
Volume Module: >> Count Date: 25 Oct 2016 << 7:30-8:30AM																
Base Vol:	0	1601	1001		597	1154		0	304		1	309	0		0	0
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0	1601	1001		597	1154		0	304		1	309	0		0	0
Added Vol:	0	0	0		0	0		0	0		0	0	0		0	0
PasserByVol:	0	0	0		0	0		0	0		0	0	0		0	0
Initial Fut:	0	1601	1001		597	1154		0	304		1	309	0		0	0
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0	1601	1001		597	1154		0	304		1	309	0		0	0
Reduct Vol:	0	0	0		0	0		0	0		0	0	0		0	0
Reduced Vol:	0	1601	1001		597	1154		0	304		1	309	0		0	0
PCE Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0	1601	1001		597	1154		0	304		1	309	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900		1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92	1.00	0.92		0.83	1.00		0.92	0.92		0.92	0.92	0.92		1.00	0.92
Lanes:	0.00	2.00	1.00		2.00	3.00		0.00	1.49		0.01	1.50	0.00		0.00	0.00
Final Sat.:	0	3800	1750		3150	5700		0	2615		6	2629	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.42	0.57		0.19	0.20		0.00	0.12		0.18	0.12	0.00		0.00	0.00
Crit Moves:			****		****						****					
Green Time:	0.0	92.2	92.2		30.5	123		0.0	28.3		28.3	28.3	0.0		0.0	0.0
Volume/Cap:	0.00	0.73	0.99		0.99	0.26		0.00	0.66		0.99	0.66	0.00		0.00	0.00
Delay/Veh:	0.0	26.2	60.2		99.5	5.5		0.0	63.0		100	63.2	0.0		0.0	0.0
User DelAdj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0	26.2	60.2		99.5	5.5		0.0	63.0		100	63.2	0.0		0.0	0.0
LOS by Move:	A	C	E		F	A		A	E		F	E	A		A	A
DesignQueue:	0	34	48		27	8		0	17		26	17	0		0	0

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

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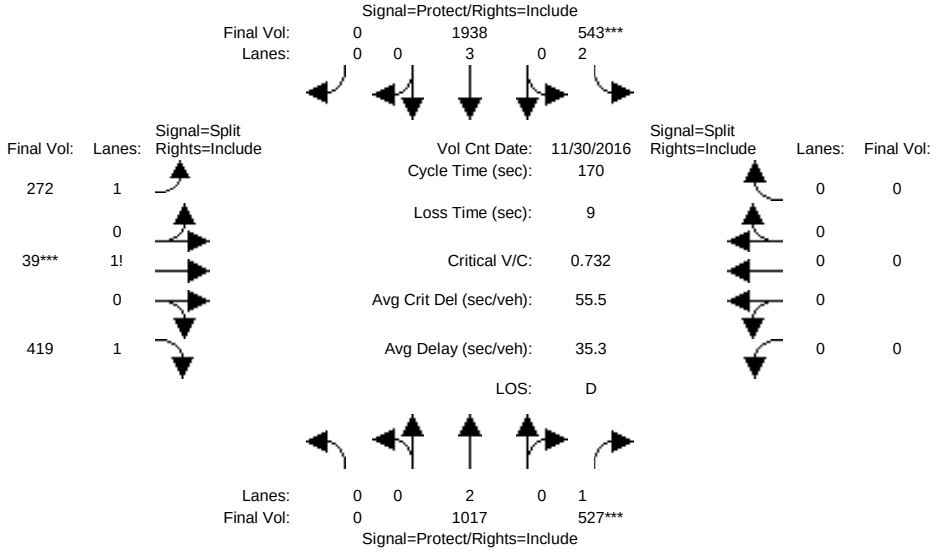
Existing PM

Intersection #3039: 280/SARATOGA (S)



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	10	10		7	10		0	10	10		10	0		0	0
Y+R:	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 30 Nov 2016 << 4:00 - 5:00 PM																
Base Vol:	0	1017	527		543	1938		0	272	39		419	0		0	0
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Initial Bse:	0	1017	527		543	1938		0	272	39		419	0		0	0
Added Vol:	0	0	0		0	0		0	0	0		0	0		0	0
PasserByVol:	0	0	0		0	0		0	0	0		0	0		0	0
Initial Fut:	0	1017	527		543	1938		0	272	39		419	0		0	0
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
PHF Volume:	0	1017	527		543	1938		0	272	39		419	0		0	0
Reduct Vol:	0	0	0		0	0		0	0	0		0	0		0	0
Reduced Vol:	0	1017	527		543	1938		0	272	39		419	0		0	0
PCE Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
FinalVolume:	0	1017	527		543	1938		0	272	39		419	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900		1900	1900	1900		1900	1900		1900	1900
Adjustment:	0.92	1.00	0.92		0.83	1.00		0.92	0.92	0.92		0.92	0.92		1.00	0.92
Lanes:	0.00	2.00	1.00		2.00	3.00		0.00	1.35	0.10		1.55	0.00		0.00	0.00
Final Sat.:	0	3800	1750		3150	5700		0	2369	178		2704	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.27	0.30		0.17	0.34		0.00	0.11	0.22		0.15	0.00		0.00	0.00
Crit Moves:			****		****					****						
Green Time:	0.0	69.9	69.9		40.0	110		0.0	51.0	51.0		51.0	0.0		0.0	0.0
Volume/Cap:	0.00	0.65	0.73		0.73	0.53		0.00	0.38	0.73		0.52	0.00		0.00	0.00
Delay/Veh:	0.0	41.2	46.0		63.8	16.2		0.0	47.2	56.2		49.6	0.0		0.0	0.0
User DelAdj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0	41.2	46.0		63.8	16.2		0.0	47.2	56.2		49.6	0.0		0.0	0.0
LOS by Move:	A	D	D		E	B		A	D	E		D	A		A	A
DesignQueue:	0	30	35		25	24		0	15	29		20	0		0	0

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

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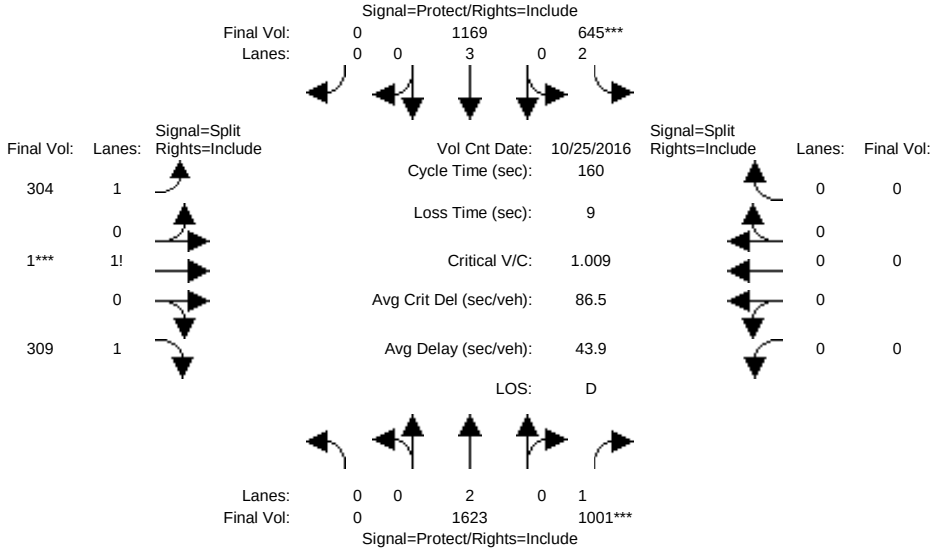
Intersection #3039: 280/SARATOGA (S)



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	10	10		7	10		0	10	10	10		0	0		0
Y+R:	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0		4.0

Volume Module: >> Count Date: 25 Oct 2016 << 7:30-8:30AM

Base Vol:	0	1601	1001	597	1154	0	304	1	309	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1601	1001	597	1154	0	304	1	309	0	0	0
Added Vol:	0	22	0	48	15	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1623	1001	645	1169	0	304	1	309	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1623	1001	645	1169	0	304	1	309	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1623	1001	645	1169	0	304	1	309	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1623	1001	645	1169	0	304	1	309	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	3.00	0.00	1.49	0.01	1.50	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	5700	0	2615	6	2629	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.43	0.57	0.20	0.21	0.00	0.12	0.18	0.12	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	90.7	90.7	32.5	123	0.0	27.9	27.9	27.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.75	1.01	1.01	0.27	0.00	0.67	1.01	0.68	0.00	0.00	0.00
Delay/Veh:	0.0	27.8	65.5	101.7	5.4	0.0	63.6	105	63.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	27.8	65.5	101.7	5.4	0.0	63.6	105	63.9	0.0	0.0	0.0
LOS by Move:	A	C	E	F	A	A	E	F	E	A	A	A
DesignQueue:	0	35	49	29	8	0	17	26	17	0	0	0

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

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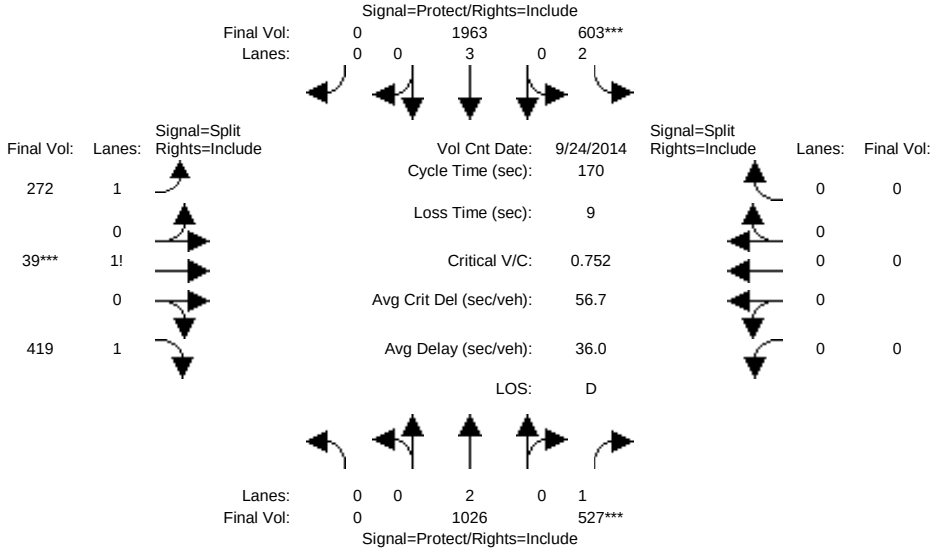
Intersection #3039: 280/SARATOGA (S)



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	0	10	10		7	10	0		10	10	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 24 Sep 2014 << 4:45-5:45PM																
Base Vol:	0	1017	527		543	1938	0		272	39	419		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1017	527		543	1938	0		272	39	419		0	0	0	
Added Vol:	0	9	0		60	25	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1026	527		603	1963	0		272	39	419		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1026	527		603	1963	0		272	39	419		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1026	527		603	1963	0		272	39	419		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	1026	527		603	1963	0		272	39	419		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.83	1.00	0.92		0.92	0.92	0.92		0.92	1.00	0.92	
Lanes:	0.00	2.00	1.00		2.00	3.00	0.00		1.35	0.10	1.55		0.00	0.00	0.00	
Final Sat.:	0	3800	1750		3150	5700	0		2369	178	2704		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.27	0.30		0.19	0.34	0.00		0.11	0.22	0.15		0.00	0.00	0.00	
Crit Moves:			****		****					****						
Green Time:	0.0	68.1	68.1		43.3	111	0.0		49.7	49.7	49.7		0.0	0.0	0.0	
Volume/Cap:	0.00	0.67	0.75		0.75	0.53	0.00		0.39	0.75	0.53		0.00	0.00	0.00	
Delay/Veh:	0.0	43.1	48.3		62.5	15.6	0.0		48.3	57.9	50.8		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	43.1	48.3		62.5	15.6	0.0		48.3	57.9	50.8		0.0	0.0	0.0	
LOS by Move:	A	D	D		E	B	A		D	E	D		A	A	A	
DesignQueue:	0	31	35		27	23	0		15	30	21		0	0	0	

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

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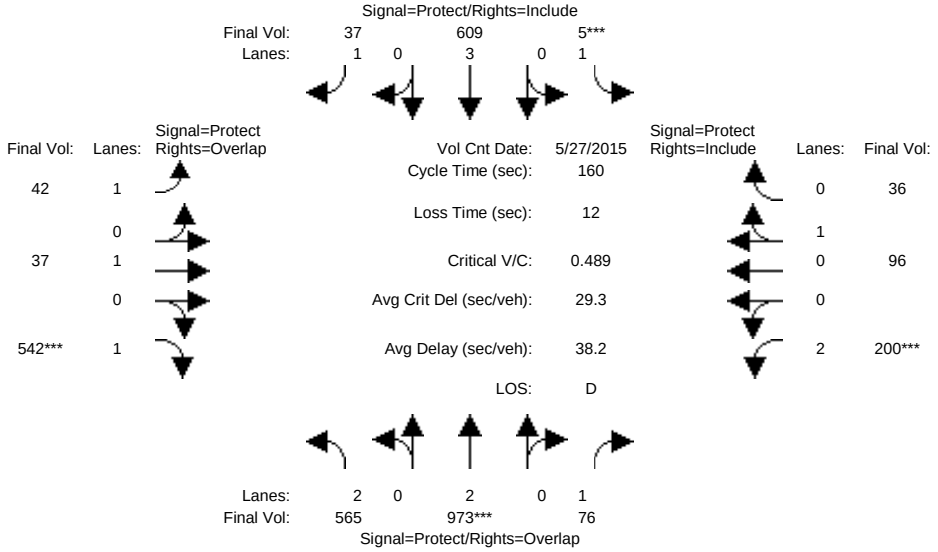
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #3103: KIELY/SARATOGA



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: 27 May 2015 << 8-9 AM												
Base Vol:	565	973	76	5	609	37	42	37	542	200	96	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	565	973	76	5	609	37	42	37	542	200	96	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	565	973	76	5	609	37	42	37	542	200	96	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	565	973	76	5	609	37	42	37	542	200	96	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	565	973	76	5	609	37	42	37	542	200	96	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	565	973	76	5	609	37	42	37	542	200	96	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.73	0.27
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	1900	1750	3150	1309	491
Capacity Analysis Module:												
Vol/Sat:	0.18	0.26	0.04	0.00	0.11	0.02	0.02	0.02	0.31	0.06	0.07	0.07
Crit Moves:		****		****					****	****		
Green Time:	54.7	80.2	100.1	7.0	32.6	32.6	22.7	40.9	95.5	19.9	38.1	38.1
Volume/Cap:	0.52	0.51	0.07	0.07	0.52	0.10	0.17	0.08	0.52	0.51	0.31	0.31
Delay/Veh:	42.7	26.9	11.7	73.7	57.3	52.0	60.7	45.3	19.3	66.6	50.6	50.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.7	26.9	11.7	73.7	57.3	52.0	60.7	45.3	19.3	66.6	50.6	50.6
LOS by Move:	D	C	B	E	E	D	E	D	B	E	D	D
DesignQueue:	21	23	3	0	15	3	4	2	23	10	10	10

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

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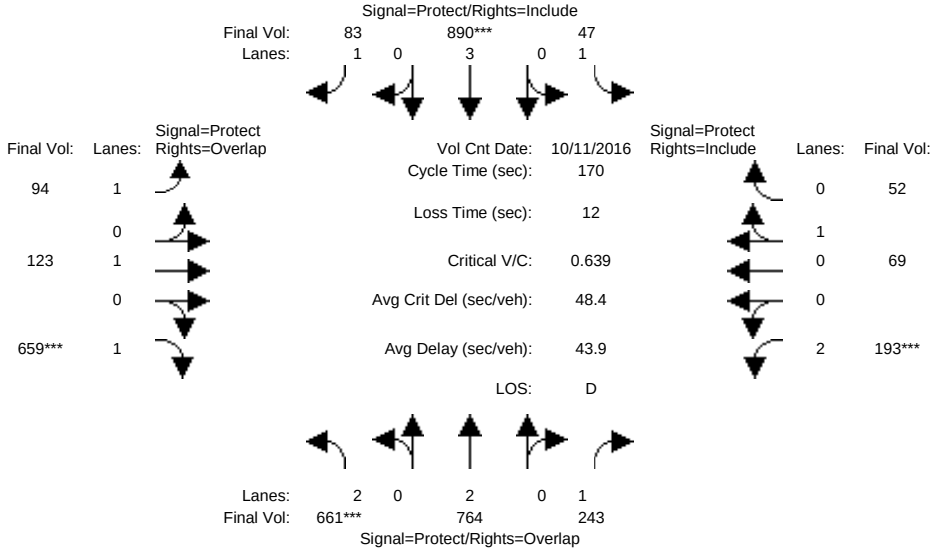
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #3103: KIELY/SARATOGA



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 11 Oct 2016 << 5:15 - 6:15 PM																
Base Vol:	661	764	243		47	890	83		94	123	659		193	69	52	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	661	764	243		47	890	83		94	123	659		193	69	52	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	661	764	243		47	890	83		94	123	659		193	69	52	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	661	764	243		47	890	83		94	123	659		193	69	52	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	661	764	243		47	890	83		94	123	659		193	69	52	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	661	764	243		47	890	83		94	123	659		193	69	52	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.83	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.83	0.95	0.95	
Lanes:	2.00	2.00	1.00		1.00	3.00	1.00		1.00	1.00	1.00		2.00	0.57	0.43	
Final Sat.:	3150	3800	1750		1750	5700	1750		1750	1900	1750		3150	1026	774	
Capacity Analysis Module:																
Vol/Sat:	0.21	0.20	0.14		0.03	0.16	0.05		0.05	0.06	0.38		0.06	0.07	0.07	
Crit Moves:	****					****					****		****			
Green Time:	55.8	80.8	97.1		16.5	41.5	41.5		26.9	44.4	100.2		16.3	33.7	33.7	
Volume/Cap:	0.64	0.42	0.24		0.28	0.64	0.19		0.34	0.25	0.64		0.64	0.34	0.34	
Delay/Veh:	49.9	29.4	18.3		72.1	58.5	51.2		64.3	49.9	24.4		78.6	59.1	59.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	49.9	29.4	18.3		72.1	58.5	51.2		64.3	49.9	24.4		78.6	59.1	59.1	
LOS by Move:	D	C	B		E	E	D		E	D	C		E	E	E	
DesignQueue:	27	20	11		4	22	7		8	9	31		10	10	10	

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

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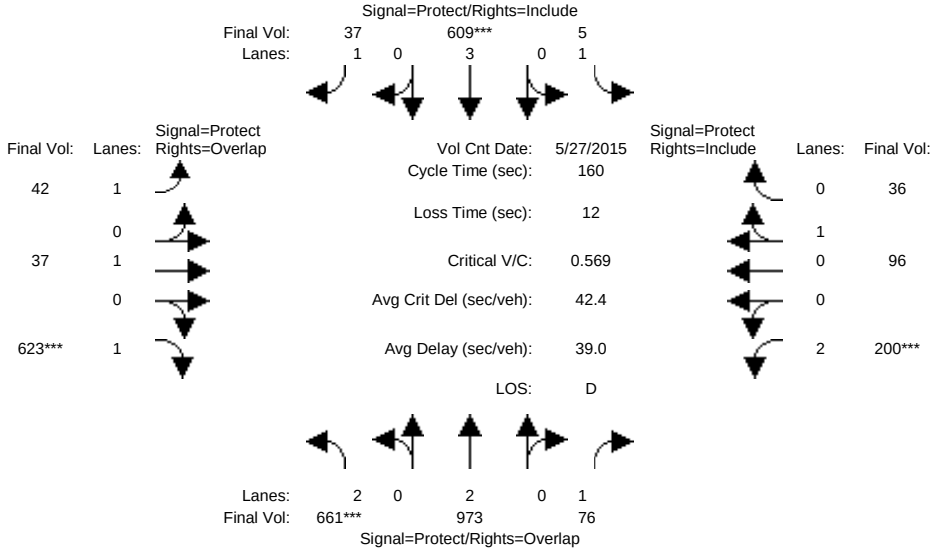
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #3103: KIELY/SARATOGA



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: 27 May 2015 << 8-9 AM												
Base Vol:	565	973	76	5	609	37	42	37	542	200	96	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	565	973	76	5	609	37	42	37	542	200	96	36
Added Vol:	96	0	0	0	0	0	0	0	81	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	661	973	76	5	609	37	42	37	623	200	96	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	661	973	76	5	609	37	42	37	623	200	96	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	661	973	76	5	609	37	42	37	623	200	96	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	661	973	76	5	609	37	42	37	623	200	96	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.73	0.27
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	1900	1750	3150	1309	491
Capacity Analysis Module:												
Vol/Sat:	0.21	0.26	0.04	0.00	0.11	0.02	0.02	0.02	0.36	0.06	0.07	0.07
Crit Moves:	****				****				****	****		
Green Time:	59.0	76.1	93.9	13.0	30.0	30.0	22.0	41.1	100.1	17.9	36.9	36.9
Volume/Cap:	0.57	0.54	0.07	0.04	0.57	0.11	0.17	0.08	0.57	0.57	0.32	0.32
Delay/Veh:	41.0	29.9	14.3	67.8	59.8	54.1	61.3	45.1	18.1	69.6	51.5	51.5
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:	41.0	29.9	14.3	67.8	59.8	54.1	61.3	45.1	18.1	69.6	51.5	51.5
LOS by Move:	D	C	B	E	E	D	E	D	B	E	D	D
DesignQueue:	24	24	3	0	15	3	4	2	25	10	10	10

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

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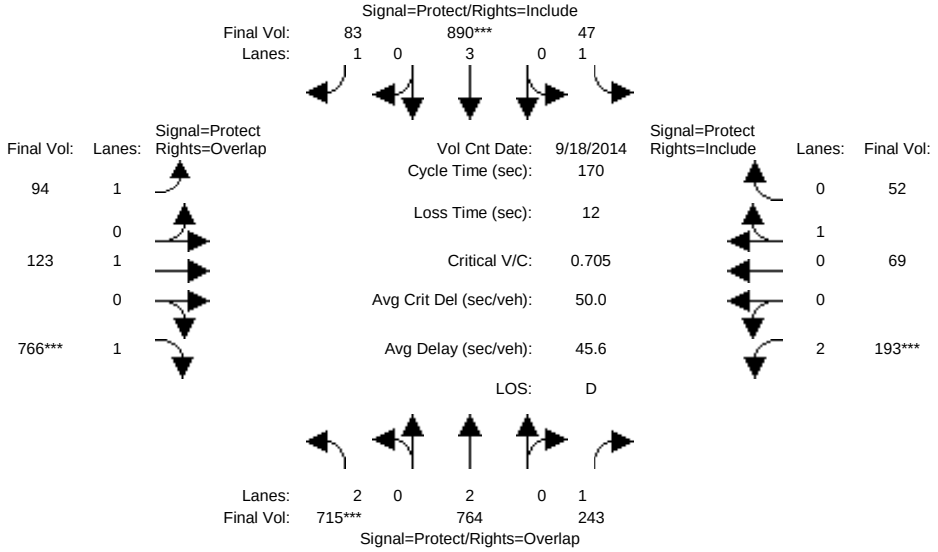
Hexagon Transportation Consultants

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

Intersection #3103: KIELY/SARATOGA



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: 18 Sep 2014 << 4:40-5:40PM																
Base Vol:	661	764	243		47	890	83		94	123	659		193	69	52	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	661	764	243		47	890	83		94	123	659		193	69	52	
Added Vol:	54	0	0		0	0	0		0	0	107		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	715	764	243		47	890	83		94	123	766		193	69	52	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	715	764	243		47	890	83		94	123	766		193	69	52	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	715	764	243		47	890	83		94	123	766		193	69	52	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	715	764	243		47	890	83		94	123	766		193	69	52	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.83	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.83	0.95	0.95	
Lanes:	2.00	2.00	1.00		1.00	3.00	1.00		1.00	1.00	1.00		2.00	0.57	0.43	
Final Sat.:	3150	3800	1750		1750	5700	1750		1750	1900	1750		3150	1026	774	
Capacity Analysis Module:																
Vol/Sat:	0.23	0.20	0.14		0.03	0.16	0.05		0.05	0.06	0.44		0.06	0.07	0.07	
Crit Moves:	****					****					****		****			
Green Time:	54.7	76.7	91.5		15.7	37.7	37.7		29.1	50.8	105.6		14.8	36.5	36.5	
Volume/Cap:	0.70	0.45	0.26		0.29	0.70	0.21		0.31	0.22	0.70		0.70	0.31	0.31	
Delay/Veh:	52.8	32.2	21.2		73.0	62.9	54.4		62.3	44.9	23.8		83.6	56.7	56.7	
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:	52.8	32.2	21.2		73.0	62.9	54.4		62.3	44.9	23.8		83.6	56.7	56.7	
LOS by Move:	D	C	C		E	E	D		E	D	C		F	E	E	
DesignQueue:	29	21	12		4	23	7		8	8	34		10	10	10	

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

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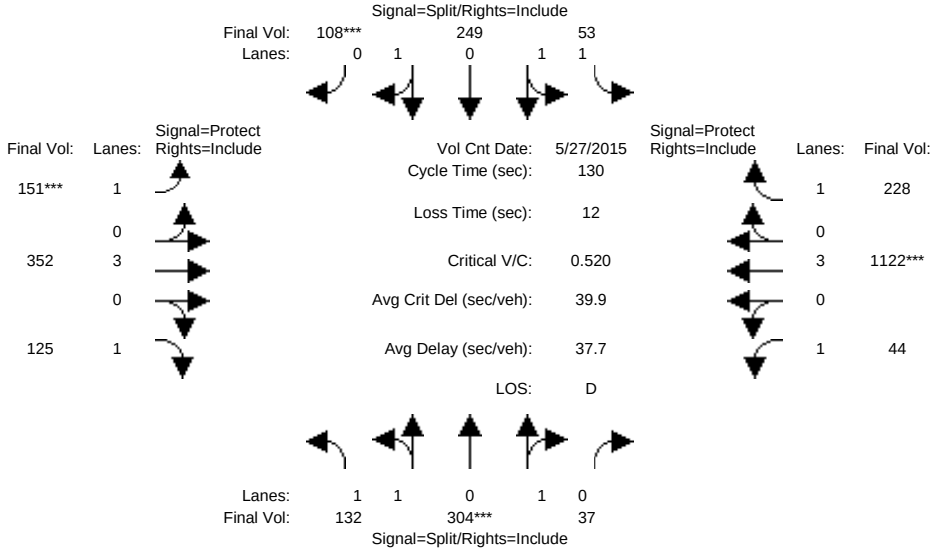
Hexagon Transportation Consultants

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

Intersection #3104: KIELY/STEVENS CREEK



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: 27 May 2015 << 8-9 AM												
Base Vol:	132	304	37	53	249	108	151	352	125	44	1122	228
Growth Adj:	1.00	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	304	37	53	249	108	151	352	125	44	1122	228
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	304	37	53	249	108	151	352	125	44	1122	228
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	304	37	53	249	108	151	352	125	44	1122	228
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	304	37	53	249	108	151	352	125	44	1122	228
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	304	37	53	249	108	151	352	125	44	1122	228
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.78	0.22	1.00	1.38	0.62	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3298	401	1750	2580	1119	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.09	0.09	0.03	0.10	0.10	0.09	0.06	0.07	0.03	0.20	0.13
Crit Moves:		****				****	****				****	
Green Time:	23.1	23.1	23.1	24.1	24.1	24.1	21.6	41.7	41.7	29.2	49.2	49.2
Volume/Cap:	0.43	0.52	0.52	0.16	0.52	0.52	0.52	0.19	0.22	0.11	0.52	0.34
Delay/Veh:	47.8	49.0	49.0	44.5	48.3	48.3	51.2	32.0	32.5	40.2	31.5	29.2
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:	47.8	49.0	49.0	44.5	48.3	48.3	51.2	32.0	32.5	40.2	31.5	29.2
LOS by Move:	D	D	D	D	D	D	D	C	C	D	C	C
DesignQueue:	9	11	11	3	11	11	10	6	7	3	18	12

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

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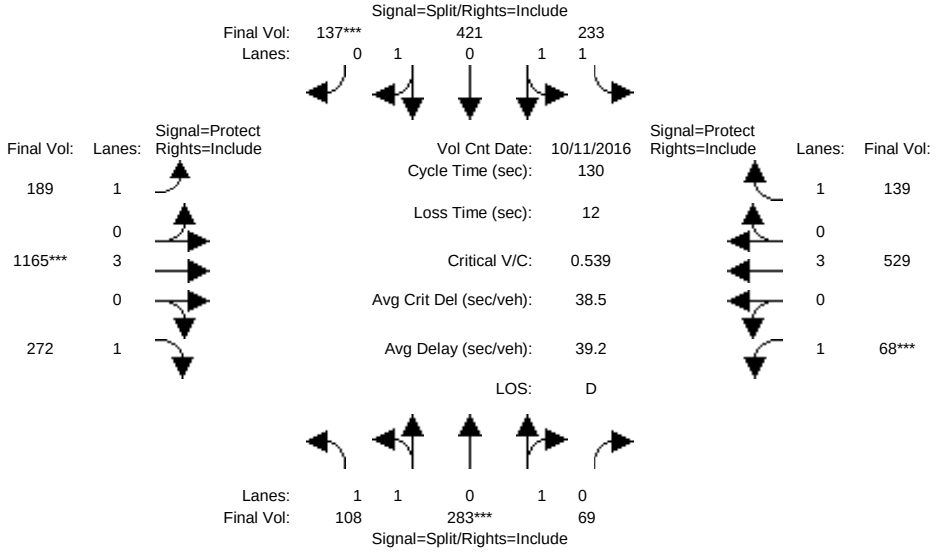
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #3104: KIELY/STEVENS CREEK



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: 11 Oct 2016 << 5:00 - 6:00 PM												
Base Vol:	108	283	69	233	421	137	189	1165	272	68	529	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	283	69	233	421	137	189	1165	272	68	529	139
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	283	69	233	421	137	189	1165	272	68	529	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	283	69	233	421	137	189	1165	272	68	529	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	283	69	233	421	137	189	1165	272	68	529	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	283	69	233	421	137	189	1165	272	68	529	139
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.60	0.40	1.00	1.50	0.50	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	2974	725	1750	2791	908	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.10	0.13	0.15	0.15	0.11	0.20	0.16	0.04	0.09	0.08
Crit Moves:		****				****		****		****		
Green Time:	22.9	22.9	22.9	36.4	36.4	36.4	31.6	49.3	49.3	9.4	27.1	27.1
Volume/Cap:	0.35	0.54	0.54	0.48	0.54	0.54	0.44	0.54	0.41	0.54	0.44	0.38
Delay/Veh:	47.1	49.4	49.4	39.1	40.1	40.1	42.5	31.8	30.1	62.8	45.1	44.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.1	49.4	49.4	39.1	40.1	40.1	42.5	31.8	30.1	62.8	45.1	44.9
LOS by Move:	D	D	D	D	D	D	D	C	C	E	D	D
DesignQueue:	7	11	11	14	16	16	12	18	14	5	10	9

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

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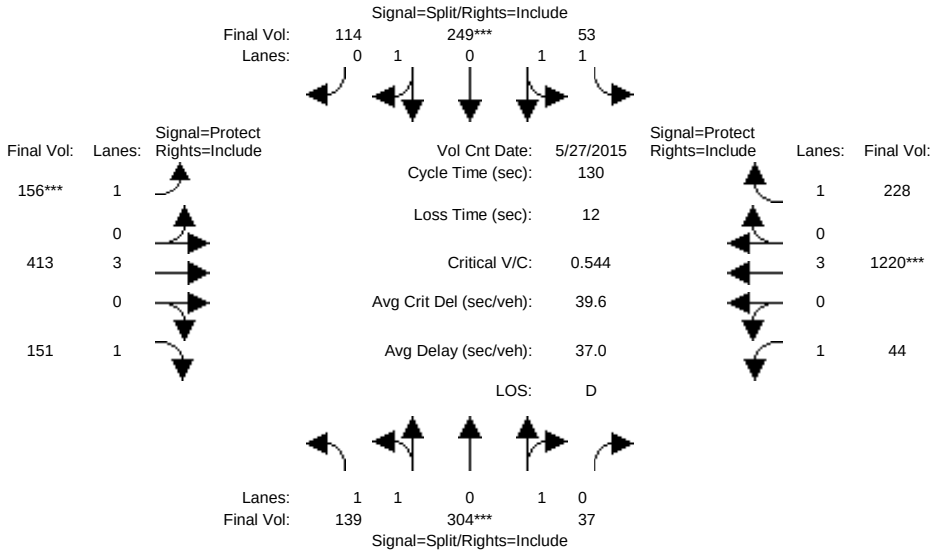
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing+Proj AM

Intersection #3104: KIELY/STEVENS CREEK



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: 27 May 2015 << 8-9 AM												
Base Vol:	132	304	37	53	249	108	151	352	125	44	1122	228
Growth Adj:	1.00	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	304	37	53	249	108	151	352	125	44	1122	228
Added Vol:	7	0	0	0	0	6	5	61	26	0	98	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	304	37	53	249	114	156	413	151	44	1220	228
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	304	37	53	249	114	156	413	151	44	1220	228
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	304	37	53	249	114	156	413	151	44	1220	228
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	139	304	37	53	249	114	156	413	151	44	1220	228
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.78	0.22	1.00	1.35	0.65	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3298	401	1750	2537	1162	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.09	0.09	0.03	0.10	0.10	0.09	0.07	0.09	0.03	0.21	0.13
Crit Moves:		****			****		****				****	
Green Time:	22.0	22.0	22.0	23.5	23.5	23.5	21.3	44.6	44.6	27.9	51.2	51.2
Volume/Cap:	0.47	0.54	0.54	0.17	0.54	0.54	0.54	0.21	0.25	0.12	0.54	0.33
Delay/Veh:	49.0	50.1	50.1	45.0	49.2	49.2	52.0	30.3	30.9	41.3	30.7	27.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.0	50.1	50.1	45.0	49.2	49.2	52.0	30.3	30.9	41.3	30.7	27.8
LOS by Move:	D	D	D	D	D	D	D	C	C	D	C	C
DesignQueue:	9	11	11	3	11	11	10	7	8	3	19	11

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

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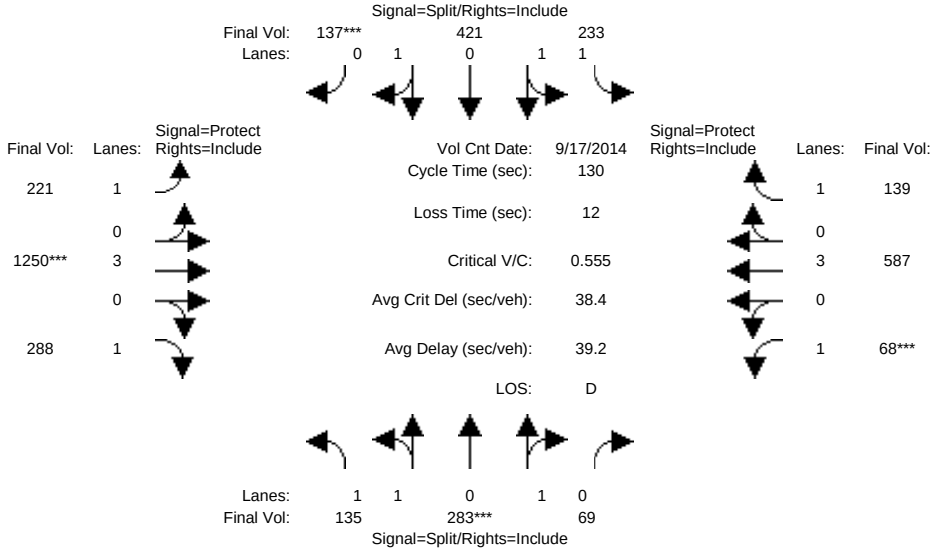
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #3104: KIELY/STEVENS CREEK



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: 17 Sep 2014 << 4:50-5:50PM												
Base Vol:	108	283	69	233	421	137	189	1165	272	68	529	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	283	69	233	421	137	189	1165	272	68	529	139
Added Vol:	27	0	0	0	0	0	32	85	16	0	58	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	283	69	233	421	137	221	1250	288	68	587	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	283	69	233	421	137	221	1250	288	68	587	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	283	69	233	421	137	221	1250	288	68	587	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	283	69	233	421	137	221	1250	288	68	587	139
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.60	0.40	1.00	1.50	0.50	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	2974	725	1750	2791	908	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.10	0.10	0.13	0.15	0.15	0.13	0.22	0.16	0.04	0.10	0.08
Crit Moves:		****				****		****		****		
Green Time:	22.3	22.3	22.3	35.3	35.3	35.3	33.3	51.3	51.3	9.1	27.1	27.1
Volume/Cap:	0.45	0.56	0.56	0.49	0.56	0.56	0.49	0.56	0.42	0.56	0.49	0.38
Delay/Veh:	48.7	50.1	50.1	40.0	41.1	41.1	42.0	30.8	28.9	64.0	45.7	44.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.7	50.1	50.1	40.0	41.1	41.1	42.0	30.8	28.9	64.0	45.7	44.9
LOS by Move:	D	D	D	D	D	D	D	C	C	E	D	D
DesignQueue:	9	11	11	14	16	16	13	19	14	5	11	9

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

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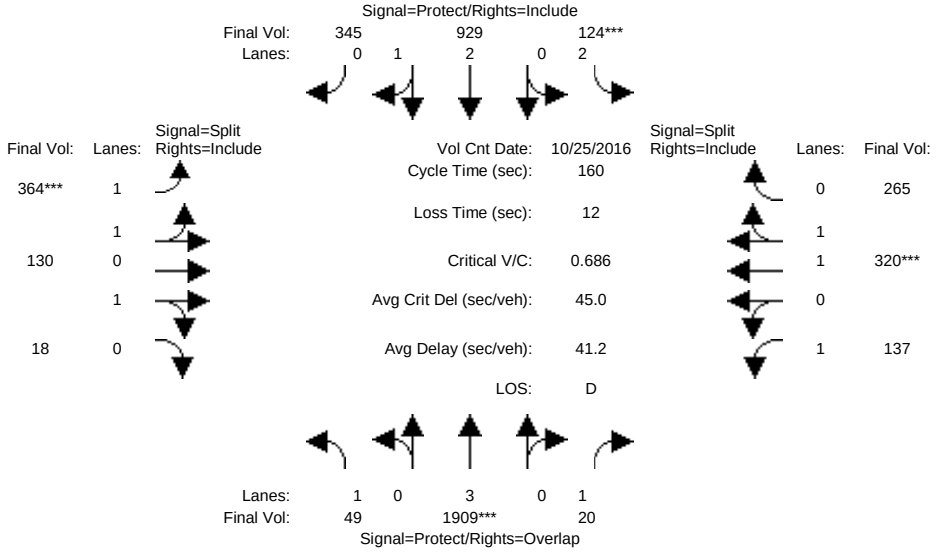
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #3113: MOORPARK/SARATOGA



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: 25 Oct 2016 << 7:30-8:30AM												
Base Vol:	49	1909	20	124	929	345	364	130	18	137	320	265
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	1909	20	124	929	345	364	130	18	137	320	265
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	1909	20	124	929	345	364	130	18	137	320	265
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	1909	20	124	929	345	364	130	18	137	320	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	1909	20	124	929	345	364	130	18	137	320	265
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	1909	20	124	929	345	364	130	18	137	320	265
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.95	0.94	0.95	0.95	0.92	1.00	0.95
Lanes:	1.00	3.00	1.00	2.00	2.16	0.84	2.00	0.88	0.12	1.00	1.07	0.93
Final Sat.:	1750	5700	1750	3150	4082	1516	3553	1581	219	1750	2023	1675
Capacity Analysis Module:												
Vol/Sat:	0.03	0.33	0.01	0.04	0.23	0.23	0.10	0.08	0.08	0.08	0.16	0.16
Crit Moves:		****		****			****				****	
Green Time:	14.1	78.1	114.9	9.2	73.2	73.2	23.9	23.9	23.9	36.9	36.9	36.9
Volume/Cap:	0.32	0.69	0.02	0.69	0.50	0.50	0.69	0.55	0.55	0.34	0.69	0.69
Delay/Veh:	69.7	32.3	6.4	84.5	30.7	30.7	67.2	63.8	63.8	51.9	58.6	58.6
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:	69.7	32.3	6.4	84.5	30.7	30.7	67.2	63.8	63.8	51.9	58.6	58.6
LOS by Move:	E	C	A	F	C	C	E	E	E	D	E	E
DesignQueue:	4	32	1	6	22	22	15	12	12	10	21	21

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

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City of San Jose
Hexagon Transportation Consultants

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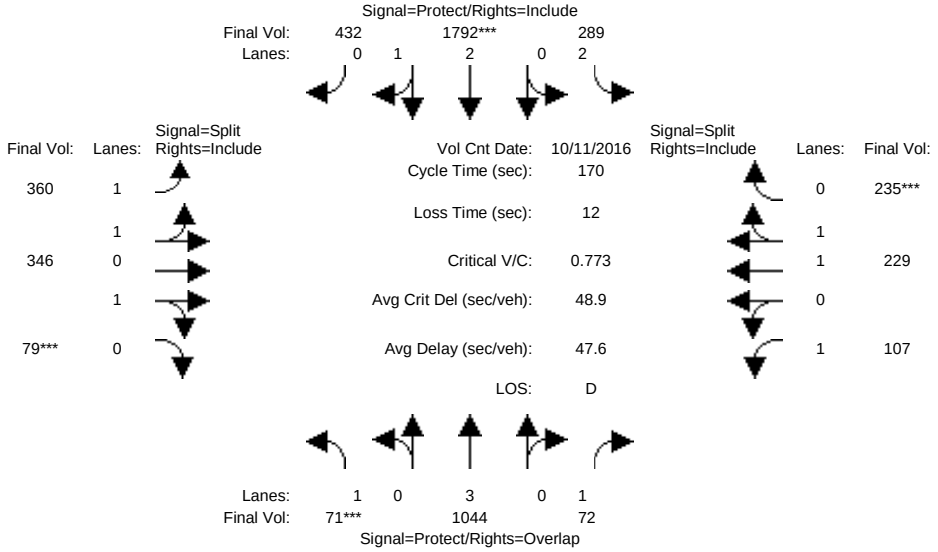
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #3113: MOORPARK/SARATOGA



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: 11 Oct 2016 << 5:00-6:00PM												
Base Vol:	71	1044	72	289	1792	432	360	346	79	107	229	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:	71	1044	72	289	1792	432	360	346	79	107	229	235
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	1044	72	289	1792	432	360	346	79	107	229	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:	71	1044	72	289	1792	432	360	346	79	107	229	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	1044	72	289	1792	432	360	346	79	107	229	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:	71	1044	72	289	1792	432	360	346	79	107	229	235
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.99	0.95	0.93	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	2.40	0.60	1.39	1.31	0.30	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	3150	4511	1087	2453	2358	538	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.04	0.09	0.40	0.40	0.15	0.15	0.15	0.06	0.12	0.13
Crit Moves:	****				****				****			****
Green Time:	8.9	64.1	93.6	32.1	87.3	87.3	32.3	32.3	32.3	29.5	29.5	29.5
Volume/Cap:	0.77	0.49	0.07	0.49	0.77	0.77	0.77	0.77	0.77	0.35	0.69	0.77
Delay/Veh:	112.2	40.5	17.9	62.2	34.7	34.7	69.2	69.2	69.2	62.5	69.2	73.3
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:	112.2	40.5	17.9	62.2	34.7	34.7	69.2	69.2	69.2	62.5	69.2	73.3
LOS by Move:	F	D	B	E	C	C	E	E	E	E	E	E
DesignQueue:	7	22	3	14	39	39	22	22	22	9	18	21

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

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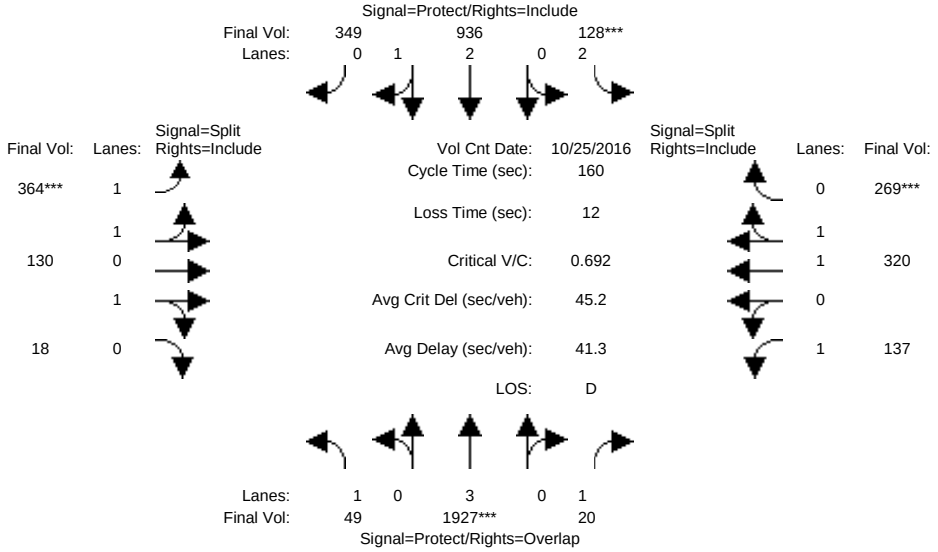
Intersection #3113: MOORPARK/SARATOGA



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: 25 Oct 2016 << 7:30-8:30AM												
Base Vol:	49	1909	20	124	929	345	364	130	18	137	320	265
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	1909	20	124	929	345	364	130	18	137	320	265
Added Vol:	0	18	0	4	7	4	0	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	1927	20	128	936	349	364	130	18	137	320	269
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	1927	20	128	936	349	364	130	18	137	320	269
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	1927	20	128	936	349	364	130	18	137	320	269
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	1927	20	128	936	349	364	130	18	137	320	269
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.95	0.94	0.95	0.95	0.92	1.00	0.95
Lanes:	1.00	3.00	1.00	2.00	2.16	0.84	2.00	0.88	0.12	1.00	1.06	0.94
Final Sat.:	1750	5700	1750	3150	4077	1520	3553	1581	219	1750	2009	1689
Capacity Analysis Module:												
Vol/Sat:	0.03	0.34	0.01	0.04	0.23	0.23	0.10	0.08	0.08	0.08	0.16	0.16
Crit Moves:		****		****			****					****
Green Time:	14.0	78.1	114.9	9.4	73.5	73.5	23.7	23.7	23.7	36.8	36.8	36.8
Volume/Cap:	0.32	0.69	0.02	0.69	0.50	0.50	0.69	0.56	0.56	0.34	0.69	0.69
Delay/Veh:	69.7	32.4	6.4	84.6	30.5	30.5	67.5	64.0	64.0	52.0	58.9	58.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.7	32.4	6.4	84.6	30.5	30.5	67.5	64.0	64.0	52.0	58.9	58.9
LOS by Move:	E	C	A	F	C	C	E	E	E	D	E	E
DesignQueue:	4	32	1	7	22	22	15	12	12	10	22	22

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

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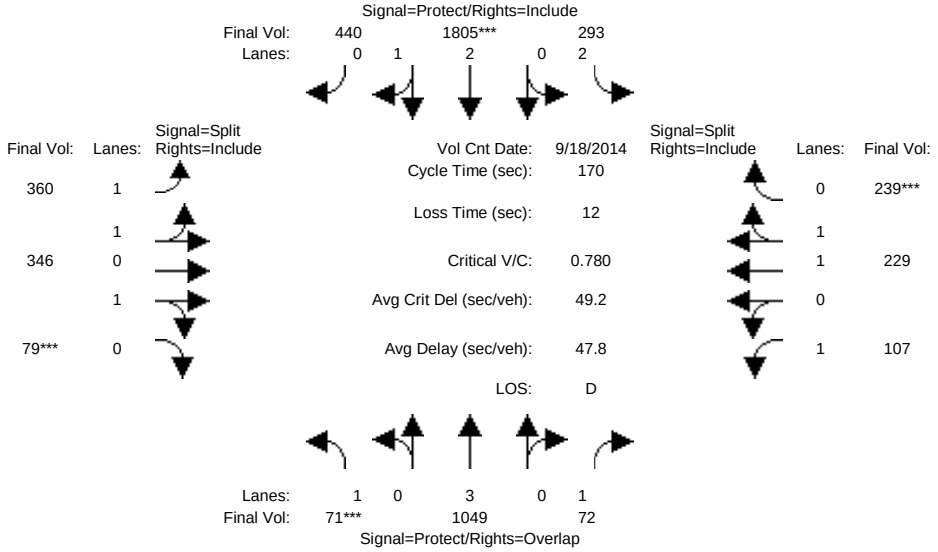
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #3113: MOORPARK/SARATOGA



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: 18 Sep 2014 << 5:00-6:00PM												
Base Vol:	71	1044	72	289	1792	432	360	346	79	107	229	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:	71	1044	72	289	1792	432	360	346	79	107	229	235
Added Vol:	0	5	0	4	13	8	0	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	1049	72	293	1805	440	360	346	79	107	229	239
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	1049	72	293	1805	440	360	346	79	107	229	239
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	1049	72	293	1805	440	360	346	79	107	229	239
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	1049	72	293	1805	440	360	346	79	107	229	239
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.99	0.95	0.93	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	2.39	0.61	1.39	1.31	0.30	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	3150	4501	1097	2453	2358	538	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.04	0.09	0.40	0.40	0.15	0.15	0.15	0.06	0.12	0.14
Crit Moves:	****				****				****			****
Green Time:	8.8	63.9	93.7	32.3	87.4	87.4	32.0	32.0	32.0	29.8	29.8	29.8
Volume/Cap:	0.78	0.49	0.07	0.49	0.78	0.78	0.78	0.78	0.78	0.35	0.69	0.78
Delay/Veh:	113.6	40.7	17.9	62.1	34.9	34.9	69.6	69.6	69.6	62.3	68.8	73.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	113.6	40.7	17.9	62.1	34.9	34.9	69.6	69.6	69.6	62.3	68.8	73.5
LOS by Move:	F	D	B	E	C	C	E	E	E	E	E	E
DesignQueue:	7	22	3	14	39	39	22	22	22	9	18	21

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

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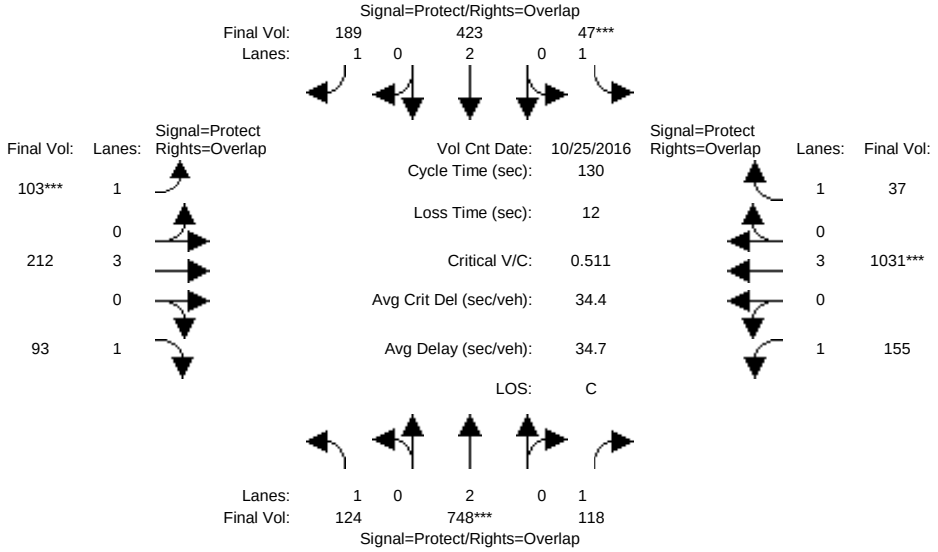
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #3116: SARATOGA/STEVENS CREEK



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: 25 Oct 2016 << 8:00-9:00AM												
Base Vol:	124	748	118	47	423	189	103	212	93	155	1031	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	748	118	47	423	189	103	212	93	155	1031	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	748	118	47	423	189	103	212	93	155	1031	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	748	118	47	423	189	103	212	93	155	1031	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	748	118	47	423	189	103	212	93	155	1031	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	748	118	47	423	189	103	212	93	155	1031	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.07	0.03	0.11	0.11	0.06	0.04	0.05	0.09	0.18	0.02
Crit Moves:		****		****			****				****	
Green Time:	22.2	50.0	82.7	7.0	34.9	49.8	15.0	28.3	50.5	32.6	46.0	53.0
Volume/Cap:	0.42	0.51	0.11	0.50	0.42	0.28	0.51	0.17	0.14	0.35	0.51	0.05
Delay/Veh:	49.1	30.9	9.3	63.9	39.5	27.9	56.3	41.4	25.8	40.5	33.4	23.3
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:	49.1	30.9	9.3	63.9	39.5	27.9	56.3	41.4	25.8	40.5	33.4	23.3
LOS by Move:	D	C	A	E	D	C	E	D	C	D	C	C
DesignQueue:	8	18	3	4	12	9	7	4	5	9	17	2

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

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4300 Stevens Creek Mixed-Use Development
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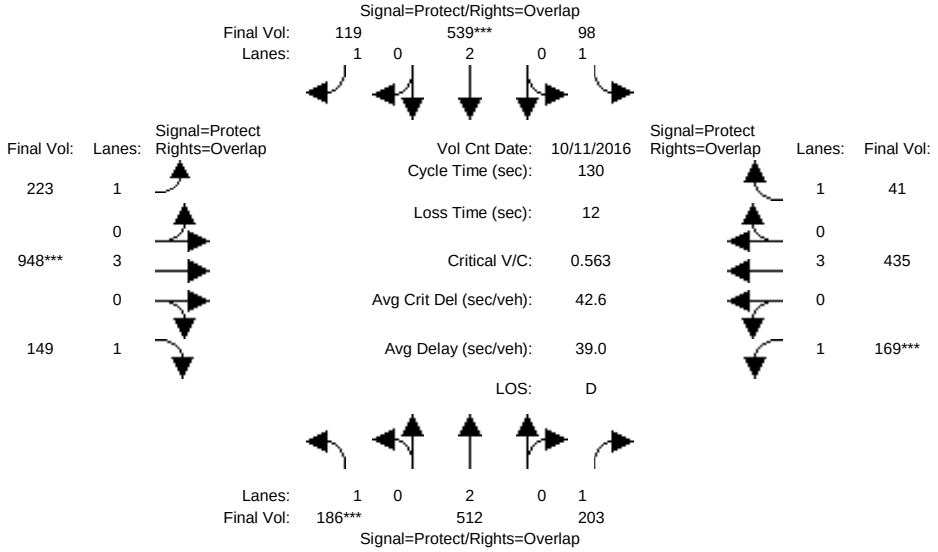
Hexagon Transportation Consultants

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

Intersection #3116: SARATOGA/STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 11 Oct 2016 << 5:00 - 6:00 PM

Base Vol:	186	512	203	98	539	119	223	948	149	169	435	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	512	203	98	539	119	223	948	149	169	435	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	186	512	203	98	539	119	223	948	149	169	435	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	186	512	203	98	539	119	223	948	149	169	435	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	512	203	98	539	119	223	948	149	169	435	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	186	512	203	98	539	119	223	948	149	169	435	41

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750

Capacity Analysis Module:

Vol/Sat:	0.11	0.13	0.12	0.06	0.14	0.07	0.13	0.17	0.09	0.10	0.08	0.02
Crit Moves:	****				****			****		****		
Green Time:	24.5	40.5	62.8	16.8	32.8	70.6	37.9	38.4	62.9	22.3	22.9	39.7
Volume/Cap:	0.56	0.43	0.24	0.43	0.56	0.13	0.44	0.56	0.18	0.56	0.43	0.08
Delay/Veh:	50.1	35.9	19.8	53.5	43.2	14.6	38.0	39.1	19.0	51.8	48.1	32.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.1	35.9	19.8	53.5	43.2	14.6	38.0	39.1	19.0	51.8	48.1	32.2
LOS by Move:	D	D	B	D	D	B	D	D	B	D	D	C
DesignQueue:	12	13	8	7	15	4	13	17	6	11	9	2

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

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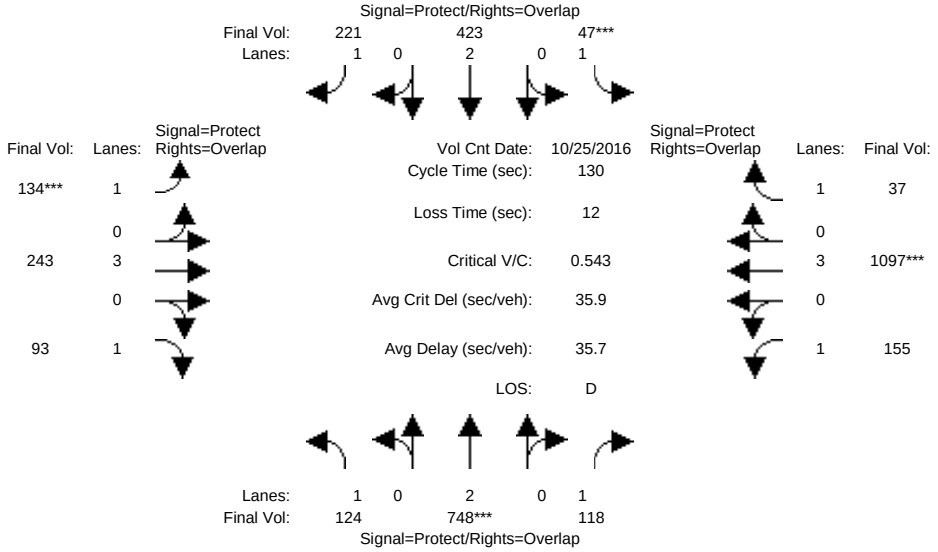
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #3116: SARATOGA/STEVENS CREEK



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: 25 Oct 2016 << 8:00-9:00AM

Base Vol:	124	748	118	47	423	189	103	212	93	155	1031	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	748	118	47	423	189	103	212	93	155	1031	37
Added Vol:	0	0	0	0	0	32	31	31	0	0	66	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	748	118	47	423	221	134	243	93	155	1097	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	748	118	47	423	221	134	243	93	155	1097	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	748	118	47	423	221	134	243	93	155	1097	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	748	118	47	423	221	134	243	93	155	1097	37

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750

Capacity Analysis Module:

Vol/Sat:	0.07	0.20	0.07	0.03	0.11	0.13	0.08	0.04	0.05	0.09	0.19	0.02
Crit Moves:		****		****			****				****	
Green Time:	21.0	46.9	81.2	7.0	32.9	51.2	18.2	29.8	50.8	34.3	45.9	52.9
Volume/Cap:	0.44	0.55	0.11	0.50	0.44	0.32	0.55	0.19	0.14	0.34	0.55	0.05
Delay/Veh:	50.3	33.5	9.9	63.9	41.1	27.6	54.6	40.4	25.6	39.1	34.0	23.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.3	33.5	9.9	63.9	41.1	27.6	54.6	40.4	25.6	39.1	34.0	23.4
LOS by Move:	D	C	A	E	D	C	D	D	C	D	C	C
DesignQueue:	8	18	4	4	12	11	9	5	5	9	18	2

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

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Hexagon Transportation Consultants

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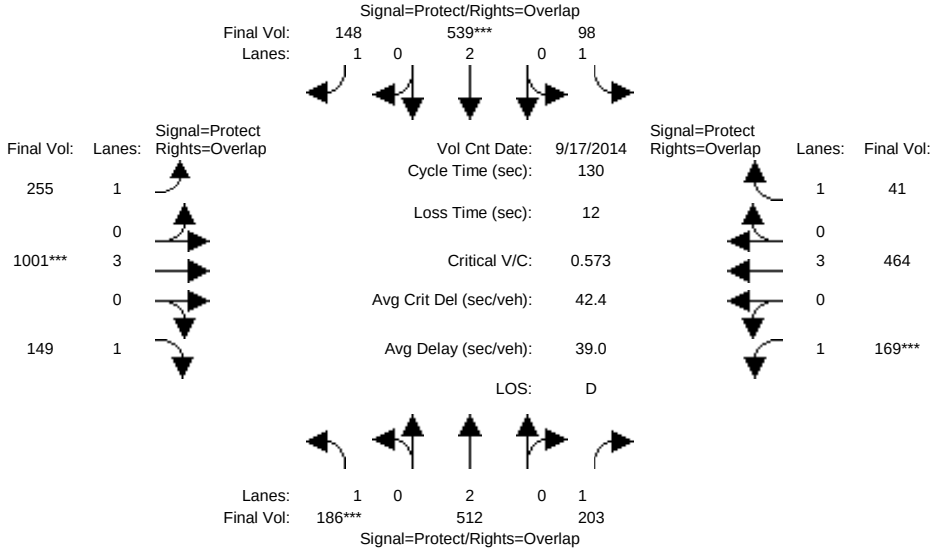
2000 HCM Operations (Future Volume Alternative)
Existing+Proj PM

Intersection #3116: SARATOGA/STEVENS CREEK



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: 17 Sep 2014 << 4:55-5:55PM												
Base Vol:	186	512	203	98	539	119	223	948	149	169	435	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	512	203	98	539	119	223	948	149	169	435	41
Added Vol:	0	0	0	0	0	29	32	53	0	0	29	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	186	512	203	98	539	148	255	1001	149	169	464	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	186	512	203	98	539	148	255	1001	149	169	464	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	512	203	98	539	148	255	1001	149	169	464	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	186	512	203	98	539	148	255	1001	149	169	464	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.13	0.12	0.06	0.14	0.08	0.15	0.18	0.09	0.10	0.08	0.02
Crit Moves:	****				****			****		****		
Green Time:	24.1	39.8	61.7	16.5	32.2	71.8	39.6	39.8	63.9	21.9	22.1	38.6
Volume/Cap:	0.57	0.44	0.24	0.44	0.57	0.15	0.48	0.57	0.17	0.57	0.48	0.08
Delay/Veh:	50.7	36.5	20.5	53.9	43.8	14.3	37.5	38.4	18.4	52.5	49.1	32.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.7	36.5	20.5	53.9	43.8	14.3	37.5	38.4	18.4	52.5	49.1	32.9
LOS by Move:	D	D	C	D	D	B	D	D	B	D	D	C
DesignQueue:	12	13	9	7	15	5	14	18	6	11	9	2

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

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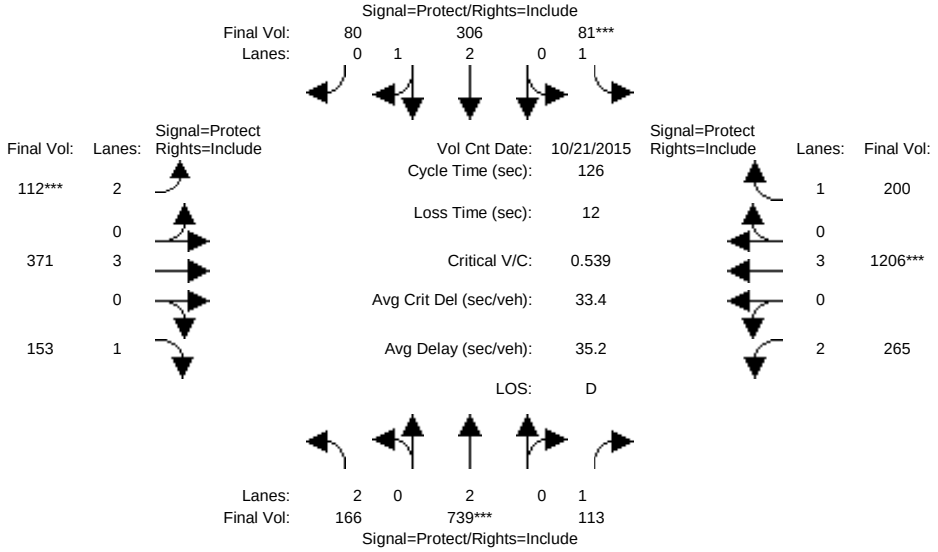
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #3118: STEVENS CREEK/WINCHESTER



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: 21 Oct 2015 << 7:45-8:45AM												
Base Vol:	166	739	113	81	306	80	112	371	153	265	1206	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	739	113	81	306	80	112	371	153	265	1206	200
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	166	739	113	81	306	80	112	371	153	265	1206	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	166	739	113	81	306	80	112	371	153	265	1206	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	739	113	81	306	80	112	371	153	265	1206	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	166	739	113	81	306	80	112	371	153	265	1206	200
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.36	0.64	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	4438	1160	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.06	0.05	0.07	0.07	0.04	0.07	0.09	0.08	0.21	0.11
Crit Moves:		****		****			****				****	
Green Time:	23.2	45.4	45.4	10.8	33.1	33.1	8.3	29.4	29.4	28.3	49.4	49.4
Volume/Cap:	0.29	0.54	0.18	0.54	0.26	0.26	0.54	0.28	0.37	0.37	0.54	0.29
Delay/Veh:	44.6	32.4	27.7	59.1	36.9	36.9	59.8	39.7	41.1	41.7	29.8	26.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.6	32.4	27.7	59.1	36.9	36.9	59.8	39.7	41.1	41.7	29.8	26.5
LOS by Move:	D	C	C	E	D	D	E	D	D	D	C	C
DesignQueue:	6	17	6	6	7	7	4	7	9	9	18	10

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

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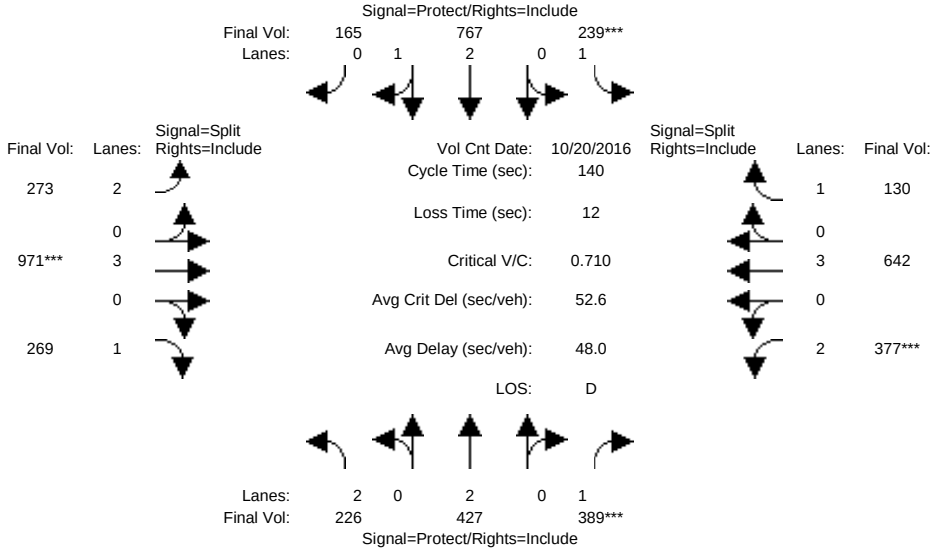
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #3118: STEVENS CREEK/WINCHESTER



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: 20 Oct 2016 << 5:30 - 6:30 PM												
Base Vol:	226	427	389	239	767	165	273	971	269	377	642	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	226	427	389	239	767	165	273	971	269	377	642	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	226	427	389	239	767	165	273	971	269	377	642	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	226	427	389	239	767	165	273	971	269	377	642	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	427	389	239	767	165	273	971	269	377	642	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	226	427	389	239	767	165	273	971	269	377	642	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.45	0.55	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	4607	991	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.22	0.14	0.17	0.17	0.09	0.17	0.15	0.12	0.11	0.07
Crit Moves:			****	****				****		****		
Green Time:	21.3	43.8	43.8	26.9	49.5	49.5	33.6	33.6	33.6	23.6	23.6	23.6
Volume/Cap:	0.47	0.36	0.71	0.71	0.47	0.47	0.36	0.71	0.64	0.71	0.67	0.44
Delay/Veh:	54.9	37.4	46.8	59.7	35.3	35.3	44.6	50.5	51.1	59.4	56.3	53.3
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:	54.9	37.4	46.8	59.7	35.3	35.3	44.6	50.5	51.1	59.4	56.3	53.3
LOS by Move:	D	D	D	E	D	D	D	D	D	E	E	D
DesignQueue:	9	12	24	17	17	17	10	20	18	15	14	9

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

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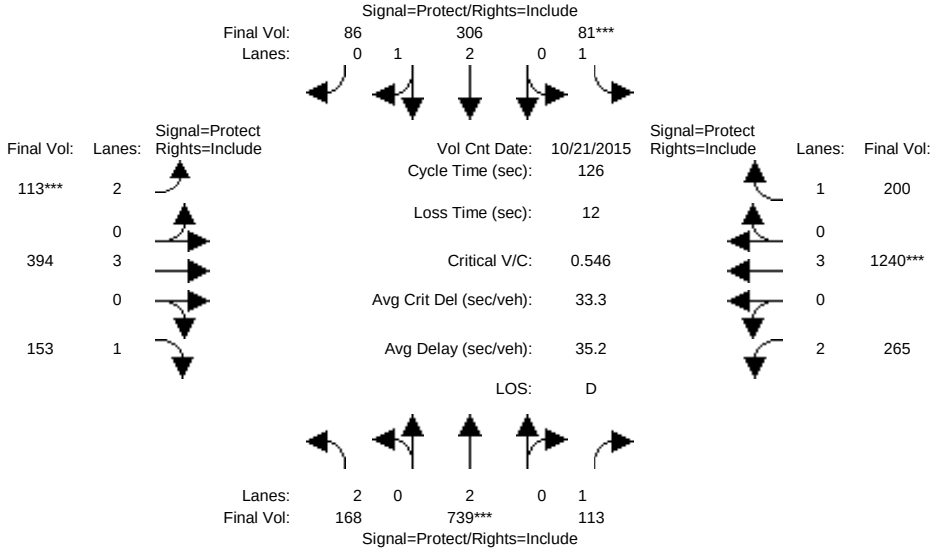
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #3118: STEVENS CREEK/WINCHESTER



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: 21 Oct 2015 << 7:45-8:45AM												
Base Vol:	166	739	113	81	306	80	112	371	153	265	1206	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	739	113	81	306	80	112	371	153	265	1206	200
Added Vol:	2	0	0	0	0	6	1	23	0	0	34	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	739	113	81	306	86	113	394	153	265	1240	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	739	113	81	306	86	113	394	153	265	1240	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	739	113	81	306	86	113	394	153	265	1240	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	168	739	113	81	306	86	113	394	153	265	1240	200
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.32	0.68	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	4370	1228	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.06	0.05	0.07	0.07	0.04	0.07	0.09	0.08	0.22	0.11
Crit Moves:		****		****			****				****	
Green Time:	22.9	44.9	44.9	10.7	32.7	32.7	8.3	29.8	29.8	28.7	50.2	50.2
Volume/Cap:	0.29	0.55	0.18	0.55	0.27	0.27	0.55	0.29	0.37	0.37	0.55	0.29
Delay/Veh:	44.9	32.9	28.1	59.5	37.3	37.3	60.1	39.6	40.8	41.4	29.4	26.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.9	32.9	28.1	59.5	37.3	37.3	60.1	39.6	40.8	41.4	29.4	26.0
LOS by Move:	D	C	C	E	D	D	E	D	D	D	C	C
DesignQueue:	6	18	6	6	7	7	5	7	9	9	18	9

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

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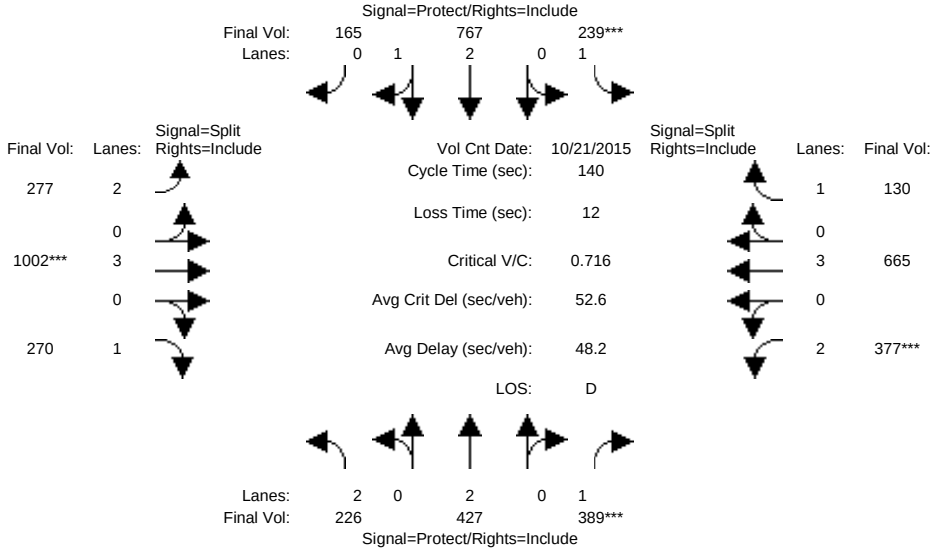
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing+Proj PM

Intersection #3118: STEVENS CREEK/WINCHESTER



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: 21 Oct 2015 << 5:00-6:00PM												
Base Vol:	226	427	389	239	767	165	273	971	269	377	642	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	226	427	389	239	767	165	273	971	269	377	642	130
Added Vol:	0	0	0	0	0	0	4	31	1	0	23	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	226	427	389	239	767	165	277	1002	270	377	665	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	226	427	389	239	767	165	277	1002	270	377	665	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	427	389	239	767	165	277	1002	270	377	665	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	226	427	389	239	767	165	277	1002	270	377	665	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.45	0.55	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	4607	991	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.22	0.14	0.17	0.17	0.09	0.18	0.15	0.12	0.12	0.07
Crit Moves:			****	****				****		****		
Green Time:	21.1	43.5	43.5	26.7	49.1	49.1	34.4	34.4	34.4	23.4	23.4	23.4
Volume/Cap:	0.48	0.36	0.72	0.72	0.48	0.48	0.36	0.72	0.63	0.72	0.70	0.44
Delay/Veh:	55.1	37.7	47.3	60.3	35.6	35.6	44.0	50.1	50.1	59.8	57.3	53.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.1	37.7	47.3	60.3	35.6	35.6	44.0	50.1	50.1	59.8	57.3	53.5
LOS by Move:	E	D	D	E	D	D	D	D	D	E	E	D
DesignQueue:	9	12	24	17	17	17	10	21	18	15	15	9

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

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4300 Stevens Creek Mixed-Use Development
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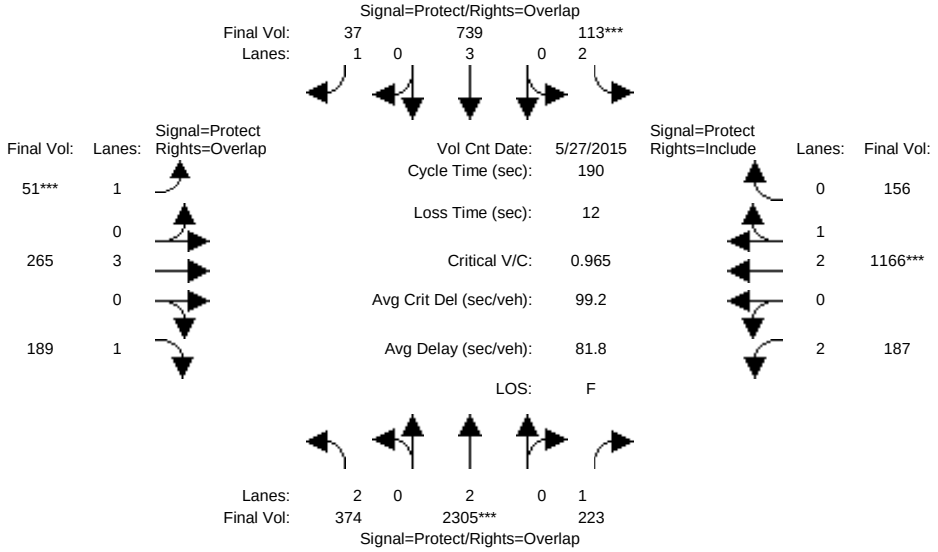
Hexagon Transportation Consultants

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

Intersection #5405: SAN TOMAS EXPWY/STEVENS CREEK BLVD [HOV: NB(AM) SB(PM)]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	31	107	107	16	92	92	18	49	49	19	48	48
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 27 May 2015 << 7:30 - 8:30 AM

Base Vol:	374	2712	223	113	739	37	51	265	189	187	1166	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	374	2712	223	113	739	37	51	265	189	187	1166	156
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	374	2712	223	113	739	37	51	265	189	187	1166	156
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	374	2305	223	113	739	37	51	265	189	187	1166	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	374	2305	223	113	739	37	51	265	189	187	1166	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	374	2305	223	113	739	37	51	265	189	187	1166	156

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00	2.00	2.63	0.37
Final Sat.:	3150	3800	1750	3150	5700	1750	1750	5700	1750	3150	4938	661

Capacity Analysis Module:

Vol/Sat:	0.12	0.61	0.13	0.04	0.13	0.02	0.03	0.05	0.11	0.06	0.24	0.24
Crit Moves:		****		****			****				****	
Green Time:	29.5	102	119.3	15.0	87.5	104.4	16.8	44.5	74.0	17.3	44.9	44.9
Volume/Cap:	0.77	1.13	0.20	0.46	0.28	0.04	0.33	0.20	0.28	0.65	1.00	1.00
Delay/Veh:	89.3	98.4	8.2	90.7	28.0	14.4	88.1	62.5	42.6	94.5	102	101.8
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:	89.3	98.4	8.2	90.7	28.0	14.4	88.1	62.5	42.6	94.5	102	101.8
LOS by Move:	F	F	A	F	C	B	F	E	D	F	F	F
DesignQueue:	22	72	11	7	16	2	6	8	15	12	41	41

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

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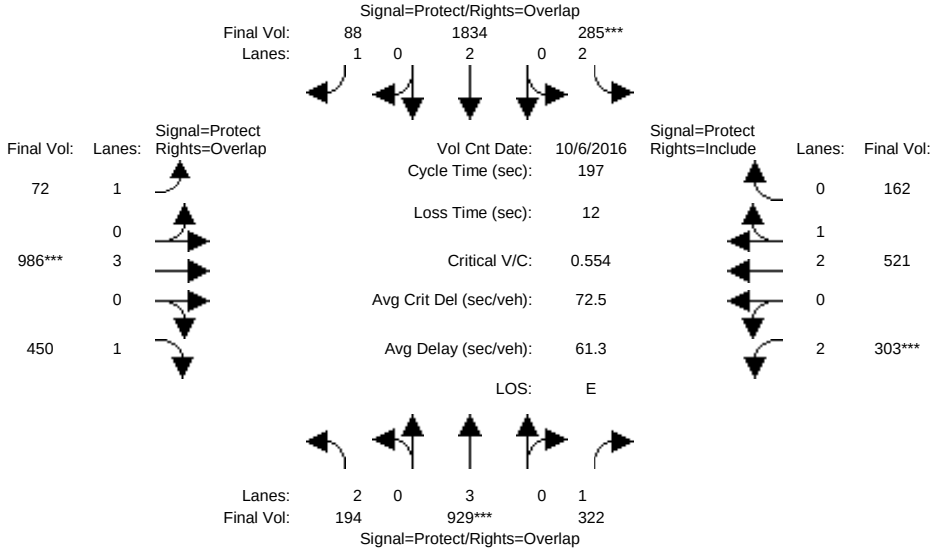
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #5405: SAN TOMAS EXPWY/STEVENS CREEK BLVD [HOV: NB(AM) SB(PM)]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	88	88	40	110	110	17	48	48	22	53	53
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 6 Oct 2016 << 4:45 - 5:45 PM

Base Vol:	194	929	322	285	2382	88	72	986	450	303	521	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	929	322	285	2382	88	72	986	450	303	521	162
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	929	322	285	2382	88	72	986	450	303	521	162
User Adj:	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	194	929	322	285	1834	88	72	986	450	303	521	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	929	322	285	1834	88	72	986	450	303	521	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	194	929	322	285	1834	88	72	986	450	303	521	162

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	2.00	2.26	0.74
Final Sat.:	3150	5700	1750	3150	3800	1750	1750	5700	1750	3150	4270	1328

Capacity Analysis Module:

Vol/Sat:	0.06	0.16	0.18	0.09	0.48	0.05	0.04	0.17	0.26	0.10	0.12	0.12
Crit Moves:		****		****				****		****		
Green Time:	16.9	82.6	103.2	37.5	103	119.1	15.9	45.0	61.9	20.6	49.7	49.7
Volume/Cap:	0.72	0.39	0.35	0.48	0.92	0.08	0.51	0.76	0.82	0.92	0.48	0.48
Delay/Veh:	102.5	48.9	37.3	76.3	41.1	9.8	95.5	78.2	75.8	122.6	67.1	67.1
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:	102.5	48.9	37.3	76.3	41.1	9.8	95.5	78.2	75.8	122.6	67.1	67.1
LOS by Move:	F	D	D	E	D	A	F	E	E	F	E	E
DesignQueue:	13	22	20	17	58	4	8	31	42	20	21	21

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

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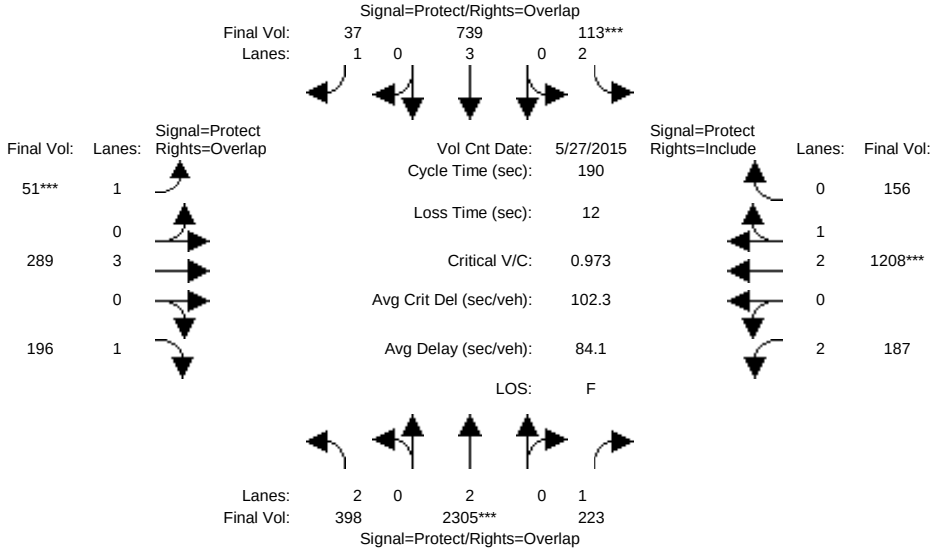
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #5405: SAN TOMAS EXPWY/STEVENS CREEK BLVD [HOV: NB(AM) SB(PM)]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	31	107	107	16	92	92	18	49	49	19	48	48
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 May 2015 << 7:30 - 8:30 AM												
Base Vol:	374	2712	223	113	739	37	51	265	189	187	1166	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	374	2712	223	113	739	37	51	265	189	187	1166	156
Added Vol:	24	0	0	0	0	0	0	24	7	0	42	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	398	2712	223	113	739	37	51	289	196	187	1208	156
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	398	2305	223	113	739	37	51	289	196	187	1208	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	398	2305	223	113	739	37	51	289	196	187	1208	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	398	2305	223	113	739	37	51	289	196	187	1208	156
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00	2.00	2.64	0.36
Final Sat.:	3150	3800	1750	3150	5700	1750	1750	5700	1750	3150	4959	640
Capacity Analysis Module:												
Vol/Sat:	0.13	0.61	0.13	0.04	0.13	0.02	0.03	0.05	0.11	0.06	0.24	0.24
Crit Moves:		****		****			****				****	
Green Time:	29.5	102	119.3	15.0	87.5	104.4	16.8	44.5	74.0	17.3	44.9	44.9
Volume/Cap:	0.81	1.13	0.20	0.46	0.28	0.04	0.33	0.22	0.29	0.65	1.03	1.03
Delay/Veh:	93.0	98.4	8.2	90.7	28.0	14.4	88.1	62.8	42.8	94.5	110	110.3
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:	93.0	98.4	8.2	90.7	28.0	14.4	88.1	62.8	42.8	94.5	110	110.3
LOS by Move:	F	F	A	F	C	B	F	E	D	F	F	F
DesignQueue:	24	72	11	7	16	2	6	8	15	12	43	43

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

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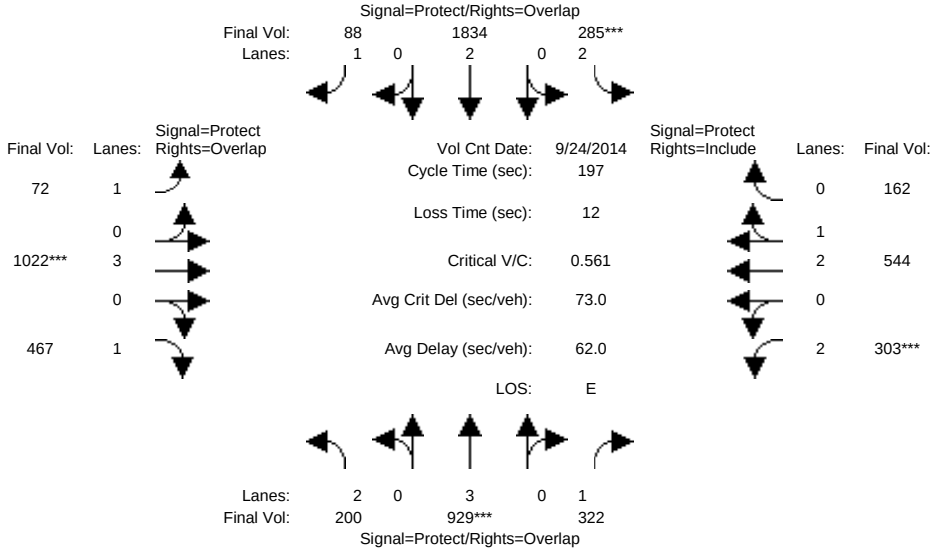
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #5405: SAN TOMAS EXPWY/STEVENS CREEK BLVD [HOV: NB(AM) SB(PM)]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	88	88	40	110	110	17	48	48	22	53	53
Y+R:	4.0	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: 24 Sep 2014 << 5:00-6:00PM												
Base Vol:	194	929	322	285	2382	88	72	986	450	303	521	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	929	322	285	2382	88	72	986	450	303	521	162
Added Vol:	6	0	0	0	0	0	0	36	17	0	23	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	929	322	285	2382	88	72	1022	467	303	544	162
User Adj:	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	929	322	285	1834	88	72	1022	467	303	544	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	929	322	285	1834	88	72	1022	467	303	544	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	200	929	322	285	1834	88	72	1022	467	303	544	162
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	2.00	2.29	0.71
Final Sat.:	3150	5700	1750	3150	3800	1750	1750	5700	1750	3150	4313	1284
Capacity Analysis Module:												
Vol/Sat:	0.06	0.16	0.18	0.09	0.48	0.05	0.04	0.18	0.27	0.10	0.13	0.13
Crit Moves:		****		****				****		****		
Green Time:	16.9	82.6	103.2	37.5	103	119.1	15.9	45.0	61.9	20.6	49.7	49.7
Volume/Cap:	0.74	0.39	0.35	0.48	0.92	0.08	0.51	0.78	0.85	0.92	0.50	0.50
Delay/Veh:	104.2	48.9	37.3	76.3	41.1	9.8	95.5	79.3	79.2	122.6	67.4	67.4
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:	104.2	48.9	37.3	76.3	41.1	9.8	95.5	79.3	79.2	122.6	67.4	67.4
LOS by Move:	F	D	D	E	D	A	F	E	E	F	E	E
DesignQueue:	13	22	20	17	58	4	8	32	44	20	22	22

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

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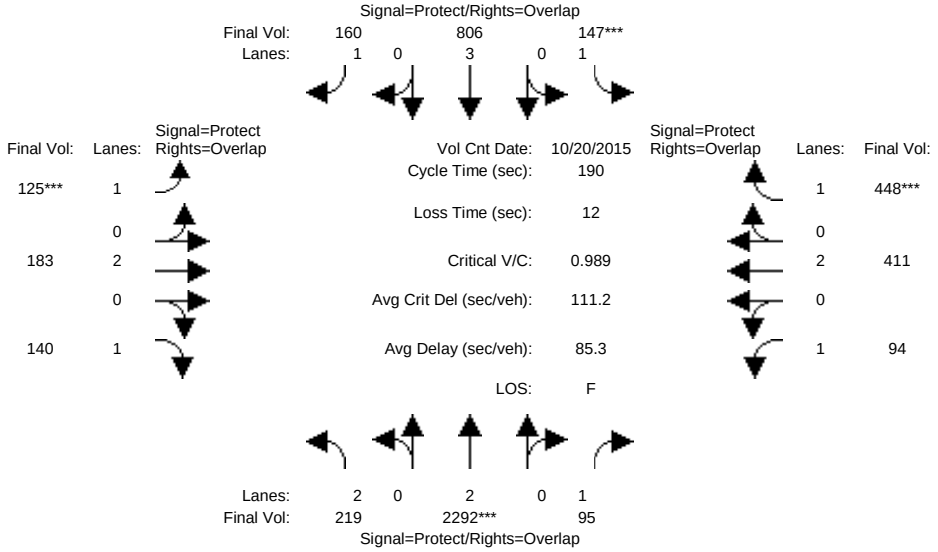
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #5406: SAN TOMAS EXPWY/MOORPARK AVE [HOV: NB(AM) SB(PM)]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	26	116	116	21	111	111	22	37	37	16	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:30-8:30 AM												
Base Vol:	219	2697	95	147	806	160	125	183	140	94	411	448
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	219	2697	95	147	806	160	125	183	140	94	411	448
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	219	2697	95	147	806	160	125	183	140	94	411	448
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	219	2292	95	147	806	160	125	183	140	94	411	448
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	2292	95	147	806	160	125	183	140	94	411	448
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	219	2292	95	147	806	160	125	183	140	94	411	448
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
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.:	3150	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.60	0.05	0.08	0.14	0.09	0.07	0.05	0.08	0.05	0.11	0.26
Crit Moves:		****		****			****					****
Green Time:	24.7	110	125.1	19.8	105	126.2	20.7	33.9	58.6	14.6	29.2	48.9
Volume/Cap:	0.53	1.04	0.08	0.81	0.25	0.14	0.66	0.27	0.26	0.70	0.70	0.99
Delay/Veh:	91.7	111	28.5	111.3	15.7	5.0	94.4	71.9	52.8	105.7	85.1	115.7
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:	91.7	111	28.5	111.3	15.7	5.0	94.4	71.9	52.8	105.7	85.1	115.7
LOS by Move:	F	F	C	F	B	A	F	E	D	F	F	F
DesignQueue:	13	64	4	16	14	7	14	9	12	11	20	43

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

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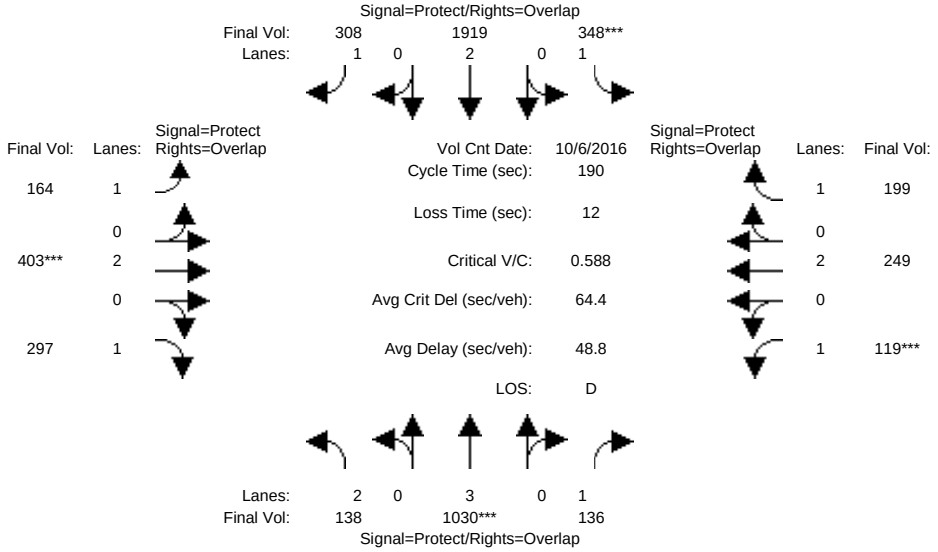
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #5406: SAN TOMAS EXPWY/MOORPARK AVE [HOV: NB(AM) SB(PM)]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	17	78	78	57	118	118	21	35	35	21	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 6 Oct 2016 << 5:00 - 6:00 PM

Base Vol:	138	1030	136	348	2492	308	164	403	297	119	249	199
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	1030	136	348	2492	308	164	403	297	119	249	199
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	138	1030	136	348	2492	308	164	403	297	119	249	199
User Adj:	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1030	136	348	1919	308	164	403	297	119	249	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	1030	136	348	1919	308	164	403	297	119	249	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	1030	136	348	1919	308	164	403	297	119	249	199

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
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.:	3150	5700	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:

Vol/Sat:	0.04	0.18	0.08	0.20	0.50	0.18	0.09	0.11	0.17	0.07	0.07	0.11
Crit Moves:		****		****				****		****		
Green Time:	15.9	73.0	92.7	53.3	110	130.5	20.0	32.8	48.7	19.7	32.4	85.8
Volume/Cap:	0.52	0.47	0.16	0.71	0.87	0.26	0.89	0.62	0.66	0.66	0.38	0.25
Delay/Veh:	91.0	52.9	35.5	70.3	26.2	3.9	126.8	79.5	71.3	96.1	75.1	34.6
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:	91.0	52.9	35.5	70.3	26.2	3.9	126.8	79.5	71.3	96.1	75.1	34.6
LOS by Move:	F	D	D	E	C	A	F	E	E	F	E	C
DesignQueue:	9	25	9	32	52	12	18	19	28	13	12	14

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

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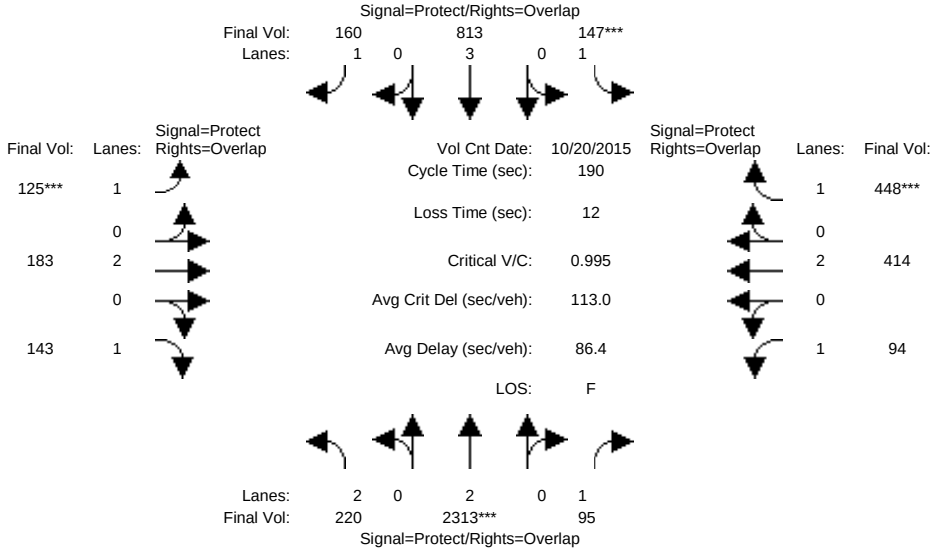
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #5406: SAN TOMAS EXPWY/MOORPARK AVE [HOV: NB(AM) SB(PM)]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	26	116	116	21	111	111	22	37	37	16	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:30-8:30 AM												
Base Vol:	219	2697	95	147	806	160	125	183	140	94	411	448
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	219	2697	95	147	806	160	125	183	140	94	411	448
Added Vol:	1	24	0	0	7	0	0	0	3	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	2721	95	147	813	160	125	183	143	94	414	448
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	2313	95	147	813	160	125	183	143	94	414	448
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	2313	95	147	813	160	125	183	143	94	414	448
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	220	2313	95	147	813	160	125	183	143	94	414	448
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
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.:	3150	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.61	0.05	0.08	0.14	0.09	0.07	0.05	0.08	0.05	0.11	0.26
Crit Moves:		****		****			****					****
Green Time:	24.7	111	125.2	19.8	106	126.3	20.7	33.7	58.5	14.6	29.2	48.9
Volume/Cap:	0.54	1.05	0.08	0.81	0.26	0.14	0.66	0.27	0.27	0.70	0.71	0.99
Delay/Veh:	91.7	114	28.4	111.3	15.6	4.9	94.4	72.0	53.0	106.1	85.3	115.7
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:	91.7	114	28.4	111.3	15.6	4.9	94.4	72.0	53.0	106.1	85.3	115.7
LOS by Move:	F	F	C	F	B	A	F	E	D	F	F	F
DesignQueue:	13	65	4	16	14	7	14	9	12	11	20	43

