AGENDA ITEM: 1

MILPITAS PLANNING COMMISSION AGENDA REPORT

PUBLIC HEARING

Meeting Date: March 11, 2009

APPLICATION:	**SITE DEVELOPMENT PERMIT NO. SD08-0006, CONDITIONAL USE PERMIT NO. UP08-0028, and ENVIRONMENTAL ASSESSMENT NO. EA09-0003, LANDESS RETAIL CENTER PROJECT**
APPLICATION SUMMARY:	A request to redevelop an existing 93,704 square foot commercial building. The project proposal entails site and building modifications that includes a 26,669 square two-story addition, exterior upgrade of the building façade, a conceptual design for a future 30-foot pylon sign, and installation of associated site improvements that will allow for retail, office and future restaurant uses. The project also requires a Conditional Use Permit for the proposed 32,975 square foot food market.
LOCATION:	1535 Landess Avenue (APN 88-35-017)
APPLICANT:	Dinna Bayangos, Ayafafil Management LLC, 255 Shoreline Drive, Suite 428, Mountain View, CA 954065
OWNER:	Same as above.
RECOMMENDATION:	**Staff recommends that the Planning Commission:** **1. Close the public hearing; and** **2. Adopt Resolution No. 09-014 approving the project subject to conditions of approval.** **3. Provide preliminary comments on the conceptual design of the 30-foot tall pylon sign.**
PROJECT DATA:	
General Plan/ Zoning Designation:	General Commercial (GNC)/General Commercial
Overlay District:	Site and Architectural Overlay (C2-S)
Specific Plan:	N/A
Site Area:	7.89 Acres
CEQA Determination:	A Negative Declaration and Initial Study was prepared and circulated for this project.

PLANNER:	Cindy Hom, Assistant Planner
PJ:	2545
ATTACHMENTS:	A. Resolution No. 09-010/Conditions of Approval B. Project Plans C. Alternative West Elevation D. Traffic Impact Analysis Report E. Solid Waste and Recycling Handling Plan F. Stormwater Control Plan G. Environmental Assessment No. EA09-0003 (Initial Study and Negative Declaration) H. Comment letters from the public

LOCATION MAP

No scale

BACKGROUND

In June 1986, the Planning Commission approved a Site Development Permit and Conditional Use Permit Nos. 798 and 799 that allowed for the construction and operations of 80,704 square foot Home Depot store with attached open air garden center as well as installation of two driveway monument signs. In January 2002, the site was converted to a Home Depot Pro store and was approved for equipment enclosure, minor building modifications, and replacements of signage. Since 2007, the site has been vacant.

On July 23, 2008, Dinna Bayangos of Ayalafil Management LLC submitted an application for entitlements to redevelop the building to allow for approximately 107,373 square foot of mixed commercial. Identified uses within the space include 32,975 square feet for a food market, 17,327 square feet for general retail, 10,715 square feet for office, and approximately 24,260 square feet for future restaurants that would all required separate use permits. The application is submitted pursuant to the Milpitas Municipal Codes listed below:

- XI-10-19.03-17 (Food Stores, such as supermarkets, convenience stores that are located within 1,000 feet of residential development or uses)
- XI-10-57.06 (C) (e) (Additions of 10,000 square or greater)

PROJECT DESCRIPTION

The project site is situated on a 7.89-acre parcel that is developed with a vacant 80,704 square foot single story commercial building and 13,000 outdoor garden center that was previous occupied by Home Depot and later Home Depot Pro. The project site is located at the northeast corner of the Dempsey Road and Landess Avenue intersection. The site is zoned General Commercial with a Site and Architectural Overlay (C2-S). Neighboring land uses include the Stonegate Development PUD (89 single-family homes) and the French Court PUD (20 single-family homes) both located north of the project site. The building is located approximately 70 feet from the rear property lines of the Stonegate residences, and the existing garden center is located approximately 100 feet from the rear of the French Court residences. A six-foot high masonry wall separates the adjacent residences from the subject site. Commercial retail buildings are located to the west, south and east. A vicinity map of the project site is shown on the previous page.

The project proposes to utilize the existing site layout and convert the existing building into a retail center. The project would entail renovation of the exterior façade, interior improvements that will facilitate commercial development and installation of various site improvements that include landscaping enhancements along the perimeter of the building, rehabilitation of existing landscaping, modifications to the Dempsey driveway, and off-site public improvements.

Development Standards

Table 1
C2 Development Standards

	Zoning Ordinance	Proposed
Setbacks (Minimum) Front to Primary Structure Interior/Street Side Rear	 None 15' min 15' min.	 290' 75' and 140' 75'
Lot Area (Maximum)	10,000 s.f.	343,991 s.f.
Floor Area Ratio (Maximum)	50%	31%
Building Height (Maximum)	None	45'
Parking (Minimum) discussed further Parking Section below.	513	513

Access, Circulation, and Parking
Access to the project site is provided by two 36-foot wide two-way driveways on Landess Avenue that provide right turn-in and right turn-out access and a third driveway on Dempsey road that currently provides a two-way driveway that consists of one right turn-in and one left/right turn-out. To improve queuing and vehicle storage capacity at the Dempsey driveway, staff is recommending as a condition driveway modifications that would allow a right turn in and one left turn out and one right turn out lanes. The off-site improvement will include reconfiguration of the median island on Dempsey.

Circulation of the project site consists of internal 20-foot and 25-foot drive aisles that are integrated with parking rows and pedestrian pathways including a new pedestrian crosswalk that extends from the public sidewalk on Landess Avenue to the front entrance of the mall. Staff is also recommending a condition of approval that an additional pedestrian pathway provide a connection from the sidewalk on Dempsey to the building. The site circulation complies with Milpitas Zoning development standards and provides adequate site circulation and connectivity.

The parking lot area consists of 90-degree parking spaces. As proposed, the site currently provides 513 on-site parking spaces. Of the 513 parking spaces, 337 are standard parking spaces and the remaining 160 parking spaces are compact stalls. The original site development was approved with 111 compact spaces. The use of additional 49 compact spaces would be contingent upon the effective date of an effort by the City to adopt an amendment to the Parking Ordinance. The draft Ordinance allows up to 40% compact parking in the General Commercial Zoning District. Staff supports the compact parking proposal because it will allow for installation of new pedestrian walkways from Landess Avenue and Dempsey Road. The proposed site plan shows the compact parking in centralized areas at the front and rear of the building. Staff recommends as a condition of approval, that prior to building permit issuance the applicant shall submit a revised parking plan to the approval of the Planning Division that evenly distribute compact spaces throughout the parking area to provide opportunity of all types of cars

to park without larger vehicles occupying more than one space. If the Ordinance amendments are not adopted by the City Council, the applicant would be obligated to ensure that the number of parking provided for the project matches the amount of parking required by the Parking Ordinance in effect. This may affect the overall size of the project. The project complies with the Milpitas Parking Ordinance requirement and is summarized in the Table 2:

Table 2
Parking Summary

Proposed Uses	Parking Ratio	Proposed	Parking Provided
Retail	1/200 GFA	17,327	87
Offices (2nd Floor)	1/400 GFA	10,715	27
Food Store	1/200 GFA	32,975	165
Future Restaurants	TBD*	24,260	TBD*
Total Number of Spaces required for Commercial Retail			279
Total Number of Space available for Future Restaurant Uses			234
Total Number of Spaces Required			513
Total Number of Spaces Provided			513
* Restaurant shall be required to obtain their individual conditional use permits and parking requirements for each restaurant will be determined based on the Milpitas Parking Ordinance in affect at that time.			

Traffic Impact Analysis Report
A Traffic Impact Analysis report was prepared by Hexagon Traffic Consultants to evaluate potential impacts resulting from the proposed project, taking into account the trips associated with the previous use. The impacts of the project were evaluated in accordance with the standards and methodologies set forth by the City of Milpitas, City of San Jose, and Congestion Management Plan (CMP) of the Santa Clara County. For reference, the report in its entirety is included as Attachment D of this report.

In summary, the proposed project would generate 5,325 net daily trips, 234 new primary AM peak hour trips, 410 new primary midday peak hour trips, and 411 new primary PM peak hour trips. The project would also generate 127 midday peak hour pass-by trips and 117 PM peak hour pass-by trips.

Level of service
Based on the Traffic Impact Analysis, the added vehicle trips would not result in a substantial adverse impact on the Level of Service (LOS) at the studied intersections. Based on the report, all of the study intersections would continue to operate at an acceptable LOS. Results of the LOS analysis are summarized in Table 10 of the report.

The project would not cause a significant increase in traffic volumes on any of the study freeway segments. Results of the CMP freeway LOS are summarized in Table 12 of the report. Furthermore, a Freeway Ramp Capacity Analysis concluded that each of the study ramps had sufficient capacity to serve the existing traffic volumes and would continue to have sufficient capacity under the near and far term conditions with or without the project. Result of the Freeway Ramp Capacity Analysis is summarized in Table 11 of the report.

Although the project would add an incremental demand for transit facilities, the project demand would not exceed the current capacity provided by existing transit facilities.

Operational analysis
The Traffic Impact Analysis also did a supplemental analysis for unsignalized intersections and left turn operations for selected intersections. An assessment of the Park Victoria Drive and Mount Shasta was conducted to determine whether the peak hour traffic volumes warranted a signalized intersection. The assessment concluded that no further improvements are recommended because the intersection would operate at LOS C and the existing, background, project and future growth conditions did not exceed the peak hour signal warrant check threshold.

In terms of the left turn operations, the supplemental assessment found deficiencies at the Great Mall Parkway/Capitol Avenue and Montague Expressway Intersection and the Dempsey Road and Landess Avenue Intersection. The project would add one additional vehicle per lane to the queue for the Great Mall/Capitol and Montague Intersection. However, the impact for the Great Mall/Capitol Avenue and Montague Intersection is less than significant. As a condition of approval, the applicant shall be required to pay a fair share contribution to the Montague Traffic Impact Fee.

At the Dempsey and Landess Intersection, the project would add three additional vehicles to the queue per cycle during the PM peak hour. Currently, vehicles making a southbound left turn on Dempsey Road at Landess Avenue exceed the existing storage capacity by spilling out of the left-turn pocket and blocking the southbound right turn movements. In addition, during project conditions, vehicles attempting to exit from the project driveway towards Montague Expressway may find the driveway blocked due to the southbound left turn queue from the Dempsey Road and Landess Avenue intersection. To improve the operations at the project driveway and Dempsey and Landess Intersection, the project is conditioned to construct driveway modifications and improvements to the existing median island on Dempsey Road between Landess Avenue and the project driveway. The improvements would entail a right turn in and a right and left turn out at the project driveway. As conditioned, the project would remove the taper in the island on Dempsey to extend the existing southbound left turn lane by 55-feet and provide additional vehicle storage capacity. In addition, to prevent blockage of the project driveway, “KEEP CLEAR and DO NO BLOCK INTERSECTION” signage should be installed in front of the project driveway to prevent blockage of queues from the Dempsey Road & Landess Avenue intersection. The impact at the Dempsey and Landess Intersection would also less than significant impact.

Floor Plan
The project proposes an interior mall concept with a 32,975 square foot food market as the major anchor of the retail center. The proposed retail center will also include a 3,100 square foot food court, approximately 21,162 square feet of restaurant space, and 17,327 square feet of retail space. The project also proposes a second story addition that will provide approximately 10,715 square feet of office space. The second story addition could be potential constructed at a later date depending on the market conditions. In the event that the second story is not built out, an alternative west elevation would be constructed and shown in Attachment C. Other ancillary space includes common areas, mechanical rooms, elevator lobbies, and service rooms.

Building Architecture
The existing building façade will be enhanced with a contemporary modern architecture that focuses on simple lines, varied roof lines, color blocking, and texturing. The building proposes stucco walls, decorative score lines, smoked glass, and slate tiling. The applicant has worked with staff to ensure the building's architecture is detailed through the use of cornices, reveals, merchandise display windows, metal awnings, plant trellises and wainscoting. The overall character and scale of the building will be compatible with the surrounding structures. Four new tower elements are proposed to be integrated into the building's design to accent the main entrances to the building. The new architectural elements will provide building articulation in what would otherwise be flat exterior walls. The building will be painted in four complimentary earth-tone colors including beige, tan, green and rust.

Landscaping
The project site is currently landscaped with existing trees that include London Plane trees, Flowering Crabapple trees, Italian Poplar trees, Raywood Ash trees, and Coast Live Oak trees. These trees range in age, health, and size. All existing on-site trees are to remain for the exception of the removal and replacement of six London Plan trees with 24-inch box Pink Dawn Chitalpa trees to accommodate a new pedestrian connection. The project proposes additional landscape enhancements that include seventeen 24-inch box Pink Dawn Chitaplpa trees and four 24-inch Flowering Crabapple trees around the perimeter of the building, rehabilitation of existing landscape islands with new groundcover and shrubbery, and reshaping of the existing landscaping berms to provide a gentle transition to a replanted flat area on the left and right side of the Landess driveway entrance. Staff recommends as a condition of approval that prior to building permit issuance a detailed landscape and irrigation plan shall be submitted to ensure compliance with the City's Water Efficiency, use of structure soil for revised and new planting area, and screening of mechanical equipment. All landscaping shall be installed prior to the building permit final. Lastly, all landscaping and irrigation shall be maintained in perpetuity.

Stormwater Control Plan
The existing site is approximately 92% impervious and does not have any on-site stormwater treatment. Although, the project proposes to utilize the existing building footprint and parking lot area, the project is required to treat the expanded roof area and hardscape areas the are re-graded to accommodate the proposed ADA parking spaces and pathways. The project proposes a Filterra treatment filter unit to treat approximately 20,900 square feet of the expanded roof area. This would ensure that stormwater runoff from the project site would not exceed the capacity of the existing storm drainage system, or contribute significantly to downstream flooding.

Solid Waste
The project proposal will consist of two solid waste service areas. The proposed retail center plans to utilize the existing compactor area located at the northwest corner of the building and construct a new CMU trash enclosure on the eastern boundary of the project site. The applicant has submitted a Solid Waste and Recycling Handling Plan that outlines trash and recycling collection procedures. A copy of the report is included as Attachment E to this staff report. Staff recommends the following conditions to ensure adequate servicing and maintenance:

- Trash and recycling service area shall be development in accordance with the Milpitas Trash Enclosure Design Standards.
- Trash and Recycling service areas shall include a roof cover element such as but not limited to roof canopy, decorative trellis, or other design for Planning Division review and approval.

- If at any time there is a problem with bins outside of their enclosures and obstruct vehicle parking or on-site circulation, roll-out service through the local refuse collection company shall be required.
- To ensure that the level of solid waste collection service is adequate, an evaluation of refuse service be done after the businesses have opened by the refuse company and the city Solid Waste Division.

Loading Area
The project proposes to utilize the existing loading docks for the proposed food market tenant and abuts a residential property line. The existing dock area would be partially screened by the proposed building addition. However, there is no screening on the north side of the loading dock area. To ensure that noise levels are minimal, staff recommends replacing the dock railing on the north side with wall screen to dampen noise from loading and trash service activities.

Signage
Pylon Sign
The project proposes a conceptual plan for a 30-foot tall double faced, internally illuminated pylon sign at the Landess Avenue Driveway. The conceptual pylon sign consists of a modern design to continue the style of the retail center and is designed with a tapered base, tile veneer accents, reveals, and plaster texture to match the building. The pylon sign will provide shopping center identification sign and tenant signage. Given the location, the sign height and scale is appropriate given the location is near a gateway to the city and provides a regional landmark with its proximity to Interstate-680. This conceptual plan has been submitted for preliminary comments and will be submitted with a use permit application as part of the center's sign program..

Sign Program
The Milpitas Sign Ordinance requires multi-tenant buildings to have a sign program to ensure design consistency and compliance with the total allowable sign area. Based on the conceptual architectural elevations, proposed signage would appear to consist of individual letter wall signs, blade signs, and metal awning signs. As a condition of approval, the applicant shall obtain Planning Commission approval for a sign program that provides detail sign plans, a use permit for the 30-foot high pylon sign and elevations and shall include design standards, construction requirements, and allocation of sign area prior to the installation of any sign.

Conditional Use Permit
Food Market
The project proposes a 32,975 square food market that will be staffed between the hours of 6:00AM to midnight; however, store hours would be open to the public would be from 8:00AM to 9:00PM. The delivery hours of the supermarket is proposed between 8:00AM to 5:00PM. The proposed food market operator is Seafood City, which a food market that specializes in Asian food items. The proposed market intends to retail common groceries, convenience items, on-site sales of beer and wine, and will also include a deli take-out section.

ADOPTED PLANS AND ORDINANCES CONSISTENCY

General Plan

The table below outlines the project's consistency with applicable General Plan Guiding Principles and Implementing Policies:

Table 3
General Plan Consistency

Policy	Consistency Finding
Implementing Policy 2.a-I-3 *Encourages economic pursuits which will strengthen and promote development through stability and balance.*	**Consistent.** The proposed retail center will help revitalize a vacant commercial site by providing retail opportunities and new jobs. The project site has convenient freeway access and will be compatible with the purpose and intent of the General Commercial Zoning District.
Implementing Policy 2.a-I-5 *Maintains policies that promote a strong economy within existing environmental, social, fiscal and land use restraints and policy.*	**Consistent.** The project is a re-use of an existing commercial building. The project site is already served by city services and existing infrastructure. The project would not have a substantial adverse economic effect on nearby uses because it would not reduce business activities or commercial uses in the area. Furthermore, the project would enable Milpitas to maintain a distinctive character to its retail base in order to effectively compete with neighboring retail developments in Fremont and San Jose.
Implement Policy 2.a-I-6 *Endeavors to maintain a balanced economic base that can resist downturns in any one economic sector.*	**Consistent.** The project proposes a mix of commercial uses that that includes a supermarket, retail services, offices, and food service establishments that provides one stop shopping experience that will cater to nearby residents and the region.
Implementing Policy 2.a-I-7 *Provides opportunities to expand employment, participate in partnerships with local business to facilitate communication, and promote business retention.*	**Consistent.** The project will expand employment opportunities and allows for the promotion of local business.

Zoning Ordinance
As demonstrated in the above analysis, the project is consistent with the General Plan in the terms of land use and conforms to the Milpitas Zoning Ordinance. The project provides a mix of commercial uses that include a food market, future restaurants, commercial services and retail uses that are permitted and/conditionally permitted in the General Commercial zoning district.

The proposed project provides architecturally compatible with the scale of surrounding structures. The design of the commercial portion of the project incorporates attractive architectural features including tile treatments, metal canopies, fabric awnings, new plaza treatments and new tower elements. The project also uses colors that are warm earth tone colors that would be complement surrounding buildings. The applicant is also proposing landscaping enhancements for the site that will improve the appearance of the center. Overall, the site is transformed from a "big box" to a well articulated commercial building with appropriate elements.

The proposed retail center will not adversely impact existing properties, improvements, or the public health, safety and general welfare of neighboring residents within the area, in that the intended uses will service public need and convenience. As conditioned, the operations related to construction activities and truck traffic associated shipping and receiving operations shall adhere to the Milpitas Noise Ordinance Regulations that prohibits any disturbing noises between the hours of 10:00PM to 7:00AM. Parking regulations shall be enforced through the permit review process for restaurant to ensure adequate parking is being maintained. Given the proximity to residential uses, staff recommends as a condition of approval that odors control equipment shall be required as part of any restaurant tenant improvement. In addition, solid waste enclosures as well as trash and recycling compactor equipment shall be equipped with an odor control system that shall be routinely maintained and serviced.

ENVIRONMENTAL REVIEW

The Planning Division conducted an initial environmental assessment of the project in accordance with the California Environmental Quality Act (CEQA). An Initial Study and Negative Declaration were prepared and circulated for the project. The Environmental Assessment (Attachment G) determined there would be no significant impacts related to this project. The twenty-day public review period was held between February 5, 2009 to February 20, 2009. No comments were received during the public review period.

PUBLIC COMMENT/OUTREACH

A community meeting was held on September 29, 2008 at Rancho Middle School Multi-purpose Room. There were approximately 28 people in attendance. The concerns that were identified by the attendees included the following:

- Potential noise from truck deliveries,
- Increasing traffic on Park Victoria and Landess,
- Operating hours of retail center that may conflict with the quiet enjoyment of the adjacent residential neighborhood,
- Potential odor issues with trash generated form the food market and restaurants,
- Sanitation and upkeep of the center, and
- Enforcement of the back area to prevent outdoor storage of materials (i.e. pallets, boxes, garbage, etc)

Staff publicly noticed the application in accordance with City and State law. At of the time of writing this report, there have been several inquiries from the public. Comments have ranged from requesting more information regarding the project proposal to concerns with overconcentration of restaurants. Copies of the comment are included with the staff report as Attachment H.

CONCLUSION

The proposed project is consistent with the Milpitas General Plan and Zoning Ordinance. The proposed mixed commercial development would revitalize an underutilized site that has been vacant for the past two years. The project expands job opportunities and furthers economic development in the city. The project includes architectural modifications that provide for an aesthetic and harmonious development that complements the scale of development in the surrounding area and is appropriate at this location.

RECOMMENDATION

STAFF RECOMMENDS THAT the Planning Commission adopt Resolution No. 09-014 approving Site Development Permit No. SD08-0006, Conditional Use Permit No. UP08-0028, and Environmental Assessment No. EA09-0003, Landess Retail Center Project, subject to the attached Conditions Of Approval.

Attachments:

A. Resolution/Conditions of Approval
B. Plans
C. Alternative West Elevation
D. Traffic Impact Analysis Report
E. Solid Waste and Recycling Handling Plan
F. Stormwater Control Plan
G. Environmental Assessment No. EA09-0003 (Initial Study and Negative Declaration)
H. Comment letters from the public

ATTACHMENT A

RESOLUTION NO. 09-014

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MILPITAS, CALIFORNIA, APPROVING SITE DEVELOPMENT PERMIT NO. SD08-0006, CONDITIONAL USE PERMIT NO. UP08-0028, AND ENVIRONMENTAL ASSESSMENT NO. EA09-0003, LANDESS RETAIL CENTER PROJECT, TO ALLOW FOR A MIXED COMMERCIAL RETAIL CENTER AND INSTALLATION OF ASSOCIATED SITE AND EXTERIOR IMPROVEMENTS LOCATED AT 1535 LANDESS AVENUE.

WHEREAS, on July 23, 2008, an application was submitted by Dinna Bayangos, Ayafafil Management LLC, 255 Shoreline Drive, Suite 428, Mountain View, CA 954065, to allow for the redevelopment of an existing 93,704 square foot commercial building into a mixed commercial retail center. The project proposal entails site and building modifications that includes a 26,669 square two-story addition, exterior upgrade of the building façade, and installation of associated site improvements. The project also requires a Conditional Use Permit for the proposed 32,975 square foot food market. The property is located at 1535 Landess Avenue (APN 88-35-017), zoned General Commercial with Site and Architectural Overlay (C2-S); and

WHEREAS, the applicant held a community meeting on September 29, 2008 with surrounding neighborhood in which 28 people attended the meeting to provide comments on the project; and

WHEREAS, the Planning Division prepared and circulated an Initial Study and Negative Declaration in accordance with the California Environmental Quality Act. The environmental assessment determined there would be no significant impacts related to this project. The document was circulated between February 5, 2009 and February 20, 2009; and

WHEREAS, on March 11, 2008, the Planning Commission held a duly noticed public hearing on the subject application, and considered evidence presented by City staff, the applicant, and other interested parties.

NOW THEREFORE, the Planning Commission of the City of Milpitas hereby finds, determines and resolves as follows:

Section 1: The recitals set forth above are true and correct and incorporated herein by reference.

Section 2: The Planning Division prepared and circulated an Initial Study and Negative Declaration in accordance with the California Environmental Quality Act. The environmental assessment determined there would be no significant impacts related to this project in that the site is an existing development that is served by existing infrastructures, the proposed uses does not exceed an CEQA threshold for traffic impacts, and does not create any substantial noise impacts.

Section 3: The project is consistent with the General Plan's policies in that the proposed mixed commercial development encourages further economic development, expands job opportunities, and would revitalize a commercial site that is currently underutilized.

Section 4: The site is suitable and adequate for the proposed use because it will be located within an area that is accessible from Interstate 680, Montague Expressway, Landess Avenue, and Dempsey Road that provides convenient access. The project will not require a substantial amount of preparation for site work (e.g., grading), because the property is already developed. Furthermore, the future commercial uses will be compatible with the purpose of the General Commercial Zoning District.

Section 5: The proposed use would not have a substantial adverse economic effect on nearby uses because it would not reduce business activities or commercial uses in the area and would help encourage positive retail growth and expand its retail base to capture neighboring cities.

Section 6: The project conforms to the Milpitas Zoning Ordinance in terms of land use, development standards, and parking provisions subject to the effective date of parking ordinance amendment. The proposed food market is permitted with the approval of a conditional use permit.

Section 7: The proposed project provides an architectural compatibility with the scale of surrounding structures and provides for aesthetic and harmonious development. The project proposes to visually enhance the building façade and rehabilitation of the overall site landscaping.

Section 8: The proposed project will not adversely impact the general welfare of residents within the area, and that the intended uses will service public need and convenience. As conditioned, the proposed project would not be detrimental to the general welfare of persons residing in the immediate vicinity, the neighborhood, or the community at large, surrounding uses and environment, and would not create nuisances within the community in the immediate vicinity.

Section 10: The Planning Commission of the City of Milpitas hereby approves Site Development Permit No. SD08-0006, Conditional Use Permit No. UP08-0028, and Environmental Assessment No. EA09-0003, Landess Retail Center Project, subject to the above Findings, and Conditions of Approval attached hereto as Exhibit 1.

PASSED AND ADOPTED at a regular meeting of the Planning Commission of the City of Milpitas on March 11, 2009

_____

Chair

TO WIT:

I HEREBY CERTIFY that the following resolution was duly adopted at a regular meeting of the Planning Commission of the City of Milpitas on March 11, 2009, and carried by the following roll call vote:

COMMISSIONER	**AYES**	**NOES**	**OTHER**
Cliff Williams			
Lawrence Ciardella			
Alexander Galang			
Sudhir Mandal			
Gurdev Sandhu			
Noella Tabladillo			
Aslam Ali			

EXHIBIT 1

CONDITIONS OF APPROVAL
SITE DEVELOPMENT PERMIT NO. SD08-0006, CONDITIONAL USE PERMIT NO. UP08-0028, AND ENVIRONMENTAL ASSESSMENT NO. EA09-0003, LANDESS RETAIL CENTER PROJECT

Site Development Permit

1. The owner or designee shall develop the approved project in conformance with the approved plans and color and materials sample boards approved by the Planning Commission on March 11, 2009, in accordance with these Conditions of Approval.

Any deviation from the approved site plan, floor plans, elevations, materials, colors, landscape plan, or other approved submittal shall require that, prior to the issuance of building permits, the owner or designee shall submit modified plans and any other applicable materials as required by the City for review and obtain the approval of the Planning Director or Designee. If the Planning Director or designee determines that the deviation is significant, the owner or designee shall be required to apply for review and obtain approval of the Planning Commission, in accordance with the Zoning Ordinance.

2. Site Development Permit No. SD08-0006 and Conditional Use Permit No. UP08-0028 shall become null and void if the project is not commenced within 18 months from the date of approval. Pursuant to Section 64.04-2 of the Zoning Ordinance of the City of Milpitas, since the project requires the issuance of a building permit, the project shall not be deemed to have commenced until the date of the building permit is issued and a foundation is completed.

3. Pursuant to Section 64.04-1, the owner or designee shall have the right to request an extension of Site Development Permit No. SD08-0006 and Conditional Use Permit No. UP08-0028 if said request is made, filed and approved by the Planning Commission prior to expiration dates set forth herein.

4. The proposed project shall be conducted in compliance with all applicable federal, state, and local regulations.

5. Private Job Account - If at the time of application for building permit there is a project job account balance due to the City for recovery of review fees, review of permits will not be initiated until the balance is paid in full.

6. Private Job Account - If at the time of application for a certificate of occupancy there is a project job account balance due to the City for recovery of review fees, a certificate of occupancy shall not be issued until the balance is paid in full.

7. Prior to the first building permit issuance for the site, the applicant shall submit a revised parking lot plan to the approval of the Planning Division that evenly distribute

compact spaces throughout the parking area to provide opportunity of all types of cars to park without larger vehicles occupying more than one space.

8. At the time of adoption of these conditions of approval, the City was in the process of updating the City's Parking Ordinance. If the Ordinance amendments were not adopted by the City Council, the applicant would be obligated to ensure that the number of parking provided for the project matches the amount of parking required by the Parking Ordinance in effect. This may mean that the scope of the project would need to be reduced.

9. A detailed landscaping plan and irrigation shall be submitted and approved by the Planning Division prior to building permit submittal. The plan shall include details of the following:

    a. The plan shall indicate location and type of trees, shrubs and ground cover, including plant type, plant name, container size quantities, and spacing.
    b. The landscape plan shall comply with City Council Ordinance No. 238 (An ordinance of the City of Milpitas regulating efficient water use for new or rehabilitated landscapes and existing landscapes)
    c. All new planter areas along the building, modified parking aisles, and revised landscaped street frontages shall incorporate the use of structural soil to ensure proper growth and prevent damage to surrounding paved areas.
    d. All mechanical equipment and boxes shall be screened from all views (public and private).
    e. All planter areas shall be serviced by an automatic system with low volume drip, spray or bubbler emitters.
    f. Planter pots installed on paving shall be provided with irrigation and be designed to drain to the storm drain.
    g. Missing or dead trees and shrubs located in the existing landscaped areas shall be replaced with an appropriate tree or plant material subject to the approval of the Planning Division.

10. Prior to building permit final, all required landscaping shall be planted and in place.

11. All required landscaping shall be maintained in perpetuity to provide a permanent, attractive and effective appearance.

12. Prior to building permit issuance the applicant shall demonstrate conformance with the follow conditions for solid waste and recycling enclosures:

    a. Trash and recycling service area shall be development in accordance with the Milpitas Trash Enclosure Design Standards.
    b. Trash and Recycling service areas shall include a roof cover element such as but not limited to roof canopy, decorative trellis, or other design for Planning Division review and approval.

c. If at any time there is a problem with bins outside of their enclosures and obstruct vehicle parking or on-site circulation, roll-out service through the local refuse collection company shall be required.
d. To ensure that the level of solid waste collection service is adequate, an evaluation of refuse service be done after the businesses have opened by the refuse company and the city Solid Waste Division.
e. All garbage or recycling bins shall be stored in enclosures.

13. Prior to building permit issuance, the applicant shall revise plans to replace the existing dock railing on the north side of the dock area with screen wall to dampen noise from loading and trash service activities.

14. Prior to building permit issuance, an exterior lighting plan shall be submitted for Planning Division review and approval. All lighting on the property shall be oriented or screened to prevent glare and light spillage onto adjacent residential areas. Plans submitted to the Planning Division shall contain sufficient detail on the illumination devices proposed so that the effect of such lighting on the adjacent areas can be evaluated. The type of lighting fixture, mounting height, intensity and direction shall be detailed on the plans. Wall mounted fixtures on the sides of the buildings shall be spaced so as to be architecturally integrated into the building design. Fixture design shall not consist of the standard wall-pack model.

15. Exterior mounted electrical equipment and conduit shall be kept to a visible minimum, and where visible, shall be screened and installed in a neat and orderly fashion. It shall be painted to blend with its mounting background.

16. Prior to building permit issuance, all color permutations for all buildings shall be submitted to the Planning Division for review and approval.

17. Any future restaurant use shall obtain a conditional use permit prior to any tenant improvement and/or occupancy for the operations and compliance with Zoning regulations.

18. The final design of the pylon sign and associated sign program shall be submitted as a separate review prior to the erection of any signs for site and architectural review and approval to ensure high quality design and conformance with the Milpitas Sign Ordinance.

19. Construction activities shall adhere to the following performance standards:

    a. Pursuant to the City of Milpitas Municipal Code, no person shall engage or permit others to engage in construction of any building or related road or walkway, pool or landscape improvement or in the construction operations related thereto, including delivery of construction materials, supplies, or improvements on or to a construction site except within the hours of 7:00 AM to 7:00 PM on weekdays..

b. The contractor shall be required to use available noise suppression devices and properly maintain and muffle internal combustion engine-driven construction equipment.
c. The contractor shall be required to use noise barriers or noise control blankets to shield stationary equipment from nearby noise-sensitive receptors.
d. The contractor shall designate a disturbance coordinator and post the name and phone number of this person at easy reference points for the surrounding land uses. The disturbance coordinator would respond to all complaints about noise and take the necessary steps to reduce the problem.

20. Above ground utilities, such as those for fire service for sprinkler systems, shall be designed as architectural components or provided internal to the buildings or adequately screened.

21. The issuance of building permits to implement this land use development will be suspended if necessary to stay within (1) available water supplies, or (2) the safe or allocated capacity at the San Jose/Santa Clara Water Pollution Control Plant, and will remain suspended until water and sewage capacity are available. No vested right to the issuance of a Building Permit is acquired by the approval of this land development. The foregoing provisions are a material (demand/supply) condition to this approval.

22. Prior to issuance of any building permits, the developer shall obtain approval from the City Engineer of the water, sewer, and storm drain studies for this development. These studies shall identify the development's effect on the City's present Master Plans and the impact of this development on the trunk lines. If the results of the study indicate that this development contributes to the over-capacity of the trunk line, it is anticipated that the developer will be required to mitigate the overflow or shortage by construction of a parallel line or pay a mitigation charge, if acceptable to the City Engineer.

23. At the time of building permit submittal, developer shall submit a grading plan and a drainage study prepared by a registered Civil Engineer. The drainage study shall analyze the existing and ultimate conditions and facilities. The study shall be reviewed and approved by the City Engineer and the developer shall satisfy the conclusions and recommendations of the approved drainage study prior to building permit issuance.

24. Prior to building permit issuance, the developer shall obtain design approval and bond for all necessary public improvements along Dempsey Road and Landess Avenue frontage, including but not limited to, removal and replacement of the damaged curb, gutter and sidewalk along project frontage, Dempsey Road median modification, roadway structural section and slurry seal of the street frontage and restriping of the Dempsey Road frontage. Plans for all public improvements shall be prepared on Mylar (24”x36” sheets) with City Standard Title Block and developer shall submit a digital format of the Record Drawings (AutoCAD format is preferred) upon

completion of improvements. The developer shall also execute a secured public improvement agreement. The agreement shall be secured for an amount of 100% of the engineer's estimate of the construction cost for faithful performance and 100% of the engineer's estimate of the construction cost for labor & materials. The public facilities such as water meters, RP backflow preventers, sewer clean outs, etc., shall be placed so access is maintained and kept clear of traffic. All improvements must be in accordance with the City of Milpitas standard and specification, and all public improvements shall be constructed to the city Engineer's satisfaction and accepted by the City prior to building occupancy permit issuance/final inspection.

25. The developer shall submit the following items with the building permit application and pay the related fees, following fees are <u>estimates</u> and the actual fees will be calculated at the time of building permit submittal:

    a. The water connection fee of **$78,613**, to be collected as part of the Tennant Improvement permit submittal.
    b. The sewer connection fee of **$112,191**, to be collected as part of the Tennant Improvement permit submittal.
    c. Storm water connection fee of **$156,325** based on 7.25 acres @ $21,562 per acre, to be paid for prior to building permit issuance.
    d. Sewer Treatment Plant Fee of **$136,746.62**, to be collected as part of the Tennant Improvement permit submittal.
    e. Sewer Needs Questionnaire and/or Industrial Waste Questionnaire.

    Contact the Land Development Section of the Engineering Division at (408) 586-3329 to obtain the form(s).

26. The Developer shall be responsible to pay a traffic impact fee in the amount of **$115,584.00** (based on a Montague Expressway impact fee of $903 per peak hour trip). Prior to any building permit issuance, the developer shall pay 50% of the Traffic Impact fee. The Developer shall pay the reminder of the 50% of the traffic impact fee prior to final inspection or issuance of building certificate of occupancy.

27. In addition to the Montague Express way Impact fee, prior to any building permit issuance the developer shall pay for the cost of the plan line study in the amount of **$20,000** for the Landess/Park Victoria improvements.

28. Prior to building permit issuance, the developer must pay all applicable development fees, including but not limited to, connection fees (water, sewer and storm), treatment plant fee, plan check and inspection deposit, and 2.5% permit automation fee. These fees are collected as part of the secured public improvement agreement. The agreement shall be secured for an amount of 100% of the engineer's estimate of the construction cost for faithful performance and 100% of the engineer's estimate of the construction cost for labor & materials.

29. Prior to occupancy permit issuance, applicant/property owner shall construct a new trash enclosure or expand the existing enclosure to accommodate the required number

of bins needed to serve this development. The proposed enclosure shall be designed per the Development Guidelines for Solid Waste Services and enclosure drains must discharge to sanitary sewer line. City review/approval is required prior to construction of the enclosure.

30. All utilities shall be properly disconnected before the building can be demolished. Show (state) how the water service(s), sewer service(s) and storm service(s) will be disconnected. The water service shall be locked off in the meter box and disconnected or capped immediately behind the water meter if it is not to be used. The sanitary sewer shall be capped off at the clean out near the property line or approved location if it is not to be used. The storm drain shall be capped off at a manhole or inlet structure or approved location if it is not to be used.

31. Prior to demolition permit issuance, the Applicant, or Contracted Designee, shall submit Part I of a Recycling Report on business letterhead to the Building Division, for forwarding to the Engineering Section. This initial report shall be approved by the City's Utility Engineering/Solid Waste Section prior to demolition permit issuance. The report shall describe these resource recovery activities:

    a. What materials will be salvaged.
    b. How materials will be processed during demolition.
    c. Intended locations or businesses for reuse or recycling.
    d. Quantity estimates in <u>tons</u> (both recyclable and for landfill disposal). Estimates for recycling and disposal tonnage amounts by material type shall be included as separate items in all reports to the Building Division before demolition begins.

    Applicant/Contractor shall make every effort to salvage materials for reuse and recycling.

32. Prior to building permit issuance, applicant shall submit Part II of the Recycling Report to the Building Division, for forwarding to the City's Utility Engineering/Solid Waste Section, that confirms items 1 – 4 of the Recycling Report, especially materials generated and actual quantities of recycled materials. Part II of the Recycling Report shall be supported by copies of weight tags and/or receipts of "end dumps." Actual reuse, recycling and disposal tonnage amounts (and estimates for "end dumps") shall be submitted to the Building Division for approval by the Utility Engineering/Solid Waste Section prior to inspection by the Building Division.

33. All demolished materials including, but not limited to broken concrete and paving materials, pipe, vegetation, and other unsuitable materials, excess earth, building debris, etc., shall be removed from the job site for recycling and/or disposal by the Applicant/Contractor, all to the satisfaction of the City Engineer or designee. The Applicant/Contractor shall, to the maximum extent possible, reuse any useful construction materials generated during the demolition and construction project. The Applicant/Contractor shall recycle all building and paving materials including, but

not limited to roofing materials, wood, drywall, metals, and miscellaneous and composite materials, aggregate base material, asphalt, and concrete. The Applicant/Contractor shall perform all recycling and/or disposal by removal from the job site.

34. At the time of building plan check submittal, the developer shall incorporated the changes and address the comments shown on Engineering Services Exhibit "S"(dated 3/2/2009).

Conditional Use Permit

35. Planning approval is for the operations of a 32,975 square foot food market that includes the on-site sales of beer and wine and hot deli service. Any modification to the operations and use shall require a conditional use permit amendment.

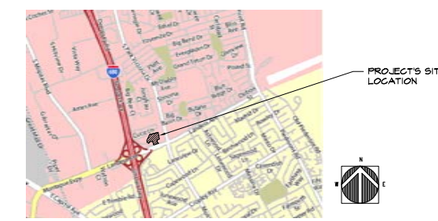
36. The applicant shall submit a mall security plans that addressing staffing and security measures to deter people from congregating in the parking lot areas and creating nuisances. Furthermore, the applicant shall display “No Loitering” signs that state patrons or persons must vacate the premises no later than 30 minutes after closing.

37. Deliveries for the food market shall only occur between the hours of 8:00AM and 5:00PM.

38. Staffing hours for the food market shall be between the hours of 6:00AM to Midnight but opened to the public between the hours of 8:00AM to 9:00PM.

PROJECT SUMMARY

PROJECT SUMMARY					
SITE AREA					
SITE AREA			343, 991 SQ. FT. (+7.89 ACRES)		
BUILDING AREA					
AREA OF EXISTING BUILDING			80,704		
AREA OF NEW ADDITION GROUND FLOOR			13,190		
AREA OF NEW ADDITION 2ND FLOOR			13,479		
SUBTOTAL BUILDING AREA OF NEW ADDITION			26,669		
TOTAL BUILDING INCLUDING EXISTING BUILDING			**107,373**		
PARKING ANALYSIS					
AREA OF BUILDING	**USE**	**CALCULATION PER OCCUPANT**	**AREA**	**STALLS**	
RETAIL GROUND FLOOR	RETAIL	1/200	17,327	87	
FOOD MARKET GROUND FLOOR	RETAIL	1/200	32,975	165	
RESTAURANT GROUND FLOOR/ FOOD/ COFFEE SHOP	FOOD	1 SPACE/ 3 SEAT 1 SPACE/ 2.5 SEATS PLUS 1 SPACE/ 50 S.F. OF TAKE OUT	24,260		
OFFICE SECOND FLOOR	OFFICE	1/400	10,715	27	
COMMON AREA FIRST AND SECOND FLOOR			22,096		
TOTAL NUMBER OF SPACE REQUIRED FOR COMMERCIAL RETAIL				279	
TOAL NUMBER OF SPACES AVAILABLE FOR RESTAURANTS USES				234	
TOTAL PARKING PROVIDED				513	
PARKING STALL				STALLS REQUIRED	STALLS PROVIDED
STANDARD STALLS : 90 STALLS (9' X 18'-0") 25' DRIVE AISLE					337
COMPACT STALLS : 90 STALLS (7.5' X 15'-0") 20' DRIVE AISLE					160
SUBTOTAL					497
(401 - 500) 9 ACC. STALLS ACCESSIBLE 2% OF TOTAL BETWEEN (501-1000) REQUIRED: 10				10	14
ACCESSIBLE PARKING (VAN) :				2	2
(ACCESSIBLE VAN PARKING ONE IN EVERY EIGHT)					
TOTAL					513



VICINITY MAP SCALE: NT.S.

north

SCALE 1"= 30'

SITE PLAN

PROJECT # 70078
P:\2008\70078\design\Design sheet\70078_Design_site_plan.dwg 3-05-09 11:26:18 AM jjee
DATE: JAN. 18, 2008

AYALAFIL (US) CO., INC.
255 SHORELINE DRIVE
SUITE 428
REDWOOD CITY, CALIFORNIA 94065
T. 650.508.2000. F. 650.508.8988
DEVELOPER

NOTE:
THIS PLAN WAS PREPARED FROM INFORMATION FURNISHED BY THE OWNER AND WILL BE SUBJECT TO MODIFICATIONS AS REQUIRED BY A FINAL SURVEY AND GOVERNING AGENCY APPROVALS.

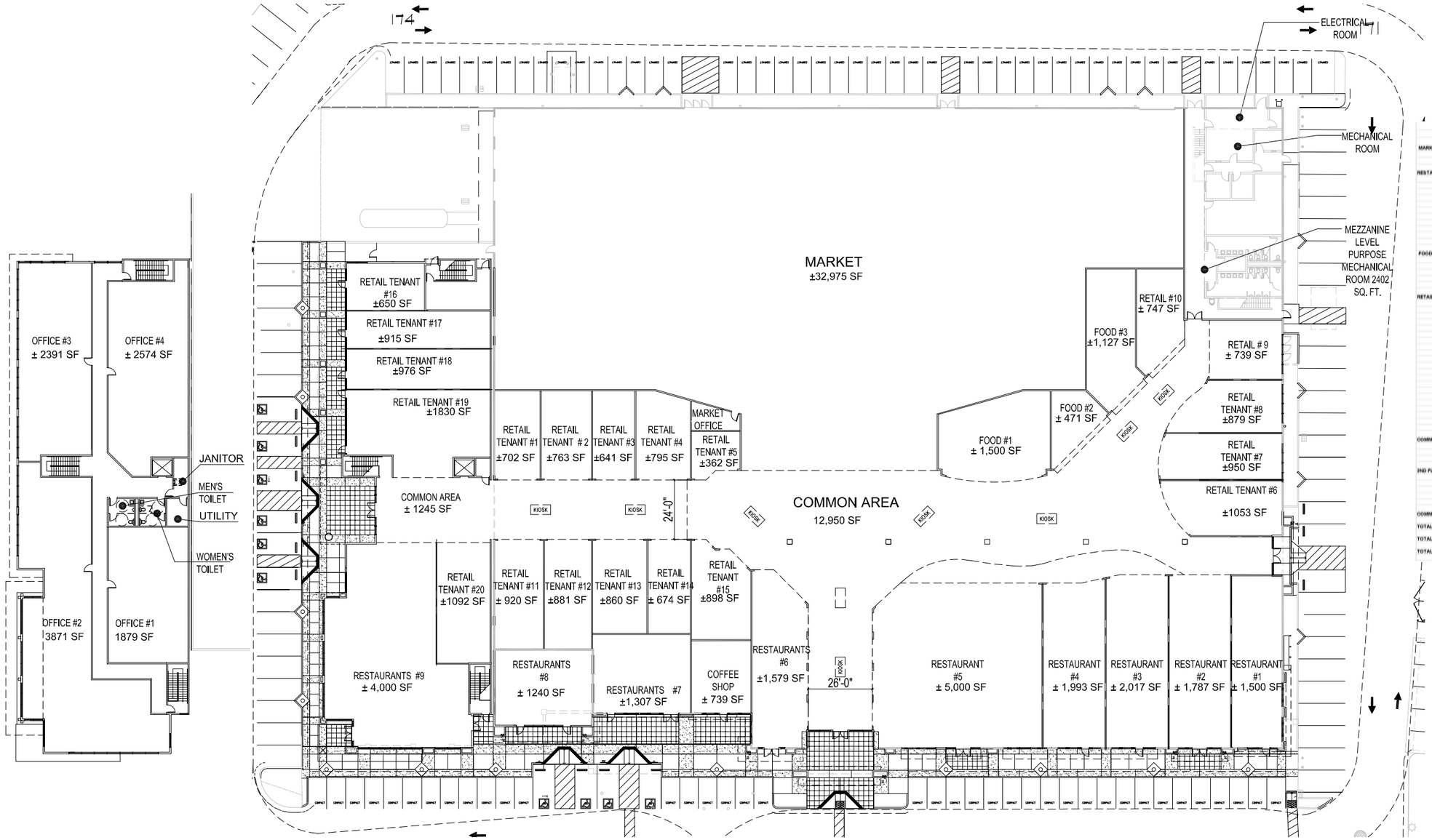
MILPITAS RETAIL CENTER

MILPITAS, CALIFORNIA

LANDESS AVENUE
PRELIMINARY SITE PLAN

CONDITIONAL USE PERMIT NO. UP 08-0028
SITE DEVELOPMENT PERMIT NO. SD 008-006

gkkworks | LHA
1833 Victory Boulevard | Glendale | California 90201
818 246 6050 | 818 240 0430 fax | www.gkkworks.com



BUILDING AREA

TENANTS AREA	NON-LEASABLE AREA IN SQ.FT.	LEASABLE AREA IN SQ.FT.
MARKET		
MARKET + MARKETS OFFICE		32,975
SUBTOTAL		32,975
RESTAURANTS		
COFFEE SHOP		739
RESTAURANTS #1		1,500
RESTAURANTS #2		1,787
RESTAURANTS #3		2,017
RESTAURANTS #4		1,993
RESTAURANTS #5		5,000
RESTAURANTS #6		1,579
RESTAURANTS #7		1,307
RESTAURANTS #8		1,240
RESTAURANTS #9		4,000
SUBTOTAL		21,162
FOOD		
FOOD #1		1,500
FOOD #2		471
FOOD #3		1,127
SUBTOTAL		3,098
RETAIL		
RETAIL TENANT #1		702
RETAIL TENANT #2		763
RETAIL TENANT #3		641
RETAIL TENANT #4		795
RETAIL TENANT #5		362
RETAIL TENANT #6		1,053
RETAIL TENANT #7		950
RETAIL TENANT #8		879
RETAIL TENANT #9		739
RETAIL TENANT #10		747
RETAIL TENANT #11		920
RETAIL TENANT #12		881
RETAIL TENANT #13		860
RETAIL TENANT #14		674
RETAIL TENANT #15		898
RETAIL TENANT #16		650
RETAIL TENANT #17		915
RETAIL TENANT #18		976
RETAIL TENANT #19		1,830
RETAIL TENANT #20		1,092
SUBTOTAL		17,337
COMMON AREA		
HALL WAY / LOBBY / MECH / ELECT. ET	16,930	
MEZZANINE MECH. AREA	2,402	
SUBTOTAL	19,332	
2ND FLOOR		
OFFICE # 1		1,879
OFFICE # 2		3,871
OFFICE # 3		2,391
OFFICE # 4		2,574
SUBTOTAL		10,715
COMMON AREA 2ND FLOOR	2,764	
TOTAL COMMON AREA	22,096	
TOTAL LEASABLE AREA		85,277
TOTAL AREA		107,373

2ND FLOOR PLAN

north

SCALE 1/16"= 1'-0"

GROUND FLOOR PLAN

north

SCALE 1/16"= 1'-0"

AYALAFIL (US) CO., INC.
255 SHORELINE DRIVE
SUITE 428
REDWOOD CITY, CALIFORNIA 94065
T. 650.508.2000, F. 650.508.8988
DEVELOPER

NOTE:
THIS PLAN WAS PREPARED FROM INFORMATION FURNISHED BY THE OWNER AND WILL BE SUBJECT TO MODIFICATIONS AS REQUIRED BY ATRUE SURVEY AND GOVERNING AGENCY APPROVALS.

MILPITAS RETAIL CENTER

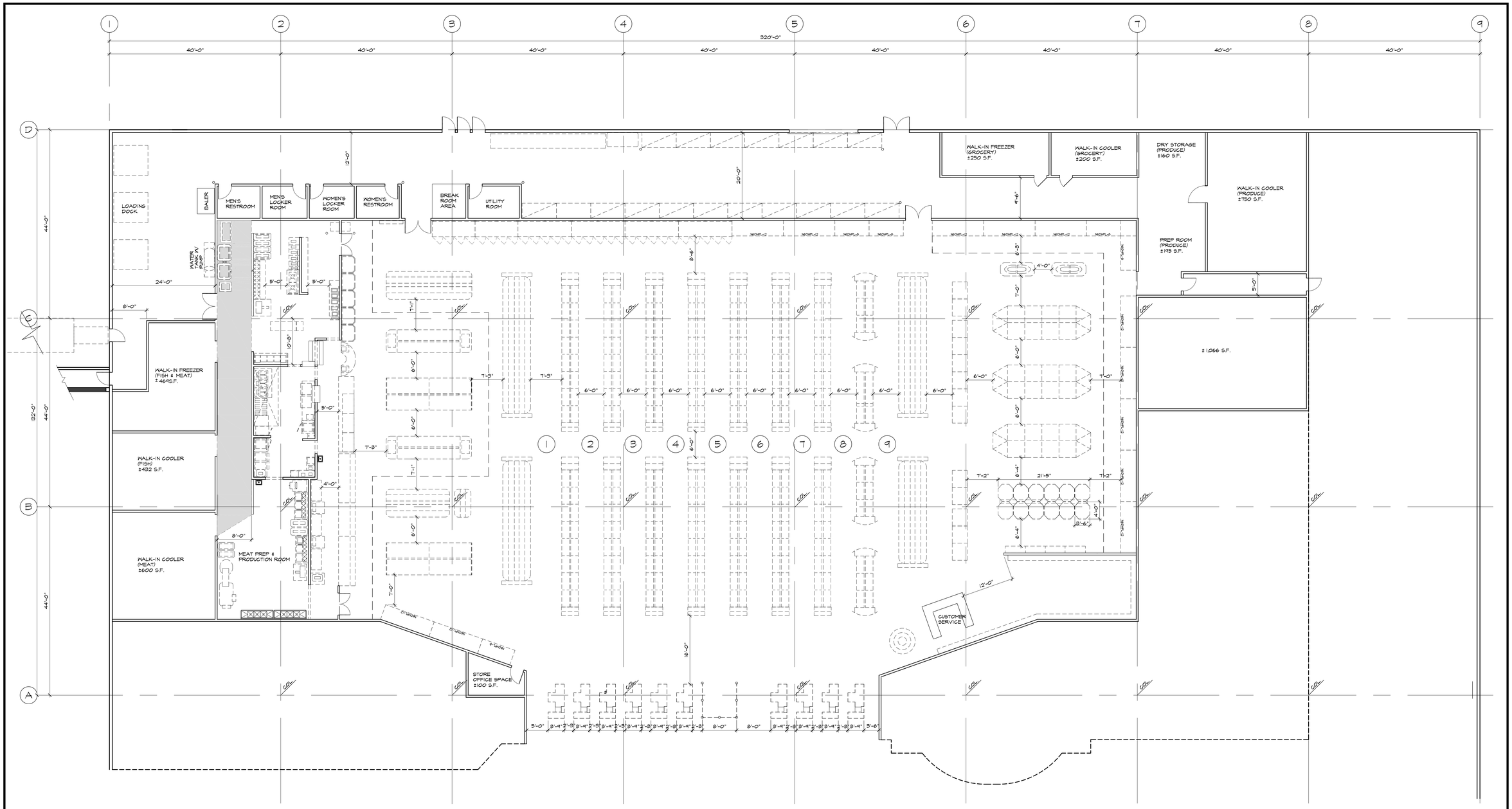
MILPITAS, CALIFORNIA

LANDESS AVENUE
FLOOR PLANS

CONDITIONAL USE PERMIT NO. UP 08-0028
SITE DEVELOPMENT PERMIT NO. SD 008-006

PROJECT # 70078
P:\2008\70078\design\Design sheet\70078_Design_plan.dwg 3-05-09 11:28:13 AM jee
DATE: JAN. 18, 2008

gkkworks | LHA
1833 Victory Boulevard | Glendale | California 90201
818 246 6050 | 818 240 0430 fax | www.gkkworks.com



SCALE	
1/8"=1'-0"	1

NADEL RETAIL

Nadel Retail Architects, LLP
1990 South Bundy Drive
Fourth Floor
Los Angeles, CA 90025
T. 310.826.2100
F. 310.826.0182
www.nadelarc.com

SEAL:

CONSULTANT:

PROJECT:

SEAFOOD CITY SUPERMARKET

PROJECT ADDRESS
MILPITAS, CALIFORNIA

DRAWING TITLE:

FLOOR PLAN

REVISIONS:

12/14/06rev to 50%	
02/22/06rev to 75%	
03/14/06 rev to 90%	
04/21/06 rev to 100%	
05/19/06 rev for 100%	
06/16/06 rev for 100%	
07/21/06 rev for 100%	
08/18/06 rev for 100%	

DATE 00-00-00

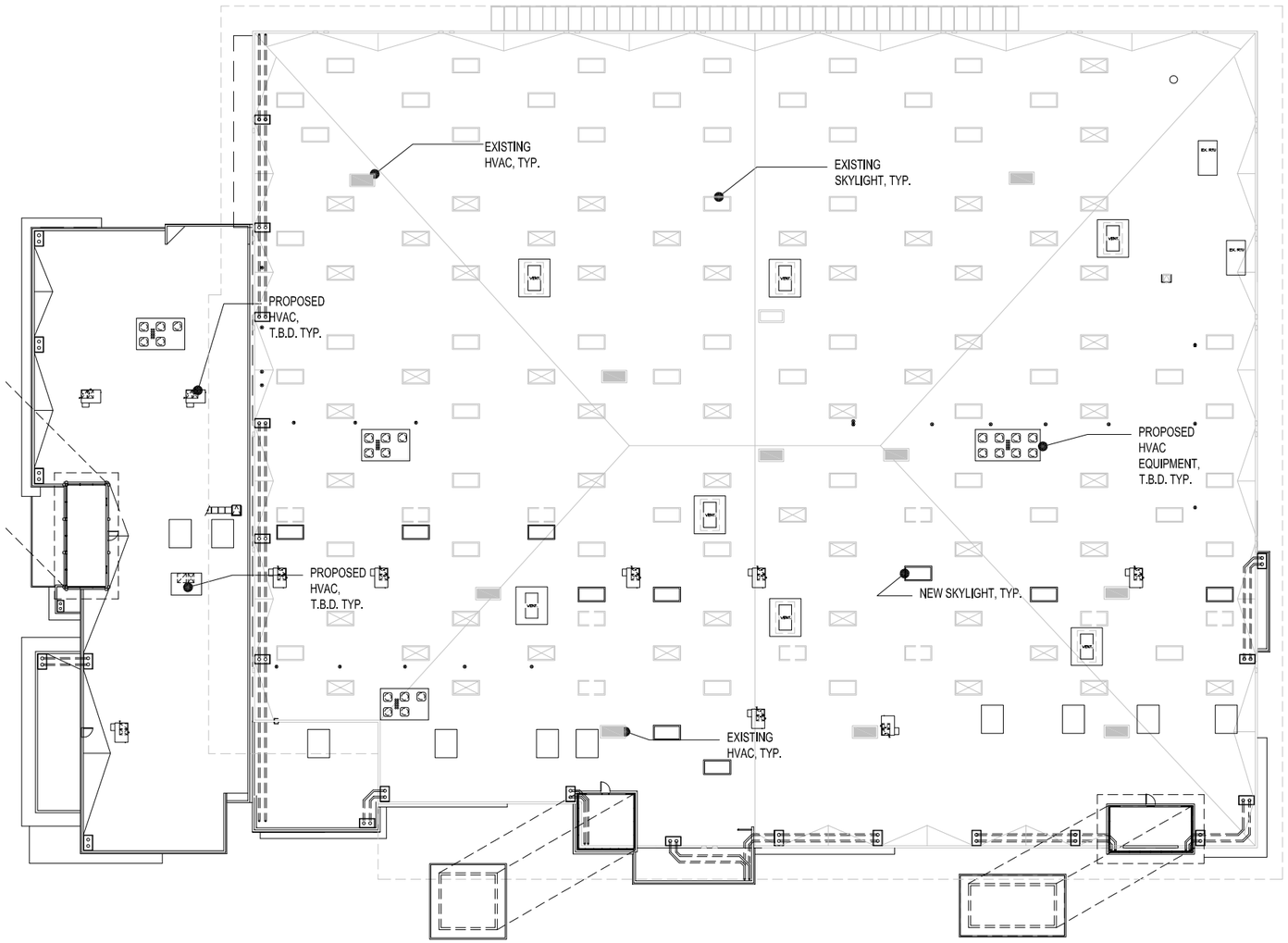
JOB NO. 08-453

SHEET NUMBER

A-1.0

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE THE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND THE SAME MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT THE WRITTEN CONSENT OF THE ARCHITECT. COPYRIGHT: NADEL RETAIL ARCHITECTS, LLP. ALL RIGHTS RESERVED.

B.D. SUBMITTAL: 00-00-00 B.D. SUBMITTAL: 00-00-00 B.D. SUBMITTAL: 00-00-00



ROOF PLAN

north

SCALE 1/16"= 1'-0"

GENERAL NOTES

1. PER MMC XI-10-54 (D), ALL ROOF TOP EQUIPMENT SHALL BE LOCATED IN AN AREA, WHICH IS SCREENED BY A SCREENING WALL, PARAPET WALL OR EQUIPMENT WALL. THE INSTALLED HEIGHT OF THE EQUIPMENT SHALL NOT EXCEED THE HEIGHT OF THE ARCHITECTURAL ELEMENT USED TO SCREEN THE EQUIPMENT.

2. PROVIDE ODOR CONTROL EQUIPMENT FOR RESTAURANTS THAT REQUIRES TYPE I COOKING HOODS

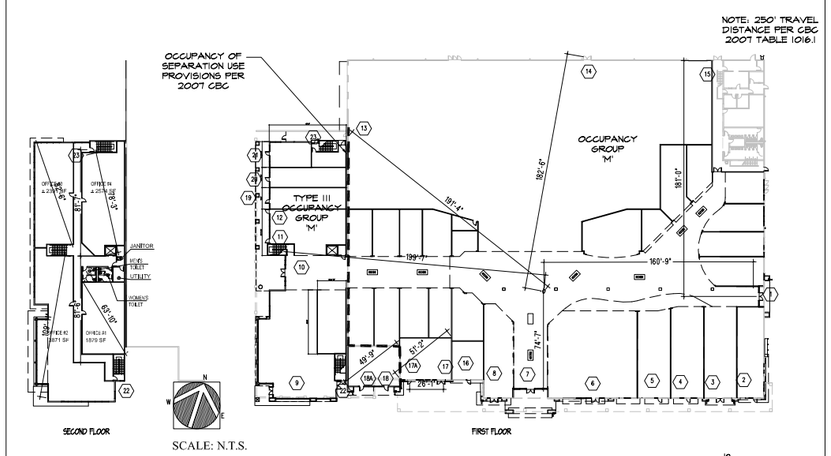
3. PER MMC XI-30-4.04 (SIGN PROGRAM), A SIGN PROGRAM WILL BE REQUIRED. THE SIGN PROGRAM SHALL BE DETAIL THE TYPE OF SIGN ALLOW. THE PURPOSE OF THE SIGN PROGRAM IS TO ENCORAGE EFFECTIVE AND ATTRACTIVE SIGNAGE.

4. MIN. STAIR WIDTH AND DOOR WIDTH PER 2007 CBC

5. PURPOSE BUILDING TO FULLY SPRINKLERS

6. NUMBER OF PLUMBING FIXTURES SHALL COMPLY WITH 2007 CPC SECTION 412 AND TABLE4-1.

EXIT ANALYSIS



SCALE: N.T.S.

EXITING REQUIREMENT CALCULATIONS

PER TABLE 1004.1.1

	EXITING REQUIREMENT CALCULATIONS							
	AREA (S.F	OCC. CALCULATION	OCCUPANTS	EXIT WIDTH CALC.	EXIT WIDTH REQUIRED (IN)	EXIT WIDTH PROVIDED (INCHES)	EXIT(S) REQUIRED	EXIT(S) PROVIDED
GROUND FLOOR								
FOOD MARKET	32,975	1/60 =OCC.	550	0.15	82.5	OVER	3	4
RESTAURANTS (PART OF MALL)	17,876	1/15 =OCC.	1192	0.15	178.8	OVER	1 OR 2	2 EACH
RETAIL (PART OF MALL)	11,005	1/60 =OCC.	183	0.15	27.45	OVER	1	2 EACH
STORAGE/ COMMON AREA	30,337	1/300 =OCC.	101	0.15	15.15	OVER	2	4
TOTAL WIDTH AT FIRST FLOOR			2026		303.9		4	12
(TOTAL WIDTH PROVIDE 24 DOOR X 34" OPENING						816		
EXIT 1 THRU 15)								
COFFEE SHOP (EXIT 9)	739	1/15 =OCC.	49	0.15	7.35	34	1	1
RESTAURANT #7 (EXIT 17 & 17A)	1,307	1/15 =OCC.	87	0.15	13.05	102	2	3
RESTAURANT #8(EXIT 18 18A, &18B)	1,240	1/15 =OCC.	83	0.15	12.45	68	2	2
RETAIL #18(EXIT 19)	976	1/100 =OCC.	10	0.15	1.5	34	1	1
RETAIL #17 (EXIT 20)	915	1/100 =OCC.	9	0.15	1.35	34	1	1
RETAIL #16 (EXIT 21)	650	1/100 =OCC.	7	0.15	1.05	34	1	1
SECOND FLOOR								
OFFICES	10,715	1/100 =OCC.	107	0.15	16.05		2	2
COMMON AREA SECOND FLOOR	-	1/300 =OCC.	0	0.15	0		1	2
TOTAL EXIT DOOR WIDTH					16.05	68	2	2
TOTAL STAIR WIDTH			107	0.2	21.4	48		

AYALAFIL (US) CO., INC.
255 SHORELINE DRIVE
SUITE 428
REDWOOD CITY, CALIFORNIA 94065
T. 650.508.2000, F. 650.508.8988
DEVELOPER

NOTE:

THIS PLAN WAS PREPARED FROM INFORMATION FURNISHED BY THE OWNER AND WILL BE SUBJECT TO MODIFICATIONS AS REQUIRED BY A FINAL SURVEY AND GOVERNING AGENCY APPROVALS.

MILPITAS RETAIL CENTER

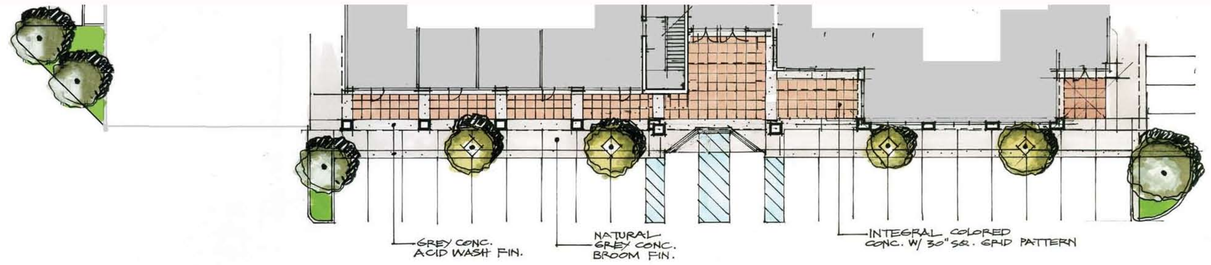
MILPITAS, CALIFORNIA

LANDESS AVENUE
ROOF PLAN & EXIT ANALYSIS

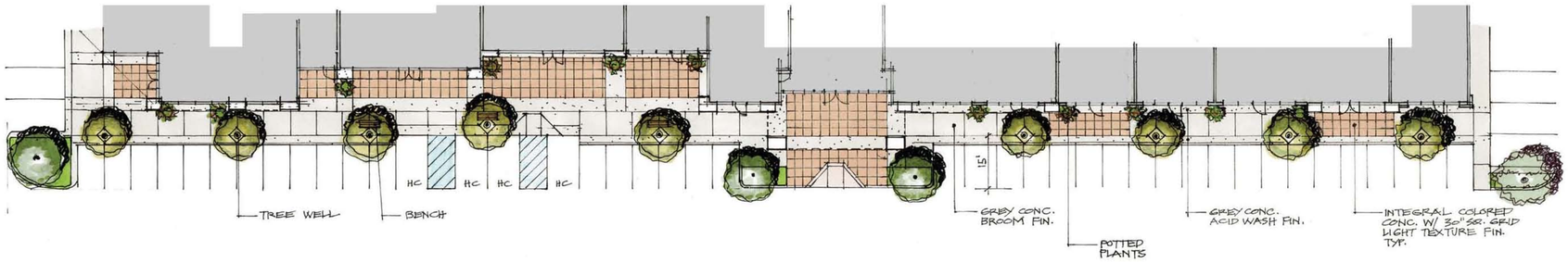
CONDITIONAL USE PERMIT NO. UP 08-0028
SITE DEVELOPMENT PERMIT NO. SD 008-006

PROJECT # 70078
P:\2008\70078\design\Design sheet\70078_Design_Roof.dwg 3-05-09 11:28:59 AM jlee
DATE: JAN. 18, 2008

gkkworks LHA
1833 Victory Boulevard | Glendale | California 90201
818 246 6050 | 818 240 0430 fax | www.gkkworks.com



WEST ELEVATION
SCALE: 1/16" = 1'-0"



SOUTH ELEVATION
SCALE: 1/16" = 1'-0"

AYALAFIL (US) CO., INC.
255 SHORELINE DRIVE
SUITE 428
REDWOOD CITY, CA 94064
TEL: 650.508.2000
FAX: 650.508.8988
DEVELOPER

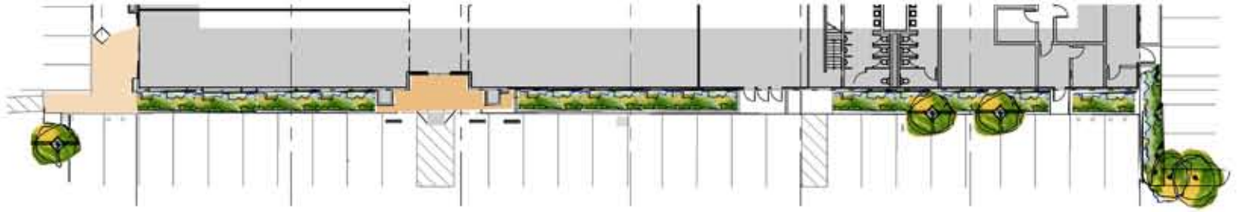
THIS PLAN WAS PREPARED FROM INFORMATION FURNISHED BY THE OWNER AND WILL BE SUBJECT TO MODIFICATIONS AS REQUIRED BY A FINAL SURVEY AND GOVERNING AGENCY APPROVALS.
NOTE

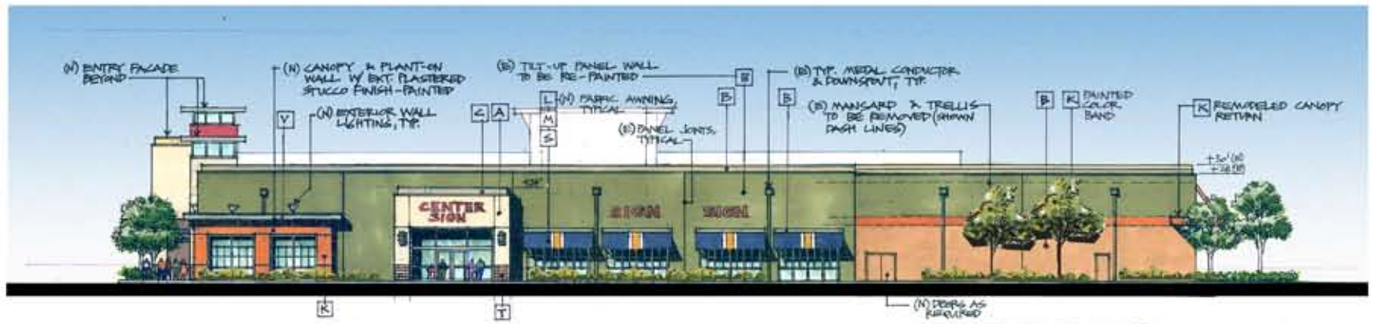
MILPITAS RETAIL CENTER MILPITAS, CA

LANDESS AVE. & DEMPSEY RD.

PROJECT # 70078
DATE: NOVEMBER 06, 2008

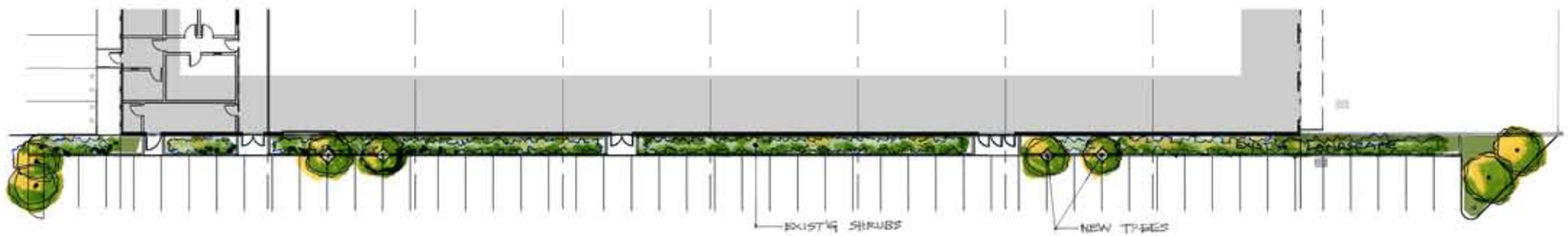
gkkworks
1833 Victory Boulevard | Glendale, CA 91201
818 246 6050 | 818 240 0430 fax | www.gkkworks.com

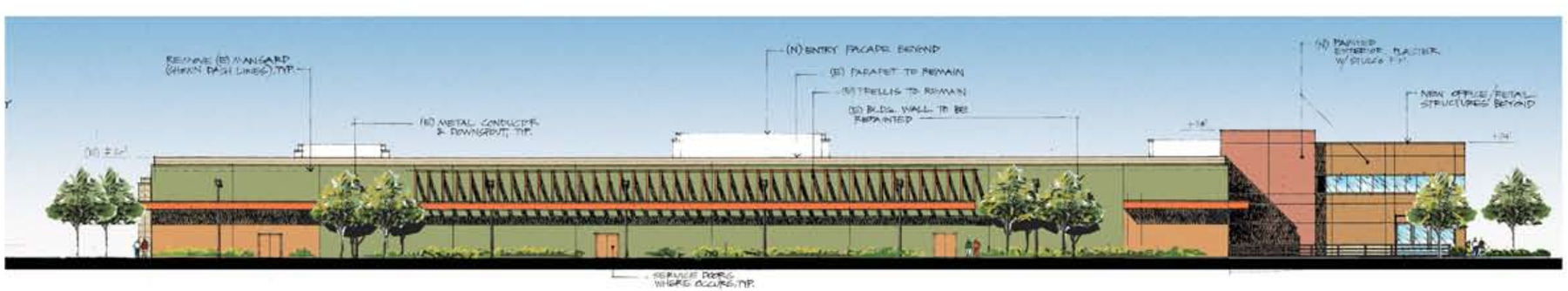




EAST ELEVATION

SCALE: 1/16" = 1'-0"





NORTH ELEVATION

SCALE: 1/16" = 1'-0"

AYALAFIL (US) CO., INC.
255 SHORELINE DRIVE
SUITE 428
REDWOOD CITY, CA 94064
TEL: 650.508.2000
FAX: 650.508.8988
DEVELOPER

THIS PLAN WAS PREPARED FROM INFORMATION FURNISHED BY THE OWNER AND WILL BE SUBJECT TO MODIFICATIONS AS REQUIRED BY A FINAL SURVEY AND GOVERNING AGENCY APPROVALS.

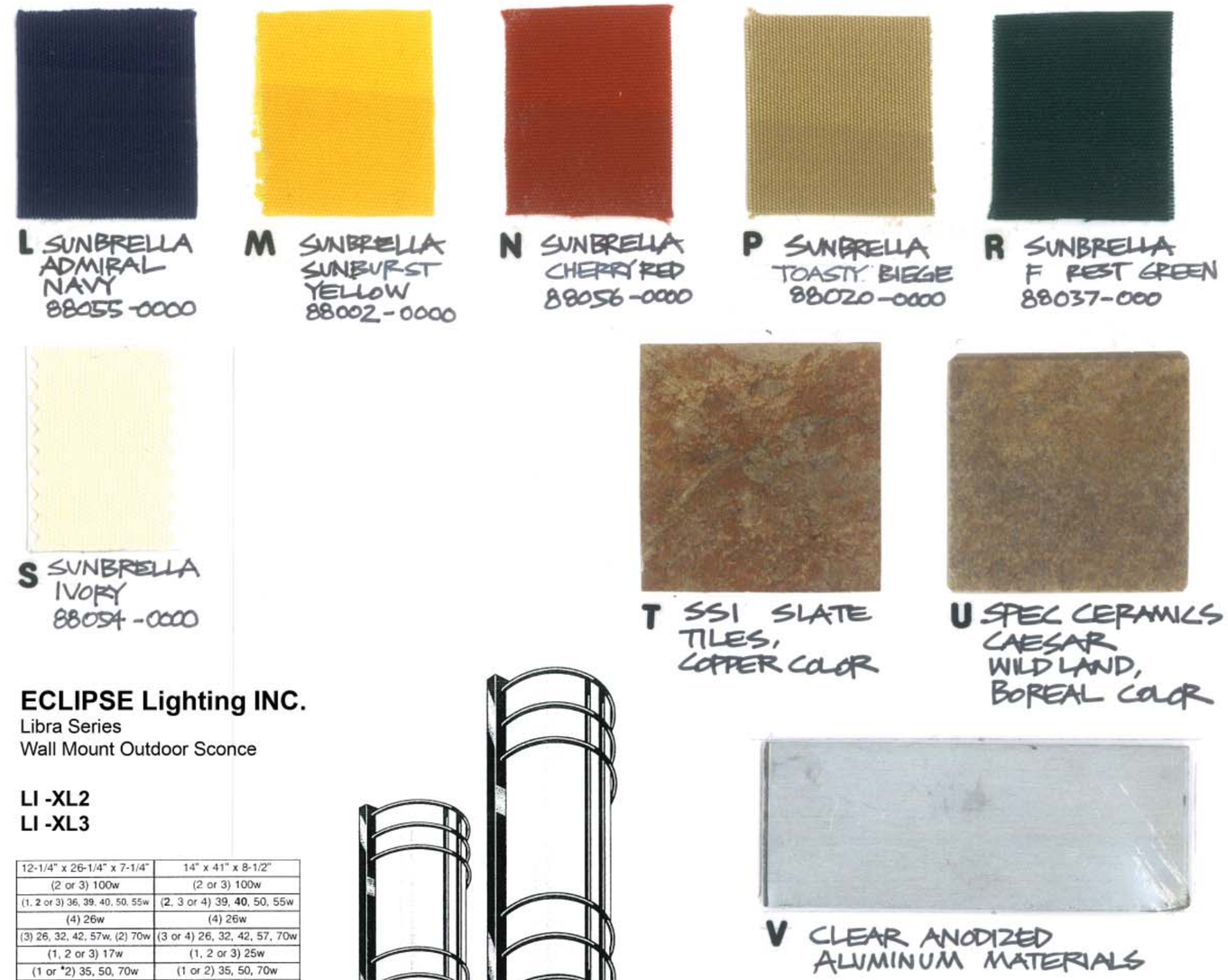
NOTE

MILPITAS RETAIL CENTER MILPITAS, CA

LANDESS AVE. & DEMPSEY RD.

PROJECT # 70078
DATE: NOVEMBER 06, 2008

gkkworks
1833 Victory Boulevard | Glendale, CA 91201
818 246 6050 | 818 240 0430 fax | www.gkkworks.com



ECLIPSE Lighting INC.
Libra Series
Wall Mount Outdoor Sconce

LI -XL2
LI -XL3

12-1/4" x 26-1/4" x 7-1/4"	14" x 41" x 8-1/2"
(2 or 3) 100w	(2 or 3) 100w
(1, **2** or 3) 36, 39, 40, 50, 55w	(**2**, 3 or 4) 39, **40**, 50, 55w
(4) 26w	(4) 26w
(3) 26, 32, 42, 57w, (2) 70w	(3 or 4) 26, 32, 42, 57, 70w
(1, 2 or 3) 17w	(1, 2 or 3) 25w
(1 or *2) 35, 50, 70w	(1 or 2) 35, 50, 70w
(1 or *2) 50, 70w	(1 or 2) 50, 70, 100w
PAR 20 or 30-35w	PAR 30-35w or PAR 38-70w
PAR 20, PAR 30-35 or PAR 38-70w	PAR 30-35w or PAR 38-70w
*85w	*(1 or 2) 85w
(*) 70, 100w	(*) 70, 100 or 150w

* Similar light fixtures per availability

AYALAFIL (US) CO., INC
255 SHORELINE DRIVE
SUITE 428
REDWOOD CITY, CA 94064
TEL: 650.508.2000
FAX: 650.508.8988
DEVELOPER

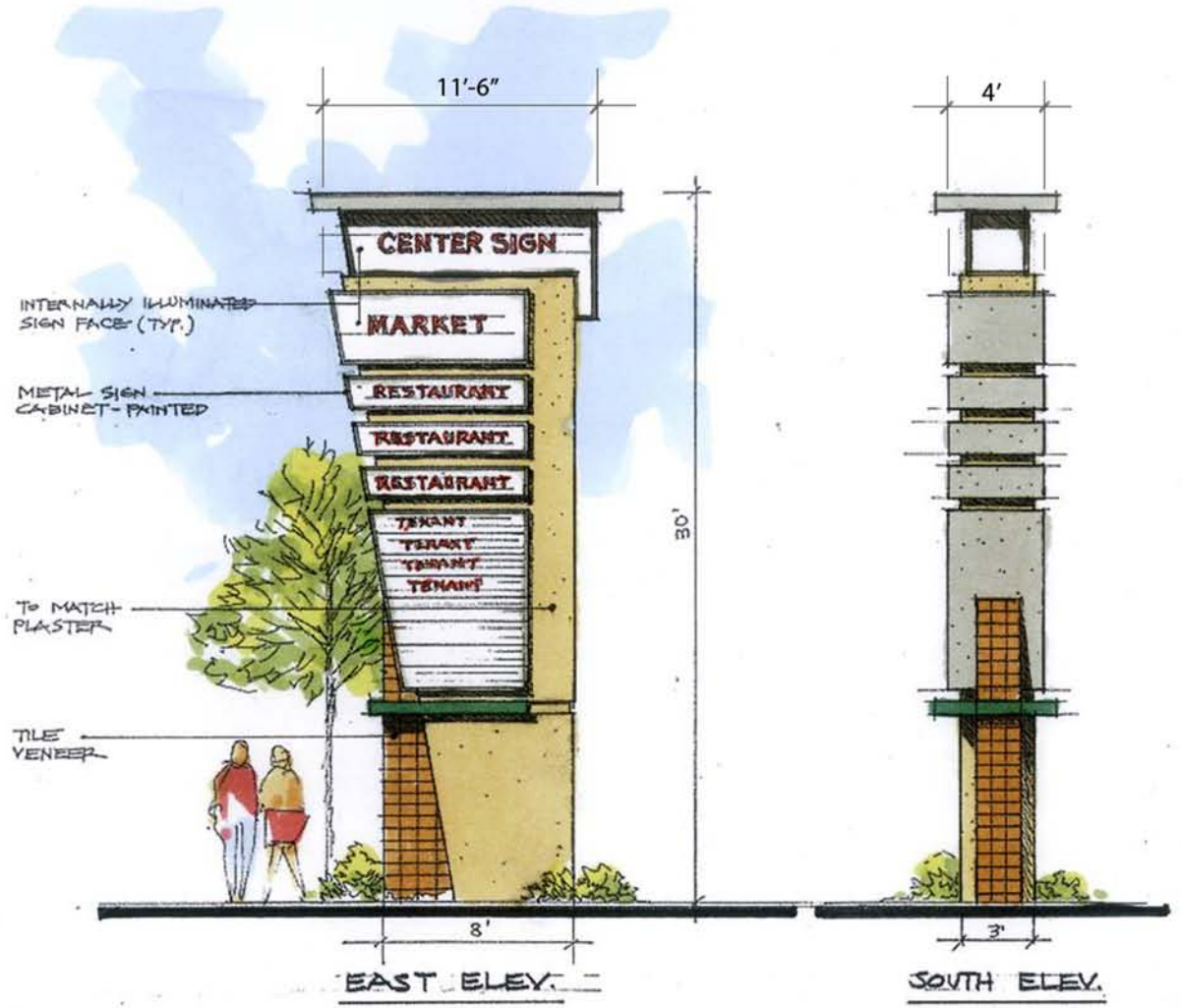
THIS PLAN WAS PREPARED FROM INFORMATION FURNISHED BY THE OWNER AND WILL BE SUBJECT TO MODIFICATIONS AS REQUIRED BY A FINAL SURVEY AND GOVERNING AGENCY APPROVALS.
NOTE

MILPITAS RETAIL CENTER MILPITAS, CA

LANDESS AVE. & DEMPSEY RD.

PROJECT # 70078
DATE: November 06, 2008

gkkworks LHA
1833 Victory Boulevard | Glendale, CA 91201
818 246 6050 | 818 240 0430 fax | www.gkkworks.com



AYALAFIL (US) CO., INC
255 SHORELINE DRIVE
SUITE 428
REDWOOD CITY, CA 94064
TEL: 650.508.2000
FAX: 650.508.8988
DEVELOPER

THIS PLAN WAS PREPARED FROM INFORMATION FURNISHED BY THE OWNER AND WILL BE SUBJECT TO MODIFICATIONS AS REQUIRED BY A FINAL SURVEY AND GOVERNING AGENCY APPROVALS.
NOTE

MILPITAS RETAIL CENTER MILPITAS, CA

LANDESS AVE. & DEMPSEY RD.

PROJECT # 70078
DATE: November 06, 2008
Mar. 2, 2009

gkkworks LHA
1833 Victory Boulevard | Glendale, CA 91201
818 246 6050 | 818 240 0430 fax | www.gkkworks.com

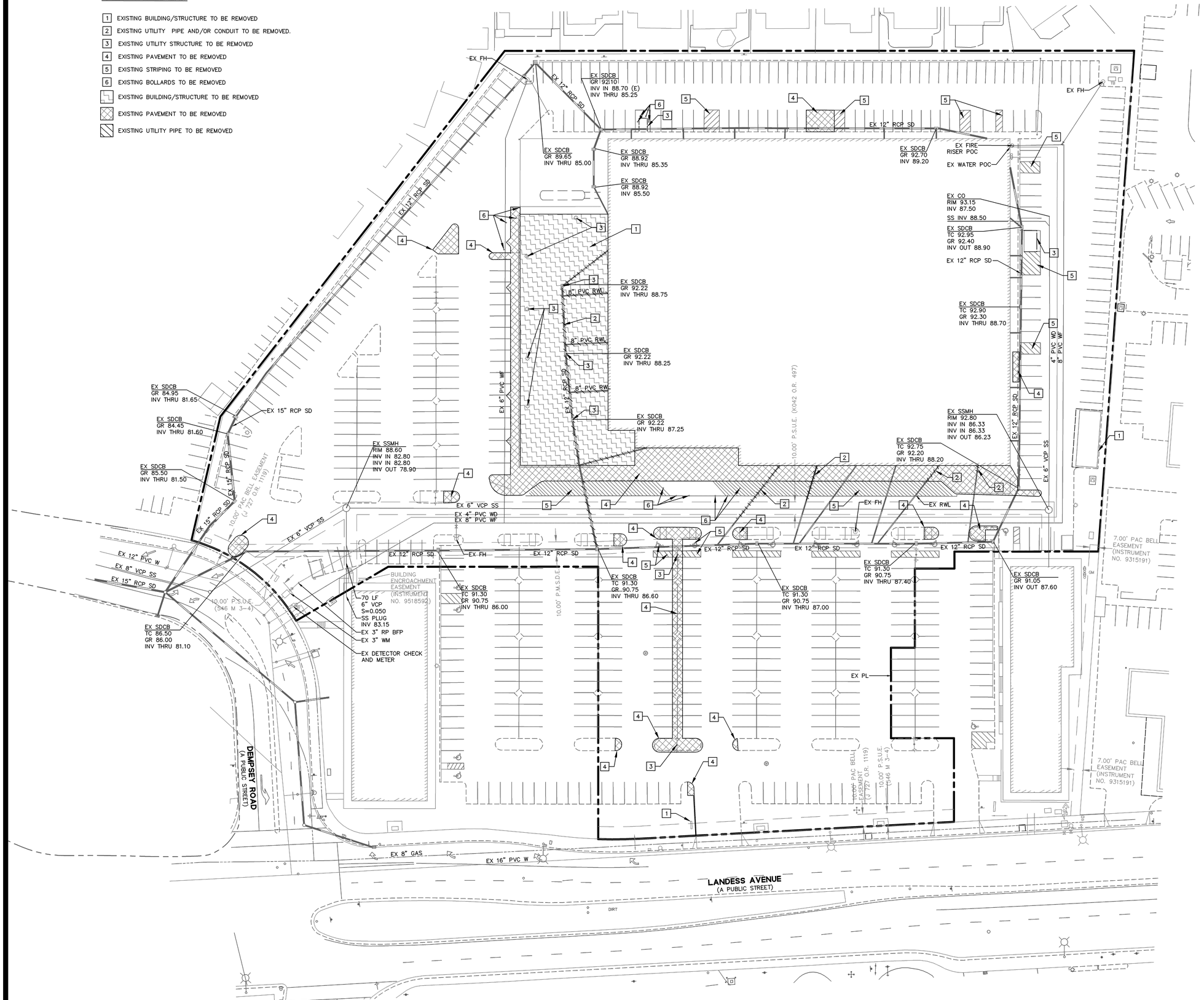
DEMOLITION LEGEND:

1. EXISTING BUILDING/STRUCTURE TO BE REMOVED
2. EXISTING UTILITY PIPE AND/OR CONDUIT TO BE REMOVED.
3. EXISTING UTILITY STRUCTURE TO BE REMOVED
4. EXISTING PAVEMENT TO BE REMOVED
5. EXISTING STRIPING TO BE REMOVED
6. EXISTING BOLLARDS TO BE REMOVED

EXISTING BUILDING/STRUCTURE TO BE REMOVED

EXISTING PAVEMENT TO BE REMOVED

EXISTING UTILITY PIPE TO BE REMOVED



J:\Eng08\080129\DWG\C D\02.0 MCPREX.dwg 1-13-09 12:38:49 PM king

Date:	Revision:

Job No.: 20080129
Drawn: JWW
P.M.: CJH
Checked:
Re-Checked:
Bid Date:
Scale: 1"=30'

LHA
a division of gkkworks
1333 Vitaro Boulevard | GLENDALE | CA 91201
818 246 6050 | 818 240 0430 fax | www.lhaarchitects.com

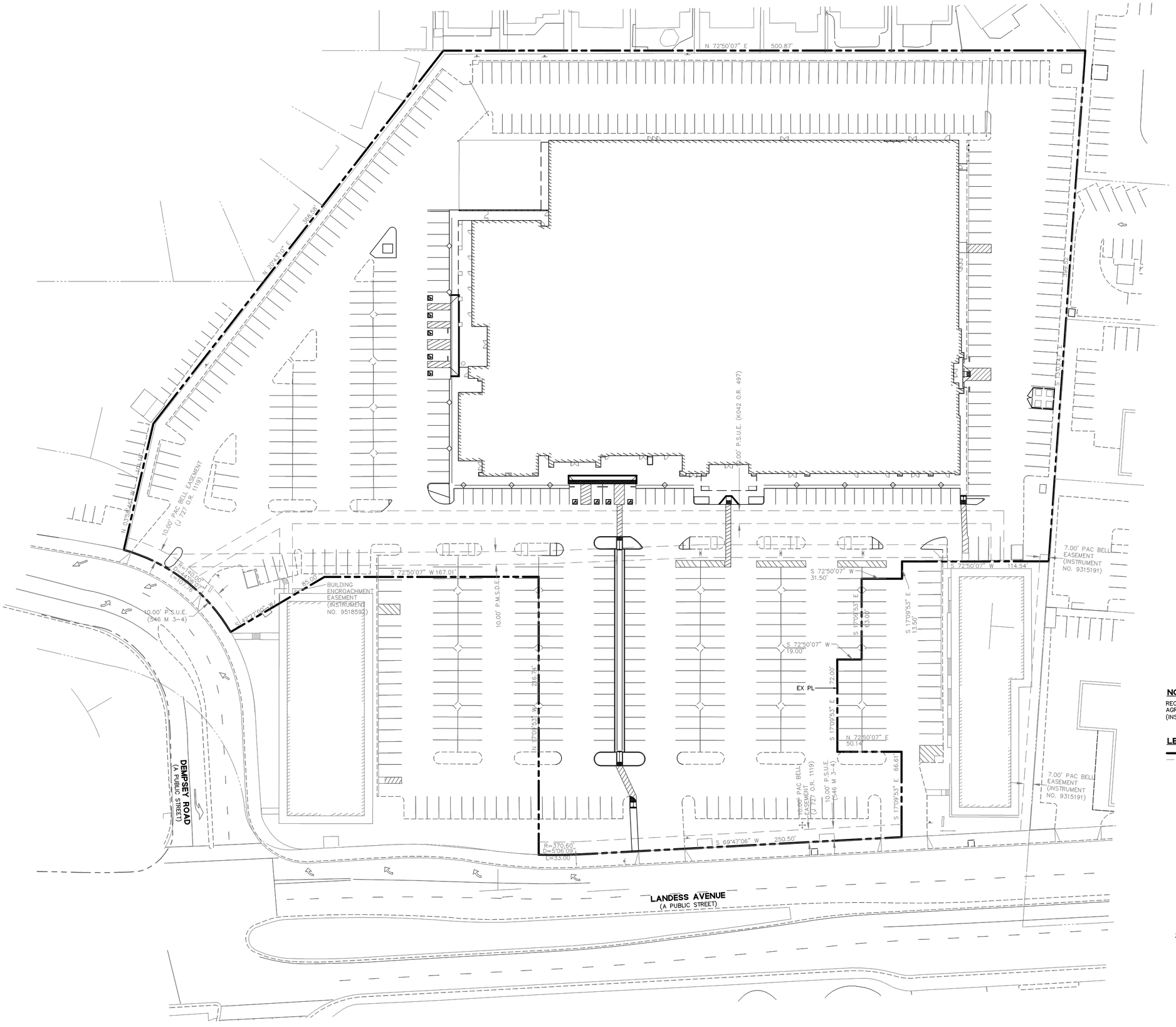
BKF
Engineers/Surveyors/Planners
255 SHORELINE DR, SUITE 200
REDWOOD CITY, CA 94065
650-482-6300 (FAX)
650-482-6399 (FAX)

EXISTING CONDITIONS AND DEMOLITION PLAN

MILPITAS RETAIL CENTER
1555 LANDESS AVENUE
MILPITAS, CA 95035

DEVELOPER:
AYALAFIL (US) CO, INC.
255 SHORELINE DRIVE, SUITE # 428
REDWOOD CITY, CALIFORNIA 94065

C-1



NOTE:

RECIPROCAL EASEMENT AND OPERATING AGREEMENT OVER ENTIRE SITE (INSTRUMENT NO. 9487628)

LEGEND

PROPERTY LINE
EXISTING EASEMENT

Date:	Revision:

Job No.: 20080129
Drawn: JWW
P.M.: CJH
Checked:
Re-Checked:
Bid Date:
Scale: 1"=30'

LHA
a division of gkkworks
1333 Vision Boulevard | GLENDALE | CA 91201
818 246 6050 | 818 240 0430 fax | www.lhaarchitects.com

BKF
Engineers/Surveyors/Planners
255 SHORELINE DRIVE, SUITE 200
REDWOOD CITY, CA 94065
650-482-6300
650-482-6399 (FAX)

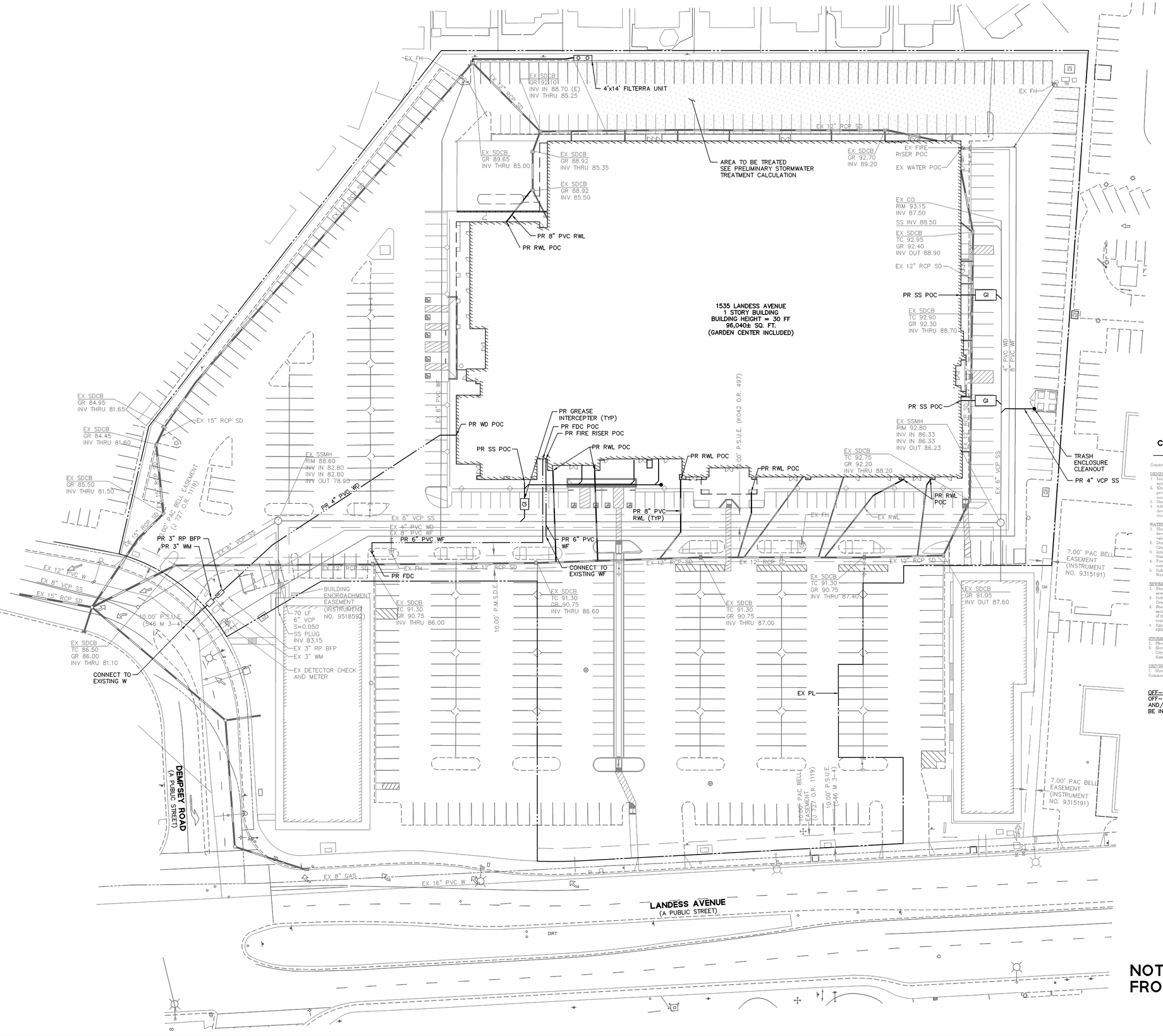
HORIZONTAL CONTROL PLAN

MILPITAS RETAIL CENTER
1535 LANDESS AVENUE
MILPITAS, CA 95035

DEVELOPER:
AYALAFIL (US) CO, INC.
255 SHORELINE DRIVE, SUITE # 428
REDWOOD CITY, CALIFORNIA 94065

C-2

J:\Eng08\080129\DWG\C D\03.0 MCPRHZ.dwg 1-13-09 12:42:18 PM king



ABBREVIATIONS

EX	EXISTING
FDC	FIRE DEPARTMENT CONNECTION
FH	FIRE HYDRANT
GI	GREASE INTERCEPTOR
GR	GRATE ELEVATION
INV	INVERT
LF	LINEAR FEET
PL	PROPERTY LINE
P.M.S.D.E.	PRIVATE MUTUAL STORM DRAIN EASEMENT
P.S.U.E.	PUBLIC SERVICE UTILITY EASEMENT
POC	POINT OF CONNECTION
PR	PROPOSED
PVC	POLYVINYL CHLORIDE
RCP	REINFORCED CONCRETE PIPE
RIM	RIM ELEVATION
RP BFP	REDUCED PRESSURE BACKFLOW PREVENTER
RWL	ROOF WATER LEADER
S	SLOPE
SD	STORM DRAIN
SDCB	STORM DRAIN CATCH BASIN
SS	SANITARY SEWER
SSMH	SANITARY SEWER MANHOLE
TC	TOP OF CURB
TYP	TYPICAL
VCP	VITRIFIED CLAY PIPE
W	WATER
WD	DOMESTIC WATER
WF	FIRE WATER
WM	WATER METER

PRELIMINARY STORMWATER TREATMENT CALCULATION

SEE SUPPLEMENTAL REPORT FOR MORE STORMWATER INFORMATION.

AREAS REQUIRING TREATMENT	
NEW ROOF	14,500 SF
NEW ADA IMPROVEMENTS	5,200 SF
TOTAL	19,700 SF
AREA TO BE TREATED	20,900 SF
4' x 14' FILTERRA TREATMENT CAPACITY	20,900 SF

CITY REQUIREMENTS TO BE ADDRESSED ON CONSTRUCTION DRAWINGS

Construction plan submittals for permit shall include the following items:

GENERAL

1. Include any necessary details and specifications with the plans if they are not City Standards or approved equals.
2. Show the locations of all existing, and proposed public facilities (streets include street name (also state private street if private maintained road), street light, storm drain, sewer, water etc.), and any proposed connections to public facilities.
3. Show all existing and any proposed easement or right of way dedications on the plans.
4. Add note: Prior to the start of any work within the City right of way (public street or easement), the developers contractor shall obtain an Encroachment Permit. Also include other public work general construction notes see Engineering Plans and Map Procedures and Guidelines.

WATER

1. Show the size(s) & location(s) of all existing and proposed water mains, service(s), meter(s) and backflow device(s) on the plans. Also, show depth and material of existing main for weather taps or isolation valves for cutting in tees.
2. Domestic water meters: add note: Install reduced pressure principle backflow prevention device as per City Standard Drawing #734.
3. Irrigation meters: add note: Install reduced pressure principle backflow prevention device per City Standard Drawing #734.
4. Fire services: add note: Install detector check valve per City Standard Drawing #730 for commercial/industrial use. Looped fire services require double check detector check valve.
5. Indicate any existing well(s) to be maintained or abandoned in accordance with Santa Clara Valley Water District. Air gap or reduced backflow protection is also required for all active (non-sealed) wells.

SEWER

1. Show size(s) and location(s) of existing and proposed mains, lateral(s), clean out(s) and any necessary sewer backflow device(s) on the plans.
2. Industrial and commercial developments require a 6" sewer lateral and cleanout as per City Standard Drawing #430, sheet 2.
3. Show the lowest finish floor elevation of the structure and the rim elevation of nearest upstream sanitary manhole on the plans. If the lowest floor elevation is less than one foot above the rim elevation of the nearest upstream manhole, then a backflow preventer per City Standard Drawing # 424 is required.
4. Applicant shall contact the San Jose/Santa Clara Water Pollution Control Plant (SJ/SC WPCP 408-945-5560) for their requirements on plan approval and Industrial Wastewater Discharge Permit.

STORM

1. Show size(s) and location(s) of all existing and proposed storm water facilities on the plans.
2. Show how all on site drainage is conveyed (Curb inlet, green belt, etc) including connection to the City storm drain system including creeks and channels. Also show the locations and sizes of all inlets, dissipators, pipes, through curb drains, etc.

DRIVEWAY

1. Show width(s) and location(s) of all existing and proposed driveway(s) on the plans. Commercial developments require a 25' width apron with a 4' diagonal on both sides for a two-way driveway.

OFF-SITE IMPROVEMENTS

OFF-SITE IMPROVEMENTS (FRONTAGE CURB, GUTTER, SIDEWALK, PAVING AND/OR STRIPING) TO BE DISCUSSED WITH CITY OF MILPITAS AND WILL BE INCLUDED (AS NECESSARY) WITH THE CONSTRUCTION DRAWINGS.

NOTE: EXISTING INVERTS FROM RECORD DRAWINGS.

Job No.:	20080129
Drawn:	JWW
P.M.:	CJH
Checked:	
Re-Checked:	
Bid Date:	
Scale:	1"=30'

Date: Revision:

LHA
a division of gkkworks
1833 Victory Boulevard | GLENDALE | CA 91201
818 246 6050 | 818 240 0430 fax | www.lhaarchitects.com

BKF
ENGINEERS/SURVEYORS/PLANNERS
2195 SHORELINE DRIVE, SUITE 200
REDWOOD CITY, CA 94065
650-482-6300
650-482-6399 (FAX)

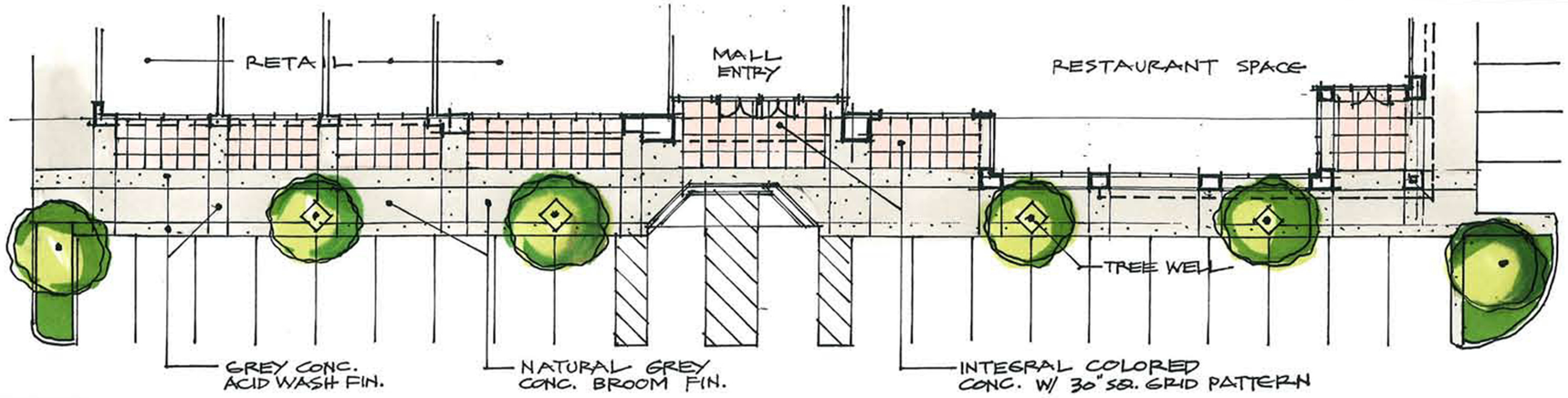
PROPOSED UTILITY PLAN

MILPITAS RETAIL CENTER
1535 LANDESS AVENUE
MILPITAS, CA 95035

DEVELOPER:
AYALAFIL (US) CO, INC.
255 SHORELINE DRIVE, SUITE # 428
REDWOOD CITY, CALIFORNIA 94065

C-3

J:\Eng08\080129\DWG\C D\04.0 MCPRUTIL.dwg 1-13-09 01:00:12 PM king



ALTERNATIVE WEST ELEVATION WITHOUT 2ND FLOOR ADDITION

AYALAFIL (US) CO., INC.
255 SHORELINE DRIVE
SUITE 428
REDWOOD CITY, CA 94064
TEL: 650.508.2000
FAX: 650.508.8988
DEVELOPER

THIS PLAN WAS PREPARED FROM INFORMATION FURNISHED BY THE OWNER AND WILL BE SUBJECT TO MODIFICATIONS AS REQUIRED BY A FINAL SURVEY AND GOVERNING AGENCY APPROVALS.
NOTE

MILPITAS RETAIL CENTER MILPITAS, CA

LANDESS AVE. & DEMPSEY RD.

PROJECT # 70078
DATE: NOVEMBER 06, 2008
MARCH 3, 2009

gkkworks
1833 Victory Boulevard | Glendale, CA 91201
818 246 6050 | 818 240 0430 fax | www.gkkworks.com

ATTACHMENT D

1535 Landess Avenue
Mixed Use Development

Transportation Impact Analysis

Prepared for:

City of Milpitas

Prepared by:

Hexagon Transportation Consultants, Inc.

February 17, 2009

Table of Contents

Executive Summary iv
1. Introduction 1
2. Existing Conditions 8
3. Background Conditions 19
4. Project Impacts and Mitigation Measures 23
5. Other Transportation Impacts 34
6. Future Growth Conditions 44

Appendices

Appendix A: Traffic Counts
Appendix B: Approved Trips Inventory
Appendix C: Volume Summary Tables
Appendix D: Level of Service Calculations
Appendix E: Signal Warrant Sheets
Appendix F: Driveway Queuing
Appendix G: Plan Line Study

List of Tables

Table ES 1 Intersection Level of Service Summary vi
Table ES 2 Freeway Level of Service Summary vii

Table 1 Signalized Intersection Level of Service Definitions Based on Delay 5
Table 2 Unsignalized Intersection Level of Service Definitions Based on Delay 5
Table 3 Freeway Segment Level of Service Based on Density 6
Table 4 Existing Intersection Levels of Service 16
Table 5 Existing Freeway Ramp Capacity Analysis 17
Table 6 Existing Freeway Levels of Service 17
Table 7 Background Intersection Levels of Service 21
Table 8 Background Freeway Ramp Capacity Analysis 22
Table 9 Project Trip Generation Estimates 28
Table 10 Project Intersection Levels of Service 31
Table 11 Project Freeway Ramp Capacity Analysis 32
Table 12 Project Freeway Level of Service Analysis 33
Table 13 Peak Hour Signal Warrant Summary 35
Table 14 Left turn Queuing Analysis 36
Table 15 Future Growth Intersection Level of Service Analysis 45

List of Figures

Figure 1 Site Location and Study Intersections 2
Figure 2 Existing Bicycle Facilities 10
Figure 3 Existing Transit Service 11
Figure 4 Existing Lane Configurations 13
Figure 5 Existing Traffic Volumes 14
Figure 6 Background Traffic Volumes 20
Figure 7 Project Trip Distribution 26
Figure 8 Project Trip Assignment 27
Figure 9 Project Traffic Volumes 30
Figure 10 Site Plan 40
Figure 11 Project Driveway Volumes 41

Executive Summary

This report presents the results of the transportation impact analysis conducted for the proposed 1535 Landess Avenue mixed-use development in Milpitas, California. The project proposes to replace an existing 80,704 square-foot (s.f.) Home Depot home improvement store and related 14,279 s.f. garden center with a mixed-use development consisting of a 35,000 s.f. grocery store, 12,532 s.f. of restaurants, a 13,155 s.f. food court, 13,524 s.f. of retail and 11,412 s.f. of office space. Access to the site will be provided via two existing driveways on Landess Avenue and one existing driveway on Dempsey Road. Parking would be provided onsite.

The potential impacts of the project were evaluated in accordance with the standards set forth by the City of Milpitas, City of San Jose and the Congestion Management Program (CMP) of Santa Clara County. The study included an analysis of AM, midday (selected intersections), and PM peak hour traffic conditions for 12 signalized intersections, 1 unsignalized intersection, and 3 directional freeway segments in the vicinity of the project site.

Project Trip Generation and Distribution

The magnitude of traffic generated by the proposed project was estimated by applying to the size of the development the applicable trip generation rates. On the basis of the trip generation rates recommended by the San Diego Association of Governments (SANDAG), the proposed project would generate 8,175 gross daily vehicle trips, with 433 vehicle trips occurring during the AM peak hour, 640 vehicle trips during the midday peak hour, and 617 vehicle trips during the PM peak hour. Trip credits were estimated to account for the vacant 94,983 square-foot home improvement store currently on the site. After subtracting the existing facility's potential vehicle trips, the proposed project would generate 5,325 net daily trips, with 234 new primary AM peak hour trips, 410 new primary midday peak hour trips, and 411 new primary PM peak hour trips. In addition, the project would generate 127 midday peak hour pass-by trips and 117 PM peak hour pass-by trips. Pass-by trips are different than primary trips in that they only occur immediately around the project site. The trip distribution pattern for the proposed project was based on existing travel patterns and the locations of complementary land uses.

Intersection Level of Service Analysis

Project impacts were determined based on the appropriate significance criteria. Under project conditions, the results show that all of the study intersections would operate at an acceptable LOS (see Table ES-1).

Project Freeway Segment Impacts

Traffic volumes on the study freeway segments under project conditions were estimated by adding project trips to the existing volumes obtained from the 2006 CMP Annual Monitoring Report. The results show that the project would not cause a significant increase in traffic volume (more than one percent of capacity) on any of the study freeway segments (see Table ES-2).

Freeway Ramp Capacity Analysis

The ramp analysis showed that each of the ramps analyzed currently has sufficient capacity to serve the existing traffic volumes and would continue to have sufficient capacity under the near-term and far-term conditions without and with the project. All of the study ramps are expected to have volume-to-capacity (V/C) ratios less than 1.0.

Unsignalized Intersections

For the unsignalized intersection of Park Victoria Drive and Mount Shasta Avenue, an assessment was made of the need for signalization of the intersection. This assessment was made on the basis of the Peak-hour Volume Signal Warrant, Warrant #3 described in the *Manual on Uniform Traffic Control Devices*, 2003. This method makes no evaluation of intersection level of service, but simply provides an indication whether peak-hour traffic volumes would be sufficient to justify installation of a traffic signal. The analysis showed that the peak-hour volume warrant would not be satisfied under existing, background, project, or future growth conditions (it should be noted that the warrant used for the analysis is only one potential check out of eleven possible warrants). In addition, the intersection LOS on the worst leg under project conditions would be LOS C during the AM peak hour and PM peak hour. Because (1) the LOS would be acceptable and (2) the peak hour signal warrant check would not be satisfied, no future improvements are recommended.

Left Turn Pocket Operations

The analysis of project intersection levels of service was supplemented with an analysis of intersection *operations* for selected intersections. The analysis indicated that the existing vehicle storage capacity for the intersections would be adequate for the estimated AM, midday, and PM peak hour maximum vehicle queues under all conditions except for the following:

Great Mall Parkway/Capitol Avenue and Montague Expressway – The estimated maximum vehicle queues for the southbound left turn movement at the intersection of Great Mall Parkway/Capitol Avenue and Montague Expressway would exceed the existing vehicle storage capacity under all conditions during the midday peak hour and PM peak hour. The southbound left turn vehicle storage on Great Mall

Table ES 1
Intersection Level of Service Summary

			Existing		Background		Project Conditions				Future Growth: No Project		Future Growth: With Project			
	Peak Hour	Count Date	Avg. Delay	LOS	Avg. Delay	LOS	Avg. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C	Avg. Delay	LOS	Avg. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
Main Street & Great Mall Parkway	AM	10/18/07	20.7	C	24.9	C	25.0	C	0.2	0.01	25.4	C	25.5	C	0.2	0.01
	PM	10/18/07	26.8	C	30.8	C	31.0	C	0.5	0.01	31.6	C	31.9	C	0.6	0.01
Great Mall Drive/McCandless Drive & Great Mall Parkway	AM	10/08/08	15.2	B	15.5	B	15.6	B	0.0	0.00	15.8	B	15.8	B	0.0	0.00
	PM	10/08/08	20.3	C	20.2	C	20.1	C	0.0	0.01	20.4	C	20.4	C	0.0	0.01
Great Mall Parkway/Capitol Avenue & Montague Expressway*	AM	09/04/07	37.8	D	43.5	D	45.0	D	4.6	0.01	46.1	D	47.8	D	5.3	0.01
	MD	10/09/08	50.1	D	55.8	E	58.7	E	6.3	0.02	60.0	E	63.0	E	6.9	0.02
	PM	10/10/06	56.2	E	61.6	E	62.6	E	2.5	0.02	63.8	E	65.1	E	3.0	0.02
Milpitas Boulevard & Montague Expressway* /a/	AM	08/06/08	25.5	C	25.2	C	25.2	C	0.2	0.01	27.2	C	27.2	C	0.2	0.01
	MD	10/09/08	31.9	C	30.6	C	30.3	C	-0.2	0.01	32.6	C	32.3	C	-0.1	0.01
	PM	10/10/06	39.6	D	41.3	D	41.3	D	-0.2	0.01	42.9	D	42.9	D	-0.3	0.01
Pecten Court & Montague Expressway	AM	10/08/08	15.7	B	16.8	B	16.9	B	0.2	0.01	18.6	B	18.7	B	0.3	0.01
	PM	10/08/08	17.4	B	16.6	B	16.5	B	0.1	0.01	17.0	B	17.0	B	0.1	0.01
Dempsey Road & Landess Avenue	AM	10/07/08	36.2	D	40.1	D	47.4	D	11.2	0.08	46.8	D	54.3	D	10.1	0.03
	MD	10/09/08	23.1	C	26.1	C	36.3	D	14.7	0.20	26.6	C	33.8	C	10.9	0.15
	PM	10/07/08	24.9	C	27.7	C	37.9	D	16.6	0.18	28.4	C	35.5	D	11.7	0.13
Park Victoria Drive & Landess Avenue	AM	10/09/08	38.8	D	41.2	D	44.8	D	6.1	0.03	45.8	D	50.9	D	8.5	0.03
	MD	10/09/08	31.2	C	32.0	C	33.6	C	3.1	0.06	32.8	C	34.7	C	3.8	0.06
	PM	10/09/08	30.8	C	31.3	C	32.5	C	2.8	0.05	32.1	C	33.4	C	3.2	0.05
Clear Lake Avenue/Treewood Lane & Landess Avenue	AM	10/09/08	14.2	B	14.1	B	14.2	B	0.1	0.01	14.2	B	14.2	B	0.1	0.01
	MD	10/09/08	16.7	B	16.6	B	16.5	B	0.1	0.01	16.5	B	16.5	B	0.1	0.01
	PM	10/09/08	11.4	B	11.4	B	11.5	B	0.1	0.01	11.4	B	11.5	B	0.1	0.01
Yellowstone Avenue/Corktree Lane & Landess Avenue	AM	10/09/08	24.9	C	24.9	C	25.0	C	0.1	0.01	25.4	C	25.5	C	0.1	0.01
	PM	10/09/08	18.9	B	19.0	B	19.2	B	0.1	0.01	19.2	B	19.3	B	0.1	0.01
Park Victoria Drive & Yosemite Drive	AM	10/08/08	30.5	C	30.5	C	30.6	C	0.1	0.00	30.9	C	30.9	C	0.1	0.00
	PM	10/08/08	29.9	C	30.0	C	30.1	C	0.1	0.01	30.3	C	30.4	C	0.1	0.01
Park Victoria Drive & Mount Shasta Avenue (unsignalized)	AM	10/07/08	1.2	A	1.2	A	1.2	A	0.0	0.00	1.3	A	1.3	A	0.0	0.00
	PM	10/21/08	1.5	A	1.6	A	1.6	A	0.0	0.00	1.6	A	1.7	A	0.0	0.00
Park Victoria Drive & Big Basin Drive /a/	AM	10/07/08	9.7	A	9.7	A	9.8	A	0.9	0.00	9.5	A	9.5	A	0.0	0.00
	MD	10/09/08	11.4	B	11.2	B	10.9	B	-0.2	0.01	11.1	B	10.8	B	-0.2	0.01
	PM	10/07/08	11.9	B	11.8	B	11.5	B	-0.2	0.01	11.7	B	11.5	B	-0.1	0.01
Morrill Avenue & Cropley Avenue /a/	AM	10/09/08	30.1	C	30.3	C	30.3	C	0.2	0.01	30.4	C	30.5	C	0.2	0.01
	PM	10/09/08	26.0	C	26.0	C	26.2	C	-1.7	-0.02	26.4	C	26.4	C	-0.2	0.01

* Denotes CMP intersection
/a/ Average delay decreases under Project Conditions because of the addition of trips to non-critical movements.

Table ES 2
Freeway Level of Service Summary

						Existing Trips /a/						Project Trips		
Freeway	Segment			Direction	Peak Hour	Ave. Speed	# of Lanes	Capacity (vph)	Volume	Density	LOS	Volume	% Capacity	Impact?
I-680	Capitol Ave	to	Montague Expwy	NB	AM	57	4	9,200	8,914	39.1	D	24	0.3%	*NO*
					PM	66	4	9,200	5,840	22.1	C	30	0.3%	*NO*
I-680	Montague Expwy	to	Yosemite Dr	NB	AM	65	4	9,200	7,808	30.0	D	8	0.1%	*NO*
					PM	66	4	9,200	7,411	28.1	D	21	0.2%	*NO*
I-680	Yosemite Dr	to	Calaveras Blvd / SR 237	NB	AM	45	4	8,050	8,648	54.9	E	8	0.1%	*NO*
					PM	50	4	8,050	8,821	50.4	E	21	0.3%	*NO*
I-680	Calaveras Blvd / SR 237	to	Yosemite Dr	SB	AM	66	4	9,200	6,616	25.1	C	16	0.2%	*NO*
					PM	39	4	9,200	8,290	53.1	E	20	0.2%	*NO*
I-680	Yosemite Dr	to	Montague Expwy	SB	AM	65	4	9,200	8,076	31.1	D	16	0.2%	*NO*
					PM	16	4	9,200	5,910	92.3	F	20	0.2%	*NO*
I-680	Montague Expwy	to	Capitol Ave	SB	AM	66	4	9,200	6,082	23.0	C	12	0.1%	*NO*
					PM	15	4	9,200	5,911	98.5	F	31	0.3%	*NO*

/a/ Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2006.

Parkway north of Montague Expressway is approximately 375 feet, which provides enough storage for about 15 vehicles per lane. Based on background condition traffic volumes, it was estimated that the 95th percentile queue for the southbound left turn movement would be 29 vehicles per lane during the highest peak hour (PM peak). The project would add 1 additional vehicle per lane to the queue. To mitigate this impact, the project will need to pay the Montague Expressway Traffic Impact Fee. The fee amounts to $903 per PM peak hour trip or approximately $161,637 and is applied to any project adding trips to Montague Expressway.

Dempsey Road and Landess Avenue – Currently, the vehicle queues for the southbound left turn movement at the intersection of Dempsey Road and Landess Avenue exceed the existing vehicle storage capacity during the midday and PM peak hour. Vehicles that exceed the existing storage capacity spill out of the left turn pocket and block southbound right turn vehicles. This action impedes the flow of vehicles making a right turn at the intersection.

The estimated maximum vehicle queues for the southbound left turn movement at the intersection of Dempsey Road and Landess Avenue would also exceed the existing vehicle storage capacity under background and project conditions during the AM, midday, and PM peak hour. The southbound left turn vehicle storage on Dempsey Road north of Landess Avenue is approximately 120 feet, which provides enough storage for about 5 vehicles. Based on background condition traffic volumes, it was estimated that the 95th percentile queue for the southbound left turn movement would be 9 vehicles (PM peak). The project would add 3 additional vehicles to the queue per cycle during the PM peak hour. Currently, vehicles making a southbound left turn on Dempsey Road at Landess Avenue exceed the existing storage capacity, spill out of the left-turn pocket and block the southbound right turn movements. In addition, during project conditions, vehicles attempting to exit from the project driveway towards Montague Expressway may find the driveway blocked due to the southbound left turn queue from the Dempsey Road and Landess Avenue intersection. To improve the Dempsey Road driveway operations and left-turn operations at the Dempsey Road and Landess Avenue intersection, the project as an off-site condition of approval should modify the existing median island on Dempsey Road between Landess Avenue and the project driveway to remove the taper in the island which will extend the existing southbound left turn by 55 feet and allow the queue to extend into the existing two-way left turn lane on Dempsey Road west of the project driveway without impacting the southbound right turn movements to Landess Avenue. In addition, to prevent blockage of the project driveway, KEEP CLEAR and DO NO BLOCK INTERSECTION signage should be installed in front of the project driveway to prevent blockage of queues from the Dempsey Road and Landess Avenue intersection.

Park Victoria Drive and Landess Avenue – The estimated maximum vehicle queues for the eastbound left turn movement at the intersection of Park Victoria Drive and Landess Avenue would exceed the existing vehicle storage capacity under all conditions during all peak hours. The eastbound left turn vehicle storage on Landess Avenue west of Park Victoria Drive is approximately 245 feet, which provides enough storage for about 10 vehicles. Based on the background condition traffic volumes, it was estimated that the 95th percentile queue for the eastbound left-turn movement would be 16 vehicles during the highest peak hour (PM Peak). The project would add one additional vehicle to the queue per cycle or 32 additional eastbound left-turn vehicles during the PM peak hour.

The estimated maximum vehicle queues for the northbound left turn movement at the intersection of Park Victoria Drive and Landess Venue would exceed the existing vehicle storage capacity under all conditions during all peak hours with the exception of existing conditions during the PM peak hour. The northbound left turn vehicle storage on Park Victoria Drive south of Landess Avenue is approximately 195 feet, which provides enough storage for about 7 vehicles. Based on the background condition traffic volumes, it was estimated that the 95th percentile queue for the northbound left-turn movement would be

18 vehicles during the highest peak hour (AM Peak). The project would add one additional vehicle to the queue per cycle or 28 additional northbound left-turn vehicles during the AM peak hour.

To address the left-turn queue impacts generated by the project, the project should provide a fair-share contribution towards the development of a Plan Line Study to be performed by the City of Milpitas for the Dempsey Road, Landess Avenue, and Park Victoria Drive/Morrill Avenue corridors.

Site Access

This section describes the site access and circulation of the proposed project. This review is based on a project site plan by LHA dated October 27, 2008.

Left turns Out. Left turns out of the project site can only be accommodated at the Dempsey Road driveway. Field observations show that this driveway currently has little traffic during the peak hours but it should be noted that with the project site currently being vacant that this would be expected. Staff from the City of Milpitas noted previous field observations during the occupancy of the former site as a Home Depot that the Dempsey Road driveway was very utilized regularly by the site. With the driveway modifications previously discussed and median island modifications along Dempsey Road, left turn access out the site at this driveway should be acceptable. During the peak hours, the project will add 92 AM left turn trips, 207 midday left turn trips, and 243 PM left turn trips. The following additional scenarios were evaluated for access to the project area east of the project:

- *No Left Turn Out at Dempsey Road Driveway.* If the project restricted left turns out of the Dempsey Road driveway, vehicles heading to areas east of the project site could make a right turn on Dempsey Road and make a right on Mount Shasta Avenue. Vehicles heading west can utilize the driveways on Landess Avenue. However, it is unknown whether drivers will obey the driveway turning restriction. Furthermore, a no left turn out restriction will result in increased traffic volumes through the residential areas of Mount Shasta Avenue.

- *Access to Park Victoria Drive.* If the project could secure access to Park Victoria Drive, there is additional capacity on the north leg of the Park Victoria Drive/Landess Avenue intersection. This intersection is projected to operate at LOS D during the AM peak hour and LOS C during the remaining peak hours. The project applicant has explored potential access to Park Victoria Drive via adjacent properties to the east. However, the land acquisition costs were considered prohibitive.

- *Signalize Dempsey Road Project Driveway.* The Dempsey project driveway could be signalized and interconnected with the traffic signal at Dempsey Road/Landess Avenue. This would allow for more breaks in through traffic on Dempsey Road for left turn traffic from the project site. However, both traffic signals would likely need to operate on the same traffic signal cycle. Ideally, traffic signals should be at least 500 feet apart to minimize the disruption of vehicle arrivals and spill back at the adjacent intersections. The Dempsey Road driveway is only 225 feet from another signalized intersection and vehicle queues are projected to spill back and block the project driveway during peak hours. Therefore, even with an interconnected traffic signal, there would be some additional delay added to Dempsey Road traffic.

1. Introduction

This report presents the results of the traffic impact analysis conducted for the proposed 1535 Landess Avenue mixed-use development in Milpitas, California. The project site is located in the northwest quadrant of Park Victoria Drive and Landess Avenue. The project proposes to replace an existing 80,704 square-foot (s.f.) Home Depot home improvement store and related 14,279 s.f. garden center with a mixed-use development consisting of a 35,000 s.f. grocery store, 12,532 s.f. of restaurants, a 13,155 s.f. food court, 13,524 s.f. of retail and 11,412 s.f. of office space. Access to the site will be provided via two existing driveways on Landess Avenue and one existing driveway on Dempsey Road. Parking would be provided onsite. The project site and the surrounding study area are shown on Figure 1.

Scope of Study

This study was conducted for the purpose of identifying the potential transportation impacts related to the proposed development. The impacts of the project were evaluated following the standards and methodologies set forth by the City of Milpitas, City of San Jose, and the Santa Clara Valley Transportation Authority (VTA). The VTA administers the county Congestion Management Program (CMP). The traffic analysis is based on peak hour levels of service for the study intersections and freeway segments. The traffic analysis also includes an evaluation of peak hour signal warrants for the unsignalized study intersection. The study intersections are identified below.

Study Intersections

Main Street and Great Mall Parkway
Great Mall Drive/McCandless Drive and Great Mall Parkway
Great Mall Parkway/Capitol Avenue and Montague Expressway*
Milpitas Boulevard and Montague Expressway*
Pecten Court and Montague Expressway
Dempsey Road and Landess Avenue
Park Victoria Drive/Morrill Avenue and Landess Avenue

LEGEND

= Site Location

= Study Intersection

Figure 1

SITE LOCATION AND STUDY INTERSECTIONS

1535 Landess Avenue Mixed Use Development

Hexagon
Transportation Consultants, Inc.

Clear Lake Avenue/Treewood Lane and Landess Avenue
Yellowstone Avenue and Landess Avenue
Park Victoria Drive and Yosemite Drive
Park Victoria Drive and Mount Shasta Avenue (unsignalized)
Park Victoria Drive and Big Basin Drive
Morrill Avenue and Cropley Avenue (City of San Jose)

CMP intersections are denoted with an asterisk (*).

Study Freeway Segments

I-680, between SR 237/Calaveras Boulevard and Yosemite Drive
I-680, between Yosemite Drive and Montague Expressway
I-680, between Montague Expressway and Capitol Avenue

Study Freeway Ramps

I-680 Southbound on-ramp from Landess Avenue
I-680 Northbound on-ramp from Landess Avenue
I-680 Southbound off-ramp to Landess Avenue

In summary, the study includes an analysis of 12 signalized intersections, 1 unsignalized intersection, 3 directional freeway segments, and 3 freeway ramps in the vicinity of the project site. Peak hour signal warrants were examined for the unsignalized intersection.

Traffic conditions at the study intersections were analyzed for the weekday AM and PM peak hours of traffic. For selected intersections, a weekday midday peak hour analysis was also conducted. The AM peak hour of traffic is generally between 7:00 and 9:00 AM, the midday peak hour is typically between 11:30 AM and 1:30 PM, 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 day. Traffic conditions were evaluated for the following scenarios:

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

Scenario 2: *Background Conditions.* Background conditions were represented by future background traffic volumes on the near-term future roadway network. Background traffic volumes were estimated by adding to existing peak hour volumes the projected volumes from approved but not yet completed developments. The latter components are contained in the City of Milpitas Approved Trips Inventory (ATI) and the City of San Jose ATI.

Scenario 3: *Project Conditions.* Project conditions were represented by future traffic volumes, with the project, on the near-term future roadway network. Future traffic volumes with the project (hereafter called *project traffic volumes*) were estimated by adding to background traffic volumes the additional traffic generated by the project. Project

conditions were evaluated relative to background conditions in order to determine potential project impacts.

Scenario 4: *Future Growth Conditions.* Future growth conditions represent future traffic volumes on the future transportation network at the time the proposed project is anticipated to be complete. Traffic volumes under future growth conditions were estimated by applying an annual growth factor of 3.7%, 3.1%, and 2.4% to existing AM, midday, and PM traffic volumes, respectively. Background traffic and project trips are added to the resulting volumes. The anticipated date of occupancy is November, 2009. This scenario is evaluated in fulfillment of CMP guidelines.

Methodology

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

Data Requirements

The data required for the analysis were obtained from new traffic counts, previous traffic studies, the City of Milpitas, the City of San Jose and the CMP annual Monitoring Report. The following data were collected from these sources:

- existing traffic volumes
- lane configurations
- signal timing and phasing (for signalized intersections only)
- approved trips inventory for Milpitas
- approved trips inventory for San Jose
- future growth factor

Analysis Methodologies

Traffic conditions at the study locations 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.

Intersections

The City of Milpitas, City of San Jose, and CMP level of service methodologies utilize TRAFFIX software using CMP default settings. TRAFFIX is based on the *2000 Highway Capacity Manual* (HCM) method for intersections, and evaluates intersection operations on the basis of average delay for all vehicles at the intersection. This average delay can then be correlated to a level of service as shown in Table 1 for signalized intersections. The level of service correlation for unsignalized intersections is shown in Table 2. For two way stop controlled intersections, the level of service reported in the LOS tables represents the average delay of all intersection movements, controlled and uncontrolled.

Table 1
Signalized Intersection Level of Service Definitions Based on Delay

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

Source: Transportation Research Board, *Highway Capacity Manual 2000,* Exhibit 16-2.

Table 2
Unsignalized Intersection Level of Service Definitions Based on Delay

Level of Service	Description of Operations	Average Delay Per Vehicle (Sec.)
A	Little or no traffic delay	10.0 or less
B	Short traffic delays	10.1 to 15.0
C	Average traffic delays	15.1 to 25.0
D	Long traffic delays	25.1 to 35.0
E	Very long traffic delays	35.1 to 50.0
F	Extreme traffic delays	Greater than 50.0

Source: Transportation Research Board, *2000 Highway Capacity Manual* (Washington, D.C., 2000) p17-2.

In addition to the level of service evaluation, for unsignalized intersections an assessment is made of the need for signalization of the intersection. This assessment is made on the basis of the Peak hour Volume Signal Warrant, Warrant #11 described in the Caltrans *Traffic Manual*. 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.

Freeway Segments

As prescribed in the CMP technical 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 3. The CMP requires that mixed-flow lanes and auxiliary lanes be analyzed separately from HOV (carpool) lanes. The CMP specifies that a capacity of 2,300 vehicles per hour per lane (vphpl) be used for segments three lanes or wider in one direction and a capacity of 2,200 vphpl be used for segments two lanes wide in one direction.

Table 3
Freeway Segment Level of Service 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 occurs. Large queues form behind breakdown points.	>58

Source: VTA CMP *Traffic Level of Service Analysis Guidelines* , June 2003.

Freeway Ramps

A freeway ramp analysis was performed in order to verify that the freeway ramps would have sufficient capacity to serve the expected traffic volumes with and without the project. This analysis consisted of a volume-to-capacity ratio evaluation of the freeway ramps at the selected interchanges. The ramp capacities were obtained from the *Highway Capacity Manual 2000*, and consider both the free-flow speed and the number of lanes at each ramp.

Level of Service Standards

For CMP intersections, roadway segments, and freeway segments, the minimum acceptable level of service is LOS E. At intersections and roadway segments in the City of Milpitas and City of San Jose that are not CMP intersections, the minimum acceptable level of service is LOS D.

Report Organization

The remainder of this report is divided into five chapters. Chapter 2 describes existing conditions in terms of the existing roadway network, transit service, and existing bicycle and pedestrian facilities. Chapter 3 presents roadway operations under background conditions. Chapter 4 describes the method used to estimate project traffic, and its impact on the transportation system. Chapter 5 discusses other transportation impacts such as unsignalized intersections, left turn pocket analysis, site access, and site circulation. Chapter 6 presents the traffic conditions under future growth conditions.

2.
Existing Conditions

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

Existing Roadway Network

Regional access to the project site is provided via I-680. This facility is described below.

I-680 is a north/south freeway traversing the eastern portion of Milpitas. This freeway connects the inland East Bay communities to the north with San Jose to the south. I-680 has eight mixed flow lanes in the vicinity of the project.

Local access to the site is provided by Montague Expressway, Landess Avenue, Park Victoria Drive, Morrill Avenue, and Dempsey Road. These roadways are described below.

Montague Expressway is generally an east-west expressway that begins at US 101 and extends northward to Lafayette Street and then northeastward to Milpitas where it transitions into Landess Avenue at I-680. Full interchanges are located at I-680, I-880, and US 101. In the vicinity of the project site, Montague Expressway is a six-lane roadway. Montague Expressway features carpool lanes (also known as high-occupancy vehicle (HOV) lanes) throughout the City of Milpitas. Montague Expressway transitions to Landess Avenue at I-680.

Landess Avenue is an east-west roadway that begins at Piedmont Road and extends westward to I-680 where it transitions into Montague Expressway. A full interchange is located at I-680. In the vicinity of the project site, Landess Avenue is a four-lane roadway divided by a median. Landess Avenue provides direct access to the project site.

Park Victoria Drive is a north-south roadway that begins at the northern border of Milpitas and extends southward where it transitions into Morrill Avenue at Landess Avenue. In the vicinity of the project site,

Park Victoria Drive is a four-lane roadway. Park Victoria Drive provides access to the project site via Landess Avenue.

Morrill Avenue is a north-south roadway that begins at Landess Avenue in the north and extends southward to Berryessa Road. In the vicinity of the project site, Morrill Avenue is a four-lane roadway. Morrill Avenue provides access to the project site via Landess Avenue.

Dempsey Road is a north-south roadway that begins at Park Victoria Drive in the north and extends southward to Landess Avenue. In the vicinity of the project site, Dempsey Road is a two-lane roadway. Dempsey Road provides direct access to the project site.

Existing Bicycle and Pedestrian Facilities

According to the City of Milpitas Bikeway Master Plan and the Valley Transportation Agency (VTA) Santa Clara Valley Bikeways Map, there are several city- and county-designated bikeways within the vicinity of the project site.

- Main Street has Class II bicycle lanes from Calaveras Boulevard in the north to Montague Expressway in the south.
- Abel Street has Class II bicycle lanes from Corning Avenue in the north to Great Mall Parkway in the south.
- Milpitas Boulevard has Class II bicycle lanes from the County line in the north to Yosemite Drive in the south.
- McCandless Drive has Class II bicycle lanes from Great Mall Parkway in the north to Montague Expressway in the south.
- Tasman Drive/Great Mall Parkway/Capitol Avenue has Class II bicycle lanes from the western city limits to the southern city limits.
- Park Victoria Drive has Class II bicycle lanes from Calaveras Boulevard in the north to Yosemite Drive in the south.
- Yosemite Drive has Class II bicycle lanes from Milpitas Boulevard in the west to I-680 the east. Yosemite Drive has Class III bicycle routes from I-680 in the west to Piedmont Road in the east.
- Landess Avenue has Class III bicycle routes from I-680 southbound ramps in the west to Piedmont Road in the east.

Bicycle facilities are shown on Figure 2. Sidewalks are found along virtually all the commercial streets and collectors near the site.

Existing Transit Service

Existing transit service to the study area is provided by the VTA. The existing VTA service is described below and shown on Figure 3.

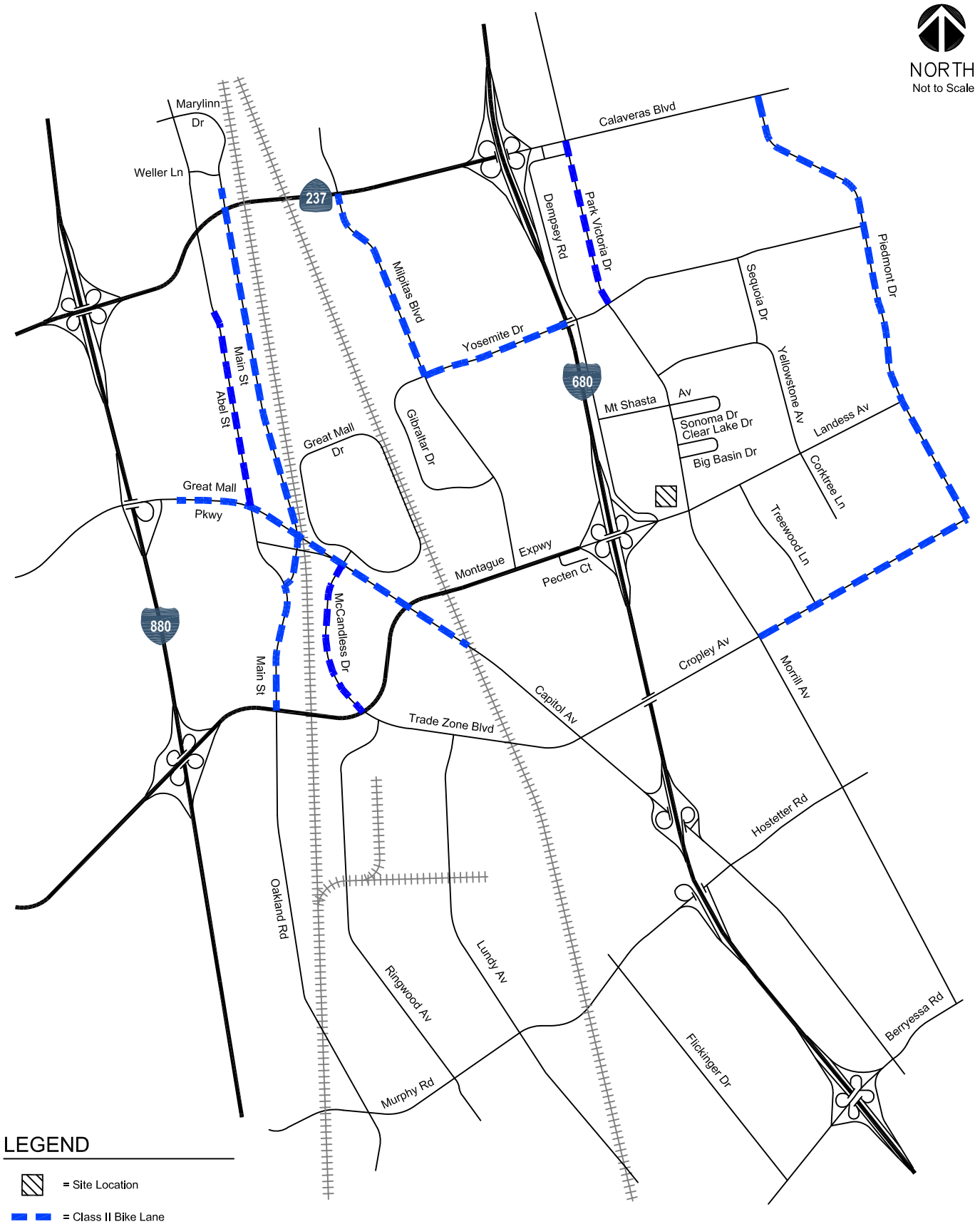


Figure 2

EXISTING BICYCLE FACILITIES

1535 Landess Avenue Mixed Use Development

Hexagon
Transportation Consultants, Inc.