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

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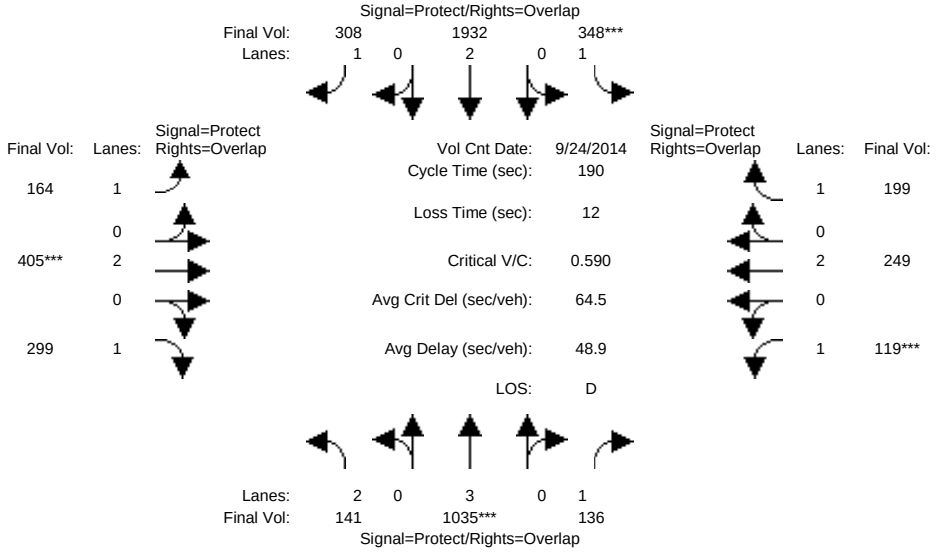
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #5406: SAN TOMAS EXPWY/MOORPARK AVE [HOV: NB(AM) SB(PM)]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	17	78	78	57	118	118	21	35	35	21	34	34
Y+R:	4.0	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: 24 Sep 2014 << 5:30-6:30PM												
Base Vol:	138	1030	136	348	2492	308	164	403	297	119	249	199
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	1030	136	348	2492	308	164	403	297	119	249	199
Added Vol:	3	5	0	0	17	0	0	2	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	1035	136	348	2509	308	164	405	299	119	249	199
User Adj:	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	1035	136	348	1932	308	164	405	299	119	249	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	1035	136	348	1932	308	164	405	299	119	249	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	141	1035	136	348	1932	308	164	405	299	119	249	199
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
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.:	3150	5700	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.08	0.20	0.51	0.18	0.09	0.11	0.17	0.07	0.07	0.11
Crit Moves:		****		****				****		****		
Green Time:	15.9	73.0	92.7	53.3	110	130.5	20.0	32.8	48.7	19.7	32.4	85.8
Volume/Cap:	0.53	0.47	0.16	0.71	0.87	0.26	0.89	0.62	0.67	0.66	0.38	0.25
Delay/Veh:	91.3	53.0	35.5	70.3	26.6	3.9	126.8	79.6	71.6	96.1	75.1	34.6
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:	91.3	53.0	35.5	70.3	26.6	3.9	126.8	79.6	71.6	96.1	75.1	34.6
LOS by Move:	F	D	D	E	C	A	F	E	E	F	E	C
DesignQueue:	9	25	9	32	53	12	18	19	29	13	12	14

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

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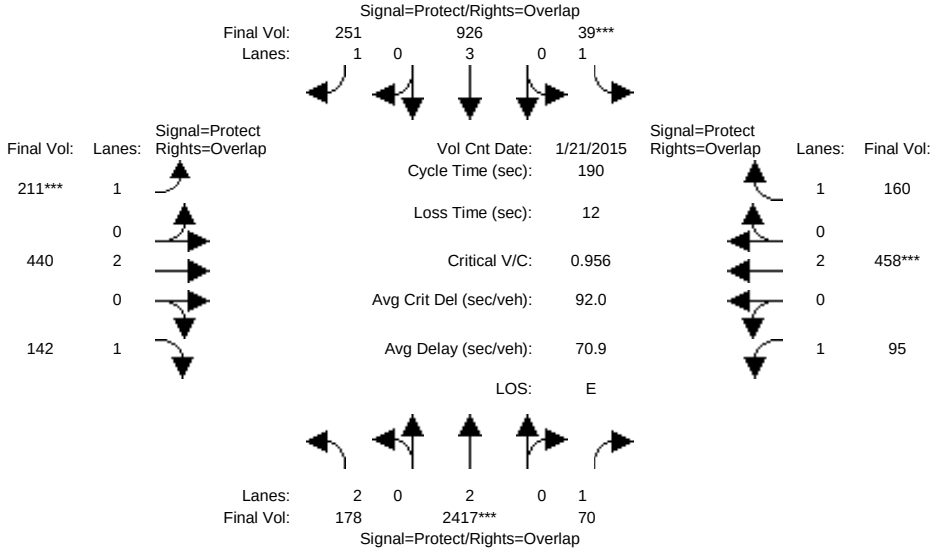
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #5419: SAN TOMAS EXPWY/HOMESTEAD RD [HOV: NB(AM) SB(PM)]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	21	123	123	9	110	110	26	43	43	16	33	33
Y+R:	4.0	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: 21 Jan 2015 << 8-9 AM												
Base Vol:	178	2843	70	39	926	251	211	440	142	95	458	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	178	2843	70	39	926	251	211	440	142	95	458	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	178	2843	70	39	926	251	211	440	142	95	458	160
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	178	2417	70	39	926	251	211	440	142	95	458	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	2417	70	39	926	251	211	440	142	95	458	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	178	2417	70	39	926	251	211	440	142	95	458	160
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
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.:	3150	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.64	0.04	0.02	0.16	0.14	0.12	0.12	0.08	0.05	0.12	0.09
Crit Moves:		****		****			****				****	
Green Time:	19.8	115	130.1	8.4	104	128.1	24.3	40.2	60.1	15.0	30.9	39.3
Volume/Cap:	0.54	1.05	0.06	0.50	0.30	0.21	0.94	0.55	0.26	0.69	0.74	0.44
Delay/Veh:	88.2	89.6	16.9	100.0	17.3	4.6	131.6	72.1	51.9	104.8	85.7	71.1
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:	88.2	89.6	16.9	100.0	17.3	4.6	131.6	72.1	51.9	104.8	85.7	71.1
LOS by Move:	F	F	B	F	B	A	F	E	D	F	F	E
DesignQueue:	11	65	3	5	17	10	23	20	12	11	22	16

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

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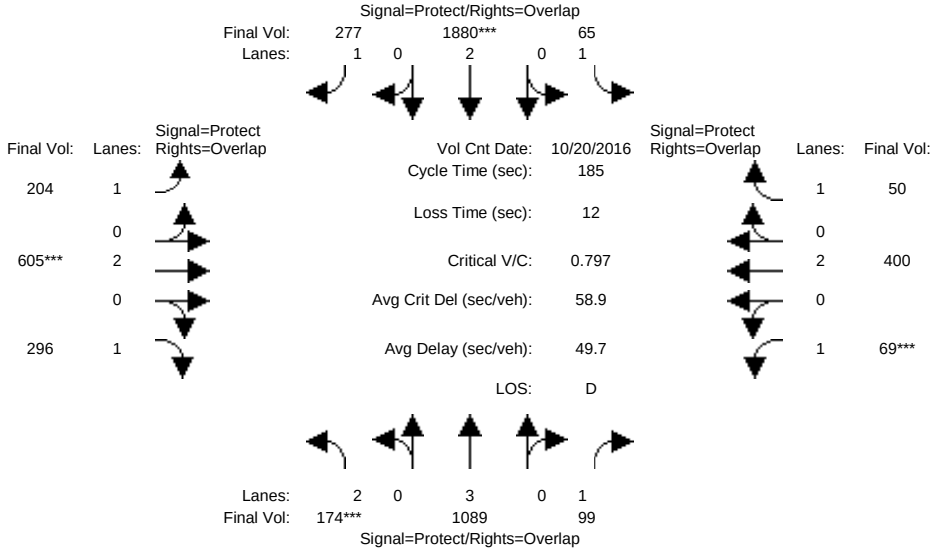
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #5419: SAN TOMAS EXPWY/HOMESTEAD RD [HOV: NB(AM) SB(PM)]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	19	103	103	16	100	100	30	44	44	22	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2016 << 4:45-5:45PM												
Base Vol:	174	1089	99	65	2442	277	204	605	296	69	400	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	174	1089	99	65	2442	277	204	605	296	69	400	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	174	1089	99	65	2442	277	204	605	296	69	400	50
User Adj:	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	174	1089	99	65	1880	277	204	605	296	69	400	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	1089	99	65	1880	277	204	605	296	69	400	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	174	1089	99	65	1880	277	204	605	296	69	400	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
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.:	3150	5700	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.06	0.04	0.49	0.16	0.12	0.16	0.17	0.04	0.11	0.03
Crit Moves:	****				****			****		****		
Green Time:	17.8	96.7	117.4	15.0	93.9	122.1	28.2	41.3	59.2	20.7	33.8	48.8
Volume/Cap:	0.57	0.37	0.09	0.46	0.97	0.24	0.77	0.71	0.53	0.35	0.58	0.11
Delay/Veh:	87.8	20.3	6.8	88.7	50.6	5.6	92.6	73.5	55.8	82.0	74.7	55.0
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:	87.8	20.3	6.8	88.7	50.6	5.6	92.6	73.5	55.8	82.0	74.7	55.0
LOS by Move:	F	C	A	F	D	A	F	E	E	F	E	E
DesignQueue:	11	20	4	7	58	12	21	27	25	7	18	4

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

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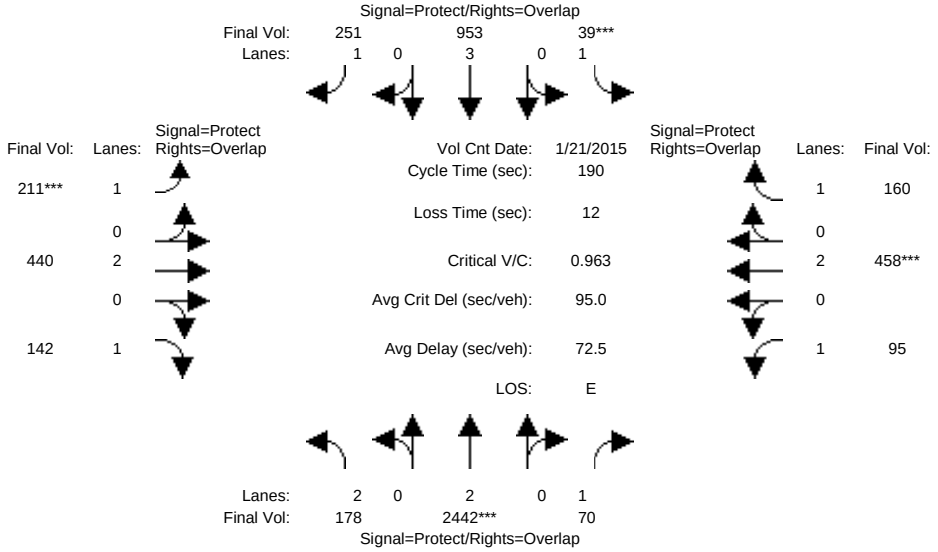
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #5419: SAN TOMAS EXPWY/HOMESTEAD RD [HOV: NB(AM) SB(PM)]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	21	123	123	9	110	110	26	43	43	16	33	33
Y+R:	4.0	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: 21 Jan 2015 << 8-9 AM												
Base Vol:	178	2843	70	39	926	251	211	440	142	95	458	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	178	2843	70	39	926	251	211	440	142	95	458	160
Added Vol:	0	30	0	0	27	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	178	2873	70	39	953	251	211	440	142	95	458	160
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	178	2442	70	39	953	251	211	440	142	95	458	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	2442	70	39	953	251	211	440	142	95	458	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	178	2442	70	39	953	251	211	440	142	95	458	160
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
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.:	3150	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.64	0.04	0.02	0.17	0.14	0.12	0.12	0.08	0.05	0.12	0.09
Crit Moves:		****		****			****				****	
Green Time:	19.8	115	130.1	8.4	104	128.1	24.3	40.2	60.1	15.0	30.9	39.3
Volume/Cap:	0.54	1.06	0.06	0.50	0.31	0.21	0.94	0.55	0.26	0.69	0.74	0.44
Delay/Veh:	88.2	93.6	16.9	100.0	17.4	4.6	131.6	72.1	51.9	104.8	85.7	71.1
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:	88.2	93.6	16.9	100.0	17.4	4.6	131.6	72.1	51.9	104.8	85.7	71.1
LOS by Move:	F	F	B	F	B	A	F	E	D	F	F	E
DesignQueue:	11	65	3	5	17	10	23	20	12	11	22	16

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

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4300 Stevens Creek Mixed-Use Development
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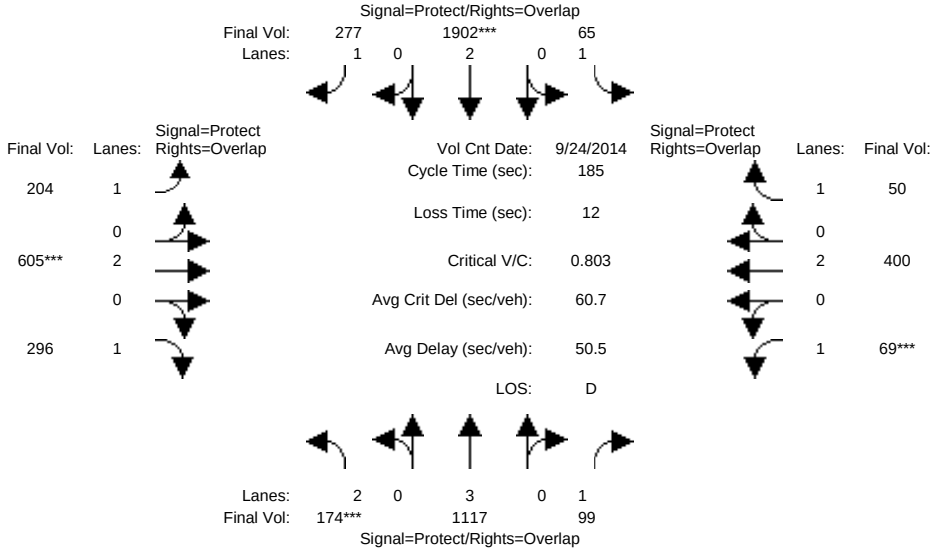
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing+Proj PM

Intersection #5419: SAN TOMAS EXPWY/HOMESTEAD RD [HOV: NB(AM) SB(PM)]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	19	103	103	16	100	100	30	44	44	22	36	36
Y+R:	4.0	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: 24 Sep 2014 << 4:45-5:45PM												
Base Vol:	174	1089	99	65	2442	277	204	605	296	69	400	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	174	1089	99	65	2442	277	204	605	296	69	400	50
Added Vol:	0	28	0	0	28	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	174	1117	99	65	2470	277	204	605	296	69	400	50
User Adj:	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	174	1117	99	65	1902	277	204	605	296	69	400	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	1117	99	65	1902	277	204	605	296	69	400	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	174	1117	99	65	1902	277	204	605	296	69	400	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
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.:	3150	5700	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.06	0.04	0.50	0.16	0.12	0.16	0.17	0.04	0.11	0.03
Crit Moves:	****				****			****		****		
Green Time:	17.8	96.7	117.4	15.0	93.9	122.1	28.2	41.3	59.2	20.7	33.8	48.8
Volume/Cap:	0.57	0.37	0.09	0.46	0.99	0.24	0.77	0.71	0.53	0.35	0.58	0.11
Delay/Veh:	87.8	20.4	6.8	88.7	53.3	5.6	92.6	73.5	55.8	82.0	74.7	55.0
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:	87.8	20.4	6.8	88.7	53.3	5.6	92.6	73.5	55.8	82.0	74.7	55.0
LOS by Move:	F	C	A	F	D	A	F	E	E	F	E	E
DesignQueue:	11	21	4	7	59	12	21	27	25	7	18	4

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

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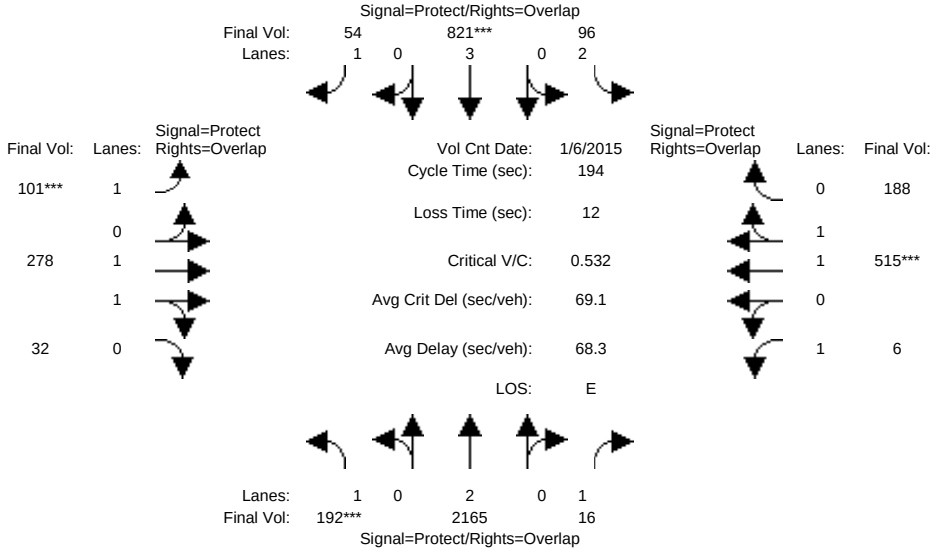
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #5421: San Tomas Expwy/Pruneridge Ave [HOV: NB(AM) SB(PM)]



Street Name:	San Tomas Expressway						Pruneridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	29	120	120	17	108	108	18	50	50	8	39	39
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Jan 2015 << 7:30-8:30 AM												
Base Vol:	192	2547	16	96	821	54	101	278	32	6	515	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	192	2547	16	96	821	54	101	278	32	6	515	188
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	192	2547	16	96	821	54	101	278	32	6	515	188
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	192	2165	16	96	821	54	101	278	32	6	515	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	2165	16	96	821	54	101	278	32	6	515	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	192	2165	16	96	821	54	101	278	32	6	515	188
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	2.00	3.00	1.00	1.00	1.79	0.21	1.00	1.45	0.55
Final Sat.:	1750	3800	1750	3150	5700	1750	1750	3318	382	1750	2710	989
Capacity Analysis Module:												
Vol/Sat:	0.11	0.57	0.01	0.03	0.14	0.03	0.06	0.08	0.08	0.00	0.19	0.19
Crit Moves:	****				****		****				****	
Green Time:	27.2	112	120.0	15.9	101	118.1	16.9	46.9	74.0	7.5	37.5	53.4
Volume/Cap:	0.78	0.98	0.01	0.37	0.28	0.05	0.66	0.35	0.22	0.09	0.98	0.69
Delay/Veh:	101.0	73.0	21.8	90.8	20.3	9.1	102.1	65.2	43.3	96.6	113	69.1
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:	101.0	73.0	21.8	90.8	20.3	9.1	102.1	65.2	43.3	96.6	113	69.1
LOS by Move:	F	E	C	F	C	A	F	E	D	F	F	E
DesignQueue:	21	62	1	6	16	3	12	14	12	1	35	32

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

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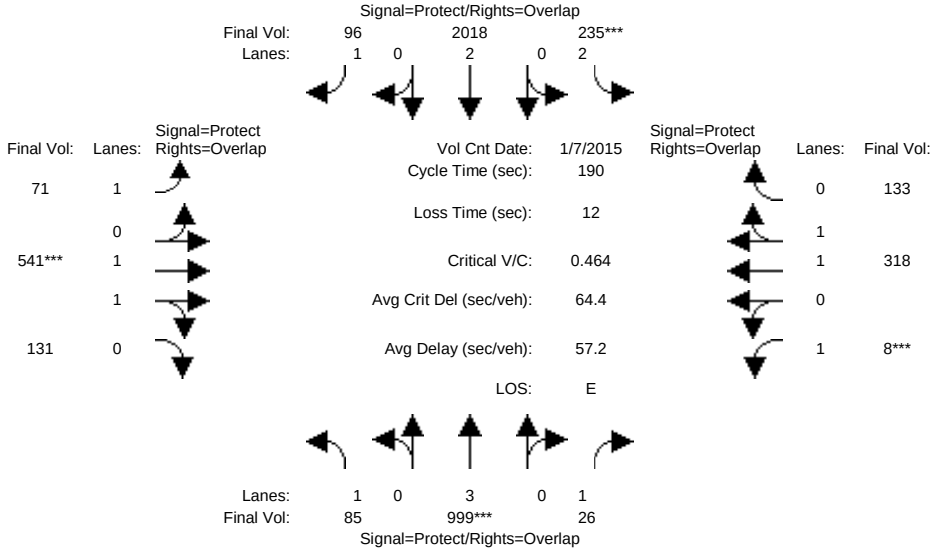
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #5421: San Tomas Expwy/Pruneridge Ave [HOV: NB(AM) SB(PM)]



Street Name:	San Tomas Expressway						Pruneridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	16	101	101	40	125	125	16	39	39	10	33	33
Y+R:	4.0	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: 7 Jan 2015 << 4:45 - 5:45 PM												
Base Vol:	85	999	26	235	2523	96	71	541	131	8	318	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	999	26	235	2523	96	71	541	131	8	318	133
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	999	26	235	2523	96	71	541	131	8	318	133
User Adj:	1.00	1.00	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	85	999	26	235	2018	96	71	541	131	8	318	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	999	26	235	2018	96	71	541	131	8	318	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	85	999	26	235	2018	96	71	541	131	8	318	133
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	1.00	1.60	0.40	1.00	1.39	0.61
Final Sat.:	1750	5700	1750	3150	3800	1750	1750	2978	721	1750	2608	1091
Capacity Analysis Module:												
Vol/Sat:	0.05	0.18	0.01	0.07	0.53	0.05	0.04	0.18	0.18	0.00	0.12	0.12
Crit Moves:		****		****				****		****		
Green Time:	15.0	95.0	104.4	37.6	118	132.6	15.0	36.7	51.7	9.4	31.0	68.7
Volume/Cap:	0.61	0.35	0.03	0.38	0.86	0.08	0.51	0.94	0.67	0.09	0.75	0.34
Delay/Veh:	97.9	38.0	27.2	71.0	48.3	16.1	92.5	101	67.1	92.1	85.6	47.1
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:	97.9	38.0	27.2	71.0	48.3	16.1	92.5	101	67.1	92.1	85.6	47.1
LOS by Move:	F	D	C	E	D	B	F	F	E	F	F	D
DesignQueue:	10	20	1	13	50	4	8	33	30	1	22	17

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

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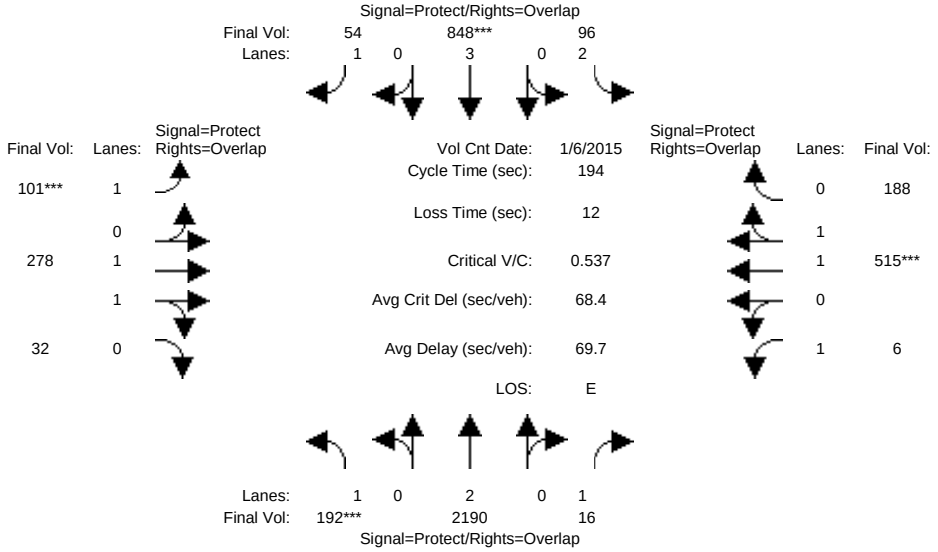
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #5421: San Tomas Expwy/Pruneridge Ave [HOV: NB(AM) SB(PM)]



Street Name:	San Tomas Expressway						Pruneridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	29	120	120	17	108	108	18	50	50	8	39	39
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Jan 2015 << 7:30-8:30 AM												
Base Vol:	192	2547	16	96	821	54	101	278	32	6	515	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	192	2547	16	96	821	54	101	278	32	6	515	188
Added Vol:	0	30	0	0	27	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	192	2577	16	96	848	54	101	278	32	6	515	188
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	192	2190	16	96	848	54	101	278	32	6	515	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	2190	16	96	848	54	101	278	32	6	515	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	192	2190	16	96	848	54	101	278	32	6	515	188
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	2.00	3.00	1.00	1.00	1.79	0.21	1.00	1.45	0.55
Final Sat.:	1750	3800	1750	3150	5700	1750	1750	3318	382	1750	2710	989
Capacity Analysis Module:												
Vol/Sat:	0.11	0.58	0.01	0.03	0.15	0.03	0.06	0.08	0.08	0.00	0.19	0.19
Crit Moves:	****				****		****				****	
Green Time:	27.2	112	120.0	15.9	101	118.1	16.9	46.9	74.0	7.5	37.5	53.4
Volume/Cap:	0.78	0.99	0.01	0.37	0.29	0.05	0.66	0.35	0.22	0.09	0.98	0.69
Delay/Veh:	101.0	76.4	21.8	90.8	20.4	9.1	102.1	65.2	43.3	96.6	113	69.1
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:	101.0	76.4	21.8	90.8	20.4	9.1	102.1	65.2	43.3	96.6	113	69.1
LOS by Move:	F	E	C	F	C	A	F	E	D	F	F	E
DesignQueue:	21	62	1	6	16	3	12	14	12	1	35	32

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

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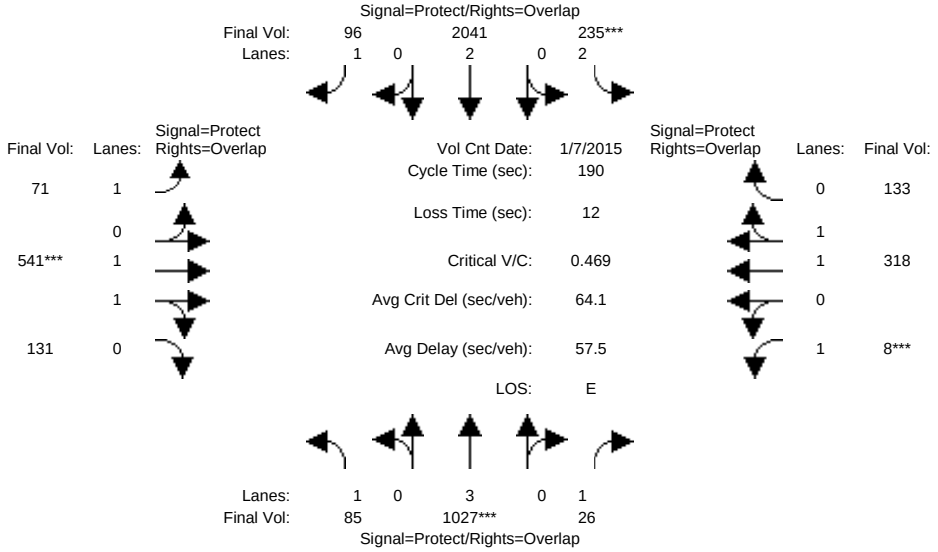
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #5421: San Tomas Expwy/Pruneridge Ave [HOV: NB(AM) SB(PM)]



Street Name:	San Tomas Expressway						Pruneridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	16	101	101	40	125	125	16	39	39	10	33	33
Y+R:	4.0	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: 7 Jan 2015 << 4:45 - 5:45 PM												
Base Vol:	85	999	26	235	2523	96	71	541	131	8	318	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	999	26	235	2523	96	71	541	131	8	318	133
Added Vol:	0	28	0	0	28	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	1027	26	235	2551	96	71	541	131	8	318	133
User Adj:	1.00	1.00	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	85	1027	26	235	2041	96	71	541	131	8	318	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	1027	26	235	2041	96	71	541	131	8	318	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	85	1027	26	235	2041	96	71	541	131	8	318	133
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	1.00	1.60	0.40	1.00	1.39	0.61
Final Sat.:	1750	5700	1750	3150	3800	1750	1750	2978	721	1750	2608	1091
Capacity Analysis Module:												
Vol/Sat:	0.05	0.18	0.01	0.07	0.54	0.05	0.04	0.18	0.18	0.00	0.12	0.12
Crit Moves:		****		****				****		****		
Green Time:	15.0	95.0	104.4	37.6	118	132.6	15.0	36.7	51.7	9.4	31.0	68.7
Volume/Cap:	0.61	0.36	0.03	0.38	0.87	0.08	0.51	0.94	0.67	0.09	0.75	0.34
Delay/Veh:	97.9	38.3	27.2	71.0	49.2	16.1	92.5	101	67.1	92.1	85.6	47.1
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:	97.9	38.3	27.2	71.0	49.2	16.1	92.5	101	67.1	92.1	85.6	47.1
LOS by Move:	F	D	C	E	D	B	F	F	E	F	F	D
DesignQueue:	10	20	1	13	51	4	8	33	30	1	22	17

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

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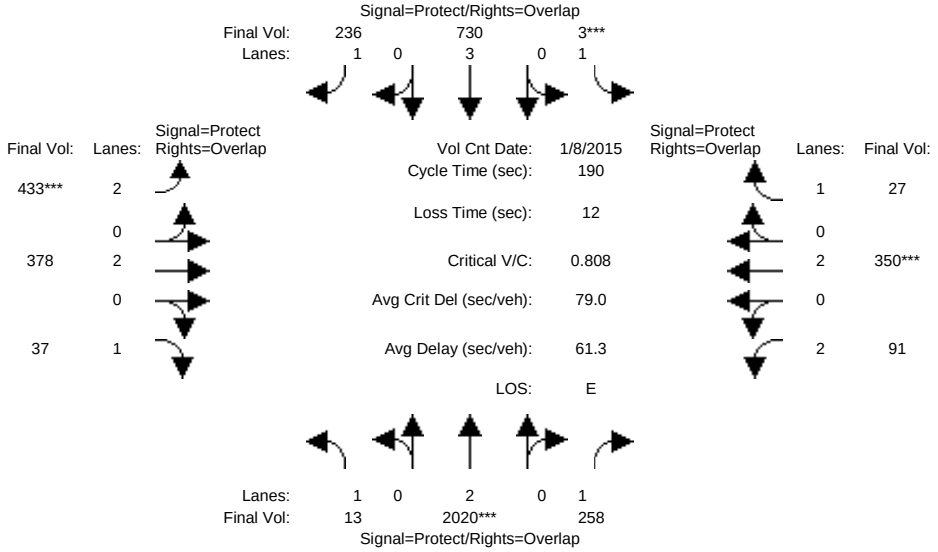
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #5422: SAN TOMAS EXPWY/SARATOGA AVE [HOV: NB(AM) SB(PM)]



Street Name:	SAN TOMAS EXPWY						SARATOGA AVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	118	118	14	109	109	33	52	52	17	37	37
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Jan 2015 << 7:45-8:45 AM												
Base Vol:	13	2376	258	3	730	236	433	378	37	91	350	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	2376	258	3	730	236	433	378	37	91	350	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	2376	258	3	730	236	433	378	37	91	350	27
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	2020	258	3	730	236	433	378	37	91	350	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	2020	258	3	730	236	433	378	37	91	350	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	2020	258	3	730	236	433	378	37	91	350	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.53	0.15	0.00	0.13	0.13	0.14	0.10	0.02	0.03	0.09	0.02
Crit Moves:		****		****			****				****	
Green Time:	13.3	105	120.1	12.4	104	133.2	29.3	46.8	60.2	15.3	32.9	45.3
Volume/Cap:	0.11	0.96	0.23	0.03	0.23	0.19	0.89	0.40	0.07	0.36	0.53	0.06
Delay/Veh:	93.6	72.5	25.0	93.7	17.4	2.9	107.0	67.7	51.1	94.0	81.5	63.1
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:	93.6	72.5	25.0	93.7	17.4	2.9	107.0	67.7	51.1	94.0	81.5	63.1
LOS by Move:	F	E	C	F	B	A	F	E	D	F	F	E
DesignQueue:	2	63	13	0	14	9	27	17	3	6	18	3

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

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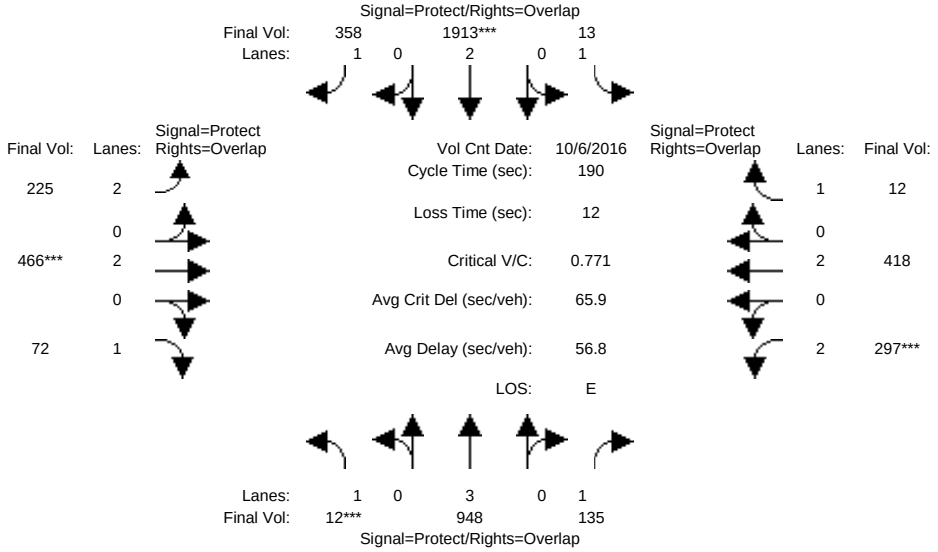
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #5422: SAN TOMAS EXPWY/SARATOGA AVE [HOV: NB(AM) SB(PM)]



Street Name:	SAN TOMAS EXPWY						SARATOGA AVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	122	122	14	123	123	20	39	39	21	39	39
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Oct 2016 << 5:15-6:15PM												
Base Vol:	12	948	135	13	2484	358	225	466	72	297	418	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	948	135	13	2484	358	225	466	72	297	418	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	948	135	13	2484	358	225	466	72	297	418	12
User Adj:	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	948	135	13	1913	358	225	466	72	297	418	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	948	135	13	1913	358	225	466	72	297	418	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	948	135	13	1913	358	225	466	72	297	418	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.17	0.08	0.01	0.50	0.20	0.07	0.12	0.04	0.09	0.11	0.01
Crit Moves:	****				****			****		****		
Green Time:	12.7	112	130.8	12.8	112	130.3	18.5	35.5	48.2	19.1	36.1	48.9
Volume/Cap:	0.10	0.28	0.11	0.11	0.86	0.30	0.73	0.66	0.16	0.94	0.58	0.03
Delay/Veh:	92.0	29.2	17.8	92.0	52.4	21.0	100.6	81.1	60.9	128.0	78.3	58.1
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:	92.0	29.2	17.8	92.0	52.4	21.0	100.6	81.1	60.9	128.0	78.3	58.1
LOS by Move:	F	C	B	F	D	C	F	F	E	F	E	E
DesignQueue:	1	16	5	2	53	15	14	23	7	19	20	1

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

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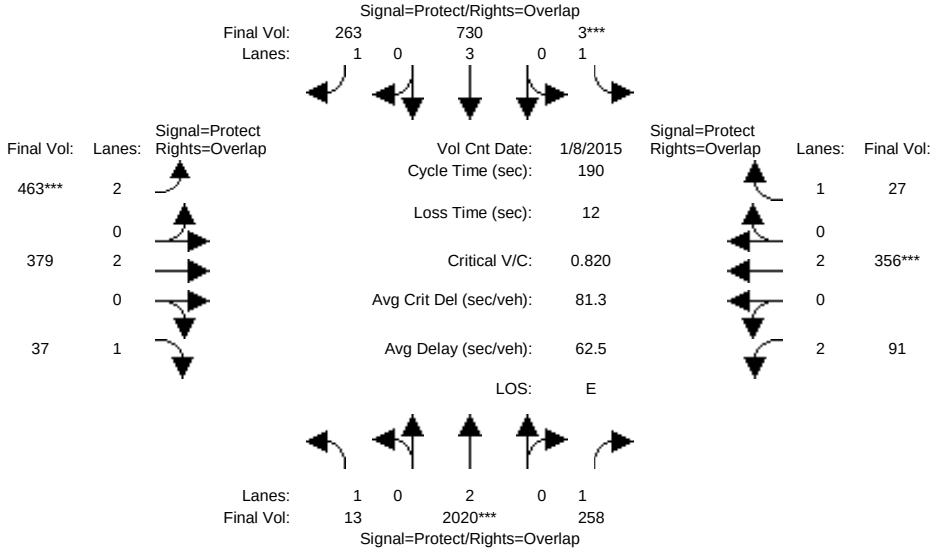
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #5422: SAN TOMAS EXPWY/SARATOGA AVE [HOV: NB(AM) SB(PM)]



Street Name:	SAN TOMAS EXPWY						SARATOGA AVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	118	118	14	109	109	33	52	52	17	37	37
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Jan 2015 << 7:45-8:45 AM												
Base Vol:	13	2376	258	3	730	236	433	378	37	91	350	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	2376	258	3	730	236	433	378	37	91	350	27
Added Vol:	0	0	0	0	0	27	30	1	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	2376	258	3	730	263	463	379	37	91	356	27
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	2020	258	3	730	263	463	379	37	91	356	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	2020	258	3	730	263	463	379	37	91	356	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	2020	258	3	730	263	463	379	37	91	356	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.53	0.15	0.00	0.13	0.15	0.15	0.10	0.02	0.03	0.09	0.02
Crit Moves:		****		****			****				****	
Green Time:	13.3	105	120.1	12.4	104	133.2	29.3	46.8	60.2	15.3	32.9	45.3
Volume/Cap:	0.11	0.96	0.23	0.03	0.23	0.21	0.95	0.40	0.07	0.36	0.54	0.06
Delay/Veh:	93.6	72.5	25.0	93.7	17.4	2.9	119.0	67.8	51.1	94.0	81.7	63.1
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:	93.6	72.5	25.0	93.7	17.4	2.9	119.0	67.8	51.1	94.0	81.7	63.1
LOS by Move:	F	E	C	F	B	A	F	E	D	F	F	E
DesignQueue:	2	63	13	0	14	11	29	17	3	6	18	3

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

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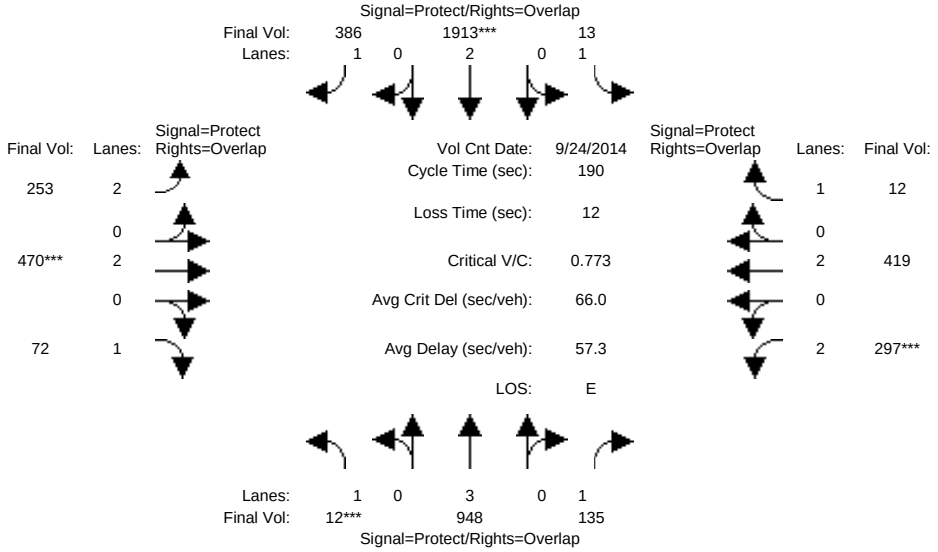
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #5422: SAN TOMAS EXPWY/SARATOGA AVE [HOV: NB(AM) SB(PM)]



Street Name:	SAN TOMAS EXPWY						SARATOGA AVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	122	122	14	123	123	20	39	39	21	39	39
Y+R:	4.0	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: 24 Sep 2014 << 5:15-6:15PM												
Base Vol:	12	948	135	13	2484	358	225	466	72	297	418	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	948	135	13	2484	358	225	466	72	297	418	12
Added Vol:	0	0	0	0	0	28	28	4	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	948	135	13	2484	386	253	470	72	297	419	12
User Adj:	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	948	135	13	1913	386	253	470	72	297	419	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	948	135	13	1913	386	253	470	72	297	419	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	948	135	13	1913	386	253	470	72	297	419	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.17	0.08	0.01	0.50	0.22	0.08	0.12	0.04	0.09	0.11	0.01
Crit Moves:	****				****			****		****		
Green Time:	12.7	112	130.8	12.8	112	130.3	18.5	35.5	48.2	19.1	36.1	48.9
Volume/Cap:	0.10	0.28	0.11	0.11	0.86	0.32	0.83	0.66	0.16	0.94	0.58	0.03
Delay/Veh:	92.0	29.2	17.8	92.0	52.4	21.4	109.1	81.3	60.9	128.0	78.3	58.1
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:	92.0	29.2	17.8	92.0	52.4	21.4	109.1	81.3	60.9	128.0	78.3	58.1
LOS by Move:	F	C	B	F	D	C	F	F	E	F	E	E
DesignQueue:	1	16	5	2	53	16	16	23	7	19	20	1

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

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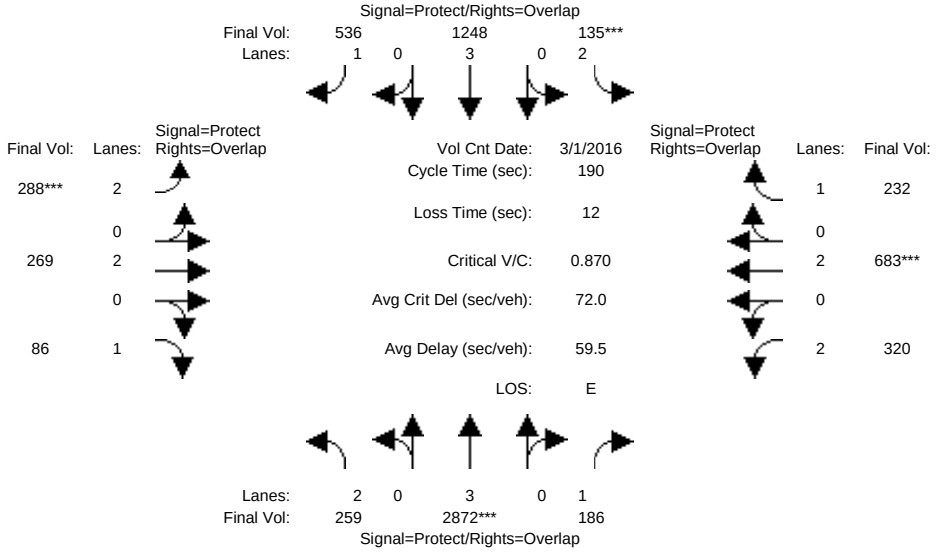
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #5625: LAWRENCE EXPWY/HOMESTEAD RD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	22	107	107	17	102	102	23	43	43	23	43	43
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Mar 2016 << 8-9 AM												
Base Vol:	259	3301	186	135	1434	536	288	269	86	320	683	232
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	259	3301	186	135	1434	536	288	269	86	320	683	232
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	259	3301	186	135	1434	536	288	269	86	320	683	232
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	259	2872	186	135	1248	536	288	269	86	320	683	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	259	2872	186	135	1248	536	288	269	86	320	683	232
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	259	2872	186	135	1248	536	288	269	86	320	683	232
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.50	0.11	0.04	0.22	0.31	0.09	0.07	0.05	0.10	0.18	0.13
Crit Moves:		****		****			****				****	
Green Time:	20.7	101	122.3	16.0	95.9	117.6	21.6	40.4	61.1	21.6	40.4	56.4
Volume/Cap:	0.75	0.95	0.17	0.51	0.43	0.49	0.80	0.33	0.15	0.89	0.84	0.45
Delay/Veh:	96.6	65.5	21.5	90.2	24.2	11.5	99.6	67.6	49.0	111.5	84.4	58.2
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:	96.6	65.5	21.5	90.2	24.2	11.5	99.6	67.6	49.0	111.5	84.4	58.2
LOS by Move:	F	E	C	F	C	B	F	E	D	F	F	E
DesignQueue:	16	58	8	8	25	27	18	12	7	20	32	21

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

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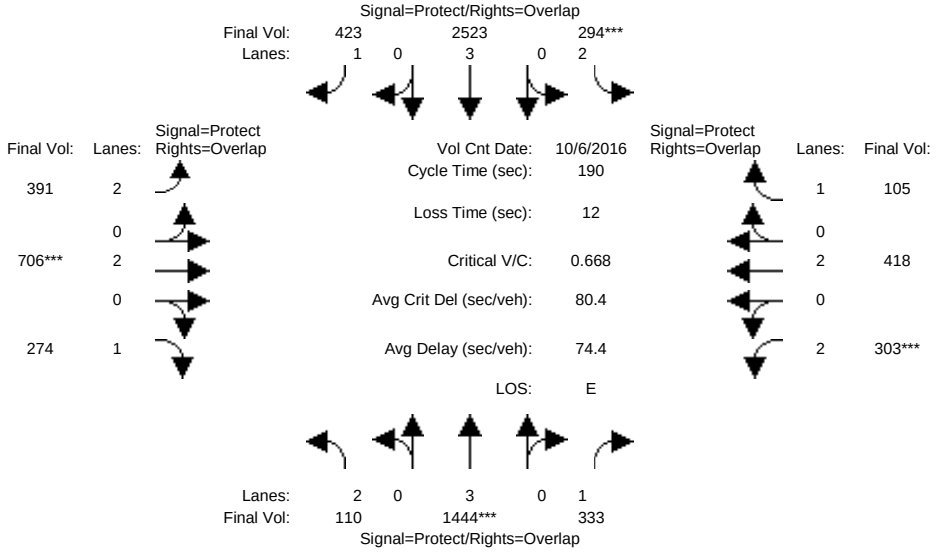
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #5625: LAWRENCE EXPWY/HOMESTEAD RD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	17	95	95	27	105	105	27	38	38	30	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 6 Oct 2016 << 5:15 - 6:15 PM

Base Vol:	110	1828	333	294	3194	423	391	706	274	303	418	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1828	333	294	3194	423	391	706	274	303	418	105
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1828	333	294	3194	423	391	706	274	303	418	105
User Adj:	1.00	0.79	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1444	333	294	2523	423	391	706	274	303	418	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1444	333	294	2523	423	391	706	274	303	418	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	1444	333	294	2523	423	391	706	274	303	418	105

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:

Vol/Sat:	0.03	0.25	0.19	0.09	0.44	0.24	0.12	0.19	0.16	0.10	0.11	0.06
Crit Moves:		****		****				****		****		
Green Time:	16.0	89.4	117.6	25.4	98.8	124.2	25.4	35.7	51.7	28.2	38.6	64.0
Volume/Cap:	0.41	0.54	0.31	0.70	0.85	0.37	0.93	0.99	0.58	0.65	0.54	0.18
Delay/Veh:	94.2	60.6	37.9	97.3	74.5	36.3	113.4	112	65.1	84.2	72.9	47.4
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:	94.2	60.6	37.9	97.3	74.5	36.3	113.4	112	65.1	84.2	72.9	47.4
LOS by Move:	F	E	D	F	E	D	F	F	E	F	E	D
DesignQueue:	7	31	16	18	51	19	24	34	25	18	19	9

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

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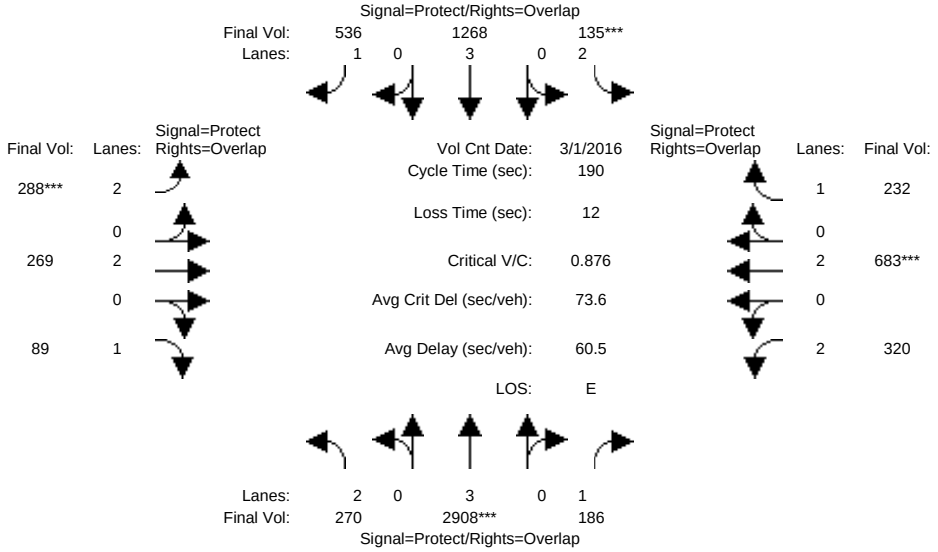
Hexagon Transportation Consultants

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

Intersection #5625: LAWRENCE EXPWY/HOMESTEAD RD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	22	107	107	17	102	102	23	43	43	23	43	43
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Mar 2016 << 8-9 AM												
Base Vol:	259	3301	186	135	1434	536	288	269	86	320	683	232
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	259	3301	186	135	1434	536	288	269	86	320	683	232
Added Vol:	11	42	0	0	24	0	0	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	270	3343	186	135	1458	536	288	269	89	320	683	232
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	270	2908	186	135	1268	536	288	269	89	320	683	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	2908	186	135	1268	536	288	269	89	320	683	232
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	270	2908	186	135	1268	536	288	269	89	320	683	232
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.51	0.11	0.04	0.22	0.31	0.09	0.07	0.05	0.10	0.18	0.13
Crit Moves:		****		****			****				****	
Green Time:	20.7	101	122.3	16.0	95.9	117.6	21.6	40.4	61.1	21.6	40.4	56.4
Volume/Cap:	0.79	0.96	0.17	0.51	0.44	0.49	0.80	0.33	0.16	0.89	0.84	0.45
Delay/Veh:	99.2	67.7	21.5	90.2	24.3	11.5	99.6	67.6	49.1	111.5	84.4	58.2
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:	99.2	67.7	21.5	90.2	24.3	11.5	99.6	67.6	49.1	111.5	84.4	58.2
LOS by Move:	F	E	C	F	C	B	F	E	D	F	F	E
DesignQueue:	17	59	8	8	25	27	18	12	7	20	32	21

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

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4300 Stevens Creek Mixed-Use Development
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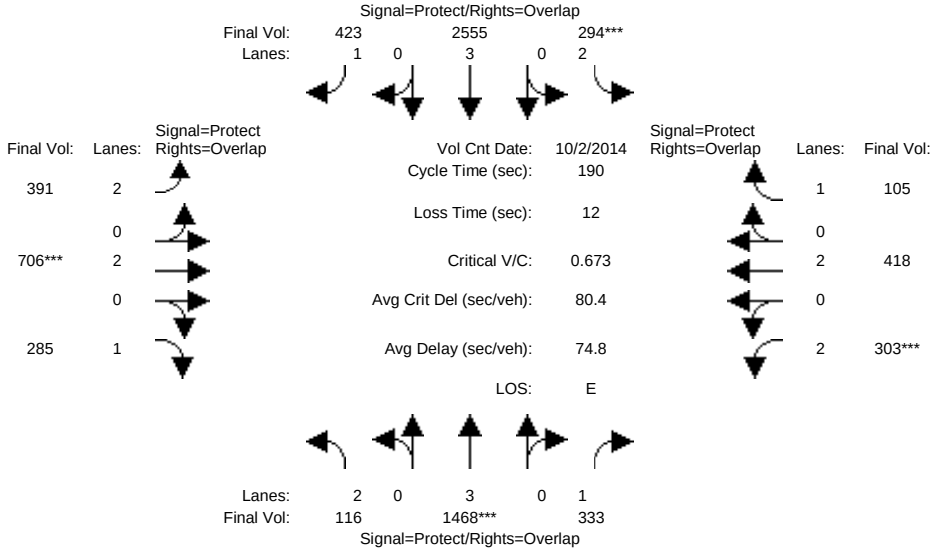
Hexagon Transportation Consultants

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

Intersection #5625: LAWRENCE EXPWY/HOMESTEAD RD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	17	95	95	27	105	105	27	38	38	30	41	41
Y+R:	4.0	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: 2 Oct 2014 << 5:00-6:00PM

Base Vol:	110	1828	333	294	3194	423	391	706	274	303	418	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1828	333	294	3194	423	391	706	274	303	418	105
Added Vol:	6	30	0	0	40	0	0	0	11	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	1858	333	294	3234	423	391	706	285	303	418	105
User Adj:	1.00	0.79	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	1468	333	294	2555	423	391	706	285	303	418	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	1468	333	294	2555	423	391	706	285	303	418	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	1468	333	294	2555	423	391	706	285	303	418	105

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:

Vol/Sat:	0.04	0.26	0.19	0.09	0.45	0.24	0.12	0.19	0.16	0.10	0.11	0.06
Crit Moves:		****		****				****		****		
Green Time:	16.0	89.4	117.6	25.4	98.8	124.2	25.4	35.7	51.7	28.2	38.6	64.0
Volume/Cap:	0.44	0.55	0.31	0.70	0.86	0.37	0.93	0.99	0.60	0.65	0.54	0.18
Delay/Veh:	94.5	61.0	37.9	97.3	75.5	36.3	113.4	112	66.0	84.2	72.9	47.4
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:	94.5	61.0	37.9	97.3	75.5	36.3	113.4	112	66.0	84.2	72.9	47.4
LOS by Move:	F	E	D	F	E	D	F	F	E	F	E	D
DesignQueue:	7	31	16	18	52	19	24	34	26	18	19	9

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

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4300 Stevens Creek Mixed-Use Development
City of San Jose
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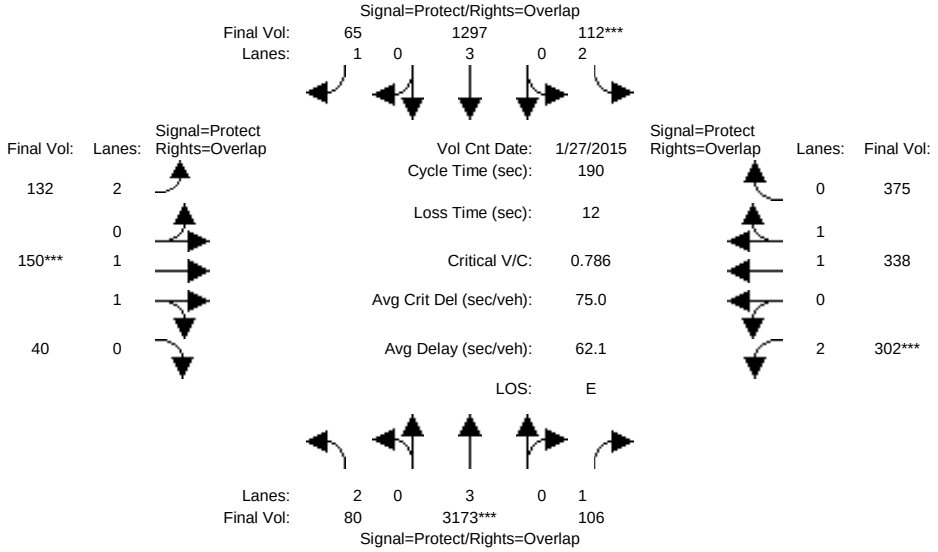
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #5626: Lawrence Expwy/Pruneridge Ave




```
Street Name:         Lawrence Expway                    Pruneridge Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    19  113   113    16  111   111    19   37    37    24   42    42
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 27 Jan 2015 << 8:15-9:15AM
Base Vol:      80 3647   106   112 1491    65   132  150    40   302  338   375
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   80 3647   106   112 1491    65   132  150    40   302  338   375
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   80 3647   106   112 1491    65   132  150    40   302  338   375
User Adj:    1.00 0.87  1.00  1.00 0.87  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    80 3173   106   112 1297    65   132  150    40   302  338   375
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   80 3173   106   112 1297    65   132  150    40   302  338   375
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   80 3173   106   112 1297    65   132  150    40   302  338   375
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.83 1.00  0.92  0.83 1.00  0.92  0.83 0.98  0.95  0.83 1.00  0.92
Lanes:       2.00 3.00  1.00  2.00 3.00  1.00  2.00 1.57  0.43  2.00 1.00  1.00
Final Sat.:  3150 5700  1750  3150 5700  1750  3150 2920   779  3150 1900  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.56  0.06  0.04 0.23  0.04  0.04 0.05  0.05  0.10 0.18  0.21
Crit Moves:        ****        ****                   ****        ****
Green Time:  17.8  107 129.2  15.0  104 121.7  17.8 34.6  52.4  22.5 39.3  54.3
Volume/Cap:  0.27 0.99  0.09  0.45 0.42  0.06  0.45 0.28  0.19  0.81 0.86  0.75
Delay/Veh:   86.1 72.3  17.6  90.6 18.6   6.4  88.1 71.8  56.2  99.9 86.7  69.3
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:  86.1 72.3  17.6  90.6 18.6   6.4  88.1 71.8  56.2  99.9 86.7  69.3
LOS by Move:    F    E     B     F    B     A     F    E     E     F    F     E
DesignQueue:    5   61     4     7   24     3     8    9     8    19   32    35
Note: Queue reported is the number of cars per lane.
```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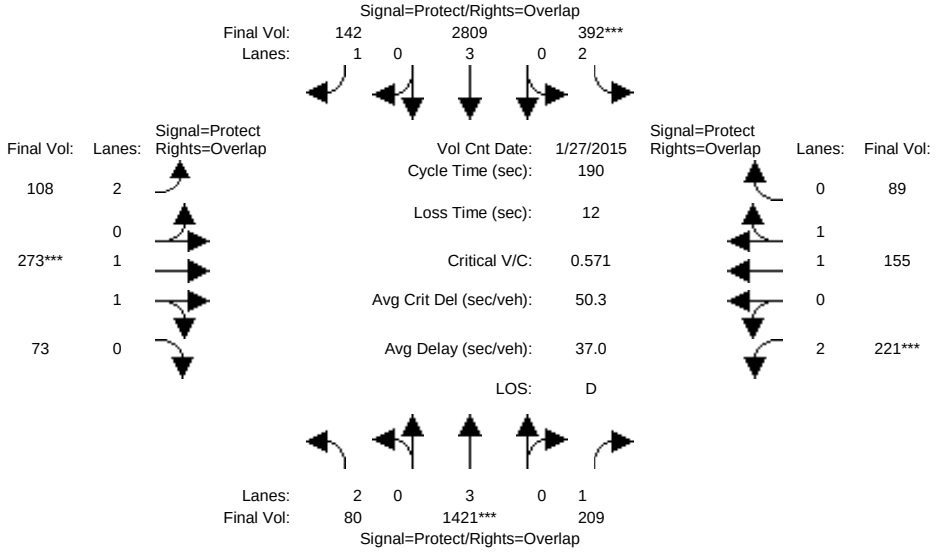
City of San Jose
Hexagon Transportation Consultants

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

Intersection #5626: Lawrence Expwy/Pruneridge Ave



Street Name:	Lawrence Expway						Pruneridge Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	107	107	28	117	117	17	33	33	22	38	38
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Jan 2015 << 5:15-6:15 PM												
Base Vol:	80	1846	209	392	3425	142	108	273	73	221	155	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	1846	209	392	3425	142	108	273	73	221	155	89
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	1846	209	392	3425	142	108	273	73	221	155	89
User Adj:	1.00	0.77	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	1421	209	392	2809	142	108	273	73	221	155	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1421	209	392	2809	142	108	273	73	221	155	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	1421	209	392	2809	142	108	273	73	221	155	89
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.57	0.43	2.00	1.25	0.75
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	2919	780	3150	2349	1349
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.12	0.12	0.49	0.08	0.03	0.09	0.09	0.07	0.07	0.07
Crit Moves:		****		****				****		****		
Green Time:	16.9	101	121.3	26.3	110	126.0	16.0	31.0	48.0	20.7	35.7	62.1
Volume/Cap:	0.29	0.47	0.19	0.90	0.85	0.12	0.41	0.57	0.37	0.64	0.35	0.20
Delay/Veh:	86.5	21.5	7.2	106.4	24.2	5.0	88.7	79.3	62.5	90.4	71.6	49.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.5	21.5	7.2	106.4	24.2	5.0	88.7	79.3	62.5	90.4	71.6	49.1
LOS by Move:	F	C	A	F	C	A	F	E	E	F	E	D
DesignQueue:	5	27	10	24	51	6	7	17	15	14	12	10

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

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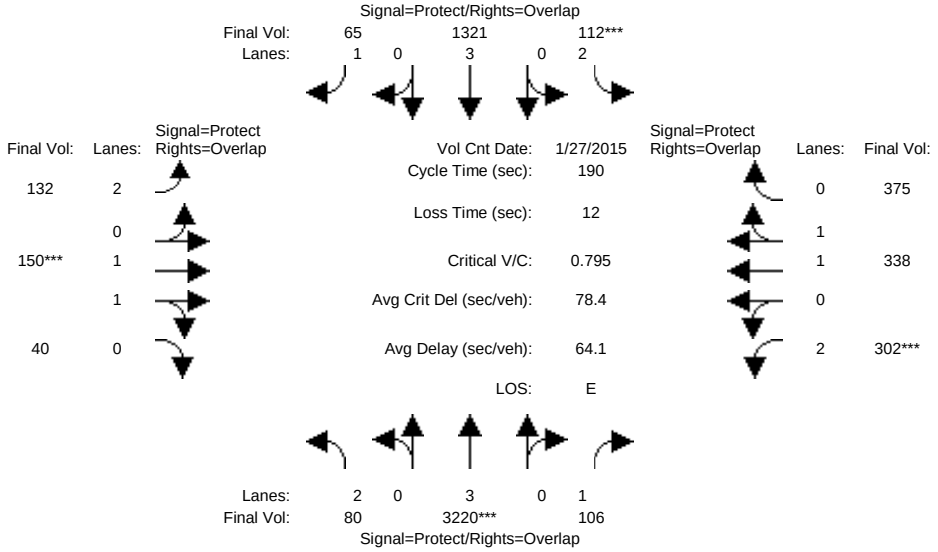
Hexagon Transportation Consultants

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

Intersection #5626: Lawrence Expwy/Pruneridge Ave



Street Name:	Lawrence Expway						Pruneridge Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	19	113	113	16	111	111	19	37	37	24	42	42
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Jan 2015 << 8:15-9:15AM												
Base Vol:	80	3647	106	112	1491	65	132	150	40	302	338	375
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	3647	106	112	1491	65	132	150	40	302	338	375
Added Vol:	0	54	0	0	27	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	3701	106	112	1518	65	132	150	40	302	338	375
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	3220	106	112	1321	65	132	150	40	302	338	375
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	3220	106	112	1321	65	132	150	40	302	338	375
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	3220	106	112	1321	65	132	150	40	302	338	375
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.57	0.43	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	2920	779	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.56	0.06	0.04	0.23	0.04	0.04	0.05	0.05	0.10	0.18	0.21
Crit Moves:		****		****				****		****		
Green Time:	17.8	107	129.2	15.0	104	121.7	17.8	34.6	52.4	22.5	39.3	54.3
Volume/Cap:	0.27	1.01	0.09	0.45	0.42	0.06	0.45	0.28	0.19	0.81	0.86	0.75
Delay/Veh:	86.1	76.4	17.6	90.6	18.7	6.4	88.1	71.8	56.2	99.9	86.7	69.3
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:	86.1	76.4	17.6	90.6	18.7	6.4	88.1	71.8	56.2	99.9	86.7	69.3
LOS by Move:	F	E	B	F	B	A	F	E	E	F	F	E
DesignQueue:	5	62	4	7	24	3	8	9	8	19	32	35

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

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4300 Stevens Creek Mixed-Use Development
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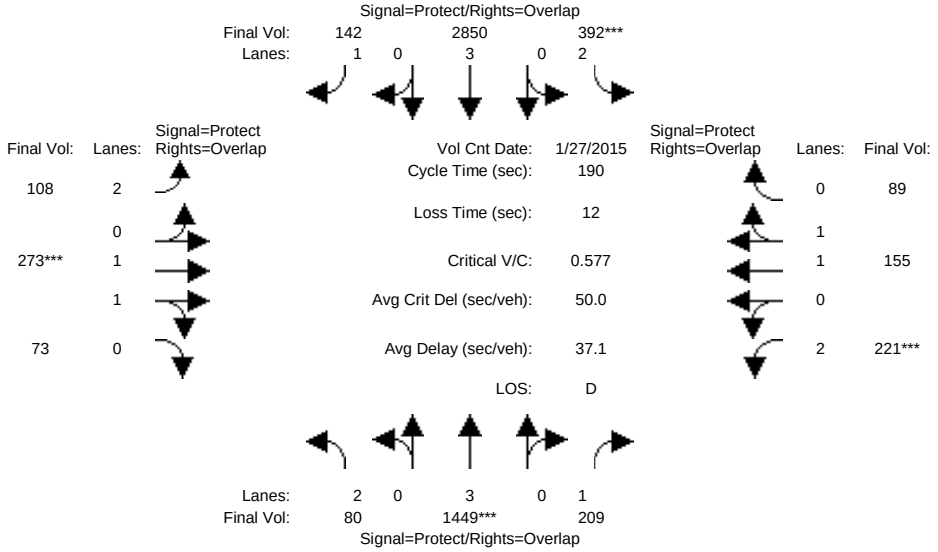
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing+Proj PM

Intersection #5626: Lawrence Expwy/Pruneridge Ave



Street Name:	Lawrence Expway						Pruneridge Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	107	107	28	117	117	17	33	33	22	38	38
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Jan 2015 << 5:15-6:15 PM												
Base Vol:	80	1846	209	392	3425	142	108	273	73	221	155	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	1846	209	392	3425	142	108	273	73	221	155	89
Added Vol:	0	36	0	0	51	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	1882	209	392	3476	142	108	273	73	221	155	89
User Adj:	1.00	0.77	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	1449	209	392	2850	142	108	273	73	221	155	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1449	209	392	2850	142	108	273	73	221	155	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	1449	209	392	2850	142	108	273	73	221	155	89
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.57	0.43	2.00	1.25	0.75
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	2919	780	3150	2349	1349
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.12	0.12	0.50	0.08	0.03	0.09	0.09	0.07	0.07	0.07
Crit Moves:		****		****				****		****		
Green Time:	16.9	101	121.3	26.3	110	126.0	16.0	31.0	48.0	20.7	35.7	62.1
Volume/Cap:	0.29	0.48	0.19	0.90	0.86	0.12	0.41	0.57	0.37	0.64	0.35	0.20
Delay/Veh:	86.5	21.6	7.2	106.4	24.8	5.0	88.7	79.3	62.5	90.4	71.6	49.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.5	21.6	7.2	106.4	24.8	5.0	88.7	79.3	62.5	90.4	71.6	49.1
LOS by Move:	F	C	A	F	C	A	F	E	E	F	E	D
DesignQueue:	5	27	10	24	52	6	7	17	15	14	12	10

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

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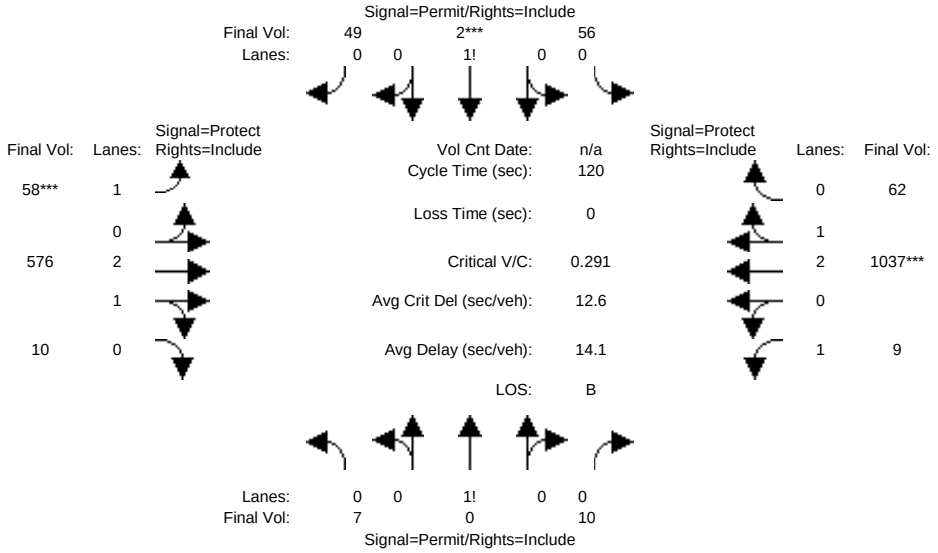
Background AM

Intersection #139: Woodhams Rd/Stevens Creek Blvd



Street Name:	Woodhams Rd						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	7	0	10	56	2	49	58	576	10	9	1037	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	0	10	56	2	49	58	576	10	9	1037	62
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	0	10	56	2	49	58	576	10	9	1037	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	0	10	56	2	49	58	576	10	9	1037	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	0	10	56	2	49	58	576	10	9	1037	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	0	10	56	2	49	58	576	10	9	1037	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.41	0.00	0.59	0.52	0.02	0.46	1.00	2.95	0.05	1.00	2.82	0.18
Final Sat.:	721	0	1029	916	33	801	1750	5504	96	1750	5284	316
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.06	0.06	0.06	0.03	0.10	0.10	0.01	0.20	0.20
Crit Moves:					****		****				****	
Green Time:	25.3	0.0	25.3	25.3	25.3	25.3	13.7	60.8	60.8	33.9	81.1	81.1
Volume/Cap:	0.05	0.00	0.05	0.29	0.29	0.29	0.29	0.21	0.21	0.02	0.29	0.29
Delay/Veh:	37.8	0.0	37.8	40.3	40.3	40.3	49.5	16.3	16.3	31.1	7.9	7.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.8	0.0	37.8	40.3	40.3	40.3	49.5	16.3	16.3	31.1	7.9	7.9
LOS by Move:	D	A	D	D	D	D	D	B	B	C	A	A
DesignQueue:	1	0	1	6	6	6	4	7	7	0	9	9

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

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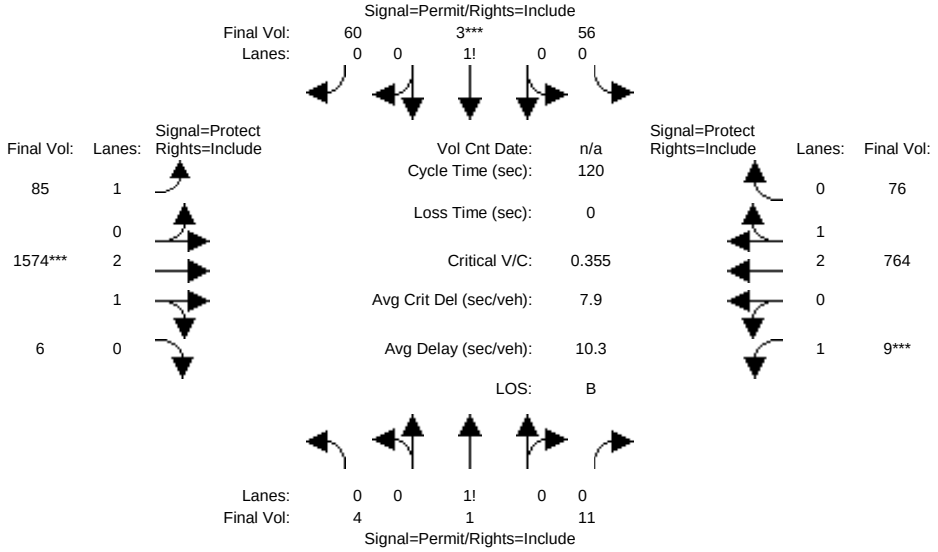
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #139: Woodhams Rd/Stevens Creek Blvd



Street Name:	Woodhams Rd						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	4	1	11	56	3	60	85	1574	6	9	764	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	1	11	56	3	60	85	1574	6	9	764	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	1	11	56	3	60	85	1574	6	9	764	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	1	11	56	3	60	85	1574	6	9	764	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	1	11	56	3	60	85	1574	6	9	764	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	1	11	56	3	60	85	1574	6	9	764	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	0.25	0.06	0.69	0.47	0.03	0.50	1.00	2.99	0.01	1.00	2.72	0.28
Final Sat.:	438	109	1203	824	44	882	1750	5579	21	1750	5093	507
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.07	0.07	0.07	0.05	0.28	0.28	0.01	0.15	0.15
Crit Moves:					****			****		****		
Green Time:	21.9	21.9	21.9	21.9	21.9	21.9	27.5	91.1	91.1	7.0	70.6	70.6
Volume/Cap:	0.05	0.05	0.05	0.37	0.37	0.37	0.21	0.37	0.37	0.09	0.25	0.25
Delay/Veh:	40.5	40.5	40.5	43.7	43.7	43.7	37.8	4.9	4.9	53.9	12.0	12.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.5	40.5	40.5	43.7	43.7	43.7	37.8	4.9	4.9	53.9	12.0	12.0
LOS by Move:	D	D	D	D	D	D	D	A	A	D	B	B
DesignQueue:	1	1	1	7	7	7	5	9	9	1	8	8

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

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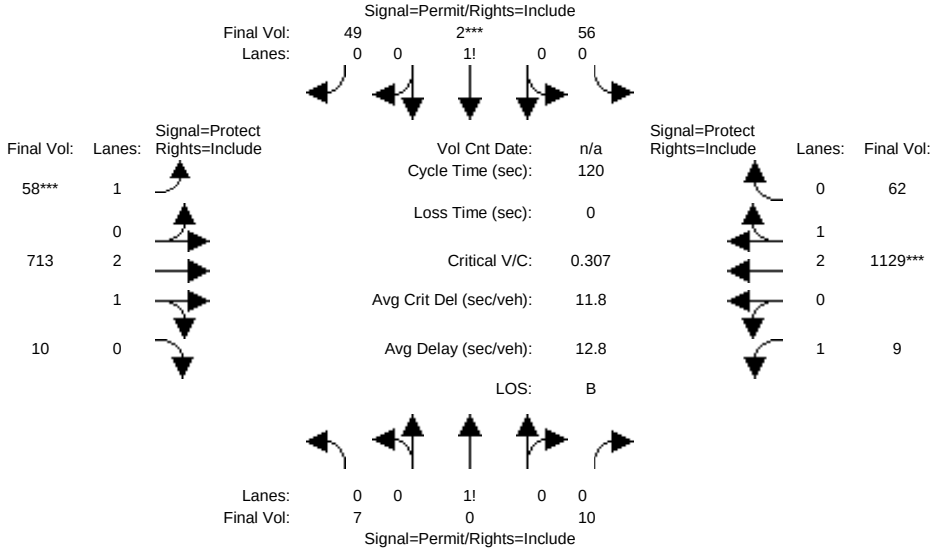
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Proj AM

Intersection #139: Woodhams Rd/Stevens Creek Blvd



Street Name:	Woodhams Rd						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	7	0	10	56	2	49	58	576	10	9	1037	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	0	10	56	2	49	58	576	10	9	1037	62
Added Vol:	0	0	0	0	0	0	0	137	0	0	92	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	0	10	56	2	49	58	713	10	9	1129	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	0	10	56	2	49	58	713	10	9	1129	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	0	10	56	2	49	58	713	10	9	1129	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	0	10	56	2	49	58	713	10	9	1129	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.41	0.00	0.59	0.52	0.02	0.46	1.00	2.96	0.04	1.00	2.84	0.16
Final Sat.:	721	0	1029	916	33	801	1750	5522	77	1750	5308	291
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.06	0.06	0.06	0.03	0.13	0.13	0.01	0.21	0.21
Crit Moves:					****		****				****	
Green Time:	23.9	0.0	23.9	23.9	23.9	23.9	13.0	66.2	66.2	29.9	83.1	83.1
Volume/Cap:	0.05	0.00	0.05	0.31	0.31	0.31	0.31	0.23	0.23	0.02	0.31	0.31
Delay/Veh:	38.9	0.0	38.9	41.5	41.5	41.5	50.3	13.9	13.9	34.0	7.2	7.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.9	0.0	38.9	41.5	41.5	41.5	50.3	13.9	13.9	34.0	7.2	7.2
LOS by Move:	D	A	D	D	D	D	D	B	B	C	A	A
DesignQueue:	1	0	1	6	6	6	4	8	8	0	9	9

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

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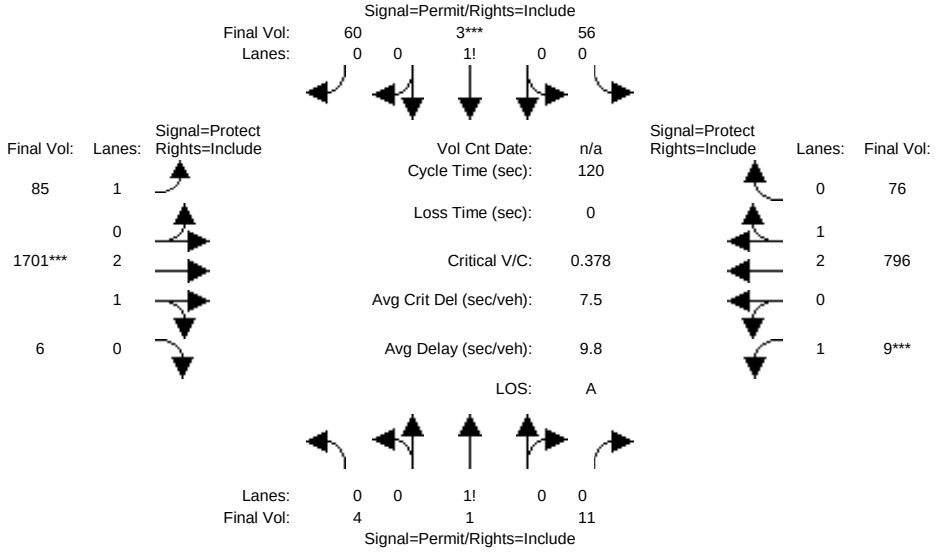
Intersection #139: Woodhams Rd/Stevens Creek Blvd



Street Name:	Woodhams Rd						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	4	1	11	56	3	60	85	1574	6	9	764	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	1	11	56	3	60	85	1574	6	9	764	76
Added Vol:	0	0	0	0	0	0	0	127	0	0	32	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	1	11	56	3	60	85	1701	6	9	796	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	1	11	56	3	60	85	1701	6	9	796	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	1	11	56	3	60	85	1701	6	9	796	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	1	11	56	3	60	85	1701	6	9	796	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	0.25	0.06	0.69	0.47	0.03	0.50	1.00	2.99	0.01	1.00	2.73	0.27
Final Sat.:	438	109	1203	824	44	882	1750	5580	20	1750	5111	488
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.07	0.07	0.07	0.05	0.30	0.30	0.01	0.16	0.16
Crit Moves:					****			****		****		
Green Time:	20.6	20.6	20.6	20.6	20.6	20.6	27.1	92.4	92.4	7.0	72.3	72.3
Volume/Cap:	0.05	0.05	0.05	0.40	0.40	0.40	0.22	0.40	0.40	0.09	0.26	0.26
Delay/Veh:	41.6	41.6	41.6	45.0	45.0	45.0	38.1	4.6	4.6	53.9	11.3	11.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.6	41.6	41.6	45.0	45.0	45.0	38.1	4.6	4.6	53.9	11.3	11.3
LOS by Move:	D	D	D	D	D	D	D	A	A	D	B	B
DesignQueue:	1	1	1	7	7	7	5	10	10	1	8	8

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

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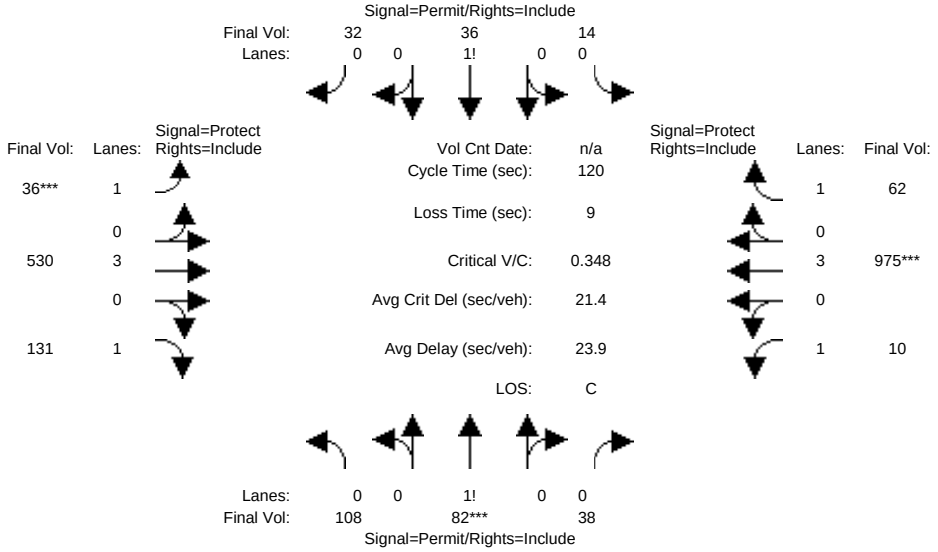
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #147: Albany Dr/Stevens Creek Blvd



Street Name:	Albany Dr/Cronin Dr						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	108	82	38	14	36	32	36	530	131	10	975	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	82	38	14	36	32	36	530	131	10	975	62
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	82	38	14	36	32	36	530	131	10	975	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	82	38	14	36	32	36	530	131	10	975	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	82	38	14	36	32	36	530	131	10	975	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	82	38	14	36	32	36	530	131	10	975	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.47	0.36	0.17	0.17	0.44	0.39	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	829	629	292	299	768	683	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.05	0.05	0.05	0.02	0.09	0.07	0.01	0.17	0.04
Crit Moves:		****					****				****	
Green Time:	44.9	44.9	44.9	44.9	44.9	44.9	7.1	40.6	40.6	25.5	59.0	59.0
Volume/Cap:	0.35	0.35	0.35	0.13	0.13	0.13	0.35	0.27	0.22	0.03	0.35	0.07
Delay/Veh:	27.3	27.3	27.3	24.7	24.7	24.7	56.3	29.0	28.6	37.5	18.8	16.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.3	27.3	27.3	24.7	24.7	24.7	56.3	29.0	28.6	37.5	18.8	16.1
LOS by Move:	C	C	C	C	C	C	E	C	C	D	B	B
DesignQueue:	11	11	11	4	4	4	2	8	6	1	12	2

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

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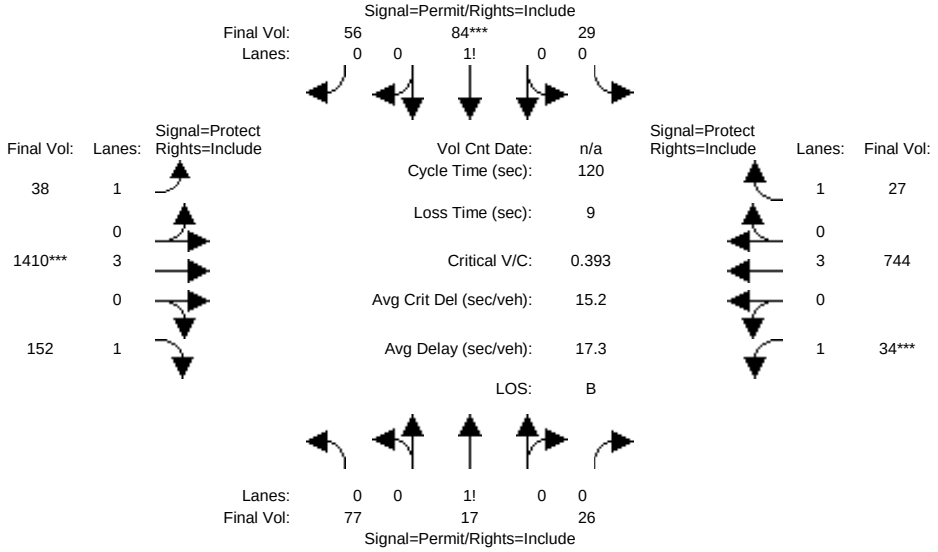
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #147: Albany Dr/Stevens Creek Blvd



Street Name:	Albany Dr/Cronin Dr						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	77	17	26	29	84	56	38	1410	152	34	744	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	17	26	29	84	56	38	1410	152	34	744	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	17	26	29	84	56	38	1410	152	34	744	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	17	26	29	84	56	38	1410	152	34	744	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	17	26	29	84	56	38	1410	152	34	744	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	17	26	29	84	56	38	1410	152	34	744	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.64	0.14	0.22	0.17	0.50	0.33	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1123	248	379	300	870	580	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.10	0.10	0.10	0.02	0.25	0.09	0.02	0.13	0.02
Crit Moves:					****			****		****		
Green Time:	29.2	29.2	29.2	29.2	29.2	29.2	25.3	74.8	74.8	7.0	56.5	56.5
Volume/Cap:	0.28	0.28	0.28	0.40	0.40	0.40	0.10	0.40	0.14	0.33	0.28	0.03
Delay/Veh:	37.2	37.2	37.2	38.6	38.6	38.6	38.3	11.4	9.4	56.2	19.4	17.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.2	37.2	37.2	38.6	38.6	38.6	38.3	11.4	9.4	56.2	19.4	17.1
LOS by Move:	D	D	D	D	D	D	D	B	A	E	B	B
DesignQueue:	7	7	7	9	9	9	2	13	4	2	9	1

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

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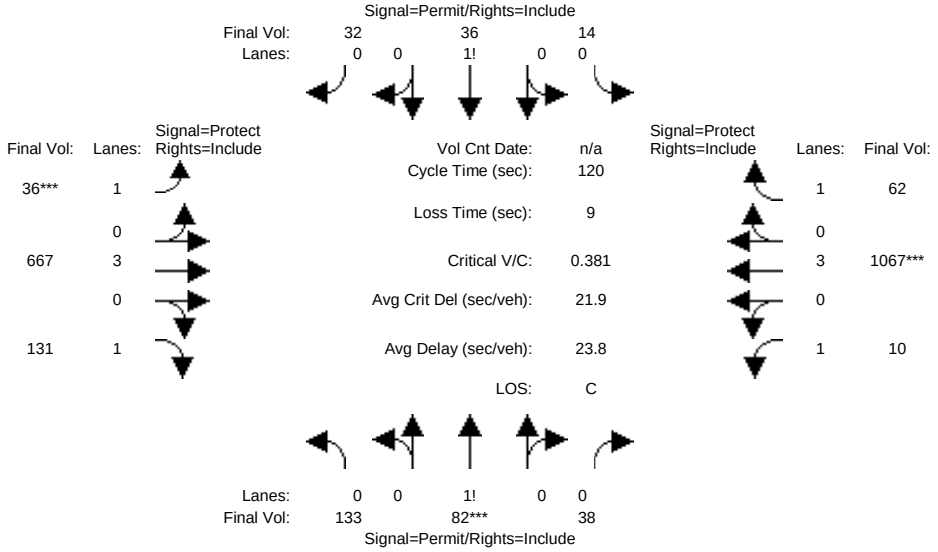
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Proj AM

Intersection #147: Albany Dr/Stevens Creek Blvd



Street Name:	Albany Dr/Cronin Dr						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	108	82	38	14	36	32	36	530	131	10	975	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	82	38	14	36	32	36	530	131	10	975	62
Added Vol:	25	0	0	0	0	0	0	137	0	0	92	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	82	38	14	36	32	36	667	131	10	1067	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	82	38	14	36	32	36	667	131	10	1067	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	82	38	14	36	32	36	667	131	10	1067	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	82	38	14	36	32	36	667	131	10	1067	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.53	0.32	0.15	0.17	0.44	0.39	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	920	567	263	299	768	683	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.05	0.05	0.05	0.02	0.12	0.07	0.01	0.19	0.04
Crit Moves:		****					****				****	
Green Time:	45.3	45.3	45.3	45.3	45.3	45.3	7.0	43.8	43.8	21.8	58.7	58.7
Volume/Cap:	0.38	0.38	0.38	0.12	0.12	0.12	0.35	0.32	0.20	0.03	0.38	0.07
Delay/Veh:	27.5	27.5	27.5	24.5	24.5	24.5	56.4	27.5	26.3	40.4	19.4	16.3
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:	27.5	27.5	27.5	24.5	24.5	24.5	56.4	27.5	26.3	40.4	19.4	16.3
LOS by Move:	C	C	C	C	C	C	E	C	C	D	B	B
DesignQueue:	12	12	12	4	4	4	2	10	6	1	13	2

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

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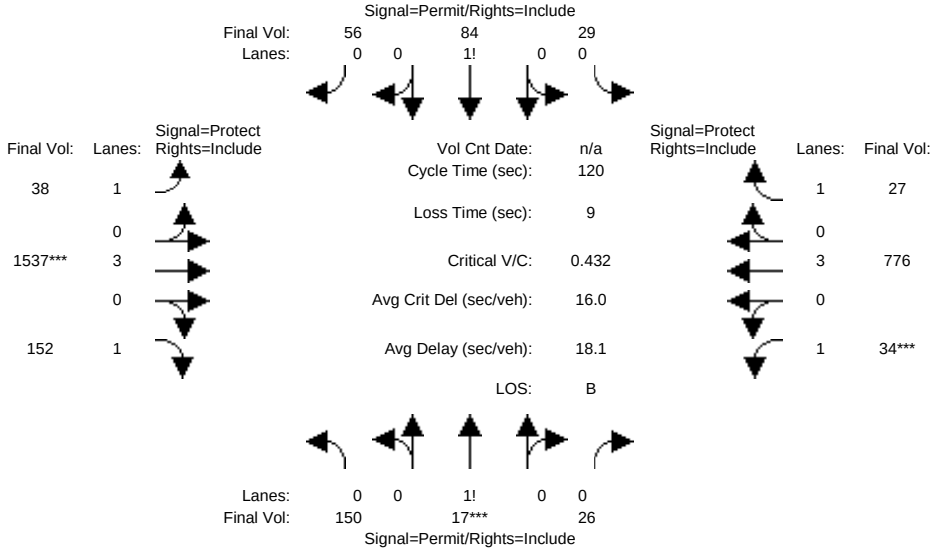
City of San Jose
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Proj PM

Intersection #147: Albany Dr/Stevens Creek Blvd



Street Name:	Albany Dr/Cronin Dr						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	77	17	26	29	84	56	38	1410	152	34	744	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	17	26	29	84	56	38	1410	152	34	744	27
Added Vol:	73	0	0	0	0	0	0	127	0	0	32	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	17	26	29	84	56	38	1537	152	34	776	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	17	26	29	84	56	38	1537	152	34	776	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	17	26	29	84	56	38	1537	152	34	776	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	17	26	29	84	56	38	1537	152	34	776	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.78	0.09	0.13	0.17	0.50	0.33	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1360	154	236	300	870	580	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.10	0.10	0.10	0.02	0.27	0.09	0.02	0.14	0.02
Crit Moves:		****						****		****		
Green Time:	30.2	30.2	30.2	30.2	30.2	30.2	24.2	73.8	73.8	7.0	56.6	56.6
Volume/Cap:	0.44	0.44	0.44	0.38	0.38	0.38	0.11	0.44	0.14	0.33	0.29	0.03
Delay/Veh:	38.5	38.5	38.5	37.8	37.8	37.8	39.2	12.3	9.8	56.2	19.5	17.0
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:	38.5	38.5	38.5	37.8	37.8	37.8	39.2	12.3	9.8	56.2	19.5	17.0
LOS by Move:	D	D	D	D	D	D	D	B	A	E	B	B
DesignQueue:	11	11	11	9	9	9	2	14	4	2	9	1

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

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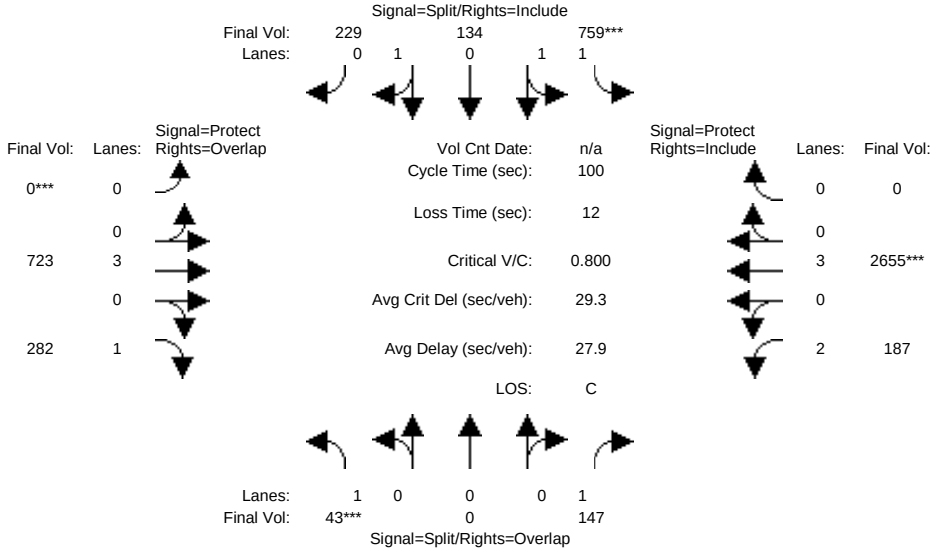
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #1210: 280 SB / STEVENS CREEK



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		0	10	10		10	10	0		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:8-9 AM																
Base Vol:	43		0	147	759		134	229	0		723	282	187		2655	0
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	43		0	147	759		134	229	0		723	282	187		2655	0
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	43		0	147	759		134	229	0		723	282	187		2655	0
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	43		0	147	759		134	229	0		723	282	187		2655	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	43		0	147	759		134	229	0		723	282	187		2655	0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	43		0	147	759		134	229	0		723	282	187		2655	0
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	1.00		0.92	0.93	0.95		0.95	0.92	1.00		0.92	0.83	1.00		0.92
Lanes:	1.00	0.00		1.00	2.00	0.37		0.63	0.00	3.00		1.00	2.00	3.00		0.00
Final Sat.:	1750		0	1750	3551		664	1136	0		5700	1750	3150		5700	0
Capacity Analysis Module:																
Vol/Sat:	0.02	0.00		0.08	0.21	0.20		0.20	0.00	0.13		0.16	0.06	0.47		0.00
Crit Moves:	****				****				****					****		
Green Time:	10.0		0.0	28.1	24.5	24.5		24.5	0.0	35.3		45.3	18.1	53.5		0.0
Volume/Cap:	0.25	0.00		0.30	0.87	0.82		0.82	0.00	0.36		0.36	0.33	0.87		0.00
Delay/Veh:	42.3		0.0	28.5	42.9	39.8		39.8	0.0	24.0		18.1	36.0	23.3		0.0
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	42.3		0.0	28.5	42.9	39.8		39.8	0.0	24.0		18.1	36.0	23.3		0.0
LOS by Move:	D		A	C	D		D	D	A		C	B	D		C	A
DesignQueue:	2		0	7	18		17	17	0		9	10	5		26	0