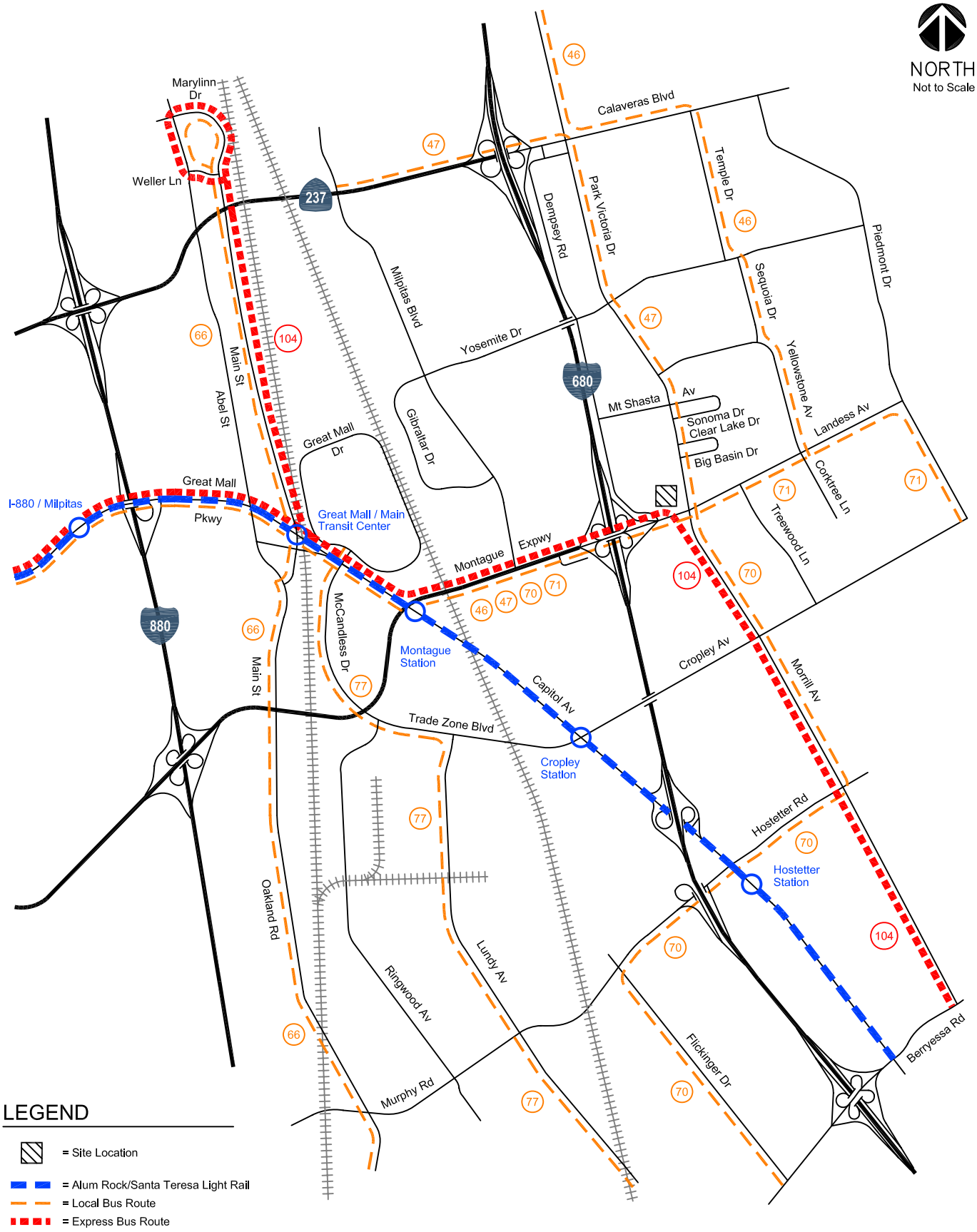


Figure 3

EXISTING TRANSIT FACILITIES

1535 Landess Avenue Mixed Use Development

Hexagon
Transportation Consultants, Inc.

VTA Bus Service

The 46 line provides service between the Great Mall of the Bay Area and northern Milpitas via Montague Expressway, Landess Avenue, Park Victoria Drive and Jacklin Road, with 30-minute headways during commute hours.

The 47 line provides service between the Great Mall of the Bay Area and northern Milpitas via Montague Expressway, Park Victoria Drive, Calaveras Boulevard and Escuela Parkway, with 30-minute headways during commute hours.

The 66 line provides service between South San Jose and northern Milpitas via King Road, Lundy Avenue, Montague Expressway and Great Mall Parkway, with 15 to 30-minute headways during commute hours.

The 70 line provides service between the Capitol LRT Station and the Great Mall of the Bay Area via Capitol Expressway, Jackson Avenue and Montague Expressway, with 15-minute headways during commute hours.

The 71 line provides service between the Eastridge Transit Center and the Great Mall of the Bay Area via White Road and Montague Expressway, with 15 to 30-minute headways during commute hours.

The 104 line is an express route that provides service between the Penitencia Creek Transit Center and Palo Alto via SR 237, Abel Street and Montague Expressway, with 30 to 45-minute headways during commute hours.

VTA Light Rail Transit (LRT) Service

There are five Capitol Corridor LRT stations located within approximately two miles of the project site. The Capitol Corridor LRT provides service on 15-minute headways during commute and midday hours. It provides service between South San Jose and the Alum Rock area of San Jose. The closest station to the project site is located at Montague Expressway.

Existing Intersection Lane Configurations & Traffic Volumes

The existing lane configurations at the study intersections were determined by observations in the field. The existing intersection lane configurations are shown on Figure 4. Existing peak hour traffic volumes were obtained from previous traffic reports and supplemented with manual turning-movement counts at intersections where counts were either unavailable or outdated (more than two years old). The existing peak hour intersection volumes are shown on Figure 5. The traffic count data are included in Appendix A.

Montague Expressway, a major arterial, features high-occupancy vehicle (HOV) lanes throughout the project study area. The HOV lane designation is in effect in the westbound direction during the AM peak hour and in the eastbound direction during PM peak commute hour. During other times, the lane is open to all users.

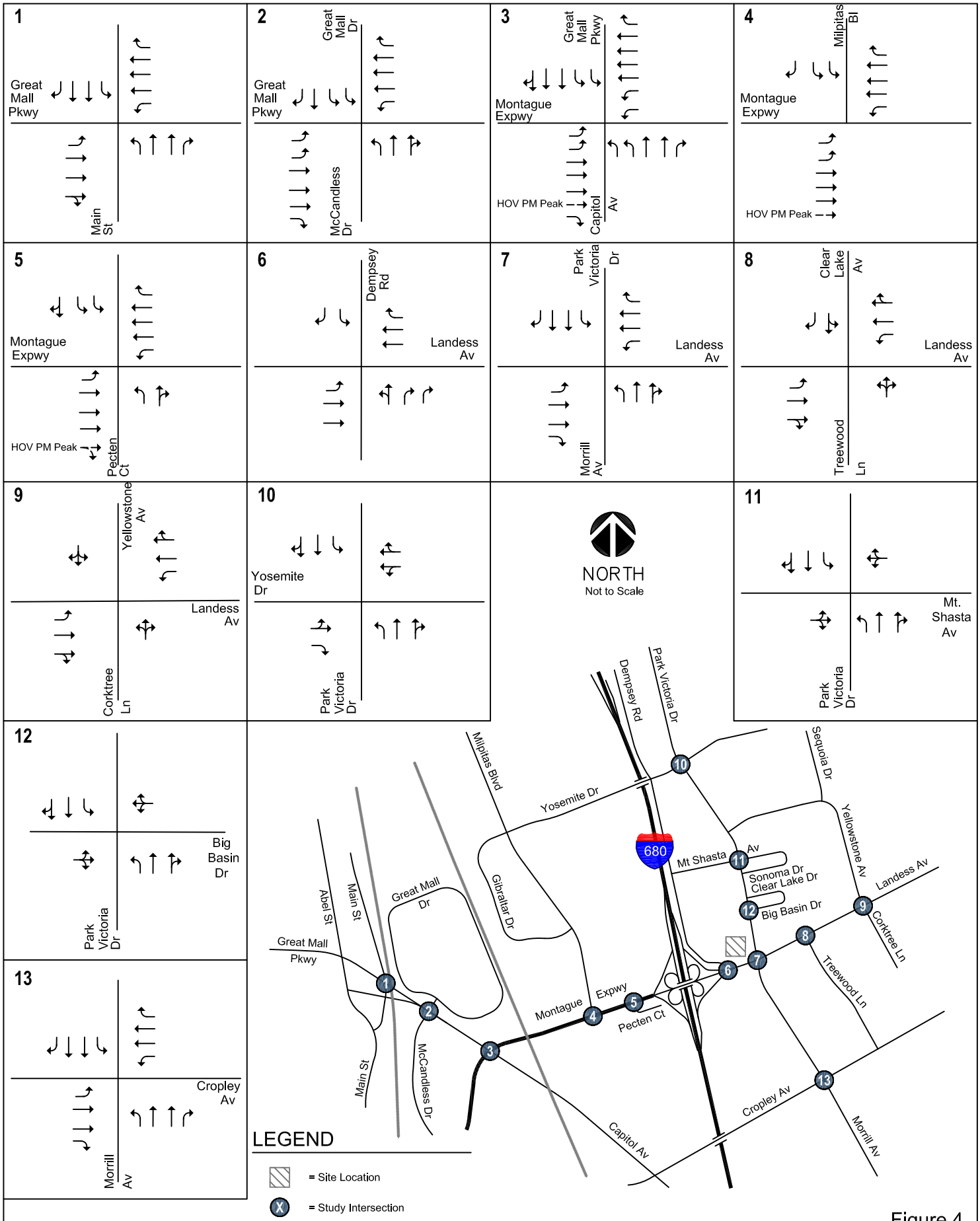


Figure 4

EXISTING LANE CONFIGURATIONS

1535 Landess Avenue Mixed Use Development

Hexagon Transportation Consultants, Inc.

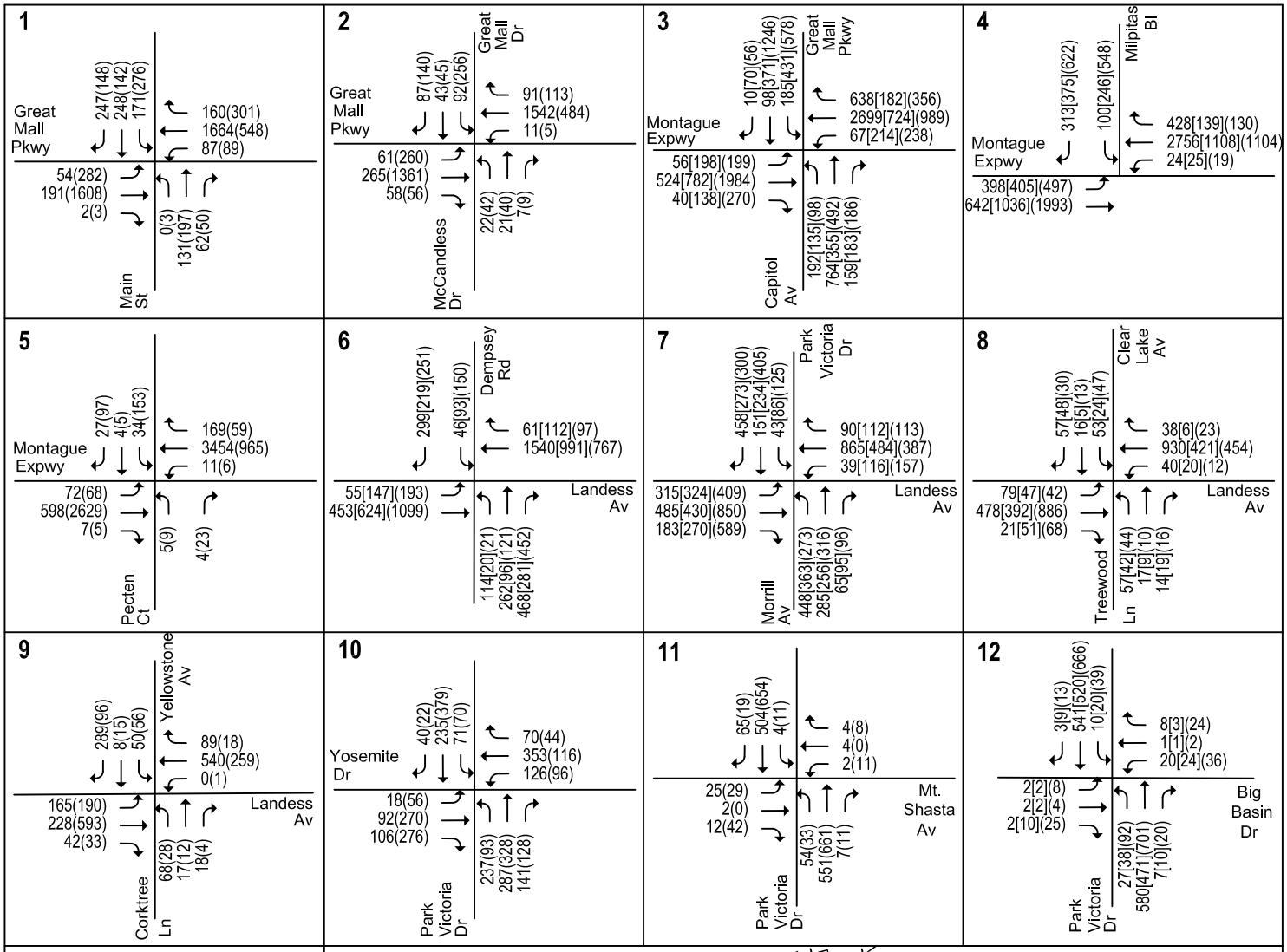


Figure 5

EXISTING TRAFFIC VOLUMES

1535 Landess Avenue Mixed Use Development

Hexagon Transportation Consultants, Inc.

Existing Intersection Analysis

The level of service results for the signalized and unsignalized intersections under existing conditions are summarized in Table 4. The results show that, measured against the City of Milpitas, City of San Jose, and CMP level of service standards, all of the study intersections currently operate at acceptable levels. The level of service calculation sheets are included in Appendix D.

Existing Freeway Ramp Capacity Analysis

This analysis consisted of a volume-to-capacity ratio evaluation of selected freeway ramps at the Montague Expressway/Landess Avenue interchange with I-680. The ramp capacities were obtained from the *Highway Capacity Manual 2000* (see Chapter 25), which consider both the free-flow speed and the number of lanes of each study ramp. The existing freeway ramp volumes were obtained from new traffic counts.

The ramp analysis showed that each of the ramps analyzed currently has sufficient capacity to serve the existing traffic volumes. All of the study ramps have volume-to-capacity (V/C) ratios less than 1.0, which means that the existing traffic demand does not exceed the existing ramp capacity (see Table 5).

Existing Freeway Levels of Service

Traffic volumes for the study freeway segments were obtained from the 2006 CMP Annual Monitoring Report. The results of the analysis are summarized in Table 6. The results show that the following study freeway segments currently operate at LOS F in at least one direction during at least one peak hour:

I-680, southbound between Yosemite Drive and Montague Expressway – PM peak hour
I-680, southbound between Montague Expressway and Capitol Avenue – PM peak hour

Observed Existing 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 level of service, and (2) to identify any locations where the level of service analysis does not accurately reflect existing traffic conditions.

Overall the study intersections operated adequately during the AM, midday, and PM peak hours of traffic. The level of service analysis appears to accurately reflect actual existing traffic conditions. However, field observations revealed that some operational problems do occur.

Great Mall Parkway/Capitol Avenue and Montague Expressway – During PM peak hours, the southbound left turn queue on Great Mall Parkway fills the turn pocket and spills over into the adjacent through lane. Eastbound traffic flow on Montague Expressway is heavy.

Table 4
Existing Intersection Levels of Service

Intersection	Peak Hour	Count Date	Avg. Delay	LOS
Main Street & Great Mall Parkway	AM	10/18/07	20.7	C
	PM	10/18/07	26.8	C
Great Mall Drive/McCandless Drive & Great Mall Parkway	AM	10/08/08	15.2	B
	PM	10/08/08	20.3	C
Great Mall Parkway/Capitol Avenue & Montague Expressway*	AM	09/04/07	37.8	D
	MD	10/09/08	50.1	D
	PM	10/10/06	56.2	E
Milpitas Boulevard & Montague Expressway*	AM	08/06/08	25.5	C
	MD	10/09/08	31.9	C
	PM	10/10/06	39.6	D
Pecten Court & Montague Expressway	AM	10/08/08	15.7	B
	PM	10/08/08	17.4	B
Dempsey Road & Landess Avenue	AM	10/07/08	36.2	D
	MD	10/09/08	23.1	C
	PM	10/07/08	24.9	C
Park Victoria Drive & Landess Avenue	AM	10/09/08	38.8	D
	MD	10/09/08	31.2	C
	PM	10/09/08	30.8	C
Clear Lake Avenue/Treewood Lane & Landess Avenue	AM	10/09/08	14.2	B
	MD	10/09/08	16.7	B
	PM	10/09/08	11.4	B
Yellowstone Avenue/Corktree Lane & Landess Avenue	AM	10/09/08	24.9	C
	PM	10/09/08	18.9	B
Park Victoria Drive & Yosemite Drive	AM	10/08/08	30.5	C
	PM	10/08/08	29.9	C
Park Victoria Drive & Mount Shasta Avenue (unsignalized)	AM	10/07/08	1.2	A
	PM	10/21/08	1.5	A
Park Victoria Drive & Big Basin Drive	AM	10/07/08	9.7	A
	MD	10/09/08	11.4	B
	PM	10/07/08	11.9	B
Morrill Avenue & Cropley Avenue	AM	10/09/08	30.1	C
	PM	10/09/08	26.0	C

* Denotes CMP intersection

Table 5
Existing Freeway Ramp Capacity Analysis

Freeway Ramps	Peak Hour	Capacity (vph) /a/	Existing Volume /b/	Existing V/C Ratio /c/
I-680 at Montague Expressway/Landess Avenue				
SB on-ramp from WB Landess Avenue to I-680	AM	1900	600	0.32
	Midday	1900	392	0.21
	PM	1900	700	0.37
NB on-ramp from WB Landess Avenue to I-680	AM	1900	344	0.18
	Midday	1900	208	0.11
	PM	1900	220	0.12
SB off-ramp from I-680 to EB Landess Avenue	AM	1900	136	0.07
	Midday	1900	228	0.12
	PM	1900	340	0.18

/a/ Capacities obtained from the 2000 Highway Capacity Manual, which are based on the travel speed on the ramp for single-lane ramps.
/b/ Volumes obtained from new manual turning movement counts.
/c/ Volume-to-capacity ratio.

Table 6
Existing Freeway Levels of Service

Freeway	Segment			Direction	Peak Hour	Existing Trips /a/ Ave. Speed	# of Lanes	Volume	Density	LOS
I-680	Capitol Ave	to	Montague Expwy	NB	AM	57	4	8,890	39.0	D
					PM	66	4	5,810	22.0	C
I-680	Montague Expwy	to	Yosemite Dr	NB	AM	65	4	7,800	30.0	D
					PM	66	4	7,390	28.0	D
I-680	Yosemite Dr	to	Calaveras Blvd / SR 237	NB	AM	45	4	8,640	54.9	E
					PM	50	4	8,800	50.3	E
I-680	Calaveras Blvd / SR 237	to	Yosemite Dr	SB	AM	66	4	6,600	25.0	C
					PM	39	4	8,270	53.0	E
I-680	Yosemite Dr	to	Montague Expwy	SB	AM	65	4	8,060	31.0	D
					PM	16	4	5,890	92.0	F
I-680	Montague Expwy	to	Capitol Ave	SB	AM	66	4	6,070	23.0	C
					PM	15	4	5,880	98.0	F

/a/ Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2006.

Milpitas Boulevard and Montague Expressway – During AM peak hours, heavy westbound traffic flows result in queues that spill back to I-680. Occasionally, westbound traffic queues are unable to clear the intersection in one signal cycle. During PM peak hours, heavy eastbound traffic flows from the I-680/Montague Expressway interchange queue past Milpitas Boulevard in the right most lanes.

Pecten Court and Montague Expressway – This intersection operates similarly to the intersection of Milpitas Boulevard and Montague Expressway, approximately 800 feet to the west. In addition, the vehicles in the westbound right most lanes on Montague Expressway at Pecten Court sometimes spill back onto the southbound off-ramp at the I-680/Montague Expressway interchange during the AM peak hour.

Dempsey Road and Landess Avenue – The intersection currently operates adequately during the AM, midday, and PM peak hours. However, the intersection experienced regular operational impacts prior to the closing of the Home Depot at the proposed project site during AM and weekend peak hours. The proposed site is currently vacant and adds a minimal amount of traffic to the Dempsey Road and Landess Avenue intersection.

Park Victoria Drive and Landess Avenue – During AM peak hours, the northbound left turning movement occasionally spills out of the turn pocket between 3 and 6 vehicles. During PM peak hours, heavy westbound traffic occasionally blocks several driveways to the shopping center at the northeastern corner of Park Victoria Drive and Landess Avenue.

It should be noted that Montague Expressway is a regional arterial that provides a link between the major interstate highways I-880 and I-680. As expected, heavy traffic volumes were observed on Montague Expressway during commute hours. Intersections along Montague Expressway operated adequately considering the high traffic volumes.

3.
Background Conditions

This chapter describes background traffic conditions. Background conditions are defined as conditions just prior to completion of the proposed development. Traffic volumes for background conditions comprise volumes from existing traffic counts plus traffic generated by other approved developments in the vicinity of the site. This chapter describes the procedure used to determine background traffic volumes and the resulting traffic conditions.

Background Transportation Network & Traffic Volumes

It is assumed in this analysis that the future near-term roadway network under background conditions would be the same as the existing roadway network. Bicycle, transit, and pedestrian facilities under background conditions were assumed to remain unchanged from existing conditions.

Background peak hour traffic volumes were calculated 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 provided by Milpitas and San Jose in the form of the Approved Trips Inventory (ATI). The estimated ATI for the midday peak hour was based on the existing relationship between recent AM peak hour, PM peak hour and midday peak hour counts. To account for the existing vacant home improvement store on the project site, traffic that previously would have been generated by full occupancy of the building was estimated by multiplying the applicable San Diego Association of Governments (SANDAG) trip generation rates by the amount of home improvement store space. The estimated trips were assigned to the surrounding roadway network according to the existing travel patterns in the project area and the locations of complementary land uses. Thus, background peak hour traffic volumes were estimated by adding to existing peak hour volumes the peak hour volumes due to approved but not yet constructed developments in the area and the estimated home improvement store trips based on full occupancy. Background traffic volumes are shown on Figure 6. A full description of the ATI are included in Appendix B.

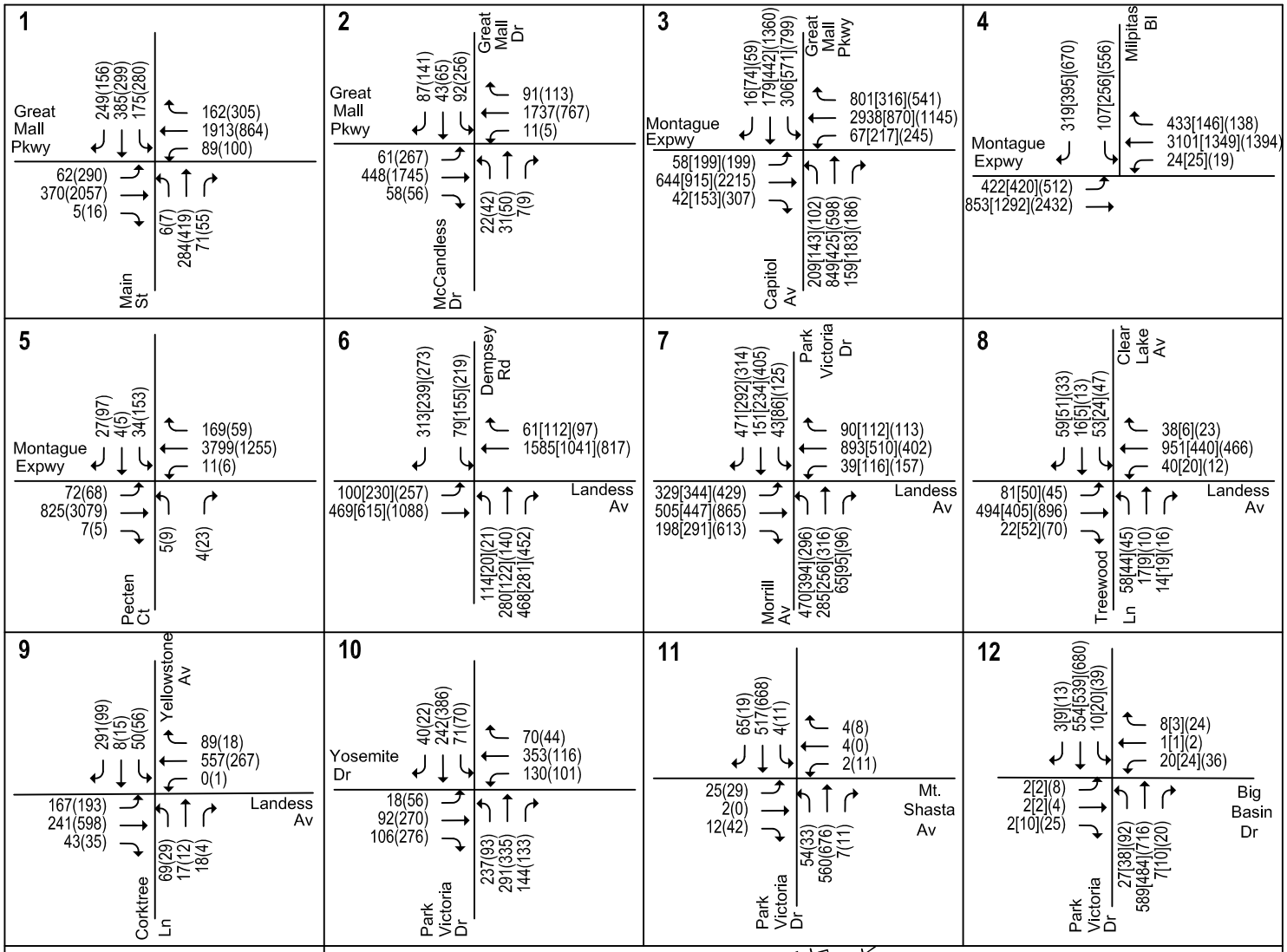


Figure 6

BACKGROUND TRAFFIC VOLUMES

1535 Landess Avenue Mixed Use Development

Hexagon Transportation Consultants, Inc.

Background Intersection Analysis

The results of the intersection level of service analysis under background conditions are summarized in Table 7. The results show that the all of study intersections would operate at an acceptable LOS. The level of service calculation sheets are included in Appendix D.

Table 7
Background Intersection Levels of Service

		Existing		Background	
Intersection	Peak Hour	Avg. Delay	LOS	Avg. Delay	LOS
Main Street & Great Mall Parkway	AM	20.7	C	24.9	C
	PM	26.8	C	30.8	C
Great Mall Drive/McCandless Drive & Great Mall Parkway	AM	15.2	B	15.5	B
	PM	20.3	C	20.2	C
Great Mall Parkway/Capitol Avenue & Montague Expressway*	AM	37.8	D	43.5	D
	MD	50.1	D	55.8	E
	PM	56.2	E	61.6	E
Milpitas Boulevard & Montague Expressway*	AM	25.5	C	25.2	C
	MD	31.9	C	30.6	C
	PM	39.6	D	41.3	D
Pecten Court & Montague Expressway	AM	15.7	B	16.8	B
	PM	17.4	B	16.6	B
Dempsey Road & Landess Avenue	AM	36.2	D	40.1	D
	MD	23.1	C	26.1	C
	PM	24.9	C	27.7	C
Park Victoria Drive & Landess Avenue	AM	38.8	D	41.2	D
	MD	31.2	C	32.0	C
	PM	30.8	C	31.3	C
Clear Lake Avenue/Treewood Lane & Landess Avenue	AM	14.2	B	14.1	B
	MD	16.7	B	16.6	B
	PM	11.4	B	11.4	B
Yellowstone Avenue/Corktree Lane & Landess Avenue	AM	24.9	C	24.9	C
	PM	18.9	B	19.0	B
Park Victoria Drive & Yosemite Drive	AM	30.5	C	30.5	C
	PM	29.9	C	30.0	C
Park Victoria Drive & Mount Shasta Avenue (unsignalized)	AM	1.2	A	1.2	A
	PM	1.5	A	1.6	A
Park Victoria Drive & Big Basin Drive	AM	9.7	A	9.7	A
	MD	11.4	B	11.2	B
	PM	11.9	B	11.8	B
Morrill Avenue & Cropley Avenue	AM	30.1	C	30.3	C
	PM	26.0	C	26.0	C

* Denotes CMP intersection

Background Freeway Ramp Capacity Analysis

The ramp analysis under background conditions showed that each of the ramps analyzed would continue to have sufficient capacity to serve the projected traffic volumes under background conditions. All of the study ramps are expected to have volume-to-capacity (V/C) ratios less than 1.0 (see Table 8).

Table 8
Background Freeway Ramp Capacity Analysis

Freeway Ramps	Peak Hour	Capacity (vph) /a/	Background Volume	Background V/C Ratio /b/
I-680 at Montague Expressway/Landess Avenue				
SB on-ramp from WB Landess Avenue to I-680	AM	1900	612	0.32
	Midday	1900	409	0.22
	PM	1900	719	0.38
NB on-ramp from WB Landess Avenue to I-680	AM	1900	352	0.19
	Midday	1900	220	0.12
	PM	1900	233	0.12
SB off-ramp from I-680 to EB Landess Avenue	AM	1900	148	0.08
	Midday	1900	245	0.13
	PM	1900	353	0.19

/a/ Capacities obtained from the 2000 Highway Capacity Manual, which are based on the travel speed on the ramp for single-lane ramps.
/b/ Volume-to-capacity ratio.

Freeway Segments

According to CMP guidelines, the analysis of freeway segments is not required for background conditions.

4.
Project Impacts and Mitigation Measures

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

Significant Impact Criteria

Significance criteria are used to establish what constitutes an impact. For this analysis there are three sets of relevant criteria for impacts on intersections and freeways. These are based on: (1) the City of Milpitas intersection Level of Service standards, (2) the City of San Jose intersection Level of Service standards, and (3) the CMP intersection Level of Service standards.

Intersection Impacts

The project is said to create a significant adverse LOS impact on traffic conditions at an intersection in the City of Milpitas or 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 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 or more seconds and the demand-to-capacity ratio (V/C) to increase by .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 Milpitas and 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.

The definition of a significant impact at a CMP intersection is the same as for the City of Milpitas and City of San Jose, except that the CMP standard for acceptable level of service at a CMP intersection is LOS E or better. A significant impact by CMP standards is said to be satisfactorily mitigated when measures are implemented that would restore intersection conditions to background conditions or better.

Freeway Segment Impacts

The CMP defines an acceptable level of service for freeway segments as LOS E or better. A project 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, <u>or</u>

2. The level of service on the freeway segment is an unacceptable LOS F under project conditions <u>and</u> the number of project trips on that segment constitutes at least one percent 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 better than background conditions.

Freeway Ramp Impacts

For the purpose of this study, the project is said to create a significant adverse impact on a freeway ramp if its implementation:

- Causes the volume-to-capacity (V/C) ratio of the freeway ramp to exceed 1.0; <u>or</u>

- Increased the amount of traffic on a freeway ramp already exceeding its capacity by more than one percent (1%) of the ramp's capacity.

Transportation Network Under Project Conditions

It is assumed in this analysis that the near-term roadway network under project conditions would be the same as described under background conditions.

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 site is estimated for the AM, midday, 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 further in the following sections.

Trip Generation

Through empirical research, data have been collected that correlate to common land uses their propensity for producing traffic. Thus, for the most common land uses there are standard trip generation rates that can be applied to help predict the future traffic increases that would result from a new development. The magnitude of traffic added to the roadway system by a particular development is estimated by multiplying the applicable trip generation rates to the size of the development. The trip generation rates used for this project are based on those recommended by SANDAG.

Based on the trip rates recommended by SANDAG, the proposed project would generate 8,175 gross daily vehicle trips, with 433 vehicle trips occurring during the AM peak hour, 640 vehicle trips during the midday peak hour, and 617 vehicle trips during the PM peak hour. Trip credits were estimated to account for the vacant 94,983 square-foot home improvement store currently on the site. After subtracting the existing facility's potential vehicle trips, the proposed project would generate 5,325 net daily trips, with 234 new primary AM peak hour trips, 410 new primary midday peak hour trips, and 411 new primary PM peak hour trips. In addition, the project would generate 127 midday peak hour pass-by trips and 117 PM peak hour pass-by trips. Pass-by trips are different than primary trips in that they only occur immediately around the project site. The project trip generation estimates are presented in Table 9.

Trip Distribution & Assignment

The trip distribution pattern for the proposed project was estimated based on existing travel patterns in the area, the locations of complementary land uses, and previous traffic studies. The trip distribution pattern is shown graphically on Figure 7. The peak hour trips generated by the proposed development were assigned to the roadway system in accordance with the trip distribution pattern discussed above. Figure 8 shows the project trip assignment.

Project Traffic Volumes

Project trips, as represented in the above project trip assignment, were added to background traffic volumes to obtain background plus project traffic volumes. Background traffic volumes plus project trips are typically referred to simply as *project traffic volumes*; this is contrasted with the term *project trips*, which is used to signify the traffic that is produced specifically by the project. The project traffic volumes are shown graphically on Figure 9. Traffic volumes for all components of traffic are tabulated in Appendix C.

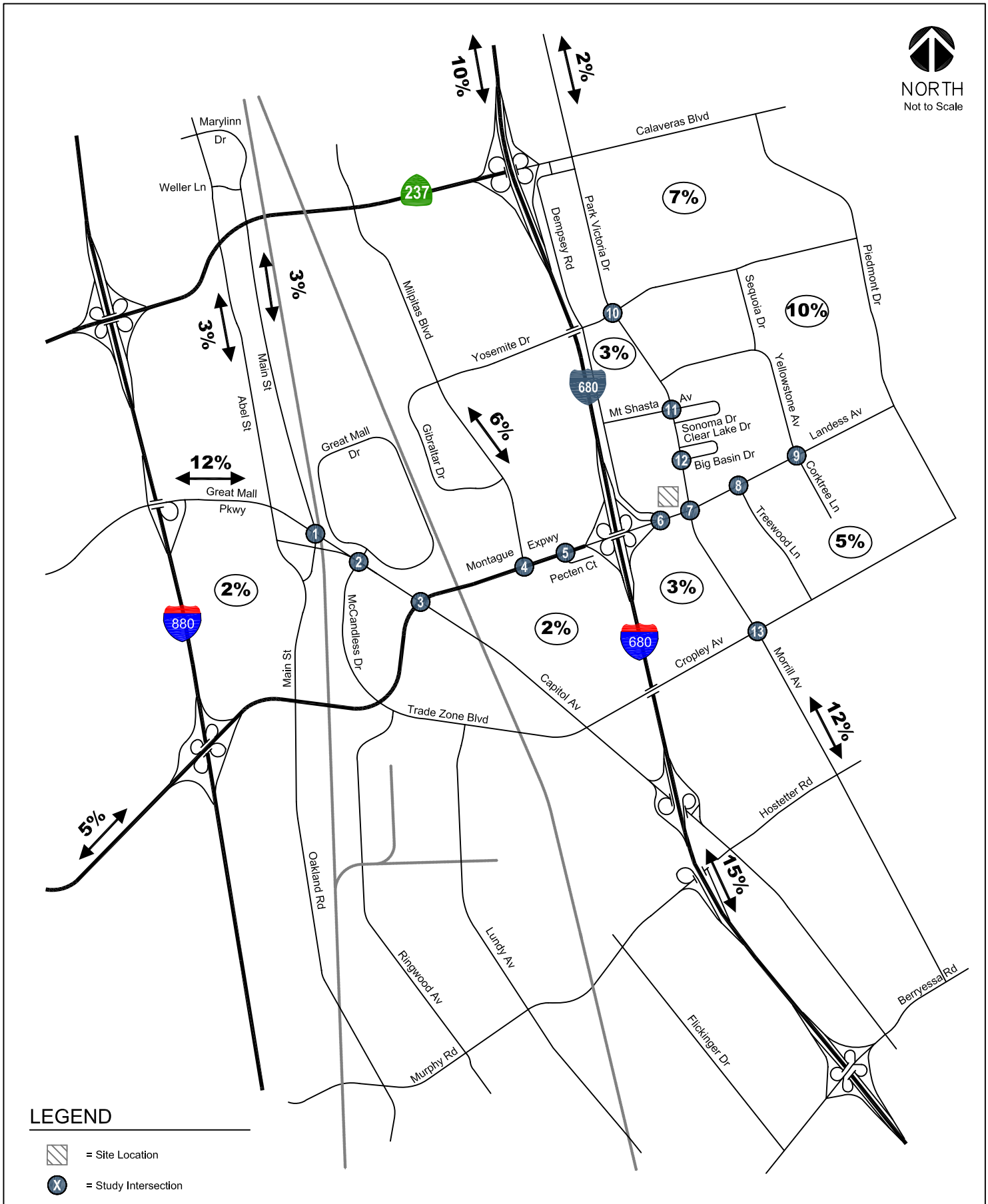


Figure 7

PROJECT TRIP DISTRIBUTION

1535 Landess Avenue Mixed Use Development

Hexagon
Transportation Consultants, Inc.

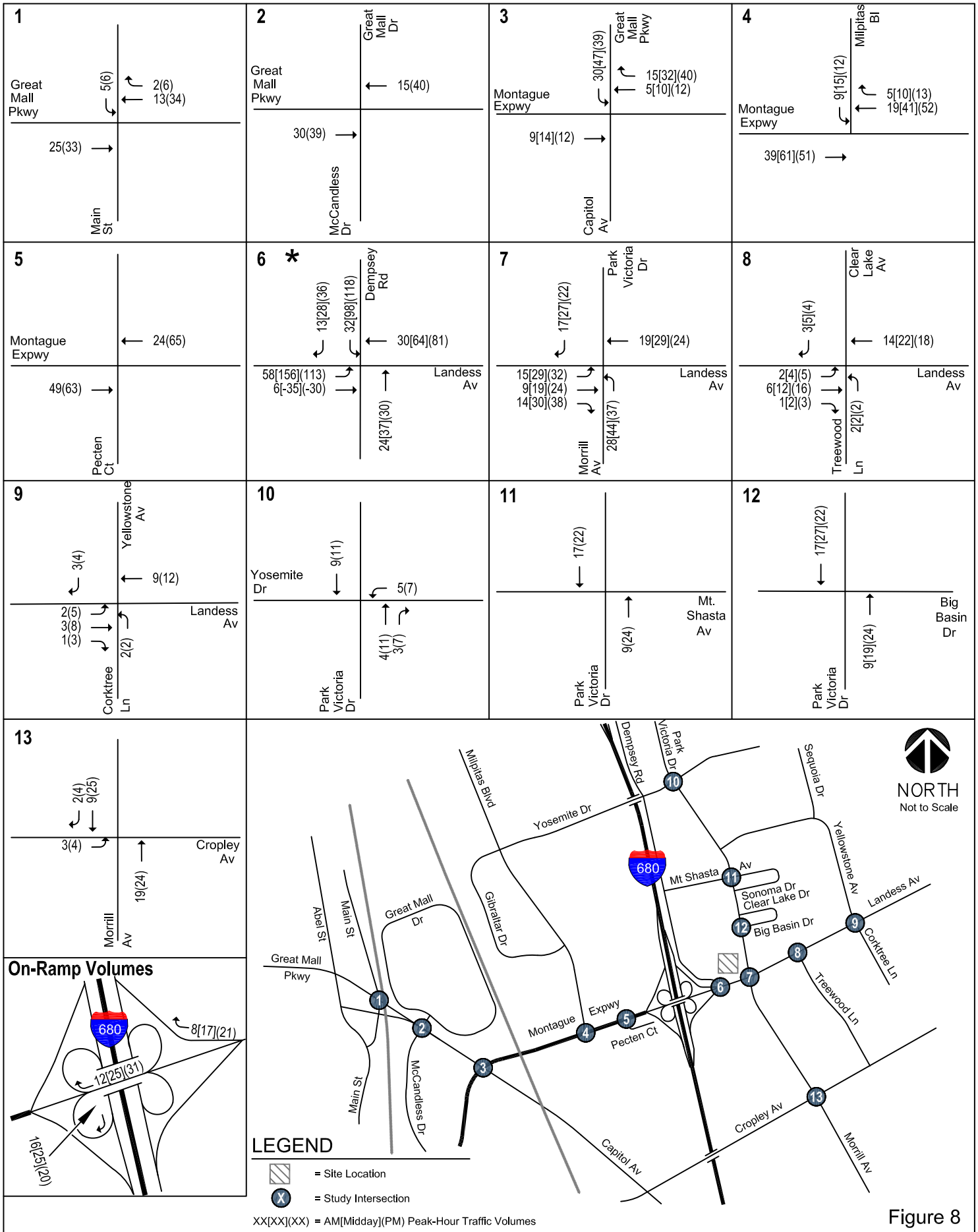


Figure 8

PROJECT TRIP ASSIGNMENT

1535 Landess Avenue Mixed Use Development

Hexagon Transportation Consultants, Inc.

Table 9
Project Trip Generation Estimates

Land Use	Size	Daily Rate	Daily Trips	AM Peak Hour Factor /b/	AM % In	AM % Out	AM Total	AM In	AM Out	Midday Peak Hour /a/ Factor /b/	Midday % In	Midday % Out	Midday Total	Midday In	Midday Out	PM Peak Hour Factor /b/	PM % In	PM % Out	PM Total	PM In	PM Out
Proposed Project																					
Supermarket /c/	35.000 ksf	150	5,250	0.04	70%	30%	210	147	63	0.10	60%	40%	529	316	213	0.10	50%	50%	525	263	263
Pass-by Reduction /d/	*20%*												*-106*	*-63*	*-43*				*-105*	*-53*	*-53*
Internal Capture /e/	*37.5%*		*-641*				*-51*	*-26*	*-26*				*-65*	*-39*	*-26*				*-51*	*-31*	*-21*
Supermarket Subtotal			4,609				159	121	37				359	214	145				369	179	190
Restaurant (sit-down) /f/	12.532 ksf	130	1,629	0.08	50%	50%	130	65	66	0.10	60%	40%	164	98	66	0.08	60%	40%	131	79	53
Pass-by Reduction /d/	*20%*												*-33*	*-20*	*-13*				*-26*	*-16*	*-11*
Restaurant (sit-down) Subtotal			1,629				130	65	66				131	78	53				105	63	42
Food Court /f/	13.155 ksf	130	1,710	0.08	50%	50%	137	68	69	0.10	60%	40%	172	103	69	0.08	60%	40%	137	82	55
Pass-by Reduction /d/	*20%*												*-34*	*-21*	*-14*				*-27*	*-16*	*-11*
Internal Capture /e/	*37.5%*		*-641*				*-51*	*-26*	*-26*				*-65*	*-39*	*-26*				*-51*	*-31*	*-21*
Food Court Subtotal			1,069				86	43	43				73	44	30				58	35	23
Retail /g/	13.524 ksf	40	541	0.03	60%	40%	16	10	7	0.10	60%	40%	55	33	22	0.09	50%	50%	49	25	25
Pass-by Reduction /d/	*20%*												*-11*	*-7*	*-4*				*-10*	*-5*	*-5*
Retail Subtotal			541				16	10	7				44	26	18				39	20	20
Office /h/	11.412 ksf	29	327	0.13	90%	10%	43	38	4	0.10	60%	40%	33	20	13	0.14	20%	80%	46	9	37
Gross Project Trips			**8,175**				**433**	**277**	**158**				**640**	**382**	**258**				**617**	**306**	**312**
Existing Use																					
Home Improvement Store /i/	94.983 ksf	30	2,849	0.07	60%	40%	199	120	80	0.10	60%	40%	287	171	116	0.09	50%	50%	257	129	129
Pass-by Reduction /d/	*20%*												*-57*	*-34*	*-23*				*-51*	*-26*	*-26*
Existing Use Subtotal			2,849				199	120	80				230	137	93				206	103	103
Net Primary Trips			**5,325**				**234**	**157**	**78**				**410**	**245**	**165**				**411**	**203**	**209**
Net Pass-by Trips													***127***	***76***	***51***				***117***	***64***	***53***

/a/ Midday rates obtained from Milpitas Square TIA Report, Fehr & Peers, May 2008.
/b/ Represents the percentage of daily trips that would occur during the peak hour.
/c/ SANDAG *Trip Generation Manual*, May 2003, Supermarket.
/d/ Pass-by rate specified by City of Milpitas. Rate used was conservative relative to ITE rates for pass-by, which are shown as 34%.
/e/ Internal capture rates specified by city staff. Internal trips were distributed evenly between Supermarket and Food Court uses.
/f/ SANDAG *Trip Generation Manual*, May 2003, Restaurant, High Turnover (sit-down).
/g/ SANDAG *Trip Generation Manual*, May 2003, Specialty Retail Center/Strip Commercial.
/h/ SANDAG *Trip Generation Manual*, May 2003, Commercial Office.
/i/ SANDAG *Trip Generation Manual*, May 2003, Lumber/Home Improvement Store.

Intersection Level of Service Analysis

The results of the level of service analysis under project conditions are summarized in Table 10. Under project conditions, the results show that all of the study intersections would operate at an acceptable LOS measured against the City of Milpitas, City of San Jose, and CMP level of service guidelines. The level of service calculation sheets are included in Appendix D.

Project Freeway Ramp Capacity Analysis

The freeway ramp volumes under project conditions were obtained by adding to the background ramp volumes the traffic estimated to be generated by the project. The ramp analysis under project conditions showed that each of the ramps analyzed would continue to have sufficient capacity to serve the projected traffic volumes under project conditions. All of the study ramps are expected to have volume-to-capacity (V/C) ratios less than 1.0 (see Table 11).

Project Freeway Segment Analysis

The results of the CMP freeway level of service analysis are summarized in Table 12. Traffic volumes on the study freeway segments under project conditions were estimated by adding project trips to the existing volumes obtained from the 2006 CMP Annual Monitoring Report. The results of the CMP freeway analysis show that the project would not cause significant increases in traffic volumes (more than one percent of freeway capacity) on any of the study freeway segments.

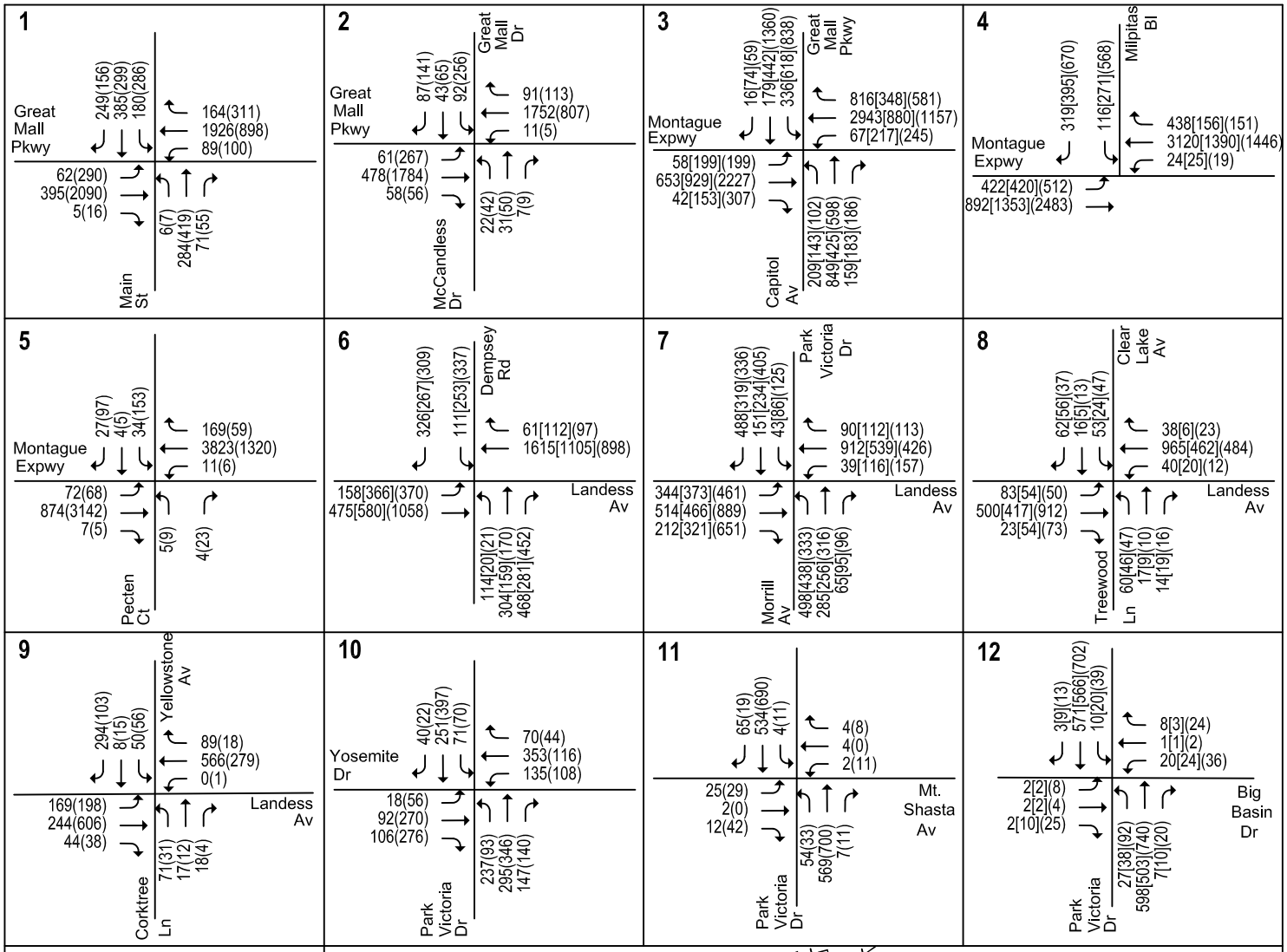


Figure 9

PROJECT TRAFFIC VOLUMES

1535 Landess Avenue Mixed Use Development

Hexagon Transportation Consultants, Inc.

Table 10
Project Intersection Levels of Service

		Background		Project Conditions			
	Peak Hour	Avg. Delay	LOS	Avg. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
Main Street & Great Mall Parkway	AM	24.9	C	25.0	C	0.2	0.01
	PM	30.8	C	31.0	C	0.5	0.01
Great Mall Drive/McCandless Drive & Great Mall Parkway	AM	15.5	B	15.6	B	0.0	0.00
	PM	20.2	C	20.1	C	0.0	0.01
Great Mall Parkway/Capitol Avenue & Montague Expressway*	AM	43.5	D	45.0	D	4.6	0.01
	MD	55.8	E	58.7	E	6.3	0.02
	PM	61.6	E	62.6	E	2.5	0.02
Milpitas Boulevard & Montague Expressway* /a/	AM	25.2	C	25.2	C	0.2	0.01
	MD	30.6	C	30.3	C	-0.2	0.01
	PM	41.3	D	41.3	D	-0.2	0.01
Pecten Court & Montague Expressway	AM	16.8	B	16.9	B	0.2	0.01
	PM	16.6	B	16.5	B	0.1	0.01
Dempsey Road & Landess Avenue	AM	40.1	D	47.4	D	11.2	0.08
	MD	26.1	C	36.3	D	14.7	0.20
	PM	27.7	C	37.9	D	16.6	0.18
Park Victoria Drive & Landess Avenue	AM	41.2	D	44.8	D	6.1	0.03
	MD	32.0	C	33.6	C	3.1	0.06
	PM	31.3	C	32.5	C	2.8	0.05
Clear Lake Avenue/Treewood Lane & Landess Avenue	AM	14.1	B	14.2	B	0.1	0.01
	MD	16.6	B	16.5	B	0.1	0.01
	PM	11.4	B	11.5	B	0.1	0.01
Yellowstone Avenue/Corktree Lane & Landess Avenue	AM	24.9	C	25.0	C	0.1	0.01
	PM	19.0	B	19.2	B	0.1	0.01
Park Victoria Drive & Yosemite Drive	AM	30.5	C	30.6	C	0.1	0.00
	PM	30.0	C	30.1	C	0.1	0.01
Park Victoria Drive & Mount Shasta Avenue (unsignalized)	AM	1.2	A	1.2	A	0.0	0.00
	PM	1.6	A	1.6	A	0.0	0.00
Park Victoria Drive & Big Basin Drive /a/	AM	9.7	A	9.8	A	0.9	0.00
	MD	11.2	B	10.9	B	-0.2	0.01
	PM	11.8	B	11.5	B	-0.2	0.01
Morrill Avenue & Cropley Avenue /a/	AM	30.3	C	30.3	C	0.2	0.01
	PM	26.0	C	26.2	C	-1.7	-0.02

* Denotes CMP intersection
/a/ Average delay decreases under Project Conditions because of the addition of trips to non-critical movements.

Table 11
Project Freeway Ramp Capacity Analysis

Freeway Ramps	Peak Hour	Capacity (vph) /a/	Background Volume	Project Conditions		
				Project Trips	Volume	V/C Ratio /b/
I-680 at Montague Expressway/Landess Avenue						
SB on-ramp from WB Landess Avenue to I-680	AM	1900	612	12	624	0.33
	Midday	1900	409	25	434	0.23
	PM	1900	719	31	750	0.39
NB on-ramp from WB Landess Avenue to I-680	AM	1900	352	8	360	0.19
	Midday	1900	220	17	237	0.12
	PM	1900	233	21	254	0.13
SB off-ramp from I-680 to EB Landess Avenue	AM	1900	148	16	164	0.09
	Midday	1900	245	25	270	0.14
	PM	1900	353	20	373	0.20

/a/ Capacities obtained from the 2000 Highway Capacity Manual, which are based on the travel speed on the ramp for single-lane ramps.
/b/ Volume-to-capacity ratio.

Table 12
Project Freeway Level of Service Analysis

						Existing Trips /a/						Project Trips		
Freeway	Segment			Direction	Peak Hour	Ave. Speed	# of Lanes	Capacity (vph)	Volume	Density	LOS	Volume	% Capacity	Impact?
I-680	Capitol Ave	to	Montague Expwy	NB	AM	57	4	9,200	8,914	39.1	D	24	0.3%	*NO*
					PM	66	4	9,200	5,840	22.1	C	30	0.3%	*NO*
I-680	Montague Expwy	to	Yosemite Dr	NB	AM	65	4	9,200	7,808	30.0	D	8	0.1%	*NO*
					PM	66	4	9,200	7,411	28.1	D	21	0.2%	*NO*
I-680	Yosemite Dr	to	Calaveras Blvd / SR 237	NB	AM	45	4	8,050	8,648	54.9	E	8	0.1%	*NO*
					PM	50	4	8,050	8,821	50.4	E	21	0.3%	*NO*
I-680	Calaveras Blvd / SR 237	to	Yosemite Dr	SB	AM	66	4	9,200	6,616	25.1	C	16	0.2%	*NO*
					PM	39	4	9,200	8,290	53.1	E	20	0.2%	*NO*
I-680	Yosemite Dr	to	Montague Expwy	SB	AM	65	4	9,200	8,076	31.1	D	16	0.2%	*NO*
					PM	16	4	9,200	5,910	92.3	F	20	0.2%	*NO*
I-680	Montague Expwy	to	Capitol Ave	SB	AM	66	4	9,200	6,082	23.0	C	12	0.1%	*NO*
					PM	15	4	9,200	5,911	98.5	F	31	0.3%	*NO*

/a/ Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2006.

5.
Other Transportation Impacts

This chapter presents other transportation issues associated with the project. These include an analysis of:

- Impacts to bicycles and pedestrians,
- Impacts to transit facilities,
- Unsignalized intersections,
- Left turn pocket analysis, and
- Site access and circulation.

Unlike the level of service impact methodology, which is adopted by the City Council, the analysis below is based on professional judgment in accordance with the standards and methods employed by the traffic engineering community.

Bicycles and Pedestrians

Existing pedestrian access to the site is provided by a series of sidewalks on Park Victoria Drive and Landess Avenue. Dempsey Road, located west of the proposed project, does not have contiguous sidewalks on the west side of the street in the vicinity of the project. However, this side of the street fronts I-680, so pedestrian traffic would be minimal. The pedestrian trips are not expected to exceed the carrying capacity of sidewalks along the site frontage or of sidewalks on streets surrounding the site. The existing pedestrian facilities and the proposed on-site sidewalks and walkways would be adequate to accommodate all pedestrian traffic on and around the project site.

Onsite, the traffic volumes and vehicle speeds would be sufficiently low that shared use of the roadway between bikes and motor vehicles would be feasible. The project proposes no changes to bike facilities in the area and would not result in bike demand in excess of the bike lanes and routes currently provided.

Transit Impacts

The current transit service in the project vicinity consists of VTA operated bus routes and VTA light rail service. Field observations have shown that these facilities operate within capacity. Although the proposed project would increase the demand for such facilities in the vicinity of the site, the addition of these trips would not result in a demand for transit service greater than what is currently being provided.

The proposed site would be located approximately 1.25 miles from the Montague light rail station and 1.5 miles from the Cropley light rail station. The relatively close proximity of the LRT station would increase the likelihood that visitors of the proposed project would ride transit. However, the incremental impact of the proposed project on system-wide ridership would be minimal.

Unsignalized Intersections

For the unsignalized intersection of Park Victoria Drive and Mount Shasta Avenue, an assessment was made of the need for signalization of the intersection. This assessment was made on the basis of the Peak-hour Volume Signal Warrant, Warrant #3 described in the *Manual on Uniform Traffic Control Devices*, 2003. This method makes no evaluation of intersection level of service, but simply provides an indication whether peak-hour traffic volumes would be sufficient to justify installation of a traffic signal. The analysis showed that the peak-hour volume warrant would not be satisfied under existing, background, project, or future growth conditions (see Table 13 and Appendix E) (it should be noted that the warrant used for the analysis is only one potential check out of eleven possible warrants). In addition, the intersection LOS on the worst leg under project conditions would be LOS C during the AM peak hour and PM peak hour. Because (1) the LOS would be acceptable and (2) the peak hour signal warrant check would not be satisfied, no future improvements are recommended.

Table 13
Peak Hour Signal Warrant Summary

	Peak Hour	Existing Warrant Met?	Background Warrant Met?	Project Warrant Met?	Future Growth Warrant Met?
Park Victoria Drive and Mount Shasta Avenue	AM	No	No	No	No
	PM	No	No	No	No

Left Turn Pocket Operations

The analysis of project intersection levels of service was supplemented with an analysis of intersection *operations* for selected intersections. The operations analysis is based on vehicle queuing for high-demand movements at intersections. Vehicle queues were estimated using a Poisson probability distribution. The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th percentile maximum number of queued vehicles per signal cycle for a particular movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the movement.

The analysis indicated that the existing vehicle storage capacity for the intersections would be adequate for the estimated AM, midday, and PM peak hour maximum vehicle queues under all conditions except for the following (see Table 14):

Table 14
Left turn Queuing Analysis

	Great Mall / Montague			Dempsey / Landess					
	Southbound Left			Southbound Left			Eastbound Left		
Measurement	AM	Midday	PM	AM	Midday	PM	AM	Midday	PM
Existing									
Cycle/Delay[1] (sec)	180	180	190	90	90	80	90	90	80
Volume (vphpl)	93	216	289	46	93	150	55	147	193
Avg. Queue (veh/ln.)	4.7	10.8	15.3	1.2	2.3	3.3	1.4	3.7	4.3
Avg. Queue[2] (ft./ln)	116	270	381	29	58	83	34	92	107
95th %. Queue (veh/ln.)	8	16	22	3	5	7	4	7	8
95th %. Queue (ft./ln)	200	400	550	75	125	175	100	175	200
Storage (ft./ ln.)	375	375	375	120	120	120	375	375	375
Adequate (Y/N)	Y	**N**	**N**	Y	**N**	**N**	Y	Y	Y
Background									
Cycle/Delay[1] (sec)	180	180	190	90	90	80	90	90	80
Volume (vphpl)	153	286	400	79	155	219	100	230	257
Avg. Queue (veh/ln.)	7.7	14.3	21.1	2.0	3.9	4.9	2.5	5.8	5.7
Avg. Queue[2] (ft./ln)	191	358	528	49	97	122	63	144	143
95th %. Queue (veh/ln.)	12	21	29	5	7	9	5	10	10
95th %. Queue (ft./ln)	300	525	725	125	175	225	125	250	250
Storage (ft./ ln.)	375	375	375	120	120	120	375	375	375
Adequate (Y/N)	Y	**N**	**N**	**N**	**N**	**N**	Y	Y	Y
Project									
Cycle/Delay[1] (sec)	180	180	190	90	90	80	90	90	80
Volume (vphpl)	168	309	419	111	253	337	158	366	370
Avg. Queue (veh/ln.)	8.4	15.5	22.1	2.8	6.3	7.5	4.0	9.2	8.2
Avg. Queue[2] (ft./ln)	210	386	553	69	158	187	99	229	206
95th %. Queue (veh/ln.)	13	22	30	6	11	12	7	14	13
95th %. Queue (ft./ln)	325	550	750	150	275	300	175	350	325
Storage (ft./ ln.)	375	375	375	120	120	120	375	375	375
Adequate (Y/N)	Y	**N**	**N**	**N**	**N**	**N**	Y	Y	Y

[1] Vehicle queue calculations based on cycle length for signalized intersections.
[2] Assumes 25 Feet Per Vehicle Queued

Great Mall Parkway/Capitol Avenue and Montague Expressway – The estimated maximum vehicle queues for the southbound left turn movement at the intersection of Great Mall Parkway/Capitol Avenue and Montague Expressway would exceed the existing vehicle storage capacity under all conditions during the midday peak hour and PM peak hour. The southbound left turn vehicle storage on Great Mall Parkway north of Montague Expressway is approximately 375 feet, which provides enough storage for about 15 vehicles per lane. Based on background condition traffic volumes, it was estimated that the 95th percentile queue for the southbound left turn movement would be 29 vehicles per lane during the highest

peak hour (PM peak). The project would add 1 additional vehicle per lane to the queue. To mitigate this impact, the project will need to pay the Montague Expressway Traffic Impact Fee. The fee amounts to $903 per PM peak hour trip or approximately $161,637 and is applied to any project adding trips to Montague Expressway.

Table 14 (Continued)
Left turn Queuing Analysis

	Park Victoria / Landess					
	Eastbound Left			Northbound Left		
Measurement	AM	Midday	PM	AM	Midday	PM
Existing						
Cycle/Delay[1] (sec)	90	90	90	90	90	90
Volume (vphpl)	315	324	409	448	363	273
Avg. Queue (veh/ln.)	7.9	8.1	10.2	11.2	9.1	6.8
Avg. Queue[2] (ft./ln)	197	203	256	280	227	171
95th %. Queue (veh/ln.)	13	13	16	17	14	11
95th %. Queue (ft./ln)	325	325	400	425	350	275
Storage (ft./ ln.)	245	245	245	195	195	195
Adequate (Y/N)	**N**	**N**	**N**	**N**	**N**	**N**
Background						
Cycle/Delay[1] (sec)	90	90	90	90	90	90
Volume (vphpl)	329	344	429	470	394	296
Avg. Queue (veh/ln.)	8.2	8.6	10.7	11.8	9.9	7.4
Avg. Queue[2] (ft./ln)	206	215	268	294	246	185
95th %. Queue (veh/ln.)	13	14	16	18	15	12
95th %. Queue (ft./ln)	325	350	400	450	375	300
Storage (ft./ ln.)	245	245	245	195	195	195
Adequate (Y/N)	**N**	**N**	**N**	**N**	**N**	**N**
Project						
Cycle/Delay[1] (sec)	90	90	90	90	90	90
Volume (vphpl)	344	373	461	498	438	333
Avg. Queue (veh/ln.)	8.6	9.3	11.5	12.5	11.0	8.3
Avg. Queue[2] (ft./ln)	215	233	288	311	274	208
95th %. Queue (veh/ln.)	14	15	17	19	17	13
95th %. Queue (ft./ln)	350	375	425	475	425	325
Storage (ft./ ln.)	245	245	245	195	195	195
Adequate (Y/N)	**N**	**N**	**N**	**N**	**N**	**N**

[1] Vehicle queue calculations based on cycle length for signalized intersections.
[2] Assumes 25 Feet Per Vehicle Queued

Dempsey Road and Landess Avenue – Currently, the vehicle queues for the southbound left turn movement at the intersection of Dempsey Road and Landess Avenue exceed the existing vehicle storage capacity during the midday and PM peak hour. Vehicles that exceed the existing storage capacity spill out of the left turn pocket and block southbound right turn vehicles. This action impedes the flow of vehicles making a right turn at the intersection.

The estimated maximum vehicle queues for the southbound left turn movement at the intersection of Dempsey Road and Landess Avenue would also exceed the existing vehicle storage capacity under background and project conditions during the AM, midday, and PM peak hour. The southbound left turn vehicle storage on Dempsey Road north of Landess Avenue is approximately 120 feet, which provides enough storage for about 5 vehicles. Based on background condition traffic volumes, it was estimated that the 95th percentile queue for the southbound left turn movement would be 9 vehicles (PM peak). The project would add 3 additional vehicles to the queue per cycle during the PM peak hour. Currently, vehicles making a southbound left turn on Dempsey Road at Landess Avenue exceed the existing storage capacity, spill out of the left-turn pocket and block the southbound right turn movements. In addition, during project conditions, vehicles attempting to exit from the project driveway towards Montague Expressway may find the driveway blocked due to the southbound left turn queue from the Dempsey Road and Landess Avenue intersection. To improve the Dempsey Road driveway operations and left-turn operations at the Dempsey Road and Landess Avenue intersection, the project as an off-site condition of approval should modify the existing median island on Dempsey Road between Landess Avenue and the project driveway to remove the taper in the island which will extend the existing southbound left turn by 55 feet and allow the queue to extend into the existing two-way left turn lane on Dempsey Road west of the project driveway without impacting the southbound right turn movements to Landess Avenue. In addition, to prevent blockage of the project driveway, KEEP CLEAR and DO NO BLOCK INTERSECTION signage should be installed in front of the project driveway to prevent blockage of queues from the Dempsey Road and Landess Avenue intersection. The Dempsey Road median plan line study is included in Appendix G.

Park Victoria Drive and Landess Avenue – The estimated maximum vehicle queues for the eastbound left turn movement at the intersection of Park Victoria Drive and Landess Avenue would exceed the existing vehicle storage capacity under all conditions during all peak hours. The eastbound left turn vehicle storage on Landess Avenue west of Park Victoria Drive is approximately 245 feet, which provides enough storage for about 10 vehicles. Based on the background condition traffic volumes, it was estimated that the 95th percentile queue for the eastbound left-turn movement would be 16 vehicles during the highest peak hour (PM Peak). The project would add one additional vehicle to the queue per cycle or 32 additional eastbound left-turn vehicles during the PM peak hour.

The estimated maximum vehicle queues for the northbound left turn movement at the intersection of Park Victoria Drive and Landess Venue would exceed the existing vehicle storage capacity under all conditions during all peak hours with the exception of existing conditions during the PM peak hour. The northbound left turn vehicle storage on Park Victoria Drive south of Landess Avenue is approximately 195 feet, which provides enough storage for about 7 vehicles. Based on the background condition traffic volumes, it was estimated that the 95th percentile queue for the northbound left-turn movement would be 18 vehicles during the highest peak hour (AM Peak). The project would add one additional vehicle to the queue per cycle or 28 additional northbound left-turn vehicles during the AM peak hour.

To address the left-turn queue impacts generated by the project, the project should provide a fair-share contribution towards the development of a Plan Line Study to be performed by the City of Milpitas for the Dempsey Road, Landess Avenue, and Park Victoria Drive/Morrill Avenue corridors.

Site Access and Circulation

This section describes the site access and circulation of the proposed project. This review is based on a project site plan by LHA dated October 27, 2008 (see Figure 10).

Site Access

Access to the project site would be provided via two driveways on Landess Avenue and one driveway on Dempsey Road. These driveways share access with other commercial properties along Landess Avenue. All three driveways have one inbound and one outbound lane. Due to raised medians along Landess Avenue, vehicles coming from areas west of the project site must enter via the Dempsey Road driveway. Vehicles coming from areas east of the project site can enter through all three driveways. The driveway queuing calculations are included in Appendix F.

The project driveways on Landess Avenue would be 36 feet wide and would provide right turn only access to and from the site. The western driveway would have a throat length of about 40 feet, which would be sufficient for 1 to 2 car lengths in queue. Based on project condition traffic volumes, it was estimated that the 95th percentile queue for the western driveway would be 2 vehicles during the highest peak hour (PM peak). The eastern driveway would have a throat length of about 30 feet, which would be sufficient for 1 car length in queue. Based on project condition traffic volumes, it was estimated that the 95th percentile queue for the eastern driveway would be 1 vehicle during the highest peak hour (PM peak).

The project driveway entrance on Dempsey Road is 65 feet wide and includes one ingress and one egress lane separated by a 12 foot median island. Full access from the driveway would be permitted with the project but driveway modifications are required to ensure proper driveway operations in conjunction with the required project median island modifications on Dempsey Road. Configurations for the new driveway can include narrowing of the existing median island and addition of a second egress lane to provide separate right turn and left turn egress lanes (see Appendix G). The driveway throat is approximately 35 feet with an additional 165 feet of storage available via an existing drive aisle. This length would be sufficient for 8 car lengths in queue. Based on project condition traffic volumes, it was estimated that the 95th percentile queue for the Dempsey Road driveway would be 8 vehicles during the highest peak hour (PM peak). This queue would result in decreased circulation among drive aisles in the northwest portion of the project. This driveway is located approximately 250 feet (all measurements to/from approximate centerlines of roadways and driveways) north of the Dempsey Road/Landess Avenue intersection, and 600 feet south of the unsignalized Dempsey Road/French Court intersection.

Extended queues at the Dempsey Road/Landess Avenue intersection southbound left turn may result in additional delays at the Dempsey Road driveway exit. A discussion of the driveway turn movements is summarized below (see Figure 11):

Right Turns In and Out. Right turns at the project site to and from Landess Avenue and Dempsey Road would be spread over three driveways. These movements would occur with little delay.

Left Turns In. Left turns into the project site would be accommodated by a 250-foot two way center left turn lane at the Dempsey Road driveway. Field observations show that this two way center left turn lane currently has little traffic during peak hours. The project would add 8 AM peak hour trips, 12 midday peak hour trips, and 10 PM peak hour trips (or 1 trip every 5 to 8 minutes) to the turn lane. Average delays for this movement during the midday peak hour and PM peak hour would be approximately 9 seconds per vehicle. For this reason, this two way center left turn lane will be adequate to accommodate project traffic.

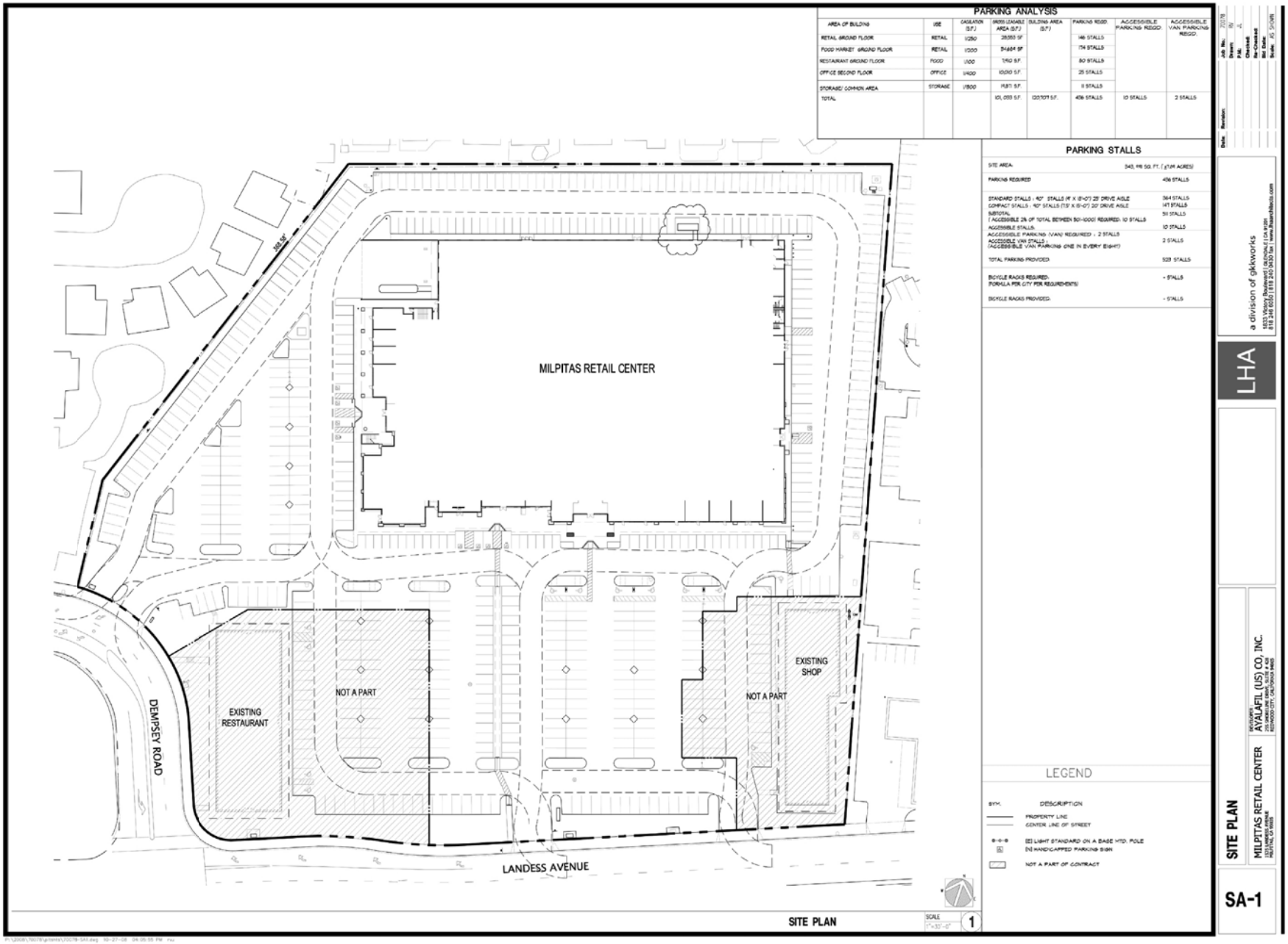
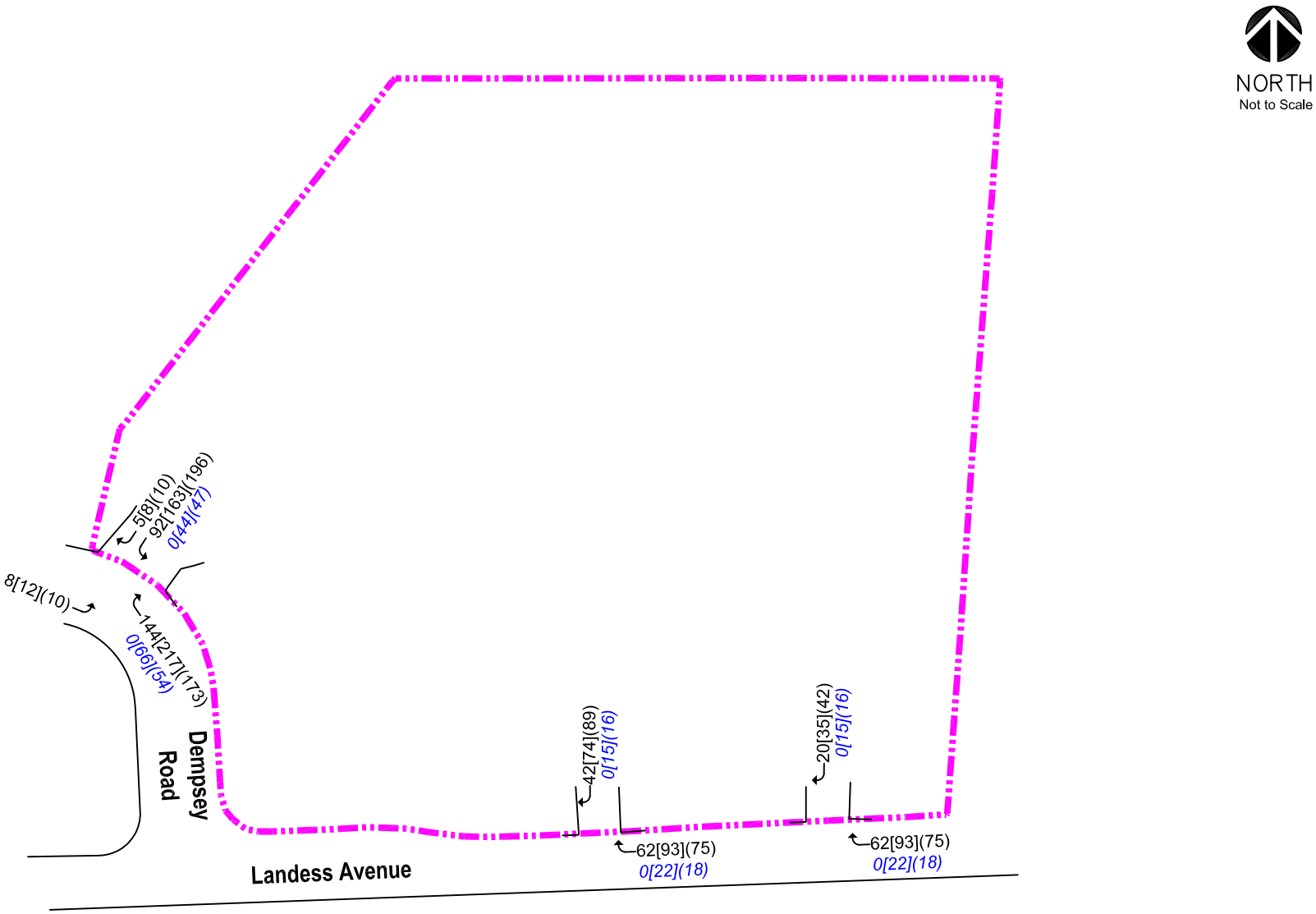


Figure 10

SITE PLAN

1535 Landess Avenue Mixed Use Development

Hexagon
Transportation Consultants, Inc.



LEGEND

= Site Location

XX[XX](XX) = AM[Midday](PM) Primary Peak Hour Trips

XX[XX](XX) = AM[Midday](PM) Pass-By Peak Hour Trips

Hexagon
Transportation Consultants, Inc.

Figure 11

PROJECT TRIPS AT DRIVEWAY

1535 Landess Avenue Mixed Use Development

Left turns Out. Left turns out of the project site can only be accommodated at the Dempsey Road driveway. Field observations show that this driveway currently has little traffic during the peak hours but it should be noted that with the project site currently being vacant that this would be expected. Staff from the City of Milpitas noted previous field observations during the occupancy of the former site as a Home Depot that the Dempsey Road driveway was very utilized regularly by the site. With the driveway modifications previously discussed and median island modifications along Dempsey Road, left turn access out the site at this driveway should be acceptable. During the peak hours, the project will add 92 AM left turn trips, 207 midday left turn trips, and 243 PM left turn trips. The following additional scenarios were evaluated for access to the project area east of the project:

- *No Left Turn Out at Dempsey Road Driveway.* If the project restricted left turns out of the Dempsey Road driveway, vehicles heading to areas east of the project site could make a right turn on Dempsey Road and make a right on Mount Shasta Avenue. Vehicles heading west can utilize the driveways on Landess Avenue. However, it is unknown whether drivers will obey the driveway turning restriction. Furthermore, a no left turn out restriction will result in increased traffic volumes through the residential areas of Mount Shasta Avenue.

- *Access to Park Victoria Drive.* If the project could secure access to Park Victoria Drive, there is additional capacity on the north leg of the Park Victoria Drive/Landess Avenue intersection. This intersection is projected to operate at LOS D during the AM peak hour and LOS C during the remaining peak hours. The project applicant has explored potential access to Park Victoria Drive via adjacent properties to the east. However, the land acquisition costs were considered prohibitive.

- *Signalize Dempsey Road Project Driveway.* The Dempsey project driveway could be signalized and interconnected with the traffic signal at Dempsey Road/Landess Avenue. This would allow for more breaks in through traffic on Dempsey Road for left turn traffic from the project site. However, both traffic signals would likely need to operate on the same traffic signal cycle. Ideally, traffic signals should be at least 500 feet apart to minimize the disruption of vehicle arrivals and spill back at the adjacent intersections. The Dempsey Road driveway is only 225 feet from another signalized intersection and vehicle queues are projected to spill back and block the project driveway during peak hours. Therefore, even with an interconnected traffic signal, there would be some additional delay added to Dempsey Road traffic.

Truck and Emergency Vehicle Access

Analysis using the WB-40 and SU-30 truck turning templates shows that all driveways would be adequate to accommodate the turning movements of these trucks, which represent small semi-trailer trucks, emergency vehicles, garbage trucks, and delivery vehicles. According to this analysis, large trucks would be able to negotiate the surface drive aisles onsite, but would require the use of the entire drive aisle width. Given the infrequency of truck trips, the proposed design would be adequate to handle the anticipated level of truck traffic.

On-Site Circulation

The onsite circulation was reviewed in accordance with generally accepted traffic engineering standards. Generally, the proposed plan would provide adequate connectivity through the parking areas for vehicles. The project would provide 90-degree parking throughout the site. There are no dead end aisles shown. The project site's parking lot would consist of drive aisles that are generally 25 feet in width or more.

This is consistent with City of Milpitas standards. To the rear of the proposed project, the drive aisle would be 20 feet in width with compact parking spaces. This drive aisle and its 90-degree parking stalls are currently on the existing site.

An analysis was conducted to determine the adequacy of site's circulation for the truck categories SU 30, which includes small buses, fire trucks, garbage trucks and other single unit trucks, and WB 40, which represents semi-trailer trucks. According to this analysis, large trucks would be able to negotiate the surface drive aisles onsite, but would require the use of the entire drive aisle width. Given the infrequency of truck trips, the proposed design would be adequate to handle the anticipated level of truck traffic.

6.
Future Growth Conditions

This chapter presents a summary of the traffic conditions that would occur under future growth conditions. The purpose of analyzing future conditions is to assess the traffic conditions that would occur at the time that the proposed development becomes occupied. For this analysis, the assumed occupancy date is 2010. The analysis of future growth conditions is required by the CMP.

Future Growth Transportation Network

It is assumed in this analysis that the transportation network under future growth conditions would be the same as described under background conditions.

Future Growth Traffic Volumes

Traffic volumes under future growth conditions were estimated by applying an annual growth factor of 3.7%, 3.1%, and 2.4% to existing AM, midday, and PM traffic volumes, respectively. These growth factors were derived from 2030 conditions presented in the 2008 Milpitas Transit Area Specific Plan. Background traffic and project trips are added to the resulting volumes.

Future Growth Intersection Level of Service Analysis

The level of service results for the intersections in the study area under future growth conditions are summarized in Table 15. The results show that, measured against the City of Milpitas, City of San Jose, and CMP level of service standards, the study intersections would operate at acceptable levels under future growth conditions.

Table 15
Future Growth Intersection Level of Service Analysis

				Future Growth					
		Project		No Project		With Project			
	Peak Hour	Avg. Delay	LOS	Avg. Delay	LOS	Avg. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
Main Street & Great Mall Parkway	AM	25.0	C	25.4	C	25.5	C	0.2	0.0
	PM	31.0	C	31.6	C	31.9	C	0.6	0.0
Great Mall Drive/McCandless Drive & Great Mall Parkway	AM	15.6	B	15.8	B	15.8	B	0.0	0.0
	PM	20.1	C	20.4	C	20.4	C	0.0	0.0
Great Mall Parkway/Capitol Avenue & Montague Expressway*	AM	45.0	D	46.1	D	47.8	D	5.3	0.0
	MD	58.7	E	60.0	E	63.0	E	6.9	0.0
	PM	62.6	E	63.8	E	65.1	E	3.0	0.0
Milpitas Boulevard & Montague Expressway* /a/	AM	25.2	C	27.2	C	27.2	C	0.2	0.0
	MD	30.3	C	32.6	C	32.3	C	-0.1	0.0
	PM	41.3	D	42.9	D	42.9	D	-0.3	0.0
Pecten Court & Montague Expressway	AM	16.9	B	18.6	B	18.7	B	0.3	0.0
	PM	16.5	B	17.0	B	17.0	B	0.1	0.0
Dempsey Road & Landess Avenue	AM	47.4	D	46.8	D	54.3	D	10.1	0.0
	MD	36.3	D	26.6	C	33.8	C	10.9	0.1
	PM	37.9	D	28.4	C	35.5	D	11.7	0.1
Park Victoria Drive & Landess Avenue	AM	44.8	D	45.8	D	50.9	D	8.5	0.0
	MD	33.6	C	32.8	C	34.7	C	3.8	0.1
	PM	32.5	C	32.1	C	33.4	C	3.2	0.1
Clear Lake Avenue/Treewood Lane & Landess Avenue	AM	14.2	B	14.2	B	14.2	B	0.1	0.0
	MD	16.5	B	16.5	B	16.5	B	0.1	0.0
	PM	11.5	B	11.4	B	11.5	B	0.1	0.0
Yellowstone Avenue/Corktree Lane & Landess Avenue	AM	25.0	C	25.4	C	25.5	C	0.1	0.0
	PM	19.2	B	19.2	B	19.3	B	0.1	0.0
Park Victoria Drive & Yosemite Drive	AM	30.6	C	30.9	C	30.9	C	0.1	0.0
	PM	30.1	C	30.3	C	30.4	C	0.1	0.0
Park Victoria Drive & Mount Shasta Avenue (unsignalized)	AM	1.2	A	1.3	A	1.3	A	0.0	0.0
	PM	1.6	A	1.6	A	1.7	A	0.0	0.0
Park Victoria Drive & Big Basin Drive /a/	AM	9.8	A	9.5	A	9.5	A	0.0	0.0
	MD	10.9	B	11.1	B	10.8	B	-0.2	0.0
	PM	11.5	B	11.7	B	11.5	B	-0.1	0.0
Morrill Avenue & Cropley Avenue /a/	AM	30.3	C	30.4	C	30.5	C	0.2	0.0
	PM	26.2	C	26.4	C	26.4	C	-0.2	0.0

* Denotes CMP intersection
/a/ Average delay decreases under Project Conditions because of the addition of trips to non-critical movements.

1535 Landess Avenue Mixed Use
Technical Appendices

February 17, 2009

Appendix A

Traffic Counts

Traffic Data Service

Campbell, CA

(408) 377-2988
tdsbay@cs.com

File Name : 17AM FINAL
Site Code : 00000017
Start Date : 10/18/2007
Page No : 1

Groups Printed- Vehicles

	MAIN ST Southbound					GREAT MALL PKWY Westbound					MAIN ST Northbound					GREAT MALL PKWY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
06:30 AM	16	9	11	2	38	16	128	5	0	149	3	7	1	0	11	1	25	5	0	31	229
06:45 AM	12	16	16	2	46	20	176	5	0	201	4	6	0	5	15	1	34	10	0	45	307
Total	28	25	27	4	84	36	304	10	0	350	7	13	1	5	26	2	59	15	0	76	536
07:00 AM	28	18	11	1	58	20	224	7	1	252	3	10	0	2	15	1	38	5	0	44	369
07:15 AM	21	18	19	1	59	28	211	14	1	254	10	12	0	10	32	0	36	15	0	51	396
07:30 AM	57	30	14	2	103	25	280	15	1	321	15	16	1	4	36	0	55	17	1	73	533
07:45 AM	52	36	41	1	130	47	319	15	3	384	18	15	3	3	39	1	63	15	0	79	632
Total	158	102	85	5	350	120	1034	51	6	1211	46	53	4	19	122	2	192	52	1	247	1930
08:00 AM	52	44	47	1	144	46	366	17	3	432	16	20	0	5	41	1	58	10	2	71	688
08:15 AM	55	54	38	2	149	38	457	27	0	522	15	19	0	2	36	0	43	14	0	57	764
08:30 AM	70	82	33	2	187	40	460	23	0	523	15	31	0	0	46	1	45	14	0	60	816
08:45 AM	70	68	53	3	194	36	381	20	0	437	16	61	0	0	77	0	45	16	0	61	769
Total	247	248	171	8	674	160	1664	87	3	1914	62	131	0	7	200	2	191	54	2	249	3037
09:00 AM	51	54	34	0	139	38	368	15	0	421	8	25	2	0	35	2	60	23	0	85	680
09:15 AM	60	39	18	2	119	41	318	7	0	366	15	32	0	0	47	0	53	22	0	75	607
Grand Total	544	468	335	19	1366	395	3688	170	9	4262	138	254	7	31	430	8	555	166	3	732	6790
Apprch %	39.8	34.3	24.5	1.4		9.3	86.5	4	0.2		32.1	59.1	1.6	7.2		1.1	75.8	22.7	0.4		
Total %	8	6.9	4.9	0.3	20.1	5.8	54.3	2.5	0.1	62.8	2	3.7	0.1	0.5	6.3	0.1	8.2	2.4	0	10.8	

	MAIN ST Southbound					GREAT MALL PKWY Westbound					MAIN ST Northbound					GREAT MALL PKWY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	52	44	47	1	144	**46**	366	17	**3**	432	**16**	20	0	**5**	41	**1**	**58**	10	**2**	**71**	688
08:15 AM	55	54	38	2	149	38	457	**27**	0	522	15	19	0	2	36	0	43	14	0	57	764
08:30 AM	**70**	**82**	33	2	187	40	**460**	23	0	**523**	15	31	0	0	46	1	45	14	0	60	**816**
08:45 AM	70	68	**53**	**3**	**194**	36	381	20	0	437	16	**61**	0	0	**77**	0	45	**16**	0	61	769
Total Volume	247	248	171	8	674	160	1664	87	3	1914	62	131	0	7	200	2	191	54	2	249	3037
% App. Total	36.6	36.8	25.4	1.2		8.4	86.9	4.5	0.2		31	65.5	0	3.5		0.8	76.7	21.7	0.8		
PHF	.882	.756	.807	.667	.869	.870	.904	.806	.250	.915	.969	.537	.000	.350	.649	.500	.823	.844	.250	.877	.930

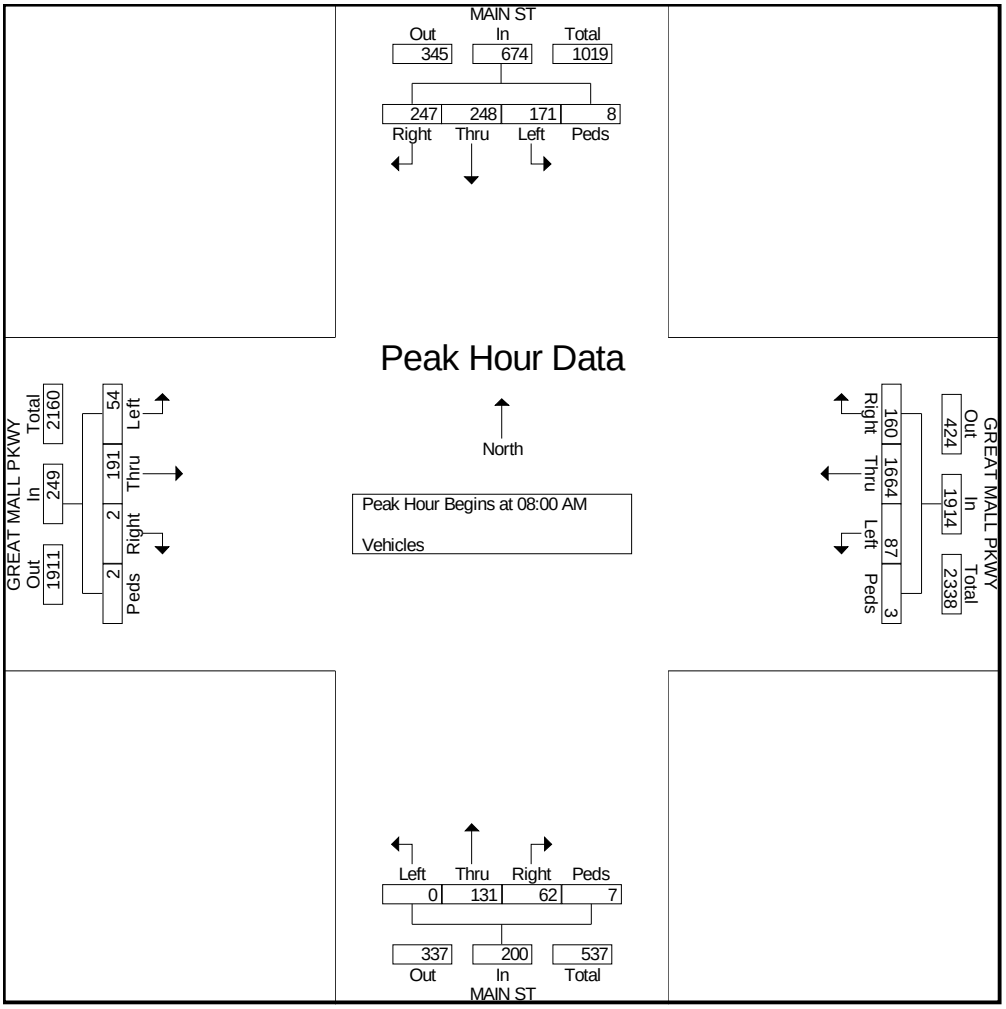
Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 17AM FINAL
Site Code : 00000017
Start Date : 10/18/2007
Page No : 2



Traffic Data Service

Campbell, CA

(408) 377-2988
tdsbay@cs.com

File Name : 17PM FINAL
Site Code : 00000017
Start Date : 10/18/2007
Page No : 1

Groups Printed- Vehicles

	MAIN ST Southbound					GREAT MALL PKWY Westbound					MAIN ST Northbound					GREAT MALL PKWY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	27	38	45	3	113	53	139	23	0	215	20	22	2	2	46	0	221	39	0	260	634
04:15 PM	33	29	50	3	115	51	125	13	3	192	23	51	2	4	80	5	211	49	0	265	652
04:30 PM	35	34	56	0	125	54	129	15	0	198	7	36	3	7	53	3	242	55	1	301	677
04:45 PM	36	28	47	1	112	62	124	17	0	203	18	42	1	3	64	1	247	76	0	324	703
Total	131	129	198	7	465	220	517	68	3	808	68	151	8	16	243	9	921	219	1	1150	2666
05:00 PM	44	52	60	0	156	78	134	17	2	231	24	40	2	4	70	0	373	61	1	435	892
05:15 PM	39	36	65	2	142	92	153	36	0	281	11	44	1	2	58	1	378	68	0	447	928
05:30 PM	37	34	70	3	144	75	131	19	1	226	13	52	1	5	71	1	398	68	1	468	909
05:45 PM	37	39	78	4	158	57	125	14	1	197	14	55	0	3	72	1	404	66	0	471	898
Total	157	161	273	9	600	302	543	86	4	935	62	191	4	14	271	3	1553	263	2	1821	3627
06:00 PM	35	33	63	10	141	77	139	20	2	238	12	46	1	4	63	0	428	80	1	509	951
06:15 PM	47	18	54	2	121	85	135	17	0	237	12	62	0	2	76	2	326	58	0	386	820
06:30 PM	46	25	53	0	124	67	126	15	1	209	8	33	0	2	43	0	311	80	1	392	768
06:45 PM	40	30	64	1	135	61	112	16	0	189	13	39	2	0	54	0	267	67	0	334	712
Total	168	106	234	13	521	290	512	68	3	873	45	180	3	8	236	2	1332	285	2	1621	3251
Grand Total	456	396	705	29	1586	812	1572	222	10	2616	175	522	15	38	750	14	3806	767	5	4592	9544
Apprch %	28.8	25	44.5	1.8		31	60.1	8.5	0.4		23.3	69.6	2	5.1		0.3	82.9	16.7	0.1		
Total %	4.8	4.1	7.4	0.3	16.6	8.5	16.5	2.3	0.1	27.4	1.8	5.5	0.2	0.4	7.9	0.1	39.9	8	0.1	48.1	

	MAIN ST Southbound					GREAT MALL PKWY Westbound					MAIN ST Northbound					GREAT MALL PKWY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:15 PM																					
05:15 PM	**39**	36	65	2	142	**92**	**153**	**36**	0	**281**	11	44	**1**	2	58	**1**	378	68	0	447	928
05:30 PM	37	34	70	3	144	75	131	19	1	226	13	52	1	**5**	71	1	398	68	**1**	468	909
05:45 PM	37	**39**	**78**	4	**158**	57	125	14	1	197	**14**	**55**	0	3	**72**	1	404	66	0	471	898
06:00 PM	35	33	63	**10**	141	77	139	20	**2**	238	12	46	1	4	63	0	**428**	**80**	1	**509**	**951**
Total Volume	148	142	276	19	585	301	548	89	4	942	50	197	3	14	264	3	1608	282	2	1895	3686
% App. Total	25.3	24.3	47.2	3.2		32	58.2	9.4	0.4		18.9	74.6	1.1	5.3		0.2	84.9	14.9	0.1		
PHF	.949	.910	.885	.475	.926	.818	.895	.618	.500	.838	.893	.895	.750	.700	.917	.750	.939	.881	.500	.931	.969

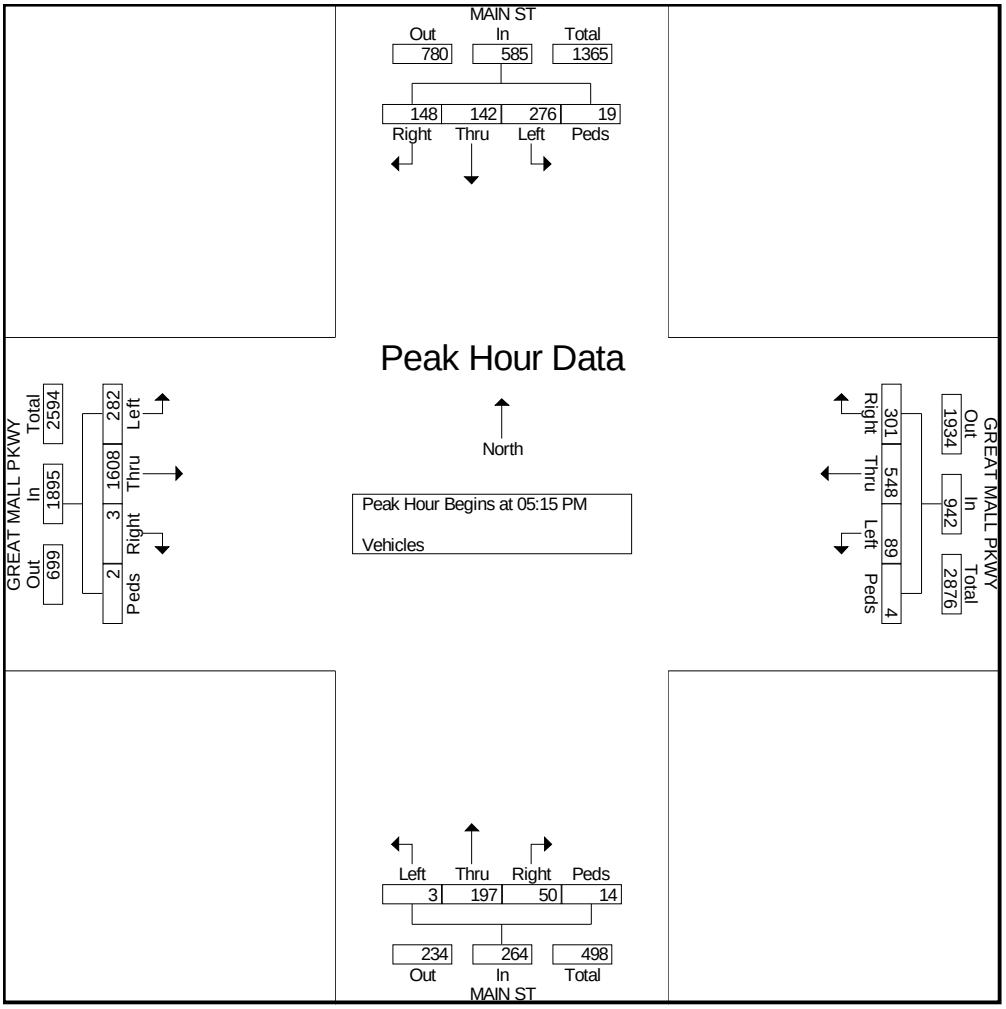
Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 17PM FINAL
Site Code : 00000017
Start Date : 10/18/2007
Page No : 2



AM Peak-Hour Volume Count Worksheet

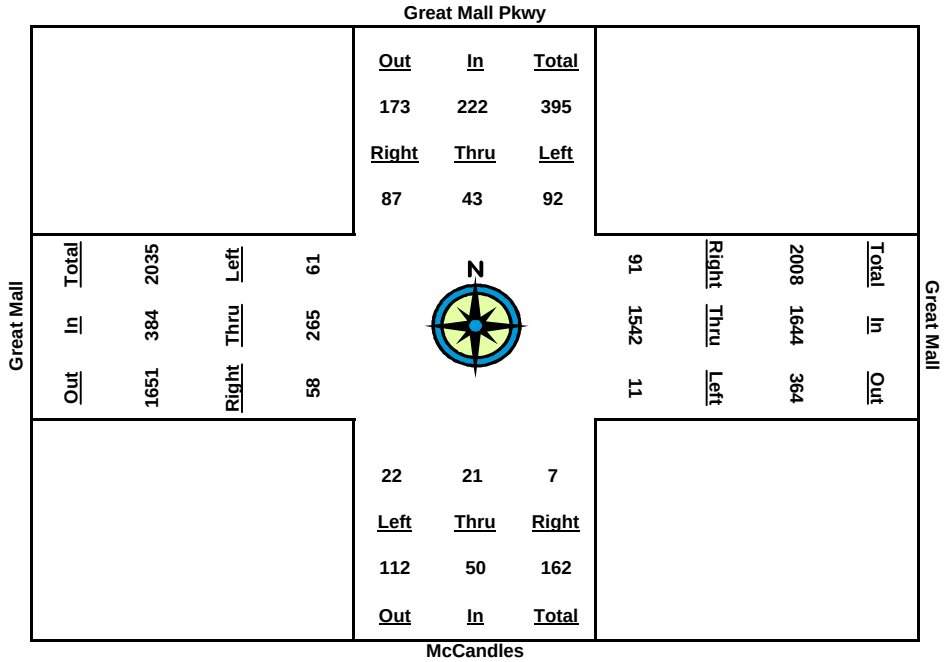
Date: 10/8/08
Counter: Alvan and Ngoc
Intersection Name: Great Mall and McCandles Milpitas
Weather: Clear 08RS02

AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

	Great Mall Pkwy				Great Mall				McCandles				Great Mall			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	9	4	9	22	14	182	2	198	1	1	4	6	11	46	18	75
7:30	30	11	17	58	36	396	4	436	2	2	11	15	18	91	28	137
7:45	52	17	40	109	59	684	4	747	4	8	12	24	29	153	49	231
8:00	70	27	59	156	91	1,053	5	1,149	5	11	16	32	43	221	59	323
8:15	91	34	78	203	111	1,422	11	1,544	8	16	22	46	59	281	64	404
8:30	105	43	99	247	126	1,788	13	1,927	10	22	26	58	73	355	88	516
8:45	130	53	126	309	156	2,164	15	2,335	10	26	32	68	82	422	108	612
9:00	157	70	151	378	182	2,595	16	2,793	12	32	38	82	101	486	120	707

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
7:00 - 8:00	70	27	59	156	91	1,053	5	1,149	5	11	16	32	43	221	59	323	1,660
7:15 - 8:15	82	30	69	181	97	1,240	9	1,346	7	15	18	40	48	235	46	329	1,896
7:30 - 8:30	75	32	82	189	90	1,392	9	1,491	8	20	15	43	55	264	60	379	2,102
7:45 - 8:45	78	36	86	200	97	1,480	11	1,588	6	18	20	44	53	269	59	381	2,213
8:00 - 9:00	87	43	92	222	91	1,542	11	1,644	7	21	22	50	58	265	61	384	2,300
Peak Volumes:	**87**	**43**	**92**	**222**	**91**	**1,542**	**11**	**1,644**	**7**	**21**	**22**	**50**	**58**	**265**	**61**	**384**	**2,300**

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	22	21	7	92	43	87	61	265	58	11	1,542	91



PM Peak-Hour Volume Count Worksheet

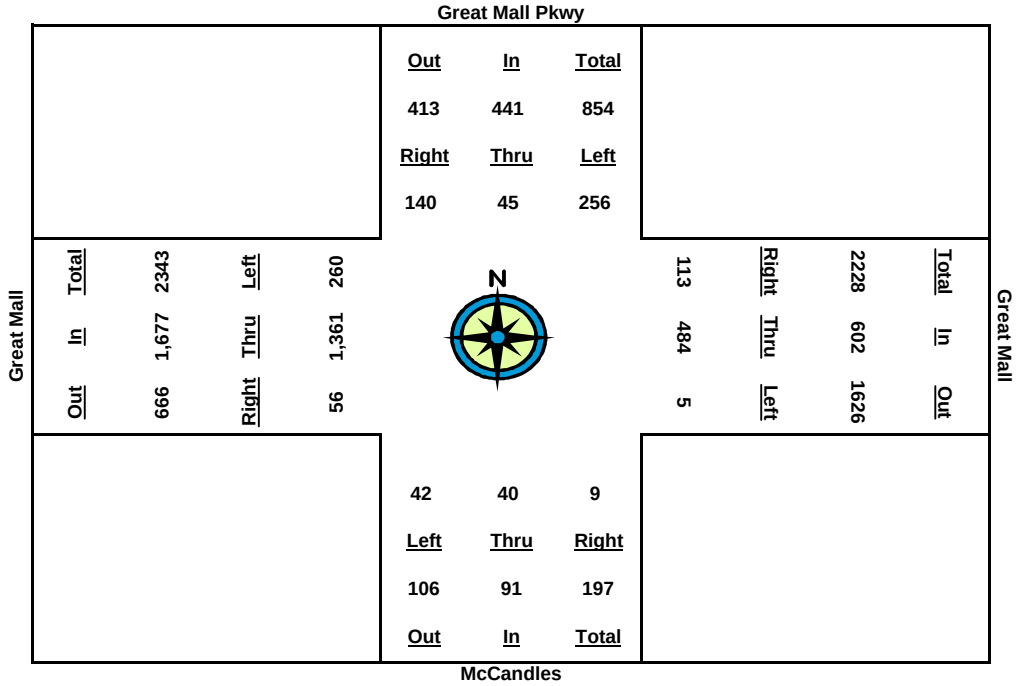
Date: 10/8/08
Counter: Alvan and Ngoc
Intersection Name: Great Mall and McCandles Milpitas
Weather: Clear 08RS02

AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

	Great Mall Pkwy				Great Mall				McCandles				Great Mall			
	North Approach				East Approach				South Approach				West Approach			
Start Time	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	34	7	47	88	24	88	1	113	5	5	6	16	14	210	37	261
4:30	62	17	92	171	42	183	2	227	9	15	14	38	23	401	79	503
4:45	90	30	148	268	65	285	3	353	12	25	21	58	31	599	133	763
5:00	118	49	191	358	101	379	3	483	14	36	27	77	43	831	185	1,059
5:15	155	57	276	488	140	502	3	645	17	48	34	99	63	1,167	257	1,487
5:30	193	74	342	609	173	612	6	791	19	55	42	116	69	1,471	315	1,855
5:45	229	85	396	710	188	711	6	905	22	63	57	142	86	1,820	382	2,288
6:00	258	94	447	799	214	863	8	1,085	23	76	69	168	99	2,192	445	2,736

Peak Hour	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**PK Hour**
4:00 - 5:00	118	49	191	358	101	379	3	483	14	36	27	77	43	831	185	1,059	1,977
4:15 - 5:15	121	50	229	400	116	414	2	532	12	43	28	83	49	957	220	1,226	2,241
4:30 - 5:30	131	57	250	438	131	429	4	564	10	40	28	78	46	1,070	236	1,352	2,432
4:45 - 5:45	139	55	248	442	123	426	3	552	10	38	36	84	55	1,221	249	1,525	2,603
5:00 - 6:00	140	45	256	441	113	484	5	602	9	40	42	91	56	1,361	260	1,677	2,811
Peak Volumes:	**140**	**45**	**256**	**441**	**113**	**484**	**5**	**602**	**9**	**40**	**42**	**91**	**56**	**1,361**	**260**	**1,677**	**2,811**

Cut and Paste	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**
	42	40	9	256	45	140	260	1,361	56	5	484	113



AM Peak-Hour Volume Count Worksheet

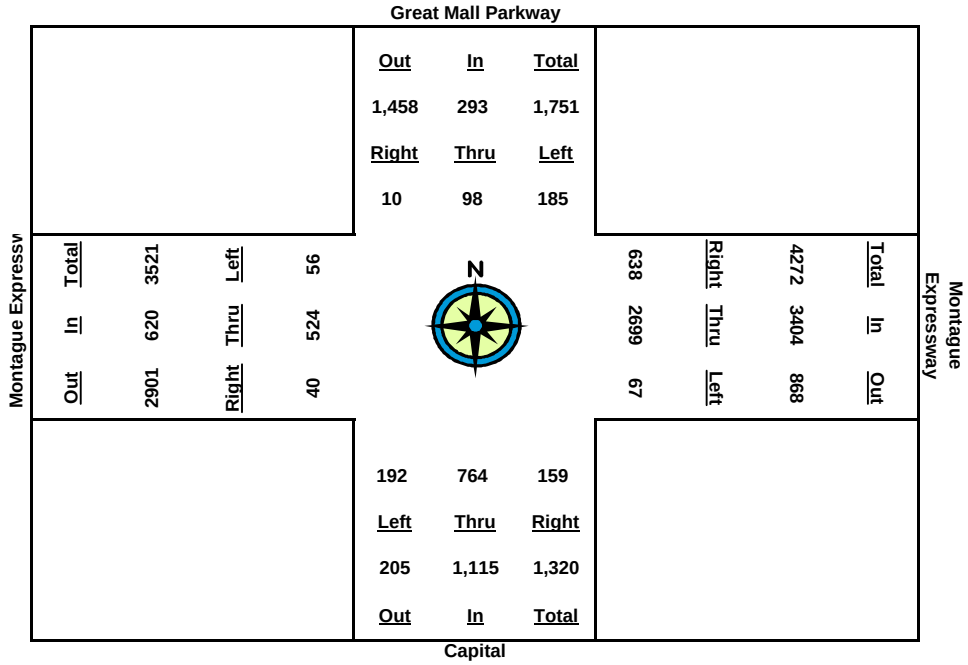
AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

Date: 9/4/07
Counter: Alvan and Dianne
Intersection Name: Great Mall Pkwy and Montague Expressway
Weather: Clear
Milpitas - 07BW17

	Great Mall Parkway				Montague Expressway				Capital				Montague Expressway			
	North Approach				East Approach				South Approach				West Approach			
Start Time	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	4	18	35	57	101	398	14	513	21	82	24	127	11	47	17	75
7:30	10	45	80	135	212	913	23	1,148	37	173	62	272	18	102	32	152
7:45	13	76	141	230	354	1,628	39	2,021	62	275	101	438	25	216	43	284
8:00	15	93	180	288	500	2,399	63	2,962	91	431	142	664	32	347	55	434
8:15	16	117	231	364	685	3,109	78	3,872	132	697	213	1,042	41	507	74	622
8:30	20	143	265	428	850	3,612	90	4,552	196	937	254	1,387	58	626	88	772
8:45	25	150	306	481	1,075	4,171	110	5,356	229	1,104	306	1,639	67	733	101	901
9:00	28	166	337	531	1,261	4,644	141	6,046	291	1,297	394	1,982	81	871	113	1,065

Peak Hour	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**PK Hour**
7:00 - 8:00	15	93	180	288	500	2,399	63	2,962	91	431	142	664	32	347	55	434	4,348
7:15 - 8:15	12	99	196	307	584	2,711	64	3,359	111	615	189	915	30	460	57	547	5,128
7:30 - 8:30	10	98	185	293	638	2,699	67	3,404	159	764	192	1,115	40	524	56	620	5,432
7:45 - 8:45	12	74	165	251	721	2,543	71	3,335	167	829	205	1,201	42	517	58	617	5,404
8:00 - 9:00	13	73	157	243	761	2,245	78	3,084	200	866	252	1,318	49	524	58	631	5,276
Peak Volumes:	**10**	**98**	**185**	**293**	**638**	**2,699**	**67**	**3,404**	**159**	**764**	**192**	**1,115**	**40**	**524**	**56**	**620**	**5,432**

Cut and Paste	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**
	192	764	159	185	98	10	56	524	40	67	2,699	638



Midday Peak-Hour Volume Count Worksheet

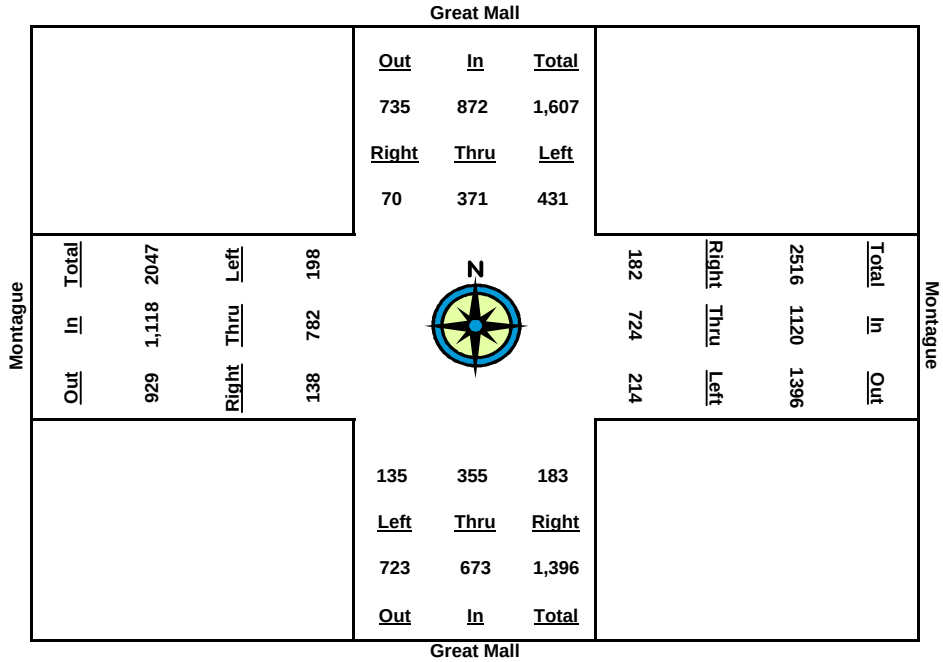
Date: 10/9/08
Counter: Shaun and Michael
Intersection Name: Montague and Great Mall Milpitas
Weather: Clear 08RS02

AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

	Great Mall				Montague				Great Mall				Montague			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	21	71	98	190	33	157	77	267	34	74	23	131	31	176	38	245
12:00	31	144	169	344	78	321	130	529	73	139	37	249	60	370	86	516
12:15	45	245	312	602	156	478	182	816	120	195	68	383	103	589	134	826
12:30	53	318	419	790	238	711	225	1,174	160	285	109	554	145	805	198	1,148
12:45	62	361	493	916	270	840	160	1,270	203	369	136	708	174	985	248	1,407
1:00	83	496	578	1,157	310	1,059	345	1,714	249	453	166	868	204	1,156	289	1,649
1:15	115	616	743	1,474	338	1,202	396	1,936	303	550	203	1,056	241	1,371	332	1,944
1:30	147	713	823	1,683	418	1,412	437	2,267	348	648	238	1,234	278	1,512	371	2,161

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
11:30-12:30	53	318	419	790	238	711	225	1,174	160	285	109	554	145	805	198	1,148	3,666
11:45-12:45	41	290	395	726	237	683	83	1,003	169	295	113	577	143	809	210	1,162	3,468
12:00-1:00	52	352	409	813	232	738	215	1,185	176	314	129	619	144	786	203	1,133	3,750
12:15-1:15	70	371	431	872	182	724	214	1,120	183	355	135	673	138	782	198	1,118	3,783
12:30-1:30	94	395	404	893	180	701	212	1,093	188	363	129	680	133	707	173	1,013	3,679
Peak Volumes:	**70**	**371**	**431**	**872**	**182**	**724**	**214**	**1,120**	**183**	**355**	**135**	**673**	**138**	**782**	**198**	**1,118**	**3,783**

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	135	355	183	431	371	70	198	782	138	214	724	182



AM Peak-Hour Volume Count Worksheet

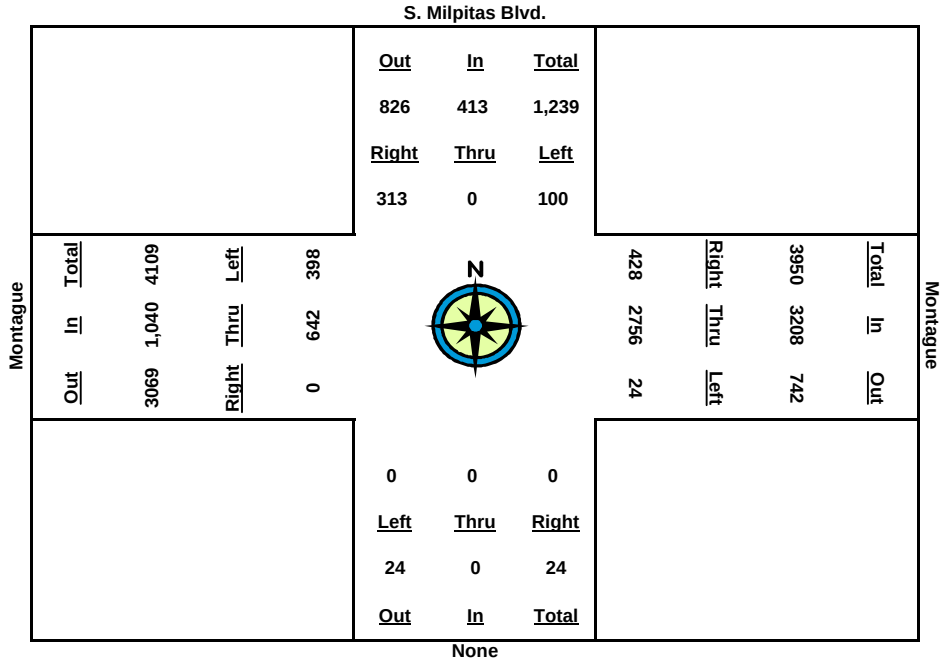
Date: 8/6/08
Counter: Patti and Janea
Intersection Name: S. Milpitas Blvd. And Montague Milpitas
Weather: Clear - 08BW08

AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

	S. Milpitas Blvd.				Montague				None				Montague			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	29	0	20	49	85	435	1	521	0	0	0	0	0	95	47	142
7:30	79	0	40	119	189	951	3	1,143	0	0	0	0	0	202	120	322
7:45	143	0	66	209	305	1,627	10	1,942	0	0	0	0	0	306	198	504
8:00	205	0	79	284	448	2,405	24	2,877	0	0	0	0	0	439	312	751
8:15	277	0	108	385	555	3,126	30	3,711	0	0	0	0	0	594	411	1,005
8:30	365	0	133	498	651	3,757	31	4,439	0	0	0	0	0	754	498	1,252
8:45	456	0	166	622	733	4,383	34	5,150	0	0	0	0	0	948	596	1,544
9:00	546	0	184	730	832	5,007	39	5,878	0	0	0	0	0	1,142	723	1,865

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
7:00 - 8:00	205	0	79	284	448	2,405	24	2,877	0	0	0	0	0	439	312	751	3,912
7:15 - 8:15	248	0	88	336	470	2,691	29	3,190	0	0	0	0	0	499	364	863	4,389
7:30 - 8:30	286	0	93	379	462	2,806	28	3,296	0	0	0	0	0	552	378	930	4,605
7:45 - 8:45	313	0	100	413	428	2,756	24	3,208	0	0	0	0	0	642	398	1,040	4,661
8:00 - 9:00	341	0	105	446	384	2,602	15	3,001	0	0	0	0	0	703	411	1,114	4,561
Peak Volumes:	**313**	**0**	**100**	**413**	**428**	**2,756**	**24**	**3,208**	**0**	**0**	**0**	**0**	**0**	**642**	**398**	**1,040**	**4,661**

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	0	0	0	100	0	313	398	642	0	24	2,756	428



Midday Peak-Hour Volume Count Worksheet

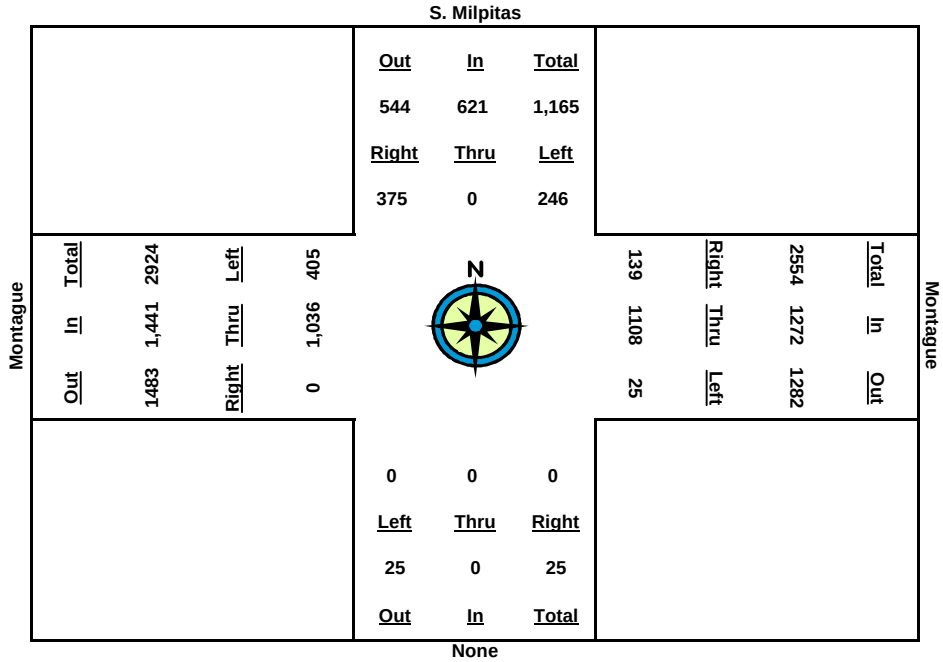
Date: 10/9/08
Counter: Jo and Diana
Intersection Name: Montague and S. Milpitas Milpitas
Weather: Clear 08RS02

AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

	S. Milpitas				Montague				None				Montague			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	130	0	70	200	37	258	6	301	0	0	0	0	0	240	86	326
12:00	227	0	124	351	74	508	10	592	0	0	0	0	0	471	174	645
12:15	357	0	197	554	101	774	15	890	0	0	0	0	0	757	284	1,041
12:30	447	0	272	719	140	1,075	25	1,240	0	0	0	0	0	1,000	357	1,357
12:45	533	0	316	849	184	1,346	29	1,559	0	0	0	0	0	1,262	462	1,724
1:00	602	0	370	972	213	1,616	35	1,864	0	0	0	0	0	1,507	579	2,086
1:15	700	0	407	1,107	261	1,905	37	2,203	0	0	0	0	0	1,762	701	2,463
1:30	760	0	457	1,217	296	2,178	45	2,519	0	0	0	0	0	1,977	811	2,788

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
11:30-12:30	447	0	272	719	140	1,075	25	1,240	0	0	0	0	0	1,000	357	1,357	3,316
11:45-12:45	403	0	246	649	147	1,088	23	1,258	0	0	0	0	0	1,022	376	1,398	3,305
12:00-1:00	375	0	246	621	139	1,108	25	1,272	0	0	0	0	0	1,036	405	1,441	3,334
12:15-1:15	343	0	210	553	160	1,131	22	1,313	0	0	0	0	0	1,005	417	1,422	3,288
12:30-1:30	313	0	185	498	156	1,103	20	1,279	0	0	0	0	0	977	454	1,431	3,208
Peak Volumes:	**375**	**0**	**246**	**621**	**139**	**1,108**	**25**	**1,272**	**0**	**0**	**0**	**0**	**0**	**1,036**	**405**	**1,441**	**3,334**

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	0	0	0	246	0	375	405	1,036	0	25	1,108	139



AM Peak-Hour Volume Count Worksheet

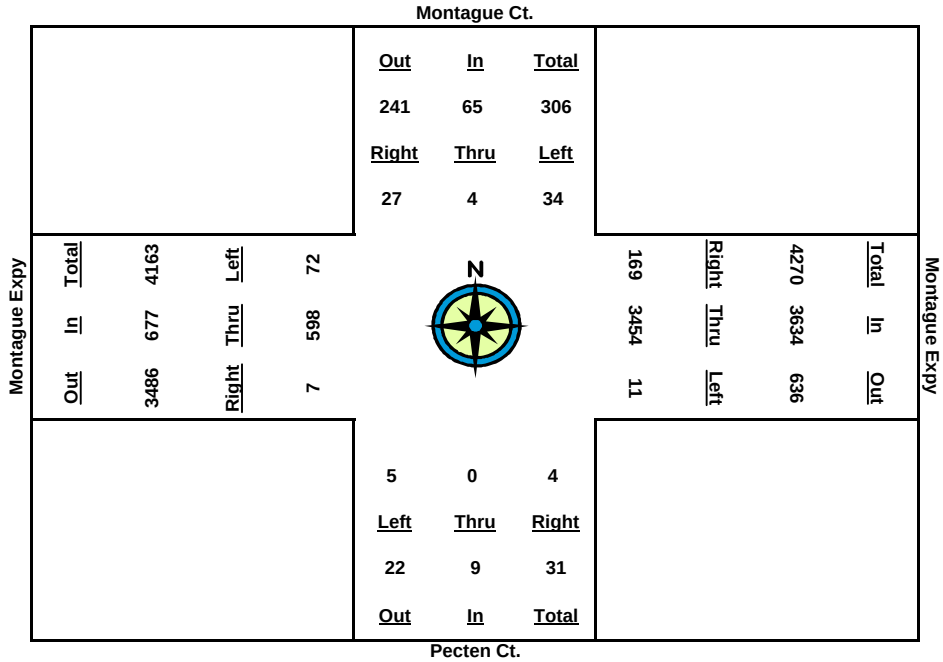
Date: 10/8/09
Counter: Patti and Ron
Intersection Name: Montague and Pecten Ct/Montague Ct Milpitas
Weather: Clear 08RS02

AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

	Montague Ct.				Montague Expy				Pecten Ct.				Montague Expy			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	30	2	11	43	22	606	5	633	0	0	2	2	2	124	11	137
7:30	41	2	20	63	53	1,322	8	1,383	2	0	2	4	3	259	18	280
7:45	49	2	26	77	79	2,124	8	2,211	3	0	3	6	3	388	28	419
8:00	58	2	36	96	111	3,065	9	3,185	4	0	4	8	5	587	52	644
8:15	69	5	45	119	158	3,930	16	4,104	5	0	5	10	6	737	70	813
8:30	73	5	54	132	230	4,733	18	4,981	6	0	7	13	8	876	92	976
8:45	76	6	60	142	248	5,578	19	5,845	7	0	8	15	10	986	100	1,096
9:00	78	6	60	144	267	6,372	20	6,659	7	0	10	17	11	1,118	117	1,246

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
7:00 - 8:00	58	2	36	96	111	3,065	9	3,185	4	0	4	8	5	587	52	644	3,933
7:15 - 8:15	39	3	34	76	136	3,324	11	3,471	5	0	3	8	4	613	59	676	4,231
7:30 - 8:30	32	3	34	69	177	3,411	10	3,598	4	0	5	9	5	617	74	696	4,372
7:45 - 8:45	27	4	34	65	169	3,454	11	3,634	4	0	5	9	7	598	72	677	4,385
8:00 - 9:00	20	4	24	48	156	3,307	11	3,474	3	0	6	9	6	531	65	602	4,133
Peak Volumes:	**27**	**4**	**34**	**65**	**169**	**3,454**	**11**	**3,634**	**4**	**0**	**5**	**9**	**7**	**598**	**72**	**677**	**4,385**

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	5	0	4	34	4	27	72	598	7	11	3,454	169



PM Peak-Hour Volume Count Worksheet

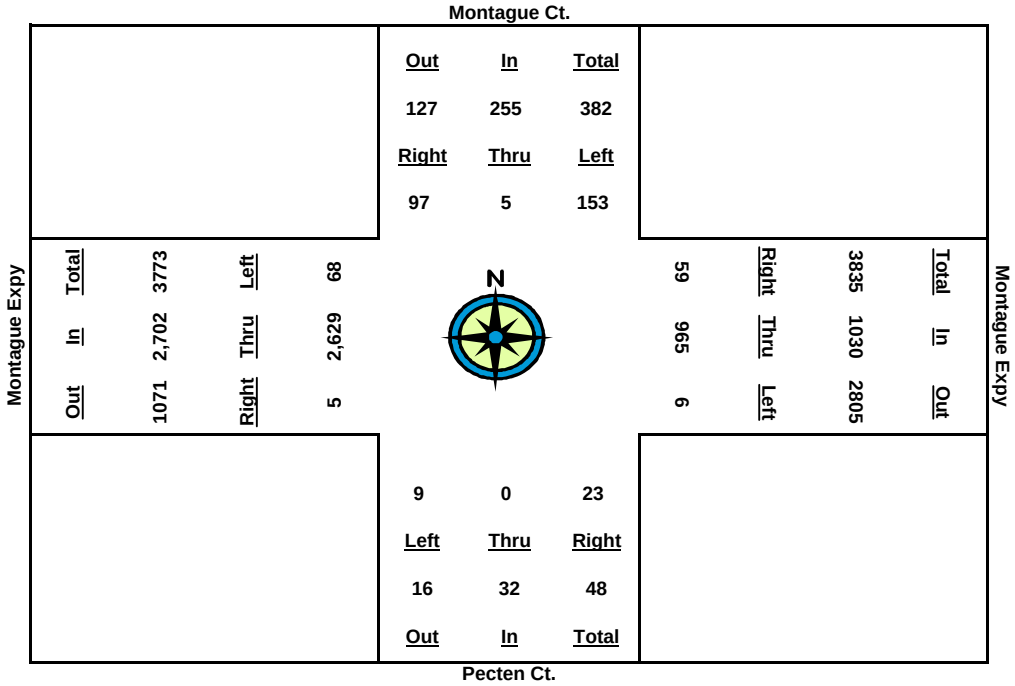
Date: 10/8/09
Counter: Patti and Ron
Intersection Name: Montague and Pecten Ct/Montague Ct Milpitas
Weather: Clear 08RS02

AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

	Montague Ct.				Montague Expy				Pecten Ct.				Montague Expy			
	North Approach				East Approach				South Approach				West Approach			
Start Time	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	13	0	28	41	10	198	2	210	5	0	6	11	1	633	13	647
4:30	27	1	47	75	25	394	4	423	8	0	9	17	9	1,094	21	1,124
4:45	43	1	70	114	33	625	9	667	15	0	12	27	14	1,768	36	1,818
5:00	49	1	97	147	50	893	10	953	22	0	13	35	17	2,472	54	2,543
5:15	82	4	174	260	74	1,140	11	1,225	33	0	15	48	18	3,191	66	3,275
5:30	113	6	191	310	80	1,353	12	1,445	35	0	16	51	18	3,743	81	3,842
5:45	140	6	223	369	92	1,590	15	1,697	38	0	21	59	19	4,397	104	4,520
6:00	145	6	241	392	106	1,802	17	1,925	39	0	23	62	21	5,025	120	5,166

Peak Hour	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**PK Hour**
4:00 - 5:00	49	1	97	147	50	893	10	953	22	0	13	35	17	2,472	54	2,543	3,678
4:15 - 5:15	69	4	146	219	64	942	9	1,015	28	0	9	37	17	2,558	53	2,628	3,899
4:30 - 5:30	86	5	144	235	55	959	8	1,022	27	0	7	34	9	2,649	60	2,718	4,009
4:45 - 5:45	97	5	153	255	59	965	6	1,030	23	0	9	32	5	2,629	68	2,702	4,019
5:00 - 6:00	96	5	144	245	56	909	7	972	17	0	10	27	4	2,553	66	2,623	3,867
Peak Volumes:	**97**	**5**	**153**	**255**	**59**	**965**	**6**	**1,030**	**23**	**0**	**9**	**32**	**5**	**2,629**	**68**	**2,702**	**4,019**

Cut and Paste	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**
	9	0	23	153	5	97	68	2,629	5	6	965	59



AM Peak-Hour Volume Count Worksheet

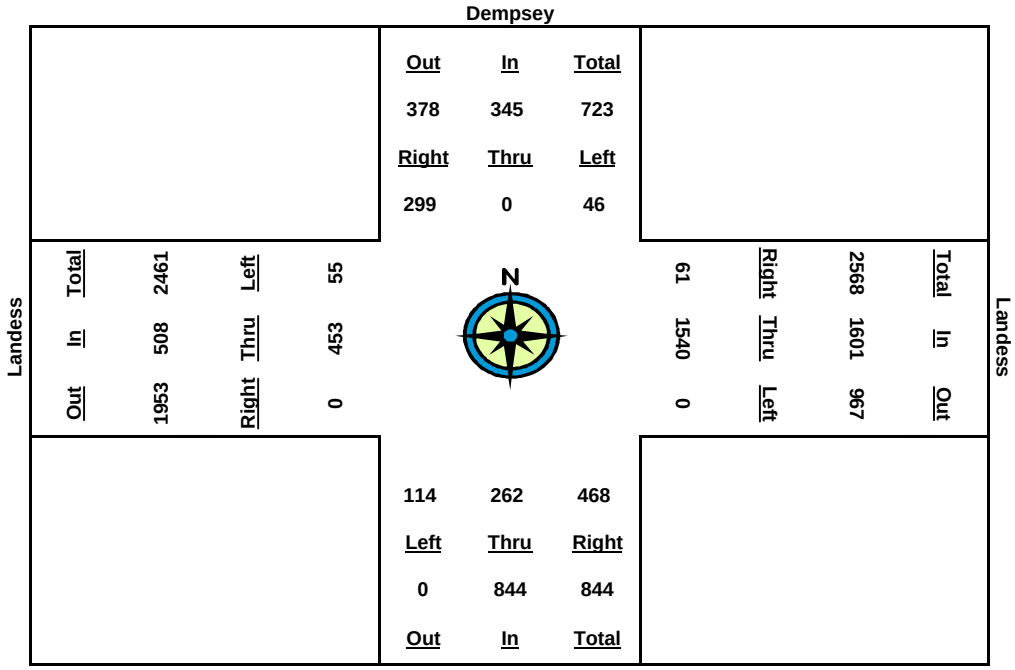
Date: 10/7/08
Counter: Diana & Alison
Intersection Name: Dempsey & Landess
Weather: Clear
City: Milpitas #08RS02

AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

	Dempsey				Landess				Dempsey				Landess			
	North Approach				East Approach				South Approach				West Approach			
Start Time	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	46	0	10	56	11	323	0	334	44	41	4	89	0	71	10	81
7:30	89	0	16	105	24	585	0	609	116	73	12	201	0	151	18	169
7:45	176	0	30	206	37	987	0	1,024	245	126	20	391	0	248	27	275
8:00	244	0	42	286	43	1,327	0	1,370	359	196	46	601	0	381	38	419
8:15	327	0	56	383	57	1,767	0	1,824	467	272	85	824	0	505	56	561
8:30	388	0	62	450	85	2,125	0	2,210	584	335	126	1,045	0	604	73	677
8:45	452	0	68	520	97	2,450	0	2,547	663	387	157	1,207	0	674	90	764
9:00	499	0	83	582	105	2,738	0	2,843	745	428	190	1,363	0	738	108	846

Peak Hour	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**PK Hour**
7:00 - 8:00	244	0	42	286	43	1,327	0	1,370	359	196	46	601	0	381	38	419	2,676
7:15 - 8:15	281	0	46	327	46	1,444	0	1,490	423	231	81	735	0	434	46	480	3,032
7:30 - 8:30	299	0	46	345	61	1,540	0	1,601	468	262	114	844	0	453	55	508	3,298
7:45 - 8:45	276	0	38	314	60	1,463	0	1,523	418	261	137	816	0	426	63	489	3,142
8:00 - 9:00	255	0	41	296	62	1,411	0	1,473	386	232	144	762	0	357	70	427	2,958
Peak Volumes:	**299**	**0**	**46**	**345**	**61**	**1,540**	**0**	**1,601**	**468**	**262**	**114**	**844**	**0**	**453**	**55**	**508**	**3,298**

Cut and Paste	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**
	114	262	468	46	0	299	55	453	0	0	1,540	61



Midday Peak-Hour Volume Count Worksheet

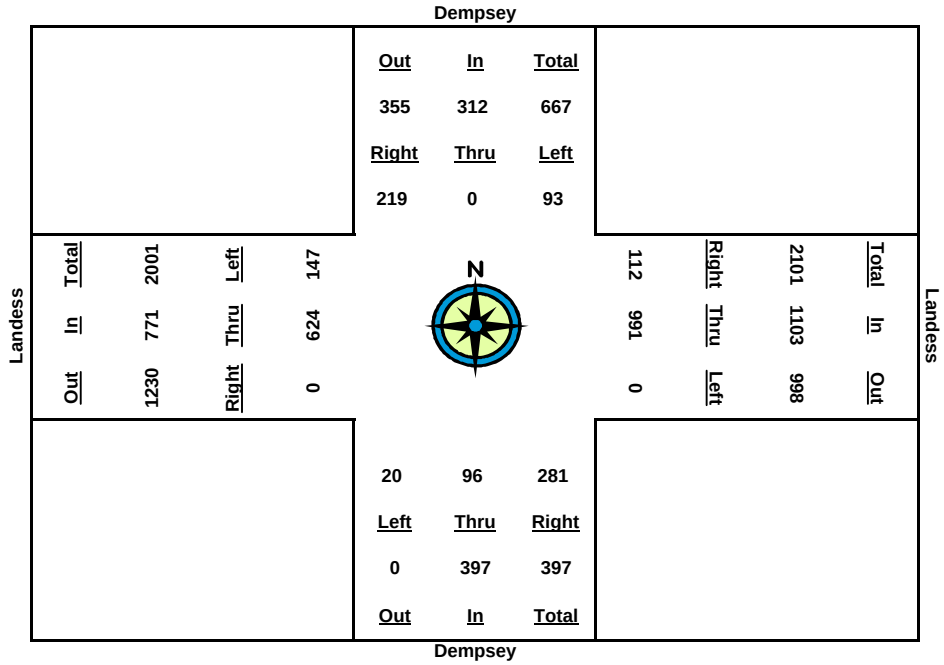
Date: 10/9/08
Counter: Patti and Leonard
Intersection Name: Dempsey and Landess Milpitas
Weather: Clear 08RS02

AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

	Dempsey				Landess				Dempsey				Landess			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	33	0	12	45	9	140	0	149	70	24	6	100	0	134	23	157
12:00	66	0	33	99	24	347	0	371	142	46	10	198	0	311	63	374
12:15	110	0	49	159	59	579	0	638	209	75	15	299	0	506	99	605
12:30	166	0	75	241	88	838	0	926	284	97	21	402	0	666	132	798
12:45	217	0	96	313	116	1,081	0	1,197	338	118	24	480	0	807	168	975
1:00	285	0	126	411	136	1,338	0	1,474	423	142	30	595	0	935	210	1,145
1:15	347	0	144	491	160	1,611	0	1,771	499	172	36	707	0	1,074	235	1,309
1:30	380	0	164	544	188	1,876	0	2,064	569	194	41	804	0	1,212	264	1,476

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
11:30-12:30	166	0	75	241	88	838	0	926	284	97	21	402	0	666	132	798	2,367
11:45-12:45	184	0	84	268	107	941	0	1,048	268	94	18	380	0	673	145	818	2,514
12:00-1:00	219	0	93	312	112	991	0	1,103	281	96	20	397	0	624	147	771	2,583
12:15-1:15	237	0	95	332	101	1,032	0	1,133	290	97	21	408	0	568	136	704	2,577
12:30-1:30	214	0	89	303	100	1,038	0	1,138	285	97	20	402	0	546	132	678	2,521
Peak Volumes:	**219**	**0**	**93**	**312**	**112**	**991**	**0**	**1,103**	**281**	**96**	**20**	**397**	**0**	**624**	**147**	**771**	**2,583**

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	20	96	281	93	0	219	147	624	0	0	991	112



PM Peak-Hour Volume Count Worksheet

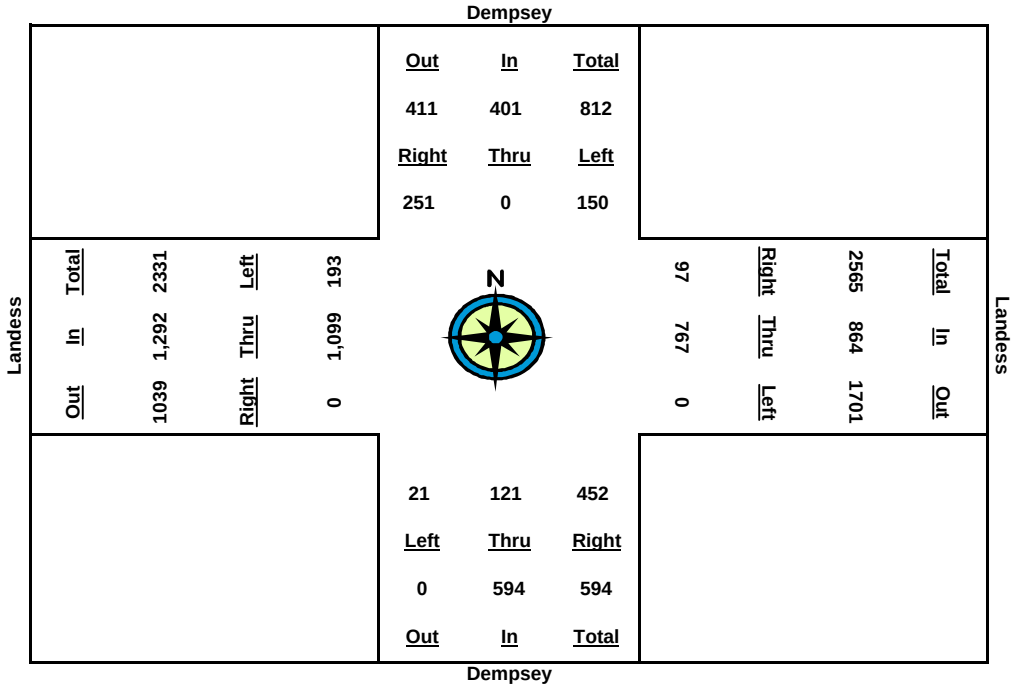
AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