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

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4300 Stevens Creek Mixed-Use Development
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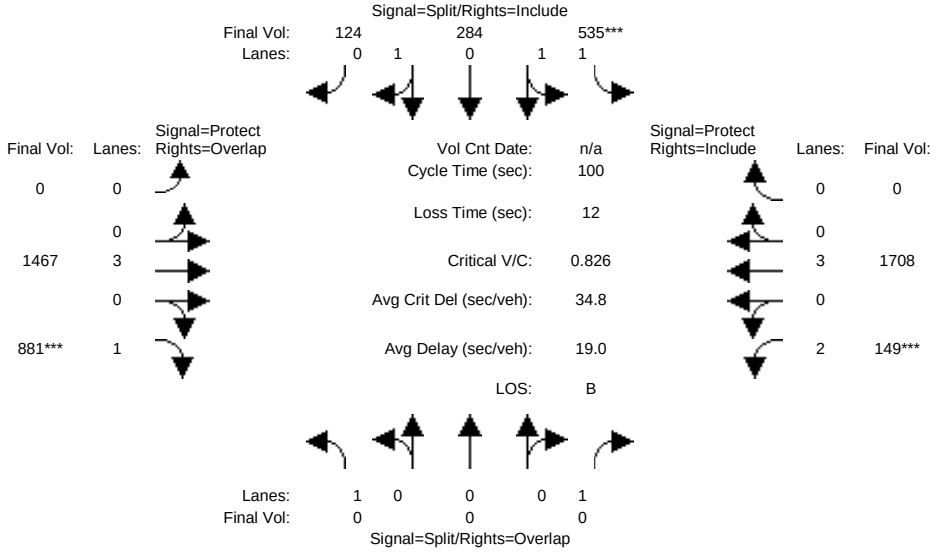
Hexagon Transportation Consultants

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

Intersection #1210: 280 SB / STEVENS CREEK



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	0	10	10	10	10	0	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:5:00-6:00PM												
Base Vol:	0	0	0	535	284	124	0	1467	881	149	1708	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	535	284	124	0	1467	881	149	1708	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	535	284	124	0	1467	881	149	1708	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	535	284	124	0	1467	881	149	1708	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	535	284	124	0	1467	881	149	1708	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	535	284	124	0	1467	881	149	1708	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	1.00	1.71	0.90	0.39	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	1750	0	1750	3035	1611	703	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.18	0.18	0.00	0.26	0.50	0.05	0.30	0.00
Crit Moves:				****					****	****		
Green Time:	0.0	0.0	0.0	21.0	21.0	21.0	0.0	60.0	60.0	7.0	67.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.84	0.84	0.84	0.00	0.43	0.84	0.68	0.45	0.00
Delay/Veh:	0.0	0.0	0.0	43.6	43.6	43.6	0.0	10.9	22.2	53.5	7.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	43.6	43.6	43.6	0.0	10.9	22.2	53.5	7.9	0.0
LOS by Move:	A	A	A	D	D	D	A	B	C	D	A	A
DesignQueue:	0	0	0	15	15	15	0	12	25	5	11	0

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

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4300 Stevens Creek Mixed-Use Development
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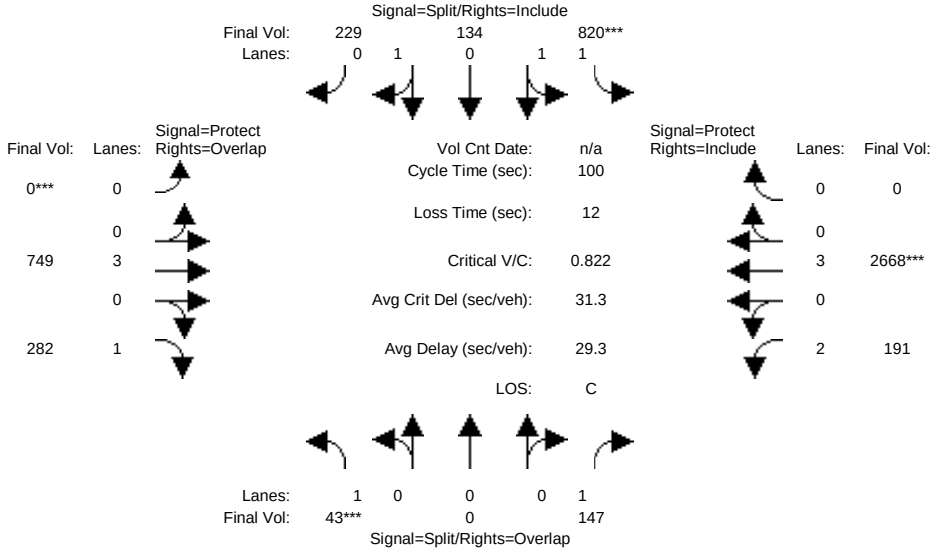
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Proj AM

Intersection #1210: 280 SB / STEVENS CREEK



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	0	10	10	10	10	0	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:8-9 AM												
Base Vol:	43	0	147	759	134	229	0	723	282	187	2655	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	0	147	759	134	229	0	723	282	187	2655	0
Added Vol:	0	0	0	61	0	0	0	26	0	4	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	0	147	820	134	229	0	749	282	191	2668	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	0	147	820	134	229	0	749	282	191	2668	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	0	147	820	134	229	0	749	282	191	2668	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	0	147	820	134	229	0	749	282	191	2668	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	1.00	2.00	0.37	0.63	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	1750	0	1750	3552	664	1136	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.08	0.23	0.20	0.20	0.00	0.13	0.16	0.06	0.47	0.00
Crit Moves:	****			****			****				****	
Green Time:	10.0	0.0	27.7	25.8	25.8	25.8	0.0	34.5	44.5	17.7	52.2	0.0
Volume/Cap:	0.25	0.00	0.30	0.90	0.78	0.78	0.00	0.38	0.36	0.34	0.90	0.00
Delay/Veh:	42.3	0.0	28.9	44.1	37.3	37.3	0.0	24.8	18.6	36.4	25.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.3	0.0	28.9	44.1	37.3	37.3	0.0	24.8	18.6	36.4	25.4	0.0
LOS by Move:	D	A	C	D	D	D	A	C	B	D	C	A
DesignQueue:	2	0	7	19	17	17	0	9	10	5	27	0

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

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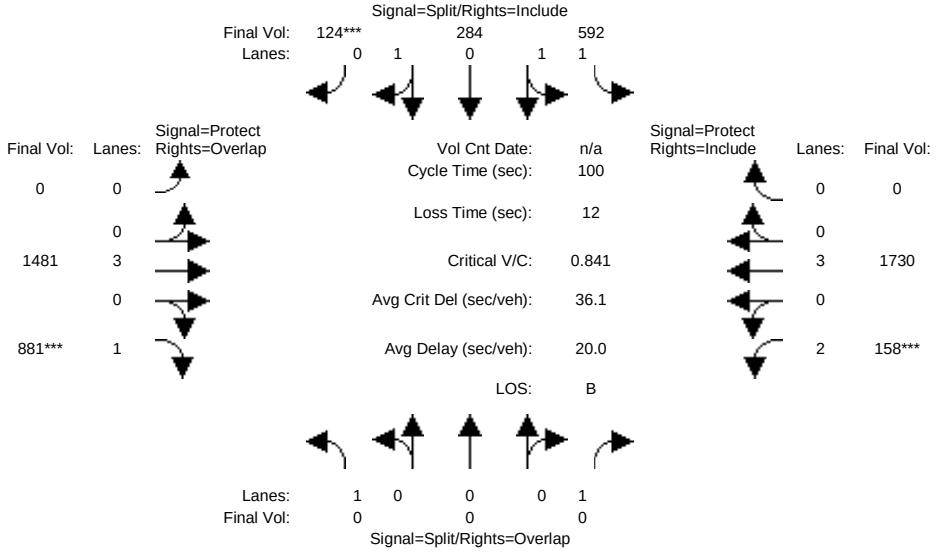
City of San Jose
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Proj PM

Intersection #1210: 280 SB / STEVENS CREEK



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	0	10	10	10	10	0	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:5:00-6:00PM												
Base Vol:	0	0	0	535	284	124	0	1467	881	149	1708	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	535	284	124	0	1467	881	149	1708	0
Added Vol:	0	0	0	57	0	0	0	14	0	9	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	592	284	124	0	1481	881	158	1730	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	592	284	124	0	1481	881	158	1730	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	592	284	124	0	1481	881	158	1730	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	592	284	124	0	1481	881	158	1730	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	1.00	1.79	0.84	0.37	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	1750	0	1750	3167	1519	663	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.19	0.19	0.00	0.26	0.50	0.05	0.30	0.00
Crit Moves:						****			****	****		
Green Time:	0.0	0.0	0.0	21.9	21.9	21.9	0.0	59.1	59.1	7.0	66.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.85	0.85	0.85	0.00	0.44	0.85	0.72	0.46	0.00
Delay/Veh:	0.0	0.0	0.0	43.7	43.7	43.7	0.0	11.4	23.8	56.2	8.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	43.7	43.7	43.7	0.0	11.4	23.8	56.2	8.4	0.0
LOS by Move:	A	A	A	D	D	D	A	B	C	E	A	A
DesignQueue:	0	0	0	16	16	16	0	12	25	5	12	0

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

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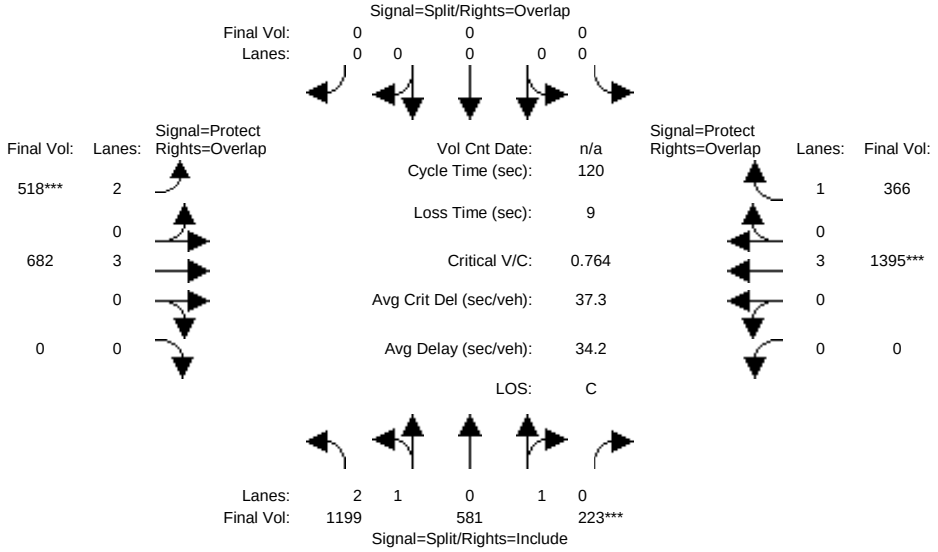
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #1211: LAWRENCE NB / STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:7:45-8:45 AM

Base Vol:	1199	581	223	0	0	0	518	682	0	0	1395	366
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1199	581	223	0	0	0	518	682	0	0	1395	366
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1199	581	223	0	0	0	518	682	0	0	1395	366
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1199	581	223	0	0	0	518	682	0	0	1395	366
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1199	581	223	0	0	0	518	682	0	0	1395	366
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1199	581	223	0	0	0	518	682	0	0	1395	366

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.50	1.08	0.42	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	4029	1952	749	0	0	0	3150	5700	0	0	5700	1750

Capacity Analysis Module:

Vol/Sat:	0.30	0.30	0.30	0.00	0.00	0.00	0.16	0.12	0.00	0.00	0.24	0.21
Crit Moves:			****				****				****	
Green Time:	46.7	46.7	46.7	0.0	0.0	0.0	25.8	64.3	0.0	0.0	38.4	38.4
Volume/Cap:	0.76	0.76	0.76	0.00	0.00	0.00	0.76	0.22	0.00	0.00	0.76	0.65
Delay/Veh:	33.2	33.2	33.2	0.0	0.0	0.0	49.4	14.7	0.0	0.0	38.7	37.8
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:	33.2	33.2	33.2	0.0	0.0	0.0	49.4	14.7	0.0	0.0	38.7	37.8
LOS by Move:	C	C	C	A	A	A	D	B	A	A	D	D
DesignQueue:	25	25	25	0	0	0	17	7	0	0	23	19

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

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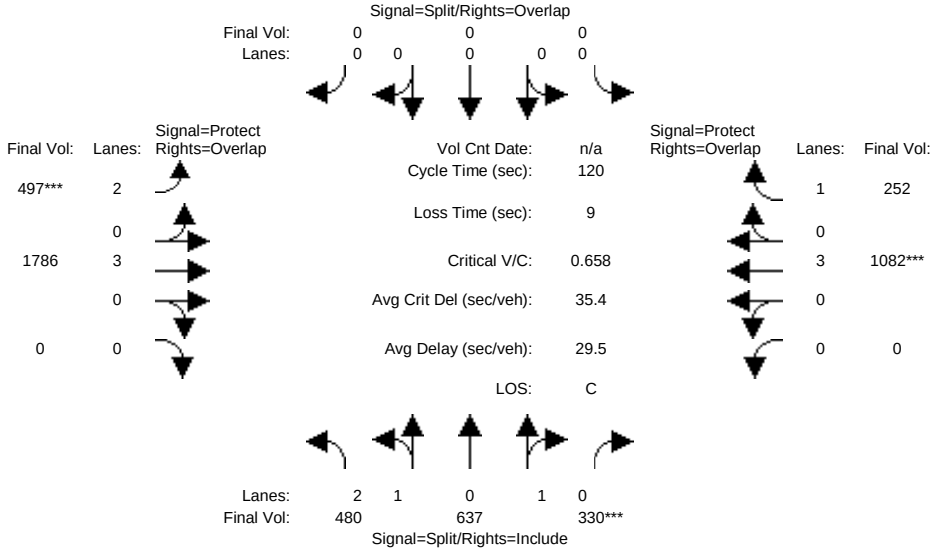
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #1211: LAWRENCE NB / STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:00-6:00PM												
Base Vol:	480	637	330	0	0	0	497	1786	0	0	1082	252
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	480	637	330	0	0	0	497	1786	0	0	1082	252
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	480	637	330	0	0	0	497	1786	0	0	1082	252
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	480	637	330	0	0	0	497	1786	0	0	1082	252
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	480	637	330	0	0	0	497	1786	0	0	1082	252
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	480	637	330	0	0	0	497	1786	0	0	1082	252
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.30	0.70	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	3150	2436	1262	0	0	0	3150	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.26	0.26	0.00	0.00	0.00	0.16	0.31	0.00	0.00	0.19	0.14
Crit Moves:			****				****				****	
Green Time:	47.6	47.6	47.6	0.0	0.0	0.0	28.8	63.4	0.0	0.0	34.6	34.6
Volume/Cap:	0.38	0.66	0.66	0.00	0.00	0.00	0.66	0.59	0.00	0.00	0.66	0.50
Delay/Veh:	25.8	30.3	30.3	0.0	0.0	0.0	43.3	19.8	0.0	0.0	38.5	36.3
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:	25.8	30.3	30.3	0.0	0.0	0.0	43.3	19.8	0.0	0.0	38.5	36.3
LOS by Move:	C	C	C	A	A	A	D	B	A	A	D	D
DesignQueue:	12	21	21	0	0	0	16	20	0	0	18	13

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

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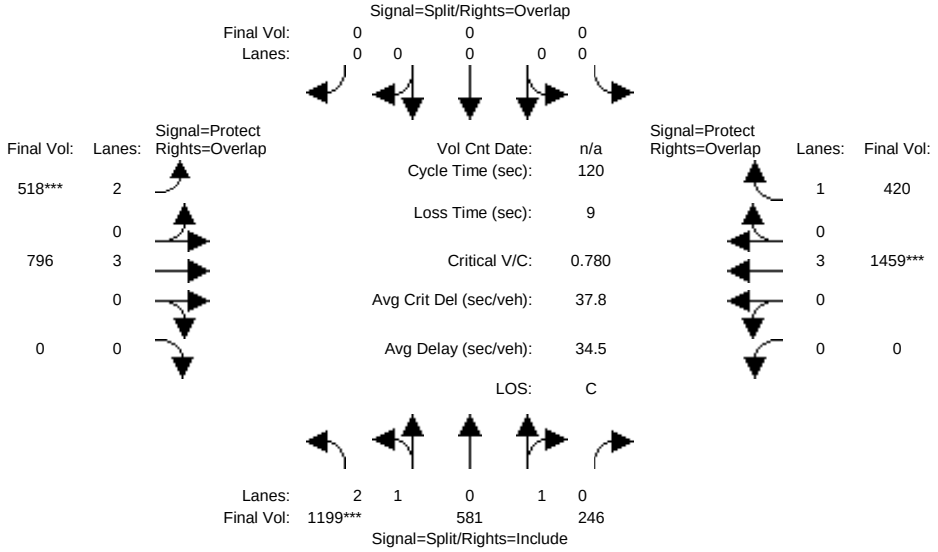
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Proj AM

Intersection #1211: LAWRENCE NB / STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:7:45-8:45 AM

Base Vol:	1199	581	223	0	0	0	518	682	0	0	1395	366
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1199	581	223	0	0	0	518	682	0	0	1395	366
Added Vol:	0	0	23	0	0	0	0	114	0	0	64	54
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1199	581	246	0	0	0	518	796	0	0	1459	420
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1199	581	246	0	0	0	518	796	0	0	1459	420
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1199	581	246	0	0	0	518	796	0	0	1459	420
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1199	581	246	0	0	0	518	796	0	0	1459	420

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.48	1.07	0.45	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	3983	1930	817	0	0	0	3150	5700	0	0	5700	1750

Capacity Analysis Module:

Vol/Sat:	0.30	0.30	0.30	0.00	0.00	0.00	0.16	0.14	0.00	0.00	0.26	0.24
Crit Moves:	****						****				****	
Green Time:	46.3	46.3	46.3	0.0	0.0	0.0	25.3	64.7	0.0	0.0	39.4	39.4
Volume/Cap:	0.78	0.78	0.78	0.00	0.00	0.00	0.78	0.26	0.00	0.00	0.78	0.73
Delay/Veh:	33.9	33.9	33.9	0.0	0.0	0.0	50.6	14.9	0.0	0.0	38.6	40.4
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:	33.9	33.9	33.9	0.0	0.0	0.0	50.6	14.9	0.0	0.0	38.6	40.4
LOS by Move:	C	C	C	A	A	A	D	B	A	A	D	D
DesignQueue:	25	25	25	0	0	0	17	8	0	0	23	22

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

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4300 Stevens Creek Mixed-Use Development
City of San Jose
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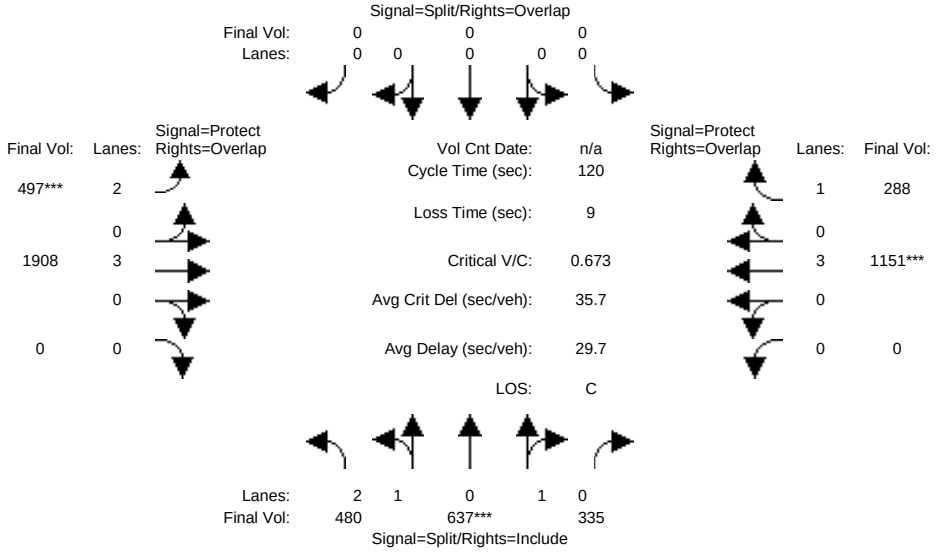
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Proj PM

Intersection #1211: LAWRENCE NB / STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:00-6:00PM												
Base Vol:	480	637	330	0	0	0	497	1786	0	0	1082	252
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	480	637	330	0	0	0	497	1786	0	0	1082	252
Added Vol:	0	0	5	0	0	0	0	122	0	0	69	36
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	480	637	335	0	0	0	497	1908	0	0	1151	288
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	480	637	335	0	0	0	497	1908	0	0	1151	288
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	480	637	335	0	0	0	497	1908	0	0	1151	288
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	480	637	335	0	0	0	497	1908	0	0	1151	288
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.29	0.71	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	3150	2424	1275	0	0	0	3150	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.26	0.26	0.00	0.00	0.00	0.16	0.33	0.00	0.00	0.20	0.16
Crit Moves:		****					****				****	
Green Time:	46.9	46.9	46.9	0.0	0.0	0.0	28.1	64.1	0.0	0.0	36.0	36.0
Volume/Cap:	0.39	0.67	0.67	0.00	0.00	0.00	0.67	0.63	0.00	0.00	0.67	0.55
Delay/Veh:	26.4	31.1	31.1	0.0	0.0	0.0	44.2	20.0	0.0	0.0	37.9	36.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.4	31.1	31.1	0.0	0.0	0.0	44.2	20.0	0.0	0.0	37.9	36.4
LOS by Move:	C	C	C	A	A	A	D	B	A	A	D	D
DesignQueue:	12	22	22	0	0	0	16	22	0	0	19	15

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

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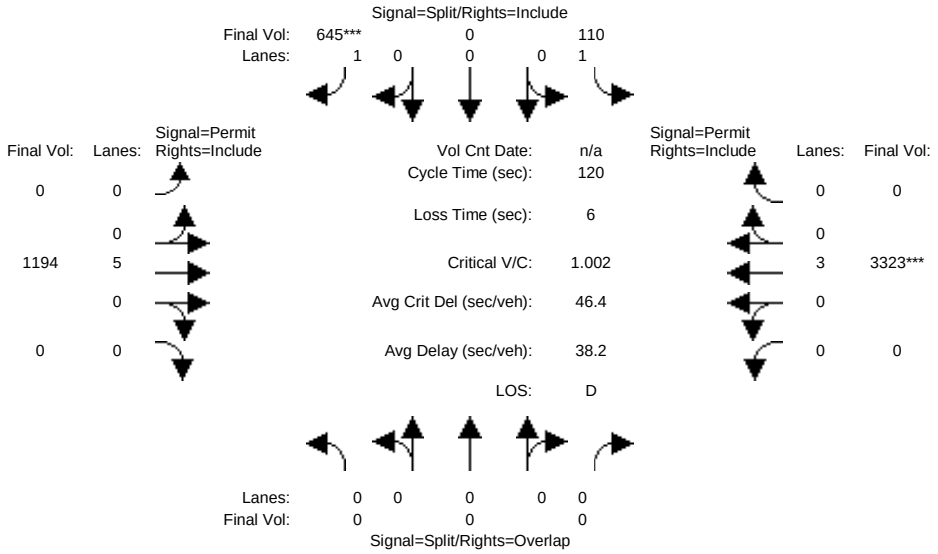
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #1212: LAWRENCE SB RAMP / STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:8-9 AM												
Base Vol:	0	0	0	110	0	645	0	1194	0	0	3323	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	110	0	645	0	1194	0	0	3323	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	110	0	645	0	1194	0	0	3323	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	110	0	645	0	1194	0	0	3323	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	110	0	645	0	1194	0	0	3323	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	110	0	645	0	1194	0	0	3323	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	5.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	9500	0	0	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.37	0.00	0.13	0.00	0.00	0.58	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	44.2	0.0	44.2	0.0	69.8	0.0	0.0	69.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.17	0.00	1.00	0.00	0.22	0.00	0.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	25.7	0.0	73.8	0.0	12.0	0.0	0.0	41.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	25.7	0.0	73.8	0.0	12.0	0.0	0.0	41.1	0.0
LOS by Move:	A	A	A	C	A	E	A	B	A	A	D	A
DesignQueue:	0	0	0	5	0	33	0	7	0	0	36	0

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

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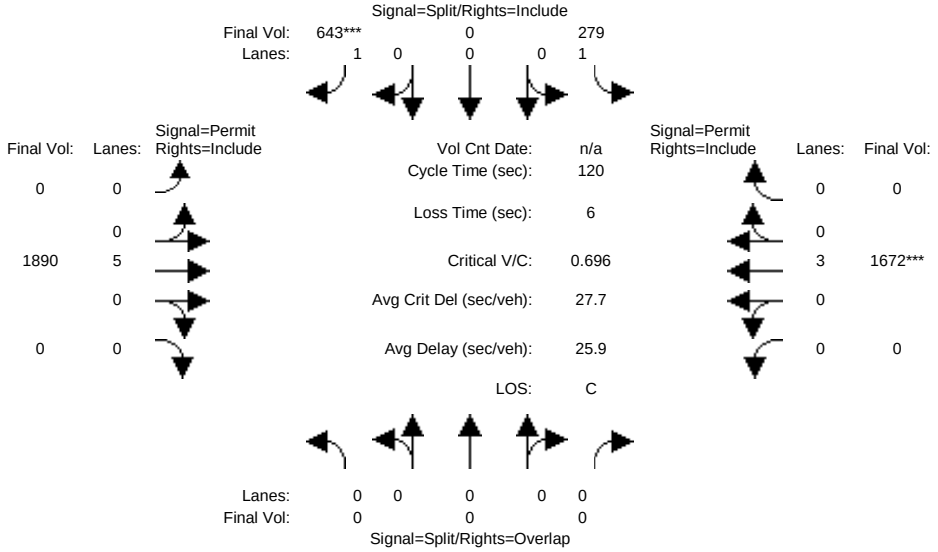
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #1212: LAWRENCE SB RAMP / STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:00-6:00PM												
Base Vol:	0	0	0	279	0	643	0	1890	0	0	1672	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	279	0	643	0	1890	0	0	1672	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	279	0	643	0	1890	0	0	1672	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	279	0	643	0	1890	0	0	1672	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	279	0	643	0	1890	0	0	1672	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	279	0	643	0	1890	0	0	1672	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	5.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	9500	0	0	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.37	0.00	0.20	0.00	0.00	0.29	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	63.4	0.0	63.4	0.0	50.6	0.0	0.0	50.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.30	0.00	0.70	0.00	0.47	0.00	0.00	0.70	0.00
Delay/Veh:	0.0	0.0	0.0	16.1	0.0	23.4	0.0	25.1	0.0	0.0	29.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	16.1	0.0	23.4	0.0	25.1	0.0	0.0	29.3	0.0
LOS by Move:	A	A	A	B	A	C	A	C	A	A	C	A
DesignQueue:	0	0	0	10	0	24	0	15	0	0	23	0

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

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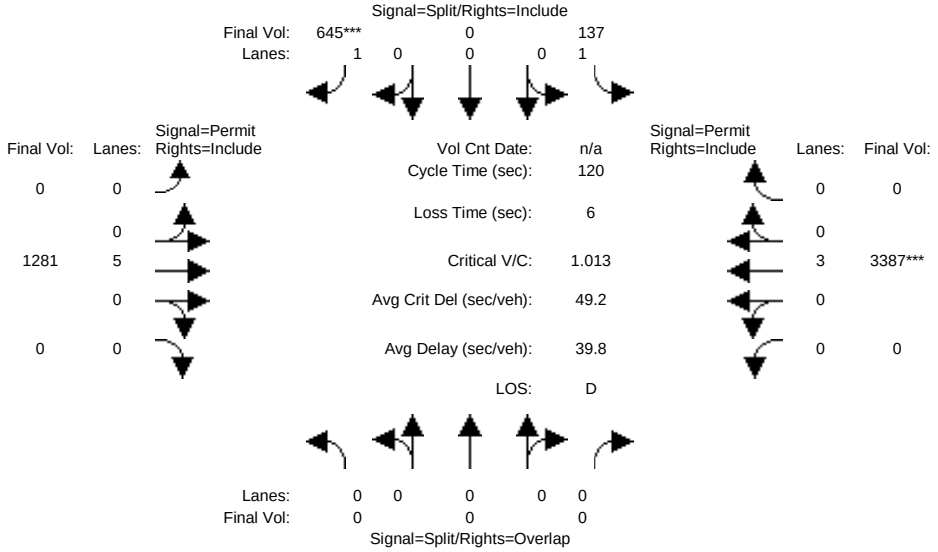
City of San Jose
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Proj AM

Intersection #1212: LAWRENCE SB RAMP / STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:8-9 AM												
Base Vol:	0	0	0	110	0	645	0	1194	0	0	3323	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	110	0	645	0	1194	0	0	3323	0
Added Vol:	0	0	0	27	0	0	0	87	0	0	64	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	137	0	645	0	1281	0	0	3387	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	137	0	645	0	1281	0	0	3387	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	137	0	645	0	1281	0	0	3387	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	137	0	645	0	1281	0	0	3387	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	5.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	9500	0	0	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.37	0.00	0.13	0.00	0.00	0.59	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	43.6	0.0	43.6	0.0	70.4	0.0	0.0	70.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.22	0.00	1.01	0.00	0.23	0.00	0.00	1.01	0.00
Delay/Veh:	0.0	0.0	0.0	26.5	0.0	77.2	0.0	11.9	0.0	0.0	43.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	26.5	0.0	77.2	0.0	11.9	0.0	0.0	43.8	0.0
LOS by Move:	A	A	A	C	A	E	A	B	A	A	D	A
DesignQueue:	0	0	0	6	0	33	0	7	0	0	37	0

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

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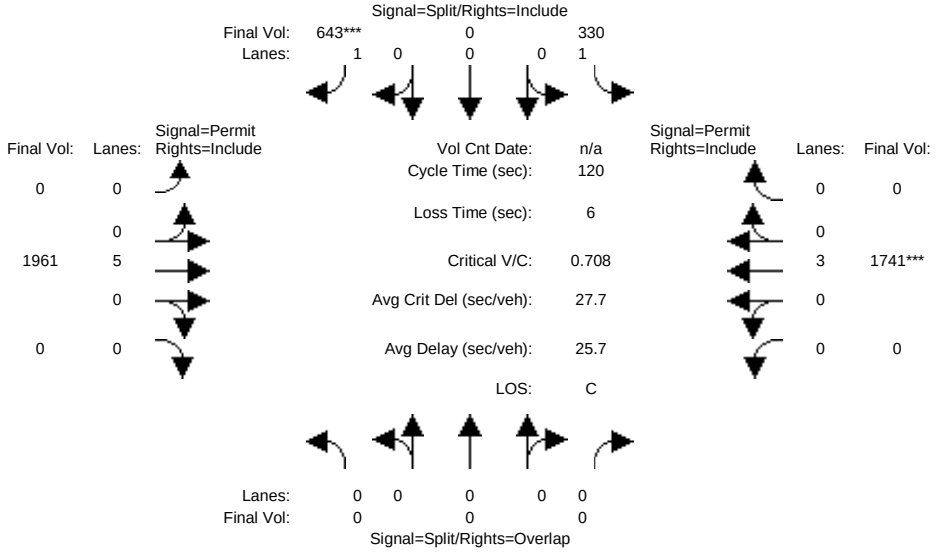
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Proj PM

Intersection #1212: LAWRENCE SB RAMP / STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:00-6:00PM												
Base Vol:	0	0	0	279	0	643	0	1890	0	0	1672	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	279	0	643	0	1890	0	0	1672	0
Added Vol:	0	0	0	51	0	0	0	71	0	0	69	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	330	0	643	0	1961	0	0	1741	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	330	0	643	0	1961	0	0	1741	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	330	0	643	0	1961	0	0	1741	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	330	0	643	0	1961	0	0	1741	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	5.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	9500	0	0	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.37	0.00	0.21	0.00	0.00	0.31	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	62.3	0.0	62.3	0.0	51.7	0.0	0.0	51.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.36	0.00	0.71	0.00	0.48	0.00	0.00	0.71	0.00
Delay/Veh:	0.0	0.0	0.0	17.4	0.0	24.6	0.0	24.5	0.0	0.0	28.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	17.4	0.0	24.6	0.0	24.5	0.0	0.0	28.9	0.0
LOS by Move:	A	A	A	B	A	C	A	C	A	A	C	A
DesignQueue:	0	0	0	12	0	25	0	16	0	0	24	0

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

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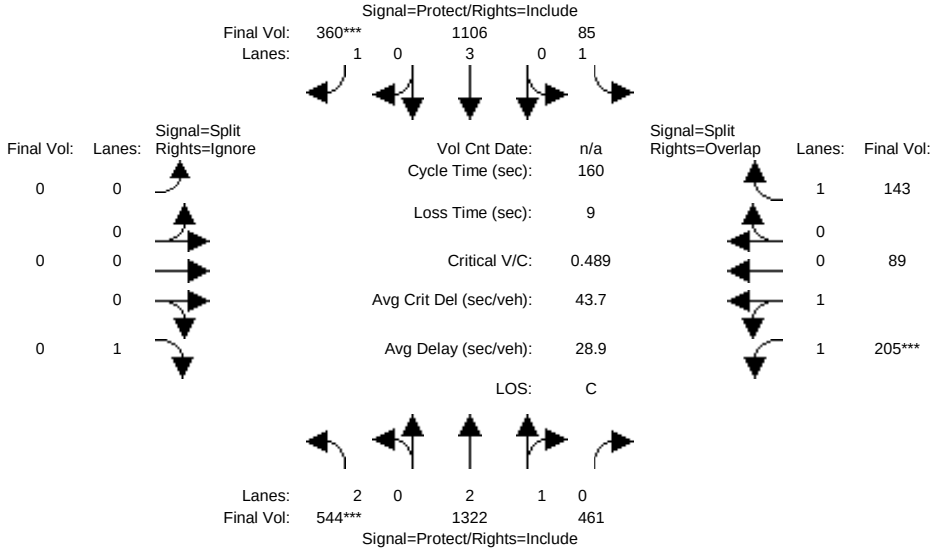
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #3038: 280/SARATOGA (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:30-8:30AM												
Base Vol:	544	1322	461	85	1106	360	0	0	0	205	89	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	544	1322	461	85	1106	360	0	0	0	205	89	143
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	544	1322	461	85	1106	360	0	0	0	205	89	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	544	1322	461	85	1106	360	0	0	0	205	89	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	544	1322	461	85	1106	360	0	0	0	205	89	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	544	1322	461	85	1106	360	0	0	0	205	89	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.20	0.80	1.00	3.00	1.00	0.00	0.00	1.00	1.40	0.60	1.00
Final Sat.:	3150	4150	1447	1750	5700	1750	0	0	1750	2475	1075	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.32	0.32	0.05	0.19	0.21	0.00	0.00	0.00	0.08	0.08	0.08
Crit Moves:	****					****				****		
Green Time:	56.5	107	107.5	16.4	67.3	67.3	0.0	0.0	0.0	27.1	27.1	43.5
Volume/Cap:	0.49	0.47	0.47	0.47	0.46	0.49	0.00	0.00	0.00	0.49	0.49	0.30
Delay/Veh:	40.8	12.7	12.7	69.7	33.4	34.3	0.0	0.0	0.0	60.8	60.8	46.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.8	12.7	12.7	69.7	33.4	34.3	0.0	0.0	0.0	60.8	60.8	46.5
LOS by Move:	D	B	B	E	C	C	A	A	A	E	E	D
DesignQueue:	20	19	19	7	20	21	0	0	0	12	12	10

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

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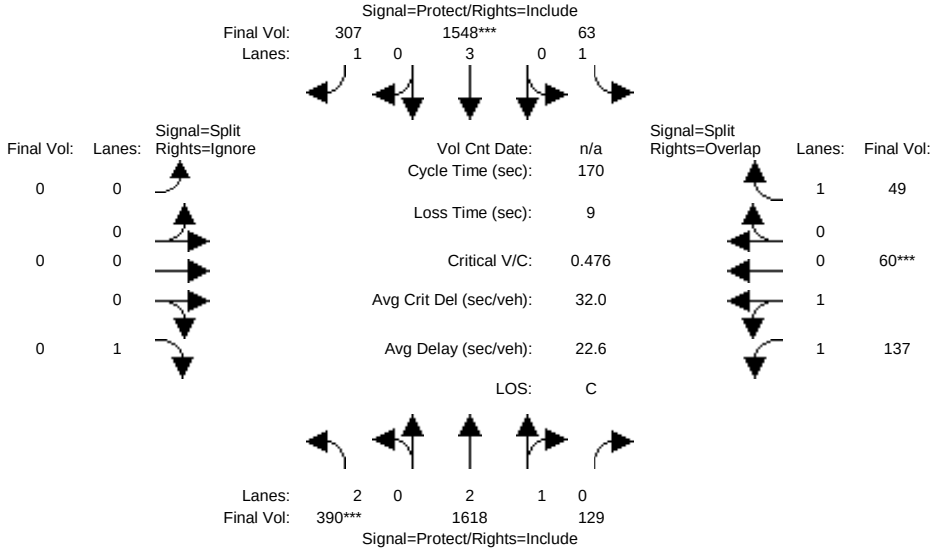
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #3038: 280/SARATOGA (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:4:45-5:45PM												
Base Vol:	390	1618	129	63	1548	307	0	0	0	137	60	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	390	1618	129	63	1548	307	0	0	0	137	60	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	390	1618	129	63	1548	307	0	0	0	137	60	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	390	1618	129	63	1548	307	0	0	0	137	60	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	390	1618	129	63	1548	307	0	0	0	137	60	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	390	1618	129	63	1548	307	0	0	0	137	60	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.77	0.23	1.00	3.00	1.00	0.00	0.00	1.00	1.40	0.60	1.00
Final Sat.:	3150	5186	413	1750	5700	1750	0	0	1750	2469	1081	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.31	0.31	0.04	0.27	0.18	0.00	0.00	0.00	0.06	0.06	0.03
Crit Moves:	****				****						****	
Green Time:	44.2	125	124.7	16.5	97.0	97.0	0.0	0.0	0.0	19.8	19.8	36.3
Volume/Cap:	0.48	0.43	0.43	0.37	0.48	0.31	0.00	0.00	0.00	0.48	0.48	0.13
Delay/Veh:	53.6	8.8	8.8	73.3	21.6	19.2	0.0	0.0	0.0	71.1	71.1	54.3
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:	53.6	8.8	8.8	73.3	21.6	19.2	0.0	0.0	0.0	71.1	71.1	54.3
LOS by Move:	D	A	A	E	C	B	A	A	A	E	E	D
DesignQueue:	17	16	16	6	23	14	0	0	0	9	9	4

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

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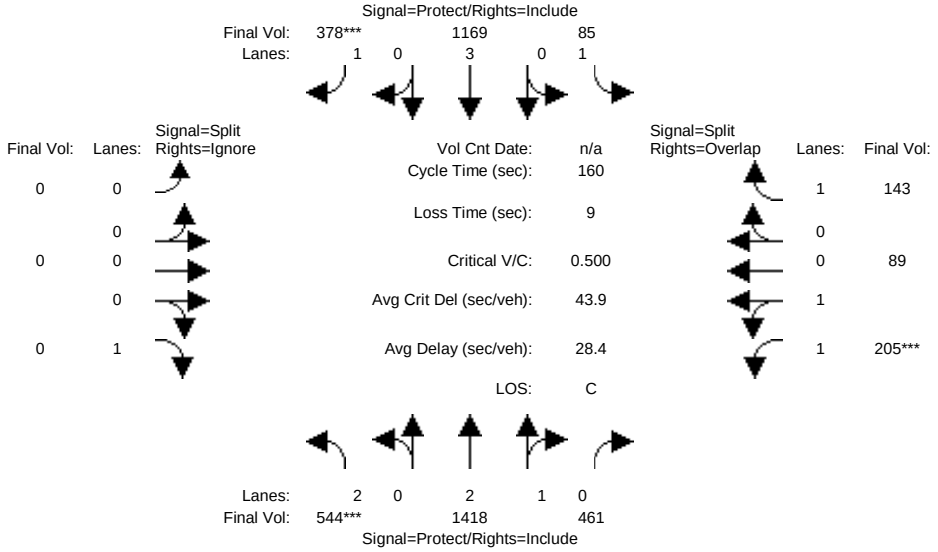
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Proj AM

Intersection #3038: 280/SARATOGA (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:30-8:30AM												
Base Vol:	544	1322	461	85	1106	360	0	0	0	205	89	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	544	1322	461	85	1106	360	0	0	0	205	89	143
Added Vol:	0	96	0	0	63	18	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	544	1418	461	85	1169	378	0	0	0	205	89	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	544	1418	461	85	1169	378	0	0	0	205	89	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	544	1418	461	85	1169	378	0	0	0	205	89	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	544	1418	461	85	1169	378	0	0	0	205	89	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.24	0.76	1.00	3.00	1.00	0.00	0.00	1.00	1.40	0.60	1.00
Final Sat.:	3150	4224	1373	1750	5700	1750	0	0	1750	2475	1075	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.34	0.34	0.05	0.21	0.22	0.00	0.00	0.00	0.08	0.08	0.08
Crit Moves:	****					****				****		
Green Time:	55.3	109	108.7	15.7	69.2	69.2	0.0	0.0	0.0	26.5	26.5	42.3
Volume/Cap:	0.50	0.49	0.49	0.49	0.47	0.50	0.00	0.00	0.00	0.50	0.50	0.31
Delay/Veh:	41.8	12.5	12.5	70.6	32.6	33.4	0.0	0.0	0.0	61.4	61.4	47.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.8	12.5	12.5	70.6	32.6	33.4	0.0	0.0	0.0	61.4	61.4	47.6
LOS by Move:	D	B	B	E	C	C	A	A	A	E	E	D
DesignQueue:	20	20	20	7	21	22	0	0	0	12	12	10

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

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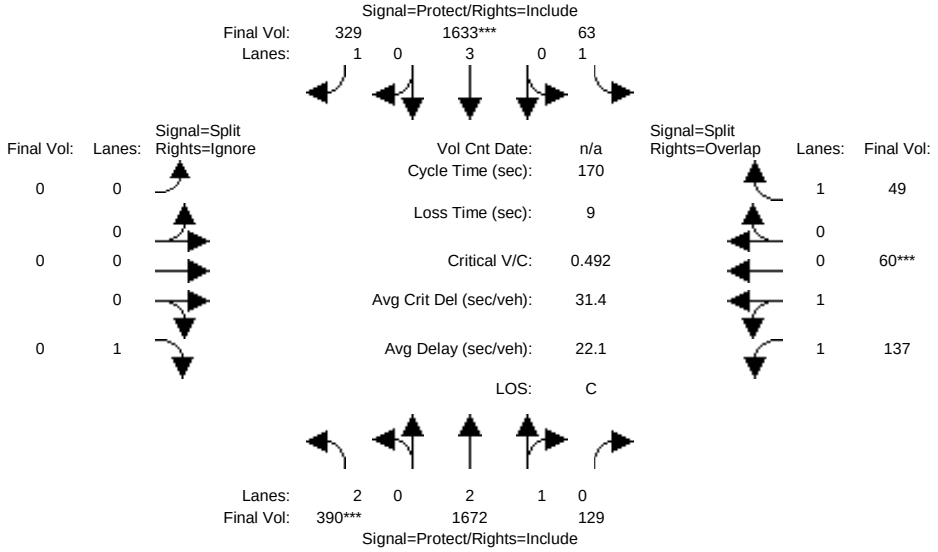
City of San Jose
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Proj PM

Intersection #3038: 280/SARATOGA (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:4:45-5:45PM												
Base Vol:	390	1618	129	63	1548	307	0	0	0	137	60	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	390	1618	129	63	1548	307	0	0	0	137	60	49
Added Vol:	0	54	0	0	85	22	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	390	1672	129	63	1633	329	0	0	0	137	60	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	390	1672	129	63	1633	329	0	0	0	137	60	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	390	1672	129	63	1633	329	0	0	0	137	60	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	390	1672	129	63	1633	329	0	0	0	137	60	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.78	0.22	1.00	3.00	1.00	0.00	0.00	1.00	1.40	0.60	1.00
Final Sat.:	3150	5198	401	1750	5700	1750	0	0	1750	2469	1081	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.32	0.32	0.04	0.29	0.19	0.00	0.00	0.00	0.06	0.06	0.03
Crit Moves:	****				****						****	
Green Time:	42.8	126	125.7	16.1	99.0	99.0	0.0	0.0	0.0	19.2	19.2	35.3
Volume/Cap:	0.49	0.43	0.43	0.38	0.49	0.32	0.00	0.00	0.00	0.49	0.49	0.13
Delay/Veh:	54.8	8.6	8.6	73.7	20.9	18.4	0.0	0.0	0.0	71.8	71.8	55.1
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:	54.8	8.6	8.6	73.7	20.9	18.4	0.0	0.0	0.0	71.8	71.8	55.1
LOS by Move:	D	A	A	E	C	B	A	A	A	E	E	E
DesignQueue:	17	16	16	6	23	15	0	0	0	9	9	4

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

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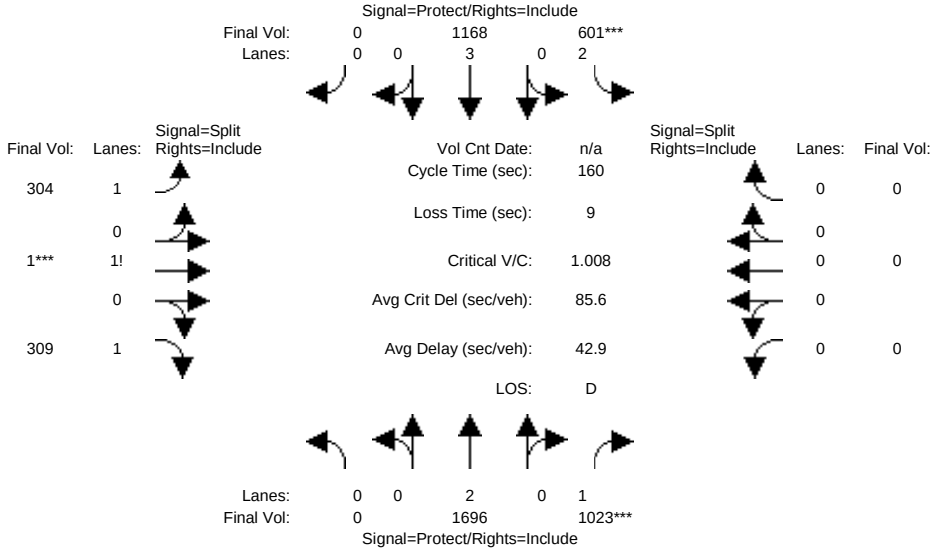
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #3039: 280/SARATOGA (S)



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	0	10	10		7	10	0		10	10	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:7:40-8:40AM																
Base Vol:	0	1696	1023		601	1168	0		304	1	309		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1696	1023		601	1168	0		304	1	309		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1696	1023		601	1168	0		304	1	309		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1696	1023		601	1168	0		304	1	309		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1696	1023		601	1168	0		304	1	309		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	1696	1023		601	1168	0		304	1	309		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.83	1.00	0.92		0.92	0.92	0.92		0.92	1.00	0.92	
Lanes:	0.00	2.00	1.00		2.00	3.00	0.00		1.49	0.01	1.50		0.00	0.00	0.00	
Final Sat.:	0	3800	1750		3150	5700	0		2615	6	2629		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.45	0.58		0.19	0.20	0.00		0.12	0.18	0.12		0.00	0.00	0.00	
Crit Moves:			****		****					****						
Green Time:	0.0	92.8	92.8		30.3	123	0.0		27.9	27.9	27.9		0.0	0.0	0.0	
Volume/Cap:	0.00	0.77	1.01		1.01	0.27	0.00		0.67	1.01	0.67		0.00	0.00	0.00	
Delay/Veh:	0.0	27.2	63.8		103.6	5.4	0.0		63.6	104	63.8		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	27.2	63.8		103.6	5.4	0.0		63.6	104	63.8		0.0	0.0	0.0	
LOS by Move:	A	C	E		F	A	A		E	F	E		A	A	A	
DesignQueue:	0	36	49		28	8	0		17	26	17		0	0	0	

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

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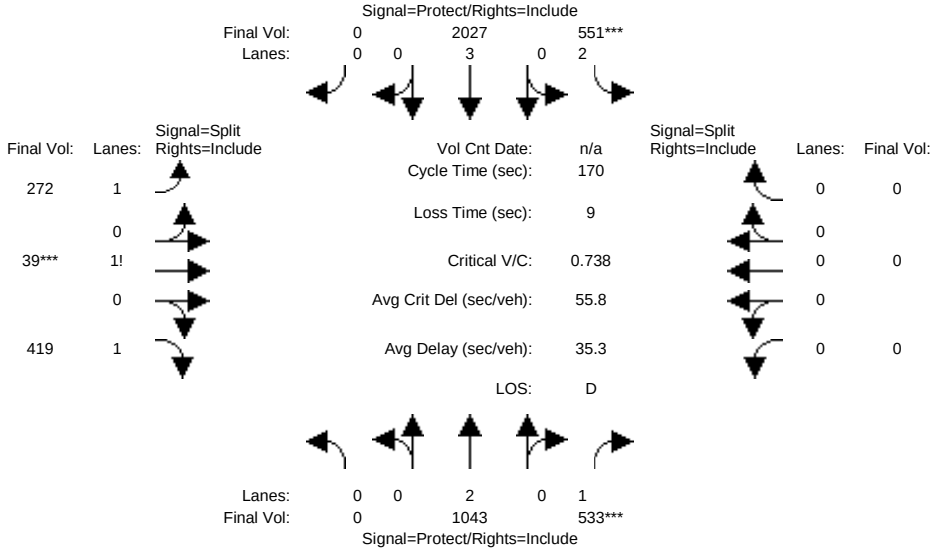
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #3039: 280/SARATOGA (S)



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	0	10	10		7	10	0		10	10	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:4:45-5:45PM																
Base Vol:	0	1043	533		551	2027	0		272	39	419		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1043	533		551	2027	0		272	39	419		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1043	533		551	2027	0		272	39	419		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1043	533		551	2027	0		272	39	419		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1043	533		551	2027	0		272	39	419		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	1043	533		551	2027	0		272	39	419		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.83	1.00	0.92		0.92	0.92	0.92		0.92	1.00	0.92	
Lanes:	0.00	2.00	1.00		2.00	3.00	0.00		1.35	0.10	1.55		0.00	0.00	0.00	
Final Sat.:	0	3800	1750		3150	5700	0		2369	178	2704		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.27	0.30		0.17	0.36	0.00		0.11	0.22	0.15		0.00	0.00	0.00	
Crit Moves:			****		****					****						
Green Time:	0.0	70.1	70.1		40.3	110	0.0		50.6	50.6	50.6		0.0	0.0	0.0	
Volume/Cap:	0.00	0.67	0.74		0.74	0.55	0.00		0.39	0.74	0.52		0.00	0.00	0.00	
Delay/Veh:	0.0	41.5	46.2		63.9	16.4	0.0		47.5	56.7	50.0		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	41.5	46.2		63.9	16.4	0.0		47.5	56.7	50.0		0.0	0.0	0.0	
LOS by Move:	A	D	D		E	B	A		D	E	D		A	A	A	
DesignQueue:	0	31	35		25	25	0		15	29	20		0	0	0	

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

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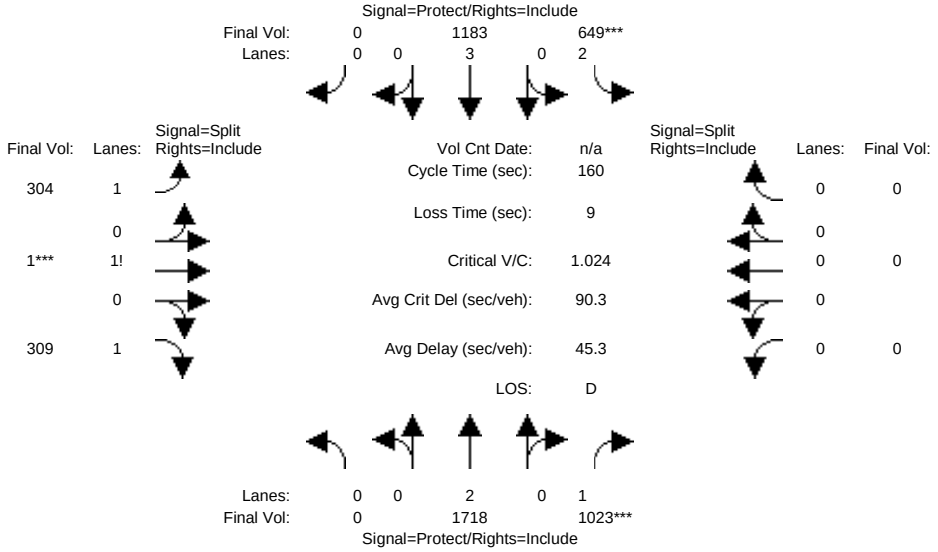
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Proj AM

Intersection #3039: 280/SARATOGA (S)



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	10	10		7	10		0	10	10	10		0	0		0
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:7:40-8:40AM																
Base Vol:	0	1696	1023		601	1168		0	304		1	309	0		0	0
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1696	1023		601	1168		0	304		1	309	0		0	0
Added Vol:	0	22	0		48	15		0	0		0	0	0		0	0
PasserByVol:	0	0	0		0	0		0	0		0	0	0		0	0
Initial Fut:	0	1718	1023		649	1183		0	304		1	309	0		0	0
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1718	1023		649	1183		0	304		1	309	0		0	0
Reduct Vol:	0	0	0		0	0		0	0		0	0	0		0	0
Reduced Vol:	0	1718	1023		649	1183		0	304		1	309	0		0	0
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	1718	1023		649	1183		0	304		1	309	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.83	1.00	0.92		0.92	0.92	0.92		0.92	1.00	0.92	
Lanes:	0.00	2.00	1.00		2.00	3.00	0.00		1.49	0.01	1.50		0.00	0.00	0.00	
Final Sat.:	0	3800	1750		3150	5700		0	2615		6	2629	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.45	0.58		0.21	0.21	0.00		0.12	0.18	0.12		0.00	0.00	0.00	
Crit Moves:			****		****					****						
Green Time:	0.0	91.3	91.3		32.2	124	0.0		27.5	27.5	27.5		0.0	0.0	0.0	
Volume/Cap:	0.00	0.79	1.02		1.02	0.27	0.00		0.68	1.02	0.68		0.00	0.00	0.00	
Delay/Veh:	0.0	28.9	69.0		105.9	5.3	0.0		64.2	109	64.4		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	28.9	69.0		105.9	5.3	0.0		64.2	109	64.4		0.0	0.0	0.0	
LOS by Move:	A	C	E		F	A	A		E	F	E		A	A	A	
DesignQueue:	0	37	50		29	8	0		17	26	17		0	0	0	

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

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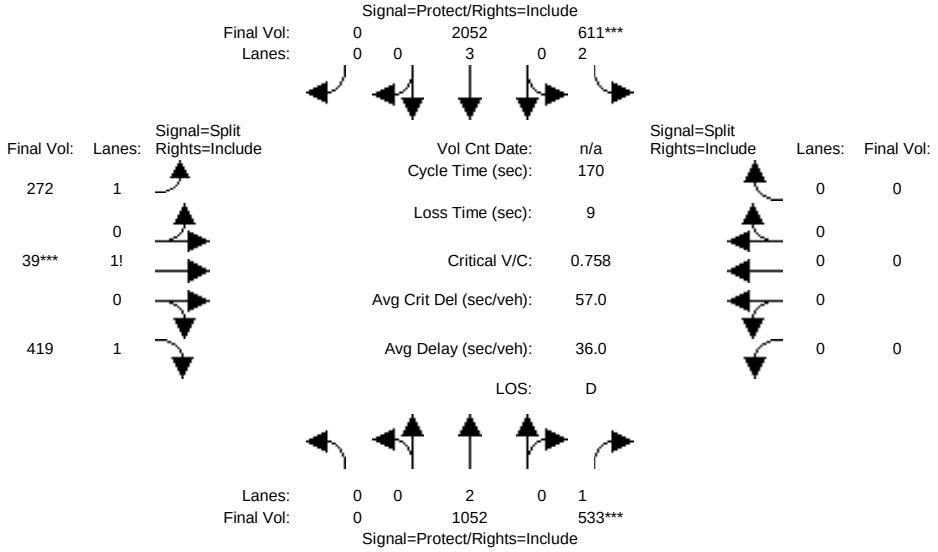
City of San Jose
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Proj PM

Intersection #3039: 280/SARATOGA (S)



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	0	10	10		7	10	0		10	10	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:4:45-5:45PM																
Base Vol:	0	1043	533		551	2027	0		272	39	419		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1043	533		551	2027	0		272	39	419		0	0	0	
Added Vol:	0	9	0		60	25	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1052	533		611	2052	0		272	39	419		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1052	533		611	2052	0		272	39	419		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1052	533		611	2052	0		272	39	419		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	1052	533		611	2052	0		272	39	419		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.83	1.00	0.92		0.92	0.92	0.92		0.92	1.00	0.92	
Lanes:	0.00	2.00	1.00		2.00	3.00	0.00		1.35	0.10	1.55		0.00	0.00	0.00	
Final Sat.:	0	3800	1750		3150	5700	0		2369	178	2704		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.28	0.30		0.19	0.36	0.00		0.11	0.22	0.15		0.00	0.00	0.00	
Crit Moves:			****		****					****						
Green Time:	0.0	68.3	68.3		43.5	112	0.0		49.2	49.2	49.2		0.0	0.0	0.0	
Volume/Cap:	0.00	0.69	0.76		0.76	0.55	0.00		0.40	0.76	0.53		0.00	0.00	0.00	
Delay/Veh:	0.0	43.4	48.6		62.6	15.8	0.0		48.6	58.5	51.2		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	43.4	48.6		62.6	15.8	0.0		48.6	58.5	51.2		0.0	0.0	0.0	
LOS by Move:	A	D	D		E	B	A		D	E	D		A	A	A	
DesignQueue:	0	32	36		27	24	0		15	30	21		0	0	0	

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

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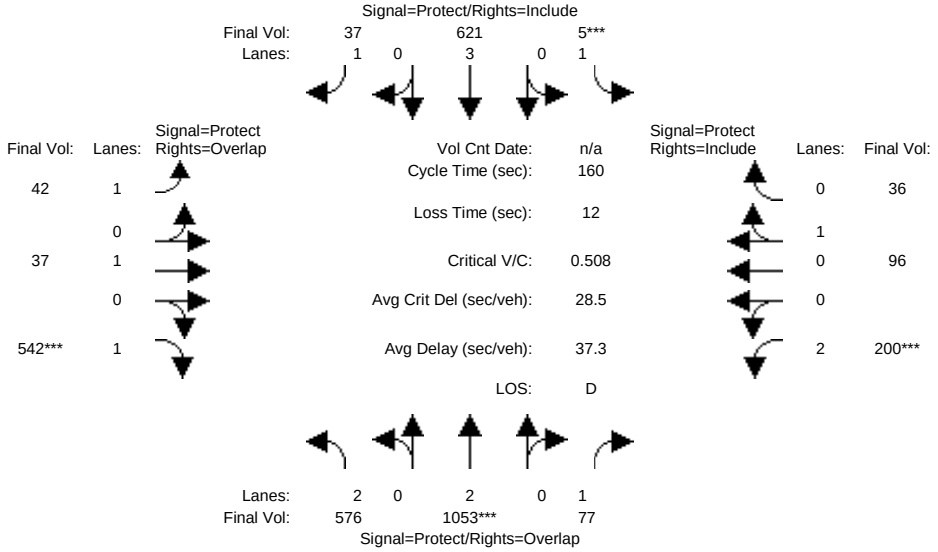
Hexagon Transportation Consultants

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

Intersection #3103: KIELY/SARATOGA



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:8-9 AM												
Base Vol:	576	1053	77	5	621	37	42	37	542	200	96	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	576	1053	77	5	621	37	42	37	542	200	96	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	576	1053	77	5	621	37	42	37	542	200	96	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	576	1053	77	5	621	37	42	37	542	200	96	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	576	1053	77	5	621	37	42	37	542	200	96	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	576	1053	77	5	621	37	42	37	542	200	96	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.73	0.27
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	1900	1750	3150	1309	491
Capacity Analysis Module:												
Vol/Sat:	0.18	0.28	0.04	0.00	0.11	0.02	0.02	0.02	0.31	0.06	0.07	0.07
Crit Moves:		****		****					****	****		
Green Time:	56.8	83.6	102.7	7.0	33.8	33.8	21.5	38.3	95.0	19.2	36.0	36.0
Volume/Cap:	0.52	0.53	0.07	0.07	0.52	0.10	0.18	0.08	0.52	0.53	0.33	0.33
Delay/Veh:	41.2	25.5	10.7	73.7	56.2	50.9	61.8	47.3	19.6	67.6	52.4	52.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.2	25.5	10.7	73.7	56.2	50.9	61.8	47.3	19.6	67.6	52.4	52.4
LOS by Move:	D	C	B	E	E	D	E	D	B	E	D	D
DesignQueue:	21	24	3	0	15	3	4	3	23	10	10	10

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

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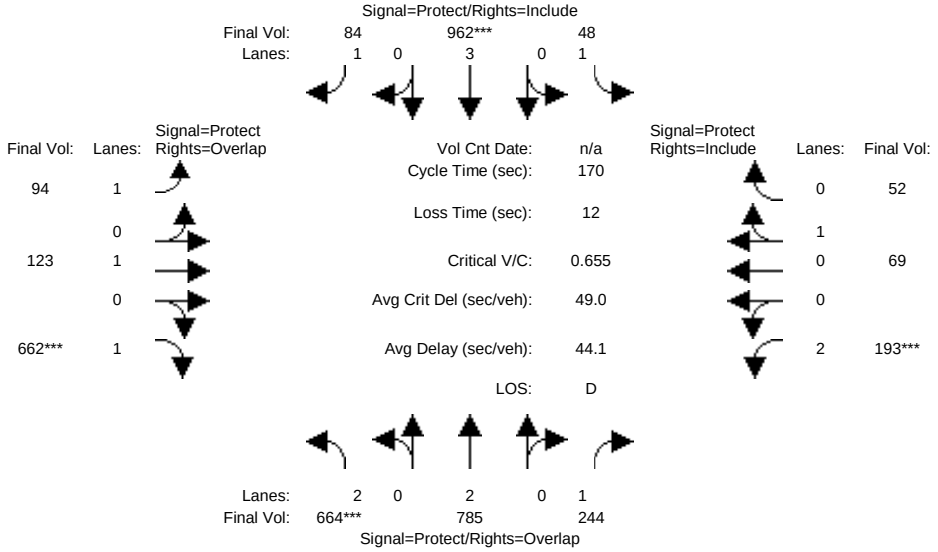
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #3103: KIELY/SARATOGA



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:4:40-5:40PM																								
Base Vol:	664		785		244		48		962		84		94		123		662		193		69		52	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	664		785		244		48		962		84		94		123		662		193		69		52	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	664		785		244		48		962		84		94		123		662		193		69		52	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	664		785		244		48		962		84		94		123		662		193		69		52	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	664		785		244		48		962		84		94		123		662		193		69		52	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	664		785		244		48		962		84		94		123		662		193		69		52	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.83		1.00		0.92		0.92		1.00		0.92		0.92		1.00		0.92		0.83		0.95		0.95	
Lanes:	2.00		2.00		1.00		1.00		3.00		1.00		1.00		1.00		1.00		2.00		0.57		0.43	
Final Sat.:	3150		3800		1750		1750		5700		1750		1750		1900		1750		3150		1026		774	
Capacity Analysis Module:																								
Vol/Sat:	0.21		0.21		0.14		0.03		0.17		0.05		0.05		0.06		0.38		0.06		0.07		0.07	
Crit Moves:	****								****								****		****					
Green Time:	54.7		82.2		98.1		16.4		43.8		43.8		26.4		43.5		98.3		15.9		33.0		33.0	
Volume/Cap:	0.65		0.43		0.24		0.28		0.65		0.19		0.35		0.25		0.65		0.65		0.35		0.35	
Delay/Veh:	51.1		28.7		17.8		72.3		57.4		49.4		64.9		50.6		25.9		79.6		59.8		59.8	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	51.1		28.7		17.8		72.3		57.4		49.4		64.9		50.6		25.9		79.6		59.8		59.8	
LOS by Move:	D		C		B		E		E		D		E		D		C		E		E		E	
DesignQueue:	27		20		11		4		24		6		8		9		32		10		10		10	

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

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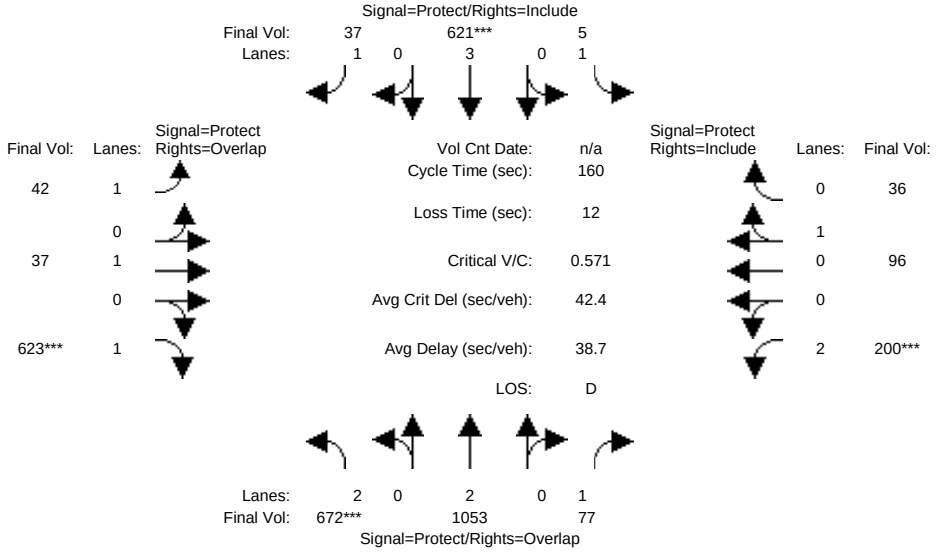
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Proj AM

Intersection #3103: KIELY/SARATOGA



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:8-9 AM												
Base Vol:	576	1053	77	5	621	37	42	37	542	200	96	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	576	1053	77	5	621	37	42	37	542	200	96	36
Added Vol:	96	0	0	0	0	0	0	0	81	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	672	1053	77	5	621	37	42	37	623	200	96	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	672	1053	77	5	621	37	42	37	623	200	96	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	672	1053	77	5	621	37	42	37	623	200	96	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	672	1053	77	5	621	37	42	37	623	200	96	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.73	0.27
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	1900	1750	3150	1309	491
Capacity Analysis Module:												
Vol/Sat:	0.21	0.28	0.04	0.00	0.11	0.02	0.02	0.02	0.36	0.06	0.07	0.07
Crit Moves:	****				****				****	****		
Green Time:	59.7	78.0	95.7	12.3	30.5	30.5	21.6	40.0	99.7	17.8	36.2	36.2
Volume/Cap:	0.57	0.57	0.07	0.04	0.57	0.11	0.18	0.08	0.57	0.57	0.32	0.32
Delay/Veh:	40.6	29.5	13.5	68.5	59.5	53.7	61.7	46.0	18.4	69.8	52.2	52.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.6	29.5	13.5	68.5	59.5	53.7	61.7	46.0	18.4	69.8	52.2	52.2
LOS by Move:	D	C	B	E	E	D	E	D	B	E	D	D
DesignQueue:	24	26	3	0	15	3	4	2	25	10	10	10

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

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Level Of Service Computation Report
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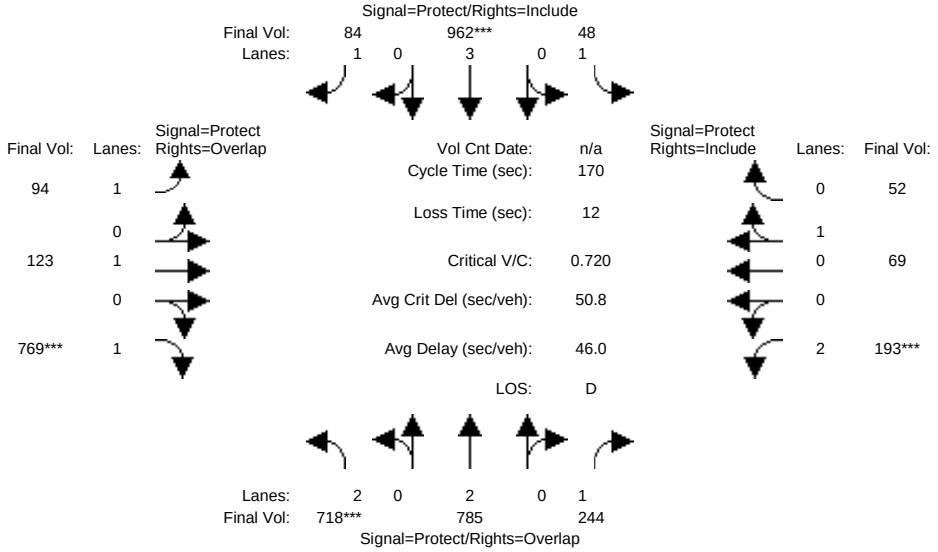
Bkgd+Proj PM

Intersection #3103: KIELY/SARATOGA



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:4:40-5:40PM																								
Base Vol:	664		785		244		48		962		84		94		123		662		193		69		52	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	664		785		244		48		962		84		94		123		662		193		69		52	
Added Vol:	54		0		0		0		0		0		0		0		107		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	718		785		244		48		962		84		94		123		769		193		69		52	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	718		785		244		48		962		84		94		123		769		193		69		52	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	718		785		244		48		962		84		94		123		769		193		69		52	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	718		785		244		48		962		84		94		123		769		193		69		52	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.83		1.00		0.92		0.92		1.00		0.92		0.92		1.00		0.92		0.83		0.95		0.95	
Lanes:	2.00		2.00		1.00		1.00		3.00		1.00		1.00		1.00		1.00		2.00		0.57		0.43	
Final Sat.:	3150		3800		1750		1750		5700		1750		1750		1900		1750		3150		1026		774	
Capacity Analysis Module:																								
Vol/Sat:	0.23		0.21		0.14		0.03		0.17		0.05		0.05		0.06		0.44		0.06		0.07		0.07	
Crit Moves:	****								****								****		****					
Green Time:	53.8		78.1		92.5		15.6		39.8		39.8		28.6		49.9		103.7		14.5		35.8		35.8	
Volume/Cap:	0.72		0.45		0.26		0.30		0.72		0.20		0.32		0.22		0.72		0.72		0.32		0.32	
Delay/Veh:	54.0		31.5		20.7		73.2		61.9		52.6		62.8		45.6		25.5		85.0		57.3		57.3	
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:	54.0		31.5		20.7		73.2		61.9		52.6		62.8		45.6		25.5		85.0		57.3		57.3	
LOS by Move:	D		C		C		E		E		D		E		D		C		F		E		E	
DesignQueue:	30		21		12		5		24		7		8		8		35		10		10		10	

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

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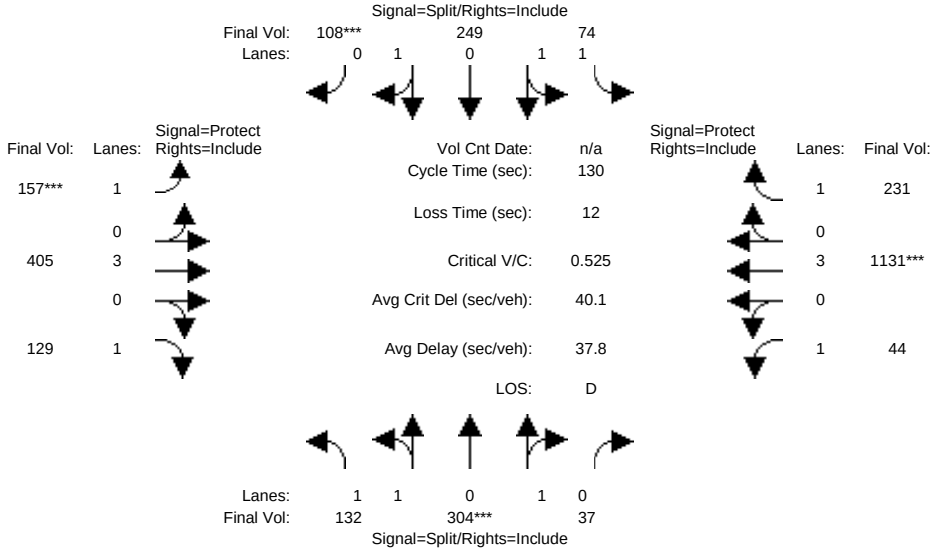
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #3104: KIELY/STEVENS CREEK



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:8-9 AM												
Base Vol:	132	304	37	74	249	108	157	405	129	44	1131	231
Growth Adj:	1.00	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	304	37	74	249	108	157	405	129	44	1131	231
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	304	37	74	249	108	157	405	129	44	1131	231
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	304	37	74	249	108	157	405	129	44	1131	231
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	304	37	74	249	108	157	405	129	44	1131	231
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	304	37	74	249	108	157	405	129	44	1131	231
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.78	0.22	1.00	1.38	0.62	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3298	401	1750	2580	1119	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.09	0.09	0.04	0.10	0.10	0.09	0.07	0.07	0.03	0.20	0.13
Crit Moves:		****				****	****				****	
Green Time:	22.8	22.8	22.8	23.9	23.9	23.9	22.2	41.9	41.9	29.4	49.1	49.1
Volume/Cap:	0.43	0.53	0.53	0.23	0.53	0.53	0.53	0.22	0.23	0.11	0.53	0.35
Delay/Veh:	48.1	49.3	49.3	45.3	48.6	48.6	50.8	32.2	32.4	40.1	31.6	29.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.1	49.3	49.3	45.3	48.6	48.6	50.8	32.2	32.4	40.1	31.6	29.3
LOS by Move:	D	D	D	D	D	D	D	C	C	D	C	C
DesignQueue:	9	11	11	5	11	11	10	7	7	3	18	12

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

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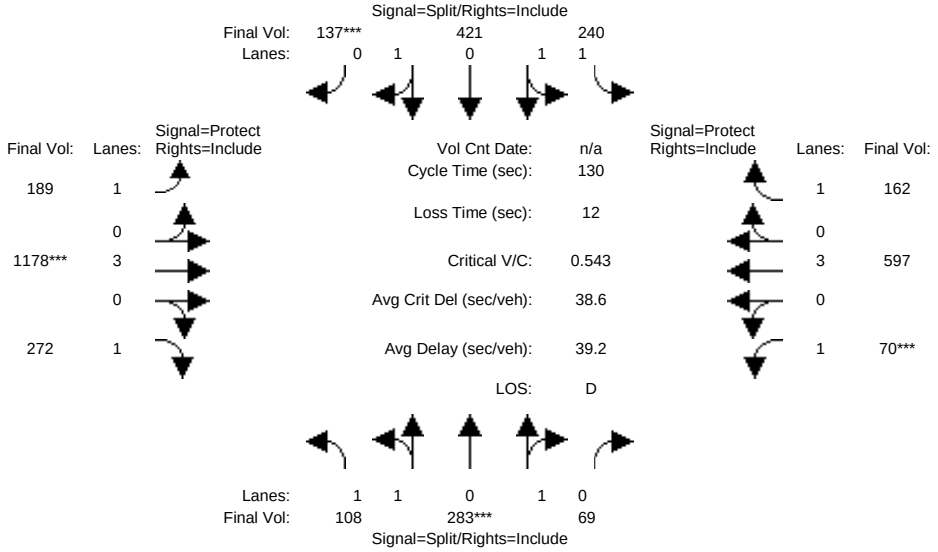
Hexagon Transportation Consultants

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

Intersection #3104: KIELY/STEVENS CREEK



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:4:50-5:50PM												
Base Vol:	108	283	69	240	421	137	189	1178	272	70	597	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	283	69	240	421	137	189	1178	272	70	597	162
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	283	69	240	421	137	189	1178	272	70	597	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	283	69	240	421	137	189	1178	272	70	597	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	283	69	240	421	137	189	1178	272	70	597	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	283	69	240	421	137	189	1178	272	70	597	162
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.60	0.40	1.00	1.50	0.50	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	2974	725	1750	2791	908	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.10	0.14	0.15	0.15	0.11	0.21	0.16	0.04	0.10	0.09
Crit Moves:		****				****		****		****		
Green Time:	22.8	22.8	22.8	36.1	36.1	36.1	30.0	49.5	49.5	9.6	29.1	29.1
Volume/Cap:	0.35	0.54	0.54	0.49	0.54	0.54	0.47	0.54	0.41	0.54	0.47	0.41
Delay/Veh:	47.3	49.6	49.6	39.5	40.3	40.3	44.0	31.7	29.9	62.8	44.0	43.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.3	49.6	49.6	39.5	40.3	40.3	44.0	31.7	29.9	62.8	44.0	43.9
LOS by Move:	D	D	D	D	D	D	D	C	C	E	D	D
DesignQueue:	7	11	11	14	16	16	12	19	14	5	11	10

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

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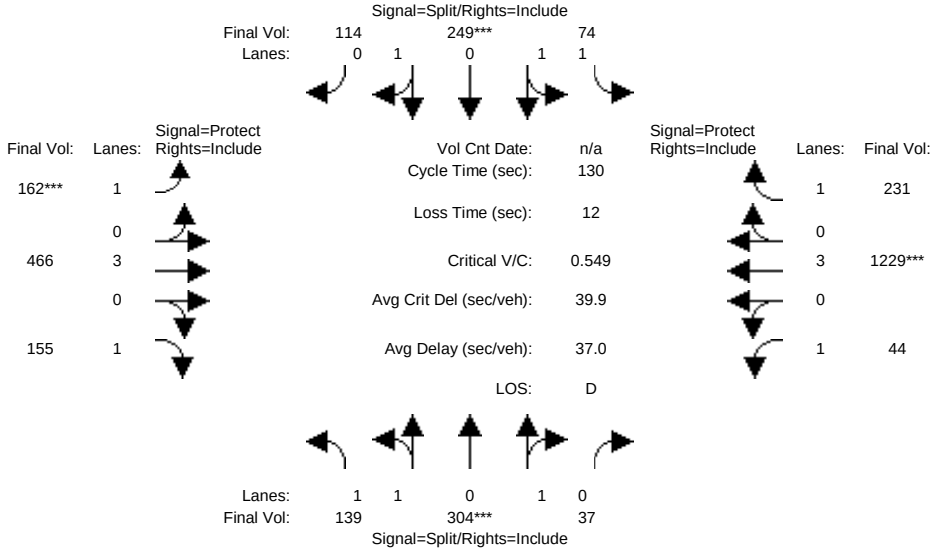
Intersection #3104: KIELY/STEVENS CREEK



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:8-9 AM												
Base Vol:	132	304	37	74	249	108	157	405	129	44	1131	231
Growth Adj:	1.00	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	304	37	74	249	108	157	405	129	44	1131	231
Added Vol:	7	0	0	0	0	6	5	61	26	0	98	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	304	37	74	249	114	162	466	155	44	1229	231
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	304	37	74	249	114	162	466	155	44	1229	231
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	304	37	74	249	114	162	466	155	44	1229	231
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	139	304	37	74	249	114	162	466	155	44	1229	231
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.78	0.22	1.00	1.35	0.65	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3298	401	1750	2537	1162	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.09	0.09	0.04	0.10	0.10	0.09	0.08	0.09	0.03	0.22	0.13
Crit Moves:		****			****		****				****	
Green Time:	21.8	21.8	21.8	23.2	23.2	23.2	21.9	45.4	45.4	27.6	51.0	51.0
Volume/Cap:	0.47	0.55	0.55	0.24	0.55	0.55	0.55	0.23	0.25	0.12	0.55	0.34
Delay/Veh:	49.2	50.3	50.3	45.8	49.4	49.4	51.7	30.1	30.4	41.5	30.9	27.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.2	50.3	50.3	45.8	49.4	49.4	51.7	30.1	30.4	41.5	30.9	27.9
LOS by Move:	D	D	D	D	D	D	D	C	C	D	C	C
DesignQueue:	9	11	11	5	11	11	11	7	8	3	19	11

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

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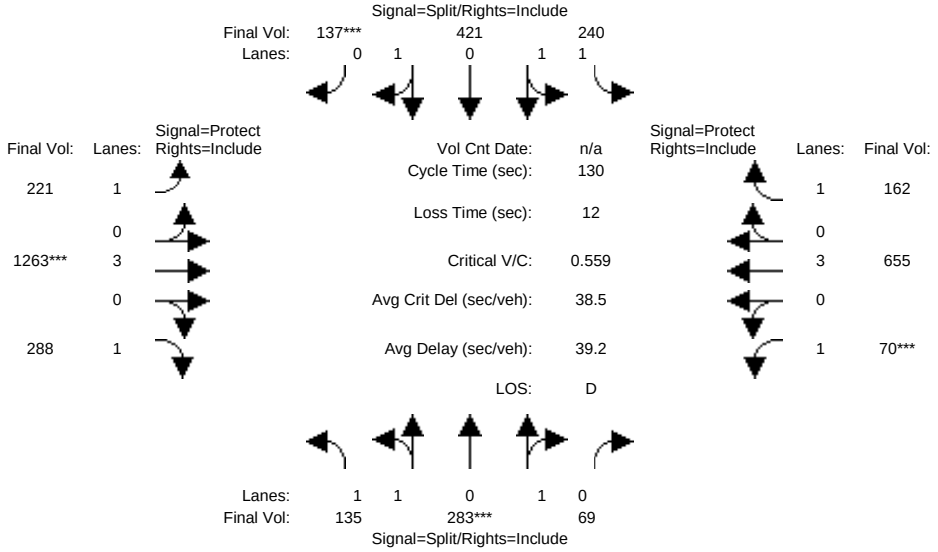
Bkgd+Proj PM

Intersection #3104: KIELY/STEVENS CREEK



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:4:50-5:50PM												
Base Vol:	108	283	69	240	421	137	189	1178	272	70	597	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	283	69	240	421	137	189	1178	272	70	597	162
Added Vol:	27	0	0	0	0	0	32	85	16	0	58	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	283	69	240	421	137	221	1263	288	70	655	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	283	69	240	421	137	221	1263	288	70	655	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	283	69	240	421	137	221	1263	288	70	655	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	283	69	240	421	137	221	1263	288	70	655	162
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.60	0.40	1.00	1.50	0.50	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	2974	725	1750	2791	908	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.10	0.10	0.14	0.15	0.15	0.13	0.22	0.16	0.04	0.11	0.09
Crit Moves:		****				****		****		****		
Green Time:	22.1	22.1	22.1	35.1	35.1	35.1	31.8	51.5	51.5	9.3	29.0	29.0
Volume/Cap:	0.45	0.56	0.56	0.51	0.56	0.56	0.52	0.56	0.42	0.56	0.52	0.42
Delay/Veh:	48.8	50.3	50.3	40.4	41.3	41.3	43.5	30.8	28.8	64.0	44.7	44.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.8	50.3	50.3	40.4	41.3	41.3	43.5	30.8	28.8	64.0	44.7	44.0
LOS by Move:	D	D	D	D	D	D	D	C	C	E	D	D
DesignQueue:	9	11	11	14	16	16	14	19	14	5	13	10

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

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City of San Jose
Hexagon Transportation Consultants

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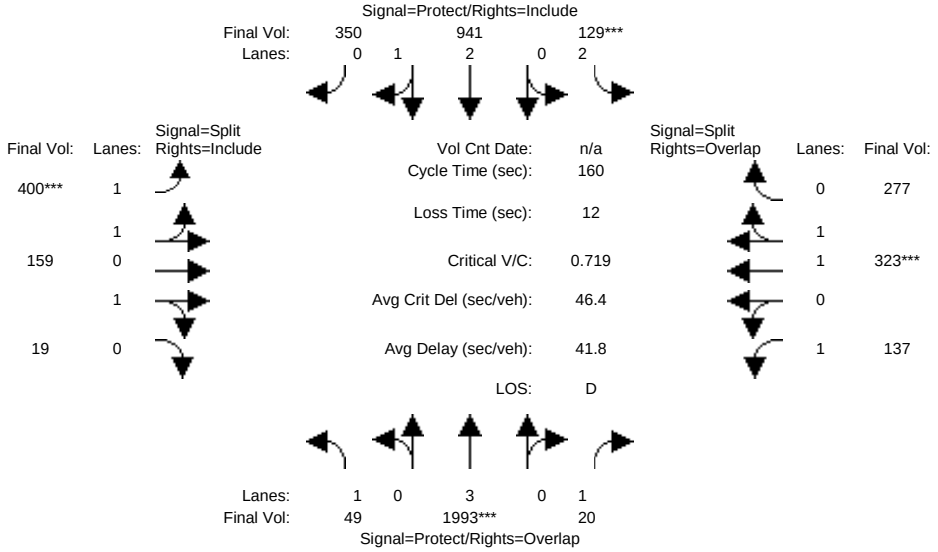
Background AM

Intersection #3113: MOORPARK/SARATOGA



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:7:55-8:55AM												
Base Vol:	49	1993	20	129	941	350	400	159	19	137	323	277
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	1993	20	129	941	350	400	159	19	137	323	277
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	1993	20	129	941	350	400	159	19	137	323	277
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	1993	20	129	941	350	400	159	19	137	323	277
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	1993	20	129	941	350	400	159	19	137	323	277
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	1993	20	129	941	350	400	159	19	137	323	277
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.95	0.93	0.95	0.95	0.92	1.00	0.95
Lanes:	1.00	3.00	1.00	2.00	2.16	0.84	2.00	0.89	0.11	1.00	1.05	0.95
Final Sat.:	1750	5700	1750	3150	4080	1517	3552	1608	192	1750	1991	1707
Capacity Analysis Module:												
Vol/Sat:	0.03	0.35	0.01	0.04	0.23	0.23	0.11	0.10	0.10	0.08	0.16	0.16
Crit Moves:		****		****			****				****	
Green Time:	13.9	77.8	113.8	9.1	73.0	73.0	25.0	25.0	25.0	36.1	36.1	45.2
Volume/Cap:	0.32	0.72	0.02	0.72	0.51	0.51	0.72	0.63	0.63	0.35	0.72	0.57
Delay/Veh:	69.9	33.4	6.7	87.4	30.9	30.9	67.3	64.6	64.6	52.6	60.3	50.0
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:	69.9	33.4	6.7	87.4	30.9	30.9	67.3	64.6	64.6	52.6	60.3	50.0
LOS by Move:	E	C	A	F	C	C	E	E	E	D	E	D
DesignQueue:	4	33	1	7	23	23	17	14	14	10	22	21

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

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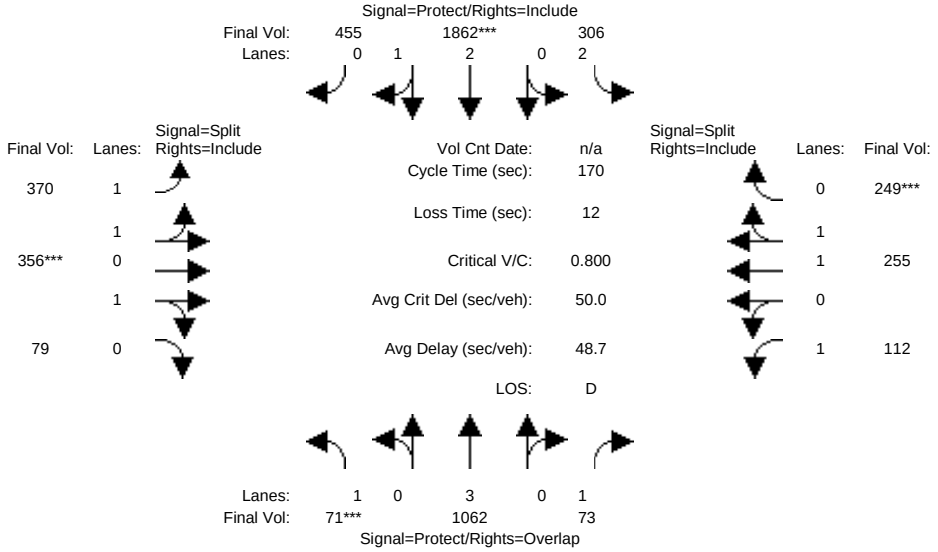
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #3113: MOORPARK/SARATOGA



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:5:00-6:00PM												
Base Vol:	71	1062	73	306	1862	455	370	356	79	112	255	249
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	1062	73	306	1862	455	370	356	79	112	255	249
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	1062	73	306	1862	455	370	356	79	112	255	249
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	1062	73	306	1862	455	370	356	79	112	255	249
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	1062	73	306	1862	455	370	356	79	112	255	249
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	1062	73	306	1862	455	370	356	79	112	255	249
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.99	0.95	0.93	0.95	0.95	0.92	1.00	0.95
Lanes:	1.00	3.00	1.00	2.00	2.39	0.61	1.40	1.31	0.29	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	3150	4499	1099	2459	2366	525	1750	1899	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.04	0.10	0.41	0.41	0.15	0.15	0.15	0.06	0.13	0.14
Crit Moves:	****				****			****				****
Green Time:	8.6	63.5	92.9	33.1	88.0	88.0	32.0	32.0	32.0	29.4	29.4	29.4
Volume/Cap:	0.80	0.50	0.08	0.50	0.80	0.80	0.80	0.80	0.80	0.37	0.78	0.80
Delay/Veh:	118.4	41.2	18.3	61.7	35.4	35.4	70.6	70.6	70.6	62.9	73.0	74.6
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:	118.4	41.2	18.3	61.7	35.4	35.4	70.6	70.6	70.6	62.9	73.0	74.6
LOS by Move:	F	D	B	E	D	D	E	E	E	E	E	E
DesignQueue:	7	22	3	14	40	40	23	23	23	10	21	21

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

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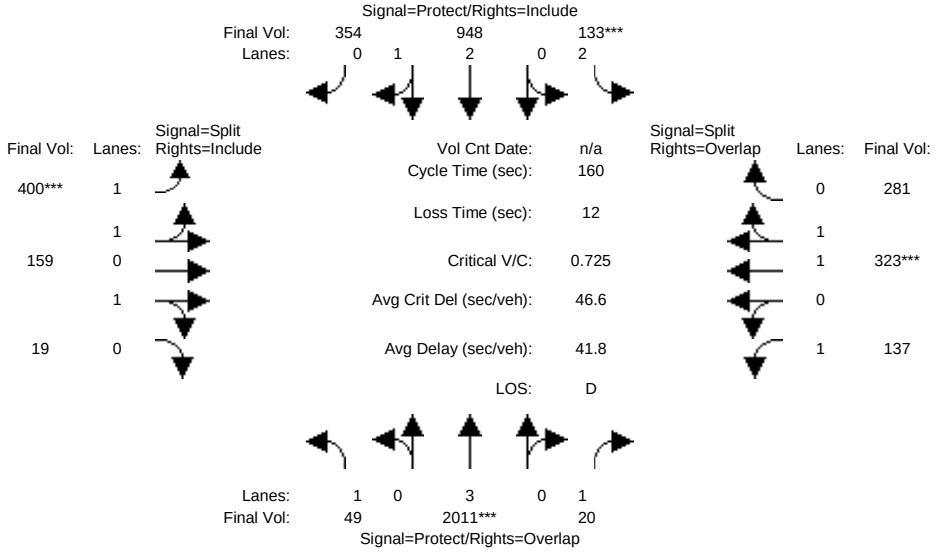
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Proj AM

Intersection #3113: MOORPARK/SARATOGA



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:7:55-8:55AM												
Base Vol:	49	1993	20	129	941	350	400	159	19	137	323	277
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	1993	20	129	941	350	400	159	19	137	323	277
Added Vol:	0	18	0	4	7	4	0	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	2011	20	133	948	354	400	159	19	137	323	281
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	2011	20	133	948	354	400	159	19	137	323	281
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	2011	20	133	948	354	400	159	19	137	323	281
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	2011	20	133	948	354	400	159	19	137	323	281
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.95	0.93	0.95	0.95	0.92	1.00	0.95
Lanes:	1.00	3.00	1.00	2.00	2.15	0.85	2.00	0.89	0.11	1.00	1.04	0.96
Final Sat.:	1750	5700	1750	3150	4075	1522	3552	1608	192	1750	1977	1720
Capacity Analysis Module:												
Vol/Sat:	0.03	0.35	0.01	0.04	0.23	0.23	0.11	0.10	0.10	0.08	0.16	0.16
Crit Moves:		****		****			****				****	
Green Time:	13.8	77.8	113.8	9.3	73.3	73.3	24.8	24.8	24.8	36.0	36.0	45.3
Volume/Cap:	0.32	0.73	0.02	0.73	0.51	0.51	0.73	0.64	0.64	0.35	0.73	0.58
Delay/Veh:	70.0	33.6	6.7	87.5	30.8	30.8	67.7	64.9	64.9	52.6	60.6	49.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.0	33.6	6.7	87.5	30.8	30.8	67.7	64.9	64.9	52.6	60.6	49.9
LOS by Move:	E	C	A	F	C	C	E	E	E	D	E	D
DesignQueue:	4	34	1	7	23	23	17	14	14	10	22	21

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

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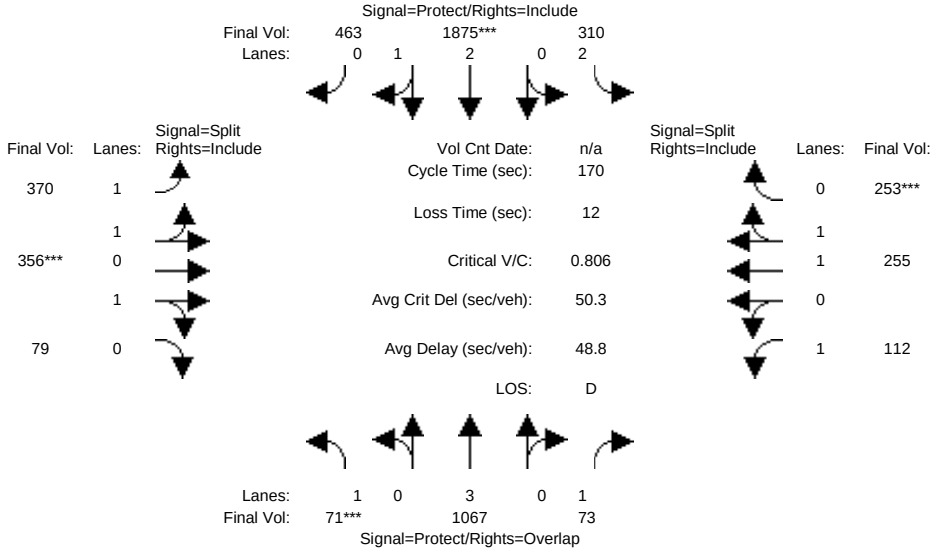
Intersection #3113: MOORPARK/SARATOGA



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:5:00-6:00PM												
Base Vol:	71	1062	73	306	1862	455	370	356	79	112	255	249
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	1062	73	306	1862	455	370	356	79	112	255	249
Added Vol:	0	5	0	4	13	8	0	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	1067	73	310	1875	463	370	356	79	112	255	253
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	1067	73	310	1875	463	370	356	79	112	255	253
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	1067	73	310	1875	463	370	356	79	112	255	253
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	1067	73	310	1875	463	370	356	79	112	255	253
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.99	0.95	0.93	0.95	0.95	0.92	1.00	0.95
Lanes:	1.00	3.00	1.00	2.00	2.38	0.62	1.40	1.31	0.29	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	3150	4490	1109	2459	2366	525	1750	1900	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.04	0.10	0.42	0.42	0.15	0.15	0.15	0.06	0.13	0.14
Crit Moves:	****				****			****				****
Green Time:	8.6	63.3	93.0	33.3	88.1	88.1	31.7	31.7	31.7	29.6	29.6	29.6
Volume/Cap:	0.81	0.50	0.08	0.50	0.81	0.81	0.81	0.81	0.81	0.37	0.77	0.81
Delay/Veh:	120.1	41.4	18.2	61.6	35.6	35.6	71.1	71.1	71.1	62.7	72.5	75.0
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:	120.1	41.4	18.2	61.6	35.6	35.6	71.1	71.1	71.1	62.7	72.5	75.0
LOS by Move:	F	D	B	E	D	D	E	E	E	E	E	E
DesignQueue:	7	22	3	15	41	41	23	23	23	10	21	22

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

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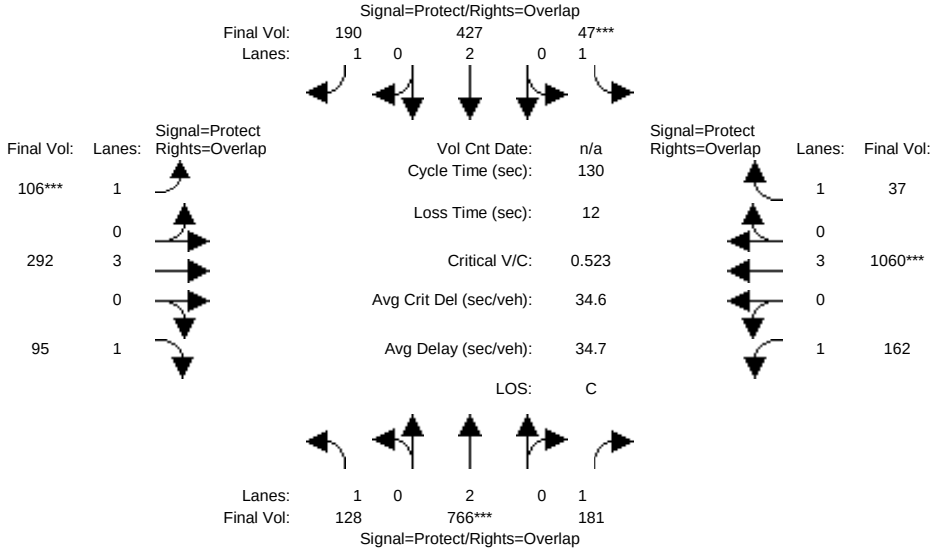
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #3116: SARATOGA/STEVENS CREEK



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:7:55-8:55AM												
Base Vol:	128	766	181	47	427	190	106	292	95	162	1060	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	766	181	47	427	190	106	292	95	162	1060	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	128	766	181	47	427	190	106	292	95	162	1060	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	128	766	181	47	427	190	106	292	95	162	1060	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	766	181	47	427	190	106	292	95	162	1060	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	766	181	47	427	190	106	292	95	162	1060	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.10	0.03	0.11	0.11	0.06	0.05	0.05	0.09	0.19	0.02
Crit Moves:		****		****			****				****	
Green Time:	22.4	49.9	83.3	7.0	34.5	49.5	15.0	27.7	50.2	33.4	46.1	53.1
Volume/Cap:	0.42	0.52	0.16	0.50	0.42	0.29	0.52	0.24	0.14	0.36	0.52	0.05
Delay/Veh:	49.0	31.2	9.4	63.9	39.8	28.2	56.7	42.5	26.0	40.1	33.5	23.3
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:	49.0	31.2	9.4	63.9	39.8	28.2	56.7	42.5	26.0	40.1	33.5	23.3
LOS by Move:	D	C	A	E	D	C	E	D	C	D	C	C
DesignQueue:	8	18	5	4	12	9	7	6	5	10	17	2

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

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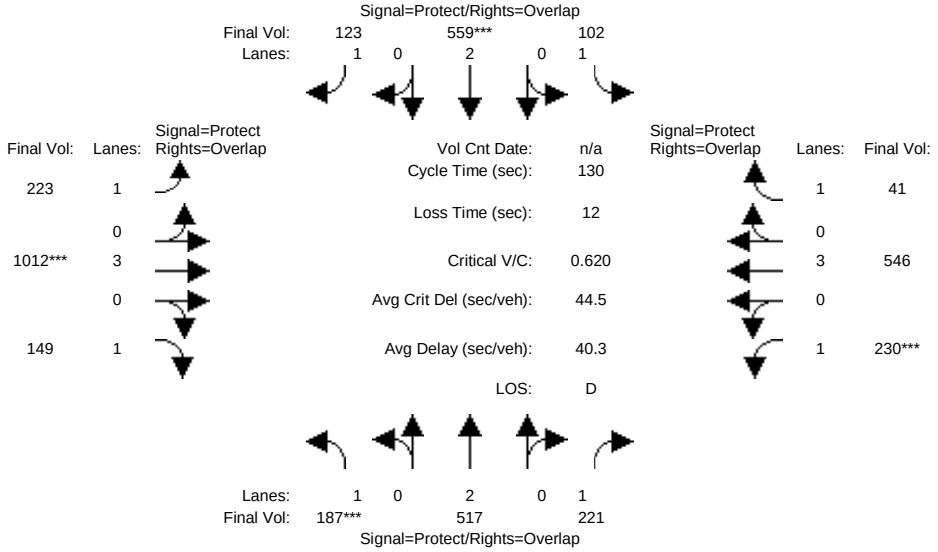
City of San Jose
Hexagon Transportation Consultants

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

Intersection #3116: SARATOGA/STEVENS CREEK



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:4:55-5:55PM												
Base Vol:	187	517	221	102	559	123	223	1012	149	230	546	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	187	517	221	102	559	123	223	1012	149	230	546	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	187	517	221	102	559	123	223	1012	149	230	546	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	187	517	221	102	559	123	223	1012	149	230	546	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	517	221	102	559	123	223	1012	149	230	546	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	187	517	221	102	559	123	223	1012	149	230	546	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.14	0.13	0.06	0.15	0.07	0.13	0.18	0.09	0.13	0.10	0.02
Crit Moves:	****				****			****		****		
Green Time:	22.4	37.3	64.8	16.0	30.8	67.8	37.0	37.2	59.6	27.5	27.8	43.8
Volume/Cap:	0.62	0.47	0.25	0.47	0.62	0.13	0.45	0.62	0.19	0.62	0.45	0.07
Delay/Veh:	53.8	38.6	18.9	54.8	45.7	16.1	38.8	41.0	20.9	49.7	44.7	29.3
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:	53.8	38.6	18.9	54.8	45.7	16.1	38.8	41.0	20.9	49.7	44.7	29.3
LOS by Move:	D	D	B	D	D	B	D	D	C	D	D	C
DesignQueue:	12	14	9	7	16	5	13	18	6	15	11	2

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

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4300 Stevens Creek Mixed-Use Development
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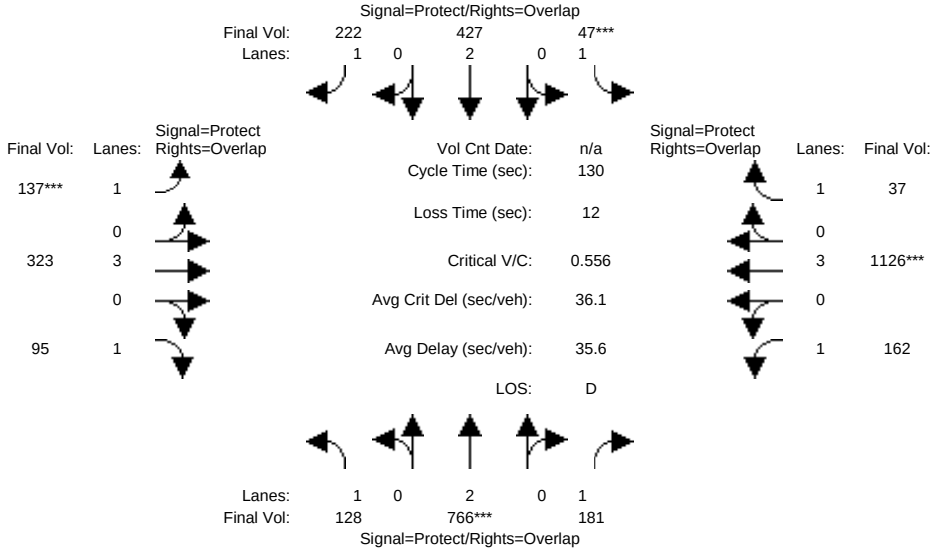
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Proj AM

Intersection #3116: SARATOGA/STEVENS CREEK



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:7:55-8:55AM												
Base Vol:	128	766	181	47	427	190	106	292	95	162	1060	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	766	181	47	427	190	106	292	95	162	1060	37
Added Vol:	0	0	0	0	0	32	31	31	0	0	66	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	128	766	181	47	427	222	137	323	95	162	1126	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	128	766	181	47	427	222	137	323	95	162	1126	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	766	181	47	427	222	137	323	95	162	1126	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	766	181	47	427	222	137	323	95	162	1126	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.10	0.03	0.11	0.13	0.08	0.06	0.05	0.09	0.20	0.02
Crit Moves:		****		****			****				****	
Green Time:	21.2	46.9	81.9	7.0	32.6	50.8	18.2	29.1	50.3	35.0	45.9	52.9
Volume/Cap:	0.45	0.56	0.16	0.50	0.45	0.32	0.56	0.25	0.14	0.34	0.56	0.05
Delay/Veh:	50.2	33.8	10.0	63.9	41.4	27.9	55.0	41.6	25.9	38.7	34.2	23.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.2	33.8	10.0	63.9	41.4	27.9	55.0	41.6	25.9	38.7	34.2	23.4
LOS by Move:	D	C	A	E	D	C	E	D	C	D	C	C
DesignQueue:	9	19	5	4	12	11	9	6	5	10	18	2

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

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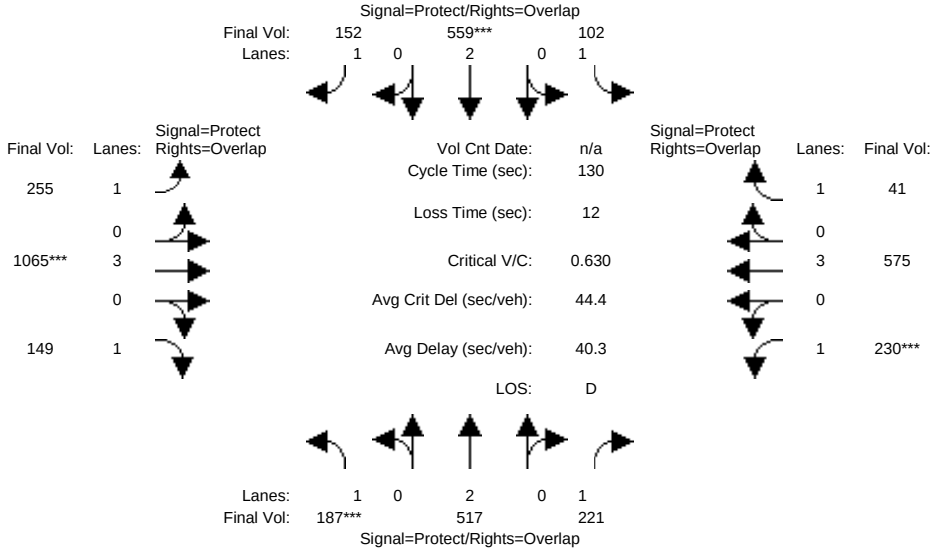
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Proj PM

Intersection #3116: SARATOGA/STEVENS CREEK



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:4:55-5:55PM												
Base Vol:	187	517	221	102	559	123	223	1012	149	230	546	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	187	517	221	102	559	123	223	1012	149	230	546	41
Added Vol:	0	0	0	0	0	29	32	53	0	0	29	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	187	517	221	102	559	152	255	1065	149	230	575	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	187	517	221	102	559	152	255	1065	149	230	575	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	517	221	102	559	152	255	1065	149	230	575	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	187	517	221	102	559	152	255	1065	149	230	575	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.14	0.13	0.06	0.15	0.09	0.15	0.19	0.09	0.13	0.10	0.02
Crit Moves:	****				****			****		****		
Green Time:	22.0	36.7	63.8	15.7	30.3	69.1	38.8	38.5	60.6	27.1	26.8	42.6
Volume/Cap:	0.63	0.48	0.26	0.48	0.63	0.16	0.49	0.63	0.18	0.63	0.49	0.07
Delay/Veh:	54.5	39.1	19.5	55.1	46.3	15.7	38.2	40.4	20.4	50.4	45.8	30.2
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:	54.5	39.1	19.5	55.1	46.3	15.7	38.2	40.4	20.4	50.4	45.8	30.2
LOS by Move:	D	D	B	E	D	B	D	D	C	D	D	C
DesignQueue:	13	14	9	7	16	6	15	19	6	15	11	2

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

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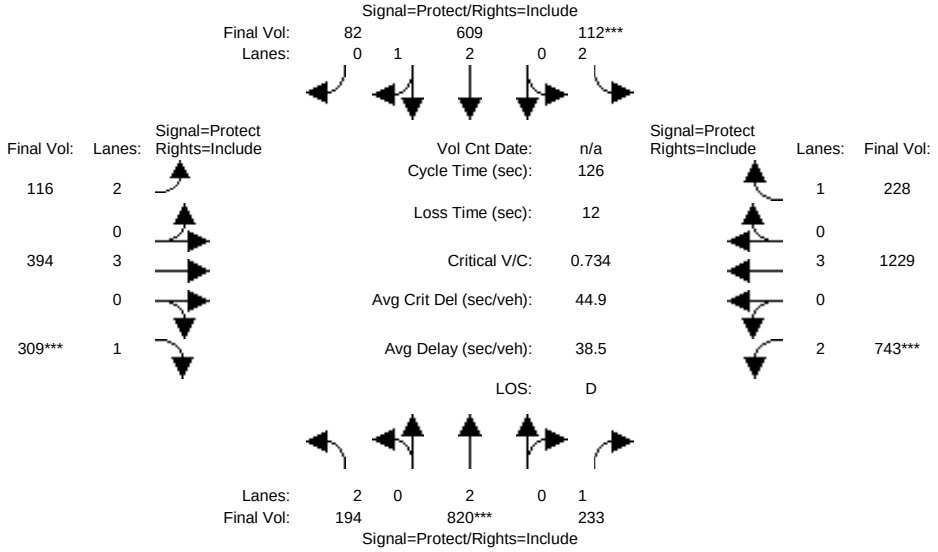
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #3118: STEVENS CREEK/WINCHESTER



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:7:45-8:45AM												
Base Vol:	194	820	233	112	609	82	116	394	309	743	1229	228
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	820	233	112	609	82	116	394	309	743	1229	228
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	820	233	112	609	82	116	394	309	743	1229	228
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	194	820	233	112	609	82	116	394	309	743	1229	228
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	820	233	112	609	82	116	394	309	743	1229	228
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	194	820	233	112	609	82	116	394	309	743	1229	228
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.63	0.37	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	4935	664	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.13	0.04	0.12	0.12	0.04	0.07	0.18	0.24	0.22	0.13
Crit Moves:		****		****					****	****		
Green Time:	14.6	36.8	36.8	7.0	29.2	29.2	14.4	30.1	30.1	40.2	55.9	55.9
Volume/Cap:	0.53	0.74	0.46	0.64	0.53	0.53	0.32	0.29	0.74	0.74	0.49	0.29
Delay/Veh:	54.0	43.0	37.1	66.0	42.9	42.9	51.8	39.3	51.2	41.2	25.0	22.7
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:	54.0	43.0	37.1	66.0	42.9	42.9	51.8	39.3	51.2	41.2	25.0	22.7
LOS by Move:	D	D	D	E	D	D	D	D	D	D	C	C
DesignQueue:	7	22	13	5	13	13	4	7	19	23	17	10

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

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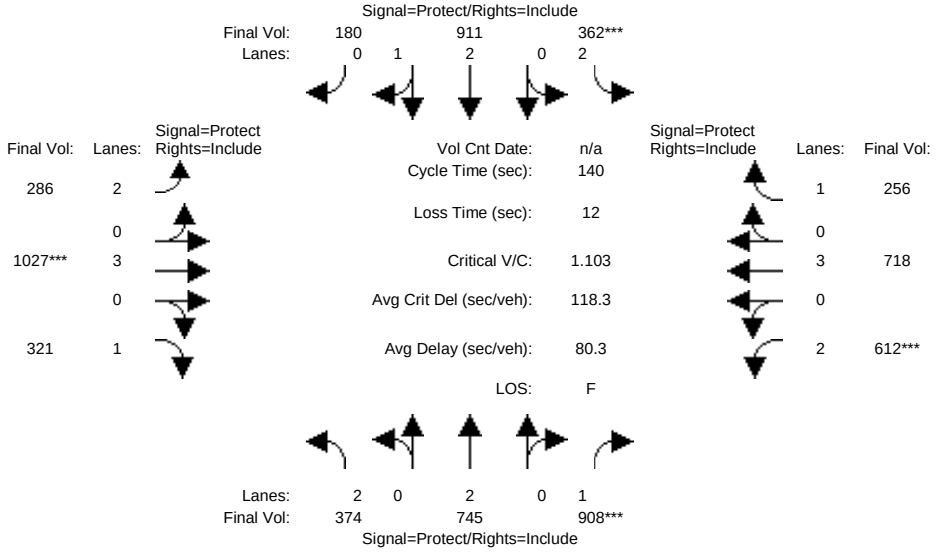
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #3118: STEVENS CREEK/WINCHESTER



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:5:00-6:00PM												
Base Vol:	374	745	908	362	911	180	286	1027	321	612	718	256
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	374	745	908	362	911	180	286	1027	321	612	718	256
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	374	745	908	362	911	180	286	1027	321	612	718	256
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	374	745	908	362	911	180	286	1027	321	612	718	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	374	745	908	362	911	180	286	1027	321	612	718	256
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	374	745	908	362	911	180	286	1027	321	612	718	256
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.49	0.51	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	4675	924	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.20	0.52	0.11	0.19	0.19	0.09	0.18	0.18	0.19	0.13	0.15
Crit Moves:			****	****				****		****		
Green Time:	30.5	65.9	65.9	14.6	50.0	50.0	18.2	22.9	22.9	24.7	29.3	29.3
Volume/Cap:	0.55	0.42	1.10	1.10	0.55	0.55	0.70	1.10	1.12	1.10	0.60	0.70
Delay/Veh:	49.5	24.6	100.4	142.9	36.2	36.2	63.5	120	149.0	127.1	50.9	57.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.5	24.6	100.4	142.9	36.2	36.2	63.5	120	149.0	127.1	50.9	57.1
LOS by Move:	D	C	F	F	D	D	E	F	F	F	D	E
DesignQueue:	14	16	47	16	20	20	12	23	24	25	15	18

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

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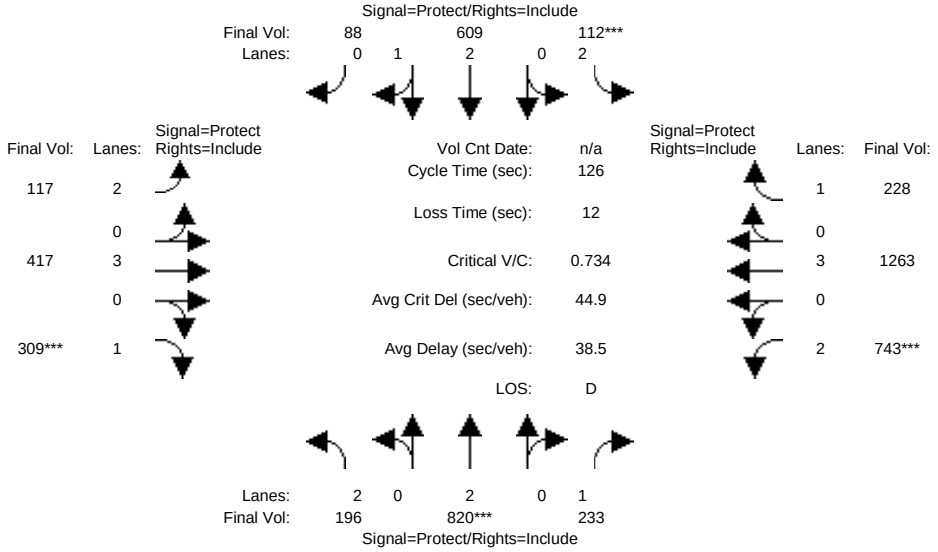
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Proj AM

Intersection #3118: STEVENS CREEK/WINCHESTER



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:7:45-8:45AM												
Base Vol:	194	820	233	112	609	82	116	394	309	743	1229	228
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	820	233	112	609	82	116	394	309	743	1229	228
Added Vol:	2	0	0	0	0	6	1	23	0	0	34	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	196	820	233	112	609	88	117	417	309	743	1263	228
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	196	820	233	112	609	88	117	417	309	743	1263	228
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	820	233	112	609	88	117	417	309	743	1263	228
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	196	820	233	112	609	88	117	417	309	743	1263	228
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.61	0.39	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	4892	707	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.13	0.04	0.12	0.12	0.04	0.07	0.18	0.24	0.22	0.13
Crit Moves:		****		****					****	****		
Green Time:	14.6	36.8	36.8	7.0	29.2	29.2	14.1	30.1	30.1	40.2	56.2	56.2
Volume/Cap:	0.54	0.74	0.46	0.64	0.54	0.54	0.33	0.31	0.74	0.74	0.50	0.29
Delay/Veh:	54.1	43.0	37.1	66.0	42.9	42.9	52.2	39.5	51.2	41.2	25.0	22.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.1	43.0	37.1	66.0	42.9	42.9	52.2	39.5	51.2	41.2	25.0	22.5
LOS by Move:	D	D	D	E	D	D	D	D	D	D	C	C
DesignQueue:	7	22	13	5	13	13	4	8	19	23	17	10

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

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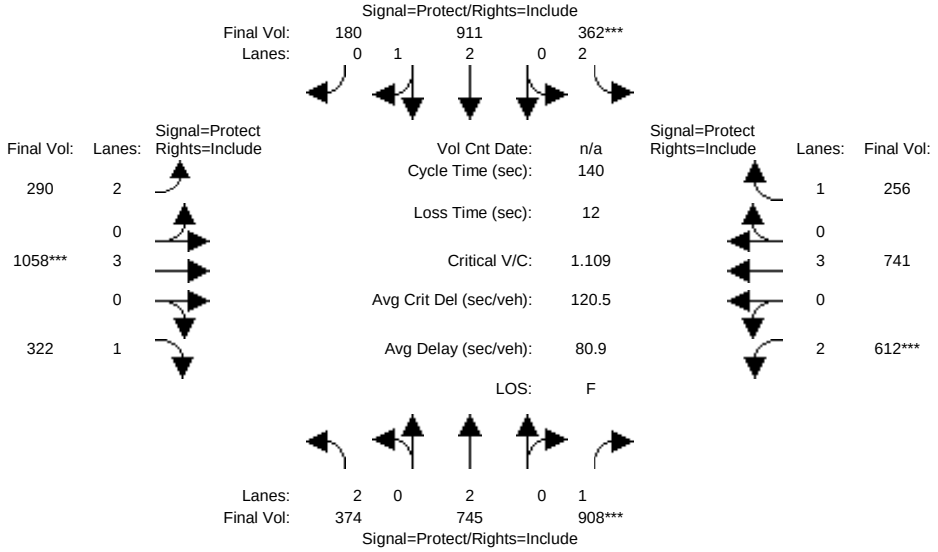
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Proj PM

Intersection #3118: STEVENS CREEK/WINCHESTER



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:5:00-6:00PM												
Base Vol:	374	745	908	362	911	180	286	1027	321	612	718	256
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	374	745	908	362	911	180	286	1027	321	612	718	256
Added Vol:	0	0	0	0	0	0	4	31	1	0	23	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	374	745	908	362	911	180	290	1058	322	612	741	256
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	374	745	908	362	911	180	290	1058	322	612	741	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	374	745	908	362	911	180	290	1058	322	612	741	256
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	374	745	908	362	911	180	290	1058	322	612	741	256
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.49	0.51	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	4675	924	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.20	0.52	0.11	0.19	0.19	0.09	0.19	0.18	0.19	0.13	0.15
Crit Moves:			****	****				****		****		
Green Time:	30.3	65.5	65.5	14.5	49.7	49.7	18.5	23.4	23.4	24.5	29.4	29.4
Volume/Cap:	0.55	0.42	1.11	1.11	0.55	0.55	0.70	1.11	1.10	1.11	0.62	0.70
Delay/Veh:	49.7	24.8	102.9	145.1	36.5	36.5	63.1	122	140.0	129.4	51.2	56.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.7	24.8	102.9	145.1	36.5	36.5	63.1	122	140.0	129.4	51.2	56.9
LOS by Move:	D	C	F	F	D	D	E	F	F	F	D	E
DesignQueue:	14	16	47	16	20	20	12	24	24	25	16	18

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

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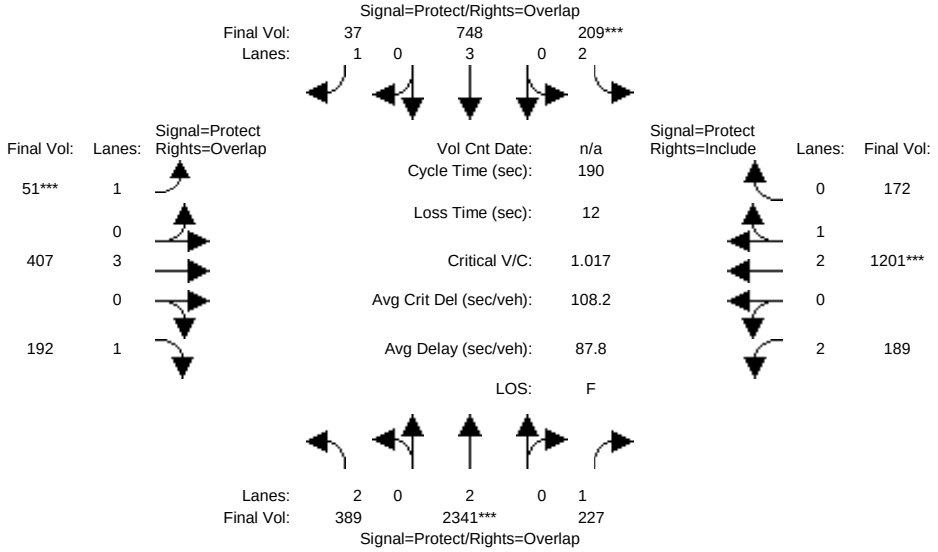
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #5405: SAN TOMAS EXPWY/STEVENS CREEK BLVD [HOV: NB(AM) SB(PM)]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	31	107	107	16	92	92	18	49	49	19	48	48
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:30 - 8:30 AM												
Base Vol:	389	2754	227	209	748	37	51	407	192	189	1201	172
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	389	2754	227	209	748	37	51	407	192	189	1201	172
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	389	2754	227	209	748	37	51	407	192	189	1201	172
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	389	2341	227	209	748	37	51	407	192	189	1201	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	389	2341	227	209	748	37	51	407	192	189	1201	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	389	2341	227	209	748	37	51	407	192	189	1201	172
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00	2.00	2.61	0.39
Final Sat.:	3150	3800	1750	3150	5700	1750	1750	5700	1750	3150	4898	701
Capacity Analysis Module:												
Vol/Sat:	0.12	0.62	0.13	0.07	0.13	0.02	0.03	0.07	0.11	0.06	0.25	0.25
Crit Moves:		****		****			****				****	
Green Time:	29.5	102	119.3	15.0	87.5	104.4	16.8	44.5	74.0	17.3	44.9	44.9
Volume/Cap:	0.80	1.15	0.21	0.84	0.28	0.04	0.33	0.30	0.28	0.66	1.04	1.04
Delay/Veh:	91.5	106	8.2	114.3	28.0	14.4	88.1	64.2	42.7	94.9	112	112.4
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:	91.5	106	8.2	114.3	28.0	14.4	88.1	64.2	42.7	94.9	112	112.4
LOS by Move:	F	F	A	F	C	B	F	E	D	F	F	F
DesignQueue:	23	73	11	13	16	2	6	12	15	12	43	43

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

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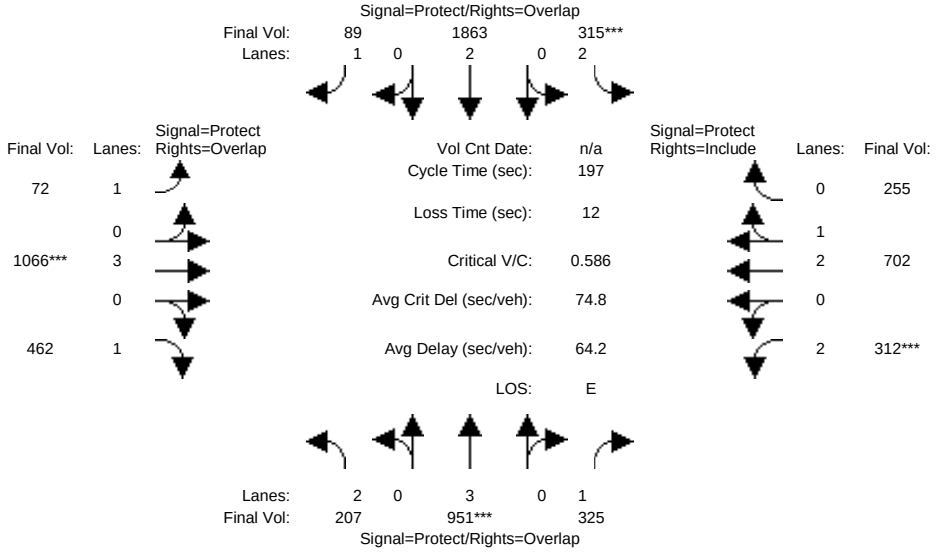
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #5405: SAN TOMAS EXPWY/STEVENS CREEK BLVD [HOV: NB(AM) SB(PM)]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	88	88	40	110	110	17	48	48	22	53	53
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:00-6:00PM												
Base Vol:	207	951	325	315	2419	89	72	1066	462	312	702	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	207	951	325	315	2419	89	72	1066	462	312	702	255
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	207	951	325	315	2419	89	72	1066	462	312	702	255
User Adj:	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	207	951	325	315	1863	89	72	1066	462	312	702	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	951	325	315	1863	89	72	1066	462	312	702	255
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	207	951	325	315	1863	89	72	1066	462	312	702	255
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.95
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	2.00	2.17	0.83
Final Sat.:	3150	5700	1750	3150	3800	1750	1750	5700	1750	3150	4106	1491
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.19	0.10	0.49	0.05	0.04	0.19	0.26	0.10	0.17	0.17
Crit Moves:		****		****				****		****		
Green Time:	16.9	82.6	103.2	37.5	103	119.1	15.9	45.0	61.9	20.6	49.7	49.7
Volume/Cap:	0.77	0.40	0.35	0.53	0.94	0.08	0.51	0.82	0.84	0.95	0.68	0.68
Delay/Veh:	106.4	49.2	37.4	77.3	43.0	9.8	95.5	81.1	78.2	128.8	72.1	72.1
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:	106.4	49.2	37.4	77.3	43.0	9.8	95.5	81.1	78.2	128.8	72.1	72.1
LOS by Move:	F	D	D	E	D	A	F	F	E	F	E	E
DesignQueue:	14	22	21	18	59	5	8	34	43	20	30	30

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

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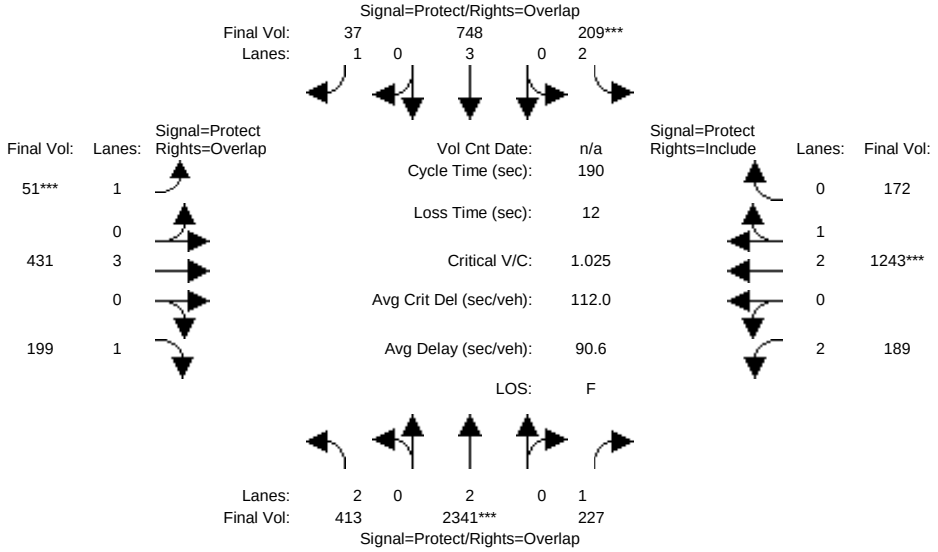
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Proj AM

Intersection #5405: SAN TOMAS EXPWY/STEVENS CREEK BLVD [HOV: NB(AM) SB(PM)]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	31	107	107	16	92	92	18	49	49	19	48	48
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:30 - 8:30 AM												
Base Vol:	389	2754	227	209	748	37	51	407	192	189	1201	172
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	389	2754	227	209	748	37	51	407	192	189	1201	172
Added Vol:	24	0	0	0	0	0	0	24	7	0	42	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	413	2754	227	209	748	37	51	431	199	189	1243	172
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	413	2341	227	209	748	37	51	431	199	189	1243	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	413	2341	227	209	748	37	51	431	199	189	1243	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	413	2341	227	209	748	37	51	431	199	189	1243	172
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00	2.00	2.62	0.38
Final Sat.:	3150	3800	1750	3150	5700	1750	1750	5700	1750	3150	4918	681
Capacity Analysis Module:												
Vol/Sat:	0.13	0.62	0.13	0.07	0.13	0.02	0.03	0.08	0.11	0.06	0.25	0.25
Crit Moves:		****		****			****				****	
Green Time:	29.5	102	119.3	15.0	87.5	104.4	16.8	44.5	74.0	17.3	44.9	44.9
Volume/Cap:	0.84	1.15	0.21	0.84	0.28	0.04	0.33	0.32	0.29	0.66	1.07	1.07
Delay/Veh:	96.1	106	8.2	114.3	28.0	14.4	88.1	64.5	42.9	94.9	123	122.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	96.1	106	8.2	114.3	28.0	14.4	88.1	64.5	42.9	94.9	123	122.9
LOS by Move:	F	F	A	F	C	B	F	E	D	F	F	F
DesignQueue:	25	73	11	13	16	2	6	13	15	12	44	44

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

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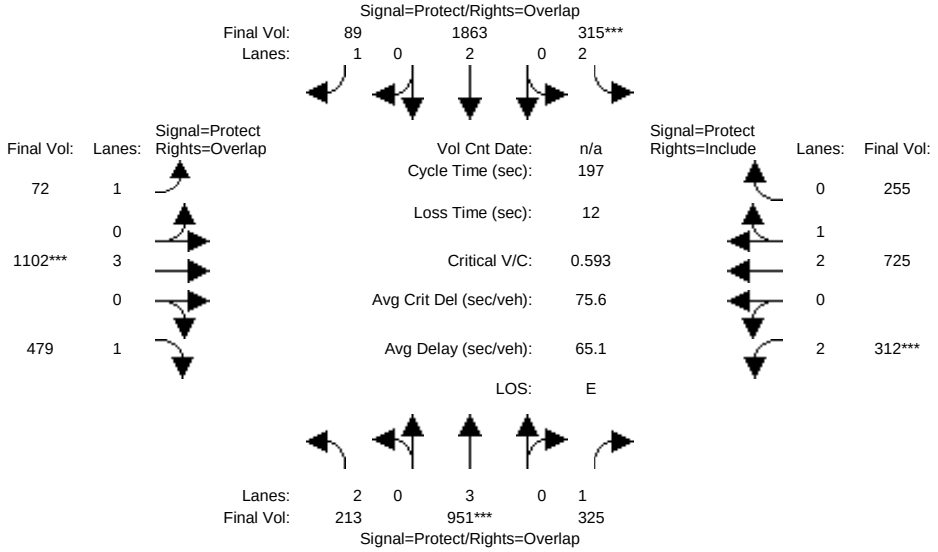
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Proj PM

Intersection #5405: SAN TOMAS EXPWY/STEVENS CREEK BLVD [HOV: NB(AM) SB(PM)]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	88	88	40	110	110	17	48	48	22	53	53
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:00-6:00PM												
Base Vol:	207	951	325	315	2419	89	72	1066	462	312	702	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	207	951	325	315	2419	89	72	1066	462	312	702	255
Added Vol:	6	0	0	0	0	0	0	36	17	0	23	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	213	951	325	315	2419	89	72	1102	479	312	725	255
User Adj:	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	213	951	325	315	1863	89	72	1102	479	312	725	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	213	951	325	315	1863	89	72	1102	479	312	725	255
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	213	951	325	315	1863	89	72	1102	479	312	725	255
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	2.00	2.19	0.81
Final Sat.:	3150	5700	1750	3150	3800	1750	1750	5700	1750	3150	4141	1456
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.19	0.10	0.49	0.05	0.04	0.19	0.27	0.10	0.18	0.18
Crit Moves:		****		****				****		****		
Green Time:	16.9	82.6	103.2	37.5	103	119.1	15.9	45.0	61.9	20.6	49.7	49.7
Volume/Cap:	0.79	0.40	0.35	0.53	0.94	0.08	0.51	0.85	0.87	0.95	0.69	0.69
Delay/Veh:	108.5	49.2	37.4	77.3	43.0	9.8	95.5	82.8	82.1	128.8	72.7	72.7
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:	108.5	49.2	37.4	77.3	43.0	9.8	95.5	82.8	82.1	128.8	72.7	72.7
LOS by Move:	F	D	D	E	D	A	F	F	F	F	E	E
DesignQueue:	14	22	21	18	59	5	8	35	45	20	30	30

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

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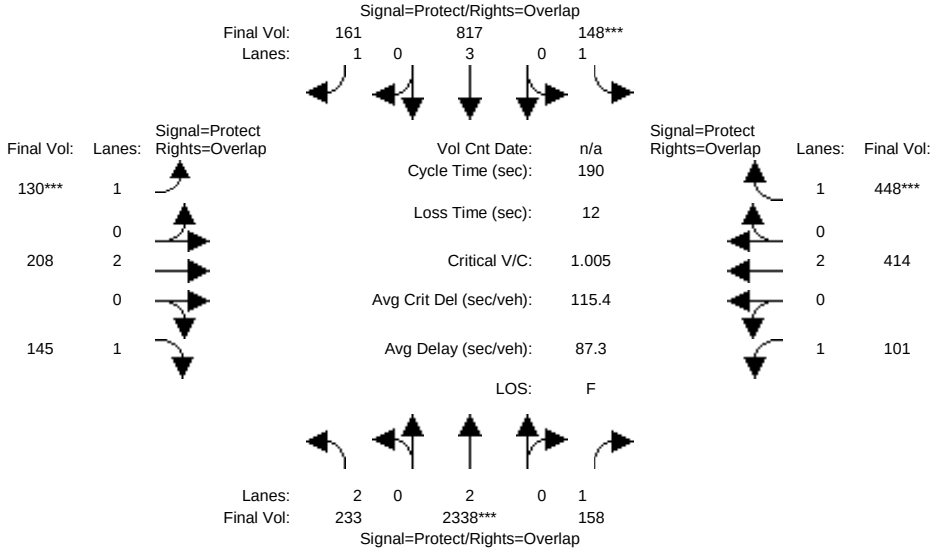
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #5406: SAN TOMAS EXPWY/MOORPARK AVE [HOV: NB(AM) SB(PM)]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	26	116	116	21	111	111	22	37	37	16	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:7:30-8:30 AM

Base Vol:	233	2750	158	148	817	161	130	208	145	101	414	448
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	233	2750	158	148	817	161	130	208	145	101	414	448
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	233	2750	158	148	817	161	130	208	145	101	414	448
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	233	2338	158	148	817	161	130	208	145	101	414	448
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	2338	158	148	817	161	130	208	145	101	414	448
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	233	2338	158	148	817	161	130	208	145	101	414	448

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
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.:	3150	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:

Vol/Sat:	0.07	0.62	0.09	0.08	0.14	0.09	0.07	0.05	0.08	0.06	0.11	0.26
Crit Moves:		****		****			****					****
Green Time:	24.8	111	125.4	19.8	106	126.5	20.7	33.6	58.4	14.5	29.2	48.9
Volume/Cap:	0.57	1.05	0.14	0.81	0.26	0.14	0.68	0.31	0.27	0.76	0.71	0.99
Delay/Veh:	92.6	117	29.5	112.2	15.5	4.8	96.3	72.7	53.1	112.9	85.3	115.7
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:	92.6	117	29.5	112.2	15.5	4.8	96.3	72.7	53.1	112.9	85.3	115.7
LOS by Move:	F	F	C	F	B	A	F	E	D	F	F	F
DesignQueue:	14	65	7	17	14	7	14	10	13	12	20	43

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

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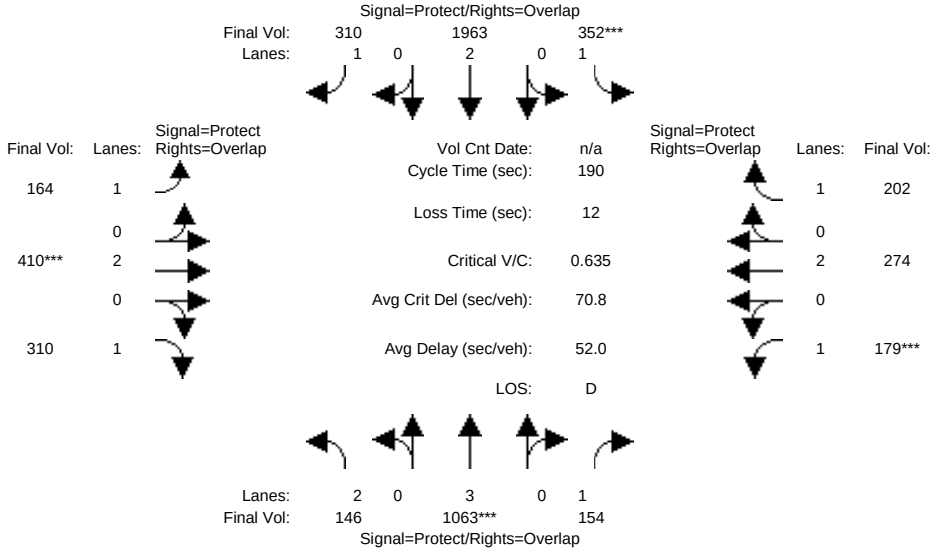
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #5406: SAN TOMAS EXPWY/MOORPARK AVE [HOV: NB(AM) SB(PM)]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	17	78	78	57	118	118	21	35	35	21	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:30-6:30PM												
Base Vol:	146	1063	154	352	2549	310	164	410	310	179	274	202
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	1063	154	352	2549	310	164	410	310	179	274	202
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	1063	154	352	2549	310	164	410	310	179	274	202
User Adj:	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	146	1063	154	352	1963	310	164	410	310	179	274	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	1063	154	352	1963	310	164	410	310	179	274	202
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	146	1063	154	352	1963	310	164	410	310	179	274	202
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
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.:	3150	5700	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.09	0.20	0.52	0.18	0.09	0.11	0.18	0.10	0.07	0.12
Crit Moves:		****		****				****		****		
Green Time:	15.9	73.0	92.7	53.3	110	130.5	20.0	32.8	48.7	19.7	32.4	85.8
Volume/Cap:	0.55	0.49	0.18	0.72	0.89	0.26	0.89	0.63	0.69	0.99	0.42	0.26
Delay/Veh:	91.9	53.3	35.9	70.7	27.6	3.9	126.8	79.8	72.8	154.3	75.7	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:	91.9	53.3	35.9	70.7	27.6	3.9	126.8	79.8	72.8	154.3	75.7	34.7
LOS by Move:	F	D	D	E	C	A	F	E	E	F	E	C
DesignQueue:	9	26	10	33	54	12	18	20	30	20	13	14

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

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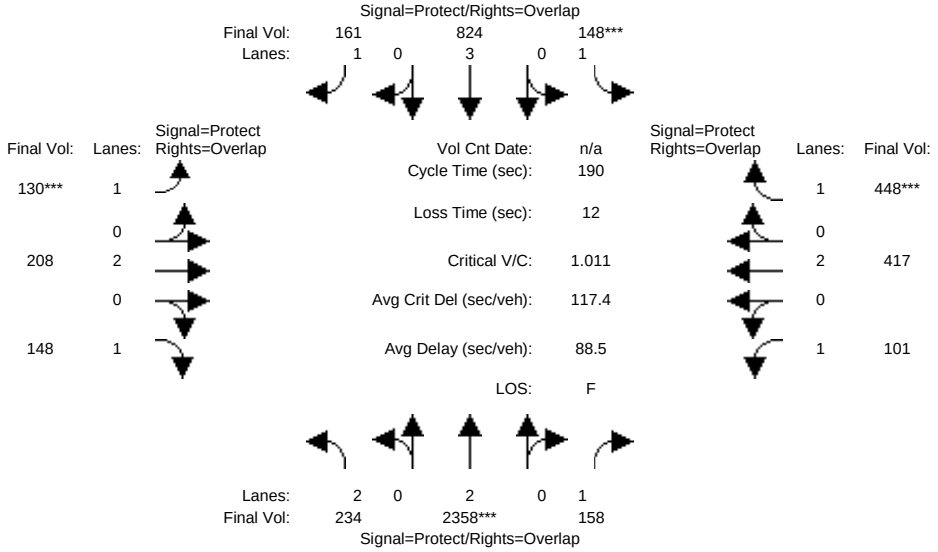
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Proj AM

Intersection #5406: SAN TOMAS EXPWY/MOORPARK AVE [HOV: NB(AM) SB(PM)]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	26	116	116	21	111	111	22	37	37	16	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:30-8:30 AM												
Base Vol:	233	2750	158	148	817	161	130	208	145	101	414	448
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	233	2750	158	148	817	161	130	208	145	101	414	448
Added Vol:	1	24	0	0	7	0	0	0	3	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	234	2774	158	148	824	161	130	208	148	101	417	448
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	234	2358	158	148	824	161	130	208	148	101	417	448
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	2358	158	148	824	161	130	208	148	101	417	448
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	234	2358	158	148	824	161	130	208	148	101	417	448
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
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.:	3150	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.62	0.09	0.08	0.14	0.09	0.07	0.05	0.08	0.06	0.11	0.26
Crit Moves:		****		****			****					****
Green Time:	24.8	111	125.5	19.8	106	126.7	20.7	33.4	58.3	14.5	29.2	48.9
Volume/Cap:	0.57	1.06	0.14	0.81	0.26	0.14	0.68	0.31	0.28	0.76	0.72	0.99
Delay/Veh:	92.6	119	29.4	112.2	15.4	4.8	96.3	72.8	53.3	113.4	85.5	115.7
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:	92.6	119	29.4	112.2	15.4	4.8	96.3	72.8	53.3	113.4	85.5	115.7
LOS by Move:	F	F	C	F	B	A	F	E	D	F	F	F
DesignQueue:	14	66	7	17	14	7	14	10	13	12	20	43

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

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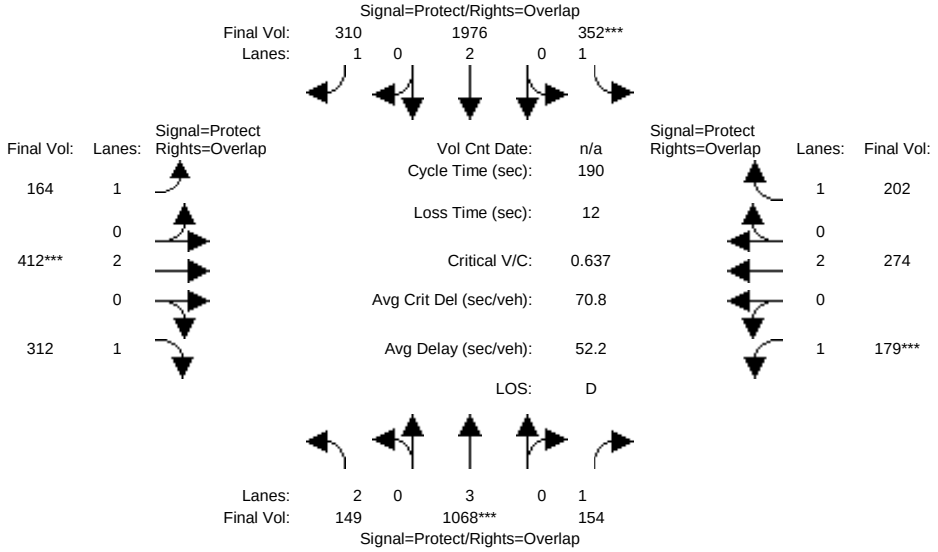
City of San Jose
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Proj PM

Intersection #5406: SAN TOMAS EXPWY/MOORPARK AVE [HOV: NB(AM) SB(PM)]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	17	78	78	57	118	118	21	35	35	21	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:30-6:30PM												
Base Vol:	146	1063	154	352	2549	310	164	410	310	179	274	202
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	1063	154	352	2549	310	164	410	310	179	274	202
Added Vol:	3	5	0	0	17	0	0	2	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	149	1068	154	352	2566	310	164	412	312	179	274	202
User Adj:	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	149	1068	154	352	1976	310	164	412	312	179	274	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	1068	154	352	1976	310	164	412	312	179	274	202
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	149	1068	154	352	1976	310	164	412	312	179	274	202
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
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.:	3150	5700	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.09	0.20	0.52	0.18	0.09	0.11	0.18	0.10	0.07	0.12
Crit Moves:		****		****				****		****		
Green Time:	15.9	73.0	92.7	53.3	110	130.5	20.0	32.8	48.7	19.7	32.4	85.8
Volume/Cap:	0.56	0.49	0.18	0.72	0.89	0.26	0.89	0.63	0.70	0.99	0.42	0.26
Delay/Veh:	92.3	53.4	35.9	70.7	28.1	3.9	126.8	79.9	73.1	154.3	75.7	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:	92.3	53.4	35.9	70.7	28.1	3.9	126.8	79.9	73.1	154.3	75.7	34.7
LOS by Move:	F	D	D	E	C	A	F	E	E	F	E	C
DesignQueue:	9	26	10	33	54	12	18	20	30	20	13	14

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

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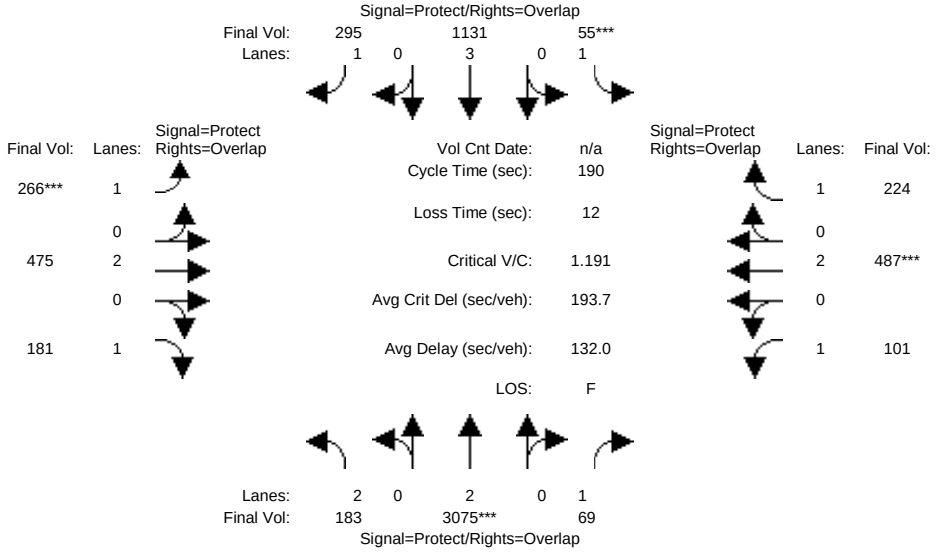
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #5419: SAN TOMAS EXPWY/HOMESTEAD RD [HOV: NB(AM) SB(PM)]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	21	123	123	9	110	110	26	43	43	16	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:8-9 AM												
Base Vol:	183	3618	69	55	1131	295	266	475	181	101	487	224
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	3618	69	55	1131	295	266	475	181	101	487	224
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	183	3618	69	55	1131	295	266	475	181	101	487	224
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	183	3075	69	55	1131	295	266	475	181	101	487	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	3075	69	55	1131	295	266	475	181	101	487	224
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	183	3075	69	55	1131	295	266	475	181	101	487	224
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
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.:	3150	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.81	0.04	0.03	0.20	0.17	0.15	0.13	0.10	0.06	0.13	0.13
Crit Moves:		****		****			****				****	
Green Time:	19.8	115	130.1	8.4	104	128.1	24.3	40.2	60.1	15.0	30.9	39.3
Volume/Cap:	0.56	1.34	0.06	0.71	0.36	0.25	1.19	0.59	0.33	0.73	0.79	0.62
Delay/Veh:	88.6	210	16.9	121.7	18.1	4.7	208.3	73.2	53.3	109.6	88.4	76.5
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:	88.6	210	16.9	121.7	18.1	4.7	208.3	73.2	53.3	109.6	88.4	76.5
LOS by Move:	F	F	B	F	B	A	F	E	D	F	F	E
DesignQueue:	11	87	3	6	20	12	30	22	16	12	24	23

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

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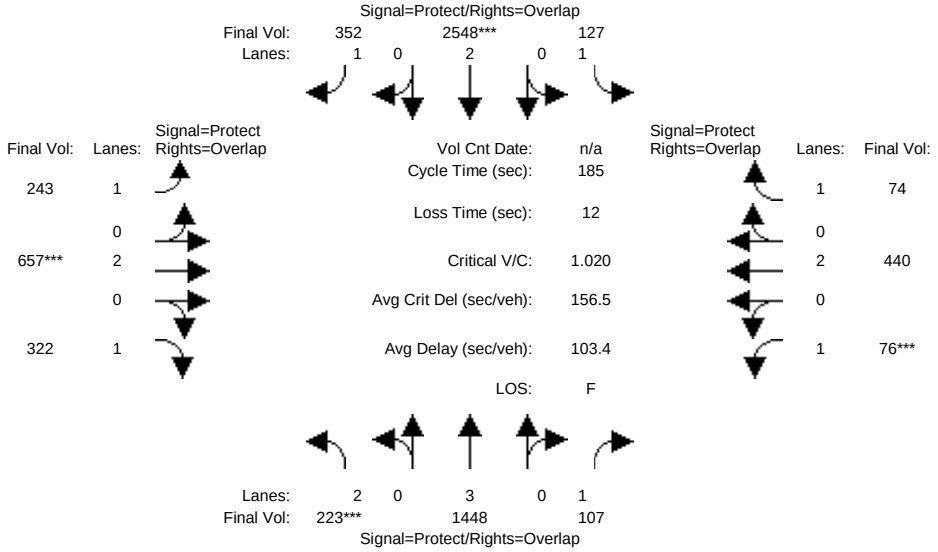
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #5419: SAN TOMAS EXPWY/HOMESTEAD RD [HOV: NB(AM) SB(PM)]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	19	103	103	16	100	100	30	44	44	22	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:4:45-5:45PM												
Base Vol:	223	1448	107	127	3309	352	243	657	322	76	440	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	223	1448	107	127	3309	352	243	657	322	76	440	74
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	223	1448	107	127	3309	352	243	657	322	76	440	74
User Adj:	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	223	1448	107	127	2548	352	243	657	322	76	440	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	223	1448	107	127	2548	352	243	657	322	76	440	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	223	1448	107	127	2548	352	243	657	322	76	440	74
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
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.:	3150	5700	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.25	0.06	0.07	0.67	0.20	0.14	0.17	0.18	0.04	0.12	0.04
Crit Moves:	****				****			****		****		
Green Time:	17.8	96.7	117.4	15.0	93.9	122.1	28.2	41.3	59.2	20.7	33.8	48.8
Volume/Cap:	0.73	0.49	0.10	0.89	1.32	0.30	0.91	0.77	0.58	0.39	0.63	0.16
Delay/Veh:	95.5	22.1	6.8	135.0	185	5.9	115.0	76.3	57.3	82.5	76.3	55.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.5	22.1	6.8	135.0	185	5.9	115.0	76.3	57.3	82.5	76.3	55.9
LOS by Move:	F	C	A	F	F	A	F	E	E	F	E	E
DesignQueue:	14	27	5	14	83	15	25	29	27	8	20	7

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

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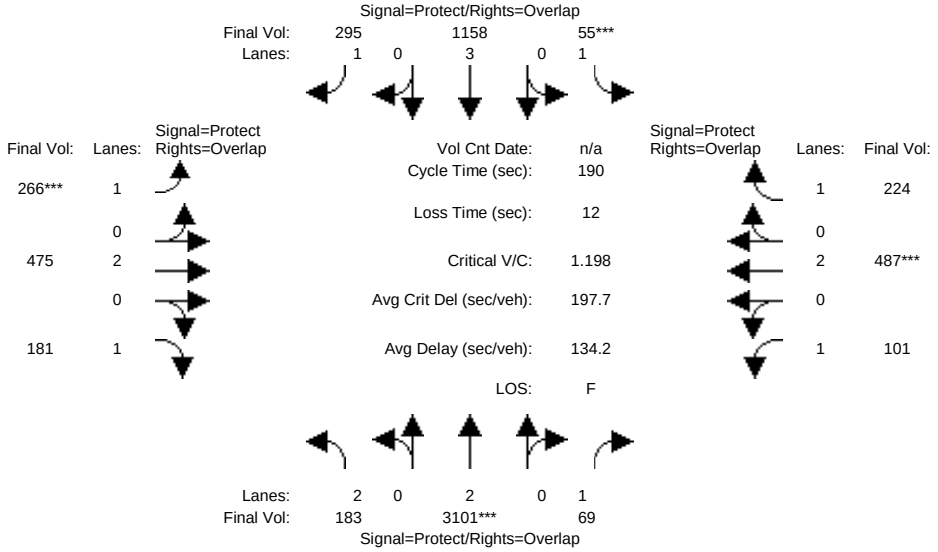
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Proj AM

Intersection #5419: SAN TOMAS EXPWY/HOMESTEAD RD [HOV: NB(AM) SB(PM)]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	21	123	123	9	110	110	26	43	43	16	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:8-9 AM												
Base Vol:	183	3618	69	55	1131	295	266	475	181	101	487	224
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	3618	69	55	1131	295	266	475	181	101	487	224
Added Vol:	0	30	0	0	27	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	183	3648	69	55	1158	295	266	475	181	101	487	224
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	183	3101	69	55	1158	295	266	475	181	101	487	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	3101	69	55	1158	295	266	475	181	101	487	224
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	183	3101	69	55	1158	295	266	475	181	101	487	224
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
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.:	3150	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.82	0.04	0.03	0.20	0.17	0.15	0.13	0.10	0.06	0.13	0.13
Crit Moves:		****		****			****				****	
Green Time:	19.8	115	130.1	8.4	104	128.1	24.3	40.2	60.1	15.0	30.9	39.3
Volume/Cap:	0.56	1.35	0.06	0.71	0.37	0.25	1.19	0.59	0.33	0.73	0.79	0.62
Delay/Veh:	88.6	215	16.9	121.7	18.2	4.7	208.3	73.2	53.3	109.6	88.4	76.5
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:	88.6	215	16.9	121.7	18.2	4.7	208.3	73.2	53.3	109.6	88.4	76.5
LOS by Move:	F	F	B	F	B	A	F	E	D	F	F	E
DesignQueue:	11	88	3	6	21	12	30	22	16	12	24	23

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

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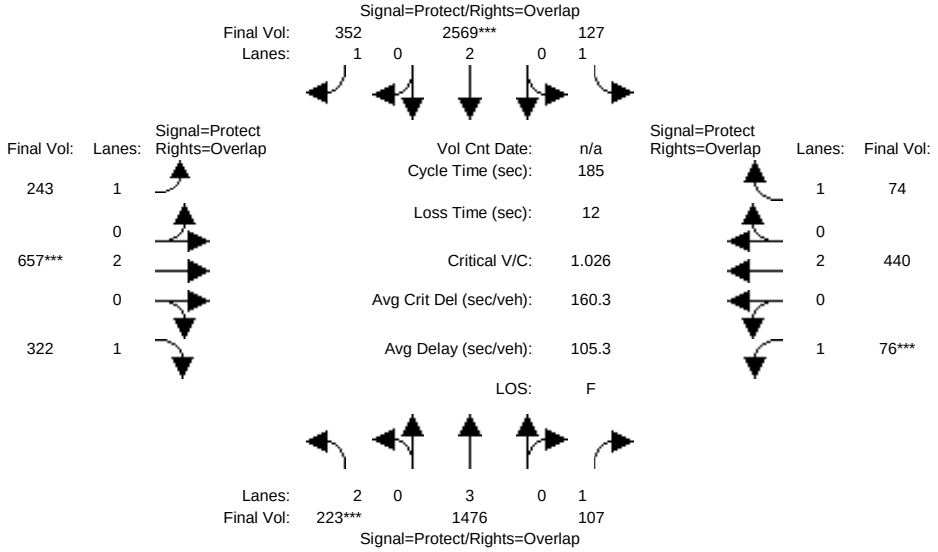
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Proj PM

Intersection #5419: SAN TOMAS EXPWY/HOMESTEAD RD [HOV: NB(AM) SB(PM)]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	19	103	103	16	100	100	30	44	44	22	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:4:45-5:45PM												
Base Vol:	223	1448	107	127	3309	352	243	657	322	76	440	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	223	1448	107	127	3309	352	243	657	322	76	440	74
Added Vol:	0	28	0	0	28	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	223	1476	107	127	3337	352	243	657	322	76	440	74
User Adj:	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	223	1476	107	127	2569	352	243	657	322	76	440	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	223	1476	107	127	2569	352	243	657	322	76	440	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	223	1476	107	127	2569	352	243	657	322	76	440	74
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
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.:	3150	5700	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.26	0.06	0.07	0.68	0.20	0.14	0.17	0.18	0.04	0.12	0.04
Crit Moves:	****				****			****		****		
Green Time:	17.8	96.7	117.4	15.0	93.9	122.1	28.2	41.3	59.2	20.7	33.8	48.8
Volume/Cap:	0.73	0.50	0.10	0.89	1.33	0.30	0.91	0.77	0.58	0.39	0.63	0.16
Delay/Veh:	95.5	22.2	6.8	135.0	190	5.9	115.0	76.3	57.3	82.5	76.3	55.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.5	22.2	6.8	135.0	190	5.9	115.0	76.3	57.3	82.5	76.3	55.9
LOS by Move:	F	C	A	F	F	A	F	E	E	F	E	E
DesignQueue:	14	28	5	14	84	15	25	29	27	8	20	7

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

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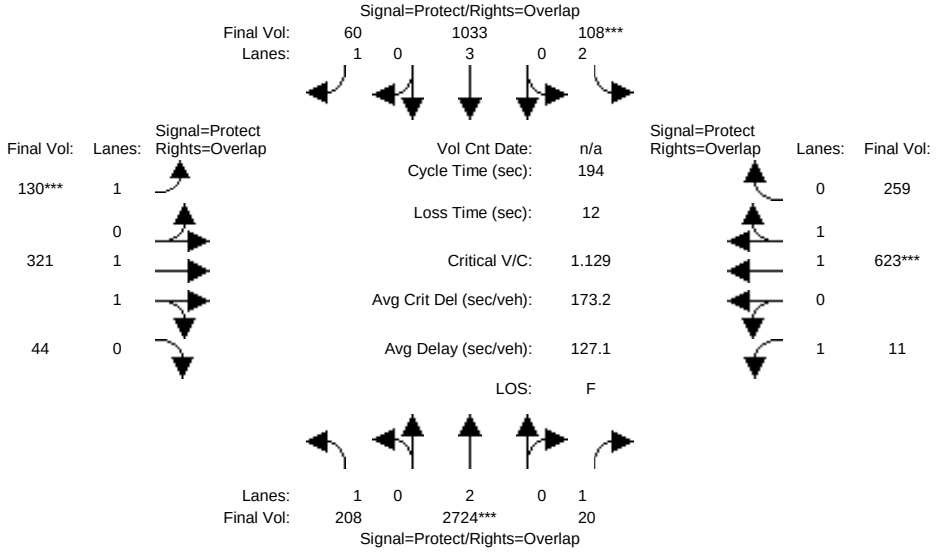
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #5421: San Tomas Expwy/Pruneridge Ave [HOV: NB(AM) SB(PM)]



Street Name:	San Tomas Expressway						Pruneridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	29	120	120	17	108	108	18	50	50	8	39	39
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:30-8:30 AM												
Base Vol:	208	3205	20	108	1033	60	130	321	44	11	623	259
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	3205	20	108	1033	60	130	321	44	11	623	259
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	208	3205	20	108	1033	60	130	321	44	11	623	259
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	208	2724	20	108	1033	60	130	321	44	11	623	259
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	2724	20	108	1033	60	130	321	44	11	623	259
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	208	2724	20	108	1033	60	130	321	44	11	623	259
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	2.00	3.00	1.00	1.00	1.75	0.25	1.00	1.40	0.60
Final Sat.:	1750	3800	1750	3150	5700	1750	1750	3254	446	1750	2613	1086
Capacity Analysis Module:												
Vol/Sat:	0.12	0.72	0.01	0.03	0.18	0.03	0.07	0.10	0.10	0.01	0.24	0.24
Crit Moves:		****		****			****				****	
Green Time:	27.2	113	120.0	15.9	101	118.1	16.9	46.8	74.0	7.5	37.4	53.4
Volume/Cap:	0.85	1.24	0.02	0.42	0.35	0.06	0.85	0.41	0.26	0.16	1.24	0.87
Delay/Veh:	110.0	169	21.8	91.4	21.2	9.1	128.0	66.4	44.0	97.4	202	79.4
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:	110.0	169	21.8	91.4	21.2	9.1	128.0	66.4	44.0	97.4	202	79.4
LOS by Move:	F	F	C	F	C	A	F	E	D	F	F	E
DesignQueue:	23	81	1	7	20	3	15	17	14	1	45	40

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

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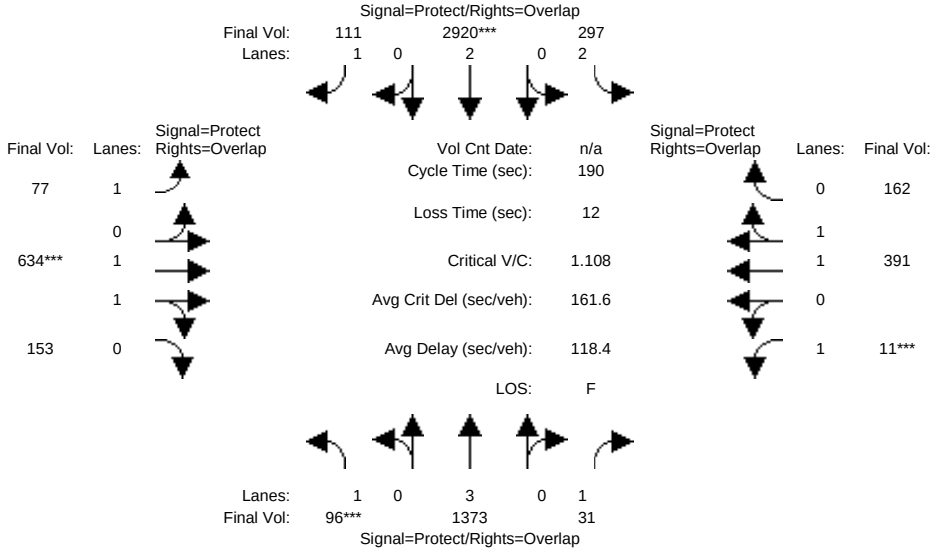
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #5421: San Tomas Expwy/Pruneridge Ave [HOV: NB(AM) SB(PM)]



Street Name:	San Tomas Expressway						Pruneridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	16	101	101	40	125	125	16	39	39	10	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	4:45 - 5:45 PM											
Base Vol:	96	1373	31	297	3650	111	77	634	153	11	391	162
Growth Adj:	1.00	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	1373	31	297	3650	111	77	634	153	11	391	162
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	1373	31	297	3650	111	77	634	153	11	391	162
User Adj:	1.00	1.00	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1373	31	297	2920	111	77	634	153	11	391	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	1373	31	297	2920	111	77	634	153	11	391	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	1373	31	297	2920	111	77	634	153	11	391	162
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	1.00	1.60	0.40	1.00	1.40	0.60
Final Sat.:	1750	5700	1750	3150	3800	1750	1750	2980	719	1750	2615	1084
Capacity Analysis Module:												
Vol/Sat:	0.05	0.24	0.02	0.09	0.77	0.06	0.04	0.21	0.21	0.01	0.15	0.15
Crit Moves:	****				****			****		****		
Green Time:	15.0	95.0	104.4	37.6	118	132.6	15.0	36.7	51.7	9.4	31.0	68.7
Volume/Cap:	0.69	0.48	0.03	0.48	1.24	0.09	0.56	1.10	0.78	0.13	0.92	0.41
Delay/Veh:	104.6	41.4	27.3	72.8	168	16.2	94.5	147	72.0	92.5	102	48.6
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:	104.6	41.4	27.3	72.8	168	16.2	94.5	147	72.0	92.5	102	48.6
LOS by Move:	F	D	C	E	F	B	F	F	E	F	F	D
DesignQueue:	11	27	2	17	78	4	9	39	35	1	28	21

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

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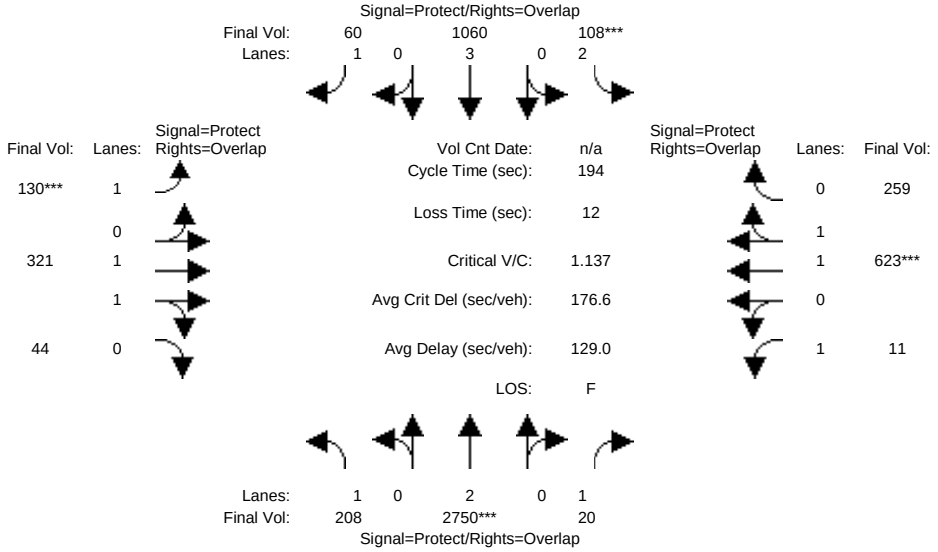
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Proj AM

Intersection #5421: San Tomas Expwy/Pruneridge Ave [HOV: NB(AM) SB(PM)]



Street Name:	San Tomas Expressway						Pruneridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	29	120	120	17	108	108	18	50	50	8	39	39
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:30-8:30 AM												
Base Vol:	208	3205	20	108	1033	60	130	321	44	11	623	259
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	3205	20	108	1033	60	130	321	44	11	623	259
Added Vol:	0	30	0	0	27	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	208	3235	20	108	1060	60	130	321	44	11	623	259
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	208	2750	20	108	1060	60	130	321	44	11	623	259
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	2750	20	108	1060	60	130	321	44	11	623	259
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	208	2750	20	108	1060	60	130	321	44	11	623	259
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	2.00	3.00	1.00	1.00	1.75	0.25	1.00	1.40	0.60
Final Sat.:	1750	3800	1750	3150	5700	1750	1750	3254	446	1750	2613	1086
Capacity Analysis Module:												
Vol/Sat:	0.12	0.72	0.01	0.03	0.19	0.03	0.07	0.10	0.10	0.01	0.24	0.24
Crit Moves:		****		****			****				****	
Green Time:	27.2	113	120.2	15.9	101	118.3	16.9	46.6	73.8	7.5	37.2	53.1
Volume/Cap:	0.85	1.24	0.02	0.42	0.36	0.06	0.85	0.41	0.26	0.16	1.24	0.87
Delay/Veh:	109.6	173	21.7	91.4	21.2	9.0	128.0	66.6	44.2	97.5	205	80.0
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:	109.6	173	21.7	91.4	21.2	9.0	128.0	66.6	44.2	97.5	205	80.0
LOS by Move:	F	F	C	F	C	A	F	E	D	F	F	F
DesignQueue:	23	82	1	7	20	3	15	17	14	1	45	40

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

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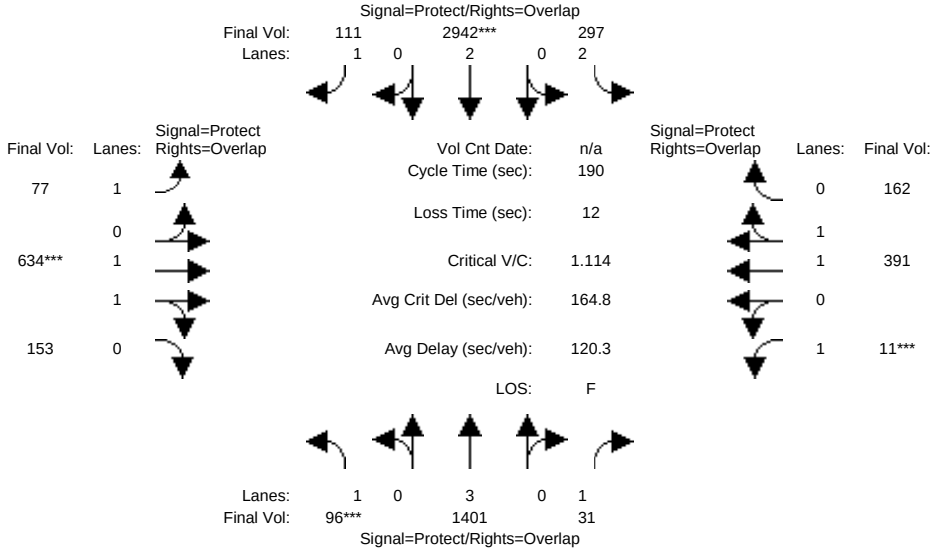
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Proj PM

Intersection #5421: San Tomas Expwy/Pruneridge Ave [HOV: NB(AM) SB(PM)]



Street Name:	San Tomas Expressway						Pruneridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	16	101	101	40	125	125	16	39	39	10	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	4:45 - 5:45 PM											
Base Vol:	96	1373	31	297	3650	111	77	634	153	11	391	162
Growth Adj:	1.00	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	1373	31	297	3650	111	77	634	153	11	391	162
Added Vol:	0	28	0	0	28	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	1401	31	297	3678	111	77	634	153	11	391	162
User Adj:	1.00	1.00	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1401	31	297	2942	111	77	634	153	11	391	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	1401	31	297	2942	111	77	634	153	11	391	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	1401	31	297	2942	111	77	634	153	11	391	162
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	1.00	1.60	0.40	1.00	1.40	0.60
Final Sat.:	1750	5700	1750	3150	3800	1750	1750	2980	719	1750	2615	1084
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.02	0.09	0.77	0.06	0.04	0.21	0.21	0.01	0.15	0.15
Crit Moves:	****				****			****		****		
Green Time:	15.0	95.0	104.4	37.6	118	132.6	15.0	36.7	51.7	9.4	31.0	68.7
Volume/Cap:	0.69	0.49	0.03	0.48	1.25	0.09	0.56	1.10	0.78	0.13	0.92	0.41
Delay/Veh:	104.6	41.6	27.3	72.8	172	16.2	94.5	147	72.0	92.5	102	48.6
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:	104.6	41.6	27.3	72.8	172	16.2	94.5	147	72.0	92.5	102	48.6
LOS by Move:	F	D	C	E	F	B	F	F	E	F	F	D
DesignQueue:	11	28	2	17	79	4	9	39	35	1	28	21

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

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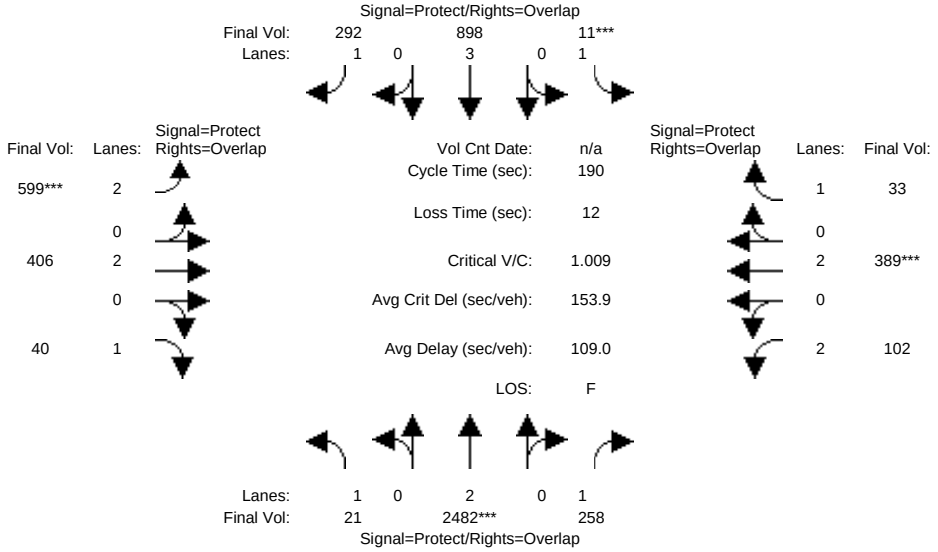
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #5422: SAN TOMAS EXPWY/SARATOGA AVE [HOV: NB(AM) SB(PM)]



Street Name:	SAN TOMAS EXPWY						SARATOGA AVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	118	118	14	109	109	33	52	52	17	37	37
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:45-8:45 AM												
Base Vol:	21	2920	258	11	898	292	599	406	40	102	389	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	2920	258	11	898	292	599	406	40	102	389	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	2920	258	11	898	292	599	406	40	102	389	33
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	2482	258	11	898	292	599	406	40	102	389	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	2482	258	11	898	292	599	406	40	102	389	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	2482	258	11	898	292	599	406	40	102	389	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.65	0.15	0.01	0.16	0.17	0.19	0.11	0.02	0.03	0.10	0.02
Crit Moves:		****		****			****				****	
Green Time:	13.3	105	120.1	12.4	104	133.2	29.3	46.8	60.2	15.3	32.9	45.3
Volume/Cap:	0.17	1.18	0.23	0.10	0.29	0.24	1.23	0.43	0.07	0.40	0.59	0.08
Delay/Veh:	94.3	151	25.0	94.4	18.0	3.0	212.3	68.3	51.2	94.5	83.0	63.4
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:	94.3	151	25.0	94.4	18.0	3.0	212.3	68.3	51.2	94.5	83.0	63.4
LOS by Move:	F	F	C	F	B	A	F	E	D	F	F	E
DesignQueue:	3	80	13	1	17	12	38	19	4	7	20	3

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

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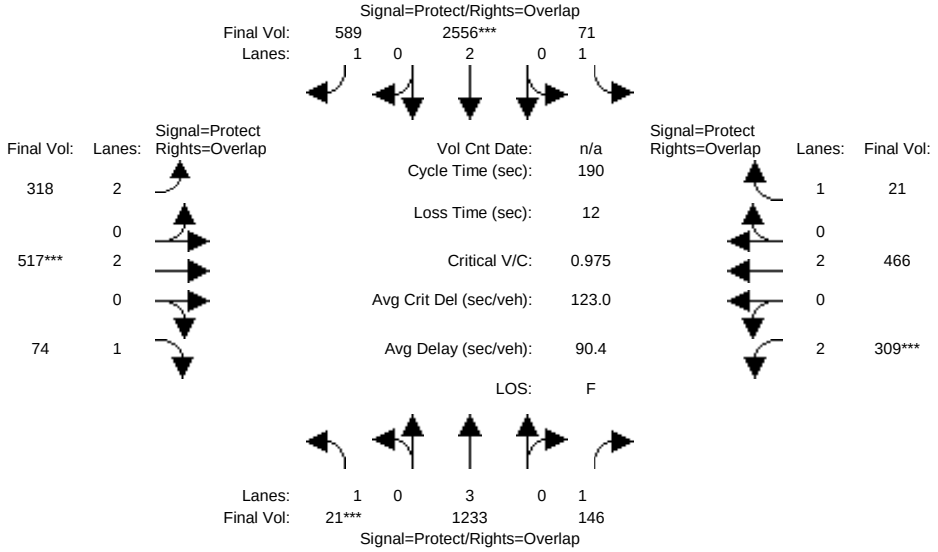
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #5422: SAN TOMAS EXPWY/SARATOGA AVE [HOV: NB(AM) SB(PM)]



Street Name:	SAN TOMAS EXPWY						SARATOGA AVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	122	122	14	123	123	20	39	39	21	39	39
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:15-6:15PM												
Base Vol:	21	1233	146	71	3320	589	318	517	74	309	466	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	1233	146	71	3320	589	318	517	74	309	466	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	1233	146	71	3320	589	318	517	74	309	466	21
User Adj:	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	1233	146	71	2556	589	318	517	74	309	466	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	1233	146	71	2556	589	318	517	74	309	466	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	1233	146	71	2556	589	318	517	74	309	466	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.22	0.08	0.04	0.67	0.34	0.10	0.14	0.04	0.10	0.12	0.01
Crit Moves:	****				****			****		****		
Green Time:	12.7	112	130.8	12.8	112	130.9	19.1	35.5	48.2	19.1	35.5	48.3
Volume/Cap:	0.18	0.37	0.12	0.60	1.14	0.49	1.00	0.73	0.17	0.98	0.66	0.05
Delay/Veh:	92.8	31.1	17.9	103.1	129	24.9	145.8	83.9	61.0	137.7	81.1	58.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.8	31.1	17.9	103.1	129	24.9	145.8	83.9	61.0	137.7	81.1	58.9
LOS by Move:	F	C	B	F	F	C	F	F	E	F	F	E
DesignQueue:	2	21	6	8	74	25	21	25	7	20	23	2

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

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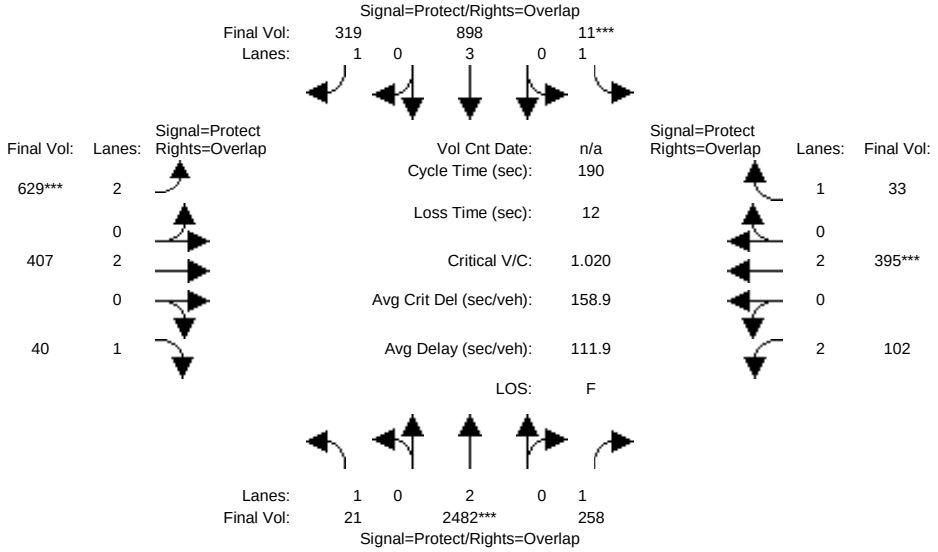
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Proj AM

Intersection #5422: SAN TOMAS EXPWY/SARATOGA AVE [HOV: NB(AM) SB(PM)]



Street Name:	SAN TOMAS EXPWY						SARATOGA AVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	118	118	14	109	109	33	52	52	17	37	37
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:45-8:45 AM												
Base Vol:	21	2920	258	11	898	292	599	406	40	102	389	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	2920	258	11	898	292	599	406	40	102	389	33
Added Vol:	0	0	0	0	0	27	30	1	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	2920	258	11	898	319	629	407	40	102	395	33
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	2482	258	11	898	319	629	407	40	102	395	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	2482	258	11	898	319	629	407	40	102	395	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	2482	258	11	898	319	629	407	40	102	395	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.65	0.15	0.01	0.16	0.18	0.20	0.11	0.02	0.03	0.10	0.02
Crit Moves:		****		****			****				****	
Green Time:	13.3	105	120.1	12.4	104	133.2	29.3	46.8	60.2	15.3	32.9	45.3
Volume/Cap:	0.17	1.18	0.23	0.10	0.29	0.26	1.29	0.43	0.07	0.40	0.60	0.08
Delay/Veh:	94.3	151	25.0	94.4	18.0	3.1	237.9	68.4	51.2	94.5	83.3	63.4
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:	94.3	151	25.0	94.4	18.0	3.1	237.9	68.4	51.2	94.5	83.3	63.4
LOS by Move:	F	F	C	F	B	A	F	E	D	F	F	E
DesignQueue:	3	80	13	1	17	13	40	19	4	7	20	3

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

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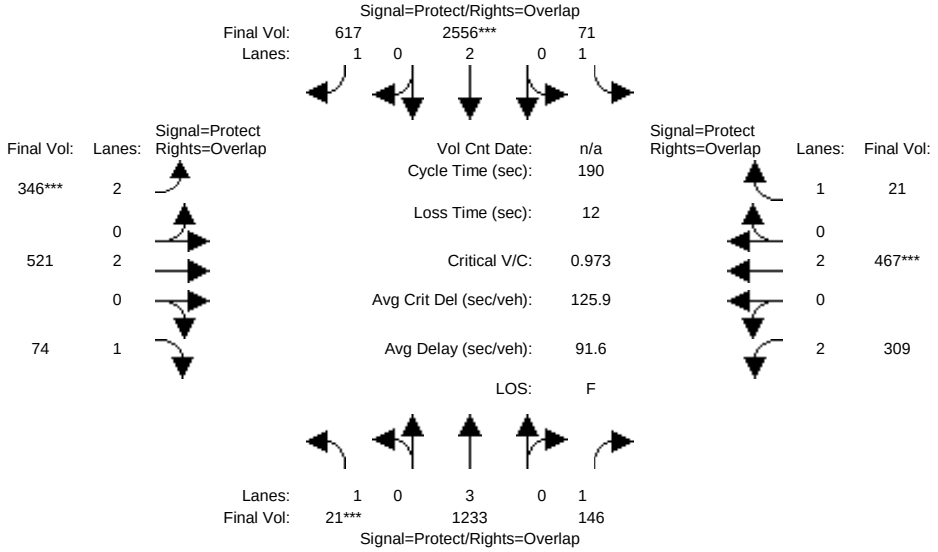
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Proj PM

Intersection #5422: SAN TOMAS EXPWY/SARATOGA AVE [HOV: NB(AM) SB(PM)]



Street Name:	SAN TOMAS EXPWY						SARATOGA AVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	122	122	14	123	123	20	39	39	21	39	39
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:15-6:15PM												
Base Vol:	21	1233	146	71	3320	589	318	517	74	309	466	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	1233	146	71	3320	589	318	517	74	309	466	21
Added Vol:	0	0	0	0	0	28	28	4	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	1233	146	71	3320	617	346	521	74	309	467	21
User Adj:	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	1233	146	71	2556	617	346	521	74	309	467	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	1233	146	71	2556	617	346	521	74	309	467	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	1233	146	71	2556	617	346	521	74	309	467	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.22	0.08	0.04	0.67	0.35	0.11	0.14	0.04	0.10	0.12	0.01
Crit Moves:	****				****		****				****	
Green Time:	12.7	112	131.2	12.9	113	130.9	18.4	35.0	47.7	18.8	35.5	48.3
Volume/Cap:	0.18	0.37	0.12	0.60	1.14	0.51	1.14	0.74	0.17	0.99	0.66	0.05
Delay/Veh:	92.8	30.8	17.7	102.8	126	25.6	187.8	85.0	61.4	141.9	81.1	58.8
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:	92.8	30.8	17.7	102.8	126	25.6	187.8	85.0	61.4	141.9	81.1	58.8
LOS by Move:	F	C	B	F	F	C	F	F	E	F	F	E
DesignQueue:	2	21	6	8	74	27	23	26	7	20	23	2

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

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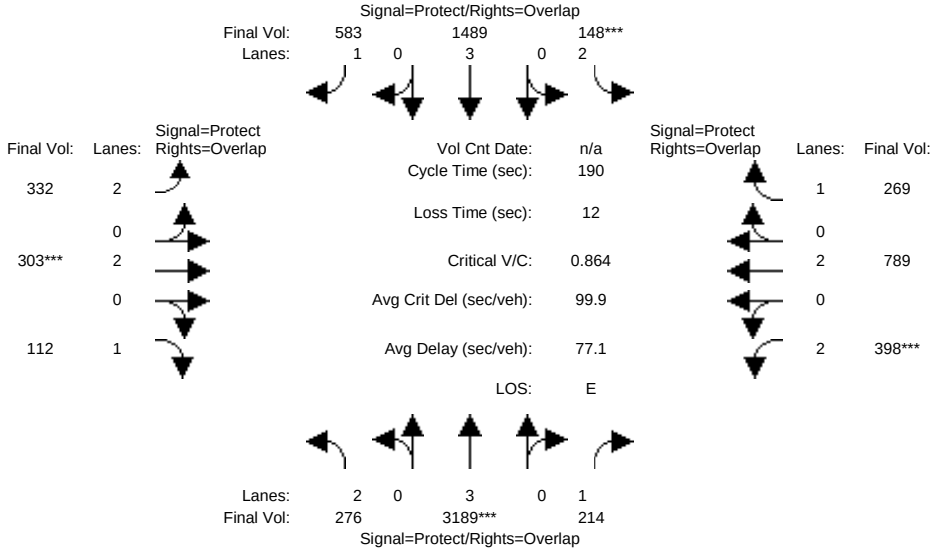
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #5625: LAWRENCE EXPWY/HOMESTEAD RD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	22	107	107	17	102	102	23	43	43	23	43	43
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:8-9 AM												
Base Vol:	276	3666	214	148	1712	583	332	303	112	398	789	269
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	276	3666	214	148	1712	583	332	303	112	398	789	269
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	276	3666	214	148	1712	583	332	303	112	398	789	269
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	276	3189	214	148	1489	583	332	303	112	398	789	269
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	276	3189	214	148	1489	583	332	303	112	398	789	269
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	276	3189	214	148	1489	583	332	303	112	398	789	269
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.56	0.12	0.05	0.26	0.33	0.11	0.08	0.06	0.13	0.21	0.15
Crit Moves:		****		****				****		****		
Green Time:	20.7	101	122.3	16.0	95.9	117.6	21.6	40.4	61.1	21.6	40.4	56.4
Volume/Cap:	0.80	1.06	0.19	0.56	0.52	0.54	0.93	0.37	0.20	1.11	0.98	0.52
Delay/Veh:	100.8	94.5	21.9	91.5	25.6	12.2	118.0	68.3	49.8	170.0	105	59.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	100.8	94.5	21.9	91.5	25.6	12.2	118.0	68.3	49.8	170.0	105	59.9
LOS by Move:	F	F	C	F	C	B	F	E	D	F	F	E
DesignQueue:	17	66	10	9	30	30	20	14	9	25	37	24

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

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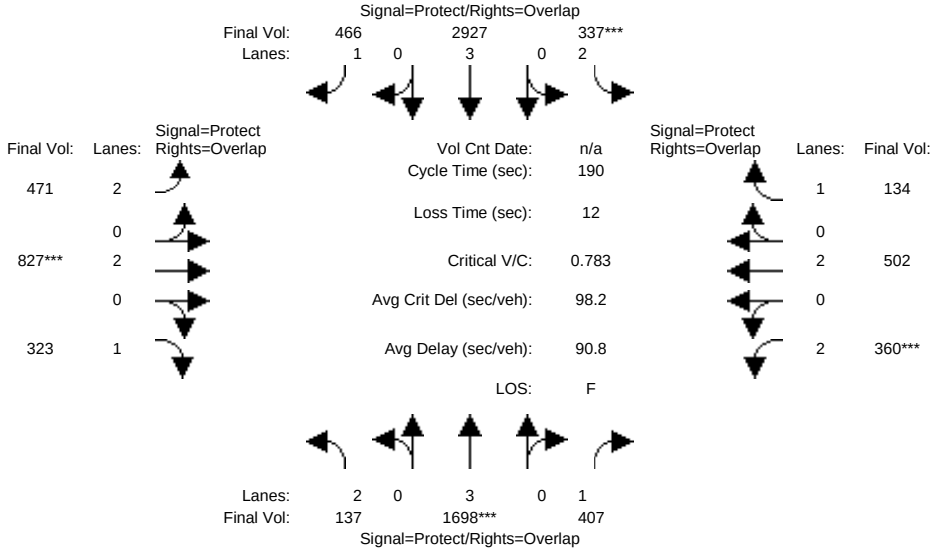
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #5625: LAWRENCE EXPWY/HOMESTEAD RD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	17	95	95	27	105	105	27	38	38	30	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:00-6:00PM												
Base Vol:	137	2149	407	337	3705	466	471	827	323	360	502	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	137	2149	407	337	3705	466	471	827	323	360	502	134
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	137	2149	407	337	3705	466	471	827	323	360	502	134
User Adj:	1.00	0.79	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	137	1698	407	337	2927	466	471	827	323	360	502	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	1698	407	337	2927	466	471	827	323	360	502	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	137	1698	407	337	2927	466	471	827	323	360	502	134
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.30	0.23	0.11	0.51	0.27	0.15	0.22	0.18	0.11	0.13	0.08
Crit Moves:		****		****				****		****		
Green Time:	16.0	89.4	117.6	25.4	98.8	125.9	27.1	35.7	51.7	28.2	36.8	62.2
Volume/Cap:	0.52	0.63	0.38	0.80	0.99	0.40	1.05	1.16	0.68	0.77	0.68	0.23
Delay/Veh:	95.8	64.8	40.0	104.1	96.2	36.4	141.9	168	69.5	90.3	78.3	49.7
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:	95.8	64.8	40.0	104.1	96.2	36.4	141.9	168	69.5	90.3	78.3	49.7
LOS by Move:	F	E	D	F	F	D	F	F	E	F	E	D
DesignQueue:	9	37	20	20	61	21	28	40	30	21	24	11

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

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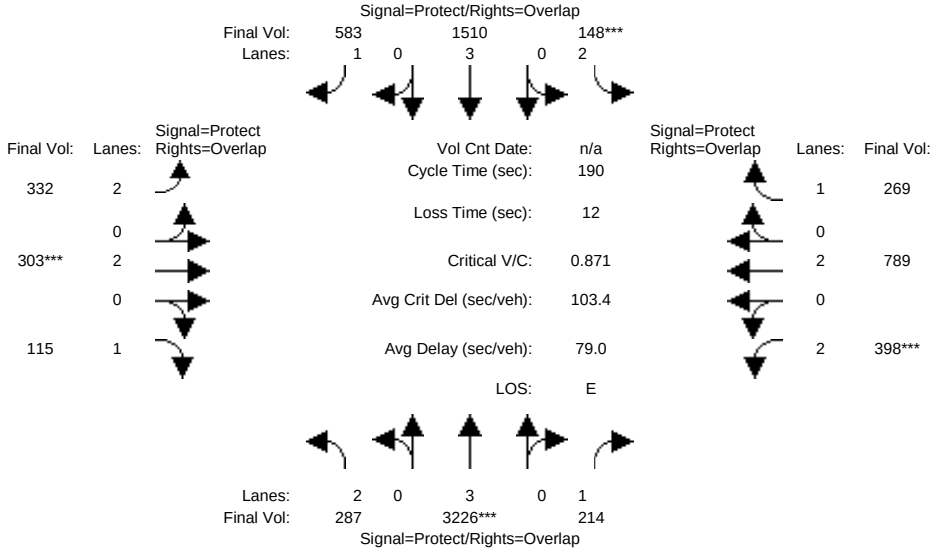
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Proj AM

Intersection #5625: LAWRENCE EXPWY/HOMESTEAD RD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	22	107	107	17	102	102	23	43	43	23	43	43
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:8-9 AM												
Base Vol:	276	3666	214	148	1712	583	332	303	112	398	789	269
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	276	3666	214	148	1712	583	332	303	112	398	789	269
Added Vol:	11	42	0	0	24	0	0	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	287	3708	214	148	1736	583	332	303	115	398	789	269
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	287	3226	214	148	1510	583	332	303	115	398	789	269
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	287	3226	214	148	1510	583	332	303	115	398	789	269
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	287	3226	214	148	1510	583	332	303	115	398	789	269
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.57	0.12	0.05	0.26	0.33	0.11	0.08	0.07	0.13	0.21	0.15
Crit Moves:		****		****				****		****		
Green Time:	20.7	101	122.3	16.0	95.9	117.6	21.6	40.4	61.1	21.6	40.4	56.4
Volume/Cap:	0.84	1.07	0.19	0.56	0.52	0.54	0.93	0.37	0.20	1.11	0.98	0.52
Delay/Veh:	104.5	99.0	21.9	91.5	25.7	12.2	118.0	68.3	49.9	170.0	105	59.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	104.5	99.0	21.9	91.5	25.7	12.2	118.0	68.3	49.9	170.0	105	59.9
LOS by Move:	F	F	C	F	C	B	F	E	D	F	F	E
DesignQueue:	18	67	10	9	30	30	20	14	10	25	37	24