Date: 10/7/08
Counter: Diana & Leonard
Intersection Name: Dempsey & Landess
Weather: Clear
City: Milpitas #08RS02

	Dempsey				Landess				Dempsey				Landess			
	North Approach				East Approach				South Approach				West Approach			
Start Time	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	59	0	33	92	16	258	0	274	111	33	10	154	0	221	33	254
4:30	102	0	54	156	32	396	0	428	228	56	18	302	0	423	56	479
4:45	208	0	91	299	40	616	0	656	341	81	22	444	0	629	86	715
5:00	262	0	132	394	54	820	0	874	446	105	29	580	0	883	126	1,009
5:15	357	0	170	527	69	979	0	1,048	557	132	34	723	0	1,180	160	1,340
5:30	417	0	210	627	98	1,187	0	1,285	680	170	39	889	0	1,409	203	1,612
5:45	467	0	233	700	117	1,358	0	1,475	815	200	43	1,058	0	1,716	251	1,967
6:00	513	0	282	795	151	1,587	0	1,738	898	226	50	1,174	0	1,982	319	2,301

Peak Hour	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**PK Hour**
4:00 - 5:00	262	0	132	394	54	820	0	874	446	105	29	580	0	883	126	1,009	2,857
4:15 - 5:15	298	0	137	435	53	721	0	774	446	99	24	569	0	959	127	1,086	2,864
4:30 - 5:30	315	0	156	471	66	791	0	857	452	114	21	587	0	986	147	1,133	3,048
4:45 - 5:45	259	0	142	401	77	742	0	819	474	119	21	614	0	1,087	165	1,252	3,086
5:00 - 6:00	251	0	150	401	97	767	0	864	452	121	21	594	0	1,099	193	1,292	3,151
Peak Volumes:	**251**	**0**	**150**	**401**	**97**	**767**	**0**	**864**	**452**	**121**	**21**	**594**	**0**	**1,099**	**193**	**1,292**	**3,151**

Cut and Paste	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**
	21	121	452	150	0	251	193	1,099	0	0	767	97



AM Peak-Hour Volume Count Worksheet

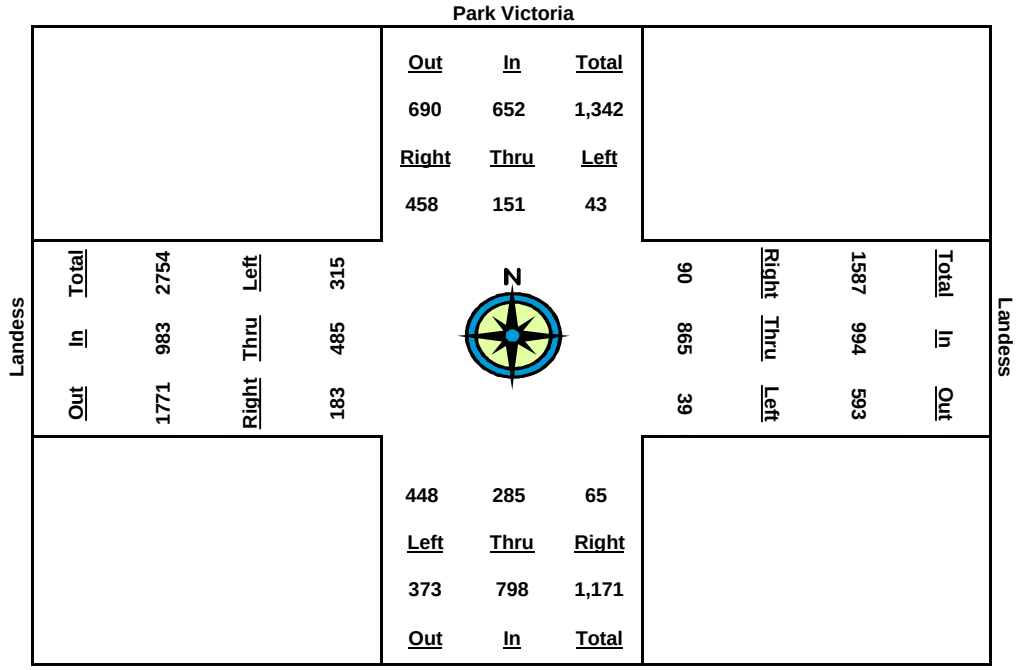
Date: 10/9/08
Counter: Logan & Jane
Intersection Name: Morill/Park Victoria & Landess
Weather: Clear
City: Milpitas#08RS02

AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

	Park Victoria				Landess				Morrill				Landess			
	North Approach				East Approach				South Approach				West Approach			
Start Time	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	59	6	6	71	9	162	5	176	8	27	93	128	29	51	19	99
7:30	132	23	20	175	26	356	12	394	15	46	181	242	47	130	63	240
7:45	226	49	25	300	46	575	22	643	30	100	309	439	90	240	113	443
8:00	340	88	43	471	74	801	32	907	55	174	428	657	157	394	191	742
8:15	458	138	57	653	90	1,025	37	1,152	63	270	555	888	197	533	271	1,001
8:30	590	174	63	827	116	1,221	51	1,388	80	331	629	1,040	230	615	378	1,223
8:45	696	216	73	985	139	1,436	68	1,643	90	392	715	1,197	249	658	430	1,337
9:00	799	255	83	1,137	160	1,622	77	1,859	100	454	806	1,360	275	722	501	1,498

Peak Hour	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**PK Hour**
7:00 - 8:00	340	88	43	471	74	801	32	907	55	174	428	657	157	394	191	742	2,777
7:15 - 8:15	399	132	51	582	81	863	32	976	55	243	462	760	168	482	252	902	3,220
7:30 - 8:30	458	151	43	652	90	865	39	994	65	285	448	798	183	485	315	983	3,427
7:45 - 8:45	470	167	48	685	93	861	46	1,000	60	292	406	758	159	418	317	894	3,337
8:00 - 9:00	459	167	40	666	86	821	45	952	45	280	378	703	118	328	310	756	3,077
Peak Volumes:	**458**	**151**	**43**	**652**	**90**	**865**	**39**	**994**	**65**	**285**	**448**	**798**	**183**	**485**	**315**	**983**	**3,427**

Cut and Paste	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**
	448	285	65	43	151	458	315	485	183	39	865	90



Mid-Day Volume Count Worksheet

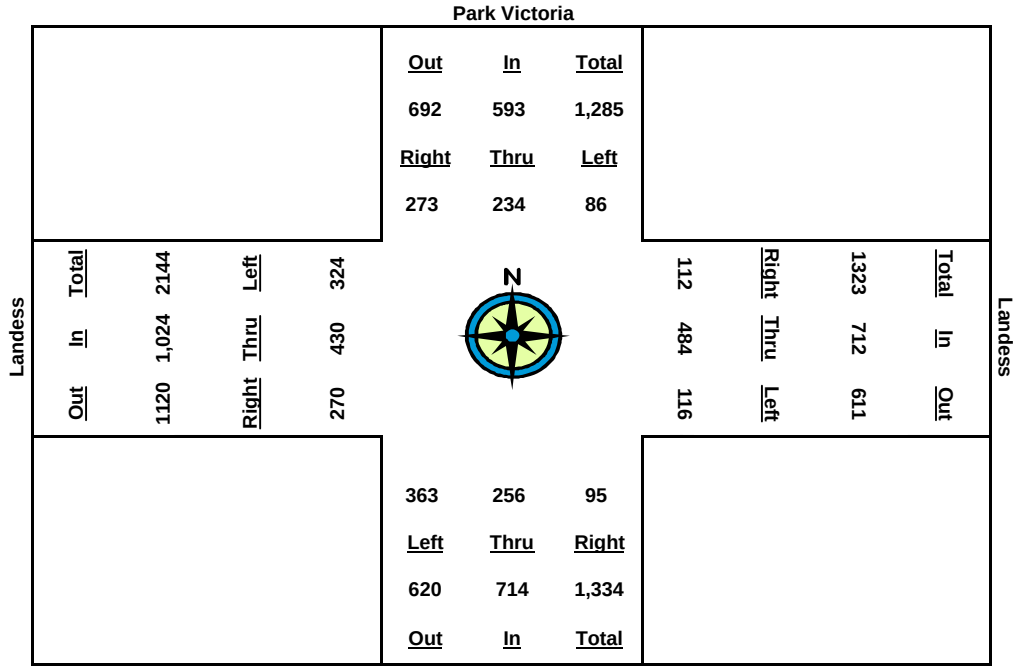
Date: 10/9/08
Counter: Matt & Janea
Intersection Name: Park Victoria/Morrill & Landess
Weather: Clear
City: Milpitas #08RS02

AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

	Park Victoria				Landess				Morrill				Landess			
	North Approach				East Approach				South Approach				West Approach			
Start Time	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	74	48	10	132	18	93	42	153	14	45	62	121	48	107	86	241
12:00	123	91	27	241	39	185	51	275	25	97	142	264	102	215	186	503
12:15	239	163	47	449	70	295	92	457	43	131	208	382	154	345	293	792
12:30	315	220	68	603	91	381	116	588	64	191	283	538	220	464	370	1,054
12:45	390	282	87	759	115	500	149	764	90	254	370	714	301	585	450	1,336
1:00	465	356	109	930	143	608	184	935	104	313	446	863	375	675	528	1,578
1:15	527	414	139	1,080	175	758	206	1,139	136	371	551	1,058	438	780	621	1,839
1:30	588	454	154	1,196	203	865	232	1,300	159	447	646	1,252	490	894	694	2,078

Peak Hour	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**PK Hour**
11:30 - 12:30	315	220	68	603	91	381	116	588	64	191	283	538	220	464	370	1,054	2,783
11:45 - 12:45	316	234	77	627	97	407	107	611	76	209	308	593	253	478	364	1,095	2,926
12:00 - 1:00	342	265	82	689	104	423	133	660	79	216	304	599	273	460	342	1,075	3,023
12:15 - 1:15	288	251	92	631	105	463	114	682	93	240	343	676	284	435	328	1,047	3,036
12:30 - 1:30	273	234	86	593	112	484	116	712	95	256	363	714	270	430	324	1,024	3,043
Peak Volumes:	**273**	**234**	**86**	**593**	**112**	**484**	**116**	**712**	**95**	**256**	**363**	**714**	**270**	**430**	**324**	**1,024**	**3,043**

Cut and Paste	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**
	363	256	95	86	234	273	324	430	270	116	484	112



PM Peak-Hour Volume Count Worksheet

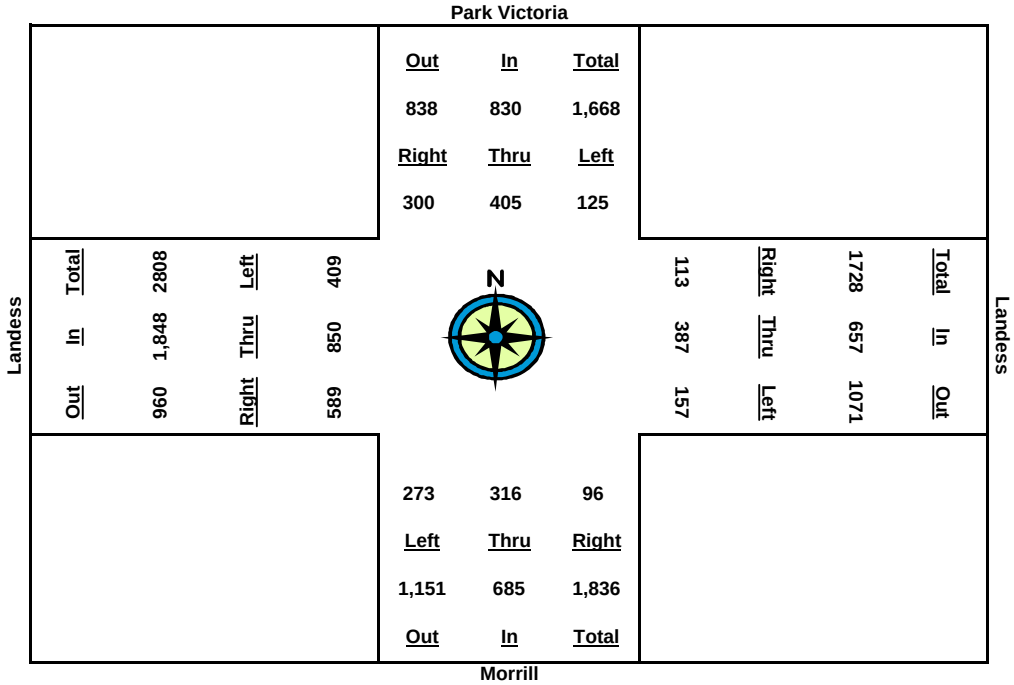
AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

Date: 10/9/08
Counter: Logan & Dale
Intersection Name: Morill/Park Victoria & Landess
Weather: Clear
City: Milpitas#08RS02

	Park Victoria				Landess				Morrill				Landess			
	North Approach				East Approach				South Approach				West Approach			
Start Time	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	93	68	22	183	24	90	33	147	23	73	53	149	69	189	88	346
4:30	160	135	38	333	49	183	72	304	39	139	107	285	160	342	193	695
4:45	236	215	73	524	71	307	115	493	60	205	181	446	242	501	284	1,027
5:00	345	343	115	803	105	440	150	695	85	276	241	602	375	710	391	1,476
5:15	395	388	142	925	122	505	171	798	109	363	316	788	530	894	480	1,904
5:30	468	481	172	1,121	148	600	229	977	140	443	378	961	676	1,104	582	2,362
5:45	536	620	198	1,354	184	694	272	1,150	156	521	454	1,131	831	1,351	693	2,875
6:00	609	717	241	1,567	216	792	315	1,323	183	591	518	1,292	955	1,554	797	3,306

Peak Hour	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**PK Hour**
4:00 - 5:00	345	343	115	803	105	440	150	695	85	276	241	602	375	710	391	1,476	3,576
4:15 - 5:15	302	320	120	742	98	415	138	651	86	290	263	639	461	705	392	1,558	3,590
4:30 - 5:30	308	346	134	788	99	417	157	673	101	304	271	676	516	762	389	1,667	3,804
4:45 - 5:45	300	405	125	830	113	387	157	657	96	316	273	685	589	850	409	1,848	4,020
5:00 - 6:00	264	374	126	764	111	352	165	628	98	315	277	690	580	844	406	1,830	3,912
Peak Volumes:	**300**	**405**	**125**	**830**	**113**	**387**	**157**	**657**	**96**	**316**	**273**	**685**	**589**	**850**	**409**	**1,848**	**4,020**

Cut and Paste	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**
	273	316	96	125	405	300	409	850	589	157	387	113



AM Peak-Hour Volume Count Worksheet

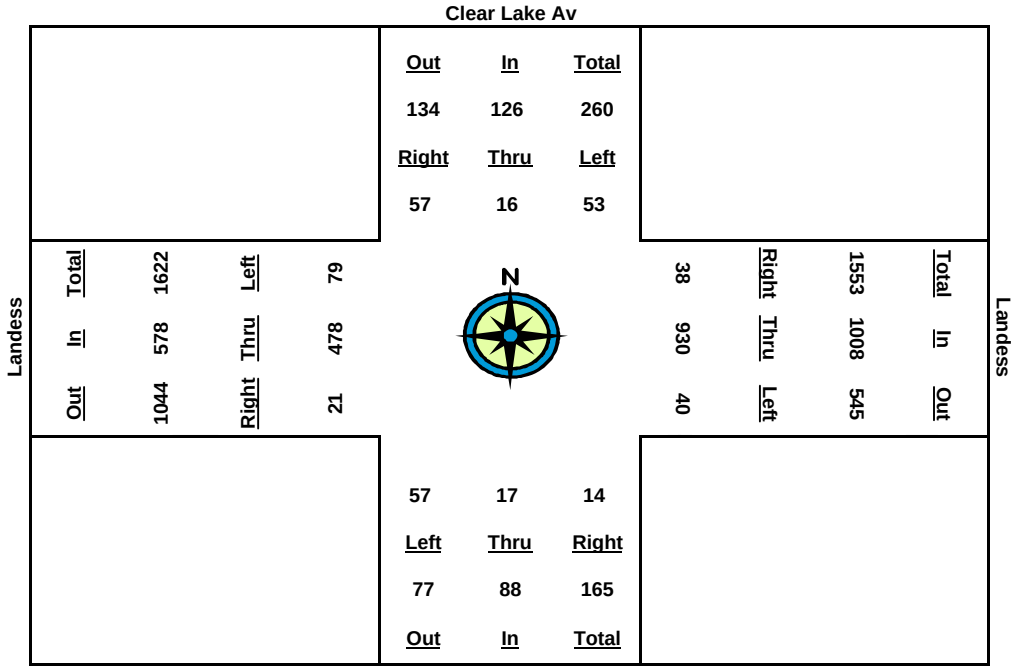
Date: 10/9/08
Counter: Antonio & Janea
Intersection Name: Clear Lake/Treewood & Landess
Weather: Clear
City: Milpitas#08RS02

AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

	Clear Lake Av				Landess				Treewood				Landess			
	North Approach				East Approach				South Approach				West Approach			
Start Time	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	10	1	1	12	1	159	0	160	3	3	11	17	3	38	6	47
7:30	26	5	6	37	2	345	5	352	5	7	44	56	6	109	14	129
7:45	43	9	17	69	9	584	10	603	6	7	67	80	9	212	25	246
8:00	54	12	38	104	18	839	21	878	11	16	82	109	18	387	50	455
8:15	69	16	52	137	27	1,052	35	1,114	14	20	89	123	25	506	68	599
8:30	83	21	59	163	40	1,275	45	1,360	19	24	101	144	27	587	93	707
8:45	90	23	67	180	47	1,477	45	1,569	19	32	114	165	35	640	95	770
9:00	95	24	73	192	54	1,659	48	1,761	26	35	126	187	39	688	99	826

Peak Hour	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**PK Hour**
7:00 - 8:00	54	12	38	104	18	839	21	878	11	16	82	109	18	387	50	455	1,546
7:15 - 8:15	59	15	51	125	26	893	35	954	11	17	78	106	22	468	62	552	1,737
7:30 - 8:30	57	16	53	126	38	930	40	1,008	14	17	57	88	21	478	79	578	1,800
7:45 - 8:45	47	14	50	111	38	893	35	966	13	25	47	85	26	428	70	524	1,686
8:00 - 9:00	41	12	35	88	36	820	27	883	15	19	44	78	21	301	49	371	1,420
Peak Volumes:	**57**	**16**	**53**	**126**	**38**	**930**	**40**	**1,008**	**14**	**17**	**57**	**88**	**21**	**478**	**79**	**578**	**1,800**

Cut and Paste	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**
	57	17	14	53	16	57	79	478	21	40	930	38



Mid-Day Volume Count Worksheet

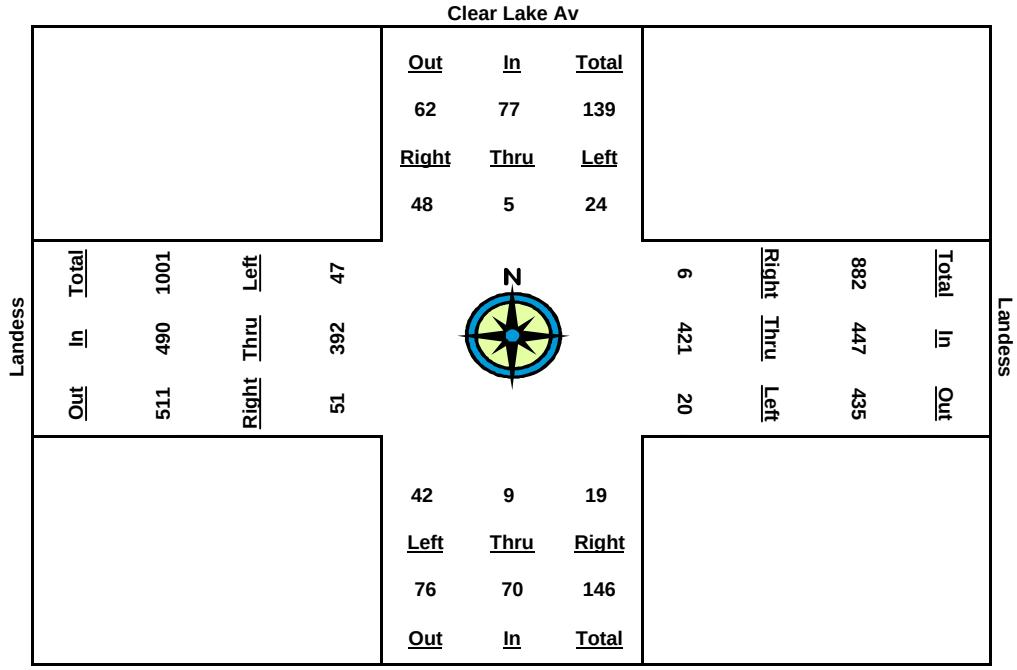
Date: 10/9/08
Counter: Irene & Bryan
Intersection Name: Clear Lake Av/Treewood & Landess
Weather: Clear
City: Milpitas #08RS02

AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

	Clear Lake Av				Landess				Treewood				Landess			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	4	3	4	11	1	90	3	94	2	1	8	11	12	74	9	95
12:00	18	4	12	34	3	181	3	187	3	2	15	20	19	172	14	205
12:15	25	6	21	52	5	273	5	283	8	3	24	35	29	296	27	352
12:30	41	6	24	71	5	358	8	371	12	4	36	52	42	392	34	468
12:45	49	9	31	89	9	452	13	474	14	6	47	67	53	474	49	576
1:00	61	10	36	107	10	560	20	590	16	7	51	74	65	564	61	690
1:15	73	11	45	129	11	694	25	730	27	12	66	105	80	688	74	842
1:30	81	12	46	139	12	793	31	836	38	18	79	135	85	767	78	930

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
11:30 - 12:30	41	6	24	71	5	358	8	371	12	4	36	52	42	392	34	468	962
11:45 - 12:45	45	6	27	78	8	362	10	380	12	5	39	56	41	400	40	481	995
12:00 - 1:00	43	6	24	73	7	379	17	403	13	5	36	54	46	392	47	485	1,015
12:15 - 1:15	48	5	24	77	6	421	20	447	19	9	42	70	51	392	47	490	1,084
12:30 - 1:30	40	6	22	68	7	435	23	465	26	14	43	83	43	375	44	462	1,078
Peak Volumes:	**48**	**5**	**24**	**77**	**6**	**421**	**20**	**447**	**19**	**9**	**42**	**70**	**51**	**392**	**47**	**490**	**1,084**

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	42	9	19	24	5	48	47	392	51	20	421	6



PM Peak-Hour Volume Count Worksheet

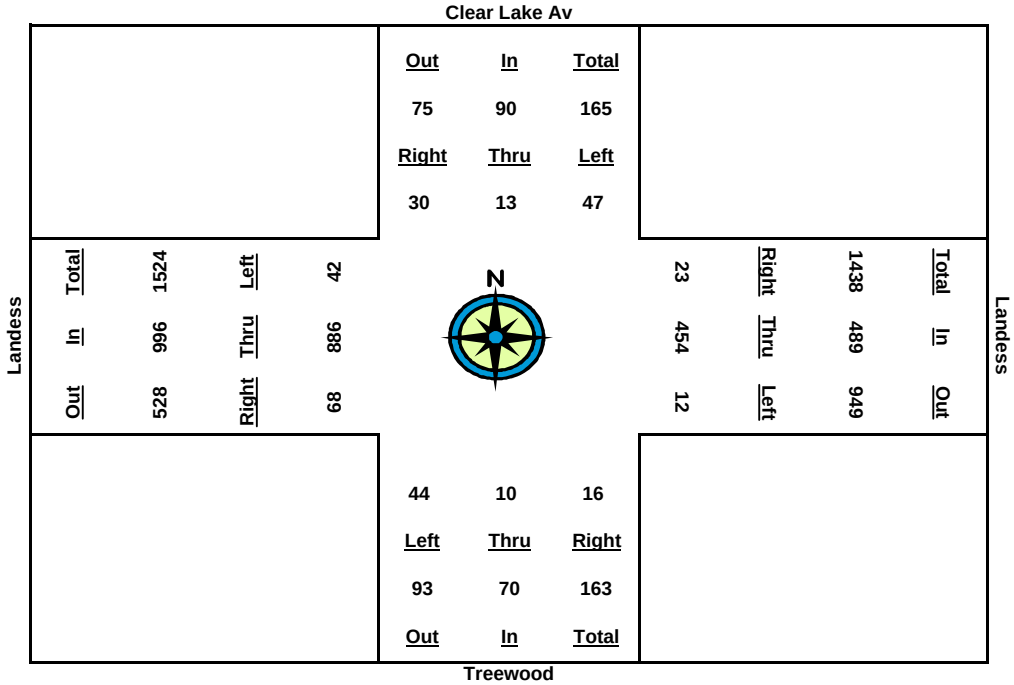
AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

Date: 10/9/08
Counter: Antonio & Janea
Intersection Name: Clear Lake Av/Treewood & Landess
Weather: Clear
City: Milpitas#08RS02

	Clear Lake Av				Landess				Treewood				Landess			
	North Approach				East Approach				South Approach				West Approach			
Start Time	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	9	0	7	16	2	98	3	103	5	2	10	17	8	144	16	168
4:30	18	3	14	35	7	216	8	231	12	4	23	39	17	308	21	346
4:45	24	10	22	56	9	337	12	358	15	5	29	49	32	495	28	555
5:00	36	12	29	77	17	463	12	492	18	7	39	64	50	701	37	788
5:15	46	15	44	105	23	553	15	591	22	11	43	76	68	881	48	997
5:30	52	18	55	125	30	667	17	714	25	12	56	93	86	1,111	57	1,254
5:45	59	21	65	145	35	790	20	845	27	14	66	107	102	1,354	67	1,523
6:00	66	25	76	167	40	917	24	981	34	17	83	134	118	1,587	79	1,784

Peak Hour	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**PK Hour**
4:00 - 5:00	36	12	29	77	17	463	12	492	18	7	39	64	50	701	37	788	1,421
4:15 - 5:15	37	15	37	89	21	455	12	488	17	9	33	59	60	737	32	829	1,465
4:30 - 5:30	34	15	41	90	23	451	9	483	13	8	33	54	69	803	36	908	1,535
4:45 - 5:45	35	11	43	89	26	453	8	487	12	9	37	58	70	859	39	968	1,602
5:00 - 6:00	30	13	47	90	23	454	12	489	16	10	44	70	68	886	42	996	1,645
Peak Volumes:	**30**	**13**	**47**	**90**	**23**	**454**	**12**	**489**	**16**	**10**	**44**	**70**	**68**	**886**	**42**	**996**	**1,645**

Cut and Paste	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**
	44	10	16	47	13	30	42	886	68	12	454	23



AM Peak-Hour Volume Count Worksheet

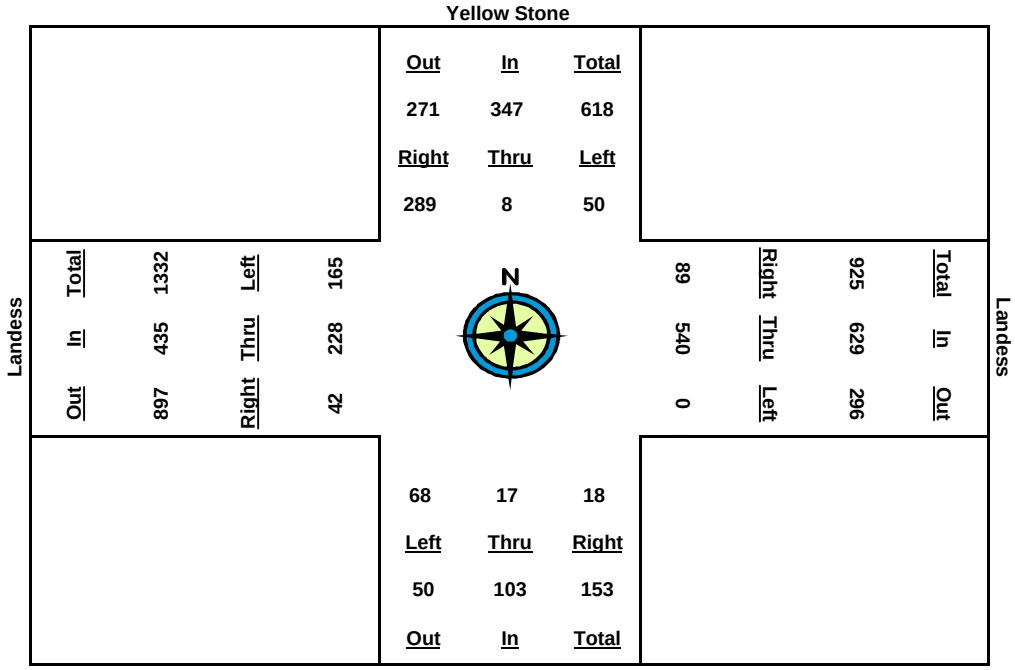
Date: 10/9/08
Counter: Irene & Jo
Intersection Name: Yellow Stone & Landess
Weather: Clear
City: Milpitas#08RS02

AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

	Yellow Stone				Landess				Yellow Stone				Landess			
	North Approach				East Approach				South Approach				West Approach			
Start Time	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	32	0	2	34	2	103	1	106	1	1	13	15	2	24	9	35
7:30	74	0	3	77	9	232	1	242	3	2	19	24	15	71	30	116
7:45	134	3	11	148	28	399	1	428	7	5	35	47	25	122	66	213
8:00	234	4	27	265	70	522	1	593	17	16	63	96	42	191	132	365
8:15	309	6	47	362	86	647	1	734	18	17	74	109	52	244	174	470
8:30	363	8	53	424	98	772	1	871	21	19	87	127	57	299	195	551
8:45	391	10	60	461	105	929	1	1,035	24	21	94	139	62	342	204	608
9:00	420	10	63	493	112	1,058	1	1,171	25	24	104	153	70	371	213	654

Peak Hour	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**PK Hour**
7:00 - 8:00	234	4	27	265	70	522	1	593	17	16	63	96	42	191	132	365	1,319
7:15 - 8:15	277	6	45	328	84	544	0	628	17	16	61	94	50	220	165	435	1,485
7:30 - 8:30	289	8	50	347	89	540	0	629	18	17	68	103	42	228	165	435	1,514
7:45 - 8:45	257	7	49	313	77	530	0	607	17	16	59	92	37	220	138	395	1,407
8:00 - 9:00	186	6	36	228	42	536	0	578	8	8	41	57	28	180	81	289	1,152
Peak Volumes:	**289**	**8**	**50**	**347**	**89**	**540**	**0**	**629**	**18**	**17**	**68**	**103**	**42**	**228**	**165**	**435**	**1,514**

Cut and Paste	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**
	68	17	18	50	8	289	165	228	42	0	540	89



PM Peak-Hour Volume Count Worksheet

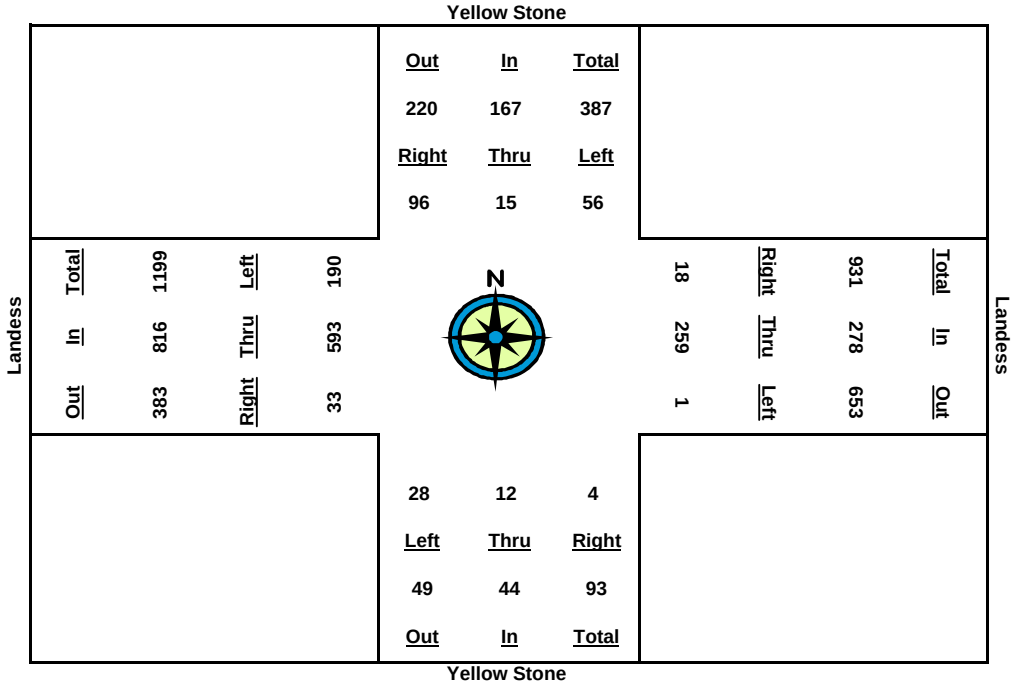
Date: 10/9/08
Counter: Irene & Jo
Intersection Name: Yellow Stone & Landess
Weather: Clear
City: Milpitas#08RS02

AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

	Yellow Stone				Landess				Yellow Stone				Landess			
	North Approach				East Approach				South Approach				West Approach			
Start Time	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	19	1	5	25	2	69	0	71	2	6	10	18	16	90	29	135
4:30	41	2	13	56	7	127	0	134	3	7	17	27	27	182	58	267
4:45	62	4	19	85	9	189	0	198	4	10	26	40	38	300	87	425
5:00	76	6	23	105	13	270	0	283	6	16	42	64	49	426	117	592
5:15	90	8	39	137	18	331	0	349	7	17	48	72	63	568	155	786
5:30	118	15	53	186	23	411	0	434	8	21	56	85	70	708	209	987
5:45	139	21	65	225	24	472	0	496	9	26	65	100	76	865	256	1,197
6:00	172	21	79	272	31	529	1	561	10	28	70	108	82	1,019	307	1,408

Peak Hour	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**PK Hour**
4:00 - 5:00	76	6	23	105	13	270	0	283	6	16	42	64	49	426	117	592	1,044
4:15 - 5:15	71	7	34	112	16	262	0	278	5	11	38	54	47	478	126	651	1,095
4:30 - 5:30	77	13	40	130	16	284	0	300	5	14	39	58	43	526	151	720	1,208
4:45 - 5:45	77	17	46	140	15	283	0	298	5	16	39	60	38	565	169	772	1,270
5:00 - 6:00	96	15	56	167	18	259	1	278	4	12	28	44	33	593	190	816	1,305
Peak Volumes:	**96**	**15**	**56**	**167**	**18**	**259**	**1**	**278**	**4**	**12**	**28**	**44**	**33**	**593**	**190**	**816**	**1,305**

Cut and Paste	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**
	28	12	4	56	15	96	190	593	33	1	259	18



AM Peak-Hour Volume Count Worksheet

Date: 10/8/08
Counter: Logan & Jane
Intersection Name: Park Victoria &Yosemite
Weather: Clear
City: Milpitas #08RS02

AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

	Park Victoria				Yosemite				Park Victoria				Yosemite			
	North Approach				East Approach				South Approach				West Approach			
Start Time	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	4	20	2	26	3	36	13	52	7	28	23	58	8	6	2	16
7:30	9	47	6	62	10	86	21	117	17	69	60	146	21	11	4	36
7:45	20	91	14	125	27	159	42	228	30	126	123	279	41	32	7	80
8:00	24	160	53	237	37	264	75	376	71	191	181	443	73	59	14	146
8:15	41	229	55	325	52	355	117	524	100	275	235	610	100	79	19	198
8:30	49	282	77	408	80	439	147	666	158	356	297	811	127	103	22	252
8:45	57	310	89	456	98	515	187	800	176	398	337	911	142	121	32	295
9:00	62	354	103	519	108	574	206	888	198	446	370	1,014	154	142	34	330

Peak Hour	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**PK Hour**
7:00 - 8:00	24	160	53	237	37	264	75	376	71	191	181	443	73	59	14	146	1,202
7:15 - 8:15	37	209	53	299	49	319	104	472	93	247	212	552	92	73	17	182	1,505
7:30 - 8:30	40	235	71	346	70	353	126	549	141	287	237	665	106	92	18	216	1,776
7:45 - 8:45	37	219	75	331	71	356	145	572	146	272	214	632	101	89	25	215	1,750
8:00 - 9:00	38	194	50	282	71	310	131	512	127	255	189	571	81	83	20	184	1,549
Peak Volumes:	**40**	**235**	**71**	**346**	**70**	**353**	**126**	**549**	**141**	**287**	**237**	**665**	**106**	**92**	**18**	**216**	**1,776**

Cut and Paste	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**
	237	287	141	71	235	40	18	92	106	126	353	70

Park Victoria

Out	In	Total
375	346	721
Right	**Thru**	**Left**
40	235	71

Yosemite

Total	In	Out
846	216	630
Left	**Thru**	**Right**
18	92	106

Yosemite

Total	In	Out
853	549	304
Right	**Thru**	**Left**
70	353	126

Park Victoria

Left	Thru	Right
237	287	141
467	665	1,132
Out	**In**	**Total**

PM Peak-Hour Volume Count Worksheet

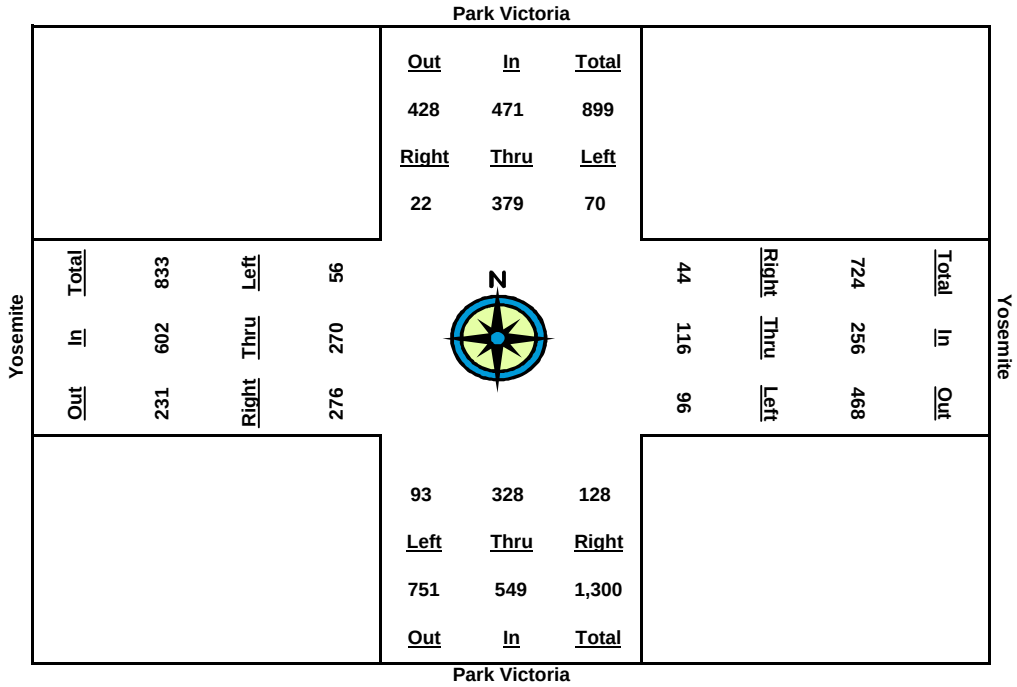
AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

Date: 10/8/08
Counter: Logan & Dale
Intersection Name: Park Victoria &Yosemite
Weather: Clear
City: Milpitas #08RS02

	Park Victoria				Yosemite				Park Victoria				Yosemite			
	North Approach				East Approach				South Approach				West Approach			
Start Time	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	7	70	9	86	10	22	23	55	23	55	31	109	45	30	7	82
4:30	10	126	18	154	21	43	43	107	46	124	47	217	76	75	17	168
4:45	14	197	26	237	27	52	74	153	71	180	68	319	127	114	23	264
5:00	22	263	41	326	34	81	101	216	97	244	88	429	183	157	34	374
5:15	26	367	56	449	48	110	123	281	124	320	111	555	247	224	48	519
5:30	31	447	76	554	53	133	145	331	165	400	136	701	318	277	57	652
5:45	40	555	98	693	71	171	172	414	199	489	159	847	398	359	70	827
6:00	44	642	111	797	78	197	197	472	225	572	181	978	459	427	90	976

Peak Hour	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**PK Hour**
4:00 - 5:00	22	263	41	326	34	81	101	216	97	244	88	429	183	157	34	374	1,345
4:15 - 5:15	19	297	47	363	38	88	100	226	101	265	80	446	202	194	41	437	1,472
4:30 - 5:30	21	321	58	400	32	90	102	224	119	276	89	484	242	202	40	484	1,592
4:45 - 5:45	26	358	72	456	44	119	98	261	128	309	91	528	271	245	47	563	1,808
5:00 - 6:00	22	379	70	471	44	116	96	256	128	328	93	549	276	270	56	602	1,878
Peak Volumes:	**22**	**379**	**70**	**471**	**44**	**116**	**96**	**256**	**128**	**328**	**93**	**549**	**276**	**270**	**56**	**602**	**1,878**

Cut and Paste	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**
	93	328	128	70	379	22	56	270	276	96	116	44



AM Peak-Hour Volume Count Worksheet

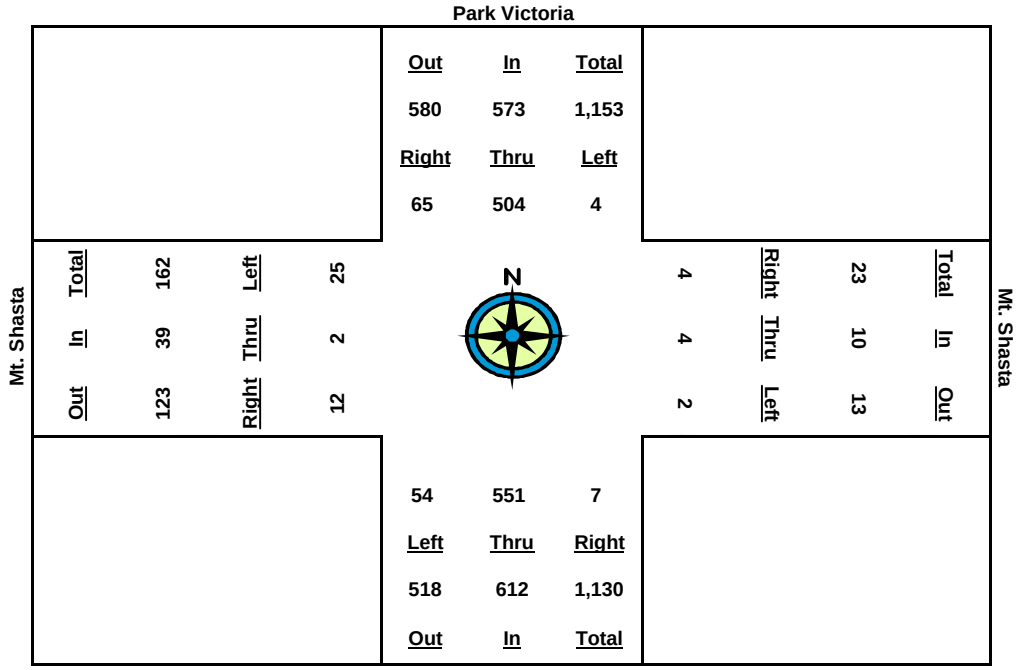
Date: 10/7/08
Counter: Antonio & Janea
Intersection Name: Park Victoria & Mt. Shasta
Weather: Clear
City: Milpitas #08RS02

AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

	Park Victoria				Mt. Shasta				Park Victoria				Mt. Shasta			
	North Approach				East Approach				South Approach				West Approach			
Start Time	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	4	62	0	66	1	0	0	1	0	32	1	33	0	0	2	2
7:30	8	142	0	150	2	0	0	2	1	78	4	83	1	0	8	9
7:45	19	251	0	270	6	0	1	7	1	174	13	188	9	1	22	32
8:00	36	366	3	405	6	2	2	10	2	314	30	346	14	1	32	47
8:15	60	514	3	577	8	2	3	13	2	451	50	503	16	1	40	57
8:30	74	328	3	405	9	3	3	15	4	631	57	692	20	1	45	66
8:45	84	755	4	843	10	4	3	17	8	725	67	800	21	3	47	71
9:00	86	872	4	962	10	4	7	21	8	810	69	887	21	3	47	71

Peak Hour	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**PK Hour**
7:00 - 8:00	36	366	3	405	6	2	2	10	2	314	30	346	14	1	32	47	808
7:15 - 8:15	56	452	3	511	7	2	3	12	2	419	49	470	16	1	38	55	1,048
7:30 - 8:30	66	186	3	255	7	3	3	13	3	553	53	609	19	1	37	57	934
7:45 - 8:45	65	504	4	573	4	4	2	10	7	551	54	612	12	2	25	39	1,234
8:00 - 9:00	50	506	1	557	4	2	5	11	6	496	39	541	7	2	15	24	1,133
Peak Volumes:	**65**	**504**	**4**	**573**	**4**	**4**	**2**	**10**	**7**	**551**	**54**	**612**	**12**	**2**	**25**	**39**	**1,234**

Cut and Paste	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**
	54	551	7	4	504	65	25	2	12	2	4	4



PM Peak-Hour Volume Count Worksheet

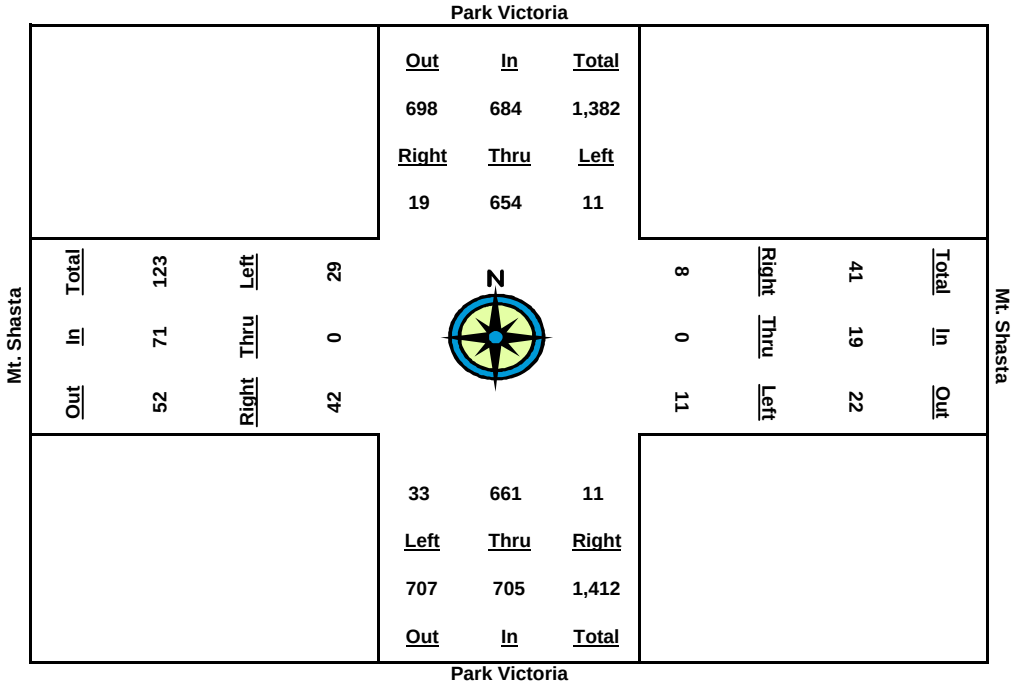
Date: 10/21/08
Counter: Antonio & Irene
Intersection Name: Park Victoria & Mt. Shasta
Weather: clear 08RS02

AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

	Park Victoria				Mt. Shasta				Park Victoria				Mt. Shasta			
	North Approach				East Approach				South Approach				West Approach			
Start Time	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	3	108	1	112	0	0	1	1	2	120	8	130	3	0	2	5
4:30	11	223	3	237	0	0	2	2	2	233	13	248	14	0	5	19
4:45	14	339	4	357	1	0	3	4	4	376	23	403	19	0	9	28
5:00	20	492	5	517	1	0	4	5	5	514	29	548	28	0	13	41
5:15	23	636	6	665	8	0	5	13	5	687	39	731	40	0	18	58
5:30	27	806	9	842	8	0	7	15	8	854	51	913	52	0	27	79
5:45	33	974	11	1,018	9	0	12	21	13	1,025	57	1,095	59	0	40	99
6:00	39	1,146	16	1,201	9	0	15	24	16	1,175	62	1,253	70	0	42	112

Peak Hour	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**PK Hour**
4:00 - 5:00	20	492	5	517	1	0	4	5	5	514	29	548	28	0	13	41	1,111
4:15 - 5:15	20	528	5	553	8	0	4	12	3	567	31	601	37	0	16	53	1,219
4:30 - 5:30	16	583	6	605	8	0	5	13	6	621	38	665	38	0	22	60	1,343
4:45 - 5:45	19	635	7	661	8	0	9	17	9	649	34	692	40	0	31	71	1,441
5:00 - 6:00	19	654	11	684	8	0	11	19	11	661	33	705	42	0	29	71	1,479
Peak Volumes:	**19**	**654**	**11**	**684**	**8**	**0**	**11**	**19**	**11**	**661**	**33**	**705**	**42**	**0**	**29**	**71**	**1,479**

Cut and Paste	**NBL**	**NBT**	**NBR**	**EBL**	**EBT**	**EBR**	**SBL**	**SBT**	**SBR**	**WBL**	**WBT**	**WBR**
	33	661	11	29	0	42	11	654	19	11	0	8



AM Peak-Hour Volume Count Worksheet

Date: 10/7/08
Counter: Irene & Jo
Intersection Name: Park Victoria & Big Basin
Weather: Clear
City: Milpitas #08RS02

AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

	Park Victoria				Big Basin				Park Victoria				Big Basin			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	70	0	70	0	0	6	6	3	38	0	41	0	0	2	2
7:30	2	151	1	154	1	0	14	15	6	94	2	102	1	0	2	3
7:45	3	260	2	265	3	0	16	19	7	181	4	192	1	0	3	4
8:00	4	393	4	401	5	0	24	29	7	349	8	364	2	0	4	6
8:15	5	536	6	547	5	1	31	37	10	471	12	493	3	0	5	8
8:30	6	678	11	695	8	1	35	44	12	672	23	707	3	1	5	9
8:45	6	801	12	819	11	1	36	48	14	761	31	806	3	2	5	10
9:00	10	906	17	933	18	1	42	61	17	886	46	949	3	2	7	12

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
7:00 - 8:00	4	393	4	401	5	0	24	29	7	349	8	364	2	0	4	6	800
7:15 - 8:15	5	466	6	477	5	1	25	31	7	433	12	452	3	0	3	6	966
7:30 - 8:30	4	527	10	541	7	1	21	29	6	578	21	605	2	1	3	6	1,181
7:45 - 8:45	3	541	10	554	8	1	20	29	7	580	27	614	2	2	2	6	1,203
8:00 - 9:00	6	513	13	532	13	1	18	32	10	537	38	585	1	2	3	6	1,155
Peak Volumes:	**3**	**541**	**10**	**554**	**8**	**1**	**20**	**29**	**7**	**580**	**27**	**614**	**2**	**2**	**2**	**6**	**1,203**

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	27	580	7	10	541	3	2	2	2	20	1	8

Park Victoria

Out	In	Total
590	554	1,144
Right	**Thru**	**Left**
3	541	10

Big Basin

Total	37	Left	2
In	6	Thru	2
Out	31	Right	2

Big Basin

Total	48	Right	8
In	29	Thru	1
Out	19	Left	20

27	580	7
Left	**Thru**	**Right**
563	614	1,177
Out	**In**	**Total**

Mid-Day Volume Count Worksheet

Date: 10/9/08
Counter: Logan & Jane
Intersection Name: Park Victoria & Big Basin
Weather: Clear
City: Milpitas #08RS02

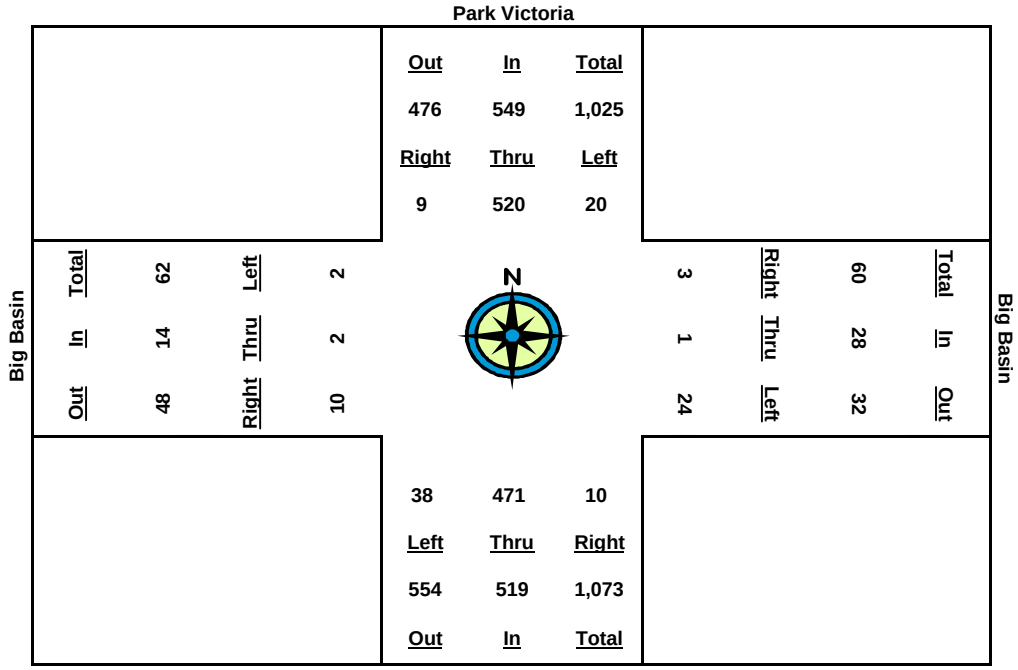
AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

	Park Victoria				Big Basin				Park Victoria				Big Basin			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	2	98	9	109	5	0	5	10	4	91	11	106	1	0	0	1
12:00	4	212	16	232	6	0	10	16	5	237	21	263	3	1	1	5
12:15	6	386	22	414	6	0	19	25	10	330	31	371	6	1	1	8
12:30	8	498	24	530	7	1	24	32	13	451	38	502	9	1	1	11
12:45	11	618	29	658	8	1	29	38	14	562	49	625	11	2	2	15
1:00	12	720	35	767	11	1	38	50	18	667	59	744	12	2	4	18
1:15	15	828	40	883	13	1	39	53	19	793	74	886	14	2	7	23
1:30	15	900	46	961	13	1	40	54	21	873	85	979	15	2	7	24

los of Uturns

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
11:30 - 12:30	8	498	24	530	7	1	24	32	13	451	38	502	9	1	1	11	1,075
11:45 - 12:45	9	520	20	549	3	1	24	28	10	471	38	519	10	2	2	14	1,110
12:00 - 1:00	8	508	19	535	5	1	28	34	13	430	38	481	9	1	3	13	1,063
12:15 - 1:15	9	442	18	469	7	1	20	28	9	463	43	515	8	1	6	15	1,027
12:30 - 1:30	7	402	22	431	6	0	16	22	8	422	47	477	6	1	6	13	943
Peak Volumes:	**9**	**520**	**20**	**549**	**3**	**1**	**24**	**28**	**10**	**471**	**38**	**519**	**10**	**2**	**2**	**14**	**1,110**

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	38	471	10	20	520	9	2	2	10	24	1	3



PM Peak-Hour Volume Count Worksheet

AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

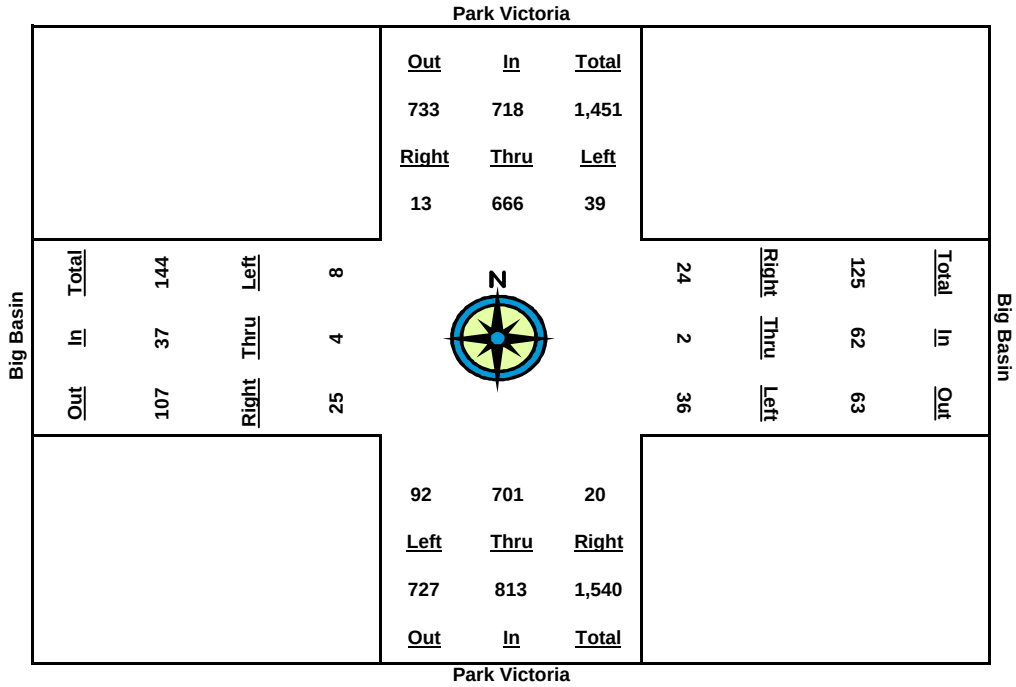
Date: 10/7/08
Counter: Irene & Jo
Intersection Name: Park Victoria & Big Basin
Weather: Clear
City: Milpitas #08RS02

	Park Victoria				Big Basin				Park Victoria				Big Basin			
	North Approach				East Approach				South Approach				West Approach			
Start Time	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	141	7	148	4	0	7	11	3	135	9	147	4	2	2	8
4:30	0	268	9	277	8	0	11	19	7	303	17	327	6	2	4	12
4:45	1	408	16	425	9	0	18	27	10	435	27	472	7	2	5	14
5:00	2	555	27	584	13	0	26	39	16	570	43	629	12	2	7	21
5:15	3	690	38	731	18	0	31	49	20	704	54	778	15	2	9	26
5:30	5	854	50	909	23	1	44	68	28	871	76	975	21	5	9	35
5:45	6	1,042	59	1,107	30	1	52	83	30	1,074	93	1,197	29	6	11	46
6:00	15	1,221	66	1,302	37	2	62	101	36	1,271	135	1,442	37	6	15	58

lots of Uturns

Peak Hour	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**PK Hour**
4:00 - 5:00	2	555	27	584	13	0	26	39	16	570	43	629	12	2	7	21	1,273
4:15 - 5:15	3	549	31	583	14	0	24	38	17	569	45	631	11	0	7	18	1,270
4:30 - 5:30	5	586	41	632	15	1	33	49	21	568	59	648	15	3	5	23	1,352
4:45 - 5:45	5	634	43	682	21	1	34	56	20	639	66	725	22	4	6	32	1,495
5:00 - 6:00	13	666	39	718	24	2	36	62	20	701	92	813	25	4	8	37	1,630
Peak Volumes:	**13**	**666**	**39**	**718**	**24**	**2**	**36**	**62**	**20**	**701**	**92**	**813**	**25**	**4**	**8**	**37**	**1,630**

Cut and Paste	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**
	92	701	20	39	666	13	8	4	25	36	2	24



AM Peak-Hour Volume Count Worksheet

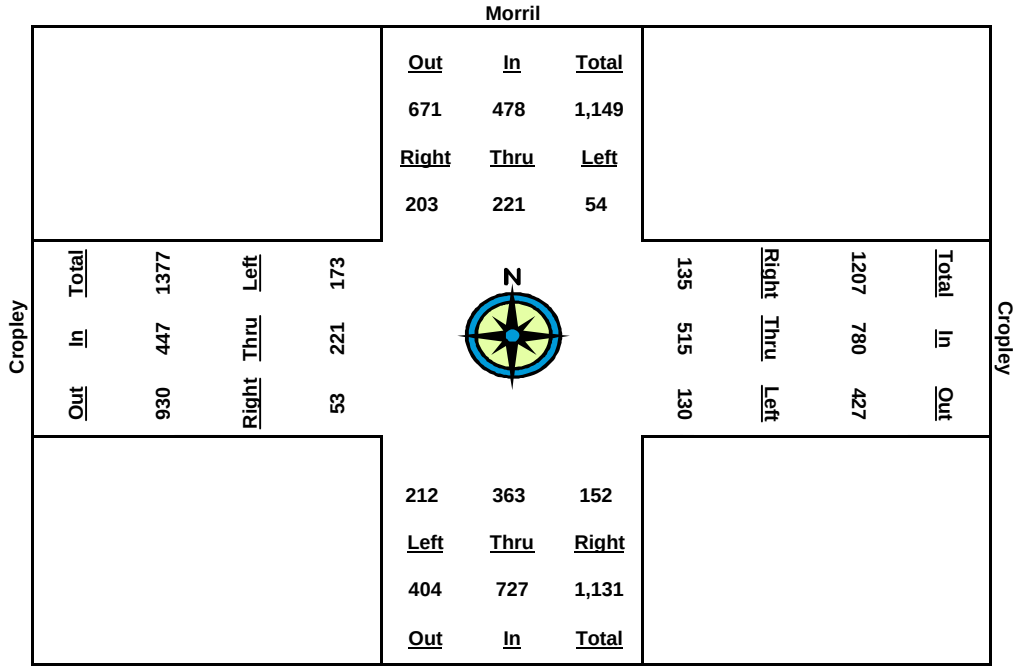
Date: 10/9/08
Counter: Diana & Matt
Intersection Name: Morrill & Cropley
Weather: Clear
City: Milpitas#08RS02

AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

	Morril				Cropley				Morril				Cropley			
	North Approach				East Approach				South Approach				West Approach			
Start Time	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	7	17	6	30	19	81	4	104	16	34	19	69	5	13	21	39
7:30	17	36	13	66	38	155	16	209	43	95	52	190	23	37	59	119
7:45	61	85	31	177	65	277	45	387	96	192	108	396	44	79	104	227
8:00	138	155	44	337	106	387	80	573	145	315	163	623	59	189	183	431
8:15	176	199	57	432	139	520	111	770	180	401	227	808	71	225	204	500
8:30	220	257	67	544	173	670	146	989	195	458	264	917	76	258	232	566
8:45	242	274	69	585	191	725	160	1,076	203	513	304	1,020	87	269	253	609
9:00	264	305	74	643	216	801	169	1,186	216	572	337	1,125	99	285	274	658

Peak Hour	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**PK Hour**
7:00 - 8:00	138	155	44	337	106	387	80	573	145	315	163	623	59	189	183	431	1,964
7:15 - 8:15	169	182	51	402	120	439	107	666	164	367	208	739	66	212	183	461	2,268
7:30 - 8:30	203	221	54	478	135	515	130	780	152	363	212	727	53	221	173	447	2,432
7:45 - 8:45	181	189	38	408	126	448	115	689	107	321	196	624	43	190	149	382	2,103
8:00 - 9:00	126	150	30	306	110	414	89	613	71	257	174	502	40	96	91	227	1,648
Peak Volumes:	**203**	**221**	**54**	**478**	**135**	**515**	**130**	**780**	**152**	**363**	**212**	**727**	**53**	**221**	**173**	**447**	**2,432**

Cut and Paste	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**
	212	363	152	54	221	203	173	221	53	130	515	135



PM Peak-Hour Volume Count Worksheet

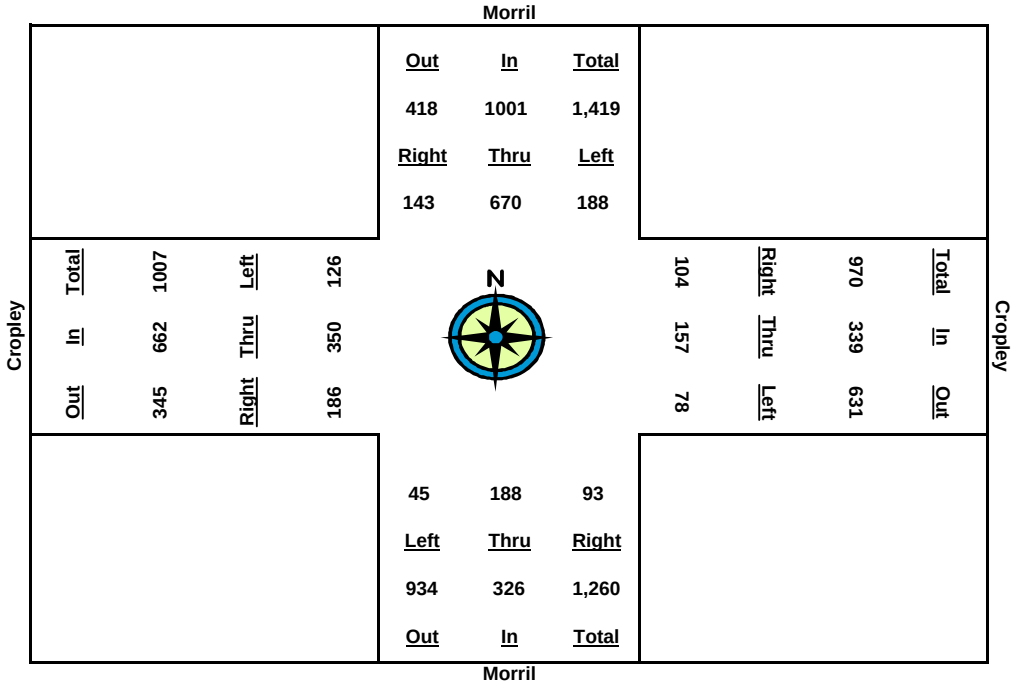
Date: 10/9/08
Counter: Diana & Leanord
Intersection Name: Morrill & Cropley
Weather: Clear
City: Milpitas#08RS02

AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

	Morril				Cropley				Morril				Cropley			
	North Approach				East Approach				South Approach				West Approach			
Start Time	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	33	83	27	143	23	45	21	89	23	51	9	83	29	76	21	126
4:30	62	179	53	294	37	73	35	145	47	87	15	149	54	129	47	230
4:45	95	292	83	470	52	117	52	221	69	130	24	223	99	190	77	366
5:00	128	403	129	660	71	149	63	283	95	202	34	331	125	256	114	495
5:15	171	570	190	931	106	190	78	374	130	249	42	421	177	346	154	677
5:30	195	744	233	1,172	130	235	101	466	149	298	53	500	225	432	184	841
5:45	244	938	274	1,456	159	267	123	549	170	336	70	576	266	504	213	983
6:00	271	1,073	317	1,661	175	306	141	622	188	390	79	657	311	606	240	1,157

Peak Hour	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**Right**	**Thru**	**Left**	**Total**	**PK Hour**
4:00 - 5:00	128	403	129	660	71	149	63	283	95	202	34	331	125	256	114	495	1,769
4:15 - 5:15	138	487	163	788	83	145	57	285	107	198	33	338	148	270	133	551	1,962
4:30 - 5:30	133	565	180	878	93	162	66	321	102	211	38	351	171	303	137	611	2,161
4:45 - 5:45	149	646	191	986	107	150	71	328	101	206	46	353	167	314	136	617	2,284
5:00 - 6:00	143	670	188	1,001	104	157	78	339	93	188	45	326	186	350	126	662	2,328
Peak Volumes:	**143**	**670**	**188**	**1,001**	**104**	**157**	**78**	**339**	**93**	**188**	**45**	**326**	**186**	**350**	**126**	**662**	**2,328**

Cut and Paste	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**
	45	188	93	188	670	143	126	350	186	78	157	104



Appendix B

Approved Trips Inventory

City of Milpitas ATI gre3

Project Percent Included Scenario

Intersection: **Great Mall Pkwy(E/W)/S. Main St.(N/S)** **AM Peak Hour**

		Vehicular Movement Volumes											
Num.	Approved Project	NBL	NBT	NBR	WBL	WBT	WBR	SBL	SBT	SBR	EBL	EBT	EBR
1	Tasman/McCarthy Business Ce	0	0	0	0	0	0	0	0	0	0	0	0
2	Irvine Company R&D - Phase 1	0	0	0	0	0	0	0	0	0	0	0	0
3	Irvine Company R&D - Phase 2	0	0	0	0	63	0	0	0	0	0	13	0
4	Veritas Software	0	0	0	0	31	0	0	0	0	0	7	0
5	Apton Plaza Mixed Use Develop	0	0	0	0	0	0	0	0	0	0	0	0
6	Apton Plaza Mixed Use Develop	0	0	0	0	0	0	0	0	0	0	0	0
7	Elmwood Residential Project	0	0	0	0	14	0	0	0	0	0	56	0
8	Elmwood Commercial - Auto De	0	0	0	0	47	0	0	0	0	0	20	0
9	North Main Street - Library	0	0	0	0	0	0	0	0	0	0	0	0
10	North Main Street - Senior Hous	0	0	0	0	0	0	0	0	0	0	0	0
11	North Main Street - County Med	0	0	0	0	0	0	0	0	0	0	0	0
12	Fairfield Residential Project (Ce	0	0	0	0	8	0	0	0	2	8	33	1
13	RGC Residential Project (Parag	0	9	0	0	0	0	0	2	0	0	0	0
14	Aspen Family Apartments	0	0	0	0	0	0	0	0	0	0	0	0
15	Starlight Center - Mixed Use	0	0	0	0	0	0	0	0	0	0	0	0
16	Everlasting Private Foundation-	0	0	0	0	0	0	0	0	0	0	0	0
17	Matteson Residential Project	6	7	7	2	0	0	0	2	0	0	0	2
18	Alexan Residential Project	0	17	2	0	0	0	0	3	0	0	0	0
19	Murphy Ranch Residential Proje	0	0	0	0	0	0	0	0	0	0	0	0
20	Peery-Arrilaga	0	0	0	0	58	0	0	0	0	0	7	0
21	Sinclair Horizon Residential Pro	0	0	0	0	0	0	0	0	0	0	0	0
22													
23													
24													
25													
26													
27													
28													
29													
30													
31													
32													
33													
34													
35													
36													
37													
38													
39													
	TOTALS	6	33	9	2	221	0	0	7	2	8	135	3

Capssi 11 Readout

Direction	*TH*	*LT*	*RT*
Eastbound	135	8	3
Southbound	7	0	2
Westbound	221	2	0
Northbound	33	6	9

SJ91 Readout

approach	*LT*	*TH*	*RT*
North	0	7	2
East	2	221	0
South	6	33	9
West	8	135	3

City of Milpitas ATI gre4

Project Percent Included Scenario

Intersection: **Great Mall Pkwy(E/W)/McCandless Dr.(N/S)** **AM Peak Hour**

		Vehicular Movement Volumes											
Num.	Approved Project	NBL	NBT	NBR	WBL	WBT	WBR	SBL	SBT	SBR	EBL	EBT	EBR
1	Tasman/McCarthy Business Ce	0	0	0	0	0	0	0	0	0	0	0	0
2	Irvine Company R&D - Phase 1	0	0	0	0	0	0	0	0	0	0	0	0
3	Irvine Company R&D - Phase 2	0	0	0	0	63	0	0	0	0	0	13	0
4	Veritas Software	0	0	0	0	31	0	0	0	0	0	6	0
5	Apton Plaza Mixed Use Develop	0	0	0	0	0	0	0	0	0	0	0	0
6	Apton Plaza Mixed Use Develop	0	0	0	0	0	0	0	0	0	0	0	0
7	Elmwood Residential Project	0	0	0	0	14	0	0	0	0	0	56	0
8	Elmwood Commercial - Auto De	0	0	0	0	47	0	0	0	0	0	20	0
9	North Main Street - Library	0	0	0	0	0	0	0	0	0	0	0	0
10	North Main Street - Senior Hous	0	0	0	0	0	0	0	0	0	0	0	0
11	North Main Street - County Med	0	0	0	0	0	0	0	0	0	0	0	0
12	Fairfield Residential Project (Ce	0	0	0	0	8	0	0	0	0	0	33	0
13	RGC Residential Project (Parag	0	0	0	0	0	0	0	0	0	0	0	0
14	Aspen Family Apartments	0	0	0	0	0	0	0	0	0	0	0	0
15	Starlight Center - Mixed Use	0	0	0	0	0	0	0	0	0	0	0	0
16	Everlasting Private Foundation-	0	0	0	0	0	0	0	0	0	0	0	0
17	Matteson Residential Project	0	0	0	0	2	0	0	0	0	0	7	0
18	Alexan Residential Project	0	0	0	0	0	0	0	0	0	0	0	0
19	Murphy Ranch Residential Proje	0	0	0	0	0	0	0	0	0	0	0	0
20	Peery-Arrilaga	0	0	0	0	0	0	0	0	0	0	0	0
21	Sinclair Horizon Residential Pro	0	0	0	0	0	0	0	0	0	0	0	0
22													
23													
24													
25													
26													
27													
28													
29													
30													
31													
32													
33													
34													
35													
36													
37													
38													
39													
	TOTALS	0	0	0	0	165	0	0	0	0	0	135	0

Capssi 11 Readout

Direction	*TH*	*LT*	*RT*
Eastbound	135	0	0
Southbound	0	0	0
Westbound	165	0	0
Northbound	0	0	0

SJ91 Readout

approach	*LT*	*TH*	*RT*
North	0	0	0
East	0	165	0
South	0	0	0
West	0	135	0

City of Milpitas ATI mon4

Project Percent Included Scenario

Intersection: **Montague Exp.(E/W)/Great Mall Pkwy(N/S)** **AM Peak Hour**

		Vehicular Movement Volumes											
Num.	Approved Project	NBL	NBT	NBR	WBL	WBT	WBR	SBL	SBT	SBR	EBL	EBT	EBR
1	Tasman/McCarthy Business Ce	0	0	0	0	0	0	0	0	0	0	0	0
2	Irvine Company R&D - Phase 1	0	0	0	0	0	0	0	0	0	0	0	0
3	Irvine Company R&D - Phase 2	0	9	0	0	0	55	11	2	0	0	0	0
4	Veritas Software	0	4	0	0	0	25	5	1	0	0	0	0
5	Apton Plaza Mixed Use Develop	0	0	0	0	0	0	0	0	0	0	0	0
6	Apton Plaza Mixed Use Develop	0	0	0	0	0	0	0	0	0	0	0	0
7	Elmwood Residential Project	0	5	0	0	0	10	38	18	0	0	0	0
8	Elmwood Commercial - Auto De	0	13	0	0	0	34	14	6	0	0	0	0
9	North Main Street - Library	0	0	0	0	0	0	0	0	0	0	0	0
10	North Main Street - Senior Hous	0	0	0	0	0	0	0	0	0	0	0	0
11	North Main Street - County Med	0	0	0	0	0	0	0	0	0	0	0	0
12	Fairfield Residential Project (Ce	0	2	0	0	0	5	21	8	0	0	0	0
13	RGC Residential Project (Parag	0	3	0	0	0	0	0	17	6	2	0	0
14	Aspen Family Apartments	0	0	0	0	0	0	0	0	0	0	0	0
15	Starlight Center - Mixed Use	0	0	0	0	0	0	0	0	0	0	0	0
16	Everlasting Private Foundation-	0	0	0	0	0	0	0	0	0	0	0	0
17	Matteson Residential Project	0	0	0	0	2	0	7	0	0	0	1	2
18	Alexan Residential Project	0	0	0	0	0	0	0	0	0	0	0	0
19	Murphy Ranch Residential Proje	0	0	0	0	0	0	0	0	0	0	0	0
20	Peery-Arrilaga	17	35	0	0	2	20	2	4	0	0	2	0
21	Sinclair Horizon Residential Pro	0	0	0	0	0	0	0	0	0	0	0	0
22													
23													
24													
25													
26													
27													
28													
29													
30													
31													
32													
33													
34													
35													
36													
37													
38													
39													
	TOTALS	17	70	0	0	4	148	98	56	6	2	3	2

Capssi 11 Readout

Direction	*TH*	*LT*	*RT*
Eastbound	3	2	2
Southbound	56	98	6
Westbound	4	0	148
Northbound	70	17	0

SJ91 Readout

approach	*LT*	*TH*	*RT*
North	98	56	6
East	0	4	148
South	17	70	0
West	2	3	2

City of Milpitas ATI mon5

Project Percent Included Scenario

Intersection: **Montague Exp.(E/W)/South Milpitas(N/S)** **AM Peak Hour**

		Vehicular Movement Volumes											
Num.	Approved Project	NBL	NBT	NBR	WBL	WBT	WBR	SBL	SBT	SBR	EBL	EBT	EBR
1	Tasman/McCarthy Business Ce	0	0	0	0	0	0	0	0	0	0	0	0
2	Irvine Company R&D - Phase 1	0	0	0	0	0	0	0	0	0	0	0	0
3	Irvine Company R&D - Phase 2	0	0	0	0	55	0	0	0	0	0	11	0
4	Veritas Software	0	0	0	0	25	0	0	0	0	0	5	0
5	Apton Plaza Mixed Use Develop	0	0	0	0	0	0	0	0	0	0	0	0
6	Apton Plaza Mixed Use Develop	0	0	0	0	0	0	0	0	0	0	0	0
7	Elmwood Residential Project	0	0	0	0	6	0	0	0	4	15	22	0
8	Elmwood Commercial - Auto De	0	0	0	0	34	0	0	0	0	0	14	0
9	North Main Street - Library	0	0	0	0	0	0	0	0	0	0	0	0
10	North Main Street - Senior Hous	0	0	0	0	0	0	0	0	0	0	0	0
11	North Main Street - County Med	0	0	0	0	0	0	0	0	0	0	0	0
12	Fairfield Residential Project (Ce	0	0	0	0	4	0	0	0	1	4	17	0
13	RGC Residential Project (Parag	0	0	0	0	2	0	0	0	1	5	12	0
14	Aspen Family Apartments	0	0	0	0	0	0	0	0	0	0	0	0
15	Starlight Center - Mixed Use	0	0	0	0	0	0	0	0	0	0	0	0
16	Everlasting Private Foundation-	0	0	0	0	0	0	0	0	0	0	0	0
17	Matteson Residential Project	0	0	0	0	0	0	0	0	0	0	0	0
18	Alexan Residential Project	0	0	0	0	0	0	0	0	0	0	0	0
19	Murphy Ranch Residential Proje	0	0	0	0	0	0	0	0	0	0	0	0
20	Peery-Arrilaga	0	0	0	0	0	0	0	0	0	0	0	0
21	Sinclair Horizon Residential Pro	0	0	0	0	0	0	0	0	0	0	0	0
22													
23													
24													
25													
26													
27													
28													
29													
30													
31													
32													
33													
34													
35													
36													
37													
38													
39													
	TOTALS	0	0	0	0	125	0	0	0	6	24	81	0

Capssi 11 Readout

Direction	*TH*	*LT*	*RT*
Eastbound	81	24	0
Southbound	0	0	6
Westbound	125	0	0
Northbound	0	0	0

SJ91 Readout

approach	*LT*	*TH*	*RT*
North	0	0	6
East	0	125	0
South	0	0	0
West	24	81	0

City of Milpitas ATI lan1

Project Percent Included Scenario

Intersection: **Landess Ave(E/W)/Dempsey Rd.(N/S)** **AM Peak Hour**

		Vehicular Movement Volumes											
Num.	Approved Project	NBL	NBT	NBR	WBL	WBT	WBR	SBL	SBT	SBR	EBL	EBT	EBR
1	Tasman/McCarthy Business Ce	0	0	0	0	0	0	0	0	0	0	0	0
2	Irvine Company R&D - Phase 1	0	0	0	0	0	0	0	0	0	0	0	0
3	Irvine Company R&D - Phase 2	0	0	0	0	0	0	0	0	0	0	0	0
4	Veritas Software	0	0	0	0	0	0	0	0	0	0	0	0
5	Apton Plaza Mixed Use Develop	0	0	0	0	0	0	0	0	0	0	0	0
6	Apton Plaza Mixed Use Develop	0	0	0	0	0	0	0	0	0	0	0	0
7	Elmwood Residential Project	0	0	0	0	1	0	0	0	0	0	6	0
8	Elmwood Commercial - Auto De	0	0	0	0	13	0	0	0	0	0	5	0
9	North Main Street - Library	0	0	0	0	0	0	0	0	0	0	0	0
10	North Main Street - Senior Hous	0	0	0	0	0	0	0	0	0	0	0	0
11	North Main Street - County Med	0	0	0	0	0	0	0	0	0	0	0	0
12	Fairfield Residential Project (Ce	0	0	0	0	0	0	0	0	0	0	0	0
13	RGC Residential Project (Parag	0	0	0	0	0	0	0	0	0	0	0	0
14	Aspen Family Apartments	0	0	0	0	0	0	0	0	0	0	0	0
15	Starlight Center - Mixed Use	0	0	0	0	0	0	0	0	0	0	0	0
16	Everlasting Private Foundation-	0	0	0	0	0	0	0	0	0	0	0	0
17	Matteson Residential Project	0	0	0	0	0	0	0	0	0	0	0	0
18	Alexan Residential Project	0	0	0	0	0	0	0	0	0	0	0	0
19	Murphy Ranch Residential Proje	0	0	0	0	0	0	0	0	0	0	0	0
20	Peery-Arrilaga	0	0	0	0	0	0	0	0	0	0	0	0
21	Sinclair Horizon Residential Pro	0	0	0	0	0	0	0	0	0	0	0	0
22													
23													
24													
25													
26													
27													
28													
29													
30													
31													
32													
33													
34													
35													
36													
37													
38													
39													
	TOTALS	0	0	0	0	14	0	0	0	0	0	11	0

Capssi 11 Readout

Direction	*TH*	*LT*	*RT*
Eastbound	11	0	0
Southbound	0	0	0
Westbound	14	0	0
Northbound	0	0	0

SJ91 Readout

approach	*LT*	*TH*	*RT*
North	0	0	0
East	0	14	0
South	0	0	0
West	0	11	0

City of Milpitas ATI lan2

Project Percent Included Scenario

Intersection: **Landess Ave(E/W)/South Park Victoria(N/S)** **AM Peak Hour**

		Vehicular Movement Volumes											
Num.	Approved Project	NBL	NBT	NBR	WBL	WBT	WBR	SBL	SBT	SBR	EBL	EBT	EBR
1	Tasman/McCarthy Business Ce	0	0	0	0	0	0	0	0	0	0	0	0
2	Irvine Company R&D - Phase 1	0	0	0	0	0	0	0	0	0	0	0	0
3	Irvine Company R&D - Phase 2	0	0	0	0	0	0	0	0	0	0	0	0
4	Veritas Software	0	0	0	0	0	0	0	0	0	0	0	0
5	Apton Plaza Mixed Use Develop	0	0	0	0	0	0	0	0	0	0	0	0
6	Apton Plaza Mixed Use Develop	0	0	0	0	0	0	0	0	0	0	0	0
7	Elmwood Residential Project	0	0	0	0	1	0	0	0	0	0	6	0
8	Elmwood Commercial - Auto De	0	0	0	0	13	0	0	0	0	0	5	0
9	North Main Street - Library	0	0	0	0	0	0	0	0	0	0	0	0
10	North Main Street - Senior Hous	0	0	0	0	0	0	0	0	0	0	0	0
11	North Main Street - County Med	0	0	0	0	0	0	0	0	0	0	0	0
12	Fairfield Residential Project (Ce	0	0	0	0	0	0	0	0	0	0	0	0
13	RGC Residential Project (Parag	0	0	0	0	0	0	0	0	0	0	0	0
14	Aspen Family Apartments	0	0	0	0	0	0	0	0	0	0	0	0
15	Starlight Center - Mixed Use	0	0	0	0	0	0	0	0	0	0	0	0
16	Everlasting Private Foundation-	0	0	0	0	0	0	0	0	0	0	0	0
17	Matteson Residential Project	0	0	0	0	0	0	0	0	0	0	0	0
18	Alexan Residential Project	0	0	0	0	0	0	0	0	0	0	0	0
19	Murphy Ranch Residential Proje	0	0	0	0	0	0	0	0	0	0	0	0
20	Peery-Arrilaga	0	0	0	0	0	0	0	0	0	0	0	0
21	Sinclair Horizon Residential Pro	0	0	0	0	0	0	0	0	0	0	0	0
22													
23													
24													
25													
26													
27													
28													
29													
30													
31													
32													
33													
34													
35													
36													
37													
38													
39													
	TOTALS	0	0	0	0	14	0	0	0	0	0	11	0

Capssi 11 Readout

Direction	*TH*	*LT*	*RT*
Eastbound	11	0	0
Southbound	0	0	0
Westbound	14	0	0
Northbound	0	0	0

SJ91 Readout

approach	*LT*	*TH*	*RT*
North	0	0	0
East	0	14	0
South	0	0	0
West	0	11	0

City of Milpitas ATI mon4

Project Percent Included Scenario

Intersection: **Montague Exp.(E/W)/Great Mall Pkwy(N/S)** **PM Peak Hour**

		Vehicular Movement Volumes											
Num.	Approved Project	NBL	NBT	NBR	WBL	WBT	WBR	SBL	SBT	SBR	EBL	EBT	EBR
1	Tasman/McCarthy Business Ce	0	3	0	0	7	43	18	0	0	0	0	0
2	Irvine Company R&D - Phase 1	0	0	0	0	0	0	0	0	0	0	0	0
3	Irvine Company R&D - Phase 2	0	2	0	0	0	9	49	8	0	0	0	0
4	Veritas Software	0	1	0	0	0	4	22	4	0	0	0	0
5	Apton Plaza Mixed Use Develop	0	0	0	0	0	0	0	0	0	0	0	0
6	Apton Plaza Mixed Use Develop	0	0	0	0	0	0	0	0	0	0	0	0
7	Elmwood Residential Project	0	20	0	0	0	53	23	9	0	0	0	0
8	Elmwood Commercial - Auto De	0	18	0	0	0	39	57	27	0	0	0	0
9	North Main Street - Library	0	0	0	0	0	0	0	0	0	0	0	0
10	North Main Street - Senior Hous	0	0	0	0	0	0	0	0	0	0	0	0
11	North Main Street - County Med	0	0	0	0	0	0	0	0	0	0	0	0
12	Fairfield Residential Project (Ce	0	8	0	0	0	0	9	4	0	0	0	21
13	RGC Residential Project (Parag	0	17	0	7	0	0	0	7	3	0	0	0
14	Aspen Family Apartments	0	0	0	0	0	0	0	0	0	0	0	0
15	Starlight Center - Mixed Use	0	0	0	0	0	0	0	0	0	0	0	0
16	Everlasting Private Foundation-	0	0	0	0	0	0	0	0	0	0	0	0
17	Matteson Residential Project	0	0	0	0	2	8	0	4	0	0	2	0
18	Alexan Residential Project	0	0	0	0	0	0	0	0	0	0	0	0
19	Murphy Ranch Residential Proje	0	0	0	0	0	0	0	0	0	0	0	0
20	Peery-Arrilaga	4	8	0	0	0	4	18	31	0	0	2	16
21	Sinclair Horizon Residential Pro	0	0	0	0	0	0	0	0	0	0	0	0
22													
23													
24													
25													
26													
27													
28													
29													
30													
31													
32													
33													
34													
35													
36													
37													
38													
39													
	TOTALS	4	76	0	7	9	160	196	94	3	0	4	37

Capssi 11 Readout

Direction	*TH*	*LT*	*RT*
Eastbound	4	0	37
Southbound	94	196	3
Westbound	9	7	160
Northbound	76	4	0

SJ91 Readout

approach	*LT*	*TH*	*RT*
North	196	94	3
East	7	9	160
South	4	76	0
West	0	4	37

City of Milpitas ATI mon5

Project Percent Included Scenario

Intersection: **Montague Exp.(E/W)/South Milpitas(N/S)** **PM Peak Hour**

		Vehicular Movement Volumes											
Num.	Approved Project	NBL	NBT	NBR	WBL	WBT	WBR	SBL	SBT	SBR	EBL	EBT	EBR
1	Tasman/McCarthy Business Ce	0	0	0	0	5	0	0	0	2	11	32	0
2	Irvine Company R&D - Phase 1	0	0	0	0	0	0	0	0	0	0	0	0
3	Irvine Company R&D - Phase 2	0	0	0	0	9	0	0	0	0	0	49	0
4	Veritas Software	0	0	0	0	4	0	0	0	0	0	23	0
5	Apton Plaza Mixed Use Develop	0	0	0	0	0	0	0	0	0	0	0	0
6	Apton Plaza Mixed Use Develop	0	0	0	0	0	0	0	0	0	0	0	0
7	Elmwood Residential Project	0	0	0	0	91	0	0	0	37	0	91	0
8	Elmwood Commercial - Auto De	0	0	0	0	0	0	0	0	0	0	0	0
9	North Main Street - Library	0	0	0	0	0	0	0	0	0	0	0	0
10	North Main Street - Senior Hous	0	0	0	0	0	0	0	0	0	0	0	0
11	North Main Street - County Med	0	0	0	0	0	0	0	0	0	0	0	0
12	Fairfield Residential Project (Ce	0	0	0	0	17	0	0	0	4	2	7	0
13	RGC Residential Project (Parag	0	0	0	0	12	0	0	0	5	2	5	0
14	Aspen Family Apartments	0	0	0	0	0	0	0	0	0	0	0	0
15	Starlight Center - Mixed Use	0	0	0	0	0	0	0	0	0	0	0	0
16	Everlasting Private Foundation-	0	0	0	0	0	0	0	0	0	0	0	0
17	Matteson Residential Project	0	0	0	0	0	0	0	0	0	0	0	0
18	Alexan Residential Project	0	0	0	0	0	0	0	0	0	0	0	0
19	Murphy Ranch Residential Proje	0	0	0	0	0	0	0	0	0	0	0	0
20	Peery-Arrilaga	0	0	0	0	0	0	0	0	0	0	0	0
21	Sinclair Horizon Residential Pro	0	0	0	0	0	0	0	0	0	0	0	0
22													
23													
24													
25													
26													
27													
28													
29													
30													
31													
32													
33													
34													
35													
36													
37													
38													
39													
	TOTALS	0	0	0	0	138	0	0	0	48	15	207	0

Capssi 11 Readout

Direction	*TH*	*LT*	*RT*
Eastbound	207	15	0
Southbound	0	0	48
Westbound	138	0	0
Northbound	0	0	0

SJ91 Readout

approach	*LT*	*TH*	*RT*
North	0	0	48
East	0	138	0
South	0	0	0
West	15	207	0

City of Milpitas ATI lan1

Project Percent Included Scenario

Intersection: **Landess Ave(E/W)/Dempsey Rd.(N/S)** **PM Peak Hour**

		Vehicular Movement Volumes											
Num.	Approved Project	NBL	NBT	NBR	WBL	WBT	WBR	SBL	SBT	SBR	EBL	EBT	EBR
1	Tasman/McCarthy Business Ce	0	0	0	0	0	0	0	0	0	0	0	0
2	Irvine Company R&D - Phase 1	0	0	0	0	0	0	0	0	0	0	0	0
3	Irvine Company R&D - Phase 2	0	0	0	0	0	0	0	0	0	0	0	0
4	Veritas Software	0	0	0	0	0	0	0	0	0	0	0	0
5	Apton Plaza Mixed Use Develop	0	0	0	0	0	0	0	0	0	0	0	0
6	Apton Plaza Mixed Use Develop	0	0	0	0	0	0	0	0	0	0	0	0
7	Elmwood Residential Project	0	0	0	0	0	0	0	0	0	0	0	0
8	Elmwood Commercial - Auto De	0	0	0	0	0	0	0	0	0	0	0	0
9	North Main Street - Library	0	0	0	0	0	0	0	0	0	0	0	0
10	North Main Street - Senior Hous	0	0	0	0	0	0	0	0	0	0	0	0
11	North Main Street - County Med	0	0	0	0	0	0	0	0	0	0	0	0
12	Fairfield Residential Project (Ce	0	0	0	0	0	0	0	0	0	0	0	0
13	RGC Residential Project (Parag	0	0	0	0	0	0	0	0	0	0	0	0
14	Aspen Family Apartments	0	0	0	0	0	0	0	0	0	0	0	0
15	Starlight Center - Mixed Use	0	0	0	0	0	0	0	0	0	0	0	0
16	Everlasting Private Foundation-	0	0	0	0	0	0	0	0	0	0	0	0
17	Matteson Residential Project	0	0	0	0	0	0	0	0	0	0	0	0
18	Alexan Residential Project	0	0	0	0	0	0	0	0	0	0	0	0
19	Murphy Ranch Residential Proje	0	0	0	0	0	0	0	0	0	0	0	0
20	Peery-Arrilaga	0	0	0	0	0	0	0	0	0	0	0	0
21	Sinclair Horizon Residential Pro	0	0	0	0	0	0	0	0	0	0	0	0
22													
23													
24													
25													
26													
27													
28													
29													
30													
31													
32													
33													
34													
35													
36													
37													
38													
39													
	TOTALS	0	0	0	0	0	0	0	0	0	0	0	0

Capssi 11 Readout

Direction	*TH*	*LT*	*RT*
Eastbound	0	0	0
Southbound	0	0	0
Westbound	0	0	0
Northbound	0	0	0

SJ91 Readout

approach	*LT*	*TH*	*RT*
North	0	0	0
East	0	0	0
South	0	0	0
West	0	0	0

City of Milpitas ATI lan2

Project Percent Included Scenario

Intersection: **Landess Ave(E/W)/South Park Victoria(N/S)** **PM Peak Hour**

		Vehicular Movement Volumes											
Num.	Approved Project	NBL	NBT	NBR	WBL	WBT	WBR	SBL	SBT	SBR	EBL	EBT	EBR
1	Tasman/McCarthy Business Ce	0	0	0	0	0	0	0	0	0	0	0	0
2	Irvine Company R&D - Phase 1	0	0	0	0	0	0	0	0	0	0	0	0
3	Irvine Company R&D - Phase 2	0	0	0	0	0	0	0	0	0	0	0	0
4	Veritas Software	0	0	0	0	0	0	0	0	0	0	0	0
5	Apton Plaza Mixed Use Develop	0	0	0	0	0	0	0	0	0	0	0	0
6	Apton Plaza Mixed Use Develop	0	0	0	0	0	0	0	0	0	0	0	0
7	Elmwood Residential Project	0	0	0	0	0	0	0	0	0	0	0	0
8	Elmwood Commercial - Auto De	0	0	0	0	0	0	0	0	0	0	0	0
9	North Main Street - Library	0	0	0	0	0	0	0	0	0	0	0	0
10	North Main Street - Senior Hous	0	0	0	0	0	0	0	0	0	0	0	0
11	North Main Street - County Med	0	0	0	0	0	0	0	0	0	0	0	0
12	Fairfield Residential Project (Ce	0	0	0	0	0	0	0	0	0	0	0	0
13	RGC Residential Project (Parag	0	0	0	0	0	0	0	0	0	0	0	0
14	Aspen Family Apartments	0	0	0	0	0	0	0	0	0	0	0	0
15	Starlight Center - Mixed Use	0	0	0	0	0	0	0	0	0	0	0	0
16	Everlasting Private Foundation-	0	0	0	0	0	0	0	0	0	0	0	0
17	Matteson Residential Project	0	0	0	0	0	0	0	0	0	0	0	0
18	Alexan Residential Project	0	0	0	0	0	0	0	0	0	0	0	0
19	Murphy Ranch Residential Proje	0	0	0	0	0	0	0	0	0	0	0	0
20	Peery-Arrilaga	0	0	0	0	0	0	0	0	0	0	0	0
21	Sinclair Horizon Residential Pro	0	0	0	0	0	0	0	0	0	0	0	0
22													
23													
24													
25													
26													
27													
28													
29													
30													
31													
32													
33													
34													
35													
36													
37													
38													
39													
	TOTALS	0	0	0	0	0	0	0	0	0	0	0	0

Capssi 11 Readout

Direction	*TH*	*LT*	*RT*
Eastbound	0	0	0
Southbound	0	0	0
Westbound	0	0	0
Northbound	0	0	0

SJ91 Readout

approach	*LT*	*TH*	*RT*
North	0	0	0
East	0	0	0
South	0	0	0
West	0	0	0

City of Milpitas ATI gre3

Project Percent Included Scenario

Intersection: **Great Mall Pkwy(E/W)/S. Main St.(N/S)** **PM Peak Hour**

		Vehicular Movement Volumes											
Num.	Approved Project	NBL	NBT	NBR	WBL	WBT	WBR	SBL	SBT	SBR	EBL	EBT	EBR
1	Tasman/McCarthy Business Ce	0	0	0	0	11	0	0	0	1	4	68	0
2	Irvine Company R&D - Phase 1	0	0	0	0	0	0	0	0	0	0	0	0
3	Irvine Company R&D - Phase 2	0	0	0	0	10	0	0	0	0	0	58	0
4	Veritas Software	0	0	0	0	5	0	0	0	0	0	28	0
5	Apton Plaza Mixed Use Develop	0	0	0	0	0	0	0	0	0	0	0	0
6	Apton Plaza Mixed Use Develop	0	0	0	0	0	0	0	0	0	0	0	0
7	Elmwood Residential Project	0	0	0	0	195	0	0	0	0	0	188	0
8	Elmwood Commercial - Auto De	0	0	0	0	0	0	0	0	0	0	0	0
9	North Main Street - Library	0	0	0	0	0	0	0	0	0	0	0	0
10	North Main Street - Senior Hous	0	0	0	0	0	0	0	0	0	0	0	0
11	North Main Street - County Med	0	0	0	0	0	0	0	0	0	0	0	0
12	Fairfield Residential Project (Ce	0	0	0	1	31	0	0	2	7	4	14	2
13	RGC Residential Project (Parag	0	4	0	0	0	0	0	10	0	0	0	0
14	Aspen Family Apartments	0	0	0	0	0	0	0	0	0	0	0	0
15	Starlight Center - Mixed Use	0	0	0	0	0	0	0	0	0	0	0	0
16	Everlasting Private Foundation-	0	0	0	0	0	0	0	0	0	0	0	0
17	Matteson Residential Project	3	3	4	8	0	0	0	8	0	0	0	7
18	Alexan Residential Project	0	5	1	2	0	0	0	17	0	0	0	0
19	Murphy Ranch Residential Proje	0	0	0	0	0	0	0	0	0	0	0	0
20	Peery-Arrilaga	1	0	0	0	13	0	0	0	0	0	52	4
21	Sinclair Horizon Residential Pro	0	0	0	0	0	0	0	0	0	0	0	0
22													
23													
24													
25													
26													
27													
28													
29													
30													
31													
32													
33													
34													
35													
36													
37													
38													
39													
	TOTALS	4	12	5	11	265	0	0	37	8	8	408	13

Capssi 11 Readout

Direction	*TH*	*LT*	*RT*
Eastbound	408	8	13
Southbound	37	0	8
Westbound	265	11	0
Northbound	12	4	5

SJ91 Readout

approach	*LT*	*TH*	*RT*
North	0	37	8
East	11	265	0
South	4	12	5
West	8	408	13

City of Milpitas ATI gre4

Project Percent Included Scenario

Intersection: **Great Mall Pkwy(E/W)/McCandless Dr.(N/S)** **PM Peak Hour**

		Vehicular Movement Volumes											
Num.	Approved Project	NBL	NBT	NBR	WBL	WBT	WBR	SBL	SBT	SBR	EBL	EBT	EBR
1	Tasman/McCarthy Business Ce	0	0	0	0	10	0	0	0	1	7	61	0
2	Irvine Company R&D - Phase 1	0	0	0	0	0	0	0	0	0	0	0	0
3	Irvine Company R&D - Phase 2	0	0	0	0	10	0	0	0	0	0	58	0
4	Veritas Software	0	0	0	0	5	0	0	0	0	0	28	0
5	Apton Plaza Mixed Use Develop	0	0	0	0	0	0	0	0	0	0	0	0
6	Apton Plaza Mixed Use Develop	0	0	0	0	0	0	0	0	0	0	0	0
7	Elmwood Residential Project	0	0	0	0	195	0	0	0	0	0	188	0
8	Elmwood Commercial - Auto De	0	0	0	0	0	0	0	0	0	0	0	0
9	North Main Street - Library	0	0	0	0	0	0	0	0	0	0	0	0
10	North Main Street - Senior Hous	0	0	0	0	0	0	0	0	0	0	0	0
11	North Main Street - County Med	0	0	0	0	0	0	0	0	0	0	0	0
12	Fairfield Residential Project (Ce	0	0	0	0	0	0	0	0	0	0	0	0
13	RGC Residential Project (Parag	0	0	0	0	0	0	0	0	0	0	0	0
14	Aspen Family Apartments	0	0	0	0	0	0	0	0	0	0	0	0
15	Starlight Center - Mixed Use	0	0	0	0	0	0	0	0	0	0	0	0
16	Everlasting Private Foundation-	0	0	0	0	0	0	0	0	0	0	0	0
17	Matteson Residential Project	0	0	0	0	8	0	0	0	0	0	4	0
18	Alexan Residential Project	0	0	0	0	0	0	0	0	0	0	0	0
19	Murphy Ranch Residential Proje	0	0	0	0	0	0	0	0	0	0	0	0
20	Peery-Arrilaga	0	0	0	0	0	0	0	0	0	0	0	0
21	Sinclair Horizon Residential Pro	0	0	0	0	0	0	0	0	0	0	0	0
22													
23													
24													
25													
26													
27													
28													
29													
30													
31													
32													
33													
34													
35													
36													
37													
38													
39													
	TOTALS	0	0	0	0	228	0	0	0	1	7	339	0

Capssi 11 Readout

Direction	*TH*	*LT*	*RT*
Eastbound	339	7	0
Southbound	0	0	1
Westbound	228	0	0
Northbound	0	0	0

SJ91 Readout

approach	*LT*	*TH*	*RT*
North	0	0	1
East	0	228	0
South	0	0	0
West	7	339	0

AM APPROVED TRIPS

10/15/2008

Intersection of: CISCO/TASMAN

Traffix Node Number: 3407

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	0	0	0	0	0
PDC00-06-048 SH US DATAPORT HWY 237 & ZANKER RD (NE/C)	0	0	0	0	0	0	0	4	0	0	12	0
PDC97-04-027 MOITOZO N/O RIVER OAKS, BTWN 1ST AND ZANKER	1	0	0	0	0	0	0	22	2	-1	5	0
TOTAL:	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**26**	**2**	**-1**	**17**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	-1	17	0
SOUTH	1	0	0
WEST	0	26	2

Intersection of: CISCO/TASMAN

Traffix Node Number: 3407

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	0	0	0	0	0
PDC00-06-048 SH US DATAPORT HWY 237 & ZANKER RD (NE/C)	0	0	0	0	0	0	0	13	0	0	4	0
PDC97-04-027 MOITOZO N/O RIVER OAKS, BTWN 1ST AND ZANKER	2	0	-1	0	0	0	0	7	1	0	24	0
TOTAL:	**2**	**0**	**-1**	**0**	**0**	**0**	**0**	**20**	**1**	**0**	**28**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	28	0
SOUTH	2	0	-1
WEST	0	20	1

AM APPROVED TRIPS

10/15/2008

Intersection of: MONTAGUE/OAKLAND

Traffix Node Number: 5801

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
C01-04-050 MARKOVITZ & FOX OAKLAND RD (W/S), S/O BROKAW RD	0	1	3	0	6	0	0	0	0	11	0	0
H00-06-048 OAKLAND RD (W/S), 410 N/O BROKAW RD	1	1	1	0	4	0	0	0	8	6	0	0
H03-021 VENTURE COMMERCE CONCOURSE AV & RINGWOOD AV (NE/C)	0	0	0	2	0	0	0	30	0	0	7	0
H03-039 EBAY (2 OF 2 ENTRIES) GUADALUPE & O'NEL	0	0	0	0	0	0	0	6	0	0	23	0
H96-08-064 SH EBAY (1 OF 2 ENTRIES) FIRST ST & GUADALUPE (SW/C)	0	0	0	0	0	3	0	1	0	0	12	0
H96-12-089 3COM - 2.2 MILLION SF R&D FIRST & HOLGER	0	0	0	0	0	14	3	0	0	0	0	0
NSJ NORTH SAN JOSE	34	29	4	11	13	19	20	144	27	9	133	5
PDC00-03-015 CREEKSIDE PLAZA BROKAW & RIDDER PARK	0	1	3	0	5	0	0	0	0	11	0	0
PDC00-06-048 SH US DATAPORT HWY 237 & ZANKER RD (NE/C)	0	0	0	0	0	0	0	3	0	0	8	0
PDC03-068 TRACT 9618 OAKLAND RD & ROCK AV (SW/C)	25	3	6	0	1	0	0	0	7	2	0	0

Intersection of: MONTAGUE/OAKLAND

Traffix Node Number: 5801

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
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	1	0	2	4	0	0	1	0	0	0	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	27	0	8	14	0	0	6	0	0	11	14
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
PDC04-001 LUNDY AVE AND MCKAY DR (SW/C)	8	7	0	0	0	0	0	0	4	0	18	0
PDC04-002 BEA 1ST ST (W/S), B/S OF COMPONENT DR	0	0	0	0	0	0	0	7	0	0	28	0
PDC05-022 PESTANA SITE RESIDENTAL NW CORNER OF ROCK AVE & OAKLAND RD	17	2	5	0	1	0	0	0	9	3	0	0
PDC05-105 HAWTHORNE II RESIDENTIAL S/SIDE ROCK AVE. W/O OAKLAND ROAD	6	1	2	0	0	0	0	0	3	1	0	0
PDC05-113 DOLLINGER SITE W/S OAKLAND ROAD N/OF ROCK AVE	6	1	2	0	0	0	0	0	0	0	0	0
PDC97-02-015 SLEEP INN HOTEL MONTAGUE EXPWY & HARRIS WY (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
PDC97-04-027 MOITOZO N/O RIVER OAKS, BTWN 1ST AND ZANKER	0	0	0	0	0	0	0	-2	0	0	-5	0

Intersection of: MONTAGUE/OAKLAND

Traffix Node Number: 5801

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
PDC99-06-054 SH CISCO ALVISO FIRST ST AND NORTECH PK	0	0	0	0	0	24	6	17	0	0	71	0
TOTAL:	**97**	**74**	**26**	**23**	**48**	**60**	**29**	**213**	**58**	**43**	**306**	**19**

	LEFT	THRU	RIGHT
NORTH	23	48	60
EAST	43	306	19
SOUTH	97	74	26
WEST	29	213	58

Intersection of: MONTAGUE/OAKLAND

Traffix Node Number: 5801

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
C01-04-050 MARKOVITZ & FOX OAKLAND RD (W/S), S/O BROKAW RD	0	6	11	0	1	0	0	0	0	1	0	0
CP05-046 COSTCO NW/C AUTOMATION PY & HOSTETTER RD	-9	11	0	2	9	0	0	1	-1	0	-18	3
H00-06-048 OAKLAND RD (W/S), 410 N/O BROKAW RD	7	3	7	0	1	0	0	0	2	1	0	0
H03-021 VENTURE COMMERCE CONCOURSE AV & RINGWOOD AV (NE/C)	0	0	0	0	0	0	0	3	0	0	29	2
H03-039 EBAY (2 OF 2 ENTRIES) GUADALUPE & O'NEL	0	0	0	0	0	0	8	22	0	0	2	0
H96-08-064 SH EBAY (1 OF 2 ENTRIES) FIRST ST & GUADALUPE (SW/C)	0	0	0	0	0	0	3	12	0	0	1	0
H96-12-089 3COM - 2.2 MILLION SF R&D FIRST & HOLGER	0	0	0	0	0	1	14	0	0	0	0	0
NSJ NORTH SAN JOSE	25	49	21	10	25	13	39	169	23	28	180	22
PDC00-03-015 CREEKSIDE PLAZA BROKAW & RIDDER PARK	0	5	11	0	1	0	0	0	0	1	0	0
PDC00-06-048 SH US DATAPORT HWY 237 & ZANKER RD (NE/C)	0	0	0	0	0	0	0	9	0	0	3	0

Intersection of: MONTAGUE/OAKLAND

Traffix Node Number: 5801

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
PDC03-068 TRACT 9618 OAKLAND RD & ROCK AV (SW/C)	8	1	2	0	3	0	0	0	22	6	0	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	3	0	0	1	0	0	0	0	0	1	2
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	14	0	14	26	0	0	11	0	0	6	7
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
PDC04-001 LUNDY AVE AND MCKAY DR (SW/C)	4	0	0	0	8	0	0	20	8	0	0	0
PDC04-002 BEA 1ST ST (W/S), B/S OF COMPONENT DR	0	0	0	0	0	0	0	27	0	0	3	0
PDC05-022 PESTANA SITE RESIDENTAL NW CORNER OF ROCK AVE & OAKLAND RD	9	1	3	0	2	0	0	0	17	5	0	0
PDC05-105 HAWTHORNE II RESIDENTIAL S/SIDE ROCK AVE. W/O OAKLAND ROAD	3	0	1	0	1	0	0	0	6	2	0	0
PDC05-113 DOLLINGER SITE W/S OAKLAND ROAD N/OF ROCK AVE	0	0	0	0	1	0	0	0	8	2	0	0
PDC97-02-015 SLEEP INN HOTEL MONTAGUE EXPWY & HARRIS WY (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0

Intersection of: MONTAGUE/OAKLAND

Traffix Node Number: 5801

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
PDC97-04-027 MOITOZO N/O RIVER OAKS, BTWN 1ST AND ZANKER	0	0	0	0	0	0	0	-5	0	0	-2	0
PDC99-06-054 SH CISCO ALVISO FIRST ST AND NORTECH PK	0	0	0	0	0	3	23	70	0	0	8	0
TOTAL:	**47**	**93**	**56**	**26**	**79**	**17**	**87**	**339**	**85**	**46**	**213**	**36**

	LEFT	THRU	RIGHT
NORTH	26	79	17
EAST	46	213	36
SOUTH	47	93	56
WEST	87	339	85

Intersection of: MONTAGUE/TRADE ZONE

Traffix Node Number: 5802

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
H03-021 VENTURE COMMERCE CONCOURSE AV & RINGWOOD AV (NE/C)	7	0	2	0	0	0	0	0	31	9	0	0
H03-039 EBAY (2 OF 2 ENTRIES) GUADALUPE & O'NEL	0	0	0	0	0	0	0	6	0	0	23	0
H96-08-064 SH EBAY (1 OF 2 ENTRIES) FIRST ST & GUADALUPE (SW/C)	3	0	0	0	0	0	0	1	0	0	9	0
NSJ NORTH SAN JOSE	22	0	8	0	1	0	15	69	65	14	105	2
PDC03-079 RINGWOOD CT	0	0	0	0	0	0	0	0	0	0	0	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	0	0	0	0	0	0	0	0	3	0	0	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	26	0	0	0	0	0	0	0	14	0	0	0
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
PDC04-001 LUNDY AVE AND MCKAY DR (SW/C)	18	0	7	0	0	0	0	0	0	-1	0	0
PDC04-002 BEA 1ST ST (W/S), B/S OF COMPONENT DR	0	0	0	0	0	0	0	7	0	0	28	0

Intersection of: MONTAGUE/TRADE ZONE

Traffix Node Number: 5802

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
PDC97-04-027 MOITOZO N/O RIVER OAKS, BTWN 1ST AND ZANKER	0	0	0	0	0	0	0	-2	0	0	-4	0
PDC99-06-054 SH CISCO ALVISO FIRST ST AND NORTECH PK	24	0	0	0	0	0	0	12	6	0	47	0
TOTAL:	**100**	**0**	**17**	**0**	**1**	**0**	**15**	**93**	**119**	**22**	**208**	**2**

	LEFT	THRU	RIGHT
NORTH	0	1	0
EAST	22	208	2
SOUTH	100	0	17
WEST	15	93	119

Intersection of: MONTAGUE/TRADE ZONE

Traffix Node Number: 5802

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
CP05-046 COSTCO NW/C AUTOMATION PY & HOSTETTER RD	-21	0	0	0	0	0	0	0	3	0	0	0
H03-021 VENTURE COMMERCE CONCOURSE AV & RINGWOOD AV (NE/C)	31	0	9	0	0	0	0	0	3	0	0	0
H03-039 EBAY (2 OF 2 ENTRIES) GUADALUPE & O'NEL	0	0	0	0	0	0	0	22	0	0	2	0
H96-08-064 SH EBAY (1 OF 2 ENTRIES) FIRST ST & GUADALUPE (SW/C)	0	0	0	0	0	0	0	9	3	0	1	0
NSJ NORTH SAN JOSE	66	8	14	5	10	8	1	96	59	15	109	3
PDC03-079 RINGWOOD CT	0	0	0	0	0	0	0	0	0	0	0	0
PDC03-108 OFF BERRYESSA FLEA MKT (OFFICE) BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFIC	3	0	0	0	0	0	0	0	1	0	0	0
PDC03-108 RES BERRYESSA FLEA MKT (RESIDENTIAL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	13	0	0	0	0	0	0	0	25	0	0	0
PDC03-108 RET BERRYESSA FLEA MKT (RETAIL) BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC RR	0	0	0	0	0	0	0	0	0	0	0	0
PDC04-001 LUNDY AVE AND MCKAY DR (SW/C)	0	0	-1	0	0	0	0	0	20	7	0	0

Intersection of: MONTAGUE/TRADE ZONE

Traffix Node Number: 5802

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
PDC04-002 BEA 1ST ST (W/S), B/S OF COMPONENT DR	0	0	0	0	0	0	0	27	0	0	3	0
PDC97-04-027 MOITOZO N/O RIVER OAKS, BTWN 1ST AND ZANKER	0	0	0	0	0	0	0	-4	0	0	-2	0
PDC99-06-054 SH CISCO ALVISO FIRST ST AND NORTECH PK	3	0	0	0	0	0	0	47	23	0	5	0
TOTAL:	**95**	**8**	**22**	**5**	**10**	**8**	**1**	**197**	**137**	**22**	**118**	**3**

	LEFT	THRU	RIGHT
NORTH	5	10	8
EAST	22	118	3
SOUTH	95	8	22
WEST	1	197	137

AM APPROVED TRIPS

10/15/2008

Intersection of: CROPLEY/MORRILL

Traffix Node Number: 3429

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
PDC88-08-097 BRANCATO - 39 UNITS CROPLEY & OLD PIEDMONT	0	0	0	2	0	0	0	1	0	0	6	0
TOTAL:	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**6**	**0**

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

PM APPROVED TRIPS

10/15/2008

Intersection of: CROPLEY/MORRILL

Traffix Node Number: 3429

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
PDC88-08-097 BRANCATO - 39 UNITS CROPLEY & OLD PIEDMONT	0	0	0	0	0	0	0	6	0	0	1	2
TOTAL:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**1**	**2**

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

Appendix C

Volume Summary Tables

Intersection Number: 1
Traffix Node Number: 501
Intersection Name: Main Street & Great Mall Parkway
Peak Hour: AM
Date of Analysis: 01/14/09
Count Date: 10/18/07
Scenario: Mixed-Use
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.037
(SJ) Number of Months: 0.0
Number of Years to Buildout: 1.5

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	247	248	171	160	1664	87	62	131	0	2	191	54	3017
Approved Project Trips													
City of Milpitas	2	7	0	0	221	2	9	33	6	3	135	8	426
City of San Jose	0	130	0	0	15	0	0	120	0	0	25	0	290
Existing Use - Primary Trips	0	0	4	2	13	0	0	0	0	0	19	0	38
Existing Use - Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	2	137	4	2	249	2	9	153	6	3	179	8	716
Background Conditions	249	385	175	162	1913	89	71	284	6	5	370	62	3771
check	249	385	175	162	1913	89	71	284	6	5	370	62	
Proposed Project Trips													
Primary Trips	0	0	5	2	13	0	0	0	0	0	25	0	45
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	5	2	13	0	0	0	0	0	25	0	45
Project Conditions	249	385	180	164	1926	89	71	284	6	5	395	62	3816
check	249	385	180	164	1926	89	71	284	6	5	395	62	
Future Growth	14	14	9	9	92	5	3	7	0	0	11	3	167
Future Growth No Project	263	399	184	171	2005	94	74	291	6	5	381	65	3938
check	263	399	184	171	2005	94	74	291	6	5	381	65	
Future Growth Project	263	399	189	173	2018	94	74	291	6	5	406	65	3983
check	263	399	189	173	2018	94	74	291	6	5	406	65	

Intersection Number: 2
Traffix Node Number: 502
Intersection Name: Great Mall Drive/McC & Great Mall Parkway
Peak Hour: AM
Date of Analysis: 01/14/09
Count Date: 10/08/08
Scenario: Mixed-Use
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.037
(SJ) Number of Months: 0.0
Number of Years to Buildout: 1.5

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	87	43	92	91	1542	11	7	21	22	58	265	61	2300
Approved Project Trips													
City of Milpitas	0	0	0	0	165	0	0	0	0	0	135	0	300
City of San Jose	0	0	0	0	15	0	0	10	0	0	25	0	50
Existing Use - Primary Trips	0	0	0	0	15	0	0	0	0	0	23	0	38
Existing Use - Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	195	0	0	10	0	0	183	0	350
Background Conditions	87	43	92	91	1737	11	7	31	22	58	448	61	2688
check	87	43	92	91	1737	11	7	31	22	58	448	61	
Proposed Project Trips													
Primary Trips	0	0	0	0	15	0	0	0	0	0	30	0	45
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	15	0	0	0	0	0	30	0	45
Project Conditions	87	43	92	91	1752	11	7	31	22	58	478	61	2733
check	87	43	92	91	1752	11	7	31	22	58	478	61	
Future Growth	5	2	5	5	85	1	0	1	1	3	15	3	127
Future Growth No Project	92	45	97	96	1822	12	7	32	23	61	463	64	2815
check	92	45	97	96	1822	12	7	32	23	61	463	64	
Future Growth Project	92	45	97	96	1837	12	7	32	23	61	493	64	2860
check	92	45	97	96	1837	12	7	32	23	61	493	64	

Intersection Number: 3
Traffix Node Number: 503
Intersection Name: Great Mall Parkway/I & Montague Expressway
Peak Hour: AM
Date of Analysis: 01/14/09
Count Date: 09/04/07
Scenario: Mixed-Use
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.037
(SJ) Number of Months: 0.0
Number of Years to Buildout: 1.5

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	10	98	185	638	2699	67	159	764	192	40	524	56	5432
Approved Project Trips													
City of Milpitas	6	56	98	148	4	0	0	70	17	2	3	2	406
City of San Jose	0	25	0	0	230	0	0	15	0	0	110	0	380
Existing Use - Primary Trips	0	0	23	15	5	0	0	0	0	0	7	0	50
Existing Use - Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	6	81	121	163	239	0	0	85	17	2	120	2	786
Background Conditions	16	179	306	801	2938	67	159	849	209	42	644	58	6268
check	16	179	306	801	2938	67	159	849	209	42	644	58	
Proposed Project Trips													
Primary Trips	0	0	30	15	5	0	0	0	0	0	9	0	59
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	30	15	5	0	0	0	0	0	9	0	59
Project Conditions	16	179	336	816	2943	67	159	849	209	42	653	58	6327
check	16	179	336	816	2943	67	159	849	209	42	653	58	
Future Growth	1	5	10	35	149	4	9	42	11	2	29	3	301
Future Growth No Project	17	184	316	836	3087	71	168	891	220	44	673	61	6569
check	17	184	316	836	3087	71	168	891	220	44	673	61	
Future Growth Project	17	184	346	851	3092	71	168	891	220	44	682	61	6628
check	17	184	346	851	3092	71	168	891	220	44	682	61	

Intersection Number: 4
Traffix Node Number: 504
Intersection Name: Milpitas Boulevard & Montague Expressway
Peak Hour: AM
Date of Analysis: 01/14/09
Count Date: 08/06/08
Scenario: Mixed-Use
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.037
(SJ) Number of Months: 0.0
Number of Years to Buildout: 1.5

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	313	0	100	428	2756	24	0	0	0	0	642	398	4661
Approved Project Trips													
City of Milpitas	6	0	0	0	125	0	0	0	0	0	81	24	236
City of San Jose	0	0	0	0	200	0	0	0	0	0	100	0	300
Existing Use - Primary Trips	0	0	7	5	20	0	0	0	0	0	30	0	62
Existing Use - Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	6	0	7	5	345	0	0	0	0	0	211	24	536
Background Conditions	319	0	107	433	3101	24	0	0	0	0	853	422	5259
check	319	0	107	433	3101	24	0	0	0	0	853	422	
Proposed Project Trips													
Primary Trips	0	0	9	5	19	0	0	0	0	0	39	0	72
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	9	5	19	0	0	0	0	0	39	0	72
Project Conditions	319	0	116	438	3120	24	0	0	0	0	892	422	5331
check	319	0	116	438	3120	24	0	0	0	0	892	422	
Future Growth	17	0	6	24	153	1	0	0	0	0	36	22	258
Future Growth No Project	336	0	113	457	3254	25	0	0	0	0	889	444	5517
check	336	0	113	457	3254	25	0	0	0	0	889	444	
Future Growth Project	336	0	122	462	3273	25	0	0	0	0	928	444	5589
check	336	0	122	462	3273	25	0	0	0	0	928	444	

Intersection Number: 5
Traffix Node Number: 505
Intersection Name: Pecten Court & Montague Expressway
Peak Hour: AM
Date of Analysis: 01/14/09
Count Date: 10/08/08
Scenario: Mixed-Use
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.037
(SJ) Number of Months: 0.0
Number of Years to Buildout: 1.5

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	27	4	34	169	3454	11	4	0	5	7	598	72	4385
Approved Project Trips													
City of Milpitas	0	0	0	0	120	0	0	0	0	0	90	0	210
City of San Jose	0	0	0	0	200	0	0	0	0	0	100	0	300
Existing Use - Primary Trips	0	0	0	0	25	0	0	0	0	0	37	0	62
Existing Use - Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	345	0	0	0	0	0	227	0	510
Background Conditions	27	4	34	169	3799	11	4	0	5	7	825	72	4957
check	27	4	34	169	3799	11	4	0	5	7	825	72	
Proposed Project Trips													
Primary Trips	0	0	0	0	24	0	0	0	0	0	49	0	73
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	24	0	0	0	0	0	49	0	73
Project Conditions	27	4	34	169	3823	11	4	0	5	7	874	72	5030
check	27	4	34	169	3823	11	4	0	5	7	874	72	
Future Growth	1	0	2	9	191	1	0	0	0	0	33	4	243
Future Growth No Project	28	4	36	178	3990	12	4	0	5	7	858	76	5200
check	28	4	36	178	3990	12	4	0	5	7	858	76	
Future Growth Project	28	4	36	178	4014	12	4	0	5	7	907	76	5273
check	28	4	36	178	4014	12	4	0	5	7	907	76	

Intersection Number: 6
Traffix Node Number: 506
Intersection Name: Dempsey Road & Landess Avenue
Peak Hour: AM
Date of Analysis: 01/14/09
Count Date: 10/07/08
Scenario: Mixed-Use
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.037
(SJ) Number of Months: 0.0
Number of Years to Buildout: 1.5

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	299	0	46	61	1540	0	468	262	114	0	453	55	3298
Approved Project Trips													
City of Milpitas	0	0	0	0	14	0	0	0	0	0	11	0	25
City of San Jose	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Use - Primary Trips	14	0	33	0	31	0	0	18	0	0	5	45	146
Existing Use - Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	14	0	33	0	45	0	0	18	0	0	16	45	25
Background Conditions	313	0	79	61	1585	0	468	280	114	0	469	100	3469
check	313	0	79	61	1585	0	468	280	114	0	469	100	
Proposed Project Trips													
Primary Trips	13	0	32	0	30	0	0	24	0	0	6	58	163
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	13	0	32	0	30	0	0	24	0	0	6	58	163
Project Conditions	326	0	111	61	1615	0	468	304	114	0	475	158	3632
check	326	0	111	61	1615	0	468	304	114	0	475	158	
Future Growth	17	0	3	3	85	0	26	14	6	0	25	3	183
Future Growth No Project	330	0	82	64	1670	0	494	294	120	0	494	103	3652
check	330	0	82	64	1670	0	494	294	120	0	494	103	
Future Growth Project	343	0	114	64	1700	0	494	318	120	0	500	161	3815
check	343	0	114	64	1700	0	494	318	120	0	500	161	

Intersection Number: 7
Traffix Node Number: 507
Intersection Name: Park Victoria Drive/N & Landess Avenue
Peak Hour: AM
Date of Analysis: 01/14/09
Count Date: 10/09/08
Scenario: Mixed-Use
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.037
(SJ) Number of Months: 0.0
Number of Years to Buildout: 1.5

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	458	151	43	90	865	39	65	285	448	183	485	315	3427
Approved Project Trips													
City of Milpitas	0	0	0	0	14	0	0	0	0	0	11	0	25
City of San Jose	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Use - Primary Trips	13	0	0	0	14	0	0	0	22	15	9	14	87
Existing Use - Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	13	0	0	0	28	0	0	0	22	15	20	14	25
Background Conditions	471	151	43	90	893	39	65	285	470	198	505	329	3539
check	471	151	43	90	893	39	65	285	470	198	505	329	
Proposed Project Trips													
Primary Trips	17	0	0	0	19	0	0	0	28	14	9	15	102
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	17	0	0	0	19	0	0	0	28	14	9	15	102
Project Conditions	488	151	43	90	912	39	65	285	498	212	514	344	3641
check	488	151	43	90	912	39	65	285	498	212	514	344	
Future Growth	25	8	2	5	48	2	4	16	25	10	27	17	190
Future Growth No Project	496	159	45	95	941	41	69	301	495	208	532	346	3729
check	496	159	45	95	941	41	69	301	495	208	532	346	
Future Growth Project	513	159	45	95	960	41	69	301	523	222	541	361	3831
check	513	159	45	95	960	41	69	301	523	222	541	361	

Intersection Number: 8
Traffix Node Number: 508
Intersection Name: Clear Lake Avenue/T & Landess Avenue
Peak Hour: AM
Date of Analysis: 01/14/09
Count Date: 10/09/08
Scenario: Mixed-Use
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.037
(SJ) Number of Months: 0.0
Number of Years to Buildout: 1.5

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	57	16	53	38	930	40	14	17	57	21	478	79	1800
Approved Project Trips													
City of Milpitas	0	0	0	0	10	0	0	0	0	0	10	0	20
City of San Jose	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Use - Primary Trips	2	0	0	0	11	0	0	0	1	1	6	2	23
Existing Use - Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	2	0	0	0	21	0	0	0	1	1	16	2	20
Background Conditions	59	16	53	38	951	40	14	17	58	22	494	81	1843
check	59	16	53	38	951	40	14	17	58	22	494	81	
Proposed Project Trips													
Primary Trips	3	0	0	0	14	0	0	0	2	1	6	2	28
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	3	0	0	0	14	0	0	0	2	1	6	2	28
Project Conditions	62	16	53	38	965	40	14	17	60	23	500	83	1871
check	62	16	53	38	965	40	14	17	60	23	500	83	
Future Growth	3	1	3	2	51	2	1	1	3	1	26	4	100
Future Growth No Project	62	17	56	40	1002	42	15	18	61	23	520	85	1943
check	62	17	56	40	1002	42	15	18	61	23	520	85	
Future Growth Project	65	17	56	40	1016	42	15	18	63	24	526	87	1971
check	65	17	56	40	1016	42	15	18	63	24	526	87	

Intersection Number: 9
Traffix Node Number: 509
Intersection Name: Yellowstone Avenue & Landess Avenue
Peak Hour: AM
Date of Analysis: 01/14/09
Count Date: 10/09/08
Scenario: Mixed-Use
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.037
(SJ) Number of Months: 0.0
Number of Years to Buildout: 1.5

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	289	8	50	89	540	0	18	17	68	42	228	165	1514
Approved Project Trips													
City of Milpitas	0	0	0	0	10	0	0	0	0	0	10	0	20
City of San Jose	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Use - Primary Trips	2	0	0	0	7	0	0	0	1	1	3	2	16
Existing Use - Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	2	0	0	0	17	0	0	0	1	1	13	2	20
Background Conditions	291	8	50	89	557	0	18	17	69	43	241	167	1550
check	291	8	50	89	557	0	18	17	69	43	241	167	
Proposed Project Trips													
Primary Trips	3	0	0	0	9	0	0	0	2	1	3	2	20
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	3	0	0	0	9	0	0	0	2	1	3	2	20
Project Conditions	294	8	50	89	566	0	18	17	71	44	244	169	1570
check	294	8	50	89	566	0	18	17	71	44	244	169	
Future Growth	16	0	3	5	30	0	1	1	4	2	13	9	84
Future Growth No Project	307	8	53	94	587	0	19	18	73	45	254	176	1634
check	307	8	53	94	587	0	19	18	73	45	254	176	
Future Growth Project	310	8	53	94	596	0	19	18	75	46	257	178	1654
check	310	8	53	94	596	0	19	18	75	46	257	178	

Intersection Number: 10
Traffix Node Number: 510
Intersection Name: Park Victoria Drive & Yosemite Drive
Peak Hour: AM
Date of Analysis: 01/14/09
Count Date: 10/08/08
Scenario: Mixed-Use
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.037
(SJ) Number of Months: 0.0
Number of Years to Buildout: 1.5

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	40	235	71	70	353	126	141	287	237	106	92	18	1776
Approved Project Trips													
City of Milpitas	0	0	0	0	0	0	0	0	0	0	0	0	0
City of San Jose	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Use - Primary Trips	0	7	0	0	0	4	3	4	0	0	0	0	18
Existing Use - Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	7	0	0	0	4	3	4	0	0	0	0	0
Background Conditions	40	242	71	70	353	130	144	291	237	106	92	18	1794
check	40	242	71	70	353	130	144	291	237	106	92	18	
Proposed Project Trips													
Primary Trips	0	9	0	0	0	5	3	4	0	0	0	0	21
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	9	0	0	0	5	3	4	0	0	0	0	21
Project Conditions	40	251	71	70	353	135	147	295	237	106	92	18	1815
check	40	251	71	70	353	135	147	295	237	106	92	18	
Future Growth	2	13	4	4	20	7	8	16	13	6	5	1	98
Future Growth No Project	42	255	75	74	373	137	152	307	250	112	97	19	1892
check	42	255	75	74	373	137	152	307	250	112	97	19	
Future Growth Project	42	264	75	74	373	142	155	311	250	112	97	19	1913
check	42	264	75	74	373	142	155	311	250	112	97	19	

Intersection Number: 11
Traffix Node Number: 511
Intersection Name: Park Victoria Drive & Mount Shasta Avenue
Peak Hour: AM
Date of Analysis: 01/14/09
Count Date: 10/07/08
Scenario: Mixed-Use
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.037
(SJ) Number of Months: 0.0
Number of Years to Buildout: 1.5

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	65	504	4	4	4	2	7	551	54	12	2	25	1234
Approved Project Trips													
City of Milpitas	0	0	0	0	0	0	0	0	0	0	0	0	0
City of San Jose	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Use - Primary Trips	0	13	0	0	0	0	0	9	0	0	0	0	22
Existing Use - Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	13	0	0	0	0	0	9	0	0	0	0	0
Background Conditions	65	517	4	4	4	2	7	560	54	12	2	25	1256
check	65	517	4	4	4	2	7	560	54	12	2	25	
Proposed Project Trips													
Primary Trips	0	17	0	0	0	0	0	9	0	0	0	0	26
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	17	0	0	0	0	0	9	0	0	0	0	26
Project Conditions	65	534	4	4	4	2	7	569	54	12	2	25	1282
check	65	534	4	4	4	2	7	569	54	12	2	25	
Future Growth	4	28	0	0	0	0	0	30	3	1	0	1	68
Future Growth No Project	69	545	4	4	4	2	7	590	57	13	2	26	1324
check	69	545	4	4	4	2	7	590	57	13	2	26	
Future Growth Project	69	562	4	4	4	2	7	599	57	13	2	26	1350
check	69	562	4	4	4	2	7	599	57	13	2	26	

Intersection Number: 12
Traffix Node Number: 512
Intersection Name: Park Victoria Drive & Big Basin Drive
Peak Hour: AM
Date of Analysis: 01/14/09
Count Date: 10/07/08
Scenario: Mixed-Use
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.037
(SJ) Number of Months: 0.0
Number of Years to Buildout: 1.5

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	3	541	10	8	1	20	7	580	27	2	2	2	1203
Approved Project Trips													
City of Milpitas	0	0	0	0	0	0	0	0	0	0	0	0	0
City of San Jose	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Use - Primary Trips	0	13	0	0	0	0	0	9	0	0	0	0	22
Existing Use - Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	13	0	0	0	0	0	9	0	0	0	0	0
Background Conditions	3	554	10	8	1	20	7	589	27	2	2	2	1225
check	3	554	10	8	1	20	7	589	27	2	2	2	
Proposed Project Trips													
Primary Trips	0	17	0	0	0	0	0	9	0	0	0	0	26
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	17	0	0	0	0	0	9	0	0	0	0	26
Project Conditions	3	571	10	8	1	20	7	598	27	2	2	2	1251
check	3	571	10	8	1	20	7	598	27	2	2	2	
Future Growth	0	30	1	0	0	1	0	32	1	0	0	0	67
Future Growth No Project	3	584	11	8	1	21	7	621	28	2	2	2	1292
check	3	584	11	8	1	21	7	621	28	2	2	2	
Future Growth Project	3	601	11	8	1	21	7	630	28	2	2	2	1318
check	3	601	11	8	1	21	7	630	28	2	2	2	

Intersection Number:	13		
Traffix Node Number:	513		
Intersection Name:	Morrill Avenue	& Cropley Avenue	
Peak Hour:	AM		Date of Analysis: 01/14/09
Count Date:	10/09/08		
Scenario:	Mixed-Use		
(SJ) Growth Factor:	0.003		Future Growth % Per Year: 0.037
(SJ) Number of Months:	0.0		Number of Years to Buildout: 1.5

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	203	221	54	135	515	130	152	363	212	53	221	173	2432
Approved Project Trips													
City of Milpitas	0	0	0	0	0	0	0	0	0	0	0	0	0
City of San Jose	0	0	2	0	6	0	0	0	0	0	1	0	9
Existing Use - Primary Trips	2	10	0	0	0	0	0	14	0	0	0	2	28
Existing Use - Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	2	10	2	0	6	0	0	14	0	0	1	2	9
Background Conditions	205	231	56	135	521	130	152	377	212	53	222	175	2469
check	205	231	56	135	521	130	152	377	212	53	222	175	
Proposed Project Trips													
Primary Trips	2	9	0	0	0	0	0	19	0	0	0	3	33
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	2	9	0	0	0	0	0	19	0	0	0	3	33
Project Conditions	207	240	56	135	521	130	152	396	212	53	222	178	2502
check	207	240	56	135	521	130	152	396	212	53	222	178	
Future Growth	11	12	3	7	28	7	8	20	12	3	12	10	135
Future Growth No Project	216	243	59	142	549	137	160	397	224	56	234	185	2604
check	216	243	59	142	549	137	160	397	224	56	234	185	
Future Growth Project	218	252	59	142	549	137	160	416	224	56	234	188	2637
check	218	252	59	142	549	137	160	416	224	56	234	188	

Intersection Number: 3
Traffix Node Number: 503
Intersection Name: Great Mall Parkway/I & Montague Expressway
Peak Hour: MD
Date of Analysis: 01/14/09
Count Date: 09/04/07
Scenario: Mixed-Use
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.031
(SJ) Number of Months: 0.0
Number of Years to Buildout: 1.5

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	70	371	431	182	724	214	183	355	135	138	782	198	3783
Approved Project Trips													
City of Milpitas	4	54	107	112	5	3	0	53	8	15	3	1	365
City of San Jose	0	17	0	0	134	0	0	17	0	0	120	0	288
Existing Use - Primary Trips	0	0	33	22	7	0	0	0	0	0	10	0	72
Existing Use - Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	4	71	140	134	146	3	0	70	8	15	133	1	653
Background Conditions	74	442	571	316	870	217	183	425	143	153	915	199	4508
check	74	442	571	316	870	217	183	425	143	153	915	199	
Proposed Project Trips													
Primary Trips	0	0	47	32	10	0	0	0	0	0	14	0	103
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	47	32	10	0	0	0	0	0	14	0	103
Project Conditions	74	442	618	348	880	217	183	425	143	153	929	199	4611
check	74	442	618	348	880	217	183	425	143	153	929	199	
Future Growth	3	17	20	8	33	10	8	16	6	6	36	9	174
Future Growth No Project	77	459	591	324	903	227	191	441	149	159	951	208	4682
check	77	459	591	324	903	227	191	441	149	159	951	208	
Future Growth Project	77	459	638	356	913	227	191	441	149	159	965	208	4785
check	77	459	638	356	913	227	191	441	149	159	965	208	

Intersection Number: 4
Traffix Node Number: 504
Intersection Name: Milpitas Boulevard & Montague Expressway
Peak Hour: MD
Date of Analysis: 01/14/09
Count Date: 08/06/08
Scenario: Mixed-Use
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.031
(SJ) Number of Months: 0.0
Number of Years to Buildout: 1.5

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	375	0	246	139	1108	25	0	0	0	0	1036	405	3334
Approved Project Trips													
City of Milpitas	20	0	0	0	96	0	0	0	0	0	104	15	235
City of San Jose	0	0	0	0	116	0	0	0	0	0	109	0	225
Existing Use - Primary Trips	0	0	10	7	29	0	0	0	0	0	43	0	89
Existing Use - Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	20	0	10	7	241	0	0	0	0	0	256	15	460
Background Conditions	395	0	256	146	1349	25	0	0	0	0	1292	420	3883
check	395	0	256	146	1349	25	0	0	0	0	1292	420	
Proposed Project Trips													
Primary Trips	0	0	15	10	41	0	0	0	0	0	61	0	127
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	15	10	41	0	0	0	0	0	61	0	127
Project Conditions	395	0	271	156	1390	25	0	0	0	0	1353	420	4010
check	395	0	271	156	1390	25	0	0	0	0	1353	420	
Future Growth	17	0	11	6	51	1	0	0	0	0	48	19	154
Future Growth No Project	412	0	267	152	1400	26	0	0	0	0	1340	439	4037
check	412	0	267	152	1400	26	0	0	0	0	1340	439	
Future Growth Project	412	0	282	162	1441	26	0	0	0	0	1401	439	4164
check	412	0	282	162	1441	26	0	0	0	0	1401	439	

Intersection Number: 6
Traffix Node Number: 506
Intersection Name: Dempsey Road & Landess Avenue
Peak Hour: MD
Date of Analysis: 01/14/09
Count Date: 10/07/08
Scenario: Mixed-Use
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.031
(SJ) Number of Months: 0.0
Number of Years to Buildout: 1.5

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	219	0	93	112	991	0	281	96	20	0	624	147	2583
Approved Project Trips													
City of Milpitas	0	0	0	0	5	0	0	0	0	0	4	0	9
City of San Jose	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Use - Primary Trips	20	0	48	0	45	0	0	26	0	0	7	63	209
Existing Use - Pass-By Trips	0	0	14	0	0	0	0	0	0	0	-20	20	14
Total Approved Trips	20	0	62	0	50	0	0	26	0	0	-9	83	9
Background Conditions	239	0	155	112	1041	0	281	122	20	0	615	230	2815
check	239	0	155	112	1041	0	281	122	20	0	615	230	
Proposed Project Trips													
Primary Trips	28	0	68	0	64	0	0	37	0	0	10	91	298
Pass-By Trips	0	0	30	0	0	0	0	0	0	0	-45	45	30
Total Project Trips	28	0	98	0	64	0	0	37	0	0	-35	136	328
Project Conditions	267	0	253	112	1105	0	281	159	20	0	580	366	3143
check	267	0	253	112	1105	0	281	159	20	0	580	366	
Future Growth	10	0	4	5	46	0	13	4	1	0	29	7	119
Future Growth No Project	249	0	159	117	1087	0	294	126	21	0	644	237	2934
check	249	0	159	117	1087	0	294	126	21	0	644	237	
Future Growth Project	277	0	257	117	1151	0	294	163	21	0	609	373	3262
check	277	0	227	117	1151	0	294	163	21	0	654	328	

Intersection Number: 7
Traffix Node Number: 507
Intersection Name: Park Victoria Drive/M & Landess Avenue
Peak Hour: MD
Date of Analysis: 01/14/09
Count Date: 10/09/08
Scenario: Mixed-Use
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.031
(SJ) Number of Months: 0.0
Number of Years to Buildout: 1.5

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	273	234	86	112	484	116	95	256	363	270	430	324	3043
Approved Project Trips													
City of Milpitas	0	0	0	0	5	0	0	0	0	0	4	0	9
City of San Jose	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Use - Primary Trips	19	0	0	0	21	0	0	0	31	21	13	20	125
Existing Use - Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	19	0	0	0	26	0	0	0	31	21	17	20	9
Background Conditions	292	234	86	112	510	116	95	256	394	291	447	344	3177
check	292	234	86	112	510	116	95	256	394	291	447	344	
Proposed Project Trips													
Primary Trips	27	0	0	0	29	0	0	0	44	30	19	29	178
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	27	0	0	0	29	0	0	0	44	30	19	29	178
Project Conditions	319	234	86	112	539	116	95	256	438	321	466	373	3355
check	319	234	86	112	539	116	95	256	438	321	466	373	
Future Growth	13	11	4	5	22	5	4	12	17	12	20	15	140
Future Growth No Project	305	245	90	117	532	121	99	268	411	303	467	359	3317
check	305	245	90	117	532	121	99	268	411	303	467	359	
Future Growth Project	332	245	90	117	561	121	99	268	455	333	486	388	3495
check	332	245	90	117	561	121	99	268	455	333	486	388	

Intersection Number: 8
Traffix Node Number: 508
Intersection Name: Clear Lake Avenue/T & Landess Avenue
Peak Hour: MD
Date of Analysis: 01/14/09
Count Date: 10/09/08
Scenario: Mixed-Use
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.031
(SJ) Number of Months: 0.0
Number of Years to Buildout: 1.5

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	48	5	24	6	421	20	19	9	42	51	392	47	1084
Approved Project Trips													
City of Milpitas	0	0	0	0	4	0	0	0	0	0	4	0	8
City of San Jose	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Use - Primary Trips	3	0	0	0	15	0	0	0	2	1	9	3	33
Existing Use - Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	3	0	0	0	19	0	0	0	2	1	13	3	8
Background Conditions	51	5	24	6	440	20	19	9	44	52	405	50	1125
check	51	5	24	6	440	20	19	9	44	52	405	50	
Proposed Project Trips													
Primary Trips	5	0	0	0	22	0	0	0	2	2	12	4	47
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	5	0	0	0	22	0	0	0	2	2	12	4	47
Project Conditions	56	5	24	6	462	20	19	9	46	54	417	54	1172
check	56	5	24	6	462	20	19	9	46	54	417	54	
Future Growth	2	0	1	0	19	1	1	0	2	2	18	2	50
Future Growth No Project	53	5	25	6	459	21	20	9	46	54	423	52	1175
check	53	5	25	6	459	21	20	9	46	54	423	52	
Future Growth Project	58	5	25	6	481	21	20	9	48	56	435	56	1222
check	58	5	25	6	481	21	20	9	48	56	435	56	

Intersection Number: 12
Traffix Node Number: 512
Intersection Name: Park Victoria Drive & Big Basin Drive
Peak Hour: MD
Date of Analysis: 01/14/09
Count Date: 10/07/08
Scenario: Mixed-Use
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.031
(SJ) Number of Months: 0.0
Number of Years to Buildout: 1.5

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	9	520	20	3	1	24	10	471	38	10	2	2	1110
Approved Project Trips													
City of Milpitas	0	0	0	0	0	0	0	0	0	0	0	0	0
City of San Jose	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Use - Primary Trips	0	19	0	0	0	0	0	13	0	0	0	0	32
Existing Use - Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	19	0	0	0	0	0	13	0	0	0	0	0
Background Conditions	9	539	20	3	1	24	10	484	38	10	2	2	1142
check	9	539	20	3	1	24	10	484	38	10	2	2	
Proposed Project Trips													
Primary Trips	0	27	0	0	0	0	0	19	0	0	0	0	46
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	27	0	0	0	0	0	19	0	0	0	0	46
Project Conditions	9	566	20	3	1	24	10	503	38	10	2	2	1188
check	9	566	20	3	1	24	10	503	38	10	2	2	
Future Growth	0	24	1	0	0	1	0	22	2	0	0	0	51
Future Growth No Project	9	563	21	3	1	25	10	506	40	10	2	2	1193
check	9	563	21	3	1	25	10	506	40	10	2	2	
Future Growth Project	9	590	21	3	1	25	10	525	40	10	2	2	1239
check	9	590	21	3	1	25	10	525	40	10	2	2	

Intersection Number: 1
Traffix Node Number: 501
Intersection Name: Main Street & Great Mall Parkway
Peak Hour: PM
Date of Analysis: 01/14/09
Count Date: 10/18/07
Scenario: Mixed-Use
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.024
(SJ) Number of Months: 0.0
Number of Years to Buildout: 1.5

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	148	142	276	301	548	89	50	197	3	3	1608	282	3647
Approved Project Trips													
City of Milpitas	8	37	0	0	265	11	5	12	4	13	408	8	771
City of San Jose	0	120	0	0	30	0	0	210	0	0	20	0	380
Existing Use - Primary Trips	0	0	4	4	21	0	0	0	0	0	21	0	50
Existing Use - Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	8	157	4	4	316	11	5	222	4	13	449	8	1151
Background Conditions	156	299	280	305	864	100	55	419	7	16	2057	290	4848
check	156	299	280	305	864	100	55	419	7	16	2057	290	
Proposed Project Trips													
Primary Trips	0	0	6	6	34	0	0	0	0	0	33	0	79
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	6	6	34	0	0	0	0	0	33	0	79
Project Conditions	156	299	286	311	898	100	55	419	7	16	2090	290	4927
check	156	299	286	311	898	100	55	419	7	16	2090	290	
Future Growth	5	5	10	11	20	3	2	7	0	0	59	10	135
Future Growth No Project	161	304	290	316	884	103	57	426	7	16	2116	300	4983
check	161	304	290	316	884	103	57	426	7	16	2116	300	
Future Growth Project	161	304	296	322	918	103	57	426	7	16	2149	300	5062
check	161	304	296	322	918	103	57	426	7	16	2149	300	

Intersection Number: 2
Traffix Node Number: 502
Intersection Name: Great Mall Drive/McC & Great Mall Parkway
Peak Hour: PM
Date of Analysis: 01/14/09
Count Date: 10/08/08
Scenario: Mixed-Use
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.024
(SJ) Number of Months: 0.0
Number of Years to Buildout: 1.5

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	140	45	256	113	484	5	9	40	42	56	1361	260	2811
Approved Project Trips													
City of Milpitas	1	0	0	0	228	0	0	0	0	0	339	7	575
City of San Jose	0	20	0	0	30	0	0	10	0	0	20	0	80
Existing Use - Primary Trips	0	0	0	0	25	0	0	0	0	0	25	0	50
Existing Use - Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	1	20	0	0	283	0	0	10	0	0	384	7	655
Background Conditions	141	65	256	113	767	5	9	50	42	56	1745	267	3516
check	141	65	256	113	767	5	9	50	42	56	1745	267	
Proposed Project Trips													
Primary Trips	0	0	0	0	40	0	0	0	0	0	39	0	79
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	40	0	0	0	0	0	39	0	79
Project Conditions	141	65	256	113	807	5	9	50	42	56	1784	267	3595
check	141	65	256	113	807	5	9	50	42	56	1784	267	
Future Growth	5	2	9	4	18	0	0	1	2	2	50	10	104
Future Growth No Project	146	67	265	117	785	5	9	51	44	58	1795	277	3620
check	146	67	265	117	785	5	9	51	44	58	1795	277	
Future Growth Project	146	67	265	117	825	5	9	51	44	58	1834	277	3699
check	146	67	265	117	825	5	9	51	44	58	1834	277	

Intersection Number: 3
Traffix Node Number: 503
Intersection Name: Great Mall Parkway/I & Montague Expressway
Peak Hour: PM
Date of Analysis: 01/14/09
Count Date: 09/04/07
Scenario: Mixed-Use
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.024
(SJ) Number of Months: 0.0
Number of Years to Buildout: 1.5

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	56	1246	578	356	989	238	186	492	98	270	1984	199	6692
Approved Project Trips													
City of Milpitas	3	94	196	160	9	7	0	76	4	37	4	0	590
City of San Jose	0	20	0	0	140	0	0	30	0	0	220	0	410
Existing Use - Primary Trips	0	0	25	25	7	0	0	0	0	0	7	0	64
Existing Use - Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	3	114	221	185	156	7	0	106	4	37	231	0	1000
Background Conditions	59	1360	799	541	1145	245	186	598	102	307	2215	199	7756
check	59	1360	799	541	1145	245	186	598	102	307	2215	199	
Proposed Project Trips													
Primary Trips	0	0	39	40	12	0	0	0	0	0	12	0	103
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	39	40	12	0	0	0	0	0	12	0	103
Project Conditions	59	1360	838	581	1157	245	186	598	102	307	2227	199	7859
check	59	1360	838	581	1157	245	186	598	102	307	2227	199	
Future Growth	2	46	21	13	36	9	7	18	4	10	73	7	247
Future Growth No Project	61	1406	820	554	1181	254	193	616	106	317	2288	206	8003
check	61	1406	820	554	1181	254	193	616	106	317	2288	206	
Future Growth Project	61	1406	859	594	1193	254	193	616	106	317	2300	206	8106
check	61	1406	859	594	1193	254	193	616	106	317	2116	206	

Intersection Number: 4
Traffix Node Number: 504
Intersection Name: Milpitas Boulevard & Montague Expressway
Peak Hour: PM
Date of Analysis: 01/14/09
Count Date: 08/06/08
Scenario: Mixed-Use
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.024
(SJ) Number of Months: 0.0
Number of Years to Buildout: 1.5

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	622	0	548	130	1104	19	0	0	0	0	1993	497	4913
Approved Project Trips													
City of Milpitas	48	0	0	0	138	0	0	0	0	0	207	15	408
City of San Jose	0	0	0	0	120	0	0	0	0	0	200	0	320
Existing Use - Primary Trips	0	0	8	8	32	0	0	0	0	0	32	0	80
Existing Use - Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	48	0	8	8	290	0	0	0	0	0	439	15	728
Background Conditions	670	0	556	138	1394	19	0	0	0	0	2432	512	5721
check	670	0	556	138	1394	19	0	0	0	0	2432	512	
Proposed Project Trips													
Primary Trips	0	0	12	13	52	0	0	0	0	0	51	0	128
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	12	13	52	0	0	0	0	0	51	0	128
Project Conditions	670	0	568	151	1446	19	0	0	0	0	2483	512	5849
check	670	0	568	151	1446	19	0	0	0	0	2483	512	
Future Growth	23	0	20	5	41	1	0	0	0	0	74	18	181
Future Growth No Project	693	0	576	143	1435	20	0	0	0	0	2506	530	5902
check	693	0	576	143	1435	20	0	0	0	0	2506	530	
Future Growth Project	693	0	588	156	1487	20	0	0	0	0	2557	530	6030
check	693	0	588	156	1487	20	0	0	0	0	2352	530	

Intersection Number: 5
Traffix Node Number: 505
Intersection Name: Pecten Court & Montague Expressway
Peak Hour: PM
Date of Analysis: 01/14/09
Count Date: 10/08/08
Scenario: Mixed-Use
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.024
(SJ) Number of Months: 0.0
Number of Years to Buildout: 1.5

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	97	5	153	59	965	6	23	0	9	5	2629	68	4019
Approved Project Trips													
City of Milpitas	0	0	0	0	130	0	0	0	0	0	210	0	340
City of San Jose	0	0	0	0	120	0	0	0	0	0	200	0	320
Existing Use - Primary Trips	0	0	0	0	40	0	0	0	0	0	40	0	80
Existing Use - Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	290	0	0	0	0	0	450	0	660
Background Conditions	97	5	153	59	1255	6	23	0	9	5	3079	68	4759
check	97	5	153	59	1255	6	23	0	9	5	3079	68	
Proposed Project Trips													
Primary Trips	0	0	0	0	65	0	0	0	0	0	63	0	128
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	65	0	0	0	0	0	63	0	128
Project Conditions	97	5	153	59	1320	6	23	0	9	5	3142	68	4887
check	97	5	153	59	1320	6	23	0	9	5	3142	68	
Future Growth	4	0	6	2	36	0	1	0	0	0	97	3	148
Future Growth No Project	101	5	159	61	1291	6	24	0	9	5	3176	71	4907
check	101	5	159	61	1291	6	24	0	9	5	3176	71	
Future Growth Project	101	5	159	61	1356	6	24	0	9	5	3239	71	5035
check	101	5	159	61	1356	6	24	0	9	5	2980	71	

Intersection Number: 6
Traffix Node Number: 506
Intersection Name: Dempsey Road & Landess Avenue
Peak Hour: PM
Date of Analysis: 01/14/09
Count Date: 10/07/08
Scenario: Mixed-Use
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.024
(SJ) Number of Months: 0.0
Number of Years to Buildout: 1.5

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	251	0	150	97	767	0	452	121	21	0	1099	193	3151
Approved Project Trips													
City of Milpitas	0	0	0	0	0	0	0	0	0	0	0	0	0
City of San Jose	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Use - Primary Trips	22	0	53	0	50	0	0	19	0	0	5	48	197
Existing Use - Pass-By Trips	0	0	16	0	0	0	0	0	0	0	-16	16	16
Total Approved Trips	22	0	69	0	50	0	0	19	0	0	-11	64	0
Background Conditions	273	0	219	97	817	0	452	140	21	0	1088	257	3364
check	273	0	219	97	817	0	452	140	21	0	1088	257	
Proposed Project Trips													
Primary Trips	36	0	86	0	81	0	0	30	0	0	8	75	316
Pass-By Trips	0	0	32	0	0	0	0	0	0	0	-38	38	32
Total Project Trips	36	0	118	0	81	0	0	30	0	0	-30	113	348
Project Conditions	309	0	337	97	898	0	452	170	21	0	1058	370	3712
check	309	0	337	97	898	0	452	170	21	0	1058	370	
Future Growth	9	0	6	4	28	0	17	4	1	0	41	7	116
Future Growth No Project	282	0	225	101	845	0	469	144	22	0	1129	264	3480
check	282	0	225	101	845	0	469	144	22	0	1129	264	
Future Growth Project	318	0	343	101	926	0	469	174	22	0	1099	377	3828
check	318	0	311	101	926	0	469	174	22	0	1137	339	

Intersection Number: 7
Traffix Node Number: 507
Intersection Name: Park Victoria Drive/M & Landess Avenue
Peak Hour: PM
Date of Analysis: 01/14/09
Count Date: 10/09/08
Scenario: Mixed-Use
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.024
(SJ) Number of Months: 0.0
Number of Years to Buildout: 1.5

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	300	405	125	113	387	157	96	316	273	589	850	409	4020
Approved Project Trips													
City of Milpitas	0	0	0	0	0	0	0	0	0	0	0	0	0
City of San Jose	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Use - Primary Trips	14	0	0	0	15	0	0	0	23	24	15	20	111
Existing Use - Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	14	0	0	0	15	0	0	0	23	24	15	20	0
Background Conditions	314	405	125	113	402	157	96	316	296	613	865	429	4131
check	314	405	125	113	402	157	96	316	296	613	865	429	
Proposed Project Trips													
Primary Trips	22	0	0	0	24	0	0	0	37	38	24	32	177
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	22	0	0	0	24	0	0	0	37	38	24	32	177
Project Conditions	336	405	125	113	426	157	96	316	333	651	889	461	4308
check	336	405	125	113	426	157	96	316	333	651	889	461	
Future Growth	11	15	5	4	14	6	4	12	10	22	31	15	148
Future Growth No Project	325	420	130	117	416	163	100	328	306	635	896	444	4279
check	325	420	130	117	416	163	100	328	306	635	896	444	
Future Growth Project	347	420	130	117	440	163	100	328	343	673	920	476	4456
check	347	420	130	117	440	163	100	328	343	673	920	476	

Intersection Number: 8
Traffix Node Number: 508
Intersection Name: Clear Lake Avenue/T & Landess Avenue
Peak Hour: PM
Date of Analysis: 01/14/09
Count Date: 10/09/08
Scenario: Mixed-Use
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.024
(SJ) Number of Months: 0.0
Number of Years to Buildout: 1.5

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	30	13	47	23	454	12	16	10	44	68	886	42	1645
Approved Project Trips													
City of Milpitas	0	0	0	0	0	0	0	0	0	0	0	0	0
City of San Jose	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Use - Primary Trips	3	0	0	0	12	0	0	0	1	2	10	3	31
Existing Use - Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	3	0	0	0	12	0	0	0	1	2	10	3	0
Background Conditions	33	13	47	23	466	12	16	10	45	70	896	45	1676
check	33	13	47	23	466	12	16	10	45	70	896	45	
Proposed Project Trips													
Primary Trips	4	0	0	0	18	0	0	0	2	3	16	5	48
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	4	0	0	0	18	0	0	0	2	3	16	5	48
Project Conditions	37	13	47	23	484	12	16	10	47	73	912	50	1724
check	37	13	47	23	484	12	16	10	47	73	912	50	
Future Growth	1	0	2	1	17	0	1	0	2	3	33	2	61
Future Growth No Project	34	13	49	24	483	12	17	10	47	73	929	47	1737
check	34	13	49	24	483	12	17	10	47	73	929	47	
Future Growth Project	38	13	49	24	501	12	17	10	49	76	945	52	1785
check	38	13	49	24	501	12	17	10	49	76	945	52	

Intersection Number: 9
Traffix Node Number: 509
Intersection Name: Yellowstone Avenue & Landess Avenue
Peak Hour: PM
Date of Analysis: 01/14/09
Count Date: 10/09/08
Scenario: Mixed-Use
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.024
(SJ) Number of Months: 0.0
Number of Years to Buildout: 1.5

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	96	15	56	18	259	1	4	12	28	33	593	190	1305
Approved Project Trips													
City of Milpitas	0	0	0	0	0	0	0	0	0	0	0	0	0
City of San Jose	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Use - Primary Trips	3	0	0	0	8	0	0	0	1	2	5	3	22
Existing Use - Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	3	0	0	0	8	0	0	0	1	2	5	3	0
Background Conditions	99	15	56	18	267	1	4	12	29	35	598	193	1327
check	99	15	56	18	267	1	4	12	29	35	598	193	
Proposed Project Trips													
Primary Trips	4	0	0	0	12	0	0	0	2	3	8	5	34
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	4	0	0	0	12	0	0	0	2	3	8	5	34
Project Conditions	103	15	56	18	279	1	4	12	31	38	606	198	1361
check	103	15	56	18	279	1	4	12	31	38	606	198	
Future Growth	4	1	2	1	10	0	0	0	1	1	22	7	48
Future Growth No Project	103	16	58	19	277	1	4	12	30	36	620	200	1375
check	103	16	58	19	277	1	4	12	30	36	620	200	
Future Growth Project	107	16	58	19	289	1	4	12	32	39	628	205	1409
check	107	16	58	19	289	1	4	12	32	39	628	205	

Intersection Number: 10
Traffix Node Number: 510
Intersection Name: Park Victoria Drive & Yosemite Drive
Peak Hour: PM
Date of Analysis: 01/14/09
Count Date: 10/08/08
Scenario: Mixed-Use
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.024
(SJ) Number of Months: 0.0
Number of Years to Buildout: 1.5

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	22	379	70	44	116	96	128	328	93	276	270	56	1878
Approved Project Trips													
City of Milpitas	0	0	0	0	0	0	0	0	0	0	0	0	0
City of San Jose	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Use - Primary Trips	0	7	0	0	0	5	5	7	0	0	0	0	24
Existing Use - Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	7	0	0	0	5	5	7	0	0	0	0	0
Background Conditions	22	386	70	44	116	101	133	335	93	276	270	56	1902
check	22	386	70	44	116	101	133	335	93	276	270	56	
Proposed Project Trips													
Primary Trips	0	11	0	0	0	7	7	11	0	0	0	0	36
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	11	0	0	0	7	7	11	0	0	0	0	36
Project Conditions	22	397	70	44	116	108	140	346	93	276	270	56	1938
check	22	397	70	44	116	108	140	346	93	276	270	56	
Future Growth	1	14	3	2	4	4	5	12	3	10	10	2	69
Future Growth No Project	23	400	73	46	120	105	138	347	96	286	280	58	1971
check	23	400	73	46	120	105	138	347	96	286	280	58	
Future Growth Project	23	411	73	46	120	112	145	358	96	286	280	58	2007
check	23	411	73	46	120	112	145	358	96	286	280	58	

Intersection Number: 11
Traffix Node Number: 511
Intersection Name: Park Victoria Drive & Mount Shasta Avenue
Peak Hour: PM
Date of Analysis: 01/14/09
Count Date: 10/07/08
Scenario: Mixed-Use
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.024
(SJ) Number of Months: 0.0
Number of Years to Buildout: 1.5

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	19	654	11	8	0	11	11	661	33	42	0	29	1479
Approved Project Trips													
City of Milpitas	0	0	0	0	0	0	0	0	0	0	0	0	0
City of San Jose	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Use - Primary Trips	0	14	0	0	0	0	0	15	0	0	0	0	29
Existing Use - Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	14	0	0	0	0	0	15	0	0	0	0	0
Background Conditions	19	668	11	8	0	11	11	676	33	42	0	29	1508
check	19	668	11	8	0	11	11	676	33	42	0	29	
Proposed Project Trips													
Primary Trips	0	22	0	0	0	0	0	24	0	0	0	0	46
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	22	0	0	0	0	0	24	0	0	0	0	46
Project Conditions	19	690	11	8	0	11	11	700	33	42	0	29	1554
check	19	690	11	8	0	11	11	700	33	42	0	29	
Future Growth	1	24	0	0	0	0	0	24	1	2	0	1	55
Future Growth No Project	20	692	11	8	0	11	11	700	34	44	0	30	1563
check	20	692	11	8	0	11	11	700	34	44	0	30	
Future Growth Project	20	714	11	8	0	11	11	724	34	44	0	30	1609
check	20	714	11	8	0	11	11	724	34	44	0	30	

Intersection Number: 12
Traffix Node Number: 512
Intersection Name: Park Victoria Drive & Big Basin Drive
Peak Hour: PM
Date of Analysis: 01/14/09
Count Date: 10/07/08
Scenario: Mixed-Use
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.024
(SJ) Number of Months: 0.0
Number of Years to Buildout: 1.5

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	13	666	39	24	2	36	20	701	92	25	4	8	1630
Approved Project Trips													
City of Milpitas	0	0	0	0	0	0	0	0	0	0	0	0	0
City of San Jose	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Use - Primary Trips	0	14	0	0	0	0	0	15	0	0	0	0	29
Existing Use - Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	14	0	0	0	0	0	15	0	0	0	0	0
Background Conditions	13	680	39	24	2	36	20	716	92	25	4	8	1659
check	13	680	39	24	2	36	20	716	92	25	4	8	
Proposed Project Trips													
Primary Trips	0	22	0	0	0	0	0	24	0	0	0	0	46
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	22	0	0	0	0	0	24	0	0	0	0	46
Project Conditions	13	702	39	24	2	36	20	740	92	25	4	8	1705
check	13	702	39	24	2	36	20	740	92	25	4	8	
Future Growth	0	25	1	1	0	1	1	26	3	1	0	0	60
Future Growth No Project	13	705	40	25	2	37	21	742	95	26	4	8	1719
check	13	705	40	25	2	37	21	742	95	26	4	8	
Future Growth Project	13	727	40	25	2	37	21	766	95	26	4	8	1765
check	13	727	40	25	2	37	21	766	95	26	4	8	

Intersection Number:	13		
Traffix Node Number:	513		
Intersection Name:	Morrill Avenue	& Cropley Avenue	
Peak Hour:	PM		Date of Analysis: 01/14/09
Count Date:	10/09/08		
Scenario:	Mixed-Use		
(SJ) Growth Factor:	0.003		Future Growth % Per Year: 0.024
(SJ) Number of Months:	0.0		Number of Years to Buildout: 1.5

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	143	670	188	104	157	78	93	188	45	186	350	126	2328
Approved Project Trips													
City of Milpitas	0	0	0	0	0	0	0	0	0	0	0	0	0
City of San Jose	0	0	0	2	1	0	0	0	0	0	6	0	9
Existing Use - Primary Trips	3	15	0	0	0	0	0	15	0	0	0	3	36
Existing Use - Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	3	15	0	2	1	0	0	15	0	0	6	3	9
Background Conditions	146	685	188	106	158	78	93	203	45	186	356	129	2373
check	146	685	188	106	158	78	93	203	45	186	356	129	
Proposed Project Trips													
Primary Trips	4	25	0	0	0	0	0	24	0	0	0	4	57
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	4	25	0	0	0	0	0	24	0	0	0	4	57
Project Conditions	150	710	188	106	158	78	93	227	45	186	356	133	2430
check	150	710	188	106	158	78	93	227	45	186	356	133	
Future Growth	5	25	7	4	6	3	3	7	2	7	13	5	86
Future Growth No Project	151	710	195	110	164	81	96	210	47	193	369	134	2459
check	151	710	195	110	164	81	96	210	47	193	369	134	
Future Growth Project	155	735	195	110	164	81	96	234	47	193	369	138	2516
check	155	735	195	110	164	81	96	234	47	193	369	138	

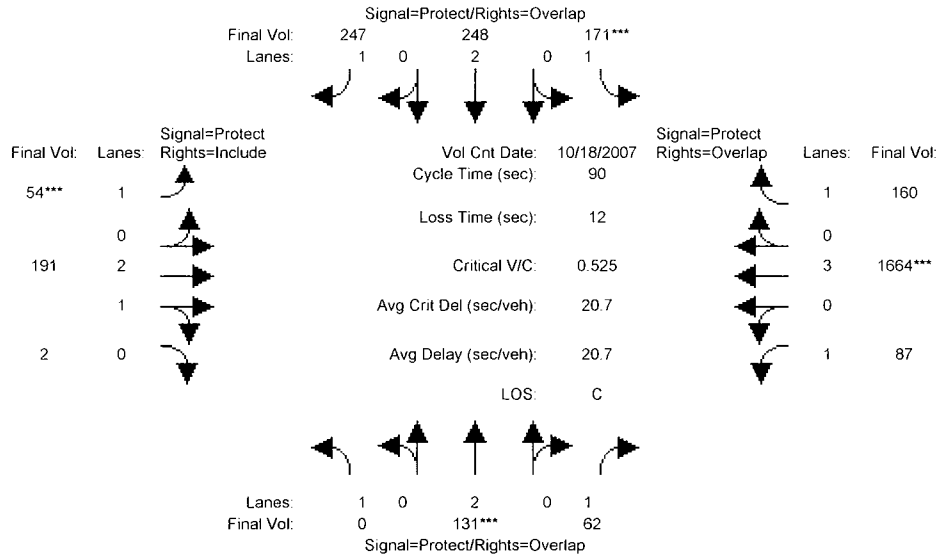
Appendix D

Level of Service Calculations

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #501: Main St & Great Mall Pkwy



Street Name:	Main St						Great Mall Pkwy					
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
Volume Module: >> Count Date: 18 Oct 2007 <<												
Base Vol:	0	131	62	171	248	247	54	191	2	87	1664	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:	0	131	62	171	248	247	54	191	2	87	1664	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:	0	131	62	171	248	247	54	191	2	87	1664	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	131	62	171	248	247	54	191	2	87	1664	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	131	62	171	248	247	54	191	2	87	1664	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:	0	131	62	171	248	247	54	191	2	87	1664	160
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	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.97	0.03	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5542	58	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.04	0.10	0.07	0.14	0.03	0.03	0.03	0.05	0.29	0.09
Crit Moves:		****		****			****				****	
Green/Cycle:	0.00	0.11	0.35	0.17	0.28	0.36	0.08	0.34	0.34	0.24	0.51	0.68
Volume/Cap:	0.00	0.31	0.10	0.57	0.23	0.39	0.40	0.10	0.10	0.21	0.57	0.13
Delay/Veh:	0.0	38.7	19.9	42.2	25.4	23.4	47.9	20.1	20.1	28.4	16.2	5.4
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:	0.0	38.7	19.9	42.2	25.4	23.4	47.9	20.1	20.1	28.4	16.2	5.4
LOS by Move:	A	D	B	D	C	C	D	C	C	C	B	A
HCM2kAvgQ:	0	2	1	6	3	6	2	1	1	2	11	2

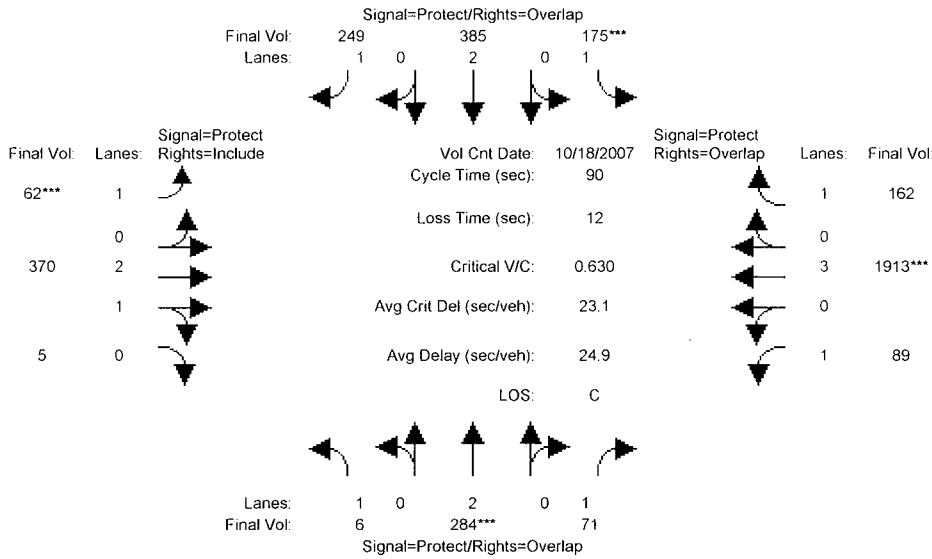
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #501: Main St & Great Mall Pkwy



Street Name:	Main St						Great Mall Pkwy					
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
Volume Module: >> Count Date: 18 Oct 2007 <<												
Base Vol:	6	284	71	175	385	249	62	370	5	89	1913	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:	6	284	71	175	385	249	62	370	5	89	1913	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:	6	284	71	175	385	249	62	370	5	89	1913	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:	6	284	71	175	385	249	62	370	5	89	1913	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	284	71	175	385	249	62	370	5	89	1913	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:	6	284	71	175	385	249	62	370	5	89	1913	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	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.96	0.04	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5525	75	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.04	0.10	0.10	0.14	0.04	0.07	0.07	0.05	0.34	0.09
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.12	0.36	0.15	0.16	0.24	0.08	0.35	0.35	0.25	0.52	0.67
Volume/Cap:	0.03	0.65	0.11	0.65	0.64	0.60	0.46	0.19	0.19	0.21	0.65	0.14
Delay/Veh:	36.0	45.2	19.5	47.1	40.5	36.9	50.3	20.5	20.5	28.1	16.8	5.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.0	45.2	19.5	47.1	40.5	36.9	50.3	20.5	20.5	28.1	16.8	5.5
LOS by Move:	D	D	B	D	D	D	D	C	C	C	B	A
HCM2kAvgQ:	0	5	1	6	6	7	2	2	2	2	13	2

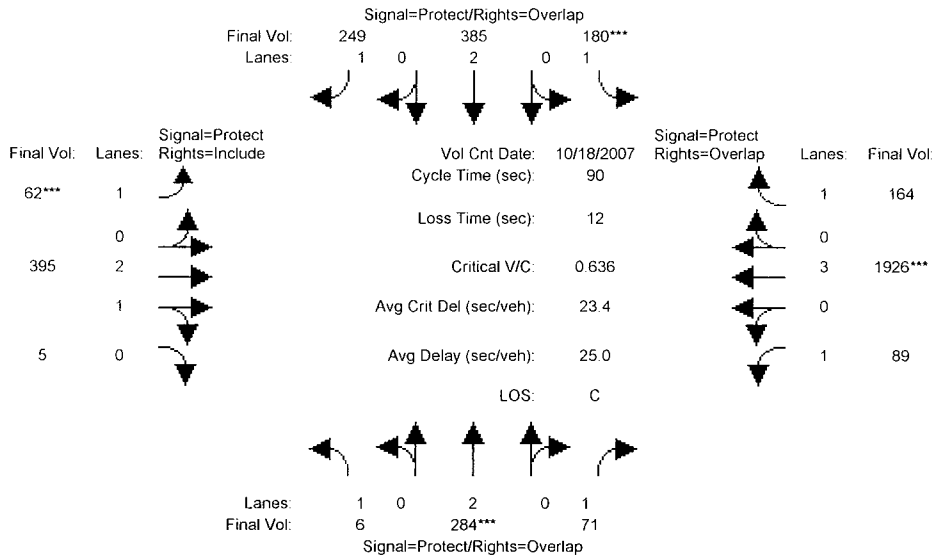
Note: Queue reported is the number of cars per lane.

 Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #501: Main St & Great Mall Pkwy



Street Name:	Main St						Great Mall Pkwy					
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
Volume Module: >> Count Date: 18 Oct 2007 <<												
Base Vol:	6	284	71	175	385	249	62	370	5	89	1913	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:	6	284	71	175	385	249	62	370	5	89	1913	162
Added Vol:	0	0	0	5	0	0	0	25	0	0	13	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	284	71	180	385	249	62	395	5	89	1926	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	284	71	180	385	249	62	395	5	89	1926	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	284	71	180	385	249	62	395	5	89	1926	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	284	71	180	385	249	62	395	5	89	1926	164
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	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.96	0.04	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5530	70	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.04	0.10	0.10	0.14	0.04	0.07	0.07	0.05	0.34	0.09
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.11	0.36	0.16	0.16	0.24	0.08	0.35	0.35	0.24	0.52	0.67
Volume/Cap:	0.03	0.65	0.11	0.65	0.63	0.60	0.46	0.20	0.20	0.21	0.65	0.14
Delay/Veh:	35.9	45.6	19.6	47.1	40.3	36.7	50.3	20.7	20.7	28.1	17.0	5.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.9	45.6	19.6	47.1	40.3	36.7	50.3	20.7	20.7	28.1	17.0	5.5
LOS by Move:	D	D	B	D	D	D	D	C	C	C	B	A
HCM2kAvgQ:	0	5	1	6	6	7	2	3	3	2	14	2

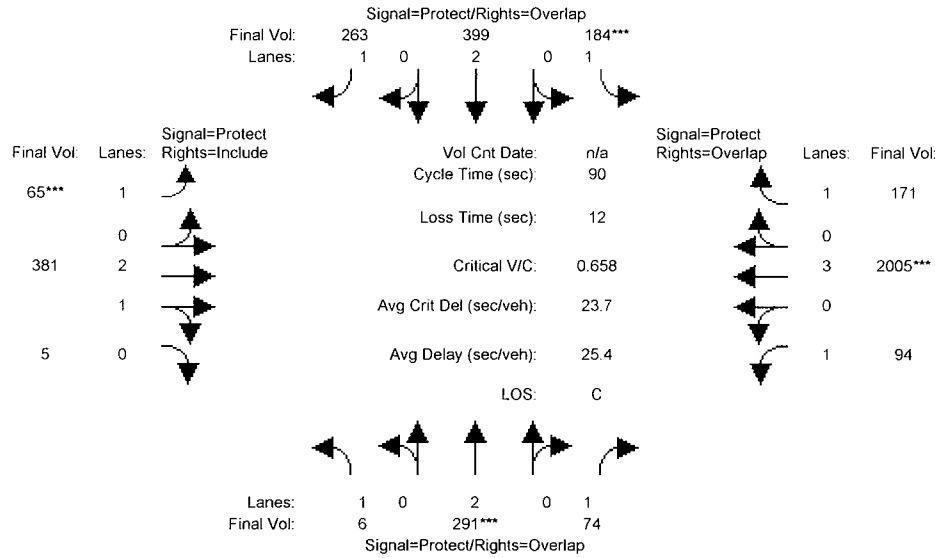
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.
Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Future Growth No Project AM

Intersection #501: Main St & Great Mall Pkwy



Street Name:	Main St						Great Mall Pkwy					
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
Volume Module:												
Base Vol:	6	291	74	184	399	263	65	381	5	94	2005	171
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	291	74	184	399	263	65	381	5	94	2005	171
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:	6	291	74	184	399	263	65	381	5	94	2005	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	291	74	184	399	263	65	381	5	94	2005	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	291	74	184	399	263	65	381	5	94	2005	171
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	291	74	184	399	263	65	381	5	94	2005	171
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	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.96	0.04	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5527	73	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.04	0.11	0.11	0.15	0.04	0.07	0.07	0.05	0.35	0.10
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.11	0.36	0.16	0.16	0.24	0.08	0.35	0.35	0.25	0.52	0.68
Volume/Cap:	0.03	0.68	0.12	0.68	0.66	0.63	0.48	0.20	0.20	0.22	0.68	0.14
Delay/Veh:	36.1	46.6	19.7	48.6	41.1	38.0	51.3	20.5	20.5	28.2	17.2	5.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.1	46.6	19.7	48.6	41.1	38.0	51.3	20.5	20.5	28.2	17.2	5.5
LOS by Move:	D	D	B	D	D	D	D	C	C	C	B	A
HCM2kAvgQ:	0	5	1	7	6	8	3	3	3	2	14	2

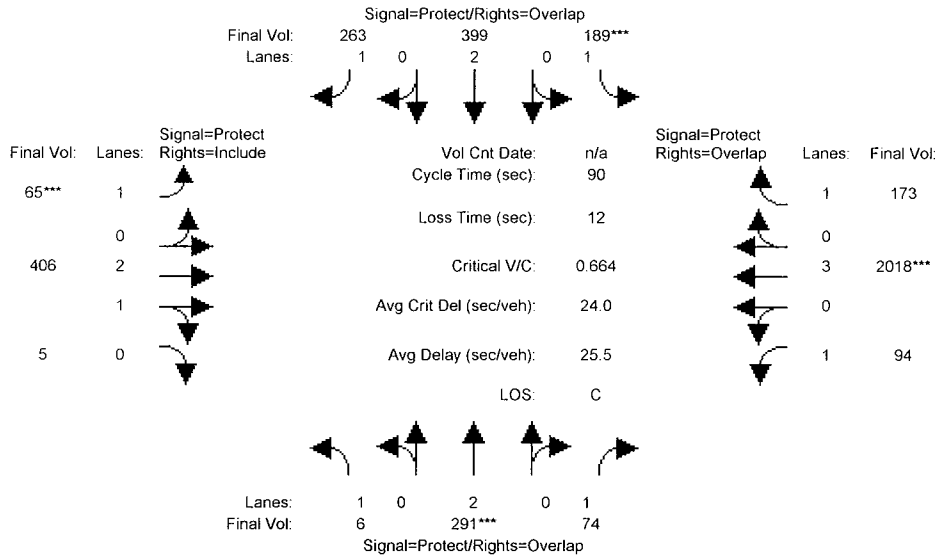
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #501: Main St & Great Mall Pkwy



Street Name:	Main St						Great Mall Pkwy					
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
Volume Module:												
Base Vol:	6	291	74	184	399	263	65	381	5	94	2005	171
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	291	74	184	399	263	65	381	5	94	2005	171
Added Vol:	0	0	0	5	0	0	0	25	0	0	13	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	291	74	189	399	263	65	406	5	94	2018	173
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	291	74	189	399	263	65	406	5	94	2018	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	291	74	189	399	263	65	406	5	94	2018	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	291	74	189	399	263	65	406	5	94	2018	173
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	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.96	0.04	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5532	68	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.04	0.11	0.11	0.15	0.04	0.07	0.07	0.05	0.35	0.10
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.11	0.36	0.16	0.16	0.24	0.08	0.35	0.35	0.25	0.52	0.68
Volume/Cap:	0.03	0.68	0.12	0.68	0.66	0.63	0.48	0.21	0.21	0.22	0.68	0.15
Delay/Veh:	36.1	47.0	19.8	48.6	40.9	37.9	51.3	20.7	20.7	28.2	17.4	5.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.1	47.0	19.8	48.6	40.9	37.9	51.3	20.7	20.7	28.2	17.4	5.5
LOS by Move:	D	D	B	D	D	D	D	C	C	C	B	A
HCM2kAvgQ:	0	5	1	7	6	8	3	3	3	2	15	2

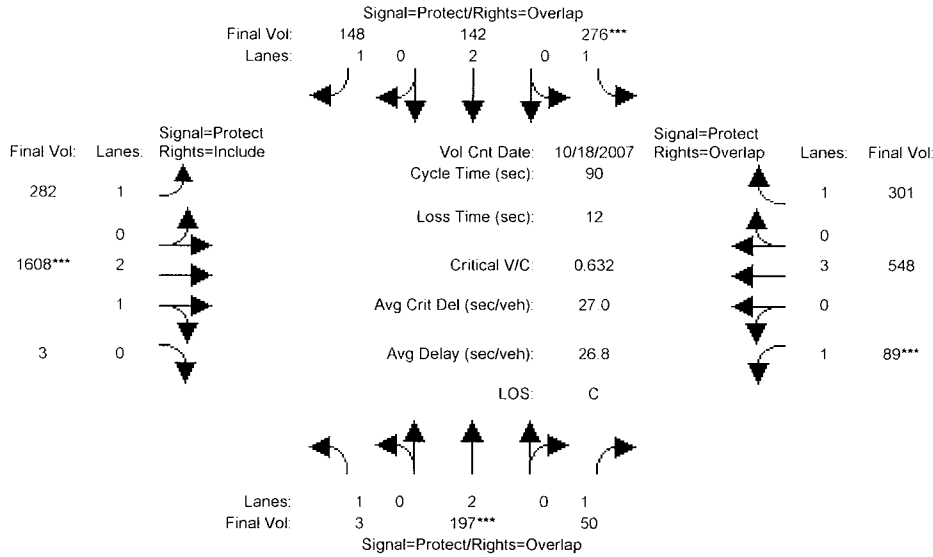
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #501: Main St & Great Mall Pkwy



Street Name:	Main St						Great Mall Pkwy					
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
Volume Module: >> Count Date: 18 Oct 2007 <<												
Base Vol:	3	197	50	276	142	148	282	1608	3	89	548	301
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	197	50	276	142	148	282	1608	3	89	548	301
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:	3	197	50	276	142	148	282	1608	3	89	548	301
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	197	50	276	142	148	282	1608	3	89	548	301
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	197	50	276	142	148	282	1608	3	89	548	301
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	197	50	276	142	148	282	1608	3	89	548	301
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	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.99	0.01	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5590	10	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.03	0.16	0.04	0.08	0.16	0.29	0.29	0.05	0.10	0.17
Crit Moves:		****		****				****		****		
Green/Cycle:	0.14	0.11	0.19	0.24	0.21	0.51	0.31	0.44	0.44	0.08	0.21	0.45
Volume/Cap:	0.01	0.47	0.15	0.66	0.18	0.17	0.53	0.66	0.66	0.65	0.46	0.38
Delay/Veh:	33.1	41.2	31.4	38.7	29.9	12.1	29.6	21.4	21.4	62.2	32.3	17.8
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:	33.1	41.2	31.4	38.7	29.9	12.1	29.6	21.4	21.4	62.2	32.3	17.8
LOS by Move:	C	D	C	D	C	B	C	C	C	E	C	B
HCM2kAvgQ:	0	3	1	9	2	2	7	13	13	4	5	6

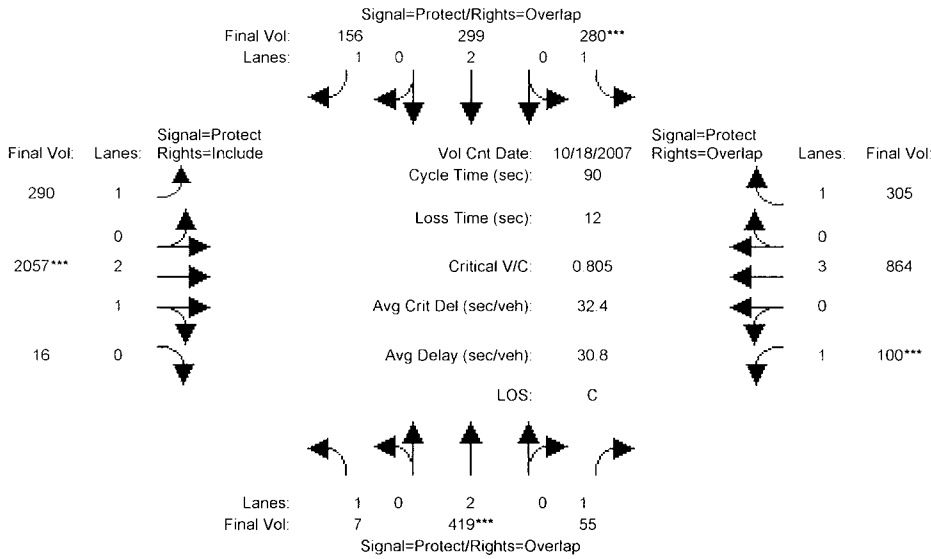
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.
Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #501: Main St & Great Mall Pkwy



Street Name:	Main St						Great Mall Pkwy					
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
Volume Module: >> Count Date: 18 Oct 2007 <<												
Base Vol:	7	419	55	280	299	156	290	2057	16	100	864	305
Growth Adj:	1.00	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	419	55	280	299	156	290	2057	16	100	864	305
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	419	55	280	299	156	290	2057	16	100	864	305
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	419	55	280	299	156	290	2057	16	100	864	305
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	419	55	280	299	156	290	2057	16	100	864	305
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	419	55	280	299	156	290	2057	16	100	864	305
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	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.98	0.02	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5557	43	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.03	0.16	0.08	0.09	0.17	0.37	0.37	0.06	0.15	0.17
Crit Moves:		****		****				****		****		
Green/Cycle:	0.14	0.14	0.21	0.20	0.20	0.47	0.28	0.46	0.46	0.08	0.25	0.45
Volume/Cap:	0.03	0.81	0.15	0.81	0.40	0.19	0.59	0.81	0.81	0.73	0.59	0.39
Delay/Veh:	33.9	50.8	29.6	53.0	33.2	14.1	33.3	24.1	24.1	70.0	31.2	17.8
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:	33.9	50.8	29.6	53.0	33.2	14.1	33.3	24.1	24.1	70.0	31.2	17.8
LOS by Move:	C	D	C	D	C	B	C	C	C	E	C	B
HCM2kAvgQ:	0	8	1	10	4	3	8	19	19	5	8	6

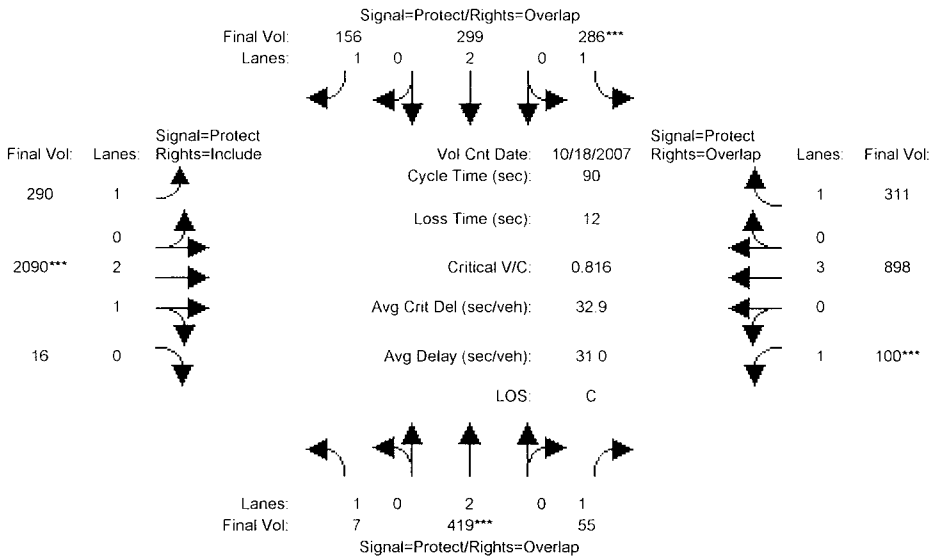
Note: Queue reported is the number of cars per lane.

 Copyright (c) 2008 Dowling Associates, Inc.

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #501: Main St & Great Mall Pkwy



Street Name:	Main St						Great Mall Pkwy					
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
Volume Module: >> Count Date: 18 Oct 2007 <<												
Base Vol:	7	419	55	280	299	156	290	2057	16	100	864	305
Growth Adj:	1.00	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	419	55	280	299	156	290	2057	16	100	864	305
Added Vol:	0	0	0	6	0	0	0	33	0	0	34	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	419	55	286	299	156	290	2090	16	100	898	311
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	419	55	286	299	156	290	2090	16	100	898	311
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	419	55	286	299	156	290	2090	16	100	898	311
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	419	55	286	299	156	290	2090	16	100	898	311
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	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.98	0.02	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5557	43	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.03	0.16	0.08	0.09	0.17	0.38	0.38	0.06	0.16	0.18
Crit Moves:		****		****				****		****		
Green/Cycle:	0.14	0.13	0.21	0.20	0.20	0.47	0.27	0.46	0.46	0.08	0.26	0.46
Volume/Cap:	0.03	0.82	0.15	0.82	0.40	0.19	0.60	0.82	0.82	0.73	0.60	0.39
Delay/Veh:	33.9	52.0	29.7	54.0	33.2	14.4	34.0	24.5	24.5	70.0	31.1	17.4
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	52.0	29.7	54.0	33.2	14.4	34.0	24.5	24.5	70.0	31.1	17.4
LOS by Move:	C	D	C	D	C	B	C	C	C	E	C	B
HCM2kAvgQ:	0	8	1	11	4	3	8	19	19	5	8	6

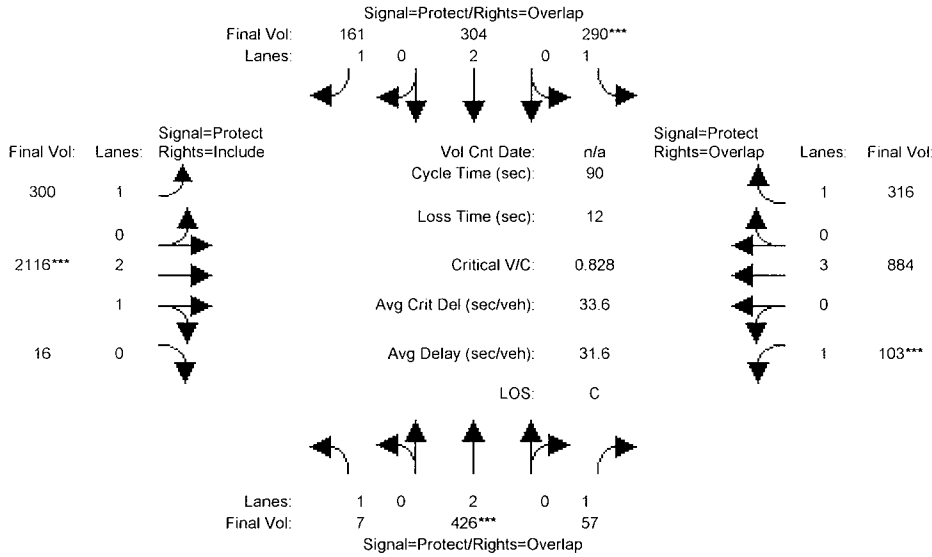
Note: Queue reported is the number of cars per lane.

 Copyright (c) 2008 Dowling Associates, Inc.

City of Milpitas
1535 Landess Avenue Mixed Use

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Future Growth No Project PM

Intersection #501: Main St & Great Mall Pkwy



Street Name:	Main St						Great Mall Pkwy					
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
Volume Module:												
Base Vol:	7	426	57	290	304	161	300	2116	16	103	884	316
Growth Adj:	1.00	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	426	57	290	304	161	300	2116	16	103	884	316
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	426	57	290	304	161	300	2116	16	103	884	316
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	426	57	290	304	161	300	2116	16	103	884	316
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	426	57	290	304	161	300	2116	16	103	884	316
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	426	57	290	304	161	300	2116	16	103	884	316
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	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.98	0.02	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5558	42	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.03	0.17	0.08	0.09	0.17	0.38	0.38	0.06	0.16	0.18
Crit Moves:		****		****				****		****		
Green/Cycle:	0.14	0.13	0.21	0.20	0.20	0.48	0.28	0.46	0.46	0.08	0.25	0.45
Volume/Cap:	0.03	0.83	0.15	0.83	0.41	0.19	0.61	0.83	0.83	0.76	0.61	0.40
Delay/Veh:	33.9	52.8	29.8	55.2	33.3	14.1	33.7	24.9	24.9	72.5	31.6	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:	33.9	52.8	29.8	55.2	33.3	14.1	33.7	24.9	24.9	72.5	31.6	18.0
LOS by Move:	C	D	C	E	C	B	C	C	C	E	C	B
HCM2kAvgQ:	0	8	1	11	4	3	9	20	20	5	8	6

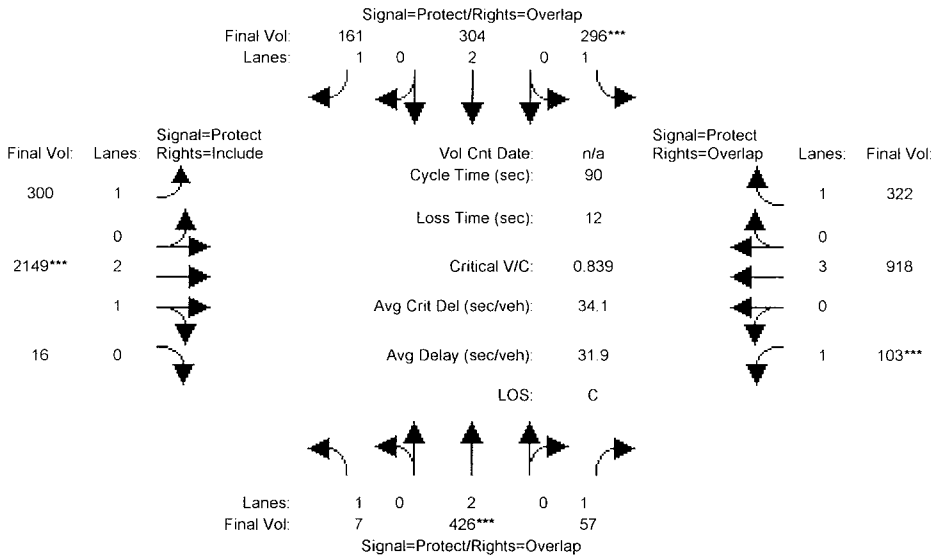
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #501: Main St & Great Mall Pkwy



Street Name:	Main St						Great Mall Pkwy					
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
Volume Module:												
Base Vol:	7	426	57	290	304	161	300	2116	16	103	884	316
Growth Adj:	1.00	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	426	57	290	304	161	300	2116	16	103	884	316
Added Vol:	0	0	0	6	0	0	0	33	0	0	34	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	426	57	296	304	161	300	2149	16	103	918	322
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	426	57	296	304	161	300	2149	16	103	918	322
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	426	57	296	304	161	300	2149	16	103	918	322
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	426	57	296	304	161	300	2149	16	103	918	322
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	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.98	0.02	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5559	41	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.03	0.17	0.08	0.09	0.17	0.39	0.39	0.06	0.16	0.18
Crit Moves:		****		****				****		****		
Green/Cycle:	0.14	0.13	0.21	0.20	0.20	0.47	0.28	0.46	0.46	0.08	0.26	0.46
Volume/Cap:	0.03	0.85	0.15	0.85	0.41	0.20	0.62	0.85	0.85	0.76	0.62	0.40
Delay/Veh:	33.9	54.2	29.9	56.3	33.3	14.4	34.4	25.3	25.3	72.5	31.4	17.7
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:	33.9	54.2	29.9	56.3	33.3	14.4	34.4	25.3	25.3	72.5	31.4	17.7
LOS by Move:	C	D	C	E	C	B	C	C	C	E	C	B
HCM2kAvgQ:	0	8	1	11	4	3	9	21	21	5	8	6

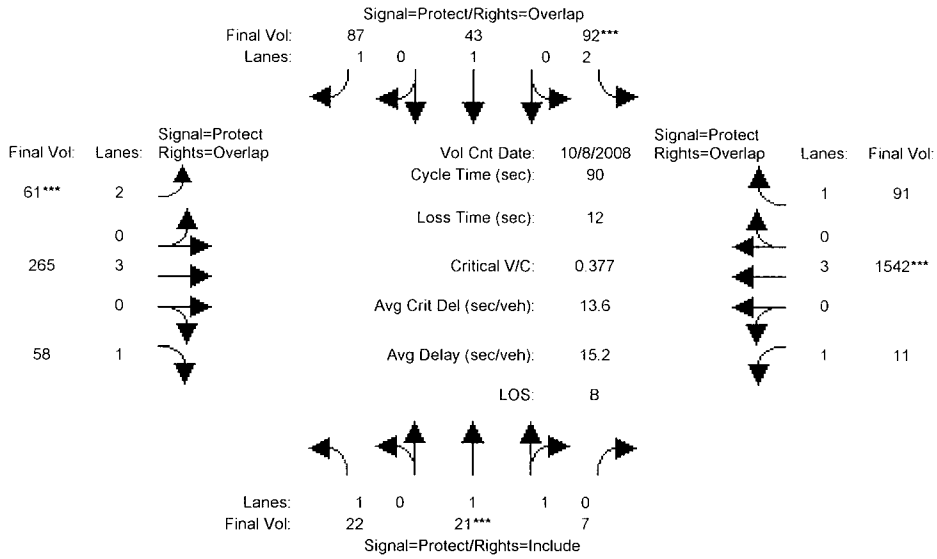
Note: Queue reported is the number of cars per lane.

 Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #502: McCandless Dr & Great Mall Pkwy



Street Name:	McCandless Dr						Great Mall Pkwy					
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
Volume Module: >> Count Date: 8 Oct 2008 <<												
Base Vol:	22	21	7	92	43	87	61	265	58	11	1542	91
Growth Adj:	1.00	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	21	7	92	43	87	61	265	58	11	1542	91
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	21	7	92	43	87	61	265	58	11	1542	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	21	7	92	43	87	61	265	58	11	1542	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	21	7	92	43	87	61	265	58	11	1542	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	21	7	92	43	87	61	265	58	11	1542	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.49	0.51	2.00	1.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	2774	925	3150	1900	1750	3150	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.03	0.02	0.05	0.02	0.05	0.03	0.01	0.27	0.05
Crit Moves:		****		****			****				****	
Green/Cycle:	0.08	0.11	0.11	0.08	0.11	0.19	0.08	0.40	0.48	0.28	0.60	0.68
Volume/Cap:	0.16	0.07	0.07	0.38	0.20	0.26	0.25	0.12	0.07	0.02	0.45	0.08
Delay/Veh:	41.3	36.1	36.1	43.8	38.5	33.1	41.4	17.2	12.9	23.6	10.3	5.1
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:	41.3	36.1	36.1	43.8	38.5	33.1	41.4	17.2	12.9	23.6	10.3	5.1
LOS by Move:	D	D	D	D	D	C	D	B	B	C	B	A
HCM2kAvgQ:	1	0	0	2	1	2	1	2	1	0	8	1

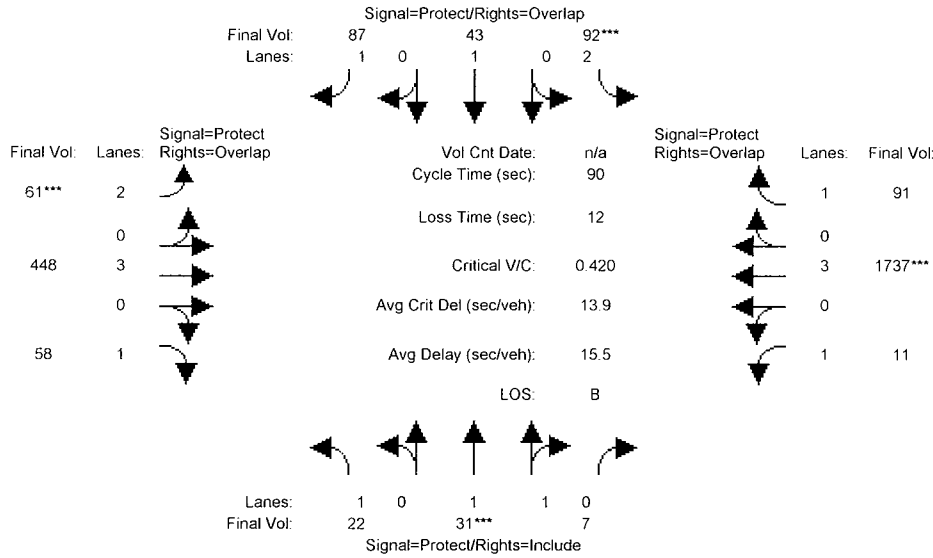
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #502: McCandless Dr & Great Mall Pkwy



Street Name:	McCandless Dr						Great Mall Pkwy					
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
Volume Module:												
Base Vol:	22	31	7	92	43	87	61	448	58	11	1737	91
Growth Adj:	1.00	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	31	7	92	43	87	61	448	58	11	1737	91
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	31	7	92	43	87	61	448	58	11	1737	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	31	7	92	43	87	61	448	58	11	1737	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	31	7	92	43	87	61	448	58	11	1737	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	31	7	92	43	87	61	448	58	11	1737	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.62	0.38	2.00	1.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3018	681	3150	1900	1750	3150	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.03	0.02	0.05	0.02	0.08	0.03	0.01	0.30	0.05
Crit Moves:		****		****			****				****	
Green/Cycle:	0.08	0.11	0.11	0.08	0.11	0.19	0.08	0.40	0.48	0.28	0.60	0.68
Volume/Cap:	0.16	0.09	0.09	0.38	0.20	0.26	0.25	0.20	0.07	0.02	0.51	0.08
Delay/Veh:	41.3	36.4	36.4	43.8	38.5	33.1	41.4	17.9	12.9	23.6	10.9	5.1
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:	41.3	36.4	36.4	43.8	38.5	33.1	41.4	17.9	12.9	23.6	10.9	5.1
LOS by Move:	D	D	D	D	D	C	D	B	B	C	B	A
HCM2kAvgQ:	1	1	1	2	1	2	1	3	1	0	9	1

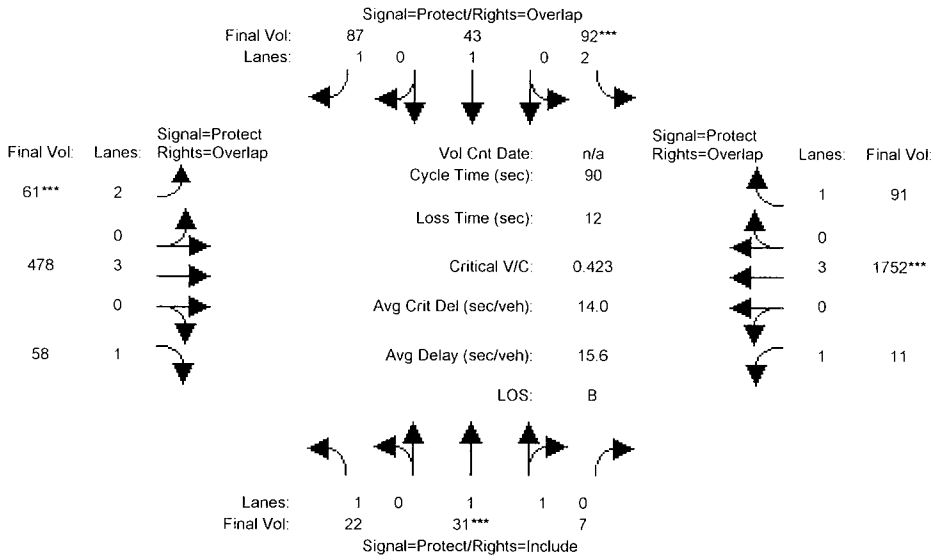
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #502: McCandless Dr & Great Mall Pkwy



Street Name:	McCandless Dr						Great Mall Pkwy					
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
Volume Module:												
Base Vol:	22	31	7	92	43	87	61	448	58	11	1737	91
Growth Adj:	1.00	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	31	7	92	43	87	61	448	58	11	1737	91
Added Vol:	0	0	0	0	0	0	0	30	0	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	31	7	92	43	87	61	478	58	11	1752	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	31	7	92	43	87	61	478	58	11	1752	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	31	7	92	43	87	61	478	58	11	1752	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	31	7	92	43	87	61	478	58	11	1752	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.62	0.38	2.00	1.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3018	681	3150	1900	1750	3150	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.03	0.02	0.05	0.02	0.08	0.03	0.01	0.31	0.05
Crit Moves:		****		****			****				****	
Green/Cycle:	0.08	0.11	0.11	0.08	0.11	0.19	0.08	0.40	0.48	0.28	0.60	0.68
Volume/Cap:	0.16	0.09	0.09	0.38	0.20	0.26	0.25	0.21	0.07	0.02	0.51	0.08
Delay/Veh:	41.3	36.4	36.4	43.8	38.5	33.1	41.4	18.0	12.9	23.6	10.9	5.1
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:	41.3	36.4	36.4	43.8	38.5	33.1	41.4	18.0	12.9	23.6	10.9	5.1
LOS by Move:	D	D	D	D	D	C	D	B	B	C	B	A
HCM2kAvgQ:	1	1	1	2	1	2	1	3	1	0	9	1

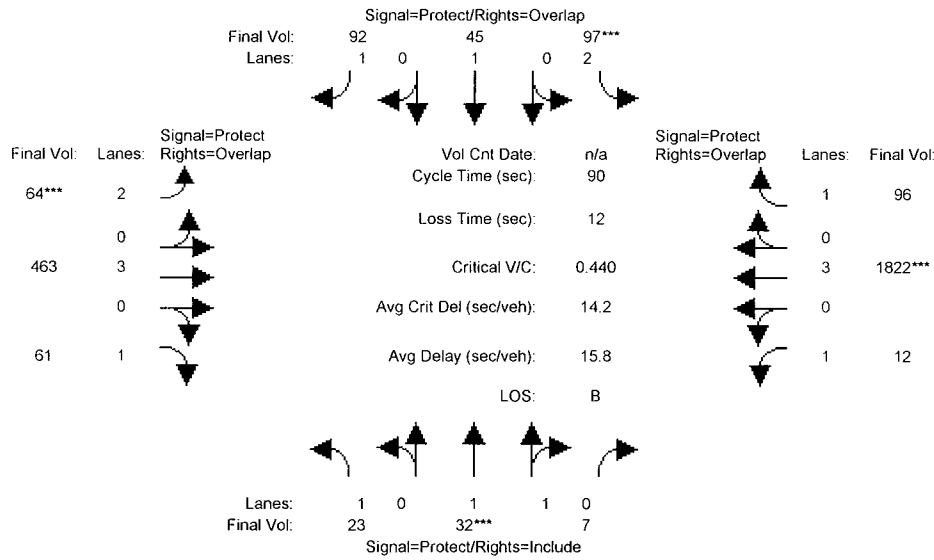
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Future Growth No Project AM

Intersection #502: McCandless Dr & Great Mall Pkwy



Street Name:	McCandless Dr						Great Mall Pkwy					
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
Volume Module:												
Base Vol:	23	32	7	97	45	92	64	463	61	12	1822	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	32	7	97	45	92	64	463	61	12	1822	96
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	32	7	97	45	92	64	463	61	12	1822	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	32	7	97	45	92	64	463	61	12	1822	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	32	7	97	45	92	64	463	61	12	1822	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	32	7	97	45	92	64	463	61	12	1822	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.63	0.37	2.00	1.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3035	664	3150	1900	1750	3150	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.03	0.02	0.05	0.02	0.08	0.03	0.01	0.32	0.05
Crit Moves:		****		****			****				****	
Green/Cycle:	0.08	0.11	0.11	0.08	0.11	0.19	0.08	0.40	0.48	0.28	0.60	0.68
Volume/Cap:	0.17	0.09	0.09	0.40	0.21	0.28	0.26	0.20	0.07	0.02	0.53	0.08
Delay/Veh:	41.5	36.4	36.4	44.2	38.7	33.3	41.6	17.9	12.9	23.6	11.2	5.1
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:	41.5	36.4	36.4	44.2	38.7	33.3	41.6	17.9	12.9	23.6	11.2	5.1
LOS by Move:	D	D	D	D	D	C	D	B	B	C	B	A
HCM2kAvgQ:	1	1	1	2	1	3	1	3	1	0	10	1

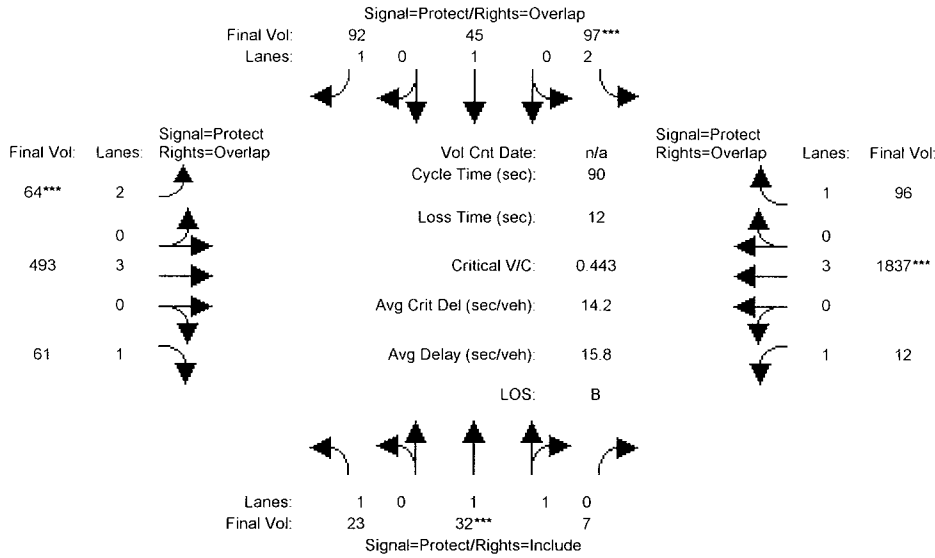
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #502: McCandless Dr & Great Mall Pkwy



Street Name:	McCandless Dr						Great Mall Pkwy					
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
Volume Module:												
Base Vol:	23	32	7	97	45	92	64	463	61	12	1822	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	32	7	97	45	92	64	463	61	12	1822	96
Added Vol:	0	0	0	0	0	0	0	30	0	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	32	7	97	45	92	64	493	61	12	1837	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	32	7	97	45	92	64	493	61	12	1837	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	32	7	97	45	92	64	493	61	12	1837	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	32	7	97	45	92	64	493	61	12	1837	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.63	0.37	2.00	1.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3035	664	3150	1900	1750	3150	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.03	0.02	0.05	0.02	0.09	0.03	0.01	0.32	0.05
Crit Moves:		****		****			****				****	
Green/Cycle:	0.08	0.11	0.11	0.08	0.11	0.19	0.08	0.40	0.48	0.28	0.60	0.68
Volume/Cap:	0.17	0.09	0.09	0.40	0.21	0.28	0.26	0.22	0.07	0.02	0.54	0.08
Delay/Veh:	41.5	36.4	36.4	44.2	38.7	33.3	41.6	18.0	12.9	23.6	11.2	5.1
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:	41.5	36.4	36.4	44.2	38.7	33.3	41.6	18.0	12.9	23.6	11.2	5.1
LOS by Move:	D	D	D	D	D	C	D	B	B	C	B	A
HCM2kAvgQ:	1	1	1	2	1	3	1	3	1	0	10	1

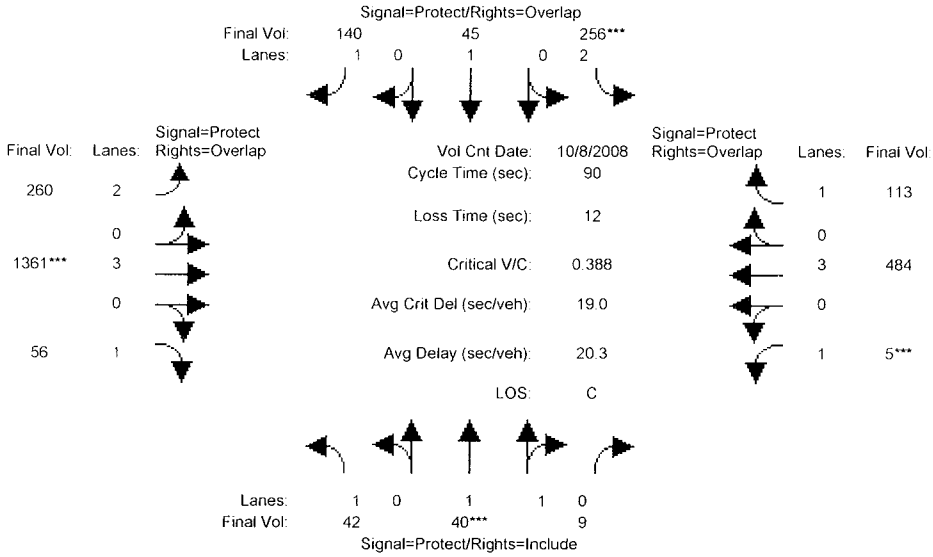
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #502: McCandless Dr & Great Mall Pkwy



Street Name:	McCandless Dr						Great Mall Pkwy					
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
Volume Module: >> Count Date: 8 Oct 2008 <<												
Base Vol:	42	40	9	256	45	140	260	1361	56	5	484	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	40	9	256	45	140	260	1361	56	5	484	113
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:	42	40	9	256	45	140	260	1361	56	5	484	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	40	9	256	45	140	260	1361	56	5	484	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	40	9	256	45	140	260	1361	56	5	484	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	40	9	256	45	140	260	1361	56	5	484	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.62	0.38	2.00	1.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3020	679	3150	1900	1750	3150	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.01	0.08	0.02	0.08	0.08	0.24	0.03	0.00	0.08	0.06
Crit Moves:		****		****				****		****		
Green/Cycle:	0.12	0.11	0.11	0.17	0.17	0.42	0.25	0.51	0.62	0.08	0.33	0.51
Volume/Cap:	0.21	0.12	0.12	0.47	0.14	0.19	0.33	0.47	0.05	0.04	0.25	0.13
Delay/Veh:	38.3	36.6	36.6	36.5	33.0	17.3	28.8	15.0	6.7	38.9	22.1	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:	38.3	36.6	36.6	36.5	33.0	17.3	28.8	15.0	6.7	38.9	22.1	12.0
LOS by Move:	D	D	D	D	C	B	C	B	A	D	C	B
HCM2kAvgQ:	1	1	1	4	1	3	4	8	1	0	3	2

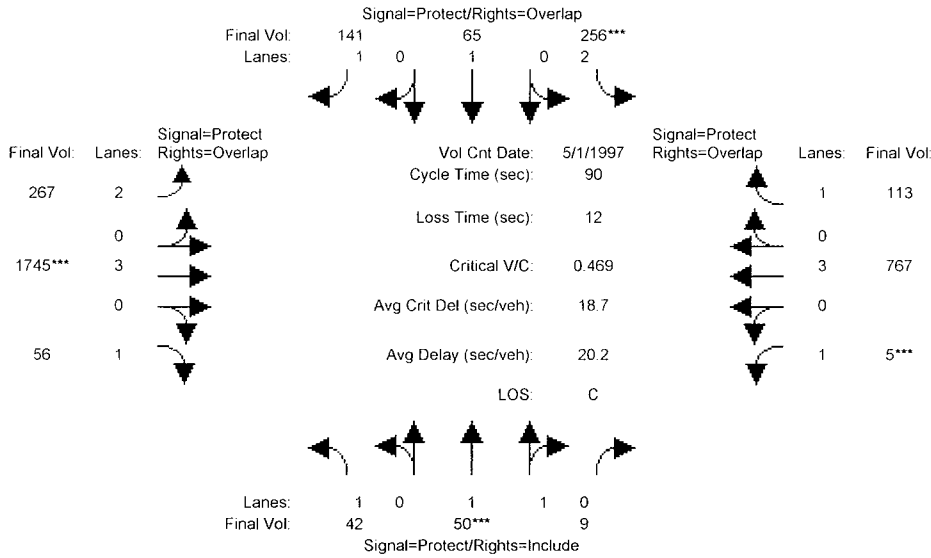
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #502: McCandless Dr & Great Mall Pkwy



Street Name:	McCandless Dr						Great Mall Pkwy					
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
Volume Module: >> Count Date: 1 May 1997 <<												
Base Vol:	42	50	9	256	65	141	267	1745	56	5	767	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	50	9	256	65	141	267	1745	56	5	767	113
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:	42	50	9	256	65	141	267	1745	56	5	767	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	50	9	256	65	141	267	1745	56	5	767	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	50	9	256	65	141	267	1745	56	5	767	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	50	9	256	65	141	267	1745	56	5	767	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.69	0.31	2.00	1.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3135	564	3150	1900	1750	3150	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.08	0.03	0.08	0.08	0.31	0.03	0.00	0.13	0.06
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.11	0.11	0.14	0.15	0.39	0.24	0.54	0.64	0.08	0.38	0.52
Volume/Cap:	0.23	0.14	0.14	0.57	0.23	0.21	0.36	0.57	0.05	0.04	0.36	0.12
Delay/Veh:	39.9	36.9	36.9	41.3	35.6	19.2	30.0	14.8	6.1	38.9	20.7	11.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.9	36.9	36.9	41.3	35.6	19.2	30.0	14.8	6.1	38.9	20.7	11.4
LOS by Move:	D	D	D	D	D	B	C	B	A	D	C	B
HCM2kAvgQ:	1	1	1	5	2	3	4	11	1	0	5	2

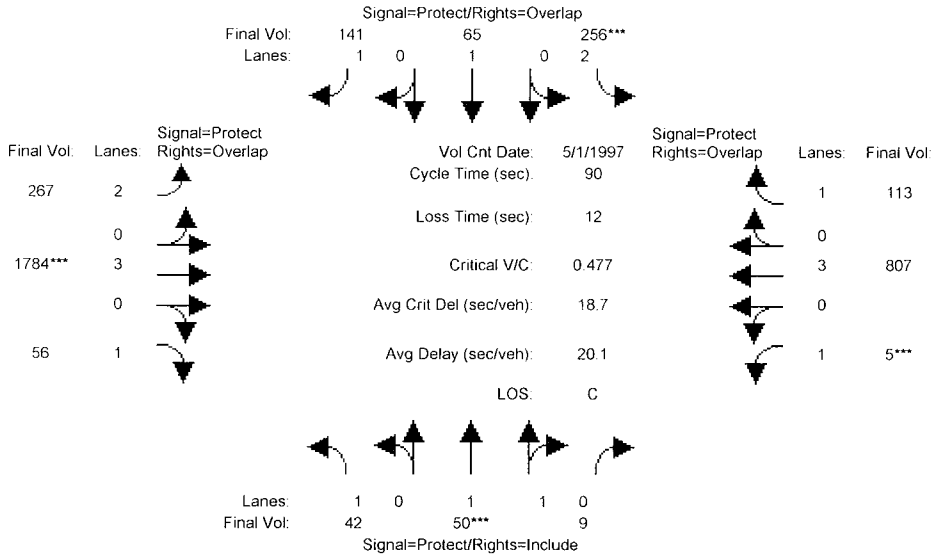
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #502: McCandless Dr & Great Mall Pkwy



Street Name:	McCandless Dr						Great Mall Pkwy					
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
Volume Module: >> Count Date: 1 May 1997 <<												
Base Vol:	42	50	9	256	65	141	267	1745	56	5	767	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	50	9	256	65	141	267	1745	56	5	767	113
Added Vol:	0	0	0	0	0	0	0	39	0	0	40	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	50	9	256	65	141	267	1784	56	5	807	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	50	9	256	65	141	267	1784	56	5	807	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	50	9	256	65	141	267	1784	56	5	807	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	50	9	256	65	141	267	1784	56	5	807	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.69	0.31	2.00	1.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3135	564	3150	1900	1750	3150	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.08	0.03	0.08	0.08	0.31	0.03	0.00	0.14	0.06
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.11	0.11	0.14	0.15	0.38	0.23	0.54	0.64	0.08	0.39	0.52
Volume/Cap:	0.23	0.14	0.14	0.58	0.23	0.21	0.37	0.58	0.05	0.04	0.37	0.12
Delay/Veh:	40.1	36.9	36.9	41.8	35.8	19.7	30.5	14.8	6.1	38.9	20.3	11.1
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:	40.1	36.9	36.9	41.8	35.8	19.7	30.5	14.8	6.1	38.9	20.3	11.1
LOS by Move:	D	D	D	D	D	B	C	B	A	D	C	B
HCM2kAvgQ:	1	1	1	5	2	3	4	11	1	0	5	2

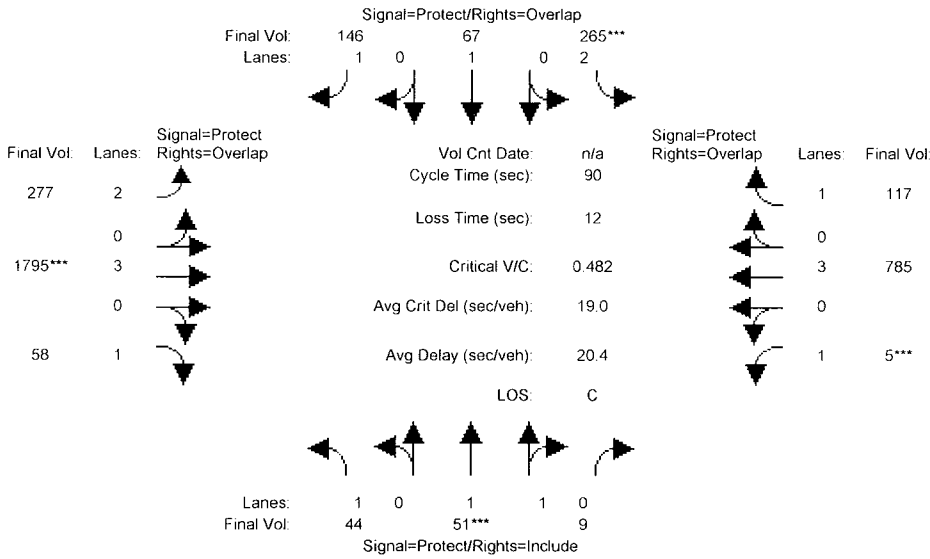
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Future Growth No Project PM

Intersection #502: McCandless Dr & Great Mall Pkwy



Street Name:	McCandless Dr						Great Mall Pkwy					
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
Volume Module:												
Base Vol:	44	51	9	265	67	146	277	1795	58	5	785	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	51	9	265	67	146	277	1795	58	5	785	117
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:	44	51	9	265	67	146	277	1795	58	5	785	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	51	9	265	67	146	277	1795	58	5	785	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	51	9	265	67	146	277	1795	58	5	785	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	51	9	265	67	146	277	1795	58	5	785	117
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.69	0.31	2.00	1.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3145	555	3150	1900	1750	3150	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.02	0.08	0.04	0.08	0.09	0.31	0.03	0.00	0.14	0.07
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.11	0.11	0.14	0.15	0.39	0.24	0.53	0.64	0.08	0.37	0.52
Volume/Cap:	0.24	0.15	0.15	0.59	0.24	0.21	0.37	0.59	0.05	0.04	0.37	0.13
Delay/Veh:	40.1	36.9	36.9	41.7	35.7	19.1	30.0	15.1	6.1	38.9	20.9	11.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.1	36.9	36.9	41.7	35.7	19.1	30.0	15.1	6.1	38.9	20.9	11.6
LOS by Move:	D	D	D	D	D	B	C	B	A	D	C	B
HCM2kAvgQ:	1	1	1	5	2	3	4	12	1	0	5	2

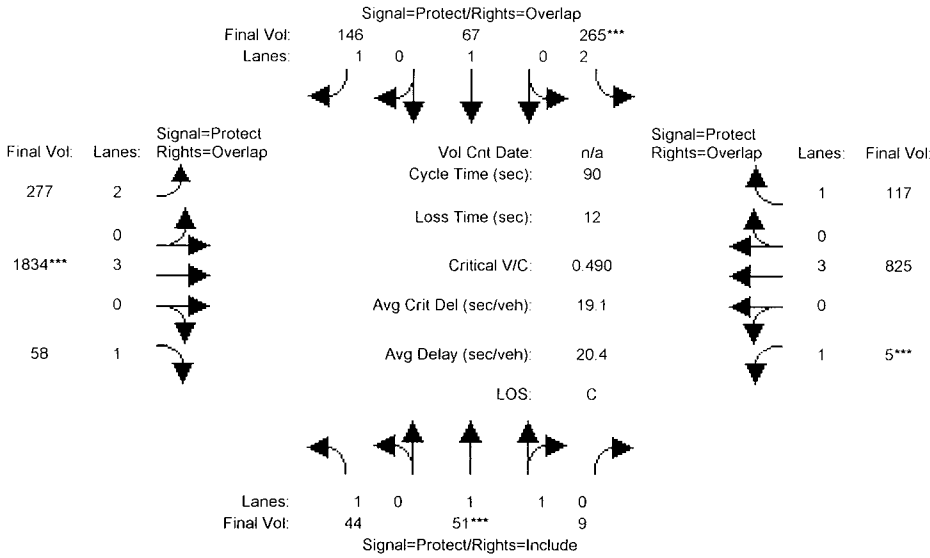
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #502: McCandless Dr & Great Mall Pkwy



Street Name:	McCandless Dr						Great Mall Pkwy					
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
Volume Module:												
Base Vol:	44	51	9	265	67	146	277	1795	58	5	785	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	51	9	265	67	146	277	1795	58	5	785	117
Added Vol:	0	0	0	0	0	0	0	39	0	0	40	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	51	9	265	67	146	277	1834	58	5	825	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	51	9	265	67	146	277	1834	58	5	825	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	51	9	265	67	146	277	1834	58	5	825	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	51	9	265	67	146	277	1834	58	5	825	117
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.69	0.31	2.00	1.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3145	555	3150	1900	1750	3150	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.02	0.08	0.04	0.08	0.09	0.32	0.03	0.00	0.14	0.07
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.11	0.11	0.14	0.15	0.38	0.23	0.54	0.64	0.08	0.38	0.52
Volume/Cap:	0.24	0.15	0.15	0.60	0.24	0.22	0.38	0.60	0.05	0.04	0.38	0.13
Delay/Veh:	40.2	36.9	36.9	42.2	35.9	19.6	30.6	15.1	6.1	38.9	20.6	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:	40.2	36.9	36.9	42.2	35.9	19.6	30.6	15.1	6.1	38.9	20.6	11.3
LOS by Move:	D	D	D	D	D	B	C	B	A	D	C	B
HCM2kAvgQ:	1	1	1	5	2	3	4	12	1	0	6	2

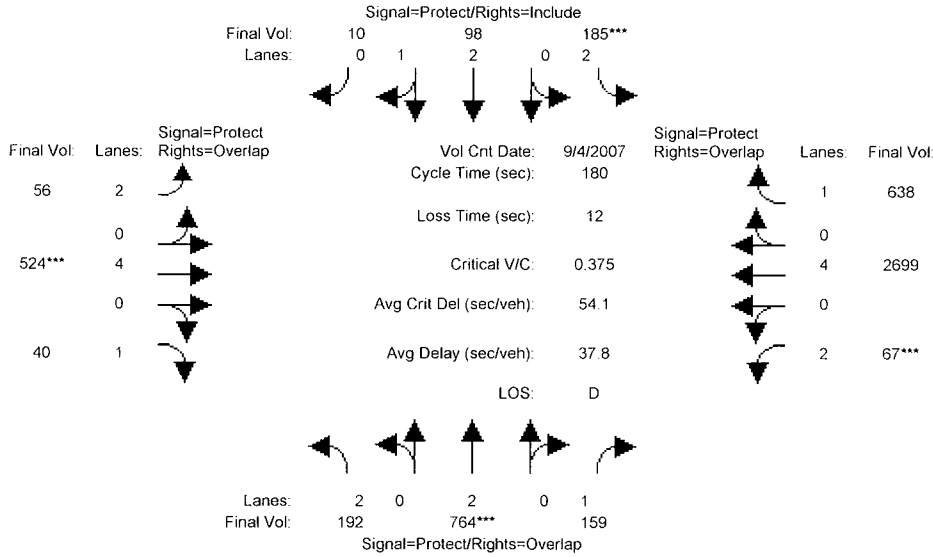
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #503: Great Mall Pkwy/Capitol Av & Montague Expwy



Street Name:	Great Mall Pkwy/Capitol Av						Montague Expwy					
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	100	10	7	90	10
Volume Module: >> Count Date: 4 Sep 2007 <<												
Base Vol:	192	764	159	185	98	10	56	524	40	67	2699	638
Growth Adj:	1.00	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	764	159	185	98	10	56	524	40	67	2699	638
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	764	159	185	98	10	56	524	40	67	2699	638
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	764	159	185	98	10	56	524	40	67	2699	638
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	764	159	185	98	10	56	524	40	67	2699	638
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	192	764	159	185	98	10	56	524	40	67	2699	638
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	2.71	0.29	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	3150	3800	1750	3150	5081	518	3150	7600	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.09	0.06	0.02	0.02	0.02	0.07	0.02	0.02	0.36	0.36
Crit Moves:		****		****				****		****		
Green/Cycle:	0.18	0.26	0.30	0.08	0.16	0.16	0.04	0.56	0.73	0.04	0.55	0.63
Volume/Cap:	0.34	0.77	0.30	0.77	0.12	0.12	0.41	0.12	0.03	0.55	0.64	0.58
Delay/Veh:	65.2	64.9	48.7	95.2	64.6	64.6	86.0	19.1	6.6	90.0	28.4	20.4
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:	65.2	64.9	48.7	95.2	64.6	64.6	86.0	19.1	6.6	90.0	28.4	20.4
LOS by Move:	E	E	D	F	E	E	F	B	A	F	C	C
HCM2kAvgQ:	6	20	7	8	2	2	2	3	1	3	25	22

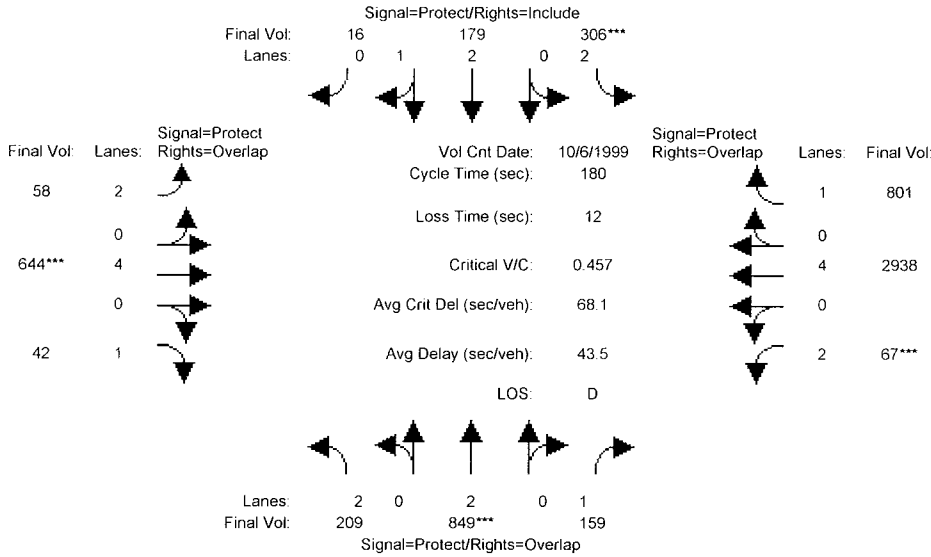
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #503: Great Mall Pkwy/Capitol Av & Montague Expwy



Street Name:	Great Mall Pkwy/Capitol Av						Montague Expwy					
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	100	10	7	90	10
Volume Module: >> Count Date: 6 Oct 1999 << 7:00-9:00												
Base Vol:	209	849	159	306	179	16	58	644	42	67	2938	801
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	209	849	159	306	179	16	58	644	42	67	2938	801
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:	209	849	159	306	179	16	58	644	42	67	2938	801
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	209	849	159	306	179	16	58	644	42	67	2938	801
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	209	849	159	306	179	16	58	644	42	67	2938	801
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	209	849	159	306	179	16	58	644	42	67	2938	801
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	2.74	0.26	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	3150	3800	1750	3150	5140	459	3150	7600	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.22	0.09	0.10	0.03	0.03	0.02	0.08	0.02	0.02	0.39	0.46
Crit Moves:		****		****				****		****		
Green/Cycle:	0.18	0.24	0.28	0.10	0.15	0.15	0.04	0.56	0.74	0.04	0.55	0.65
Volume/Cap:	0.36	0.95	0.33	0.95	0.23	0.23	0.43	0.15	0.03	0.55	0.70	0.70
Delay/Veh:	64.5	85.9	52.4	116.2	66.8	66.8	86.2	19.4	6.2	90.0	30.0	21.8
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:	64.5	85.9	52.4	116.2	66.8	66.8	86.2	19.4	6.2	90.0	30.0	21.8
LOS by Move:	E	F	D	F	E	E	F	B	A	F	C	C
HCM2kAvgQ:	6	27	7	13	3	3	2	4	1	3	29	30

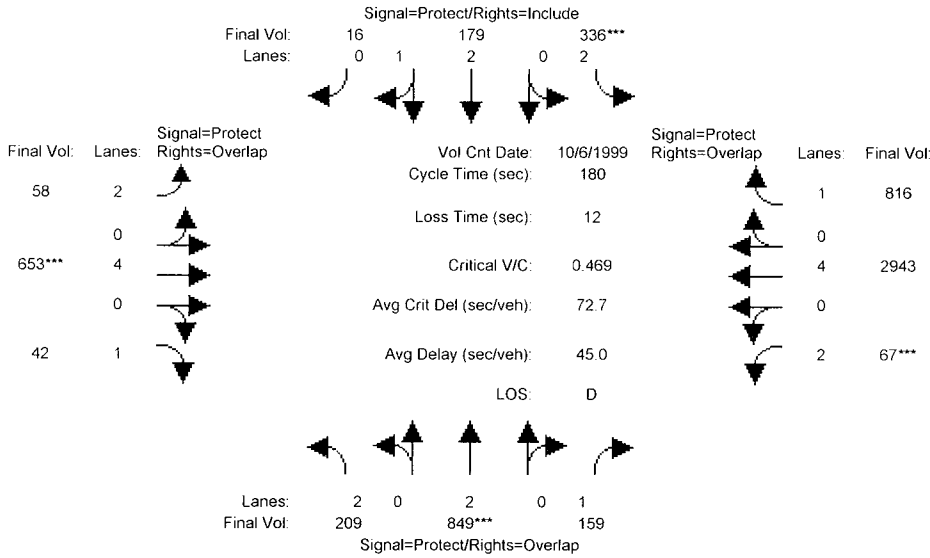
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.
Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #503: Great Mall Pkwy/Capitol Av & Montague Expwy



Street Name:	Great Mall Pkwy/Capitol Av						Montague Expwy					
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	100	10	7	90	10
Volume Module: >> Count Date: 6 Oct 1999 << 7:00-9:00												
Base Vol:	209	849	159	306	179	16	58	644	42	67	2938	801
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	209	849	159	306	179	16	58	644	42	67	2938	801
Added Vol:	0	0	0	30	0	0	0	9	0	0	5	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	209	849	159	336	179	16	58	653	42	67	2943	816
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	209	849	159	336	179	16	58	653	42	67	2943	816
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	209	849	159	336	179	16	58	653	42	67	2943	816
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	209	849	159	336	179	16	58	653	42	67	2943	816
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	2.74	0.26	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	3150	3800	1750	3150	5140	459	3150	7600	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.22	0.09	0.11	0.03	0.03	0.02	0.09	0.02	0.02	0.39	0.47
Crit Moves:		****		****				****		****		
Green/Cycle:	0.18	0.23	0.27	0.11	0.15	0.15	0.04	0.56	0.74	0.04	0.55	0.66
Volume/Cap:	0.36	0.97	0.34	0.97	0.23	0.23	0.43	0.15	0.03	0.55	0.70	0.71
Delay/Veh:	64.5	93.0	53.4	121.2	66.8	66.8	86.2	19.5	6.2	90.0	30.1	21.4
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:	64.5	93.0	53.4	121.2	66.8	66.8	86.2	19.5	6.2	90.0	30.1	21.4
LOS by Move:	E	F	D	F	E	E	F	B	A	F	C	C
HCM2kAvgQ:	6	28	7	15	3	3	2	4	1	3	29	30

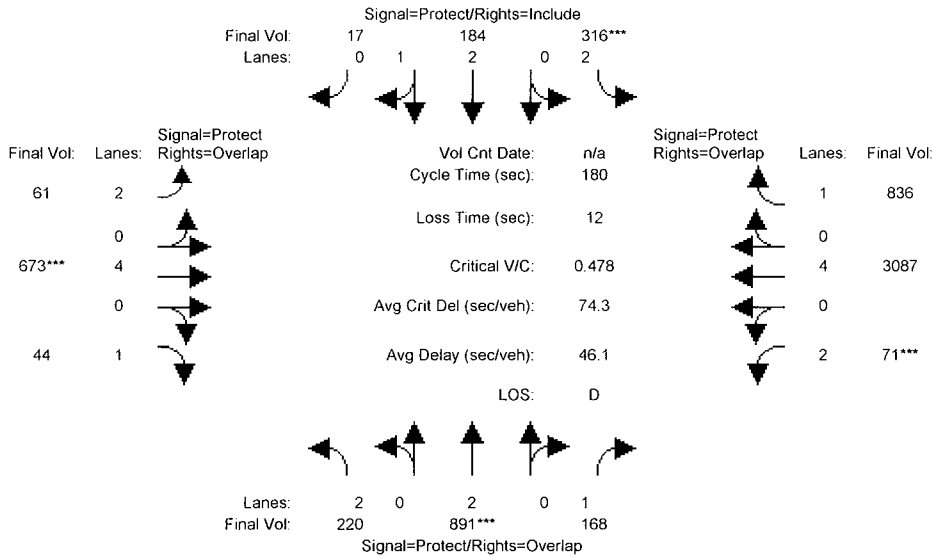
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Future Growth No Project AM

Intersection #503: Great Mall Pkwy/Capitol Av & Montague Expwy



Street Name:	Great Mall Pkwy/Capitol Av						Montague Expwy					
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	100	10	7	90	10
Volume Module:												
Base Vol:	220	891	168	316	184	17	61	673	44	71	3087	836
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	891	168	316	184	17	61	673	44	71	3087	836
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:	220	891	168	316	184	17	61	673	44	71	3087	836
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	891	168	316	184	17	61	673	44	71	3087	836
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	891	168	316	184	17	61	673	44	71	3087	836
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	220	891	168	316	184	17	61	673	44	71	3087	836
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	2.74	0.26	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	3150	3800	1750	3150	5126	474	3150	7600	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.10	0.10	0.04	0.04	0.02	0.09	0.03	0.02	0.41	0.48
Crit Moves:		****		****				****		****		
Green/Cycle:	0.19	0.24	0.28	0.10	0.15	0.15	0.04	0.56	0.74	0.04	0.55	0.65
Volume/Cap:	0.37	0.99	0.35	0.99	0.24	0.24	0.45	0.16	0.03	0.58	0.74	0.73
Delay/Veh:	64.1	95.3	52.6	127.6	67.6	67.6	86.5	19.5	6.0	91.8	31.2	23.2
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:	64.1	95.3	52.6	127.6	67.6	67.6	86.5	19.5	6.0	91.8	31.2	23.2
LOS by Move:	E	F	D	F	E	E	F	B	A	F	C	C
HCM2kAvgQ:	6	29	8	14	3	3	3	4	1	3	32	33

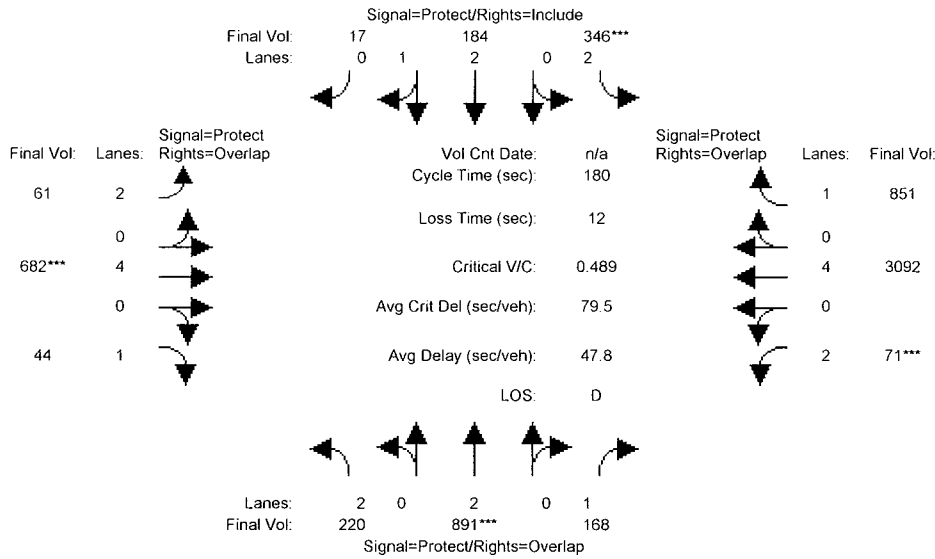
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #503: Great Mall Pkwy/Capitol Av & Montague Expwy



Street Name:	Great Mall Pkwy/Capitol Av						Montague Expwy					
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	100	10	7	90	10
Volume Module:												
Base Vol:	220	891	168	316	184	17	61	673	44	71	3087	836
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	891	168	316	184	17	61	673	44	71	3087	836
Added Vol:	0	0	0	30	0	0	0	9	0	0	5	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	891	168	346	184	17	61	682	44	71	3092	851
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	891	168	346	184	17	61	682	44	71	3092	851
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	891	168	346	184	17	61	682	44	71	3092	851
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	220	891	168	346	184	17	61	682	44	71	3092	851
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	2.74	0.26	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	3150	3800	1750	3150	5126	474	3150	7600	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.10	0.11	0.04	0.04	0.02	0.09	0.03	0.02	0.41	0.49
Crit Moves:		****		****				****		****		
Green/Cycle:	0.19	0.23	0.27	0.11	0.15	0.15	0.04	0.56	0.74	0.04	0.55	0.66
Volume/Cap:	0.37	1.02	0.36	1.02	0.24	0.24	0.45	0.16	0.03	0.58	0.74	0.74
Delay/Veh:	64.1	104	53.6	133.2	67.6	67.6	86.5	19.5	6.0	91.8	31.2	22.8
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:	64.1	104	53.6	133.2	67.6	67.6	86.5	19.5	6.0	91.8	31.2	22.8
LOS by Move:	E	F	D	F	E	E	F	B	A	F	C	C
HCM2kAvgQ:	6	30	8	16	3	3	3	4	1	3	32	33

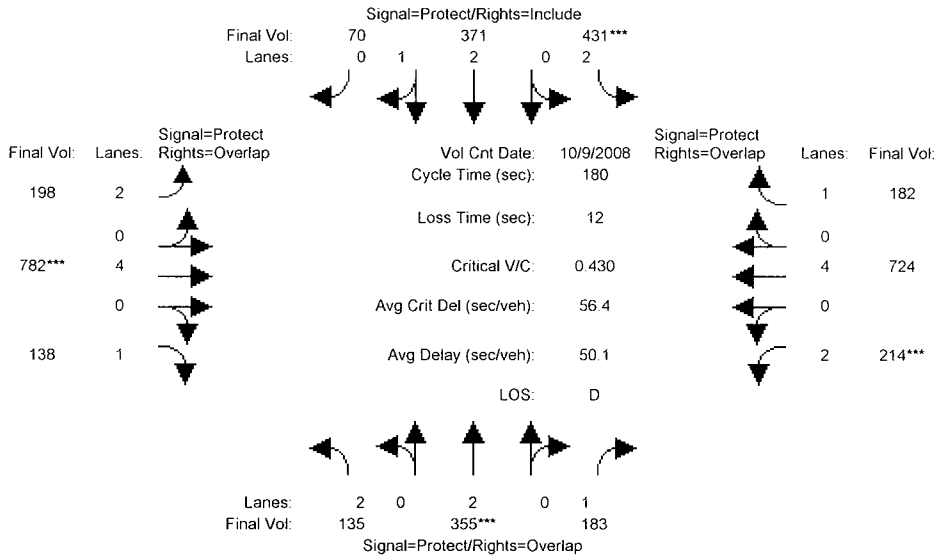
Note: Queue reported is the number of cars per lane.

 Copyright (c) 2008 Dowling Associates, Inc.

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #503: Great Mall Pkwy/Capitol Av & Montague Expwy



Street Name:	Great Mall Pkwy/Capitol Av						Montague Expwy					
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	100	10	7	90	10
Volume Module: >> Count Date: 9 Oct 2008 <<												
Base Vol:	135	355	183	431	371	70	198	782	138	214	724	182
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	135	355	183	431	371	70	198	782	138	214	724	182
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:	135	355	183	431	371	70	198	782	138	214	724	182
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	355	183	431	371	70	198	782	138	214	724	182
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	355	183	431	371	70	198	782	138	214	724	182
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	355	183	431	371	70	198	782	138	214	724	182
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	2.51	0.49	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	3150	3800	1750	3150	4710	889	3150	7600	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.10	0.14	0.08	0.08	0.06	0.10	0.08	0.07	0.10	0.10
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.12	0.20	0.17	0.19	0.19	0.07	0.56	0.66	0.09	0.57	0.74
Volume/Cap:	0.42	0.79	0.51	0.79	0.42	0.42	0.88	0.19	0.12	0.79	0.17	0.14
Delay/Veh:	76.6	86.3	64.9	78.9	64.5	64.5	112.5	19.8	11.5	95.0	18.4	6.7
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:	76.6	86.3	64.9	78.9	64.5	64.5	112.5	19.8	11.5	95.0	18.4	6.7
LOS by Move:	E	F	E	E	E	E	F	B	B	F	B	A
HCM2kAvgQ:	4	11	10	15	7	7	9	5	3	9	5	3

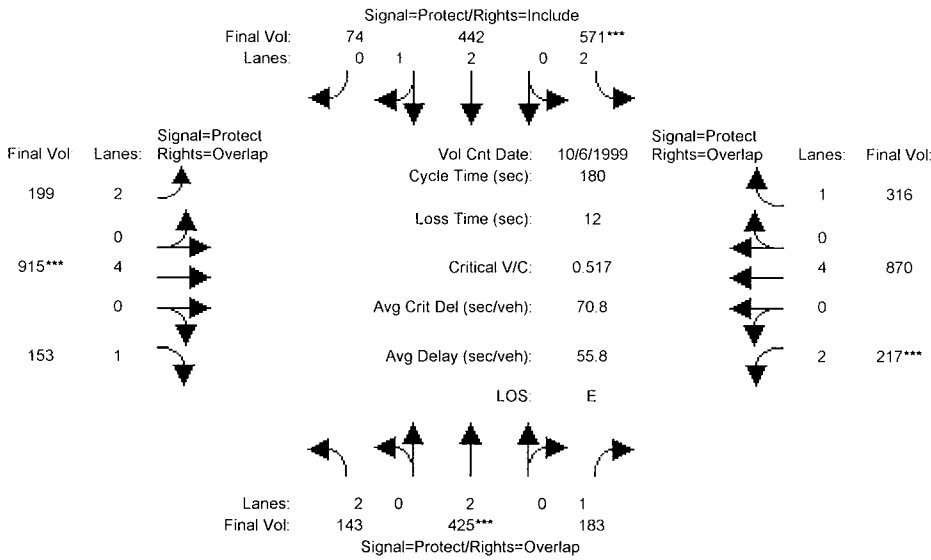
Note: Queue reported is the number of cars per lane.

 Copyright (c) 2008 Dowling Associates, Inc.

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #503: Great Mall Pkwy/Capitol Av & Montague Expwy



Street Name:	Great Mall Pkwy/Capitol Av						Montague Expwy					
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	100	10	7	90	10
Volume Module: >> Count Date: 6 Oct 1999 << 7:00-9:00												
Base Vol:	143	425	183	571	442	74	199	915	153	217	870	316
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	425	183	571	442	74	199	915	153	217	870	316
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:	143	425	183	571	442	74	199	915	153	217	870	316
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	425	183	571	442	74	199	915	153	217	870	316
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	425	183	571	442	74	199	915	153	217	870	316
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	425	183	571	442	74	199	915	153	217	870	316
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	2.55	0.45	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	3150	3800	1750	3150	4796	803	3150	7600	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.10	0.18	0.09	0.09	0.06	0.12	0.09	0.07	0.11	0.18
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.12	0.19	0.19	0.20	0.20	0.07	0.56	0.66	0.07	0.56	0.75
Volume/Cap:	0.45	0.96	0.55	0.96	0.45	0.45	0.90	0.22	0.13	0.96	0.21	0.24
Delay/Veh:	77.2	111	68.2	99.0	62.9	62.9	117.2	20.2	11.7	131.2	20.0	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:	77.2	111	68.2	99.0	62.9	62.9	117.2	20.2	11.7	131.2	20.0	7.2
LOS by Move:	E	F	E	F	E	E	F	C	B	F	B	A
HCM2kAvgQ:	5	15	10	23	8	8	9	6	3	10	6	6

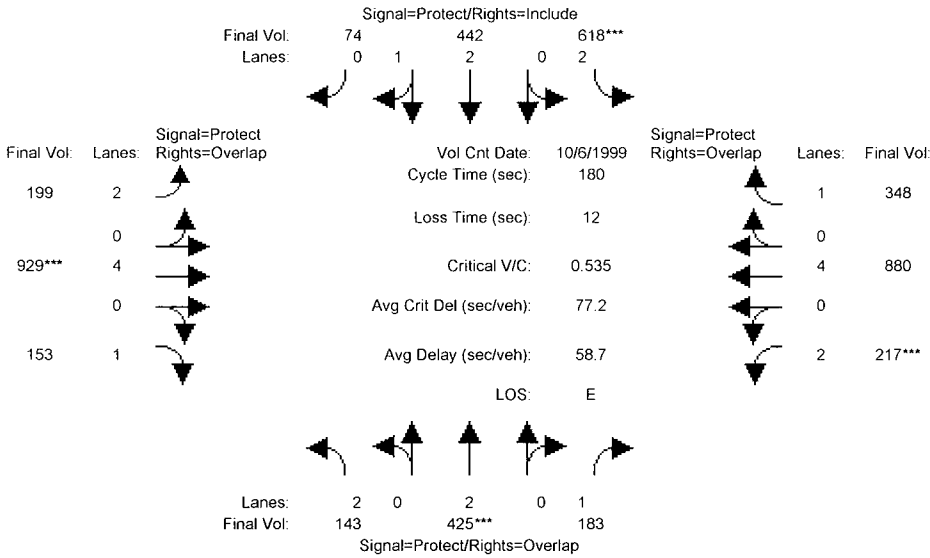
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project MD

Intersection #503: Great Mall Pkwy/Capitol Av & Montague Expwy



Street Name:	Great Mall Pkwy/Capitol Av						Montague Expwy					
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	100	10	7	90	10
Volume Module: >> Count Date: 6 Oct 1999 << 7:00-9:00												
Base Vol:	143	425	183	571	442	74	199	915	153	217	870	316
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	425	183	571	442	74	199	915	153	217	870	316
Added Vol:	0	0	0	47	0	0	0	14	0	0	10	32
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	425	183	618	442	74	199	929	153	217	880	348
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	425	183	618	442	74	199	929	153	217	880	348
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	425	183	618	442	74	199	929	153	217	880	348
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	425	183	618	442	74	199	929	153	217	880	348
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	2.55	0.45	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	3150	3800	1750	3150	4796	803	3150	7600	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.10	0.20	0.09	0.09	0.06	0.12	0.09	0.07	0.12	0.20
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.11	0.18	0.20	0.21	0.21	0.07	0.56	0.66	0.07	0.55	0.75
Volume/Cap:	0.45	1.00	0.58	1.00	0.45	0.45	0.90	0.22	0.13	1.00	0.21	0.26
Delay/Veh:	77.0	123	70.0	107.8	62.6	62.6	118.2	20.3	11.6	144.1	20.2	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:	77.0	123	70.0	107.8	62.6	62.6	118.2	20.3	11.6	144.1	20.2	7.1
LOS by Move:	E	F	E	F	E	E	F	C	B	F	C	A
HCM2kAvgQ:	5	16	10	25	8	8	9	6	3	11	6	6

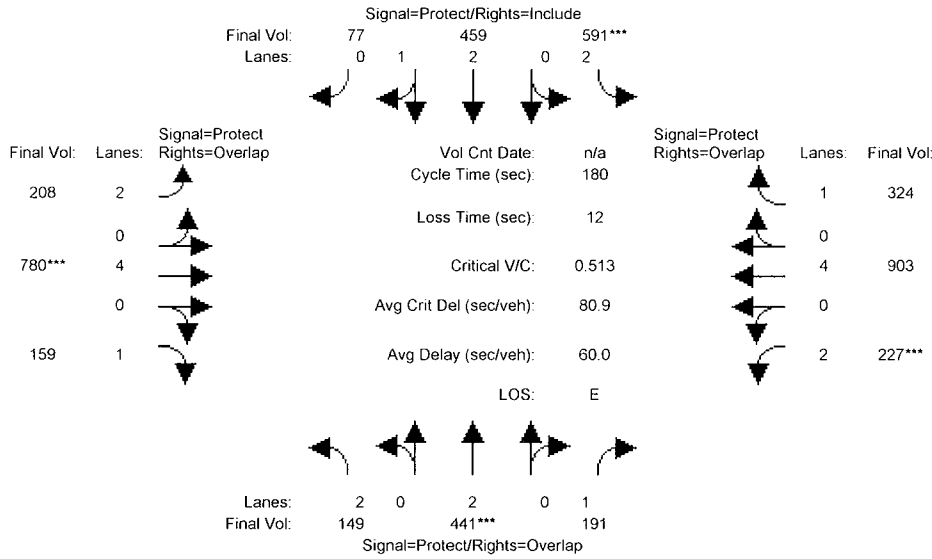
Note: Queue reported is the number of cars per lane.

 Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Future Growth No Project MD

Intersection #503: Great Mall Pkwy/Capitol Av & Montague Expwy



Street Name:	Great Mall Pkwy/Capitol Av						Montague Expwy					
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	100	10	7	90	10
Volume Module:												
Base Vol:	149	441	191	591	459	77	208	951	159	227	903	324
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	149	441	191	591	459	77	208	951	159	227	903	324
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:	149	441	191	591	459	77	208	951	159	227	903	324
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.82	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	441	191	591	459	77	208	780	159	227	903	324
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	441	191	591	459	77	208	780	159	227	903	324
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	149	441	191	591	459	77	208	780	159	227	903	324
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	2.55	0.45	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	3150	3800	1750	3150	4794	804	3150	7600	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.11	0.19	0.10	0.10	0.07	0.10	0.09	0.07	0.12	0.19
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.12	0.19	0.19	0.20	0.20	0.07	0.56	0.66	0.07	0.55	0.74
Volume/Cap:	0.47	0.99	0.58	0.99	0.47	0.47	0.90	0.18	0.14	0.99	0.21	0.25
Delay/Veh:	77.4	121	68.9	108.4	63.3	63.3	116.7	19.8	11.7	141.4	20.3	7.4
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:	77.4	121	68.9	108.4	63.3	63.3	116.7	19.8	11.7	141.4	20.3	7.4
LOS by Move:	E	F	E	F	E	E	F	B	B	F	C	A
HCM2kAvgQ:	5	16	11	24	9	9	9	5	3	11	6	6

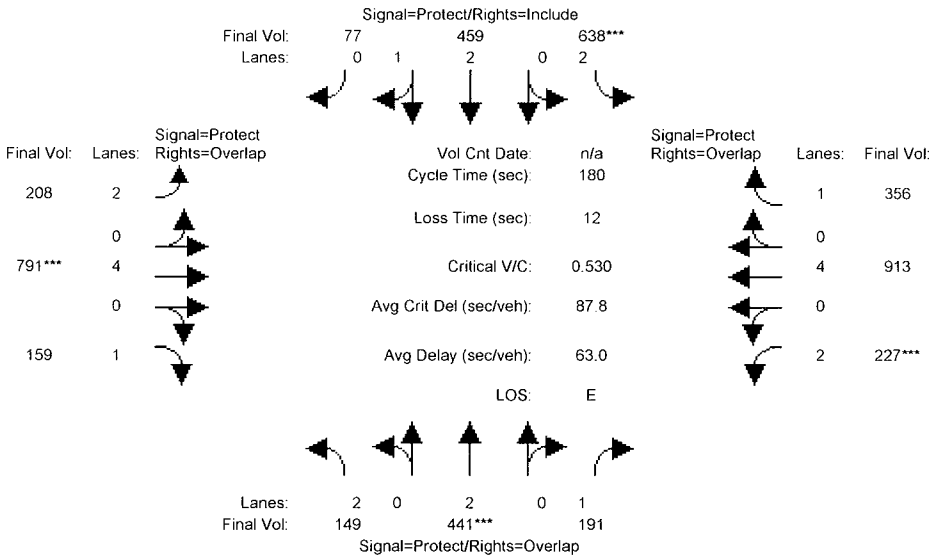
Note: Queue reported is the number of cars per lane.

 Copyright (c) 2008 Dowling Associates, Inc.

City of Milpitas
1535 Landess Avenue Mixed Use

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Future Growth Project MD

Intersection #503: Great Mall Pkwy/Capitol Av & Montague Expwy



Street Name:	Great Mall Pkwy/Capitol Av						Montague Expwy					
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	100	10	7	90	10
Volume Module:												
Base Vol:	149	441	191	591	459	77	208	951	159	227	903	324
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	149	441	191	591	459	77	208	951	159	227	903	324
Added Vol:	0	0	0	47	0	0	0	14	0	0	10	32
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	149	441	191	638	459	77	208	965	159	227	913	356
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.82	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	441	191	638	459	77	208	791	159	227	913	356
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	441	191	638	459	77	208	791	159	227	913	356
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	149	441	191	638	459	77	208	791	159	227	913	356
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	2.55	0.45	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	3150	3800	1750	3150	4794	804	3150	7600	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.11	0.20	0.10	0.10	0.07	0.10	0.09	0.07	0.12	0.20
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.11	0.18	0.20	0.21	0.21	0.07	0.56	0.66	0.07	0.55	0.75
Volume/Cap:	0.46	1.03	0.60	1.03	0.46	0.46	0.91	0.19	0.14	1.03	0.22	0.27
Delay/Veh:	77.3	133	70.8	117.7	63.0	63.0	117.7	19.9	11.7	153.6	20.5	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:	77.3	133	70.8	117.7	63.0	63.0	117.7	19.9	11.7	153.6	20.5	7.3
LOS by Move:	E	F	E	F	E	E	F	B	B	F	C	A
HCM2kAvgQ:	5	17	11	27	9	9	9	5	3	11	6	6

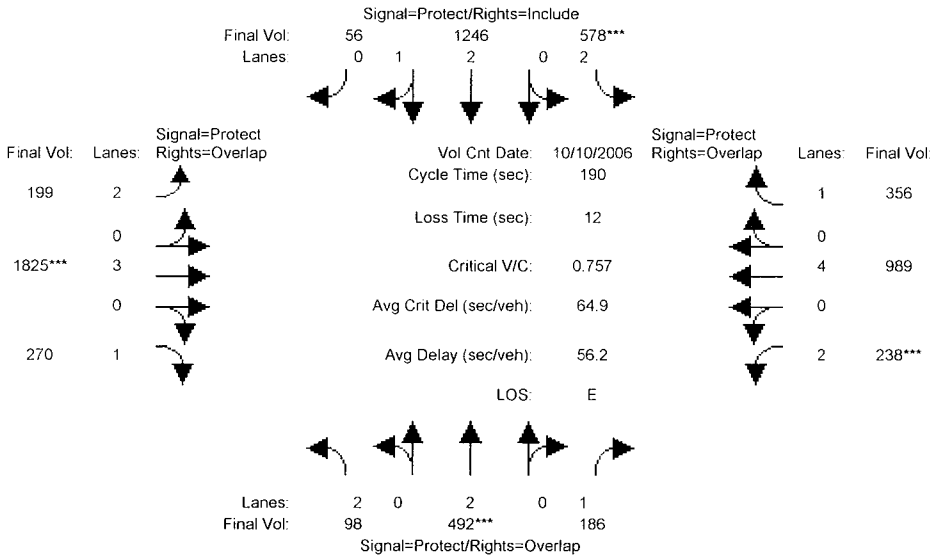
Note: Queue reported is the number of cars per lane.

 Copyright (c) 2008 Dowling Associates, Inc.

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #503: Great Mall Pkwy/Capitol Av & Montague Expwy



Street Name:	Great Mall Pkwy/Capitol Av						Montague Expwy					
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	10	10	14	10	10	14	79	10	14	79	10
Volume Module: >> Count Date: 10 Oct 2006 << 5:00-6:00PM												
Base Vol:	98	492	186	578	1246	56	199	1984	270	238	989	356
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	492	186	578	1246	56	199	1984	270	238	989	356
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	492	186	578	1246	56	199	1984	270	238	989	356
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	492	186	578	1246	56	199	1825	270	238	989	356
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	492	186	578	1246	56	199	1825	270	238	989	356
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	492	186	578	1246	56	199	1825	270	238	989	356
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	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.87	0.13	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	3150	3800	1750	3150	5359	241	3150	5700	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.11	0.18	0.23	0.23	0.06	0.32	0.15	0.08	0.13	0.20
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.17	0.27	0.24	0.31	0.31	0.08	0.42	0.52	0.10	0.44	0.69
Volume/Cap:	0.31	0.76	0.39	0.76	0.74	0.74	0.80	0.76	0.30	0.76	0.29	0.30
Delay/Veh:	80.1	80.1	57.0	71.1	59.9	59.9	103.0	55.2	32.7	93.3	33.8	11.8
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:	80.1	80.1	57.0	71.1	59.9	59.9	103.0	55.2	32.7	93.3	33.8	11.8
LOS by Move:	F	F	E	E	E	E	F	E	C	F	C	B
HCM2kAvgQ:	3	15	11	21	25	25	9	32	12	10	9	8

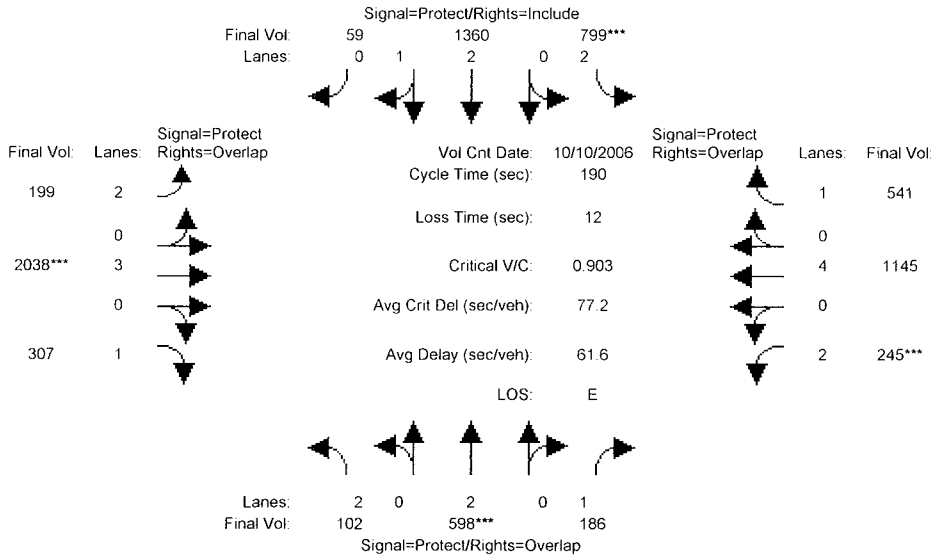
Note: Queue reported is the number of cars per lane.

 Copyright (c) 2008 Dowling Associates, Inc.

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #503: Great Mall Pkwy/Capitol Av & Montague Expwy



Street Name:	Great Mall Pkwy/Capitol Av						Montague Expwy					
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	10	10	14	10	10	14	79	10	14	79	10
Volume Module: >> Count Date: 10 Oct 2006 << 5:00-6:00PM												
Base Vol:	102	598	186	799	1360	59	199	2215	307	245	1145	541
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	598	186	799	1360	59	199	2215	307	245	1145	541
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	598	186	799	1360	59	199	2215	307	245	1145	541
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	598	186	799	1360	59	199	2038	307	245	1145	541
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	598	186	799	1360	59	199	2038	307	245	1145	541
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	598	186	799	1360	59	199	2038	307	245	1145	541
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	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.87	0.13	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	3150	3800	1750	3150	5367	233	3150	5700	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.11	0.25	0.25	0.25	0.06	0.36	0.18	0.08	0.15	0.31
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.17	0.25	0.27	0.34	0.34	0.08	0.42	0.51	0.08	0.42	0.69
Volume/Cap:	0.33	0.94	0.42	0.94	0.75	0.75	0.84	0.86	0.34	0.94	0.36	0.45
Delay/Veh:	80.4	99.8	60.3	85.4	57.2	57.2	109.6	61.5	34.4	125.8	37.2	13.1
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:	80.4	99.8	60.3	85.4	57.2	57.2	109.6	61.5	34.4	125.8	37.2	13.1
LOS by Move:	F	F	E	F	E	E	F	E	C	F	D	B
HCM2kAvgQ:	4	21	11	31	27	27	9	39	14	11	11	15

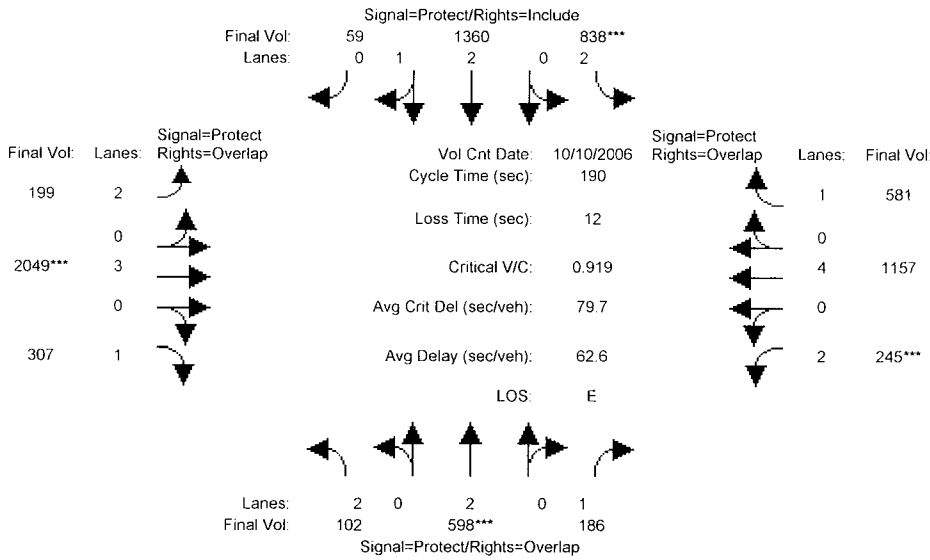
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #503: Great Mall Pkwy/Capitol Av & Montague Expwy



Street Name:	Great Mall Pkwy/Capitol Av						Montague Expwy					
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	10	10	14	10	10	14	79	10	14	79	10
Volume Module: >> Count Date: 10 Oct 2006 << 5:00-6:00PM												
Base Vol:	102	598	186	799	1360	59	199	2215	307	245	1145	541
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	598	186	799	1360	59	199	2215	307	245	1145	541
Added Vol:	0	0	0	39	0	0	0	12	0	0	12	40
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	598	186	838	1360	59	199	2227	307	245	1157	581
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	598	186	838	1360	59	199	2049	307	245	1157	581
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	598	186	838	1360	59	199	2049	307	245	1157	581
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	598	186	838	1360	59	199	2049	307	245	1157	581
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	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.87	0.13	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	3150	3800	1750	3150	5367	233	3150	5700	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.11	0.27	0.25	0.25	0.06	0.36	0.18	0.08	0.15	0.33
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.16	0.24	0.28	0.34	0.34	0.07	0.42	0.51	0.08	0.42	0.70
Volume/Cap:	0.33	0.96	0.43	0.96	0.74	0.74	0.84	0.86	0.34	0.96	0.36	0.48
Delay/Veh:	80.3	106	61.4	89.4	56.9	56.9	110.3	61.8	34.4	132.7	37.5	13.2
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:	80.3	106	61.4	89.4	56.9	56.9	110.3	61.8	34.4	132.7	37.5	13.2
LOS by Move:	F	F	E	F	E	E	F	E	C	F	D	B
HCM2kAvgQ:	4	21	11	33	27	27	9	39	14	12	11	16

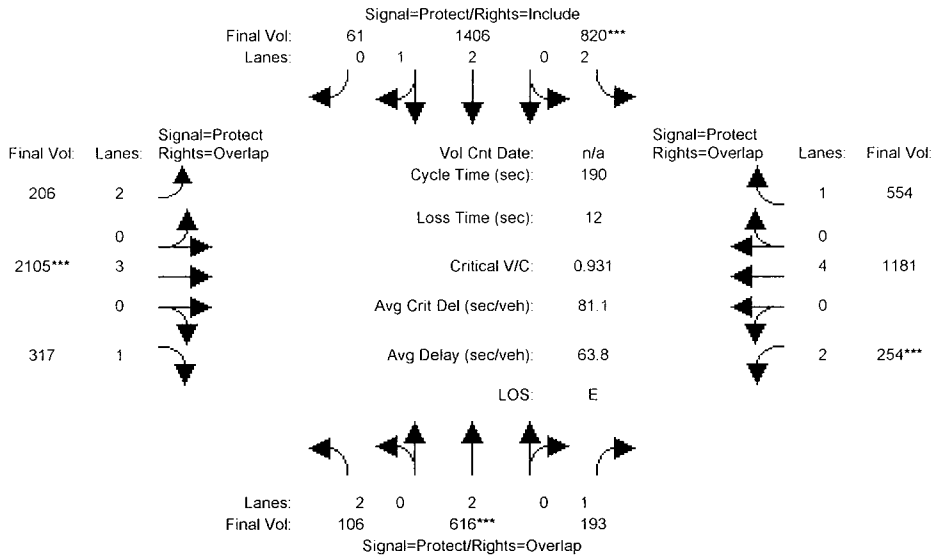
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Future Growth No Project PM

Intersection #503: Great Mall Pkwy/Capitol Av & Montague Expwy



Street Name:	Great Mall Pkwy/Capitol Av						Montague Expwy					
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	10	10	14	10	10	14	79	10	14	79	10
Volume Module:												
Base Vol:	106	616	193	820	1406	61	206	2288	317	254	1181	554
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	616	193	820	1406	61	206	2288	317	254	1181	554
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:	106	616	193	820	1406	61	206	2288	317	254	1181	554
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	616	193	820	1406	61	206	2105	317	254	1181	554
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	616	193	820	1406	61	206	2105	317	254	1181	554
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	616	193	820	1406	61	206	2105	317	254	1181	554
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	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.87	0.13	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	3150	3800	1750	3150	5367	233	3150	5700	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.11	0.26	0.26	0.26	0.07	0.37	0.18	0.08	0.16	0.32
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.17	0.25	0.27	0.34	0.34	0.08	0.42	0.51	0.08	0.42	0.69
Volume/Cap:	0.35	0.97	0.44	0.97	0.77	0.77	0.87	0.89	0.35	0.97	0.37	0.46
Delay/Veh:	81.0	106	60.5	91.2	57.8	57.8	114.4	63.7	34.9	132.6	37.4	13.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.0	106	60.5	91.2	57.8	57.8	114.4	63.7	34.9	132.6	37.4	13.3
LOS by Move:	F	F	E	F	E	E	F	E	C	F	D	B
HCM2kAvgQ:	4	22	11	33	28	28	9	41	14	12	11	15

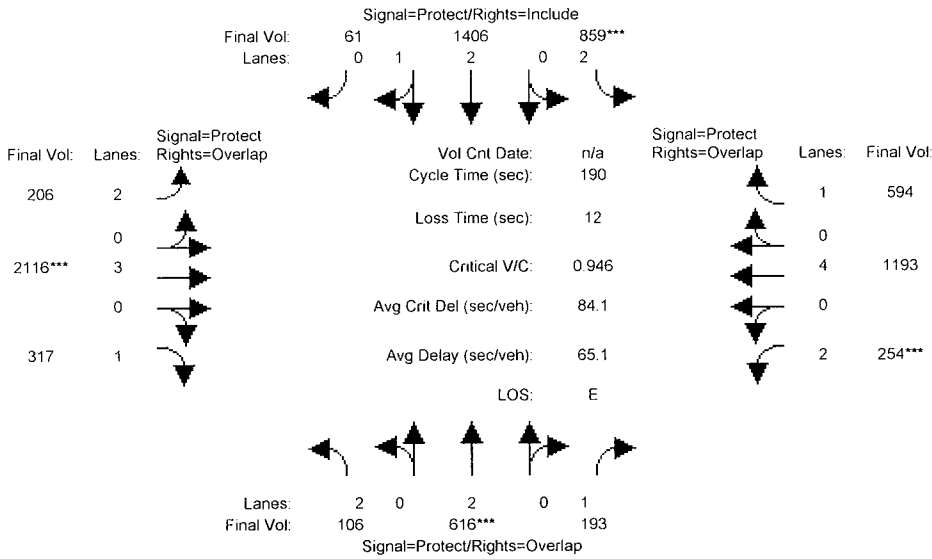
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #503: Great Mall Pkwy/Capitol Av & Montague Expwy



Street Name:	Great Mall Pkwy/Capitol Av						Montague Expwy					
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	10	10	14	10	10	14	79	10	14	79	10
Volume Module:												
Base Vol:	106	616	193	820	1406	61	206	2288	317	254	1181	554
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	616	193	820	1406	61	206	2288	317	254	1181	554
Added Vol:	0	0	0	39	0	0	0	12	0	0	12	40
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	616	193	859	1406	61	206	2300	317	254	1193	594
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	616	193	859	1406	61	206	2116	317	254	1193	594
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	616	193	859	1406	61	206	2116	317	254	1193	594
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	616	193	859	1406	61	206	2116	317	254	1193	594
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	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.87	0.13	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	3150	3800	1750	3150	5367	233	3150	5700	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.11	0.27	0.26	0.26	0.07	0.37	0.18	0.08	0.16	0.34
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.16	0.25	0.28	0.34	0.34	0.07	0.42	0.51	0.08	0.42	0.70
Volume/Cap:	0.35	0.99	0.45	0.99	0.76	0.76	0.87	0.89	0.35	0.99	0.37	0.49
Delay/Veh:	80.9	112	61.6	96.3	57.4	57.4	115.1	64.1	34.9	140.2	37.7	13.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.9	112	61.6	96.3	57.4	57.4	115.1	64.1	34.9	140.2	37.7	13.4
LOS by Move:	F	F	E	F	E	E	F	E	C	F	D	B
HCM2kAvgQ:	4	22	11	35	28	28	9	41	14	12	11	16

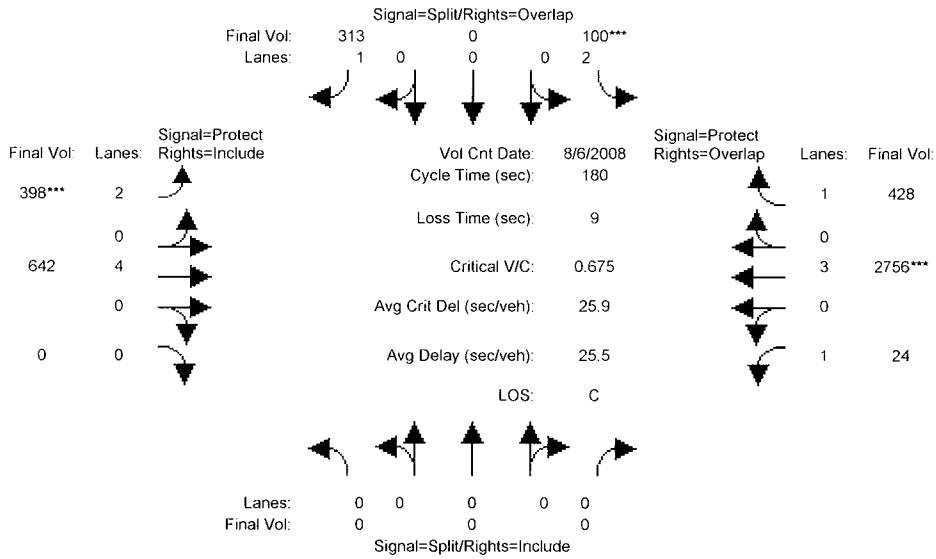
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #504: Milpitas Blvd & Montague Expwy



Street Name:	Milpitas Blvd						Montague Expwy					
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	7	10	0	7	10	10
Volume Module: >> Count Date: 6 Aug 2008 <<												
Base Vol:	0	0	0	100	0	313	398	642	0	24	2756	428
Growth Adj:	1.00	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	100	0	313	398	642	0	24	2756	428
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	100	0	313	398	642	0	24	2756	428
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	100	0	313	398	642	0	24	2756	428
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	100	0	313	398	642	0	24	2756	428
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	100	0	313	398	642	0	24	2756	428
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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	4.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	3150	7600	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.18	0.13	0.08	0.00	0.01	0.48	0.24
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.08	0.00	0.26	0.18	0.60	0.00	0.27	0.69	0.77
Volume/Cap:	0.00	0.00	0.00	0.41	0.00	0.69	0.70	0.14	0.00	0.05	0.70	0.32
Delay/Veh:	0.0	0.0	0.0	80.2	0.0	64.8	73.0	16.0	0.0	48.0	17.1	6.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	80.2	0.0	64.8	73.0	16.0	0.0	48.0	17.1	6.5
LOS by Move:	A	A	A	F	A	E	E	B	A	D	B	A
HCM2kAvgQ:	0	0	0	4	0	17	13	4	0	1	30	8

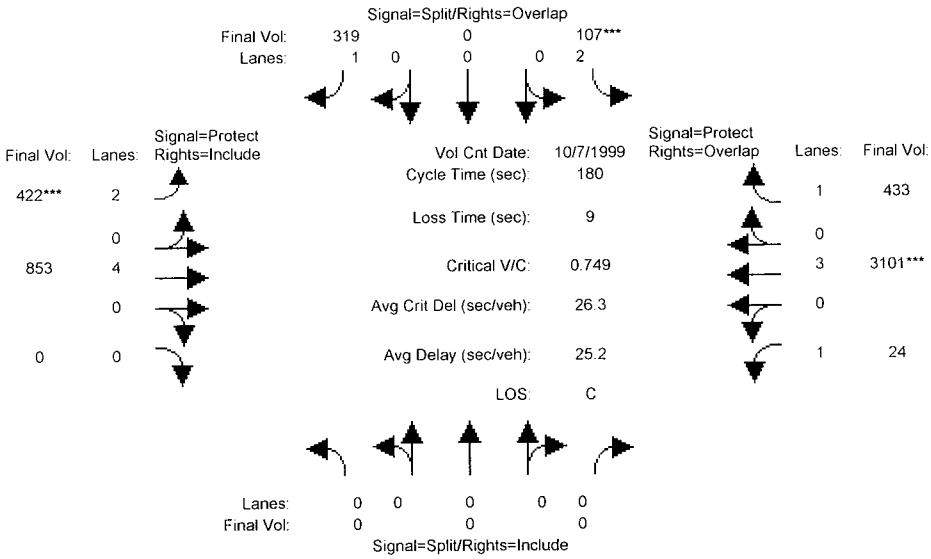
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #504: Milpitas Blvd & Montague Expwy



Street Name:	Milpitas Blvd						Montague Expwy					
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	7	10	0	7	10	10
Volume Module: >> Count Date: 7 Oct 1999 << 7:00-9:00												
Base Vol:	0	0	0	107	0	319	422	853	0	24	3101	433
Growth Adj:	1.00	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	107	0	319	422	853	0	24	3101	433
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	107	0	319	422	853	0	24	3101	433
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	107	0	319	422	853	0	24	3101	433
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	107	0	319	422	853	0	24	3101	433
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	107	0	319	422	853	0	24	3101	433
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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	4.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	3150	7600	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.18	0.13	0.11	0.00	0.01	0.54	0.25
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.06	0.00	0.24	0.17	0.66	0.00	0.23	0.71	0.78
Volume/Cap:	0.00	0.00	0.00	0.53	0.00	0.76	0.77	0.17	0.00	0.06	0.77	0.32
Delay/Veh:	0.0	0.0	0.0	84.1	0.0	71.6	77.1	11.9	0.0	54.5	17.4	6.2
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:	0.0	0.0	0.0	84.1	0.0	71.6	77.1	11.9	0.0	54.5	17.4	6.2
LOS by Move:	A	A	A	F	A	E	E	B	A	D	B	A
HCM2kAvgQ:	0	0	0	4	0	19	15	4	0	1	36	7

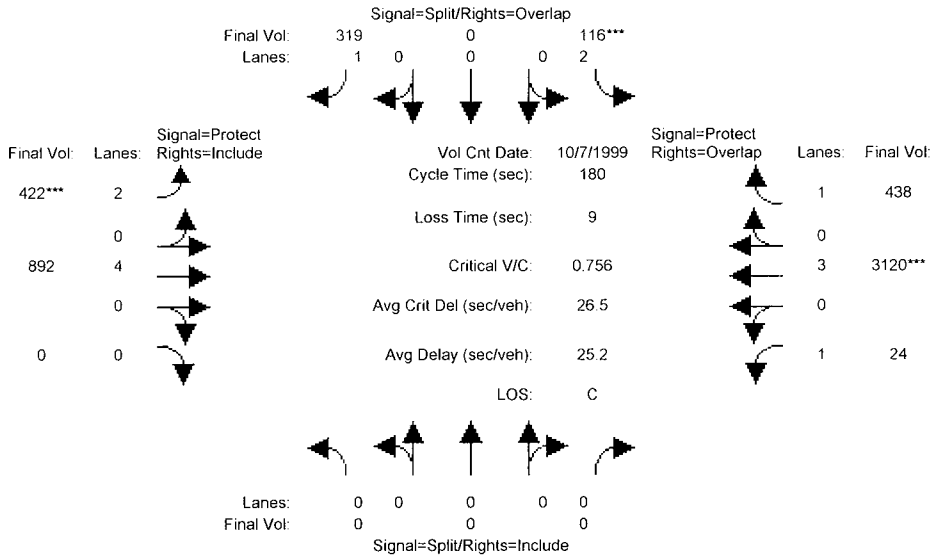
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.
Licensed to Hexagon Trans. San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #504: Milpitas Blvd & Montague Expwy



Street Name:	Milpitas Blvd						Montague Expwy					
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	7	10	0	7	10	10
Volume Module: >> Count Date: 7 Oct 1999 << 7:00-9:00												
Base Vol:	0	0	0	107	0	319	422	853	0	24	3101	433
Growth Adj:	1.00	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	107	0	319	422	853	0	24	3101	433
Added Vol:	0	0	0	9	0	0	0	39	0	0	19	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	116	0	319	422	892	0	24	3120	438
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	116	0	319	422	892	0	24	3120	438
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	116	0	319	422	892	0	24	3120	438
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	116	0	319	422	892	0	24	3120	438
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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	4.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	3150	7600	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.18	0.13	0.12	0.00	0.01	0.55	0.25
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.06	0.00	0.24	0.17	0.67	0.00	0.22	0.71	0.78
Volume/Cap:	0.00	0.00	0.00	0.58	0.00	0.77	0.77	0.18	0.00	0.06	0.77	0.32
Delay/Veh:	0.0	0.0	0.0	85.9	0.0	72.1	77.4	11.4	0.0	55.5	17.4	6.2
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:	0.0	0.0	0.0	85.9	0.0	72.1	77.4	11.4	0.0	55.5	17.4	6.2
LOS by Move:	A	A	A	F	A	E	E	B	A	E	B	A
HCM2kAvgQ:	0	0	0	5	0	19	15	4	0	1	36	8

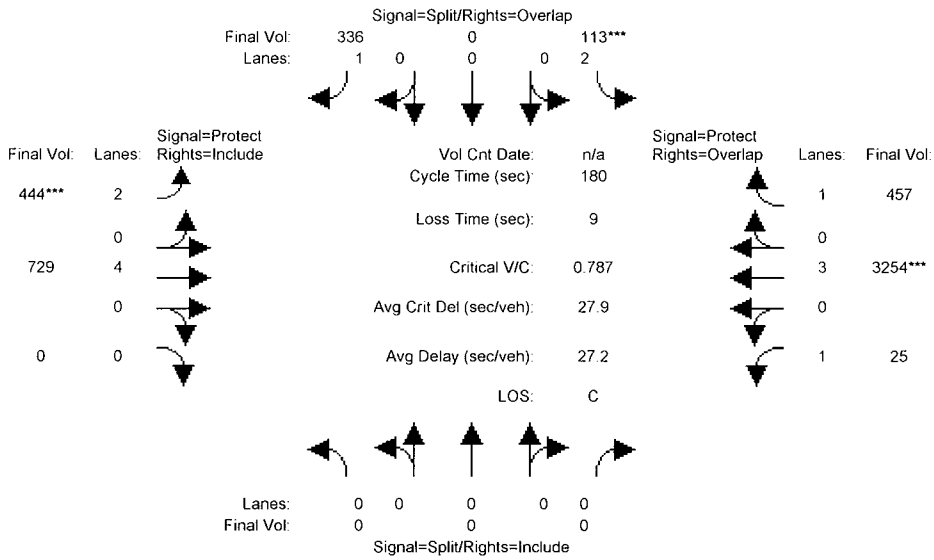
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Future Growth No Project AM

Intersection #504: Milpitas Blvd & Montague Expwy



Street Name:	Milpitas Blvd						Montague Expwy					
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	7	10	0	7	10	10
Volume Module:												
Base Vol:	0	0	0	113	0	336	444	889	0	25	3254	457
Growth Adj:	1.00	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	113	0	336	444	889	0	25	3254	457
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	113	0	336	444	889	0	25	3254	457
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.82	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	113	0	336	444	729	0	25	3254	457
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	113	0	336	444	729	0	25	3254	457
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	113	0	336	444	729	0	25	3254	457
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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	4.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	3150	7600	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.19	0.14	0.10	0.00	0.01	0.57	0.26
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.06	0.00	0.24	0.18	0.63	0.00	0.26	0.71	0.77
Volume/Cap:	0.00	0.00	0.00	0.55	0.00	0.80	0.80	0.15	0.00	0.06	0.80	0.34
Delay/Veh:	0.0	0.0	0.0	84.9	0.0	74.7	79.7	13.7	0.0	50.7	18.9	6.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	84.9	0.0	74.7	79.7	13.7	0.0	50.7	18.9	6.3
LOS by Move:	A	A	A	F	A	E	E	B	A	D	B	A
HCM2kAvgQ:	0	0	0	4	0	20	16	4	0	1	40	8

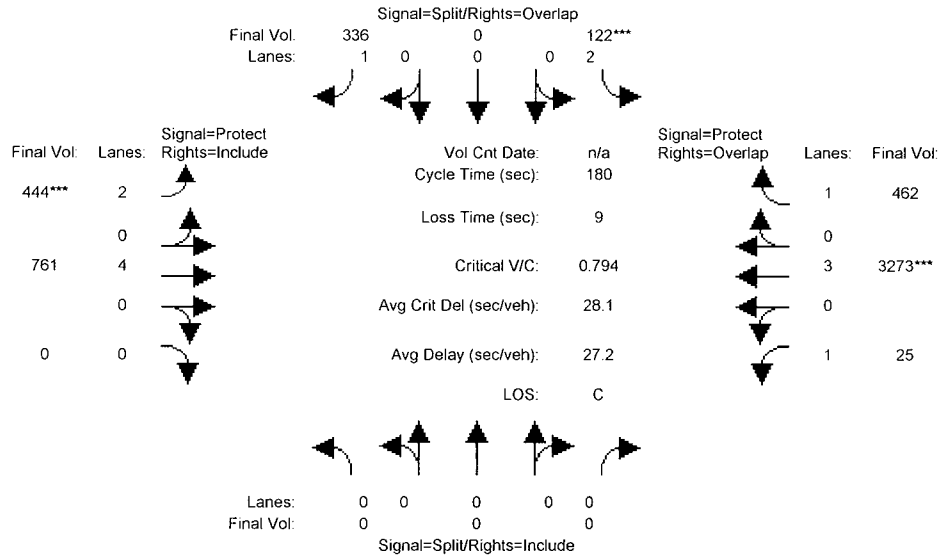
Note: Queue reported is the number of cars per lane.

 Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #504: Milpitas Blvd & Montague Expwy



Street Name:	Milpitas Blvd						Montague Expwy					
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	7	10	0	7	10	10
Volume Module:												
Base Vol:	0	0	0	113	0	336	444	889	0	25	3254	457
Growth Adj:	1.00	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	113	0	336	444	889	0	25	3254	457
Added Vol:	0	0	0	9	0	0	0	39	0	0	19	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	122	0	336	444	928	0	25	3273	462
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.82	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	122	0	336	444	761	0	25	3273	462
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	122	0	336	444	761	0	25	3273	462
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	122	0	336	444	761	0	25	3273	462
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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	4.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	3150	7600	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.19	0.14	0.10	0.00	0.01	0.57	0.26
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.06	0.00	0.24	0.17	0.64	0.00	0.25	0.71	0.78
Volume/Cap:	0.00	0.00	0.00	0.60	0.00	0.80	0.81	0.16	0.00	0.06	0.81	0.34
Delay/Veh:	0.0	0.0	0.0	87.0	0.0	75.3	80.0	13.1	0.0	51.7	18.9	6.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	87.0	0.0	75.3	80.0	13.1	0.0	51.7	18.9	6.3
LOS by Move:	A	A	A	F	A	E	F	B	A	D	B	A
HCM2kAvgQ:	0	0	0	5	0	20	16	4	0	1	41	8

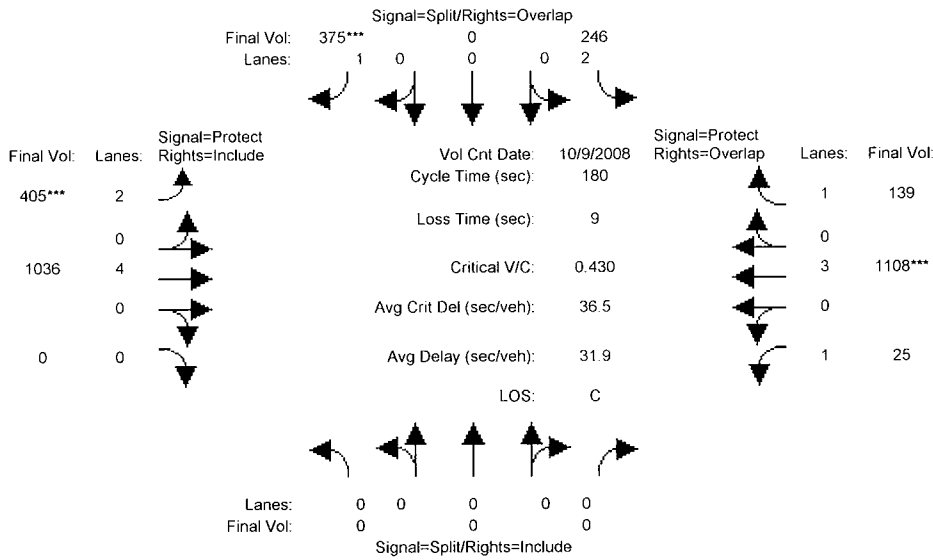
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #504: Milpitas Blvd & Montague Expwy



Street Name:	Milpitas Blvd						Montague Expwy					
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	7	10	0	7	10	10
Volume Module: >> Count Date: 9 Oct 2008 <<												
Base Vol:	0	0	0	246	0	375	405	1036	0	25	1108	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:	0	0	0	246	0	375	405	1036	0	25	1108	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:	0	0	0	246	0	375	405	1036	0	25	1108	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:	0	0	0	246	0	375	405	1036	0	25	1108	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	246	0	375	405	1036	0	25	1108	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:	0	0	0	246	0	375	405	1036	0	25	1108	139
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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	4.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	3150	7600	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.21	0.13	0.14	0.00	0.01	0.19	0.08
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.20	0.00	0.50	0.30	0.58	0.00	0.17	0.45	0.65
Volume/Cap:	0.00	0.00	0.00	0.39	0.00	0.43	0.43	0.23	0.00	0.09	0.43	0.12
Delay/Veh:	0.0	0.0	0.0	63.0	0.0	29.2	51.1	18.1	0.0	63.5	33.7	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:	0.0	0.0	0.0	63.0	0.0	29.2	51.1	18.1	0.0	63.5	33.7	11.9
LOS by Move:	A	A	A	E	A	C	D	B	A	E	C	B
HCM2kAvgQ:	0	0	0	7	0	14	11	7	0	1	13	3

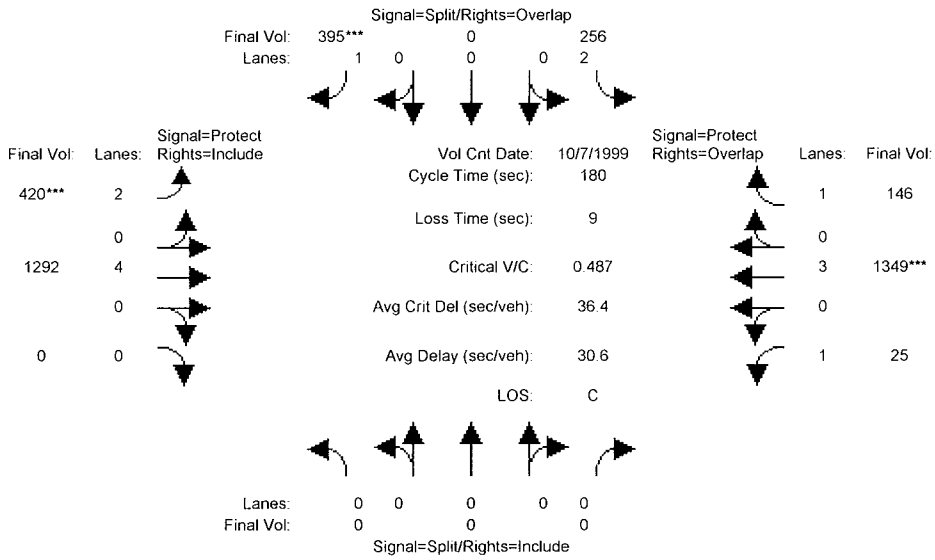
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #504: Milpitas Blvd & Montague Expwy



Street Name:	Milpitas Blvd						Montague Expwy					
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	7	10	0	7	10	10
Volume Module: >> Count Date: 7 Oct 1999 << 7:00-9:00												
Base Vol:	0	0	0	256	0	395	420	1292	0	25	1349	146
Growth Adj:	1.00	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	256	0	395	420	1292	0	25	1349	146
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	256	0	395	420	1292	0	25	1349	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	256	0	395	420	1292	0	25	1349	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	256	0	395	420	1292	0	25	1349	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	256	0	395	420	1292	0	25	1349	146
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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	4.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	3150	7600	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.23	0.13	0.17	0.00	0.01	0.24	0.08
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.19	0.00	0.46	0.27	0.62	0.00	0.14	0.49	0.68
Volume/Cap:	0.00	0.00	0.00	0.43	0.00	0.49	0.49	0.27	0.00	0.10	0.49	0.12
Delay/Veh:	0.0	0.0	0.0	64.8	0.0	33.9	55.2	15.8	0.0	67.5	31.3	10.4
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:	0.0	0.0	0.0	64.8	0.0	33.9	55.2	15.8	0.0	67.5	31.3	10.4
LOS by Move:	A	A	A	E	A	C	E	B	A	E	C	B
HCM2kAvgQ:	0	0	0	8	0	16	12	8	0	1	16	3

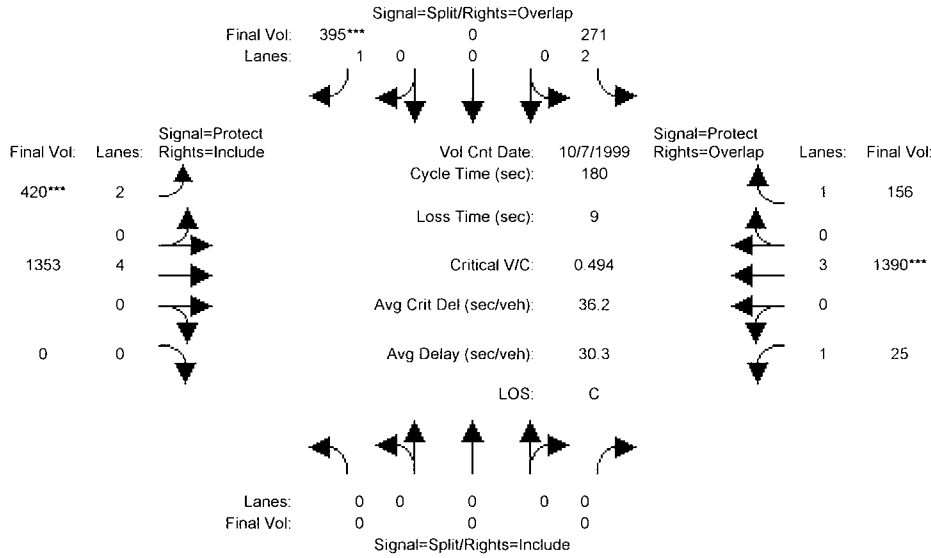
Note: Queue reported is the number of cars per lane.

 Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project MD

Intersection #504: Milpitas Blvd & Montague Expwy



Street Name:	Milpitas Blvd						Montague Expwy					
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	7	10	0	7	10	10
Volume Module: >> Count Date: 7 Oct 1999 << 7:00-9:00												
Base Vol:	0	0	0	256	0	395	420	1292	0	25	1349	146
Growth Adj:	1.00	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	256	0	395	420	1292	0	25	1349	146
Added Vol:	0	0	0	15	0	0	0	61	0	0	41	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	271	0	395	420	1353	0	25	1390	156
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	271	0	395	420	1353	0	25	1390	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	271	0	395	420	1353	0	25	1390	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:	0	0	0	271	0	395	420	1353	0	25	1390	156
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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	4.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	3150	7600	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.23	0.13	0.18	0.00	0.01	0.24	0.09
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.19	0.00	0.46	0.27	0.63	0.00	0.14	0.49	0.68
Volume/Cap:	0.00	0.00	0.00	0.46	0.00	0.49	0.49	0.28	0.00	0.10	0.49	0.13
Delay/Veh:	0.0	0.0	0.0	65.7	0.0	34.8	55.8	15.3	0.0	68.2	30.7	10.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	65.7	0.0	34.8	55.8	15.3	0.0	68.2	30.7	10.2
LOS by Move:	A	A	A	E	A	C	E	B	A	E	C	B
HCM2kAvgQ:	0	0	0	8	0	16	12	8	0	1	16	3

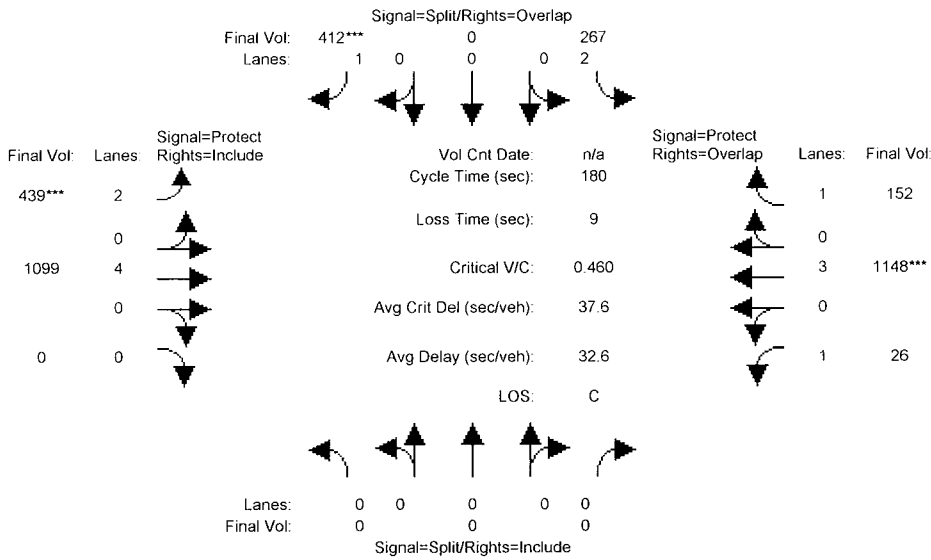
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.
Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Future Growth No Project MD

Intersection #504: Milpitas Blvd & Montague Expwy



Street Name:	Milpitas Blvd						Montague Expwy					
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	7	10	0	7	10	10
Volume Module:												
Base Vol:	0	0	0	267	0	412	439	1340	0	26	1400	152
Growth Adj:	1.00	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	267	0	412	439	1340	0	26	1400	152
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	267	0	412	439	1340	0	26	1400	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.82	1.00	1.00	0.82	1.00
PHF Adj:	1.00	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	267	0	412	439	1099	0	26	1148	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	267	0	412	439	1099	0	26	1148	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	267	0	412	439	1099	0	26	1148	152
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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	4.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	3150	7600	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.24	0.14	0.14	0.00	0.01	0.20	0.09
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.21	0.00	0.51	0.30	0.58	0.00	0.16	0.44	0.65
Volume/Cap:	0.00	0.00	0.00	0.41	0.00	0.46	0.46	0.25	0.00	0.09	0.46	0.13
Delay/Veh:	0.0	0.0	0.0	62.0	0.0	28.4	51.1	18.2	0.0	65.1	35.7	12.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	62.0	0.0	28.4	51.1	18.2	0.0	65.1	35.7	12.3
LOS by Move:	A	A	A	E	A	C	D	B	A	E	D	B
HCM2kAvgQ:	0	0	0	8	0	15	12	7	0	1	14	3

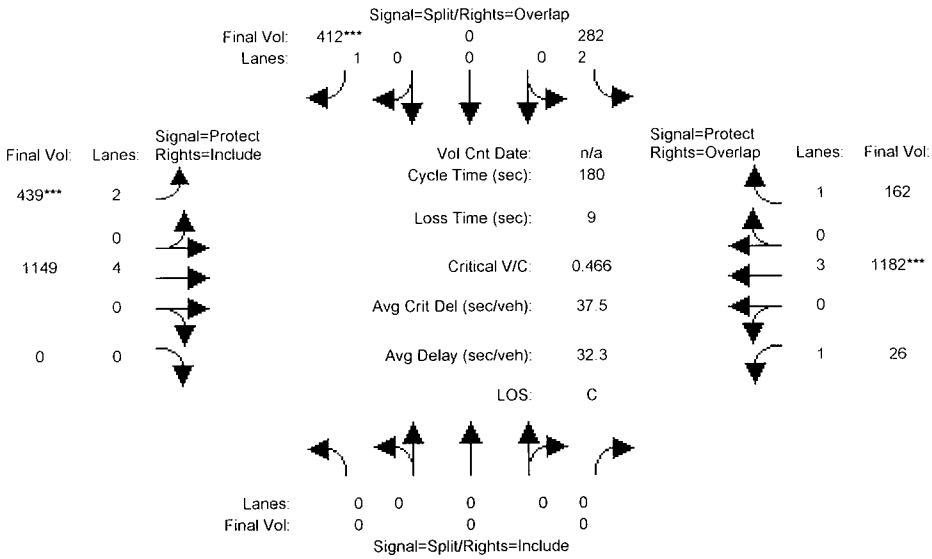
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.
Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Future Growth Project MD

Intersection #504: Milpitas Blvd & Montague Expwy



Street Name:	Milpitas Blvd						Montague Expwy					
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	7	10	0	7	10	10
Volume Module:												
Base Vol:	0	0	0	267	0	412	439	1340	0	26	1400	152
Growth Adj:	1.00	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	267	0	412	439	1340	0	26	1400	152
Added Vol:	0	0	0	15	0	0	0	61	0	0	41	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	282	0	412	439	1401	0	26	1441	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.82	1.00	1.00	0.82	1.00
PHF Adj:	1.00	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	282	0	412	439	1149	0	26	1182	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	282	0	412	439	1149	0	26	1182	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:	0	0	0	282	0	412	439	1149	0	26	1182	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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	4.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	3150	7600	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.24	0.14	0.15	0.00	0.01	0.21	0.09
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.21	0.00	0.51	0.30	0.59	0.00	0.15	0.44	0.65
Volume/Cap:	0.00	0.00	0.00	0.43	0.00	0.47	0.47	0.26	0.00	0.10	0.47	0.14
Delay/Veh:	0.0	0.0	0.0	62.8	0.0	29.2	51.7	17.7	0.0	65.8	35.1	12.1
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:	0.0	0.0	0.0	62.8	0.0	29.2	51.7	17.7	0.0	65.8	35.1	12.1
LOS by Move:	A	A	A	E	A	C	D	B	A	E	D	B
HCM2kAvgQ:	0	0	0	8	0	15	12	7	0	1	15	4

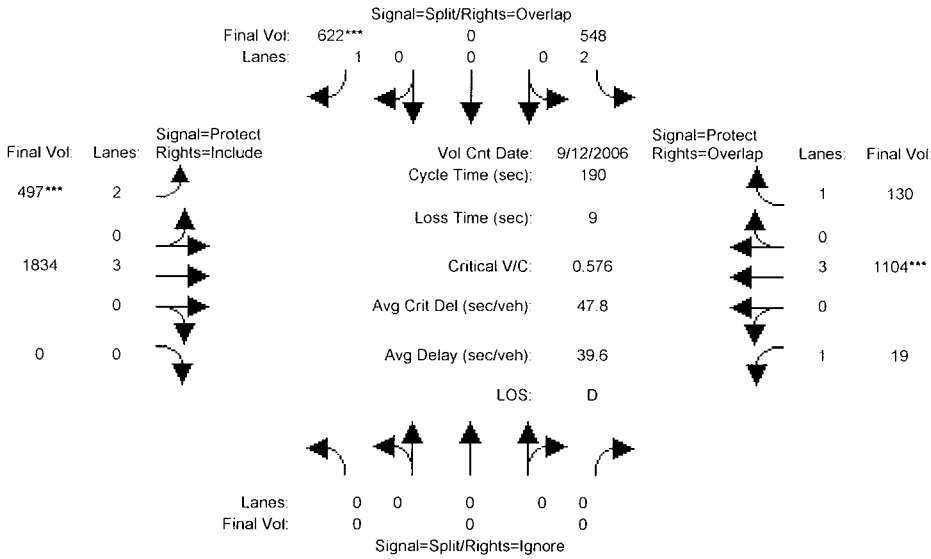
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #504: Milpitas Blvd & Montague Expwy



Street Name:	Milpitas Blvd						Montague Expwy					
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	14	0	10	14	125	0	0	100	10
Volume Module: >> Count Date: 12 Sep 2006 << 5:00-6:00PM												
Base Vol:	0	0	0	548	0	622	497	1993	0	19	1104	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:	0	0	0	548	0	622	497	1993	0	19	1104	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:	0	0	0	548	0	622	497	1993	0	19	1104	130
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.92	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	548	0	622	497	1834	0	19	1104	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	548	0	622	497	1834	0	19	1104	130
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	548	0	622	497	1834	0	19	1104	130
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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	3150	5700	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.36	0.16	0.32	0.00	0.01	0.19	0.07
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.24	0.00	0.43	0.19	0.70	0.00	0.01	0.53	0.76
Volume/Cap:	0.00	0.00	0.00	0.73	0.00	0.83	0.83	0.46	0.00	0.93	0.37	0.10
Delay/Veh:	0.0	0.0	0.0	70.7	0.0	56.5	84.1	20.5	0.0	262.3	26.5	5.8
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:	0.0	0.0	0.0	70.7	0.0	56.5	84.1	20.5	0.0	262.3	26.5	5.8
LOS by Move:	A	A	A	E	A	E	F	C	A	F	C	A
HCM2kAvgQ:	0	0	0	19	0	39	19	23	0	3	12	2

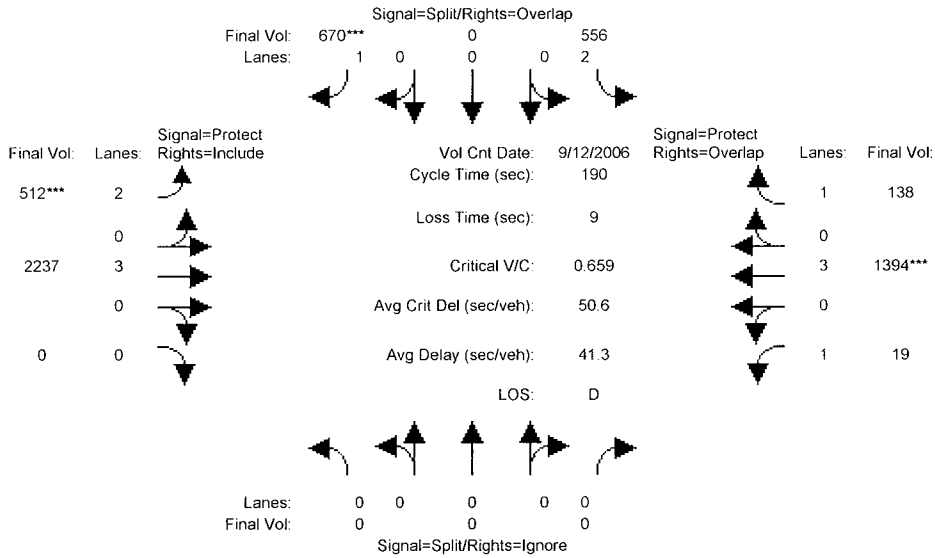
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #504: Milpitas Blvd & Montague Expwy



Street Name:	Milpitas Blvd						Montague Expwy					
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	14	0	10	14	125	0	0	100	10
Volume Module: >> Count Date: 12 Sep 2006 << 5:00-6:00PM												
Base Vol:	0	0	0	556	0	670	512	2432	0	19	1394	138
Growth Adj:	1.00	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	556	0	670	512	2432	0	19	1394	138
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	556	0	670	512	2432	0	19	1394	138
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.92	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	556	0	670	512	2237	0	19	1394	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	556	0	670	512	2237	0	19	1394	138
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	556	0	670	512	2237	0	19	1394	138
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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	3150	5700	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.38	0.16	0.39	0.00	0.01	0.24	0.08
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.25	0.00	0.43	0.18	0.70	0.00	0.01	0.53	0.77
Volume/Cap:	0.00	0.00	0.00	0.72	0.00	0.90	0.90	0.56	0.00	0.95	0.46	0.10
Delay/Veh:	0.0	0.0	0.0	69.0	0.0	64.4	93.1	23.9	0.0	268.5	28.3	5.4
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:	0.0	0.0	0.0	69.0	0.0	64.4	93.1	23.9	0.0	268.5	28.3	5.4
LOS by Move:	A	A	A	E	A	E	F	C	A	F	C	A
HCM2kAvgQ:	0	0	0	20	0	43	20	30	0	3	16	2

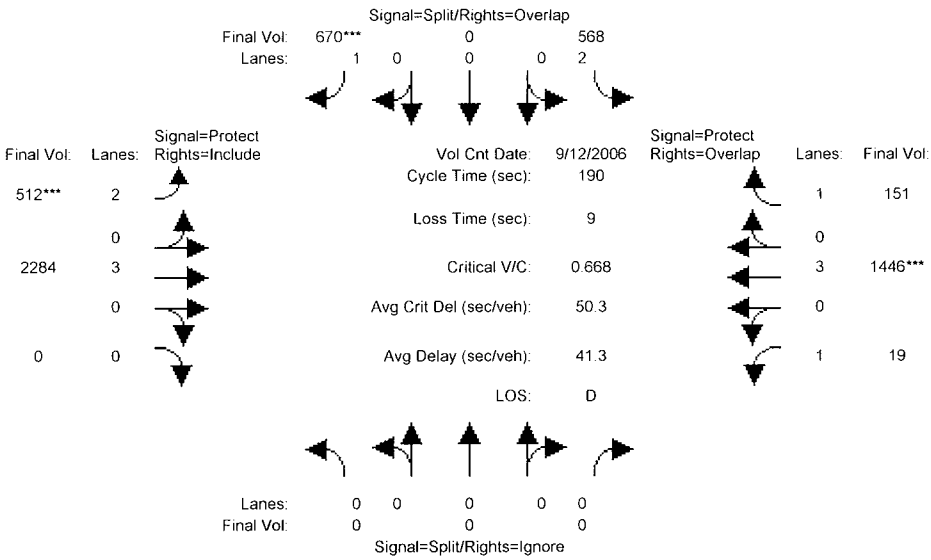
Note: Queue reported is the number of cars per lane.

 Copyright (c) 2008 Dowling Associates, Inc.

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #504: Milpitas Blvd & Montague Expwy



Street Name:	Milpitas Blvd						Montague Expwy					
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	14	0	10	14	125	0	0	100	10
Volume Module: >> Count Date: 12 Sep 2006 << 5:00-6:00PM												
Base Vol:	0	0	0	556	0	670	512	2432	0	19	1394	138
Growth Adj:	1.00	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	556	0	670	512	2432	0	19	1394	138
Added Vol:	0	0	0	12	0	0	0	51	0	0	52	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	568	0	670	512	2483	0	19	1446	151
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.92	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	568	0	670	512	2284	0	19	1446	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	568	0	670	512	2284	0	19	1446	151
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	568	0	670	512	2284	0	19	1446	151
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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	3150	5700	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.38	0.16	0.40	0.00	0.01	0.25	0.09
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.25	0.00	0.43	0.18	0.70	0.00	0.01	0.53	0.77
Volume/Cap:	0.00	0.00	0.00	0.74	0.00	0.90	0.90	0.58	0.00	0.95	0.48	0.11
Delay/Veh:	0.0	0.0	0.0	69.7	0.0	64.4	93.1	24.3	0.0	268.5	28.7	5.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	69.7	0.0	64.4	93.1	24.3	0.0	268.5	28.7	5.5
LOS by Move:	A	A	A	E	A	E	F	C	A	F	C	A
HCM2kAvgQ:	0	0	0	20	0	43	20	31	0	3	17	2

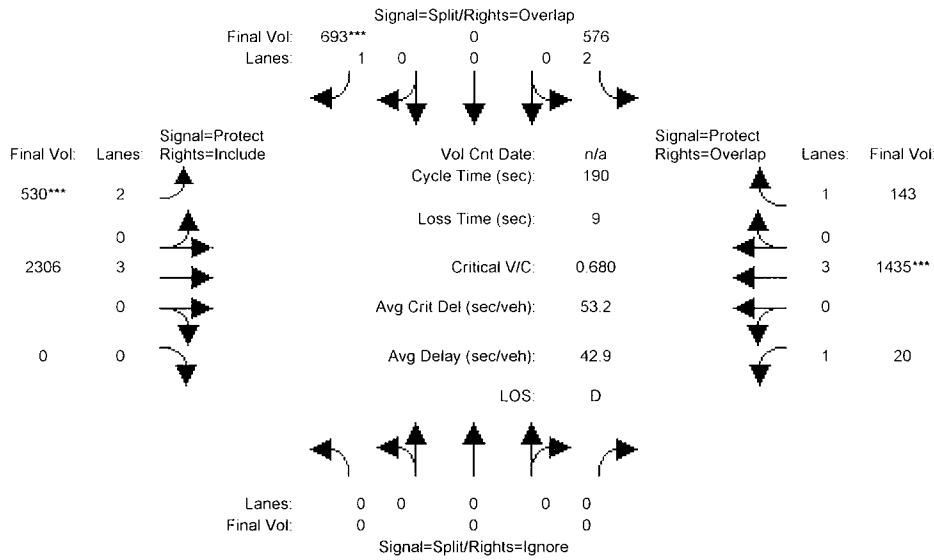
Note: Queue reported is the number of cars per lane.

 Copyright (c) 2008 Dowling Associates, Inc.

City of Milpitas
1535 Landess Avenue Mixed Use

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Future Growth No Project PM

Intersection #504: Milpitas Blvd & Montague Expwy



Street Name:	Milpitas Blvd						Montague Expwy					
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	14	0	10	14	125	0	0	100	10
Volume Module:												
Base Vol:	0	0	0	576	0	693	530	2506	0	20	1435	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:	0	0	0	576	0	693	530	2506	0	20	1435	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:	0	0	0	576	0	693	530	2506	0	20	1435	143
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.92	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	576	0	693	530	2306	0	20	1435	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	576	0	693	530	2306	0	20	1435	143
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	576	0	693	530	2306	0	20	1435	143
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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	3150	5700	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.40	0.17	0.40	0.00	0.01	0.25	0.08
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.25	0.00	0.43	0.18	0.70	0.00	0.01	0.53	0.77
Volume/Cap:	0.00	0.00	0.00	0.75	0.00	0.93	0.93	0.58	0.00	0.95	0.48	0.11
Delay/Veh:	0.0	0.0	0.0	70.2	0.0	69.7	98.3	24.5	0.0	264.1	28.6	5.4
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:	0.0	0.0	0.0	70.2	0.0	69.7	98.3	24.5	0.0	264.1	28.6	5.4
LOS by Move:	A	A	A	E	A	E	F	C	A	F	C	A
HCM2kAvgQ:	0	0	0	20	0	46	22	31	0	3	17	2

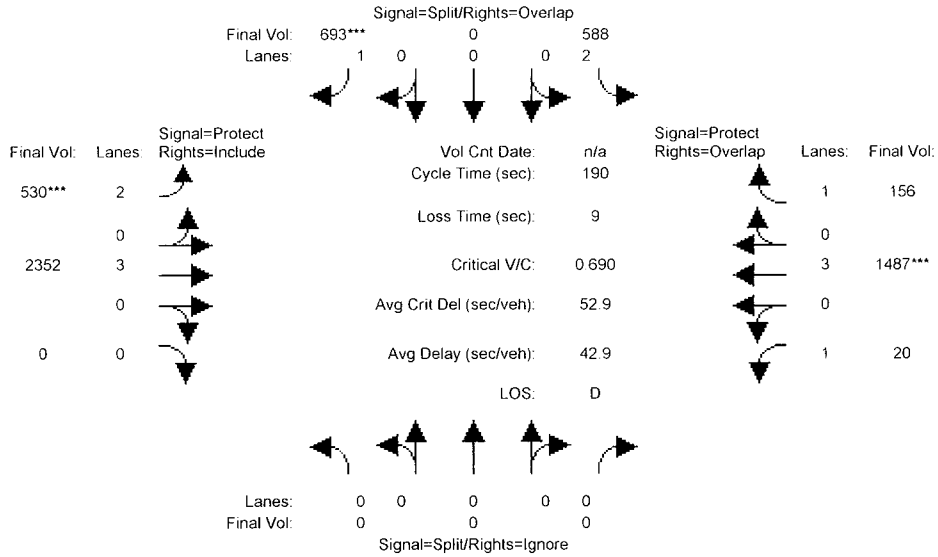
Note: Queue reported is the number of cars per lane.

 Copyright (c) 2008 Dowling Associates, Inc.

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #504: Milpitas Blvd & Montague Expwy



Street Name:	Milpitas Blvd						Montague Expwy					
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	14	0	10	14	125	0	0	100	10
Volume Module:												
Base Vol:	0	0	0	576	0	693	530	2506	0	20	1435	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:	0	0	0	576	0	693	530	2506	0	20	1435	143
Added Vol:	0	0	0	12	0	0	0	51	0	0	52	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	588	0	693	530	2557	0	20	1487	156
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.92	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	588	0	693	530	2352	0	20	1487	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	588	0	693	530	2352	0	20	1487	156
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	588	0	693	530	2352	0	20	1487	156
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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	3150	5700	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.40	0.17	0.41	0.00	0.01	0.26	0.09
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.25	0.00	0.43	0.18	0.70	0.00	0.01	0.53	0.77
Volume/Cap:	0.00	0.00	0.00	0.76	0.00	0.93	0.93	0.59	0.00	0.95	0.50	0.12
Delay/Veh:	0.0	0.0	0.0	71.0	0.0	69.7	98.3	24.8	0.0	264.1	29.0	5.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	71.0	0.0	69.7	98.3	24.8	0.0	264.1	29.0	5.5
LOS by Move:	A	A	A	E	A	E	F	C	A	F	C	A
HCM2kAvgQ:	0	0	0	21	0	46	22	32	0	3	18	2

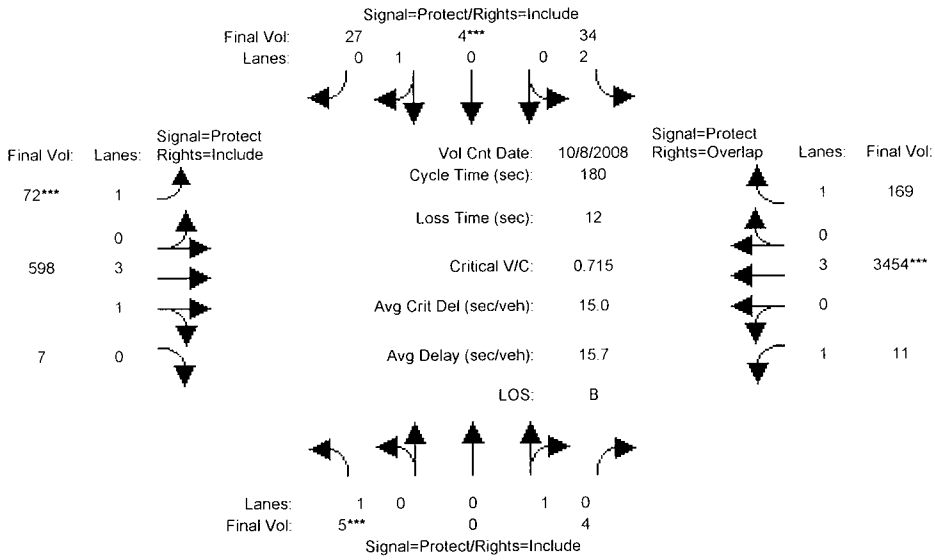
Note: Queue reported is the number of cars per lane.

 Copyright (c) 2008 Dowling Associates, Inc.

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #505: Pecten Ct & Montague Expwy



Street Name:	Pecten Ct						Montague Expwy					
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
Volume Module: >> Count Date: 8 Oct 2008 <<												
Base Vol:	5	0	4	34	4	27	72	598	7	11	3454	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	4	34	4	27	72	598	7	11	3454	169
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	0	4	34	4	27	72	598	7	11	3454	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	0	4	34	4	27	72	598	7	11	3454	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	4	34	4	27	72	598	7	11	3454	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	0	4	34	4	27	72	598	7	11	3454	169
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.83	0.95	0.95	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	2.00	0.13	0.87	1.00	3.95	0.05	1.00	3.00	1.00
Final Sat.:	1750	0	1800	3150	232	1568	1750	7413	87	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.02	0.02	0.04	0.08	0.08	0.01	0.61	0.10
Crit Moves:	****				****		****				****	
Green/Cycle:	0.04	0.00	0.06	0.04	0.06	0.06	0.05	0.57	0.57	0.27	0.79	0.82
Volume/Cap:	0.07	0.00	0.04	0.28	0.31	0.31	0.77	0.14	0.14	0.02	0.77	0.12
Delay/Veh:	85.5	0.0	81.2	89.6	89.6	89.6	129.3	18.5	18.5	48.0	11.8	3.2
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:	85.5	0.0	81.2	89.6	89.6	89.6	129.3	18.5	18.5	48.0	11.8	3.2
LOS by Move:	F	A	F	F	F	F	F	B	B	D	B	A
HCM2kAvgQ:	0	0	0	1	2	2	6	4	4	0	34	2

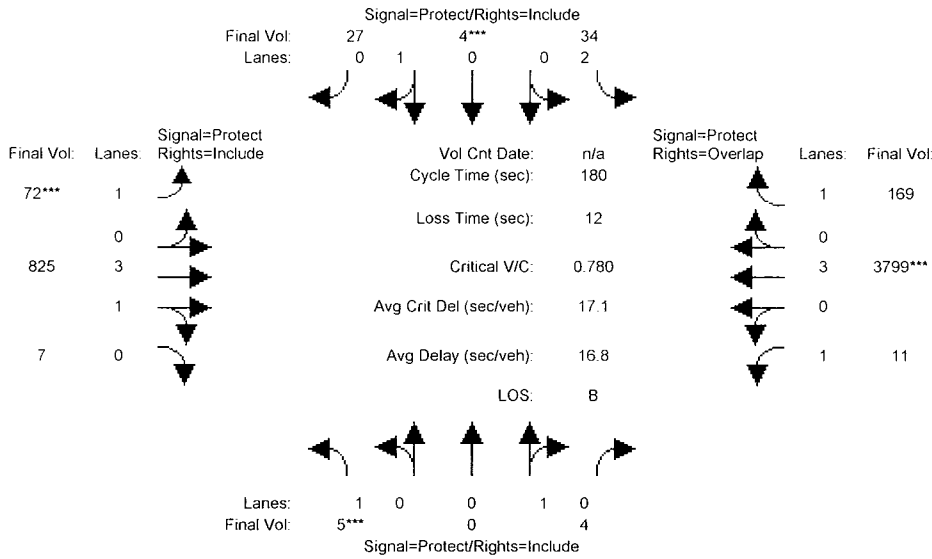
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans.. San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #505: Pecten Ct & Montague Expwy



Street Name:	Pecten Ct						Montague Expwy					
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
Volume Module:												
Base Vol:	5	0	4	34	4	27	72	825	7	11	3799	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	4	34	4	27	72	825	7	11	3799	169
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	0	4	34	4	27	72	825	7	11	3799	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	0	4	34	4	27	72	825	7	11	3799	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	4	34	4	27	72	825	7	11	3799	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	0	4	34	4	27	72	825	7	11	3799	169
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.83	0.95	0.95	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	2.00	0.13	0.87	1.00	3.96	0.04	1.00	3.00	1.00
Final Sat.:	1750	0	1800	3150	232	1568	1750	7437	63	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.02	0.02	0.04	0.11	0.11	0.01	0.67	0.10
Crit Moves:	****				****		****				****	
Green/Cycle:	0.04	0.00	0.06	0.04	0.06	0.06	0.05	0.62	0.62	0.22	0.79	0.83
Volume/Cap:	0.07	0.00	0.04	0.28	0.31	0.31	0.84	0.18	0.18	0.03	0.84	0.12
Delay/Veh:	85.5	0.0	81.2	89.6	89.6	89.6	145.9	14.6	14.6	55.6	14.0	3.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.5	0.0	81.2	89.6	89.6	89.6	145.9	14.6	14.6	55.6	14.0	3.1
LOS by Move:	F	A	F	F	F	F	F	B	B	E	B	A
HCM2kAvgQ:	0	0	0	1	2	2	6	5	5	0	45	2

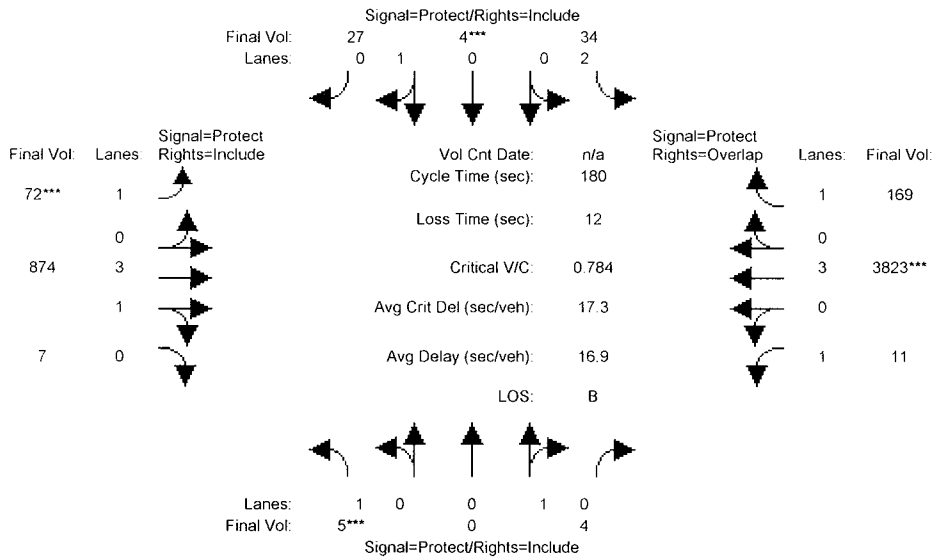
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #505: Pecten Ct & Montague Expwy



Street Name:	Pecten Ct						Montague Expwy					
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
Volume Module:												
Base Vol:	5	0	4	34	4	27	72	825	7	11	3799	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	4	34	4	27	72	825	7	11	3799	169
Added Vol:	0	0	0	0	0	0	0	49	0	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	0	4	34	4	27	72	874	7	11	3823	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	0	4	34	4	27	72	874	7	11	3823	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	4	34	4	27	72	874	7	11	3823	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	0	4	34	4	27	72	874	7	11	3823	169
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.83	0.95	0.95	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	2.00	0.13	0.87	1.00	3.97	0.03	1.00	3.00	1.00
Final Sat.:	1750	0	1800	3150	232	1568	1750	7440	60	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.02	0.02	0.04	0.12	0.12	0.01	0.67	0.10
Crit Moves:	****				****		****				****	
Green/Cycle:	0.04	0.00	0.06	0.04	0.06	0.06	0.05	0.63	0.63	0.21	0.79	0.83
Volume/Cap:	0.07	0.00	0.04	0.28	0.31	0.31	0.85	0.19	0.19	0.03	0.85	0.12
Delay/Veh:	85.5	0.0	81.2	89.6	89.6	89.6	147.1	14.0	14.0	56.9	14.2	3.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.5	0.0	81.2	89.6	89.6	89.6	147.1	14.0	14.0	56.9	14.2	3.1
LOS by Move:	F	A	F	F	F	F	F	B	B	E	B	A
HCM2kAvgQ:	0	0	0	1	2	2	6	5	5	1	45	2

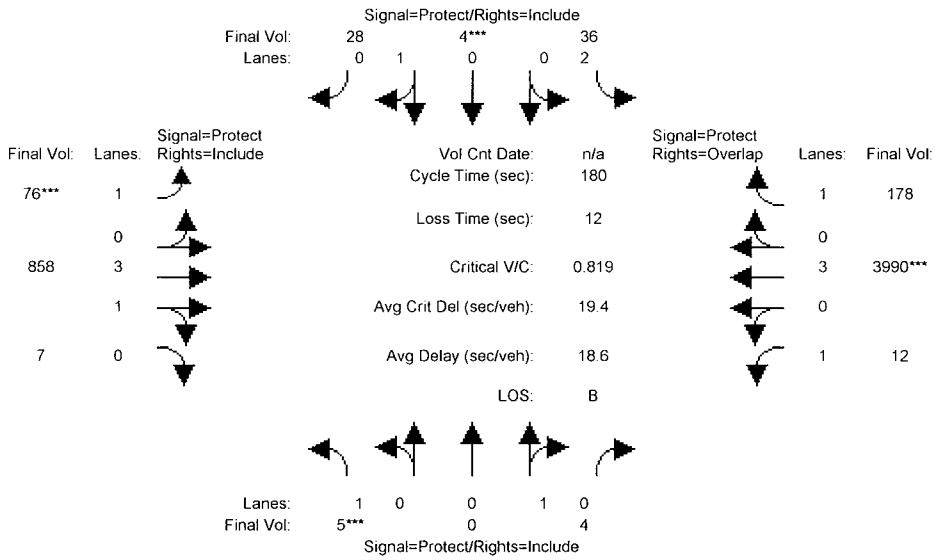
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Future Growth No Project AM

Intersection #505: Pecten Ct & Montague Expwy



Street Name:	Pecten Ct						Montague Expwy					
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
Volume Module:												
Base Vol:	5	0	4	36	4	28	76	858	7	12	3990	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	4	36	4	28	76	858	7	12	3990	178
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:	5	0	4	36	4	28	76	858	7	12	3990	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	0	4	36	4	28	76	858	7	12	3990	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	4	36	4	28	76	858	7	12	3990	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	0	4	36	4	28	76	858	7	12	3990	178
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.83	0.95	0.95	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	2.00	0.13	0.87	1.00	3.97	0.03	1.00	3.00	1.00
Final Sat.:	1750	0	1800	3150	225	1575	1750	7439	61	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.02	0.02	0.04	0.12	0.12	0.01	0.70	0.10
Crit Moves:	****				****		****				****	
Green/Cycle:	0.04	0.00	0.06	0.04	0.06	0.06	0.05	0.63	0.63	0.21	0.79	0.83
Volume/Cap:	0.07	0.00	0.04	0.29	0.32	0.32	0.89	0.18	0.18	0.03	0.89	0.12
Delay/Veh:	85.5	0.0	81.2	90.1	90.0	90.0	154.5	14.2	14.2	56.5	16.2	3.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.5	0.0	81.2	90.1	90.0	90.0	154.5	14.2	14.2	56.5	16.2	3.1
LOS by Move:	F	A	F	F	F	F	F	B	B	E	B	A
HCM2kAvgQ:	0	0	0	1	2	2	7	5	5	1	53	2

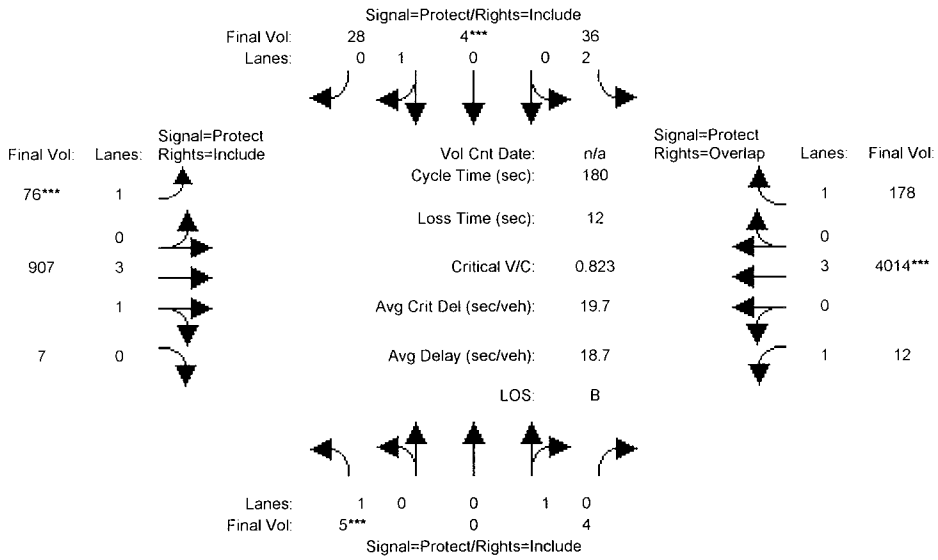
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #505: Pecten Ct & Montague Expwy



Street Name:	Pecten Ct						Montague Expwy					
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
Volume Module:												
Base Vol:	5	0	4	36	4	28	76	858	7	12	3990	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	4	36	4	28	76	858	7	12	3990	178
Added Vol:	0	0	0	0	0	0	0	49	0	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	0	4	36	4	28	76	907	7	12	4014	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	0	4	36	4	28	76	907	7	12	4014	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	4	36	4	28	76	907	7	12	4014	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	0	4	36	4	28	76	907	7	12	4014	178
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.83	0.95	0.95	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	2.00	0.13	0.87	1.00	3.97	0.03	1.00	3.00	1.00
Final Sat.:	1750	0	1800	3150	225	1575	1750	7442	57	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.02	0.02	0.04	0.12	0.12	0.01	0.70	0.10
Crit Moves:	****				****		****				****	
Green/Cycle:	0.04	0.00	0.06	0.04	0.06	0.06	0.05	0.64	0.64	0.20	0.79	0.83
Volume/Cap:	0.07	0.00	0.04	0.29	0.32	0.32	0.89	0.19	0.19	0.03	0.89	0.12
Delay/Veh:	85.5	0.0	81.2	90.1	90.0	90.0	155.9	13.7	13.7	57.7	16.5	3.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.5	0.0	81.2	90.1	90.0	90.0	155.9	13.7	13.7	57.7	16.5	3.1
LOS by Move:	F	A	F	F	F	F	F	B	B	E	B	A
HCM2kAvgQ:	0	0	0	1	2	2	7	5	5	1	54	2

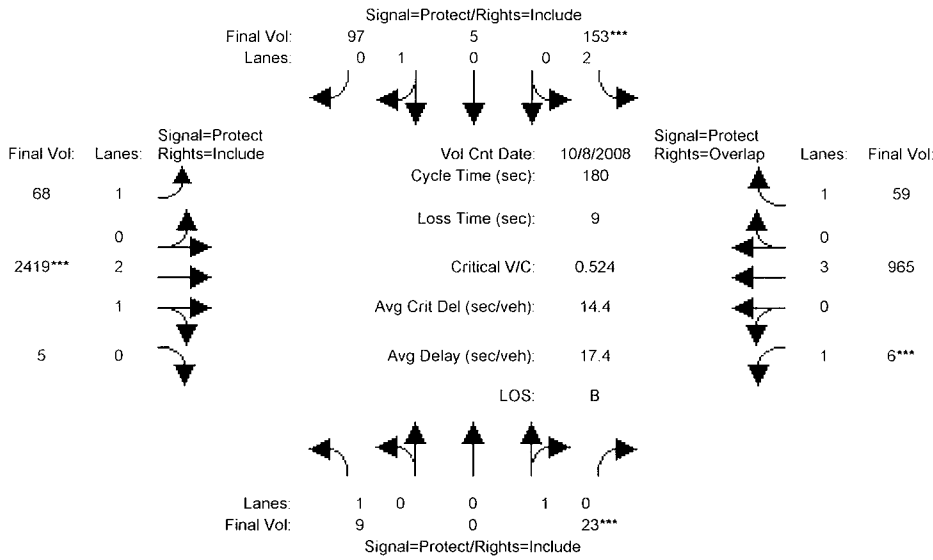
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.
Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #505: Pecten Ct & Montague Expwy



Street Name:	Pecten Ct						Montague Expwy					
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
Volume Module: >> Count Date: 8 Oct 2008 <<												
Base Vol:	9	0	23	153	5	97	68	2629	5	6	965	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	0	23	153	5	97	68	2629	5	6	965	59
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	0	23	153	5	97	68	2629	5	6	965	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	0	23	153	5	97	68	2419	5	6	965	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	0	23	153	5	97	68	2419	5	6	965	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	0	23	153	5	97	68	2419	5	6	965	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.83	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	2.00	0.05	0.95	1.00	2.99	0.01	1.00	3.00	1.00
Final Sat.:	1750	0	1800	3150	88	1712	1750	5588	12	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.05	0.06	0.06	0.04	0.43	0.43	0.00	0.17	0.03
Crit Moves:			****	****				****		****		
Green/Cycle:	0.06	0.00	0.06	0.09	0.08	0.08	0.15	0.77	0.77	0.04	0.66	0.74
Volume/Cap:	0.09	0.00	0.22	0.56	0.67	0.67	0.26	0.56	0.56	0.09	0.26	0.05
Delay/Veh:	82.1	0.0	85.8	87.1	101	101.4	69.8	9.0	9.0	86.0	12.9	6.2
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:	82.1	0.0	85.8	87.1	101	101.4	69.8	9.0	9.0	86.0	12.9	6.2
LOS by Move:	F	A	F	F	F	F	E	A	A	F	B	A
HCM2kAvgQ:	1	0	1	6	7	7	4	18	18	0	7	1

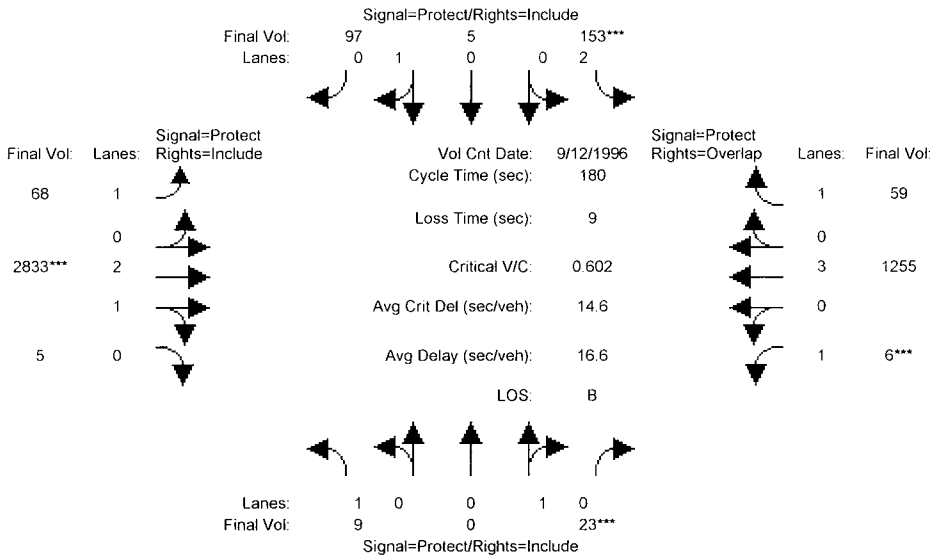
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #505: Pecten Ct & Montague Expwy



Street Name:	Pecten Ct						Montague Expwy					
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
Volume Module: >> Count Date: 12 Sep 1996 <<												
Base Vol:	9	0	23	153	5	97	68	3079	5	6	1255	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	0	23	153	5	97	68	3079	5	6	1255	59
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	0	23	153	5	97	68	3079	5	6	1255	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	0	23	153	5	97	68	2833	5	6	1255	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	0	23	153	5	97	68	2833	5	6	1255	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	0	23	153	5	97	68	2833	5	6	1255	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.83	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	2.00	0.05	0.95	1.00	2.99	0.01	1.00	3.00	1.00
Final Sat.:	1750	0	1800	3150	88	1712	1750	5590	10	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.05	0.06	0.06	0.04	0.51	0.51	0.00	0.22	0.03
Crit Moves:			****	****				****		****		
Green/Cycle:	0.05	0.00	0.06	0.07	0.08	0.08	0.12	0.78	0.78	0.04	0.70	0.77
Volume/Cap:	0.10	0.00	0.23	0.65	0.73	0.73	0.32	0.65	0.65	0.09	0.32	0.04
Delay/Veh:	83.2	0.0	86.6	94.0	110	109.9	75.8	9.5	9.5	86.0	10.8	4.9
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:	83.2	0.0	86.6	94.0	110	109.9	75.8	9.5	9.5	86.0	10.8	4.9
LOS by Move:	F	A	F	F	F	F	E	A	A	F	B	A
HCM2kAvgQ:	1	0	1	6	7	7	4	23	23	0	9	1

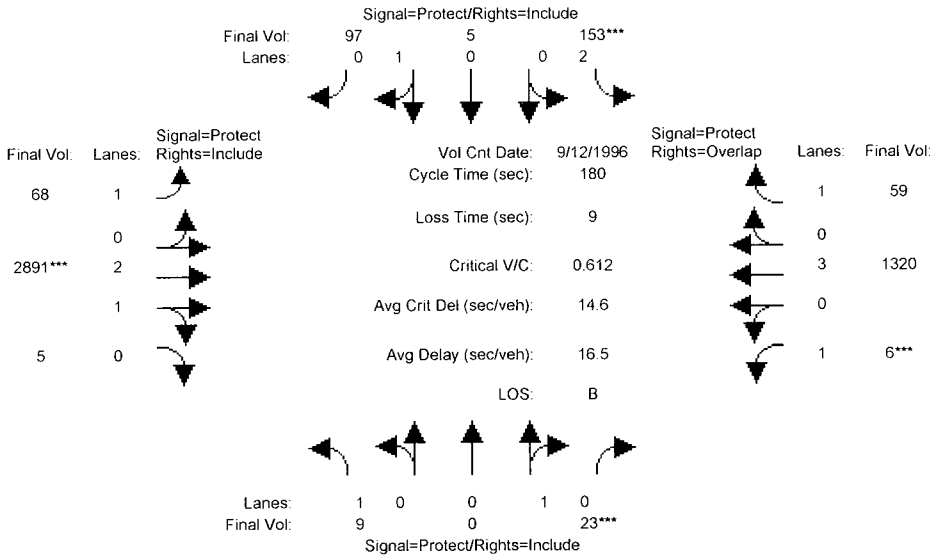
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #505: Pecten Ct & Montague Expwy



Street Name:	Pecten Ct						Montague Expwy					
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
Volume Module: >> Count Date: 12 Sep 1996 <<												
Base Vol:	9	0	23	153	5	97	68	3079	5	6	1255	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	0	23	153	5	97	68	3079	5	6	1255	59
Added Vol:	0	0	0	0	0	0	0	63	0	0	65	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	0	23	153	5	97	68	3142	5	6	1320	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	0	23	153	5	97	68	2891	5	6	1320	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	0	23	153	5	97	68	2891	5	6	1320	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	0	23	153	5	97	68	2891	5	6	1320	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.83	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	2.00	0.05	0.95	1.00	2.99	0.01	1.00	3.00	1.00
Final Sat.:	1750	0	1800	3150	88	1712	1750	5590	10	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.05	0.06	0.06	0.04	0.52	0.52	0.00	0.23	0.03
Crit Moves:			****	****				****		****		
Green/Cycle:	0.05	0.00	0.06	0.07	0.08	0.08	0.12	0.78	0.78	0.04	0.70	0.78
Volume/Cap:	0.10	0.00	0.23	0.66	0.74	0.74	0.33	0.66	0.66	0.09	0.33	0.04
Delay/Veh:	83.3	0.0	86.6	95.1	111	111.1	77.1	9.6	9.6	86.0	10.6	4.7
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:	83.3	0.0	86.6	95.1	111	111.1	77.1	9.6	9.6	86.0	10.6	4.7
LOS by Move:	F	A	F	F	F	F	E	A	A	F	B	A
HCM2kAvgQ:	1	0	1	6	7	7	4	24	24	0	9	1

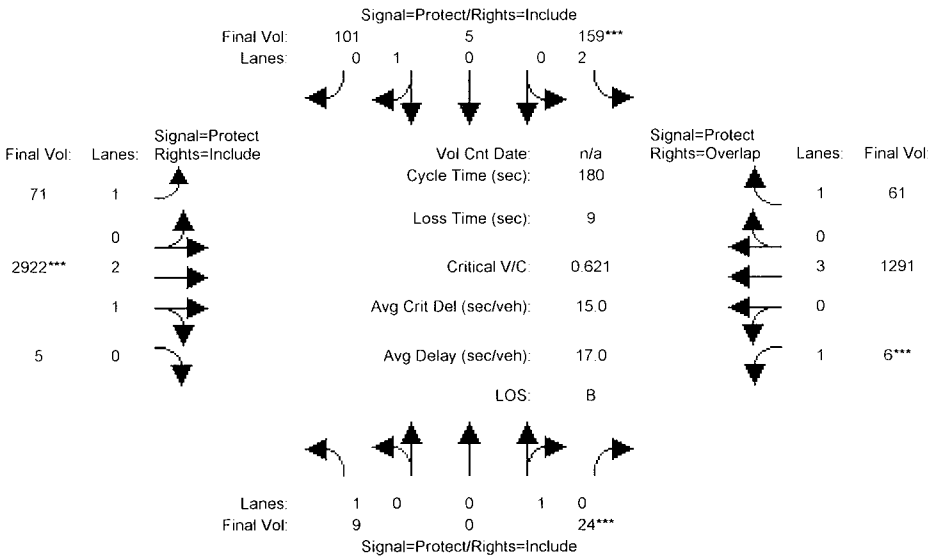
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.
Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Future Growth No Project PM

Intersection #505: Pecten Ct & Montague Expwy



Street Name:	Pecten Ct						Montague Expwy					
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
Volume Module:												
Base Vol:	9	0	24	159	5	101	71	3176	5	6	1291	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	0	24	159	5	101	71	3176	5	6	1291	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	0	24	159	5	101	71	3176	5	6	1291	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	0	24	159	5	101	71	2922	5	6	1291	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	0	24	159	5	101	71	2922	5	6	1291	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	0	24	159	5	101	71	2922	5	6	1291	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.83	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	2.00	0.05	0.95	1.00	2.99	0.01	1.00	3.00	1.00
Final Sat.:	1750	0	1800	3150	85	1715	1750	5590	10	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.05	0.06	0.06	0.04	0.52	0.52	0.00	0.23	0.03
Crit Moves:			****	****				****		****		
Green/Cycle:	0.05	0.00	0.06	0.08	0.08	0.08	0.12	0.78	0.78	0.04	0.69	0.77
Volume/Cap:	0.10	0.00	0.24	0.67	0.75	0.75	0.33	0.67	0.67	0.09	0.33	0.05
Delay/Veh:	83.4	0.0	87.0	95.1	111	110.8	75.9	9.9	9.9	86.0	11.1	5.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.4	0.0	87.0	95.1	111	110.8	75.9	9.9	9.9	86.0	11.1	5.0
LOS by Move:	F	A	F	F	F	F	E	A	A	F	B	A
HCM2kAvgQ:	1	0	2	6	8	8	4	25	25	0	9	1

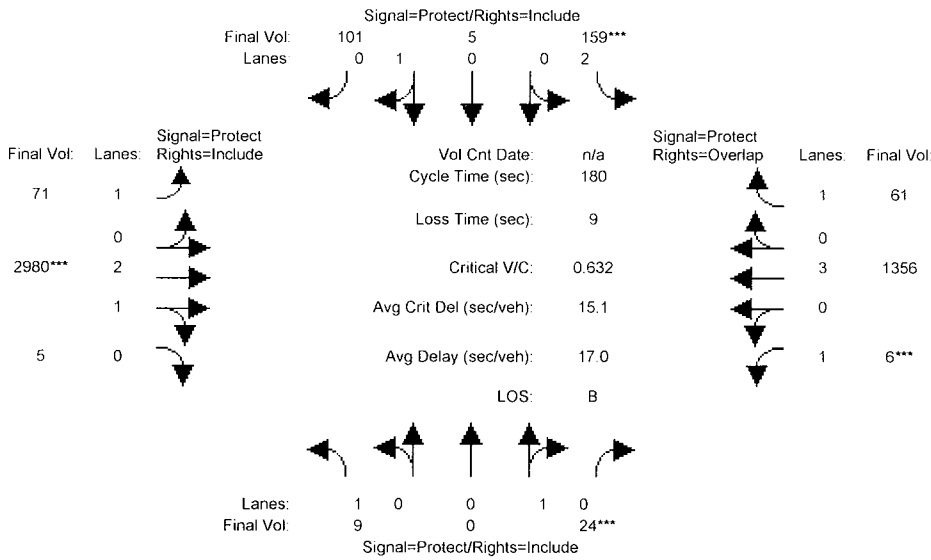
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #505: Pecten Ct & Montague Expwy



Street Name:	Pecten Ct						Montague Expwy					
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
Volume Module:												
Base Vol:	9	0	24	159	5	101	71	3176	5	6	1291	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	0	24	159	5	101	71	3176	5	6	1291	61
Added Vol:	0	0	0	0	0	0	0	63	0	0	65	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	0	24	159	5	101	71	3239	5	6	1356	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	0	24	159	5	101	71	2980	5	6	1356	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	0	24	159	5	101	71	2980	5	6	1356	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	0	24	159	5	101	71	2980	5	6	1356	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.83	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	2.00	0.05	0.95	1.00	2.99	0.01	1.00	3.00	1.00
Final Sat.:	1750	0	1800	3150	85	1715	1750	5591	9	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.05	0.06	0.06	0.04	0.53	0.53	0.00	0.24	0.03
Crit Moves:			****	****				****		****		
Green/Cycle:	0.05	0.00	0.06	0.07	0.08	0.08	0.12	0.78	0.78	0.04	0.70	0.77
Volume/Cap:	0.10	0.00	0.24	0.68	0.75	0.75	0.34	0.68	0.68	0.09	0.34	0.04
Delay/Veh:	83.6	0.0	87.0	96.3	112	112.1	77.1	10.1	10.1	86.0	10.8	4.8
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:	83.6	0.0	87.0	96.3	112	112.1	77.1	10.1	10.1	86.0	10.8	4.8
LOS by Move:	F	A	F	F	F	F	E	B	B	F	B	A
HCM2kAvgQ:	1	0	2	6	8	8	4	26	26	0	9	1

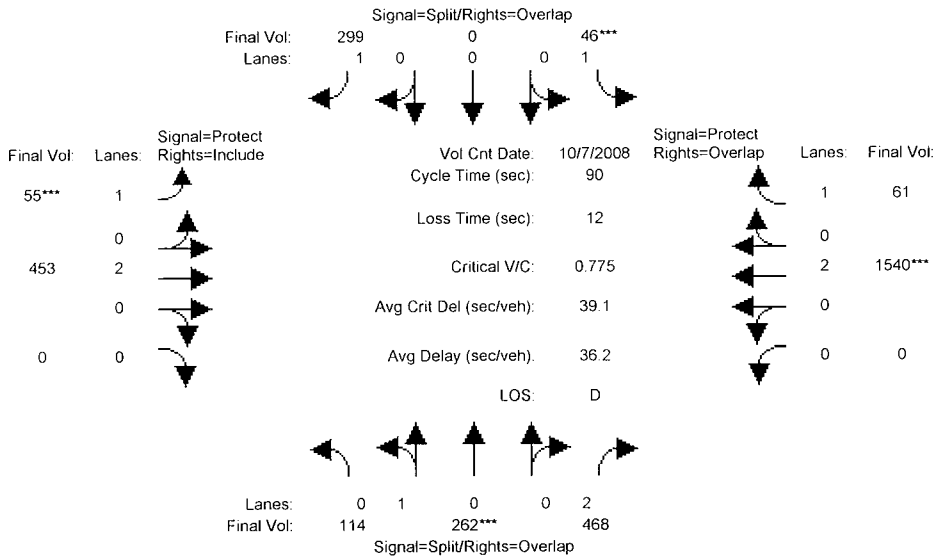
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #506: Dempsey Rd & Landess Av



Street Name:	Dempsey Rd						Landess Av					
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	0	10	7	10	0	0	10	10
Volume Module: >> Count Date: 7 Oct 2008 <<												
Base Vol:	114	262	468	46	0	299	55	453	0	0	1540	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	262	468	46	0	299	55	453	0	0	1540	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	262	468	46	0	299	55	453	0	0	1540	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	262	468	46	0	299	55	453	0	0	1540	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	262	468	46	0	299	55	453	0	0	1540	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	262	468	46	0	299	55	453	0	0	1540	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.30	0.70	2.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	546	1254	3150	1750	0	1750	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.15	0.03	0.00	0.17	0.03	0.12	0.00	0.00	0.41	0.03
Crit Moves:		****		****			****				****	
Green/Cycle:	0.23	0.23	0.23	0.12	0.00	0.20	0.08	0.52	0.00	0.00	0.44	0.56
Volume/Cap:	0.92	0.92	0.65	0.22	0.00	0.86	0.40	0.23	0.00	0.00	0.92	0.06
Delay/Veh:	62.0	62.0	36.1	38.2	0.0	58.7	48.2	12.1	0.0	0.0	33.2	9.1
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:	62.0	62.0	36.1	38.2	0.0	58.7	48.2	12.1	0.0	0.0	33.2	9.1
LOS by Move:	E	E	D	D	A	E	D	B	A	A	C	A
HCM2kAvgQ:	15	15	8	1	0	12	2	3	0	0	25	1

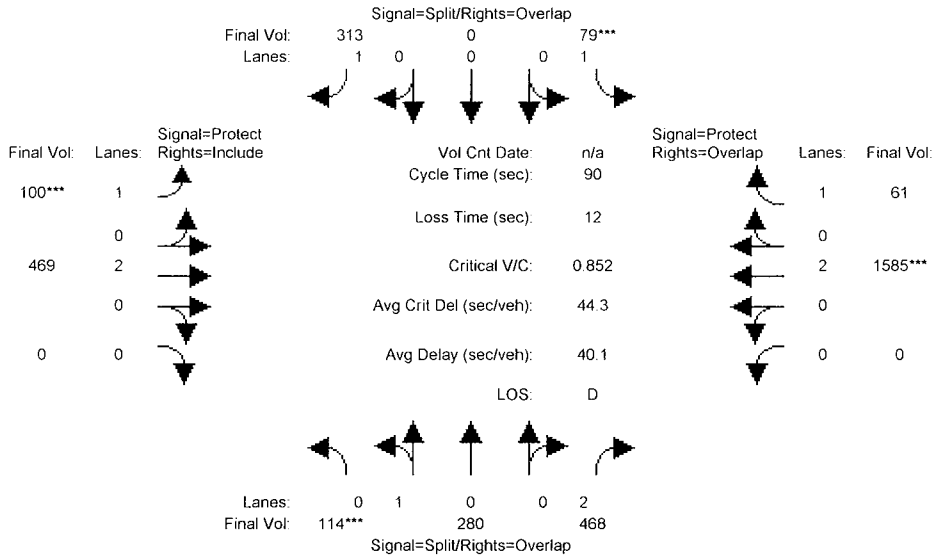
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.
Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #506: Dempsey Rd & Landess Av



Street Name:	Dempsey Rd						Landess Av					
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	0	10	7	10	0	0	10	10
Volume Module:												
Base Vol:	114	280	468	79	0	313	100	469	0	0	1585	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	280	468	79	0	313	100	469	0	0	1585	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	280	468	79	0	313	100	469	0	0	1585	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	280	468	79	0	313	100	469	0	0	1585	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	280	468	79	0	313	100	469	0	0	1585	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	280	468	79	0	313	100	469	0	0	1585	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.29	0.71	2.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	521	1279	3150	1750	0	1750	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.15	0.05	0.00	0.18	0.06	0.12	0.00	0.00	0.42	0.03
Crit Moves:	****			****			****				****	
Green/Cycle:	0.23	0.23	0.23	0.12	0.00	0.20	0.08	0.52	0.00	0.00	0.44	0.56
Volume/Cap:	0.95	0.95	0.64	0.38	0.00	0.91	0.73	0.24	0.00	0.00	0.95	0.06
Delay/Veh:	67.1	67.1	35.6	41.8	0.0	65.8	70.0	12.2	0.0	0.0	37.1	9.2
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:	67.1	67.1	35.6	41.8	0.0	65.8	70.0	12.2	0.0	0.0	37.1	9.2
LOS by Move:	E	E	D	D	A	E	E	B	A	A	D	A
HCM2kAvgQ:	16	16	8	3	0	13	5	4	0	0	27	1

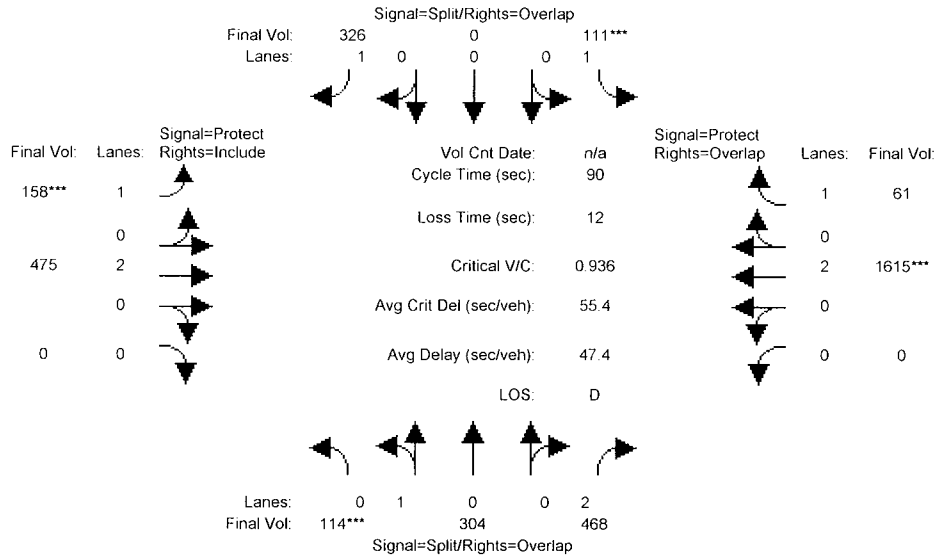
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #506: Dempsey Rd & Landess Av



Street Name:	Dempsey Rd						Landess Av					
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	0	10	7	10	0	0	10	10
Volume Module:												
Base Vol:	114	280	468	79	0	313	100	469	0	0	1585	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	280	468	79	0	313	100	469	0	0	1585	61
Added Vol:	0	24	0	32	0	13	58	6	0	0	30	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	304	468	111	0	326	158	475	0	0	1615	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	304	468	111	0	326	158	475	0	0	1615	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	304	468	111	0	326	158	475	0	0	1615	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	304	468	111	0	326	158	475	0	0	1615	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.27	0.73	2.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	491	1309	3150	1750	0	1750	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.15	0.06	0.00	0.19	0.09	0.13	0.00	0.00	0.43	0.03
Crit Moves:	****			****			****				****	
Green/Cycle:	0.23	0.23	0.23	0.11	0.00	0.20	0.09	0.52	0.00	0.00	0.43	0.54
Volume/Cap:	0.99	0.99	0.63	0.57	0.00	0.92	0.99	0.24	0.00	0.00	0.99	0.06
Delay/Veh:	75.5	75.5	35.0	49.6	0.0	66.5	109.3	12.1	0.0	0.0	45.4	10.0
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:	75.5	75.5	35.0	49.6	0.0	66.5	109.3	12.1	0.0	0.0	45.4	10.0
LOS by Move:	E	E	D	D	A	E	F	B	A	A	D	A
HCM2kAvgQ:	18	18	8	4	0	14	9	4	0	0	30	1

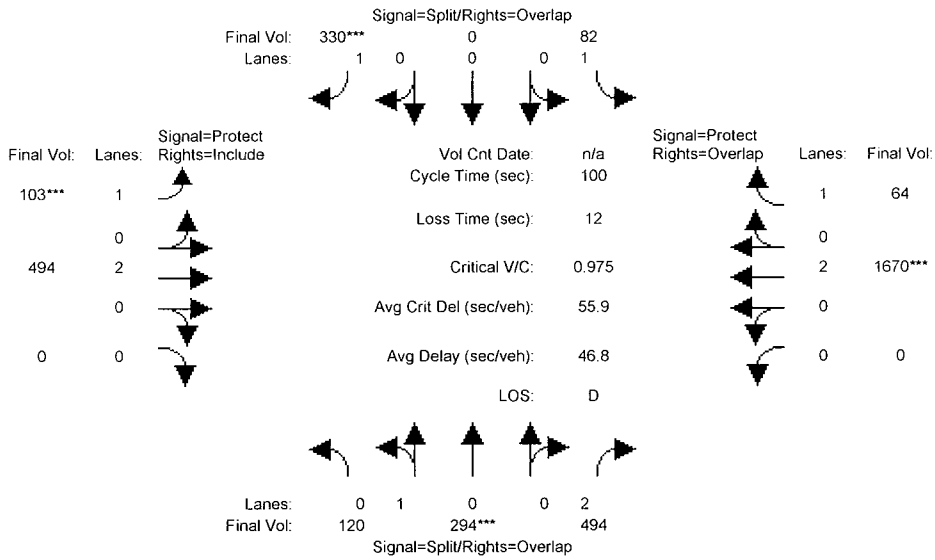
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Future Growth No Project AM

Intersection #506: Dempsey Rd & Landess Av



Street Name:	Dempsey Rd						Landess Av					
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	0	10	7	10	0	0	10	10
Volume Module:												
Base Vol:	120	294	494	82	0	330	103	494	0	0	1670	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	294	494	82	0	330	103	494	0	0	1670	64
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:	120	294	494	82	0	330	103	494	0	0	1670	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	294	494	82	0	330	103	494	0	0	1670	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	294	494	82	0	330	103	494	0	0	1670	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	294	494	82	0	330	103	494	0	0	1670	64
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.29	0.71	2.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	522	1278	3150	1750	0	1750	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.16	0.05	0.00	0.19	0.06	0.13	0.00	0.00	0.44	0.04
Crit Moves:		****				****	****				****	
Green/Cycle:	0.24	0.24	0.24	0.12	0.00	0.19	0.07	0.52	0.00	0.00	0.45	0.57
Volume/Cap:	0.97	0.97	0.66	0.38	0.00	0.98	0.84	0.25	0.00	0.00	0.97	0.06
Delay/Veh:	75.2	75.2	39.2	45.6	0.0	85.2	92.9	13.4	0.0	0.0	43.0	9.6
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:	75.2	75.2	39.2	45.6	0.0	85.2	92.9	13.4	0.0	0.0	43.0	9.6
LOS by Move:	E	E	D	D	A	F	F	B	A	A	D	A
HCM2kAvgQ:	19	19	9	3	0	16	6	4	0	0	32	1

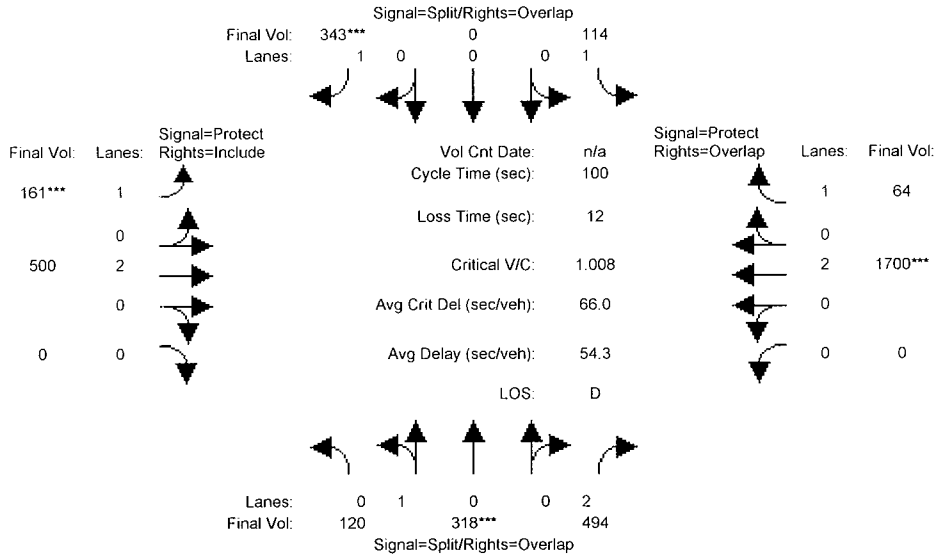
Note: Queue reported is the number of cars per lane.

 Copyright (c) 2008 Dowling Associates, Inc.

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #506: Dempsey Rd & Landess Av



Street Name:	Dempsey Rd						Landess Av					
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	0	10	7	10	0	0	10	10
Volume Module:												
Base Vol:	120	294	494	82	0	330	103	494	0	0	1670	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	294	494	82	0	330	103	494	0	0	1670	64
Added Vol:	0	24	0	32	0	13	58	6	0	0	30	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	318	494	114	0	343	161	500	0	0	1700	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	318	494	114	0	343	161	500	0	0	1700	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	318	494	114	0	343	161	500	0	0	1700	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	318	494	114	0	343	161	500	0	0	1700	64
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.27	0.73	2.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	493	1307	3150	1750	0	1750	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.16	0.07	0.00	0.20	0.09	0.13	0.00	0.00	0.45	0.04
Crit Moves:		****				****	****				****	
Green/Cycle:	0.24	0.24	0.24	0.10	0.00	0.19	0.09	0.54	0.00	0.00	0.44	0.55
Volume/Cap:	1.01	1.01	0.65	0.63	0.00	1.01	1.01	0.25	0.00	0.00	1.01	0.07
Delay/Veh:	83.0	83.0	38.4	58.6	0.0	91.0	118.6	12.7	0.0	0.0	51.6	10.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.0	83.0	38.4	58.6	0.0	91.0	118.6	12.7	0.0	0.0	51.6	10.8
LOS by Move:	F	F	D	E	A	F	F	B	A	A	D	B
HCM2kAvgQ:	21	21	9	5	0	17	10	4	0	0	34	1

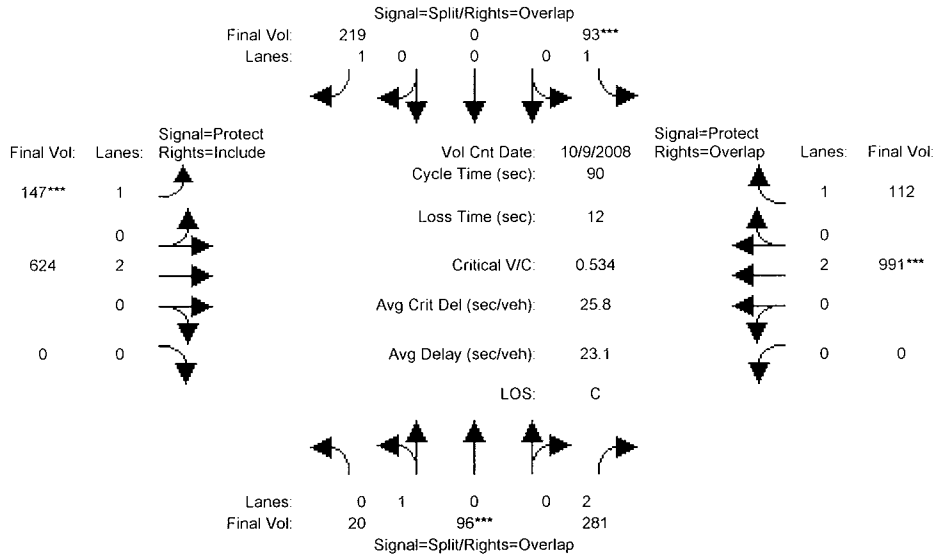
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.
Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #506: Dempsey Rd & Landess Av



Street Name:	Dempsey Rd						Landess Av					
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	0	10	7	10	0	0	10	10
Volume Module: >> Count Date: 9 Oct 2008 <<												
Base Vol:	20	96	281	93	0	219	147	624	0	0	991	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	96	281	93	0	219	147	624	0	0	991	112
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:	20	96	281	93	0	219	147	624	0	0	991	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	96	281	93	0	219	147	624	0	0	991	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	96	281	93	0	219	147	624	0	0	991	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	96	281	93	0	219	147	624	0	0	991	112
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.17	0.83	2.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	310	1490	3150	1750	0	1750	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.09	0.05	0.00	0.13	0.08	0.16	0.00	0.00	0.26	0.06
Crit Moves:		****		****			****				****	
Green/Cycle:	0.16	0.16	0.16	0.11	0.00	0.26	0.15	0.60	0.00	0.00	0.45	0.57
Volume/Cap:	0.41	0.41	0.57	0.48	0.00	0.49	0.57	0.27	0.00	0.00	0.57	0.11
Delay/Veh:	38.8	38.8	40.1	45.8	0.0	32.1	44.9	8.9	0.0	0.0	19.5	9.3
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	38.8	40.1	45.8	0.0	32.1	44.9	8.9	0.0	0.0	19.5	9.3
LOS by Move:	D	D	D	D	A	C	D	A	A	A	B	A
HCM2kAvgQ:	3	3	5	3	0	6	5	4	0	0	10	2

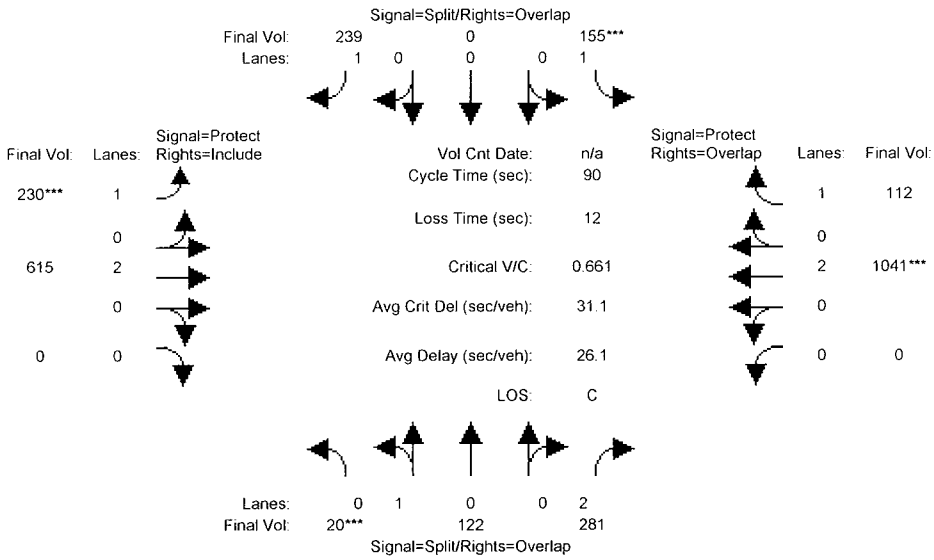
Note: Queue reported is the number of cars per lane.

 Copyright (c) 2008 Dowling Associates, Inc.

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #506: Dempsey Rd & Landess Av



Street Name:	Dempsey Rd						Landess Av					
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	0	10	7	10	0	0	10	10
Volume Module:												
Base Vol:	20	122	281	155	0	239	230	615	0	0	1041	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	122	281	155	0	239	230	615	0	0	1041	112
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:	20	122	281	155	0	239	230	615	0	0	1041	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	122	281	155	0	239	230	615	0	0	1041	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	122	281	155	0	239	230	615	0	0	1041	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	122	281	155	0	239	230	615	0	0	1041	112
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.14	0.86	2.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	254	1546	3150	1750	0	1750	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.09	0.09	0.00	0.14	0.13	0.16	0.00	0.00	0.27	0.06
Crit Moves:	****			****			****				****	
Green/Cycle:	0.13	0.13	0.13	0.13	0.00	0.33	0.20	0.61	0.00	0.00	0.41	0.55
Volume/Cap:	0.58	0.58	0.66	0.66	0.00	0.41	0.66	0.26	0.00	0.00	0.66	0.12
Delay/Veh:	46.5	46.5	44.8	50.8	0.0	25.3	42.7	8.3	0.0	0.0	23.4	10.0
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:	46.5	46.5	44.8	50.8	0.0	25.3	42.7	8.3	0.0	0.0	23.4	10.0
LOS by Move:	D	D	D	D	A	C	D	A	A	A	C	B
HCM2kAvgQ:	5	5	6	6	0	6	8	4	0	0	12	2

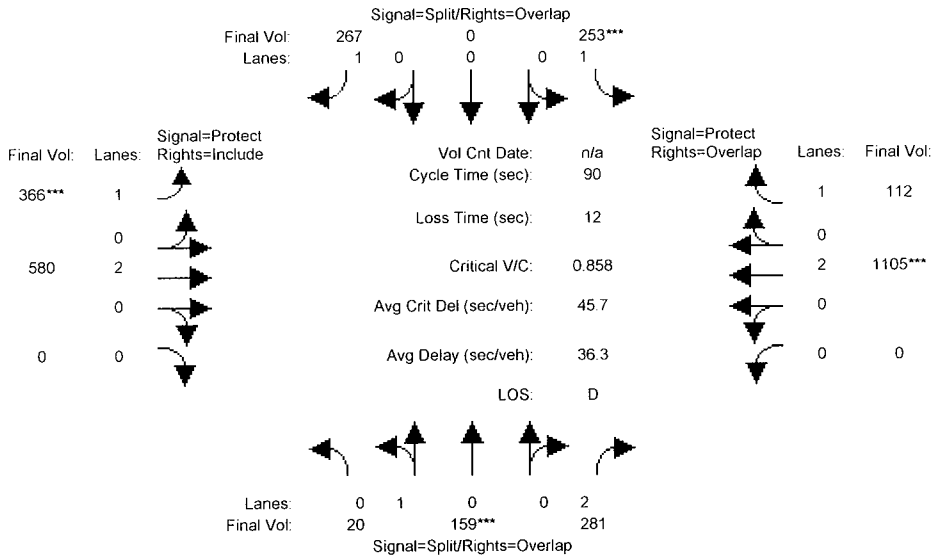
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project MD

Intersection #506: Dempsey Rd & Landess Av



Street Name:	Dempsey Rd						Landess Av					
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	0	10	7	10	0	0	10	10
Volume Module:												
Base Vol:	20	122	281	155	0	239	230	615	0	0	1041	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	122	281	155	0	239	230	615	0	0	1041	112
Added Vol:	0	37	0	68	0	28	91	10	0	0	64	0
PasserByVol:	0	0	0	30	0	0	45	-45	0	0	0	0
Initial Fut:	20	159	281	253	0	267	366	580	0	0	1105	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	159	281	253	0	267	366	580	0	0	1105	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	159	281	253	0	267	366	580	0	0	1105	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	159	281	253	0	267	366	580	0	0	1105	112
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.11	0.89	2.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	201	1599	3150	1750	0	1750	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.09	0.14	0.00	0.15	0.21	0.15	0.00	0.00	0.29	0.06
Crit Moves:		****		****			****				****	
Green/Cycle:	0.12	0.12	0.12	0.17	0.00	0.41	0.24	0.58	0.00	0.00	0.34	0.51
Volume/Cap:	0.86	0.86	0.77	0.86	0.00	0.37	0.86	0.26	0.00	0.00	0.86	0.13
Delay/Veh:	73.2	73.2	53.1	62.6	0.0	19.8	52.1	9.5	0.0	0.0	35.3	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:	73.2	73.2	53.1	62.6	0.0	19.8	52.1	9.5	0.0	0.0	35.3	12.0
LOS by Move:	E	E	D	E	A	B	D	A	A	A	D	B
HCM2kAvgQ:	8	8	7	10	0	6	14	4	0	0	17	2

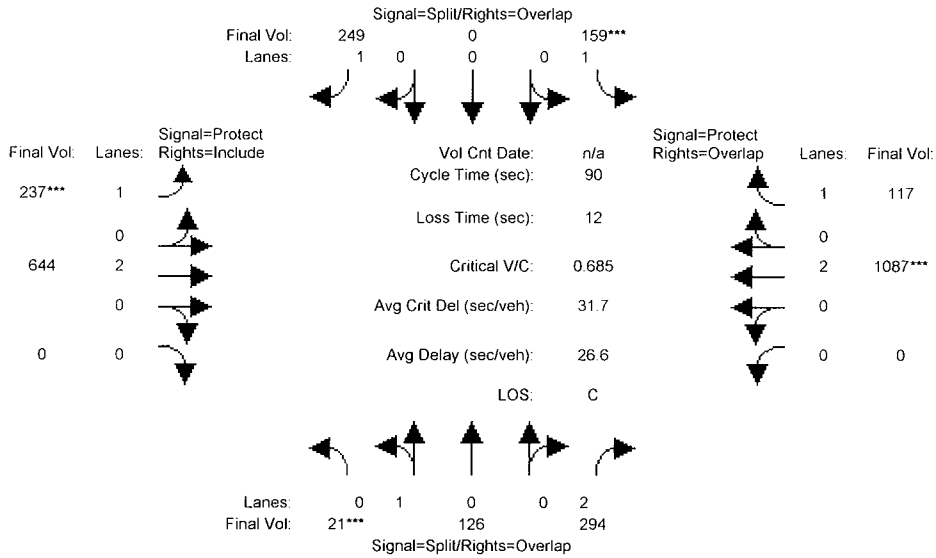
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Future Growth No Project MD

Intersection #506: Dempsey Rd & Landess Av



Street Name:	Dempsey Rd						Landess Av					
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	0	10	7	10	0	0	10	10
Volume Module:												
Base Vol:	21	126	294	159	0	249	237	644	0	0	1087	117
Growth Adj:	1.00	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	126	294	159	0	249	237	644	0	0	1087	117
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	126	294	159	0	249	237	644	0	0	1087	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	126	294	159	0	249	237	644	0	0	1087	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	126	294	159	0	249	237	644	0	0	1087	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	126	294	159	0	249	237	644	0	0	1087	117
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.14	0.86	2.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	257	1543	3150	1750	0	1750	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.09	0.09	0.00	0.14	0.14	0.17	0.00	0.00	0.29	0.07
Crit Moves:	****			****			****				****	
Green/Cycle:	0.14	0.14	0.14	0.13	0.00	0.33	0.20	0.61	0.00	0.00	0.42	0.55
Volume/Cap:	0.60	0.60	0.69	0.69	0.00	0.43	0.69	0.28	0.00	0.00	0.69	0.12
Delay/Veh:	47.0	47.0	45.7	52.5	0.0	25.9	44.1	8.3	0.0	0.0	23.8	10.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.0	47.0	45.7	52.5	0.0	25.9	44.1	8.3	0.0	0.0	23.8	10.0
LOS by Move:	D	D	D	D	A	C	D	A	A	A	C	B
HCM2kAvgQ:	5	5	6	6	0	6	8	4	0	0	13	2

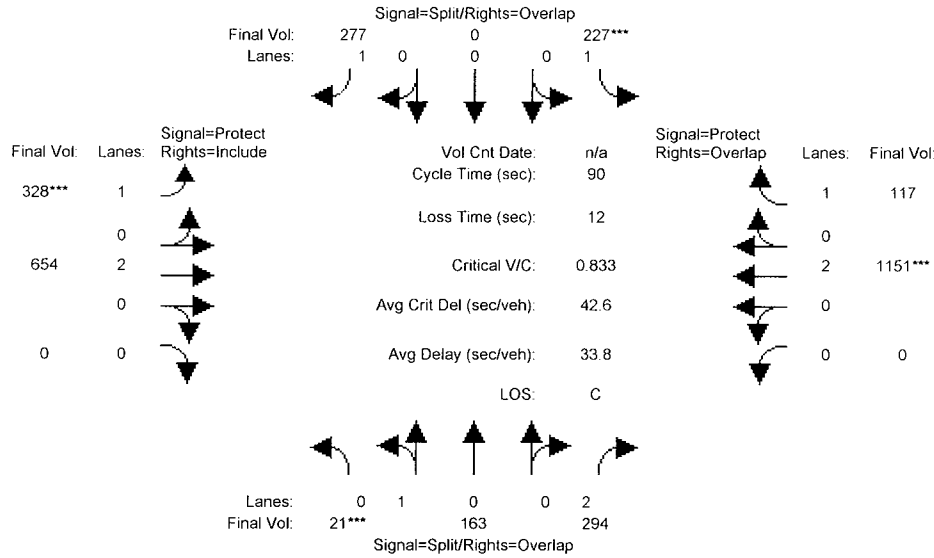
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Future Growth Project MD

Intersection #506: Dempsey Rd & Landess Av



Street Name:	Dempsey Rd						Landess Av					
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	0	10	7	10	0	0	10	10
Volume Module:												
Base Vol:	21	126	294	159	0	249	237	644	0	0	1087	117
Growth Adj:	1.00	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	126	294	159	0	249	237	644	0	0	1087	117
Added Vol:	0	37	0	68	0	28	91	10	0	0	64	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	163	294	227	0	277	328	654	0	0	1151	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	163	294	227	0	277	328	654	0	0	1151	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	163	294	227	0	277	328	654	0	0	1151	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	163	294	227	0	277	328	654	0	0	1151	117
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.11	0.89	2.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	205	1595	3150	1750	0	1750	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.09	0.13	0.00	0.16	0.19	0.17	0.00	0.00	0.30	0.07
Crit Moves:	****			****			****				****	
Green/Cycle:	0.12	0.12	0.12	0.16	0.00	0.38	0.22	0.59	0.00	0.00	0.36	0.52
Volume/Cap:	0.83	0.83	0.76	0.83	0.00	0.42	0.83	0.29	0.00	0.00	0.83	0.13
Delay/Veh:	67.9	67.9	51.4	61.7	0.0	22.4	51.6	9.5	0.0	0.0	32.2	11.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.9	67.9	51.4	61.7	0.0	22.4	51.6	9.5	0.0	0.0	32.2	11.4
LOS by Move:	E	E	D	E	A	C	D	A	A	A	C	B
HCM2kAvgQ:	8	8	7	9	0	6	12	4	0	0	17	2

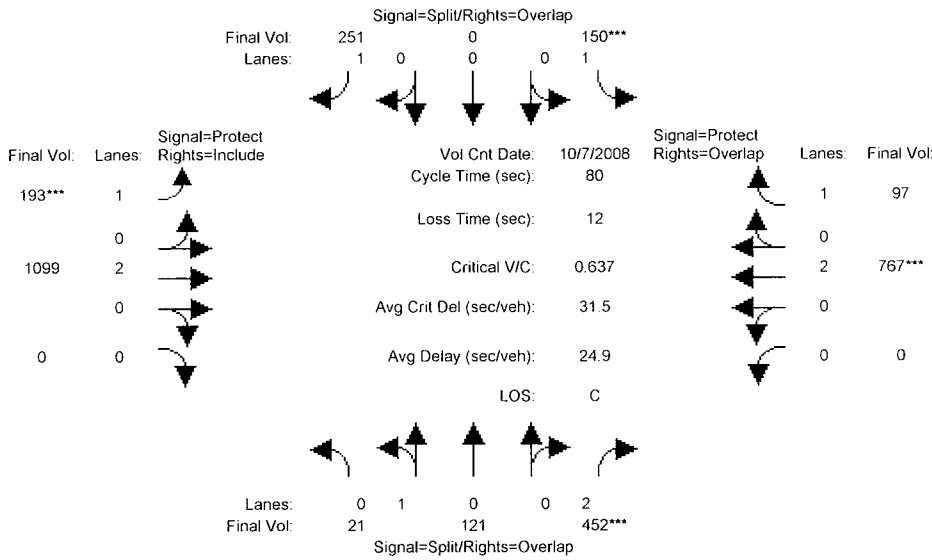
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #506: Dempsey Rd & Landess Av



Street Name:	Dempsey Rd						Landess Av					
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	0	10	7	10	0	0	10	10
Volume Module: >> Count Date: 7 Oct 2008 <<												
Base Vol:	21	121	452	150	0	251	193	1099	0	0	767	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	121	452	150	0	251	193	1099	0	0	767	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	121	452	150	0	251	193	1099	0	0	767	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	121	452	150	0	251	193	1099	0	0	767	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	121	452	150	0	251	193	1099	0	0	767	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	121	452	150	0	251	193	1099	0	0	767	97
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.15	0.85	2.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	266	1534	3150	1750	0	1750	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.14	0.09	0.00	0.14	0.11	0.29	0.00	0.00	0.20	0.06
Crit Moves:			****	****			****				****	
Green/Cycle:	0.23	0.23	0.23	0.13	0.00	0.31	0.17	0.49	0.00	0.00	0.32	0.45
Volume/Cap:	0.35	0.35	0.64	0.64	0.00	0.47	0.64	0.59	0.00	0.00	0.64	0.12
Delay/Veh:	28.4	28.4	32.4	45.2	0.0	25.3	40.6	16.0	0.0	0.0	26.0	13.1
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:	28.4	28.4	32.4	45.2	0.0	25.3	40.6	16.0	0.0	0.0	26.0	13.1
LOS by Move:	C	C	C	D	A	C	D	B	A	A	C	B
HCM2kAvgQ:	3	3	7	5	0	6	6	10	0	0	9	1

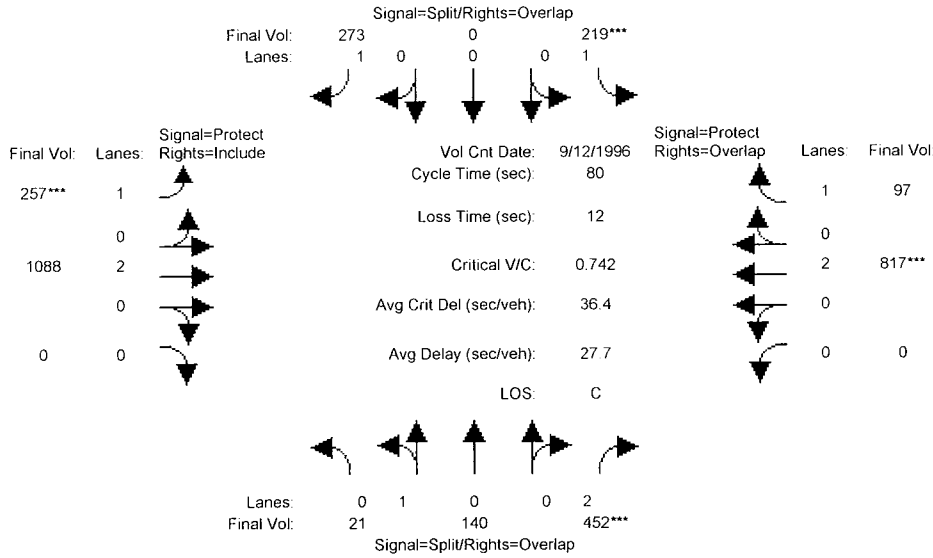
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #506: Dempsey Rd & Landess Av



Street Name:	Dempsey Rd						Landess Av					
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	0	10	7	10	0	0	10	10
Volume Module: >> Count Date: 12 Sep 1996 <<												
Base Vol:	21	140	452	219	0	273	257	1088	0	0	817	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	140	452	219	0	273	257	1088	0	0	817	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	140	452	219	0	273	257	1088	0	0	817	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	140	452	219	0	273	257	1088	0	0	817	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	140	452	219	0	273	257	1088	0	0	817	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	140	452	219	0	273	257	1088	0	0	817	97
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.13	0.87	2.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	235	1565	3150	1750	0	1750	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.14	0.13	0.00	0.16	0.15	0.29	0.00	0.00	0.22	0.06
Crit Moves:			****	****			****				****	
Green/Cycle:	0.19	0.19	0.19	0.17	0.00	0.37	0.20	0.49	0.00	0.00	0.29	0.46
Volume/Cap:	0.46	0.46	0.74	0.74	0.00	0.43	0.74	0.59	0.00	0.00	0.74	0.12
Delay/Veh:	32.9	32.9	38.3	47.1	0.0	21.1	43.5	16.1	0.0	0.0	30.2	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:	32.9	32.9	38.3	47.1	0.0	21.1	43.5	16.1	0.0	0.0	30.2	12.7
LOS by Move:	C	C	D	D	A	C	D	B	A	A	C	B
HCM2kAvgQ:	4	4	8	7	0	6	8	10	0	0	11	1

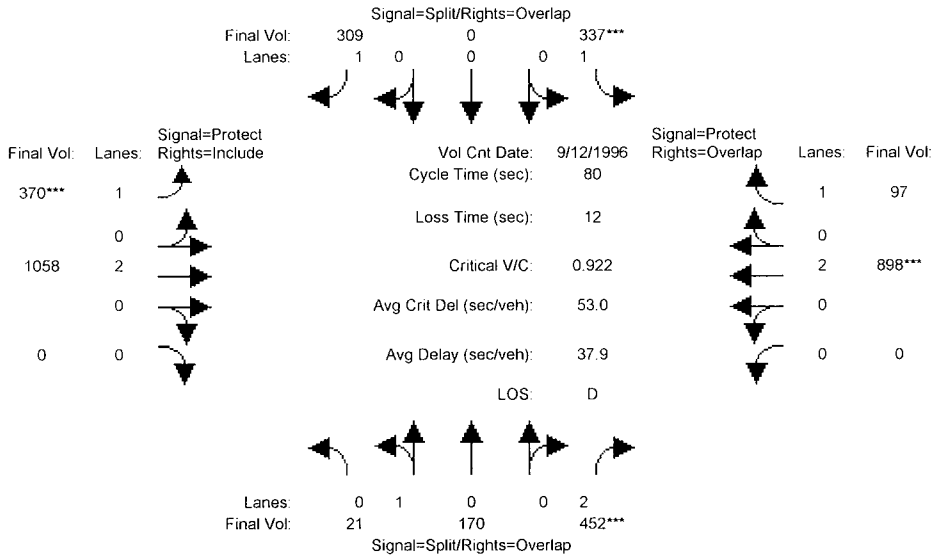
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #506: Dempsey Rd & Landess Av



Street Name:	Dempsey Rd						Landess Av					
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	0	10	7	10	0	0	10	10
Volume Module: >> Count Date: 12 Sep 1996 <<												
Base Vol:	21	140	452	219	0	273	257	1088	0	0	817	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	140	452	219	0	273	257	1088	0	0	817	97
Added Vol:	0	30	0	86	0	36	75	8	0	0	81	0
PasserByVol:	0	0	0	32	0	0	38	-38	0	0	0	0
Initial Fut:	21	170	452	337	0	309	370	1058	0	0	898	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	170	452	337	0	309	370	1058	0	0	898	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	170	452	337	0	309	370	1058	0	0	898	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	170	452	337	0	309	370	1058	0	0	898	97
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.11	0.89	2.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	198	1602	3150	1750	0	1750	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.14	0.19	0.00	0.18	0.21	0.28	0.00	0.00	0.24	0.06
Crit Moves:			****	****			****				****	
Green/Cycle:	0.16	0.16	0.16	0.21	0.00	0.44	0.23	0.49	0.00	0.00	0.26	0.47
Volume/Cap:	0.68	0.68	0.92	0.92	0.00	0.40	0.92	0.57	0.00	0.00	0.92	0.12
Delay/Veh:	44.6	44.6	58.6	62.0	0.0	16.9	59.2	16.0	0.0	0.0	44.2	12.4
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:	44.6	44.6	58.6	62.0	0.0	16.9	59.2	16.0	0.0	0.0	44.2	12.4
LOS by Move:	D	D	E	E	A	B	E	B	A	A	D	B
HCM2kAvgQ:	6	6	11	13	0	6	14	10	0	0	15	1

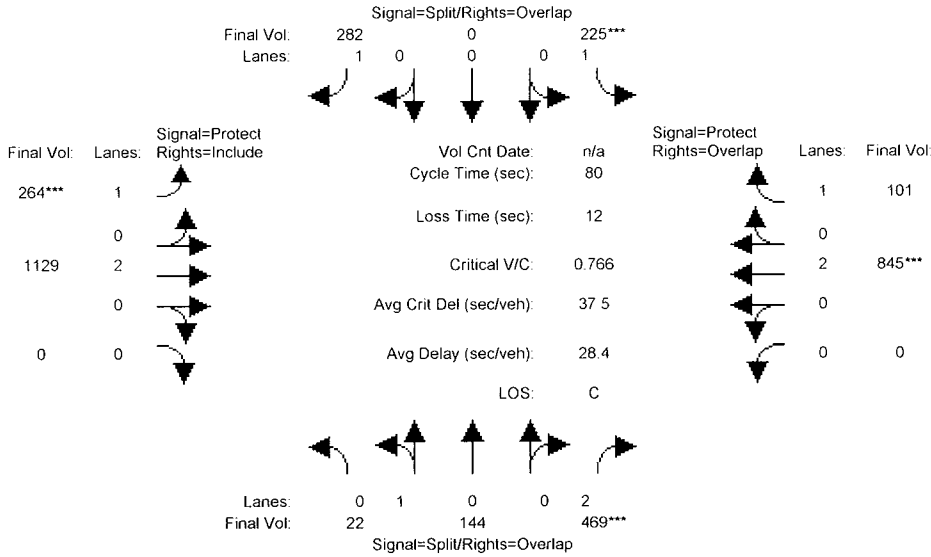
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.
Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Future Growth No Project PM

Intersection #506: Dempsey Rd & Landess Av



Street Name:	Dempsey Rd						Landess Av					
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	0	10	7	10	0	0	10	10
Volume Module:												
Base Vol:	22	144	469	225	0	282	264	1129	0	0	845	101
Growth Adj:	1.00	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	144	469	225	0	282	264	1129	0	0	845	101
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	144	469	225	0	282	264	1129	0	0	845	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	144	469	225	0	282	264	1129	0	0	845	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	144	469	225	0	282	264	1129	0	0	845	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	144	469	225	0	282	264	1129	0	0	845	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.13	0.87	2.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	239	1561	3150	1750	0	1750	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.15	0.13	0.00	0.16	0.15	0.30	0.00	0.00	0.22	0.06
Crit Moves:			****	****			****				****	
Green/Cycle:	0.19	0.19	0.19	0.17	0.00	0.37	0.20	0.49	0.00	0.00	0.29	0.46
Volume/Cap:	0.47	0.47	0.77	0.77	0.00	0.44	0.77	0.61	0.00	0.00	0.77	0.13
Delay/Veh:	33.1	33.1	39.3	49.0	0.0	21.4	45.3	16.4	0.0	0.0	31.0	12.8
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:	33.1	33.1	39.3	49.0	0.0	21.4	45.3	16.4	0.0	0.0	31.0	12.8
LOS by Move:	C	C	D	D	A	C	D	B	A	A	C	B
HCM2kAvgQ:	4	4	9	8	0	6	9	11	0	0	11	2

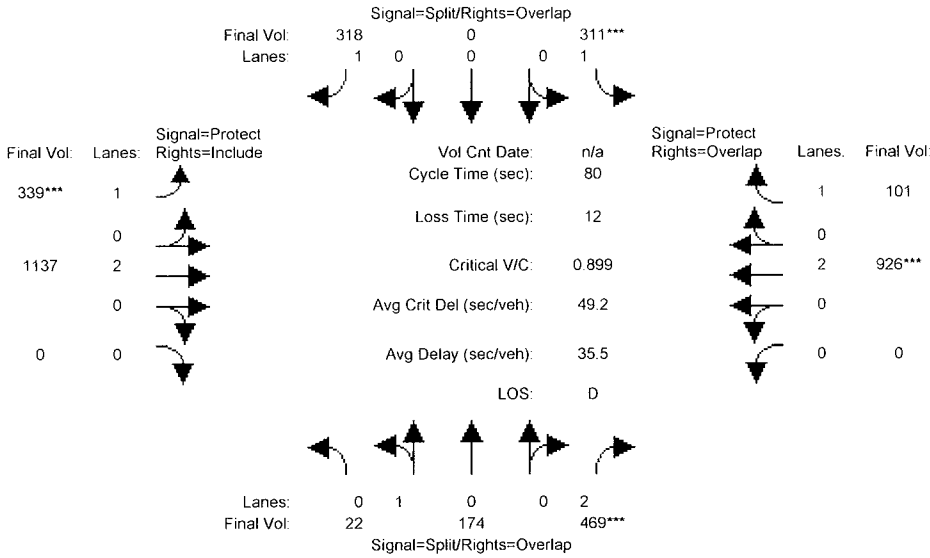
Note: Queue reported is the number of cars per lane.

 Copyright (c) 2008 Dowling Associates, Inc.

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #506: Dempsey Rd & Landess Av



Street Name:	Dempsey Rd						Landess Av					
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	0	10	7	10	0	0	10	10
Volume Module:												
Base Vol:	22	144	469	225	0	282	264	1129	0	0	845	101
Growth Adj:	1.00	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	144	469	225	0	282	264	1129	0	0	845	101
Added Vol:	0	30	0	86	0	36	75	8	0	0	81	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	174	469	311	0	318	339	1137	0	0	926	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	174	469	311	0	318	339	1137	0	0	926	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	174	469	311	0	318	339	1137	0	0	926	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	174	469	311	0	318	339	1137	0	0	926	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.11	0.89	2.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	202	1598	3150	1750	0	1750	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.15	0.18	0.00	0.18	0.19	0.30	0.00	0.00	0.24	0.06
Crit Moves:			****	****			****				****	
Green/Cycle:	0.17	0.17	0.17	0.20	0.00	0.41	0.22	0.49	0.00	0.00	0.27	0.47
Volume/Cap:	0.66	0.66	0.90	0.90	0.00	0.44	0.90	0.61	0.00	0.00	0.90	0.12
Delay/Veh:	42.1	42.1	53.7	59.8	0.0	18.8	57.2	16.6	0.0	0.0	40.3	12.3
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:	42.1	42.1	53.7	59.8	0.0	18.8	57.2	16.6	0.0	0.0	40.3	12.3
LOS by Move:	D	D	D	E	A	B	E	B	A	A	D	B
HCM2kAvgQ:	6	6	10	12	0	6	13	11	0	0	15	2

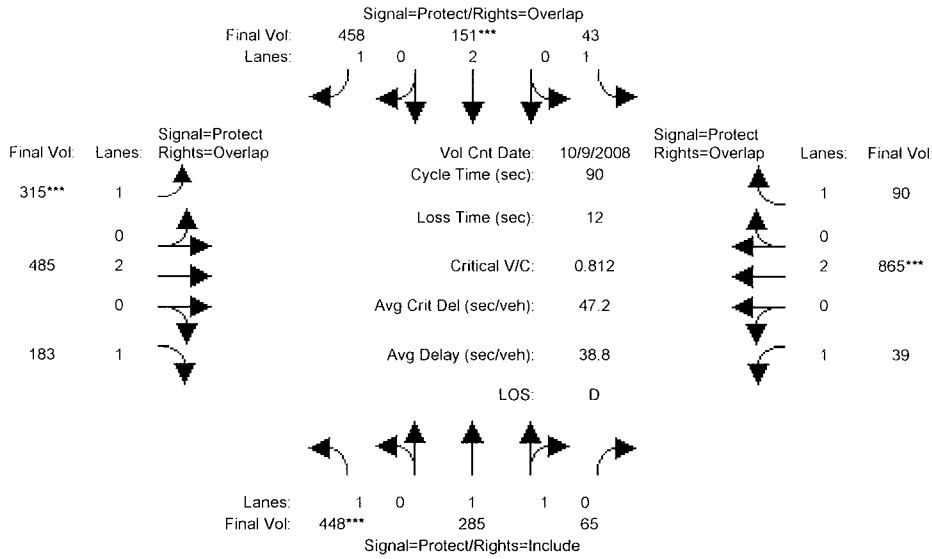
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #507: Park Victoria Dr/Morrill Av & Landess Av



Street Name:	Park Victoria Dr/Morrill Av						Landess Av					
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
Volume Module: >> Count Date: 9 Oct 2008 <<												
Base Vol:	448	285	65	43	151	458	315	485	183	39	865	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	448	285	65	43	151	458	315	485	183	39	865	90
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:	448	285	65	43	151	458	315	485	183	39	865	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	448	285	65	43	151	458	315	485	183	39	865	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	448	285	65	43	151	458	315	485	183	39	865	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	448	285	65	43	151	458	315	485	183	39	865	90
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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.62	0.38	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3012	687	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.26	0.09	0.09	0.02	0.04	0.26	0.18	0.13	0.10	0.02	0.23	0.05
Crit Moves:	****				****		****				****	
Green/Cycle:	0.29	0.24	0.24	0.17	0.11	0.32	0.20	0.29	0.58	0.18	0.26	0.42
Volume/Cap:	0.88	0.40	0.40	0.15	0.36	0.83	0.88	0.44	0.18	0.13	0.88	0.12
Delay/Veh:	49.3	30.3	30.3	33.2	39.4	41.9	59.6	27.4	9.3	32.1	43.0	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:	49.3	30.3	30.3	33.2	39.4	41.9	59.6	27.4	9.3	32.1	43.0	16.0
LOS by Move:	D	C	C	C	D	D	E	C	A	C	D	B
HCM2kAvgQ:	16	4	4	1	2	15	13	6	3	1	15	2

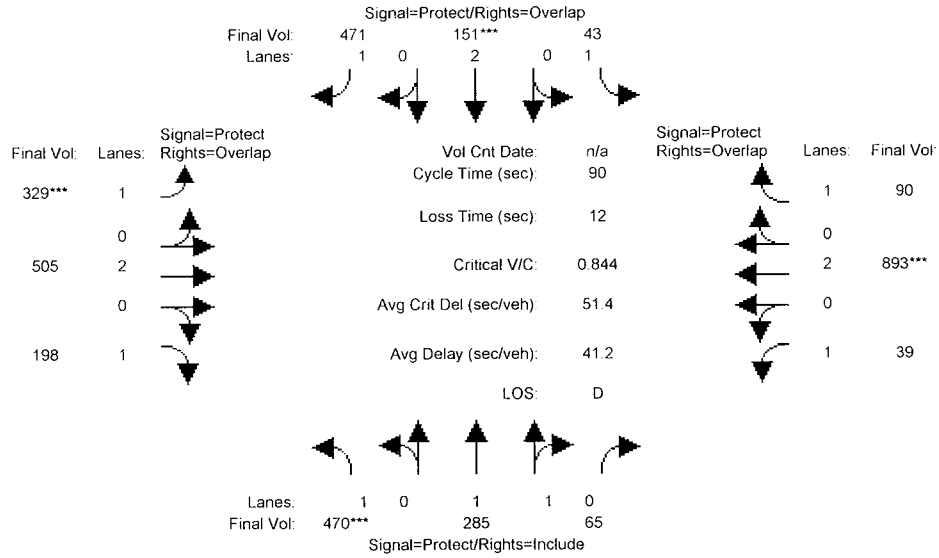
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #507: Park Victoria Dr/Morrill Av & Landess Av



Street Name:	Park Victoria Dr/Morrill Av						Landess Av					
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
Volume Module:												
Base Vol:	470	285	65	43	151	471	329	505	198	39	893	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	470	285	65	43	151	471	329	505	198	39	893	90
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:	470	285	65	43	151	471	329	505	198	39	893	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	470	285	65	43	151	471	329	505	198	39	893	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	470	285	65	43	151	471	329	505	198	39	893	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	470	285	65	43	151	471	329	505	198	39	893	90
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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.62	0.38	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3012	687	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.27	0.09	0.09	0.02	0.04	0.27	0.19	0.13	0.11	0.02	0.24	0.05
Crit Moves:	****				****		****				****	
Green/Cycle:	0.29	0.24	0.24	0.17	0.11	0.32	0.21	0.29	0.58	0.17	0.26	0.42
Volume/Cap:	0.92	0.40	0.40	0.15	0.36	0.85	0.92	0.46	0.19	0.13	0.92	0.12
Delay/Veh:	54.2	30.2	30.2	33.1	39.4	43.9	65.2	27.4	9.2	32.6	47.0	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:	54.2	30.2	30.2	33.1	39.4	43.9	65.2	27.4	9.2	32.6	47.0	16.1
LOS by Move:	D	C	C	C	D	D	E	C	A	C	D	B
HCM2kAvgQ:	18	4	4	1	2	16	14	6	3	1	16	2

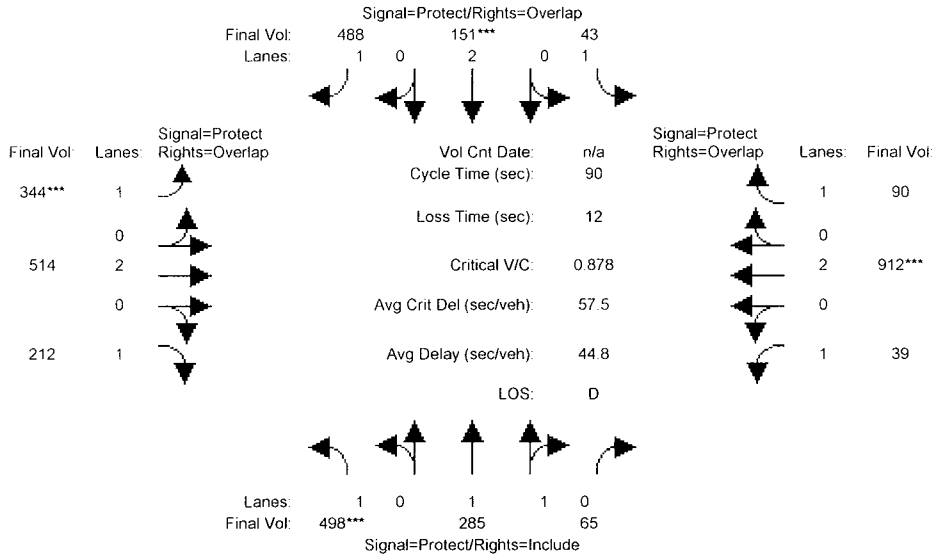
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #507: Park Victoria Dr/Morrill Av & Landess Av



Street Name:	Park Victoria Dr/Morrill Av						Landess Av					
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
Volume Module:												
Base Vol:	470	285	65	43	151	471	329	505	198	39	893	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	470	285	65	43	151	471	329	505	198	39	893	90
Added Vol:	28	0	0	0	0	17	15	9	14	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	498	285	65	43	151	488	344	514	212	39	912	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	498	285	65	43	151	488	344	514	212	39	912	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	498	285	65	43	151	488	344	514	212	39	912	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	498	285	65	43	151	488	344	514	212	39	912	90
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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.62	0.38	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3012	687	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.28	0.09	0.09	0.02	0.04	0.28	0.20	0.14	0.12	0.02	0.24	0.05
Crit Moves:	****				****		****				****	
Green/Cycle:	0.30	0.24	0.24	0.17	0.11	0.32	0.21	0.29	0.59	0.17	0.25	0.42
Volume/Cap:	0.95	0.39	0.39	0.15	0.36	0.88	0.95	0.47	0.21	0.13	0.95	0.12
Delay/Veh:	60.6	30.0	30.0	32.9	39.4	46.9	72.5	27.6	9.1	32.9	53.2	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:	60.6	30.0	30.0	32.9	39.4	46.9	72.5	27.6	9.1	32.9	53.2	16.3
LOS by Move:	E	C	C	C	D	D	E	C	A	C	D	B
HCM2kAvgQ:	20	4	4	1	2	17	15	6	3	1	18	2

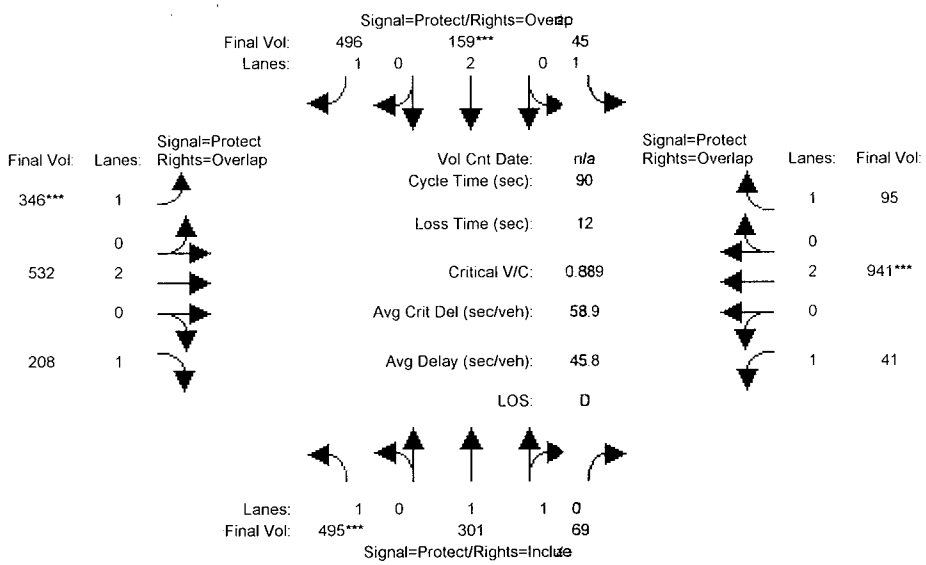
Note: Queue reported is the number of cars per lane.

 Copyright (c) 2008 Dowling Associates, Inc.

City of Milpitas
1535 Landess Avenue Mixed Use

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Future Growth No Project AM

Intersection #507: Park Victoria Dr/Morrill Av & Landess Av



Street Name:	Park Victoria Dr/Morrill Av						Landess Av					
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
Volume Module:												
Base Vol:	495	301	69	45	155	496	346	532	208	41	941	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	495	301	69	45	155	496	346	532	208	41	941	95
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:	495	301	69	45	155	496	346	532	208	41	941	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	495	301	69	45	155	496	346	532	208	41	941	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	495	301	69	45	155	496	346	532	208	41	941	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	495	301	69	45	155	496	346	532	208	41	941	95
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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.62	0.38	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3009	690	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.28	0.10	0.10	0.03	0.04	0.28	0.20	0.14	0.12	0.02	0.25	0.05
Crit Moves:	****				****		****				****	
Green/Cycle:	0.29	0.24	0.24	0.17	0.13	0.32	0.21	0.30	0.59	0.17	0.26	0.42
Volume/Cap:	0.96	0.42	0.42	0.15	0.34	0.90	0.96	0.47	0.20	0.14	0.96	0.13
Delay/Veh:	63.0	30.5	30.5	33.2	39.7	49.1	74.6	27.3	9.0	33.2	54.3	16.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.0	30.5	30.5	33.2	39.7	49.1	74.6	27.3	9.0	33.2	54.3	16.2
LOS by Move:	E	C	C	C	D	D	E	C	A	C	D	B
HCM2kAvgQ:	20	5	5	1	3	18	15	6	3	1	18	2

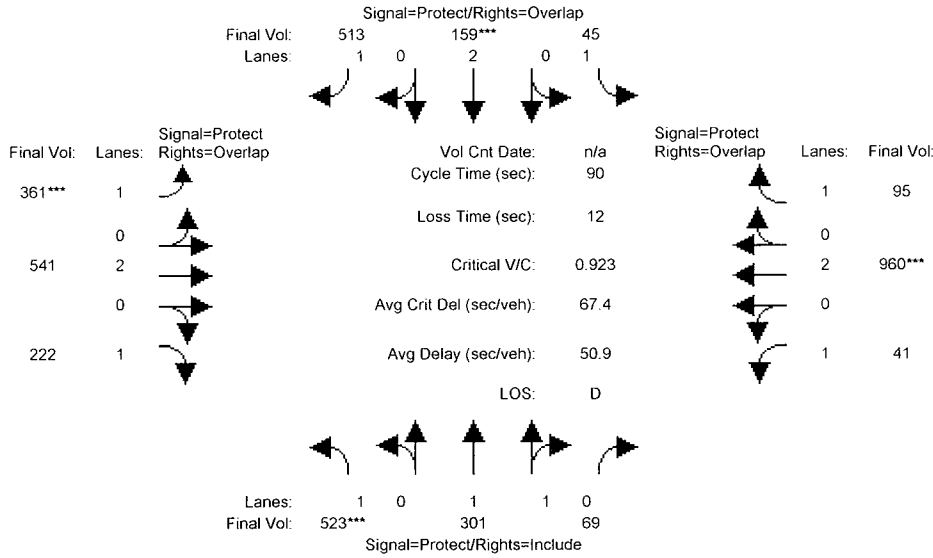
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #507: Park Victoria Dr/Morrill Av & Landess Av



Street Name:	Park Victoria Dr/Morrill Av						Landess Av					
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
Volume Module:												
Base Vol:	495	301	69	45	159	496	346	532	208	41	941	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	495	301	69	45	159	496	346	532	208	41	941	95
Added Vol:	28	0	0	0	0	17	15	9	14	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	523	301	69	45	159	513	361	541	222	41	960	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	523	301	69	45	159	513	361	541	222	41	960	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	523	301	69	45	159	513	361	541	222	41	960	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	523	301	69	45	159	513	361	541	222	41	960	95
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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.62	0.38	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3009	690	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.30	0.10	0.10	0.03	0.04	0.29	0.21	0.14	0.13	0.02	0.25	0.05
Crit Moves:	****				****		****				****	
Green/Cycle:	0.30	0.24	0.24	0.17	0.11	0.32	0.21	0.30	0.59	0.16	0.25	0.42
Volume/Cap:	1.00	0.42	0.42	0.15	0.38	0.93	1.00	0.48	0.21	0.14	1.00	0.13
Delay/Veh:	71.7	30.3	30.3	33.0	39.7	53.3	83.9	27.5	9.0	33.5	63.5	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:	71.7	30.3	30.3	33.0	39.7	53.3	83.9	27.5	9.0	33.5	63.5	16.4
LOS by Move:	E	C	C	C	D	D	F	C	A	C	E	B
HCM2kAvgQ:	23	5	5	1	2	19	17	6	3	1	20	2

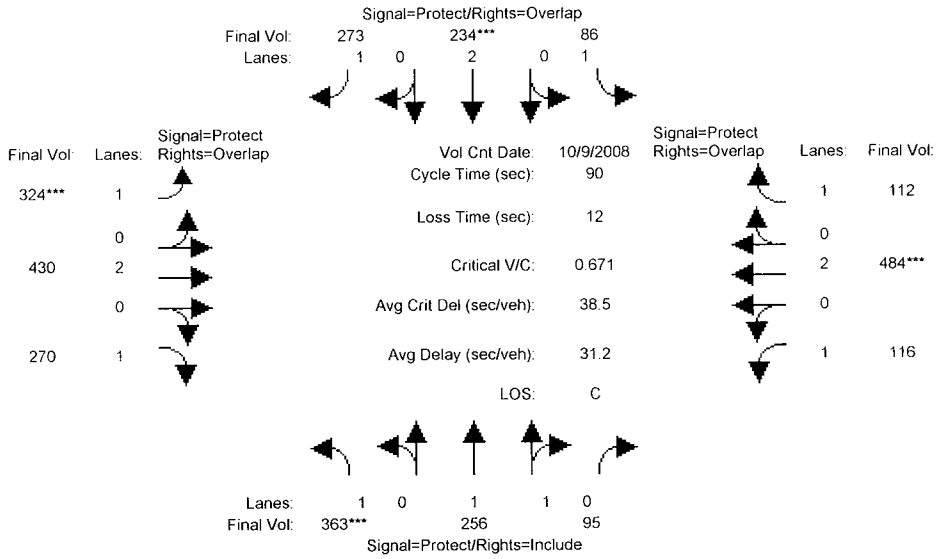
Note: Queue reported is the number of cars per lane.

 Copyright (c) 2008 Dowling Associates, Inc.