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

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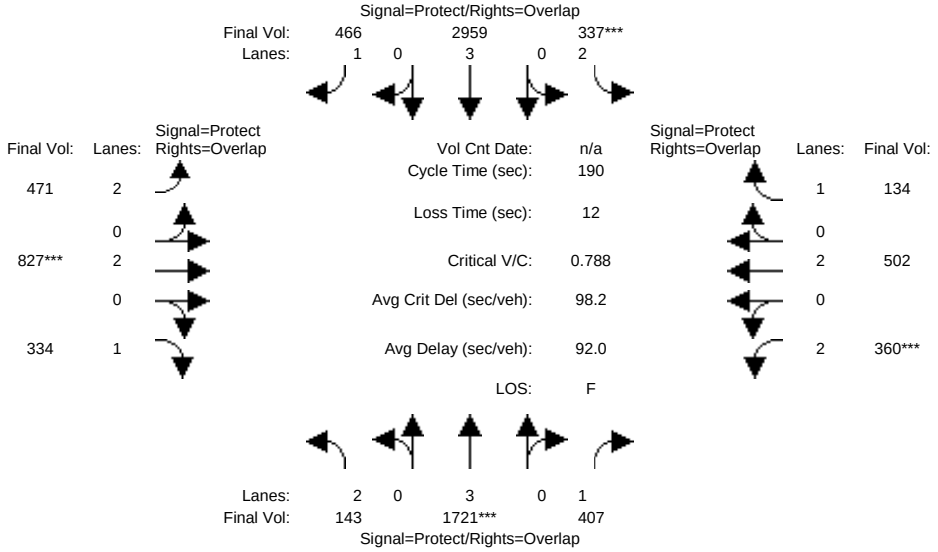
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Proj PM

Intersection #5625: LAWRENCE EXPWY/HOMESTEAD RD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	17	95	95	27	105	105	27	38	38	30	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:00-6:00PM												
Base Vol:	137	2149	407	337	3705	466	471	827	323	360	502	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	137	2149	407	337	3705	466	471	827	323	360	502	134
Added Vol:	6	30	0	0	40	0	0	0	11	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	2179	407	337	3745	466	471	827	334	360	502	134
User Adj:	1.00	0.79	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	1721	407	337	2959	466	471	827	334	360	502	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	1721	407	337	2959	466	471	827	334	360	502	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	1721	407	337	2959	466	471	827	334	360	502	134
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.30	0.23	0.11	0.52	0.27	0.15	0.22	0.19	0.11	0.13	0.08
Crit Moves:		****		****				****		****		
Green Time:	16.0	89.4	117.6	25.4	98.8	125.9	27.1	35.7	51.7	28.2	36.8	62.2
Volume/Cap:	0.54	0.64	0.38	0.80	1.00	0.40	1.05	1.16	0.70	0.77	0.68	0.23
Delay/Veh:	96.4	65.2	40.0	104.1	99.5	36.4	141.9	168	70.7	90.3	78.3	49.7
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:	96.4	65.2	40.0	104.1	99.5	36.4	141.9	168	70.7	90.3	78.3	49.7
LOS by Move:	F	E	D	F	F	D	F	F	E	F	E	D
DesignQueue:	9	37	20	20	62	21	28	40	31	21	24	11

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

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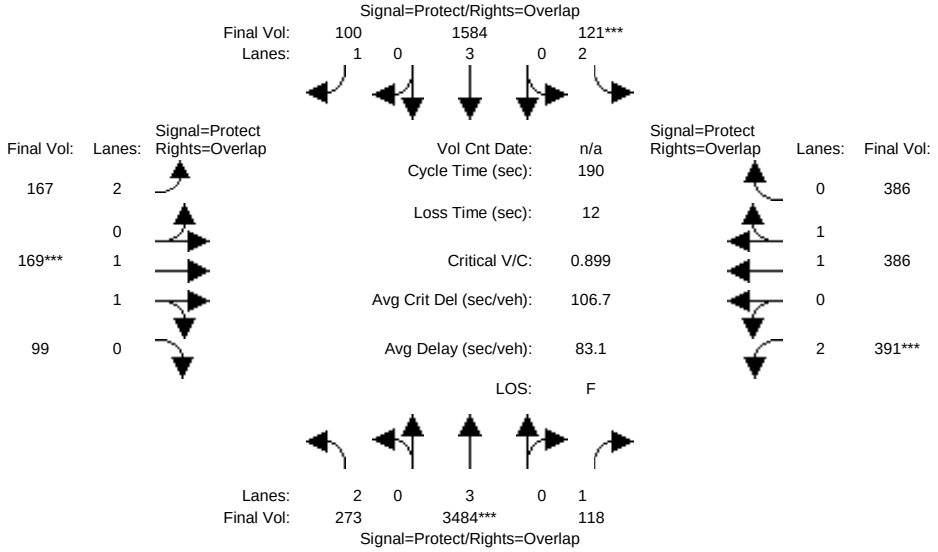
Background AM

Intersection #5626: Lawrence Expwy/Pruneridge Ave



Street Name:	Lawrence Expway						Pruneridge Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	19	113	113	16	111	111	19	37	37	24	42	42
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:8:15-9:15AM												
Base Vol:	273	4005	118	121	1821	100	167	169	99	391	386	386
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	273	4005	118	121	1821	100	167	169	99	391	386	386
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	273	4005	118	121	1821	100	167	169	99	391	386	386
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	273	3484	118	121	1584	100	167	169	99	391	386	386
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	3484	118	121	1584	100	167	169	99	391	386	386
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	273	3484	118	121	1584	100	167	169	99	391	386	386
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.24	0.76	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	2332	1366	3150	1900	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.61	0.07	0.04	0.28	0.06	0.05	0.07	0.07	0.12	0.20	0.21
Crit Moves:		****		****				****		****		
Green Time:	17.8	107	129.2	15.0	104	121.7	17.8	34.6	52.4	22.5	39.3	54.3
Volume/Cap:	0.93	1.09	0.10	0.49	0.51	0.09	0.57	0.40	0.26	1.05	0.98	0.75
Delay/Veh:	124.8	105	17.8	91.1	20.0	6.5	90.6	73.6	57.5	149.8	108	69.1
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:	124.8	105	17.8	91.1	20.0	6.5	90.6	73.6	57.5	149.8	108	69.1
LOS by Move:	F	F	B	F	B	A	F	E	E	F	F	E
DesignQueue:	17	68	5	8	29	4	10	13	11	24	36	35

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

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4300 Stevens Creek Mixed-Use Development
City of San Jose
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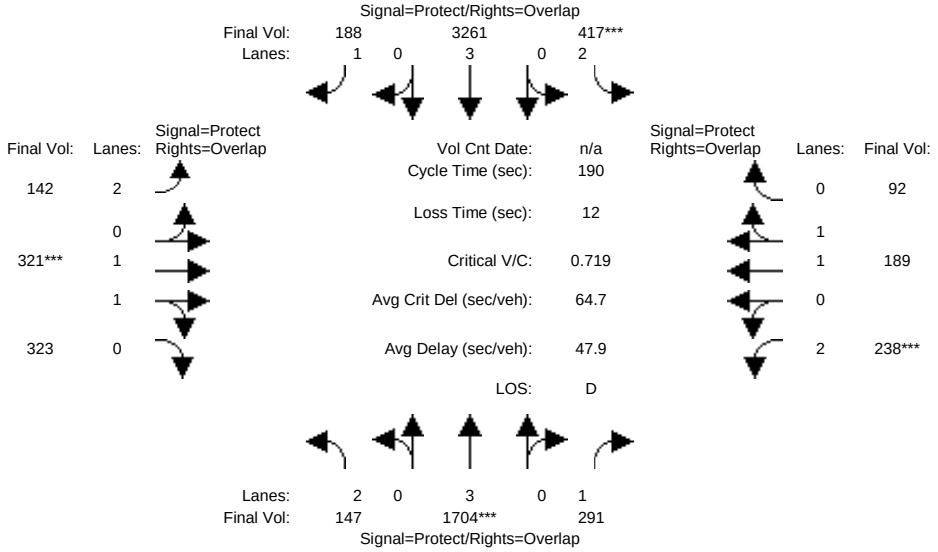
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #5626: Lawrence Expwy/Pruneridge Ave



Street Name:	Lawrence Expway						Pruneridge Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	107	107	28	117	117	17	33	33	22	38	38
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:15-6:15 PM												
Base Vol:	147	2213	291	417	3977	188	142	321	323	238	189	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	147	2213	291	417	3977	188	142	321	323	238	189	92
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	147	2213	291	417	3977	188	142	321	323	238	189	92
User Adj:	1.00	0.77	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	1704	291	417	3261	188	142	321	323	238	189	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	1704	291	417	3261	188	142	321	323	238	189	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	1704	291	417	3261	188	142	321	323	238	189	92
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.00	1.00	2.00	1.33	0.67
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	1900	1750	3150	2488	1211
Capacity Analysis Module:												
Vol/Sat:	0.05	0.30	0.17	0.13	0.57	0.11	0.05	0.17	0.18	0.08	0.08	0.08
Crit Moves:		****		****				****		****		
Green Time:	16.9	101	121.3	26.3	110	126.0	16.0	31.0	48.0	20.7	35.7	62.1
Volume/Cap:	0.52	0.56	0.26	0.96	0.99	0.16	0.54	1.03	0.73	0.69	0.40	0.23
Delay/Veh:	89.7	23.1	7.6	118.0	38.9	5.1	90.9	130	72.4	92.8	72.4	49.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.7	23.1	7.6	118.0	38.9	5.1	90.9	130	72.4	92.8	72.4	49.6
LOS by Move:	F	C	A	F	D	A	F	F	E	F	E	D
DesignQueue:	9	33	13	25	60	8	9	32	31	15	13	11

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

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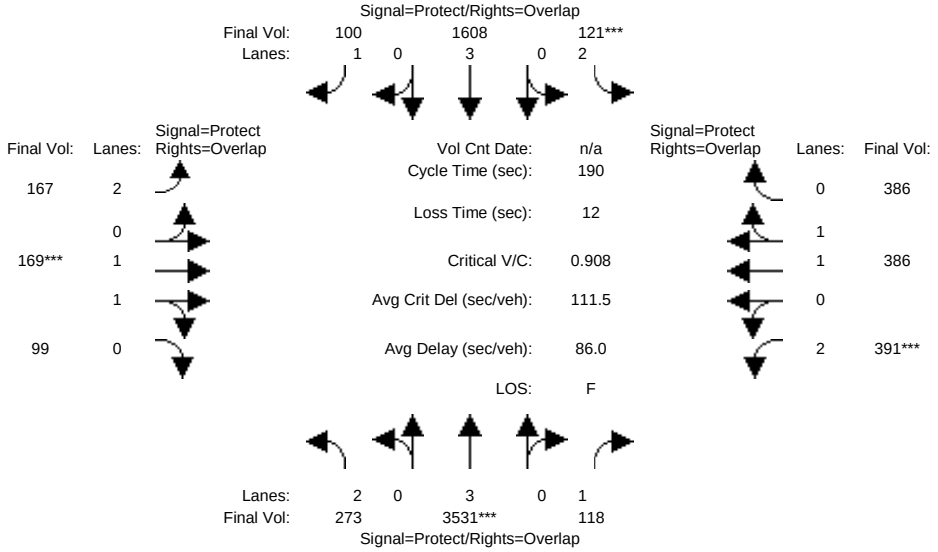
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Proj AM

Intersection #5626: Lawrence Expwy/Pruneridge Ave



Street Name:	Lawrence Expway						Pruneridge Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	19	113	113	16	111	111	19	37	37	24	42	42
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:8:15-9:15AM												
Base Vol:	273	4005	118	121	1821	100	167	169	99	391	386	386
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	273	4005	118	121	1821	100	167	169	99	391	386	386
Added Vol:	0	54	0	0	27	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	273	4059	118	121	1848	100	167	169	99	391	386	386
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	273	3531	118	121	1608	100	167	169	99	391	386	386
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	3531	118	121	1608	100	167	169	99	391	386	386
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	273	3531	118	121	1608	100	167	169	99	391	386	386
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.24	0.76	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	2332	1366	3150	1900	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.62	0.07	0.04	0.28	0.06	0.05	0.07	0.07	0.12	0.20	0.21
Crit Moves:		****		****				****		****		
Green Time:	17.8	107	129.2	15.0	104	121.7	17.8	34.6	52.4	22.5	39.3	54.3
Volume/Cap:	0.93	1.10	0.10	0.49	0.52	0.09	0.57	0.40	0.26	1.05	0.98	0.75
Delay/Veh:	124.8	111	17.8	91.1	20.1	6.5	90.6	73.6	57.5	149.8	108	69.1
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:	124.8	111	17.8	91.1	20.1	6.5	90.6	73.6	57.5	149.8	108	69.1
LOS by Move:	F	F	B	F	C	A	F	E	E	F	F	E
DesignQueue:	17	70	5	8	30	4	10	13	11	24	36	35

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

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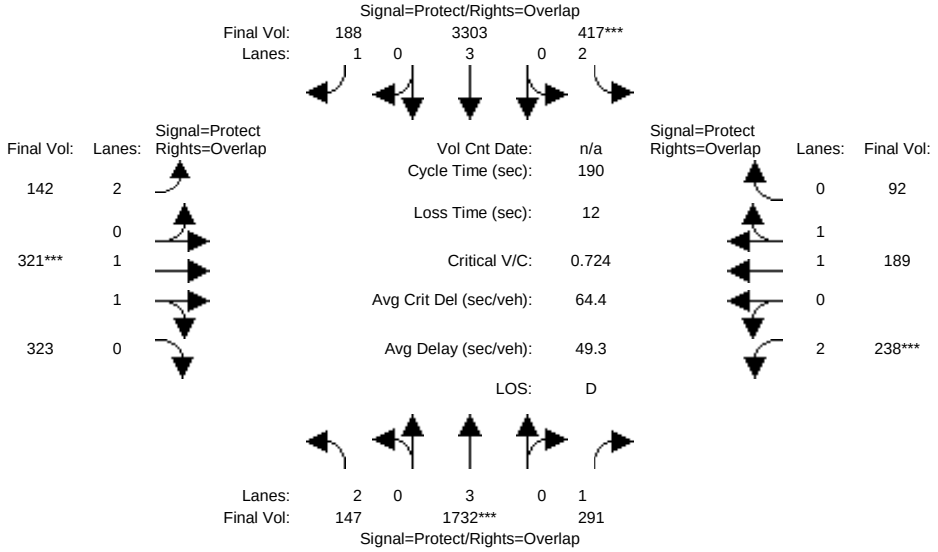
Intersection #5626: Lawrence Expwy/Pruneridge Ave



Street Name:	Lawrence Expway						Pruneridge Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	107	107	28	117	117	17	33	33	22	38	38
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:15-6:15 PM												
Base Vol:	147	2213	291	417	3977	188	142	321	323	238	189	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	147	2213	291	417	3977	188	142	321	323	238	189	92
Added Vol:	0	36	0	0	51	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	147	2249	291	417	4028	188	142	321	323	238	189	92
User Adj:	1.00	0.77	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	1732	291	417	3303	188	142	321	323	238	189	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	1732	291	417	3303	188	142	321	323	238	189	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	1732	291	417	3303	188	142	321	323	238	189	92
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.00	1.00	2.00	1.33	0.67
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	1900	1750	3150	2488	1211
Capacity Analysis Module:												
Vol/Sat:	0.05	0.30	0.17	0.13	0.58	0.11	0.05	0.17	0.18	0.08	0.08	0.08
Crit Moves:		****		****				****		****		
Green Time:	16.9	101	121.3	26.3	110	126.0	16.0	31.0	48.0	20.7	35.7	62.1
Volume/Cap:	0.52	0.57	0.26	0.96	1.00	0.16	0.54	1.03	0.73	0.69	0.40	0.23
Delay/Veh:	89.7	23.3	7.6	118.0	42.2	5.1	90.9	130	72.4	92.8	72.4	49.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.7	23.3	7.6	118.0	42.2	5.1	90.9	130	72.4	92.8	72.4	49.6
LOS by Move:	F	C	A	F	D	A	F	F	E	F	E	D
DesignQueue:	9	33	13	25	61	8	9	32	31	15	13	11

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

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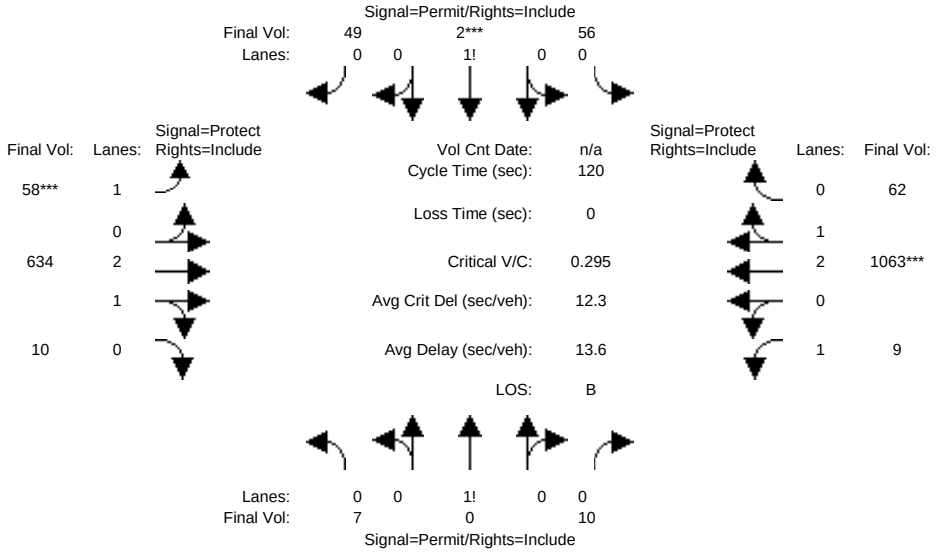
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #139: Woodhams Rd/Stevens Creek Blvd



Street Name:	Woodhams Rd						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	7	0	10	56	2	49	58	634	10	9	1063	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	0	10	56	2	49	58	634	10	9	1063	62
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	0	10	56	2	49	58	634	10	9	1063	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	0	10	56	2	49	58	634	10	9	1063	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	0	10	56	2	49	58	634	10	9	1063	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	0	10	56	2	49	58	634	10	9	1063	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.41	0.00	0.59	0.52	0.02	0.46	1.00	2.95	0.05	1.00	2.83	0.17
Final Sat.:	721	0	1029	916	33	801	1750	5513	87	1750	5291	309
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.06	0.06	0.06	0.03	0.12	0.12	0.01	0.20	0.20
Crit Moves:					****		****				****	
Green Time:	24.9	0.0	24.9	24.9	24.9	24.9	13.5	63.1	63.1	32.0	81.7	81.7
Volume/Cap:	0.05	0.00	0.05	0.30	0.30	0.30	0.30	0.22	0.22	0.02	0.30	0.30
Delay/Veh:	38.1	0.0	38.1	40.6	40.6	40.6	49.7	15.3	15.3	32.4	7.7	7.7
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:	38.1	0.0	38.1	40.6	40.6	40.6	49.7	15.3	15.3	32.4	7.7	7.7
LOS by Move:	D	A	D	D	D	D	D	B	B	C	A	A
DesignQueue:	1	0	1	6	6	6	4	7	7	0	9	9

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

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4300 Stevens Creek Mixed-Use Development
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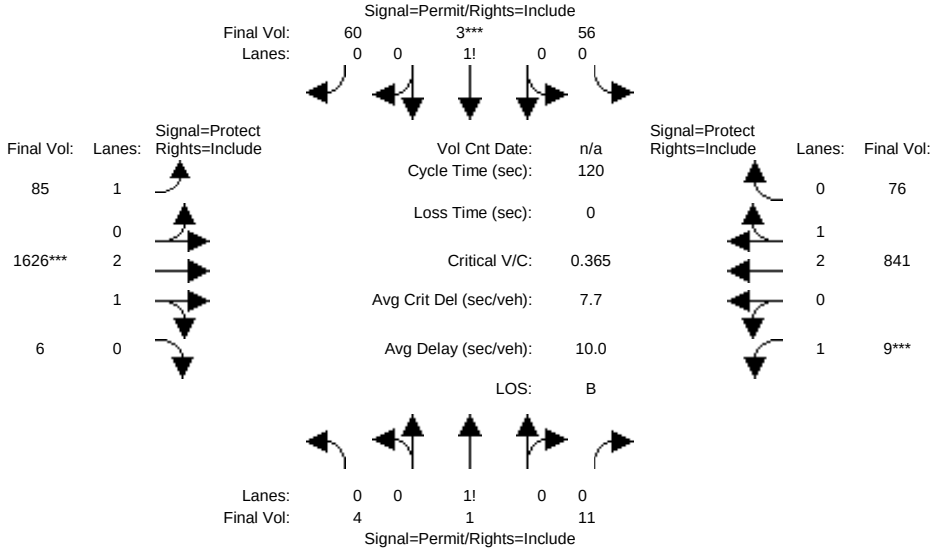
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #139: Woodhams Rd/Stevens Creek Blvd



Street Name:	Woodhams Rd						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	4	1	11	56	3	60	85	1626	6	9	841	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	1	11	56	3	60	85	1626	6	9	841	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	1	11	56	3	60	85	1626	6	9	841	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	1	11	56	3	60	85	1626	6	9	841	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	1	11	56	3	60	85	1626	6	9	841	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	1	11	56	3	60	85	1626	6	9	841	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	0.25	0.06	0.69	0.47	0.03	0.50	1.00	2.99	0.01	1.00	2.74	0.26
Final Sat.:	438	109	1203	824	44	882	1750	5579	21	1750	5135	464
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.07	0.07	0.07	0.05	0.29	0.29	0.01	0.16	0.16
Crit Moves:					****			****		****		
Green Time:	21.4	21.4	21.4	21.4	21.4	21.4	25.9	91.6	91.6	7.0	72.7	72.7
Volume/Cap:	0.05	0.05	0.05	0.38	0.38	0.38	0.23	0.38	0.38	0.09	0.27	0.27
Delay/Veh:	41.0	41.0	41.0	44.3	44.3	44.3	39.1	4.8	4.8	53.9	11.2	11.2
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	41.0	41.0	44.3	44.3	44.3	39.1	4.8	4.8	53.9	11.2	11.2
LOS by Move:	D	D	D	D	D	D	D	A	A	D	B	B
DesignQueue:	1	1	1	7	7	7	5	9	9	1	9	9

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

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4300 Stevens Creek Mixed-Use Development
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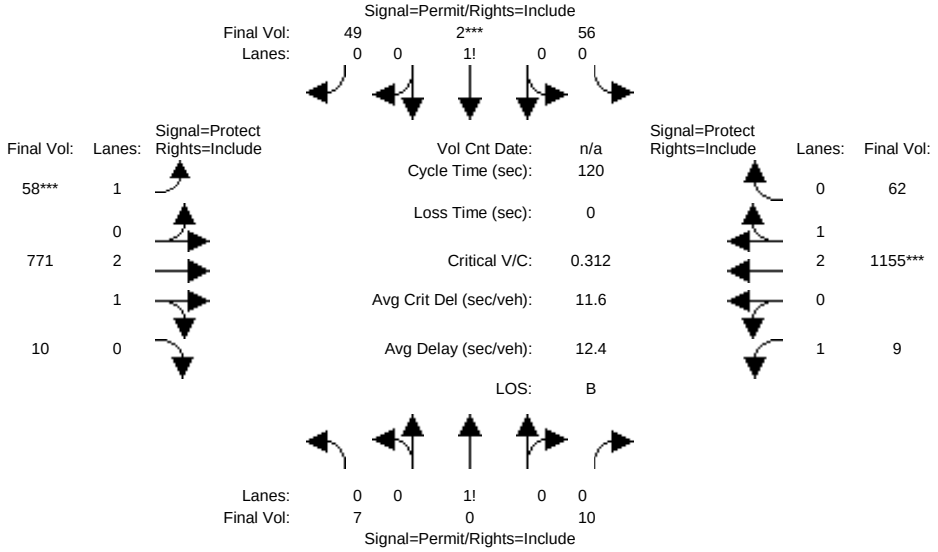
Cum+Proj AM

Intersection #139: Woodhams Rd/Stevens Creek Blvd



Street Name:	Woodhams Rd						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	7	0	10	56	2	49	58	634	10	9	1063	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	0	10	56	2	49	58	634	10	9	1063	62
Added Vol:	0	0	0	0	0	0	0	137	0	0	92	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	0	10	56	2	49	58	771	10	9	1155	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	0	10	56	2	49	58	771	10	9	1155	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	0	10	56	2	49	58	771	10	9	1155	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	0	10	56	2	49	58	771	10	9	1155	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.41	0.00	0.59	0.52	0.02	0.46	1.00	2.96	0.04	1.00	2.84	0.16
Final Sat.:	721	0	1029	916	33	801	1750	5528	72	1750	5314	285
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.06	0.06	0.06	0.03	0.14	0.14	0.01	0.22	0.22
Crit Moves:					****		****				****	
Green Time:	23.5	0.0	23.5	23.5	23.5	23.5	12.8	68.0	68.0	28.4	83.7	83.7
Volume/Cap:	0.05	0.00	0.05	0.31	0.31	0.31	0.31	0.25	0.25	0.02	0.31	0.31
Delay/Veh:	39.2	0.0	39.2	41.8	41.8	41.8	50.5	13.1	13.1	35.1	7.1	7.1
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:	39.2	0.0	39.2	41.8	41.8	41.8	50.5	13.1	13.1	35.1	7.1	7.1
LOS by Move:	D	A	D	D	D	D	D	B	B	D	A	A
DesignQueue:	1	0	1	6	6	6	4	8	8	0	9	9

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

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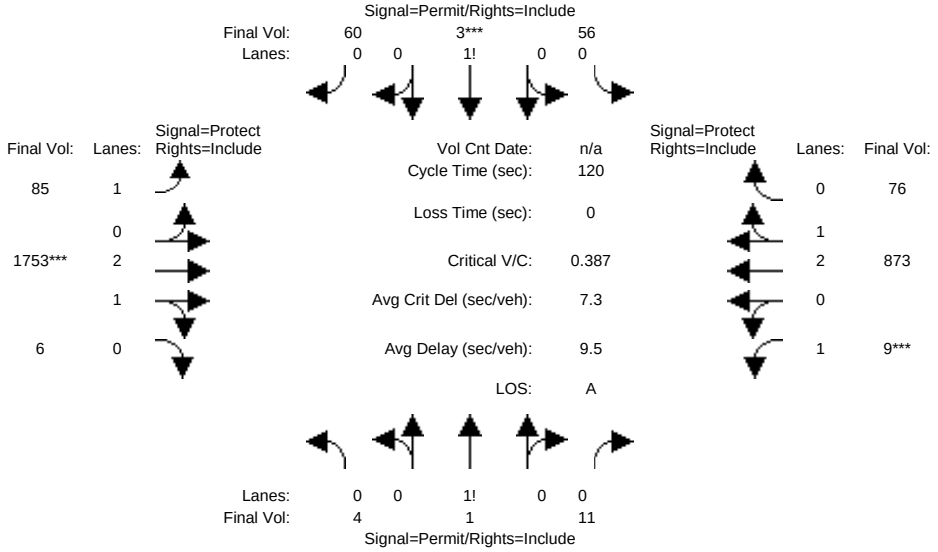
Cum+Proj PM

Intersection #139: Woodhams Rd/Stevens Creek Blvd



Street Name:	Woodhams Rd						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	4	1	11	56	3	60	85	1626	6	9	841	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	1	11	56	3	60	85	1626	6	9	841	76
Added Vol:	0	0	0	0	0	0	0	127	0	0	32	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	1	11	56	3	60	85	1753	6	9	873	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	1	11	56	3	60	85	1753	6	9	873	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	1	11	56	3	60	85	1753	6	9	873	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	1	11	56	3	60	85	1753	6	9	873	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	0.25	0.06	0.69	0.47	0.03	0.50	1.00	2.99	0.01	1.00	2.75	0.25
Final Sat.:	438	109	1203	824	44	882	1750	5581	19	1750	5151	448
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.07	0.07	0.07	0.05	0.31	0.31	0.01	0.17	0.17
Crit Moves:					****			****		****		
Green Time:	20.1	20.1	20.1	20.1	20.1	20.1	25.6	92.9	92.9	7.0	74.3	74.3
Volume/Cap:	0.05	0.05	0.05	0.41	0.41	0.41	0.23	0.41	0.41	0.09	0.27	0.27
Delay/Veh:	42.0	42.0	42.0	45.5	45.5	45.5	39.4	4.5	4.5	53.9	10.5	10.5
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:	42.0	42.0	42.0	45.5	45.5	45.5	39.4	4.5	4.5	53.9	10.5	10.5
LOS by Move:	D	D	D	D	D	D	D	A	A	D	B	B
DesignQueue:	1	1	1	7	7	7	5	10	10	1	9	9

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

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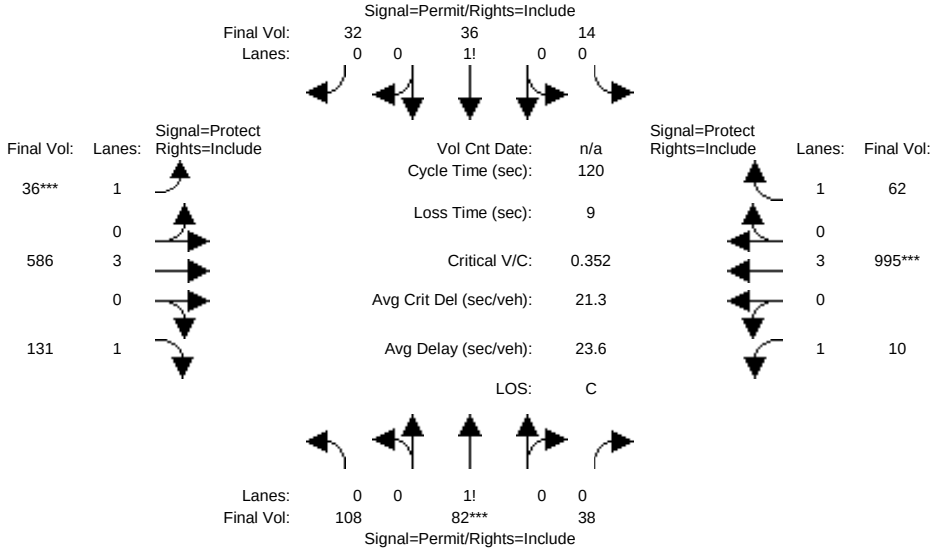
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #147: Albany Dr/Stevens Creek Blvd



Street Name:	Albany Dr/Cronin Dr						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	108	82	38	14	36	32	36	586	131	10	995	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	82	38	14	36	32	36	586	131	10	995	62
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	82	38	14	36	32	36	586	131	10	995	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	82	38	14	36	32	36	586	131	10	995	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	82	38	14	36	32	36	586	131	10	995	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	82	38	14	36	32	36	586	131	10	995	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.47	0.36	0.17	0.17	0.44	0.39	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	829	629	292	299	768	683	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.05	0.05	0.05	0.02	0.10	0.07	0.01	0.17	0.04
Crit Moves:		****					****				****	
Green Time:	44.4	44.4	44.4	44.4	44.4	44.4	7.0	42.5	42.5	24.1	59.5	59.5
Volume/Cap:	0.35	0.35	0.35	0.13	0.13	0.13	0.35	0.29	0.21	0.03	0.35	0.07
Delay/Veh:	27.7	27.7	27.7	25.0	25.0	25.0	56.4	28.0	27.2	38.6	18.5	15.8
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:	27.7	27.7	27.7	25.0	25.0	25.0	56.4	28.0	27.2	38.6	18.5	15.8
LOS by Move:	C	C	C	C	C	C	E	C	C	D	B	B
DesignQueue:	11	11	11	4	4	4	2	9	6	1	12	2

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

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4300 Stevens Creek Mixed-Use Development
City of San Jose
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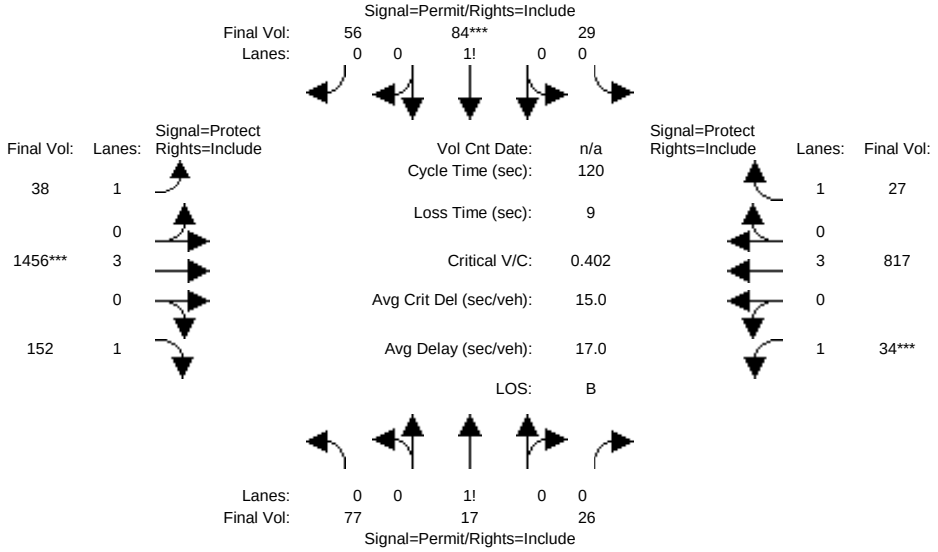
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #147: Albany Dr/Stevens Creek Blvd



Street Name:	Albany Dr/Cronin Dr						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	77	17	26	29	84	56	38	1456	152	34	817	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	17	26	29	84	56	38	1456	152	34	817	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	17	26	29	84	56	38	1456	152	34	817	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	17	26	29	84	56	38	1456	152	34	817	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	17	26	29	84	56	38	1456	152	34	817	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	17	26	29	84	56	38	1456	152	34	817	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.64	0.14	0.22	0.17	0.50	0.33	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1123	248	379	300	870	580	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.10	0.10	0.10	0.02	0.26	0.09	0.02	0.14	0.02
Crit Moves:					****			****		****		
Green Time:	28.5	28.5	28.5	28.5	28.5	28.5	23.9	75.5	75.5	7.0	58.6	58.6
Volume/Cap:	0.29	0.29	0.29	0.41	0.41	0.41	0.11	0.41	0.14	0.33	0.29	0.03
Delay/Veh:	37.8	37.8	37.8	39.2	39.2	39.2	39.5	11.2	9.1	56.2	18.4	16.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.8	37.8	37.8	39.2	39.2	39.2	39.5	11.2	9.1	56.2	18.4	16.0
LOS by Move:	D	D	D	D	D	D	D	B	A	E	B	B
DesignQueue:	7	7	7	10	10	10	2	13	4	2	10	1

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

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4300 Stevens Creek Mixed-Use Development
City of San Jose
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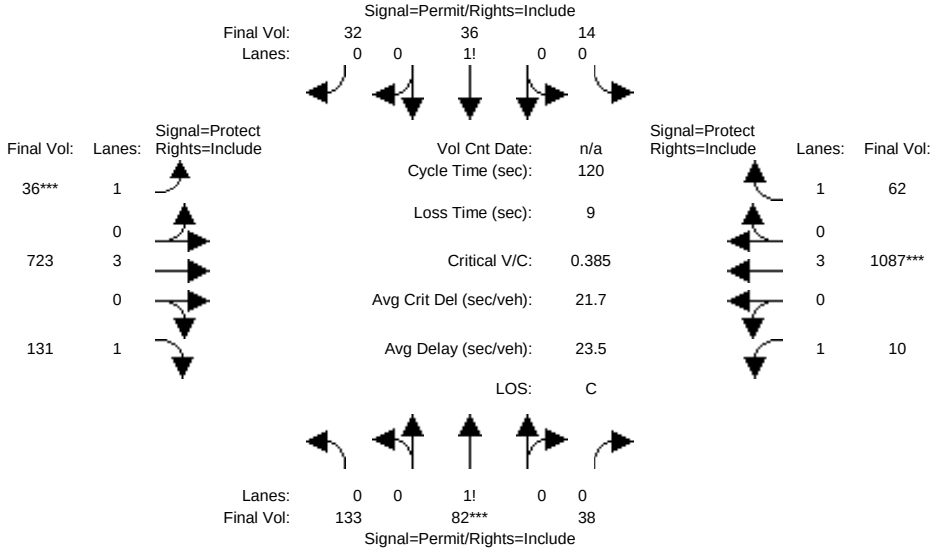
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+Proj AM

Intersection #147: Albany Dr/Stevens Creek Blvd



Street Name:	Albany Dr/Cronin Dr						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	108	82	38	14	36	32	36	586	131	10	995	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	82	38	14	36	32	36	586	131	10	995	62
Added Vol:	25	0	0	0	0	0	0	137	0	0	92	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	82	38	14	36	32	36	723	131	10	1087	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	82	38	14	36	32	36	723	131	10	1087	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	82	38	14	36	32	36	723	131	10	1087	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	82	38	14	36	32	36	723	131	10	1087	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.53	0.32	0.15	0.17	0.44	0.39	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	920	567	263	299	768	683	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.05	0.05	0.05	0.02	0.13	0.07	0.01	0.19	0.04
Crit Moves:		****					****				****	
Green Time:	44.8	44.8	44.8	44.8	44.8	44.8	7.0	45.3	45.3	20.8	59.2	59.2
Volume/Cap:	0.39	0.39	0.39	0.13	0.13	0.13	0.35	0.34	0.20	0.03	0.39	0.07
Delay/Veh:	27.9	27.9	27.9	24.8	24.8	24.8	56.4	26.7	25.3	41.2	19.1	16.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.9	27.9	27.9	24.8	24.8	24.8	56.4	26.7	25.3	41.2	19.1	16.0
LOS by Move:	C	C	C	C	C	C	E	C	C	D	B	B
DesignQueue:	12	12	12	4	4	4	2	10	6	1	13	2

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

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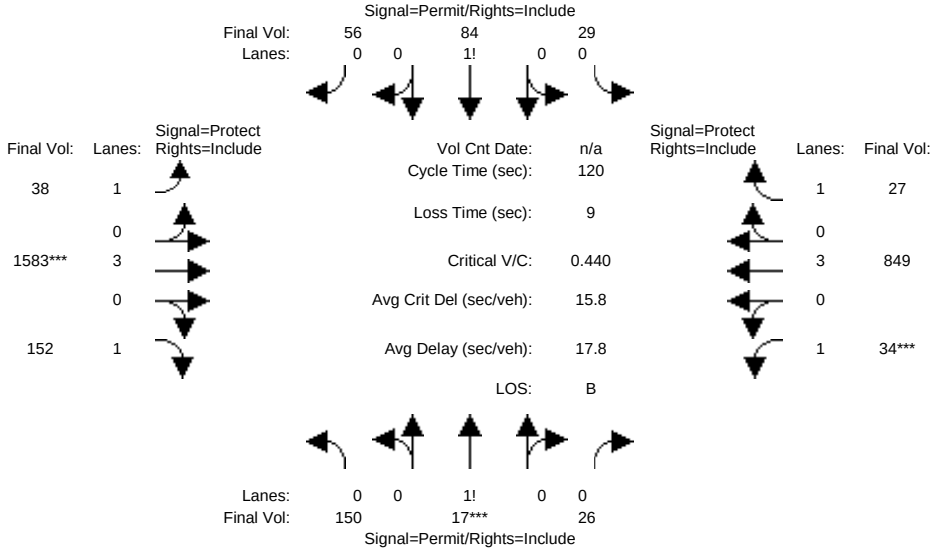
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+Proj PM

Intersection #147: Albany Dr/Stevens Creek Blvd



Street Name:	Albany Dr/Cronin Dr						Stevens Creek Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	77	17	26	29	84	56	38	1456	152	34	817	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	17	26	29	84	56	38	1456	152	34	817	27
Added Vol:	73	0	0	0	0	0	0	127	0	0	32	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	17	26	29	84	56	38	1583	152	34	849	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	17	26	29	84	56	38	1583	152	34	849	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	17	26	29	84	56	38	1583	152	34	849	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	17	26	29	84	56	38	1583	152	34	849	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.78	0.09	0.13	0.17	0.50	0.33	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1360	154	236	300	870	580	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.10	0.10	0.10	0.02	0.28	0.09	0.02	0.15	0.02
Crit Moves:		****						****		****		
Green Time:	29.6	29.6	29.6	29.6	29.6	29.6	22.9	74.4	74.4	7.0	58.5	58.5
Volume/Cap:	0.45	0.45	0.45	0.39	0.39	0.39	0.11	0.45	0.14	0.33	0.31	0.03
Delay/Veh:	39.0	39.0	39.0	38.3	38.3	38.3	40.3	12.1	9.5	56.2	18.6	16.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.0	39.0	39.0	38.3	38.3	38.3	40.3	12.1	9.5	56.2	18.6	16.0
LOS by Move:	D	D	D	D	D	D	D	B	A	E	B	B
DesignQueue:	11	11	11	9	9	9	2	14	4	2	10	1

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

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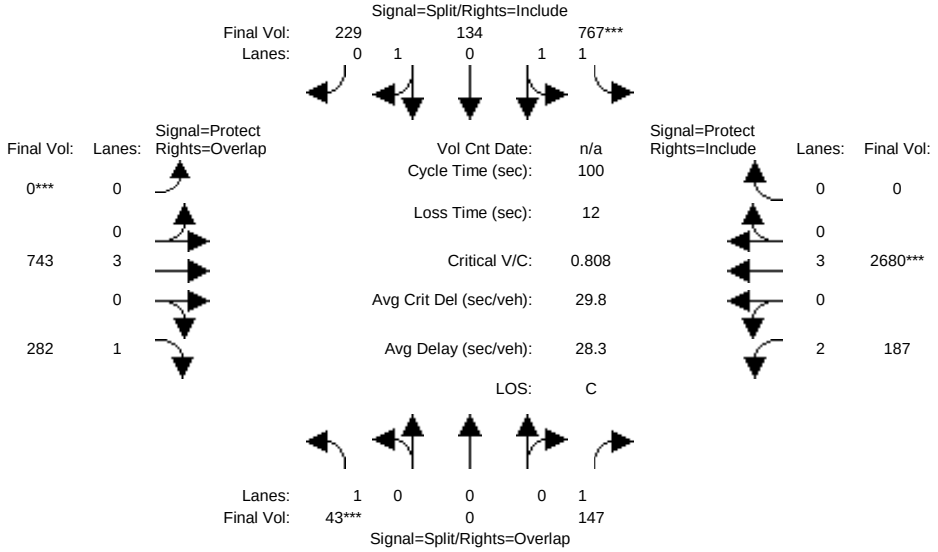
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #1210: 280 SB / STEVENS CREEK



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	0	10	10	10	10	0	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:8-9 AM												
Base Vol:	43	0	147	767	134	229	0	743	282	187	2680	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	0	147	767	134	229	0	743	282	187	2680	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	0	147	767	134	229	0	743	282	187	2680	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	0	147	767	134	229	0	743	282	187	2680	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	0	147	767	134	229	0	743	282	187	2680	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	0	147	767	134	229	0	743	282	187	2680	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	1.00	2.00	0.37	0.63	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	1750	0	1750	3551	664	1136	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.08	0.22	0.20	0.20	0.00	0.13	0.16	0.06	0.47	0.00
Crit Moves:	****			****			****				****	
Green Time:	10.0	0.0	28.1	24.6	24.6	24.6	0.0	35.3	45.3	18.1	53.4	0.0
Volume/Cap:	0.25	0.00	0.30	0.88	0.82	0.82	0.00	0.37	0.36	0.33	0.88	0.00
Delay/Veh:	42.3	0.0	28.6	43.6	39.7	39.7	0.0	24.2	18.1	36.0	23.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.3	0.0	28.6	43.6	39.7	39.7	0.0	24.2	18.1	36.0	23.7	0.0
LOS by Move:	D	A	C	D	D	D	A	C	B	D	C	A
DesignQueue:	2	0	7	18	17	17	0	9	10	5	26	0

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

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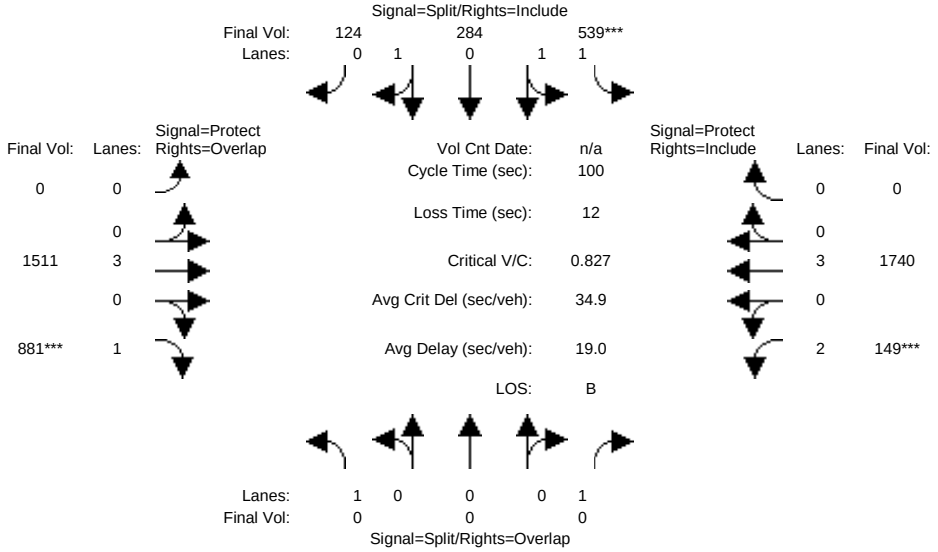
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #1210: 280 SB / STEVENS CREEK



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	0	10	10	10	10	0	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:5:00-6:00PM												
Base Vol:	0	0	0	539	284	124	0	1511	881	149	1740	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	539	284	124	0	1511	881	149	1740	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	539	284	124	0	1511	881	149	1740	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	539	284	124	0	1511	881	149	1740	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	539	284	124	0	1511	881	149	1740	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	539	284	124	0	1511	881	149	1740	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	1.00	1.72	0.89	0.39	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	1750	0	1750	3045	1604	700	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.18	0.18	0.00	0.27	0.50	0.05	0.31	0.00
Crit Moves:				****					****	****		
Green Time:	0.0	0.0	0.0	21.1	21.1	21.1	0.0	59.9	59.9	7.0	66.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.84	0.84	0.84	0.00	0.44	0.84	0.68	0.46	0.00
Delay/Veh:	0.0	0.0	0.0	43.6	43.6	43.6	0.0	11.0	22.3	53.5	8.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	43.6	43.6	43.6	0.0	11.0	22.3	53.5	8.0	0.0
LOS by Move:	A	A	A	D	D	D	A	B	C	D	A	A
DesignQueue:	0	0	0	15	15	15	0	12	25	5	12	0

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

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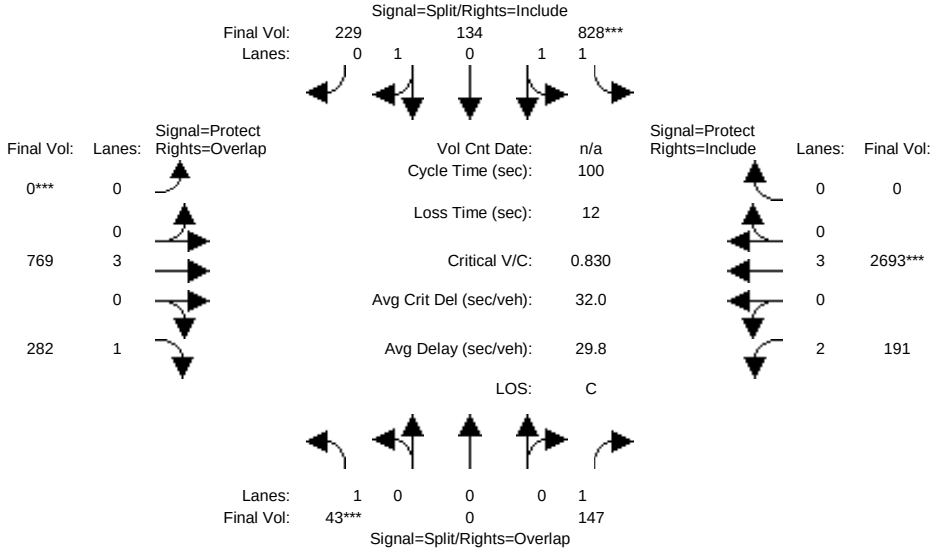
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+Proj AM

Intersection #1210: 280 SB / STEVENS CREEK



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	0	10	10	10	10	0	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:8-9 AM												
Base Vol:	43	0	147	767	134	229	0	743	282	187	2680	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	0	147	767	134	229	0	743	282	187	2680	0
Added Vol:	0	0	0	61	0	0	0	26	0	4	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	0	147	828	134	229	0	769	282	191	2693	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	0	147	828	134	229	0	769	282	191	2693	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	0	147	828	134	229	0	769	282	191	2693	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	0	147	828	134	229	0	769	282	191	2693	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	1.00	2.00	0.37	0.63	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	1750	0	1750	3552	664	1136	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.08	0.23	0.20	0.20	0.00	0.13	0.16	0.06	0.47	0.00
Crit Moves:	****			****			****				****	
Green Time:	10.0	0.0	27.7	25.8	25.8	25.8	0.0	34.5	44.5	17.7	52.2	0.0
Volume/Cap:	0.25	0.00	0.30	0.90	0.78	0.78	0.00	0.39	0.36	0.34	0.90	0.00
Delay/Veh:	42.3	0.0	28.9	45.0	37.2	37.2	0.0	24.9	18.6	36.4	26.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.3	0.0	28.9	45.0	37.2	37.2	0.0	24.9	18.6	36.4	26.0	0.0
LOS by Move:	D	A	C	D	D	D	A	C	B	D	C	A
DesignQueue:	2	0	7	19	17	17	0	10	10	5	27	0

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

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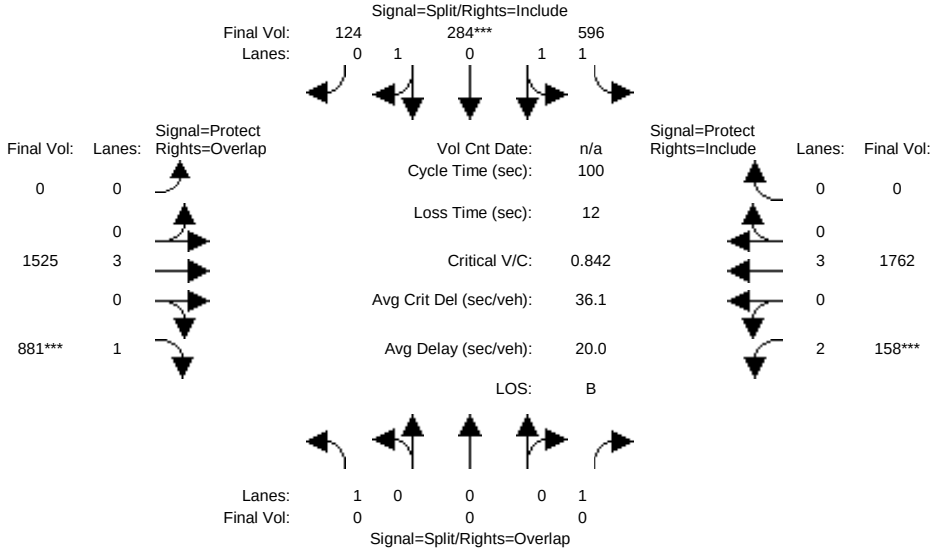
Intersection #1210: 280 SB / STEVENS CREEK



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	0	10	10	10	10	0	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:5:00-6:00PM												
Base Vol:	0	0	0	539	284	124	0	1511	881	149	1740	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	539	284	124	0	1511	881	149	1740	0
Added Vol:	0	0	0	57	0	0	0	14	0	9	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	596	284	124	0	1525	881	158	1762	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	596	284	124	0	1525	881	158	1762	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	596	284	124	0	1525	881	158	1762	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	596	284	124	0	1525	881	158	1762	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	1.00	1.79	0.84	0.37	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	1750	0	1750	3176	1513	661	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.19	0.19	0.00	0.27	0.50	0.05	0.31	0.00
Crit Moves:					****				****	****		
Green Time:	0.0	0.0	0.0	22.0	22.0	22.0	0.0	59.0	59.0	7.0	66.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.85	0.85	0.85	0.00	0.45	0.85	0.72	0.47	0.00
Delay/Veh:	0.0	0.0	0.0	43.7	43.7	43.7	0.0	11.6	23.9	56.2	8.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	43.7	43.7	43.7	0.0	11.6	23.9	56.2	8.5	0.0
LOS by Move:	A	A	A	D	D	D	A	B	C	E	A	A
DesignQueue:	0	0	0	16	16	16	0	12	25	5	12	0

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

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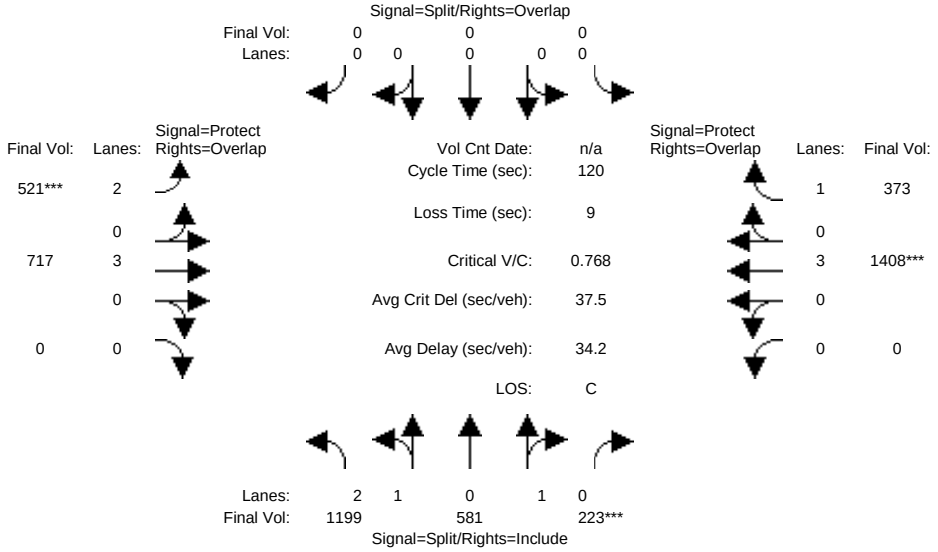
Cumulative AM

Intersection #1211: LAWRENCE NB / STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:7:45-8:45 AM

Base Vol:	1199	581	223	0	0	0	521	717	0	0	1408	373
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1199	581	223	0	0	0	521	717	0	0	1408	373
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1199	581	223	0	0	0	521	717	0	0	1408	373
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1199	581	223	0	0	0	521	717	0	0	1408	373
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1199	581	223	0	0	0	521	717	0	0	1408	373
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1199	581	223	0	0	0	521	717	0	0	1408	373

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.50	1.08	0.42	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	4029	1952	749	0	0	0	3150	5700	0	0	5700	1750

Capacity Analysis Module:

Vol/Sat:	0.30	0.30	0.30	0.00	0.00	0.00	0.17	0.13	0.00	0.00	0.25	0.21
Crit Moves:			****				****				****	
Green Time:	46.5	46.5	46.5	0.0	0.0	0.0	25.9	64.5	0.0	0.0	38.6	38.6
Volume/Cap:	0.77	0.77	0.77	0.00	0.00	0.00	0.77	0.23	0.00	0.00	0.77	0.66
Delay/Veh:	33.5	33.5	33.5	0.0	0.0	0.0	49.5	14.7	0.0	0.0	38.7	38.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.5	33.5	33.5	0.0	0.0	0.0	49.5	14.7	0.0	0.0	38.7	38.0
LOS by Move:	C	C	C	A	A	A	D	B	A	A	D	D
DesignQueue:	25	25	25	0	0	0	17	8	0	0	23	19

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

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Hexagon Transportation Consultants

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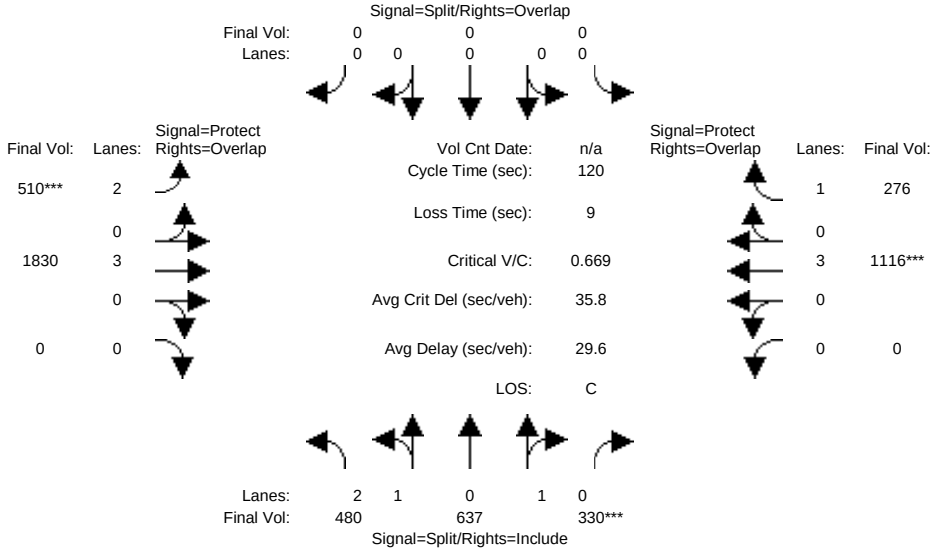
Cumulative PM

Intersection #1211: LAWRENCE NB / STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:00-6:00PM												
Base Vol:	480	637	330	0	0	0	510	1830	0	0	1116	276
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	480	637	330	0	0	0	510	1830	0	0	1116	276
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	480	637	330	0	0	0	510	1830	0	0	1116	276
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	480	637	330	0	0	0	510	1830	0	0	1116	276
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	480	637	330	0	0	0	510	1830	0	0	1116	276
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	480	637	330	0	0	0	510	1830	0	0	1116	276
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.30	0.70	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	3150	2436	1262	0	0	0	3150	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.26	0.26	0.00	0.00	0.00	0.16	0.32	0.00	0.00	0.20	0.16
Crit Moves:			****				****				****	
Green Time:	46.9	46.9	46.9	0.0	0.0	0.0	29.0	64.1	0.0	0.0	35.1	35.1
Volume/Cap:	0.39	0.67	0.67	0.00	0.00	0.00	0.67	0.60	0.00	0.00	0.67	0.54
Delay/Veh:	26.4	31.0	31.0	0.0	0.0	0.0	43.5	19.5	0.0	0.0	38.4	36.8
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:	26.4	31.0	31.0	0.0	0.0	0.0	43.5	19.5	0.0	0.0	38.4	36.8
LOS by Move:	C	C	C	A	A	A	D	B	A	A	D	D
DesignQueue:	12	22	22	0	0	0	16	21	0	0	19	15

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

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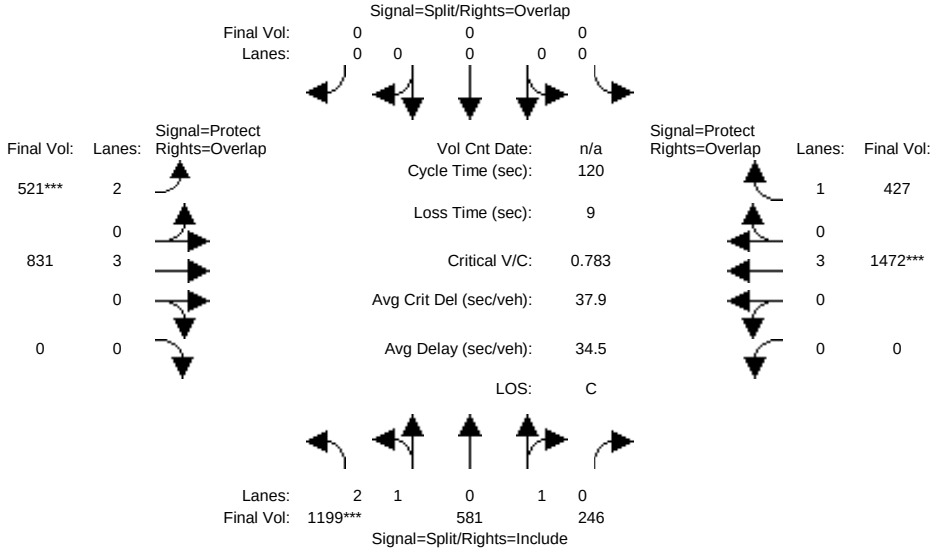
Intersection #1211: LAWRENCE NB / STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:7:45-8:45 AM

Base Vol:	1199	581	223	0	0	0	521	717	0	0	1408	373
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1199	581	223	0	0	0	521	717	0	0	1408	373
Added Vol:	0	0	23	0	0	0	0	114	0	0	64	54
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1199	581	246	0	0	0	521	831	0	0	1472	427
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1199	581	246	0	0	0	521	831	0	0	1472	427
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1199	581	246	0	0	0	521	831	0	0	1472	427
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1199	581	246	0	0	0	521	831	0	0	1472	427

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	0.95	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.48	1.07	0.45	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	3983	1930	817	0	0	0	3150	5700	0	0	5700	1750

Capacity Analysis Module:

Vol/Sat:	0.30	0.30	0.30	0.00	0.00	0.00	0.17	0.15	0.00	0.00	0.26	0.24
Crit Moves:	****						****				****	
Green Time:	46.1	46.1	46.1	0.0	0.0	0.0	25.3	64.9	0.0	0.0	39.6	39.6
Volume/Cap:	0.78	0.78	0.78	0.00	0.00	0.00	0.78	0.27	0.00	0.00	0.78	0.74
Delay/Veh:	34.2	34.2	34.2	0.0	0.0	0.0	50.8	14.9	0.0	0.0	38.6	40.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.2	34.2	34.2	0.0	0.0	0.0	50.8	14.9	0.0	0.0	38.6	40.7
LOS by Move:	C	C	C	A	A	A	D	B	A	A	D	D
DesignQueue:	26	26	26	0	0	0	17	9	0	0	24	22

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

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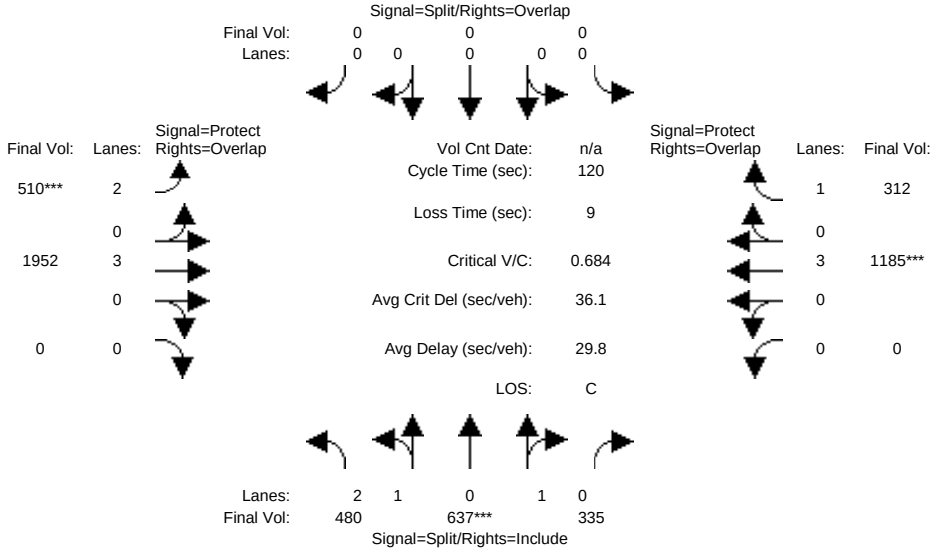
Intersection #1211: LAWRENCE NB / STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:00-6:00PM												
Base Vol:	480	637	330	0	0	0	510	1830	0	0	1116	276
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	480	637	330	0	0	0	510	1830	0	0	1116	276
Added Vol:	0	0	5	0	0	0	0	122	0	0	69	36
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	480	637	335	0	0	0	510	1952	0	0	1185	312
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	480	637	335	0	0	0	510	1952	0	0	1185	312
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	480	637	335	0	0	0	510	1952	0	0	1185	312
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	480	637	335	0	0	0	510	1952	0	0	1185	312
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.29	0.71	0.00	0.00	0.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	3150	2424	1275	0	0	0	3150	5700	0	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.26	0.26	0.00	0.00	0.00	0.16	0.34	0.00	0.00	0.21	0.18
Crit Moves:		****					****				****	
Green Time:	46.1	46.1	46.1	0.0	0.0	0.0	28.4	64.9	0.0	0.0	36.5	36.5
Volume/Cap:	0.40	0.68	0.68	0.00	0.00	0.00	0.68	0.63	0.00	0.00	0.68	0.59
Delay/Veh:	26.9	31.8	31.8	0.0	0.0	0.0	44.3	19.7	0.0	0.0	37.8	37.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.9	31.8	31.8	0.0	0.0	0.0	44.3	19.7	0.0	0.0	37.8	37.1
LOS by Move:	C	C	C	A	A	A	D	B	A	A	D	D
DesignQueue:	12	22	22	0	0	0	16	22	0	0	19	16

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

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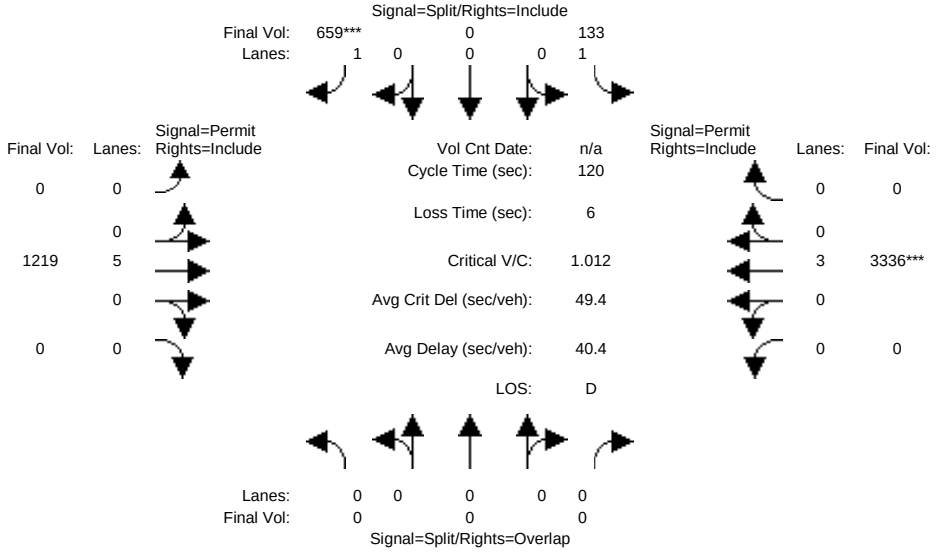
Cumulative AM

Intersection #1212: LAWRENCE SB RAMP / STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:8-9 AM												
Base Vol:	0	0	0	133	0	659	0	1219	0	0	3336	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	133	0	659	0	1219	0	0	3336	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	133	0	659	0	1219	0	0	3336	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	133	0	659	0	1219	0	0	3336	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	133	0	659	0	1219	0	0	3336	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	133	0	659	0	1219	0	0	3336	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	5.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	9500	0	0	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.38	0.00	0.13	0.00	0.00	0.59	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	44.6	0.0	44.6	0.0	69.4	0.0	0.0	69.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.20	0.00	1.01	0.00	0.22	0.00	0.00	1.01	0.00
Delay/Veh:	0.0	0.0	0.0	25.8	0.0	76.1	0.0	12.3	0.0	0.0	44.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	25.8	0.0	76.1	0.0	12.3	0.0	0.0	44.1	0.0
LOS by Move:	A	A	A	C	A	E	A	B	A	A	D	A
DesignQueue:	0	0	0	6	0	33	0	7	0	0	37	0

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

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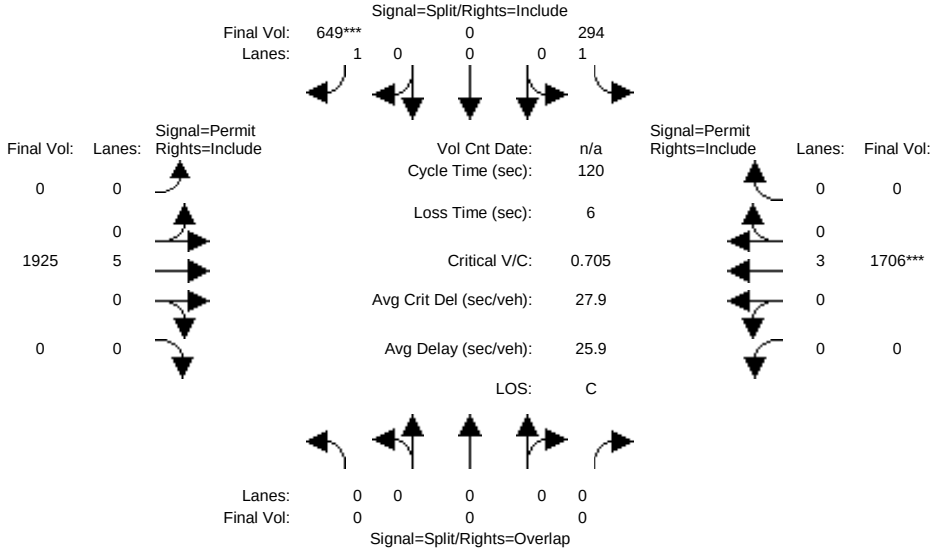
Intersection #1212: LAWRENCE SB RAMP / STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:00-6:00PM												
Base Vol:	0	0	0	294	0	649	0	1925	0	0	1706	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	294	0	649	0	1925	0	0	1706	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	294	0	649	0	1925	0	0	1706	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	294	0	649	0	1925	0	0	1706	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	294	0	649	0	1925	0	0	1706	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	294	0	649	0	1925	0	0	1706	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	5.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	9500	0	0	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.37	0.00	0.20	0.00	0.00	0.30	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	63.1	0.0	63.1	0.0	50.9	0.0	0.0	50.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.32	0.00	0.71	0.00	0.48	0.00	0.00	0.71	0.00
Delay/Veh:	0.0	0.0	0.0	16.4	0.0	24.0	0.0	25.0	0.0	0.0	29.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	16.4	0.0	24.0	0.0	25.0	0.0	0.0	29.4	0.0
LOS by Move:	A	A	A	B	A	C	A	C	A	A	C	A
DesignQueue:	0	0	0	11	0	25	0	16	0	0	24	0

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

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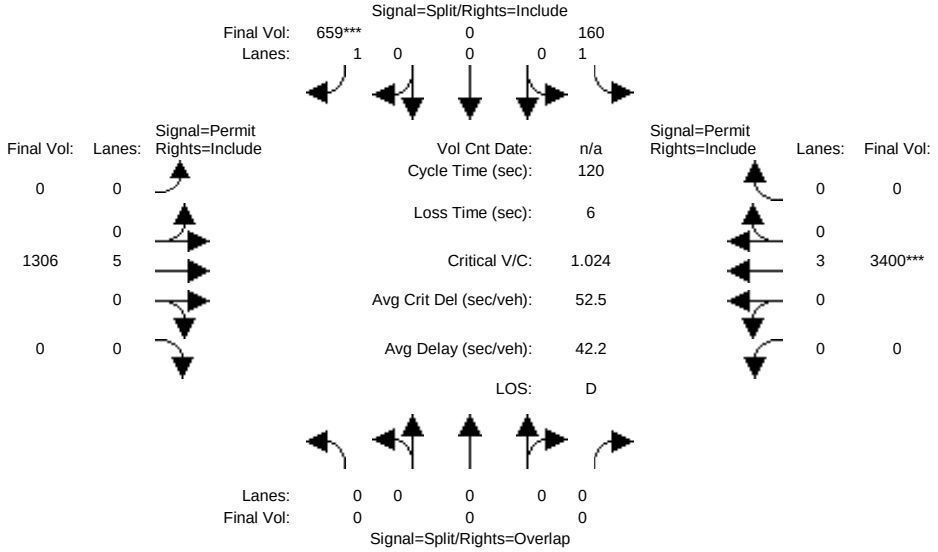
Cum+Proj AM

Intersection #1212: LAWRENCE SB RAMP / STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:8-9 AM												
Base Vol:	0	0	0	133	0	659	0	1219	0	0	3336	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	133	0	659	0	1219	0	0	3336	0
Added Vol:	0	0	0	27	0	0	0	87	0	0	64	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	160	0	659	0	1306	0	0	3400	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	160	0	659	0	1306	0	0	3400	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	160	0	659	0	1306	0	0	3400	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	160	0	659	0	1306	0	0	3400	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	5.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	9500	0	0	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.38	0.00	0.14	0.00	0.00	0.60	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	44.1	0.0	44.1	0.0	69.9	0.0	0.0	69.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.25	0.00	1.02	0.00	0.24	0.00	0.00	1.02	0.00
Delay/Veh:	0.0	0.0	0.0	26.6	0.0	79.7	0.0	12.2	0.0	0.0	47.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	26.6	0.0	79.7	0.0	12.2	0.0	0.0	47.2	0.0
LOS by Move:	A	A	A	C	A	E	A	B	A	A	D	A
DesignQueue:	0	0	0	8	0	33	0	8	0	0	37	0

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

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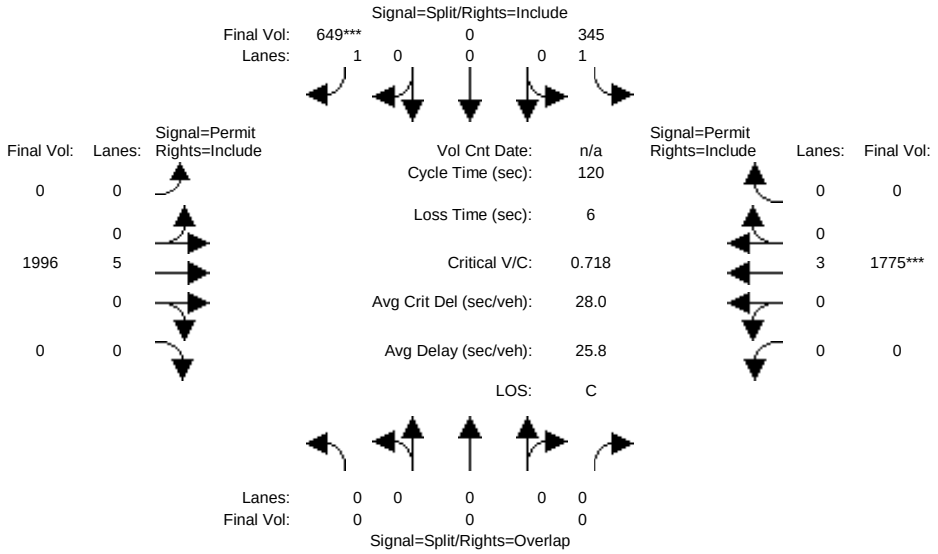
Cum+Proj PM

Intersection #1212: LAWRENCE SB RAMP / STEVENS CREEK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:00-6:00PM												
Base Vol:	0	0	0	294	0	649	0	1925	0	0	1706	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	294	0	649	0	1925	0	0	1706	0
Added Vol:	0	0	0	51	0	0	0	71	0	0	69	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	345	0	649	0	1996	0	0	1775	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	345	0	649	0	1996	0	0	1775	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	345	0	649	0	1996	0	0	1775	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	345	0	649	0	1996	0	0	1775	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	5.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	1750	0	1750	0	9500	0	0	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.00	0.37	0.00	0.21	0.00	0.00	0.31	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	62.0	0.0	62.0	0.0	52.0	0.0	0.0	52.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.38	0.00	0.72	0.00	0.48	0.00	0.00	0.72	0.00
Delay/Veh:	0.0	0.0	0.0	17.7	0.0	25.1	0.0	24.5	0.0	0.0	29.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	17.7	0.0	25.1	0.0	24.5	0.0	0.0	29.0	0.0
LOS by Move:	A	A	A	B	A	C	A	C	A	A	C	A
DesignQueue:	0	0	0	13	0	25	0	16	0	0	24	0

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

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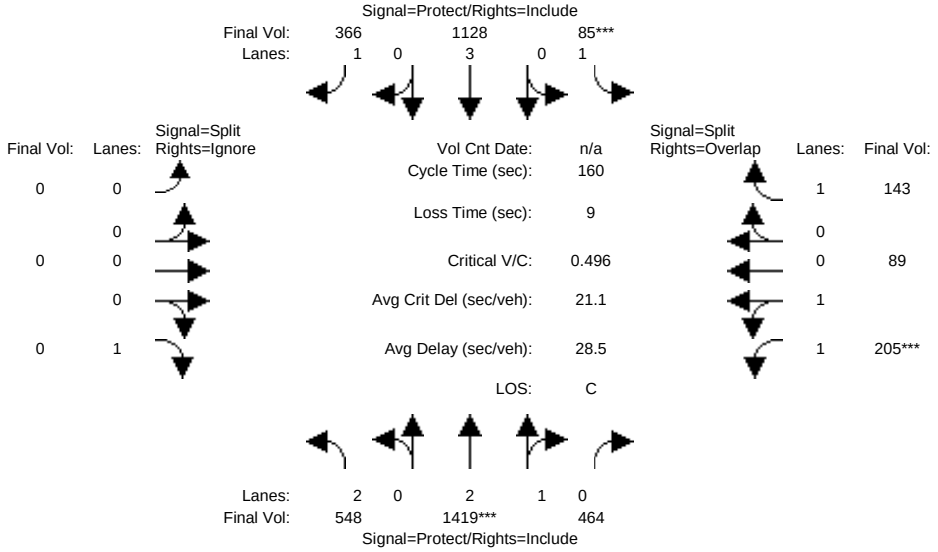
Intersection #3038: 280/SARATOGA (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:30-8:30AM												
Base Vol:	548	1419	464	85	1128	366	0	0	0	205	89	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	548	1419	464	85	1128	366	0	0	0	205	89	143
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	548	1419	464	85	1128	366	0	0	0	205	89	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	548	1419	464	85	1128	366	0	0	0	205	89	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	548	1419	464	85	1128	366	0	0	0	205	89	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	548	1419	464	85	1128	366	0	0	0	205	89	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.23	0.77	1.00	3.00	1.00	0.00	0.00	1.00	1.40	0.60	1.00
Final Sat.:	3150	4218	1379	1750	5700	1750	0	0	1750	2475	1075	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.34	0.34	0.05	0.20	0.21	0.00	0.00	0.00	0.08	0.08	0.08
Crit Moves:		****		****						****		
Green Time:	56.4	109	108.6	15.7	67.8	67.8	0.0	0.0	0.0	26.7	26.7	42.4
Volume/Cap:	0.49	0.50	0.50	0.50	0.47	0.49	0.00	0.00	0.00	0.50	0.50	0.31
Delay/Veh:	40.9	12.6	12.6	70.7	33.2	34.1	0.0	0.0	0.0	61.2	61.2	47.4
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:	40.9	12.6	12.6	70.7	33.2	34.1	0.0	0.0	0.0	61.2	61.2	47.4
LOS by Move:	D	B	B	E	C	C	A	A	A	E	E	D
DesignQueue:	20	20	20	7	20	22	0	0	0	12	12	10

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

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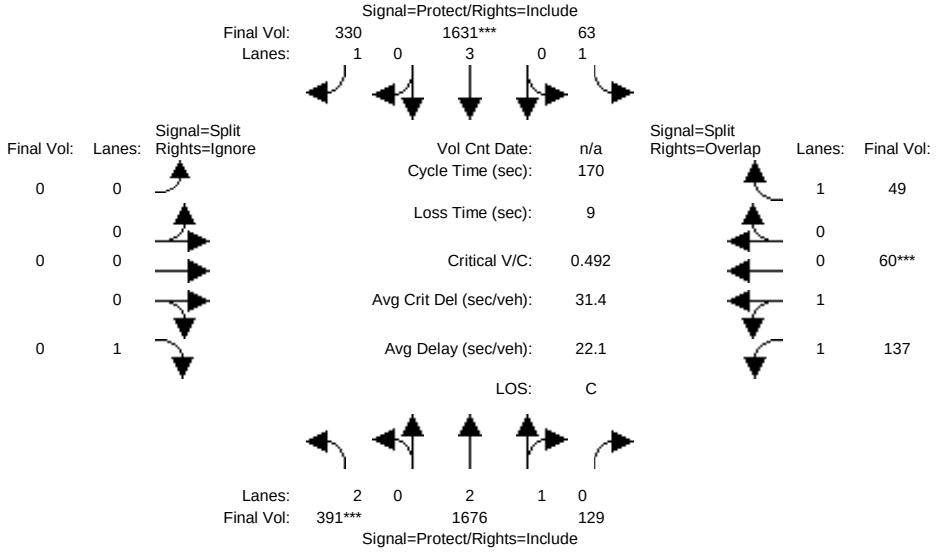
Intersection #3038: 280/SARATOGA (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:4:45-5:45PM												
Base Vol:	391	1676	129	63	1631	330	0	0	0	137	60	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	391	1676	129	63	1631	330	0	0	0	137	60	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	391	1676	129	63	1631	330	0	0	0	137	60	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	391	1676	129	63	1631	330	0	0	0	137	60	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	391	1676	129	63	1631	330	0	0	0	137	60	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	391	1676	129	63	1631	330	0	0	0	137	60	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.78	0.22	1.00	3.00	1.00	0.00	0.00	1.00	1.40	0.60	1.00
Final Sat.:	3150	5199	400	1750	5700	1750	0	0	1750	2469	1081	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.32	0.32	0.04	0.29	0.19	0.00	0.00	0.00	0.06	0.06	0.03
Crit Moves:	****				****						****	
Green Time:	42.9	126	125.8	16.1	98.9	98.9	0.0	0.0	0.0	19.2	19.2	35.2
Volume/Cap:	0.49	0.44	0.44	0.38	0.49	0.32	0.00	0.00	0.00	0.49	0.49	0.14
Delay/Veh:	54.7	8.6	8.6	73.8	20.9	18.5	0.0	0.0	0.0	71.8	71.8	55.1
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:	54.7	8.6	8.6	73.8	20.9	18.5	0.0	0.0	0.0	71.8	71.8	55.1
LOS by Move:	D	A	A	E	C	B	A	A	A	E	E	E
DesignQueue:	17	16	16	6	23	15	0	0	0	9	9	4

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

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4300 Stevens Creek Mixed-Use Development
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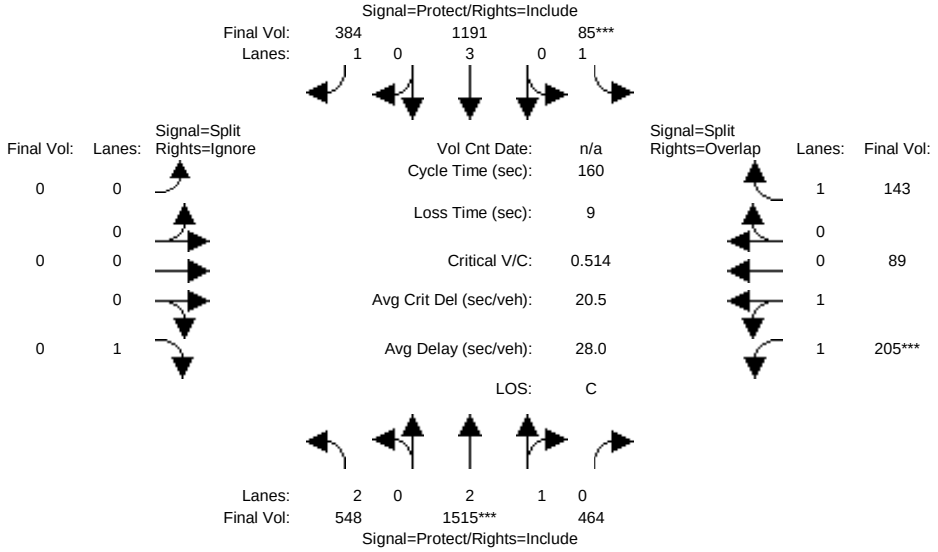
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+Proj AM

Intersection #3038: 280/SARATOGA (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:30-8:30AM												
Base Vol:	548	1419	464	85	1128	366	0	0	0	205	89	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	548	1419	464	85	1128	366	0	0	0	205	89	143
Added Vol:	0	96	0	0	63	18	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	548	1515	464	85	1191	384	0	0	0	205	89	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	548	1515	464	85	1191	384	0	0	0	205	89	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	548	1515	464	85	1191	384	0	0	0	205	89	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	548	1515	464	85	1191	384	0	0	0	205	89	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.27	0.73	1.00	3.00	1.00	0.00	0.00	1.00	1.40	0.60	1.00
Final Sat.:	3150	4285	1312	1750	5700	1750	0	0	1750	2475	1075	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.35	0.35	0.05	0.21	0.22	0.00	0.00	0.00	0.08	0.08	0.08
Crit Moves:		****		****						****		
Green Time:	55.4	110	110.1	15.1	69.8	69.8	0.0	0.0	0.0	25.8	25.8	40.9
Volume/Cap:	0.50	0.51	0.51	0.51	0.48	0.50	0.00	0.00	0.00	0.51	0.51	0.32
Delay/Veh:	41.8	12.2	12.2	71.7	32.3	33.1	0.0	0.0	0.0	62.2	62.2	48.7
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:	41.8	12.2	12.2	71.7	32.3	33.1	0.0	0.0	0.0	62.2	62.2	48.7
LOS by Move:	D	B	B	E	C	C	A	A	A	E	E	D
DesignQueue:	20	21	21	8	21	22	0	0	0	12	12	10

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

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Level Of Service Computation Report
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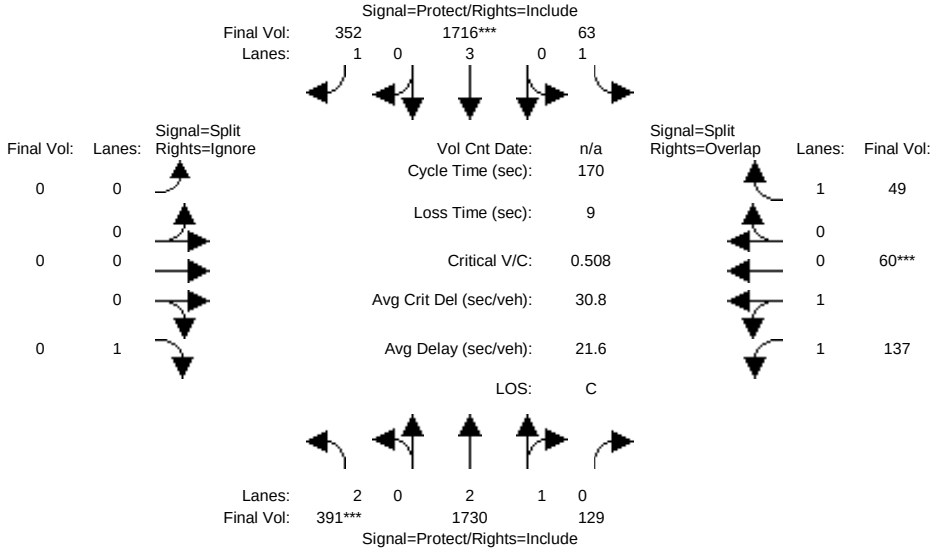
Cum+Proj PM

Intersection #3038: 280/SARATOGA (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:4:45-5:45PM												
Base Vol:	391	1676	129	63	1631	330	0	0	0	137	60	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	391	1676	129	63	1631	330	0	0	0	137	60	49
Added Vol:	0	54	0	0	85	22	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	391	1730	129	63	1716	352	0	0	0	137	60	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	391	1730	129	63	1716	352	0	0	0	137	60	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	391	1730	129	63	1716	352	0	0	0	137	60	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	391	1730	129	63	1716	352	0	0	0	137	60	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.78	0.22	1.00	3.00	1.00	0.00	0.00	1.00	1.40	0.60	1.00
Final Sat.:	3150	5211	389	1750	5700	1750	0	0	1750	2469	1081	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.33	0.33	0.04	0.30	0.20	0.00	0.00	0.00	0.06	0.06	0.03
Crit Moves:	****				****						****	
Green Time:	41.6	127	126.7	15.7	101	100.8	0.0	0.0	0.0	18.6	18.6	34.3
Volume/Cap:	0.51	0.45	0.45	0.39	0.51	0.34	0.00	0.00	0.00	0.51	0.51	0.14
Delay/Veh:	55.9	8.3	8.3	74.2	20.3	17.8	0.0	0.0	0.0	72.5	72.5	55.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.9	8.3	8.3	74.2	20.3	17.8	0.0	0.0	0.0	72.5	72.5	55.9
LOS by Move:	E	A	A	E	C	B	A	A	A	E	E	E
DesignQueue:	17	17	17	6	24	16	0	0	0	9	9	4

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

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4300 Stevens Creek Mixed-Use Development
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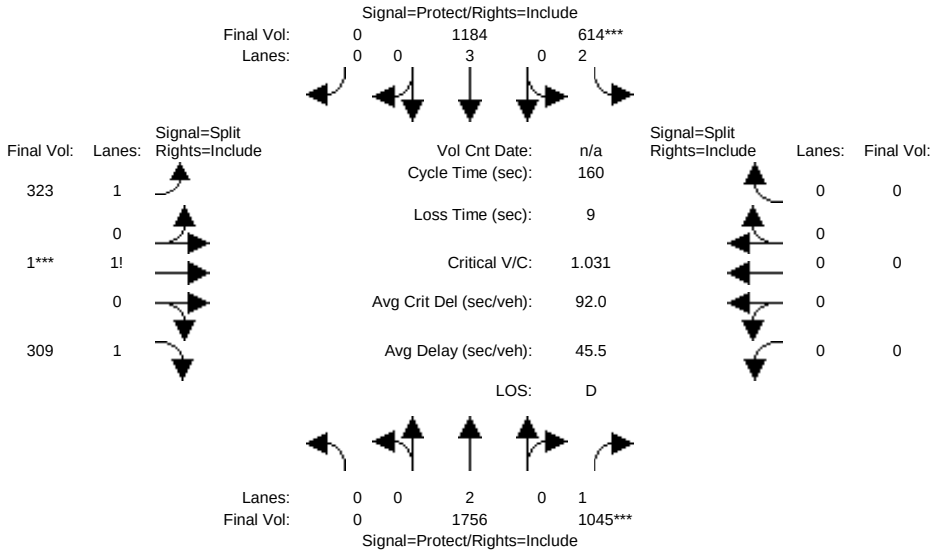
Hexagon Transportation Consultants

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

Intersection #3039: 280/SARATOGA (S)



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	0	10	10		7	10	0		10	10	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:7:40-8:40AM																
Base Vol:	0	1756	1045		614	1184	0		323	1	309		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1756	1045		614	1184	0		323	1	309		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1756	1045		614	1184	0		323	1	309		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1756	1045		614	1184	0		323	1	309		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1756	1045		614	1184	0		323	1	309		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	1756	1045		614	1184	0		323	1	309		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.83	1.00	0.92		0.92	0.92	0.92		0.92	1.00	0.92	
Lanes:	0.00	2.00	1.00		2.00	3.00	0.00		1.51	0.01	1.48		0.00	0.00	0.00	
Final Sat.:	0	3800	1750		3150	5700	0		2642	6	2603		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.46	0.60		0.19	0.21	0.00		0.12	0.18	0.12		0.00	0.00	0.00	
Crit Moves:			****		****					****						
Green Time:	0.0	92.7	92.7		30.2	123	0.0		28.1	28.1	28.1		0.0	0.0	0.0	
Volume/Cap:	0.00	0.80	1.03		1.03	0.27	0.00		0.70	1.03	0.68		0.00	0.00	0.00	
Delay/Veh:	0.0	28.5	70.3		110.0	5.5	0.0		64.3	111	63.7		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	28.5	70.3		110.0	5.5	0.0		64.3	111	63.7		0.0	0.0	0.0	
LOS by Move:	A	C	E		F	A	A		E	F	E		A	A	A	
DesignQueue:	0	37	50		28	9	0		18	26	17		0	0	0	

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

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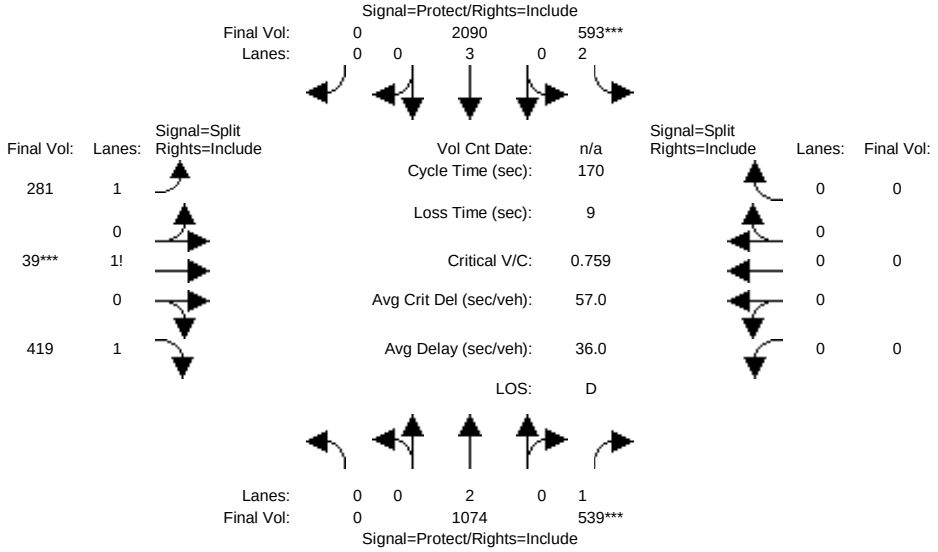
Intersection #3039: 280/SARATOGA (S)



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	10	10		7	10		0	10	10		10	0	0		0
Y+R:	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0
Volume Module:4:45-5:45PM																
Base Vol:	0	1074	539		593	2090		0	281	39		419	0	0		0
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	0	1074	539		593	2090		0	281	39		419	0	0		0
Added Vol:	0	0	0		0	0		0	0	0		0	0	0		0
PasserByVol:	0	0	0		0	0		0	0	0		0	0	0		0
Initial Fut:	0	1074	539		593	2090		0	281	39		419	0	0		0
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	0	1074	539		593	2090		0	281	39		419	0	0		0
Reduct Vol:	0	0	0		0	0		0	0	0		0	0	0		0
Reduced Vol:	0	1074	539		593	2090		0	281	39		419	0	0		0
PCE Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	0	1074	539		593	2090		0	281	39		419	0	0		0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	1.00	0.92		0.83	1.00		0.92	0.92	0.92		0.92	0.92	1.00		0.92
Lanes:	0.00	2.00	1.00		2.00	3.00		0.00	1.36	0.10		1.54	0.00	0.00		0.00
Final Sat.:	0	3800	1750		3150	5700		0	2382	175		2692	0	0		0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.28	0.31		0.19	0.37		0.00	0.12	0.22		0.16	0.00	0.00		0.00
Crit Moves:			****		****					****						
Green Time:	0.0	69.0	69.0		42.2	111		0.0	49.8	49.8		49.8	0.0	0.0		0.0
Volume/Cap:	0.00	0.70	0.76		0.76	0.56		0.00	0.40	0.76		0.53	0.00	0.00		0.00
Delay/Veh:	0.0	43.2	48.1		63.5	16.3		0.0	48.3	58.1		50.7	0.0	0.0		0.0
User DelAdj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	0.0	43.2	48.1		63.5	16.3		0.0	48.3	58.1		50.7	0.0	0.0		0.0
LOS by Move:	A	D	D		E	B		A	D	E		D	A	A		A
DesignQueue:	0	33	36		27	25		0	15	30		21	0	0		0

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

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Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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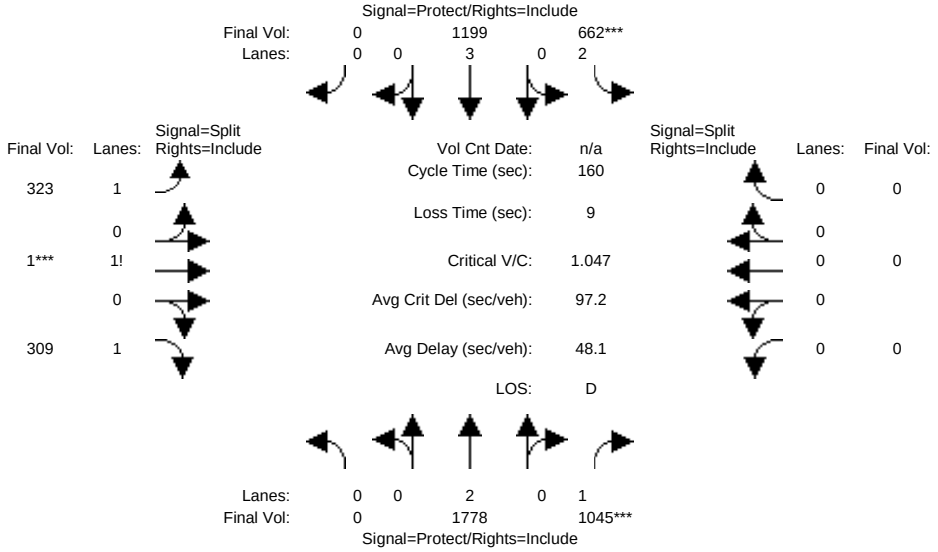
Intersection #3039: 280/SARATOGA (S)