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #507: Park Victoria Dr/Morrill Av & Landess Av



Street Name:	Park Victoria Dr/Morrill Av						Landess Av					
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
Volume Module: >> Count Date: 9 Oct 2008 <<												
Base Vol:	363	256	95	86	234	273	324	430	270	116	484	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	363	256	95	86	234	273	324	430	270	116	484	112
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:	363	256	95	86	234	273	324	430	270	116	484	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	363	256	95	86	234	273	324	430	270	116	484	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	363	256	95	86	234	273	324	430	270	116	484	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	363	256	95	86	234	273	324	430	270	116	484	112
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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.44	0.56	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	2698	1001	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.09	0.09	0.05	0.06	0.16	0.19	0.11	0.15	0.07	0.13	0.06
Crit Moves:	****				****		****				****	
Green/Cycle:	0.30	0.24	0.24	0.17	0.11	0.38	0.27	0.27	0.57	0.18	0.19	0.35
Volume/Cap:	0.69	0.39	0.39	0.29	0.55	0.41	0.69	0.42	0.27	0.36	0.69	0.18
Delay/Veh:	34.9	29.8	29.8	35.1	43.1	22.4	37.5	28.4	10.5	35.1	39.7	20.6
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:	34.9	29.8	29.8	35.1	43.1	22.4	37.5	28.4	10.5	35.1	39.7	20.6
LOS by Move:	C	C	C	D	D	C	D	C	B	D	D	C
HCM2kAvgQ:	11	4	4	2	4	6	10	5	4	3	8	2

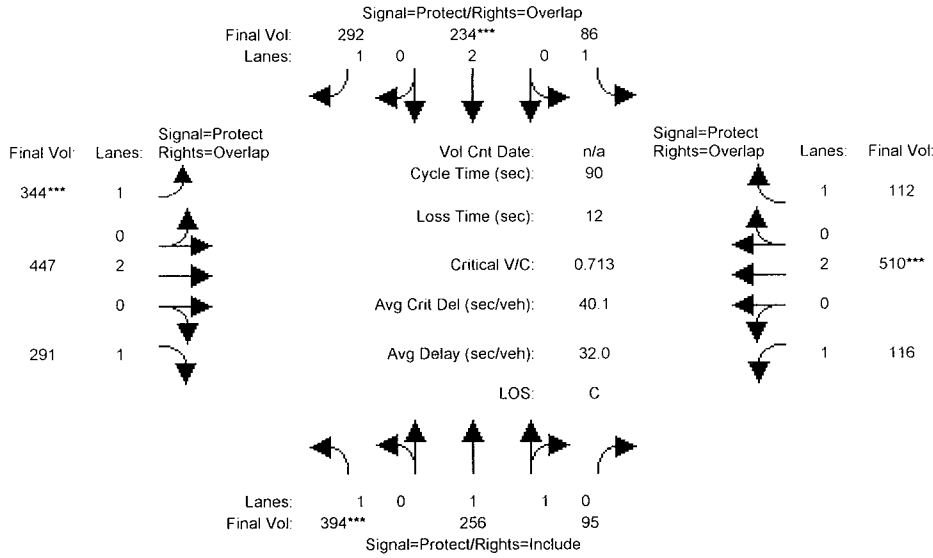
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #507: Park Victoria Dr/Morrill Av & Landess Av



Street Name:	Park Victoria Dr/Morrill Av						Landess Av					
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
Volume Module:												
Base Vol:	394	256	95	86	234	292	344	447	291	116	510	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	394	256	95	86	234	292	344	447	291	116	510	112
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:	394	256	95	86	234	292	344	447	291	116	510	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	394	256	95	86	234	292	344	447	291	116	510	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	394	256	95	86	234	292	344	447	291	116	510	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	394	256	95	86	234	292	344	447	291	116	510	112
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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.44	0.56	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	2698	1001	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.23	0.09	0.09	0.05	0.06	0.17	0.20	0.12	0.17	0.07	0.13	0.06
Crit Moves:	****				****		****				****	
Green/Cycle:	0.31	0.25	0.25	0.17	0.11	0.38	0.27	0.27	0.58	0.18	0.18	0.35
Volume/Cap:	0.74	0.39	0.39	0.29	0.55	0.44	0.74	0.43	0.29	0.37	0.74	0.18
Delay/Veh:	36.7	29.6	29.6	34.8	43.1	23.0	40.0	28.5	10.4	35.8	41.6	20.7
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:	36.7	29.6	29.6	34.8	43.1	23.0	40.0	28.5	10.4	35.8	41.6	20.7
LOS by Move:	D	C	C	C	D	C	D	C	B	D	D	C
HCM2kAvgQ:	12	4	4	2	4	7	11	5	4	3	8	2

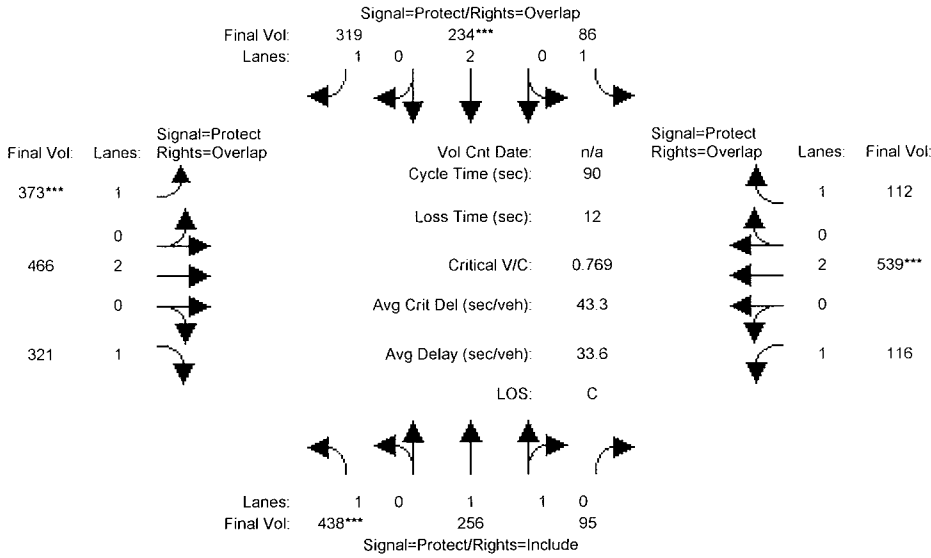
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project MD

Intersection #507: Park Victoria Dr/Morrill Av & Landess Av



Street Name:	Park Victoria Dr/Morrill Av						Landess Av					
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
Volume Module:												
Base Vol:	394	256	95	86	234	292	344	447	291	116	510	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	394	256	95	86	234	292	344	447	291	116	510	112
Added Vol:	44	0	0	0	0	27	29	19	30	0	29	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	438	256	95	86	234	319	373	466	321	116	539	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	438	256	95	86	234	319	373	466	321	116	539	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	438	256	95	86	234	319	373	466	321	116	539	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	438	256	95	86	234	319	373	466	321	116	539	112
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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.44	0.56	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	2698	1001	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.25	0.09	0.09	0.05	0.06	0.18	0.21	0.12	0.18	0.07	0.14	0.06
Crit Moves:	****				****		****				****	
Green/Cycle:	0.31	0.25	0.25	0.17	0.11	0.38	0.27	0.27	0.58	0.17	0.18	0.35
Volume/Cap:	0.80	0.38	0.38	0.28	0.55	0.48	0.80	0.45	0.31	0.39	0.80	0.18
Delay/Veh:	40.1	29.2	29.2	34.6	43.1	23.9	44.3	28.7	10.4	36.7	45.2	20.9
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:	40.1	29.2	29.2	34.6	43.1	23.9	44.3	28.7	10.4	36.7	45.2	20.9
LOS by Move:	D	C	C	C	D	C	D	C	B	D	D	C
HCM2kAvgQ:	14	4	4	2	4	8	13	6	5	3	9	2

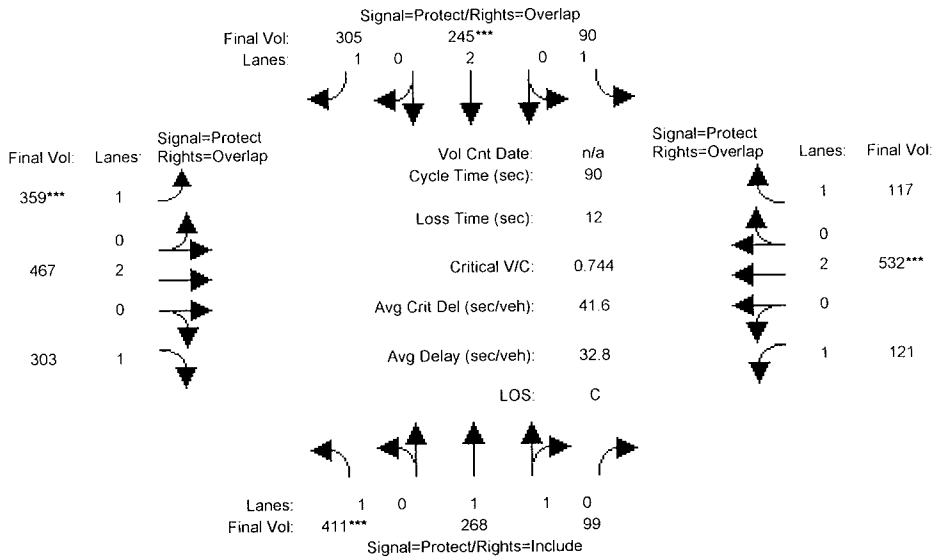
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Future Growth No Project MD

Intersection #507: Park Victoria Dr/Morrill Av & Landess Av



Street Name:	Park Victoria Dr/Morrill Av						Landess Av					
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
Volume Module:												
Base Vol:	411	268	99	90	245	305	359	467	303	121	532	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	411	268	99	90	245	305	359	467	303	121	532	117
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:	411	268	99	90	245	305	359	467	303	121	532	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	411	268	99	90	245	305	359	467	303	121	532	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	411	268	99	90	245	305	359	467	303	121	532	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	411	268	99	90	245	305	359	467	303	121	532	117
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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.45	0.55	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	2701	998	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.23	0.10	0.10	0.05	0.06	0.17	0.21	0.12	0.17	0.07	0.14	0.07
Crit Moves:	****				****		****				****	
Green/Cycle:	0.31	0.25	0.25	0.17	0.11	0.38	0.27	0.28	0.58	0.17	0.18	0.35
Volume/Cap:	0.77	0.40	0.40	0.30	0.58	0.46	0.77	0.45	0.30	0.40	0.77	0.19
Delay/Veh:	38.5	29.8	29.8	35.1	43.7	23.4	41.9	28.3	10.3	36.8	43.0	20.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.5	29.8	29.8	35.1	43.7	23.4	41.9	28.3	10.3	36.8	43.0	20.8
LOS by Move:	D	C	C	D	D	C	D	C	B	D	D	C
HCM2kAvgQ:	13	5	5	3	4	7	12	6	5	4	9	2

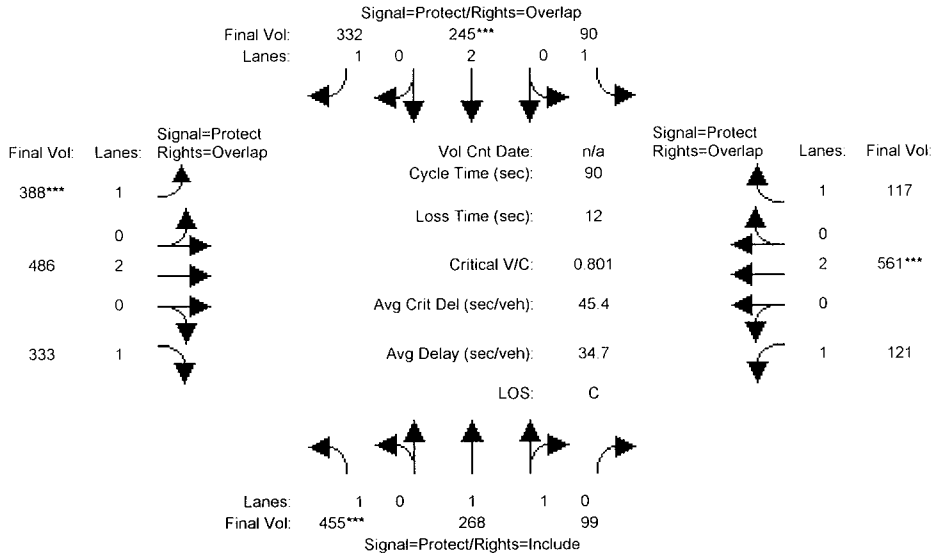
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.
Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Future Growth Project MD

Intersection #507: Park Victoria Dr/Morrill Av & Landess Av



Street Name:	Park Victoria Dr/Morrill Av						Landess Av					
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
Volume Module:												
Base Vol:	411	268	99	90	245	305	359	467	303	121	532	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	411	268	99	90	245	305	359	467	303	121	532	117
Added Vol:	44	0	0	0	0	27	29	19	30	0	29	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	455	268	99	90	245	332	388	486	333	121	561	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	455	268	99	90	245	332	388	486	333	121	561	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	455	268	99	90	245	332	388	486	333	121	561	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	455	268	99	90	245	332	388	486	333	121	561	117
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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.45	0.55	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	2701	998	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.26	0.10	0.10	0.05	0.06	0.19	0.22	0.13	0.19	0.07	0.15	0.07
Crit Moves:	****				****		****				****	
Green/Cycle:	0.31	0.25	0.25	0.17	0.11	0.38	0.27	0.28	0.59	0.17	0.18	0.35
Volume/Cap:	0.83	0.40	0.40	0.30	0.58	0.50	0.83	0.46	0.32	0.41	0.83	0.19
Delay/Veh:	42.6	29.5	29.5	34.8	43.7	24.3	47.0	28.5	10.3	37.7	47.3	21.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.6	29.5	29.5	34.8	43.7	24.3	47.0	28.5	10.3	37.7	47.3	21.0
LOS by Move:	D	C	C	C	D	C	D	C	B	D	D	C
HCM2kAvgQ:	15	5	5	3	4	8	14	6	5	4	10	2

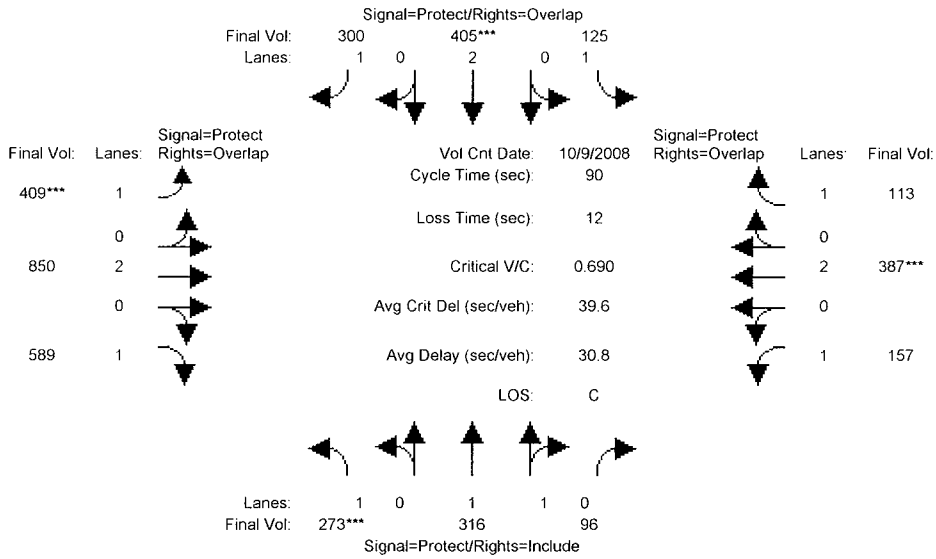
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.
Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #507: Park Victoria Dr/Morrill Av & Landess Av



Street Name:	Park Victoria Dr/Morrill Av						Landess Av					
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
Volume Module: >> Count Date: 9 Oct 2008 <<												
Base Vol:	273	316	96	125	405	300	409	850	589	157	387	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	273	316	96	125	405	300	409	850	589	157	387	113
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	316	96	125	405	300	409	850	589	157	387	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	273	316	96	125	405	300	409	850	589	157	387	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	316	96	125	405	300	409	850	589	157	387	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	273	316	96	125	405	300	409	850	589	157	387	113
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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.52	0.48	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	2837	862	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.11	0.11	0.07	0.11	0.17	0.23	0.22	0.34	0.09	0.10	0.06
Crit Moves:	****				****		****				****	
Green/Cycle:	0.23	0.22	0.22	0.16	0.15	0.49	0.34	0.35	0.57	0.14	0.15	0.30
Volume/Cap:	0.69	0.50	0.50	0.46	0.69	0.35	0.69	0.64	0.59	0.64	0.69	0.21
Delay/Veh:	41.4	32.6	32.6	39.9	42.5	15.1	32.2	27.2	14.9	49.1	43.2	24.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.4	32.6	32.6	39.9	42.5	15.1	32.2	27.2	14.9	49.1	43.2	24.2
LOS by Move:	D	C	C	D	D	B	C	C	B	D	D	C
HCM2kAvgQ:	9	6	6	4	7	6	12	11	12	6	6	3

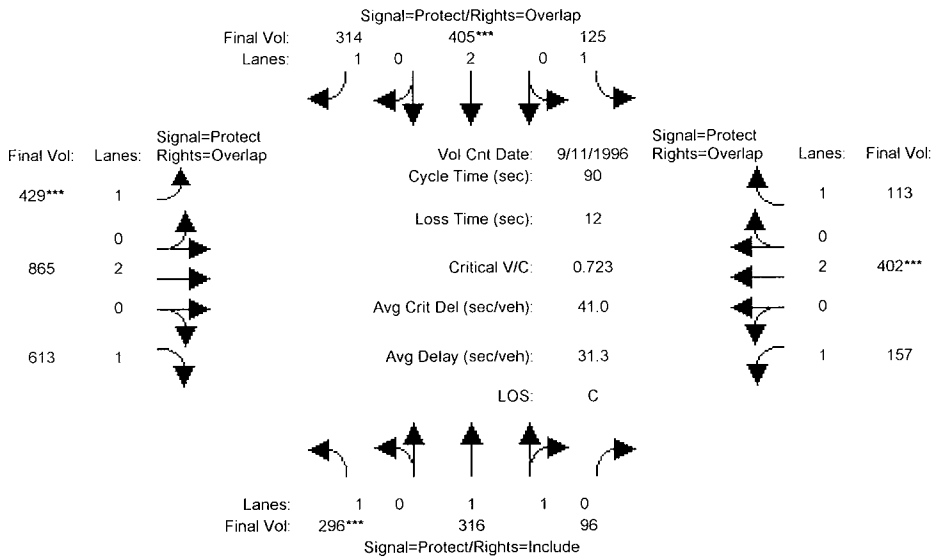
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #507: Park Victoria Dr/Morrill Av & Landess Av



Street Name:	Park Victoria Dr/Morrill Av						Landess Av					
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
Volume Module: >> Count Date: 11 Sep 1996 <<												
Base Vol:	296	316	96	125	405	314	429	865	613	157	402	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	296	316	96	125	405	314	429	865	613	157	402	113
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:	296	316	96	125	405	314	429	865	613	157	402	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	296	316	96	125	405	314	429	865	613	157	402	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	296	316	96	125	405	314	429	865	613	157	402	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	296	316	96	125	405	314	429	865	613	157	402	113
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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.52	0.48	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	2837	862	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.11	0.11	0.07	0.11	0.18	0.25	0.23	0.35	0.09	0.11	0.06
Crit Moves:	****				****		****				****	
Green/Cycle:	0.23	0.22	0.22	0.16	0.15	0.49	0.34	0.35	0.58	0.14	0.15	0.30
Volume/Cap:	0.72	0.50	0.50	0.46	0.72	0.37	0.72	0.65	0.60	0.65	0.72	0.21
Delay/Veh:	42.4	32.6	32.6	39.8	44.5	15.7	33.5	27.3	14.7	49.9	44.6	24.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.4	32.6	32.6	39.8	44.5	15.7	33.5	27.3	14.7	49.9	44.6	24.3
LOS by Move:	D	C	C	D	D	B	C	C	B	D	D	C
HCM2kAvgQ:	10	6	6	4	7	6	13	11	12	6	7	3

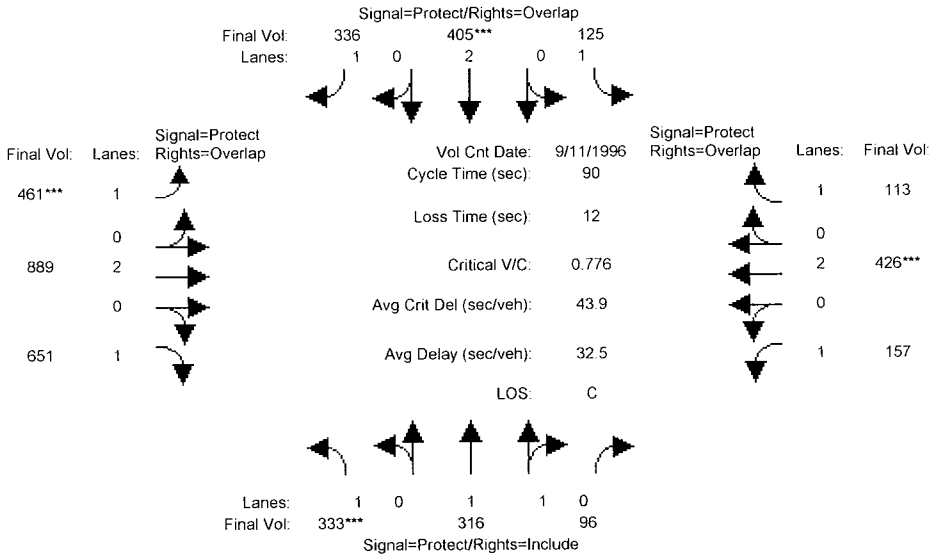
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #507: Park Victoria Dr/Morrill Av & Landess Av



Street Name:	Park Victoria Dr/Morrill Av						Landess Av					
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
Volume Module: >> Count Date: 11 Sep 1996 <<												
Base Vol:	296	316	96	125	405	314	429	865	613	157	402	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	296	316	96	125	405	314	429	865	613	157	402	113
Added Vol:	37	0	0	0	0	22	32	24	38	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	333	316	96	125	405	336	461	889	651	157	426	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	333	316	96	125	405	336	461	889	651	157	426	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	333	316	96	125	405	336	461	889	651	157	426	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	333	316	96	125	405	336	461	889	651	157	426	113
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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.52	0.48	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	2837	862	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.11	0.11	0.07	0.11	0.19	0.26	0.23	0.37	0.09	0.11	0.06
Crit Moves:	****				****		****				****	
Green/Cycle:	0.25	0.23	0.23	0.16	0.14	0.48	0.34	0.35	0.60	0.13	0.14	0.30
Volume/Cap:	0.78	0.49	0.49	0.45	0.78	0.40	0.78	0.67	0.63	0.67	0.78	0.21
Delay/Veh:	44.5	32.5	32.5	39.7	48.3	16.7	36.2	27.5	14.6	51.2	47.4	24.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.5	32.5	32.5	39.7	48.3	16.7	36.2	27.5	14.6	51.2	47.4	24.4
LOS by Move:	D	C	C	D	D	B	D	C	B	D	D	C
HCM2kAvgQ:	11	6	6	4	7	7	14	11	13	6	8	3

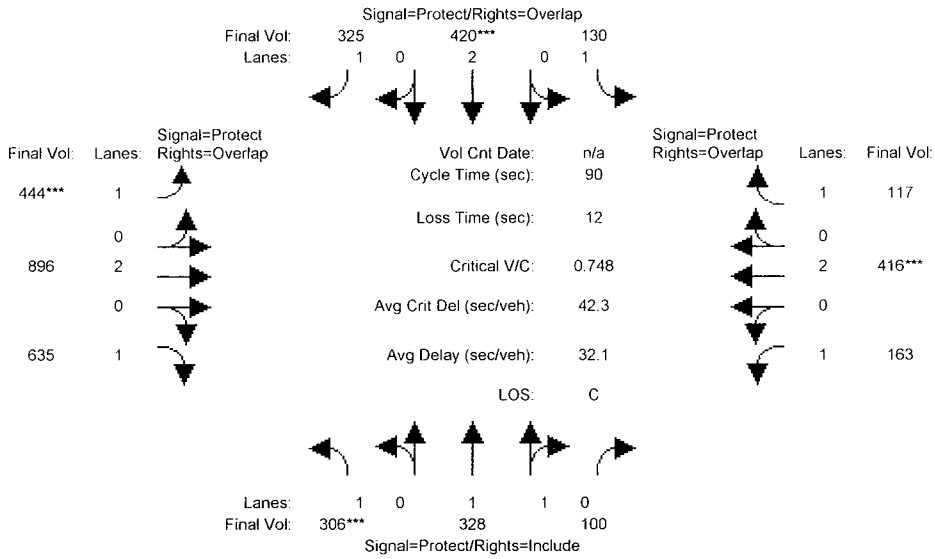
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans.. San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Future Growth No Project PM

Intersection #507: Park Victoria Dr/Morrill Av & Landess Av



Street Name:	Park Victoria Dr/Morrill Av						Landess Av					
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
Volume Module:												
Base Vol:	306	328	100	130	420	325	444	896	635	163	416	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	306	328	100	130	420	325	444	896	635	163	416	117
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:	306	328	100	130	420	325	444	896	635	163	416	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	306	328	100	130	420	325	444	896	635	163	416	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	306	328	100	130	420	325	444	896	635	163	416	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	306	328	100	130	420	325	444	896	635	163	416	117
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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.52	0.48	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	2835	864	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.12	0.12	0.07	0.11	0.19	0.25	0.24	0.36	0.09	0.11	0.07
Crit Moves:	****				****		****				****	
Green/Cycle:	0.23	0.23	0.23	0.15	0.15	0.49	0.34	0.35	0.58	0.14	0.15	0.30
Volume/Cap:	0.75	0.51	0.51	0.48	0.75	0.38	0.75	0.68	0.62	0.68	0.75	0.22
Delay/Veh:	43.9	32.5	32.5	41.0	45.6	15.9	34.7	27.8	15.3	51.2	45.8	24.6
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:	43.9	32.5	32.5	41.0	45.6	15.9	34.7	27.8	15.3	51.2	45.8	24.6
LOS by Move:	D	C	C	D	D	B	C	C	B	D	D	C
HCM2kAvgQ:	10	6	6	4	7	6	13	12	13	6	7	3

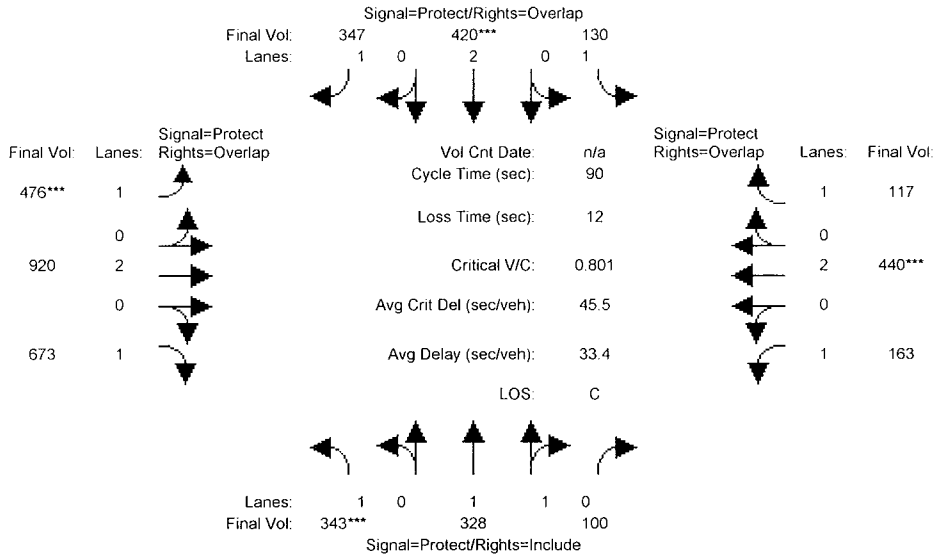
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #507: Park Victoria Dr/Morrill Av & Landess Av



Street Name:	Park Victoria Dr/Morrill Av						Landess Av					
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
Volume Module:												
Base Vol:	306	328	100	130	420	325	444	896	635	163	416	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	306	328	100	130	420	325	444	896	635	163	416	117
Added Vol:	37	0	0	0	0	22	32	24	38	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	343	328	100	130	420	347	476	920	673	163	440	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	343	328	100	130	420	347	476	920	673	163	440	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	343	328	100	130	420	347	476	920	673	163	440	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	343	328	100	130	420	347	476	920	673	163	440	117
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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.52	0.48	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	2835	864	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.12	0.12	0.07	0.11	0.20	0.27	0.24	0.38	0.09	0.12	0.07
Crit Moves:	****				****		****				****	
Green/Cycle:	0.24	0.23	0.23	0.15	0.14	0.48	0.34	0.35	0.59	0.13	0.14	0.30
Volume/Cap:	0.80	0.51	0.51	0.48	0.80	0.42	0.80	0.69	0.65	0.69	0.80	0.22
Delay/Veh:	46.5	32.4	32.4	40.9	49.8	16.8	37.8	28.1	15.2	52.7	48.9	24.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.5	32.4	32.4	40.9	49.8	16.8	37.8	28.1	15.2	52.7	48.9	24.7
LOS by Move:	D	C	C	D	D	B	D	C	B	D	D	C
HCM2kAvgQ:	12	6	6	4	8	7	15	12	14	6	8	3

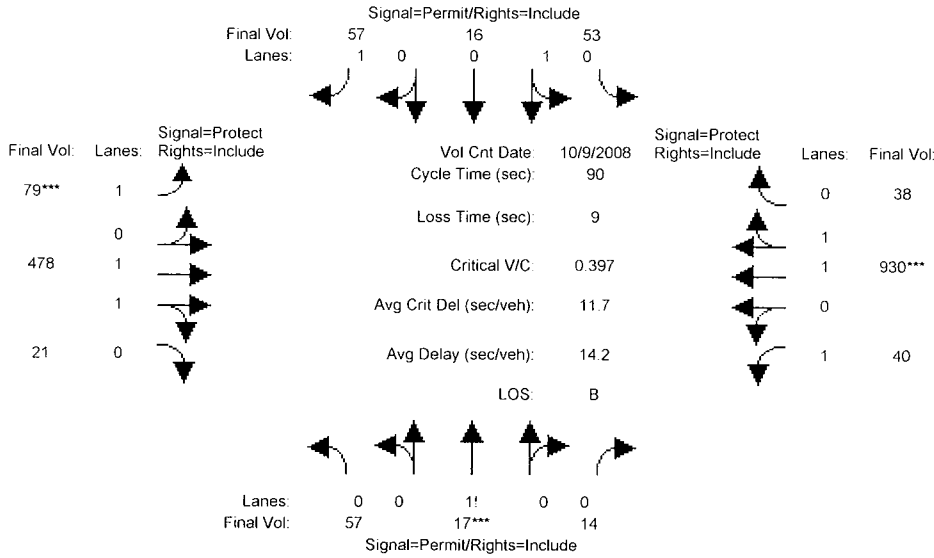
Note: Queue reported is the number of cars per lane.

 Copyright (c) 2008 Dowling Associates, Inc.

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #508: Clear Lake Av/Treewood Ln & Landess Av



Street Name:	Clear Lake Av/Treewood Ln						Landess Av					
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
Volume Module: >> Count Date: 9 Oct 2008 <<												
Base Vol:	57	17	14	53	16	57	79	478	21	40	930	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	17	14	53	16	57	79	478	21	40	930	38
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:	57	17	14	53	16	57	79	478	21	40	930	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	17	14	53	16	57	79	478	21	40	930	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	17	14	53	16	57	79	478	21	40	930	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	17	14	53	16	57	79	478	21	40	930	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	0.65	0.19	0.16	0.77	0.23	1.00	1.00	1.91	0.09	1.00	1.92	0.08
Final Sat.:	1134	338	278	1383	417	1750	1750	3544	156	1750	3555	145
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.04	0.04	0.03	0.05	0.13	0.13	0.02	0.26	0.26
Crit Moves:		****					****				****	
Green/Cycle:	0.13	0.13	0.13	0.13	0.13	0.13	0.11	0.49	0.49	0.28	0.66	0.66
Volume/Cap:	0.40	0.40	0.40	0.30	0.30	0.26	0.40	0.28	0.28	0.08	0.40	0.40
Delay/Veh:	37.3	37.3	37.3	36.4	36.4	36.1	38.3	13.6	13.6	23.8	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:	37.3	37.3	37.3	36.4	36.4	36.1	38.3	13.6	13.6	23.8	7.2	7.2
LOS by Move:	D	D	D	D	D	D	D	B	B	C	A	A
HCM2kAvgQ:	3	3	3	2	2	2	3	4	4	1	6	6

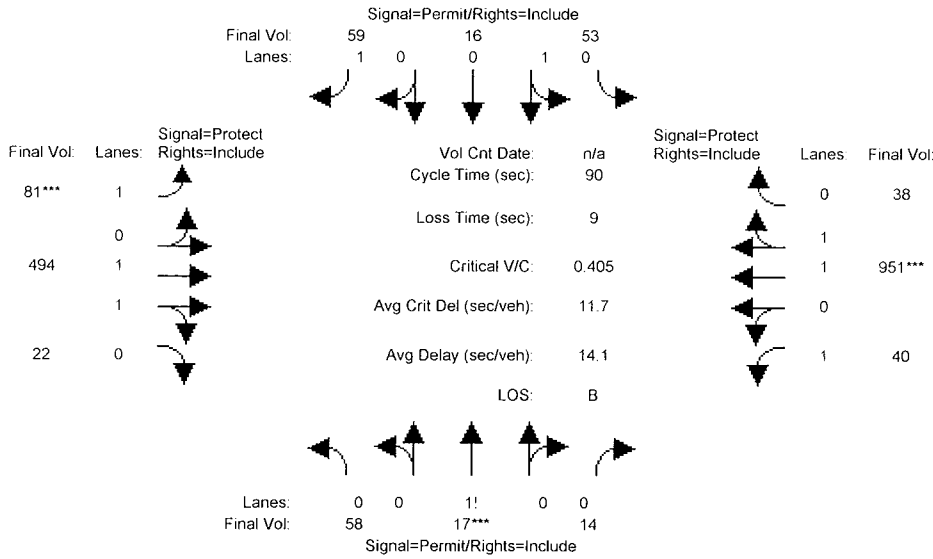
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #508: Clear Lake Av/Treewood Ln & Landess Av



Street Name:	Clear Lake Av/Treewood Ln						Landess Av					
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
Volume Module:												
Base Vol:	58	17	14	53	16	59	81	494	22	40	951	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	17	14	53	16	59	81	494	22	40	951	38
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:	58	17	14	53	16	59	81	494	22	40	951	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	17	14	53	16	59	81	494	22	40	951	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	17	14	53	16	59	81	494	22	40	951	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	17	14	53	16	59	81	494	22	40	951	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	0.65	0.19	0.16	0.77	0.23	1.00	1.00	1.91	0.09	1.00	1.92	0.08
Final Sat.:	1140	334	275	1383	417	1750	1750	3542	158	1750	3558	142
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.04	0.04	0.03	0.05	0.14	0.14	0.02	0.27	0.27
Crit Moves:		****					****				****	
Green/Cycle:	0.13	0.13	0.13	0.13	0.13	0.13	0.11	0.50	0.50	0.28	0.66	0.66
Volume/Cap:	0.40	0.40	0.40	0.31	0.31	0.27	0.40	0.28	0.28	0.08	0.40	0.40
Delay/Veh:	37.5	37.5	37.5	36.5	36.5	36.3	38.4	13.3	13.3	24.1	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:	37.5	37.5	37.5	36.5	36.5	36.3	38.4	13.3	13.3	24.1	7.2	7.2
LOS by Move:	D	D	D	D	D	D	D	B	B	C	A	A
HCM2kAvgQ:	3	3	3	2	2	2	3	4	4	1	7	7

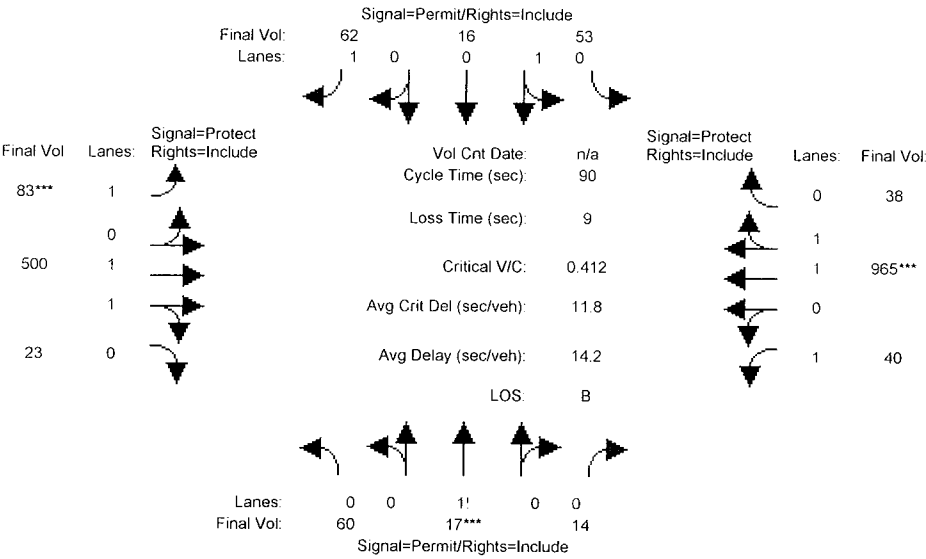
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #508: Clear Lake Av/Treewood Ln & Landess Av



Street Name:	Clear Lake Av/Treewood Ln						Landess Av					
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
Volume Module:												
Base Vol:	58	17	14	53	16	59	81	494	22	40	951	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	17	14	53	16	59	81	494	22	40	951	38
Added Vol:	2	0	0	0	0	3	2	6	1	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	17	14	53	16	62	83	500	23	40	965	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	17	14	53	16	62	83	500	23	40	965	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	17	14	53	16	62	83	500	23	40	965	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	17	14	53	16	62	83	500	23	40	965	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	0.66	0.19	0.15	0.77	0.23	1.00	1.00	1.91	0.09	1.00	1.92	0.08
Final Sat.:	1154	327	269	1383	417	1750	1750	3537	163	1750	3560	140
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.04	0.04	0.04	0.05	0.14	0.14	0.02	0.27	0.27
Crit Moves:		****					****				****	
Green/Cycle:	0.13	0.13	0.13	0.13	0.13	0.13	0.12	0.50	0.50	0.27	0.66	0.66
Volume/Cap:	0.41	0.41	0.41	0.30	0.30	0.28	0.41	0.28	0.28	0.08	0.41	0.41
Delay/Veh:	37.5	37.5	37.5	36.5	36.5	36.3	38.4	13.2	13.2	24.3	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:	37.5	37.5	37.5	36.5	36.5	36.3	38.4	13.2	13.2	24.3	7.3	7.3
LOS by Move:	D	D	D	D	D	D	D	B	B	C	A	A
HCM2kAvgQ:	3	3	3	2	2	2	3	4	4	1	7	7

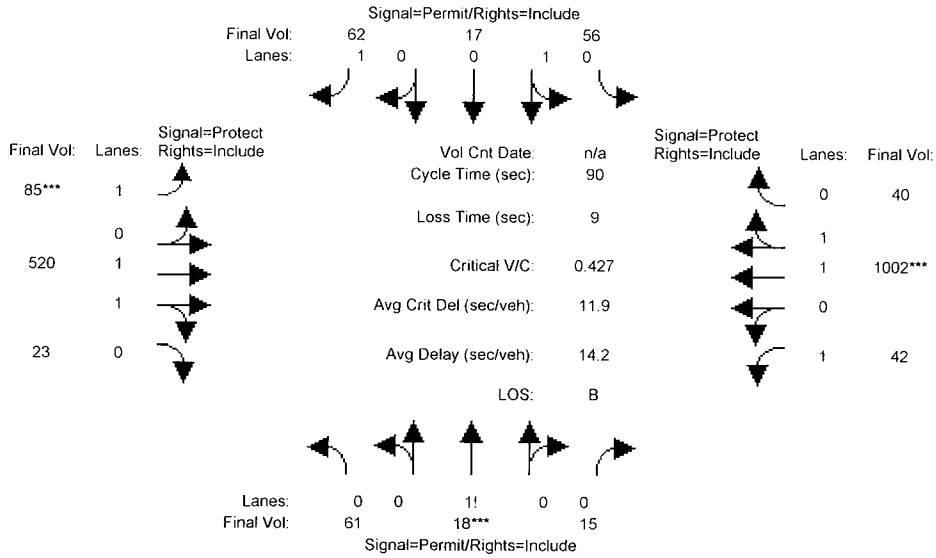
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Future Growth No Project AM

Intersection #508: Clear Lake Av/Treewood Ln & Landess Av



Street Name:	Clear Lake Av/Treewood Ln						Landess Av					
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
Volume Module:												
Base Vol:	61	18	15	56	17	62	85	520	23	42	1002	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	18	15	56	17	62	85	520	23	42	1002	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	18	15	56	17	62	85	520	23	42	1002	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	18	15	56	17	62	85	520	23	42	1002	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	18	15	56	17	62	85	520	23	42	1002	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	18	15	56	17	62	85	520	23	42	1002	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	0.65	0.19	0.16	0.77	0.23	1.00	1.00	1.91	0.09	1.00	1.92	0.08
Final Sat.:	1136	335	279	1381	419	1750	1750	3543	157	1750	3558	142
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.04	0.04	0.04	0.05	0.15	0.15	0.02	0.28	0.28
Crit Moves:		****					****				****	
Green/Cycle:	0.13	0.13	0.13	0.13	0.13	0.13	0.11	0.51	0.51	0.27	0.66	0.66
Volume/Cap:	0.43	0.43	0.43	0.32	0.32	0.28	0.43	0.29	0.29	0.09	0.43	0.43
Delay/Veh:	37.7	37.7	37.7	36.7	36.7	36.3	38.6	13.0	13.0	24.8	7.4	7.4
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:	37.7	37.7	37.7	36.7	36.7	36.3	38.6	13.0	13.0	24.8	7.4	7.4
LOS by Move:	D	D	D	D	D	D	D	B	B	C	A	A
HCM2kAvgQ:	3	3	3	2	2	2	3	4	4	1	7	7

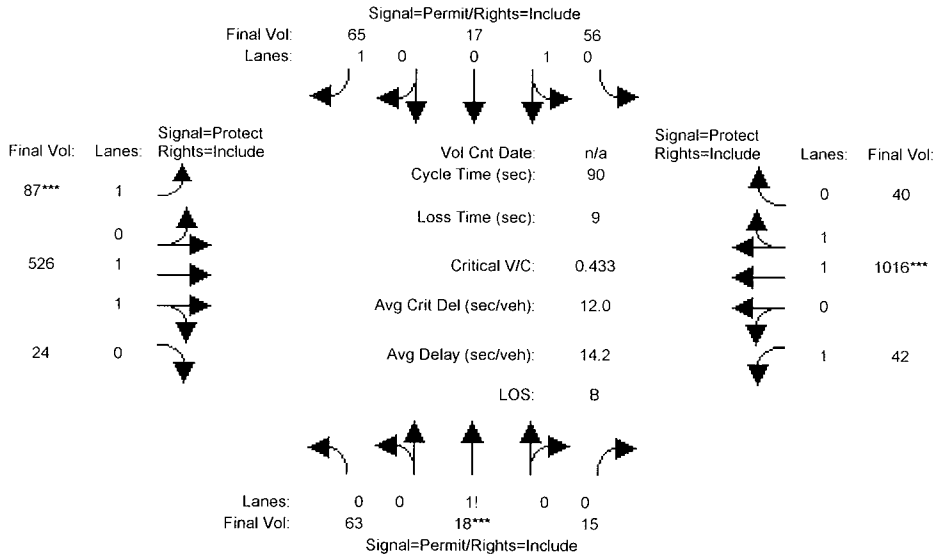
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #508: Clear Lake Av/Treewood Ln & Landess Av



Street Name:	Clear Lake Av/Treewood Ln						Landess Av					
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
Volume Module:												
Base Vol:	61	18	15	56	17	62	85	520	23	42	1002	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	18	15	56	17	62	85	520	23	42	1002	40
Added Vol:	2	0	0	0	0	3	2	6	1	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	18	15	56	17	65	87	526	24	42	1016	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	18	15	56	17	65	87	526	24	42	1016	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	18	15	56	17	65	87	526	24	42	1016	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	18	15	56	17	65	87	526	24	42	1016	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	0.65	0.19	0.16	0.77	0.23	1.00	1.00	1.91	0.09	1.00	1.92	0.08
Final Sat.:	1148	328	273	1381	419	1750	1750	3538	161	1750	3560	140
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.04	0.04	0.04	0.05	0.15	0.15	0.02	0.29	0.29
Crit Moves:		****					****				****	
Green/Cycle:	0.13	0.13	0.13	0.13	0.13	0.13	0.11	0.51	0.51	0.27	0.66	0.66
Volume/Cap:	0.43	0.43	0.43	0.32	0.32	0.29	0.43	0.29	0.29	0.09	0.43	0.43
Delay/Veh:	37.7	37.7	37.7	36.6	36.6	36.4	38.6	12.9	12.9	24.9	7.5	7.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.7	37.7	37.7	36.6	36.6	36.4	38.6	12.9	12.9	24.9	7.5	7.5
LOS by Move:	D	D	D	D	D	D	D	B	B	C	A	A
HCM2kAvgQ:	3	3	3	2	2	2	3	4	4	1	7	7

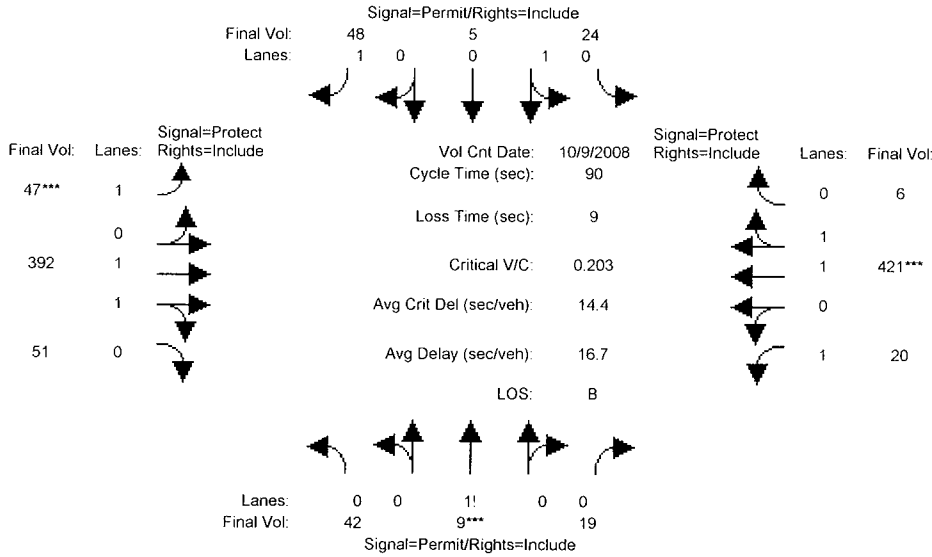
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #508: Clear Lake Av/Treewood Ln & Landess Av



Street Name:	Clear Lake Av/Treewood Ln						Landess Av					
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
Volume Module: >> Count Date: 9 Oct 2008 <<												
Base Vol:	42	9	19	24	5	48	47	392	51	20	421	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	9	19	24	5	48	47	392	51	20	421	6
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:	42	9	19	24	5	48	47	392	51	20	421	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	9	19	24	5	48	47	392	51	20	421	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	9	19	24	5	48	47	392	51	20	421	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	9	19	24	5	48	47	392	51	20	421	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.60	0.13	0.27	0.83	0.17	1.00	1.00	1.76	0.24	1.00	1.97	0.03
Final Sat.:	1050	225	475	1490	310	1750	1750	3274	426	1750	3648	52
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.02	0.02	0.03	0.03	0.12	0.12	0.01	0.12	0.12
Crit Moves:		****					****				****	
Green/Cycle:	0.20	0.20	0.20	0.20	0.20	0.20	0.13	0.43	0.43	0.28	0.57	0.57
Volume/Cap:	0.20	0.20	0.20	0.08	0.08	0.14	0.20	0.28	0.28	0.04	0.20	0.20
Delay/Veh:	30.5	30.5	30.5	29.6	29.6	30.0	35.2	16.9	16.9	23.9	9.5	9.5
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:	30.5	30.5	30.5	29.6	29.6	30.0	35.2	16.9	16.9	23.9	9.5	9.5
LOS by Move:	C	C	C	C	C	C	D	B	B	C	A	A
HCM2kAvgQ:	2	2	2	1	1	1	1	4	4	0	3	3

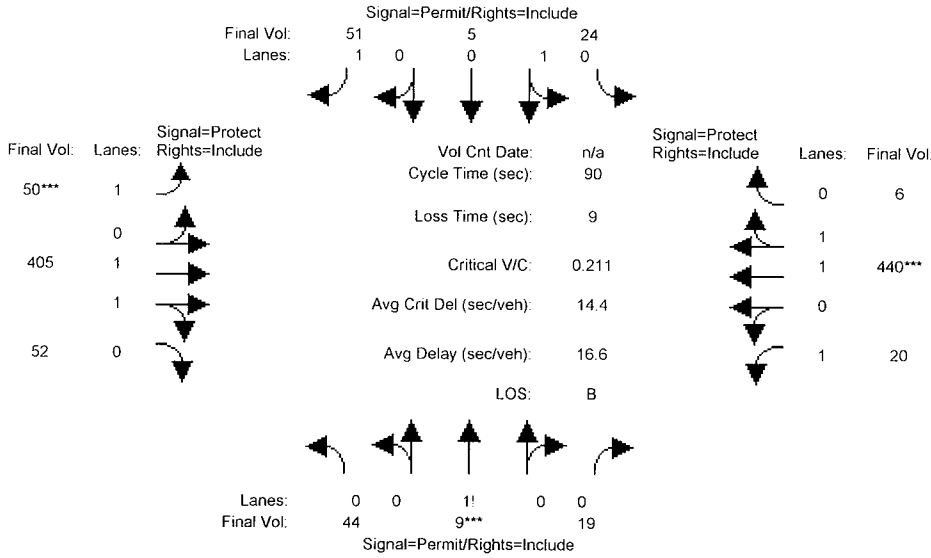
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #508: Clear Lake Av/Treewood Ln & Landess Av



Street Name:	Clear Lake Av/Treewood Ln						Landess Av					
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
Volume Module:												
Base Vol:	44	9	19	24	5	51	50	405	52	20	440	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	9	19	24	5	51	50	405	52	20	440	6
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:	44	9	19	24	5	51	50	405	52	20	440	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	9	19	24	5	51	50	405	52	20	440	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	9	19	24	5	51	50	405	52	20	440	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	9	19	24	5	51	50	405	52	20	440	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.61	0.13	0.26	0.83	0.17	1.00	1.00	1.77	0.23	1.00	1.97	0.03
Final Sat.:	1069	219	462	1490	310	1750	1750	3279	421	1750	3650	50
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.02	0.02	0.03	0.03	0.12	0.12	0.01	0.12	0.12
Crit Moves:		****					****				****	
Green/Cycle:	0.19	0.19	0.19	0.19	0.19	0.19	0.14	0.43	0.43	0.27	0.57	0.57
Volume/Cap:	0.21	0.21	0.21	0.08	0.08	0.15	0.21	0.29	0.29	0.04	0.21	0.21
Delay/Veh:	30.8	30.8	30.8	29.8	29.8	30.3	35.1	16.6	16.6	24.1	9.5	9.5
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:	30.8	30.8	30.8	29.8	29.8	30.3	35.1	16.6	16.6	24.1	9.5	9.5
LOS by Move:	C	C	C	C	C	C	D	B	B	C	A	A
HCM2kAvgQ:	2	2	2	1	1	1	1	4	4	0	3	3

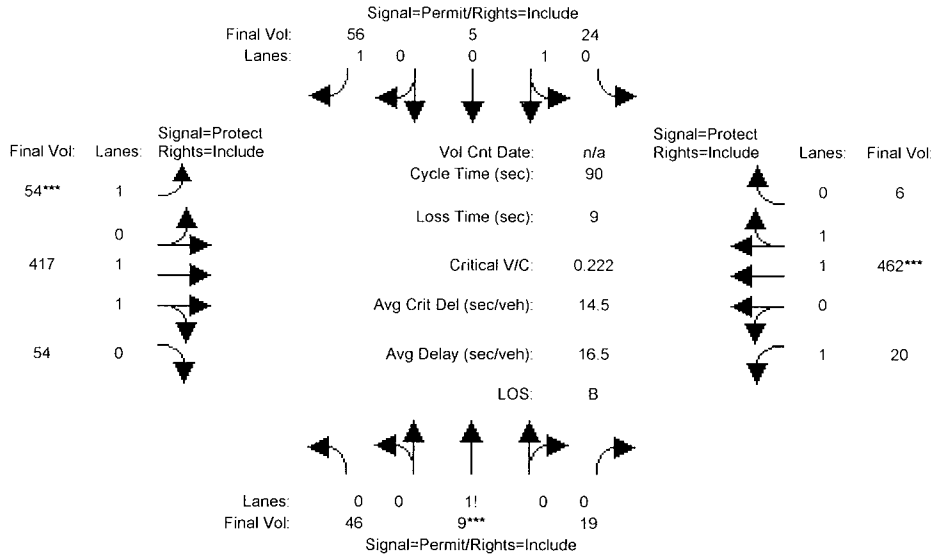
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project MD

Intersection #508: Clear Lake Av/Treewood Ln & Landess Av



Street Name:	Clear Lake Av/Treewood Ln						Landess Av					
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
Volume Module:												
Base Vol:	44	9	19	24	5	51	50	405	52	20	440	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	9	19	24	5	51	50	405	52	20	440	6
Added Vol:	2	0	0	0	0	5	4	12	2	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	9	19	24	5	56	54	417	54	20	462	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	9	19	24	5	56	54	417	54	20	462	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	9	19	24	5	56	54	417	54	20	462	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	9	19	24	5	56	54	417	54	20	462	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.62	0.12	0.26	0.83	0.17	1.00	1.00	1.76	0.24	1.00	1.97	0.03
Final Sat.:	1088	213	449	1490	310	1750	1750	3275	424	1750	3653	47
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.02	0.02	0.03	0.03	0.13	0.13	0.01	0.13	0.13
Crit Moves:		****					****				****	
Green/Cycle:	0.19	0.19	0.19	0.19	0.19	0.19	0.14	0.44	0.44	0.27	0.57	0.57
Volume/Cap:	0.22	0.22	0.22	0.08	0.08	0.17	0.22	0.29	0.29	0.04	0.22	0.22
Delay/Veh:	31.1	31.1	31.1	30.1	30.1	30.7	34.9	16.2	16.2	24.4	9.6	9.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.1	31.1	31.1	30.1	30.1	30.7	34.9	16.2	16.2	24.4	9.6	9.6
LOS by Move:	C	C	C	C	C	C	C	B	B	C	A	A
HCM2kAvgQ:	2	2	2	1	1	1	2	4	4	0	3	3

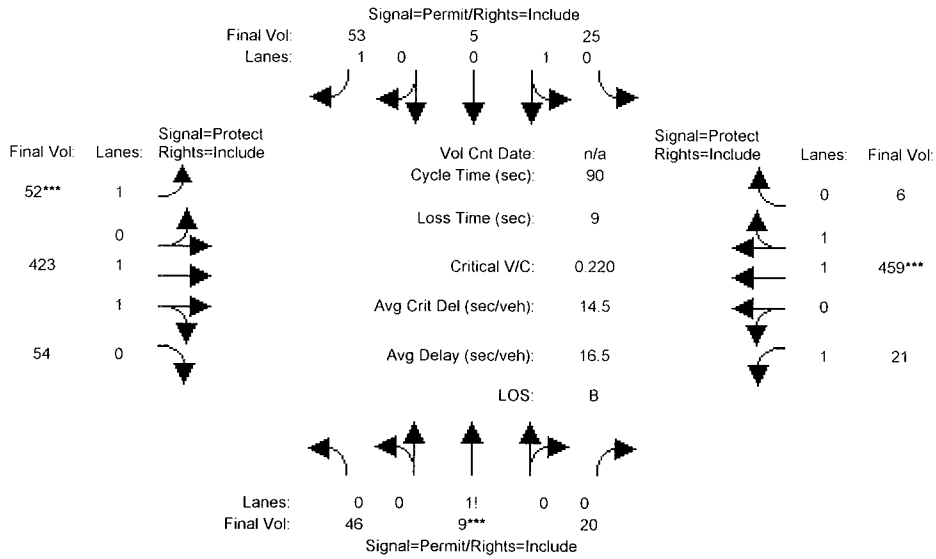
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.
Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Future Growth No Project MD

Intersection #508: Clear Lake Av/Treewood Ln & Landess Av



Street Name:	Clear Lake Av/Treewood Ln						Landess Av					
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
Volume Module:												
Base Vol:	46	9	20	25	5	53	52	423	54	21	459	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	9	20	25	5	53	52	423	54	21	459	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	9	20	25	5	53	52	423	54	21	459	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	9	20	25	5	53	52	423	54	21	459	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	9	20	25	5	53	52	423	54	21	459	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	9	20	25	5	53	52	423	54	21	459	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.61	0.12	0.27	0.83	0.17	1.00	1.00	1.77	0.23	1.00	1.97	0.03
Final Sat.:	1073	210	467	1500	300	1750	1750	3281	419	1750	3652	48
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.02	0.02	0.03	0.03	0.13	0.13	0.01	0.13	0.13
Crit Moves:		****					****				****	
Green/Cycle:	0.19	0.19	0.19	0.19	0.19	0.19	0.13	0.44	0.44	0.27	0.57	0.57
Volume/Cap:	0.22	0.22	0.22	0.09	0.09	0.16	0.22	0.29	0.29	0.05	0.22	0.22
Delay/Veh:	30.8	30.8	30.8	29.8	29.8	30.3	35.2	16.3	16.3	24.6	9.5	9.5
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:	30.8	30.8	30.8	29.8	29.8	30.3	35.2	16.3	16.3	24.6	9.5	9.5
LOS by Move:	C	C	C	C	C	C	D	B	B	C	A	A
HCM2kAvgQ:	2	2	2	1	1	1	2	4	4	0	3	3

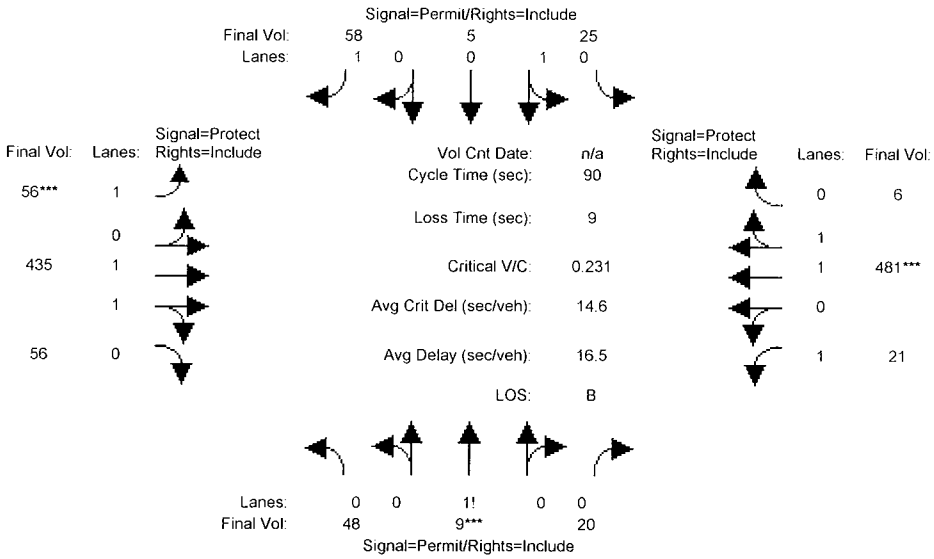
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Future Growth Project MD

Intersection #508: Clear Lake Av/Treewood Ln & Landess Av



Street Name:	Clear Lake Av/Treewood Ln						Landess Av					
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
Volume Module:												
Base Vol:	46	9	20	25	5	53	52	423	54	21	459	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	9	20	25	5	53	52	423	54	21	459	6
Added Vol:	2	0	0	0	0	5	4	12	2	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	9	20	25	5	58	56	435	56	21	481	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	9	20	25	5	58	56	435	56	21	481	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	9	20	25	5	58	56	435	56	21	481	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	9	20	25	5	58	56	435	56	21	481	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.62	0.12	0.26	0.83	0.17	1.00	1.00	1.77	0.23	1.00	1.97	0.03
Final Sat.:	1091	205	455	1500	300	1750	1750	3278	422	1750	3654	46
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.02	0.02	0.03	0.03	0.13	0.13	0.01	0.13	0.13
Crit Moves:		****					****				****	
Green/Cycle:	0.19	0.19	0.19	0.19	0.19	0.19	0.14	0.45	0.45	0.26	0.57	0.57
Volume/Cap:	0.23	0.23	0.23	0.09	0.09	0.17	0.23	0.30	0.30	0.05	0.23	0.23
Delay/Veh:	31.2	31.2	31.2	30.1	30.1	30.7	35.0	16.0	16.0	24.8	9.6	9.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.2	31.2	31.2	30.1	30.1	30.7	35.0	16.0	16.0	24.8	9.6	9.6
LOS by Move:	C	C	C	C	C	C	C	B	B	C	A	A
HCM2kAvgQ:	2	2	2	1	1	2	2	4	4	0	3	3

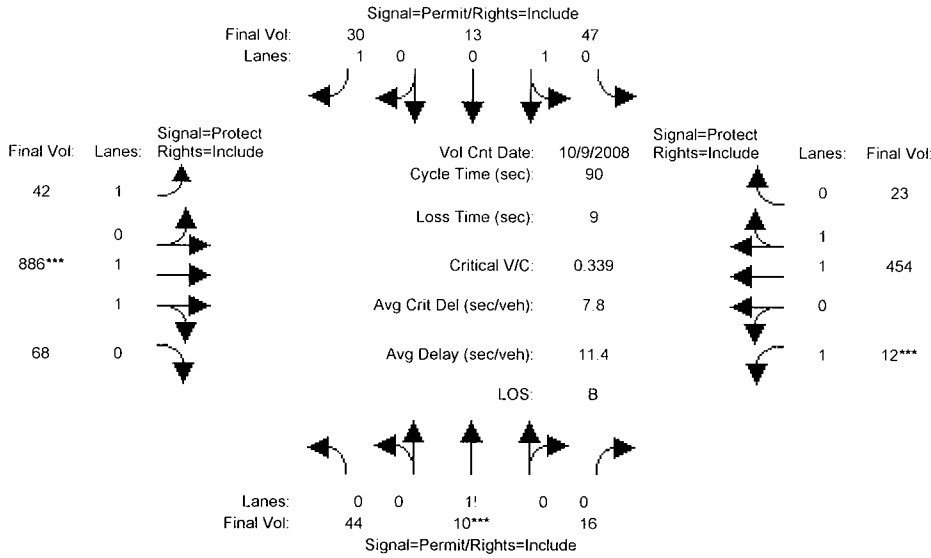
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #508: Clear Lake Av/Treewood Ln & Landess Av



Street Name:	Clear Lake Av/Treewood Ln						Landess Av					
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
Volume Module: >> Count Date: 9 Oct 2008 <<												
Base Vol:	44	10	16	47	13	30	42	886	68	12	454	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	10	16	47	13	30	42	886	68	12	454	23
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:	44	10	16	47	13	30	42	886	68	12	454	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	10	16	47	13	30	42	886	68	12	454	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	10	16	47	13	30	42	886	68	12	454	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	10	16	47	13	30	42	886	68	12	454	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.63	0.14	0.23	0.78	0.22	1.00	1.00	1.85	0.15	1.00	1.90	0.10
Final Sat.:	1100	250	400	1410	390	1750	1750	3436	264	1750	3521	178
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.03	0.03	0.02	0.02	0.26	0.26	0.01	0.13	0.13
Crit Moves:		****						****		****		
Green/Cycle:	0.11	0.11	0.11	0.11	0.11	0.11	0.30	0.71	0.71	0.08	0.49	0.49
Volume/Cap:	0.36	0.36	0.36	0.30	0.30	0.15	0.08	0.36	0.36	0.09	0.26	0.26
Delay/Veh:	38.2	38.2	38.2	37.6	37.6	36.5	22.9	5.1	5.1	38.8	13.4	13.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.2	38.2	38.2	37.6	37.6	36.5	22.9	5.1	5.1	38.8	13.4	13.4
LOS by Move:	D	D	D	D	D	D	C	A	A	D	B	B
HCM2kAvgQ:	2	2	2	2	2	1	1	5	5	0	4	4

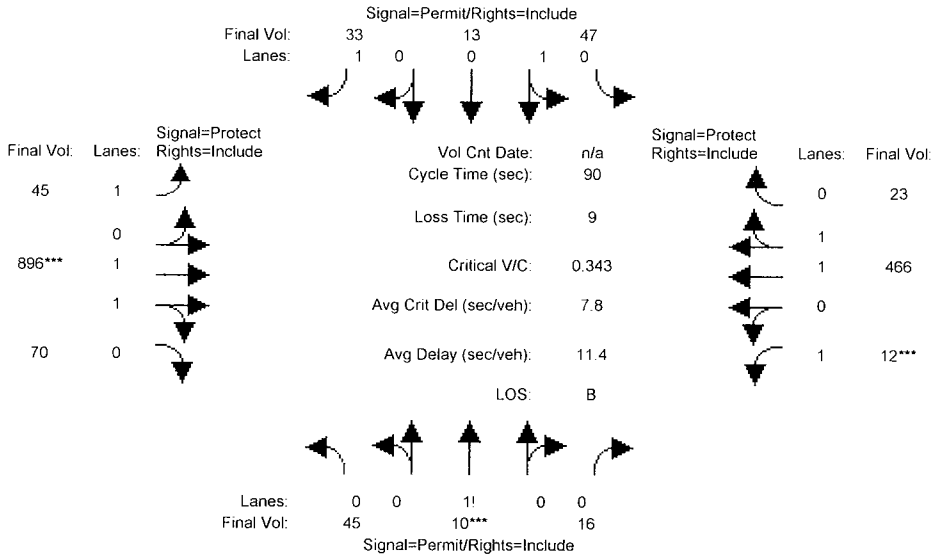
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #508: Clear Lake Av/Treewood Ln & Landess Av



Street Name:	Clear Lake Av/Treewood Ln						Landess Av					
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
Volume Module:												
Base Vol:	45	10	16	47	13	33	45	896	70	12	466	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	10	16	47	13	33	45	896	70	12	466	23
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:	45	10	16	47	13	33	45	896	70	12	466	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	10	16	47	13	33	45	896	70	12	466	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	10	16	47	13	33	45	896	70	12	466	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	10	16	47	13	33	45	896	70	12	466	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.63	0.14	0.23	0.78	0.22	1.00	1.00	1.85	0.15	1.00	1.90	0.10
Final Sat.:	1109	246	394	1410	390	1750	1750	3432	268	1750	3526	174
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.03	0.03	0.02	0.03	0.26	0.26	0.01	0.13	0.13
Crit Moves:		****						****		****		
Green/Cycle:	0.11	0.11	0.11	0.11	0.11	0.11	0.29	0.71	0.71	0.08	0.50	0.50
Volume/Cap:	0.37	0.37	0.37	0.30	0.30	0.17	0.09	0.37	0.37	0.09	0.27	0.27
Delay/Veh:	38.2	38.2	38.2	37.6	37.6	36.7	23.2	5.2	5.2	38.8	13.2	13.2
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:	38.2	38.2	38.2	37.6	37.6	36.7	23.2	5.2	5.2	38.8	13.2	13.2
LOS by Move:	D	D	D	D	D	D	C	A	A	D	B	B
HCM2kAvgQ:	2	2	2	2	2	1	1	5	5	0	4	4

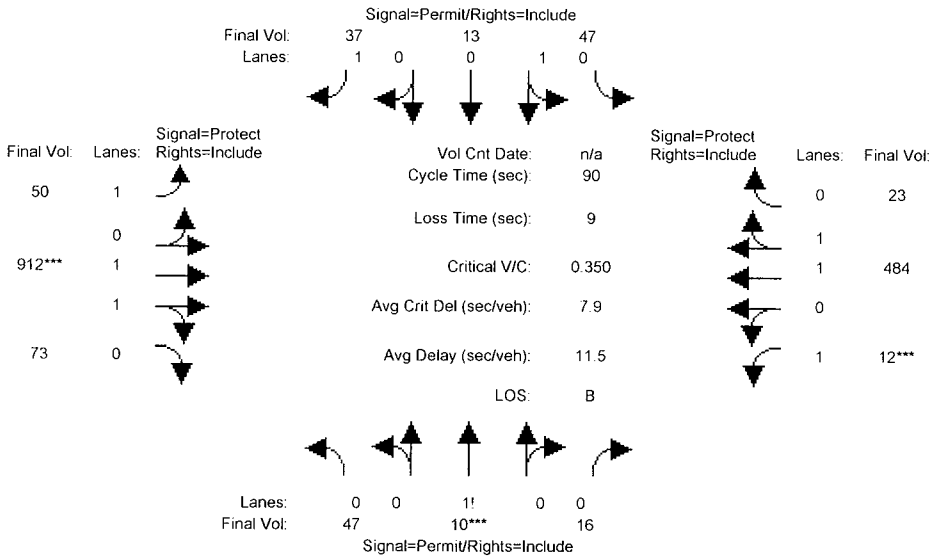
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #508: Clear Lake Av/Treewood Ln & Landess Av



Street Name:	Clear Lake Av/Treewood Ln						Landess Av					
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
Volume Module:												
Base Vol:	45	10	16	47	13	33	45	896	70	12	466	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	10	16	47	13	33	45	896	70	12	466	23
Added Vol:	2	0	0	0	0	4	5	16	3	0	18	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	10	16	47	13	37	50	912	73	12	484	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	10	16	47	13	37	50	912	73	12	484	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	10	16	47	13	37	50	912	73	12	484	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	10	16	47	13	37	50	912	73	12	484	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.64	0.14	0.22	0.78	0.22	1.00	1.00	1.85	0.15	1.00	1.91	0.09
Final Sat.:	1127	240	384	1410	390	1750	1750	3426	274	1750	3532	168
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.03	0.03	0.02	0.03	0.27	0.27	0.01	0.14	0.14
Crit Moves:		****						****		****		
Green/Cycle:	0.11	0.11	0.11	0.11	0.11	0.11	0.29	0.71	0.71	0.08	0.50	0.50
Volume/Cap:	0.37	0.37	0.37	0.30	0.30	0.19	0.10	0.37	0.37	0.09	0.27	0.27
Delay/Veh:	38.3	38.3	38.3	37.6	37.6	36.8	23.7	5.2	5.2	38.8	13.0	13.0
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	36.8	23.7	5.2	5.2	38.8	13.0	13.0
LOS by Move:	D	D	D	D	D	D	C	A	A	D	B	B
HCM2kAvgQ:	2	2	2	2	2	1	1	6	6	0	4	4

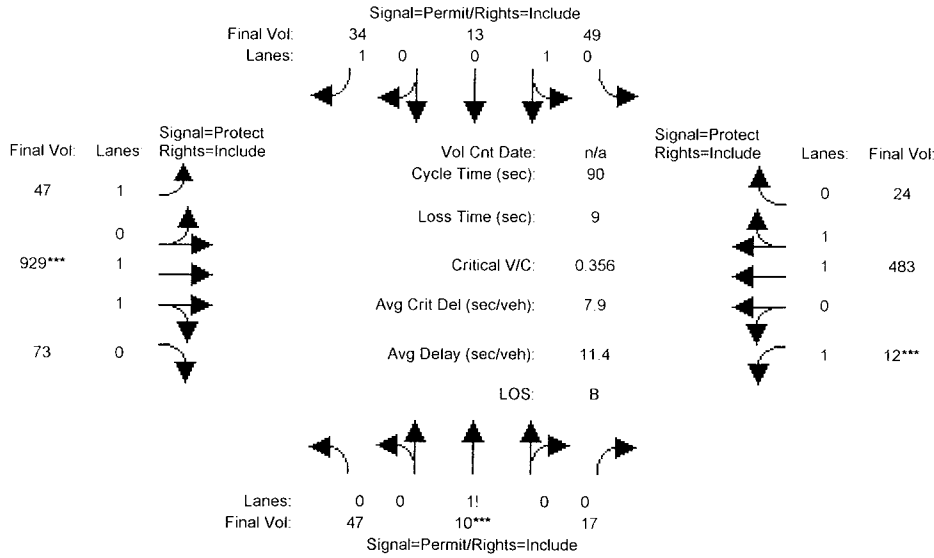
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Future Growth No Project PM

Intersection #508: Clear Lake Av/Treewood Ln & Landess Av



Street Name:	Clear Lake Av/Treewood Ln						Landess Av					
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
Volume Module:												
Base Vol:	47	10	17	49	13	34	47	929	73	12	483	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	10	17	49	13	34	47	929	73	12	483	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	10	17	49	13	34	47	929	73	12	483	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	10	17	49	13	34	47	929	73	12	483	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	10	17	49	13	34	47	929	73	12	483	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	10	17	49	13	34	47	929	73	12	483	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.64	0.13	0.23	0.79	0.21	1.00	1.00	1.85	0.15	1.00	1.90	0.10
Final Sat.:	1111	236	402	1423	377	1750	1750	3430	270	1750	3525	175
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.03	0.03	0.02	0.03	0.27	0.27	0.01	0.14	0.14
Crit Moves:		****						****		****		
Green/Cycle:	0.11	0.11	0.11	0.11	0.11	0.11	0.29	0.71	0.71	0.08	0.50	0.50
Volume/Cap:	0.38	0.38	0.38	0.31	0.31	0.17	0.09	0.38	0.38	0.09	0.27	0.27
Delay/Veh:	38.4	38.4	38.4	37.7	37.7	36.7	23.7	5.2	5.2	38.8	12.9	12.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.4	38.4	38.4	37.7	37.7	36.7	23.7	5.2	5.2	38.8	12.9	12.9
LOS by Move:	D	D	D	D	D	D	C	A	A	D	B	B
HCM2kAvgQ:	2	2	2	2	2	1	1	6	6	0	4	4

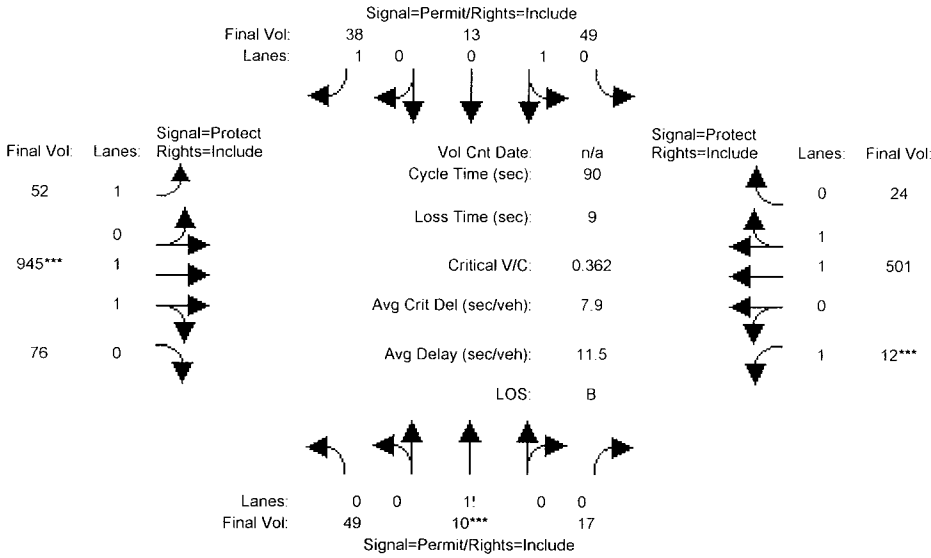
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #508: Clear Lake Av/Treewood Ln & Landess Av



Street Name:	Clear Lake Av/Treewood Ln						Landess Av					
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
Volume Module:												
Base Vol:	47	10	17	49	13	34	47	929	73	12	483	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	10	17	49	13	34	47	929	73	12	483	24
Added Vol:	2	0	0	0	0	4	5	16	3	0	18	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	10	17	49	13	38	52	945	76	12	501	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	10	17	49	13	38	52	945	76	12	501	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	10	17	49	13	38	52	945	76	12	501	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	10	17	49	13	38	52	945	76	12	501	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.65	0.13	0.22	0.79	0.21	1.00	1.00	1.85	0.15	1.00	1.91	0.09
Final Sat.:	1128	230	391	1423	377	1750	1750	3424	275	1750	3531	169
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.03	0.03	0.02	0.03	0.28	0.28	0.01	0.14	0.14
Crit Moves:		****						****		****		
Green/Cycle:	0.11	0.11	0.11	0.11	0.11	0.11	0.28	0.71	0.71	0.08	0.51	0.51
Volume/Cap:	0.39	0.39	0.39	0.31	0.31	0.19	0.11	0.39	0.39	0.09	0.28	0.28
Delay/Veh:	38.4	38.4	38.4	37.6	37.6	36.8	24.2	5.3	5.3	38.8	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:	38.4	38.4	38.4	37.6	37.6	36.8	24.2	5.3	5.3	38.8	12.7	12.7
LOS by Move:	D	D	D	D	D	D	C	A	A	D	B	B
HCM2kAvgQ:	3	3	3	2	2	1	1	6	6	0	4	4

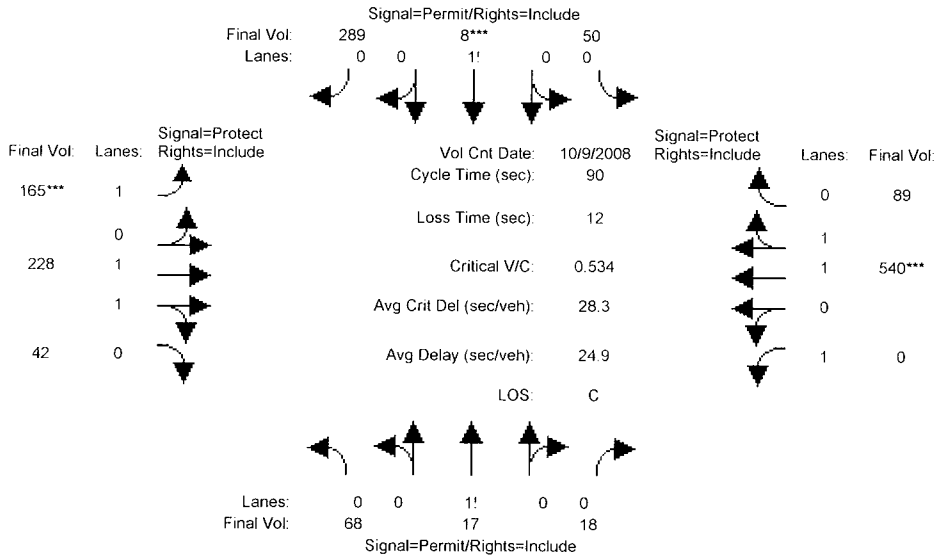
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.
Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #509: Yellowstone Av/Corktree Ln & Landess Av



Street Name:	Yellowstone Av/Corktree Ln						Landess Av					
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
Volume Module: >> Count Date: 9 Oct 2008 <<												
Base Vol:	68	17	18	50	8	289	165	228	42	0	540	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:	68	17	18	50	8	289	165	228	42	0	540	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:	68	17	18	50	8	289	165	228	42	0	540	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	17	18	50	8	289	165	228	42	0	540	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	17	18	50	8	289	165	228	42	0	540	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:	68	17	18	50	8	289	165	228	42	0	540	89
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:	0.66	0.17	0.17	0.14	0.02	0.84	1.00	1.68	0.32	1.00	1.71	0.29
Final Sat.:	1155	289	306	252	40	1457	1750	3124	575	1750	3176	523
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.20	0.20	0.20	0.09	0.07	0.07	0.00	0.17	0.17
Crit Moves:					****		****				****	
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.18	0.50	0.50	0.00	0.32	0.32
Volume/Cap:	0.16	0.16	0.16	0.53	0.53	0.53	0.53	0.15	0.15	0.00	0.53	0.53
Delay/Veh:	19.4	19.4	19.4	25.3	25.3	25.3	40.1	12.5	12.5	0.0	26.9	26.9
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:	19.4	19.4	19.4	25.3	25.3	25.3	40.1	12.5	12.5	0.0	26.9	26.9
LOS by Move:	B	B	B	C	C	C	D	B	B	A	C	C
HCM2kAvgQ:	2	2	2	8	8	8	5	2	2	0	8	8

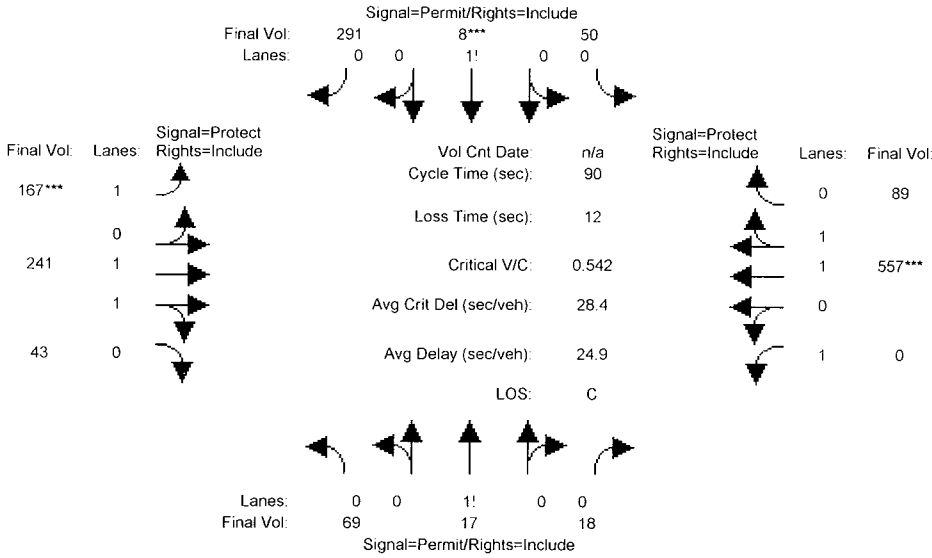
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #509: Yellowstone Av/Corktree Ln & Landess Av



Street Name:	Yellowstone Av/Corktree Ln						Landess Av					
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
Volume Module:												
Base Vol:	69	17	18	50	8	291	167	241	43	0	557	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:	69	17	18	50	8	291	167	241	43	0	557	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:	69	17	18	50	8	291	167	241	43	0	557	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	17	18	50	8	291	167	241	43	0	557	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	17	18	50	8	291	167	241	43	0	557	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:	69	17	18	50	8	291	167	241	43	0	557	89
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:	0.67	0.16	0.17	0.14	0.02	0.84	1.00	1.69	0.31	1.00	1.72	0.28
Final Sat.:	1161	286	303	251	40	1459	1750	3139	560	1750	3190	510
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.20	0.20	0.20	0.10	0.08	0.08	0.00	0.17	0.17
Crit Moves:					****		****				****	
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.18	0.50	0.50	0.00	0.32	0.32
Volume/Cap:	0.16	0.16	0.16	0.54	0.54	0.54	0.54	0.15	0.15	0.00	0.54	0.54
Delay/Veh:	19.6	19.6	19.6	25.7	25.7	25.7	40.4	12.4	12.4	0.0	26.8	26.8
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:	19.6	19.6	19.6	25.7	25.7	25.7	40.4	12.4	12.4	0.0	26.8	26.8
LOS by Move:	B	B	B	C	C	C	D	B	B	A	C	C
HCM2kAvgQ:	2	2	2	9	9	9	5	2	2	0	8	8

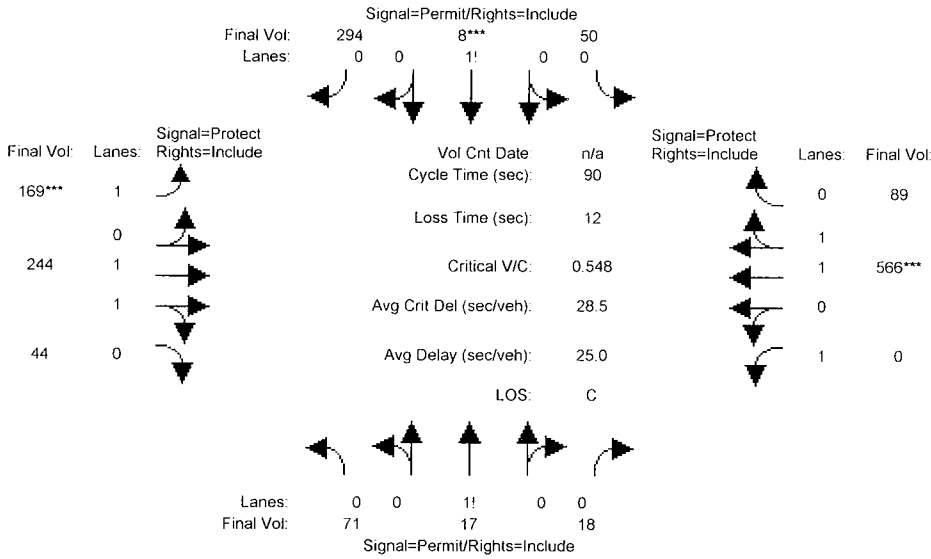
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #509: Yellowstone Av/Corktree Ln & Landess Av



Street Name:	Yellowstone Av/Corktree Ln						Landess Av					
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
Volume Module:												
Base Vol:	69	17	18	50	8	291	167	241	43	0	557	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:	69	17	18	50	8	291	167	241	43	0	557	89
Added Vol:	2	0	0	0	0	3	2	3	1	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	17	18	50	8	294	169	244	44	0	566	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	17	18	50	8	294	169	244	44	0	566	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	17	18	50	8	294	169	244	44	0	566	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:	71	17	18	50	8	294	169	244	44	0	566	89
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:	0.67	0.16	0.17	0.14	0.02	0.84	1.00	1.69	0.31	1.00	1.72	0.28
Final Sat.:	1172	281	297	249	40	1462	1750	3134	565	1750	3197	503
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.20	0.20	0.20	0.10	0.08	0.08	0.00	0.18	0.18
Crit Moves:					****		****				****	
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.18	0.50	0.50	0.00	0.32	0.32
Volume/Cap:	0.16	0.16	0.16	0.55	0.55	0.55	0.55	0.16	0.16	0.00	0.55	0.55
Delay/Veh:	19.7	19.7	19.7	25.9	25.9	25.9	40.6	12.4	12.4	0.0	26.9	26.9
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:	19.7	19.7	19.7	25.9	25.9	25.9	40.6	12.4	12.4	0.0	26.9	26.9
LOS by Move:	B	B	B	C	C	C	D	B	B	A	C	C
HCM2kAvgQ:	2	2	2	9	9	9	5	2	2	0	8	8

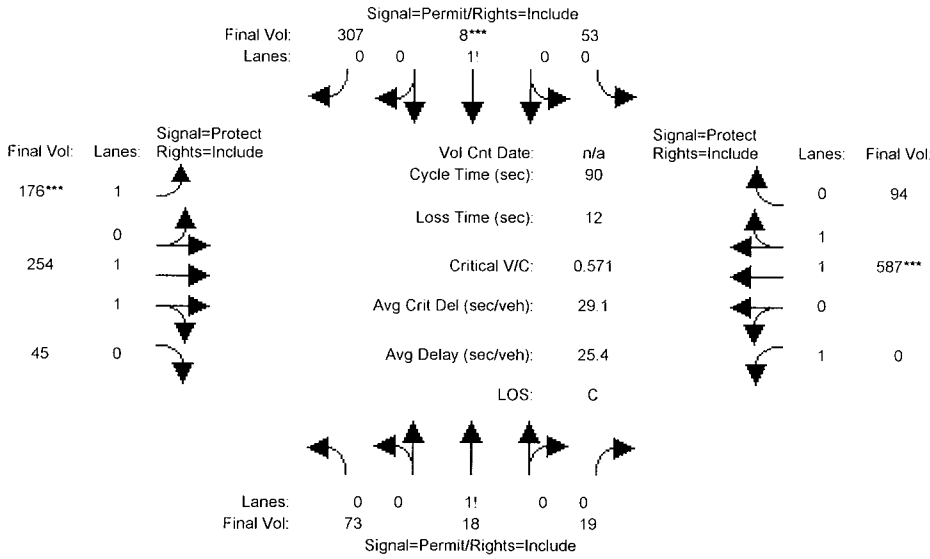
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Future Growth No Project AM

Intersection #509: Yellowstone Av/Corktree Ln & Landess Av



Street Name:	Yellowstone Av/Corktree Ln						Landess Av					
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
Volume Module:												
Base Vol:	73	18	19	53	8	307	176	254	45	0	587	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	18	19	53	8	307	176	254	45	0	587	94
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:	73	18	19	53	8	307	176	254	45	0	587	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	18	19	53	8	307	176	254	45	0	587	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	18	19	53	8	307	176	254	45	0	587	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	18	19	53	8	307	176	254	45	0	587	94
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:	0.67	0.16	0.17	0.14	0.02	0.84	1.00	1.69	0.31	1.00	1.72	0.28
Final Sat.:	1161	286	302	252	38	1460	1750	3143	557	1750	3189	511
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.21	0.21	0.21	0.10	0.08	0.08	0.00	0.18	0.18
Crit Moves:					****		****				****	
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.18	0.50	0.50	0.00	0.32	0.32
Volume/Cap:	0.17	0.17	0.17	0.57	0.57	0.57	0.57	0.16	0.16	0.00	0.57	0.57
Delay/Veh:	19.7	19.7	19.7	26.4	26.4	26.4	41.4	12.5	12.5	0.0	27.3	27.3
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:	19.7	19.7	19.7	26.4	26.4	26.4	41.4	12.5	12.5	0.0	27.3	27.3
LOS by Move:	B	B	B	C	C	C	D	B	B	A	C	C
HCM2kAvgQ:	2	2	2	9	9	9	6	2	2	0	9	9

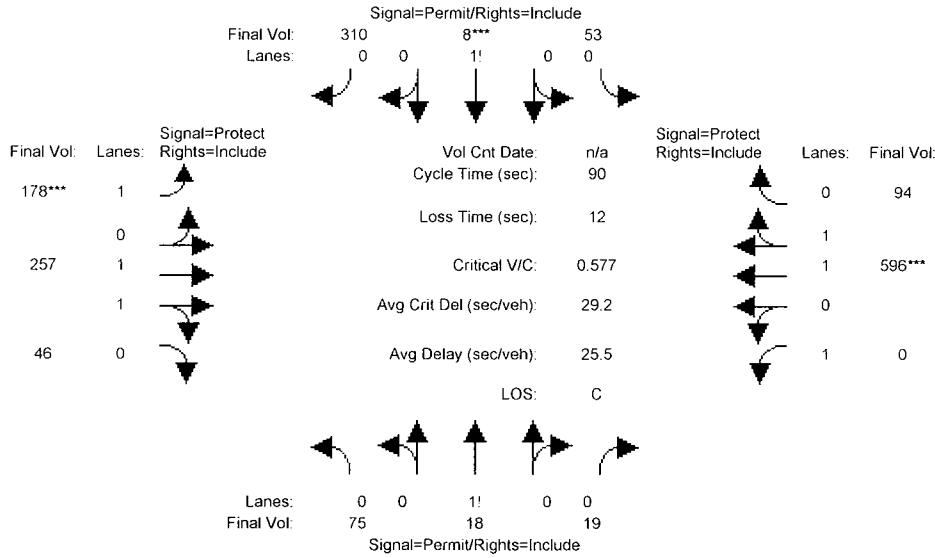
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #509: Yellowstone Av/Corktree Ln & Landess Av



Street Name:	Yellowstone Av/Corktree Ln						Landess Av					
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
Volume Module:												
Base Vol:	73	18	19	53	8	307	176	254	45	0	587	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	18	19	53	8	307	176	254	45	0	587	94
Added Vol:	2	0	0	0	0	3	2	3	1	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	18	19	53	8	310	178	257	46	0	596	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	18	19	53	8	310	178	257	46	0	596	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	18	19	53	8	310	178	257	46	0	596	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	18	19	53	8	310	178	257	46	0	596	94
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:	0.67	0.16	0.17	0.14	0.02	0.84	1.00	1.69	0.31	1.00	1.72	0.28
Final Sat.:	1172	281	297	250	38	1462	1750	3138	562	1750	3196	504
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.21	0.21	0.21	0.10	0.08	0.08	0.00	0.19	0.19
Crit Moves:					****		****				****	
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.18	0.50	0.50	0.00	0.32	0.32
Volume/Cap:	0.17	0.17	0.17	0.58	0.58	0.58	0.58	0.16	0.16	0.00	0.58	0.58
Delay/Veh:	19.8	19.8	19.8	26.6	26.6	26.6	41.7	12.5	12.5	0.0	27.4	27.4
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:	19.8	19.8	19.8	26.6	26.6	26.6	41.7	12.5	12.5	0.0	27.4	27.4
LOS by Move:	B	B	B	C	C	C	D	B	B	A	C	C
HCM2kAvgQ:	2	2	2	9	9	9	6	2	2	0	9	9

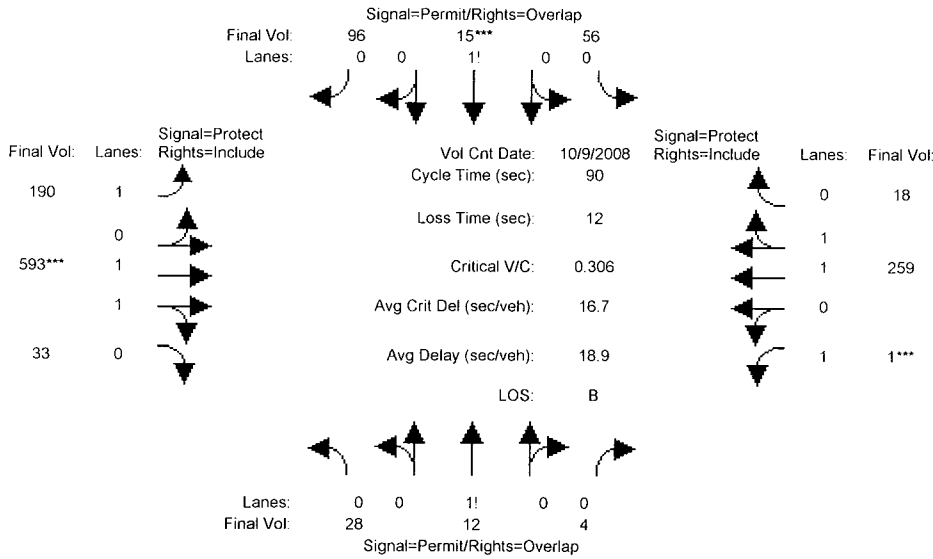
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.
Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #509: Yellowstone Av/Corktree Ln & Landess Av



Street Name:	Yellowstone Av/Corktree Ln						Landess Av					
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
Volume Module: >> Count Date: 9 Oct 2008 <<												
Base Vol:	28	12	4	56	15	96	190	593	33	1	259	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	12	4	56	15	96	190	593	33	1	259	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	12	4	56	15	96	190	593	33	1	259	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	12	4	56	15	96	190	593	33	1	259	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	12	4	56	15	96	190	593	33	1	259	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	12	4	56	15	96	190	593	33	1	259	18
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:	0.64	0.27	0.09	0.34	0.09	0.57	1.00	1.89	0.11	1.00	1.87	0.13
Final Sat.:	1114	477	159	587	157	1006	1750	3505	195	1750	3459	240
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.10	0.10	0.10	0.11	0.17	0.17	0.00	0.07	0.07
Crit Moves:					****			****		****		
Green/Cycle:	0.28	0.28	0.36	0.28	0.28	0.57	0.29	0.50	0.50	0.08	0.29	0.29
Volume/Cap:	0.09	0.09	0.07	0.34	0.34	0.17	0.38	0.34	0.34	0.01	0.25	0.25
Delay/Veh:	24.0	24.0	19.0	27.3	27.3	9.5	27.8	13.8	13.8	38.4	24.8	24.8
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:	24.0	24.0	19.0	27.3	27.3	9.5	27.8	13.8	13.8	38.4	24.8	24.8
LOS by Move:	C	C	B	C	C	A	C	B	B	D	C	C
HCM2kAvgQ:	1	1	1	4	4	2	5	5	5	0	3	3

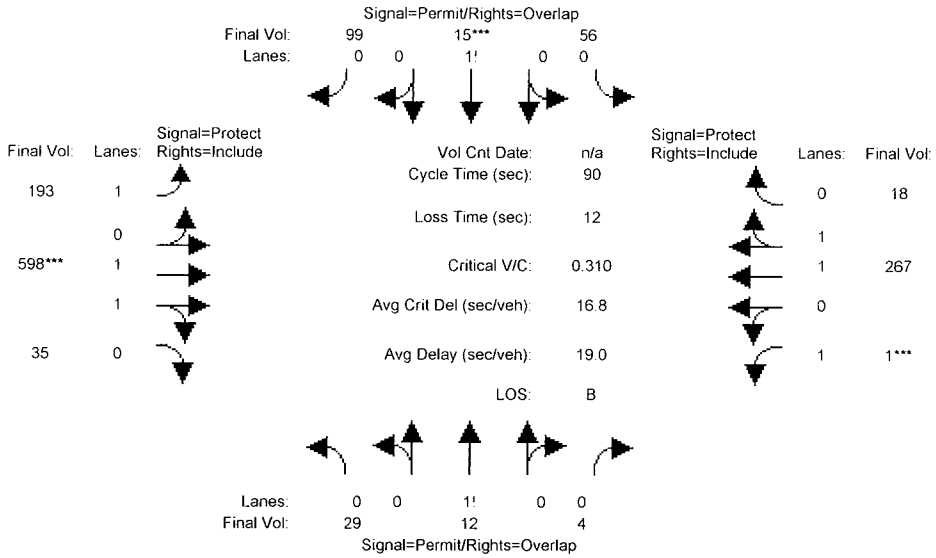
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.
Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #509: Yellowstone Av/Corktree Ln & Landess Av



Street Name:	Yellowstone Av/Corktree Ln						Landess Av					
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
Volume Module:												
Base Vol:	29	12	4	56	15	99	193	598	35	1	267	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	12	4	56	15	99	193	598	35	1	267	18
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:	29	12	4	56	15	99	193	598	35	1	267	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	12	4	56	15	99	193	598	35	1	267	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	12	4	56	15	99	193	598	35	1	267	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	12	4	56	15	99	193	598	35	1	267	18
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:	0.64	0.27	0.09	0.33	0.09	0.58	1.00	1.89	0.11	1.00	1.87	0.13
Final Sat.:	1128	467	156	576	154	1019	1750	3495	205	1750	3466	234
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.10	0.10	0.10	0.11	0.17	0.17	0.00	0.08	0.08
Crit Moves:					****			****		****		
Green/Cycle:	0.29	0.29	0.36	0.29	0.29	0.58	0.29	0.50	0.50	0.08	0.29	0.29
Volume/Cap:	0.09	0.09	0.07	0.34	0.34	0.17	0.38	0.34	0.34	0.01	0.26	0.26
Delay/Veh:	23.9	23.9	18.9	27.3	27.3	9.4	27.7	13.9	13.9	38.4	25.1	25.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.9	23.9	18.9	27.3	27.3	9.4	27.7	13.9	13.9	38.4	25.1	25.1
LOS by Move:	C	C	B	C	C	A	C	B	B	D	C	C
HCM2kAvgQ:	1	1	1	4	4	2	5	5	5	0	3	3

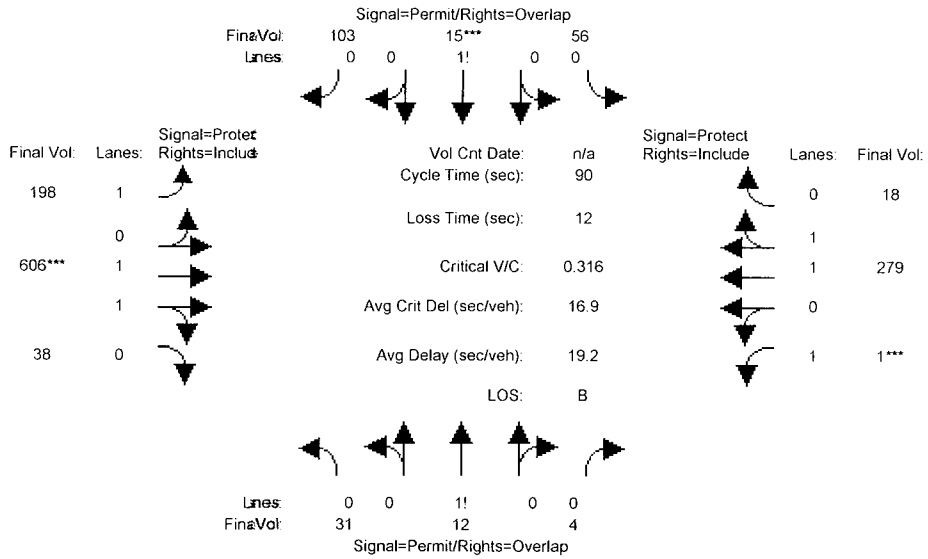
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #509: Yellowstone Av/Corktree Ln & Landess Av



Street Name:	Yellowstone Av/Corktree Ln						Landess Av					
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
Volume Module:												
Base Vol:	29	12	4	56	15	99	193	598	35	1	267	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	12	4	56	15	99	193	598	35	1	267	18
Added Vol:	2	0	0	0	0	4	5	8	3	0	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	12	4	56	15	103	198	606	38	1	279	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	12	4	56	15	103	198	606	38	1	279	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	12	4	56	15	103	198	606	38	1	279	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	12	4	56	15	103	198	606	38	1	279	18
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:	0.66	0.26	0.08	0.32	0.09	0.59	1.00	1.88	0.12	1.00	1.88	0.12
Final Sat.:	1154	447	149	563	151	1036	1750	3482	218	1750	3476	224
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.10	0.10	0.10	0.11	0.17	0.17	0.00	0.08	0.08
Crit Moves:					****			****		****		
Green/Cycle:	0.29	0.29	0.36	0.29	0.29	0.58	0.29	0.50	0.50	0.08	0.29	0.29
Volume/Cap:	0.09	0.09	0.07	0.35	0.35	0.17	0.39	0.35	0.35	0.01	0.28	0.28
Delay/Veh:	23.9	23.9	18.9	27.3	27.3	9.2	27.6	14.0	14.0	38.4	25.5	25.5
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:	23.9	23.9	18.9	27.3	27.3	9.2	27.6	14.0	14.0	38.4	25.5	25.5
LOS by Move:	C	C	B	C	C	A	C	B	B	D	C	C
HCM2kAvgQ:	1	1	1	4	4	2	5	6	6	0	3	3

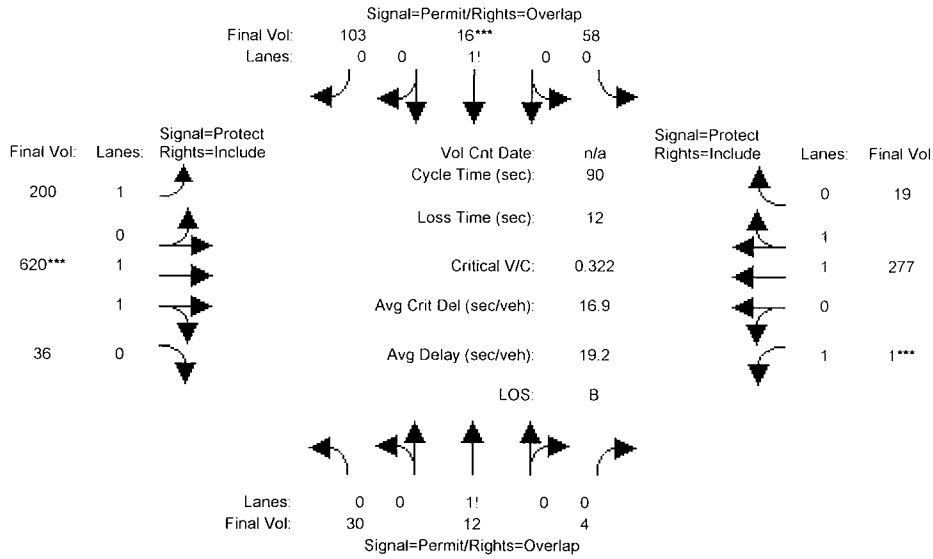
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Future Growth No Project PM

Intersection #509: Yellowstone Av/Corktree Ln & Landess Av



Street Name:	Yellowstone Av/Corktree Ln						Landess Av					
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
Volume Module:												
Base Vol:	30	12	4	58	16	103	200	620	36	1	277	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	12	4	58	16	103	200	620	36	1	277	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	12	4	58	16	103	200	620	36	1	277	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	12	4	58	16	103	200	620	36	1	277	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	12	4	58	16	103	200	620	36	1	277	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	12	4	58	16	103	200	620	36	1	277	19
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:	0.65	0.26	0.09	0.33	0.09	0.58	1.00	1.89	0.11	1.00	1.87	0.13
Final Sat.:	1141	457	152	573	158	1018	1750	3497	203	1750	3462	237
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.10	0.10	0.10	0.11	0.18	0.18	0.00	0.08	0.08
Crit Moves:					****			****		****		
Green/Cycle:	0.29	0.29	0.36	0.29	0.29	0.58	0.29	0.50	0.50	0.08	0.29	0.29
Volume/Cap:	0.09	0.09	0.07	0.35	0.35	0.17	0.39	0.35	0.35	0.01	0.28	0.28
Delay/Veh:	23.9	23.9	18.9	27.4	27.4	9.2	27.5	14.1	14.1	38.4	25.6	25.6
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:	23.9	23.9	18.9	27.4	27.4	9.2	27.5	14.1	14.1	38.4	25.6	25.6
LOS by Move:	C	C	B	C	C	A	C	B	B	D	C	C
HCM2kAvgQ:	1	1	1	4	4	2	5	6	6	0	3	3

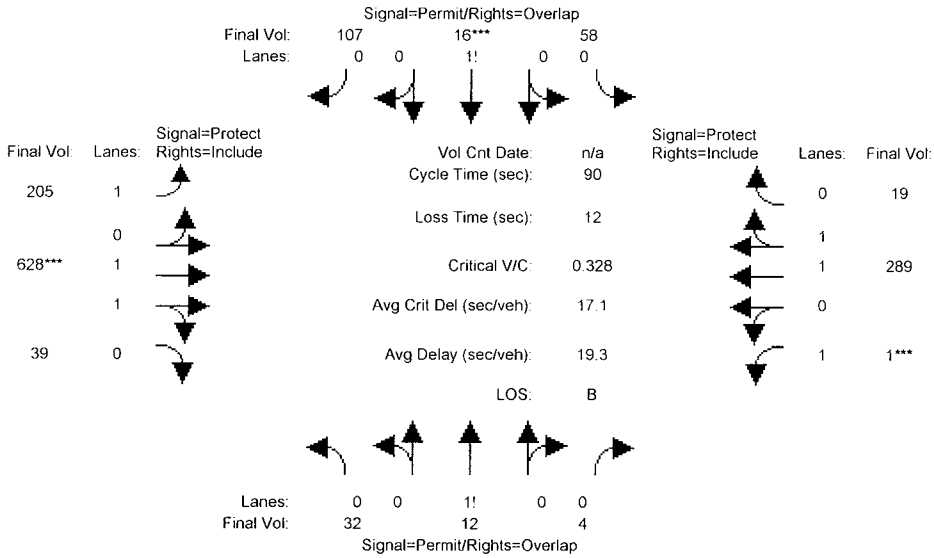
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #509: Yellowstone Av/Corktree Ln & Landess Av



Street Name:	Yellowstone Av/Corktree Ln						Landess Av					
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
Volume Module:												
Base Vol:	30	12	4	58	16	103	200	620	36	1	277	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	12	4	58	16	103	200	620	36	1	277	19
Added Vol:	2	0	0	0	0	4	5	8	3	0	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	12	4	58	16	107	205	628	39	1	289	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	12	4	58	16	107	205	628	39	1	289	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	12	4	58	16	107	205	628	39	1	289	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	12	4	58	16	107	205	628	39	1	289	19
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:	0.67	0.25	0.08	0.32	0.09	0.59	1.00	1.88	0.12	1.00	1.87	0.13
Final Sat.:	1167	438	146	561	155	1035	1750	3483	216	1750	3472	228
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.10	0.10	0.10	0.12	0.18	0.18	0.00	0.08	0.08
Crit Moves:					****			****		****		
Green/Cycle:	0.29	0.29	0.37	0.29	0.29	0.58	0.30	0.50	0.50	0.08	0.28	0.28
Volume/Cap:	0.10	0.10	0.08	0.36	0.36	0.18	0.39	0.36	0.36	0.01	0.30	0.30
Delay/Veh:	23.9	23.9	18.9	27.5	27.5	9.0	27.4	14.2	14.2	38.4	26.0	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:	23.9	23.9	18.9	27.5	27.5	9.0	27.4	14.2	14.2	38.4	26.0	26.0
LOS by Move:	C	C	B	C	C	A	C	B	B	D	C	C
HCM2kAvgQ:	1	1	1	4	4	2	5	6	6	0	4	4

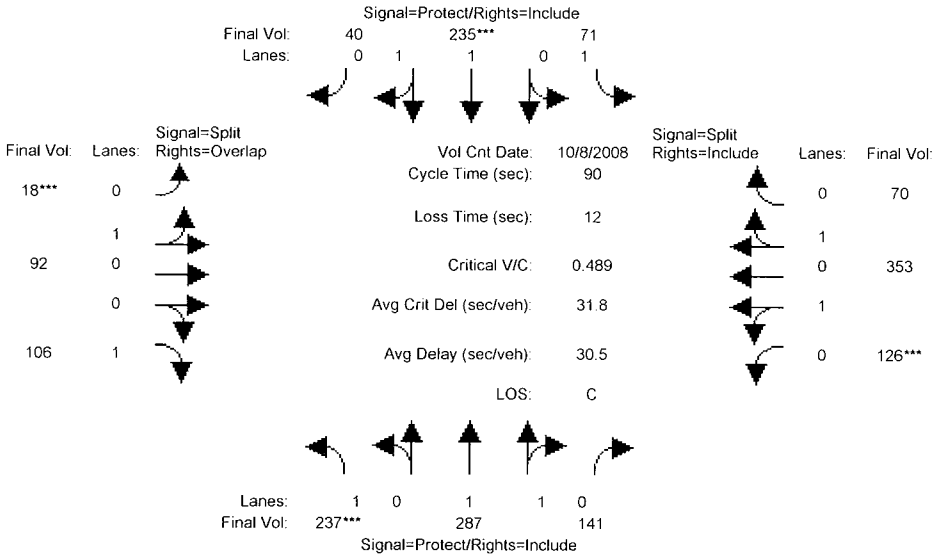
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #510: Park Victoria Dr & Yosemite Dr



Street Name:	Park Victoria Dr						Yosemite Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 8 Oct 2008 <<												
Base Vol:	237	287	141	71	235	40	18	92	106	126	353	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	237	287	141	71	235	40	18	92	106	126	353	70
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:	237	287	141	71	235	40	18	92	106	126	353	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	237	287	141	71	235	40	18	92	106	126	353	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	287	141	71	235	40	18	92	106	126	353	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	237	287	141	71	235	40	18	92	106	126	353	70
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	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.95
Lanes:	1.00	1.32	0.68	1.00	1.70	0.30	0.16	0.84	1.00	0.46	1.29	0.25
Final Sat.:	1750	2480	1218	1750	3161	538	295	1505	1750	826	2315	459
Capacity Analysis Module:												
Vol/Sat:	0.14	0.12	0.12	0.04	0.07	0.07	0.06	0.06	0.06	0.15	0.15	0.15
Crit Moves:	****				****		****			****		
Green/Cycle:	0.28	0.26	0.26	0.17	0.15	0.15	0.13	0.13	0.40	0.31	0.31	0.31
Volume/Cap:	0.49	0.45	0.45	0.24	0.49	0.49	0.49	0.49	0.15	0.49	0.49	0.49
Delay/Veh:	30.7	29.7	29.7	33.9	38.0	38.0	44.1	44.1	17.6	26.6	26.6	26.6
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:	30.7	29.7	29.7	33.9	38.0	38.0	44.1	44.1	17.6	26.6	26.6	26.6
LOS by Move:	C	C	C	C	D	D	D	D	B	C	C	C
HCM2kAvgQ:	6	5	5	2	4	4	4	4	2	7	7	7

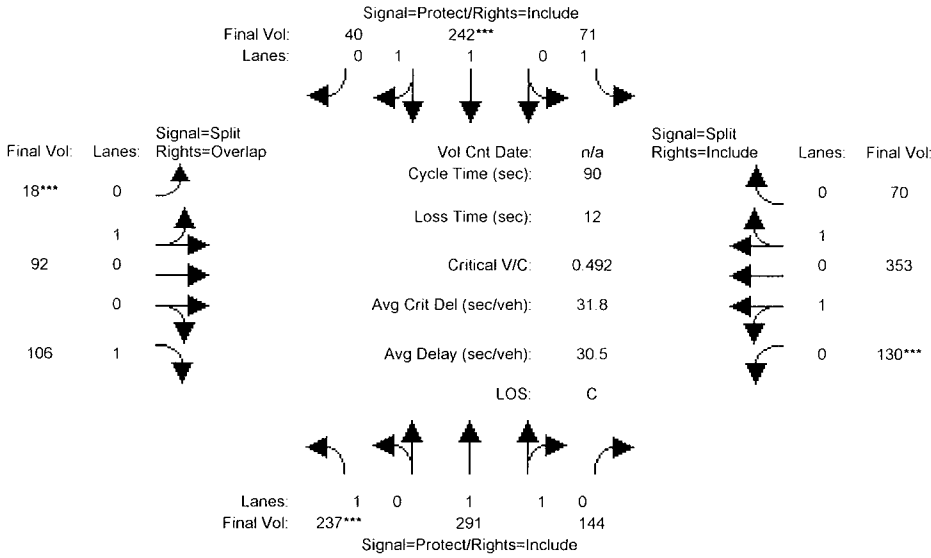
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #510: Park Victoria Dr & Yosemite Dr



Street Name:	Park Victoria Dr						Yosemite Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module:												
Base Vol:	237	291	144	71	242	40	18	92	106	130	353	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	237	291	144	71	242	40	18	92	106	130	353	70
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:	237	291	144	71	242	40	18	92	106	130	353	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	237	291	144	71	242	40	18	92	106	130	353	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	291	144	71	242	40	18	92	106	130	353	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	237	291	144	71	242	40	18	92	106	130	353	70
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	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.95
Lanes:	1.00	1.32	0.68	1.00	1.71	0.29	0.16	0.84	1.00	0.47	1.28	0.25
Final Sat.:	1750	2474	1224	1750	3175	525	295	1505	1750	846	2298	456
Capacity Analysis Module:												
Vol/Sat:	0.14	0.12	0.12	0.04	0.08	0.08	0.06	0.06	0.06	0.15	0.15	0.15
Crit Moves:	****				****		****			****		
Green/Cycle:	0.28	0.26	0.26	0.17	0.15	0.15	0.12	0.12	0.40	0.31	0.31	0.31
Volume/Cap:	0.49	0.45	0.45	0.24	0.49	0.49	0.49	0.49	0.15	0.49	0.49	0.49
Delay/Veh:	30.9	29.6	29.6	34.1	37.8	37.8	44.3	44.3	17.7	26.7	26.7	26.7
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:	30.9	29.6	29.6	34.1	37.8	37.8	44.3	44.3	17.7	26.7	26.7	26.7
LOS by Move:	C	C	C	C	D	D	D	D	B	C	C	C
HCM2kAvgQ:	6	6	6	2	4	4	4	4	2	7	7	7

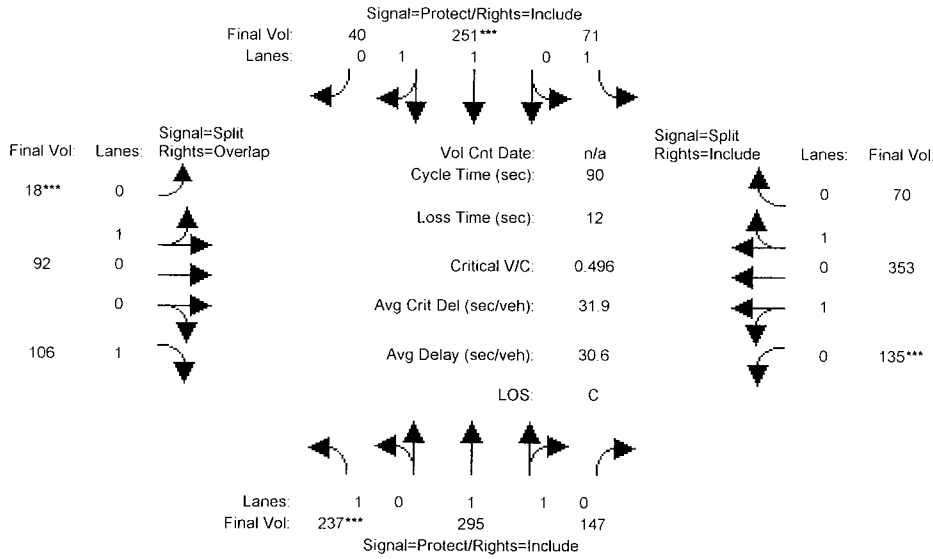
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #510: Park Victoria Dr & Yosemite Dr



Street Name:	Park Victoria Dr						Yosemite Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module:												
Base Vol:	237	291	144	71	242	40	18	92	106	130	353	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	237	291	144	71	242	40	18	92	106	130	353	70
Added Vol:	0	4	3	0	9	0	0	0	0	5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	237	295	147	71	251	40	18	92	106	135	353	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	237	295	147	71	251	40	18	92	106	135	353	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	295	147	71	251	40	18	92	106	135	353	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	237	295	147	71	251	40	18	92	106	135	353	70
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	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.95
Lanes:	1.00	1.32	0.68	1.00	1.72	0.28	0.16	0.84	1.00	0.48	1.27	0.25
Final Sat.:	1750	2469	1230	1750	3191	509	295	1505	1750	871	2277	452
Capacity Analysis Module:												
Vol/Sat:	0.14	0.12	0.12	0.04	0.08	0.08	0.06	0.06	0.06	0.16	0.16	0.16
Crit Moves:	****				****		****			****		
Green/Cycle:	0.27	0.26	0.26	0.17	0.16	0.16	0.12	0.12	0.40	0.31	0.31	0.31
Volume/Cap:	0.50	0.46	0.46	0.24	0.50	0.50	0.50	0.50	0.15	0.50	0.50	0.50
Delay/Veh:	31.2	29.5	29.5	34.2	37.6	37.6	44.6	44.6	17.9	26.8	26.8	26.8
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:	31.2	29.5	29.5	34.2	37.6	37.6	44.6	44.6	17.9	26.8	26.8	26.8
LOS by Move:	C	C	C	C	D	D	D	D	B	C	C	C
HCM2kAvgQ:	6	6	6	2	4	4	4	4	2	7	7	7

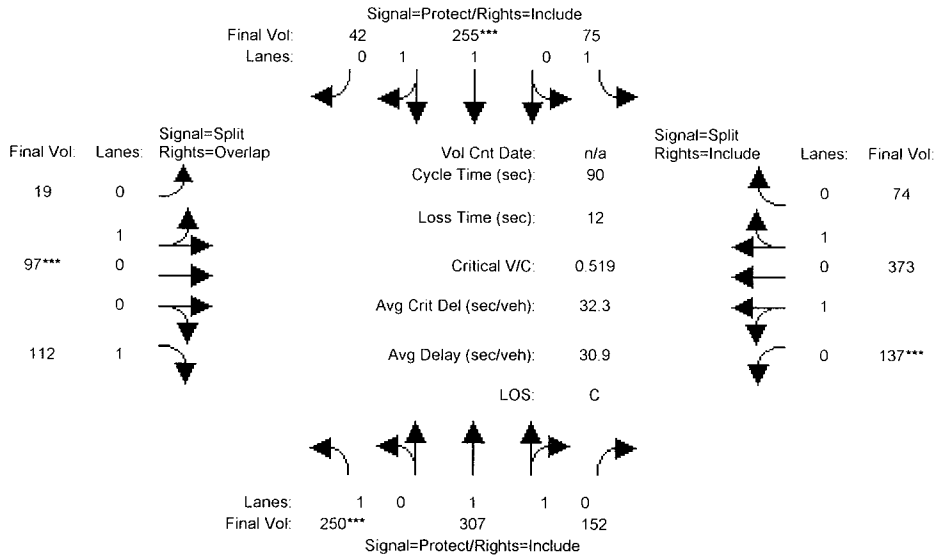
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Future Growth No Project AM

Intersection #510: Park Victoria Dr & Yosemite Dr



Street Name:	Park Victoria Dr						Yosemite Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module:												
Base Vol:	250	307	152	75	255	42	19	97	112	137	373	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:	250	307	152	75	255	42	19	97	112	137	373	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:	250	307	152	75	255	42	19	97	112	137	373	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	250	307	152	75	255	42	19	97	112	137	373	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	307	152	75	255	42	19	97	112	137	373	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:	250	307	152	75	255	42	19	97	112	137	373	74
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	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.95
Lanes:	1.00	1.32	0.68	1.00	1.71	0.29	0.16	0.84	1.00	0.47	1.28	0.25
Final Sat.:	1750	2474	1225	1750	3176	523	295	1505	1750	845	2299	456
Capacity Analysis Module:												
Vol/Sat:	0.14	0.12	0.12	0.04	0.08	0.08	0.06	0.06	0.06	0.16	0.16	0.16
Crit Moves:	****				****			****		****		
Green/Cycle:	0.28	0.26	0.26	0.17	0.15	0.15	0.12	0.12	0.40	0.31	0.31	0.31
Volume/Cap:	0.52	0.47	0.47	0.26	0.52	0.52	0.52	0.52	0.16	0.52	0.52	0.52
Delay/Veh:	31.5	29.4	29.4	34.9	38.3	38.3	45.3	45.3	17.8	27.1	27.1	27.1
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:	31.5	29.4	29.4	34.9	38.3	38.3	45.3	45.3	17.8	27.1	27.1	27.1
LOS by Move:	C	C	C	C	D	D	D	D	B	C	C	C
HCM2kAvgQ:	7	6	6	2	5	5	4	4	2	7	7	7

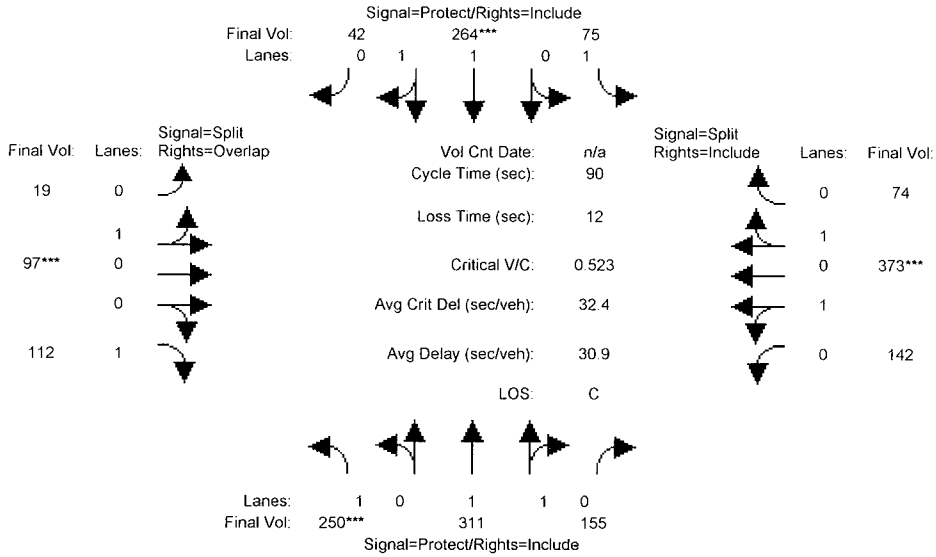
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #510: Park Victoria Dr & Yosemite Dr



Street Name:	Park Victoria Dr						Yosemite Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module:												
Base Vol:	250	307	152	75	255	42	19	97	112	137	373	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:	250	307	152	75	255	42	19	97	112	137	373	74
Added Vol:	0	4	3	0	9	0	0	0	0	5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	311	155	75	264	42	19	97	112	142	373	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	250	311	155	75	264	42	19	97	112	142	373	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	311	155	75	264	42	19	97	112	142	373	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:	250	311	155	75	264	42	19	97	112	142	373	74
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	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.95
Lanes:	1.00	1.32	0.68	1.00	1.72	0.28	0.16	0.84	1.00	0.48	1.27	0.25
Final Sat.:	1750	2468	1230	1750	3192	508	295	1505	1750	868	2280	452
Capacity Analysis Module:												
Vol/Sat:	0.14	0.13	0.13	0.04	0.08	0.08	0.06	0.06	0.06	0.16	0.16	0.16
Crit Moves:	****				****			****			****	
Green/Cycle:	0.27	0.27	0.27	0.16	0.16	0.16	0.12	0.12	0.40	0.31	0.31	0.31
Volume/Cap:	0.52	0.47	0.47	0.26	0.52	0.52	0.52	0.52	0.16	0.52	0.52	0.52
Delay/Veh:	31.8	29.3	29.3	35.0	38.1	38.1	45.6	45.6	18.0	27.2	27.2	27.2
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:	31.8	29.3	29.3	35.0	38.1	38.1	45.6	45.6	18.0	27.2	27.2	27.2
LOS by Move:	C	C	C	D	D	D	D	D	B	C	C	C
HCM2kAvgQ:	7	6	6	2	5	5	4	4	2	7	7	7

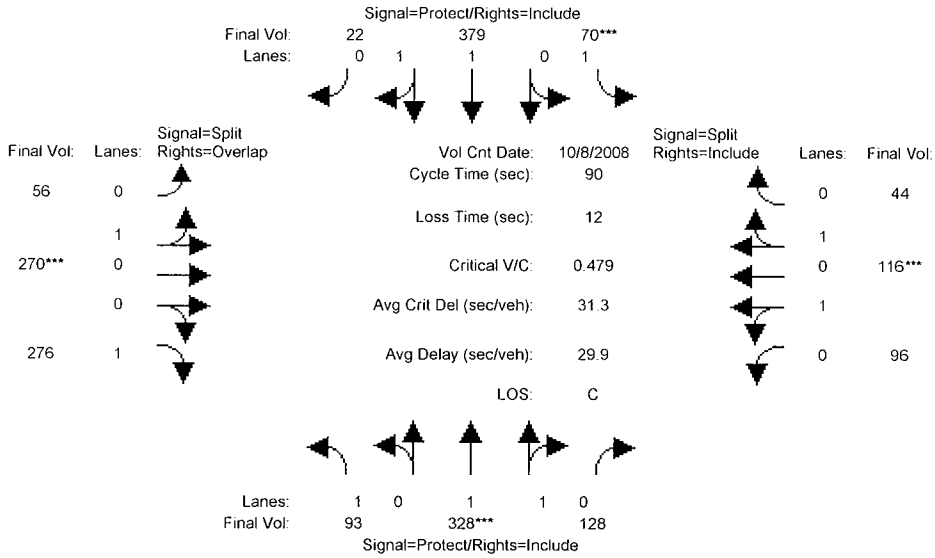
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #510: Park Victoria Dr & Yosemite Dr



Street Name:	Park Victoria Dr						Yosemite Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 8 Oct 2008 <<												
Base Vol:	93	328	128	70	379	22	56	270	276	96	116	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	328	128	70	379	22	56	270	276	96	116	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	328	128	70	379	22	56	270	276	96	116	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	328	128	70	379	22	56	270	276	96	116	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	328	128	70	379	22	56	270	276	96	116	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	328	128	70	379	22	56	270	276	96	116	44
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	0.95	0.95	0.92	0.95	0.95	0.95
Lanes:	1.00	1.42	0.58	1.00	1.89	0.11	0.17	0.83	1.00	0.75	0.91	0.34
Final Sat.:	1750	2661	1038	1750	3497	203	309	1491	1750	1350	1631	619
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.12	0.04	0.11	0.11	0.18	0.18	0.16	0.07	0.07	0.07
Crit Moves:		****		****				****			****	
Green/Cycle:	0.14	0.26	0.26	0.08	0.20	0.20	0.38	0.38	0.52	0.15	0.15	0.15
Volume/Cap:	0.38	0.48	0.48	0.48	0.54	0.54	0.48	0.48	0.30	0.48	0.48	0.48
Delay/Veh:	39.5	30.1	30.1	50.2	35.1	35.1	23.7	23.7	13.3	38.2	38.2	38.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.5	30.1	30.1	50.2	35.1	35.1	23.7	23.7	13.3	38.2	38.2	38.2
LOS by Move:	D	C	C	D	D	D	C	C	B	D	D	D
HCM2kAvgQ:	3	6	6	3	6	6	7	7	5	4	4	4

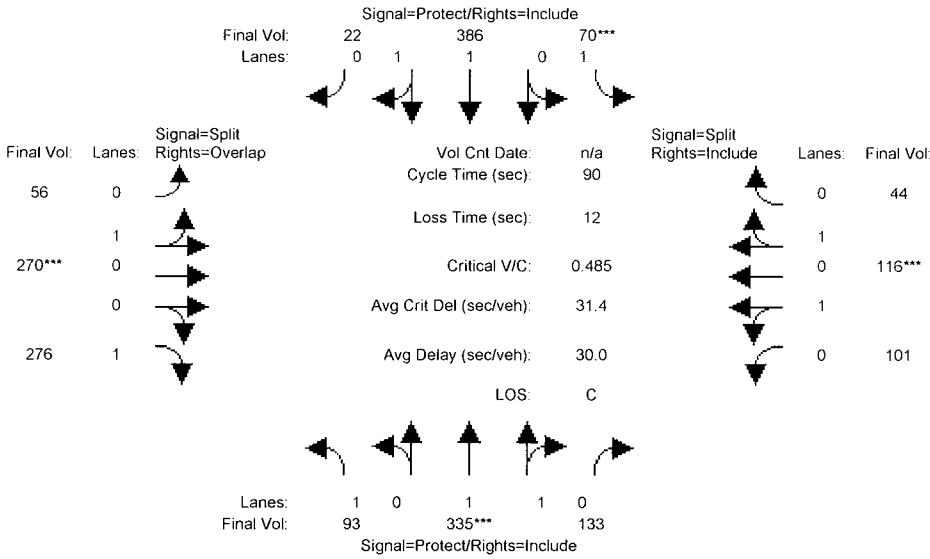
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #510: Park Victoria Dr & Yosemite Dr



Street Name:	Park Victoria Dr						Yosemite Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	93	335	133	70	386	22	56	270	276	101	116	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	335	133	70	386	22	56	270	276	101	116	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	335	133	70	386	22	56	270	276	101	116	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	335	133	70	386	22	56	270	276	101	116	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	335	133	70	386	22	56	270	276	101	116	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	335	133	70	386	22	56	270	276	101	116	44
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	0.95	0.95	0.92	0.95	0.95	0.95
Lanes:	1.00	1.42	0.58	1.00	1.89	0.11	0.17	0.83	1.00	0.77	0.89	0.34
Final Sat.:	1750	2648	1051	1750	3500	200	309	1491	1750	1393	1600	607
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.13	0.04	0.11	0.11	0.18	0.18	0.16	0.07	0.07	0.07
Crit Moves:		****		****				****			****	
Green/Cycle:	0.14	0.26	0.26	0.08	0.20	0.20	0.37	0.37	0.52	0.15	0.15	0.15
Volume/Cap:	0.38	0.48	0.48	0.48	0.55	0.55	0.48	0.48	0.31	0.48	0.48	0.48
Delay/Veh:	39.3	29.9	29.9	50.6	35.1	35.1	24.1	24.1	13.4	38.2	38.2	38.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.3	29.9	29.9	50.6	35.1	35.1	24.1	24.1	13.4	38.2	38.2	38.2
LOS by Move:	D	C	C	D	D	D	C	C	B	D	D	D
HCM2kAvgQ:	3	6	6	3	6	6	8	8	5	4	4	4

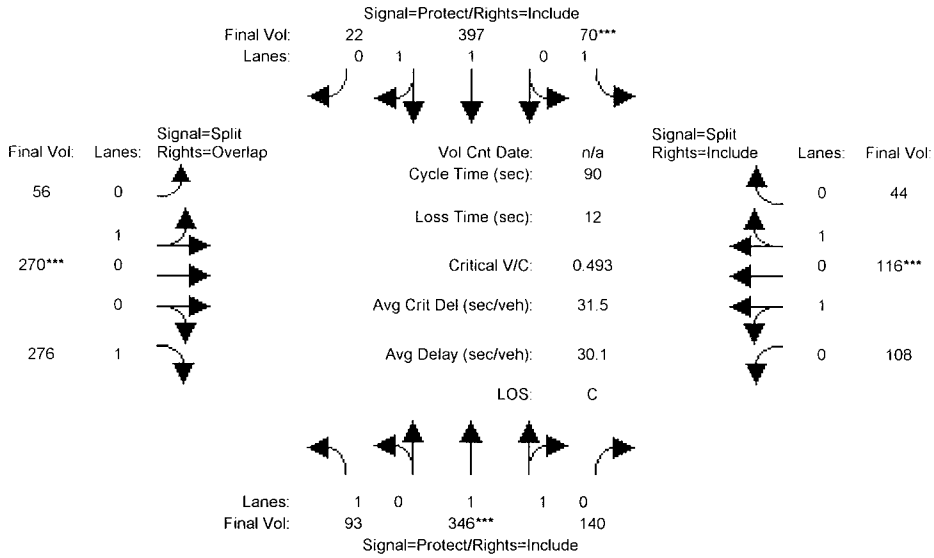
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #510: Park Victoria Dr & Yosemite Dr



Street Name:	Park Victoria Dr						Yosemite Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	93	335	133	70	386	22	56	270	276	101	116	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	335	133	70	386	22	56	270	276	101	116	44
Added Vol:	0	11	7	0	11	0	0	0	0	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	346	140	70	397	22	56	270	276	108	116	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	346	140	70	397	22	56	270	276	108	116	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	346	140	70	397	22	56	270	276	108	116	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	346	140	70	397	22	56	270	276	108	116	44
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	0.95	0.95	0.92	0.95	0.95	0.95
Lanes:	1.00	1.41	0.59	1.00	1.89	0.11	0.17	0.83	1.00	0.81	0.86	0.33
Final Sat.:	1750	2633	1066	1750	3506	194	309	1491	1750	1451	1558	591
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.13	0.04	0.11	0.11	0.18	0.18	0.16	0.07	0.07	0.07
Crit Moves:		****		****				****			****	
Green/Cycle:	0.14	0.27	0.27	0.08	0.21	0.21	0.37	0.37	0.51	0.15	0.15	0.15
Volume/Cap:	0.38	0.49	0.49	0.49	0.55	0.55	0.49	0.49	0.31	0.49	0.49	0.49
Delay/Veh:	39.3	29.6	29.6	51.3	34.8	34.8	24.6	24.6	13.8	38.2	38.2	38.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.3	29.6	29.6	51.3	34.8	34.8	24.6	24.6	13.8	38.2	38.2	38.2
LOS by Move:	D	C	C	D	C	C	C	C	B	D	D	D
HCM2kAvgQ:	3	6	6	3	6	6	8	8	5	4	4	4

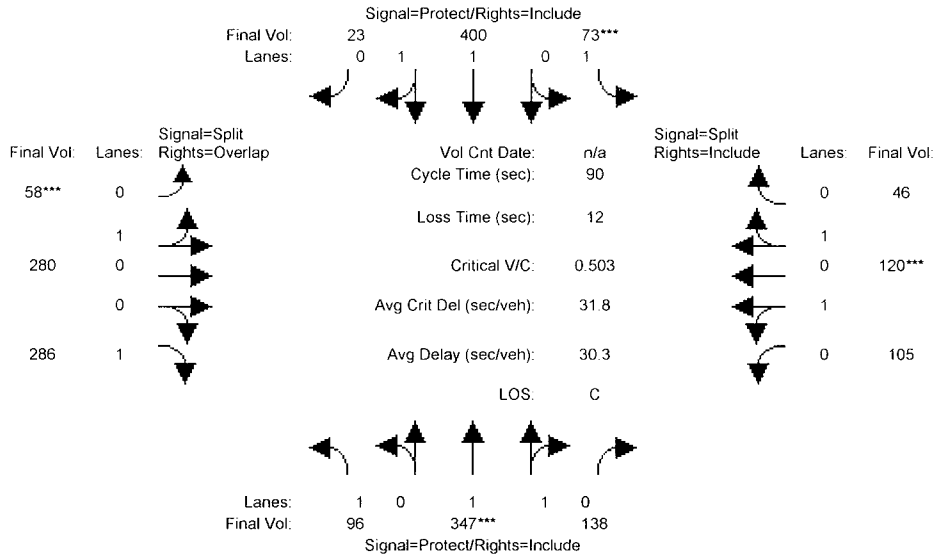
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.
Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Future Growth No Project PM

Intersection #510: Park Victoria Dr & Yosemite Dr



Street Name:	Park Victoria Dr						Yosemite Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	96	347	138	73	400	23	58	280	286	105	120	46
Growth Adj:	1.00	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	347	138	73	400	23	58	280	286	105	120	46
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	347	138	73	400	23	58	280	286	105	120	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	347	138	73	400	23	58	280	286	105	120	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	347	138	73	400	23	58	280	286	105	120	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	347	138	73	400	23	58	280	286	105	120	46
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	0.95	0.95	0.92	0.95	0.95	0.95
Lanes:	1.00	1.42	0.58	1.00	1.89	0.11	0.17	0.83	1.00	0.77	0.89	0.34
Final Sat.:	1750	2646	1052	1750	3499	201	309	1491	1750	1395	1594	611
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.13	0.04	0.11	0.11	0.19	0.19	0.16	0.08	0.08	0.08
Crit Moves:		****		****			****				****	
Green/Cycle:	0.14	0.26	0.26	0.08	0.20	0.20	0.37	0.37	0.51	0.15	0.15	0.15
Volume/Cap:	0.39	0.50	0.50	0.50	0.56	0.56	0.50	0.50	0.32	0.50	0.50	0.50
Delay/Veh:	40.0	30.2	30.2	51.4	35.1	35.1	24.4	24.4	13.7	38.5	38.5	38.5
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:	40.0	30.2	30.2	51.4	35.1	35.1	24.4	24.4	13.7	38.5	38.5	38.5
LOS by Move:	D	C	C	D	D	D	C	C	B	D	D	D
HCM2kAvgQ:	3	6	6	3	6	6	8	8	5	4	4	4

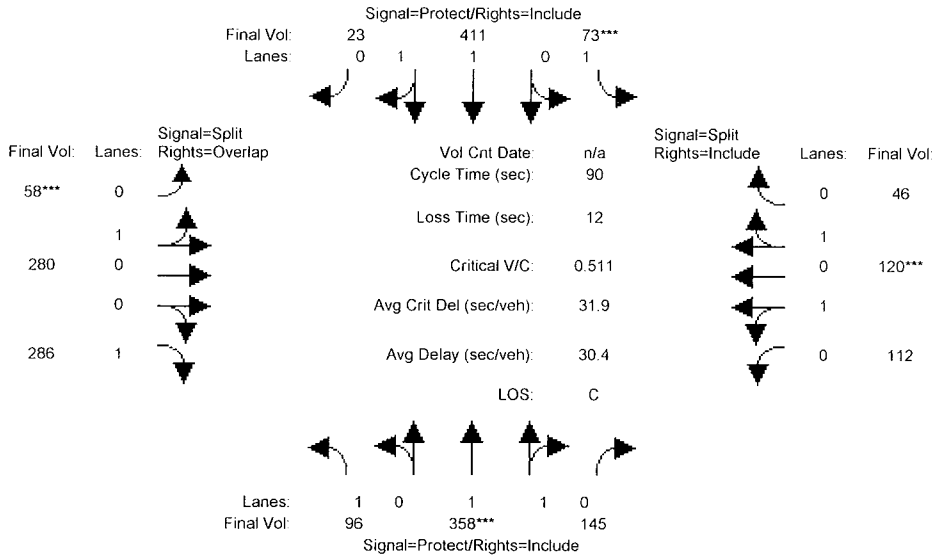
Note: Queue reported is the number of cars per lane.

 Copyright (c) 2008 Dowling Associates, Inc.