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	10	10		7	10		0	10	10	10		0	0		0
Y+R:	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0		4.0
Volume Module:7:40-8:40AM																
Base Vol:	0	1756	1045		614	1184		0	323		1	309	0		0	0
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0	1756	1045		614	1184		0	323		1	309	0		0	0
Added Vol:	0	22	0		48	15		0	0		0	0	0		0	0
PasserByVol:	0	0	0		0	0		0	0		0	0	0		0	0
Initial Fut:	0	1778	1045		662	1199		0	323		1	309	0		0	0
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0	1778	1045		662	1199		0	323		1	309	0		0	0
Reduct Vol:	0	0	0		0	0		0	0		0	0	0		0	0
Reduced Vol:	0	1778	1045		662	1199		0	323		1	309	0		0	0
PCE Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	0	1778	1045		662	1199		0	323		1	309	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900		1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92	1.00	0.92		0.83	1.00		0.92	0.92		0.92	0.92	0.92		1.00	0.92
Lanes:	0.00	2.00	1.00		2.00	3.00		0.00	1.51		0.01	1.48	0.00		0.00	0.00
Final Sat.:	0	3800	1750		3150	5700		0	2642		6	2603	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.47	0.60		0.21	0.21		0.00	0.12		0.18	0.12	0.00		0.00	0.00
Crit Moves:			****		****						****					
Green Time:	0.0	91.2	91.2		32.1	123		0.0	27.7		27.7	27.7	0.0		0.0	0.0
Volume/Cap:	0.00	0.82	1.05		1.05	0.27		0.00	0.71		1.05	0.69	0.00		0.00	0.00
Delay/Veh:	0.0	30.4	76.1		112.8	5.4		0.0	65.0		116	64.3	0.0		0.0	0.0
User DelAdj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0	30.4	76.1		112.8	5.4		0.0	65.0		116	64.3	0.0		0.0	0.0
LOS by Move:	A	C	E		F	A		A	E		F	E	A		A	A
DesignQueue:	0	39	51		30	9		0	18		27	17	0		0	0

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

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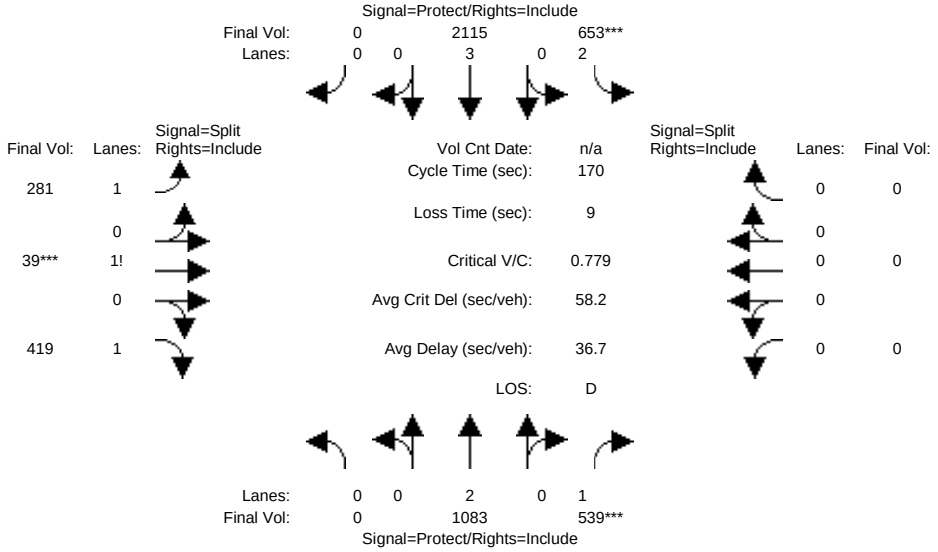
Cum+Proj PM

Intersection #3039: 280/SARATOGA (S)



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	0	10	10		7	10	0		10	10	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:4:45-5:45PM																
Base Vol:	0	1074	539		593	2090	0		281	39	419		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1074	539		593	2090	0		281	39	419		0	0	0	
Added Vol:	0	9	0		60	25	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1083	539		653	2115	0		281	39	419		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1083	539		653	2115	0		281	39	419		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1083	539		653	2115	0		281	39	419		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	1083	539		653	2115	0		281	39	419		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.83	1.00	0.92		0.92	0.92	0.92		0.92	1.00	0.92	
Lanes:	0.00	2.00	1.00		2.00	3.00	0.00		1.36	0.10	1.54		0.00	0.00	0.00	
Final Sat.:	0	3800	1750		3150	5700	0		2382	175	2692		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.28	0.31		0.21	0.37	0.00		0.12	0.22	0.16		0.00	0.00	0.00	
Crit Moves:			****		****					****						
Green Time:	0.0	67.2	67.2		45.2	112	0.0		48.5	48.5	48.5		0.0	0.0	0.0	
Volume/Cap:	0.00	0.72	0.78		0.78	0.56	0.00		0.41	0.78	0.55		0.00	0.00	0.00	
Delay/Veh:	0.0	45.2	50.5		62.4	15.7	0.0		49.4	60.0	51.9		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	45.2	50.5		62.4	15.7	0.0		49.4	60.0	51.9		0.0	0.0	0.0	
LOS by Move:	A	D	D		E	B	A		D	E	D		A	A	A	
DesignQueue:	0	33	36		29	25	0		16	30	21		0	0	0	

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

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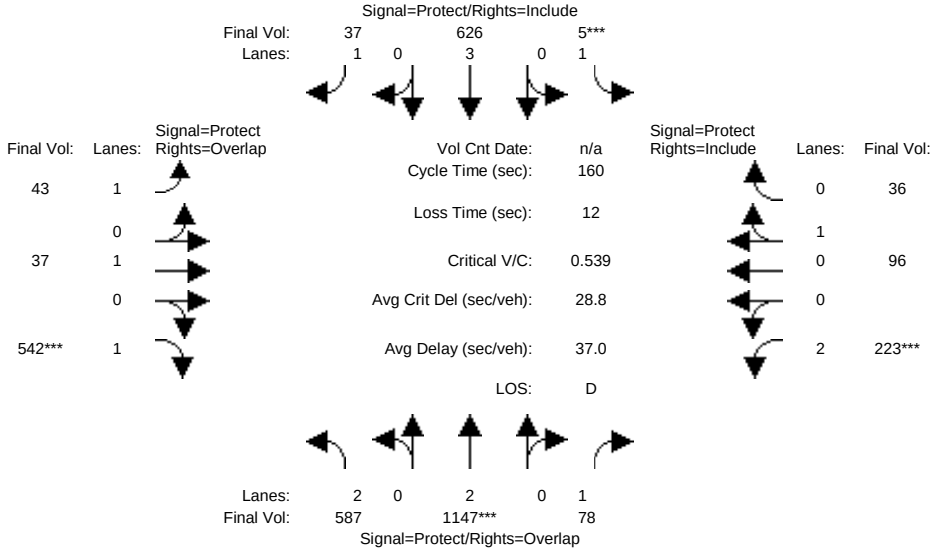
Cumulative AM

Intersection #3103: KIELY/SARATOGA



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:8-9 AM												
Base Vol:	587	1147	78	5	626	37	43	37	542	223	96	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	587	1147	78	5	626	37	43	37	542	223	96	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	587	1147	78	5	626	37	43	37	542	223	96	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	587	1147	78	5	626	37	43	37	542	223	96	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	587	1147	78	5	626	37	43	37	542	223	96	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	587	1147	78	5	626	37	43	37	542	223	96	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.73	0.27
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	1900	1750	3150	1309	491
Capacity Analysis Module:												
Vol/Sat:	0.19	0.30	0.04	0.00	0.11	0.02	0.02	0.02	0.31	0.07	0.07	0.07
Crit Moves:		****		****					****	****		
Green Time:	58.4	85.8	105.9	7.0	34.4	34.4	20.6	35.1	93.5	20.1	34.6	34.6
Volume/Cap:	0.51	0.56	0.07	0.07	0.51	0.10	0.19	0.09	0.53	0.56	0.34	0.34
Delay/Veh:	40.0	25.0	9.6	73.7	55.7	50.5	62.6	49.8	20.6	67.7	53.6	53.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.0	25.0	9.6	73.7	55.7	50.5	62.6	49.8	20.6	67.7	53.6	53.6
LOS by Move:	D	C	A	E	E	D	E	D	C	E	D	D
DesignQueue:	21	26	3	0	15	3	4	3	24	11	10	10

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

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Level Of Service Computation Report
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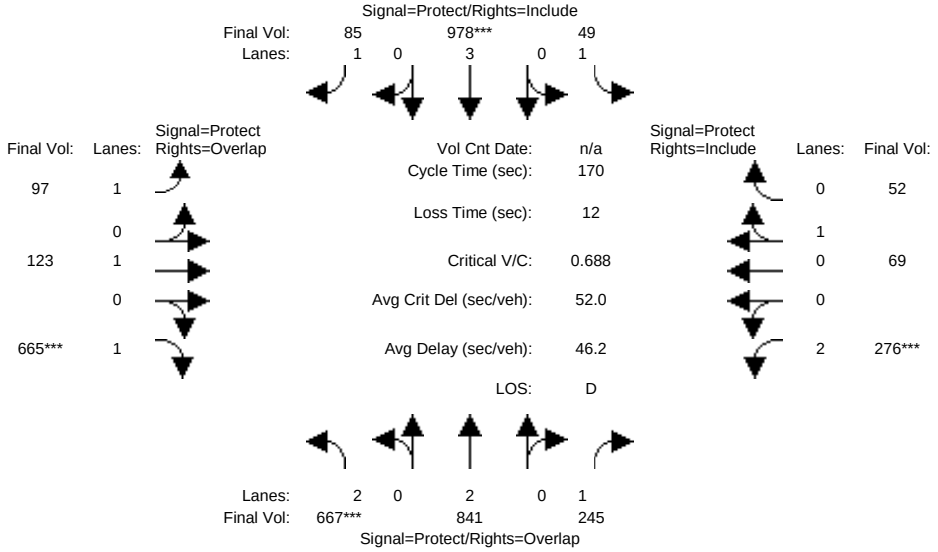
Cumulative PM

Intersection #3103: KIELY/SARATOGA



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:4:40-5:40PM																								
Base Vol:	667		841		245		49		978		85		97		123		665		276		69		52	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	667		841		245		49		978		85		97		123		665		276		69		52	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	667		841		245		49		978		85		97		123		665		276		69		52	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	667		841		245		49		978		85		97		123		665		276		69		52	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	667		841		245		49		978		85		97		123		665		276		69		52	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	667		841		245		49		978		85		97		123		665		276		69		52	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.83		1.00		0.92		0.92		1.00		0.92		0.92		1.00		0.92		0.83		0.95		0.95	
Lanes:	2.00		2.00		1.00		1.00		3.00		1.00		1.00		1.00		1.00		2.00		0.57		0.43	
Final Sat.:	3150		3800		1750		1750		5700		1750		1750		1900		1750		3150		1026		774	
Capacity Analysis Module:																								
Vol/Sat:	0.21		0.22		0.14		0.03		0.17		0.05		0.06		0.06		0.38		0.09		0.07		0.07	
Crit Moves:	****								****								****		****					
Green Time:	52.3		79.9		101.5		14.9		42.4		42.4		28.6		41.6		93.9		21.7		34.7		34.7	
Volume/Cap:	0.69		0.47		0.23		0.32		0.69		0.19		0.33		0.26		0.69		0.69		0.33		0.33	
Delay/Veh:	53.8		30.9		16.1		74.0		59.2		50.5		62.9		52.2		29.6		75.9		58.3		58.3	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	53.8		30.9		16.1		74.0		59.2		50.5		62.9		52.2		29.6		75.9		58.3		58.3	
LOS by Move:	D		C		B		E		E		D		E		D		C		E		E		E	
DesignQueue:	28		22		11		5		24		7		8		9		34		14		10		10	

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

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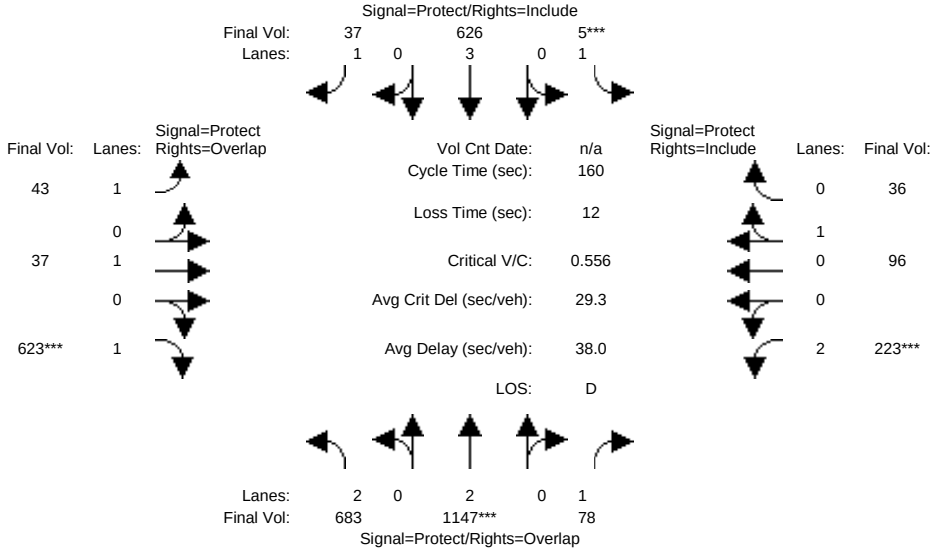
Intersection #3103: KIELY/SARATOGA



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:8-9 AM												
Base Vol:	587	1147	78	5	626	37	43	37	542	223	96	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	587	1147	78	5	626	37	43	37	542	223	96	36
Added Vol:	96	0	0	0	0	0	0	0	81	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	683	1147	78	5	626	37	43	37	623	223	96	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	683	1147	78	5	626	37	43	37	623	223	96	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	683	1147	78	5	626	37	43	37	623	223	96	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	683	1147	78	5	626	37	43	37	623	223	96	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.73	0.27
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	1900	1750	3150	1309	491
Capacity Analysis Module:												
Vol/Sat:	0.22	0.30	0.04	0.00	0.11	0.02	0.02	0.02	0.36	0.07	0.07	0.07
Crit Moves:		****		****					****	****		
Green Time:	59.8	83.2	102.7	7.0	30.3	30.3	21.6	38.3	98.2	19.5	36.2	36.2
Volume/Cap:	0.58	0.58	0.07	0.07	0.58	0.11	0.18	0.08	0.58	0.58	0.32	0.32
Delay/Veh:	40.8	26.9	10.8	73.7	59.8	53.8	61.7	47.2	19.3	68.6	52.1	52.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.8	26.9	10.8	73.7	59.8	53.8	61.7	47.2	19.3	68.6	52.1	52.1
LOS by Move:	D	C	B	E	E	D	E	D	B	E	D	D
DesignQueue:	24	27	3	0	15	3	4	3	26	11	10	10

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

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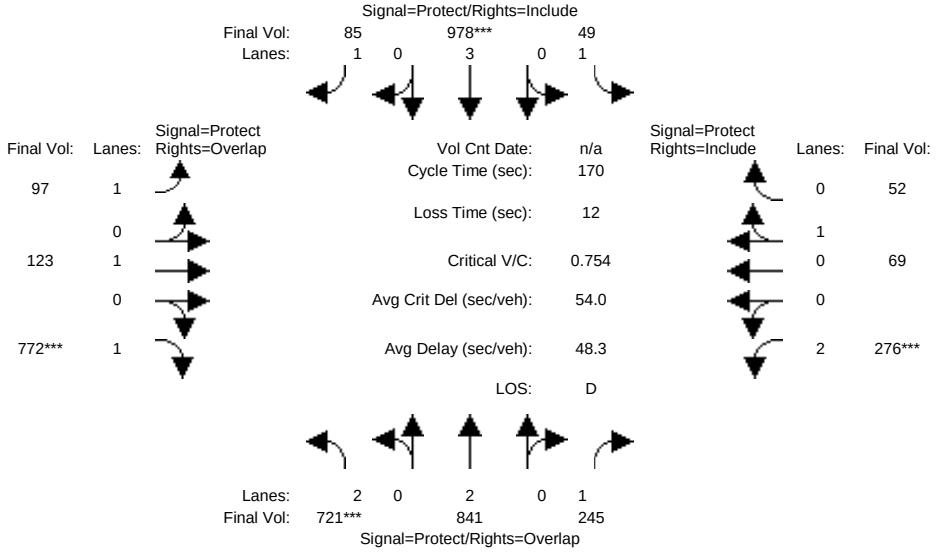
Intersection #3103: KIELY/SARATOGA



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:4:40-5:40PM												
Base Vol:	667	841	245	49	978	85	97	123	665	276	69	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	667	841	245	49	978	85	97	123	665	276	69	52
Added Vol:	54	0	0	0	0	0	0	0	107	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	721	841	245	49	978	85	97	123	772	276	69	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	721	841	245	49	978	85	97	123	772	276	69	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	721	841	245	49	978	85	97	123	772	276	69	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	721	841	245	49	978	85	97	123	772	276	69	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.57	0.43
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	1900	1750	3150	1026	774
Capacity Analysis Module:												
Vol/Sat:	0.23	0.22	0.14	0.03	0.17	0.05	0.06	0.06	0.44	0.09	0.07	0.07
Crit Moves:	****				****				****	****		
Green Time:	51.6	76.2	95.9	14.2	38.7	38.7	30.6	47.9	99.5	19.8	37.1	37.1
Volume/Cap:	0.75	0.49	0.25	0.34	0.75	0.21	0.31	0.23	0.75	0.75	0.31	0.31
Delay/Veh:	56.9	33.5	18.9	74.8	63.7	53.6	61.1	47.1	29.4	81.3	56.2	56.2
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:	56.9	33.5	18.9	74.8	63.7	53.6	61.1	47.1	29.4	81.3	56.2	56.2
LOS by Move:	E	C	B	E	E	D	E	D	C	F	E	E
DesignQueue:	30	23	11	5	25	7	8	8	37	14	10	10

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

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4300 Stevens Creek Mixed-Use Development
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Hexagon Transportation Consultants

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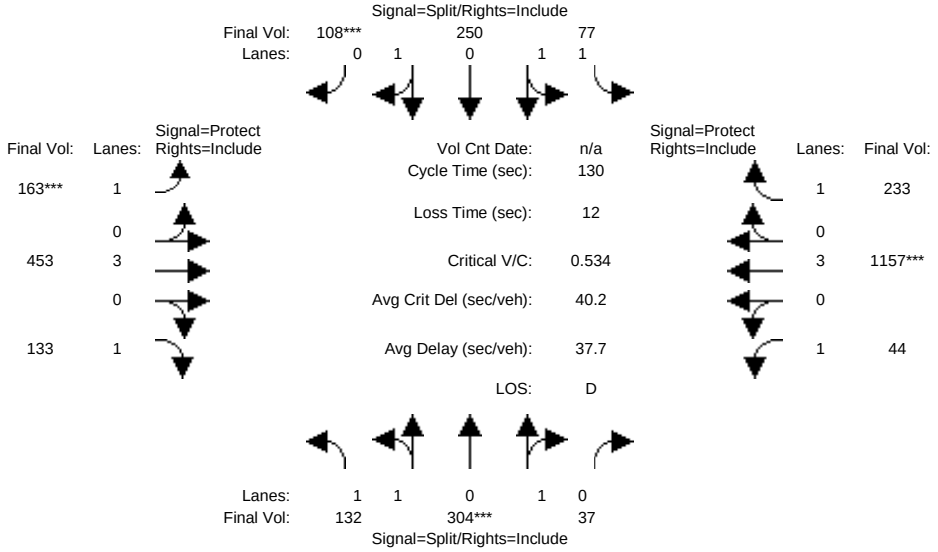
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #3104: KIELY/STEVENS CREEK



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:8-9 AM												
Base Vol:	132	304	37	77	250	108	163	453	133	44	1157	233
Growth Adj:	1.00	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	304	37	77	250	108	163	453	133	44	1157	233
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	304	37	77	250	108	163	453	133	44	1157	233
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	304	37	77	250	108	163	453	133	44	1157	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	304	37	77	250	108	163	453	133	44	1157	233
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	304	37	77	250	108	163	453	133	44	1157	233
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.78	0.22	1.00	1.38	0.62	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3298	401	1750	2583	1116	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.09	0.09	0.04	0.10	0.10	0.09	0.08	0.08	0.03	0.20	0.13
Crit Moves:		****				****	****				****	
Green Time:	22.4	22.4	22.4	23.5	23.5	23.5	22.7	42.9	42.9	29.1	49.4	49.4
Volume/Cap:	0.44	0.53	0.53	0.24	0.53	0.53	0.53	0.24	0.23	0.11	0.53	0.35
Delay/Veh:	48.4	49.7	49.7	45.7	49.0	49.0	50.7	31.7	31.8	40.3	31.6	29.2
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:	48.4	49.7	49.7	45.7	49.0	49.0	50.7	31.7	31.8	40.3	31.6	29.2
LOS by Move:	D	D	D	D	D	D	D	C	C	D	C	C
DesignQueue:	9	11	11	5	11	11	11	7	7	3	18	12

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

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Hexagon Transportation Consultants

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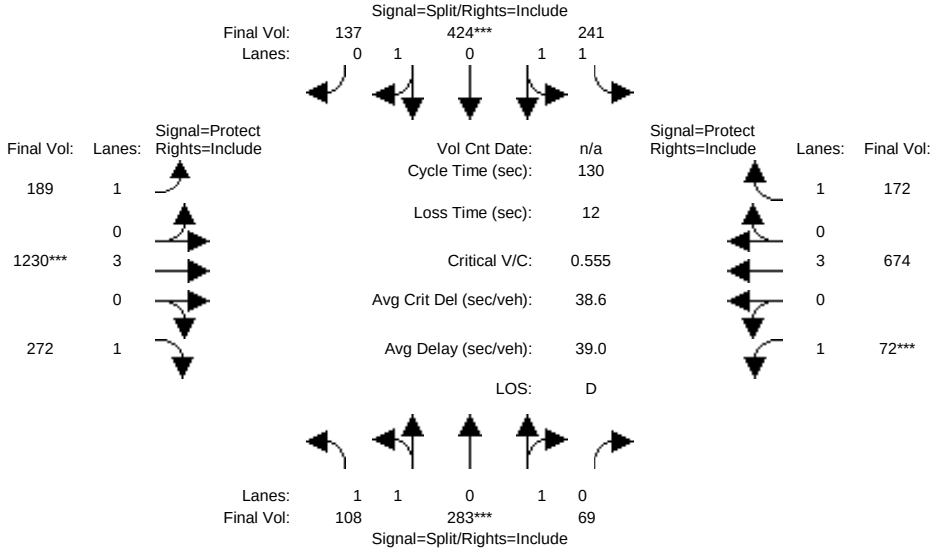
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #3104: KIELY/STEVENS CREEK



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:4:50-5:50PM												
Base Vol:	108	283	69	241	424	137	189	1230	272	72	674	172
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	283	69	241	424	137	189	1230	272	72	674	172
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	283	69	241	424	137	189	1230	272	72	674	172
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	283	69	241	424	137	189	1230	272	72	674	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	283	69	241	424	137	189	1230	272	72	674	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	283	69	241	424	137	189	1230	272	72	674	172
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.60	0.40	1.00	1.50	0.50	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	2974	725	1750	2796	903	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.10	0.14	0.15	0.15	0.11	0.22	0.16	0.04	0.12	0.10
Crit Moves:		****			****			****		****		
Green Time:	22.3	22.3	22.3	35.5	35.5	35.5	28.7	50.5	50.5	9.6	31.5	31.5
Volume/Cap:	0.36	0.55	0.55	0.50	0.55	0.55	0.49	0.55	0.40	0.55	0.49	0.41
Delay/Veh:	47.7	50.1	50.1	40.1	40.9	40.9	45.2	31.3	29.1	63.3	42.6	42.1
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:	47.7	50.1	50.1	40.1	40.9	40.9	45.2	31.3	29.1	63.3	42.6	42.1
LOS by Move:	D	D	D	D	D	D	D	C	C	E	D	D
DesignQueue:	7	11	11	14	16	16	12	19	14	5	13	10

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

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Hexagon Transportation Consultants

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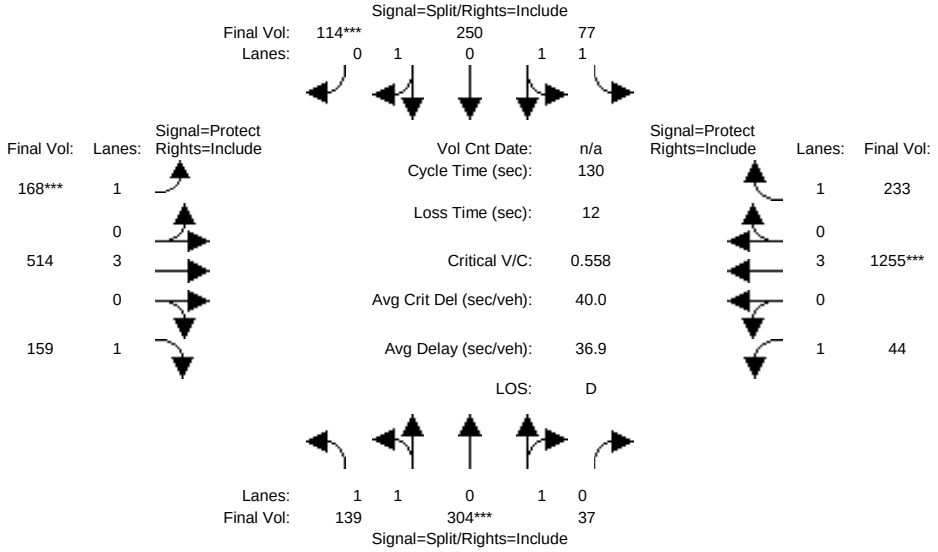
2000 HCM Operations (Future Volume Alternative)
Cum+Proj AM

Intersection #3104: KIELY/STEVENS CREEK



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:8-9 AM												
Base Vol:	132	304	37	77	250	108	163	453	133	44	1157	233
Growth Adj:	1.00	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	304	37	77	250	108	163	453	133	44	1157	233
Added Vol:	7	0	0	0	0	6	5	61	26	0	98	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	304	37	77	250	114	168	514	159	44	1255	233
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	304	37	77	250	114	168	514	159	44	1255	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	304	37	77	250	114	168	514	159	44	1255	233
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	139	304	37	77	250	114	168	514	159	44	1255	233
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.78	0.22	1.00	1.36	0.64	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3298	401	1750	2540	1158	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.09	0.09	0.04	0.10	0.10	0.10	0.09	0.09	0.03	0.22	0.13
Crit Moves:		****				****	****				****	
Green Time:	21.5	21.5	21.5	22.9	22.9	22.9	22.4	46.2	46.2	27.4	51.3	51.3
Volume/Cap:	0.48	0.56	0.56	0.25	0.56	0.56	0.56	0.25	0.26	0.12	0.56	0.34
Delay/Veh:	49.6	50.7	50.7	46.2	49.8	49.8	51.6	29.7	29.9	41.7	30.9	27.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.6	50.7	50.7	46.2	49.8	49.8	51.6	29.7	29.9	41.7	30.9	27.8
LOS by Move:	D	D	D	D	D	D	D	C	C	D	C	C
DesignQueue:	9	11	11	5	11	11	11	8	8	3	19	11

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

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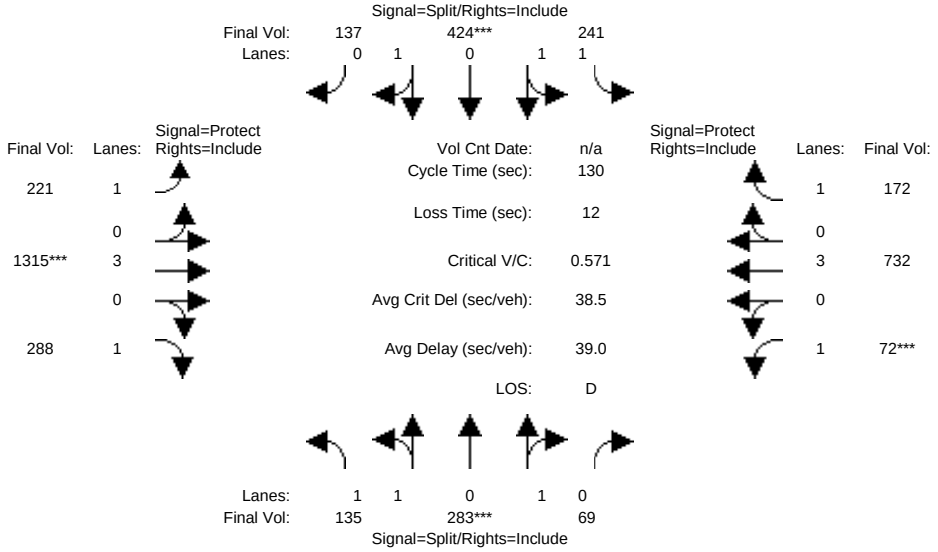
Cum+Proj PM

Intersection #3104: KIELY/STEVENS CREEK



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:4:50-5:50PM												
Base Vol:	108	283	69	241	424	137	189	1230	272	72	674	172
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	283	69	241	424	137	189	1230	272	72	674	172
Added Vol:	27	0	0	0	0	0	32	85	16	0	58	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	283	69	241	424	137	221	1315	288	72	732	172
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	283	69	241	424	137	221	1315	288	72	732	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	283	69	241	424	137	221	1315	288	72	732	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	283	69	241	424	137	221	1315	288	72	732	172
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.60	0.40	1.00	1.50	0.50	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	2974	725	1750	2796	903	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.10	0.10	0.14	0.15	0.15	0.13	0.23	0.16	0.04	0.13	0.10
Crit Moves:		****			****			****		****		
Green Time:	21.6	21.6	21.6	34.5	34.5	34.5	30.7	52.5	52.5	9.4	31.2	31.2
Volume/Cap:	0.46	0.57	0.57	0.52	0.57	0.57	0.54	0.57	0.41	0.57	0.54	0.41
Delay/Veh:	49.3	50.8	50.8	41.0	41.9	41.9	44.8	30.4	28.0	64.5	43.5	42.3
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:	49.3	50.8	50.8	41.0	41.9	41.9	44.8	30.4	28.0	64.5	43.5	42.3
LOS by Move:	D	D	D	D	D	D	D	C	C	E	D	D
DesignQueue:	9	11	11	14	16	16	14	20	14	5	14	11

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

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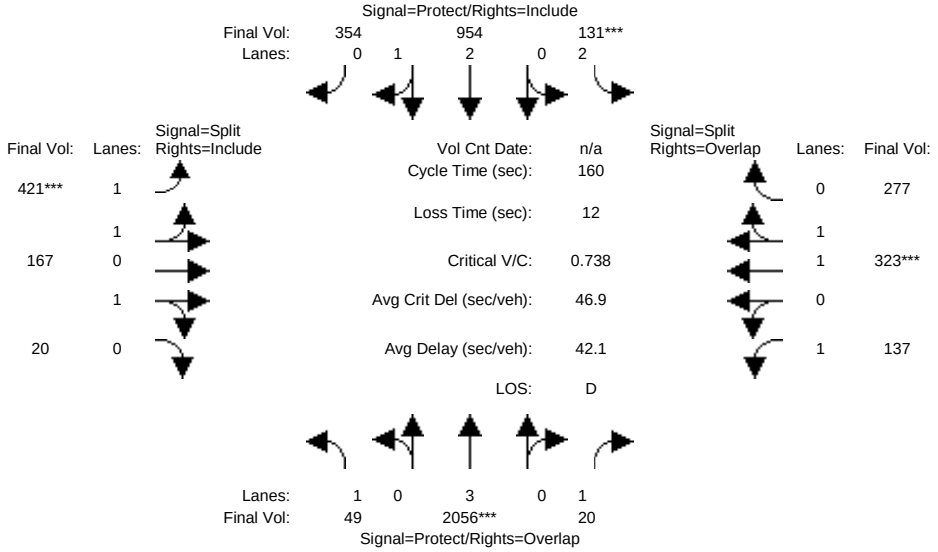
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #3113: MOORPARK/SARATOGA



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:7:55-8:55AM												
Base Vol:	49	2056	20	131	954	354	421	167	20	137	323	277
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	2056	20	131	954	354	421	167	20	137	323	277
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	2056	20	131	954	354	421	167	20	137	323	277
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	2056	20	131	954	354	421	167	20	137	323	277
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	2056	20	131	954	354	421	167	20	137	323	277
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	2056	20	131	954	354	421	167	20	137	323	277
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.95	0.93	0.95	0.95	0.92	1.00	0.95
Lanes:	1.00	3.00	1.00	2.00	2.16	0.84	2.00	0.89	0.11	1.00	1.05	0.95
Final Sat.:	1750	5700	1750	3150	4082	1515	3552	1607	193	1750	1991	1707
Capacity Analysis Module:												
Vol/Sat:	0.03	0.36	0.01	0.04	0.23	0.23	0.12	0.10	0.10	0.08	0.16	0.16
Crit Moves:		****		****			****				****	
Green Time:	13.7	78.2	113.3	9.0	73.4	73.4	25.7	25.7	25.7	35.2	35.2	44.2
Volume/Cap:	0.33	0.74	0.02	0.74	0.51	0.51	0.74	0.65	0.65	0.36	0.74	0.59
Delay/Veh:	70.0	33.8	6.9	89.4	30.7	30.7	67.5	64.5	64.5	53.4	61.7	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:	70.0	33.8	6.9	89.4	30.7	30.7	67.5	64.5	64.5	53.4	61.7	51.0
LOS by Move:	E	C	A	F	C	C	E	E	E	D	E	D
DesignQueue:	4	34	1	7	23	23	17	15	15	11	22	21

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

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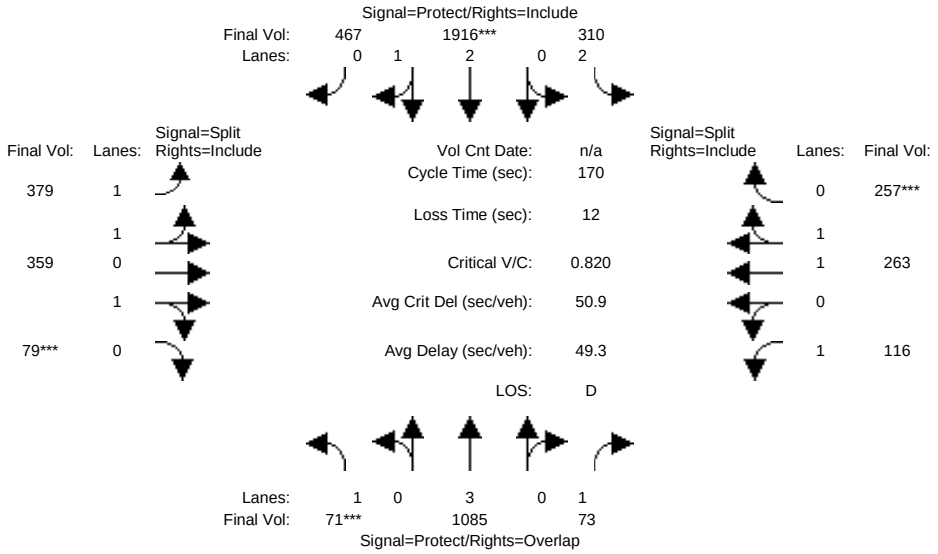
Cumulative PM

Intersection #3113: MOORPARK/SARATOGA



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:5:00-6:00PM												
Base Vol:	71	1085	73	310	1916	467	379	359	79	116	263	257
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	1085	73	310	1916	467	379	359	79	116	263	257
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	1085	73	310	1916	467	379	359	79	116	263	257
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	1085	73	310	1916	467	379	359	79	116	263	257
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	1085	73	310	1916	467	379	359	79	116	263	257
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	1085	73	310	1916	467	379	359	79	116	263	257
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.99	0.95	0.93	0.95	0.95	0.92	1.00	0.95
Lanes:	1.00	3.00	1.00	2.00	2.39	0.61	1.41	1.30	0.29	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	3150	4501	1097	2482	2351	517	1750	1899	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.04	0.10	0.43	0.43	0.15	0.15	0.15	0.07	0.14	0.14
Crit Moves:	****				****				****			****
Green Time:	8.4	63.7	93.4	33.0	88.3	88.3	31.7	31.7	31.7	29.6	29.6	29.6
Volume/Cap:	0.82	0.51	0.08	0.51	0.82	0.82	0.82	0.82	0.82	0.38	0.80	0.82
Delay/Veh:	123.7	41.2	18.1	62.0	36.1	36.1	71.9	71.9	71.9	62.9	74.0	75.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	123.7	41.2	18.1	62.0	36.1	36.1	71.9	71.9	71.9	62.9	74.0	75.9
LOS by Move:	F	D	B	E	D	D	E	E	E	E	E	E
DesignQueue:	7	22	3	15	41	41	23	23	23	10	21	22

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

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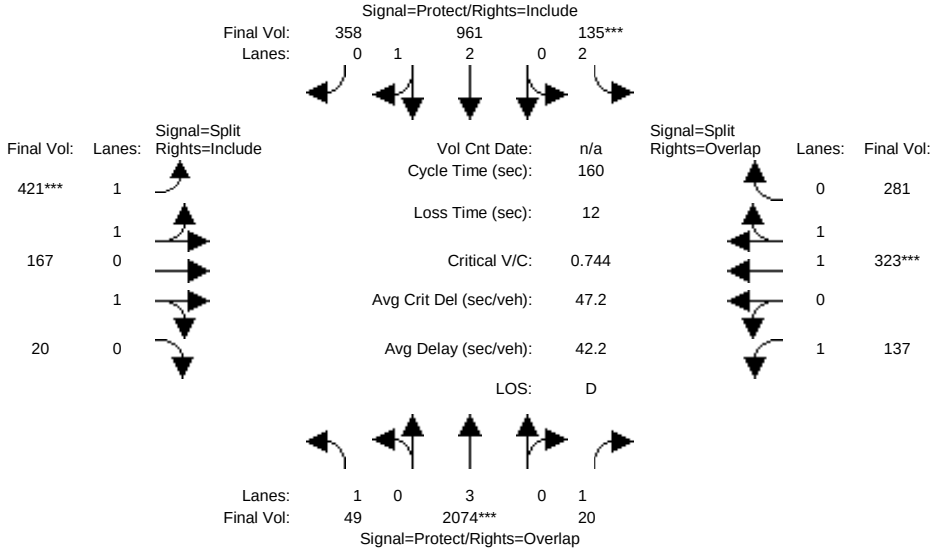
Cum+Proj AM

Intersection #3113: MOORPARK/SARATOGA



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:7:55-8:55AM												
Base Vol:	49	2056	20	131	954	354	421	167	20	137	323	277
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	2056	20	131	954	354	421	167	20	137	323	277
Added Vol:	0	18	0	4	7	4	0	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	2074	20	135	961	358	421	167	20	137	323	281
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	2074	20	135	961	358	421	167	20	137	323	281
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	2074	20	135	961	358	421	167	20	137	323	281
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	2074	20	135	961	358	421	167	20	137	323	281
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.95	0.93	0.95	0.95	0.92	1.00	0.95
Lanes:	1.00	3.00	1.00	2.00	2.16	0.84	2.00	0.89	0.11	1.00	1.04	0.96
Final Sat.:	1750	5700	1750	3150	4078	1519	3552	1607	193	1750	1977	1720
Capacity Analysis Module:												
Vol/Sat:	0.03	0.36	0.01	0.04	0.24	0.24	0.12	0.10	0.10	0.08	0.16	0.16
Crit Moves:		****		****			****				****	
Green Time:	13.7	78.2	113.3	9.2	73.7	73.7	25.5	25.5	25.5	35.1	35.1	44.3
Volume/Cap:	0.33	0.74	0.02	0.74	0.51	0.51	0.74	0.65	0.65	0.36	0.74	0.59
Delay/Veh:	70.1	34.0	6.9	89.6	30.6	30.6	67.9	64.8	64.8	53.5	62.0	50.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.1	34.0	6.9	89.6	30.6	30.6	67.9	64.8	64.8	53.5	62.0	50.9
LOS by Move:	E	C	A	F	C	C	E	E	E	D	E	D
DesignQueue:	4	35	1	7	23	23	17	15	15	11	23	21

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

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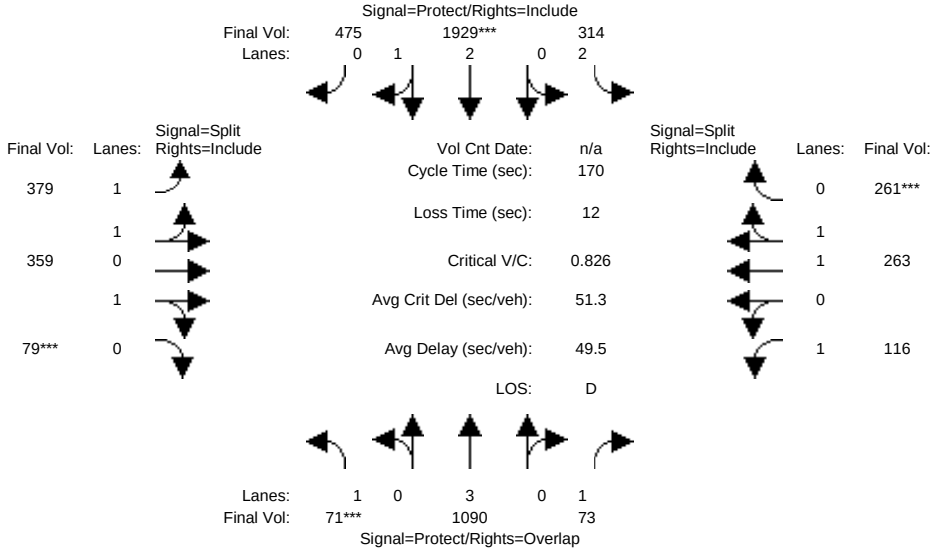
Cum+Proj PM

Intersection #3113: MOORPARK/SARATOGA



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:5:00-6:00PM												
Base Vol:	71	1085	73	310	1916	467	379	359	79	116	263	257
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	1085	73	310	1916	467	379	359	79	116	263	257
Added Vol:	0	5	0	4	13	8	0	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	1090	73	314	1929	475	379	359	79	116	263	261
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	1090	73	314	1929	475	379	359	79	116	263	261
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	1090	73	314	1929	475	379	359	79	116	263	261
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	1090	73	314	1929	475	379	359	79	116	263	261
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.99	0.95	0.93	0.95	0.95	0.92	1.00	0.95
Lanes:	1.00	3.00	1.00	2.00	2.39	0.61	1.41	1.30	0.29	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	3150	4492	1106	2482	2351	517	1750	1900	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.04	0.10	0.43	0.43	0.15	0.15	0.15	0.07	0.14	0.15
Crit Moves:	****				****				****			****
Green Time:	8.3	63.6	93.4	33.1	88.4	88.4	31.4	31.4	31.4	29.8	29.8	29.8
Volume/Cap:	0.83	0.51	0.08	0.51	0.83	0.83	0.83	0.83	0.83	0.38	0.79	0.83
Delay/Veh:	125.5	41.4	18.0	61.9	36.4	36.4	72.5	72.5	72.5	62.7	73.4	76.3
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:	125.5	41.4	18.0	61.9	36.4	36.4	72.5	72.5	72.5	62.7	73.4	76.3
LOS by Move:	F	D	B	E	D	D	E	E	E	E	E	E
DesignQueue:	7	23	3	15	42	42	23	23	23	10	21	22

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

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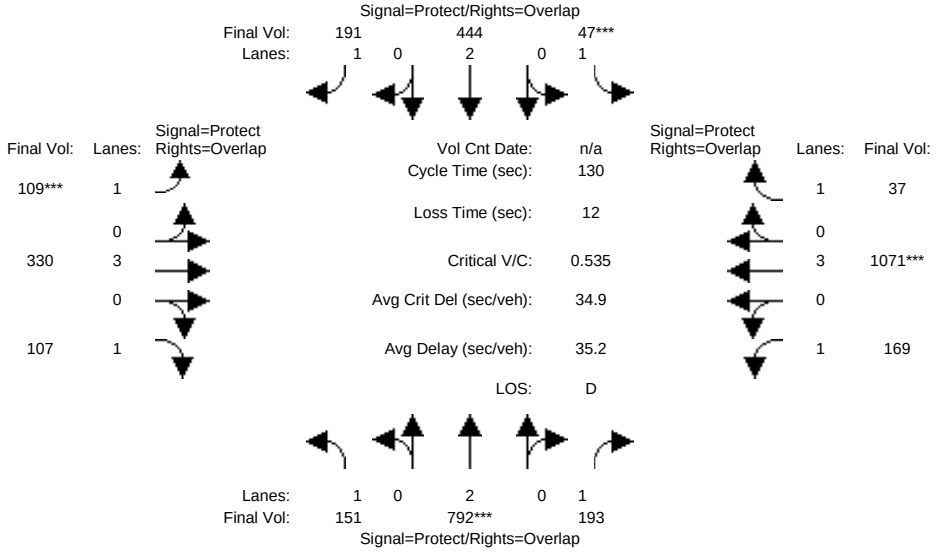
Cumulative AM

Intersection #3116: SARATOGA/STEVENS CREEK



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:7:55-8:55AM												
Base Vol:	151	792	193	47	444	191	109	330	107	169	1071	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	151	792	193	47	444	191	109	330	107	169	1071	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	151	792	193	47	444	191	109	330	107	169	1071	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	151	792	193	47	444	191	109	330	107	169	1071	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	792	193	47	444	191	109	330	107	169	1071	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	151	792	193	47	444	191	109	330	107	169	1071	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.21	0.11	0.03	0.12	0.11	0.06	0.06	0.06	0.10	0.19	0.02
Crit Moves:		****		****			****				****	
Green Time:	24.4	50.4	84.2	7.0	33.0	48.1	15.1	26.8	51.3	33.7	45.5	52.5
Volume/Cap:	0.46	0.54	0.17	0.50	0.46	0.29	0.54	0.28	0.16	0.37	0.54	0.05
Delay/Veh:	48.0	31.1	9.2	63.9	41.3	29.2	57.0	43.6	25.5	40.0	34.1	23.6
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:	48.0	31.1	9.2	63.9	41.3	29.2	57.0	43.6	25.5	40.0	34.1	23.6
LOS by Move:	D	C	A	E	D	C	E	D	C	D	C	C
DesignQueue:	10	19	5	4	12	10	8	6	5	10	18	2

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

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Level Of Service Computation Report
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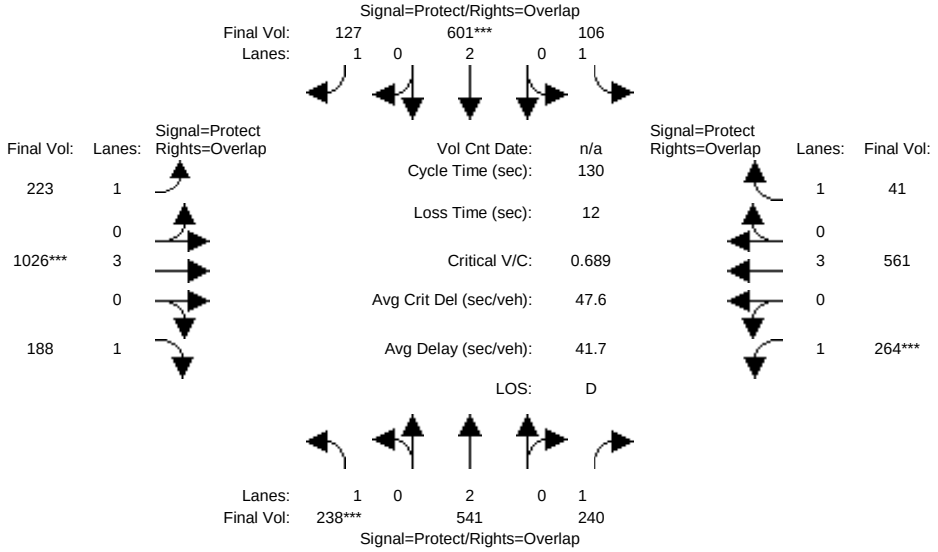
Intersection #3116: SARATOGA/STEVENS CREEK



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:4:55-5:55PM												
Base Vol:	238	541	240	106	601	127	223	1026	188	264	561	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	238	541	240	106	601	127	223	1026	188	264	561	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	238	541	240	106	601	127	223	1026	188	264	561	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	238	541	240	106	601	127	223	1026	188	264	561	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	541	240	106	601	127	223	1026	188	264	561	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	238	541	240	106	601	127	223	1026	188	264	561	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.06	0.16	0.07	0.13	0.18	0.11	0.15	0.10	0.02
Crit Moves:	****				****			****		****		
Green Time:	25.7	39.0	67.4	16.6	29.9	65.1	35.2	34.0	59.7	28.5	27.2	43.8
Volume/Cap:	0.69	0.48	0.26	0.48	0.69	0.14	0.47	0.69	0.23	0.69	0.47	0.07
Delay/Veh:	54.2	37.5	17.6	54.3	48.2	17.5	40.3	44.6	21.5	51.9	45.4	29.3
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:	54.2	37.5	17.6	54.3	48.2	17.5	40.3	44.6	21.5	51.9	45.4	29.3
LOS by Move:	D	D	B	D	D	B	D	D	C	D	D	C
DesignQueue:	16	14	9	7	17	5	13	19	8	17	11	2

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

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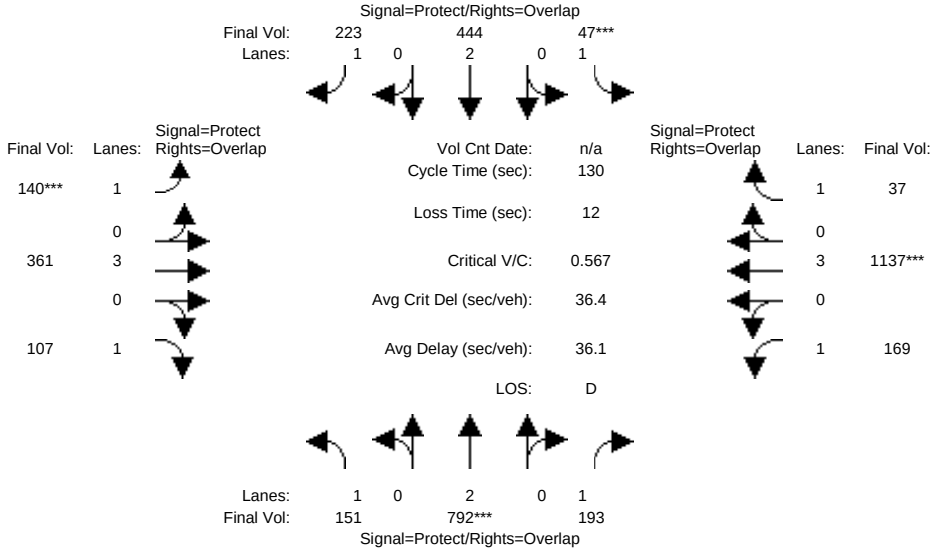
2000 HCM Operations (Future Volume Alternative)
Cum+Proj AM

Intersection #3116: SARATOGA/STEVENS CREEK



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:7:55-8:55AM												
Base Vol:	151	792	193	47	444	191	109	330	107	169	1071	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	151	792	193	47	444	191	109	330	107	169	1071	37
Added Vol:	0	0	0	0	0	32	31	31	0	0	66	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	151	792	193	47	444	223	140	361	107	169	1137	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	151	792	193	47	444	223	140	361	107	169	1137	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	792	193	47	444	223	140	361	107	169	1137	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	151	792	193	47	444	223	140	361	107	169	1137	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.21	0.11	0.03	0.12	0.13	0.08	0.06	0.06	0.10	0.20	0.02
Crit Moves:		****		****			****				****	
Green Time:	23.1	47.4	82.8	7.0	31.3	49.5	18.2	28.2	51.3	35.4	45.4	52.4
Volume/Cap:	0.49	0.57	0.17	0.50	0.49	0.33	0.57	0.29	0.15	0.35	0.57	0.05
Delay/Veh:	49.3	33.7	9.7	63.9	42.8	28.9	55.5	42.7	25.5	38.6	34.8	23.7
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:	49.3	33.7	9.7	63.9	42.8	28.9	55.5	42.7	25.5	38.6	34.8	23.7
LOS by Move:	D	C	A	E	D	C	E	D	C	D	C	C
DesignQueue:	10	19	6	4	13	11	10	7	5	10	19	2

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

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City of San Jose
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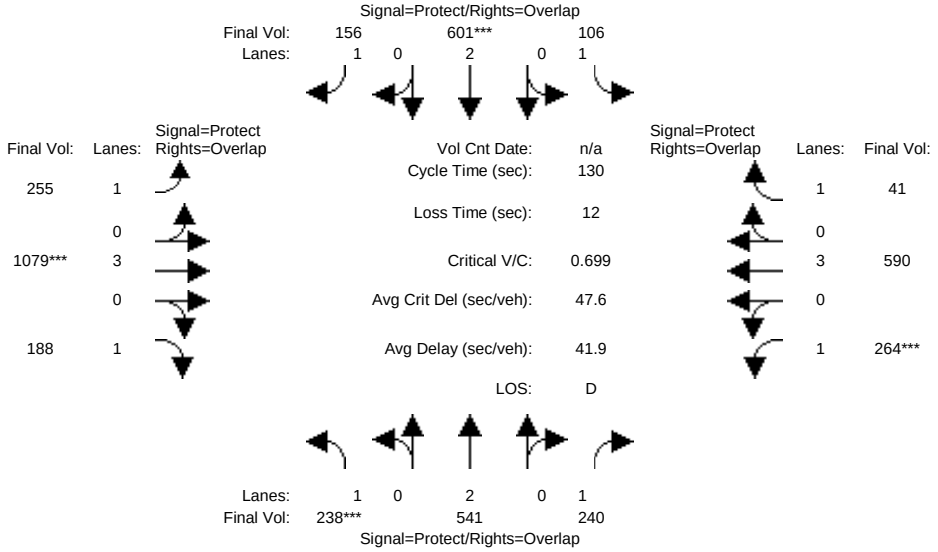
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+Proj PM

Intersection #3116: SARATOGA/STEVENS CREEK



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:4:55-5:55PM												
Base Vol:	238	541	240	106	601	127	223	1026	188	264	561	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	238	541	240	106	601	127	223	1026	188	264	561	41
Added Vol:	0	0	0	0	0	29	32	53	0	0	29	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	238	541	240	106	601	156	255	1079	188	264	590	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	238	541	240	106	601	156	255	1079	188	264	590	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	541	240	106	601	156	255	1079	188	264	590	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	238	541	240	106	601	156	255	1079	188	264	590	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.06	0.16	0.09	0.15	0.19	0.11	0.15	0.10	0.02
Crit Moves:	****				****			****		****		
Green Time:	25.3	38.4	66.5	16.3	29.4	66.4	37.0	35.2	60.5	28.1	26.3	42.6
Volume/Cap:	0.70	0.48	0.27	0.48	0.70	0.17	0.51	0.70	0.23	0.70	0.51	0.07
Delay/Veh:	55.1	38.0	18.2	54.6	48.8	17.2	39.8	44.1	21.0	52.8	46.5	30.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.1	38.0	18.2	54.6	48.8	17.2	39.8	44.1	21.0	52.8	46.5	30.1
LOS by Move:	E	D	B	D	D	B	D	D	C	D	D	C
DesignQueue:	16	14	10	7	18	6	15	20	8	17	12	2

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

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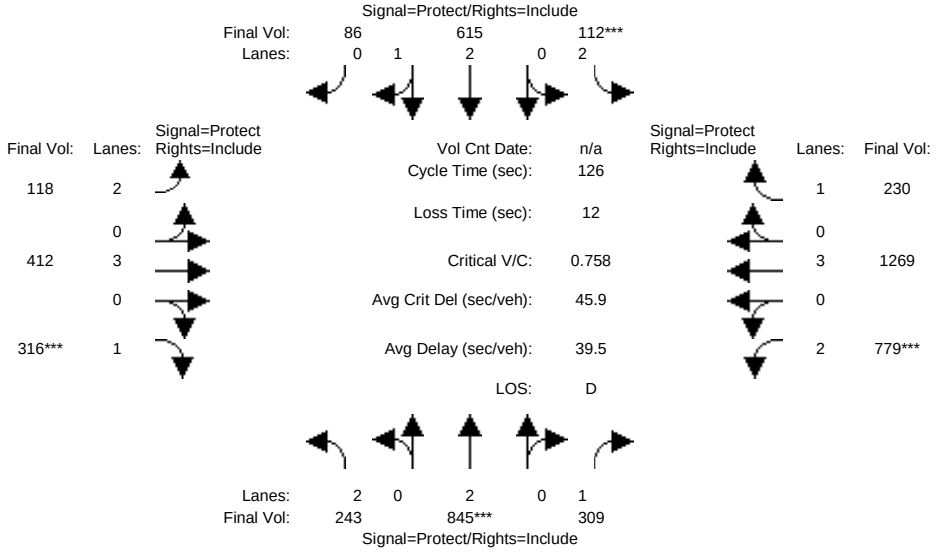
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #3118: STEVENS CREEK/WINCHESTER



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:7:45-8:45AM												
Base Vol:	243	845	309	112	615	86	118	412	316	779	1269	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	243	845	309	112	615	86	118	412	316	779	1269	230
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	243	845	309	112	615	86	118	412	316	779	1269	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	243	845	309	112	615	86	118	412	316	779	1269	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	243	845	309	112	615	86	118	412	316	779	1269	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	243	845	309	112	615	86	118	412	316	779	1269	230
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.62	0.38	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	4912	687	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.22	0.18	0.04	0.13	0.13	0.04	0.07	0.18	0.25	0.22	0.13
Crit Moves:		****		****					****	****		
Green Time:	16.6	36.6	36.6	7.0	27.0	27.0	14.1	29.7	29.7	40.7	56.3	56.3
Volume/Cap:	0.58	0.77	0.61	0.64	0.58	0.58	0.34	0.31	0.77	0.77	0.50	0.29
Delay/Veh:	53.6	44.1	40.7	66.0	45.2	45.2	52.2	39.8	53.2	41.9	24.9	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.6	44.1	40.7	66.0	45.2	45.2	52.2	39.8	53.2	41.9	24.9	22.4
LOS by Move:	D	D	D	E	D	D	D	D	D	D	C	C
DesignQueue:	9	22	17	5	14	14	4	7	19	24	17	10

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

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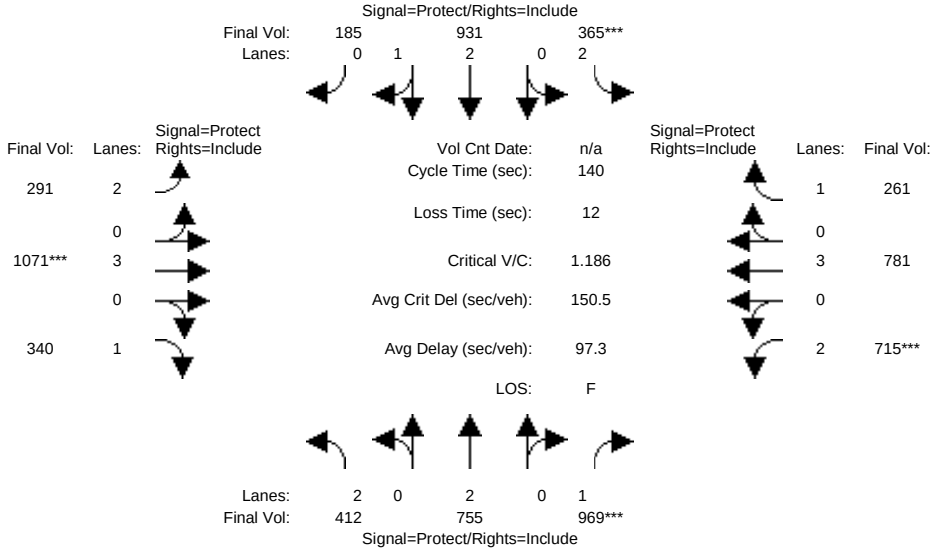
City of San Jose
Hexagon Transportation Consultants

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

Intersection #3118: STEVENS CREEK/WINCHESTER



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:5:00-6:00PM												
Base Vol:	412	755	969	365	931	185	291	1071	340	715	781	261
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	412	755	969	365	931	185	291	1071	340	715	781	261
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	412	755	969	365	931	185	291	1071	340	715	781	261
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	412	755	969	365	931	185	291	1071	340	715	781	261
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	412	755	969	365	931	185	291	1071	340	715	781	261
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	412	755	969	365	931	185	291	1071	340	715	781	261
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.48	0.52	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	4670	928	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.20	0.55	0.12	0.20	0.20	0.09	0.19	0.19	0.23	0.14	0.15
Crit Moves:			****	****				****		****		
Green Time:	31.3	65.4	65.4	13.7	47.7	47.7	18.7	22.2	22.2	26.8	30.2	30.2
Volume/Cap:	0.58	0.43	1.19	1.19	0.58	0.58	0.69	1.19	1.23	1.19	0.63	0.69
Delay/Veh:	49.8	25.0	133.3	174.9	38.5	38.5	62.7	154	188.5	156.3	51.0	55.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.8	25.0	133.3	174.9	38.5	38.5	62.7	154	188.5	156.3	51.0	55.9
LOS by Move:	D	C	F	F	D	D	E	F	F	F	D	E
DesignQueue:	16	17	51	16	20	20	12	25	25	29	16	18

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

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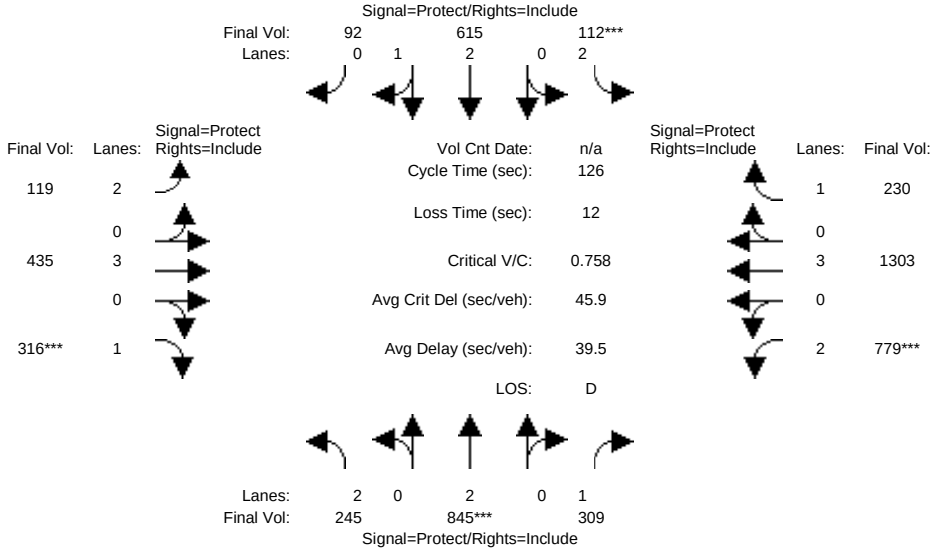
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+Proj AM

Intersection #3118: STEVENS CREEK/WINCHESTER



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:7:45-8:45AM												
Base Vol:	243	845	309	112	615	86	118	412	316	779	1269	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	243	845	309	112	615	86	118	412	316	779	1269	230
Added Vol:	2	0	0	0	0	6	1	23	0	0	34	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	245	845	309	112	615	92	119	435	316	779	1303	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	245	845	309	112	615	92	119	435	316	779	1303	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	245	845	309	112	615	92	119	435	316	779	1303	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	245	845	309	112	615	92	119	435	316	779	1303	230
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.60	0.40	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	4870	729	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.22	0.18	0.04	0.13	0.13	0.04	0.08	0.18	0.25	0.23	0.13
Crit Moves:		****		****					****	****		
Green Time:	16.6	36.6	36.6	7.0	27.0	27.0	13.8	29.7	29.7	40.7	56.6	56.6
Volume/Cap:	0.59	0.77	0.61	0.64	0.59	0.59	0.35	0.32	0.77	0.77	0.51	0.29
Delay/Veh:	53.7	44.1	40.7	66.0	45.3	45.3	52.6	40.0	53.2	41.9	24.9	22.2
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:	53.7	44.1	40.7	66.0	45.3	45.3	52.6	40.0	53.2	41.9	24.9	22.2
LOS by Move:	D	D	D	E	D	D	D	D	D	D	C	C
DesignQueue:	9	22	17	5	14	14	5	8	19	24	18	10

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

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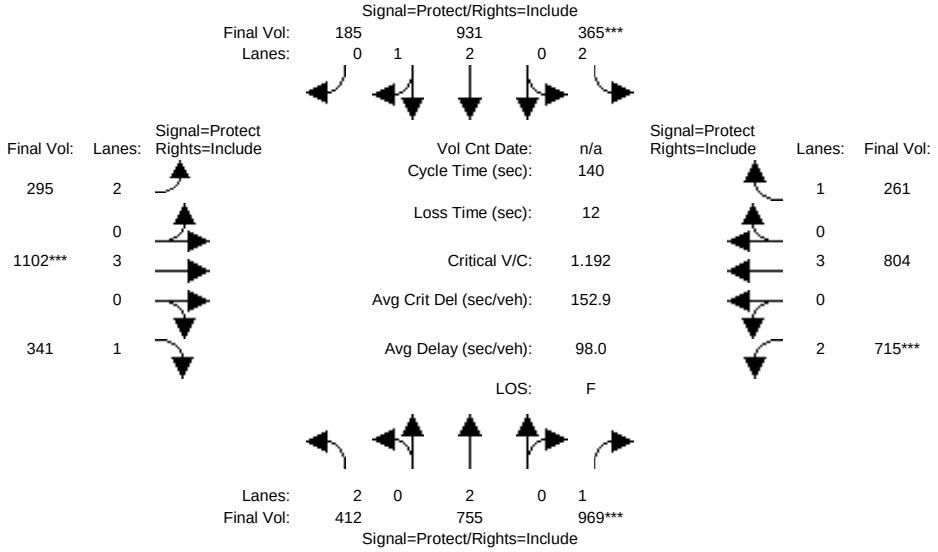
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+Proj PM

Intersection #3118: STEVENS CREEK/WINCHESTER



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:5:00-6:00PM																
Base Vol:	412	755	969		365	931	185		291	1071	340		715	781	261	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	412	755	969		365	931	185		291	1071	340		715	781	261	
Added Vol:	0	0	0		0	0	0		4	31	1		0	23	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	412	755	969		365	931	185		295	1102	341		715	804	261	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	412	755	969		365	931	185		295	1102	341		715	804	261	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	412	755	969		365	931	185		295	1102	341		715	804	261	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	412	755	969		365	931	185		295	1102	341		715	804	261	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.83	1.00	0.92		0.83	0.99	0.95		0.83	1.00	0.92		0.83	1.00	0.92	
Lanes:	2.00	2.00	1.00		2.00	2.48	0.52		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3150	3800	1750		3150	4670	928		3150	5700	1750		3150	5700	1750	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.20	0.55		0.12	0.20	0.20		0.09	0.19	0.19		0.23	0.14	0.15	
Crit Moves:			****		****					****			****			
Green Time:	31.2	65.0	65.0		13.6	47.5	47.5		19.0	22.7	22.7		26.7	30.3	30.3	
Volume/Cap:	0.59	0.43	1.19		1.19	0.59	0.59		0.69	1.19	1.20		1.19	0.65	0.69	
Delay/Veh:	50.0	25.2	136.0		177.3	38.7	38.7		62.3	156	178.0		158.9	51.3	55.8	
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:	50.0	25.2	136.0		177.3	38.7	38.7		62.3	156	178.0		158.9	51.3	55.8	
LOS by Move:	D	C	F		F	D	D		E	F	F		F	D	E	
DesignQueue:	16	17	51		16	21	21		12	25	25		29	17	18	

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

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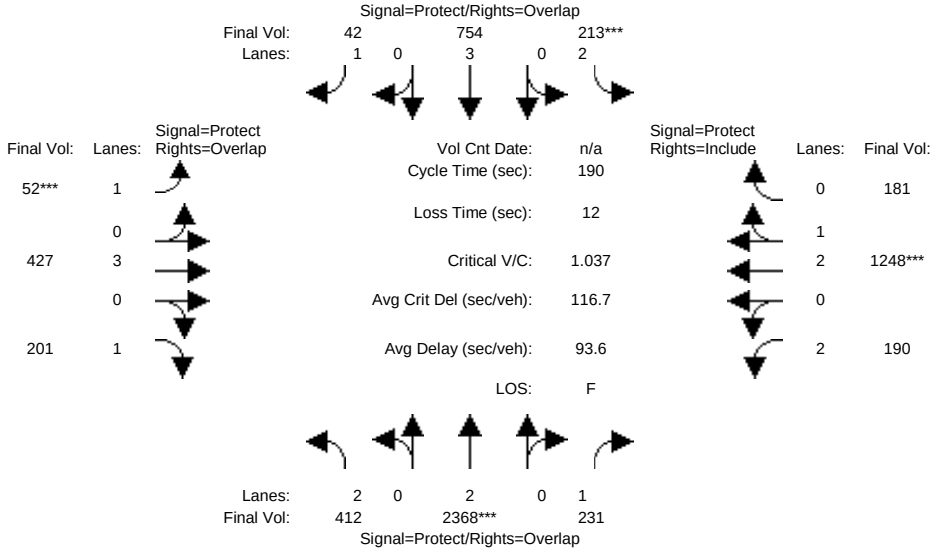
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #5405: SAN TOMAS EXPWY/STEVENS CREEK BLVD [HOV: NB(AM) SB(PM)]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	31	107	107	16	92	92	18	49	49	19	48	48
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:30 - 8:30 AM												
Base Vol:	412	2786	231	213	754	42	52	427	201	190	1248	181
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	412	2786	231	213	754	42	52	427	201	190	1248	181
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	412	2786	231	213	754	42	52	427	201	190	1248	181
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	412	2368	231	213	754	42	52	427	201	190	1248	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	412	2368	231	213	754	42	52	427	201	190	1248	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	412	2368	231	213	754	42	52	427	201	190	1248	181
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00	2.00	2.61	0.39
Final Sat.:	3150	3800	1750	3150	5700	1750	1750	5700	1750	3150	4890	709
Capacity Analysis Module:												
Vol/Sat:	0.13	0.62	0.13	0.07	0.13	0.02	0.03	0.07	0.11	0.06	0.26	0.26
Crit Moves:		****		****			****				****	
Green Time:	29.5	102	119.3	15.0	87.5	104.4	16.8	44.5	74.0	17.3	44.9	44.9
Volume/Cap:	0.84	1.16	0.21	0.86	0.29	0.04	0.34	0.32	0.29	0.66	1.08	1.08
Delay/Veh:	95.9	111	8.3	116.8	28.1	14.4	88.2	64.5	43.0	95.1	127	126.7
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:	95.9	111	8.3	116.8	28.1	14.4	88.2	64.5	43.0	95.1	127	126.7
LOS by Move:	F	F	A	F	C	B	F	E	D	F	F	F
DesignQueue:	25	74	11	14	16	2	6	13	15	12	45	45

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

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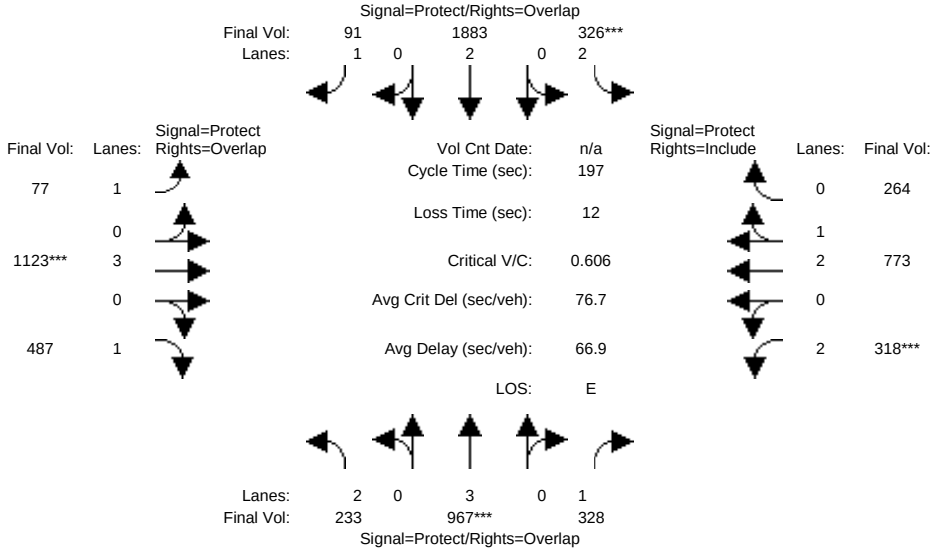
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #5405: SAN TOMAS EXPWY/STEVENS CREEK BLVD [HOV: NB(AM) SB(PM)]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	88	88	40	110	110	17	48	48	22	53	53
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:00-6:00PM												
Base Vol:	233	967	328	326	2445	91	77	1123	487	318	773	264
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	233	967	328	326	2445	91	77	1123	487	318	773	264
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	233	967	328	326	2445	91	77	1123	487	318	773	264
User Adj:	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	233	967	328	326	1883	91	77	1123	487	318	773	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	967	328	326	1883	91	77	1123	487	318	773	264
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	233	967	328	326	1883	91	77	1123	487	318	773	264
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	2.00	2.21	0.79
Final Sat.:	3150	5700	1750	3150	3800	1750	1750	5700	1750	3150	4172	1425
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.19	0.10	0.50	0.05	0.04	0.20	0.28	0.10	0.19	0.19
Crit Moves:		****		****				****		****		
Green Time:	16.9	82.6	103.2	37.5	103	119.1	15.9	45.0	61.9	20.6	49.7	49.7
Volume/Cap:	0.86	0.40	0.36	0.54	0.95	0.09	0.54	0.86	0.89	0.96	0.73	0.73
Delay/Veh:	118.5	49.3	37.5	77.8	44.5	9.8	97.1	83.9	84.2	133.3	74.1	74.1
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:	118.5	49.3	37.5	77.8	44.5	9.8	97.1	83.9	84.2	133.3	74.1	74.1
LOS by Move:	F	D	D	E	D	A	F	F	F	F	E	E
DesignQueue:	15	23	21	19	60	5	9	36	46	21	32	32

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

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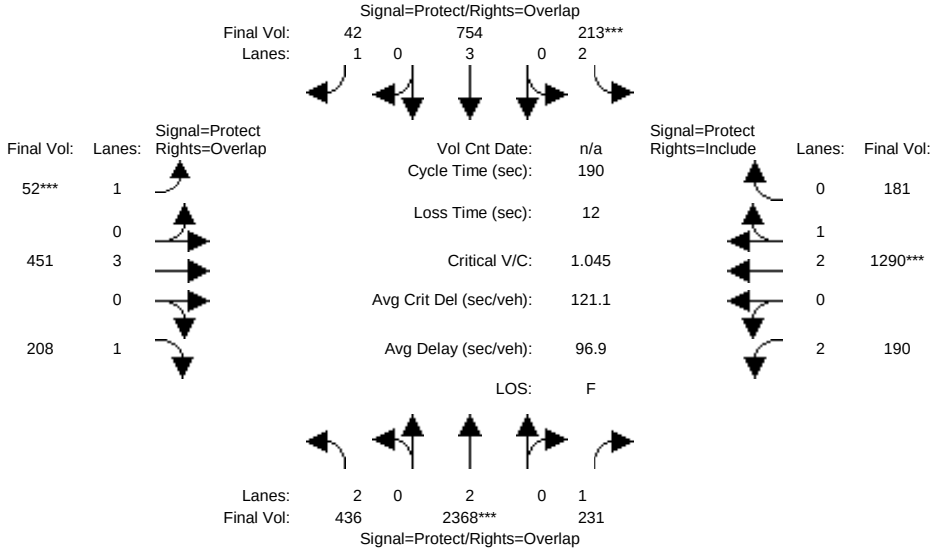
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+Proj AM

Intersection #5405: SAN TOMAS EXPWY/STEVENS CREEK BLVD [HOV: NB(AM) SB(PM)]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	31	107	107	16	92	92	18	49	49	19	48	48
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:30 - 8:30 AM												
Base Vol:	412	2786	231	213	754	42	52	427	201	190	1248	181
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	412	2786	231	213	754	42	52	427	201	190	1248	181
Added Vol:	24	0	0	0	0	0	0	24	7	0	42	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	436	2786	231	213	754	42	52	451	208	190	1290	181
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	436	2368	231	213	754	42	52	451	208	190	1290	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	436	2368	231	213	754	42	52	451	208	190	1290	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	436	2368	231	213	754	42	52	451	208	190	1290	181
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00	2.00	2.62	0.38
Final Sat.:	3150	3800	1750	3150	5700	1750	1750	5700	1750	3150	4910	689
Capacity Analysis Module:												
Vol/Sat:	0.14	0.62	0.13	0.07	0.13	0.02	0.03	0.08	0.12	0.06	0.26	0.26
Crit Moves:		****		****			****				****	
Green Time:	29.5	102	119.3	15.0	87.5	104.4	16.8	44.5	74.0	17.3	44.9	44.9
Volume/Cap:	0.89	1.16	0.21	0.86	0.29	0.04	0.34	0.34	0.31	0.66	1.11	1.11
Delay/Veh:	102.3	111	8.3	116.8	28.1	14.4	88.2	64.8	43.2	95.1	139	138.6
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:	102.3	111	8.3	116.8	28.1	14.4	88.2	64.8	43.2	95.1	139	138.6
LOS by Move:	F	F	A	F	C	B	F	E	D	F	F	F
DesignQueue:	26	74	11	14	16	2	6	13	16	12	46	46

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

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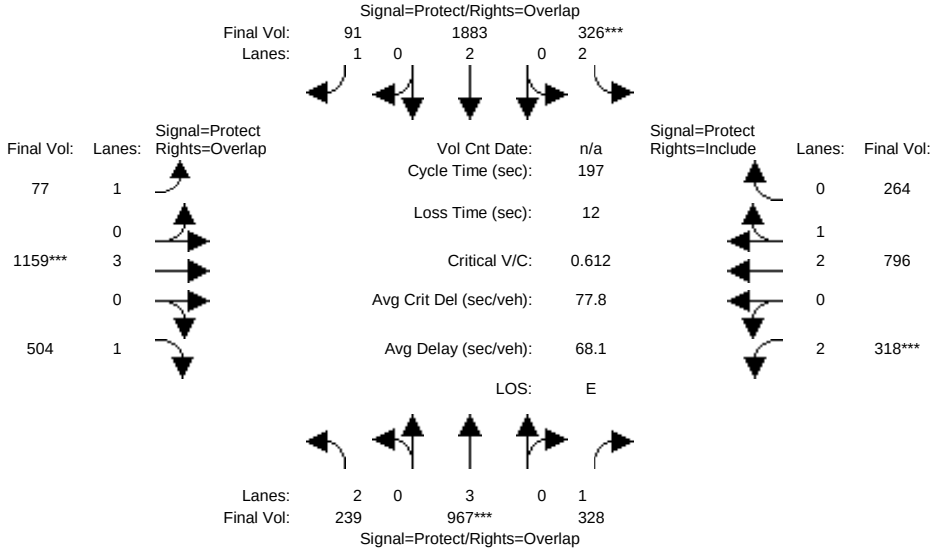
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+Proj PM

Intersection #5405: SAN TOMAS EXPWY/STEVENS CREEK BLVD [HOV: NB(AM) SB(PM)]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	88	88	40	110	110	17	48	48	22	53	53
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:00-6:00PM												
Base Vol:	233	967	328	326	2445	91	77	1123	487	318	773	264
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	233	967	328	326	2445	91	77	1123	487	318	773	264
Added Vol:	6	0	0	0	0	0	0	36	17	0	23	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	239	967	328	326	2445	91	77	1159	504	318	796	264
User Adj:	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	239	967	328	326	1883	91	77	1159	504	318	796	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	239	967	328	326	1883	91	77	1159	504	318	796	264
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	239	967	328	326	1883	91	77	1159	504	318	796	264
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	2.00	2.23	0.77
Final Sat.:	3150	5700	1750	3150	3800	1750	1750	5700	1750	3150	4203	1394
Capacity Analysis Module:												
Vol/Sat:	0.08	0.17	0.19	0.10	0.50	0.05	0.04	0.20	0.29	0.10	0.19	0.19
Crit Moves:		****		****				****		****		
Green Time:	16.9	82.6	103.2	37.5	103	119.1	15.9	45.0	61.9	20.6	49.7	49.7
Volume/Cap:	0.89	0.40	0.36	0.54	0.95	0.09	0.54	0.89	0.92	0.96	0.75	0.75
Delay/Veh:	122.4	49.3	37.5	77.8	44.5	9.8	97.1	86.3	89.6	133.3	74.7	74.7
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:	122.4	49.3	37.5	77.8	44.5	9.8	97.1	86.3	89.6	133.3	74.7	74.7
LOS by Move:	F	D	D	E	D	A	F	F	F	F	E	E
DesignQueue:	16	23	21	19	60	5	9	37	47	21	33	33

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

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4300 Stevens Creek Mixed-Use Development
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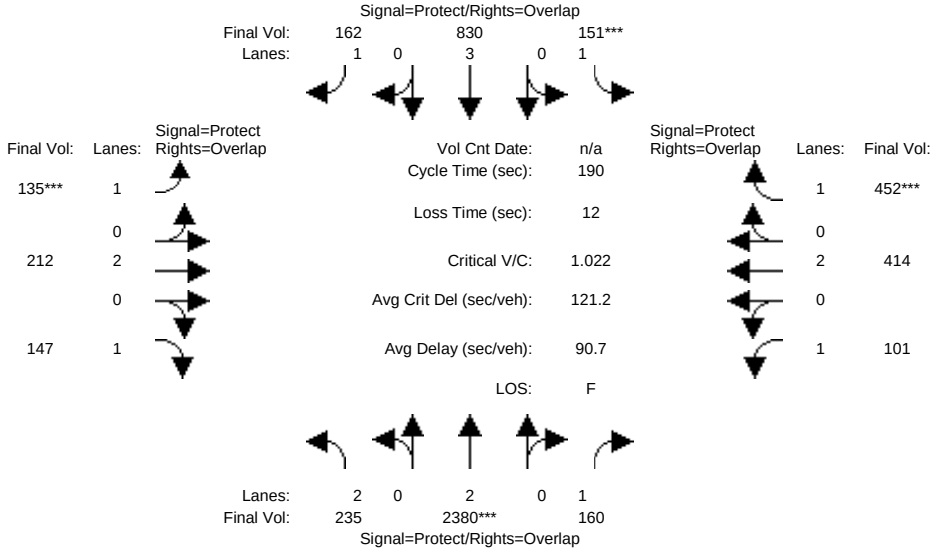
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #5406: SAN TOMAS EXPWY/MOORPARK AVE [HOV: NB(AM) SB(PM)]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	26	116	116	21	111	111	22	37	37	16	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:7:30-8:30 AM

Base Vol:	235	2800	160	151	830	162	135	212	147	101	414	452
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	235	2800	160	151	830	162	135	212	147	101	414	452
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	235	2800	160	151	830	162	135	212	147	101	414	452
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	235	2380	160	151	830	162	135	212	147	101	414	452
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	2380	160	151	830	162	135	212	147	101	414	452
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	235	2380	160	151	830	162	135	212	147	101	414	452

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
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.:	3150	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:

Vol/Sat:	0.07	0.63	0.09	0.09	0.15	0.09	0.08	0.06	0.08	0.06	0.11	0.26
Crit Moves:		****		****			****					****
Green Time:	24.8	111	125.4	19.8	106	126.6	20.7	33.5	58.3	14.5	29.2	48.9
Volume/Cap:	0.57	1.07	0.14	0.83	0.26	0.14	0.71	0.32	0.27	0.76	0.71	1.00
Delay/Veh:	92.7	123	29.5	114.9	15.5	4.8	98.5	72.8	53.2	113.1	85.3	118.2
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:	92.7	123	29.5	114.9	15.5	4.8	98.5	72.8	53.2	113.1	85.3	118.2
LOS by Move:	F	F	C	F	B	A	F	E	D	F	F	F
DesignQueue:	14	67	7	17	14	7	15	10	13	12	20	44

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

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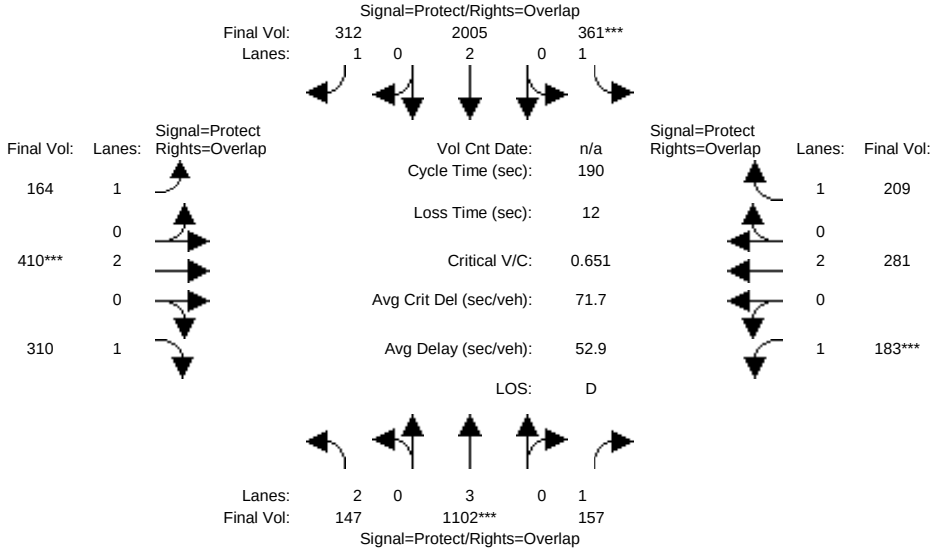
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #5406: SAN TOMAS EXPWY/MOORPARK AVE [HOV: NB(AM) SB(PM)]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	17	78	78	57	118	118	21	35	35	21	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:30-6:30PM												
Base Vol:	147	1102	157	361	2604	312	164	410	310	183	281	209
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	147	1102	157	361	2604	312	164	410	310	183	281	209
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	147	1102	157	361	2604	312	164	410	310	183	281	209
User Adj:	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	1102	157	361	2005	312	164	410	310	183	281	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	1102	157	361	2005	312	164	410	310	183	281	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	1102	157	361	2005	312	164	410	310	183	281	209
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
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.:	3150	5700	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.09	0.21	0.53	0.18	0.09	0.11	0.18	0.10	0.07	0.12
Crit Moves:		****		****				****		****		
Green Time:	15.9	73.0	92.7	53.3	110	130.5	20.0	32.8	48.7	19.7	32.4	85.8
Volume/Cap:	0.56	0.50	0.18	0.73	0.91	0.26	0.89	0.63	0.69	1.01	0.43	0.26
Delay/Veh:	92.0	53.8	36.0	71.8	29.3	3.9	126.8	79.8	72.8	160.7	75.9	34.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.0	53.8	36.0	71.8	29.3	3.9	126.8	79.8	72.8	160.7	75.9	34.9
LOS by Move:	F	D	D	E	C	A	F	E	E	F	E	C
DesignQueue:	9	27	10	34	55	13	18	20	30	21	13	14

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

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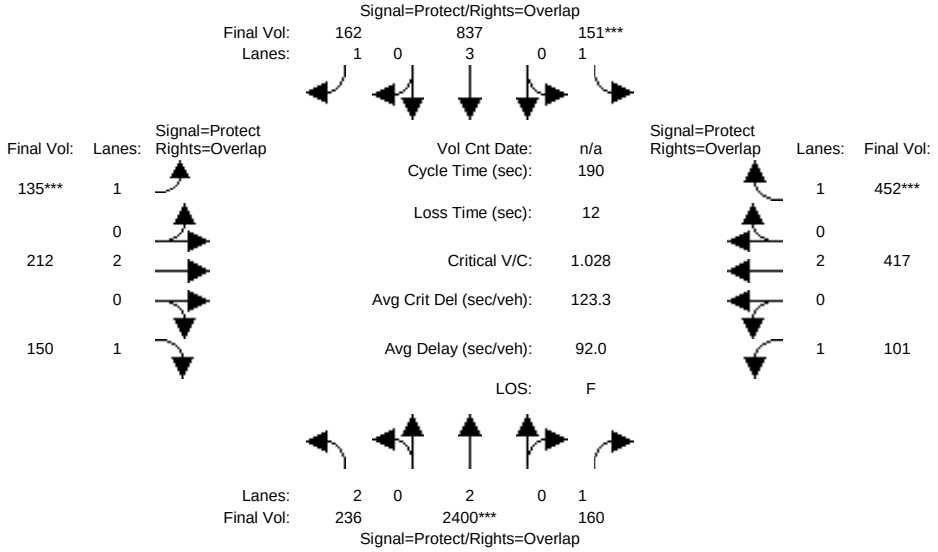
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+Proj AM

Intersection #5406: SAN TOMAS EXPWY/MOORPARK AVE [HOV: NB(AM) SB(PM)]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	26	116	116	21	111	111	22	37	37	16	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:30-8:30 AM												
Base Vol:	235	2800	160	151	830	162	135	212	147	101	414	452
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	235	2800	160	151	830	162	135	212	147	101	414	452
Added Vol:	1	24	0	0	7	0	0	0	3	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	236	2824	160	151	837	162	135	212	150	101	417	452
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	236	2400	160	151	837	162	135	212	150	101	417	452
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	236	2400	160	151	837	162	135	212	150	101	417	452
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	236	2400	160	151	837	162	135	212	150	101	417	452
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
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.:	3150	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.63	0.09	0.09	0.15	0.09	0.08	0.06	0.09	0.06	0.11	0.26
Crit Moves:		****		****			****					****
Green Time:	24.8	111	125.6	19.8	106	126.7	20.7	33.4	58.2	14.4	29.2	48.9
Volume/Cap:	0.57	1.08	0.14	0.83	0.26	0.14	0.71	0.32	0.28	0.76	0.72	1.00
Delay/Veh:	92.7	126	29.5	114.9	15.4	4.8	98.5	72.9	53.4	113.6	85.5	118.2
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:	92.7	126	29.5	114.9	15.4	4.8	98.5	72.9	53.4	113.6	85.5	118.2
LOS by Move:	F	F	C	F	B	A	F	E	D	F	F	F
DesignQueue:	14	67	7	17	14	7	15	10	13	12	20	44

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

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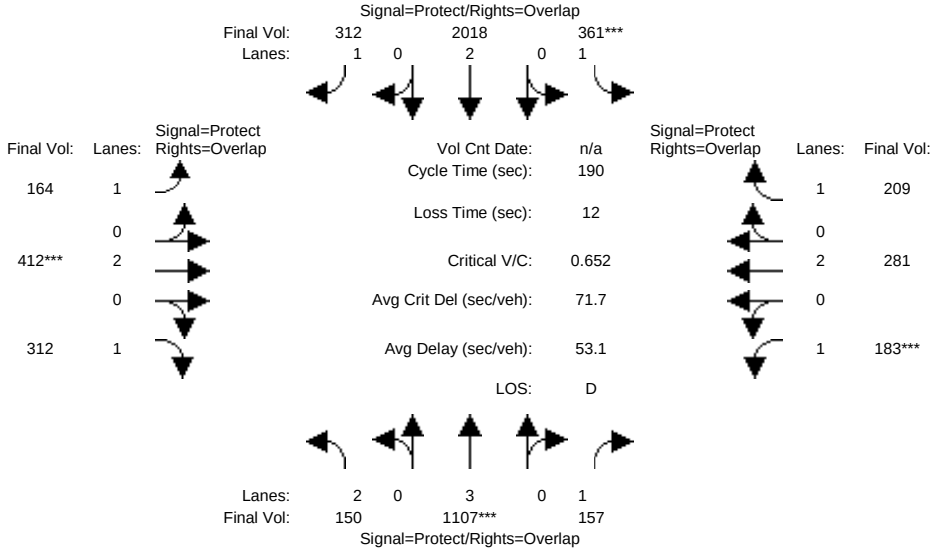
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+Proj PM

Intersection #5406: SAN TOMAS EXPWY/MOORPARK AVE [HOV: NB(AM) SB(PM)]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	17	78	78	57	118	118	21	35	35	21	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:30-6:30PM												
Base Vol:	147	1102	157	361	2604	312	164	410	310	183	281	209
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	147	1102	157	361	2604	312	164	410	310	183	281	209
Added Vol:	3	5	0	0	17	0	0	2	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	1107	157	361	2621	312	164	412	312	183	281	209
User Adj:	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	1107	157	361	2018	312	164	412	312	183	281	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	1107	157	361	2018	312	164	412	312	183	281	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	1107	157	361	2018	312	164	412	312	183	281	209
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
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.:	3150	5700	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.09	0.21	0.53	0.18	0.09	0.11	0.18	0.10	0.07	0.12
Crit Moves:		****		****				****		****		
Green Time:	15.9	73.0	92.7	53.3	110	130.5	20.0	32.8	48.7	19.7	32.4	85.8
Volume/Cap:	0.57	0.51	0.18	0.73	0.91	0.26	0.89	0.63	0.70	1.01	0.43	0.26
Delay/Veh:	92.4	53.8	36.0	71.8	29.8	3.9	126.8	79.9	73.1	160.7	75.9	34.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.4	53.8	36.0	71.8	29.8	3.9	126.8	79.9	73.1	160.7	75.9	34.9
LOS by Move:	F	D	D	E	C	A	F	E	E	F	E	C
DesignQueue:	9	27	10	34	55	13	18	20	30	21	13	14

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

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4300 Stevens Creek Mixed-Use Development
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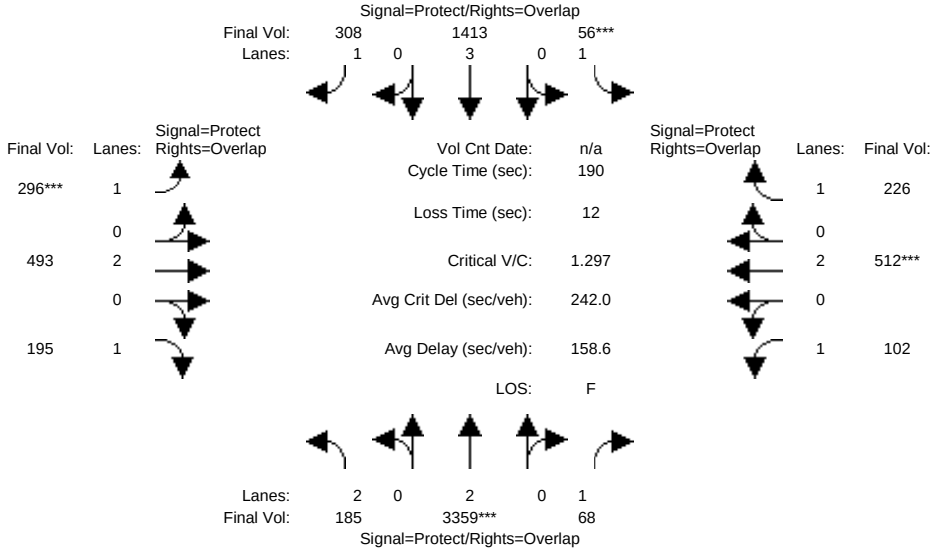
Hexagon Transportation Consultants

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

Intersection #5419: SAN TOMAS EXPWY/HOMESTEAD RD [HOV: NB(AM) SB(PM)]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	21	123	123	9	110	110	26	43	43	16	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:8-9 AM												
Base Vol:	185	3952	68	56	1413	308	296	493	195	102	512	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:	185	3952	68	56	1413	308	296	493	195	102	512	226
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	185	3952	68	56	1413	308	296	493	195	102	512	226
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	185	3359	68	56	1413	308	296	493	195	102	512	226
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	3359	68	56	1413	308	296	493	195	102	512	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:	185	3359	68	56	1413	308	296	493	195	102	512	226
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
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.:	3150	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.88	0.04	0.03	0.25	0.18	0.17	0.13	0.11	0.06	0.13	0.13
Crit Moves:		****		****			****				****	
Green Time:	19.8	115	130.1	8.4	104	128.1	24.3	40.2	60.1	15.0	30.9	39.3
Volume/Cap:	0.56	1.46	0.06	0.72	0.45	0.26	1.32	0.61	0.35	0.74	0.83	0.62
Delay/Veh:	88.8	265	16.8	123.8	19.3	4.8	260.5	73.9	53.8	110.4	91.4	76.7
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:	88.8	265	16.8	123.8	19.3	4.8	260.5	73.9	53.8	110.4	91.4	76.7
LOS by Move:	F	F	B	F	B	A	F	E	D	F	F	E
DesignQueue:	11	97	3	7	26	13	33	23	17	12	25	23