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #510: Park Victoria Dr & Yosemite Dr



Street Name:	Park Victoria Dr						Yosemite Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	96	347	138	73	400	23	58	280	286	105	120	46
Growth Adj:	1.00	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	347	138	73	400	23	58	280	286	105	120	46
Added Vol:	0	11	7	0	11	0	0	0	0	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	358	145	73	411	23	58	280	286	112	120	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	358	145	73	411	23	58	280	286	112	120	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	358	145	73	411	23	58	280	286	112	120	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	358	145	73	411	23	58	280	286	112	120	46
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	0.95	0.95	0.92	0.95	0.95	0.95
Lanes:	1.00	1.41	0.59	1.00	1.89	0.11	0.17	0.83	1.00	0.81	0.86	0.33
Final Sat.:	1750	2633	1066	1750	3504	196	309	1491	1750	1450	1554	596
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.14	0.04	0.12	0.12	0.19	0.19	0.16	0.08	0.08	0.08
Crit Moves:		****		****			****				****	
Green/Cycle:	0.14	0.27	0.27	0.08	0.21	0.21	0.37	0.37	0.51	0.15	0.15	0.15
Volume/Cap:	0.40	0.51	0.51	0.51	0.56	0.56	0.51	0.51	0.32	0.51	0.51	0.51
Delay/Veh:	40.1	29.9	29.9	52.1	34.8	34.8	25.0	25.0	14.1	38.5	38.5	38.5
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:	40.1	29.9	29.9	52.1	34.8	34.8	25.0	25.0	14.1	38.5	38.5	38.5
LOS by Move:	D	C	C	D	C	C	C	C	B	D	D	D
HCM2kAvgQ:	3	6	6	3	6	6	8	8	5	4	4	4

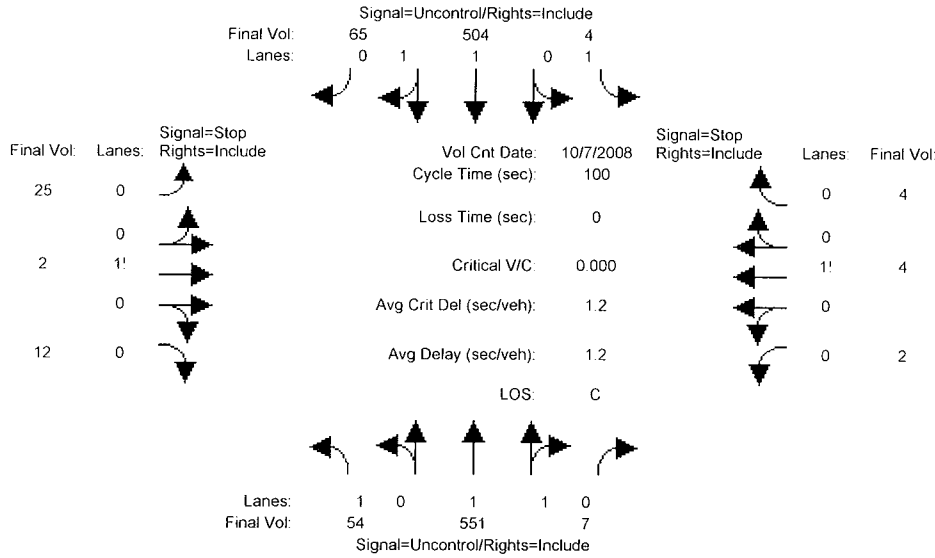
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #511: Park Victoria Dr & Mount Shasta Av



Street Name:	Park Victoria Dr						Mount Shasta Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module: >> Count Date: 7 Oct 2008 <<												
Base Vol:	54	551	7	4	504	65	25	2	12	2	4	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	551	7	4	504	65	25	2	12	2	4	4
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:	54	551	7	4	504	65	25	2	12	2	4	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	551	7	4	504	65	25	2	12	2	4	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	54	551	7	4	504	65	25	2	12	2	4	4
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	569	xxxx	xxxxx	558	xxxx	xxxxx	930	1211	285	924	1240	279
Potent Cap.:	1013	xxxx	xxxxx	1023	xxxx	xxxxx	225	184	718	228	177	724
Move Cap.:	1013	xxxx	xxxxx	1023	xxxx	xxxxx	210	174	718	212	167	724
Volume/Cap:	0.05	xxxx	xxxx	0.00	xxxx	xxxx	0.12	0.01	0.02	0.01	0.02	0.01
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.8	xxxx	xxxxx	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	265	xxxxx	xxxx	257	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	20.9	xxxxx	xxxxx	19.6	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			20.9			19.6		
ApproachLOS:	*			*			C			C		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #511 Park Victoria Dr & Mount Shasta Av

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

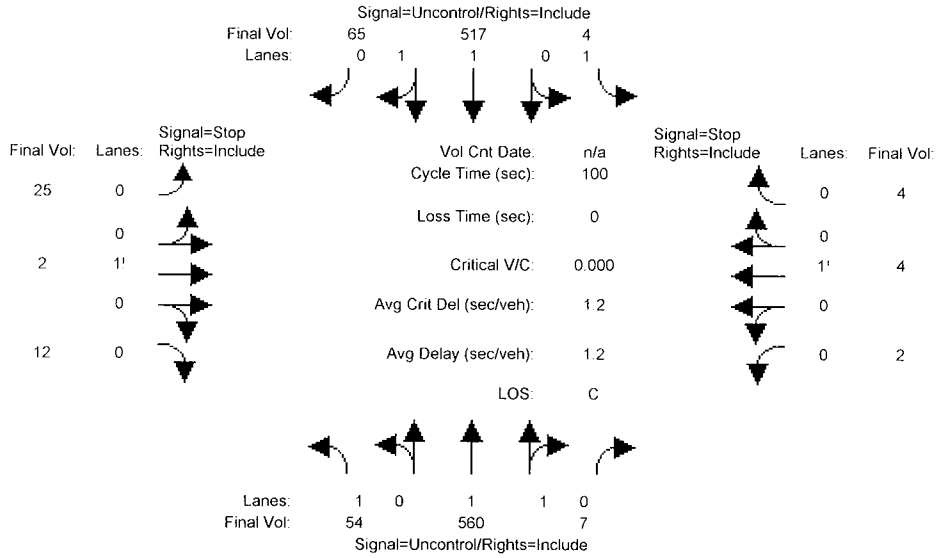
```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  1  1  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:   54  551     7     4  504    65    25    2    12     2    4     4
ApproachDel:    xxxxxx           xxxxxx              20.9             19.6
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=39]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1234]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=10]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1234]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                 Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #511 Park Victoria Dr & Mount Shasta Av
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  1  1  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:   54  551     7     4  504    65    25    2    12     2    4     4
------------|---------------||---------------||---------------||---------------|
Major Street Volume:              1185
Minor Approach Volume:            39
Minor Approach Volume Threshold: 226
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


Copyright (c) 2008 Dowling Associates, Inc.
Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #511: Park Victoria Dr & Mount Shasta Av




```
Street Name:          Park Victoria Dr                    Mount Shasta Av
Approach:       North Bound       South Bound       East Bound        West Bound
Movement:      L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       54  560    7     4  517   65    25    2   12     2    4    4
Growth Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:    54  560    7     4  517   65    25    2   12     2    4    4
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:    54  560    7     4  517   65    25    2   12     2    4    4
User Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:     54  560    7     4  517   65    25    2   12     2    4    4
Reduct Vol:      0    0    0     0    0    0     0    0    0     0    0    0
FinalVolume:    54  560    7     4  517   65    25    2   12     2    4    4
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:   4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.5  6.5  6.9   7.5  6.5  6.9
FollowUpTim:   2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0  3.3   3.5  4.0  3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:   582 xxxx xxxxx   567 xxxx xxxxx   948 1233  291   939 1262  284
Potent Cap.:  1002 xxxx xxxxx  1015 xxxx xxxxx   219  179  712   222  172  719
Move Cap.:    1002 xxxx xxxxx  1015 xxxx xxxxx   204  168  712   207  162  719
Volume/Cap:   0.05 xxxx  xxxx  0.00 xxxx  xxxx  0.12 0.01 0.02  0.01 0.02 0.01
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:     0.2 xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:   8.8 xxxx xxxxx   8.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:     A    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.:  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  258 xxxxx  xxxx  250 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.5 xxxxx xxxxx  0.1 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 21.4 xxxxx xxxxx 20.0 xxxxx
Shared LOS:      *    *     *     *    *     *     *    C     *     *    C     *
ApproachDel:    xxxxxx          xxxxxx            21.4            20.0
ApproachLOS:         *               *              C               C
Note: Queue reported is the number of cars per lane.
```

Peak Hour Delay Signal Warrant Report

****

Intersection #511 Park Victoria Dr & Mount Shasta Av

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

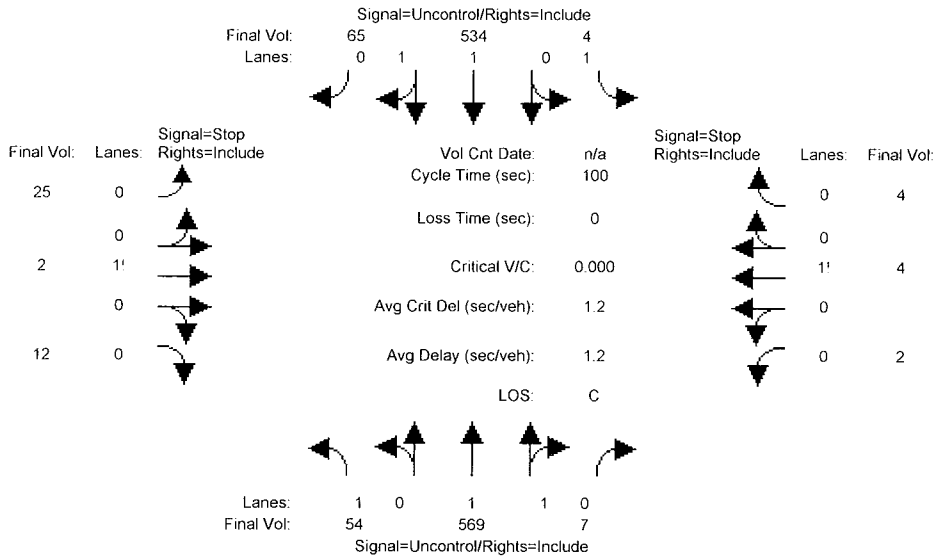
```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  1  1  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:   54  560     7     4  517    65    25    2    12     2    4     4
ApproachDel:    xxxxxx           xxxxxx              21.4             20.0
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=39]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1256]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=10]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1256]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #511 Park Victoria Dr & Mount Shasta Av
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  1  1  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:   54  560     7     4  517    65    25    2    12     2    4     4
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             1207
Minor Approach Volume:           39
Minor Approach Volume Threshold: 220
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


Copyright (c) 2008 Dowling Associates, Inc.
Licensed to Hexagon Trans.. San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #511: Park Victoria Dr & Mount Shasta Av



Street Name:	Park Victoria Dr						Mount Shasta Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	54	560	7	4	517	65	25	2	12	2	4	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	560	7	4	517	65	25	2	12	2	4	4
Added Vol:	0	9	0	0	17	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	569	7	4	534	65	25	2	12	2	4	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	569	7	4	534	65	25	2	12	2	4	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	54	569	7	4	534	65	25	2	12	2	4	4
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	599	xxxx	xxxxx	576	xxxx	xxxxx	969	1259	300	957	1288	288
Potent Cap.:	988	xxxx	xxxxx	1007	xxxx	xxxxx	211	172	703	215	166	715
Move Cap.:	988	xxxx	xxxxx	1007	xxxx	xxxxx	196	162	703	200	156	715
Volume/Cap:	0.05	xxxx	xxxx	0.00	xxxx	xxxx	0.13	0.01	0.02	0.01	0.03	0.01
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.9	xxxx	xxxxx	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	249	xxxxx	xxxx	242	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	22.1	xxxxx	xxxxx	20.5	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			22.1			20.5		
ApproachLOS:	*			*			C			C		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #511 Park Victoria Dr & Mount Shasta Av

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

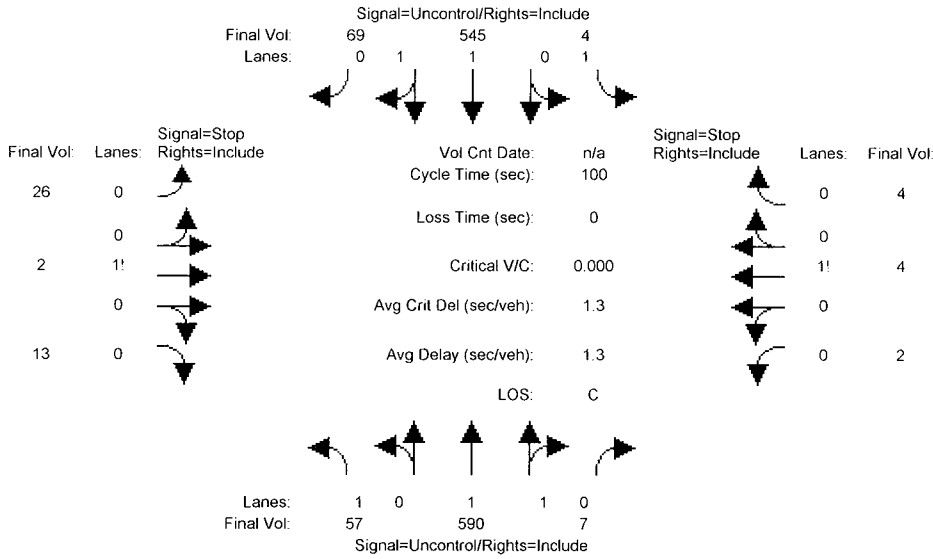
```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  1  1  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:   54  569     7     4  534    65    25    2    12     2    4     4
ApproachDel:    xxxxxx           xxxxxx              22.1             20.5
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=39]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1282]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=10]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1282]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #511 Park Victoria Dr & Mount Shasta Av
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  1  1  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:   54  569     7     4  534    65    25    2    12     2    4     4
------------|---------------||---------------||---------------||---------------|
Major Street Volume:              1233
Minor Approach Volume:            39
Minor Approach Volume Threshold: 213
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


Copyright (c) 2008 Dowling Associates, Inc.
Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Future Growth No Project AM

Intersection #511: Park Victoria Dr & Mount Shasta Av



Street Name:	Park Victoria Dr						Mount Shasta Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	57	590	7	4	545	69	26	2	13	2	4	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	590	7	4	545	69	26	2	13	2	4	4
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:	57	590	7	4	545	69	26	2	13	2	4	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	590	7	4	545	69	26	2	13	2	4	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	57	590	7	4	545	69	26	2	13	2	4	4
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	614	xxxx	xxxxx	597	xxxx	xxxxx	999	1299	307	989	1330	299
Potent Cap.:	975	xxxx	xxxxx	989	xxxx	xxxxx	201	163	695	204	156	704
Move Cap.:	975	xxxx	xxxxx	989	xxxx	xxxxx	186	153	695	189	146	704
Volume/Cap:	0.06	xxxx	xxxx	0.00	xxxx	xxxx	0.14	0.01	0.02	0.01	0.03	0.01
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.9	xxxx	xxxxx	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	239	xxxxx	xxxx	229	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.6	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	23.1	xxxxx	xxxxx	21.4	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			23.1			21.4		
ApproachLOS:	*			*			C			C		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #511 Park Victoria Dr & Mount Shasta Av

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

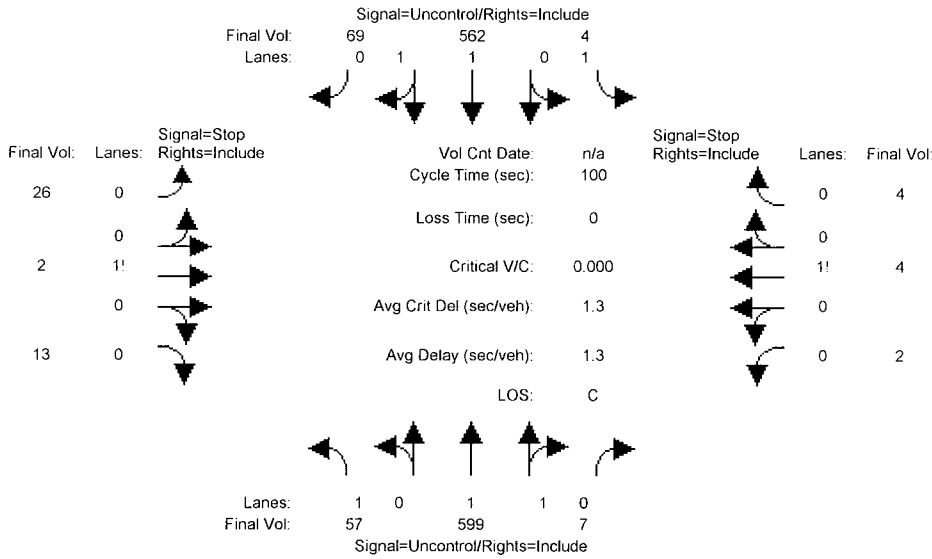
```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  1  1  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:   57  590     7     4  545    69    26    2    13     2    4     4
ApproachDel:    xxxxxx           xxxxxx             23.1             21.4
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=41]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1323]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=10]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1323]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #511 Park Victoria Dr & Mount Shasta Av
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  1  1  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:   57  590     7     4  545    69    26    2    13     2    4     4
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             1272
Minor Approach Volume:           41
Minor Approach Volume Threshold: 202
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


Copyright (c) 2008 Dowling Associates, Inc.
Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #511: Park Victoria Dr & Mount Shasta Av



Street Name:	Park Victoria Dr						Mount Shasta Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	57	590	7	4	545	69	26	2	13	2	4	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	590	7	4	545	69	26	2	13	2	4	4
Added Vol:	0	9	0	0	17	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	599	7	4	562	69	26	2	13	2	4	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	599	7	4	562	69	26	2	13	2	4	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	57	599	7	4	562	69	26	2	13	2	4	4
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	631	xxxx	xxxxx	606	xxxx	xxxxx	1020	1325	316	1007	1356	303
Potent Cap.:	961	xxxx	xxxxx	982	xxxx	xxxxx	194	157	686	198	151	699
Move Cap.:	961	xxxx	xxxxx	982	xxxx	xxxxx	179	147	686	183	141	699
Volume/Cap:	0.06	xxxx	xxxx	0.00	xxxx	xxxx	0.14	0.01	0.02	0.01	0.03	0.01
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.0	xxxx	xxxxx	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	231	xxxxx	xxxx	222	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.6	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	23.9	xxxxx	xxxxx	22.0	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			23.9			22.0		
ApproachLOS:	*			*			C			C		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #511 Park Victoria Dr & Mount Shasta Av

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

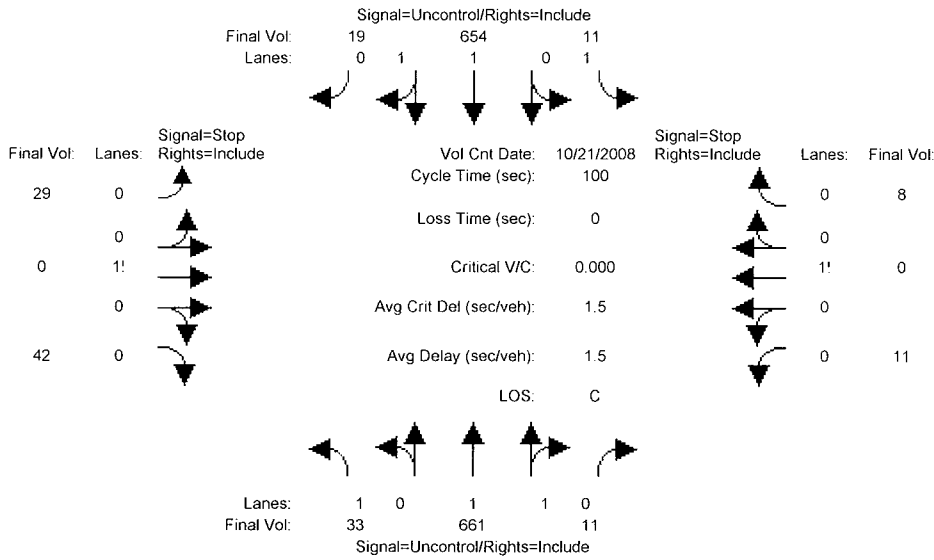
```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  1  1  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:   57  599     7     4  562    69    26    2    13     2    4     4
ApproachDel:    xxxxxx           xxxxxx              23.9             22.0
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=41]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1349]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=10]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1349]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #511 Park Victoria Dr & Mount Shasta Av
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  1  1  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:   57  599     7     4  562    69    26    2    13     2    4     4
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             1298
Minor Approach Volume:           41
Minor Approach Volume Threshold: 195
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


Copyright (c) 2008 Dowling Associates, Inc.
Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #511: Park Victoria Dr & Mount Shasta Av




```
Street Name:          Park Victoria Dr                    Mount Shasta Av
Approach:       North Bound       South Bound       East Bound        West Bound
Movement:      L  -  T  -  R     L  -  T  -  R     L  -  T  -  R      L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 21 Oct 2008 <<
Base Vol:      33  661   11    11  654   19    29   0   42    11   0    8
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   33  661   11    11  654   19    29   0   42    11   0    8
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:   33  661   11    11  654   19    29   0   42    11   0    8
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    33  661   11    11  654   19    29   0   42    11   0    8
Reduct Vol:     0    0    0     0    0    0     0   0    0     0   0    0
FinalVolume:   33  661   11    11  654   19    29   0   42    11   0    8
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.5  6.5   6.9   7.5  6.5   6.9
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  673 xxxx xxxxx   672 xxxx xxxxx  1082 1424   337  1082 1428   336
Potent Cap.:  927 xxxx xxxxx   928 xxxx xxxxx   175  137   665   175  136   666
Move Cap.:    927 xxxx xxxxx   928 xxxx xxxxx   166  131   665   158  130   666
Volume/Cap:  0.04 xxxx  xxxx  0.01 xxxx  xxxx  0.17 0.00  0.06  0.07 0.00  0.01
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  9.0 xxxx xxxxx   8.9 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  299 xxxxx  xxxx  232 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.9 xxxxx xxxxx  0.3 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 20.8 xxxxx xxxxx 21.9 xxxxx
Shared LOS:     *    *     *     *    *     *     *    C     *     *    C     *
ApproachDel:    xxxxxx           xxxxxx              20.8             21.9
ApproachLOS:         *                *                 C                C
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #511 Park Victoria Dr & Mount Shasta Av
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```


Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

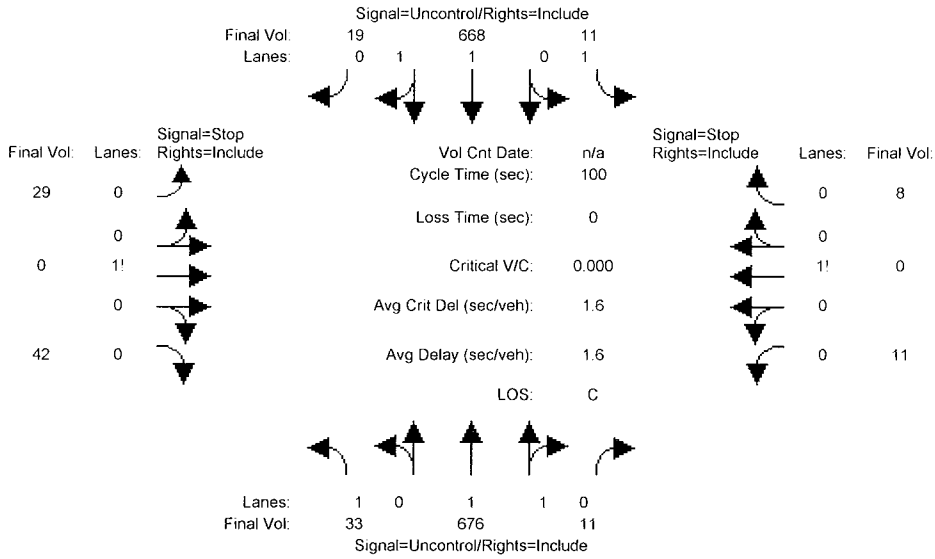
```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  1  1  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:   33  661    11    11  654    19    29    0    42    11    0     8
ApproachDel:    xxxxxx           xxxxxx             20.8             21.9
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=71]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1479]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=19]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1479]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #511 Park Victoria Dr & Mount Shasta Av
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  1  1  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:   33  661    11    11  654    19    29    0    42    11    0     8
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             1389
Minor Approach Volume:           71
Minor Approach Volume Threshold: 172
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


Copyright (c) 2008 Dowling Associates, Inc.
Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #511: Park Victoria Dr & Mount Shasta Av




```
Street Name:          Park Victoria Dr                  Mount Shasta Av
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:       L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      33  676   11    11  668   19    29   0   42    11   0    8
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   33  676   11    11  668   19    29   0   42    11   0    8
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:   33  676   11    11  668   19    29   0   42    11   0    8
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    33  676   11    11  668   19    29   0   42    11   0    8
Reduct Vol:     0    0    0     0    0    0     0   0    0     0   0    0
FinalVolume:   33  676   11    11  668   19    29   0   42    11   0    8
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.5  6.5   6.9   7.5  6.5   6.9
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  687 xxxx xxxxx   687 xxxx xxxxx  1104 1453   344  1104 1457   344
Potent Cap.:  916 xxxx xxxxx   916 xxxx xxxxx   168  132   658   168  131   658
Move Cap.:    916 xxxx xxxxx   916 xxxx xxxxx   160  125   658   152  125   658
Volume/Cap:  0.04 xxxx  xxxx  0.01 xxxx  xxxx  0.18 0.00  0.06  0.07 0.00  0.01
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  9.1 xxxx xxxxx   9.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  290 xxxxx  xxxx  225 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.9 xxxxx xxxxx  0.3 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 21.4 xxxxx xxxxx 22.5 xxxxx
Shared LOS:     *    *     *     *    *     *     *    C     *     *    C     *
ApproachDel:    xxxxxx           xxxxxx             21.4             22.5
ApproachLOS:         *                *               C                C
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #511 Park Victoria Dr & Mount Shasta Av
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```

 Copyright (c) 2008 Dowling Associates, Inc.

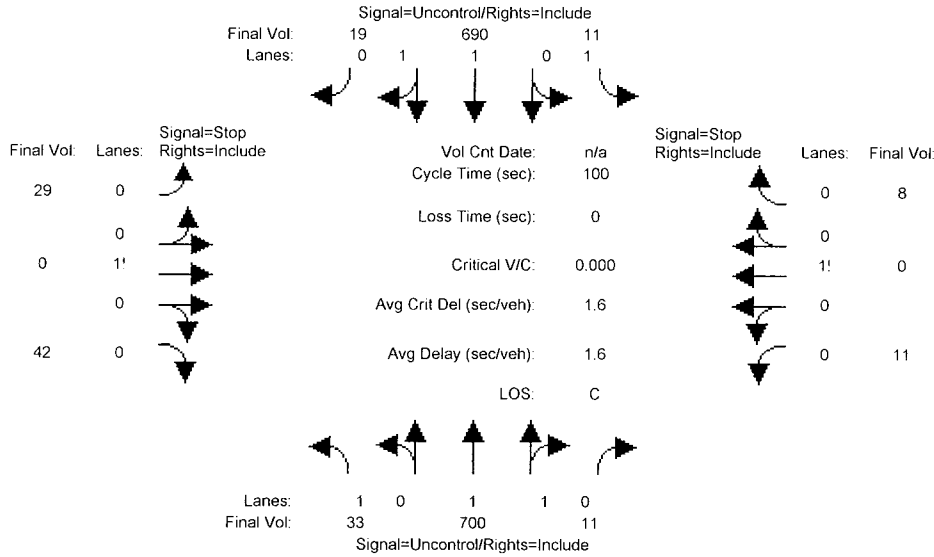
```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  1  1  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:   33  676    11    11  668    19    29    0    42    11    0     8
ApproachDel:    xxxxxx           xxxxxx             21.4             22.5
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=71]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1508]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=19]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1508]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #511 Park Victoria Dr & Mount Shasta Av
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  1  1  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:   33  676    11    11  668    19    29    0    42    11    0     8
------------|---------------||---------------||---------------||---------------|
Major Street Volume:              1418
Minor Approach Volume:            71
Minor Approach Volume Threshold: 165
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


Copyright (c) 2008 Dowling Associates, Inc.
Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #511: Park Victoria Dr & Mount Shasta Av



Street Name:	Park Victoria Dr						Mount Shasta Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	33	676	11	11	668	19	29	0	42	11	0	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	676	11	11	668	19	29	0	42	11	0	8
Added Vol:	0	24	0	0	22	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	700	11	11	690	19	29	0	42	11	0	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	700	11	11	690	19	29	0	42	11	0	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	33	700	11	11	690	19	29	0	42	11	0	8
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	709	xxxx	xxxxx	711	xxxx	xxxxx	1138	1499	355	1139	1503	356
Potent Cap.:	899	xxxx	xxxxx	898	xxxx	xxxxx	159	124	648	159	123	647
Move Cap.:	899	xxxx	xxxxx	898	xxxx	xxxxx	151	118	648	143	117	647
Volume/Cap:	0.04	xxxx	xxxx	0.01	xxxx	xxxx	0.19	0.00	0.06	0.08	0.00	0.01
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.2	xxxx	xxxxx	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	277	xxxxx	xxxx	213	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.0	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	22.5	xxxxx	xxxxx	23.6	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			22.5			23.6		
ApproachLOS:	*			*			C			C		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #511 Park Victoria Dr & Mount Shasta Av

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

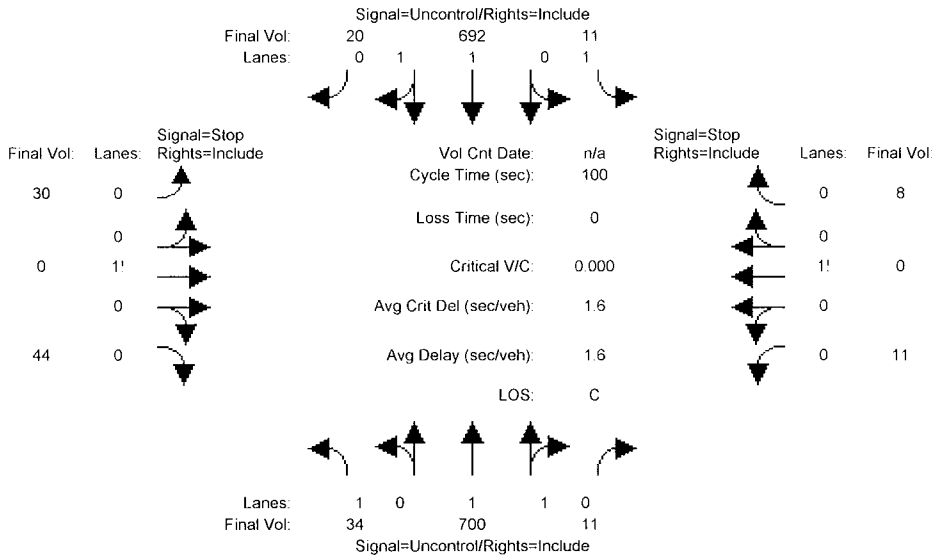
```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  1  1  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:   33  700    11    11  690    19    29    0    42    11    0     8
ApproachDel:    xxxxxx           xxxxxx             22.5             23.6
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=71]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1554]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=19]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1554]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #511 Park Victoria Dr & Mount Shasta Av
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  1  1  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:   33  700    11    11  690    19    29    0    42    11    0     8
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             1464
Minor Approach Volume:           71
Minor Approach Volume Threshold: 154
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


Copyright (c) 2008 Dowling Associates, Inc.
Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Future Growth No Project PM

Intersection #511: Park Victoria Dr & Mount Shasta Av



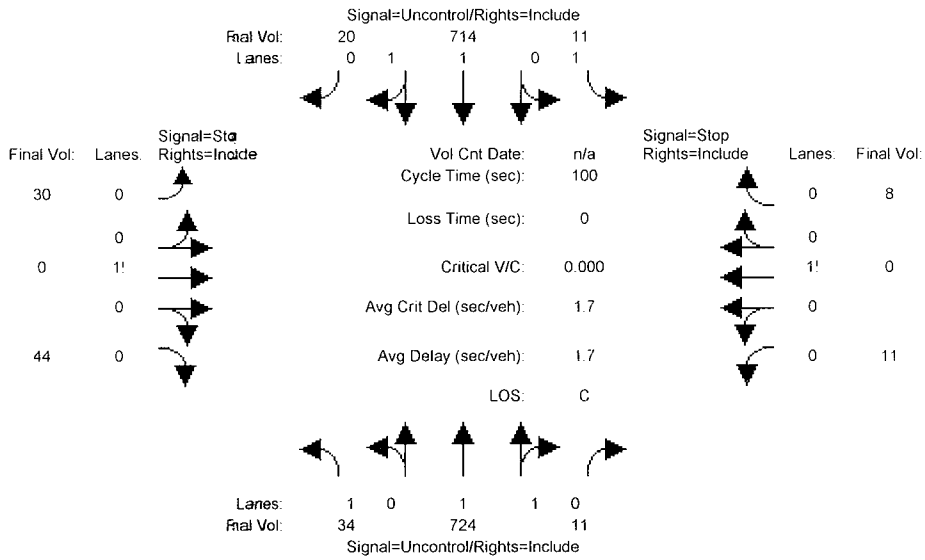

```
Street Name:          Park Victoria Dr                    Mount Shasta Av
Approach:       North Bound       South Bound       East Bound        West Bound
Movement:      L  -  T  -  R     L  -  T  -  R     L  -  T  -  R      L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       34  700   11     11  692   20     30    0   44     11    0    8
Growth Adj:   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:    34  700   11     11  692   20     30    0   44     11    0    8
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:    34  700   11     11  692   20     30    0   44     11    0    8
User Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Volume:     34  700   11     11  692   20     30    0   44     11    0    8
Reduct Vol:      0    0    0      0    0    0      0    0    0      0    0    0
FinalVolume:    34  700   11     11  692   20     30    0   44     11    0    8
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:   4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.5  6.5  6.9   7.5  6.5  6.9
FollowUpTim:   2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0  3.3   3.5  4.0  3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:   712 xxxx xxxxx   711 xxxx xxxxx  1142 1503  356  1142 1508  356
Potent Cap.:   897 xxxx xxxxx   898 xxxx xxxxx   158  123  646   158  122  647
Move Cap.:     897 xxxx xxxxx   898 xxxx xxxxx   150  117  646   142  116  647
Volume/Cap:   0.04 xxxx  xxxx  0.01 xxxx  xxxx  0.20 0.00 0.07  0.08 0.00 0.01
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:     0.1 xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:   9.2 xxxx xxxxx   9.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:     A    *     *     A    *     *     *    *     *     *    *     *
Movement:      LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  276 xxxxx  xxxx  211 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  1.1 xxxxx xxxxx  0.3 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 22.8 xxxxx xxxxx 23.8 xxxxx
Shared LOS:      *    *     *     *    *     *     *    C     *     *    C     *
ApproachDel:    xxxxxx           xxxxxx             22.8             23.8
ApproachLOS:         *                *               C                C
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #511 Park Victoria Dr & Mount Shasta Av
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```

```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  1  1  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:   34  700    11    11  692    20    30    0    44    11    0     8
ApproachDel:    xxxxxx           xxxxxx             22.8             23.8
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.5]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=74]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1561]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=19]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1561]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #511 Park Victoria Dr & Mount Shasta Av
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  1  1  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:   34  700    11    11  692    20    30    0    44    11    0     8
------------|---------------||---------------||---------------||---------------|
Major Street Volume:              1468
Minor Approach Volume:            74
Minor Approach Volume Threshold: 153
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #511: Park Victoria Dr & Mount Shasta Av




```
Street Name:         Park Victoria Dr                    Mount Shasta Av
Approach:       North Bound       South Bound       East Bound        West Bound
Movement:       L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       34  700   11    11  692   20    30    0   44    11    0    8
Growth Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:    34  700   11    11  692   20    30    0   44    11    0    8
Added Vol:       0   24    0     0   22    0     0    0    0     0    0    0
PasserByVol:     0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:    34  724   11    11  714   20    30    0   44    11    0    8
User Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:     34  724   11    11  714   20    30    0   44    11    0    8
Reduct Vol:      0    0    0     0    0    0     0    0    0     0    0    0
FinalVolume:    34  724   11    11  714   20    30    0   44    11    0    8
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:   4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.5  6.5  6.9   7.5  6.5  6.9
FollowUpTim:   2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0  3.3   3.5  4.0  3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:   734 xxxx xxxxx   735 xxxx xxxxx  1176 1549  367  1177 1554  368
Potent Cap.:   880 xxxx xxxxx   879 xxxx xxxxx   149  115  636   149  114  635
Move Cap.:     880 xxxx xxxxx   879 xxxx xxxxx   141  109  636   133  109  635
Volume/Cap:   0.04 xxxx  xxxx  0.01 xxxx  xxxx  0.21 0.00 0.07  0.08 0.00 0.01
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:     0.1 xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:   9.3 xxxx xxxxx   9.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:     A    *     *     A    *     *     *    *     *     *    *     *
Movement:      LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.:  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  263 xxxxx  xxxx  200 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  1.1 xxxxx xxxxx  0.3 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 24.0 xxxxx xxxxx 24.9 xxxxx
Shared LOS:      *    *     *     *    *     *     *    C     *     *    C     *
ApproachDel:   xxxxxx          xxxxxx            24.0            24.9
ApproachLOS:       *               *               C               C
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
**********************************************************************
Intersection #511 Park Victoria Dr & Mount Shasta Av
**********************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```

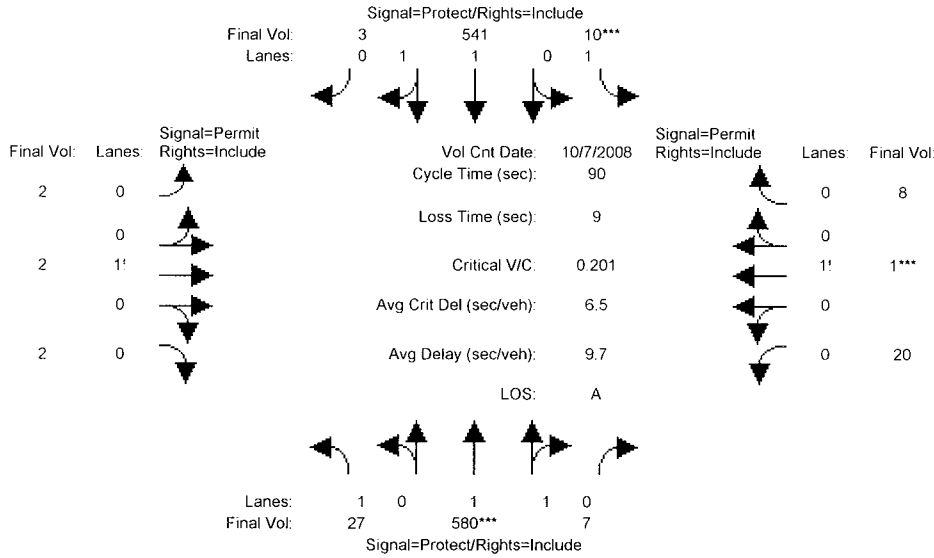
```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  1  1  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:   34  724    11    11  714    20    30    0    44    11    0     8
ApproachDel:    xxxxxx           xxxxxx             24.0             24.9
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.5]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=74]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1607]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=19]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1607]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #511 Park Victoria Dr & Mount Shasta Av
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  1  0    1  0  1  1  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:   34  724    11    11  714    20    30    0    44    11    0     8
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             1514
Minor Approach Volume:           74
Minor Approach Volume Threshold: 142
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


Copyright (c) 2008 Dowling Associates, Inc.
Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #512: Park Victoria Dr & Big Basin Dr



Street Name:	Park Victoria Dr						Big Basin Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 7 Oct 2008 <<												
Base Vol:	27	580	7	10	541	3	2	2	2	20	1	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	580	7	10	541	3	2	2	2	20	1	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	580	7	10	541	3	2	2	2	20	1	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	580	7	10	541	3	2	2	2	20	1	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	580	7	10	541	3	2	2	2	20	1	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	580	7	10	541	3	2	2	2	20	1	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.98	0.02	1.00	1.99	0.01	0.34	0.33	0.33	0.69	0.03	0.28
Final Sat.:	1750	3656	44	1750	3680	20	583	583	583	1207	60	483
Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.16	0.01	0.15	0.15	0.00	0.00	0.00	0.02	0.02	0.02
Crit Moves:		****		****							****	
Green/Cycle:	0.27	0.71	0.71	0.08	0.52	0.52	0.11	0.11	0.11	0.11	0.11	0.11
Volume/Cap:	0.06	0.22	0.22	0.07	0.28	0.28	0.03	0.03	0.03	0.15	0.15	0.15
Delay/Veh:	24.2	4.5	4.5	38.7	12.4	12.4	35.7	35.7	35.7	36.5	36.5	36.5
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:	24.2	4.5	4.5	38.7	12.4	12.4	35.7	35.7	35.7	36.5	36.5	36.5
LOS by Move:	C	A	A	D	B	B	D	D	D	D	D	D
HCM2kAvgQ:	1	3	3	0	4	4	0	0	0	1	1	1

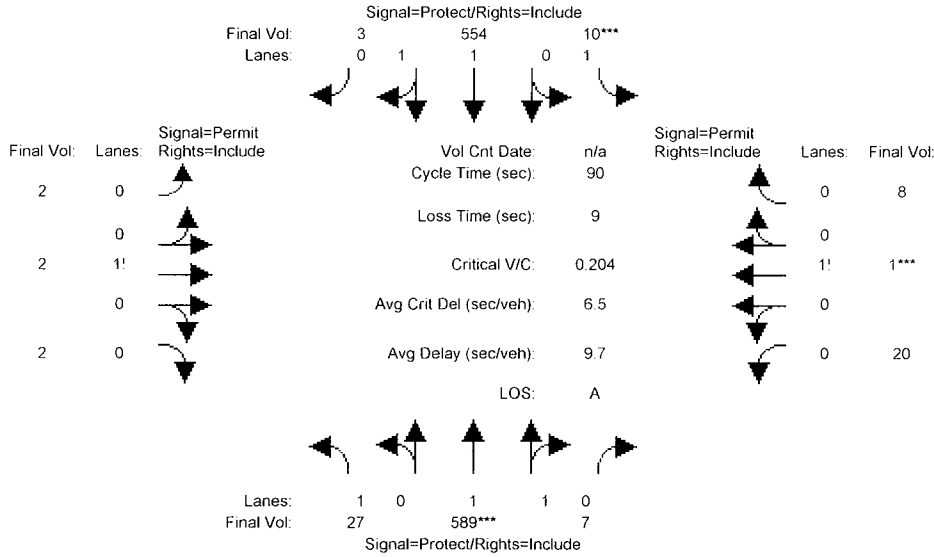
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #512: Park Victoria Dr & Big Basin Dr



Street Name:	Park Victoria Dr						Big Basin Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module:												
Base Vol:	27	589	7	10	554	3	2	2	2	20	1	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	589	7	10	554	3	2	2	2	20	1	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	589	7	10	554	3	2	2	2	20	1	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	589	7	10	554	3	2	2	2	20	1	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	589	7	10	554	3	2	2	2	20	1	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	589	7	10	554	3	2	2	2	20	1	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.98	0.02	1.00	1.99	0.01	0.34	0.33	0.33	0.69	0.03	0.28
Final Sat.:	1750	3657	43	1750	3680	20	583	583	583	1207	60	483
Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.16	0.01	0.15	0.15	0.00	0.00	0.00	0.02	0.02	0.02
Crit Moves:		****		****							****	
Green/Cycle:	0.27	0.71	0.71	0.08	0.52	0.52	0.11	0.11	0.11	0.11	0.11	0.11
Volume/Cap:	0.06	0.23	0.23	0.07	0.29	0.29	0.03	0.03	0.03	0.15	0.15	0.15
Delay/Veh:	24.5	4.5	4.5	38.7	12.3	12.3	35.7	35.7	35.7	36.5	36.5	36.5
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:	24.5	4.5	4.5	38.7	12.3	12.3	35.7	35.7	35.7	36.5	36.5	36.5
LOS by Move:	C	A	A	D	B	B	D	D	D	D	D	D
HCM2kAvgQ:	1	3	3	0	4	4	0	0	0	1	1	1

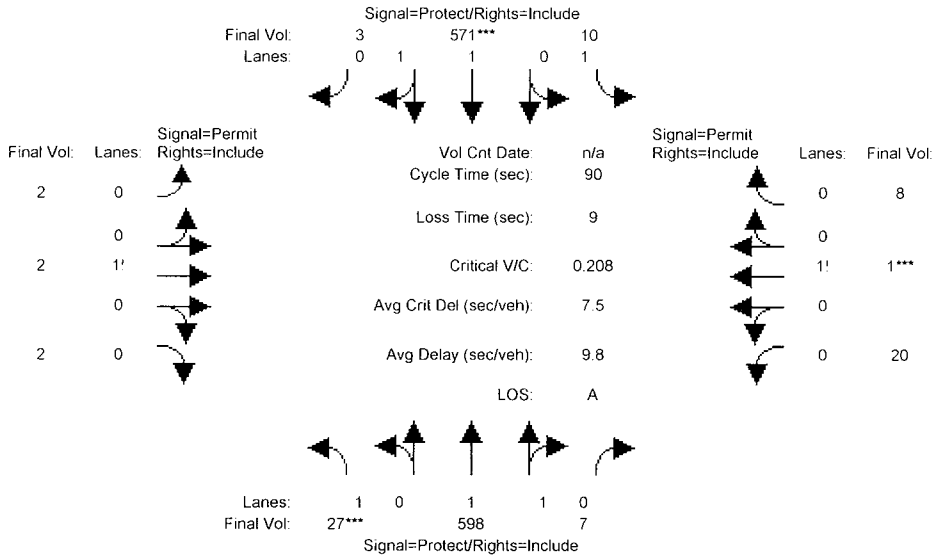
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #512: Park Victoria Dr & Big Basin Dr



Street Name:	Park Victoria Dr						Big Basin Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module:												
Base Vol:	27	589	7	10	554	3	2	2	2	20	1	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	589	7	10	554	3	2	2	2	20	1	8
Added Vol:	0	9	0	0	17	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	598	7	10	571	3	2	2	2	20	1	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	598	7	10	571	3	2	2	2	20	1	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	598	7	10	571	3	2	2	2	20	1	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	598	7	10	571	3	2	2	2	20	1	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.98	0.02	1.00	1.99	0.01	0.34	0.33	0.33	0.69	0.03	0.28
Final Sat.:	1750	3657	43	1750	3681	19	583	583	583	1207	60	483
Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.16	0.01	0.16	0.16	0.00	0.00	0.00	0.02	0.02	0.02
Crit Moves:	****				****						****	
Green/Cycle:	0.08	0.53	0.53	0.25	0.71	0.71	0.11	0.11	0.11	0.11	0.11	0.11
Volume/Cap:	0.20	0.31	0.31	0.02	0.22	0.22	0.03	0.03	0.03	0.15	0.15	0.15
Delay/Veh:	39.6	11.7	11.7	25.2	4.5	4.5	35.7	35.7	35.7	36.5	36.5	36.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.6	11.7	11.7	25.2	4.5	4.5	35.7	35.7	35.7	36.5	36.5	36.5
LOS by Move:	D	B	B	C	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	5	5	0	3	3	0	0	0	1	1	1

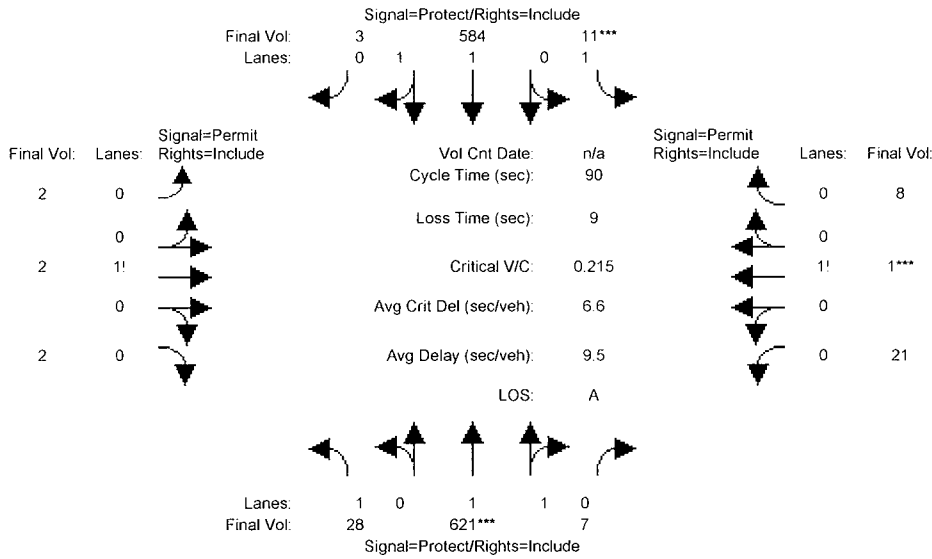
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Future Growth No Project AM

Intersection #512: Park Victoria Dr & Big Basin Dr



Street Name:	Park Victoria Dr						Big Basin Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module:												
Base Vol:	28	621	7	11	584	3	2	2	2	21	1	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	621	7	11	584	3	2	2	2	21	1	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	621	7	11	584	3	2	2	2	21	1	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	621	7	11	584	3	2	2	2	21	1	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	621	7	11	584	3	2	2	2	21	1	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	621	7	11	584	3	2	2	2	21	1	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.98	0.02	1.00	1.99	0.01	0.34	0.33	0.33	0.70	0.03	0.27
Final Sat.:	1750	3659	41	1750	3681	19	583	583	583	1225	58	467
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.17	0.01	0.16	0.16	0.00	0.00	0.00	0.02	0.02	0.02
Crit Moves:		****		****							****	
Green/Cycle:	0.26	0.71	0.71	0.08	0.53	0.53	0.11	0.11	0.11	0.11	0.11	0.11
Volume/Cap:	0.06	0.24	0.24	0.08	0.30	0.30	0.03	0.03	0.03	0.15	0.15	0.15
Delay/Veh:	25.1	4.6	4.6	38.8	11.9	11.9	35.7	35.7	35.7	36.5	36.5	36.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.1	4.6	4.6	38.8	11.9	11.9	35.7	35.7	35.7	36.5	36.5	36.5
LOS by Move:	C	A	A	D	B	B	D	D	D	D	D	D
HCM2kAvgQ:	1	3	3	0	5	5	0	0	0	1	1	1

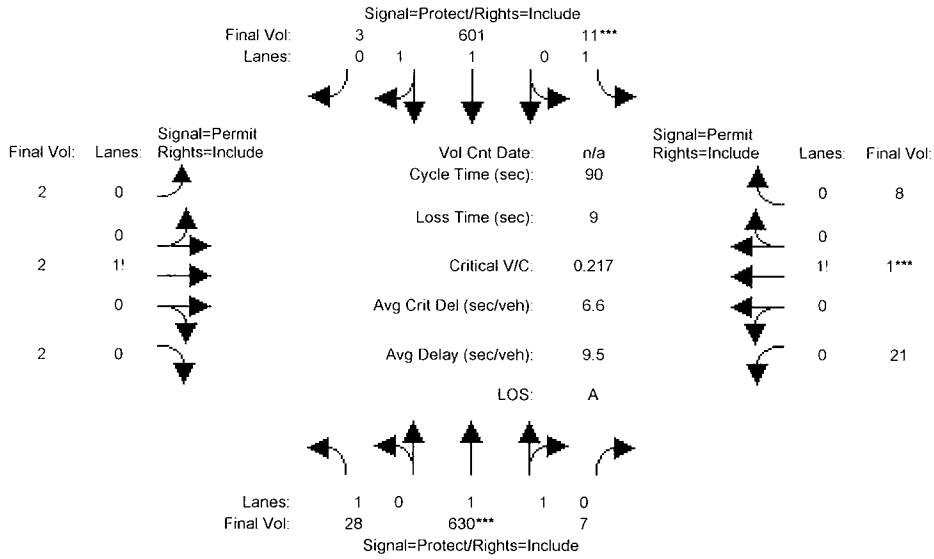
Note: Queue reported is the number of cars per lane.

 Copyright (c) 2008 Dowling Associates, Inc.

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #512: Park Victoria Dr & Big Basin Dr



Street Name:	Park Victoria Dr						Big Basin Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module:												
Base Vol:	28	621	7	11	584	3	2	2	2	21	1	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	621	7	11	584	3	2	2	2	21	1	8
Added Vol:	0	9	0	0	17	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	630	7	11	601	3	2	2	2	21	1	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	630	7	11	601	3	2	2	2	21	1	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	630	7	11	601	3	2	2	2	21	1	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	630	7	11	601	3	2	2	2	21	1	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.98	0.02	1.00	1.99	0.01	0.34	0.33	0.33	0.70	0.03	0.27
Final Sat.:	1750	3659	41	1750	3682	18	583	583	583	1225	58	467
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.17	0.01	0.16	0.16	0.00	0.00	0.00	0.02	0.02	0.02
Crit Moves:		****		****							****	
Green/Cycle:	0.25	0.71	0.71	0.08	0.53	0.53	0.11	0.11	0.11	0.11	0.11	0.11
Volume/Cap:	0.06	0.24	0.24	0.08	0.31	0.31	0.03	0.03	0.03	0.15	0.15	0.15
Delay/Veh:	25.5	4.6	4.6	38.8	11.8	11.8	35.7	35.7	35.7	36.5	36.5	36.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.5	4.6	4.6	38.8	11.8	11.8	35.7	35.7	35.7	36.5	36.5	36.5
LOS by Move:	C	A	A	D	B	B	D	D	D	D	D	D
HCM2kAvgQ:	1	3	3	0	5	5	0	0	0	1	1	1

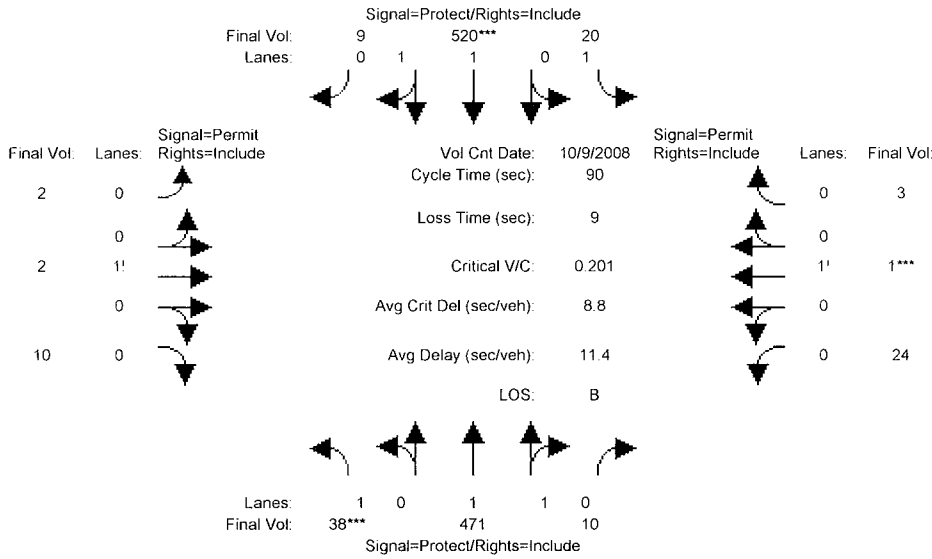
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #512: Park Victoria Dr & Big Basin Dr



Street Name:	Park Victoria Dr						Big Basin Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 9 Oct 2008 <<												
Base Vol:	38	471	10	20	520	9	2	2	10	24	1	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	471	10	20	520	9	2	2	10	24	1	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	471	10	20	520	9	2	2	10	24	1	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	471	10	20	520	9	2	2	10	24	1	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	471	10	20	520	9	2	2	10	24	1	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	471	10	20	520	9	2	2	10	24	1	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.96	0.04	1.00	1.97	0.03	0.14	0.14	0.72	0.86	0.03	0.11
Final Sat.:	1750	3623	77	1750	3637	63	250	250	1250	1500	63	188
Capacity Analysis Module:												
Vol/Sat:	0.02	0.13	0.13	0.01	0.14	0.14	0.01	0.01	0.01	0.02	0.02	0.02
Crit Moves:	****				****						****	
Green/Cycle:	0.10	0.49	0.49	0.30	0.68	0.68	0.11	0.11	0.11	0.11	0.11	0.11
Volume/Cap:	0.21	0.26	0.26	0.04	0.21	0.21	0.07	0.07	0.07	0.14	0.14	0.14
Delay/Veh:	37.5	13.3	13.3	22.6	5.3	5.3	36.0	36.0	36.0	36.5	36.5	36.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.5	13.3	13.3	22.6	5.3	5.3	36.0	36.0	36.0	36.5	36.5	36.5
LOS by Move:	D	B	B	C	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	4	4	0	3	3	0	0	0	1	1	1

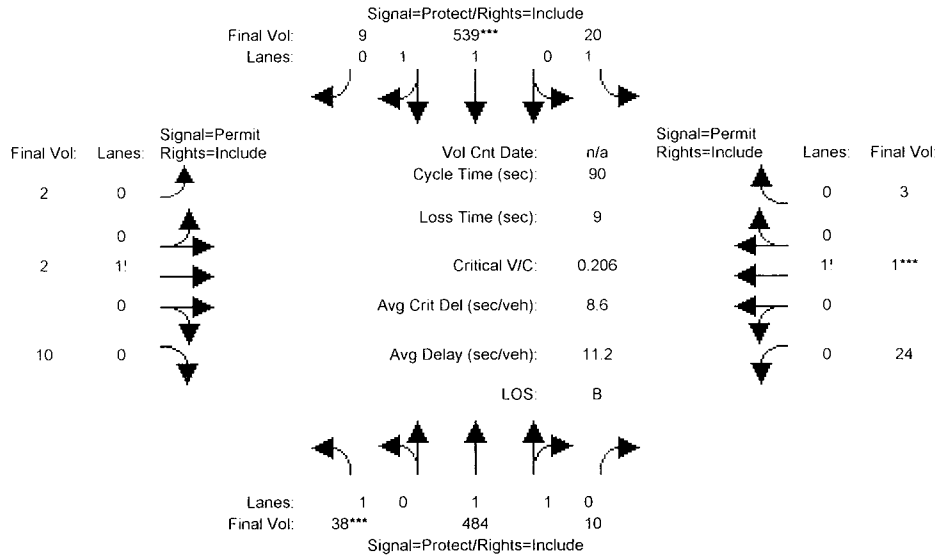
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #512: Park Victoria Dr & Big Basin Dr



Street Name:	Park Victoria Dr						Big Basin Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module:												
Base Vol:	38	484	10	20	539	9	2	2	10	24	1	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	484	10	20	539	9	2	2	10	24	1	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	484	10	20	539	9	2	2	10	24	1	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	484	10	20	539	9	2	2	10	24	1	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	484	10	20	539	9	2	2	10	24	1	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	484	10	20	539	9	2	2	10	24	1	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.96	0.04	1.00	1.97	0.03	0.14	0.14	0.72	0.86	0.03	0.11
Final Sat.:	1750	3625	75	1750	3639	61	250	250	1250	1500	63	188
Capacity Analysis Module:												
Vol/Sat:	0.02	0.13	0.13	0.01	0.15	0.15	0.01	0.01	0.01	0.02	0.02	0.02
Crit Moves:	****				****						****	
Green/Cycle:	0.10	0.50	0.50	0.29	0.69	0.69	0.11	0.11	0.11	0.11	0.11	0.11
Volume/Cap:	0.22	0.27	0.27	0.04	0.22	0.22	0.07	0.07	0.07	0.14	0.14	0.14
Delay/Veh:	37.8	13.1	13.1	23.0	5.2	5.2	36.0	36.0	36.0	36.5	36.5	36.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.8	13.1	13.1	23.0	5.2	5.2	36.0	36.0	36.0	36.5	36.5	36.5
LOS by Move:	D	B	B	C	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	4	4	0	3	3	0	0	0	1	1	1

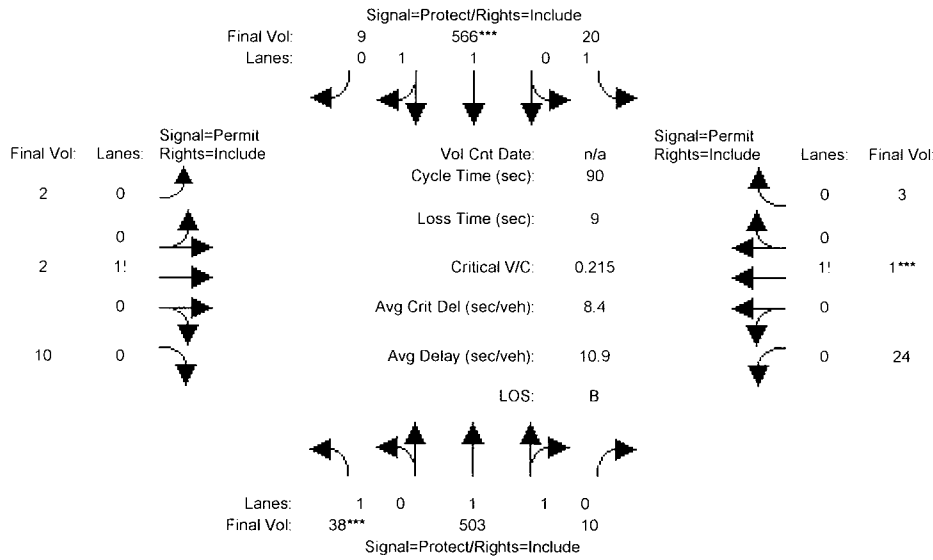
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project MD

Intersection #512: Park Victoria Dr & Big Basin Dr



Street Name:	Park Victoria Dr						Big Basin Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module:												
Base Vol:	38	484	10	20	539	9	2	2	10	24	1	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	484	10	20	539	9	2	2	10	24	1	3
Added Vol:	0	19	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:	38	503	10	20	566	9	2	2	10	24	1	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	503	10	20	566	9	2	2	10	24	1	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	503	10	20	566	9	2	2	10	24	1	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	503	10	20	566	9	2	2	10	24	1	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.96	0.04	1.00	1.97	0.03	0.14	0.14	0.72	0.86	0.03	0.11
Final Sat.:	1750	3628	72	1750	3642	58	250	250	1250	1500	63	188
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.14	0.01	0.16	0.16	0.01	0.01	0.01	0.02	0.02	0.02
Crit Moves:	****				****						****	
Green/Cycle:	0.10	0.51	0.51	0.28	0.69	0.69	0.11	0.11	0.11	0.11	0.11	0.11
Volume/Cap:	0.22	0.27	0.27	0.04	0.22	0.22	0.07	0.07	0.07	0.14	0.14	0.14
Delay/Veh:	38.2	12.9	12.9	23.4	5.1	5.1	36.0	36.0	36.0	36.5	36.5	36.5
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:	38.2	12.9	12.9	23.4	5.1	5.1	36.0	36.0	36.0	36.5	36.5	36.5
LOS by Move:	D	B	B	C	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	4	4	0	3	3	0	0	0	1	1	1

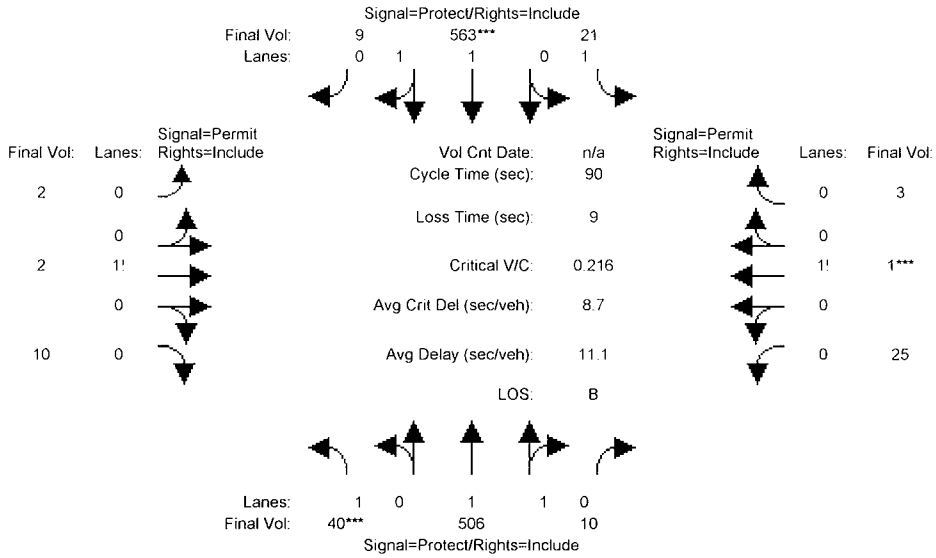
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.
Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Future Growth No Project MD

Intersection #512: Park Victoria Dr & Big Basin Dr



Street Name:	Park Victoria Dr						Big Basin Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module:												
Base Vol:	40	506	10	21	563	9	2	2	10	25	1	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	506	10	21	563	9	2	2	10	25	1	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	506	10	21	563	9	2	2	10	25	1	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	506	10	21	563	9	2	2	10	25	1	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	506	10	21	563	9	2	2	10	25	1	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	506	10	21	563	9	2	2	10	25	1	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.96	0.04	1.00	1.97	0.03	0.14	0.14	0.72	0.87	0.03	0.10
Final Sat.:	1750	3628	72	1750	3642	58	250	250	1250	1509	60	181
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.14	0.01	0.15	0.15	0.01	0.01	0.01	0.02	0.02	0.02
Crit Moves:	****				****						****	
Green/Cycle:	0.10	0.51	0.51	0.28	0.69	0.69	0.11	0.11	0.11	0.11	0.11	0.11
Volume/Cap:	0.22	0.28	0.28	0.04	0.22	0.22	0.07	0.07	0.07	0.15	0.15	0.15
Delay/Veh:	37.8	12.8	12.8	23.5	5.3	5.3	36.0	36.0	36.0	36.5	36.5	36.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.8	12.8	12.8	23.5	5.3	5.3	36.0	36.0	36.0	36.5	36.5	36.5
LOS by Move:	D	B	B	C	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	4	4	0	3	3	0	0	0	1	1	1

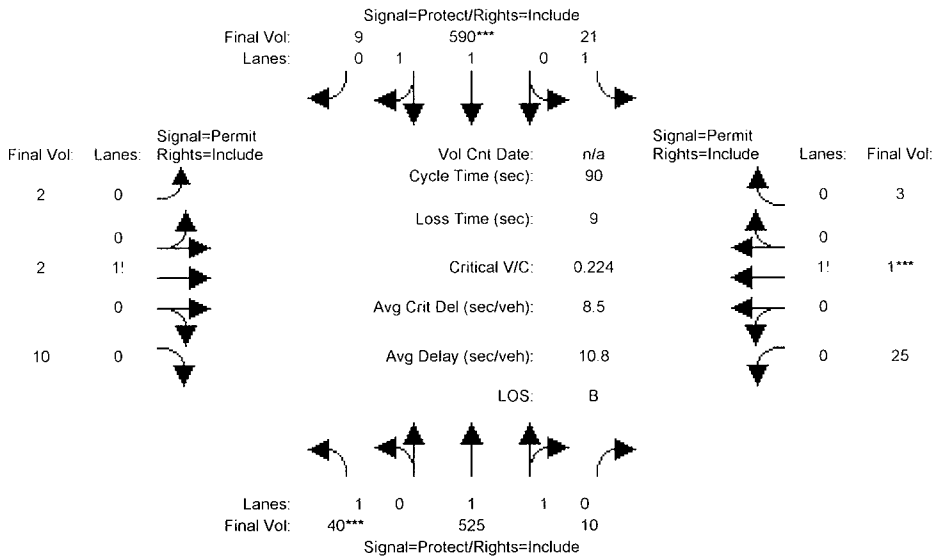
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Future Growth Project MD

Intersection #512: Park Victoria Dr & Big Basin Dr



Street Name:	Park Victoria Dr						Big Basin Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module:												
Base Vol:	40	506	10	21	563	9	2	2	10	25	1	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	506	10	21	563	9	2	2	10	25	1	3
Added Vol:	0	19	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:	40	525	10	21	590	9	2	2	10	25	1	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	525	10	21	590	9	2	2	10	25	1	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	525	10	21	590	9	2	2	10	25	1	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	525	10	21	590	9	2	2	10	25	1	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.96	0.04	1.00	1.97	0.03	0.14	0.14	0.72	0.87	0.03	0.10
Final Sat.:	1750	3631	69	1750	3644	56	250	250	1250	1509	60	181
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.14	0.01	0.16	0.16	0.01	0.01	0.01	0.02	0.02	0.02
Crit Moves:	****				****						****	
Green/Cycle:	0.10	0.51	0.51	0.28	0.69	0.69	0.11	0.11	0.11	0.11	0.11	0.11
Volume/Cap:	0.23	0.28	0.28	0.04	0.23	0.23	0.07	0.07	0.07	0.15	0.15	0.15
Delay/Veh:	38.2	12.6	12.6	23.9	5.2	5.2	36.0	36.0	36.0	36.5	36.5	36.5
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:	38.2	12.6	12.6	23.9	5.2	5.2	36.0	36.0	36.0	36.5	36.5	36.5
LOS by Move:	D	B	B	C	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	4	4	0	3	3	0	0	0	1	1	1

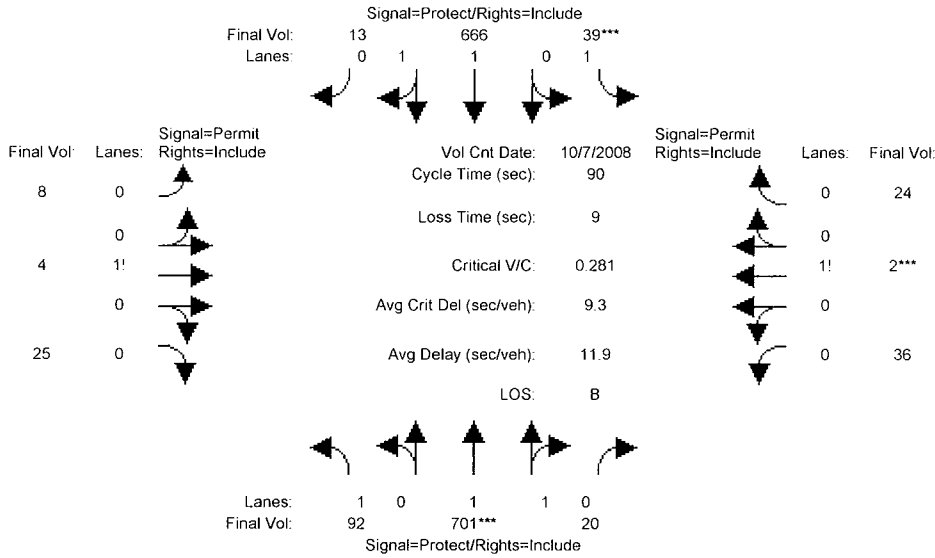
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #512: Park Victoria Dr & Big Basin Dr



Street Name:	Park Victoria Dr						Big Basin Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 7 Oct 2008 <<												
Base Vol:	92	701	20	39	666	13	8	4	25	36	2	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	701	20	39	666	13	8	4	25	36	2	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	701	20	39	666	13	8	4	25	36	2	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	701	20	39	666	13	8	4	25	36	2	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	701	20	39	666	13	8	4	25	36	2	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	701	20	39	666	13	8	4	25	36	2	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.94	0.06	1.00	1.96	0.04	0.22	0.11	0.67	0.58	0.03	0.39
Final Sat.:	1750	3597	103	1750	3629	71	378	189	1182	1016	56	677
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.19	0.02	0.18	0.18	0.02	0.02	0.02	0.04	0.04	0.04
Crit Moves:		****		****							****	
Green/Cycle:	0.23	0.69	0.69	0.08	0.54	0.54	0.13	0.13	0.13	0.13	0.13	0.13
Volume/Cap:	0.23	0.28	0.28	0.28	0.34	0.34	0.17	0.17	0.17	0.28	0.28	0.28
Delay/Veh:	28.4	5.3	5.3	40.1	11.6	11.6	35.5	35.5	35.5	36.3	36.3	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:	28.4	5.3	5.3	40.1	11.6	11.6	35.5	35.5	35.5	36.3	36.3	36.3
LOS by Move:	C	A	A	D	B	B	D	D	D	D	D	D
HCM2kAvgQ:	2	4	4	1	5	5	1	1	1	2	2	2

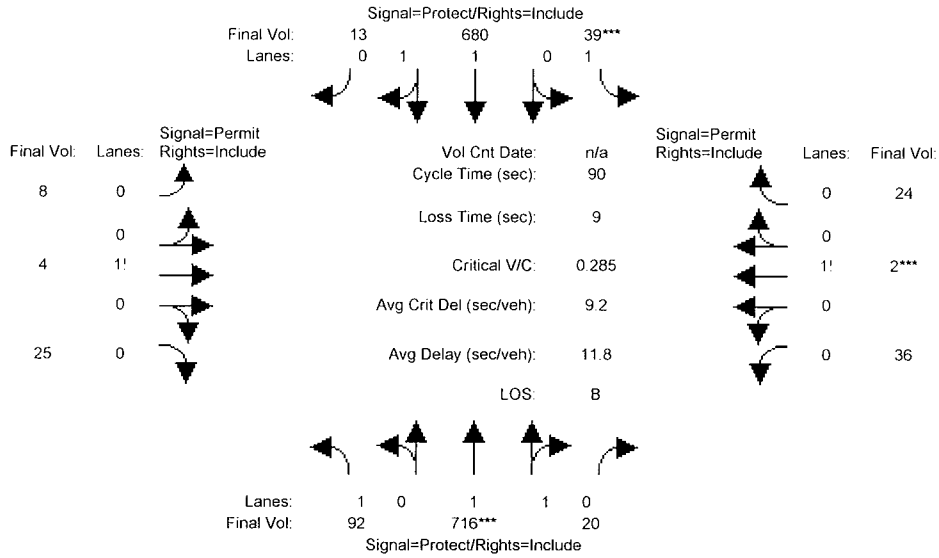
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #512: Park Victoria Dr & Big Basin Dr



Street Name:	Park Victoria Dr						Big Basin Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module:												
Base Vol:	92	716	20	39	680	13	8	4	25	36	2	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	716	20	39	680	13	8	4	25	36	2	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	716	20	39	680	13	8	4	25	36	2	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	716	20	39	680	13	8	4	25	36	2	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	716	20	39	680	13	8	4	25	36	2	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	716	20	39	680	13	8	4	25	36	2	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.94	0.06	1.00	1.96	0.04	0.22	0.11	0.67	0.58	0.03	0.39
Final Sat.:	1750	3599	101	1750	3631	69	378	189	1182	1016	56	677
Capacity Analysis Module:												
Vol/Sat:	0.05	0.20	0.20	0.02	0.19	0.19	0.02	0.02	0.02	0.04	0.04	0.04
Crit Moves:		****		****							****	
Green/Cycle:	0.23	0.70	0.70	0.08	0.55	0.55	0.12	0.12	0.12	0.12	0.12	0.12
Volume/Cap:	0.23	0.29	0.29	0.29	0.34	0.34	0.17	0.17	0.17	0.29	0.29	0.29
Delay/Veh:	28.6	5.2	5.2	40.3	11.4	11.4	35.6	35.6	35.6	36.5	36.5	36.5
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:	28.6	5.2	5.2	40.3	11.4	11.4	35.6	35.6	35.6	36.5	36.5	36.5
LOS by Move:	C	A	A	D	B	B	D	D	D	D	D	D
HCM2kAvgQ:	2	4	4	1	5	5	1	1	1	2	2	2

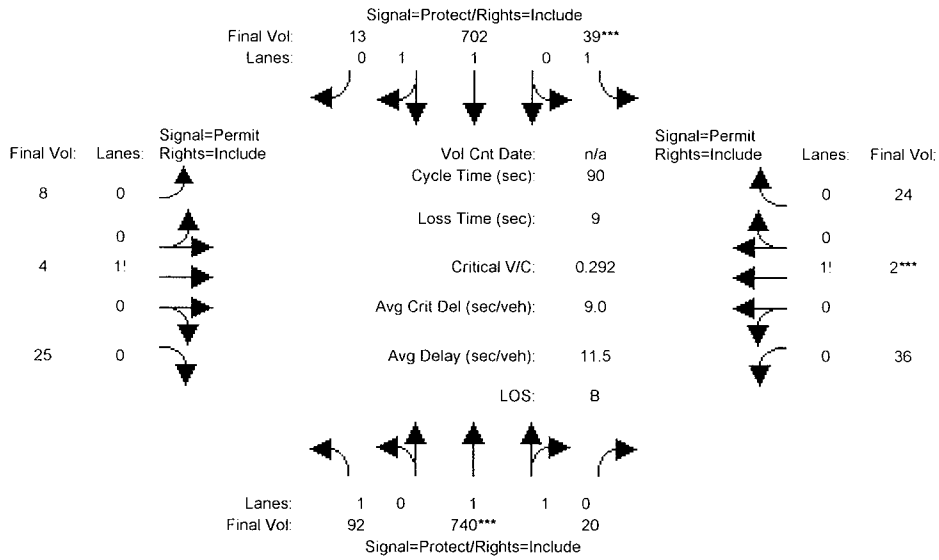
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.
Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #512: Park Victoria Dr & Big Basin Dr



Street Name:	Park Victoria Dr						Big Basin Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module:												
Base Vol:	92	716	20	39	680	13	8	4	25	36	2	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	716	20	39	680	13	8	4	25	36	2	24
Added Vol:	0	24	0	0	22	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	740	20	39	702	13	8	4	25	36	2	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	740	20	39	702	13	8	4	25	36	2	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	740	20	39	702	13	8	4	25	36	2	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	740	20	39	702	13	8	4	25	36	2	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.95	0.05	1.00	1.96	0.04	0.22	0.11	0.67	0.58	0.03	0.39
Final Sat.:	1750	3603	97	1750	3633	67	378	189	1182	1016	56	677
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.21	0.02	0.19	0.19	0.02	0.02	0.02	0.04	0.04	0.04
Crit Moves:		****		****							****	
Green/Cycle:	0.22	0.70	0.70	0.08	0.56	0.56	0.12	0.12	0.12	0.12	0.12	0.12
Volume/Cap:	0.24	0.29	0.29	0.29	0.35	0.35	0.17	0.17	0.17	0.29	0.29	0.29
Delay/Veh:	28.9	5.1	5.1	40.3	11.1	11.1	35.9	35.9	35.9	36.8	36.8	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:	28.9	5.1	5.1	40.3	11.1	11.1	35.9	35.9	35.9	36.8	36.8	36.8
LOS by Move:	C	A	A	D	B	B	D	D	D	D	D	D
HCM2kAvgQ:	2	4	4	1	6	6	1	1	1	2	2	2

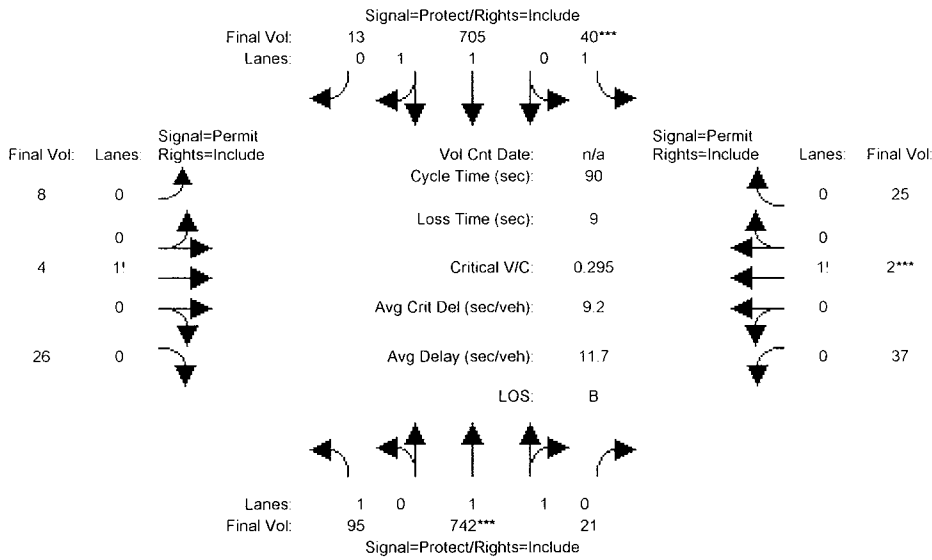
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Future Growth No Project PM

Intersection #512: Park Victoria Dr & Big Basin Dr



Street Name:	Park Victoria Dr						Big Basin Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module:												
Base Vol:	95	742	21	40	705	13	8	4	26	37	2	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	742	21	40	705	13	8	4	26	37	2	25
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:	95	742	21	40	705	13	8	4	26	37	2	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	742	21	40	705	13	8	4	26	37	2	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	742	21	40	705	13	8	4	26	37	2	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	742	21	40	705	13	8	4	26	37	2	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.94	0.06	1.00	1.96	0.04	0.21	0.11	0.68	0.58	0.03	0.39
Final Sat.:	1750	3598	102	1750	3633	67	368	184	1197	1012	55	684
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.21	0.02	0.19	0.19	0.02	0.02	0.02	0.04	0.04	0.04
Crit Moves:		****		****							****	
Green/Cycle:	0.22	0.70	0.70	0.08	0.55	0.55	0.12	0.12	0.12	0.12	0.12	0.12
Volume/Cap:	0.24	0.30	0.30	0.29	0.35	0.35	0.18	0.18	0.18	0.30	0.30	0.30
Delay/Veh:	29.1	5.2	5.2	40.4	11.2	11.2	35.7	35.7	35.7	36.6	36.6	36.6
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:	29.1	5.2	5.2	40.4	11.2	11.2	35.7	35.7	35.7	36.6	36.6	36.6
LOS by Move:	C	A	A	D	B	B	D	D	D	D	D	D
HCM2kAvgQ:	2	4	4	1	6	6	1	1	1	2	2	2

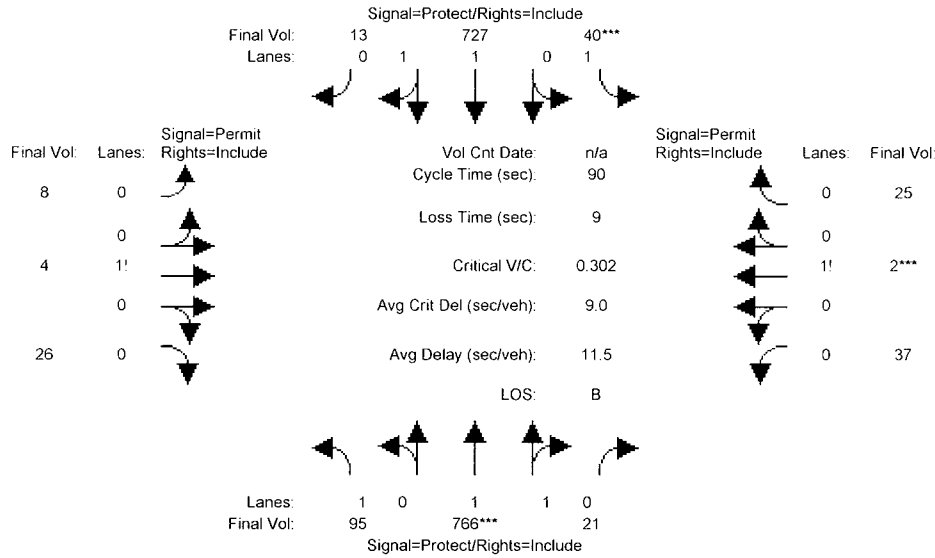
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #512: Park Victoria Dr & Big Basin Dr



Street Name:	Park Victoria Dr						Big Basin Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module:												
Base Vol:	95	742	21	40	705	13	8	4	26	37	2	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	742	21	40	705	13	8	4	26	37	2	25
Added Vol:	0	24	0	0	22	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	766	21	40	727	13	8	4	26	37	2	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	766	21	40	727	13	8	4	26	37	2	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	766	21	40	727	13	8	4	26	37	2	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	766	21	40	727	13	8	4	26	37	2	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.95	0.05	1.00	1.96	0.04	0.21	0.11	0.68	0.58	0.03	0.39
Final Sat.:	1750	3601	99	1750	3635	65	368	184	1197	1012	55	684
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.21	0.02	0.20	0.20	0.02	0.02	0.02	0.04	0.04	0.04
Crit Moves:		****		****							****	
Green/Cycle:	0.22	0.70	0.70	0.08	0.56	0.56	0.12	0.12	0.12	0.12	0.12	0.12
Volume/Cap:	0.25	0.30	0.30	0.29	0.36	0.36	0.18	0.18	0.18	0.30	0.30	0.30
Delay/Veh:	29.4	5.2	5.2	40.4	10.9	10.9	36.0	36.0	36.0	36.9	36.9	36.9
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:	29.4	5.2	5.2	40.4	10.9	10.9	36.0	36.0	36.0	36.9	36.9	36.9
LOS by Move:	C	A	A	D	B	B	D	D	D	D	D	D
HCM2kAvgQ:	2	4	4	1	6	6	1	1	1	2	2	2

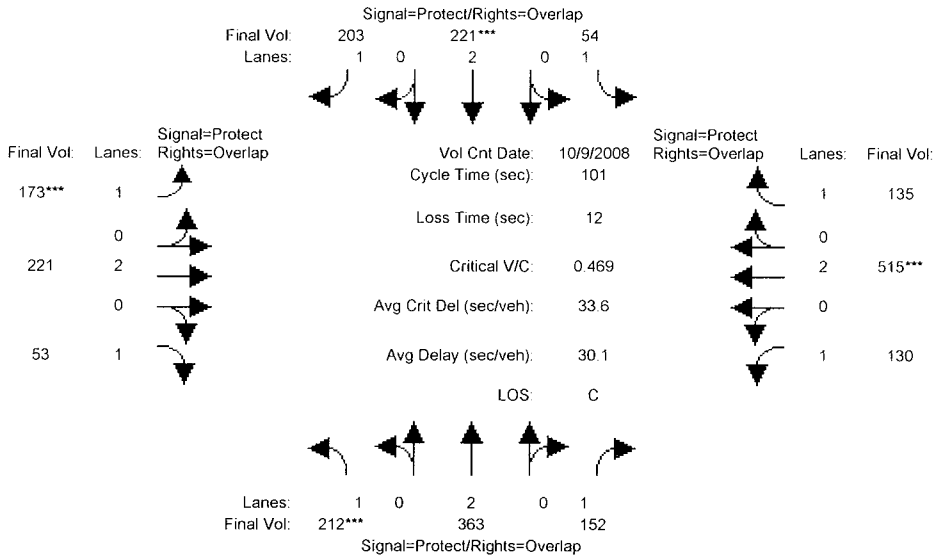
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #513: Morrill Av & Cropley Av



Street Name:	Morrill Av						Cropley Av					
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
Volume Module: >> Count Date: 9 Oct 2008 <<												
Base Vol:	212	363	152	54	221	203	173	221	53	130	515	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	212	363	152	54	221	203	173	221	53	130	515	135
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:	212	363	152	54	221	203	173	221	53	130	515	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	212	363	152	54	221	203	173	221	53	130	515	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	363	152	54	221	203	173	221	53	130	515	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	212	363	152	54	221	203	173	221	53	130	515	135
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	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.10	0.09	0.03	0.06	0.12	0.10	0.06	0.03	0.07	0.14	0.08
Crit Moves:	****				****		****				****	
Green/Cycle:	0.26	0.22	0.44	0.16	0.12	0.33	0.21	0.29	0.54	0.21	0.29	0.45
Volume/Cap:	0.47	0.43	0.20	0.20	0.47	0.35	0.47	0.20	0.06	0.35	0.47	0.17
Delay/Veh:	32.4	33.9	17.6	37.4	41.9	25.7	35.9	27.5	10.9	34.3	29.9	16.9
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:	32.4	33.9	17.6	37.4	41.9	25.7	35.9	27.5	10.9	34.3	29.9	16.9
LOS by Move:	C	C	B	D	D	C	D	C	B	C	C	B
HCM2kAvgQ:	6	5	3	2	4	5	5	3	1	4	7	3

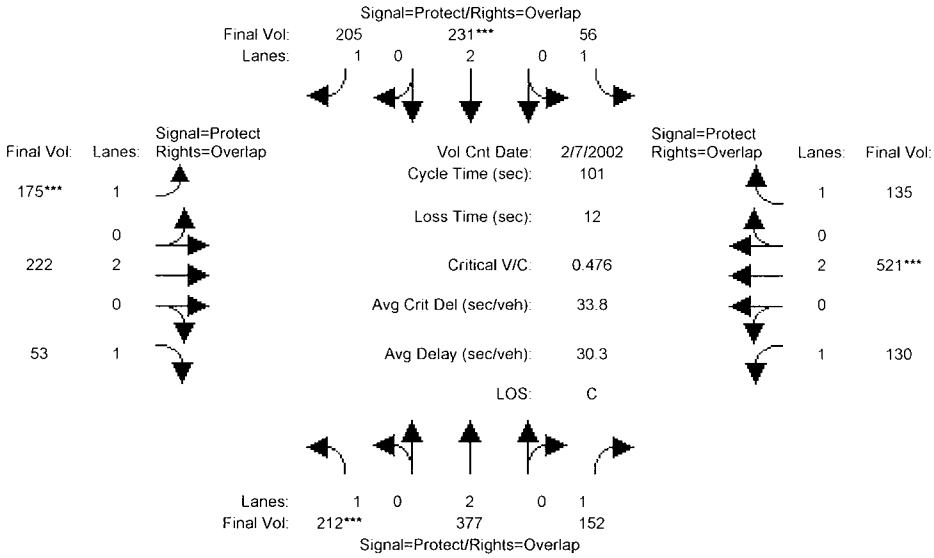
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #513: Morrill Av & Cropley Av



Street Name:	Morrill Av						Cropley Av					
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
Volume Module: >> Count Date: 7 Feb 2002 << 7:15-8:15AM												
Base Vol:	212	377	152	56	231	205	175	222	53	130	521	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	212	377	152	56	231	205	175	222	53	130	521	135
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:	212	377	152	56	231	205	175	222	53	130	521	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	212	377	152	56	231	205	175	222	53	130	521	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	377	152	56	231	205	175	222	53	130	521	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	212	377	152	56	231	205	175	222	53	130	521	135
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	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.10	0.09	0.03	0.06	0.12	0.10	0.06	0.03	0.07	0.14	0.08
Crit Moves:	****				****		****				****	
Green/Cycle:	0.25	0.23	0.44	0.16	0.13	0.34	0.21	0.28	0.54	0.21	0.29	0.45
Volume/Cap:	0.48	0.44	0.20	0.20	0.48	0.35	0.48	0.21	0.06	0.35	0.48	0.17
Delay/Veh:	32.7	34.0	17.5	37.4	41.6	25.4	36.0	27.5	11.1	34.3	30.0	16.9
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:	32.7	34.0	17.5	37.4	41.6	25.4	36.0	27.5	11.1	34.3	30.0	16.9
LOS by Move:	C	C	B	D	D	C	D	C	B	C	C	B
HCM2kAvgQ:	6	5	3	2	4	5	6	3	1	4	7	3

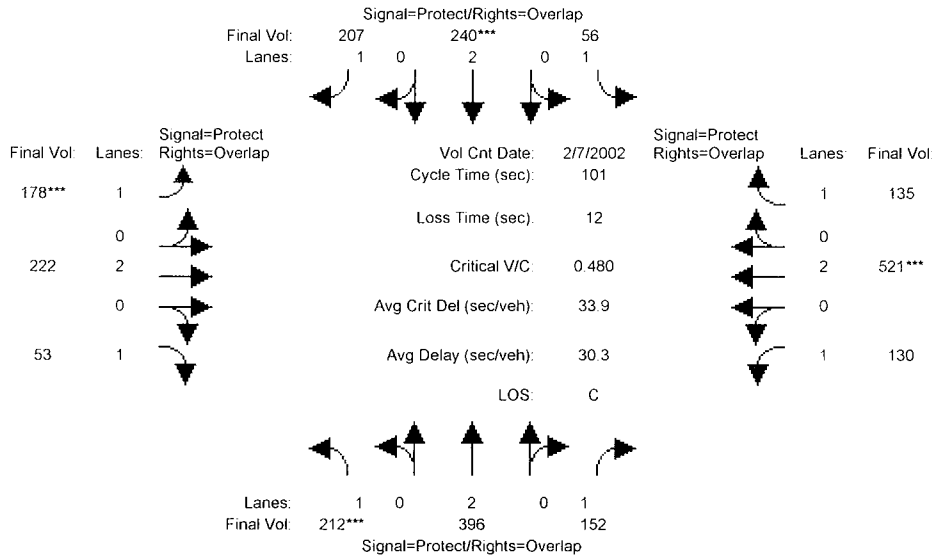
Note: Queue reported is the number of cars per lane.

 Copyright (c) 2008 Dowling Associates, Inc.

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #513: Morrill Av & Cropley Av



Street Name:	Morrill Av						Cropley Av					
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
Volume Module: >> Count Date: 7 Feb 2002 << 7:15-8:15AM												
Base Vol:	212	377	152	56	231	205	175	222	53	130	521	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	212	377	152	56	231	205	175	222	53	130	521	135
Added Vol:	0	19	0	0	9	2	3	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	212	396	152	56	240	207	178	222	53	130	521	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	212	396	152	56	240	207	178	222	53	130	521	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	396	152	56	240	207	178	222	53	130	521	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	212	396	152	56	240	207	178	222	53	130	521	135
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	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.10	0.09	0.03	0.06	0.12	0.10	0.06	0.03	0.07	0.14	0.08
Crit Moves:	****				****		****				****	
Green/Cycle:	0.25	0.23	0.44	0.15	0.13	0.34	0.21	0.28	0.54	0.21	0.29	0.44
Volume/Cap:	0.48	0.45	0.20	0.21	0.48	0.34	0.48	0.21	0.06	0.35	0.48	0.18
Delay/Veh:	33.0	33.8	17.2	37.8	41.4	25.0	35.9	27.6	11.2	34.3	30.2	17.3
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:	33.0	33.8	17.2	37.8	41.4	25.0	35.9	27.6	11.2	34.3	30.2	17.3
LOS by Move:	C	C	B	D	D	C	D	C	B	C	C	B
HCM2kAvgQ:	6	6	3	2	4	5	6	3	1	4	7	3

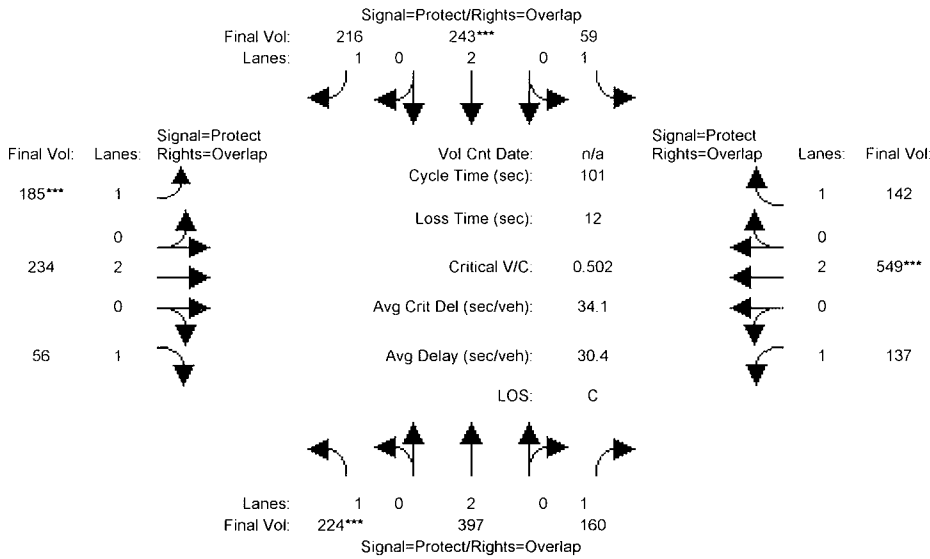
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.
Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Future Growth No Project AM

Intersection #513: Morrill Av & Cropley Av



Street Name:	Morrill Av						Cropley Av					
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
Volume Module:												
Base Vol:	224	397	160	59	243	216	185	234	56	137	549	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	224	397	160	59	243	216	185	234	56	137	549	142
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:	224	397	160	59	243	216	185	234	56	137	549	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	224	397	160	59	243	216	185	234	56	137	549	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	224	397	160	59	243	216	185	234	56	137	549	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	224	397	160	59	243	216	185	234	56	137	549	142
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	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.10	0.09	0.03	0.06	0.12	0.11	0.06	0.03	0.08	0.14	0.08
Crit Moves:	****				****		****				****	
Green/Cycle:	0.26	0.23	0.45	0.15	0.13	0.34	0.21	0.28	0.53	0.22	0.29	0.44
Volume/Cap:	0.50	0.45	0.20	0.22	0.50	0.37	0.50	0.22	0.06	0.36	0.50	0.18
Delay/Veh:	33.0	33.8	16.9	38.0	41.9	25.6	36.3	28.1	11.4	33.9	30.3	17.3
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:	33.0	33.8	16.9	38.0	41.9	25.6	36.3	28.1	11.4	33.9	30.3	17.3
LOS by Move:	C	C	B	D	D	C	D	C	B	C	C	B
HCM2kAvgQ:	7	6	3	2	4	6	6	3	1	4	7	3

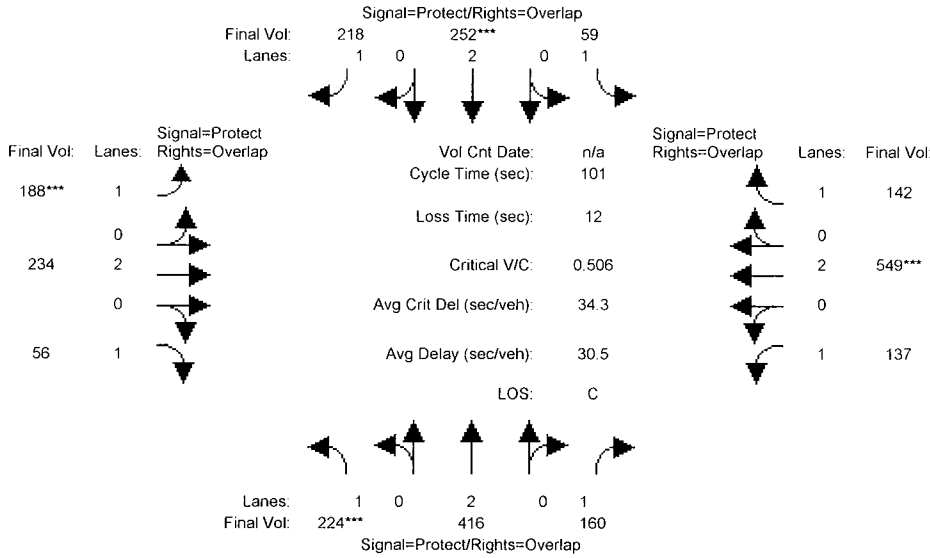
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #513: Morrill Av & Cropley Av



Street Name:	Morrill Av						Cropley Av					
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
Volume Module:												
Base Vol:	224	397	160	59	243	216	185	234	56	137	549	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	224	397	160	59	243	216	185	234	56	137	549	142
Added Vol:	0	19	0	0	9	2	3	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	224	416	160	59	252	218	188	234	56	137	549	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	224	416	160	59	252	218	188	234	56	137	549	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	224	416	160	59	252	218	188	234	56	137	549	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	224	416	160	59	252	218	188	234	56	137	549	142
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	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.11	0.09	0.03	0.07	0.12	0.11	0.06	0.03	0.08	0.14	0.08
Crit Moves:	****				****		****				****	
Green/Cycle:	0.25	0.23	0.45	0.15	0.13	0.34	0.21	0.28	0.53	0.22	0.29	0.43
Volume/Cap:	0.51	0.47	0.20	0.23	0.51	0.36	0.51	0.22	0.06	0.36	0.51	0.19
Delay/Veh:	33.3	33.6	16.7	38.3	41.7	25.3	36.3	28.2	11.5	33.9	30.5	17.7
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:	33.3	33.6	16.7	38.3	41.7	25.3	36.3	28.2	11.5	33.9	30.5	17.7
LOS by Move:	C	C	B	D	D	C	D	C	B	C	C	B
HCM2kAvgQ:	7	6	3	2	4	6	6	3	1	4	7	3

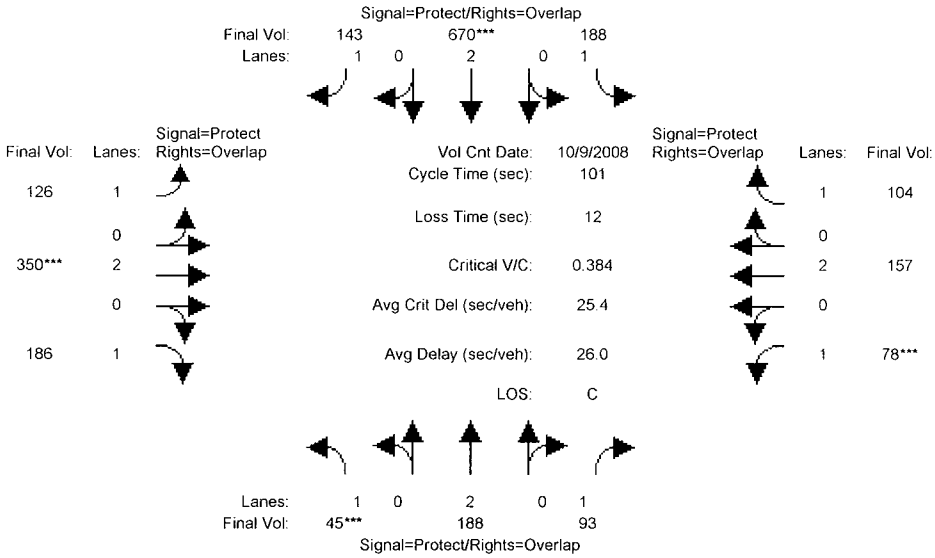
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #513: Morrill Av & Cropley Av



Street Name:	Morrill Av						Cropley Av					
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
Volume Module: >> Count Date: 9 Oct 2008 <<												
Base Vol:	45	188	93	188	670	143	126	350	186	78	157	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	188	93	188	670	143	126	350	186	78	157	104
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:	45	188	93	188	670	143	126	350	186	78	157	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	188	93	188	670	143	126	350	186	78	157	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	188	93	188	670	143	126	350	186	78	157	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	188	93	188	670	143	126	350	186	78	157	104
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	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.05	0.11	0.18	0.08	0.07	0.09	0.11	0.04	0.04	0.06
Crit Moves:	****				****			****		****		
Green/Cycle:	0.07	0.25	0.37	0.27	0.46	0.61	0.15	0.24	0.31	0.12	0.21	0.48
Volume/Cap:	0.37	0.20	0.14	0.39	0.39	0.13	0.48	0.39	0.34	0.39	0.20	0.12
Delay/Veh:	46.8	29.8	21.4	30.3	18.2	8.6	40.8	32.5	27.4	42.6	33.4	14.6
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:	46.8	29.8	21.4	30.3	18.2	8.6	40.8	32.5	27.4	42.6	33.4	14.6
LOS by Move:	D	C	C	C	B	A	D	C	C	D	C	B
HCM2kAvgQ:	2	2	2	5	7	2	4	5	5	3	2	2

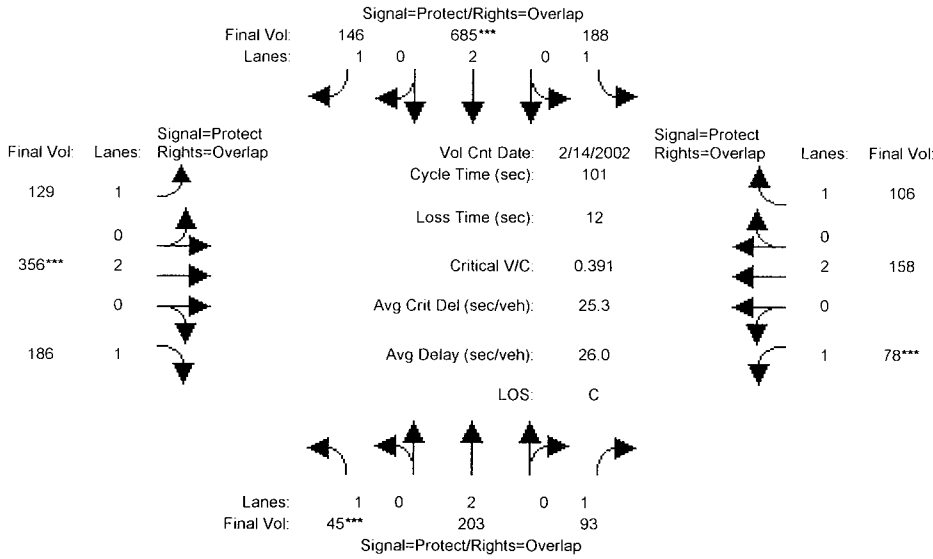
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #513: Morrill Av & Cropley Av



Street Name:	Morrill Av						Cropley Av					
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
Volume Module: >> Count Date: 14 Feb 2002 << 5:00-6:00PM												
Base Vol:	45	203	93	188	685	146	129	356	186	78	158	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	203	93	188	685	146	129	356	186	78	158	106
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:	45	203	93	188	685	146	129	356	186	78	158	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	203	93	188	685	146	129	356	186	78	158	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	203	93	188	685	146	129	356	186	78	158	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	203	93	188	685	146	129	356	186	78	158	106
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	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.05	0.11	0.18	0.08	0.07	0.09	0.11	0.04	0.04	0.06
Crit Moves:	****				****			****		****		
Green/Cycle:	0.07	0.25	0.37	0.28	0.46	0.61	0.15	0.24	0.31	0.11	0.20	0.48
Volume/Cap:	0.37	0.21	0.14	0.39	0.39	0.14	0.49	0.39	0.34	0.39	0.21	0.13
Delay/Veh:	46.8	29.8	21.5	30.3	18.1	8.4	40.8	32.6	27.4	42.8	33.7	14.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.8	29.8	21.5	30.3	18.1	8.4	40.8	32.6	27.4	42.8	33.7	14.8
LOS by Move:	D	C	C	C	B	A	D	C	C	D	C	B
HCM2kAvgQ:	2	3	2	5	7	2	5	5	5	3	2	2

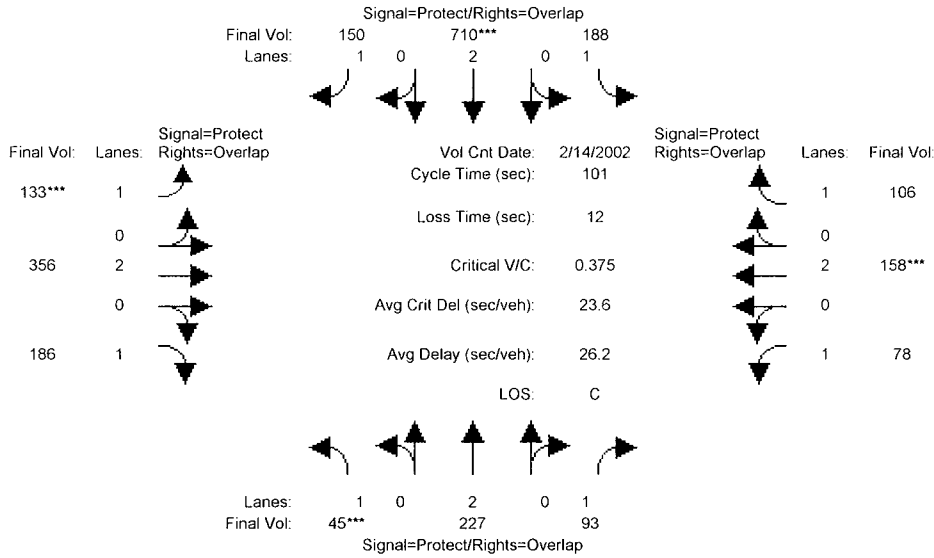
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #513: Morrill Av & Cropley Av



Street Name:	Morrill Av						Cropley Av					
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
Volume Module: >> Count Date: 14 Feb 2002 << 5:00-6:00PM												
Base Vol:	45	203	93	188	685	146	129	356	186	78	158	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	203	93	188	685	146	129	356	186	78	158	106
Added Vol:	0	24	0	0	25	4	4	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	227	93	188	710	150	133	356	186	78	158	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	227	93	188	710	150	133	356	186	78	158	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	227	93	188	710	150	133	356	186	78	158	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	227	93	188	710	150	133	356	186	78	158	106
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	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.05	0.11	0.19	0.09	0.08	0.09	0.11	0.04	0.04	0.06
Crit Moves:	****				****		****				****	
Green/Cycle:	0.07	0.27	0.40	0.30	0.50	0.70	0.20	0.18	0.25	0.13	0.11	0.41
Volume/Cap:	0.37	0.22	0.13	0.36	0.37	0.12	0.37	0.51	0.42	0.35	0.37	0.15
Delay/Veh:	46.8	28.6	19.2	28.5	15.8	5.0	35.4	37.7	32.1	41.0	42.2	19.0
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:	46.8	28.6	19.2	28.5	15.8	5.0	35.4	37.7	32.1	41.0	42.2	19.0
LOS by Move:	D	C	B	C	B	A	D	D	C	D	D	B
HCM2kAvgQ:	2	3	2	5	7	2	4	5	5	3	3	2

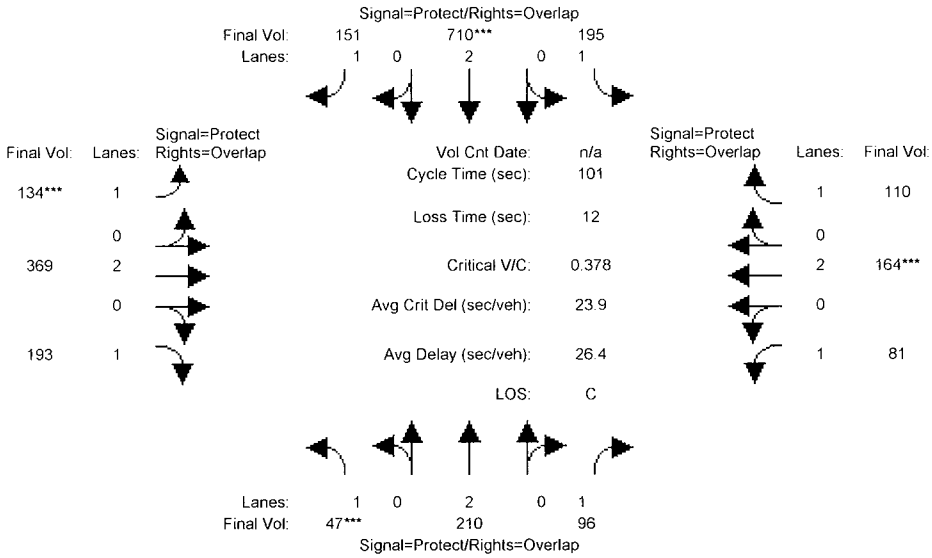
Note: Queue reported is the number of cars per lane.

 Copyright (c) 2008 Dowling Associates, Inc.

City of Milpitas
1535 Landess Avenue Mixed Use

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Future Growth No Project PM

Intersection #513: Morrill Av & Cropley Av



Street Name:	Morrill Av						Cropley Av					
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
Volume Module:												
Base Vol:	47	210	96	195	710	151	134	369	193	81	164	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	210	96	195	710	151	134	369	193	81	164	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	210	96	195	710	151	134	369	193	81	164	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	210	96	195	710	151	134	369	193	81	164	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	210	96	195	710	151	134	369	193	81	164	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	210	96	195	710	151	134	369	193	81	164	110
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	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.05	0.11	0.19	0.09	0.08	0.10	0.11	0.05	0.04	0.06
Crit Moves:	****				****		****				****	
Green/Cycle:	0.07	0.27	0.40	0.30	0.49	0.70	0.20	0.19	0.26	0.13	0.11	0.41
Volume/Cap:	0.38	0.21	0.14	0.37	0.38	0.12	0.38	0.52	0.43	0.36	0.38	0.15
Delay/Veh:	46.7	28.9	19.6	28.4	16.0	5.1	35.5	37.8	32.0	41.0	42.0	18.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.7	28.9	19.6	28.4	16.0	5.1	35.5	37.8	32.0	41.0	42.0	18.7
LOS by Move:	D	C	B	C	B	A	D	D	C	D	D	B
HCM2kAvgQ:	2	3	2	5	7	2	4	6	6	3	3	2

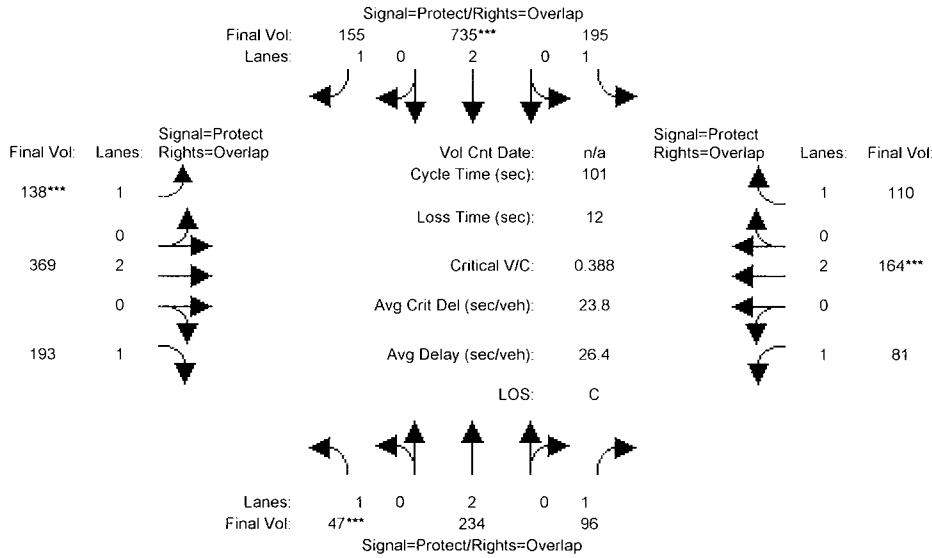
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.
Licensed to Hexagon Trans.. San Jose

City of Milpitas
1535 Landess Avenue Mixed Use

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

Intersection #513: Morrill Av & Cropley Av



Street Name:	Morrill Av						Cropley Av					
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
Volume Module:												
Base Vol:	47	210	96	195	710	151	134	369	193	81	164	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	210	96	195	710	151	134	369	193	81	164	110
Added Vol:	0	24	0	0	25	4	4	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	234	96	195	735	155	138	369	193	81	164	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	234	96	195	735	155	138	369	193	81	164	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	234	96	195	735	155	138	369	193	81	164	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	234	96	195	735	155	138	369	193	81	164	110
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	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.05	0.11	0.19	0.09	0.08	0.10	0.11	0.05	0.04	0.06
Crit Moves:	****				****		****				****	
Green/Cycle:	0.07	0.27	0.40	0.30	0.50	0.70	0.20	0.18	0.25	0.13	0.11	0.41
Volume/Cap:	0.39	0.23	0.14	0.37	0.39	0.13	0.39	0.53	0.43	0.36	0.39	0.15
Delay/Veh:	47.0	29.0	19.6	28.3	15.9	5.0	35.5	37.9	32.3	41.1	42.3	18.8
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:	47.0	29.0	19.6	28.3	15.9	5.0	35.5	37.9	32.3	41.1	42.3	18.8
LOS by Move:	D	C	B	C	B	A	D	D	C	D	D	B
HCM2kAvgQ:	2	3	2	5	7	2	4	6	6	3	3	2

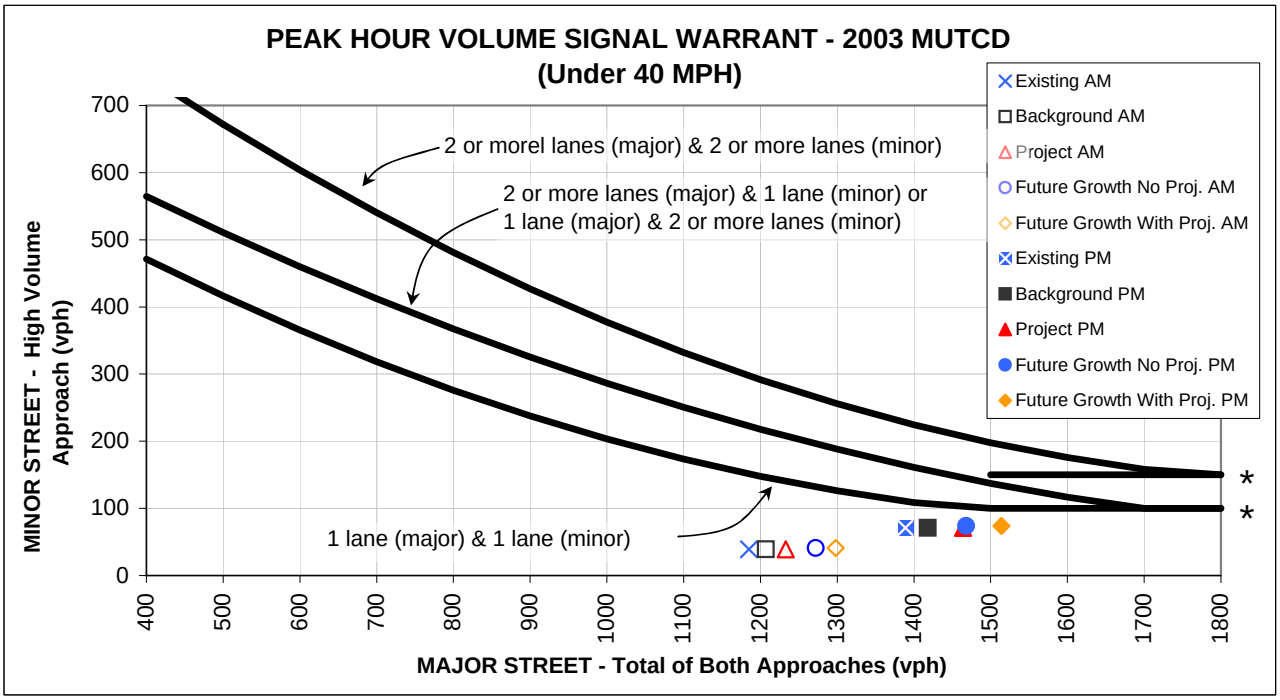
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

Appendix E

Signal Warrant Sheets

Park Victoria Drive and Mount Shasta Avenue



* NOTE: 150 vph applies as the lower threshold volume for a minor street approach with 2 or more lanes and 100 vph applies as the lower threshold volume for a minor street approach with 1 lane.

Peak Hour Volume Warrant Per 2003 MUTCD- Under 40 MPH

		Approach Lanes		AM Peak Hour Volumes				
		One	2 or More	*Existing AM*	*Background AM*	*Project AM*	*Future Growth No Proj. AM*	*Future Growth With Proj. AM*
Major Street - Both Approaches	Park Victoria Dr.		x	1185	1207	1233	1272	1298
Minor Street - Highest Approach	Mt. Shasta Av.	x		39	39	39	41	41
		Warrant Met?		No	No	No	No	No

		Approach Lanes		PM Peak Hour Volumes				
		One	2 or More	*Existing PM*	*Background PM*	*Project PM*	*Future Growth No Proj. PM*	*Future Growth With Proj. PM*
Major Street - Both Approaches	Park Victoria Dr.		x	1389	1418	1464	1468	1514
Minor Street - Highest Approach	Mt. Shasta Av.	x		71	71	71	74	74
		Warrant Met?		No	No	No	No	No

Appendix F

Driveway Queuing

Driveway Queuing Analysis

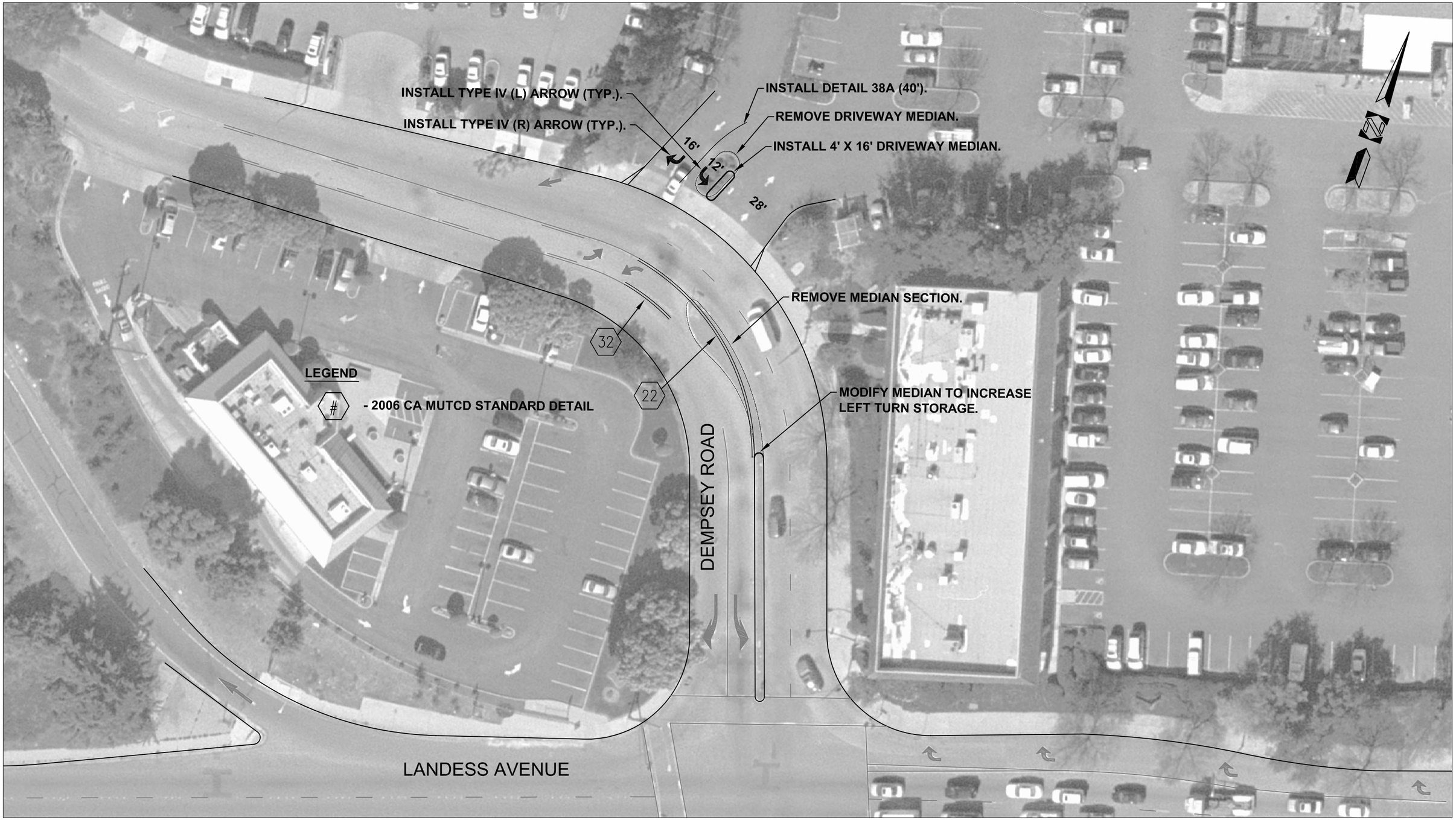
				Landess Avenue					
	Dempsey Road			Western Driveway			Eastern Driveway		
Measurement	AM	Midday	PM	AM	Midday	PM	AM	Midday	PM
Project									
Cycle/Delay[1] (sec)	19	32	59	19	15	14	20	15	14
Volume (vphpl)	97	215	253	42	89	105	20	50	58
Avg. Queue (veh/ln.)	0.5	1.9	4.1	0.2	0.4	0.4	0.1	0.2	0.2
Avg. Queue[2] (ft./ln)	13	48	104	6	9	10	3	5	6
95th %. Queue (veh/ln.)	2	4	8	1	2	2	1	1	1
95th %. Queue (ft./ln)	50	100	200	25	50	50	25	25	25
Storage (ft./ ln.)	200	200	200	40	40	40	30	30	30
Adequate (Y/N)	Y	Y	Y	Y	Y	Y	Y	Y	Y

[1] Vehicle queue calculations based on movement delay for unsignalized intersections.

[2] Assumes 25 Feet Per Vehicle Queued

Appendix G

Plan Line Studies



Hexagon Transportation Consultants, Inc.
40 South Market Street, Suite 600
San Jose, California 95113
Phone: (408) 971-6100 Fax: (408) 971-6102

MEDIAN AND DRIVEWAY MODIFICATION
1535 LANDESS AVENUE MIXED-USE DEVELOPMENT TRAFFIC IMPACT ANALYSIS
DEMPSEY ROAD AND LANDESS AVENUE
CITY OF MILPITAS

1" = 40'

DESIGNED BY: R. GARCIA

DATE: 2/13/09

Waste Management Plan
Milpitas Retail Center
1535 Landess Avenue
Milpitas, California 95035

February 25, 2009

Prepared By:

Ayalafil (US) CO, Inc
255 Shoreline Drive, Suite 428
Redwood City, California 94065

Phone: 650.508.2000
Fax: 650.508.8988
Contact: Dinna Bayangos

RECEIVED

MAR 0 2 2009

CITY OF MILPITAS
PLANNING DIVISION

Remember, it is not trash until you trash it and it is not waste until you waste it, so:
Reduce, Reuse and Recycle

TABLE OF CONTENTS

1. EXECUTIVE SUMMARY

2. GENERAL INFORMATION

3. GOALS AND OBJECTIVES

4. NARRATIVE

5. SITE ACCESS AND TRASH ENCLOSURES

6. WASTE CONTAINMENT, REMOVAL, AND FREQUENCY OF SERVICE

7. SOURCES And TYPES OF WASTE GENERATED

8. EXHIBITS
    a. Overall Site Plan Indicating Trash Enclosure Locations and Path of Service
    b. East Trash Enclosure Layout and Details
    c. West Trash Enclosure Layout
    d. Trash Compactor Cut Data
    e. Cardboard Bailer Data

1. EXECUTIVE SUMMARY

This Waste Management Plan for the Milpitas Retail Center addresses the different components of the project, which include retail, restaurant/fast food service, supermarket, and office use. The Waste Management Plan evaluates the estimated general and recyclable waste generated by the development, and outlines a strategy to manage and recycle or dispose of the waste from the site. The Plan confirms that the waste generated from this operation can be adequately stored in an environmentally sound manner and safely removed from site to be recycled or transferred to a solid waste processing facility.

2. GENERAL INFORMATION

Site Address: 1535 Landess Avenue, Milpitas, California 95035
Applicant: Ayalafil (US) CO, Inc, 255 Shoreline Drive, Suite 428, Redwood City, California 94065
Phone: 650.508.2000
Fax: 650.508.8988
Contact: Dinna Bayangos

The Waste Management Plan for the Milpitas Retail Center Redevelopment/New Construction addresses the different components of the project which include retail, restaurant/fast food service, supermarket, and office retail, along with the supporting common and site areas The following is a breakdown of the proposed areas by usage:

Supermarket	35,000 SF
Coffee/Fast Foods	4,101 SF
Restaurant	21,294 SF
Retail	15,315 SF
Office	10,447 SF
Common Area	20,911 SF
Total Building Area	107,068 SF
Site Area 7.89 Acre	

*Note: Areas are approximate and subject to change.

3. GOALS And OBJECTIVES

The objective of this Waste Management Plan to promote and practice waste Minimization through waste generation and management hierarchy:

REDUCE - REUSE - RECYCLE

The following goals and objectives will be promoted to suppliers, tenants, and customers.

Objective 1 - REDUCE
Reduce the use of certain materials. Apart from the Reduction in handling, this would also minimize costs.

Objective 2 – REUSE
Reuse materials, to minimize costs and reduce landfill.

Objective 3 - Recycle
Recycling reduces landfill use, saves natural resources and conserves excessive energy resources required to manufacture items from virgin materials. The following implementation to achieve this objective is:

- Distribution of recycling bins within mall and high-use tenancies to reduce contamination of recycled material.
- Encourage customers to recycle
- Require all new construction and renovation work to recycle construction debris and waste.

4. NARRATIVE

Two enclosed recycle and trash containment areas will service the Mall. The West facility will be in a screened area adjacent to the existing loading dock. The primary use of this area will be for the Supermarket Tenant. The second enclosure, located in the East parking area is sized and designed to service the remainder of the Mall Tenants. Each enclosure shall be constructed to city standards, with concrete aprons to protect adjacent parking lots. Storm drains will be provided and plumbed into the Sanitary Sewer System. Trash/Recycling truck access with proper turning radius and pavement load ratings will be provided (site plan enclosed). As the enclosures are located adjacent to the Fire Lane, this access will be readily available.

Roll-Off trash compactors will be provided at each trash enclosure to process solid waste. Trash compactors will be sized as necessary to provide at least once per week service.

A bailer will be provided at the West Enclosure to compress cardboard destine for recycling. The East enclosure will have a bin to receive cardboard recycling.

Each trash enclosure will include an oil containment area to assure the cooking oil is securely stored prior to recycling. This area will be sized to allow for a minimum of once a week pick up.

Front load bins will be provided in both enclosures for food waste recycling. Due to the nature of food waste, it is anticipated that these bins will be sized for a minimum of once a week servicing. Odor control measures will be provided for all offensive garbage waste. (Food and supermarket debris).

It is anticipated that landscape maintenance debris and construction debris will be removed from site as generated. No on-site provisions will be provided for storage.

Hazardous material will be prohibited from on-site storage.

Access to the trash areas from the Mall is provided through the service corridors and common Mall areas. Trash and Recycle containers will be provided in all common and exterior public spaces. The on-site mall management personnel will assure that all trash facilities are maintained, kept clean and sanitary, and that all equipment, including odor control are properly functioning.

5. SITE ACCESS AND WASTE CONTAINMENT

Site Plan – Exhibit A includes the location of the two trash enclosures on the site and the access route provided to service the collection areas.

Site Trash and Recycle Enclosures – Exhibit B includes the East Trash Enclosure Plan, Elevations, and Details. Exhibit C includes the layout of the West Enclosure. Both areas will be screened from public view, gated to control public access, and provided with an odor control system commencement

6. WASTE CONTAINMENT, REMOVAL, AND FREQUENCY OF SERVICE

Trash Compaction – Exhibit D includes cut sheet on proposed Trash Compactor or Equivalent. Size to be verified.

Cardboard Bailer – The principal generator of cardboard waste will be supermarket. With this in mind, the bailer will be located at the West Trash enclosure, controlled by the market, with common use allowed by the other tenants.

Waste and Recycling Storage Containers – Solid and liquid waste and recycling will be contained in commercially purchased or vender provided containers. These containers shall meet the City of Milpitas Codes as well as the requirements of the service providers. Secondary containment will be provided for liquid waste such as cooking oils.

Odor Control Equipment – Odor will be controlled by either electronic or non-toxic chemical methods, or a combination of the two. This will be dependent on the source and environment of the waste. The odor control system will be a proprietary system supported and maintained by a vendor specialized in this service.

Frequency of Service – The frequency of service will be dependent on three factors. 1.) Occupancy of the Mall will dictate the quantity and sources of waste material generated. 2.) The size of the storage containers will dictate the on site retainage of material within the allotted storage space, and finally, but certainly not least, 3.) Will be the offensiveness' of the stored material. Food waste will require more frequent service, regardless of the quantity generated.

It is anticipated that upon full occupancy of the Mall, the following schedule of service will be provided:

Roll-Off Compactors	–	Twice a Week Service
Mixed Recycling	–	Once a Week Service
Compacted Cardboard	–	Once Every Two Weeks
Other Recycling	–	Once a Week Service
Food Recycling	–	Three Times a Week
Cooking Oils	–	Once a Week Service
Landscape Debris	–	Removed from site as Generated
Construction Debris	–	Removed from site as Generated

Note: The schedule will be adjusted by occupancy rate, environmental conditions, and storage capacities. This will be monitored by on site management and adjusted accordingly.

Remember, it is not trash until you trash it and it is not waste until you waste it, so:
Reduce, Reuse and Recycle

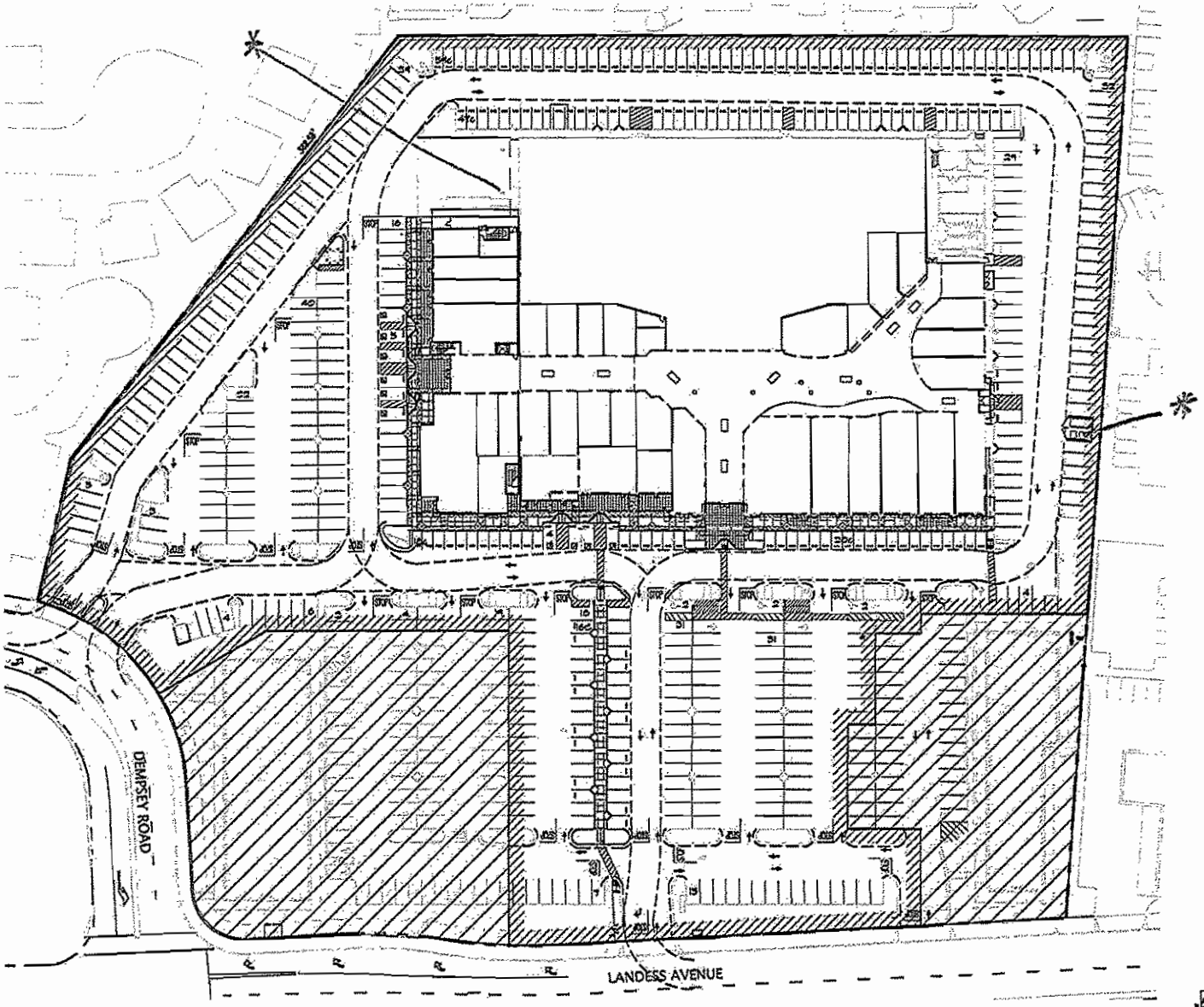
7. SOURCES WASTE GENERATED

Sources of Commercial And Retail Waste – The principle source of waste generated at the site will be from the supermarket, retail, restaurant, and office operations. Beyond the waste generated by the tenant's, the public space and parking area will be a source of trash generation. Green waste from landscape maintenance and construction debris will also make contribution on an intermittent basis.

8. EXHIBITS

Site Plan
East Trash Enclosure Layout
West Trash Enclosure Layout
Trash Compactor Cut Sheets
Cardboard Bailer Cut Sheets

Exhibit A



SITE PLAN

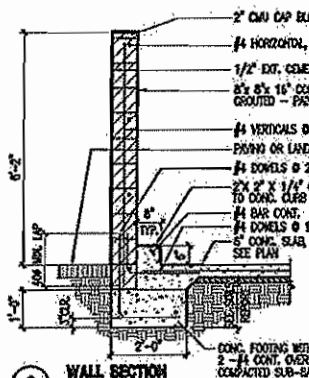
SCALE 1"=30'-0"

1

Exhibit B

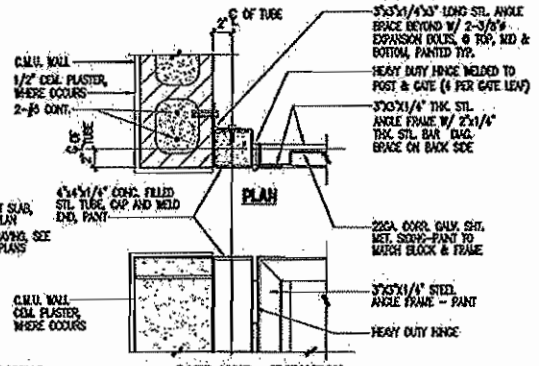
FINISH SCHEDULE		
COLOR	COLOR	REMARKS
SMOOTH FACE C.M.U.	PAINTED OR NATURAL COLOR	
SPLIT FACE C.M.U.	PAINTED OR NATURAL COLOR	
PLASTER FINISH	PAINTED, FRAZEE #	
METAL GATES	PAINTED, FRAZEE #	

NOTES
1. APPLY SMOOTH PLASTER SKIM COAT TO INTERIOR OF C.M.U. WALLS AT TRASH AND GREASE ENCLOSURES REQUIRED FOOD ESTABLISHMENTS, TYP.
2. PAINT EXPOSED NATURAL COLOR C.M.U. TO BE SEALED. SEE SPECS.



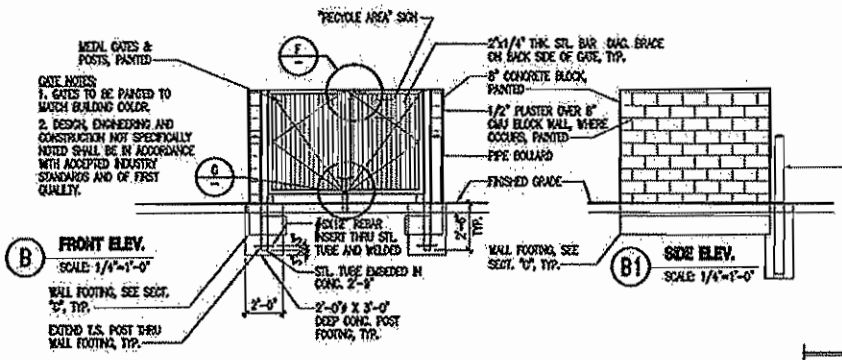
C WALL SECTION
SCALE: 1/2"=1'-0"

C1 CONC. SLAB @ A.C. PAVING
SCALE: 1/2"=1'-0"



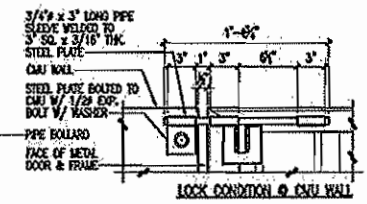
D GATE JAMB – ELEVATION
SCALE: 1 1/2"=1'-0"

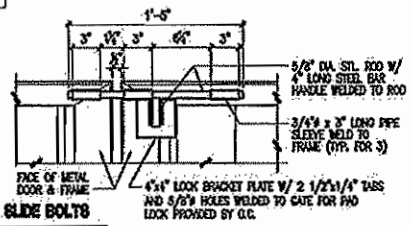
E NOT USED
SCALE: 1 1/2"=1'-0"



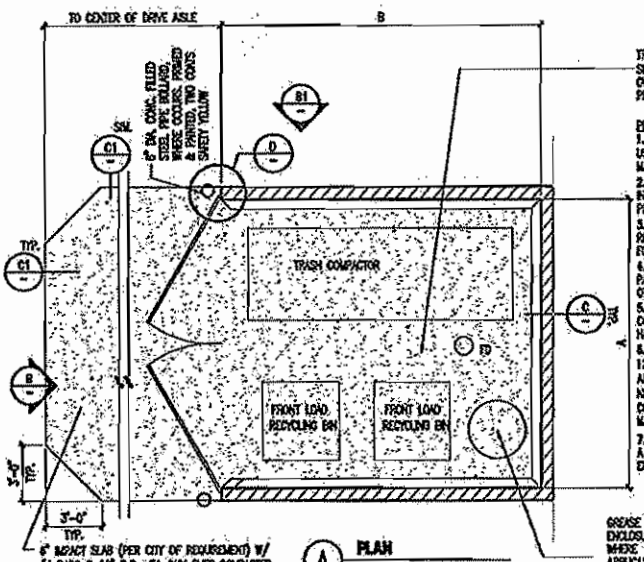
B FRONT ELEV.
SCALE: 1/4"=1'-0"

B1 SIDE ELEV.
SCALE: 1/4"=1'-0"





F SLIDE BOLTS
SCALE: 1 1/2"=1'-0"



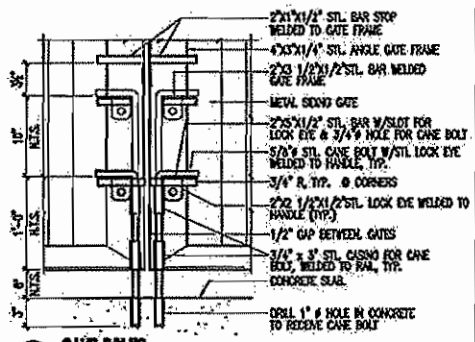
A PLAN
SCALE: 1/4"=1'-0"

TRASH ENCLOSURE SLAB, 6" THICK CONC. SLAB W/ #4 BARS @ 18" O.C. EA. WAY OVER COMPACTED BASE AND SUB-BASE PER SOILS REPORT, MEDIUM BROOM FINISH

PLAN NOTES:
1. ALL ENCLOSURES TO BE CONSTRUCTED USING 8"x8"x16" CONCRETE BLOCKS TO MATCH BUILDING.
2. CONCRETE PAD FORMS SHALL BE INSPECTED BY THE BUILDING DIVISION PRIOR TO POUR.
3. GREASE BARREL ENCLOSURES ARE REQUIRED FOR ALL RESTAURANTS AND FOOD SERVICES ESTABLISHMENTS.
4. ACCESS TO ENCLOSURE SHALL BE PAVED AND CLEAR OF SPEED BUMPS OR OTHER OBSTRUCTIONS.
5. ALL TRASH & RECYCLING BINS AND OR CONTAINERS MUST CONTAIN EASE TO HANDLE LIDS.
6. THE RECYCLING AREA SHALL HAVE A 12"x12" SIGN SPECIFYING "RECYCLING AREA", LOCATE ON THE ENCLOSURE SIDE NEAREST TO THE BIN (S) OR CONTAINER(S) USED TO RECYCLE MATERIALS.
7. LANDSCAPE CONTRACTOR TO PROVIDE A QUICK COUPLER ADJACENT TO TRASH ENCLOSURE.

INSIDE – WALL ENCLOSURE DIMENSIONS			
	A	B	GATES
SINGLE BIN	16'-0"	19'-3"	ONE PAIR

GREASE BARREL ENCLOSURE WHERE APPLICABLE, SEE NOTE #3.



G CANE BOLTS
SCALE: 1 1/2"=1'-0"

TRASH ENCLOSURE PLAN, ELEVATIONS AND DETAILS

SCALE
AS NOTED

Exhibit C

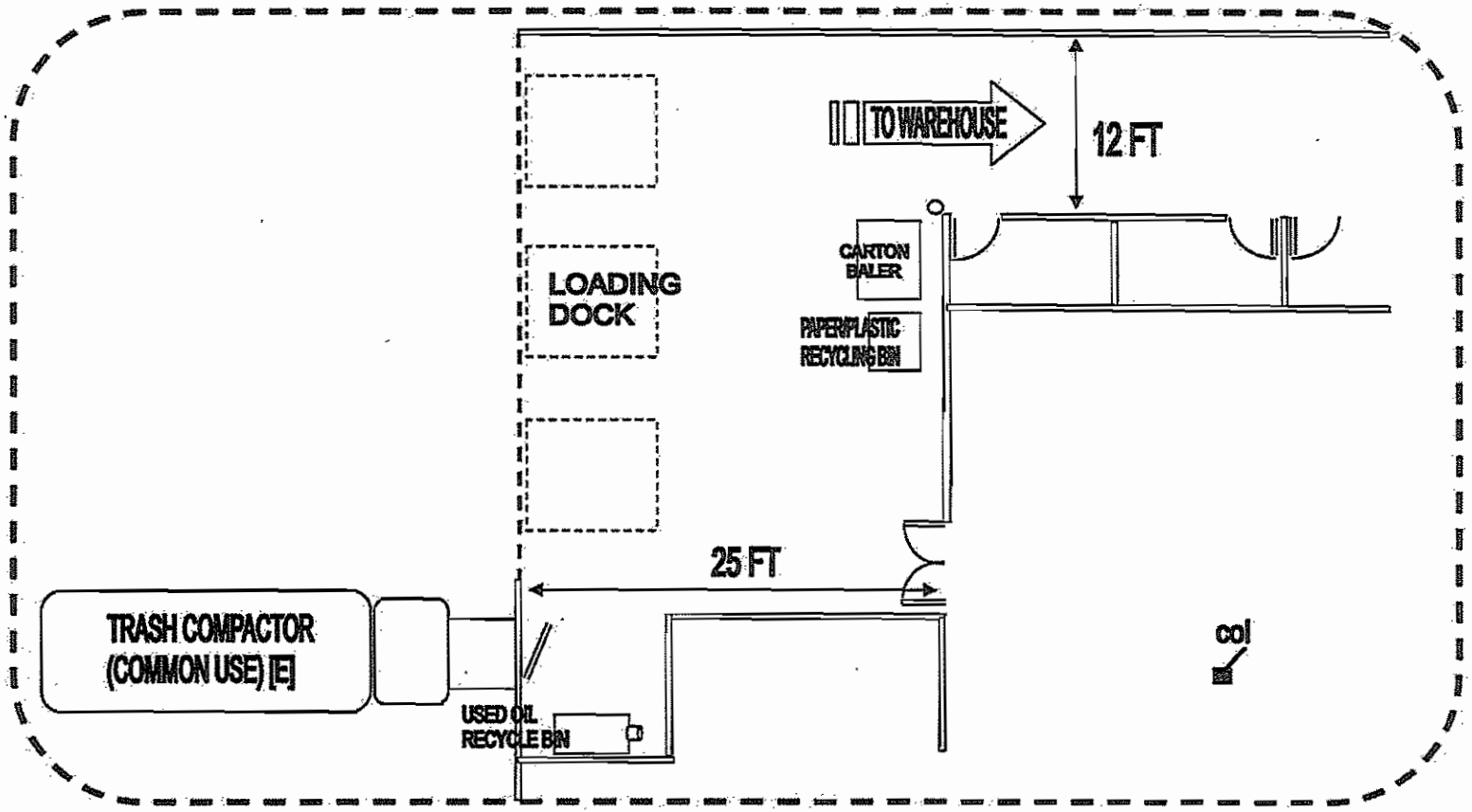
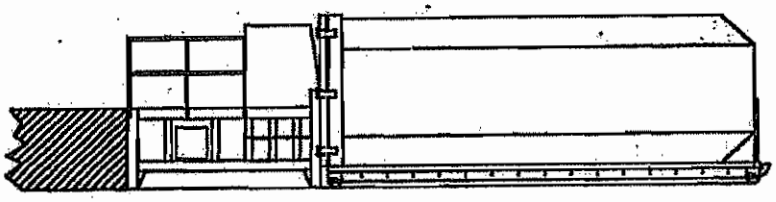
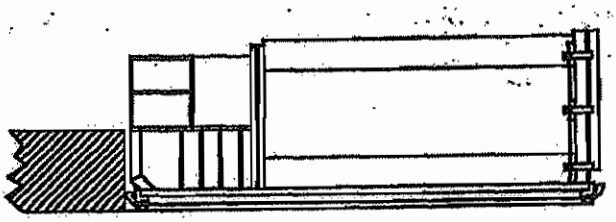

TO WAREHOUSE
12 FT
CARTON BALER
PAPER/PLASTIC RECYCLING BIN
LOADING DOCK
25 FT
TRASH COMPACTOR (COMMON USE) [E]
USED OIL RECYCLE BIN
COI

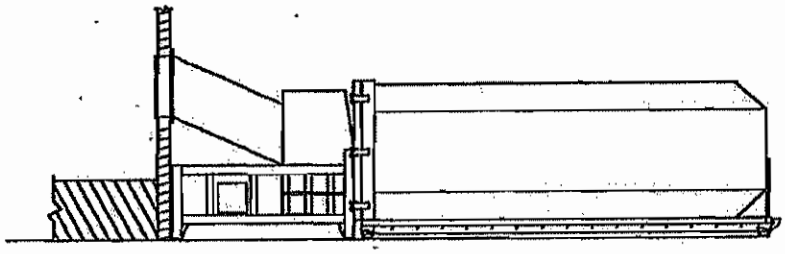
Exhibit D



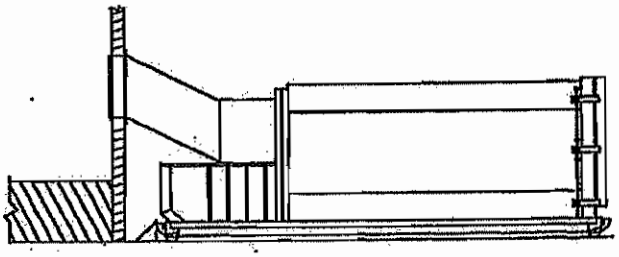
TYPICAL STATIONARY COMPACTOR AND OCTAGONAL CONTAINER WITH DOCK MOUNT INSTALLATION



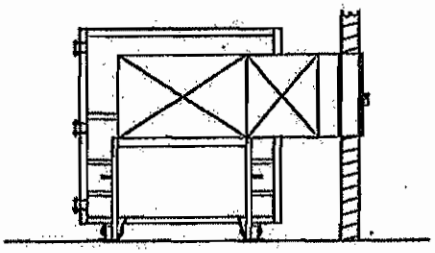
TYPICAL SELF-CONTAINED COMPACTOR WITH DOCK MOUNT INSTALLATION



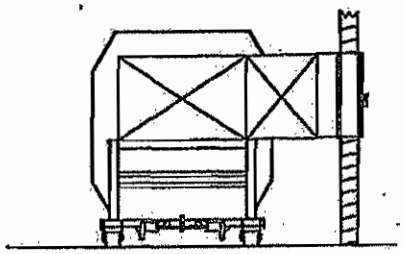
TYPICAL STATIONARY COMPACTOR AND OCTAGONAL CONTAINER WITH REAR FEED SECURITY CHUTE



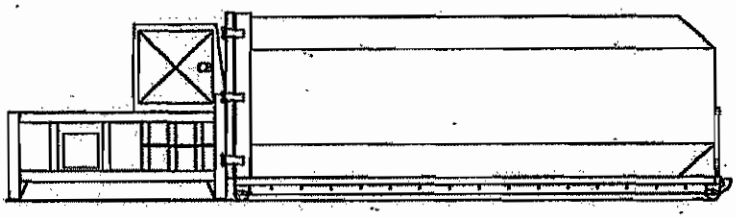
TYPICAL SELF-CONTAINED COMPACTOR WITH REAR FEED SECURITY CHUTE



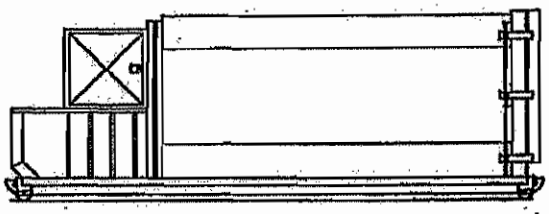
TYPICAL STATIONARY COMPACTOR AND OCTAGONAL CONTAINER WITH SIDE FEED SECURITY CHUTE



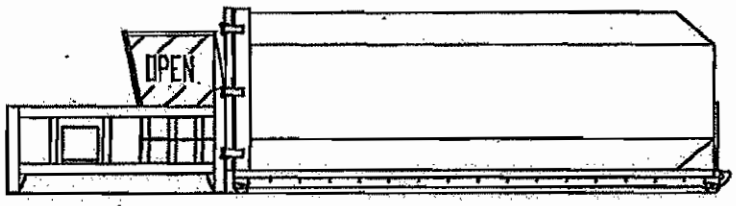
TYPICAL SELF-CONTAINED COMPACTOR WITH SIDE FEED SECURITY CHUTE



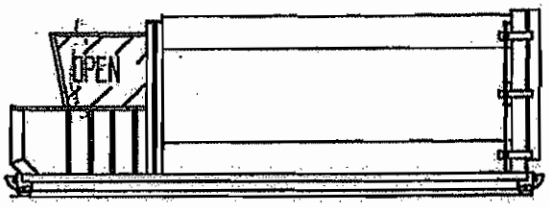
TYPICAL STATIONARY COMPACTOR AND OCTAGONAL CONTAINER WITH FULL ENCLOSED DOG HOUSE AND DOOR



TYPICAL SELF-CONTAINED COMPACTOR WITH FULL ENCLOSED DOG HOUSE AND DOOR

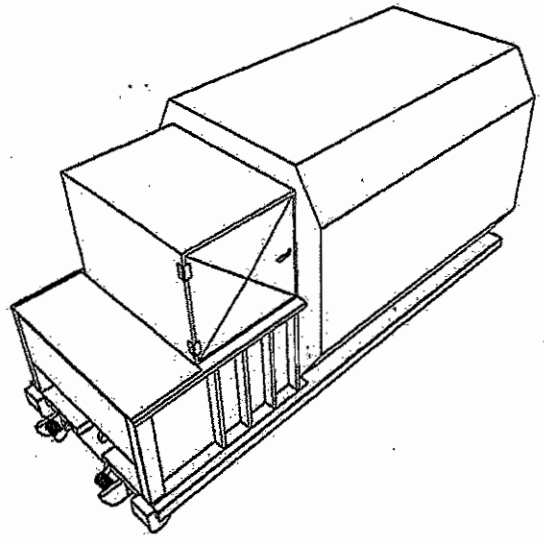


TYPICAL STATIONARY COMPACTOR AND OCTAGONAL CONTAINER WITH OPEN SIDE DOG HOUSE

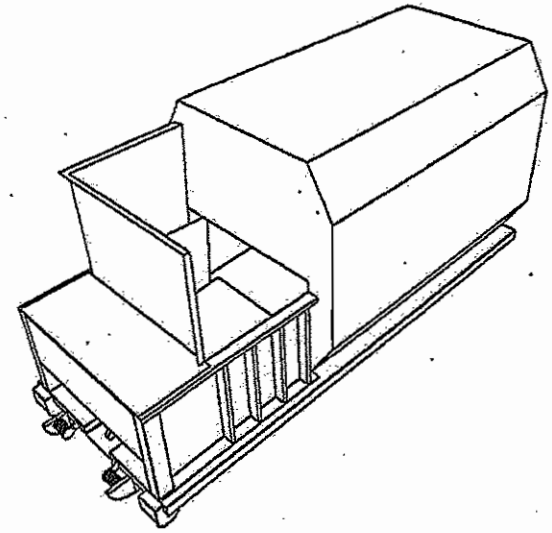


TYPICAL SELF-CONTAINED COMPACTOR WITH OPEN SIDE DOG HOUSE

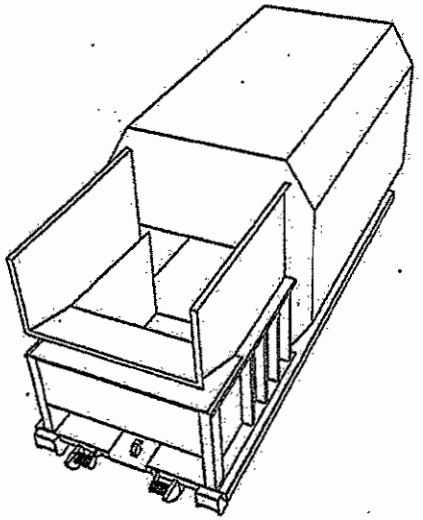
J.V. MANUFACTURING, INC.