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

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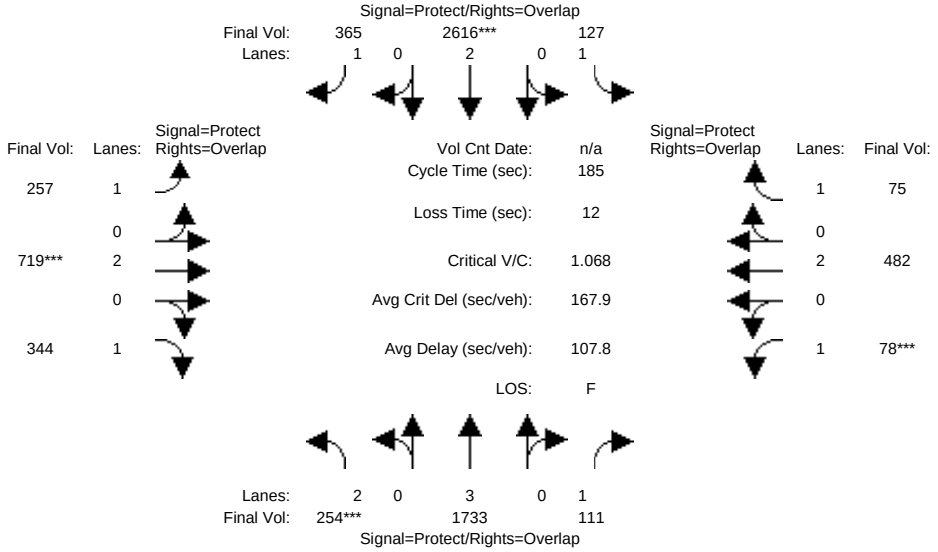
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #5419: SAN TOMAS EXPWY/HOMESTEAD RD [HOV: NB(AM) SB(PM)]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	19	103	103	16	100	100	30	44	44	22	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:4:45-5:45PM												
Base Vol:	254	1733	111	127	3397	365	257	719	344	78	482	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	254	1733	111	127	3397	365	257	719	344	78	482	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	254	1733	111	127	3397	365	257	719	344	78	482	75
User Adj:	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	254	1733	111	127	2616	365	257	719	344	78	482	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	254	1733	111	127	2616	365	257	719	344	78	482	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	254	1733	111	127	2616	365	257	719	344	78	482	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
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.:	3150	5700	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.30	0.06	0.07	0.69	0.21	0.15	0.19	0.20	0.04	0.13	0.04
Crit Moves:	****				****			****		****		
Green Time:	17.8	96.7	117.4	15.0	93.9	122.1	28.2	41.3	59.2	20.7	33.8	48.8
Volume/Cap:	0.84	0.58	0.10	0.89	1.36	0.32	0.96	0.85	0.61	0.40	0.69	0.16
Delay/Veh:	105.4	23.8	6.8	135.0	200	6.0	128.1	81.2	58.8	82.7	78.4	55.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	105.4	23.8	6.8	135.0	200	6.0	128.1	81.2	58.8	82.7	78.4	55.9
LOS by Move:	F	C	A	F	F	A	F	F	E	F	E	E
DesignQueue:	15	33	5	14	86	16	27	32	29	8	22	7

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

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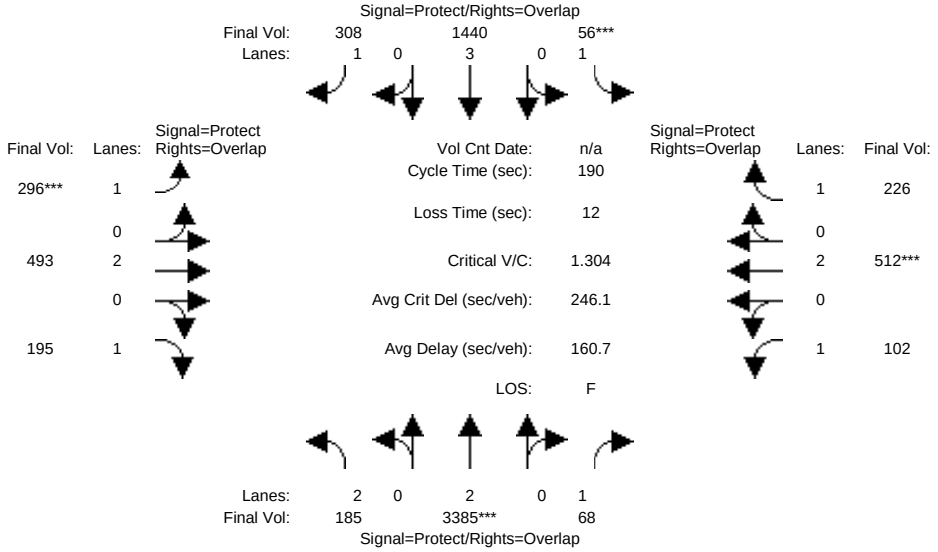
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+Proj AM

Intersection #5419: SAN TOMAS EXPWY/HOMESTEAD RD [HOV: NB(AM) SB(PM)]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	21	123	123	9	110	110	26	43	43	16	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:8-9 AM												
Base Vol:	185	3952	68	56	1413	308	296	493	195	102	512	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:	185	3952	68	56	1413	308	296	493	195	102	512	226
Added Vol:	0	30	0	0	27	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	185	3982	68	56	1440	308	296	493	195	102	512	226
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	185	3385	68	56	1440	308	296	493	195	102	512	226
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	3385	68	56	1440	308	296	493	195	102	512	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:	185	3385	68	56	1440	308	296	493	195	102	512	226
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
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.:	3150	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.89	0.04	0.03	0.25	0.18	0.17	0.13	0.11	0.06	0.13	0.13
Crit Moves:		****		****			****				****	
Green Time:	19.8	115	130.1	8.4	104	128.1	24.3	40.2	60.1	15.0	30.9	39.3
Volume/Cap:	0.56	1.47	0.06	0.72	0.46	0.26	1.32	0.61	0.35	0.74	0.83	0.62
Delay/Veh:	88.8	270	16.8	123.8	19.4	4.8	260.5	73.9	53.8	110.4	91.4	76.7
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:	88.8	270	16.8	123.8	19.4	4.8	260.5	73.9	53.8	110.4	91.4	76.7
LOS by Move:	F	F	B	F	B	A	F	E	D	F	F	E
DesignQueue:	11	98	3	7	26	13	33	23	17	12	25	23

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

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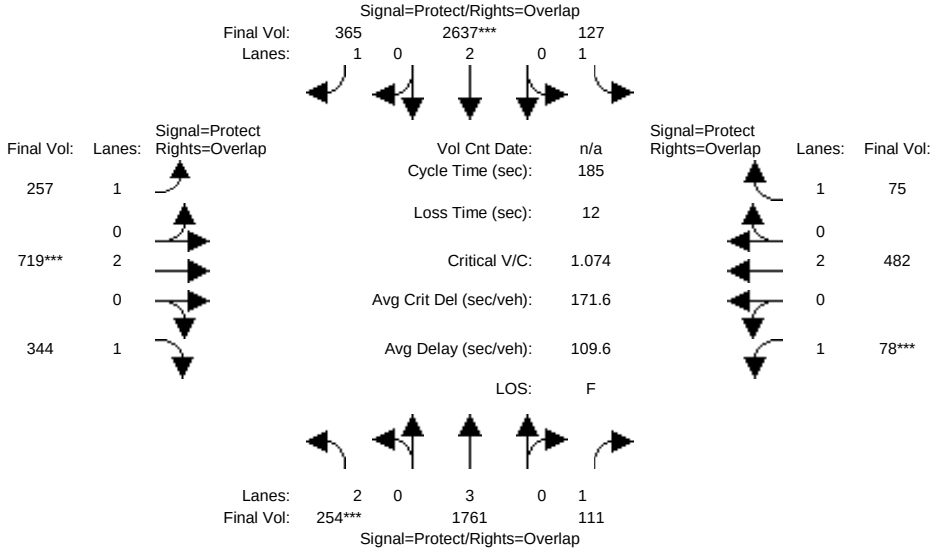
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+Proj PM

Intersection #5419: SAN TOMAS EXPWY/HOMESTEAD RD [HOV: NB(AM) SB(PM)]



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	19	103	103	16	100	100	30	44	44	22	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:4:45-5:45PM												
Base Vol:	254	1733	111	127	3397	365	257	719	344	78	482	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	254	1733	111	127	3397	365	257	719	344	78	482	75
Added Vol:	0	28	0	0	28	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	254	1761	111	127	3425	365	257	719	344	78	482	75
User Adj:	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	254	1761	111	127	2637	365	257	719	344	78	482	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	254	1761	111	127	2637	365	257	719	344	78	482	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	254	1761	111	127	2637	365	257	719	344	78	482	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
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.:	3150	5700	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.31	0.06	0.07	0.69	0.21	0.15	0.19	0.20	0.04	0.13	0.04
Crit Moves:	****				****			****		****		
Green Time:	17.8	96.7	117.4	15.0	93.9	122.1	28.2	41.3	59.2	20.7	33.8	48.8
Volume/Cap:	0.84	0.59	0.10	0.89	1.37	0.32	0.96	0.85	0.61	0.40	0.69	0.16
Delay/Veh:	105.4	24.0	6.8	135.0	205	6.0	128.1	81.2	58.8	82.7	78.4	55.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	105.4	24.0	6.8	135.0	205	6.0	128.1	81.2	58.8	82.7	78.4	55.9
LOS by Move:	F	C	A	F	F	A	F	F	E	F	E	E
DesignQueue:	15	33	5	14	87	16	27	32	29	8	22	7

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

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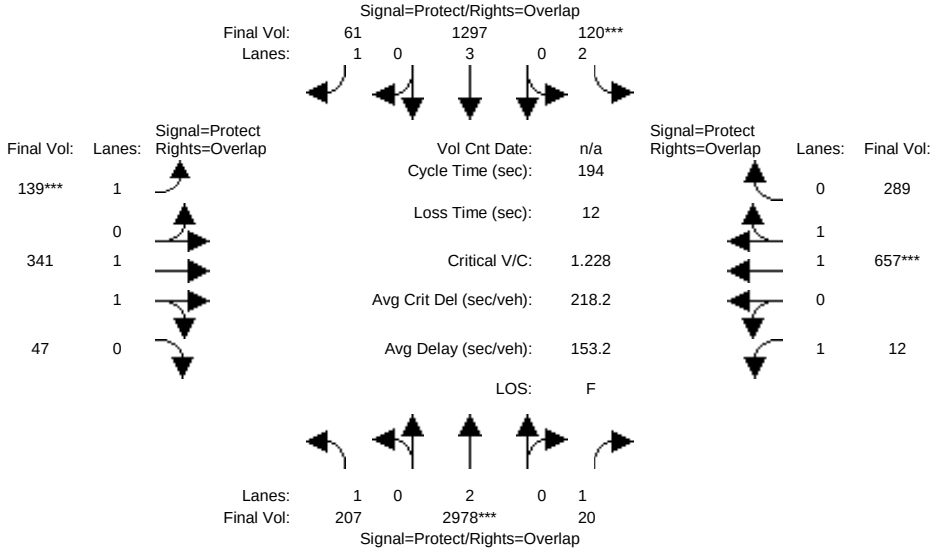
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #5421: San Tomas Expwy/Pruneridge Ave [HOV: NB(AM) SB(PM)]



Street Name:	San Tomas Expressway						Pruneridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	29	120	120	17	108	108	18	50	50	8	39	39
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:30-8:30 AM												
Base Vol:	207	3504	20	120	1297	61	139	341	47	12	657	289
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	207	3504	20	120	1297	61	139	341	47	12	657	289
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	207	3504	20	120	1297	61	139	341	47	12	657	289
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	207	2978	20	120	1297	61	139	341	47	12	657	289
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	2978	20	120	1297	61	139	341	47	12	657	289
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	207	2978	20	120	1297	61	139	341	47	12	657	289
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	2.00	1.00	2.00	3.00	1.00	1.00	1.75	0.25	1.00	1.37	0.63
Final Sat.:	1750	3800	1750	3150	5700	1750	1750	3251	448	1750	2569	1130
Capacity Analysis Module:												
Vol/Sat:	0.12	0.78	0.01	0.04	0.23	0.03	0.08	0.10	0.10	0.01	0.26	0.26
Crit Moves:		****		****			****				****	
Green Time:	27.3	113	120.5	15.9	102	118.6	16.9	46.3	73.7	7.4	36.9	52.8
Volume/Cap:	0.84	1.34	0.02	0.46	0.43	0.06	0.91	0.44	0.28	0.18	1.34	0.94
Delay/Veh:	108.6	217	21.6	92.0	22.2	8.9	141.8	67.3	44.6	97.7	248	89.5
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:	108.6	217	21.6	92.0	22.2	8.9	141.8	67.3	44.6	97.7	248	89.5
LOS by Move:	F	F	C	F	C	A	F	E	D	F	F	F
DesignQueue:	23	90	1	8	25	3	16	18	15	1	49	44

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

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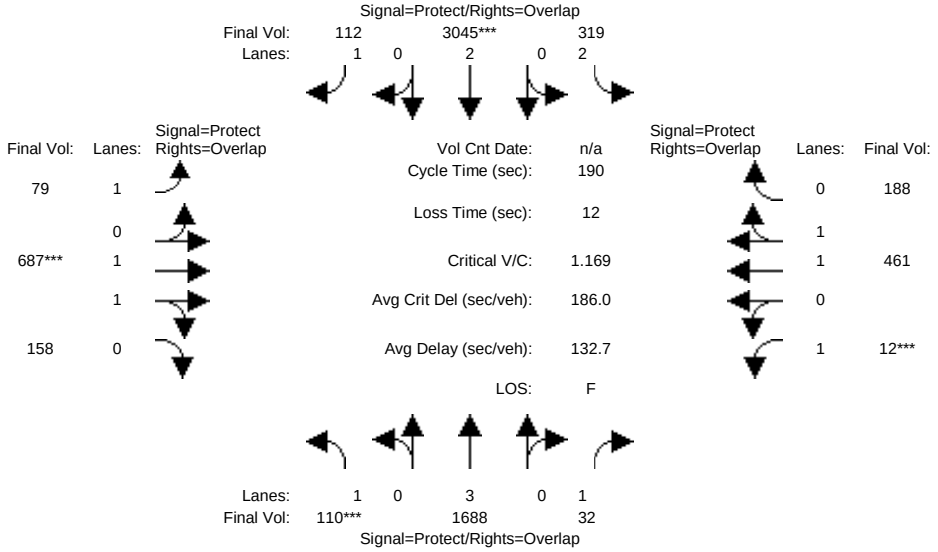
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #5421: San Tomas Expwy/Pruneridge Ave [HOV: NB(AM) SB(PM)]



Street Name:	San Tomas Expressway						Pruneridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	16	101	101	40	125	125	16	39	39	10	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:4:45 - 5:45 PM												
Base Vol:	110	1688	32	319	3806	112	79	687	158	12	461	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1688	32	319	3806	112	79	687	158	12	461	188
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1688	32	319	3806	112	79	687	158	12	461	188
User Adj:	1.00	1.00	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1688	32	319	3045	112	79	687	158	12	461	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1688	32	319	3045	112	79	687	158	12	461	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	1688	32	319	3045	112	79	687	158	12	461	188
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	1.00	1.62	0.38	1.00	1.40	0.60
Final Sat.:	1750	5700	1750	3150	3800	1750	1750	3008	692	1750	2627	1071
Capacity Analysis Module:												
Vol/Sat:	0.06	0.30	0.02	0.10	0.80	0.06	0.05	0.23	0.23	0.01	0.18	0.18
Crit Moves:	****				****			****		****		
Green Time:	15.0	95.0	104.4	37.6	118	132.6	15.0	36.7	51.7	9.4	31.0	68.7
Volume/Cap:	0.79	0.59	0.03	0.51	1.29	0.09	0.57	1.18	0.84	0.14	1.07	0.49
Delay/Veh:	117.5	44.8	27.3	73.5	191	16.2	95.2	178	75.7	92.6	143	50.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	117.5	44.8	27.3	73.5	191	16.2	95.2	178	75.7	92.6	143	50.2
LOS by Move:	F	D	C	E	F	B	F	F	E	F	F	D
DesignQueue:	13	34	2	18	83	4	9	42	38	1	33	25

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

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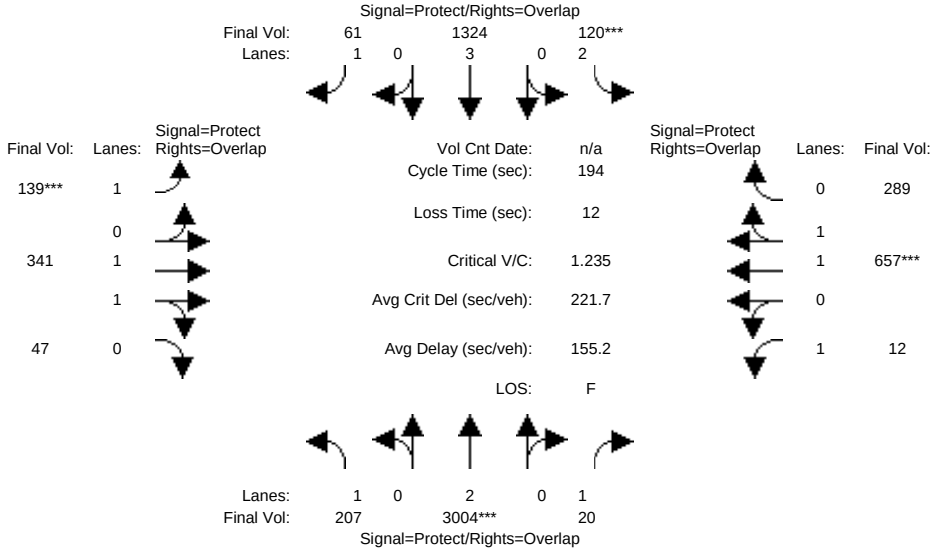
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+Proj AM

Intersection #5421: San Tomas Expwy/Pruneridge Ave [HOV: NB(AM) SB(PM)]



Street Name:	San Tomas Expressway						Pruneridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	29	120	120	17	108	108	18	50	50	8	39	39
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:30-8:30 AM												
Base Vol:	207	3504	20	120	1297	61	139	341	47	12	657	289
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	207	3504	20	120	1297	61	139	341	47	12	657	289
Added Vol:	0	30	0	0	27	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	207	3534	20	120	1324	61	139	341	47	12	657	289
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	207	3004	20	120	1324	61	139	341	47	12	657	289
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	3004	20	120	1324	61	139	341	47	12	657	289
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	207	3004	20	120	1324	61	139	341	47	12	657	289
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	2.00	1.00	2.00	3.00	1.00	1.00	1.75	0.25	1.00	1.37	0.63
Final Sat.:	1750	3800	1750	3150	5700	1750	1750	3251	448	1750	2569	1130
Capacity Analysis Module:												
Vol/Sat:	0.12	0.79	0.01	0.04	0.23	0.03	0.08	0.10	0.10	0.01	0.26	0.26
Crit Moves:		****		****			****				****	
Green Time:	27.4	113	120.7	15.9	102	118.7	16.9	46.1	73.5	7.4	36.7	52.6
Volume/Cap:	0.84	1.35	0.02	0.46	0.44	0.06	0.91	0.44	0.28	0.18	1.35	0.94
Delay/Veh:	108.3	221	21.5	92.0	22.2	8.8	141.8	67.5	44.7	97.7	252	90.4
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:	108.3	221	21.5	92.0	22.2	8.8	141.8	67.5	44.7	97.7	252	90.4
LOS by Move:	F	F	C	F	C	A	F	E	D	F	F	F
DesignQueue:	23	91	1	8	26	3	16	18	15	1	49	44

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

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4300 Stevens Creek Mixed-Use Development
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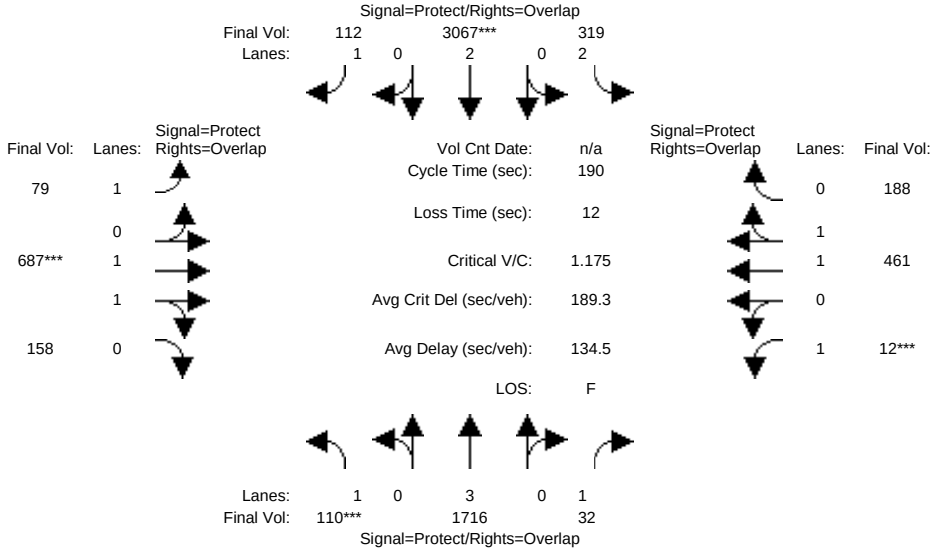
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+Proj PM

Intersection #5421: San Tomas Expwy/Pruneridge Ave [HOV: NB(AM) SB(PM)]



Street Name:	San Tomas Expressway						Pruneridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	16	101	101	40	125	125	16	39	39	10	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:4:45 - 5:45 PM												
Base Vol:	110	1688	32	319	3806	112	79	687	158	12	461	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1688	32	319	3806	112	79	687	158	12	461	188
Added Vol:	0	28	0	0	28	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1716	32	319	3834	112	79	687	158	12	461	188
User Adj:	1.00	1.00	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1716	32	319	3067	112	79	687	158	12	461	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1716	32	319	3067	112	79	687	158	12	461	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	1716	32	319	3067	112	79	687	158	12	461	188
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	1.00	1.62	0.38	1.00	1.40	0.60
Final Sat.:	1750	5700	1750	3150	3800	1750	1750	3008	692	1750	2627	1071
Capacity Analysis Module:												
Vol/Sat:	0.06	0.30	0.02	0.10	0.81	0.06	0.05	0.23	0.23	0.01	0.18	0.18
Crit Moves:	****				****			****		****		
Green Time:	15.0	95.0	104.4	37.6	118	132.6	15.0	36.7	51.7	9.4	31.0	68.7
Volume/Cap:	0.79	0.60	0.03	0.51	1.30	0.09	0.57	1.18	0.84	0.14	1.07	0.49
Delay/Veh:	117.5	45.2	27.3	73.5	195	16.2	95.2	178	75.7	92.6	143	50.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	117.5	45.2	27.3	73.5	195	16.2	95.2	178	75.7	92.6	143	50.2
LOS by Move:	F	D	C	E	F	B	F	F	E	F	F	D
DesignQueue:	13	35	2	18	83	4	9	42	38	1	33	25

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

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4300 Stevens Creek Mixed-Use Development
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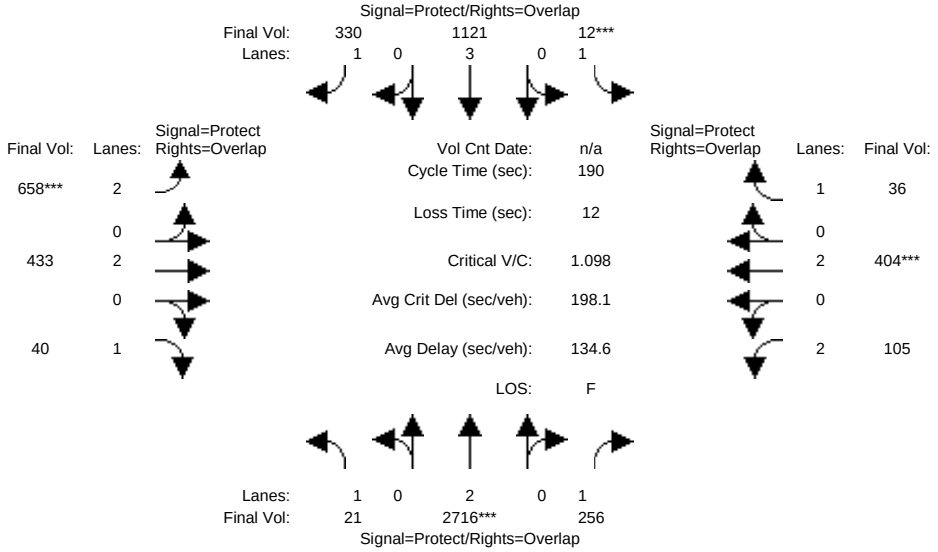
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #5422: SAN TOMAS EXPWY/SARATOGA AVE [HOV: NB(AM) SB(PM)]



Street Name:	SAN TOMAS EXPWY						SARATOGA AVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	118	118	14	109	109	33	52	52	17	37	37
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:45-8:45 AM												
Base Vol:	21	3195	256	12	1121	330	658	433	40	105	404	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	3195	256	12	1121	330	658	433	40	105	404	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	3195	256	12	1121	330	658	433	40	105	404	36
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	2716	256	12	1121	330	658	433	40	105	404	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	2716	256	12	1121	330	658	433	40	105	404	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	2716	256	12	1121	330	658	433	40	105	404	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.71	0.15	0.01	0.20	0.19	0.21	0.11	0.02	0.03	0.11	0.02
Crit Moves:		****		****			****				****	
Green Time:	13.3	105	120.1	12.4	104	133.2	29.3	46.8	60.2	15.3	32.9	45.3
Volume/Cap:	0.17	1.30	0.23	0.10	0.36	0.27	1.35	0.46	0.07	0.41	0.61	0.09
Delay/Veh:	94.3	200	24.9	94.5	18.9	3.1	263.2	68.9	51.2	94.7	83.7	63.5
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:	94.3	200	24.9	94.5	18.9	3.1	263.2	68.9	51.2	94.7	83.7	63.5
LOS by Move:	F	F	C	F	B	A	F	E	D	F	F	E
DesignQueue:	3	89	13	1	21	13	42	20	4	7	20	4

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

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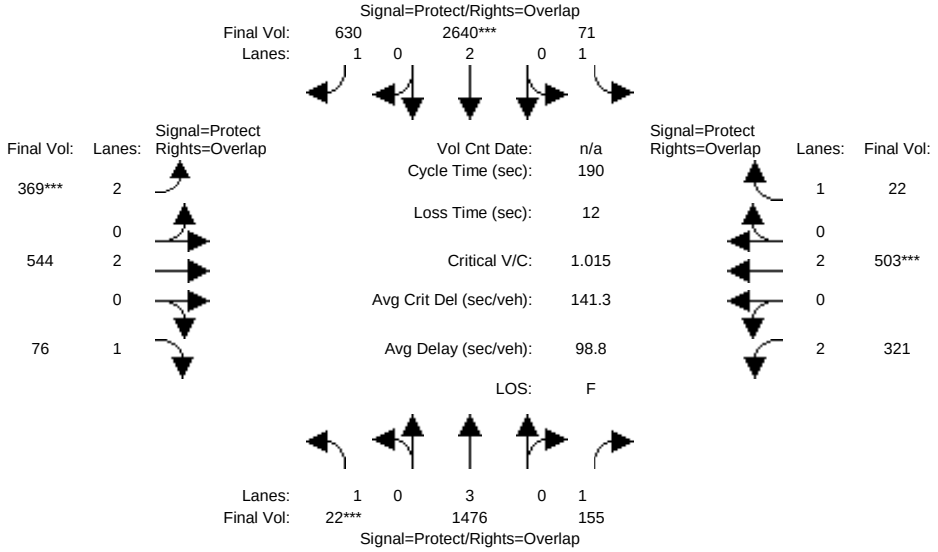
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

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

Intersection #5422: SAN TOMAS EXPWY/SARATOGA AVE [HOV: NB(AM) SB(PM)]



Street Name:	SAN TOMAS EXPWY						SARATOGA AVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	122	122	14	123	123	20	39	39	21	39	39
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:15-6:15PM												
Base Vol:	22	1476	155	71	3429	630	369	544	76	321	503	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	1476	155	71	3429	630	369	544	76	321	503	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	1476	155	71	3429	630	369	544	76	321	503	22
User Adj:	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	1476	155	71	2640	630	369	544	76	321	503	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	1476	155	71	2640	630	369	544	76	321	503	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	1476	155	71	2640	630	369	544	76	321	503	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.26	0.09	0.04	0.69	0.36	0.12	0.14	0.04	0.10	0.13	0.01
Crit Moves:	****				****		****				****	
Green Time:	12.7	112	131.1	12.8	112	130.9	18.9	35.1	47.9	19.2	35.5	48.3
Volume/Cap:	0.19	0.44	0.13	0.60	1.18	0.52	1.18	0.77	0.17	1.01	0.71	0.05
Delay/Veh:	92.9	32.8	17.9	103.0	144	26.0	202.5	86.4	61.3	146.6	83.0	58.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.9	32.8	17.9	103.0	144	26.0	202.5	86.4	61.3	146.6	83.0	58.9
LOS by Move:	F	C	B	F	F	C	F	F	E	F	F	E
DesignQueue:	3	25	6	8	77	27	24	27	7	21	25	2

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

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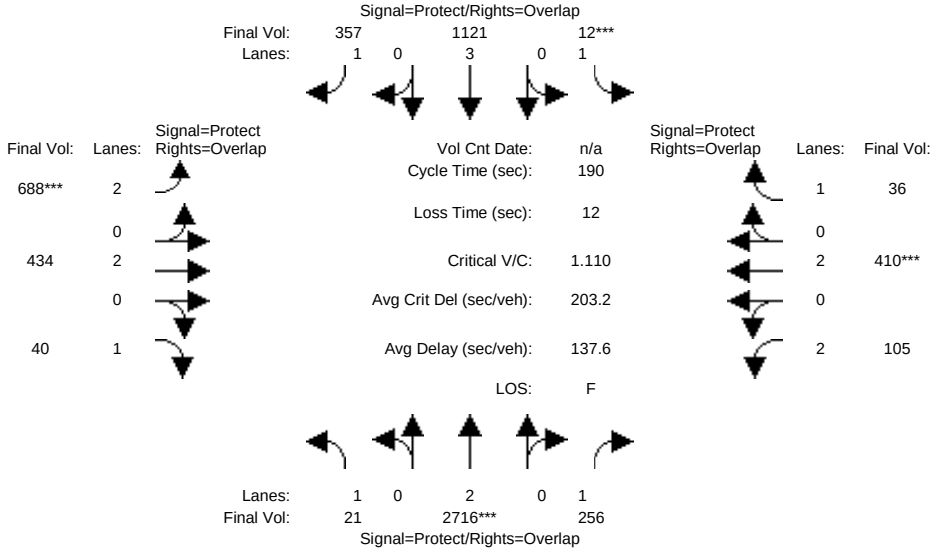
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+Proj AM

Intersection #5422: SAN TOMAS EXPWY/SARATOGA AVE [HOV: NB(AM) SB(PM)]



Street Name:	SAN TOMAS EXPWY						SARATOGA AVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	118	118	14	109	109	33	52	52	17	37	37
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:45-8:45 AM												
Base Vol:	21	3195	256	12	1121	330	658	433	40	105	404	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	3195	256	12	1121	330	658	433	40	105	404	36
Added Vol:	0	0	0	0	0	27	30	1	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	3195	256	12	1121	357	688	434	40	105	410	36
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	2716	256	12	1121	357	688	434	40	105	410	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	2716	256	12	1121	357	688	434	40	105	410	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	2716	256	12	1121	357	688	434	40	105	410	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.71	0.15	0.01	0.20	0.20	0.22	0.11	0.02	0.03	0.11	0.02
Crit Moves:		****		****			****				****	
Green Time:	13.3	105	120.1	12.4	104	133.2	29.3	46.8	60.2	15.3	32.9	45.3
Volume/Cap:	0.17	1.30	0.23	0.10	0.36	0.29	1.42	0.46	0.07	0.41	0.62	0.09
Delay/Veh:	94.3	200	24.9	94.5	18.9	3.2	289.7	68.9	51.2	94.7	83.9	63.5
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:	94.3	200	24.9	94.5	18.9	3.2	289.7	68.9	51.2	94.7	83.9	63.5
LOS by Move:	F	F	C	F	B	A	F	E	D	F	F	E
DesignQueue:	3	89	13	1	21	15	44	20	4	7	21	4

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

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4300 Stevens Creek Mixed-Use Development
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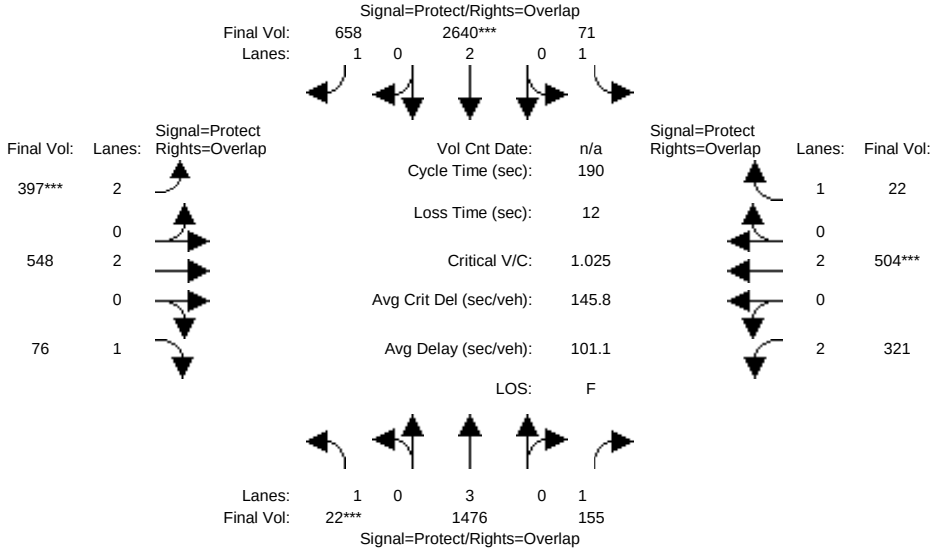
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+Proj PM

Intersection #5422: SAN TOMAS EXPWY/SARATOGA AVE [HOV: NB(AM) SB(PM)]



Street Name:	SAN TOMAS EXPWY						SARATOGA AVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	122	122	14	123	123	20	39	39	21	39	39
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:15-6:15PM												
Base Vol:	22	1476	155	71	3429	630	369	544	76	321	503	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	1476	155	71	3429	630	369	544	76	321	503	22
Added Vol:	0	0	0	0	0	28	28	4	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	1476	155	71	3429	658	397	548	76	321	504	22
User Adj:	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	1476	155	71	2640	658	397	548	76	321	504	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	1476	155	71	2640	658	397	548	76	321	504	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	1476	155	71	2640	658	397	548	76	321	504	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.26	0.09	0.04	0.69	0.38	0.13	0.14	0.04	0.10	0.13	0.01
Crit Moves:	****				****		****				****	
Green Time:	12.7	112	130.8	12.8	112	130.9	19.1	35.5	48.2	19.1	35.5	48.3
Volume/Cap:	0.19	0.44	0.13	0.60	1.18	0.55	1.25	0.77	0.17	1.01	0.71	0.05
Delay/Veh:	92.9	32.9	18.0	103.1	145	26.7	231.7	86.1	61.0	148.2	83.1	58.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.9	32.9	18.0	103.1	145	26.7	231.7	86.1	61.0	148.2	83.1	58.9
LOS by Move:	F	C	B	F	F	C	F	F	E	F	F	E
DesignQueue:	3	25	6	8	77	29	26	27	7	21	25	2

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

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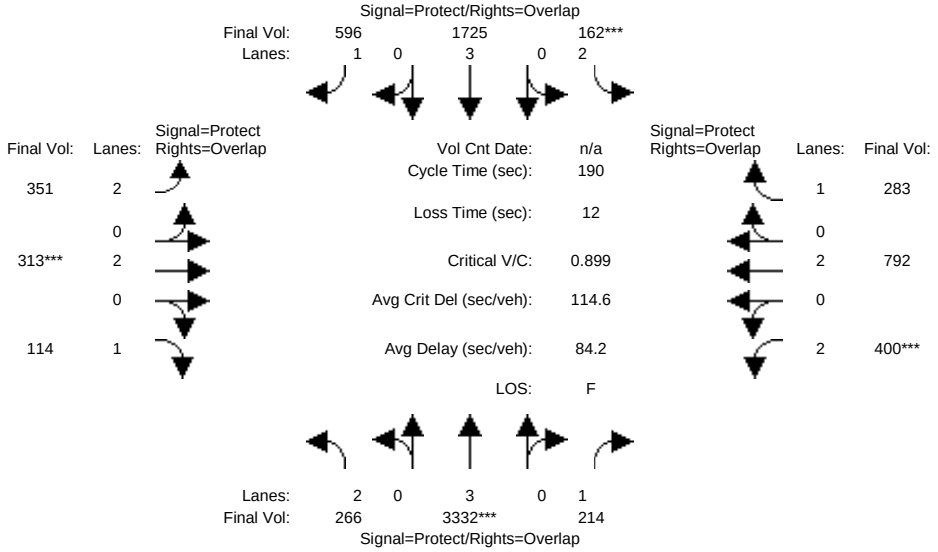
Cumulative AM

Intersection #5625: LAWRENCE EXPWY/HOMESTEAD RD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	22	107	107	17	102	102	23	43	43	23	43	43
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:8-9 AM												
Base Vol:	266	3830	214	162	1983	596	351	313	114	400	792	283
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	266	3830	214	162	1983	596	351	313	114	400	792	283
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	266	3830	214	162	1983	596	351	313	114	400	792	283
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	266	3332	214	162	1725	596	351	313	114	400	792	283
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	266	3332	214	162	1725	596	351	313	114	400	792	283
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	266	3332	214	162	1725	596	351	313	114	400	792	283
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.58	0.12	0.05	0.30	0.34	0.11	0.08	0.07	0.13	0.21	0.16
Crit Moves:		****		****				****		****		
Green Time:	20.7	101	122.3	16.0	95.9	117.6	21.6	40.4	61.1	21.6	40.4	56.4
Volume/Cap:	0.78	1.10	0.19	0.61	0.60	0.55	0.98	0.39	0.20	1.12	0.98	0.54
Delay/Veh:	98.2	113	21.9	93.5	27.3	12.4	130.9	68.5	49.9	171.9	105	60.7
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:	98.2	113	21.9	93.5	27.3	12.4	130.9	68.5	49.9	171.9	105	60.7
LOS by Move:	F	F	C	F	C	B	F	E	D	F	F	E
DesignQueue:	16	69	10	10	35	30	22	14	10	25	37	25

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

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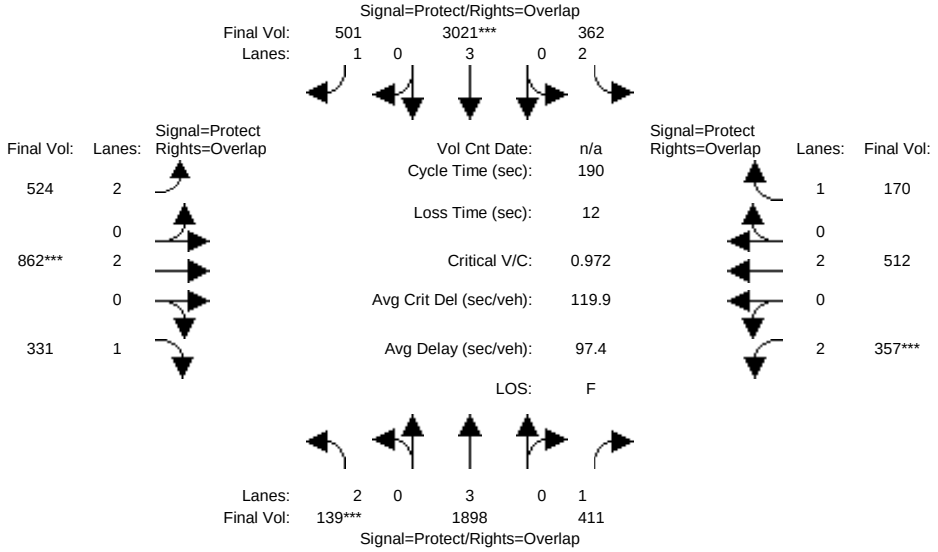
Cumulative PM

Intersection #5625: LAWRENCE EXPWY/HOMESTEAD RD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	17	95	95	27	105	105	27	38	38	30	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:00-6:00PM												
Base Vol:	139	2403	411	362	3824	501	524	862	331	357	512	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	2403	411	362	3824	501	524	862	331	357	512	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	2403	411	362	3824	501	524	862	331	357	512	170
User Adj:	1.00	0.79	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	1898	411	362	3021	501	524	862	331	357	512	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	1898	411	362	3021	501	524	862	331	357	512	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	139	1898	411	362	3021	501	524	862	331	357	512	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.33	0.23	0.11	0.53	0.29	0.17	0.23	0.19	0.11	0.13	0.10
Crit Moves:	****				****			****		****		
Green Time:	16.0	89.4	117.6	25.4	98.8	127.6	28.8	35.7	51.7	28.2	35.2	60.5
Volume/Cap:	0.52	0.71	0.38	0.86	1.02	0.43	1.10	1.21	0.69	0.76	0.73	0.30
Delay/Veh:	96.0	68.5	40.2	110.6	105	36.3	155.9	188	70.4	89.9	81.4	52.2
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:	96.0	68.5	40.2	110.6	105	36.3	155.9	188	70.4	89.9	81.4	52.2
LOS by Move:	F	E	D	F	F	D	F	F	E	F	F	D
DesignQueue:	9	41	20	22	63	22	31	42	31	21	24	14

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

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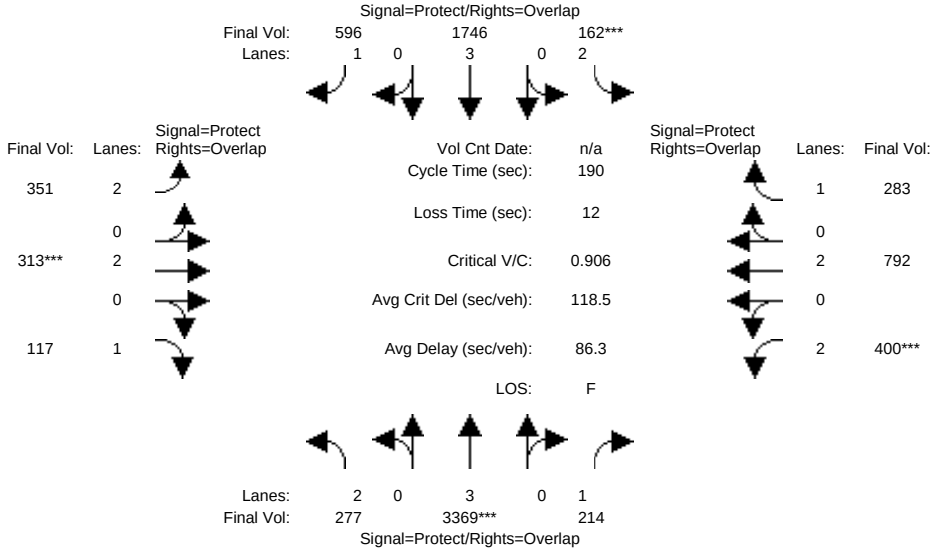
Cum+Proj AM

Intersection #5625: LAWRENCE EXPWY/HOMESTEAD RD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	22	107	107	17	102	102	23	43	43	23	43	43
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:8-9 AM												
Base Vol:	266	3830	214	162	1983	596	351	313	114	400	792	283
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	266	3830	214	162	1983	596	351	313	114	400	792	283
Added Vol:	11	42	0	0	24	0	0	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	277	3872	214	162	2007	596	351	313	117	400	792	283
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	277	3369	214	162	1746	596	351	313	117	400	792	283
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	277	3369	214	162	1746	596	351	313	117	400	792	283
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	277	3369	214	162	1746	596	351	313	117	400	792	283
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.59	0.12	0.05	0.31	0.34	0.11	0.08	0.07	0.13	0.21	0.16
Crit Moves:		****		****				****		****		
Green Time:	20.7	101	122.3	16.0	95.9	117.6	21.6	40.4	61.1	21.6	40.4	56.4
Volume/Cap:	0.81	1.12	0.19	0.61	0.61	0.55	0.98	0.39	0.21	1.12	0.98	0.54
Delay/Veh:	101.1	118	21.9	93.5	27.5	12.4	130.9	68.5	50.0	171.9	105	60.7
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:	101.1	118	21.9	93.5	27.5	12.4	130.9	68.5	50.0	171.9	105	60.7
LOS by Move:	F	F	C	F	C	B	F	E	D	F	F	E
DesignQueue:	17	70	10	10	35	30	22	14	10	25	37	25

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

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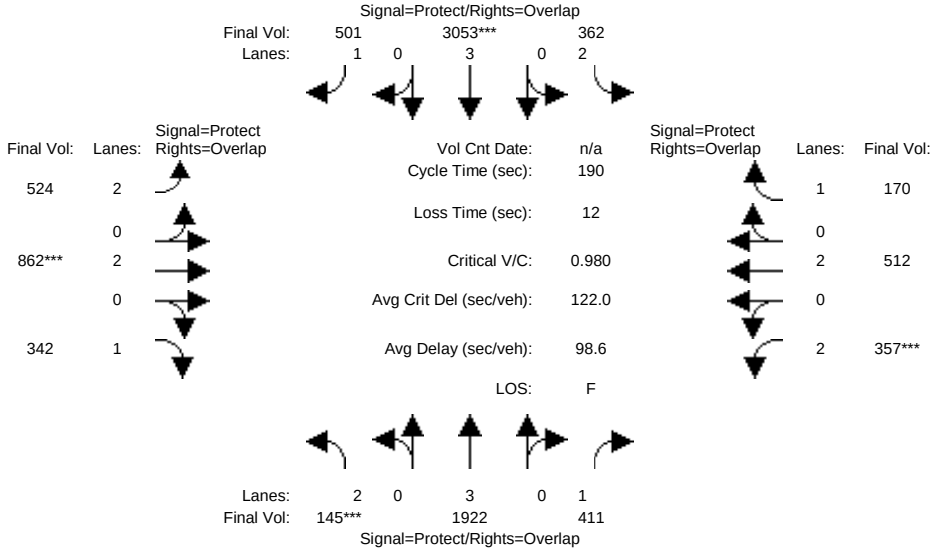
Cum+Proj PM

Intersection #5625: LAWRENCE EXPWY/HOMESTEAD RD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	17	95	95	27	105	105	27	38	38	30	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:00-6:00PM												
Base Vol:	139	2403	411	362	3824	501	524	862	331	357	512	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	2403	411	362	3824	501	524	862	331	357	512	170
Added Vol:	6	30	0	0	40	0	0	0	11	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	2433	411	362	3864	501	524	862	342	357	512	170
User Adj:	1.00	0.79	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	1922	411	362	3053	501	524	862	342	357	512	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	1922	411	362	3053	501	524	862	342	357	512	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	1922	411	362	3053	501	524	862	342	357	512	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.34	0.23	0.11	0.54	0.29	0.17	0.23	0.20	0.11	0.13	0.10
Crit Moves:	****				****			****		****		
Green Time:	16.0	89.4	117.6	25.4	98.8	127.6	28.8	35.7	51.7	28.2	35.2	60.5
Volume/Cap:	0.55	0.72	0.38	0.86	1.03	0.43	1.10	1.21	0.72	0.76	0.73	0.30
Delay/Veh:	96.6	69.0	40.2	110.6	108	36.3	155.9	188	71.7	89.9	81.4	52.2
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:	96.6	69.0	40.2	110.6	108	36.3	155.9	188	71.7	89.9	81.4	52.2
LOS by Move:	F	E	D	F	F	D	F	F	E	F	F	D
DesignQueue:	9	42	20	22	64	22	31	42	32	21	24	14

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

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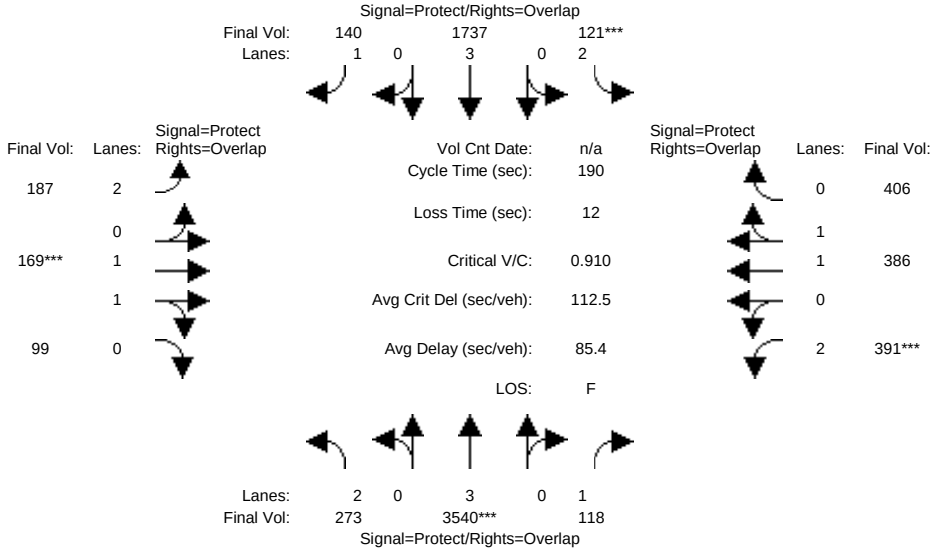
Cumulative AM

Intersection #5626: Lawrence Expwy/Pruneridge Ave



Street Name:	Lawrence Expway						Pruneridge Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	19	113	113	16	111	111	19	37	37	24	42	42
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:8:15-9:15AM												
Base Vol:	273	4069	118	121	1996	140	187	169	99	391	386	406
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	273	4069	118	121	1996	140	187	169	99	391	386	406
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	273	4069	118	121	1996	140	187	169	99	391	386	406
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	273	3540	118	121	1737	140	187	169	99	391	386	406
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	3540	118	121	1737	140	187	169	99	391	386	406
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	273	3540	118	121	1737	140	187	169	99	391	386	406
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.24	0.76	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	2332	1366	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.62	0.07	0.04	0.30	0.08	0.06	0.07	0.07	0.12	0.20	0.23
Crit Moves:		****		****				****		****		
Green Time:	17.8	107	129.2	15.0	104	121.7	17.8	34.6	52.4	22.5	39.3	54.3
Volume/Cap:	0.93	1.11	0.10	0.49	0.56	0.12	0.63	0.40	0.26	1.05	0.98	0.81
Delay/Veh:	124.8	112	17.8	91.1	20.8	6.7	93.1	73.6	57.5	149.8	107	72.7
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:	124.8	112	17.8	91.1	20.8	6.7	93.1	73.6	57.5	149.8	107	72.7
LOS by Move:	F	F	B	F	C	A	F	E	E	F	F	E
DesignQueue:	17	70	5	8	32	6	12	13	11	24	36	38

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

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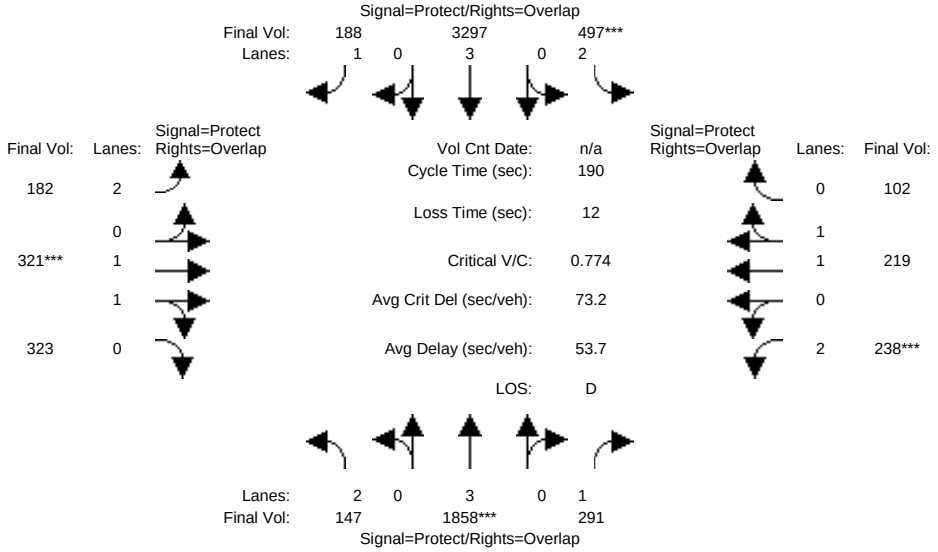
Cumulative PM

Intersection #5626: Lawrence Expwy/Pruneridge Ave



Street Name:	Lawrence Expway						Pruneridge Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	107	107	28	117	117	17	33	33	22	38	38
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:15-6:15 PM												
Base Vol:	147	2413	291	497	4021	188	182	321	323	238	219	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	147	2413	291	497	4021	188	182	321	323	238	219	102
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	147	2413	291	497	4021	188	182	321	323	238	219	102
User Adj:	1.00	0.77	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	1858	291	497	3297	188	182	321	323	238	219	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	1858	291	497	3297	188	182	321	323	238	219	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	1858	291	497	3297	188	182	321	323	238	219	102
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.00	1.00	2.00	1.35	0.65
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	1900	1750	3150	2523	1175
Capacity Analysis Module:												
Vol/Sat:	0.05	0.33	0.17	0.16	0.58	0.11	0.06	0.17	0.18	0.08	0.09	0.09
Crit Moves:		****		****				****		****		
Green Time:	16.9	101	121.3	26.3	110	126.0	16.0	31.0	48.0	20.7	35.7	62.1
Volume/Cap:	0.52	0.62	0.26	1.14	1.00	0.16	0.69	1.03	0.73	0.69	0.46	0.27
Delay/Veh:	89.7	24.2	7.6	173.6	41.8	5.1	97.2	130	72.4	92.8	73.4	50.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.7	24.2	7.6	173.6	41.8	5.1	97.2	130	72.4	92.8	73.4	50.3
LOS by Move:	F	C	A	F	D	A	F	F	E	F	E	D
DesignQueue:	9	36	13	30	61	8	11	32	31	15	15	13

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

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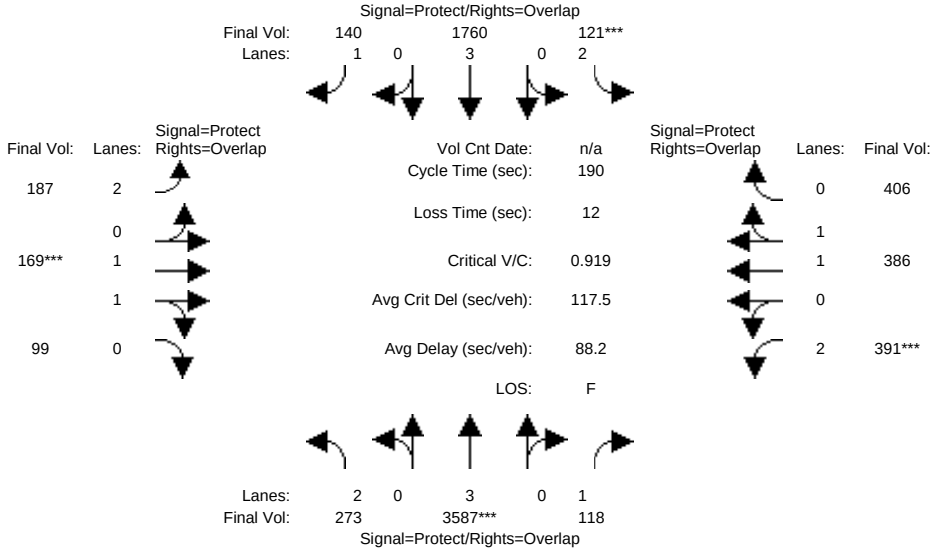
4300 Stevens Creek Mixed-Use Development
City of San Jose
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+Proj AM

Intersection #5626: Lawrence Expwy/Pruneridge Ave



Street Name:	Lawrence Expway						Pruneridge Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	19	113	113	16	111	111	19	37	37	24	42	42
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:8:15-9:15AM												
Base Vol:	273	4069	118	121	1996	140	187	169	99	391	386	406
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	273	4069	118	121	1996	140	187	169	99	391	386	406
Added Vol:	0	54	0	0	27	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	273	4123	118	121	2023	140	187	169	99	391	386	406
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	273	3587	118	121	1760	140	187	169	99	391	386	406
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	3587	118	121	1760	140	187	169	99	391	386	406
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	273	3587	118	121	1760	140	187	169	99	391	386	406
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.24	0.76	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	2332	1366	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.63	0.07	0.04	0.31	0.08	0.06	0.07	0.07	0.12	0.20	0.23
Crit Moves:		****		****				****		****		
Green Time:	17.8	107	129.2	15.0	104	121.7	17.8	34.6	52.4	22.5	39.3	54.3
Volume/Cap:	0.93	1.12	0.10	0.49	0.56	0.12	0.63	0.40	0.26	1.05	0.98	0.81
Delay/Veh:	124.8	118	17.8	91.1	21.0	6.7	93.1	73.6	57.5	149.8	107	72.7
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:	124.8	118	17.8	91.1	21.0	6.7	93.1	73.6	57.5	149.8	107	72.7
LOS by Move:	F	F	B	F	C	A	F	E	E	F	F	E
DesignQueue:	17	71	5	8	33	6	12	13	11	24	36	38

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

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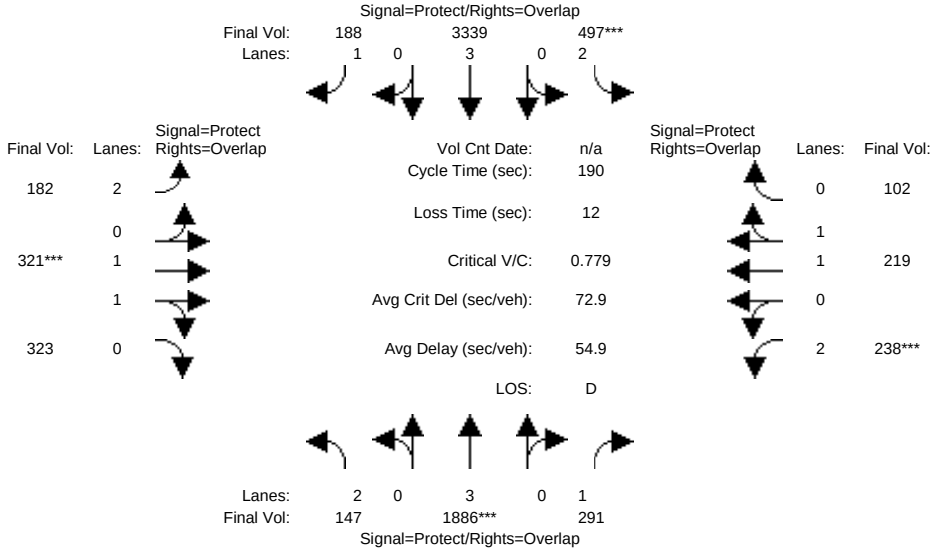
Intersection #5626: Lawrence Expwy/Pruneridge Ave



Street Name:	Lawrence Expway						Pruneridge Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	107	107	28	117	117	17	33	33	22	38	38
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:15-6:15 PM												
Base Vol:	147	2413	291	497	4021	188	182	321	323	238	219	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	147	2413	291	497	4021	188	182	321	323	238	219	102
Added Vol:	0	36	0	0	51	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	147	2449	291	497	4072	188	182	321	323	238	219	102
User Adj:	1.00	0.77	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	1886	291	497	3339	188	182	321	323	238	219	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	1886	291	497	3339	188	182	321	323	238	219	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	1886	291	497	3339	188	182	321	323	238	219	102
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.00	1.00	2.00	1.35	0.65
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	1900	1750	3150	2523	1175
Capacity Analysis Module:												
Vol/Sat:	0.05	0.33	0.17	0.16	0.59	0.11	0.06	0.17	0.18	0.08	0.09	0.09
Crit Moves:		****		****				****		****		
Green Time:	16.9	101	121.3	26.3	110	126.0	16.0	31.0	48.0	20.7	35.7	62.1
Volume/Cap:	0.52	0.62	0.26	1.14	1.01	0.16	0.69	1.03	0.73	0.69	0.46	0.27
Delay/Veh:	89.7	24.4	7.6	173.6	45.0	5.1	97.2	130	72.4	92.8	73.4	50.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.7	24.4	7.6	173.6	45.0	5.1	97.2	130	72.4	92.8	73.4	50.3
LOS by Move:	F	C	A	F	D	A	F	F	E	F	E	D
DesignQueue:	9	36	13	30	62	8	11	32	31	15	15	13

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

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Appendix C

City of San Jose Approved Trip Inventory

AM APPROVED TRIPS

10/26/2016

Intersection of: KIELY/STEVENS CREEK

Traffix Node Number: 3104

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	0	0	0	0	0	6	11	4	0	3	0
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	3	0	0	0	6	0	0	1	1
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	0	0	4	0	0	0	9	0	0	0	0
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	0	0	0	13	0	0	0	25	0	0	3	2
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	1	0	0	0	2	0	0	0	0
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	2	0
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**0**	**0**	**0**	**21**	**0**	**0**	**6**	**53**	**4**	**0**	**9**	**3**

	LEFT	THRU	RIGHT
NORTH	21	0	0
EAST	0	9	3
SOUTH	0	0	0
WEST	6	53	4

Intersection of: KIELY/STEVENS CREEK

Traffix Node Number: 3104

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	0	0	0	0	0	0	2	0	2	28	4
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	2	0	0	0	4	0	0	6	3
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	0	0	1	0	0	0	1	0	0	8	3
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	0	0	0	3	0	0	0	4	0	0	23	11
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	2	1
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	1	0	0	0	0
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	1	0	0	0	1	0	0	1	1
TOTAL:	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**13**	**0**	**2**	**68**	**23**

	LEFT	THRU	RIGHT
NORTH	7	0	0
EAST	2	68	23
SOUTH	0	0	0
WEST	0	13	0

AM APPROVED TRIPS

10/26/2016

Intersection of: SARATOGA/STEVENS CREEK

Traffix Node Number: 3116

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
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	0	0	0	0	0	0	0	10	0	0	16	0
NSJ NORTH SAN JOSE	4	18	1	0	4	1	3	8	2	0	5	0
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	10	0	0	0	0	10	0	2	2	0
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	0	12	0	0	0	0	12	0	1	0	0
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	0	0	37	0	0	0	0	37	0	4	4	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	3	0	0	0	0	3	0	0	0	0
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	2	0
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**4**	**18**	**63**	**0**	**4**	**1**	**3**	**80**	**2**	**7**	**29**	**0**

	LEFT	THRU	RIGHT
NORTH	0	4	1
EAST	7	29	0
SOUTH	4	18	63
WEST	3	80	2

Intersection of: SARATOGA/STEVENS CREEK

Traffix Node Number: 3116

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
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	0	0	0	0	0	0	0	45	0	0	42	0
NSJ NORTH SAN JOSE	1	5	2	4	20	4	0	2	0	3	11	0
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	5	0	0	0	0	5	0	9	9	0
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	0	3	0	0	0	0	3	0	12	12	0
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	0	0	6	0	0	0	0	6	0	33	33	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	2	2	0
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	1	0	0	0	0
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	2	0	0	0	0	2	0	2	2	0
TOTAL:	**1**	**5**	**18**	**4**	**20**	**4**	**0**	**64**	**0**	**61**	**111**	**0**

	LEFT	THRU	RIGHT
NORTH	4	20	4
EAST	61	111	0
SOUTH	1	5	18
WEST	0	64	0

AM APPROVED TRIPS

10/26/2016

Intersection of: SAN TOMAS/STEVENS CREEK

Traffix Node Number: 5405

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
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	1	0	0	0	0	0	0	16	0	1	10	0
NSJ NORTH SAN JOSE	4	32	4	1	6	0	0	0	0	1	6	1
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	15	0	0	0	19	0	0	3	2
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	0	0	18	0	0	0	26	0	0	3	2
PDC14-040 WINCHESTER RESERVE 863-917 WINCHESTER BLVD	10	10	0	0	3	0	0	0	3	0	0	0
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	0	0	0	56	0	0	0	75	0	0	9	6
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	4	0	0	0	5	0	0	1	1
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	1	0	0	0	0	0	0	2	4
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	1	0	0	0	1	0	0	1	0
TOTAL:	**15**	**42**	**4**	**96**	**9**	**0**	**0**	**142**	**3**	**2**	**35**	**16**

	LEFT	THRU	RIGHT
NORTH	96	9	0
EAST	2	35	16
SOUTH	15	42	4
WEST	0	142	3

Intersection of: SAN TOMAS/STEVENS CREEK

Traffix Node Number: 5405

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
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	3	0	0	0	0	0	0	42	0	3	45	0
NSJ NORTH SAN JOSE	4	16	3	2	26	1	0	3	1	6	20	3
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	8	0	0	0	11	0	0	18	14
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	0	0	5	0	0	0	6	0	0	24	18
PDC14-040 WINCHESTER RESERVE 863-917 WINCHESTER BLVD	6	6	0	0	11	0	0	0	11	0	0	0
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	0	0	0	9	0	0	0	13	0	0	66	50
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	1	0	0	0	1	0	0	5	4
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	2	0	0	0	1	0	0	0	1
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	3	0	0	0	3	0	0	3	3
TOTAL:	**13**	**22**	**3**	**30**	**37**	**1**	**0**	**80**	**12**	**9**	**181**	**93**

	LEFT	THRU	RIGHT
NORTH	30	37	1
EAST	9	181	93
SOUTH	13	22	3
WEST	0	80	12

Intersection of: STEVENS CREEK/WINCHESTER

Traffix Node Number: 3118

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
C15-043 STEVENS CREEK BOUTIQUE HOTEL 2850 STEVENS CREEK BOULEVARD	0	0	9	2	0	0	0	7	0	0	4	0
CP91-02-006 OFC/PKNG MONROE (W/S) N/O TISCH	0	0	0	0	0	0	0	0	0	0	0	0
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	0	11	25	29	7	2	4	13	0	16	9	26
NSJ NORTH SAN JOSE	3	20	2	0	0	0	0	2	0	2	9	2
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	6	8	9	0	45	0	0	0	34	50	0	0
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	4	8	1	0	60	0	0	0	45	11	0	0
PDC14-040 WINCHESTER RESERVE 863-917 WINCHESTER BLVD	0	10	26	0	3	0	0	0	0	6	0	0
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	8	21	48	0	173	0	0	0	65	391	0	0
PDC90-01-005 O'CONNOR HOSP - REZONE FOREST/880/EMORY/MCDANIEL	0	0	0	0	0	0	0	0	0	0	0	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	1	2	0	0	13	0	0	0	10	2	0	0
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	5	0	0	0	0	0	0	1	0	0	1	0

Intersection of: STEVENS CREEK/WINCHESTER

Traffix Node Number: 3118

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
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	1	1	0	0	2	0	0	0	2	0	0	0
TOTAL:	**28**	**81**	**120**	**31**	**303**	**2**	**4**	**23**	**156**	**478**	**23**	**28**

	LEFT	THRU	RIGHT
NORTH	31	303	2
EAST	478	23	28
SOUTH	28	81	120
WEST	4	23	156

Intersection of: STEVENS CREEK/WINCHESTER

Traffix Node Number: 3118

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
C15-043 STEVENS CREEK BOUTIQUE HOTEL 2850 STEVENS CREEK BOULEVARD	0	0	8	0	0	0	0	5	0	0	4	-1
CP91-02-006 OFC/PKNG MONROE (W/S) N/O TISCH	0	0	0	0	0	0	0	0	0	0	0	0
H06-027 VALLEY FAIR EXPANSION N/S OF STEVENS CREEK BLVD BETW WINCHESTER BLVD	0	38	86	120	41	14	13	46	0	93	50	122
NSJ NORTH SAN JOSE	1	1	1	3	10	1	0	3	1	14	22	5
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	32	43	48	0	25	0	0	0	19	29	0	0
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	42	57	10	0	18	0	0	0	12	3	0	0
PDC14-040 WINCHESTER RESERVE 863-917 WINCHESTER BLVD	0	6	15	0	11	0	0	0	0	29	0	0
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	58	154	348	0	29	0	0	0	11	66	0	0
PDC90-01-005 O'CONNOR HOSP - REZONE FOREST/880/EMORY/MCDANIEL	0	0	0	0	0	0	0	0	0	0	0	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	8	11	2	0	2	0	0	0	2	0	0	0
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	1	0	0	0	0	0	0	2	1	0	0	0

Intersection of: STEVENS CREEK/WINCHESTER

Traffix Node Number: 3118

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
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	6	8	1	0	8	0	0	0	6	1	0	0
TOTAL:	**148**	**318**	**519**	**123**	**144**	**15**	**13**	**56**	**52**	**235**	**76**	**126**

	LEFT	THRU	RIGHT
NORTH	123	144	15
EAST	235	76	126
SOUTH	148	318	519
WEST	13	56	52

AM APPROVED TRIPS

10/26/2016

Intersection of: MOORPARK/SARATOGA

Traffix Node Number: 3113

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	42	0	2	7	2	15	8	1	0	0	0
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	6	0	0	1	1	3	3	0	0	1	0
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	9	0	0	1	0	4	4	0	0	0	0
PDC14-040 WINCHESTER RESERVE 863-917 WINCHESTER BLVD	0	0	0	3	0	0	0	0	0	0	0	12
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	0	25	0	0	3	2	13	13	0	0	2	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	2	0	0	0	0	1	1	0	0	0	0
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**0**	**84**	**0**	**5**	**12**	**5**	**36**	**29**	**1**	**0**	**3**	**12**

	LEFT	THRU	RIGHT
NORTH	5	12	5
EAST	0	3	12
SOUTH	0	84	0
WEST	36	29	1

Intersection of: MOORPARK/SARATOGA

Traffix Node Number: 3113

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	7	0	4	30	4	3	3	0	4	7	8
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	4	0	0	6	3	2	2	0	0	3	0
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	2	0	0	8	3	1	1	0	0	3	0
PDC14-040 WINCHESTER RESERVE 863-917 WINCHESTER BLVD	0	0	1	13	0	0	0	0	0	1	0	6
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	0	4	0	0	23	11	3	3	0	0	11	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	2	1	0	0	0	0	1	0
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	1	0	0	1	1	1	1	0	0	1	0
TOTAL:	**0**	**18**	**1**	**17**	**70**	**23**	**10**	**10**	**0**	**5**	**26**	**14**

	LEFT	THRU	RIGHT
NORTH	17	70	23
EAST	5	26	14
SOUTH	0	18	1
WEST	10	10	0

AM APPROVED TRIPS

10/26/2016

Intersection of: 280/SARATOGA (N)

Traffix Node Number: 3038

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	4	21	3	0	4	1	0	0	0	0	0	0
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	10	0	0	2	0	0	0	0	0	0	0
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	12	0	0	1	0	0	0	0	0	0	0
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	0	37	0	0	4	0	0	0	0	0	0	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	3	0	0	0	0	0	0	0	0	0	0
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**4**	**83**	**3**	**0**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	11	1
EAST	0	0	0
SOUTH	4	83	3
WEST	0	0	0

Intersection of: 280/SARATOGA (N)

Traffix Node Number: 3038

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	7	0	0	18	3	0	0	0	0	0	0
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	5	0	0	9	0	0	0	0	0	0	0
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	3	0	0	12	0	0	0	0	0	0	0
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	0	6	0	0	33	0	0	0	0	0	0	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	2	0	0	0	0	0	0	0
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	2	0	0	2	0	0	0	0	0	0	0
TOTAL:	**1**	**23**	**0**	**0**	**76**	**3**	**0**	**0**	**0**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	76	3
EAST	0	0	0
SOUTH	1	23	0
WEST	0	0	0

AM APPROVED TRIPS

10/26/2016

Intersection of: 280/SARATOGA (S)

Traffix Node Number: 3039

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	33	22	4	7	0	0	0	0	0	0	0
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	10	0	0	2	0	0	0	0	0	0	0
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	12	0	0	1	0	0	0	0	0	0	0
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	0	37	0	0	4	0	0	0	0	0	0	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	3	0	0	0	0	0	0	0	0	0	0
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**0**	**95**	**22**	**4**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	4	14	0
EAST	0	0	0
SOUTH	0	95	22
WEST	0	0	0

Intersection of: 280/SARATOGA (S)

Traffix Node Number: 3039

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	10	6	8	31	0	0	0	0	0	0	0
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	5	0	0	9	0	0	0	0	0	0	0
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	3	0	0	12	0	0	0	0	0	0	0
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	0	6	0	0	33	0	0	0	0	0	0	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	2	0	0	0	0	0	0	0
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	2	0	0	2	0	0	0	0	0	0	0
TOTAL:	**0**	**26**	**6**	**8**	**89**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	8	89	0
EAST	0	0	0
SOUTH	0	26	6
WEST	0	0	0

AM APPROVED TRIPS

10/26/2016

Intersection of: KIELY/SARATOGA

Traffix Node Number: 3103

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	11	18	1	0	5	0	0	0	0	0	0	0
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	10	0	0	2	0	0	0	0	0	0	0
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	12	0	0	1	0	0	0	0	0	0	0
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	0	37	0	0	4	0	0	0	0	0	0	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	3	0	0	0	0	0	0	0	0	0	0
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**11**	**80**	**1**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	12	0
EAST	0	0	0
SOUTH	11	80	1
WEST	0	0	0

Intersection of: KIELY/SARATOGA

Traffix Node Number: 3103

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	3	5	1	1	14	1	0	0	3	0	0	0
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	5	0	0	9	0	0	0	0	0	0	0
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	3	0	0	12	0	0	0	0	0	0	0
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	0	6	0	0	33	0	0	0	0	0	0	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	2	0	0	0	0	0	0	0
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	2	0	0	2	0	0	0	0	0	0	0
TOTAL:	**3**	**21**	**1**	**1**	**72**	**1**	**0**	**0**	**3**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	1	72	1
EAST	0	0	0
SOUTH	3	21	1
WEST	0	0	3

AM APPROVED TRIPS

10/26/2016

Intersection of: MOORPARK/SAN TOMAS

Traffix Node Number: 5406

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	34	1	1	6	1	5	4	2	0	0	0
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	10	0	0	0	0	3	0	2	1	0
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	0	12	0	0	0	0	4	0	1	0	0
PDC14-040 WINCHESTER RESERVE 863-917 WINCHESTER BLVD	12	19	0	0	5	0	0	0	3	0	0	0
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	0	0	37	0	0	0	0	13	0	4	2	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	3	0	0	0	0	1	0	0	0	0
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**14**	**53**	**63**	**1**	**11**	**1**	**5**	**25**	**5**	**7**	**3**	**0**

	LEFT	THRU	RIGHT
NORTH	1	11	1
EAST	7	3	0
SOUTH	14	53	63
WEST	5	25	5

Intersection of: MOORPARK/SAN TOMAS

Traffix Node Number: 5406

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	21	2	4	35	2	0	0	0	2	6	3
PDC12-009 SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	5	0	0	0	0	2	0	9	3	0
PDC13-050 SANTANA ROW LOTS 9 & 17 SANTANA ROW PARCEL 9 & 17	0	0	3	0	0	0	0	1	0	12	3	0
PDC14-040 WINCHESTER RESERVE 863-917 WINCHESTER BLVD	7	12	0	0	22	0	0	0	13	0	0	0
PDC14-068 SANTANA WEST 3161 OLSEN DRIVE	0	0	6	0	0	0	0	3	0	33	11	0
PDC97-036 OFF SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	2	1	0
PDC97-036 RES SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC97-036 RET SANTANA ROW STEVENS CREEK & WINCHESTER (SE/C)	0	0	2	0	0	0	0	1	0	2	1	0
TOTAL:	**8**	**33**	**18**	**4**	**57**	**2**	**0**	**7**	**13**	**60**	**25**	**3**

	LEFT	THRU	RIGHT
NORTH	4	57	2
EAST	60	25	3
SOUTH	8	33	18
WEST	0	7	13

Appendix D

Volume Spreadsheets

Intersection Number: 1
Traffix Node Number: 1210
Intersection Name: I-280 SB Ramp and Stevens Creek Boulevard*
Peak Hour: AM
Date of Analysis: 03/13/18
Count Date: 05/07/15

Scenario	Southbound Approach RT	Southbound Approach TH	Southbound Approach LT	Westbound Approach RT	Westbound Approach TH	Westbound Approach LT	Northbound Approach RT	Northbound Approach TH	Northbound Approach LT	Eastbound Approach RT	Eastbound Approach TH	Eastbound Approach LT	Total
Existing Conditions	185	134	512	0	1576	178	147	0	43	167	635	0	3577
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
-	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	44	-3	245	0	178	0	0	0	0	12	66	0	542
NSJ Phase I Trips at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	0
Barec Apartments at Winchester/Forest (Santa Clara)	0	0	0	0	2	2	0	0	0	0	1	0	5
3000 Bowers Avenue (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe Street (Santa Clara)	0	0	2	0	3	7	0	0	0	0	1	0	13
3333 Scott Boulevard (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Phases 1, 2, and 3 (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Apple Campus 2 (Cupertino) at Santa Clara Intersections	0	3	0	0	720	0	0	0	0	43	2	0	768
Cupertino Main Street at Santa Clara Intersections	0	0	0	0	176	0	0	0	0	60	18	0	254
Total Approved Trips	*44*	*0*	*247*	*0*	*1079*	*9*	*0*	*0*	*0*	*115*	*88*	*0*	*1582*
Background Conditions	229	134	759	0	2655	187	147	0	43	282	723	0	5159
Proposed Project Trips	*0*	*0*	*61*	*0*	*13*	*4*	*0*	*0*	*0*	*0*	*26*	*0*	*104*
Existing + Project Conditions	185	134	573	0	1589	182	147	0	43	167	661	0	3681
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Background + Project Conditions	229	134	820	0	2668	191	147	0	43	282	749	0	5263
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Pending Project Trips													
NSJ Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Volar Mixed-Use Tower on Winchester (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City Site Mixed-use Development	0	0	8	0	11	0	0	0	0	0	17	0	36
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
MCA School - 3003 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lawrence Square - 3501 El Camino Real (Santa Clara)	0	0	0	0	14	0	0	0	0	0	3	0	17
2500 & 2490 El Camino Real (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Swim Center	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Remaining Phases (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	*0*	*0*	*8*	*0*	*25*	*0*	*0*	*0*	*0*	*0*	*20*	*0*	*53*
Cumlative No Project Conditions	229	134	767	0	2680	187	147	0	43	282	743	0	5212
Cumulative + Project Conditions	229	134	828	0	2693	191	147	0	43	282	769	0	5316
check	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Number: 2
Traffix Node Number: 1212
Intersection Name: Lawrence Expressway SB and Stevens Creek Boulevard*
Peak Hour: AM
Date of Analysis: 03/13/18
Count Date: 05/07/15

Scenario	Southbound Approach RT	Southbound Approach TH	Southbound Approach LT	Westbound Approach RT	Westbound Approach TH	Westbound Approach LT	Northbound Approach RT	Northbound Approach TH	Northbound Approach LT	Eastbound Approach RT	Eastbound Approach TH	Eastbound Approach LT	Total
Existing Conditions	497	0	101	0	2161	0	0	0	0	0	1047	0	3806
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
-	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	102	0	9	0	256	0	0	0	0	0	122	0	489
NSJ Phase I Trips at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	0
Barec Apartments at Winchester/Forest (Santa Clara)	0	0	0	0	4	0	0	0	0	0	1	0	5
3000 Bowers Avenue (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe Street (Santa Clara)	19	0	0	0	0	0	0	0	0	0	3	0	22
3333 Scott Boulevard (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Phases 1, 2, and 3 (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Apple Campus 2 (Cupertino) at Santa Clara Intersections	0	0	0	0	753	0	0	0	0	0	3	0	756
Cupertino Main Street at Santa Clara Intersections	27	0	0	0	149	0	0	0	0	0	18	0	194
Total Approved Trips	*148*	*0*	*9*	*0*	*1162*	*0*	*0*	*0*	*0*	*0*	*147*	*0*	*1466*
Background Conditions	645	0	110	0	3323	0	0	0	0	0	1194	0	5272
Proposed Project Trips	*0*	*0*	*27*	*0*	*64*	*0*	*0*	*0*	*0*	*0*	*87*	*0*	*178*
Existing + Project Conditions	497	0	128	0	2225	0	0	0	0	0	1134	0	3984
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Background + Project Conditions	645	0	137	0	3387	0	0	0	0	0	1281	0	5450
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Pending Project Trips													
NSJ Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Volar Mixed-Use Tower on Winchester (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City Site Mixed-use Development	0	0	9	0	13	0	0	0	0	0	25	0	47
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
MCA School - 3003 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lawrence Square - 3501 El Camino Real (Santa Clara)	14	0	14	0	0	0	0	0	0	0	0	0	28
2500 & 2490 El Camino Real (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Swim Center	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Remaining Phases (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	*14*	*0*	*23*	*0*	*13*	*0*	*0*	*0*	*0*	*0*	*25*	*0*	*75*
Cumlative No Project Conditions	659	0	133	0	3336	0	0	0	0	0	1219	0	5347
Cumulative + Project Conditions	659	0	160	0	3400	0	0	0	0	0	1306	0	5525
check	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Number: 3
Traffix Node Number: 1211
Intersection Name: Lawrence Expressway NB and Stevens Creek Boulevard*
Peak Hour: AM
Count Date: 05/07/15
Date of Analysis: 03/13/18

Scenario	Southbound Approach RT	Southbound Approach TH	Southbound Approach LT	Westbound Approach RT	Westbound Approach TH	Westbound Approach LT	Northbound Approach RT	Northbound Approach TH	Northbound Approach LT	Eastbound Approach RT	Eastbound Approach TH	Eastbound Approach LT	Total
Existing Conditions	0	0	0	332	1243	0	222	493	918	0	644	400	4252
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
-	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	34	92	0	0	86	164	0	20	111	507
NSJ Phase I Trips at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	0
Barec Apartments at Winchester/Forest (Santa Clara)	0	0	0	0	4	0	1	0	0	0	1	0	6
3000 Bowers Avenue (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe Street (Santa Clara)	0	0	0	0	0	0	0	2	0	0	0	3	5
3333 Scott Boulevard (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Phases 1, 2, and 3 (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Apple Campus 2 (Cupertino) at Santa Clara Intersections	0	0	0	0	24	0	0	0	0	0	3	0	27
Cupertino Main Street at Santa Clara Intersections	0	0	0	0	32	0	0	0	117	0	14	4	167
Total Approved Trips	*0*	*0*	*0*	*34*	*152*	*0*	*1*	*88*	*281*	*0*	*38*	*118*	*712*
Background Conditions	0	0	0	366	1395	0	223	581	1199	0	682	518	4964
Proposed Project Trips	*0*	*0*	*0*	*54*	*64*	*0*	*23*	*0*	*0*	*0*	*114*	*0*	*255*
Existing + Project Conditions	0	0	0	386	1307	0	245	493	918	0	758	400	4507
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Background + Project Conditions	0	0	0	420	1459	0	246	581	1199	0	796	518	5219
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Pending Project Trips													
NSJ Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Volar Mixed-Use Tower on Winchester (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City Site Mixed-use Development	0	0	0	4	13	0	0	0	0	0	35	0	52
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
MCA School - 3003 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lawrence Square - 3501 El Camino Real (Santa Clara)	0	0	0	3	0	0	0	0	0	0	0	3	6
2500 & 2490 El Camino Real (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Swim Center	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Remaining Phases (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	*0*	*0*	*0*	*7*	*13*	*0*	*0*	*0*	*0*	*0*	*35*	*3*	*58*
Cumlative No Project Conditions	0	0	0	373	1408	0	223	581	1199	0	717	521	5022
Cumulative + Project Conditions	0	0	0	427	1472	0	246	581	1199	0	831	521	5277
check	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Number: 4
Traffix Node Number: 147
Intersection Name: Albany Drive and Stevens Creek Boulevard
Peak Hour: AM
Count Date: 12/13/16
Date of Analysis: 03/13/18

Scenario	Southbound Approach RT	Southbound Approach TH	Southbound Approach LT	Westbound Approach RT	Westbound Approach TH	Westbound Approach LT	Northbound Approach RT	Northbound Approach TH	Northbound Approach LT	Eastbound Approach RT	Eastbound Approach TH	Eastbound Approach LT	Total
Existing Conditions	32	36	14	62	966	10	38	82	108	131	467	36	1982
Approved Project Trips													
San Jose ATI	0	0	0	0	9	0	0	0	0	0	63	0	72
-	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I Trips at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	0
Barec Apartments at Winchester/Forest (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers Avenue (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe Street (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Boulevard (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Phases 1, 2, and 3 (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Apple Campus 2 (Cupertino) at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	0
Cupertino Main Street at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	*0*	*0*	*0*	*0*	*9*	*0*	*0*	*0*	*0*	*0*	*63*	*0*	*72*
Background Conditions	32	36	14	62	975	10	38	82	108	131	530	36	2054
Proposed Project Trips	*0*	*0*	*0*	*0*	*92*	*0*	*0*	*0*	*25*	*0*	*137*	*0*	*254*
Existing + Project Conditions	32	36	14	62	1058	10	38	82	133	131	604	36	2236
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Background + Project Conditions	32	36	14	62	1067	10	38	82	133	131	667	36	2308
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Pending Project Trips													
NSJ Phase II	0	0	0	0	3	0	0	0	0	0	21	0	24
Volar Mixed-Use Tower on Winchester (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City Site Mixed-use Development	0	0	0	0	17	0	0	0	0	0	35	0	52
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
MCA School - 3003 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lawrence Square - 3501 El Camino Real (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
2500 & 2490 El Camino Real (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Swim Center	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Remaining Phases (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	*0*	*0*	*0*	*0*	*20*	*0*	*0*	*0*	*0*	*0*	*56*	*0*	*76*
Cumlative No Project Conditions	32	36	14	62	995	10	38	82	108	131	586	36	2130
Cumulative + Project Conditions	32	36	14	62	1087	10	38	82	133	131	723	36	2384
check	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Number: 5
Traffix Node Number: 139
Intersection Name: Woodhams Rd and Stevens Creek Boulevard
Peak Hour: AM
Count Date: 10/25/16

Date of Analysis: 03/13/18

Scenario	Southbound Approach RT	Southbound Approach TH	Southbound Approach LT	Westbound Approach RT	Westbound Approach TH	Westbound Approach LT	Northbound Approach RT	Northbound Approach TH	Northbound Approach LT	Eastbound Approach RT	Eastbound Approach TH	Eastbound Approach LT	Total
Existing Conditions	49	2	56	62	1028	9	10	0	7	10	513	58	*1804*
Approved Project Trips													
San Jose ATI	0	0	0	0	9	0	0	0	0	0	63	0	*72*
-	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	*0*
NSJ Phase I Trips at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Barec Apartments at Winchester/Forest (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
3000 Bowers Avenue (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
3515 Monroe Street (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
3333 Scott Boulevard (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
City Place Phases 1, 2, and 3 (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Apple Campus 2 (Cupertino) at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Cupertino Main Street at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Total Approved Trips	*0*	*0*	*0*	*0*	*9*	*0*	*0*	*0*	*0*	*0*	*63*	*0*	*72*
Background Conditions	49	2	56	62	1037	9	10	0	7	10	576	58	*1876*
Proposed Project Trips	*0*	*0*	*0*	*0*	*92*	*0*	*0*	*0*	*0*	*0*	*137*	*0*	*229*
Existing + Project Conditions	49	2	56	62	1120	9	10	0	7	10	650	58	*2033*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Background + Project Conditions	49	2	56	62	1129	9	10	0	7	10	713	58	*2105*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Pending Project Trips													
NSJ Phase II	0	0	0	0	3	0	0	0	0	0	21	0	*24*
Volar Mixed-Use Tower on Winchester (San Jose)	0	0	0	0	6	0	0	0	0	0	2	0	*8*
Garden City Site Mixed-use Development	0	0	0	0	17	0	0	0	0	0	35	0	*52*
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	*0*
MCA School - 3003 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Lawrence Square - 3501 El Camino Real (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
2500 & 2490 El Camino Real (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Santa Clara Swim Center	0	0	0	0	0	0	0	0	0	0	0	0	*0*
City Place Remaining Phases (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Total Pending Trips	*0*	*0*	*0*	*0*	*26*	*0*	*0*	*0*	*0*	*0*	*58*	*0*	*84*
Cumlative No Project Conditions	49	2	56	62	1063	9	10	0	7	10	634	58	*1960*
Cumulative + Project Conditions	49	2	56	62	1155	9	10	0	7	10	771	58	*2189*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*

Intersection Number: 6
Traffix Node Number: 3104
Intersection Name: Kiely Boulevard and Stevens Creek Boulevard*
Peak Hour: AM
Count Date: 05/27/15

Date of Analysis: 03/13/18

Scenario	Southbound Approach RT	Southbound Approach TH	Southbound Approach LT	Westbound Approach RT	Westbound Approach TH	Westbound Approach LT	Northbound Approach RT	Northbound Approach TH	Northbound Approach LT	Eastbound Approach RT	Eastbound Approach TH	Eastbound Approach LT	Total
Existing Conditions	108	249	53	228	1122	44	37	304	132	125	352	151	*2905*
Approved Project Trips													
San Jose ATI	0	0	21	3	9	0	0	0	0	4	53	6	*96*
-	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	*0*
NSJ Phase I Trips at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Barec Apartments at Winchester/Forest (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
3000 Bowers Avenue (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
3515 Monroe Street (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
3333 Scott Boulevard (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
City Place Phases 1, 2, and 3 (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Apple Campus 2 (Cupertino) at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Cupertino Main Street at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Total Approved Trips	*0*	*0*	*21*	*3*	*9*	*0*	*0*	*0*	*0*	*4*	*53*	*6*	*96*
Background Conditions	108	249	74	231	1131	44	37	304	132	129	405	157	*3001*
Proposed Project Trips	*6*	*0*	*0*	*0*	*98*	*0*	*0*	*0*	*7*	*26*	*61*	*5*	*203*
Existing + Project Conditions	114	249	53	228	1220	44	37	304	139	151	413	156	*3108*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Background + Project Conditions	114	249	74	231	1229	44	37	304	139	155	466	162	*3204*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Pending Project Trips													
NSJ Phase II	0	0	0	0	3	0	0	0	0	4	11	6	*24*
Volar Mixed-Use Tower on Winchester (San Jose)	0	0	0	0	6	0	0	0	0	0	2	0	*8*
Garden City Site Mixed-use Development	0	1	3	2	17	0	0	0	0	0	35	0	*58*
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	*0*
MCA School - 3003 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Lawrence Square - 3501 El Camino Real (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
2500 & 2490 El Camino Real (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Santa Clara Swim Center	0	0	0	0	0	0	0	0	0	0	0	0	*0*
City Place Remaining Phases (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Total Pending Trips	*0*	*1*	*3*	*2*	*26*	*0*	*0*	*0*	*0*	*4*	*48*	*6*	*90*
Cumlative No Project Conditions	108	250	77	233	1157	44	37	304	132	133	453	163	*3091*
Cumulative + Project Conditions	114	250	77	233	1255	44	37	304	139	159	514	168	*3294*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*

Intersection Number: 7
Traffix Node Number: 3116
Intersection Name: Saratoga Avenue and Stevens Creek Boulevard*
Peak Hour: AM
Count Date: 10/25/16

Date of Analysis: 03/13/18

Scenario	Southbound Approach RT	Southbound Approach TH	Southbound Approach LT	Westbound Approach RT	Westbound Approach TH	Westbound Approach LT	Northbound Approach RT	Northbound Approach TH	Northbound Approach LT	Eastbound Approach RT	Eastbound Approach TH	Eastbound Approach LT	Total
Existing Conditions	189	423	47	37	1031	155	118	748	124	93	212	103	3280
Approved Project Trips													
San Jose ATI	1	4	0	0	29	7	63	18	4	2	80	3	211
-	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I Trips at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	0
Barec Apartments at Winchester/Forest (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers Avenue (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe Street (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Boulevard (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Phases 1, 2, and 3 (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Apple Campus 2 (Cupertino) at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	0
Cupertino Main Street at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	*1*	*4*	*0*	*0*	*29*	*7*	*63*	*18*	*4*	*2*	*80*	*3*	*211*
Background Conditions	190	427	47	37	1060	162	181	766	128	95	292	106	3491
Proposed Project Trips	*32*	*0*	*0*	*0*	*66*	*0*	*0*	*0*	*0*	*0*	*31*	*31*	*160*
Existing + Project Conditions	221	423	47	37	1097	155	118	748	124	93	243	134	3440
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Background + Project Conditions	222	427	47	37	1126	162	181	766	128	95	323	137	3651
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Pending Project Trips													
NSJ Phase II	1	4	0	0	5	0	1	18	4	2	8	3	46
Volar Mixed-Use Tower on Winchester (San Jose)	0	0	0	0	6	0	1	0	0	0	2	0	9
Garden City Site Mixed-use Development	0	13	0	0	0	7	10	8	19	10	28	0	95
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
MCA School - 3003 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lawrence Square - 3501 El Camino Real (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
2500 & 2490 El Camino Real (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Swim Center	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Remaining Phases (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	*1*	*17*	*0*	*0*	*11*	*7*	*12*	*26*	*23*	*12*	*38*	*3*	*150*
Cumlative No Project Conditions	191	444	47	37	1071	169	193	792	151	107	330	109	3641
Cumulative + Project Conditions	223	444	47	37	1137	169	193	792	151	107	361	140	3801
check	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Number: 8
Traffix Node Number: 5405
Intersection Name: San Tomas Expressway and Stevens Creek Boulevard*
Peak Hour: AM
Count Date: 05/27/15

Date of Analysis: 03/13/18

Scenario	Southbound Approach RT	Southbound Approach TH	Southbound Approach LT	Westbound Approach RT	Westbound Approach TH	Westbound Approach LT	Northbound Approach RT	Northbound Approach TH	Northbound Approach LT	Eastbound Approach RT	Eastbound Approach TH	Eastbound Approach LT	Total
Existing Conditions	37	739	113	156	1166	187	223	2712	374	189	265	51	6212
Approved Project Trips													
San Jose ATI	0	9	96	16	35	2	4	42	15	3	142	0	364
-	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I Trips at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	0
Barec Apartments at Winchester/Forest (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers Avenue (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe Street (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Boulevard (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Phases 1, 2, and 3 (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Apple Campus 2 (Cupertino) at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	0
Cupertino Main Street at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	*0*	*9*	*96*	*16*	*35*	*2*	*4*	*42*	*15*	*3*	*142*	*0*	*364*
Background Conditions	37	748	209	172	1201	189	227	2754	389	192	407	51	6576
Proposed Project Trips	*0*	*0*	*0*	*0*	*42*	*0*	*0*	*0*	*24*	*7*	*24*	*0*	*97*
Existing + Project Conditions	37	739	113	156	1208	187	223	2712	398	196	289	51	6309
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Background + Project Conditions	37	748	209	172	1243	189	227	2754	413	199	431	51	6673
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Pending Project Trips													
NSJ Phase II	0	6	1	1	6	1	4	32	4	0	0	0	55
Volar Mixed-Use Tower on Winchester (San Jose)	0	0	3	8	6	0	0	0	0	0	3	0	20
Garden City Site Mixed-use Development	5	0	0	0	35	0	0	0	19	9	17	1	86
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
MCA School - 3003 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lawrence Square - 3501 El Camino Real (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
2500 & 2490 El Camino Real (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Swim Center	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Remaining Phases (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	*5*	*6*	*4*	*9*	*47*	*1*	*4*	*32*	*23*	*9*	*20*	*1*	*161*
Cumlative No Project Conditions	42	754	213	181	1248	190	231	2786	412	201	427	52	6737
Cumulative + Project Conditions	42	754	213	181	1290	190	231	2786	436	208	451	52	6834
check	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Number: 9
Traffix Node Number: 3118
Intersection Name: Winchester Boulevard and Stevens Creek Boulevard*
Peak Hour: AM
Count Date: 10/21/15

Date of Analysis: 03/13/18

Scenario	Southbound Approach RT	Southbound Approach TH	Southbound Approach LT	Westbound Approach RT	Westbound Approach TH	Westbound Approach LT	Northbound Approach RT	Northbound Approach TH	Northbound Approach LT	Eastbound Approach RT	Eastbound Approach TH	Eastbound Approach LT	Total
Existing Conditions	80	306	81	200	1206	265	113	739	166	153	371	112	3792
Approved Project Trips													
San Jose ATI	2	303	31	28	23	478	120	81	28	156	23	4	1277
-	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I Trips at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	0
Barec Apartments at Winchester/Forest (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers Avenue (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe Street (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Boulevard (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Phases 1, 2, and 3 (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Apple Campus 2 (Cupertino) at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	0
Cupertino Main Street at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	*2*	*303*	*31*	*28*	*23*	*478*	*120*	*81*	*28*	*156*	*23*	*4*	*1277*
Background Conditions	82	609	112	228	1229	743	233	820	194	309	394	116	5069
Proposed Project Trips	*6*	*0*	*0*	*0*	*34*	*0*	*0*	*0*	*2*	*0*	*23*	*1*	*66*
Existing + Project Conditions	86	306	81	200	1240	265	113	739	168	153	394	113	3858
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Background + Project Conditions	88	609	112	228	1263	743	233	820	196	309	417	117	5135
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Pending Project Trips													
NSJ Phase II	0	0	0	2	9	2	2	20	3	0	2	0	40
Volar Mixed-Use Tower on Winchester (San Jose)	0	6	0	0	0	34	74	5	46	7	0	0	172
Garden City Site Mixed-use Development	4	0	0	0	31	0	0	0	0	0	16	2	53
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
MCA School - 3003 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lawrence Square - 3501 El Camino Real (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
2500 & 2490 El Camino Real (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Swim Center	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Remaining Phases (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	*4*	*6*	*0*	*2*	*40*	*36*	*76*	*25*	*49*	*7*	*18*	*2*	*265*
Cumlative No Project Conditions	86	615	112	230	1269	779	309	845	243	316	412	118	5334
Cumulative + Project Conditions	92	615	112	230	1303	779	309	845	245	316	435	119	5400
check	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Number: 10
Traffix Node Number: 3113
Intersection Name: Saratoga Avenue and Moorpark Avenue*
Peak Hour: AM
Count Date: 10/25/16

Date of Analysis: 03/13/18

Scenario	Southbound Approach RT	Southbound Approach TH	Southbound Approach LT	Westbound Approach RT	Westbound Approach TH	Westbound Approach LT	Northbound Approach RT	Northbound Approach TH	Northbound Approach LT	Eastbound Approach RT	Eastbound Approach TH	Eastbound Approach LT	Total
Existing Conditions	345	929	124	265	320	137	20	1909	49	18	130	364	4610
Approved Project Trips													
San Jose ATI	5	12	5	12	3	0	0	84	0	1	29	36	187
-	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I Trips at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	0
Barec Apartments at Winchester/Forest (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers Avenue (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe Street (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Boulevard (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Phases 1, 2, and 3 (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Apple Campus 2 (Cupertino) at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	0
Cupertino Main Street at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	*5*	*12*	*5*	*12*	*3*	*0*	*0*	*84*	*0*	*1*	*29*	*36*	*187*
Background Conditions	350	941	129	277	323	137	20	1993	49	19	159	400	4797
Proposed Project Trips	*4*	*7*	*4*	*4*	*0*	*0*	*0*	*18*	*0*	*0*	*0*	*0*	*37*
Existing + Project Conditions	349	936	128	269	320	137	20	1927	49	18	130	364	4647
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Background + Project Conditions	354	948	133	281	323	137	20	2011	49	19	159	400	4834
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Pending Project Trips													
NSJ Phase II	2	7	2	0	0	0	0	42	0	1	8	15	77
Volar Mixed-Use Tower on Winchester (San Jose)	0	0	0	0	0	0	0	1	0	0	0	0	1
Garden City Site Mixed-use Development	2	6	0	0	0	0	0	20	0	0	0	6	34
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
MCA School - 3003 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lawrence Square - 3501 El Camino Real (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
2500 & 2490 El Camino Real (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Swim Center	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Remaining Phases (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	*4*	*13*	*2*	*0*	*0*	*0*	*0*	*63*	*0*	*1*	*8*	*21*	*112*
Cumlative No Project Conditions	354	954	131	277	323	137	20	2056	49	20	167	421	4909
Cumulative + Project Conditions	358	961	135	281	323	137	20	2074	49	20	167	421	4946
check	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Number: 11
Traffix Node Number: 3039
Intersection Name: Saratoga Avenue and I-280 SB Ramp*
Peak Hour: AM
Count Date: 10/25/16

Date of Analysis: 03/13/18

Scenario	Southbound Approach RT	Southbound Approach TH	Southbound Approach LT	Westbound Approach RT	Westbound Approach TH	Westbound Approach LT	Northbound Approach RT	Northbound Approach TH	Northbound Approach LT	Eastbound Approach RT	Eastbound Approach TH	Eastbound Approach LT	Total
Existing Conditions	0	1154	597	0	0	0	1001	1601	0	309	1	304	4967
Approved Project Trips													
San Jose ATI	0	14	4	0	0	0	22	95	0	0	0	0	135
-	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I Trips at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	0
Barec Apartments at Winchester/Forest (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers Avenue (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe Street (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Boulevard (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Phases 1, 2, and 3 (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Apple Campus 2 (Cupertino) at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	0
Cupertino Main Street at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	*0*	*14*	*4*	*0*	*0*	*0*	*22*	*95*	*0*	*0*	*0*	*0*	*135*
Background Conditions	0	1168	601	0	0	0	1023	1696	0	309	1	304	5102
Proposed Project Trips	*0*	*15*	*48*	*0*	*0*	*0*	*0*	*22*	*0*	*0*	*0*	*0*	*85*
Existing + Project Conditions	0	1169	645	0	0	0	1001	1623	0	309	1	304	5052
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Background + Project Conditions	0	1183	649	0	0	0	1023	1718	0	309	1	304	5187
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Pending Project Trips													
NSJ Phase II	0	7	4	0	0	0	22	33	0	0	0	0	66
Volar Mixed-Use Tower on Winchester (San Jose)	0	0	0	0	0	0	0	1	0	0	0	0	1
Garden City Site Mixed-use Development	0	9	9	0	0	0	0	26	0	0	0	19	63
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
MCA School - 3003 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lawrence Square - 3501 El Camino Real (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
2500 & 2490 El Camino Real (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Swim Center	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Remaining Phases (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	*0*	*16*	*13*	*0*	*0*	*0*	*22*	*60*	*0*	*0*	*0*	*19*	*130*
Cumlative No Project Conditions	0	1184	614	0	0	0	1045	1756	0	309	1	323	5232
Cumulative + Project Conditions	0	1199	662	0	0	0	1045	1778	0	309	1	323	5317
check	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Number: 12
Traffix Node Number: 3038
Intersection Name: Saratoga Avenue and I-280 NB Ramp*
Peak Hour: AM
Count Date: 10/21/15

Date of Analysis: 03/13/18

Scenario	Southbound Approach RT	Southbound Approach TH	Southbound Approach LT	Westbound Approach RT	Westbound Approach TH	Westbound Approach LT	Northbound Approach RT	Northbound Approach TH	Northbound Approach LT	Eastbound Approach RT	Eastbound Approach TH	Eastbound Approach LT	Total
Existing Conditions	359	1095	85	143	89	205	458	1239	540	0	0	0	4213
Approved Project Trips													
San Jose ATI	1	11	0	0	0	0	3	83	4	0	0	0	102
-	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I Trips at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	0
Barec Apartments at Winchester/Forest (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers Avenue (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe Street (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Boulevard (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Phases 1, 2, and 3 (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Apple Campus 2 (Cupertino) at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	0
Cupertino Main Street at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	*1*	*11*	*0*	*0*	*0*	*0*	*3*	*83*	*4*	*0*	*0*	*0*	*102*
Background Conditions	360	1106	85	143	89	205	461	1322	544	0	0	0	4315
Proposed Project Trips	*18*	*63*	*0*	*0*	*0*	*0*	*0*	*96*	*0*	*0*	*0*	*0*	*177*
Existing + Project Conditions	377	1158	85	143	89	205	458	1335	540	0	0	0	4390
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Background + Project Conditions	378	1169	85	143	89	205	461	1418	544	0	0	0	4492
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Pending Project Trips													
NSJ Phase II	1	4	0	0	0	0	3	21	4	0	0	0	33
Volar Mixed-Use Tower on Winchester (San Jose)	0	0	0	0	0	0	0	1	0	0	0	0	1
Garden City Site Mixed-use Development	5	18	0	0	0	0	0	75	0	0	0	0	98
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
MCA School - 3003 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lawrence Square - 3501 El Camino Real (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
2500 & 2490 El Camino Real (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Swim Center	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Remaining Phases (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	*6*	*22*	*0*	*0*	*0*	*0*	*3*	*97*	*4*	*0*	*0*	*0*	*132*
Cumlative No Project Conditions	366	1128	85	143	89	205	464	1419	548	0	0	0	4447
Cumulative + Project Conditions	384	1191	85	143	89	205	464	1515	548	0	0	0	4624
check	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Number: 13
Traffix Node Number: 3103
Intersection Name: Saratoga Avenue and Kiely Boulevard*
Peak Hour: AM
Count Date: 05/27/15

Date of Analysis: 03/13/18

Scenario	Southbound Approach RT	Southbound Approach TH	Southbound Approach LT	Westbound Approach RT	Westbound Approach TH	Westbound Approach LT	Northbound Approach RT	Northbound Approach TH	Northbound Approach LT	Eastbound Approach RT	Eastbound Approach TH	Eastbound Approach LT	Total
Existing Conditions	37	609	5	36	96	200	76	973	565	542	37	42	3218
Approved Project Trips													
San Jose ATI	0	12	0	0	0	0	1	80	11	0	0	0	104
-	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I Trips at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	0
Barec Apartments at Winchester/Forest (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers Avenue (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe Street (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Boulevard (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Phases 1, 2, and 3 (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Apple Campus 2 (Cupertino) at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	0
Cupertino Main Street at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	*0*	*12*	*0*	*0*	*0*	*0*	*1*	*80*	*11*	*0*	*0*	*0*	*104*
Background Conditions	37	621	5	36	96	200	77	1053	576	542	37	42	3322
Proposed Project Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*96*	*81*	*0*	*0*	*177*
Existing + Project Conditions	37	609	5	36	96	200	76	973	661	623	37	42	3395
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Background + Project Conditions	37	621	5	36	96	200	77	1053	672	623	37	42	3499
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Pending Project Trips													
NSJ Phase II	0	5	0	0	0	0	1	18	11	0	0	0	35
Volar Mixed-Use Tower on Winchester (San Jose)	0	0	0	0	0	0	0	1	0	0	0	0	1
Garden City Site Mixed-use Development	0	0	0	0	0	23	0	75	0	0	0	1	99
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
MCA School - 3003 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lawrence Square - 3501 El Camino Real (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
2500 & 2490 El Camino Real (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Swim Center	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Remaining Phases (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	*0*	*5*	*0*	*0*	*0*	*23*	*1*	*94*	*11*	*0*	*0*	*1*	*135*
Cumlative No Project Conditions	37	626	5	36	96	223	78	1147	587	542	37	43	3457
Cumulative + Project Conditions	37	626	5	36	96	223	78	1147	683	623	37	43	3634
check	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Number: 14
Traffix Node Number: 5406
Intersection Name: San Tomas Expressway and Moorpark Avenue*
Peak Hour: AM
Count Date: 10/20/15

Date of Analysis: 03/13/18

Scenario	Southbound Approach RT	Southbound Approach TH	Southbound Approach LT	Westbound Approach RT	Westbound Approach TH	Westbound Approach LT	Northbound Approach RT	Northbound Approach TH	Northbound Approach LT	Eastbound Approach RT	Eastbound Approach TH	Eastbound Approach LT	Total
Existing Conditions	160	806	147	448	411	94	95	2697	219	140	183	125	5525
Approved Project Trips													
San Jose ATI	1	11	1	0	3	7	63	53	14	5	25	5	188
-	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I Trips at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	0
Barec Apartments at Winchester/Forest (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers Avenue (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe Street (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Boulevard (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Phases 1, 2, and 3 (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Apple Campus 2 (Cupertino) at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	0
Cupertino Main Street at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	*1*	*11*	*1*	*0*	*3*	*7*	*63*	*53*	*14*	*5*	*25*	*5*	*188*
Background Conditions	161	817	148	448	414	101	158	2750	233	145	208	130	5713
Proposed Project Trips	*0*	*7*	*0*	*0*	*3*	*0*	*0*	*24*	*1*	*3*	*0*	*0*	*38*
Existing + Project Conditions	160	813	147	448	414	94	95	2721	220	143	183	125	5563
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Background + Project Conditions	161	824	148	448	417	101	158	2774	234	148	208	130	5751
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Pending Project Trips													
NSJ Phase II	1	6	1	0	0	0	1	34	2	2	4	5	56
Volar Mixed-Use Tower on Winchester (San Jose)	0	0	0	0	0	0	1	0	0	0	0	0	1
Garden City Site Mixed-use Development	0	7	2	4	0	0	0	16	0	0	0	0	29
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
MCA School - 3003 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lawrence Square - 3501 El Camino Real (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
2500 & 2490 El Camino Real (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Swim Center	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Remaining Phases (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	*1*	*13*	*3*	*4*	*0*	*0*	*2*	*50*	*2*	*2*	*4*	*5*	*86*
Cumlative No Project Conditions	162	830	151	452	414	101	160	2800	235	147	212	135	5799
Cumulative + Project Conditions	162	837	151	452	417	101	160	2824	236	150	212	135	5837
check	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Number: 15
Traffix Node Number: 5422
Intersection Name: San Tomas Expressway and Saratoga Avenue*
Peak Hour: AM
Count Date: 01/08/15

Date of Analysis: 03/13/18

Scenario	Southbound Approach RT	Southbound Approach TH	Southbound Approach LT	Westbound Approach RT	Westbound Approach TH	Westbound Approach LT	Northbound Approach RT	Northbound Approach TH	Northbound Approach LT	Eastbound Approach RT	Eastbound Approach TH	Eastbound Approach LT	Total
Existing Conditions	236	730	3	27	350	91	258	2376	13	37	378	433	4932
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
-	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	36	143	0	0	9	0	1	487	1	0	13	151	841
NSJ Phase I Trips at Santa Clara Intersections	4	13	1	3	11	3	-2	-20	0	0	5	3	21
Barec Apartments at Winchester/Forest (Santa Clara)	0	0	0	0	0	0	0	1	0	0	0	0	1
3000 Bowers Avenue (Santa Clara)	0	3	0	0	0	0	0	20	0	0	0	0	23
3515 Monroe Street (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Boulevard (Santa Clara)	0	4	0	0	0	0	0	27	0	0	0	0	31
City Place Phases 1, 2, and 3 (Santa Clara)	9	4	7	3	7	8	1	20	7	3	9	11	89
Apple Campus 2 (Cupertino) at Santa Clara Intersections	7	1	0	0	12	0	0	9	0	0	1	1	31
Cupertino Main Street at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	*56*	*168*	*8*	*6*	*39*	*11*	*0*	*544*	*8*	*3*	*28*	*166*	*1037*
Background Conditions	292	898	11	33	389	102	258	2920	21	40	406	599	5969
Proposed Project Trips	*27*	*0*	*0*	*0*	*6*	*0*	*0*	*0*	*0*	*0*	*1*	*30*	*64*
Existing + Project Conditions	263	730	3	27	356	91	258	2376	13	37	379	463	4996
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Background + Project Conditions	319	898	11	33	395	102	258	2920	21	40	407	629	6033
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Pending Project Trips													
NSJ Phase II	4	13	1	3	11	3	-2	-20	0	0	5	3	21
Volar Mixed-Use Tower on Winchester (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City Site Mixed-use Development	9	5	0	0	4	0	0	1	0	0	2	6	27
Santa Clara Pending Project Trips	0	54	0	0	0	0	0	16	0	0	0	0	70
MCA School - 3003 Scott (Santa Clara)	0	60	0	0	0	0	0	63	0	0	0	0	123
Lawrence Square - 3501 El Camino Real (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
2500 & 2490 El Camino Real (Santa Clara)	0	23	0	0	0	0	0	11	0	0	0	0	34
Santa Clara Swim Center	5	8	0	0	0	0	0	4	0	0	0	0	17
City Place Remaining Phases (Santa Clara)	20	60	0	0	0	0	0	200	0	0	20	50	350
Total Pending Trips	*38*	*223*	*1*	*3*	*15*	*3*	*-2*	*275*	*0*	*0*	*27*	*59*	*642*
Cumlative No Project Conditions	330	1121	12	36	404	105	256	3195	21	40	433	658	6611
Cumulative + Project Conditions	357	1121	12	36	410	105	256	3195	21	40	434	688	6675
check	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Number: 16
Traffix Node Number: 5421
Intersection Name: San Tomas Expressway and Pruneridge Avenue
Peak Hour: AM
Count Date: 01/06/15

Date of Analysis: 03/13/18

Scenario	Southbound Approach RT	Southbound Approach TH	Southbound Approach LT	Westbound Approach RT	Westbound Approach TH	Westbound Approach LT	Northbound Approach RT	Northbound Approach TH	Northbound Approach LT	Eastbound Approach RT	Eastbound Approach TH	Eastbound Approach LT	Total
Existing Conditions	54	821	96	188	515	6	16	2547	192	32	278	101	4846
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
-	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	2	179	8	39	55	0	0	638	0	0	21	15	957
NSJ Phase I Trips at Santa Clara Intersections	1	11	2	20	34	1	0	-52	-1	3	20	9	48
Barec Apartments at Winchester/Forest (Santa Clara)	0	0	1	3	4	0	0	1	0	0	1	0	10
3000 Bowers Avenue (Santa Clara)	0	3	0	0	0	0	0	20	0	0	0	0	23
3515 Monroe Street (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Boulevard (Santa Clara)	0	4	0	0	0	0	0	27	0	0	0	0	31
City Place Phases 1, 2, and 3 (Santa Clara)	3	8	1	9	8	4	4	23	8	8	0	5	81
Apple Campus 2 (Cupertino) at Santa Clara Intersections	0	7	0	0	7	0	0	1	9	1	1	0	26
Cupertino Main Street at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	*6*	*212*	*12*	*71*	*108*	*5*	*4*	*658*	*16*	*12*	*43*	*29*	*1176*
Background Conditions	60	1033	108	259	623	11	20	3205	208	44	321	130	6022
Proposed Project Trips	*0*	*27*	*0*	*0*	*0*	*0*	*0*	*30*	*0*	*0*	*0*	*0*	*57*
Existing + Project Conditions	54	848	96	188	515	6	16	2577	192	32	278	101	4903
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Background + Project Conditions	60	1060	108	259	623	11	20	3235	208	44	321	130	6079
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Pending Project Trips													
NSJ Phase II	1	11	2	20	34	1	0	-52	-1	3	20	9	48
Volar Mixed-Use Tower on Winchester (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City Site Mixed-use Development	0	14	0	0	0	0	0	7	0	0	0	0	21
Santa Clara Pending Project Trips	0	54	0	0	0	0	0	16	0	0	0	0	70
MCA School - 3003 Scott (Santa Clara)	0	60	0	0	0	0	0	63	0	0	0	0	123
Lawrence Square - 3501 El Camino Real (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
2500 & 2490 El Camino Real (Santa Clara)	0	23	0	0	0	0	0	11	0	0	0	0	34
Santa Clara Swim Center	0	12	0	0	0	0	0	4	0	0	0	0	16
City Place Remaining Phases (Santa Clara)	0	90	10	10	0	0	0	250	0	0	0	0	360
Total Pending Trips	*1*	*264*	*12*	*30*	*34*	*1*	*0*	*299*	*-1*	*3*	*20*	*9*	*672*
Cumlative No Project Conditions	61	1297	120	289	657	12	20	3504	207	47	341	139	6694
Cumulative + Project Conditions	61	1324	120	289	657	12	20	3534	207	47	341	139	6751
check	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Number: 17
Traffix Node Number: 5419
Intersection Name: San Tomas Expressway and Homestead Road*
Peak Hour: AM
Count Date: 01/21/15

Date of Analysis: 03/13/18

Scenario	Southbound Approach RT	Southbound Approach TH	Southbound Approach LT	Westbound Approach RT	Westbound Approach TH	Westbound Approach LT	Northbound Approach RT	Northbound Approach TH	Northbound Approach LT	Eastbound Approach RT	Eastbound Approach TH	Eastbound Approach LT	Total
Existing Conditions	251	926	39	160	458	95	70	2843	178	142	440	211	5813
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
-	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	11	165	8	44	15	0	0	733	3	31	21	41	1072
NSJ Phase I Trips at Santa Clara Intersections	4	21	1	2	5	1	-1	-33	-2	2	7	5	12
Barec Apartments at Winchester/Forest (Santa Clara)	0	1	0	0	0	0	0	3	0	0	0	0	4
3000 Bowers Avenue (Santa Clara)	0	3	0	0	0	0	0	20	0	0	0	0	23
3515 Monroe Street (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Boulevard (Santa Clara)	0	4	4	18	0	0	0	27	0	0	0	0	53
City Place Phases 1, 2, and 3 (Santa Clara)	8	4	3	0	0	5	0	24	4	6	6	7	67
Apple Campus 2 (Cupertino) at Santa Clara Intersections	21	7	0	0	9	0	0	1	0	0	1	2	41
Cupertino Main Street at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	*44*	*205*	*16*	*64*	*29*	*6*	*-1*	*775*	*5*	*39*	*35*	*55*	*1272*
Background Conditions	295	1131	55	224	487	101	69	3618	183	181	475	266	7085
Proposed Project Trips	*0*	*27*	*0*	*0*	*0*	*0*	*0*	*30*	*0*	*0*	*0*	*0*	*57*
Existing + Project Conditions	251	953	39	160	458	95	70	2873	178	142	440	211	5870
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Background + Project Conditions	295	1158	55	224	487	101	69	3648	183	181	475	266	7142
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Pending Project Trips													
NSJ Phase II	4	21	1	2	5	1	-1	-33	-2	2	7	5	12
Volar Mixed-Use Tower on Winchester (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City Site Mixed-use Development	0	14	0	0	0	0	0	7	0	0	0	0	21
Santa Clara Pending Project Trips	0	54	0	0	0	0	0	16	0	0	0	0	70
MCA School - 3003 Scott (Santa Clara)	8	60	0	0	0	0	0	63	0	0	0	9	140
Lawrence Square - 3501 El Camino Real (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
2500 & 2490 El Camino Real (Santa Clara)	0	23	0	0	0	0	0	11	0	0	0	0	34
Santa Clara Swim Center	1	0	0	0	10	0	0	0	4	12	11	16	54
City Place Remaining Phases (Santa Clara)	0	110	0	0	10	0	0	270	0	0	0	0	390
Total Pending Trips	*13*	*282*	*1*	*2*	*25*	*1*	*-1*	*334*	*2*	*14*	*18*	*30*	*721*
Cumlative No Project Conditions	308	1413	56	226	512	102	68	3952	185	195	493	296	7806
Cumulative + Project Conditions	308	1440	56	226	512	102	68	3982	185	195	493	296	7863
check	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Number: 18
Traffix Node Number: 5626
Intersection Name: Lawrence Expressway and Pruneridge Avenue
Peak Hour: AM
Count Date: 01/27/15

Date of Analysis: 03/13/18

Scenario	Southbound Approach RT	Southbound Approach TH	Southbound Approach LT	Westbound Approach RT	Westbound Approach TH	Westbound Approach LT	Northbound Approach RT	Northbound Approach TH	Northbound Approach LT	Eastbound Approach RT	Eastbound Approach TH	Eastbound Approach LT	Total
Existing Conditions	65	1491	112	375	338	302	106	3647	80	40	150	132	6838
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
-	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	17	271	1	6	6	85	10	313	3	19	5	28	764
NSJ Phase I Trips at Santa Clara Intersections	0	-2	0	0	0	0	0	6	0	0	0	0	4
Barec Apartments at Winchester/Forest (Santa Clara)	0	0	0	0	1	0	0	0	0	0	0	0	1
3000 Bowers Avenue (Santa Clara)	0	3	0	0	0	0	0	20	0	0	0	0	23
3515 Monroe Street (Santa Clara)	0	27	0	0	0	0	0	7	0	0	0	0	34
3333 Scott Boulevard (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Phases 1, 2, and 3 (Santa Clara)	1	0	8	2	0	4	2	8	3	4	6	5	43
Apple Campus 2 (Cupertino) at Santa Clara Intersections	17	4	0	3	30	0	0	0	187	36	3	2	282
Cupertino Main Street at Santa Clara Intersections	0	27	0	0	11	0	0	4	0	0	5	0	47
Total Approved Trips	*35*	*330*	*9*	*11*	*48*	*89*	*12*	*358*	*193*	*59*	*19*	*35*	*1198*
Background Conditions	100	1821	121	386	386	391	118	4005	273	99	169	167	8036
Proposed Project Trips	*0*	*27*	*0*	*0*	*0*	*0*	*0*	*54*	*0*	*0*	*0*	*0*	*81*
Existing + Project Conditions	65	1518	112	375	338	302	106	3701	80	40	150	132	6919
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Background + Project Conditions	100	1848	121	386	386	391	118	4059	273	99	169	167	8117
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Pending Project Trips													
NSJ Phase II	0	-2	0	0	0	0	0	6	0	0	0	0	4
Volar Mixed-Use Tower on Winchester (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City Site Mixed-use Development	0	9	0	0	0	0	0	4	0	0	0	0	13
Santa Clara Pending Project Trips	0	44	0	0	0	0	0	13	0	0	0	0	57
MCA School - 3003 Scott (Santa Clara)	0	8	0	0	0	0	0	9	0	0	0	0	17
Lawrence Square - 3501 El Camino Real (Santa Clara)	0	56	0	0	0	0	0	12	0	0	0	0	68
2500 & 2490 El Camino Real (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Swim Center	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Remaining Phases (Santa Clara)	40	60	0	20	0	0	0	20	0	0	0	20	160
Total Pending Trips	*40*	*175*	*0*	*20*	*0*	*0*	*0*	*64*	*0*	*0*	*0*	*20*	*319*
Cumlative No Project Conditions	140	1996	121	406	386	391	118	4069	273	99	169	187	8355
Cumulative + Project Conditions	140	2023	121	406	386	391	118	4123	273	99	169	187	8436
check	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Number: 19
Traffix Node Number: 5625
Intersection Name: Lawrence Expressway and Homestead Road*
Peak Hour: AM
Count Date: 03/01/16

Date of Analysis: 03/13/18

Scenario	Southbound Approach RT	Southbound Approach TH	Southbound Approach LT	Westbound Approach RT	Westbound Approach TH	Westbound Approach LT	Northbound Approach RT	Northbound Approach TH	Northbound Approach LT	Eastbound Approach RT	Eastbound Approach TH	Eastbound Approach LT	Total
Existing Conditions	536	1434	135	232	683	320	186	3301	259	86	269	288	7729
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
-	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	3	204	10	33	30	67	23	321	3	19	6	22	741
NSJ Phase I Trips at Santa Clara Intersections	-1	-6	0	1	3	2	0	6	0	2	10	6	23
Barec Apartments at Winchester/Forest (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers Avenue (Santa Clara)	0	3	0	0	0	0	0	20	0	0	0	0	23
3515 Monroe Street (Santa Clara)	3	28	3	1	0	0	0	7	0	0	0	1	43
3333 Scott Boulevard (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Phases 1, 2, and 3 (Santa Clara)	6	5	0	2	0	9	5	5	11	1	3	2	49
Apple Campus 2 (Cupertino) at Santa Clara Intersections	36	17	0	0	55	0	0	2	3	4	6	4	127
Cupertino Main Street at Santa Clara Intersections	0	27	0	0	18	0	0	4	0	0	9	9	67
Total Approved Trips	*47*	*278*	*13*	*37*	*106*	*78*	*28*	*365*	*17*	*26*	*34*	*44*	*1073*
Background Conditions	583	1712	148	269	789	398	214	3666	276	112	303	332	8802
Proposed Project Trips	*0*	*24*	*0*	*0*	*0*	*0*	*0*	*42*	*11*	*3*	*0*	*0*	*80*
Existing + Project Conditions	536	1458	135	232	683	320	186	3343	270	89	269	288	7809
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Background + Project Conditions	583	1736	148	269	789	398	214	3708	287	115	303	332	8882
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Pending Project Trips													
NSJ Phase II	-1	-6	0	1	3	2	0	6	0	2	10	6	23
Volar Mixed-Use Tower on Winchester (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City Site Mixed-use Development	0	9	0	0	0	0	0	4	0	0	0	0	13
Santa Clara Pending Project Trips	0	44	0	0	0	0	0	13	0	0	0	0	57
MCA School - 3003 Scott (Santa Clara)	0	8	0	0	0	0	0	9	0	0	0	0	17
Lawrence Square - 3501 El Camino Real (Santa Clara)	14	56	14	3	0	0	0	12	0	0	0	3	102
2500 & 2490 El Camino Real (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Swim Center	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Remaining Phases (Santa Clara)	0	160	0	10	0	0	0	120	-10	0	0	10	290
Total Pending Trips	*13*	*271*	*14*	*14*	*3*	*2*	*0*	*164*	*-10*	*2*	*10*	*19*	*502*
Cumlative No Project Conditions	596	1983	162	283	792	400	214	3830	266	114	313	351	9304
Cumulative + Project Conditions	596	2007	162	283	792	400	214	3872	277	117	313	351	9384
check	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Number: 20
Traffix Node Number: 110
Intersection Name: Kiely Boulevard and Albany Drive
Peak Hour: AM
Count Date: 10/25/16

Date of Analysis: 03/13/18

Scenario	Southbound Approach RT	Southbound Approach TH	Southbound Approach LT	Westbound Approach RT	Westbound Approach TH	Westbound Approach LT	Northbound Approach RT	Northbound Approach TH	Northbound Approach LT	Eastbound Approach RT	Eastbound Approach TH	Eastbound Approach LT	Total
Existing Conditions	42	389	0	0	0	0	0	482	178	161	0	30	1282
Approved Project Trips													
San Jose ATI	0	2	0	0	0	0	0	6	0	0	0	0	8
-	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I Trips at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	0
Barec Apartments at Winchester/Forest (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers Avenue (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe Street (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Boulevard (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Phases 1, 2, and 3 (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Apple Campus 2 (Cupertino) at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	0
Cupertino Main Street at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*6*	*0*	*0*	*0*	*0*	*8*
Background Conditions	42	391	0	0	0	0	0	488	178	161	0	30	1290
Proposed Project Trips	*0*	*26*	*0*	*0*	*0*	*0*	*0*	*7*	*89*	*55*	*0*	*0*	*177*
Existing + Project Conditions	42	415	0	0	0	0	0	489	267	216	0	30	1459
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Background + Project Conditions	42	417	0	0	0	0	0	495	267	216	0	30	1467
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Pending Project Trips													
NSJ Phase II	0	2	0	0	0	0	0	6	0	0	0	0	8
Volar Mixed-Use Tower on Winchester (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City Site Mixed-use Development	0	4	0	0	0	0	0	1	0	0	0	0	5
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
MCA School - 3003 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lawrence Square - 3501 El Camino Real (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
2500 & 2490 El Camino Real (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Swim Center	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Remaining Phases (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	*0*	*6*	*0*	*0*	*0*	*0*	*0*	*7*	*0*	*0*	*0*	*0*	*13*
Cumlative No Project Conditions	42	397	0	0	0	0	0	495	178	161	0	30	1303
Cumulative + Project Conditions	42	423	0	0	0	0	0	502	267	216	0	30	1480
check	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Number: 1
Traffix Node Number: 1210
Intersection Name: I-280 SB Ramp and Stevens Creek Boulevard*
Peak Hour: PM
Date of Analysis: 03/13/18
Count Date: 12/06/16

Scenario	Southbound Approach RT	Southbound Approach TH	Southbound Approach LT	Westbound Approach RT	Westbound Approach TH	Westbound Approach LT	Northbound Approach RT	Northbound Approach TH	Northbound Approach LT	Eastbound Approach RT	Eastbound Approach TH	Eastbound Approach LT	Total
Existing Conditions	116	254	435	0	1191	145	0	0	0	306	1247	0	3694
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
-	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	8	7	88	0	85	0	0	0	0	76	129	0	393
NSJ Phase I Trips at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	0
Barec Apartments at Winchester/Forest (Santa Clara)	0	0	0	0	1	1	0	0	0	0	2	0	4
3000 Bowers Avenue (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe Street (Santa Clara)	0	0	9	0	2	3	0	0	0	0	3	0	17
3333 Scott Boulevard (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Phases 1, 2, and 3 (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Apple Campus 2 (Cupertino) at Santa Clara Intersections	0	23	3	0	184	0	0	0	0	324	17	0	551
Cupertino Main Street at Santa Clara Intersections	0	0	0	0	245	0	0	0	0	175	69	0	489
Total Approved Trips	*8*	*30*	*100*	*0*	*517*	*4*	*0*	*0*	*0*	*575*	*220*	*0*	*1454*
Background Conditions	124	284	535	0	1708	149	0	0	0	881	1467	0	5148
Proposed Project Trips	*0*	*0*	*57*	*0*	*22*	*9*	*0*	*0*	*0*	*0*	*14*	*0*	*102*
Existing + Project Conditions	116	254	492	0	1213	154	0	0	0	306	1261	0	3796
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Background + Project Conditions	124	284	592	0	1730	158	0	0	0	881	1481	0	5250
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Pending Project Trips													
NSJ Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Volar Mixed-Use Tower on Winchester (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City Site Mixed-use Development	0	0	4	0	26	0	0	0	0	0	31	0	61
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
MCA School - 3003 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lawrence Square - 3501 El Camino Real (Santa Clara)	0	0	0	0	6	0	0	0	0	0	13	0	19
2500 & 2490 El Camino Real (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Swim Center	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Remaining Phases (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	*0*	*0*	*4*	*0*	*32*	*0*	*0*	*0*	*0*	*0*	*44*	*0*	*80*
Cumlative No Project Conditions	124	284	539	0	1740	149	0	0	0	881	1511	0	5228
Cumulative + Project Conditions	124	284	596	0	1762	158	0	0	0	881	1525	0	5330
check	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Number: 2
Traffix Node Number: 1212
Intersection Name: Lawrence Expressway SB and Stevens Creek Boulevard*
Peak Hour: PM
Date of Analysis: 03/13/18
Count Date: 12/06/16

Scenario	Southbound Approach RT	Southbound Approach TH	Southbound Approach LT	Westbound Approach RT	Westbound Approach TH	Westbound Approach LT	Northbound Approach RT	Northbound Approach TH	Northbound Approach LT	Eastbound Approach RT	Eastbound Approach TH	Eastbound Approach LT	Total
Existing Conditions	477	0	248	0	1220	0	0	0	0	0	1596	0	3541
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
-	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	124	0	31	0	45	0	0	0	0	0	192	0	392
NSJ Phase I Trips at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	0
Barec Apartments at Winchester/Forest (Santa Clara)	0	0	0	0	2	0	0	0	0	0	2	0	4
3000 Bowers Avenue (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe Street (Santa Clara)	9	0	0	0	0	0	0	0	0	0	12	0	21
3333 Scott Boulevard (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Phases 1, 2, and 3 (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Apple Campus 2 (Cupertino) at Santa Clara Intersections	0	0	0	0	193	0	0	0	0	0	19	0	212
Cupertino Main Street at Santa Clara Intersections	33	0	0	0	212	0	0	0	0	0	69	0	314
Total Approved Trips	*166*	*0*	*31*	*0*	*452*	*0*	*0*	*0*	*0*	*0*	*294*	*0*	*943*
Background Conditions	643	0	279	0	1672	0	0	0	0	0	1890	0	4484
Proposed Project Trips	*0*	*0*	*51*	*0*	*69*	*0*	*0*	*0*	*0*	*0*	*71*	*0*	*191*
Existing + Project Conditions	477	0	299	0	1289	0	0	0	0	0	1667	0	3732
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Background + Project Conditions	643	0	330	0	1741	0	0	0	0	0	1961	0	4675
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Pending Project Trips													
NSJ Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Volar Mixed-Use Tower on Winchester (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City Site Mixed-use Development	0	0	9	0	34	0	0	0	0	0	35	0	78
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
MCA School - 3003 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lawrence Square - 3501 El Camino Real (Santa Clara)	6	0	6	0	0	0	0	0	0	0	0	0	12
2500 & 2490 El Camino Real (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Swim Center	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Remaining Phases (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	*6*	*0*	*15*	*0*	*34*	*0*	*0*	*0*	*0*	*0*	*35*	*0*	*90*
Cumlative No Project Conditions	649	0	294	0	1706	0	0	0	0	0	1925	0	4574
Cumulative + Project Conditions	649	0	345	0	1775	0	0	0	0	0	1996	0	4765
check	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Number: 3
Traffix Node Number: 1211
Intersection Name: Lawrence Expressway NB and Stevens Creek Boulevard*
Peak Hour: PM
Count Date: 09/30/14

Date of Analysis: 03/13/18

Scenario	Southbound Approach RT	Southbound Approach TH	Southbound Approach LT	Westbound Approach RT	Westbound Approach TH	Westbound Approach LT	Northbound Approach RT	Northbound Approach TH	Northbound Approach LT	Eastbound Approach RT	Eastbound Approach TH	Eastbound Approach LT	Total
Existing Conditions	0	0	0	244	1008	0	328	595	289	0	1593	365	4422
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
-	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	8	18	0	0	33	27	0	116	107	309
NSJ Phase I Trips at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	0
Barec Apartments at Winchester/Forest (Santa Clara)	0	0	0	0	2	0	2	0	0	0	2	0	6
3000 Bowers Avenue (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe Street (Santa Clara)	0	0	0	0	0	0	0	9	0	0	0	12	21
3333 Scott Boulevard (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Phases 1, 2, and 3 (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Apple Campus 2 (Cupertino) at Santa Clara Intersections	0	0	0	0	6	0	0	0	0	0	19	0	25
Cupertino Main Street at Santa Clara Intersections	0	0	0	0	48	0	0	0	164	0	56	13	281
Total Approved Trips	*0*	*0*	*0*	*8*	*74*	*0*	*2*	*42*	*191*	*0*	*193*	*132*	*642*
Background Conditions	0	0	0	252	1082	0	330	637	480	0	1786	497	5064
Proposed Project Trips	*0*	*0*	*0*	*36*	*69*	*0*	*5*	*0*	*0*	*0*	*122*	*0*	*232*
Existing + Project Conditions	0	0	0	280	1077	0	333	595	289	0	1715	365	4654
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Background + Project Conditions	0	0	0	288	1151	0	335	637	480	0	1908	497	5296
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Pending Project Trips													
NSJ Phase II	0	0	0	0	0	0	0	0	0	0	0	0	0
Volar Mixed-Use Tower on Winchester (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City Site Mixed-use Development	0	0	0	11	34	0	0	0	0	0	44	0	89
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
MCA School - 3003 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lawrence Square - 3501 El Camino Real (Santa Clara)	0	0	0	13	0	0	0	0	0	0	0	13	26
2500 & 2490 El Camino Real (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Swim Center	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Remaining Phases (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	*0*	*0*	*0*	*24*	*34*	*0*	*0*	*0*	*0*	*0*	*44*	*13*	*115*
Cumlative No Project Conditions	0	0	0	276	1116	0	330	637	480	0	1830	510	5179
Cumulative + Project Conditions	0	0	0	312	1185	0	335	637	480	0	1952	510	5411
check	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Number: 4
Traffix Node Number: 147
Intersection Name: Albany Drive and Stevens Creek Boulevard
Peak Hour: PM
Count Date: 12/13/16

Date of Analysis: 03/13/18

Scenario	Southbound Approach RT	Southbound Approach TH	Southbound Approach LT	Westbound Approach RT	Westbound Approach TH	Westbound Approach LT	Northbound Approach RT	Northbound Approach TH	Northbound Approach LT	Eastbound Approach RT	Eastbound Approach TH	Eastbound Approach LT	Total
Existing Conditions	56	84	29	27	676	34	26	17	77	152	1397	38	2613
Approved Project Trips													
San Jose ATI	0	0	0	0	68	0	0	0	0	0	13	0	81
-	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I Trips at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	0
Barec Apartments at Winchester/Forest (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers Avenue (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe Street (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Boulevard (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Phases 1, 2, and 3 (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Apple Campus 2 (Cupertino) at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	0
Cupertino Main Street at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	*0*	*0*	*0*	*0*	*68*	*0*	*0*	*0*	*0*	*0*	*13*	*0*	*81*
Background Conditions	56	84	29	27	744	34	26	17	77	152	1410	38	2694
Proposed Project Trips	*0*	*0*	*0*	*0*	*32*	*0*	*0*	*0*	*73*	*0*	*127*	*0*	*232*
Existing + Project Conditions	56	84	29	27	708	34	26	17	150	152	1524	38	2845
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Background + Project Conditions	56	84	29	27	776	34	26	17	150	152	1537	38	2926
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Pending Project Trips													
NSJ Phase II	0	0	0	0	28	0	0	0	0	0	2	0	30
Volar Mixed-Use Tower on Winchester (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City Site Mixed-use Development	0	0	0	0	45	0	0	0	0	0	44	0	89
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
MCA School - 3003 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lawrence Square - 3501 El Camino Real (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
2500 & 2490 El Camino Real (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Swim Center	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Remaining Phases (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	*0*	*0*	*0*	*0*	*73*	*0*	*0*	*0*	*0*	*0*	*46*	*0*	*119*
Cumlative No Project Conditions	56	84	29	27	817	34	26	17	77	152	1456	38	2813
Cumulative + Project Conditions	56	84	29	27	849	34	26	17	150	152	1583	38	3045
check	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Number: 5
Traffix Node Number: 139
Intersection Name: Woodhams Rd and Stevens Creek Boulevard
Peak Hour: PM
Count Date: 10/25/16

Date of Analysis: 03/13/18

Scenario	Southbound Approach RT	Southbound Approach TH	Southbound Approach LT	Westbound Approach RT	Westbound Approach TH	Westbound Approach LT	Northbound Approach RT	Northbound Approach TH	Northbound Approach LT	Eastbound Approach RT	Eastbound Approach TH	Eastbound Approach LT	Total
Existing Conditions	60	3	56	76	696	9	11	1	4	6	1561	85	*2568*
Approved Project Trips													
San Jose ATI	0	0	0	0	68	0	0	0	0	0	13	0	*81*
-	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	*0*
NSJ Phase I Trips at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Barec Apartments at Winchester/Forest (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
3000 Bowers Avenue (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
3515 Monroe Street (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
3333 Scott Boulevard (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
City Place Phases 1, 2, and 3 (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Apple Campus 2 (Cupertino) at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Cupertino Main Street at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Total Approved Trips	*0*	*0*	*0*	*0*	*68*	*0*	*0*	*0*	*0*	*0*	*13*	*0*	*81*
Background Conditions	60	3	56	76	764	9	11	1	4	6	1574	85	*2649*
Proposed Project Trips	*0*	*0*	*0*	*0*	*32*	*0*	*0*	*0*	*0*	*0*	*127*	*0*	*159*
Existing + Project Conditions	60	3	56	76	728	9	11	1	4	6	1688	85	*2727*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Background + Project Conditions	60	3	56	76	796	9	11	1	4	6	1701	85	*2808*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Pending Project Trips													
NSJ Phase II	0	0	0	0	28	0	0	0	0	0	2	0	*30*
Volar Mixed-Use Tower on Winchester (San Jose)	0	0	0	0	4	0	0	0	0	0	6	0	*10*
Garden City Site Mixed-use Development	0	0	0	0	45	0	0	0	0	0	44	0	*89*
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	*0*
MCA School - 3003 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Lawrence Square - 3501 El Camino Real (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
2500 & 2490 El Camino Real (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Santa Clara Swim Center	0	0	0	0	0	0	0	0	0	0	0	0	*0*
City Place Remaining Phases (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Total Pending Trips	*0*	*0*	*0*	*0*	*77*	*0*	*0*	*0*	*0*	*0*	*52*	*0*	*129*
Cumlative No Project Conditions	60	3	56	76	841	9	11	1	4	6	1626	85	*2778*
Cumulative + Project Conditions	60	3	56	76	873	9	11	1	4	6	1753	85	*2937*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*

Intersection Number: 6
Traffix Node Number: 3104
Intersection Name: Kiely Boulevard and Stevens Creek Boulevard*
Peak Hour: PM
Count Date: 10/11/16

Date of Analysis: 03/13/18

Scenario	Southbound Approach RT	Southbound Approach TH	Southbound Approach LT	Westbound Approach RT	Westbound Approach TH	Westbound Approach LT	Northbound Approach RT	Northbound Approach TH	Northbound Approach LT	Eastbound Approach RT	Eastbound Approach TH	Eastbound Approach LT	Total
Existing Conditions	137	421	233	139	529	68	69	283	108	272	1165	189	*3613*
Approved Project Trips													
San Jose ATI	0	0	7	23	68	2	0	0	0	0	13	0	*113*
-	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	*0*
NSJ Phase I Trips at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Barec Apartments at Winchester/Forest (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
3000 Bowers Avenue (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
3515 Monroe Street (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
3333 Scott Boulevard (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
City Place Phases 1, 2, and 3 (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Apple Campus 2 (Cupertino) at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Cupertino Main Street at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Total Approved Trips	*0*	*0*	*7*	*23*	*68*	*2*	*0*	*0*	*0*	*0*	*13*	*0*	*113*
Background Conditions	137	421	240	162	597	70	69	283	108	272	1178	189	*3726*
Proposed Project Trips	*0*	*0*	*0*	*0*	*58*	*0*	*0*	*0*	*27*	*16*	*85*	*32*	*218*
Existing + Project Conditions	137	421	233	139	587	68	69	283	135	288	1250	221	*3831*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Background + Project Conditions	137	421	240	162	655	70	69	283	135	288	1263	221	*3944*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Pending Project Trips													
NSJ Phase II	0	0	0	4	28	2	0	0	0	0	2	0	*36*
Volar Mixed-Use Tower on Winchester (San Jose)	0	0	0	1	4	0	0	0	0	0	6	0	*11*
Garden City Site Mixed-use Development	0	3	1	5	45	0	0	0	0	0	44	0	*98*
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	*0*
MCA School - 3003 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Lawrence Square - 3501 El Camino Real (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
2500 & 2490 El Camino Real (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Santa Clara Swim Center	0	0	0	0	0	0	0	0	0	0	0	0	*0*
City Place Remaining Phases (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Total Pending Trips	*0*	*3*	*1*	*10*	*77*	*2*	*0*	*0*	*0*	*0*	*52*	*0*	*145*
Cumlative No Project Conditions	137	424	241	172	674	72	69	283	108	272	1230	189	*3871*
Cumulative + Project Conditions	137	424	241	172	732	72	69	283	135	288	1315	221	*4089*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*

Intersection Number: 7
Traffix Node Number: 3116
Intersection Name: Saratoga Avenue and Stevens Creek Boulevard*
Peak Hour: PM
Count Date: 10/11/16

Date of Analysis: 03/13/18

Scenario	Southbound Approach RT	Southbound Approach TH	Southbound Approach LT	Westbound Approach RT	Westbound Approach TH	Westbound Approach LT	Northbound Approach RT	Northbound Approach TH	Northbound Approach LT	Eastbound Approach RT	Eastbound Approach TH	Eastbound Approach LT	Total
Existing Conditions	119	539	98	41	435	169	203	512	186	149	948	223	3622
Approved Project Trips													
San Jose ATI	4	20	4	0	111	61	18	5	1	0	64	0	288
-	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I Trips at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	0
Barec Apartments at Winchester/Forest (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers Avenue (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe Street (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Boulevard (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Phases 1, 2, and 3 (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Apple Campus 2 (Cupertino) at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	0
Cupertino Main Street at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	*4*	*20*	*4*	*0*	*111*	*61*	*18*	*5*	*1*	*0*	*64*	*0*	*288*
Background Conditions	123	559	102	41	546	230	221	517	187	149	1012	223	3910
Proposed Project Trips	*29*	*0*	*0*	*0*	*29*	*0*	*0*	*0*	*0*	*0*	*53*	*32*	*143*
Existing + Project Conditions	148	539	98	41	464	169	203	512	186	149	1001	255	3765
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Background + Project Conditions	152	559	102	41	575	230	221	517	187	149	1065	255	4053
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Pending Project Trips													
NSJ Phase II	4	20	4	0	11	3	2	5	1	0	2	0	52
Volar Mixed-Use Tower on Winchester (San Jose)	0	0	0	0	4	2	1	0	0	0	7	0	14
Garden City Site Mixed-use Development	0	22	0	0	0	29	16	19	50	39	5	0	180
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
MCA School - 3003 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lawrence Square - 3501 El Camino Real (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
2500 & 2490 El Camino Real (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Swim Center	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Remaining Phases (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	*4*	*42*	*4*	*0*	*15*	*34*	*19*	*24*	*51*	*39*	*14*	*0*	*246*
Cumlative No Project Conditions	127	601	106	41	561	264	240	541	238	188	1026	223	4156
Cumulative + Project Conditions	156	601	106	41	590	264	240	541	238	188	1079	255	4299
check	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Number: 8
Traffix Node Number: 5405
Intersection Name: San Tomas Expressway and Stevens Creek Boulevard*
Peak Hour: PM
Count Date: 10/06/16

Date of Analysis: 03/13/18

Scenario	Southbound Approach RT	Southbound Approach TH	Southbound Approach LT	Westbound Approach RT	Westbound Approach TH	Westbound Approach LT	Northbound Approach RT	Northbound Approach TH	Northbound Approach LT	Eastbound Approach RT	Eastbound Approach TH	Eastbound Approach LT	Total
Existing Conditions	88	2382	285	162	521	303	322	929	194	450	986	72	6694
Approved Project Trips													
San Jose ATI	1	37	30	93	181	9	3	22	13	12	80	0	481
-	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I Trips at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	0
Barec Apartments at Winchester/Forest (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers Avenue (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe Street (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Boulevard (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Phases 1, 2, and 3 (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Apple Campus 2 (Cupertino) at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	0
Cupertino Main Street at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	*1*	*37*	*30*	*93*	*181*	*9*	*3*	*22*	*13*	*12*	*80*	*0*	*481*
Background Conditions	89	2419	315	255	702	312	325	951	207	462	1066	72	7175
Proposed Project Trips	*0*	*0*	*0*	*0*	*23*	*0*	*0*	*0*	*6*	*17*	*36*	*0*	*82*
Existing + Project Conditions	88	2382	285	162	544	303	322	929	200	467	1022	72	6776
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Background + Project Conditions	89	2419	315	255	725	312	325	951	213	479	1102	72	7257
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Pending Project Trips													
NSJ Phase II	1	26	2	3	20	6	3	16	4	1	3	0	85
Volar Mixed-Use Tower on Winchester (San Jose)	0	0	9	6	6	0	0	0	0	0	8	0	29
Garden City Site Mixed-use Development	1	0	0	0	45	0	0	0	22	24	46	5	143
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
MCA School - 3003 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lawrence Square - 3501 El Camino Real (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
2500 & 2490 El Camino Real (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Swim Center	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Remaining Phases (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	*2*	*26*	*11*	*9*	*71*	*6*	*3*	*16*	*26*	*25*	*57*	*5*	*257*
Cumlative No Project Conditions	91	2445	326	264	773	318	328	967	233	487	1123	77	7432
Cumulative + Project Conditions	91	2445	326	264	796	318	328	967	239	504	1159	77	7514
check	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Number: 9
Traffix Node Number: 3118
Intersection Name: Winchester Boulevard and Stevens Creek Boulevard*
Peak Hour: PM
Count Date: 10/20/16

Date of Analysis: 03/13/18

Scenario	Southbound Approach RT	Southbound Approach TH	Southbound Approach LT	Westbound Approach RT	Westbound Approach TH	Westbound Approach LT	Northbound Approach RT	Northbound Approach TH	Northbound Approach LT	Eastbound Approach RT	Eastbound Approach TH	Eastbound Approach LT	Total
Existing Conditions	165	767	239	130	642	377	389	427	226	269	971	273	4875
Approved Project Trips													
San Jose ATI	15	144	123	126	76	235	519	318	148	52	56	13	1825
-	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I Trips at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	0
Barec Apartments at Winchester/Forest (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers Avenue (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe Street (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Boulevard (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Phases 1, 2, and 3 (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Apple Campus 2 (Cupertino) at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	0
Cupertino Main Street at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	*15*	*144*	*123*	*126*	*76*	*235*	*519*	*318*	*148*	*52*	*56*	*13*	*1825*
Background Conditions	180	911	362	256	718	612	908	745	374	321	1027	286	6700
Proposed Project Trips	*0*	*0*	*0*	*0*	*23*	*0*	*0*	*0*	*0*	*1*	*31*	*4*	*59*
Existing + Project Conditions	165	767	239	130	665	377	389	427	226	270	1002	277	4934
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Background + Project Conditions	180	911	362	256	741	612	908	745	374	322	1058	290	6759
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Pending Project Trips													
NSJ Phase II	1	10	3	5	22	14	1	1	1	1	3	0	62
Volar Mixed-Use Tower on Winchester (San Jose)	0	10	0	0	0	89	60	9	37	18	0	0	223
Garden City Site Mixed-use Development	4	0	0	0	41	0	0	0	0	0	41	5	91
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
MCA School - 3003 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lawrence Square - 3501 El Camino Real (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
2500 & 2490 El Camino Real (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Swim Center	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Remaining Phases (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	*5*	*20*	*3*	*5*	*63*	*103*	*61*	*10*	*38*	*19*	*44*	*5*	*376*
Cumlative No Project Conditions	185	931	365	261	781	715	969	755	412	340	1071	291	7076
Cumulative + Project Conditions	185	931	365	261	804	715	969	755	412	341	1102	295	7135
check	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Number: 10
Traffix Node Number: 3113
Intersection Name: Saratoga Avenue and Moorpark Avenue*
Peak Hour: PM
Count Date: 10/11/16

Date of Analysis: 03/13/18

Scenario	Southbound Approach RT	Southbound Approach TH	Southbound Approach LT	Westbound Approach RT	Westbound Approach TH	Westbound Approach LT	Northbound Approach RT	Northbound Approach TH	Northbound Approach LT	Eastbound Approach RT	Eastbound Approach TH	Eastbound Approach LT	Total
Existing Conditions	432	1792	289	235	229	107	72	1044	71	79	346	360	5056
Approved Project Trips													
San Jose ATI	23	70	17	14	26	5	1	18	0	0	10	10	194
-	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I Trips at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	0
Barec Apartments at Winchester/Forest (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers Avenue (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe Street (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Boulevard (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Phases 1, 2, and 3 (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Apple Campus 2 (Cupertino) at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	0
Cupertino Main Street at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	*23*	*70*	*17*	*14*	*26*	*5*	*1*	*18*	*0*	*0*	*10*	*10*	*194*
Background Conditions	455	1862	306	249	255	112	73	1062	71	79	356	370	5250
Proposed Project Trips	*8*	*13*	*4*	*4*	*0*	*0*	*0*	*5*	*0*	*0*	*0*	*0*	*34*
Existing + Project Conditions	440	1805	293	239	229	107	72	1049	71	79	346	360	5090
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Background + Project Conditions	463	1875	310	253	255	112	73	1067	71	79	356	370	5284
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Pending Project Trips													
NSJ Phase II	4	30	4	8	7	4	0	7	0	0	3	3	70
Volar Mixed-Use Tower on Winchester (San Jose)	1	1	0	0	1	0	0	1	0	0	0	0	4
Garden City Site Mixed-use Development	7	23	0	0	0	0	0	15	0	0	0	6	51
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
MCA School - 3003 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lawrence Square - 3501 El Camino Real (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
2500 & 2490 El Camino Real (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Swim Center	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Remaining Phases (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	*12*	*54*	*4*	*8*	*8*	*4*	*0*	*23*	*0*	*0*	*3*	*9*	*125*
Cumlative No Project Conditions	467	1916	310	257	263	116	73	1085	71	79	359	379	5375
Cumulative + Project Conditions	475	1929	314	261	263	116	73	1090	71	79	359	379	5409
check	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Number: 11
Traffix Node Number: 3039
Intersection Name: Saratoga Avenue and I-280 SB Ramp*
Peak Hour: PM
Count Date: 11/30/16

Date of Analysis: 03/13/18

Scenario	Southbound Approach RT	Southbound Approach TH	Southbound Approach LT	Westbound Approach RT	Westbound Approach TH	Westbound Approach LT	Northbound Approach RT	Northbound Approach TH	Northbound Approach LT	Eastbound Approach RT	Eastbound Approach TH	Eastbound Approach LT	Total
Existing Conditions	0	1938	543	0	0	0	527	1017	0	419	39	272	4755
Approved Project Trips													
San Jose ATI	0	89	8	0	0	0	6	26	0	0	0	0	129
-	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I Trips at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	0
Barec Apartments at Winchester/Forest (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers Avenue (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe Street (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Boulevard (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Phases 1, 2, and 3 (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Apple Campus 2 (Cupertino) at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	0
Cupertino Main Street at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	*0*	*89*	*8*	*0*	*0*	*0*	*6*	*26*	*0*	*0*	*0*	*0*	*129*
Background Conditions	0	2027	551	0	0	0	533	1043	0	419	39	272	4884
Proposed Project Trips	*0*	*25*	*60*	*0*	*0*	*0*	*0*	*9*	*0*	*0*	*0*	*0*	*94*
Existing + Project Conditions	0	1963	603	0	0	0	527	1026	0	419	39	272	4849
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Background + Project Conditions	0	2052	611	0	0	0	533	1052	0	419	39	272	4978
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Pending Project Trips													
NSJ Phase II	0	31	8	0	0	0	6	10	0	0	0	0	55
Volar Mixed-Use Tower on Winchester (San Jose)	0	2	0	0	0	0	0	1	0	0	0	0	3
Garden City Site Mixed-use Development	0	30	34	0	0	0	0	20	0	0	0	9	93
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
MCA School - 3003 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lawrence Square - 3501 El Camino Real (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
2500 & 2490 El Camino Real (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Swim Center	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Remaining Phases (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	*0*	*63*	*42*	*0*	*0*	*0*	*6*	*31*	*0*	*0*	*0*	*9*	*151*
Cumlative No Project Conditions	0	2090	593	0	0	0	539	1074	0	419	39	281	5035
Cumulative + Project Conditions	0	2115	653	0	0	0	539	1083	0	419	39	281	5129
check	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Number: 12
Traffix Node Number: 3038
Intersection Name: Saratoga Avenue and I-280 NB Ramp*
Peak Hour: PM
Count Date: 12/13/16

Date of Analysis: 03/13/18

Scenario	Southbound Approach RT	Southbound Approach TH	Southbound Approach LT	Westbound Approach RT	Westbound Approach TH	Westbound Approach LT	Northbound Approach RT	Northbound Approach TH	Northbound Approach LT	Eastbound Approach RT	Eastbound Approach TH	Eastbound Approach LT	Total
Existing Conditions	304	1472	63	49	60	137	129	1595	389	0	0	0	4198
Approved Project Trips													
San Jose ATI	3	76	0	0	0	0	0	23	1	0	0	0	103
-	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I Trips at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	0
Barec Apartments at Winchester/Forest (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers Avenue (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe Street (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Boulevard (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Phases 1, 2, and 3 (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Apple Campus 2 (Cupertino) at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	0
Cupertino Main Street at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	*3*	*76*	*0*	*0*	*0*	*0*	*0*	*23*	*1*	*0*	*0*	*0*	*103*
Background Conditions	307	1548	63	49	60	137	129	1618	390	0	0	0	4301
Proposed Project Trips	*22*	*85*	*0*	*0*	*0*	*0*	*0*	*54*	*0*	*0*	*0*	*0*	*161*
Existing + Project Conditions	326	1557	63	49	60	137	129	1649	389	0	0	0	4359
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Background + Project Conditions	329	1633	63	49	60	137	129	1672	390	0	0	0	4462
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Pending Project Trips													
NSJ Phase II	3	18	0	0	0	0	0	7	1	0	0	0	29
Volar Mixed-Use Tower on Winchester (San Jose)	0	2	0	0	0	0	0	1	0	0	0	0	3
Garden City Site Mixed-use Development	20	63	0	0	0	0	0	50	0	0	0	0	133
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
MCA School - 3003 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lawrence Square - 3501 El Camino Real (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
2500 & 2490 El Camino Real (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Swim Center	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Remaining Phases (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	*23*	*83*	*0*	*0*	*0*	*0*	*0*	*58*	*1*	*0*	*0*	*0*	*165*
Cumlative No Project Conditions	330	1631	63	49	60	137	129	1676	391	0	0	0	4466
Cumulative + Project Conditions	352	1716	63	49	60	137	129	1730	391	0	0	0	4627
check	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Number: 13
Traffix Node Number: 3103
Intersection Name: Saratoga Avenue and Kiely Boulevard*
Peak Hour: PM
Count Date: 10/11/16

Date of Analysis: 03/13/18

Scenario	Southbound Approach RT	Southbound Approach TH	Southbound Approach LT	Westbound Approach RT	Westbound Approach TH	Westbound Approach LT	Northbound Approach RT	Northbound Approach TH	Northbound Approach LT	Eastbound Approach RT	Eastbound Approach TH	Eastbound Approach LT	Total
Existing Conditions	83	890	47	52	69	193	243	764	661	659	123	94	3878
Approved Project Trips													
San Jose ATI	1	72	1	0	0	0	1	21	3	3	0	0	102
-	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I Trips at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	0
Barec Apartments at Winchester/Forest (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers Avenue (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe Street (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Boulevard (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Phases 1, 2, and 3 (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Apple Campus 2 (Cupertino) at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	0
Cupertino Main Street at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	*1*	*72*	*1*	*0*	*0*	*0*	*1*	*21*	*3*	*3*	*0*	*0*	*102*
Background Conditions	84	962	48	52	69	193	244	785	664	662	123	94	3980
Proposed Project Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*54*	*107*	*0*	*0*	*161*
Existing + Project Conditions	83	890	47	52	69	193	243	764	715	766	123	94	4039
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Background + Project Conditions	84	962	48	52	69	193	244	785	718	769	123	94	4141
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Pending Project Trips													
NSJ Phase II	1	14	1	0	0	0	1	5	3	3	0	0	28
Volar Mixed-Use Tower on Winchester (San Jose)	0	2	0	0	0	0	0	1	0	0	0	0	3
Garden City Site Mixed-use Development	0	0	0	0	0	83	0	50	0	0	0	3	136
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
MCA School - 3003 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lawrence Square - 3501 El Camino Real (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
2500 & 2490 El Camino Real (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Swim Center	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Remaining Phases (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	*1*	*16*	*1*	*0*	*0*	*83*	*1*	*56*	*3*	*3*	*0*	*3*	*167*
Cumlative No Project Conditions	85	978	49	52	69	276	245	841	667	665	123	97	4147
Cumulative + Project Conditions	85	978	49	52	69	276	245	841	721	772	123	97	4308
check	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Number: 14
Traffix Node Number: 5406
Intersection Name: San Tomas Expressway and Moorpark Avenue*
Peak Hour: PM
Count Date: 10/06/16

Date of Analysis: 03/13/18

Scenario	Southbound Approach RT	Southbound Approach TH	Southbound Approach LT	Westbound Approach RT	Westbound Approach TH	Westbound Approach LT	Northbound Approach RT	Northbound Approach TH	Northbound Approach LT	Eastbound Approach RT	Eastbound Approach TH	Eastbound Approach LT	Total
Existing Conditions	308	2492	348	199	249	119	136	1030	138	297	403	164	5883
Approved Project Trips													
San Jose ATI	2	57	4	3	25	60	18	33	8	13	7	0	230
-	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I Trips at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	0
Barec Apartments at Winchester/Forest (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers Avenue (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe Street (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Boulevard (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Phases 1, 2, and 3 (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Apple Campus 2 (Cupertino) at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	0
Cupertino Main Street at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	*2*	*57*	*4*	*3*	*25*	*60*	*18*	*33*	*8*	*13*	*7*	*0*	*230*
Background Conditions	310	2549	352	202	274	179	154	1063	146	310	410	164	6113
Proposed Project Trips	*0*	*17*	*0*	*0*	*0*	*0*	*0*	*5*	*3*	*2*	*2*	*0*	*29*
Existing + Project Conditions	308	2509	348	199	249	119	136	1035	141	299	405	164	5912
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Background + Project Conditions	310	2566	352	202	274	179	154	1068	149	312	412	164	6142
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Pending Project Trips													
NSJ Phase II	2	35	4	3	6	2	2	21	1	0	0	0	76
Volar Mixed-Use Tower on Winchester (San Jose)	0	0	0	0	1	2	1	0	0	0	0	0	4
Garden City Site Mixed-use Development	0	20	5	4	0	0	0	18	0	0	0	0	47
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
MCA School - 3003 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lawrence Square - 3501 El Camino Real (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
2500 & 2490 El Camino Real (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Swim Center	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Remaining Phases (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	*2*	*55*	*9*	*7*	*7*	*4*	*3*	*39*	*1*	*0*	*0*	*0*	*127*
Cumlative No Project Conditions	312	2604	361	209	281	183	157	1102	147	310	410	164	6240
Cumulative + Project Conditions	312	2621	361	209	281	183	157	1107	150	312	412	164	6269
check	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Number: 15
Traffix Node Number: 5422
Intersection Name: San Tomas Expressway and Saratoga Avenue*
Peak Hour: PM
Count Date: 10/06/16

Date of Analysis: 03/13/18

Scenario	Southbound Approach RT	Southbound Approach TH	Southbound Approach LT	Westbound Approach RT	Westbound Approach TH	Westbound Approach LT	Northbound Approach RT	Northbound Approach TH	Northbound Approach LT	Eastbound Approach RT	Eastbound Approach TH	Eastbound Approach LT	Total
Existing Conditions	358	2484	13	12	418	297	135	948	12	72	466	225	5440
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
-	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	171	520	0	0	15	0	1	187	5	0	11	70	980
NSJ Phase I Trips at Santa Clara Intersections	1	10	0	1	22	12	9	60	1	2	22	10	150
Barec Apartments at Winchester/Forest (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers Avenue (Santa Clara)	0	17	0	0	0	0	0	3	0	0	0	0	20
3515 Monroe Street (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Boulevard (Santa Clara)	0	25	0	0	0	0	0	5	0	0	0	0	30
City Place Phases 1, 2, and 3 (Santa Clara)	57	257	58	8	8	0	1	28	3	0	8	8	436
Apple Campus 2 (Cupertino) at Santa Clara Intersections	2	7	0	0	3	0	0	2	0	0	10	5	29
Cupertino Main Street at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	*231*	*836*	*58*	*9*	*48*	*12*	*11*	*285*	*9*	*2*	*51*	*93*	*1645*
Background Conditions	589	3320	71	21	466	309	146	1233	21	74	517	318	7085
Proposed Project Trips	*28*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*4*	*28*	*61*
Existing + Project Conditions	386	2484	13	12	419	297	135	948	12	72	470	253	5501
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Background + Project Conditions	617	3320	71	21	467	309	146	1233	21	74	521	346	7146
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Pending Project Trips													
NSJ Phase II	1	10	0	1	22	12	9	60	1	2	22	10	150
Volar Mixed-Use Tower on Winchester (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City Site Mixed-use Development	17	1	0	0	5	0	0	5	0	0	5	14	47
Santa Clara Pending Project Trips	0	36	0	0	0	0	0	59	0	0	0	0	95
MCA School - 3003 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lawrence Square - 3501 El Camino Real (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
2500 & 2490 El Camino Real (Santa Clara)	0	13	0	0	0	0	0	18	0	0	0	0	31
Santa Clara Swim Center	3	9	0	0	0	0	0	11	0	0	0	7	30
City Place Remaining Phases (Santa Clara)	20	40	0	0	10	0	0	90	0	0	0	20	180
Total Pending Trips	*41*	*109*	*0*	*1*	*37*	*12*	*9*	*243*	*1*	*2*	*27*	*51*	*533*
Cumlative No Project Conditions	630	3429	71	22	503	321	155	1476	22	76	544	369	7618
Cumulative + Project Conditions	658	3429	71	22	504	321	155	1476	22	76	548	397	7679
check	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Number: 16
Traffix Node Number: 5421
Intersection Name: San Tomas Expressway and Pruneridge Avenue
Peak Hour: PM
Count Date: 01/07/15

Date of Analysis: 03/13/18

Scenario	Southbound Approach RT	Southbound Approach TH	Southbound Approach LT	Westbound Approach RT	Westbound Approach TH	Westbound Approach LT	Northbound Approach RT	Northbound Approach TH	Northbound Approach LT	Eastbound Approach RT	Eastbound Approach TH	Eastbound Approach LT	Total
Existing Conditions	96	2523	235	133	318	8	26	999	85	131	541	71	5166
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
-	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	10	690	55	9	20	0	0	256	0	1	53	4	1098
NSJ Phase I Trips at Santa Clara Intersections	1	27	2	16	40	1	1	81	4	5	13	2	193
Barec Apartments at Winchester/Forest (Santa Clara)	0	0	4	2	2	0	0	0	0	0	4	0	12
3000 Bowers Avenue (Santa Clara)	0	17	0	0	0	0	0	3	0	0	0	0	20
3515 Monroe Street (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Boulevard (Santa Clara)	0	25	0	0	0	0	0	5	0	0	0	0	30
City Place Phases 1, 2, and 3 (Santa Clara)	4	366	1	2	9	2	4	24	5	9	18	0	444
Apple Campus 2 (Cupertino) at Santa Clara Intersections	0	2	0	0	2	0	0	5	2	7	5	0	23
Cupertino Main Street at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	*15*	*1127*	*62*	*29*	*73*	*3*	*5*	*374*	*11*	*22*	*93*	*6*	*1820*
Background Conditions	111	3650	297	162	391	11	31	1373	96	153	634	77	6986
Proposed Project Trips	*0*	*28*	*0*	*0*	*0*	*0*	*0*	*28*	*0*	*0*	*0*	*0*	*56*
Existing + Project Conditions	96	2551	235	133	318	8	26	1027	85	131	541	71	5222
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Background + Project Conditions	111	3678	297	162	391	11	31	1401	96	153	634	77	7042
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Pending Project Trips													
NSJ Phase II	1	27	2	16	40	1	1	81	4	5	13	2	193
Volar Mixed-Use Tower on Winchester (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City Site Mixed-use Development	0	18	0	0	0	0	0	19	0	0	0	0	37
Santa Clara Pending Project Trips	0	36	0	0	0	0	0	59	0	0	0	0	95
MCA School - 3003 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lawrence Square - 3501 El Camino Real (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
2500 & 2490 El Camino Real (Santa Clara)	0	13	0	0	0	0	0	18	0	0	0	0	31
Santa Clara Swim Center	0	12	0	0	0	0	0	18	0	0	0	0	30
City Place Remaining Phases (Santa Clara)	0	50	20	10	30	0	0	120	10	0	40	0	280
Total Pending Trips	*1*	*156*	*22*	*26*	*70*	*1*	*1*	*315*	*14*	*5*	*53*	*2*	*666*
Cumlative No Project Conditions	112	3806	319	188	461	12	32	1688	110	158	687	79	7652
Cumulative + Project Conditions	112	3834	319	188	461	12	32	1716	110	158	687	79	7708
check	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Number: 17
Traffix Node Number: 5419
Intersection Name: San Tomas Expressway and Homestead Road*
Peak Hour: PM
Count Date: 10/20/16

Date of Analysis: 03/13/18

Scenario	Southbound Approach RT	Southbound Approach TH	Southbound Approach LT	Westbound Approach RT	Westbound Approach TH	Westbound Approach LT	Northbound Approach RT	Northbound Approach TH	Northbound Approach LT	Eastbound Approach RT	Eastbound Approach TH	Eastbound Approach LT	Total
Existing Conditions	277	2442	65	50	400	69	99	1089	174	296	605	204	5770
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
-	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	49	793	44	15	21	1	0	255	28	13	21	16	1256
NSJ Phase I Trips at Santa Clara Intersections	1	11	0	1	15	2	4	59	13	10	20	6	142
Barec Apartments at Winchester/Forest (Santa Clara)	0	3	0	0	0	0	0	1	0	0	0	0	4
3000 Bowers Avenue (Santa Clara)	0	17	0	0	0	0	0	3	0	0	0	0	20
3515 Monroe Street (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Boulevard (Santa Clara)	0	25	17	4	0	0	0	5	0	0	0	0	51
City Place Phases 1, 2, and 3 (Santa Clara)	20	16	1	4	2	4	4	31	8	3	4	0	97
Apple Campus 2 (Cupertino) at Santa Clara Intersections	5	2	0	0	2	0	0	5	0	0	7	17	38
Cupertino Main Street at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	*75*	*867*	*62*	*24*	*40*	*7*	*8*	*359*	*49*	*26*	*52*	*39*	*1608*
Background Conditions	352	3309	127	74	440	76	107	1448	223	322	657	243	7378
Proposed Project Trips	*0*	*28*	*0*	*0*	*0*	*0*	*0*	*28*	*0*	*0*	*0*	*0*	*56*
Existing + Project Conditions	277	2470	65	50	400	69	99	1117	174	296	605	204	5826
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Background + Project Conditions	352	3337	127	74	440	76	107	1476	223	322	657	243	7434
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Pending Project Trips													
NSJ Phase II	1	11	0	1	15	2	4	59	13	10	20	6	142
Volar Mixed-Use Tower on Winchester (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City Site Mixed-use Development	0	18	0	0	0	0	0	19	0	0	0	0	37
Santa Clara Pending Project Trips	0	36	0	0	0	0	0	59	0	0	0	0	95
MCA School - 3003 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lawrence Square - 3501 El Camino Real (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
2500 & 2490 El Camino Real (Santa Clara)	0	13	0	0	0	0	0	18	0	0	0	0	31
Santa Clara Swim Center	22	0	0	0	17	0	0	0	18	12	22	8	99
City Place Remaining Phases (Santa Clara)	-10	10	0	0	10	0	0	130	0	0	20	0	160
Total Pending Trips	*13*	*88*	*0*	*1*	*42*	*2*	*4*	*285*	*31*	*22*	*62*	*14*	*564*
Cumlative No Project Conditions	365	3397	127	75	482	78	111	1733	254	344	719	257	7942
Cumulative + Project Conditions	365	3425	127	75	482	78	111	1761	254	344	719	257	7998
check	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Number: 18
Traffix Node Number: 5626
Intersection Name: Lawrence Expressway and Pruneridge Avenue
Peak Hour: PM
Count Date: 01/27/15

Date of Analysis: 03/13/18

Scenario	Southbound Approach RT	Southbound Approach TH	Southbound Approach LT	Westbound Approach RT	Westbound Approach TH	Westbound Approach LT	Northbound Approach RT	Northbound Approach TH	Northbound Approach LT	Eastbound Approach RT	Eastbound Approach TH	Eastbound Approach LT	Total
Existing Conditions	142	3425	392	89	155	221	209	1846	80	73	273	108	7013
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
-	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	32	355	7	2	5	10	73	294	17	3	6	20	824
NSJ Phase I Trips at Santa Clara Intersections	0	0	0	0	0	0	0	29	0	0	0	0	29
Barec Apartments at Winchester/Forest (Santa Clara)	0	0	0	0	1	0	0	0	0	0	1	0	2
3000 Bowers Avenue (Santa Clara)	0	17	0	0	0	0	0	3	0	0	0	0	20
3515 Monroe Street (Santa Clara)	1	14	0	0	0	0	0	26	0	0	0	1	42
3333 Scott Boulevard (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Phases 1, 2, and 3 (Santa Clara)	9	106	15	0	6	7	9	2	2	1	1	1	159
Apple Campus 2 (Cupertino) at Santa Clara Intersections	4	27	3	1	8	0	0	0	48	246	24	12	373
Cupertino Main Street at Santa Clara Intersections	0	33	0	0	14	0	0	13	0	0	16	0	76
Total Approved Trips	*46*	*552*	*25*	*3*	*34*	*17*	*82*	*367*	*67*	*250*	*48*	*34*	*1525*
Background Conditions	188	3977	417	92	189	238	291	2213	147	323	321	142	8538
Proposed Project Trips	*0*	*51*	*0*	*0*	*0*	*0*	*0*	*36*	*0*	*0*	*0*	*0*	*87*
Existing + Project Conditions	142	3476	392	89	155	221	209	1882	80	73	273	108	7100
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Background + Project Conditions	188	4028	417	92	189	238	291	2249	147	323	321	142	8625
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Pending Project Trips													
NSJ Phase II	0	0	0	0	0	0	0	29	0	0	0	0	29
Volar Mixed-Use Tower on Winchester (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City Site Mixed-use Development	0	9	0	0	0	0	0	11	0	0	0	0	20
Santa Clara Pending Project Trips	0	30	0	0	0	0	0	49	0	0	0	0	79
MCA School - 3003 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lawrence Square - 3501 El Camino Real (Santa Clara)	0	25	0	0	0	0	0	51	0	0	0	0	76
2500 & 2490 El Camino Real (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Swim Center	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Remaining Phases (Santa Clara)	0	-20	80	10	30	0	0	60	0	0	0	40	200
Total Pending Trips	*0*	*44*	*80*	*10*	*30*	*0*	*0*	*200*	*0*	*0*	*0*	*40*	*404*
Cumlative No Project Conditions	188	4021	497	102	219	238	291	2413	147	323	321	182	8942
Cumulative + Project Conditions	188	4072	497	102	219	238	291	2449	147	323	321	182	9029
check	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Number: 19
Traffix Node Number: 5625
Intersection Name: Lawrence Expressway and Homestead Road*
Peak Hour: PM
Count Date: 10/06/16

Date of Analysis: 03/13/18

Scenario	Southbound Approach RT	Southbound Approach TH	Southbound Approach LT	Westbound Approach RT	Westbound Approach TH	Westbound Approach LT	Northbound Approach RT	Northbound Approach TH	Northbound Approach LT	Eastbound Approach RT	Eastbound Approach TH	Eastbound Approach LT	Total
Existing Conditions	423	3194	294	105	418	303	333	1828	110	274	706	391	8379
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
-	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	25	351	34	18	14	40	66	233	17	3	30	5	836
NSJ Phase I Trips at Santa Clara Intersections	-1	-15	-1	3	10	7	4	23	2	8	15	10	65
Barec Apartments at Winchester/Forest (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers Avenue (Santa Clara)	0	17	0	0	0	0	0	3	0	0	0	0	20
3515 Monroe Street (Santa Clara)	3	15	3	4	0	0	0	27	0	0	0	4	56
3333 Scott Boulevard (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Phases 1, 2, and 3 (Santa Clara)	6	106	7	4	17	10	4	10	7	9	3	9	192
Apple Campus 2 (Cupertino) at Santa Clara Intersections	10	4	0	0	14	0	0	12	1	29	43	30	143
Cupertino Main Street at Santa Clara Intersections	0	33	0	0	29	0	0	13	0	0	30	22	127
Total Approved Trips	*43*	*511*	*43*	*29*	*84*	*57*	*74*	*321*	*27*	*49*	*121*	*80*	*1439*
Background Conditions	466	3705	337	134	502	360	407	2149	137	323	827	471	9818
Proposed Project Trips	*0*	*40*	*0*	*0*	*0*	*0*	*0*	*30*	*6*	*11*	*0*	*0*	*87*
Existing + Project Conditions	423	3234	294	105	418	303	333	1858	116	285	706	391	8466
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Background + Project Conditions	466	3745	337	134	502	360	407	2179	143	334	827	471	9905
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Pending Project Trips													
NSJ Phase II	-1	-15	-1	3	10	7	4	23	2	8	15	10	65
Volar Mixed-Use Tower on Winchester (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Garden City Site Mixed-use Development	0	9	0	0	0	0	0	11	0	0	0	0	20
Santa Clara Pending Project Trips	0	30	0	0	0	0	0	49	0	0	0	0	79
MCA School - 3003 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lawrence Square - 3501 El Camino Real (Santa Clara)	6	25	6	13	0	0	0	51	0	0	0	13	114
2500 & 2490 El Camino Real (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Swim Center	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Remaining Phases (Santa Clara)	30	70	20	20	0	-10	0	120	0	0	20	30	300
Total Pending Trips	*35*	*119*	*25*	*36*	*10*	*-3*	*4*	*254*	*2*	*8*	*35*	*53*	*578*
Cumlative No Project Conditions	501	3824	362	170	512	357	411	2403	139	331	862	524	10396
Cumulative + Project Conditions	501	3864	362	170	512	357	411	2433	145	342	862	524	10483
check	0	0	0	0	0	0	0	0	0	0	0	0	0

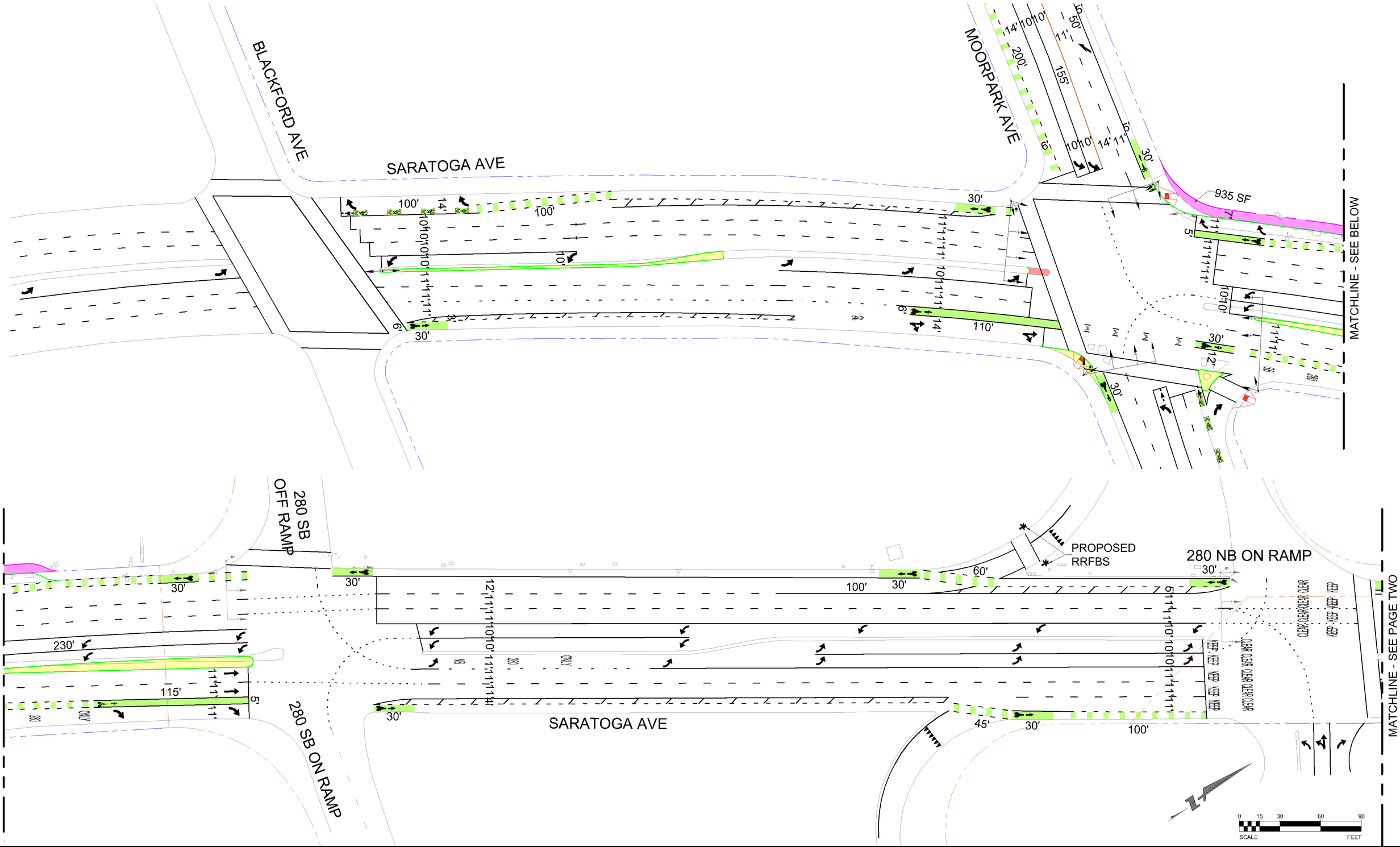
Intersection Number: 20
Traffix Node Number: 110
Intersection Name: Kiely Boulevard and Albany Drive
Peak Hour: PM
Count Date: 10/25/16

Date of Analysis: 03/13/18

Scenario	Southbound Approach RT	Southbound Approach TH	Southbound Approach LT	Westbound Approach RT	Westbound Approach TH	Westbound Approach LT	Northbound Approach RT	Northbound Approach TH	Northbound Approach LT	Eastbound Approach RT	Eastbound Approach TH	Eastbound Approach LT	Total
Existing Conditions	56	660	0	0	0	0	0	428	143	212	0	18	1517
Approved Project Trips													
San Jose ATI	0	3	0	0	0	0	0	2	0	0	0	0	5
-	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I Trips at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	0
Barec Apartments at Winchester/Forest (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers Avenue (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe Street (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Boulevard (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Phases 1, 2, and 3 (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Apple Campus 2 (Cupertino) at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	0
Cupertino Main Street at Santa Clara Intersections	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	*0*	*3*	*0*	*0*	*0*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*5*
Background Conditions	56	663	0	0	0	0	0	430	143	212	0	18	1522
Proposed Project Trips	*0*	*16*	*0*	*0*	*0*	*0*	*0*	*27*	*26*	*91*	*0*	*0*	*160*
Existing + Project Conditions	56	676	0	0	0	0	0	455	169	303	0	18	1677
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Background + Project Conditions	56	679	0	0	0	0	0	457	169	303	0	18	1682
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Pending Project Trips													
NSJ Phase II	0	3	0	0	0	0	0	2	0	0	0	0	5
Volar Mixed-Use Tower on Winchester (San Jose)	0	0	0	0	0	0	0	1	0	0	0	0	1
Garden City Site Mixed-use Development	0	5	0	0	0	0	0	4	0	0	0	0	9
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
MCA School - 3003 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lawrence Square - 3501 El Camino Real (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
2500 & 2490 El Camino Real (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Swim Center	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Remaining Phases (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	*0*	*8*	*0*	*0*	*0*	*0*	*0*	*7*	*0*	*0*	*0*	*0*	*15*
Cumlative No Project Conditions	56	671	0	0	0	0	0	437	143	212	0	18	1537
Cumulative + Project Conditions	56	687	0	0	0	0	0	464	169	303	0	18	1697
check	0	0	0	0	0	0	0	0	0	0	0	0	0

Appendix E

Saratoga Avenue and Kiely Boulevard Planline



SARATOGA AVE AND MOORPARK AVE

LEGEND:

- PROPOSED FACE OF CURB
- EXISTING FACE OF CURB
- CALTRANS RIGHT OF WAY
- PROPOSED RIGHT OF WAY(CSJ)
- EXISTING RIGHT OF WAY(CSJ)
- RIGHT OF WAY DEDICATION/PURCHASE
- PROPOSED CONCRETE WORK

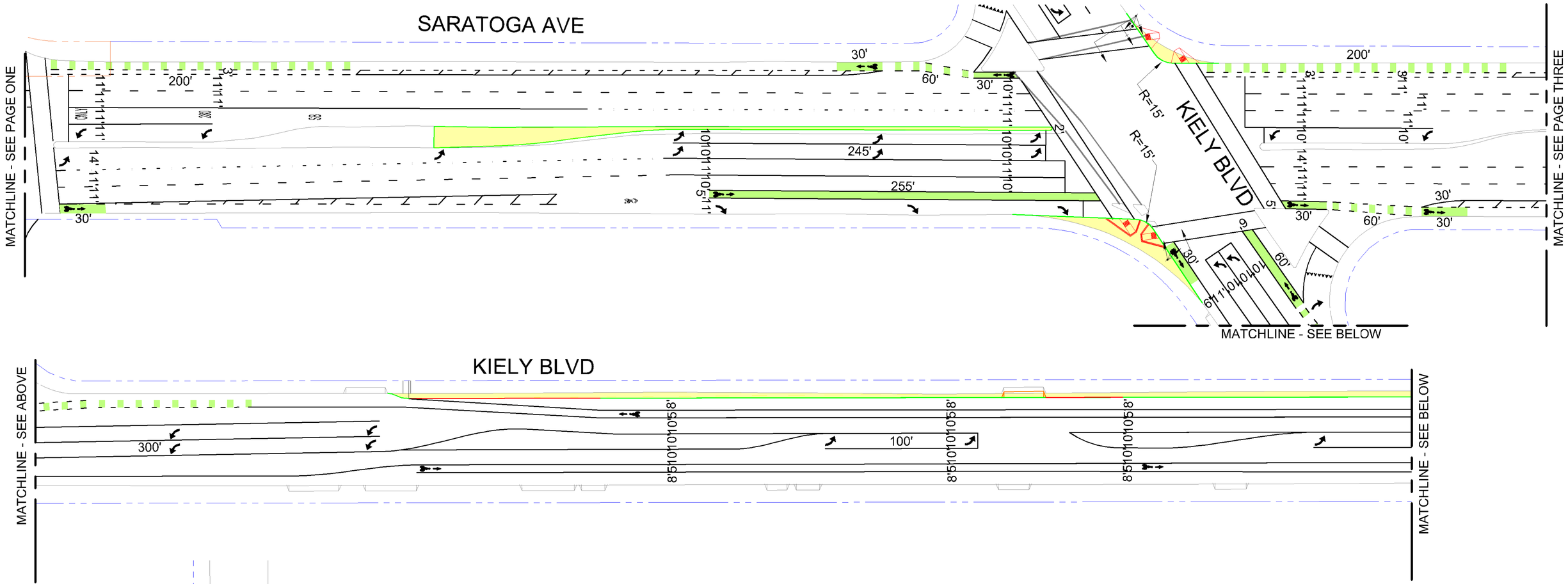
CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

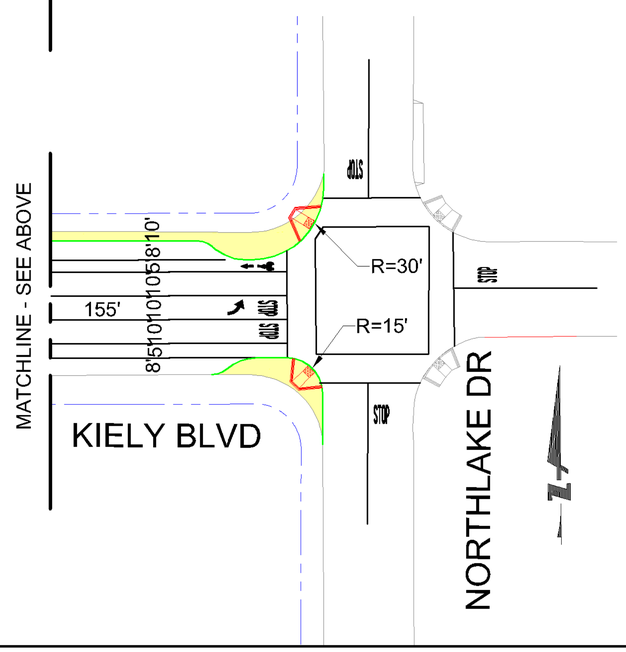
DEPARTMENT OF TRANSPORTATION
SAN JOSE, CALIFORNIA

DESIGNED BY:	X. GAO
CHECKED BY:	F. LAPUSTEA
PROJ MGR:	Z. KHATTAB
DATE:	MARCH 2017
SCALE:	1" = 30'
SHEET NO.	1 OF 3

JIM ORTBAL
DIRECTOR

FILE NO.





0 15 30 60 90
SCALE FEET

SARATOGA AVE AND KIELY BLVD

LEGEND:

PROPOSED FACE OF CURB		EXISTING RIGHT OF WAY(CSJ)	
EXISTING FACE OF CURB		RIGHT OF WAY DEDICATION/PURCHASE	
CALTRANS RIGHT OF WAY		PROPOSED CONCRETE WORK	
PROPOSED RIGHT OF WAY(CSJ)			

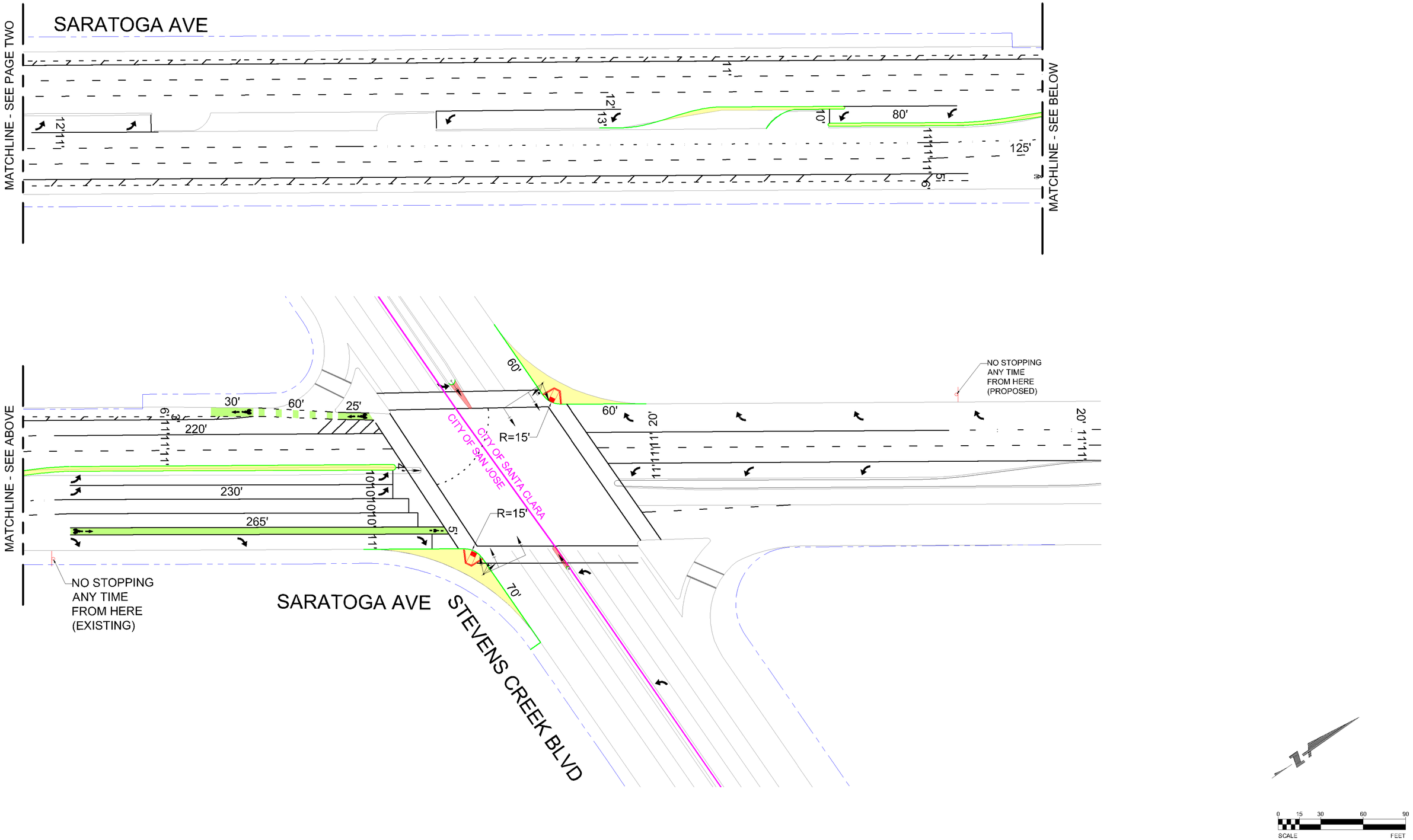
CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

DEPARTMENT OF TRANSPORTATION
SAN JOSE, CALIFORNIA

DESIGNED BY: X. GAO
CHECKED BY: F. LAPUSTEA
PROJ MGR: Z. KHATTAB
DATE: MARCH 2017
SCALE: 1" = 30'
SHEET NO. 2 OF 3

JIM ORTBAL
DIRECTOR

FILE NO.



SARATOGA AVE AND STEVENS CREEK BLVD

LEGEND:

- PROPOSED FACE OF CURB
- EXISTING FACE OF CURB
- CALTRANS RIGHT OF WAY
- PROPOSED RIGHT OF WAY(CSJ)
- EXISTING RIGHT OF WAY(CSJ)
- RIGHT OF WAY DEDICATION/PURCHASE
- PROPOSED CONCRETE WORK

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

DEPARTMENT OF TRANSPORTATION
SAN JOSE, CALIFORNIA

DESIGNED BY: X. GAO
CHECKED BY: F. LAPUSTEA
PROJ MGR: Z. KHATTAB
DATE: MARCH 2017
SCALE: 1" = 30'
SHEET NO. 3 OF 3

JIM ORTBAL
DIRECTOR

FILE NO.