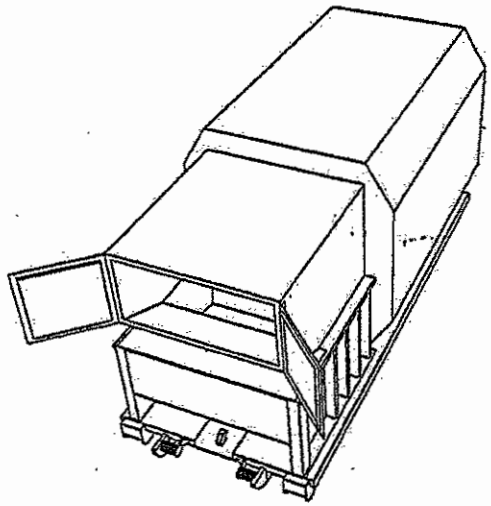
TYPICAL SELF-CONTAINED COMPACTOR
WITH FULL ENCLOSED HOPPER AND DOOR
(RIGHT HAND SHOWN)



TYPICAL SELF-CONTAINED COMPACTOR
WITH OPEN SIDE HOPPER
(RIGHT HAND SHOWN)

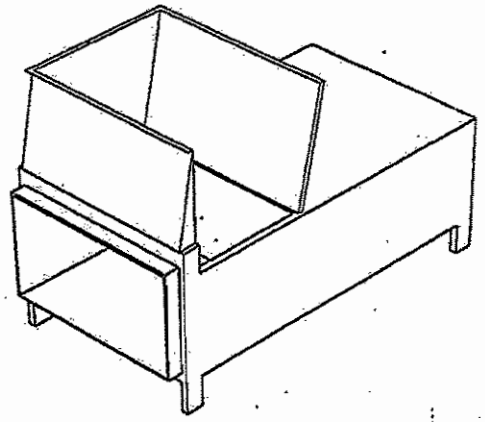


TYPICAL SEF-CONTAINED COMPACTOR
WITH OPEN TOP HOPPER
FLARED TO REAR

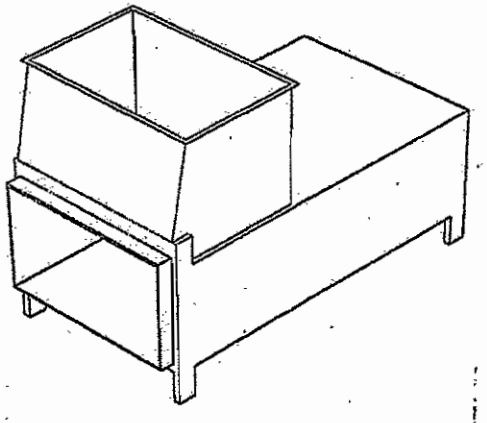


TYPICAL SELF-CONTAINED COMPACTOR
WITH ENCLOSED HOPPER FLARED TO REAR
WITH REAR BARN DOORS

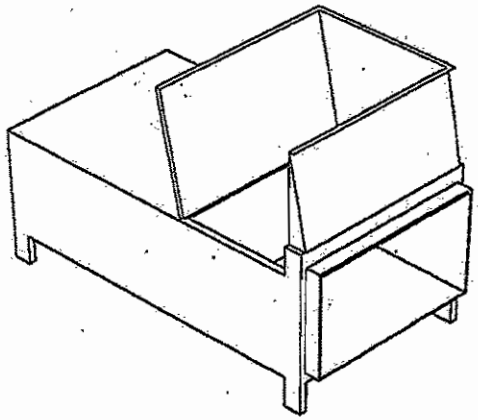
Notes:
** Magnetic Safety Interlock Included*



LEFT-HAND HOPPER

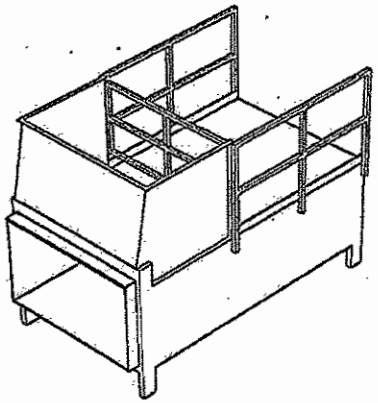


FOUR SIDED HOPPER

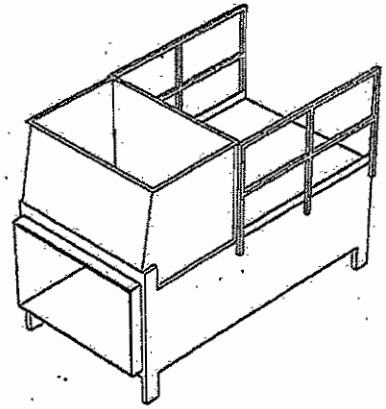


RIGHT-HAND HOPPER

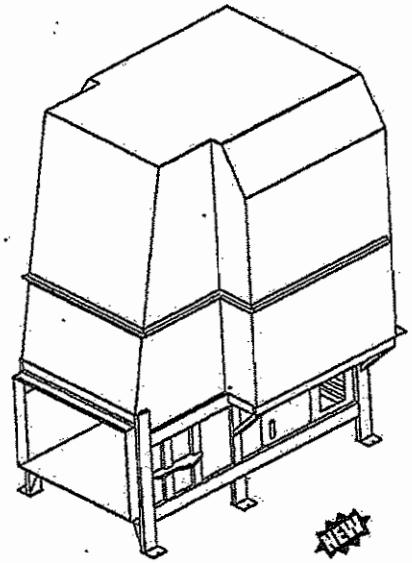
Notes:
** Magnetic Safety Interlock Included*
§ Option not available on CO-02



DOCK MOUNT MACHINE -
Rear Feed Hopper, Safety Gate, Handrails, and Deck Plate



DOCK MOUNT MACHINE -
Four Sided Hopper, Handrails, and Deck Plate



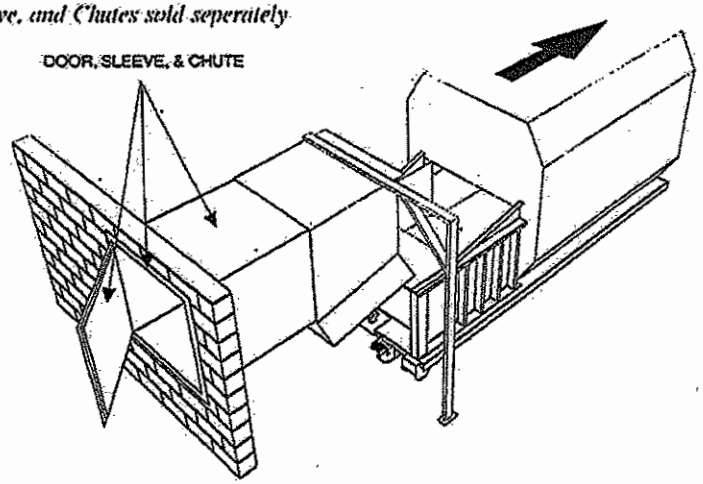
FULL ENCLOSURE -

Notes:

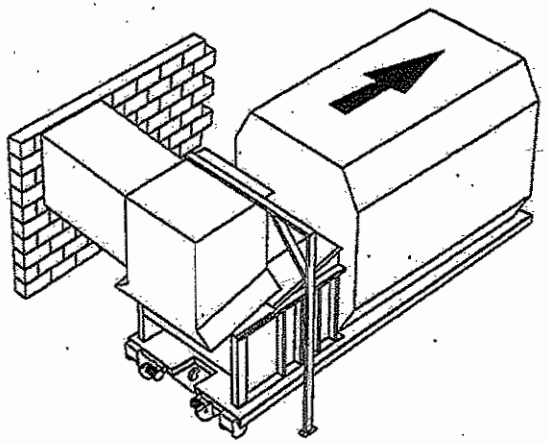
** Magnetic Safety Interlock Included.*

† Must be ordered with "Dead- man" Control Option

• Door, Sleeve, and Chutes sold seperately



***TYPICAL SELF-CONTAINED COMPACTOR**
WITH THRU-THE-WALL BREAK-A-WAY HOPPER
(REAR FEED SHOWN)



***TYPICAL SELF-CONTAINED COMPACTOR**
WITH THRU-THE-WALL BREAK-A-WAY HOPPER
(SIDE FEED SHOWN)

MARATHON EQUIPMENT COMPANY

RJ-250 SC

Self-Contained Compactor with 15 to 39 Cubic Yard Capacity Container

Signature SERIES

UL Listed

RJ-250SC with optional doghouse hopper.

RJ-250SC Features

- Great for high liquid waste
- Large 41" x 58" Feed Opening
- 10 HP Submerged Power Unit
- Full Door Seal with "P" Seal
- Bubble Gate with Auto Relatch and Double-Hinge Door
- Qwik Clean® Tank
- CYCON Life-Xtender® Cyclic Control System
- Signature Series Warranty

MARATHON® A DOVER COMPANY

WHY MARATHON IS THE PREFERRED CHOICE

Compare a Marathon RJ-250 with any other self-contained compactor on the market, and you'll quickly discover why Marathon is the preferred choice of discriminating buyers.

Components are selected for **longevity and minimum maintenance**, with special attention given to the selection of highly sensitive components. Stress engineering provides the optimum degree of structural integrity. Only the best materials are used. The highest standards of quality are observed in the manufacturing process. That's why you'll find Marathon Compactors "packing trash" long after other makes have failed!

The RJ-250 units are state-of-the-art in roll-off self-contained compactors featuring **oversized feed opening and expanded container storage capacity.** The RJ-250 Compactors are designed to store and transport your waste, prevent contamination of your work and public areas in accordance with public health department requirements, improve working conditions for your employees and reduce disposal costs.

Both the RJ-250SC and RJ-250HT Compactors **can be customized with a variety of loading arrangements** to suit your specific needs. The RJ-250HT is particularly well suited for security chute-fed and dock-fed applications where maneuvering space for the collection vehicle is limited. Unique to the RJ-250HT, the compactor is built into the same door through which the compacted refuse is later emptied. This eliminates the need for the additional space necessary for the time-consuming double "turn-around" maneuver required for conventional self-contained models.

Specifications:

Charge Box Capacity		
[Mfrs. Rating]	1.7 cu yd	1.30 m³
[WASTEC Rating]	1.31 cu yd	1.00 m³
Clear Top Opening	41"L x 58"W	1041 mm x 1473 mm

Performance Characteristics:

Cycle Time	33 s	33 s
Total Normal Force	39,900 lb	177 kN
Total Maximum Force	49,500 lb	220 kN
Normal Ram Face Pressure	27.1 psi	189 kPa
Maximum Ram Face Pressure	33.7 psi	235 kPa
Ram Penetration	6"	152 mm

Electrical Equipment:

Submerged Power Unit		
Electric Motor 3/60/230-460	10 hp	7.5 kW
Electric Control Voltage	120 VAC	120 VAC
Panel Box Assembly		
UL Rated	Key Operated	

All Circuits Fused - 3 Push Button StationStart/Stop/Reverse

Hydraulic Equipment:

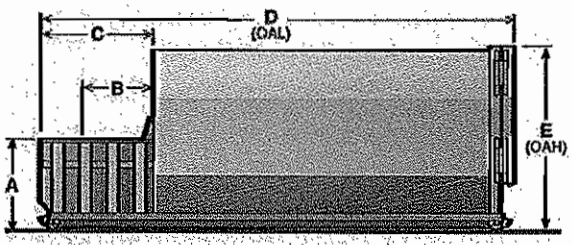
Hydraulic Pump	10 gpm	38 L/min
Normal Pressure	1850 psi	128 bar
Maximum Pressure	2300 psi	159 bar
Hydraulic Cylinders (2) - Bore	4"	102 mm
- Rod	2-1/2"	64 mm

RJ-250SC/RJ-250HT FEATURES:

- Exclusive 41" x 58" feed opening to handle large, bulky items!
- **Continuous feeding capability** – even while compactor is operating!
- Adaptable to special loading systems such as large capacity hoppers, security chutes or total enclosures.
- Total odor and pest control via Marathon's Ozone Odor Control option
- Easy loading from either ground or dock level.
- Over 24 tons of crushing force to reduce refuse to a fraction of its former size **saving valuable space.**
- Fits into same space as the pace-setting RJ-100SC Ultra! Extra length roll-off hoist is not required!
- Easy and fast installation! Installation costs are cut by half over conventional compaction systems.
- Fire hose connection provided on each unit.
- Factory testing to assure leakproof construction.
- **UL Listed.**
- Also available as **GreenBuilt**® featuring solar or 5 HP high efficiency power units and other environmentally friendly components.

Signature Series Warranty

Featuring 3 Years Structure
2 Years Components
6 Months Labor

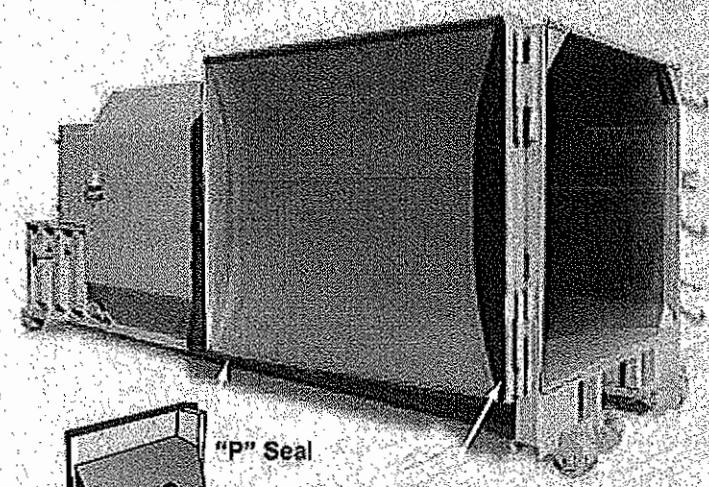


Dimensions not shown: 8'-4-1/8" (2543mm) Overall Width
Ground Roller Widths: 61 7/8" (1569mm) Inside Rollers
67 3/8" (1712mm) Roller Centers
72 7/8" (1851mm) Outside Rollers

RJ-250SC	A	B	C	D**	E	LBS.
15 cu yds	4' – 0" *1219mm*	3' – 7-1/4" *1099mm*	5' – 7" *1702mm*	14' – 3" *4343mm*	7' – 5" *2261mm*	8,860 *4019kg*
20 cu yds	4' – 0" *1219mm*	3' – 7-1/4" *1099mm*	5' – 7" *1702mm*	17' – 4" *5283mm*	7' – 5" *2261mm*	9,520 *4318kg*
25 cu yds	4' – 0" *1219mm*	3' – 7-1/4" *1099mm*	5' – 7" *1702mm*	17' – 10" *5436mm*	8' – 8" *2642mm*	10,030 *4550kg*
30 cu yds	4' – 0" *1219mm*	3' – 7-1/4" *1099mm*	5' – 7" *1702mm*	20' – 5" *6223mm*	8' – 8" *2642mm*	10,620 *4818kg*
34 cu yds	4' – 0" *1219mm*	3' – 7-1/4" *1099mm*	5' – 7" *1702mm*	22' – 5" *6833mm*	8' – 8" *2642mm*	11,130 *5049kg*
39 cu yds	4' – 0" *1219mm*	3' – 7-1/4" *1099mm*	5' – 7" *1702mm*	24' – 11-1/2" *7607mm*	8' – 8" *2642mm*	11,790 *5348kg*
RJ-250HT	**A**	**B**	**C**	**D***	**E**	**LBS.**
25 cu yds	4' – 1" *1245mm*	3' – 7-1/4" *1099mm*	5' – 7" *1702mm*	20' – 9-1/2" *6337mm*	8' – 6** *2591mm*	11,104 *4173kg*
29 cu yds	4' – 1" *1245mm*	3' – 7-1/4" *1099mm*	5' – 7" *1702mm*	23' – 1" *7036mm*	8' – 6** *2591mm*	11,604 *5264kg*

* Overall height with hydraulic tailgate raised: 16'-6". Hoist should be equipped with selector valve (1500 psi minimum) in order to control hydraulic tailgate.

** Other lengths available. Call factory for details.



Marathon's Patented...

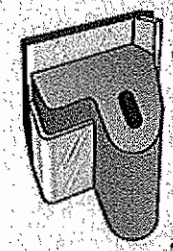
*CYCON Cyclic Control System

Standard on all RJ-250SC and 250HT Compactors

- Reliable, solid state circuitry eliminating all pressure and limit switches
- Extended cylinder and hose wear life – guaranteed by CYCON's no-shock cycle control
- Automatic "container full assurance system" – the ram dwells against the load at full pressure resulting in better compaction
- Smoother running, quieter operation
- Advanced hydraulic design allows the system to operate at minimum pressure levels except when actually packing solid waste
- More accurate Advanced Warning or Container Full options
- Dramatically improved cold weather performance

*U.S. Patent #4660646

CYCON Life-Xtender



"P" Seal

The "P" shaped **Door Seal** is specially designed for portable compaction/ containers to provide a superior water tight closure. The mounting is engineered for quick and easy installation when replacement is necessary, requiring no field fitting, cutting or welding.

**Patented Double-Hinge with Bronze Bushing

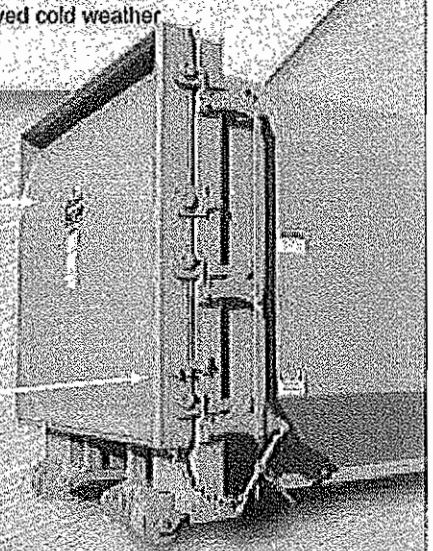
Every RJ-250SC is tested for water tightness before leaving the factory. Liquid retention is assured by the incredible **Double-Hinge!** It creates uniform seal compression while eliminating seal "scrubbing" and damage so often encountered with competitive designs. The **Double-Hinge** also saves expensive driver and truck time because only one easy-to-operate ratchet makes it work.

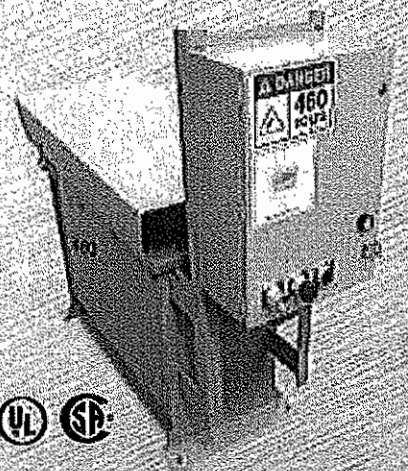
**U.S. Patent #4741455

Bubble Gate & Auto Relatch

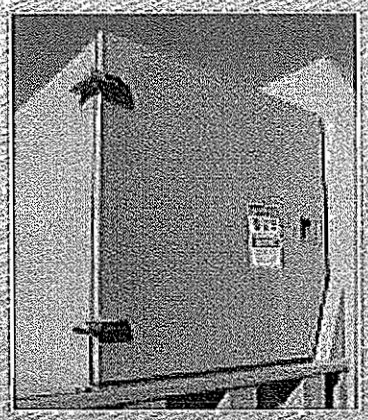
The innovative **"Bubble Gate"** adds a full cubic yard to container capacity! Superior compaction ratios result from its special curved shape! These two unique benefits **reduce costs of disposal.**

The ultimate in latch systems, Marathon's **"Auto Relatch"** eliminates the need to hold door while operating the latch ratchet. The design allows operator to use both hands on the ratchet.

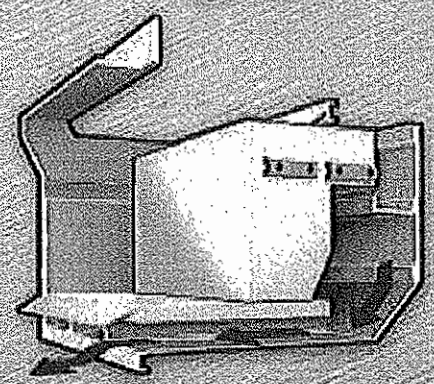




Superior to mounted power packs, the **Remote Submerged Power Pack** remains free of damage caused by jolting during transit to and from disposal site and problems caused by severe dust conditions found at the landfills. There are no electrical connections to "make" and "break" – two simple-to-use hydraulic quick disconnects couple power unit to packing head. The **Weather Cover** for the Remote Power Pack is standard, as is the **UL** and **CSA** rated Power Box Assembly.



The optional doghouse offers a totally enclosed charge box with extra large door opening (42"W x 40 5/8"H) and flush lockable latch.

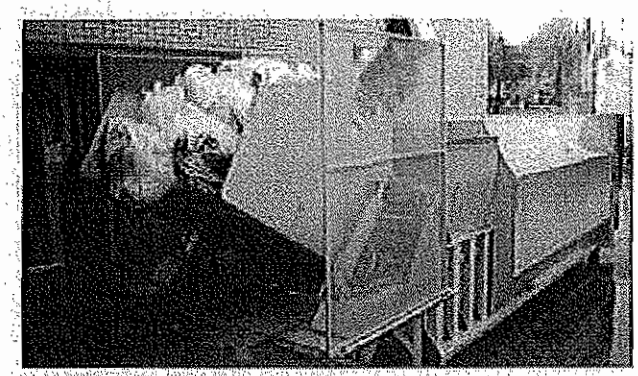


The **Qwik Clean® Tank** feature, standard on all RJ-250SC and RJ-250HT Compactor/ Containers, funnels any liquid seepage which can occur during compaction into an enclosed area underneath the charge box floor. The liquid is automatically discharged at the disposal site, in effect flushing the container and the area behind the ram.

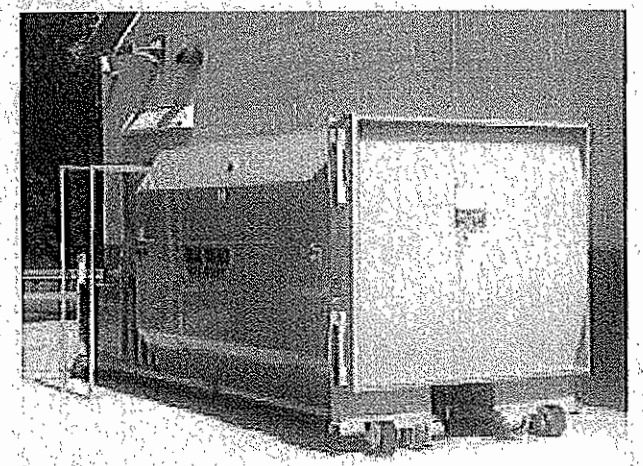
The 12" high, 750 gallon capacity **sump area** is designed to provide easier hook access for roll-off drivers.

RAMJET RJ-250SC SERIES

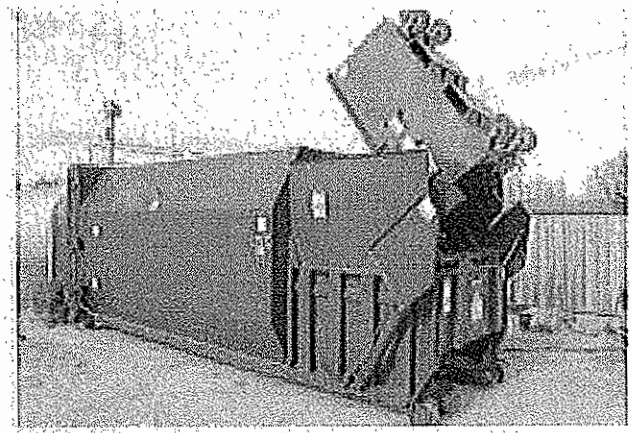
Medical centers generally require a high degree of security and sanitation. The RJ-250SC provides both. Waste is safely stored out of reach of scavengers. Sanitary conditions are enhanced even further with the Marathon Ozone Odor Control System which destroys odor-producing bacteria by molecular reaction! At this medical center installation, cardboard is the main material processed for the purpose of recycling with a customized dock application and a 48 gallon cart dumper system installed.



This RJ-250SC, located at a hospital, is fed by a tipper on the dock and a conveyor system. The conveyor directs shredded "red bag" waste from a Marathon medical waste handling system. The self-contained compactor effectively solves spillage and leakage problems associated with conventional stationary compactors and containers.



This major retailer is one of the first to adopt a "green" policy that included compaction equipment. This installation features a GreenBuilt RJ-100 SC with a Solar Power Unit with biodegradable hydraulic fluid and cushioned ground rollers.



Equipped with an integral ground level cart dumper system, this RJ-250SC is ideal for sprawling apartment complexes, shopping centers, parks, resorts and other applications where a centralized disposal system is needed. "Trainable" carts can be located in convenient locations throughout the facility and periodically towed to the compactor.

The compactor ram automatically retracts when cart is being lifted so that the full capacity of charge box is available for trash being dumped. Forks remain in "full dump" position for transit to and from landfill.

RJ-250SC

Authorized Distributor:

RENTAL & LEASING PROGRAMS AVAILABLE

Visit our web site: **MarathonEquipment.com**

MARATHON® A DOVER COMPANY

MARATHON EQUIPMENT COMPANY

P.O. Box 1798 • Vernon, AL 35592-1798 USA • (205) 695-9105 fax (205) 695-7250 1-800-633-8974

130 Hwy. 339 • Yerington, NV 89447 USA • (775) 463-4030 fax (775) 463-4531 1-800-524-5724

1102 Industrial Park Rd. • Clearfield, PA 16830 USA • (814) 765-0200 fax (814) 765-2072 1-800-922-7062

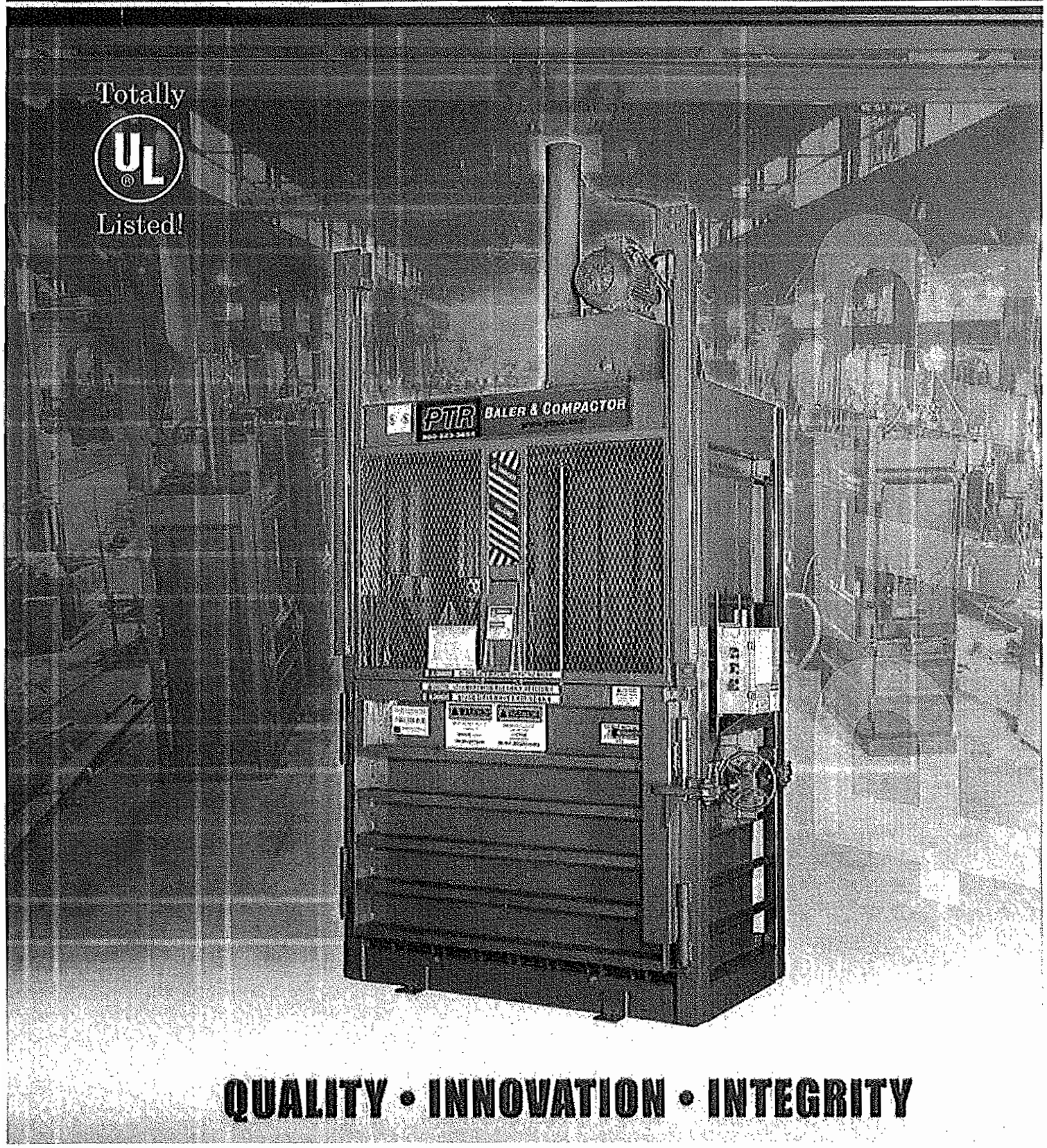
Pictures in this literature are illustrative only. Specifications are subject to change without notice in order to accommodate improvements to the equipment. Certified in compliance with ANSI Regulation Z245.2, all OSHA standards, and certified under WASTEC's Stationary Compactor Certification Program. Products must be used with safe practice and in accordance with said regulations and standards.

SP-3M-10/2008 ©2008 Marathon Equipment Company Printed on recycled paper in the USA

PTR
BALER & COMPACTOR

HYDRAULIC BALERS

For Dependable, Cost-Saving Waste Management



QUALITY • INNOVATION • INTEGRITY

STRENGTH • SAFETY • PERFORMANCE

MODEL 3400 HD
HIGH DENSITY BALER

CONCEALED PROXIMITY safety switch prevents automatic operation unless the gate is fully closed, and reduces operator influence.

HEAVY DUTY CYLINDER with specially designed seals for quiet performance and long life.

HIGH-EFFICIENCY TEFC MOTOR combined with a shockless valve and a high pressure gear pump for quiet, efficient operation.

ENCLOSED ROLLER CHAINS AND SPROCKETS with oiltight bearings provide positive tracking for easier gate operation.

RAM GUIDES prevent platen from cocking when the chamber is unevenly loaded.

RECESSED ELECTRICAL CONTROLS with protected pushbuttons.

SAFETY SWITCH prevents automatic baler operation unless the door is fully closed and locked.

HEAVY-DUTY LARGE WHEEL LOCK for operator safety and gradual release of door pressure.

FRONT AND REAR RETAINER DOG SYSTEM.

SPLINED CONNECTIONS on shafts and couplings for longer life, more durability and easier maintenance.

BALE EJECTION SYSTEM with automatic ejector release.

NYLATRON WEAR PADS eliminating all metal-on-metal contact areas.

EXTERNAL RESET PUSH-BUTTON for motor starter overload eliminates personel from having to open the control box.

OPTIONAL "GATE-SECURE" LOCKING SYSTEM FOR TOTAL FEED GATE SAFETY MANAGEMENT!

THE EMPHASIS IS ON SAFETY

THE SAFETY OF THE USER IS OF PRIMARY IMPORTANCE IN THE DESIGN OF ALL PTR HYDRAULIC BALERS.

A HEAVY DUTY MAGNETIC FIELD PROXIMITY SWITCH at a high, partially concealed location reduces the risk of misuse or open-gate operation. The switch senses that the counter-weight inside the gate support is raised when the gate is lowered, and allows automatic operation.

SIDE WHEEL LOCK releases the pressure slowly before the door is opened for the safety of the operator.

MANUAL SAFETY GATE must be closed before the baler can be operated. If the gate is raised during operation, the platen will stop.

PROTECTED PUSHBUTTONS reduce the possibility of mis-operation.

SAFETY SIGNS advise the operator on proper use and caution against unsafe practices.

THE PLATEN has been engineered to eliminate all stress on the connection pin between the cylinder and the platen, reducing the possibility of failure and injury.

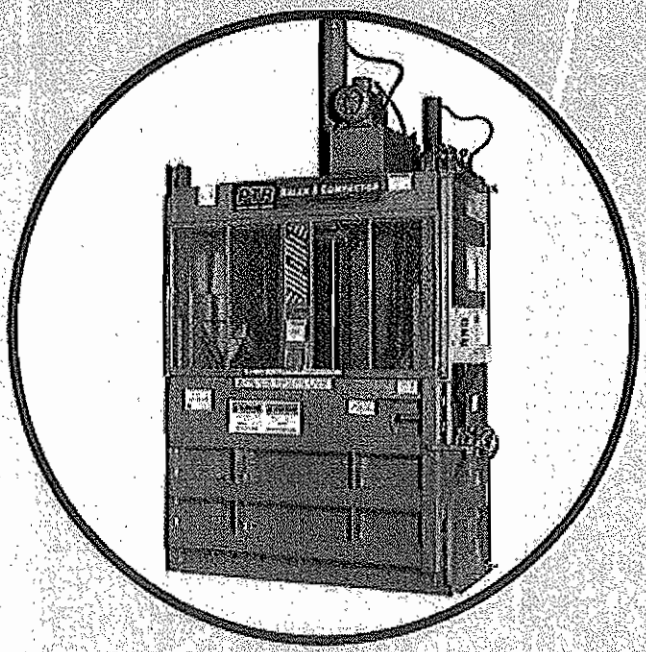
HEAVY DUTY CONSTRUCTION, certified welding, plant testing, and rigid Quality Control inspection provide unsurpassed **QUALITY, STRENGTH,** and **DURABILITY.**

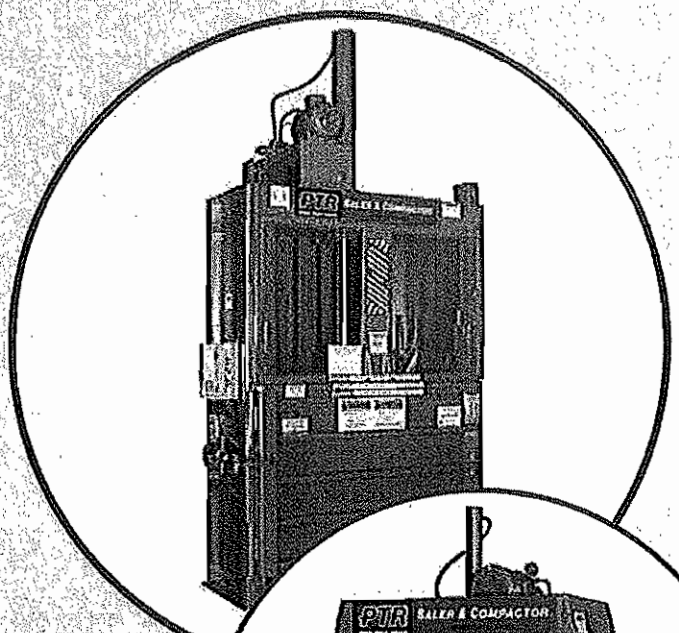
HYDRAULIC BALERS... ENGINEERED FOR SUP

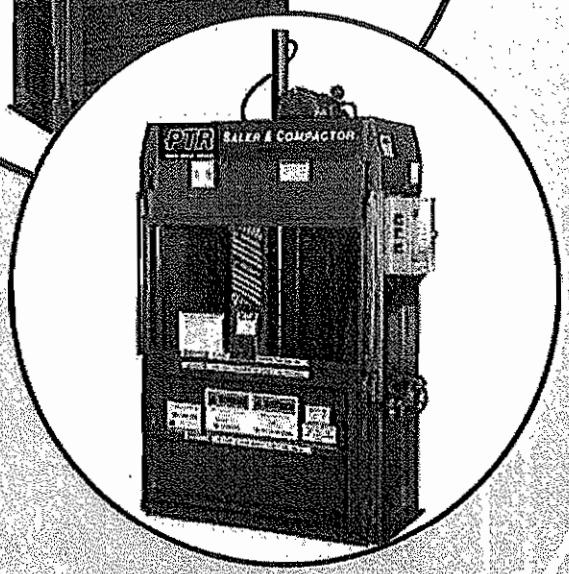
THE BEST BALER IN THE BUSINESS

PTR is a recognized source of high quality products manufactured for safety and long life. From our first 60" downstroke, high-density baler capable of producing bales of over 1,000 lbs. to our current line of Hydraulic Balers, PTR represents years of developmental design, testing, and quality control.

When you order a PTR Baler for any type of recycling requirement, the benefits of our experience will be immediately apparent. Many advanced design features combine to make operation easy without sacrificing safety. Our balers can handle your toughest requirements with routine efficiency at a low maintenance cost for many, many years.







STANDARD FEATURES (TOTAL U.L. APPROVAL)

- Key-Operated ON/OFF Switch
- Soft Shift Shockless Hydraulic System
- Safetyinterlocks on Baler Door & Safety Gate
- Motor Overload Protection
- Factory Wired for Easy Installation
- Factory Testing and Engineering Inspection
- Extended Warranty on Defective Parts
- Comprehensive Maintenance and Safety Manual
- Installation Hardware and Accessories
- 24 hour 1-800 Customer Service Hotline
- Safety/Training Videotape Supplied with each Baler
- Starter Bundle of Baling Wire & Poker Bar

OPTIONAL EXTRAS:

- Automatic Bale Sizer with Full Bale Light
- Outdoor Protective Finish
- Outdoor Rain Shields for Power & Electrical Controls
- Oil Heater for Outdoor Service
- Leaf Type Ejection Chain with Double Chain Pins
- Wall Brackets for Bale Tie Storage
- 550 VOLT Motor
- Side Mounted Power Pack
- Automatic Ejection System
- Wire Tie Guides

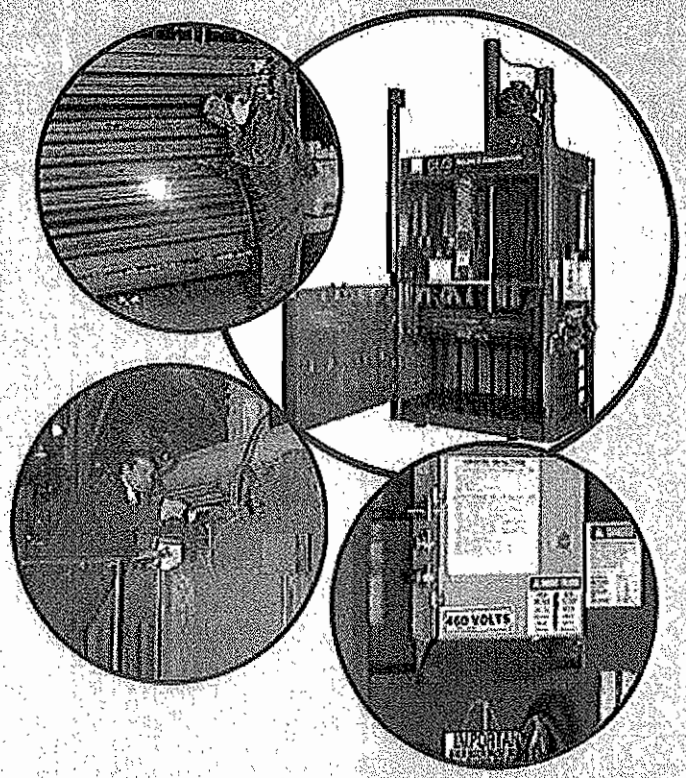
ERIOR DURABILITY AND MAXIMUM SAFETY.

RUGGED CONSTRUCTION

High quality welding is an important contributor to extended baler life. PTR has worked closely with the nation's leading welding experts to develop balers with the highest quality and strength in the welds. Baler frames and components are positioned to ensure maximum penetration. Certified welders follow a special process to weld the critical inner core of the platen.

Every baler is thoroughly factory tested to ensure that the safety devices, cylinder, door lock, gate, power pack, and frame meet PTR's high quality standard.

At PTR, we take every step necessary to ensure delivery of the finest balers possible. After testing, each unit is inspected by a member of our Quality Control Department to verify performance and appearance.

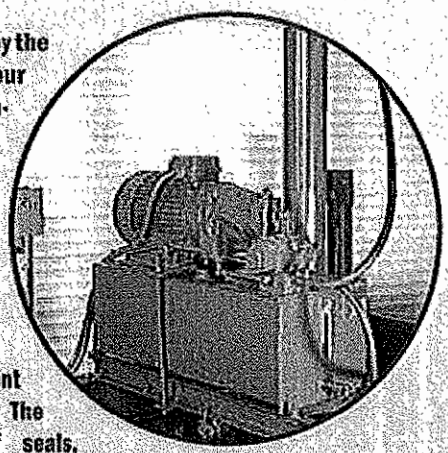


DESIGN FEATURES

The platen is the most critical area of design and construction in a high-density baler. PTR's Balers feature heavy duty platens of structural steel design, engineered to eliminate all stress on the connection pin between the cylinder and the platen during compression. This minimizes the possibility of pin failure and an operator injury.

In our high-density models, stress is reduced by replaceable wear pads and the close-tolerance fit of the platen inside the baler chamber. This protects the structure, platen, and cylinder from the effects of stress and allows longer, low-maintenance performance.

Energy savings are realized by the unique combination of our hydraulic system, high-torque motor, and other design factors which use half the power of other high-density balers. This increase in efficiency will result in significant savings year after year.



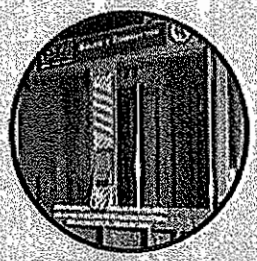
The cylinder is a key component in good baler performance. The engineered combination of seals, piston, and gland provide superior bearing quality in our cylinders. They are designed to compensate for side loads and are furnished with a thick steel cap to eliminate flexing under pressure. These features combine to provide many years of quiet, efficient performance.

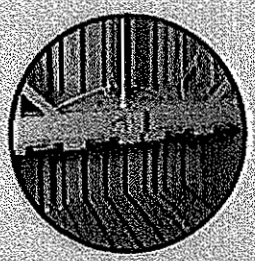
The safety gate operates with a minimum of operator effort, due to the enclosed roller chain mounted on sprockets with oilite bearings. Our concealed safety switch prevents operation in the automatic mode unless the gate is fully closed.

A pressure gauge is mounted prominently on the baler, allowing the operator to check periodically to ensure proper operating pressure. The pressure can be adjusted, if necessary.

A dual set of retainer dogs prevents corrugated material from bouncing back up into the loading chamber. Retractable dogs at the upper level of the door are standard on our rugged Model 5000 HD and 7200 HD. The side wheel lock gradually releases the pressure for the operator's safety, preventing the door from opening suddenly. The protected position of the electrical controls minimizes the risk of damage.

A metal plate, detailing the operator instructions on the proper use of the baler and the wiring and ejection of the bale, is fastened onto every control box with tamper-proof screws. In accordance with ANSI standards, the control box is labeled with the proper warnings and a keyed on/off switch is utilized.





A MODEL FOR EVERY BALING REQUIREMENT:

PTR offers several baler models to meet any recycling or waste application. Each baler is manufactured for superior strength, safety, reliable performance, and durability.

MODELS 324, 360 & 420: The Model 324 (24") & 360 (36") are designed for use in areas with very tight space requirements. Our newest model, the 420 (42",) provides a heavier bale while fitting within a limited space.

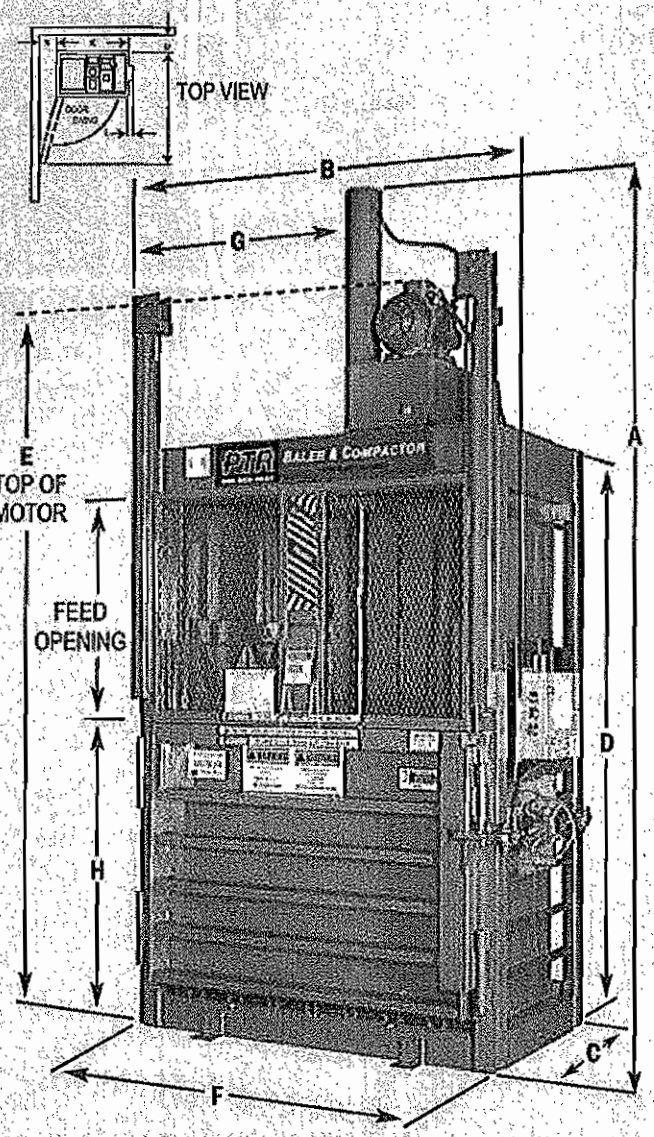
MODELS 1800 HD & 3600 HDLP: These low profile balers are ideal for applications with limited space or low clearance. The 3600 HDLP can fit under an 8' ceiling.

MODEL 2300 HD: A standard/high density baler constructed with heavy-duty structural steel and jig-fixtured components. The 2300 HD can produce bales up to 1,100 lbs.

MODEL 3400 HD: PTR's most popular high density baler, producing 1,000 to 1,300 lb. bales of corrugated material. It is ideal for supermarkets, chain stores, department stores, drug stores, and other commercial applications. The Model 3400 HD will produce dense, heavy bales which will reduce the cost of storage space, handling, and transportation while maximizing recycling revenue.

MODEL 5000 HD: This extremely rugged, high density baler is constructed of heavy-duty structural steel components combined with a large industrial strength motor for superior performance in heavy-duty industrial or recycling applications.

MODEL 7200 HD: PTR's largest & most powerful baler, providing bale weights of up to 1,800 lbs. The 7200 HD is ideal for warehouses, distribution centers, and recycling operations.



	Model	324*	360*	420*	1800 HD	2300 HD*	3400 HD*	3600 HDLP Low Profile	5000 HD Ind. Heavy Duty	7230*	7200 HD Ind. Heavy Duty
Dimensions	A	7'-10"	7'-11"	7'-11"	7'-11"	12'-8"	12'-7"	7'-11"	12'-6"	12'-6"	12'-6"
	B	3'-8"	4'-2"	4'-10"	4'-10"	6'-3"	6'-5"	6'-9"	6'-5"	7'-3"	7'-3"
	C	2'-8"	2'-10"	2'-10"	2'-10"	3'-9"	3'-10"	4'-5"	3'-11"	3'-2"	4'-10"
	D	5'-1"	5'-3"	5'-4"	5'-4"	8'-8"	8'-7"	6'-2"	8'-7"	8'-6"	8'-7"
	E	6'-9"	6'-8"	7'-2"	7'-2"	10'-9"	10'-8"	7'-11"	10'-11"	10'-8"	10'-11"
	F	3'-3"	3'-9"	4'-5"	4'-5"	5'-8"	5'-10"	5'-11"	5'-11"	6'-8"	6'-9"
	G	1'-8"	1'-10"	2'-2"	2'-2"	3'-5"	3'-5"	3'-5"	3'-5"	3'-6"	3'-5"
	H	2'-3"	2'-8"	2'-8"	2'-8"	4'-8	4'-6"	2'-9"	4'-5"	4'-6"	4'-5"
Clearances	I	2'-0"	1'-7"	1'-7"	1'-7"	2'-3"	2'-3"	1'-7"	2'-2"	2'-2"	2'-2"
	J	5'-0"	5'-6"	6'-2"	6'-2"	8'-5"	8'-9"	9'-1"	9'-1"	10'-8"	10'-8"
	K	3'-5"	3'-6"	4'-0"	4'-0"	5'-9"	5'-9"	5'-10"	5'-9"	6'-6"	6'-6"
	L	0'-5"	0'-5"	0'-5"	0'-5"	0'-7"	0'-7"	0'-7"	0'-7"	0'-7"	0'-7"
	M	1'-6"	1'-6"	1'-6"	1'-6"	1'-6"	1'-6"	1'-6"	1'-6"	1'-6"	1'-6"
	N	1'-6"	1'-6"	1'-6"	1'-6"	1'-6"	1'-6"	1'-6"	1'-6"	1'-6"	1'-6"
Bale Size	Width (in)	20	36	42	48	60	60	60	60	72	72
	Depth (in)	24	24	22	30	30	30	36	30	30	42
	Height (in)	30	30	30	36	48	48	30	48	48	48
	Bale Weight (lbs)	50 to 125	100 to 250	200 to 400	400 to 600	850 to 1100	1000 to 1300	600 to 800	1100 to 2000	1100 to 1500	1500 to 1800
Cylinder (bore)		3 x 32	3 x 32	3 x 32	8 x 48	6 x 48	6 x 48	6 x 27	7 x 48	6 x 48	7 x 48
Pump (gpm)		3.7	3.7	3.7	10.5	10.5	10.5	10.5	15	10	15
Hinge		LH	LH	LH	LH	LH/RH	LH/RH	LH	LH	LH	LH
Motor HP		3	3	3	10	10	10 H.T.	10 H.T.	20 H.D.	10 H.T.	20 H.D.
System Press (psi)		1600	1600	1600	1700	2000	2400	2400	2100	2400	2500
Platen Press (lbs)		14,800	14,800	14,800	65,000	70,000	84,700	84,700	102,000	70,650	115,000
Cycle Time (sec)		30	30	30	50	50	50	32	53	53	53
Control Volt (v)		120	120	120	120	120	120	120	120	120	120
Bale Ties		2 (14 ga., 9')	2 (14 ga., 9')	4 (14 ga., 9')	4 (14 ga., 14')	5 (14 ga., 14')	5 (14 ga., 14')	5 (14 ga., 14')	5 (12 ga., 16')	5 (14ga., 16')	6 (12 ga., 16')
Electrical		208 - 230/460 volt, 3 Phase, NEMA 12									
Finish		Semi Gloss Machinery Green									

* HD and low profile models available

OUR COMPLETE CUSTOMER SERVICE BEGINS THE MOMENT WE RECEIVE YOUR ORDER.

Our service staff confirms all your delivery requirements. They arrange delivery and/or installation to coincide with your fixturing, electrical connection, parking lot paving, and other onsite conditions. At the time of our installation, your personnel will be instructed on safety and operation procedures.

Our Service Department is available 24 hours a day to assist you on preventive maintenance and safety checks as well as any other service needs after the installation.

Our fully stocked service trucks are manned with factory-trained technicians, who are well equipped to respond to your service needs either internally or in coordination with our Designated Service Centers throughout the U.S.A. These Centers work closely with our Service Managers to see that your needs are met 24 hours a day, 365 days a year!

RELIABILITY • EXPERIENCE • SERVICE

PTR Baler & Compactor has earned a reputation for reliable products. We are committed to providing our customers with the best balers in our industry at a competitive price. Our engineers, service technicians, production and sales personnel combine their experience and efforts towards greater safety, performance, and services.

Our experienced staff continues to introduce new concepts to our markets, provide customer assistance, improve production and minimize costs.

We hope you will choose PTR for your baler requirements - where excellent performance has been proven in thousands of applications.

For more information or a quotation, contact us today!

Distributed by:

ISSA WASTEC ANSI

PTR's Vertical Balers meet or surpass all current ANSI Z245.5, OSHA, WEMI & U.L. Safety Standards.

PTR Baler & Compactor reserves the right under its Product Improvement Program to modify construction and/or design details without reference to illustrations and/or specifications shown herein.

PTR BALER & COMPACTOR

PTR Baler & Compactor Company • 2207 E Ontario St. • Philadelphia, PA 19134
215-533-5100 • (FAX) 215-533-8907 • 800-523-3654 • www.PTRCO.com

Printed in USA.

ATTACHMENT F

STORMWATER CONTROL PLAN

for

Milpitas Lifestyle Center

1535 Landess Avenue, Milpitas

RECEIVED

JAN 23 2009

CITY OF MILPITAS
PLANNING DIVISION

REGISTERED PROFESSIONAL ENGINEER
CHARLES J. HILLIPAL
C 53325
Exp. 6/30/09
CIVIL
STATE OF CALIFORNIA

December 12, 2008

Prepared By:
BKF Engineers
255 Shoreline Drive, Suite 200
Redwood City, California 94065

Prepared For:
Ayalafil (US) Co., Inc.
255 Shoreline Drive, Suite 428
Redwood City, California 94065

TABLE OF CONTENTS

I. Project Setting **2**
- A. Project Name, Location, Description 2
- B. Existing Site Condition 2
- C. Constraints for Stormwater Control 2
- D. Hydromodification Management Requirements 2

II. Measures to Limit Imperviousness **2**

III. Selection and Preliminary Design of Treatment BMPs **2**
- A. Location 2
- B. Sizing Calculations 3
- C. Impervious and Treatment Areas 3

IV. Source Control Measures **4**

V. Summary of Permitting and Code Compliance Issues **5**

VI. BMP Maintenance Requirements **5**
- A. Maintenance Requirements 5
- B. Means to Finance and Implement BMP Maintenance 5

VII. Summary Forms **6**
- A. Construction Plan C.3 Checklist 6
- B. C.3 Data Form 6

VIII. Certification **6**

FIGURES

Figure 1 – Stormwater Control Plan **7**

TABLES

Table 1 – Surface Areas **3**

Table 2 – Source Control Measures and BMPs **4**

Table 3 – Construction Plan C.3 Checklist **6**

APPENDICES

APPENDIX A – C.3 Data Sheet

APPENDIX B – Supplemental Filterra Information

APPENDIX C – Stormwater C.3 Guidebook, Appendix L

I. Project Setting

A. Project Name, Location, Description
The Milpitas Lifestyle Center project includes limited redevelopment of a 315,600 square-foot (7.2 acre) site at 1535 Landess Avenue in Milpitas, California. The site is currently occupied by an existing Home Depot building that will be renovated to be a mall-like building housing multiple retail stores and/or restaurants. The existing shell of the building will remain and the existing structure will be expanded to include the existing garden center. The existing concrete slab in the garden center will be demolished. A new structure will be constructed in its place and will attach to the existing building. Additionally, the existing parking lot will be modified slightly to accommodate additional accessible parking and accessible paths of travel. Site access is available from both Landess Avenue and Dempsey Road.

B. Existing Site Condition
The existing site is relatively flat and mostly impervious with no stormwater treatment measures. Stormwater is collected in a series of catch basins and discharged to an existing 15" reinforced concrete pipe in Dempsey Road.

The groundwater level is assumed to be approximately 35 feet below finish floor elevation per the Geotechnical Investigation, dated November 13, 2008, prepared by Cornerstone Earth group.

C. Constraints for Stormwater Control
The existing site does not have on-site stormwater treatment and less than 50% of the existing development's impervious surface will be added or replaced. Per discussions with Robert Wang at the City of Milpitas, the project is required to treat the expanded roof area over the existing garden center and the hardscape areas to be regraded to accommodate the proposed ADA parking stalls and paths of travel. Treating the actual expanded roof and ADA areas will be difficult since the runoff from these areas will mix with runoff from other areas and will be collected at multiple inlets. Therefore, an equivalent area of the existing parking lot will be treated by a Filterra treatment filter.

D. Hydromodification Management Requirements
The Milpitas Lifestyle Center is a Group 2B project and does not require implementation of a Hydromodification Plan.

II. Measures to Limit Imperviousness

The existing site is 92.8% impervious. The proposed plan utilizes the existing building footprint and parking lot layout to limit the increased net impervious area to approximately 100 square feet.

III. Selection and Preliminary Design of Treatment BMPs

A. Location
As mentioned above, the treatment area is equivalent to the combined expanded roof and regraded ADA access areas. The parking lot behind the existing building is slightly larger than

the required treatment area and currently drains to one catch basin located in the northwest corner of the site. Due to the existing topography of the parking lot the area that will be treated is 20,900 square feet. A Filterra unit will be installed upstream from the catch basin and will intercept the runoff in the existing gutter before it enters the catch basin. There is limited space between the back of curb and the property line in this area. Therefore, the size of the Filterra unit is limited to what will fit in this space, but still treat the required area. The treatment capacity of the Filterra is 20,900 square feet. See Figure 1 for more information.

The Filterra unit will intercept the low flows before it enters the catch basin. The intercepted water "flows through a specially designed filter media mixture contained in a landscaped concrete container. The filter media captures and immobilizes pollutants; those pollutants are then decomposed, volatized and incorporated into the biomass of the Filterra® system's micro/macro fauna and flora. Stormwater runoff flows through the media and into an underdrain system at the bottom of the container, where the treated water is discharged. Higher flows bypass the Filterra® via a downstream inlet structure, curb cut or other appropriate relief." (Excerpt taken from the Filterra Brochure which is included as Appendix B.)

B. Sizing Calculations

Filterra units are sized according to the surface area to be treated. Due to the limited space available, a non-standard model (4'x14') will be installed and can treat up to 20,900 square feet or approximately 0.48 acres.

C. Impervious and Treatment Areas

As shown in the table below and described in Section I.C. above, the proposed roof expansion and pavement areas to be regraded are less than 50% of the site area.

Table 1 – Surface Areas

Existing Surface	SF	Acres	% of Site
Pervious Area	22,740	0.52	7.2%
Impervious Area	292,884	6.72	92.8%
Total Site	315,624	7.25	100.0%
Proposed Surface	**SF**	**Acres**	**% of Site**
Pervious Area	22,631	0.52	7.2%
Impervious Area	292,993	6.73	92.8%
Total Site	315,624	7.25	100.0%
Treatment Area	**SF**	**Acres**	**% of Site**
New Roof	14,500	0.33	4.6%
Regraded ADA Area	5,200	0.12	1.6%
Total Treatment Area	19,700	0.45	6.2%

IV. Source Control Measures

Table 2 – Source Control Measures and BMPs

Potential Sources of Runoff Pollutants	Minimum Permanent (structural) Source Control BMPs	Operational BMPs
Illegal dumping to onsite storm drain inlets	Mark all inlets with the words "No Dumping! Flows to Bay" or similar.	Prohibit tenants/occupants from discharging any wastewater to storm drains or to store or deposit materials so as to create a potential discharge to storm drains.
Interior floor drains and elevator shaft sump pumps	Plumb to sanitary sewer system and not to storm drains.	
Food Service	Restaurants, grocery stores, and other food service operations shall be equipped with a floor sink or other area for cleaning floor mats, containers, and equipment, connected to a grease interceptor before discharging to the sanitary sewer. Cleaning area shall be indoors or in a covered area outdoors and shall be large enough to accommodate mats and equipment used in the facility.	Applicant will implement standard conditions of approval for restaurants (Stormwater C.3 Guidebook, Appendix L)
Refuse Areas	If dumpsters or other receptacles are outdoors, grade and pave designated area to prevent run-on to the area and berm to prevent runoff from the area. Any drains from tallow bins, and from restaurant dumpsters and compactors, shall be connected to a grease removal device before discharge to sanitary sewer.	Provide adequate number of receptacles. Inspect receptacles regularly; repair or replace leaky receptacles. Keep receptacles covered. Prohibit/prevent dumping of liquid or hazardous wastes. Post "no hazardous materials" signs. Inspect and pick up litter daily and clean up spills immediately. Keep spill control materials available on-site.
Plazas, sidewalks, and parking lots		Plazas, sidewalks, and parking lots shall be swept regularly to prevent the accumulation of litter and debris. Debris from pressure washing shall be collected to prevent entry into the storm drain system. Washwater containing any cleaning agent or degreaser shall be collected and discharged to the sanitary sewer and shall not be discharged to a storm drain.

V. Summary of Permitting and Code Compliance Issues

There are no known conflicts between the proposed stormwater control plan and City of Milpitas ordinances or policies. Any conflicts that are found will be resolved through the design review process or during subsequent permitting.

VI. BMP Maintenance Requirements

A. Maintenance Requirements
Filterra units remove pollutants primarily by filtering runoff slowly through a filter media mixture. Typical routine maintenance consists of the following:

- Each correctly installed Filterra® unit is to be maintained by the Supplier, or a Supplier approved contractor for a minimum period of 1 year. The cost of this service is to be included in the price of each Filterra® unit. Extended maintenance contracts are available at extra cost upon request.

- Annual included maintenance consists of a maximum of two scheduled visits. The visits are scheduled seasonally; the spring visit aims to clean up after winter loads that may include salts and sands. The fall visit helps the system by removing excessive leaf litter.

- Each Included Maintenance visit consists of the following tasks.
    - Filterra® unit inspection
    - Foreign debris, silt, mulch & trash removal
    - Filter media evaluation and recharge as necessary
    - Plant health evaluation and pruning or replacement as necessary
    - Replacement of mulch
    - Disposal of all maintenance refuse items
    - Maintenance records updated and stored (reports available upon request)

- The beginning and ending date of Supplier's obligation to maintain the installed system shall be determined by the Supplier at the time the system is activated. Owners must promptly notify the Supplier of any damage to the plant(s), which constitute(s) an integral part of the bioretention technology.

B. Means to Finance and Implement BMP Maintenance
Proper operation and maintenance of Stormwater Management Facilities will be the responsibility of the property owner in perpetuity. The property owner will be subject to an annual fee (set by the City's standard fee schedule) to offset the cost of inspecting the site or verifying that stormwater management facilities are being maintained.

The applicant will prepare and submit, for the City's review, an acceptable Stormwater Control Operation and Maintenance Plan prior to completion of construction and will execute a Stormwater Management Facilities Operation and Maintenance Agreement before sale, transfer, or permanent occupancy of the site. The applicant accepts responsibility for maintenance of stormwater management facilities until such responsibility is transferred to another entity.

VII. Summary Forms

A. Construction Plan C.3 Checklist

Table 3 – Construction Plan C.3 Checklist

Stormwater Control Plan Reference	BMP Description	Plan Sheet Number
Section III. A. and Exhibit	Filterra Unit to be installed in back parking lot.	
Table 2	Mark all inlets with the words "No Dumping! Flows to Bay" or similar.	
Table 2	Plumb interior floor drains to sanitary sewer system and not to storm drains.	
Table 2	Restaurants and other food service operations shall be equipped with a floor sink or other area for cleaning floor mats, containers, and equipment, connected to a grease interceptor before discharging to the sanitary sewer.	
Table 2	Cleaning area shall be indoors or in a covered area outdoors and shall be large enough to accommodate mats and equipment used in the facility.	
Table 2	If dumpsters or other receptacles are outdoors, grade and pave designated area to prevent run-on to the area and berm to prevent runoff from the area.	
Table 2	Any drains from tallow bins, and from restaurant dumpsters and compactors, shall be connected to a grease removal device before discharge to sanitary sewer.	

B. C.3 Data Form
The City C.3 Data Form is attached as Appendix A.

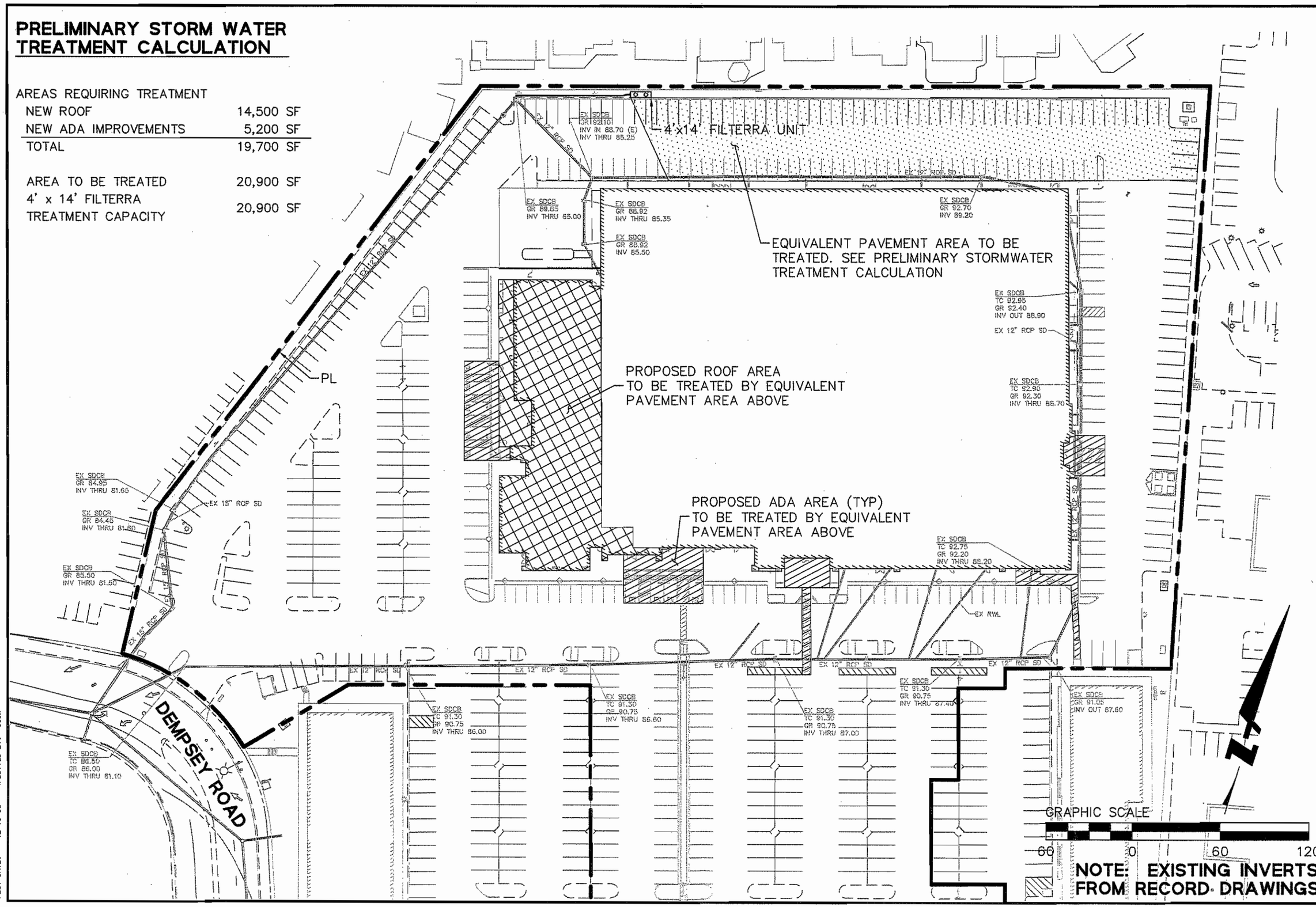
VIII. Certification

The selection, sizing, and preliminary design of treatment BMPs and other control measures in this plan meet the requirements of Regional Water Quality Control Board Order 01-119, as amended.

©BKF Engineers

PRELIMINARY STORM WATER TREATMENT CALCULATION

AREAS REQUIRING TREATMENT	
NEW ROOF	14,500 SF
NEW ADA IMPROVEMENTS	5,200 SF
TOTAL	19,700 SF
AREA TO BE TREATED	20,900 SF
4' x 14' FILTERRA TREATMENT CAPACITY	20,900 SF



NOTE: EXISTING INVERTS FROM RECORD DRAWINGS.

BKF
ENGINEERS / SURVEYORS / PLANNERS
255 SHORELINE DRIVE, STE 200
REDWOOD CITY, CA 94065
650/482-6300
650/482-6399 (FAX)

MILPITAS LIFESTYLE CENTER
FIGURE 1 – STORMWATER CONTROL PLAN
MILPITAS SANTA CLARA COUNTY CALIFORNIA

Revisions	No.

Date 12/12/08
Scale 1"=60'
Design SMK
Drawn SMK
Approved SMK
Job No 22003
Sheet Number: 1

DRAWING NAME: J:\Eng08\080129\DWG\SWCP\08_1215MilpitasSWCP.dwg
PLOT DATE: 12-15-08 PLOTTED BY: ocon

APPENDIX A
C.3 Data Sheet

City of Milpitas

C3 Data Form

Submit with Stormwater Control Plan

When Should This Form Be Completed?

Complete this form if any of the following applies:

- Project was "deemed complete" between October 15, 2003 – April 14, 2005 and has added or replaced an impervious surface area of 1 acre (43,500 square feet) or more.
- Project was "deemed complete" on or after April 15, 2005 and has added or replaced an impervious surface area of 10,000 square feet or more.

Note: For public roadways, include new impervious surface areas, but not replaced impervious surface areas.

What is an Impervious Surface?

Any surface on or above ground that prevents the infiltration or passage of water into the soil. Impervious surfaces include, but are not limited to, non-absorbent rooftops, paved or covered patios, driveways, parking lots, paved walkways, compacted soil or rock, and streets. It includes streets, roads, highways, and freeways that are under the City of Milpitas' jurisdiction and any newly constructed paved surface used primarily for the transportation of automobiles, trucks, motorcycles, and other motorized vehicles. Excluded from this category are public sidewalks, bicycle lanes, trails, bridge accessories, guardrails, and landscape features.

How To Determine the Date "Deemed Complete"

Private projects are "deemed complete" when the list of requirements needed for planning application submittals (provided by the Planning Division) is complete and ready to be processed. This list includes the Stormwater Control Plan. **Public projects** are "deemed complete" when City Council approves ***design*** funding.

What is the 50% Rule?

- If new and replaced impervious surface is 50% or more of the existing development's impervious surface, and the existing development was not submit to treatment measures, the entire project must be included in the treatment measure design.
- If new and replaced impervious surface is less than 50% of the existing development's impervious surface, and the existing development was not submit to treatment measures, only that affected portion must be included in the treatment measure design.
- This excludes interior remodels and routine maintenance and repair (i.e. roof or exterior surface replacement, pavement resurfacing, repaving and roadway rehabilitation within the existing footprint).

For More Information

Contact the Planning Division at 408-586-3279.

Date: 12-10-08 APN # 088-35-017

Project Name: MILPITAS RETAIL CENTER

Project Description: REDEVELOP EXISTING RETAIL BUILDING

Project Location (Address): 1535 LANDESS AVENUE, MILPITAS CA 95035

Applicant Info (Name, Address, Phone #): AYALA FIL (US) CO. INC. / CONTACT: DINNA BAYANGOS 255 SHORELINE DRIVE, SUITE 428, REDWOOD CITY CA 94065 650-598-3125

~~Contractor /~~ Designer Info (Name, Company, Address, Phone #): BKF ENGINEERS 255 SHORELINE DRIVE, SUITE 200 REDWOOD CITY, CA 94065 CONTACT: SUZ KING 650-482-6476

1. ☐ Public ☐ Private
2. ☐ New ☒ Redevelopment
3. Project Type (select one): ☐ Commercial/Industrial ☒ Restaurant / Retail ☐ Mixed Use ☐ Shopping Center ☐ Residential ☐ Streets / Roads / Highways
4. Impervious Surface Area (SF = Square Feet):

a	Entire Site Size	315,624	SF
b.	EXISTING Impervious Surface Area	292,884	SF
c	EXISTING Impervious Surface Area to be Removed	723	SF
d.	NEW Impervious Surface Area to be Added or Replaced	832	SF
e	TOTAL Impervious Surface Area (b-c+d)	292,993	SF

f. 50% Rule (only applies to existing developments NOT subject to stormwater treatment measures):

Percent Impervious Surface Area in Final Design (e/a x 100%) 92.9 %

For Significant Redevelopments (check appropriate box):

- ☐ If 50% or more, the entire project must be included in the treatment measure design.
- ☒ If less than 50%, only that affected portion must be included in the treatment measure design.

g. Total Land Disturbance During Construction 25,986 SF
Includes clearing, grading, and excavating.

NOTE: 24,431 SF OF EX IMPERVIOUS SURFACE WILL BE REPLACED WITH PR IMPERVIOUS SURFACE.

5. Pesticide Reduction Measures Used (Check all that apply):

- ☒ None - Doesn't Apply
- ☐ Education (e.g., fact sheet, pest-resistant plant list)
- ☐ Conditions of Approval
- ☐ Physical and Mechanical Horticultural Measures (e.g., pulling weeds, mowing, pruning)
- ☐ Environmental Measures (e.g., applying mulch, pest-resistant vegetation, efficient irrigation system)
- ☐ Biological Measures (e.g., monitoring predators)
- ☐ Chemical Measures (e.g., soaps and oils)
- ☐ Other: _____

6. Stormwater Control Measures Used (Check the appropriate boxes that apply to the project):

SITE DESIGN

- ☒ Minimize land disturbance
- ☐ Minimize impervious surfaces
- ☐ Minimum-impact street design
- ☒ Minimum-impact driveway or parking lot design
- ☐ Cluster structures/pavement
- ☐ Disconnect downspouts
- ☐ Alternative driveway design
- ☐ Microdetention in landscape
- ☐ Preserve open space: _____ sq. ft.
- ☐ Protect riparian and wetland areas, riparian buffers (setback from top of bank: _____ ft.)
- ☐ Minimize change in runoff hydrograph
- ☐ Other: _____

STORMWATER TREATMENT

- ☐ Biofilter (vegetated swale or strip)
- ☐ Bioretention
- ☐ Detention basin (dry)
- ☐ Wet Pond (detention)
- ☐ Underground detention e.g. Porous Pavement, Recharge Bed)
- ☒ Media Filter (sand, organic matter, manufactured)
- ☐ Hydrodynamic device (commercially available in-line treatment unit e.g. wet vault, vortex separator)
- ☐ Infiltration trench or basin
- ☐ Retention/Irrigation
- ☐ Constructed Wetland (basin or channel)
- ☐ Water quality inlet filter
- ☐ Drain insert
- ☐ Other: _____

SOURCE CONTROLS

- ☐ Alternative building materials
- ☐ Wash area/racks, drain to sanitary sewer
- ☒ Covered dumpster area, drain to sanitary sewer
- ☐ Swimming pool/fountain drain to sanitary sewer
- ☐ Beneficial landscaping (minimizes irrigation, runoff, pesticides and fertilizers; promotes treatment)
- ☐ Outdoor material storage protection
- ☐ Covers, drains for loading docks, maintenance bays, fueling areas
- ☒ Maintenance (street sweeping, catch basin cleaning)
- ☐ Permeable pavement
- ☒ Storm Drain Signage
- ☐ Green or Blue Roofs
- ☐ Other: _____

TREATMENT AREA:
NEW ROOF 1,500
RE-GRADED ADA AREA 5,200
TOTAL TREATMENT AREA 17,700

FOR CITY STAFF ONLY

PRIVATE PROJECTS	PUBLIC PROJECTS
Planning:	*Design & Construction Engineering / Special Projects:*
Date Received: _____	Date Received: _____
By (Name): _____	By (Name): _____
Permit #: _____	Permit #: _____
Project #, if applicable: _____	Project #, if applicable: _____
Master Permit #, if applicable: _____	Master Permit #, if applicable: _____
Date Entered into Database: _____	Date Entered into Database: _____
By (Name): _____	By (Name): _____

APPENDIX B
Supplemental Filterra Information

WESTERN ZONE

Engineering Design Assistance Kit (DAKit) v.06A-WZ

Filterra®

Stormwater Bioretention Filtration System

filterra™

A Growing Idea in Stormwater Filtration.

A Division of

AMERICAST®

Filterra® Stormwater Bioretention Filtration System Toll Free (sales): (877) 345 1450
Fax: (804) 798 8400 Toll Free (engineering): (866) 349 3458
www.filterra.com E: design@filterra.com

Introduction and Scope of this Document

At federal, state and local level, stormwater management is increasingly important. Americast's Filterra® units can help developers comply with NPDES legislation by removing pollutants, using a small, efficient natural system that is both cost-effective and reliable.

This document is compiled to assist engineers in the proper design for the best results where Filterra® is used for stormwater quality management. We want your project to be successful and it is important to this success that you follow guidelines contained herein. Please review the essential reading section (p.4).

It is essential to:

- Adhere to the Design Guidelines, p.7
- Size the Filterra® unit correctly, using the regional Sizing Table, p.15
- Add Flowline detail (p.10), Gutter detail (p.11) and Plan Notes (p.30, 31) to your plans
- Complete the Project Information Form (p.9) & submit with plans to Americast for review before permitting. **THIS REVIEW IS MANDATORY** for warranty to apply and helps ensure that each Filterra® system operates efficiently to maximize performance and minimize maintenance.

Other documents available on request include:

Technical Whitepaper	Scientific paper more fully explaining processes occurring within the system
Filterra® Product Performance Data Summary	Data sheet providing the latest facts available
Third Party Reports	Data presented by independent parties
Letters of BMP Approval by various Agencies	Copies of official approvals where available
Installation, Operation & Maintenance Manual	Owner's manual presenting technical and operational details.

Table of Contents

Introduction and Scope of this Document 2

A Essential Reading – Filterra® Overview

Filterra® Overview 5
Filterra® Schematic 6
Design Guidelines for Using Filterra® 7
Items Considered in Filterra® Plan Reviews 8
Filterra® Project Information Sheet – **IMPORTANT** **9**
Drawing FLP-2: Filterra® Typical Flowline Relationship 10
Drawing CGT-3: Filterra® Throat Opening & Gutter or Flume Detail 11
Guideline GU1-A: Filterra® Grading & Gutter Flow 12
Guideline GU2: Filterra® Avoid Head-On Gutter Flow 13
Guideline GU3: Filterra® Parking Lot Corners 14
Table 1: Filterra® Quick Sizing Table (Southern California) 15
Filterra® Project Process Flowchart 16

B Filterra® Plans, Placement & Grading

Scenario PLG1: Filterra® Typical Parking Lot Applications 18
Scenario PLG2: Filterra® Parking Lot Island Applications 19
Scenario PLG3: Filterra® Parking Lot Corner Applications 20
Drawing FTINF-1: Precast Filterra® for Infiltration Applications 21
Drawing FTSWL-1: Precast Filterra® Unit Typical Swale Configuration ... 22
Drawing FTSC-1: Typical Filterra® Sidewalk Configurations 23
Drawing FTRDF-1: Filterra® Roof Drain Flume Application 24

C Standard Filterra® Detail Drawings & Filterra® Plan Notes

Drawing FTNL-2: Precast Filterra® Unit Narrow Length Configuration 26
Drawing FTST-2: Precast Filterra® Unit Standard Configuration 27
Drawing FTNW-2: Precast Filterra® Unit Narrow Width Configuration 28
Drawing FTOPC-1: Filterra® Outlet Pipe Coupling Locations 29
Filterra® Standard Plan Notes 30

D Filterra® Technical Section

Americast Filterra® Product Weights and Lifting Details 33
Filterra® Piping Technical Details 34
Drawing DP1: Filterra Precast Box Wall at Outfall Pipe Connection 34
Table 3: Filterra® Flow Rates & Pipe Details 34
Filterra® Plant Selections 35
Acronyms and Abbreviations 36

Section A

Essential Reading – Filterra® Overview

Important !

Please remember to complete and send the Project Information Sheet (p.9) to Filterra® with plans for evaluation. This review is mandatory as proper placement ensures optimum performance and validates the product warranty.

Toll Free: (866) 349 3458
Fax: (804) 798 8400
E: design@filterra.com

Filterra Overview

Stormwater Bioretention Filtration System

Save valuable space with small footprint for urban sites

Improve BMP aesthetics with attractive trees or shrubs

Reduce lifetime costs with safer and less expensive maintenance

Remove Pollutants and Comply with NPDES

Filterra® is well-suited for the ultra-urban environment with high removal efficiencies for many pollutants such as petroleum, heavy metals, phosphorus, nitrogen, TSS and bacteria. Filterra® is similar in concept to bioretention in its function and applications, with the major distinction that Filterra® has been optimized for high volume/flow treatment and high pollutant removal. It takes up little space (often 0.3% Filter Surface Area/Drainage Area) and may be used on highly developed sites such as landscaped areas, green space, parking lots and streetscapes. Filterra® is exceedingly adaptable and is the urban solution for Low Impact Development.

Stormwater flows through a specially designed filter media mixture contained in a landscaped concrete container. The filter media captures and immobilizes pollutants; those pollutants are then decomposed, volatized and incorporated into the biomass of the Filterra® system's micro/macro fauna and flora. Stormwater runoff flows through the media and into an underdrain system at the bottom of the container, where the treated water is discharged. Higher flows bypass the Filterra® via a downstream inlet structure, curb cut or other appropriate relief.

Expected Pollutant Removal Rates
(Ranges Varying with Particle Size, Pollutant Loading and Site Conditions)

TSS Removal	82% - 87%
Phosphorous Removal	52% - 60%
Nitrogen Removal	42% - 45%
Heavy Metal Removal	33% - 82%
Fecal Coliform	50% - 95%
Predicted Oil & Grease	> 85%

AMERICAST®

Bioretention

Plant/Soil/Microbe Complex Removes Pollutants, TSS, Phosphorous, Nitrogen, Heavy Metals, Hydrocarbons, etc.

New or Existing Catch Basin, Curb Cut or Other Means of Overflow Relief

Curb and Gutter

High Flow Bypass

Filterra® at Higher Elevation than Bypass

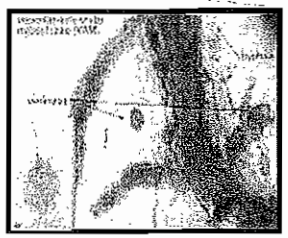
Plant/Tree

Tree Grate

Clean-out

3" Mulch

Root Uptake



Storm Water Inflow ("First Flush")

Concrete Filterra® Container

Engineered Media

Biodegradation

Roadway/Parking Lot

Treated Stormwater Underdrain System

filterra®

A Growing Idea in Stormwater Filtration.

U.S. Patent #6,277,274
#6,569,321

Design Guidelines for Using Filterra®

1. Do not place in a sump condition. The Filterra® cannot be used as a stand alone inlet – it will need effective bypass during higher intensity rainfall events.
   Plans MUST show Filterra® Top Curb (TC) and Flow Line (FL) spot elevations and also bypass TC (where applicable) and bypass FL spot elevations.
   The Filterra® TC and FL elevations MUST be higher than the bypass TC and FL elevations for effective bypass. Use Drawing FLP-2 (p.10) as a detail on the project plans.

2. For proper trash collection ensure a minimum 4" and maximum 6" Filterra® throat opening depth and use Drawing CGT-04 (p.11) as a detail on the project plans.

3. Do not direct surface flow to the Filterra® in a "head-on" configuration. Refer to Guidelines GU1-A (p.12) and GU2 (p.13) for grading design that encourages flow to enter a Filterra® in a cross linear flow – left-to-right or right to-left in the gutter in front of the throat, as per a wet curb which prevents system damage. During extreme storm events the excess flow should continue past the Filterra® to a bypass inlet or other means of relief. Guideline GU3, Parking Lot Corners, shows common situations (p.14).

4. To calculate which size Filterra® is required, use Table 1, Filterra® Quick Sizing Table, appropriate to the project's geographical region and target treatment regime (p.15). The entire contributing drainage area to the Filterra® should be considered and the minimum allowable C factors noted. The maximum contributing drainage area will vary with site conditions. For further information relating to sizing, please contact Filterra.

5. To ensure correct installation, include the Standard Filterra® Plan Notes (p.29-30) on your Filterra® detail project sheet.

6. Positive drainage of each Filterra® unit's effluent treatment pipe is required to prevent free standing water from accumulating in the system or underdrain. This could occur due to tidal influences or improper connection of Filterra's effluent pipe to a bypass structure or other outfall.

7. **Send plans and the completed Filterra® Project Information Sheet** (p.9) to Americast for Filterra® placement review. Plans sheets should include grading, drainage areas, stormwater schedules or profiles, landscape sheets and Filterra® detail sheets. **THIS REVIEW IS MANDATORY** for warranty to apply and helps ensure that each Filterra® system operates efficiently to maximize performance and minimize maintenance. Our staff also looks for value engineering opportunities.

Methods of sending information for review are as follows:

Email: design@filterra.com
AutoCAD or PDF files
Fax: (804) 798-8400
Toll Free: (866) 349-3458

Mail or other:
Americast - Filterra Review
11352 Virginia Precast Road
Ashland, Virginia 23005

Items Considered in Americast's Filterra Plan Reviews

Following is a summary list of the items Americast considers during plan review. Plans sheets should include grading, drainage areas, stormwater schedules or profiles, landscape sheets and Filterra® details.

Notes

- Filterra® Structure Label or Identification Number
- Planned Filterra® Box Size
- Filterra® Contributing Drainage Area (not the bypass inlet Drainage Area)
- The C Factor for each individual Filterra® drainage area

Checks

- The planned Filterra® box size meets project's regional sizing specification
- Spot elevations (Top Curb & Flow Line) for Filterra® and bypass (TC & FL)
- The Filterra® spot elevations (TC & FL) are higher than bypass spot elevations
- The grading design encourages cross linear flow and not head-on flow
- Filterra® invert elevations are shown (3.5' below TC)
- Filterra® effluent treatment pipe invert elevations are higher than bypass structure or other outfall invert elevations
- The Filterra® outlet drain pipe is sized correctly
- The outlet drain pipe exits perpendicular to the Filterra® wall
- For any conflicting structures such as storm drain pipes below Filterra®
- For most efficient placement of Filterra® units
- Plans include Filterra® details listed below:

  FLP-2: Filterra® Typical Flow Line and Outlet Pipe Relationship

  CGT-04: Filterra® Throat Opening and Gutter or Flume Detail

  Filterra® Standard Plan Notes (2 pages)

PLEASE PRINT AND FAX OR EMAIL THIS FORM

7/06-v07d

Filterra® Project Information Form

Complete & send to Americast by email, fax or mail.

Address: 11352 Virginia Precast Rd
Ashland, VA 23005

Toll Free: (866) 349 3458
(804) 798-6068

Fax: (804) 798-8400
Email: design@filterra.com

filterra®
A Growing Idea in Stormwater Filtration.

Project Information
Project Name/Number:
Regulatory Municipality and State (City, County, etc.):
Target Treatment Rate:

Engineering Contact Information
Engineering Firm:
Contact:
Email:

Current Date:
Phone:
Fax:

Filterra® Details (Email, mail or fax plans to Americast - Acceptable formats are AutoCAD or pdf)
Plans sheets should include (1) cover, (2) grading, (3) drainage areas, (4) stormwater schedules or profile, (5) landscaping & (6) Filterra® details.

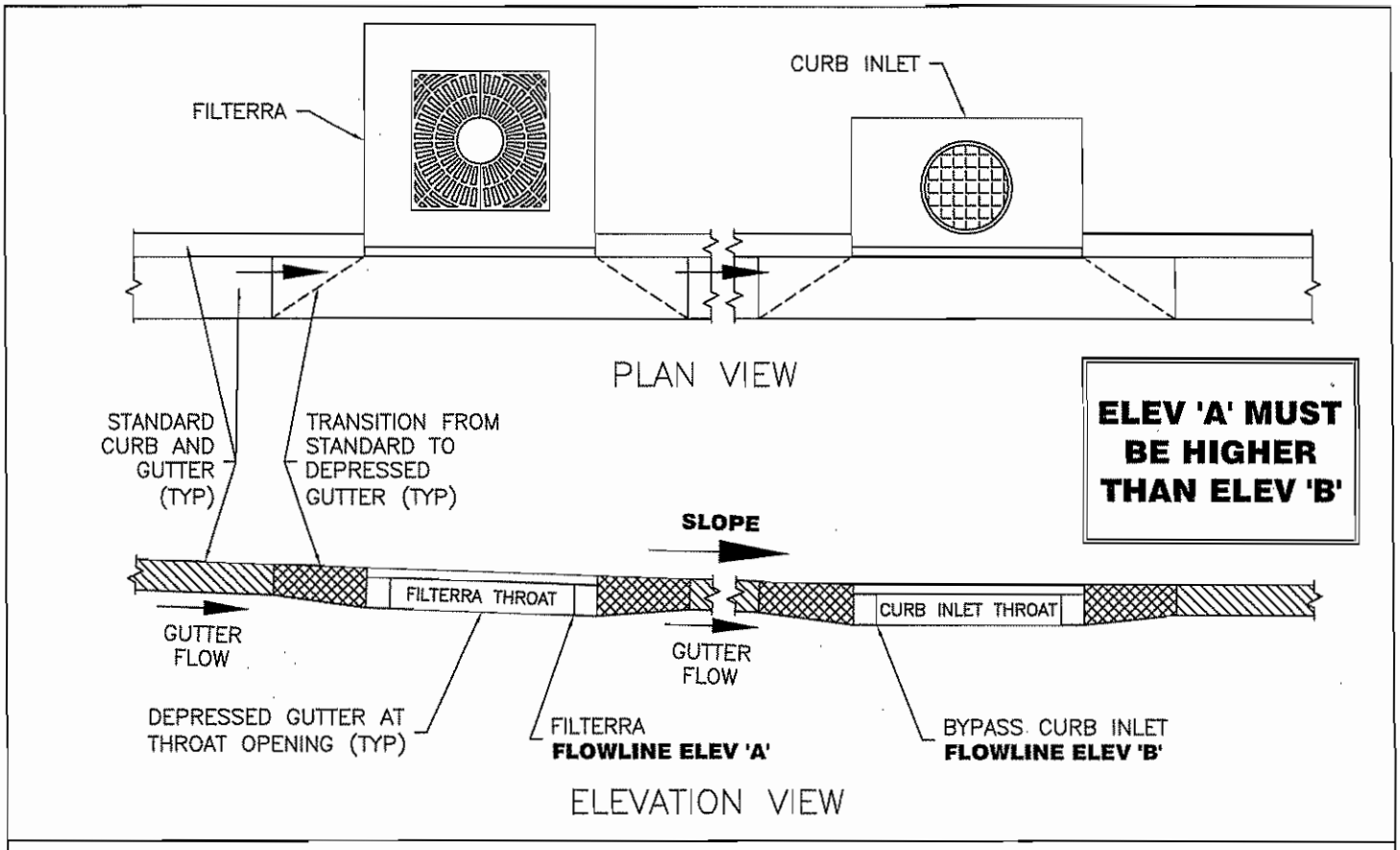
Filterra Structure #												
Filterra Size (ID ft)	Throat L x W											
Filterra Drainage Area	Acres											
C Factor												
Filterra Spot Elevation	TC											
	FL											
	INV OUT											
Bypass Spot Elevation	TC											
	FL											
Bypass or Effluent	INV IN											
Modified Structure	Y/N?											
Grate or Top Options	Y/N?											

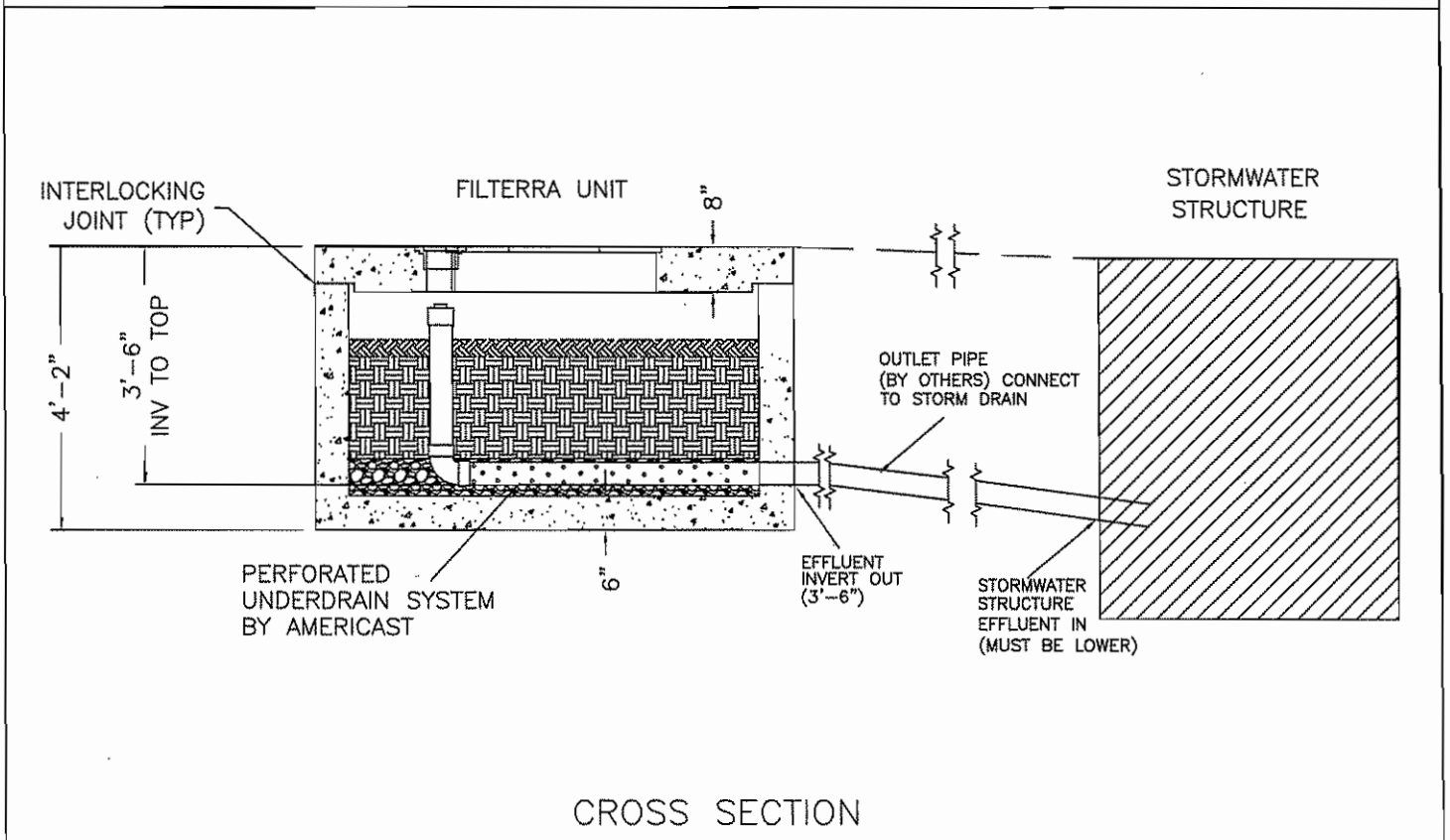
TC = Top Curb . FL = Flow Line

FLP Detail on plans (Y/N) [ ]

CGT Detail on plans (Y/N) [ ]

FT Plan Notes shown (Y/N) [ ]





AMERICAST®

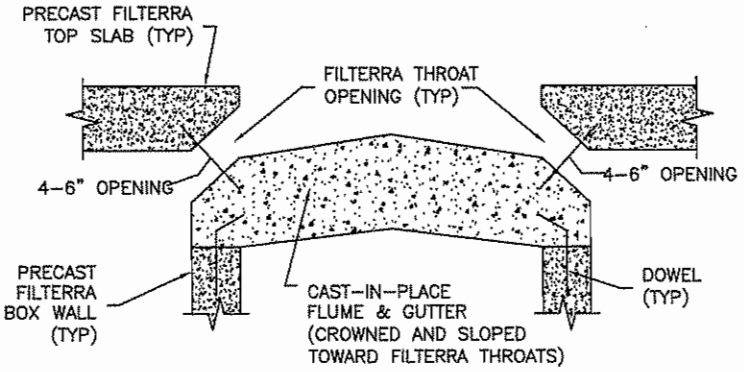
DATE: 07-07-06	DWG: FLP-2

FILTERRA® TYPICAL FLOWLINE AND OULET PIPE RELATIONSHIP

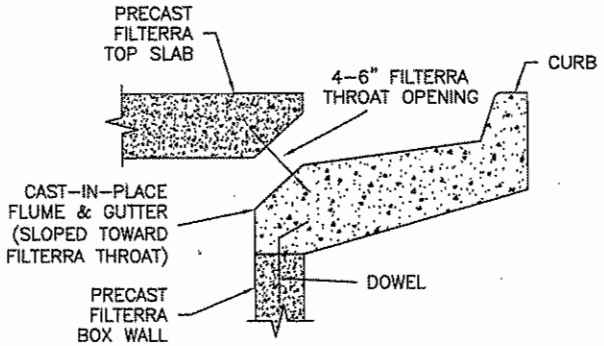
filterra®

US PAT 6,277,274 AND 6,569,321

CROWNED FLUME

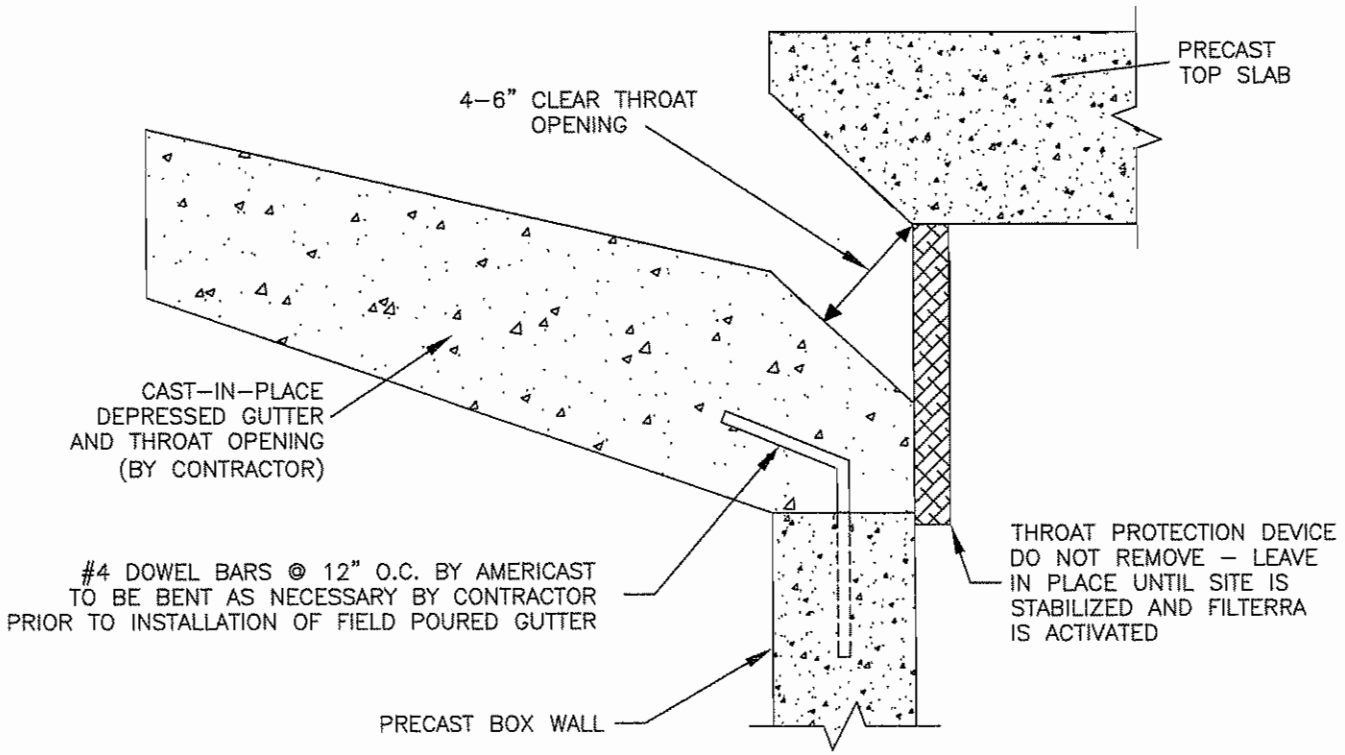


FLUME – SLOPED TOWARDS FILTERRA THROAT



SECTIONS VIEWS OF FILTERRA IN TYPICAL FLUME APPLICATIONS

SEE BELOW FOR DETAILS NOT SHOWN



SECTION VIEW
STANDARD FILTERRA THROAT OPENING

IMPORTANT
FILTERRA FLOWLINE MUST BE AT A HIGHER ELEVATION THAN BYPASS FLOWLINE (DROP INLET OR OTHER)

DRAWING AVAILABLE IN TIFF FILE FORMAT.

AMERICAST®

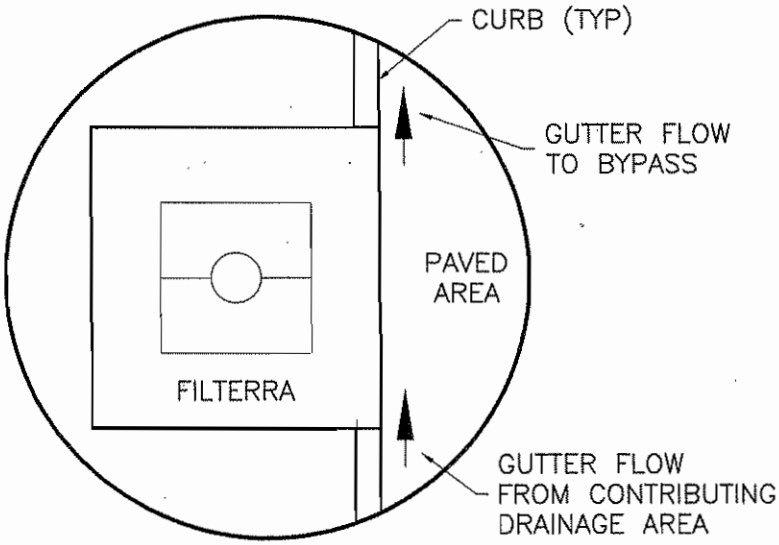
DATE: 02–27–06	DWG: CGT–4

FILTERRA® THROAT OPENING AND GUTTER OR FLUME DETAIL

filterra®

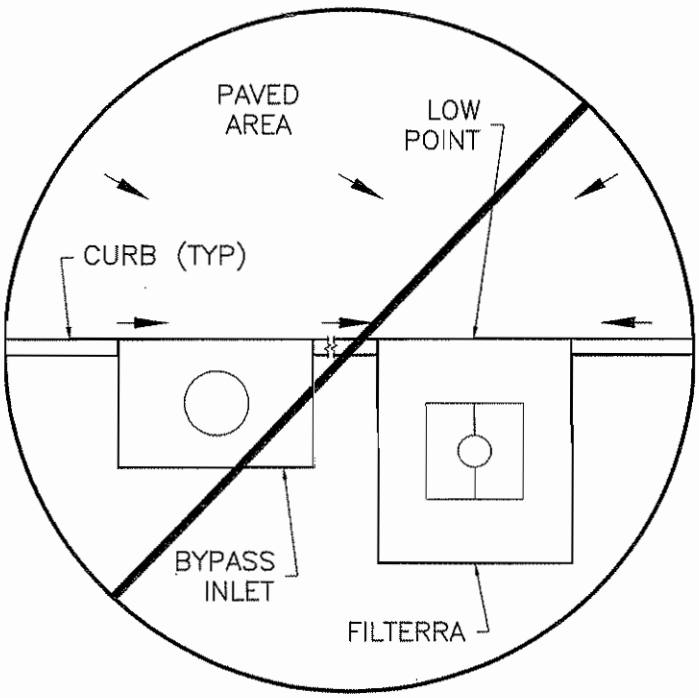
US PAT 6,277,274 AND 6,569,321

GRADING AND GUTTER FLOW

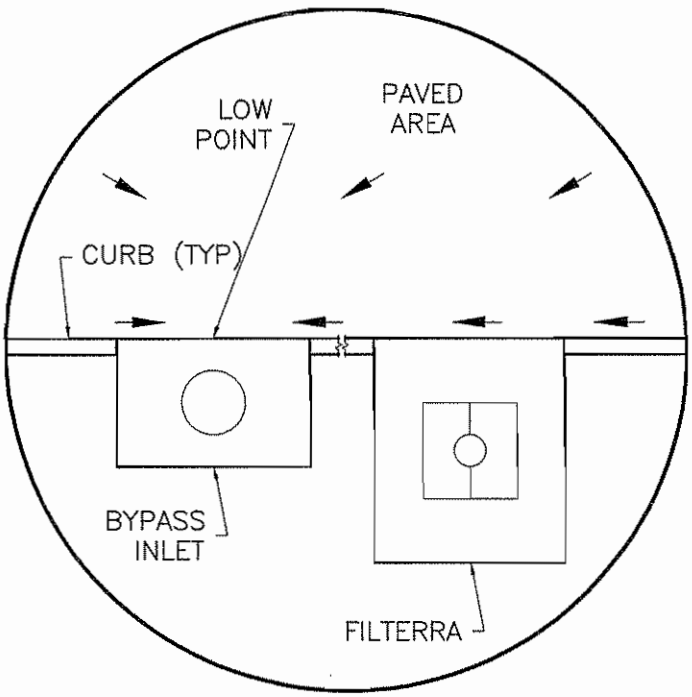


GUTTER FLOW

GRADING AND CURB AND GUTTER SHOULD BE SUCH THAT GUTTER FLOW APPROACHES THE FILTERRA FROM ONE SIDE OF THE THROAT AND FLOWS AWAY FROM THE FILTERRA ON THE OPPOSITE SIDE DURING EXTREME STORM EVENTS. DESIGN OR INSTALLATION SUCH THAT FLOW APPROACHES FROM BOTH SIDES WILL RESULT IN SITE MAINTENANCE ISSUES AND VOID MANUFACTURER'S MAINTENANCE PROGRAM AND WARRANTY.



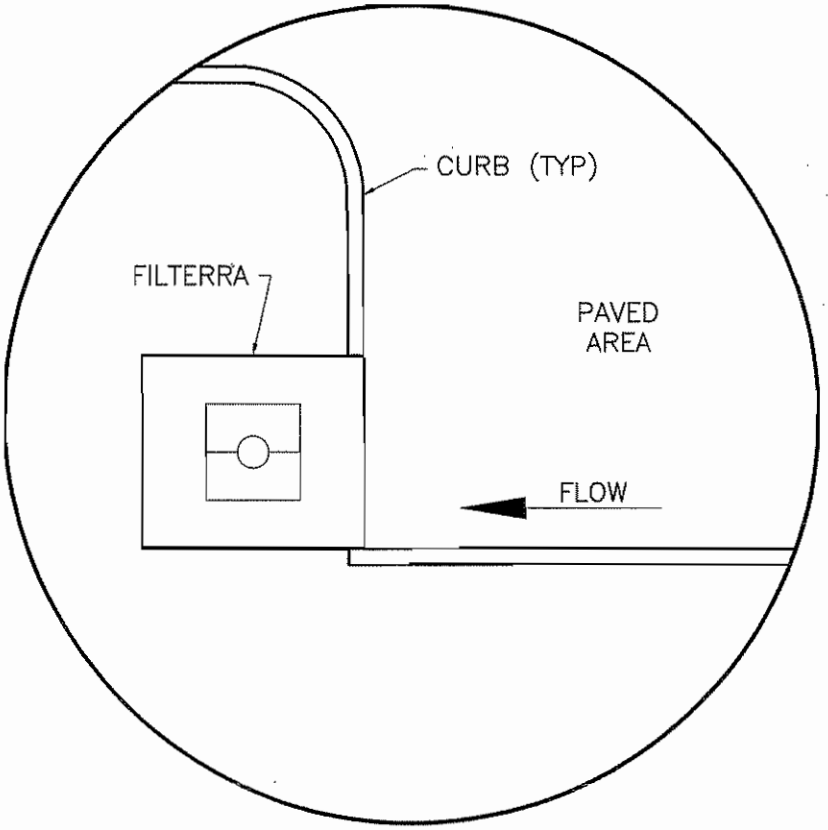
INCORRECT



CORRECT

AMERICAST®	DATE: 03-03-05	DWG: GU1-A	filterra® US PAT 6,277,274 AND 6,569,321
	FILTERRA® GUIDELINES **GRADING AND GUTTER FLOW**		

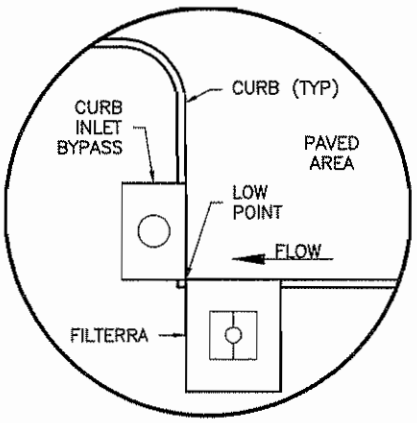
AVOID "HEAD-ON" GUTTER FLOW

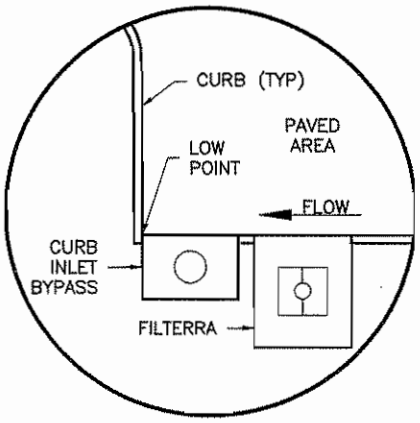


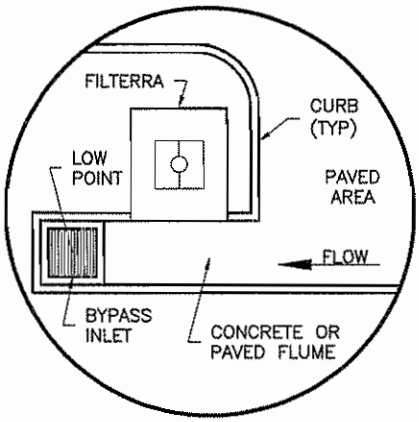
FLOW FROM THE ADJACENT GUTTER HITS THE FILTERRA "HEAD-ON". THIS CAN CAUSE SYSTEM DAMAGE (MEDIA EROSION OR SUSPENSION). REGARDLESS OF WHETHER BYPASS IS PROVIDED THIS IS A PROBLEM SCENARIO.

GUTTER FLOW SHOULD APPROACH THE FILTERRA PARALLEL TO THE THROAT SO THAT WATER FLOWS IN A LINEAR PATTERN IN FRONT OF THE THROAT. DURING EXTREME STORM EVENTS, EXCESS WATER SHOULD CONTINUE TO FLOW IN FRONT OF THE FILTERRA TO A BYPASS INLET OR OTHER RELIEF.

PROBLEM







POSSIBLE SOLUTIONS

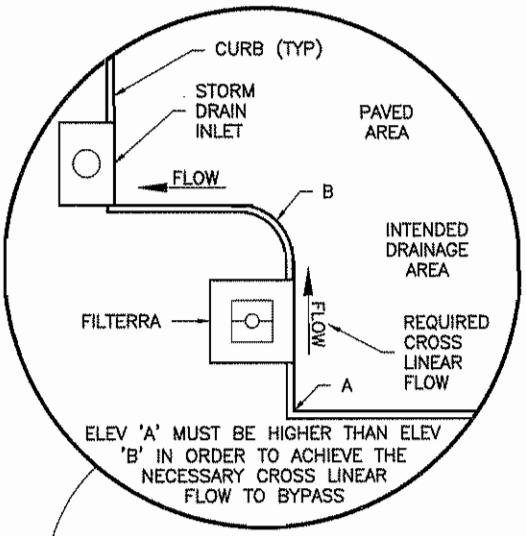
AMERICAST®

DATE: 12-22-04	DWG: GU2

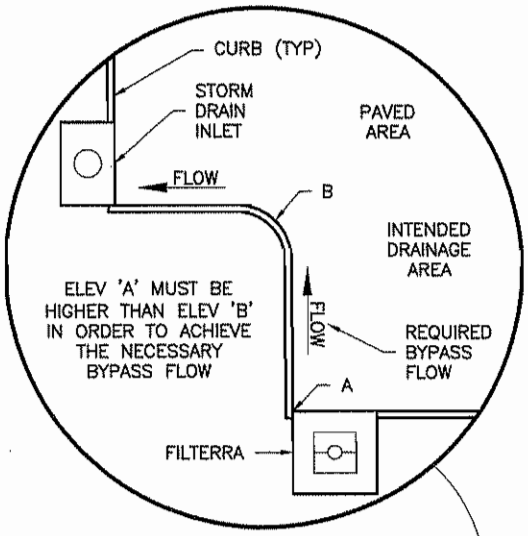
FILTERRA® GUIDELINES
AVOID "HEAD-ON" GUTTTER FLOW

filterra®
US PAT 6,277,274 AND 6,569,321

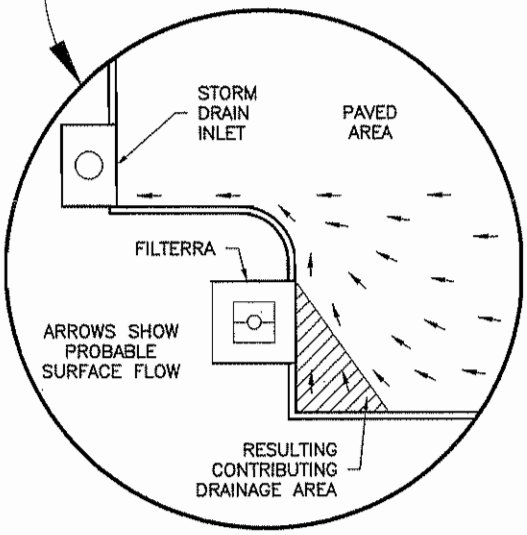
PARKING LOT CORNERS



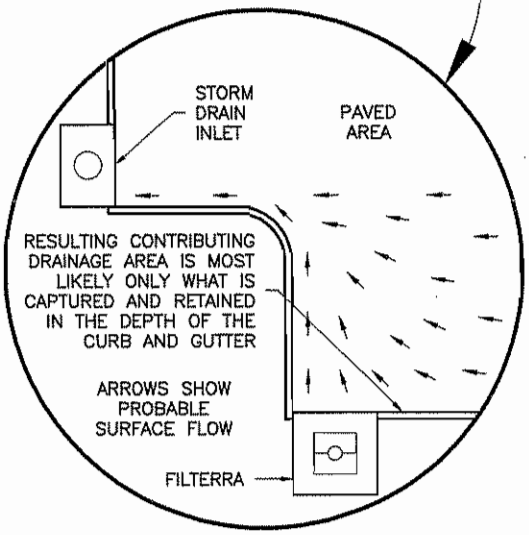
PLACEMENT



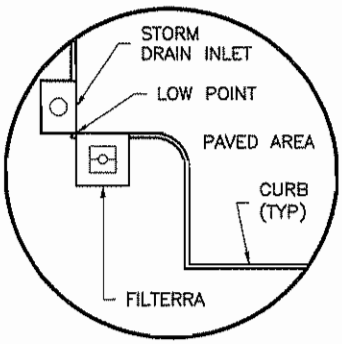
PLACEMENT

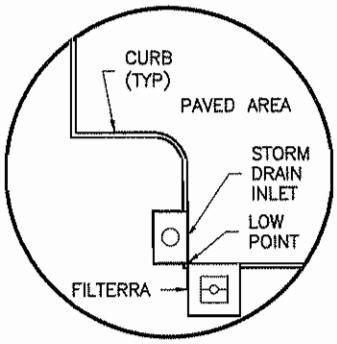


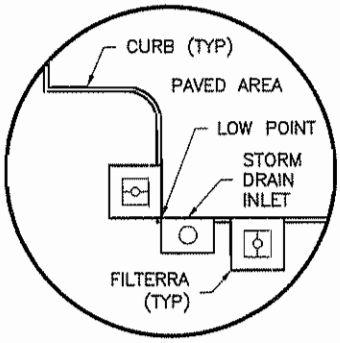
PROBLEM

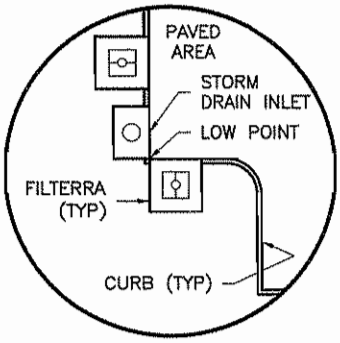


PROBLEM









POSSIBLE PLACEMENT SOLUTIONS

AMERICAST®

DATE: 12–14–04	DWG: GU3

FILTERRA® GUIDELINES
PARKING LOT CORNERS

filterra®
US PAT 6,277,274 AND 6,569,321

filterra

Table 1: Filterra® Quick Sizing Table
(Western Zone - 0.2 in/hr Uniform Intensity Approach)

Available Filterra® Box Sizes (feet)	Recommended Commercial Contributing Drainage Area (acres) where C = 0.85	Outlet Pipe
4x6.5 or 6.5x4	up to 0.35	4" SDR-35 PVC
4x8 or 8x4	0.36 to 0.44	4" SDR-35 PVC
Standard 6x6	0.45 to 0.49	4" SDR-35 PVC
6x8 or 8x6	0.50 to 0.65	4" SDR-35 PVC
6x10 or 10x6	0.66 to 0.82	6" SDR-35 PVC
6x12 or 12x6	0.83 to 0.98	6" SDR-35 PVC

Available Filterra® Box Sizes (feet)	Recommended Residential Contributing Drainage Area (acres) where C = 0.50	Outlet Pipe
4x6.5 or 6.5x4	up to 0.60	4" SDR-35 PVC
4x8 or 8x4	0.61 to 0.74	4" SDR-35 PVC
Standard 6x6	0.75 to 0.83	4" SDR-35 PVC
6x8 or 8x6	0.84 to 1.11	4" SDR-35 PVC
6x10 or 10x6	1.12 to 1.39	6" SDR-35 PVC
6x12 or 12x6	1.40 to 1.67	6" SDR-35 PVC

Notes:

1. All boxes are a standard 3.5 feet depth (INV to TC)

2. A standard SDR-35 PVC pipe coupling is cast into the wall for easy connection to discharge drain

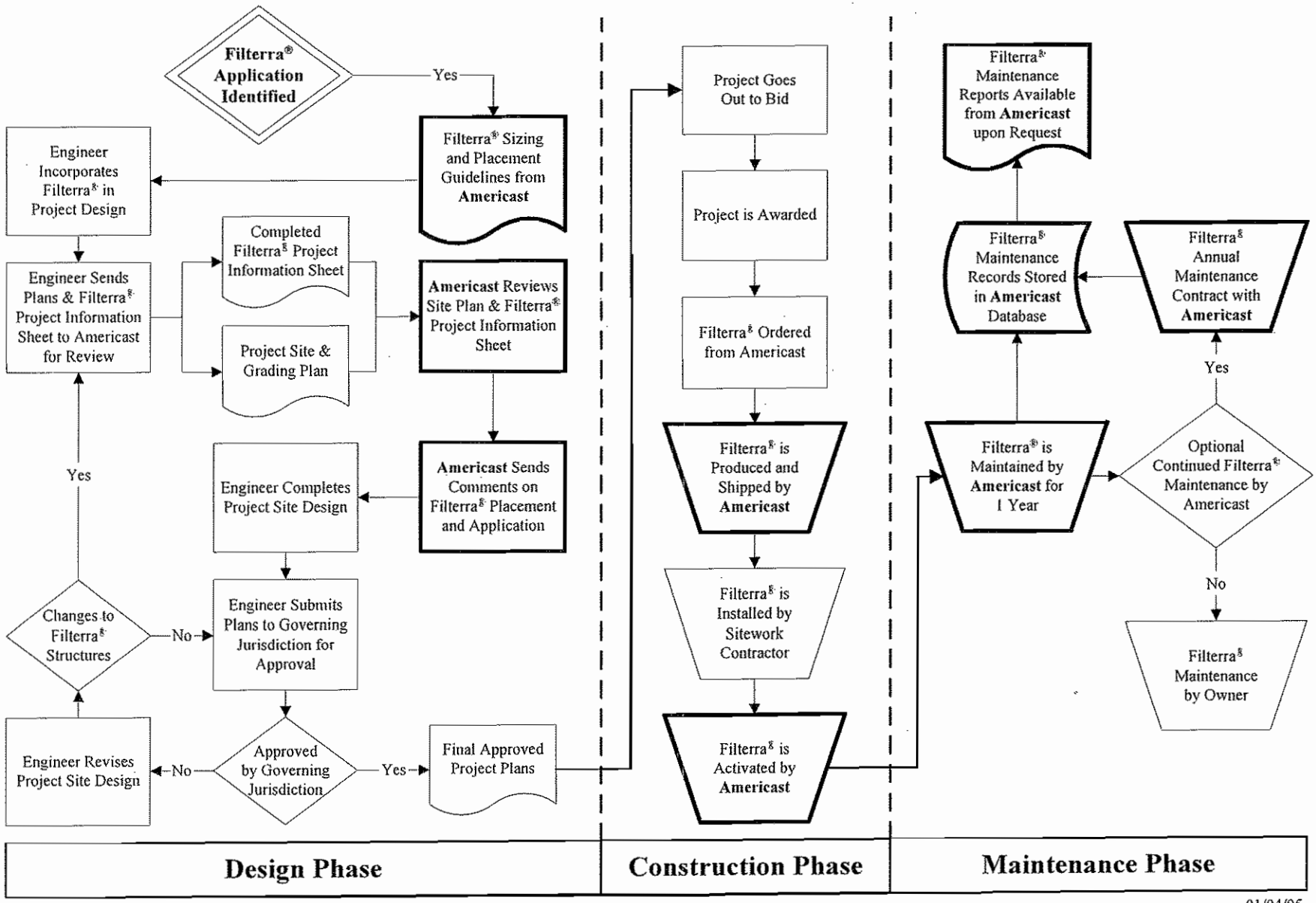
3. Dimensions shown are internal. Please add 1' to each for external (using 6" walls)

4. In line with TR55 data, for Commercial Developments a minimum (runoff coefficient) C factor of 0.85 is recommended. For Residential Developments, use of C factors less than 0.5 require individual site review by Filterra.

5. Please ask for Sizing Tables for other target treatment goals, e.g. 0.3 in/hr

6. This sizing table is valid only for CA, NV, AZ & HI

Filterra® Project Process Flowchart - Design to Maintenance



Bold items indicate services provided by Americast.

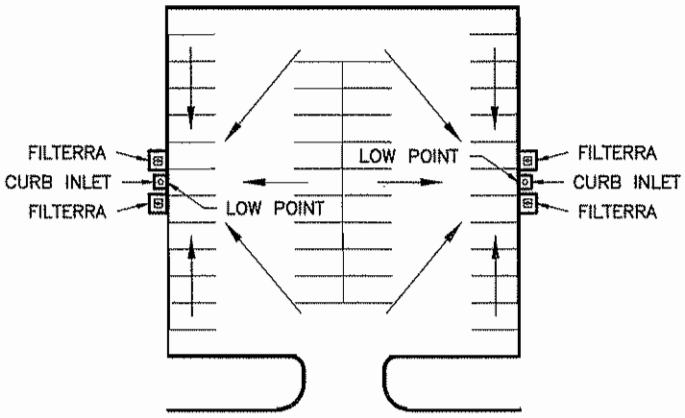
01/04/05

Section B

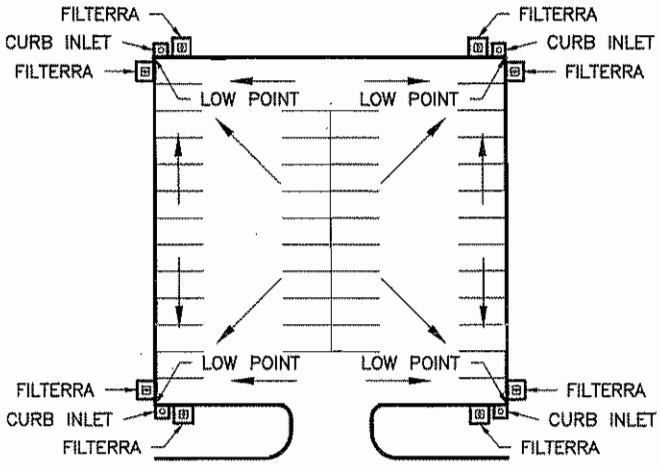
Filterra® Plans, Placement & Grading

Scenario Ideas to Ensure
Maximum Efficiency &
Minimum Space Used

Toll Free: (866) 349 3458
Fax: (804) 798 8400
E: design@filterra.com

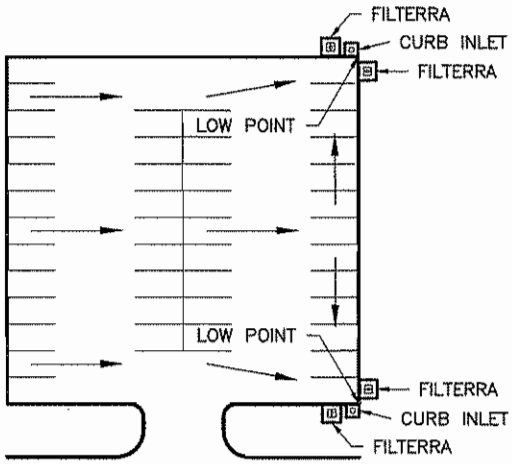


LOW POINTS AT 2 SIDES



LOW POINTS AT 4 CORNERS

ARROWS INDICATE DIRECTION OF SURFACE DRAINAGE FLOW



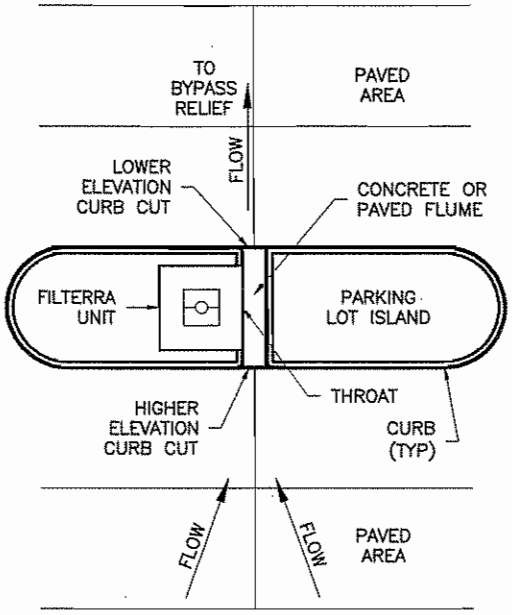
LOW POINTS AT 2 CORNERS

AMERICAST®

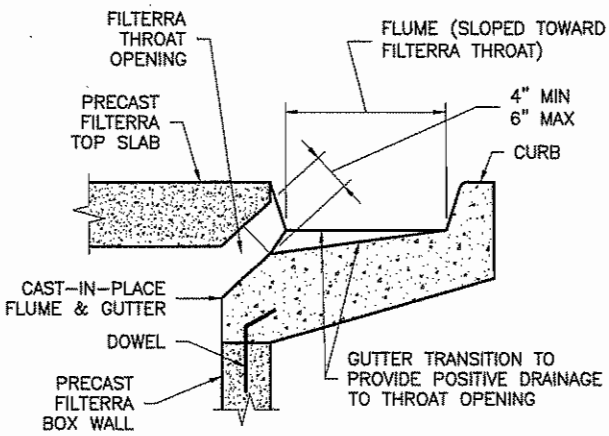
DATE: 01-03-05 | DWG: PLG1

FILTERRA® EXAMPLE SCENARIOS
TYPICAL PARKING LOT APPLICATIONS

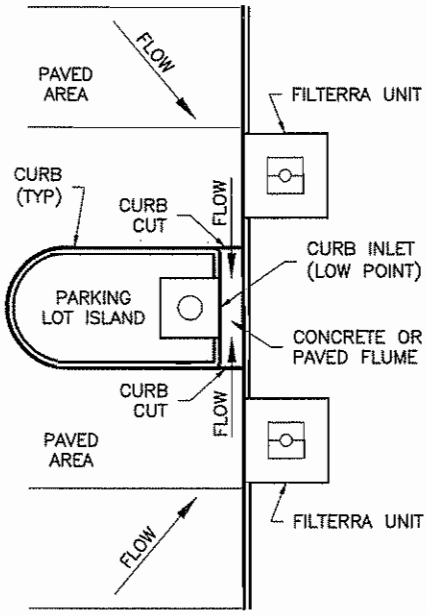
filterra®
US PAT 6,277,274 AND 6,569,321



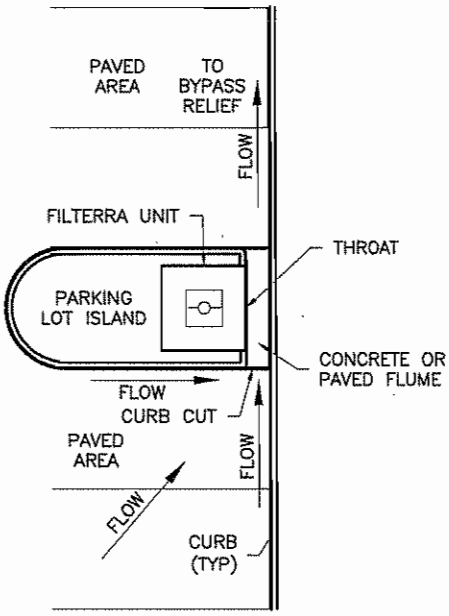
ON–GRADE ISLAND
IN OPEN PARKING LOT



SECTION VIEW OF FILTERRA
THROAT AND FLUME

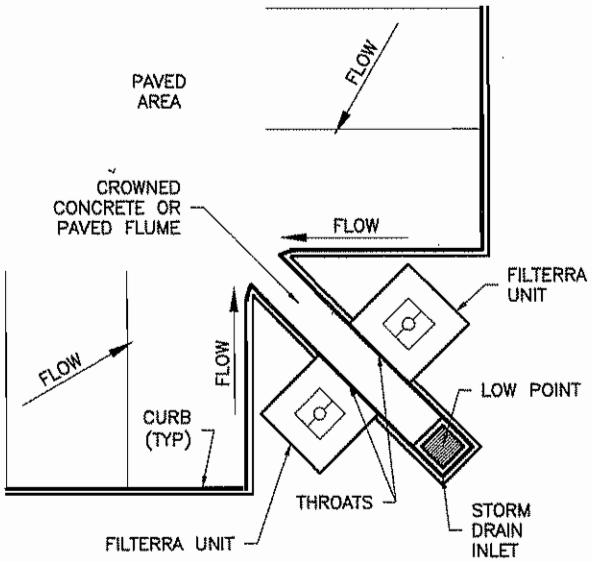


LOW POINT ISLAND
AT SIDE OF PARKING LOT

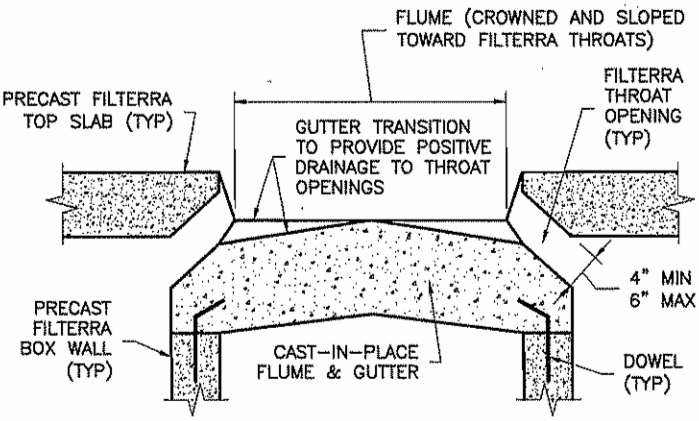


ON–GRADE ISLAND
AT SIDE OF PARKING LOT

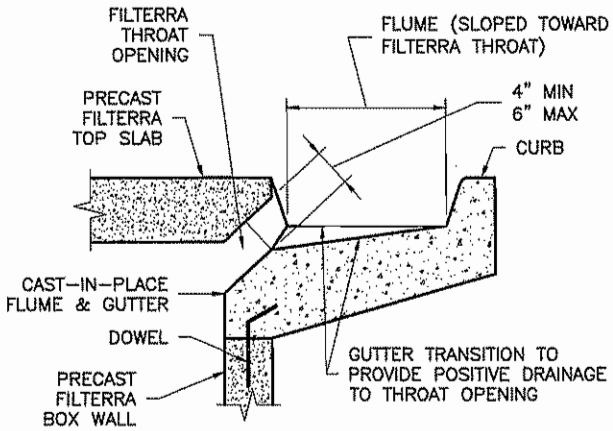
AMERICAST®	DATE: 01–03–05	DWG: PLG2
	FILTERRA® EXAMPLE SCENARIOS **PARKING LOT ISLAND APPLICATIONS**	filterra® US PAT 6,277,274 AND 6,569,321



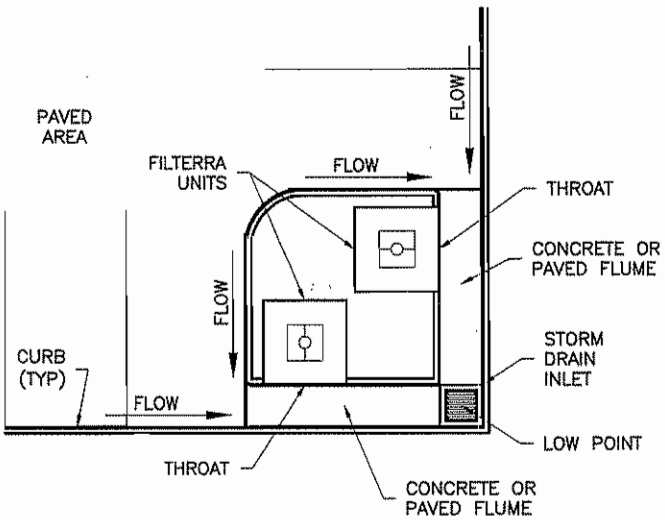
CROWNED FLUME CORNER



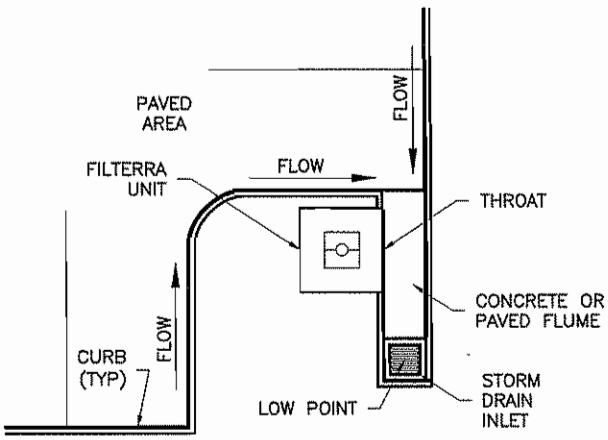
SECTION VIEW OF CROWNED FLUME



SECTION VIEW OF FILTERRA THROAT AND FLUME



TWO FLUME CORNER



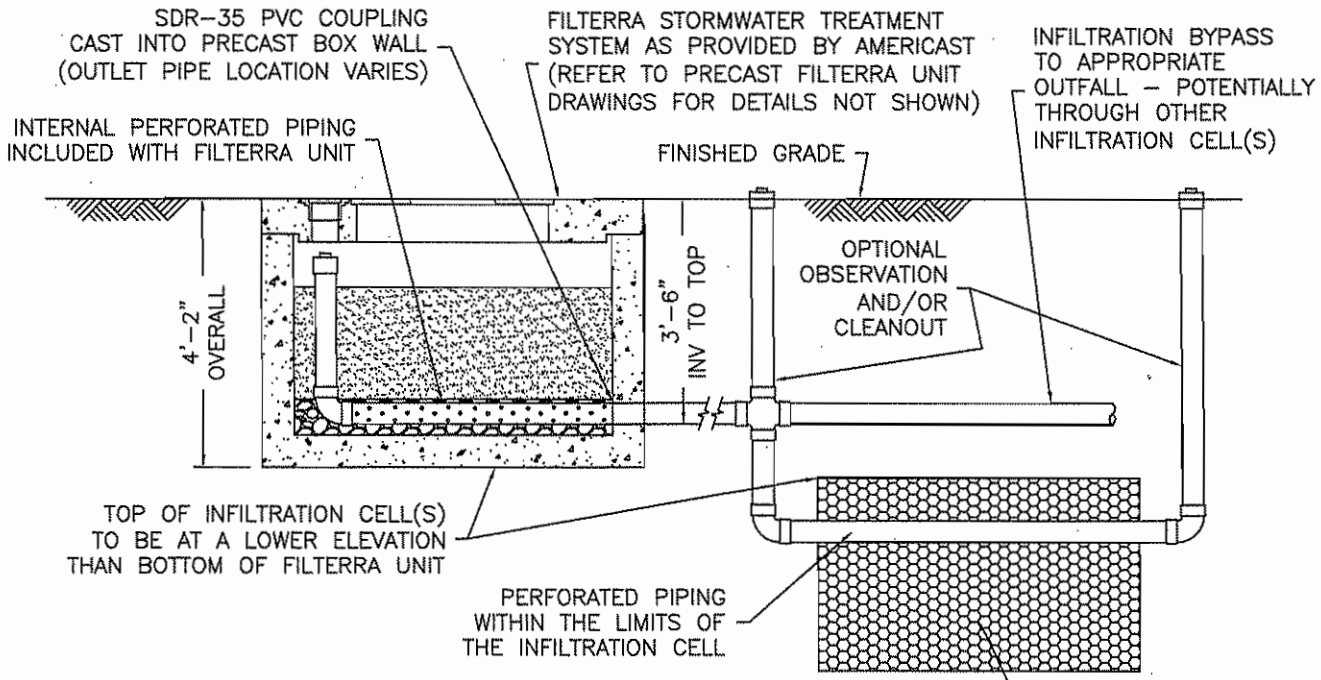
ONE FLUME CORNER

AMERICAST®

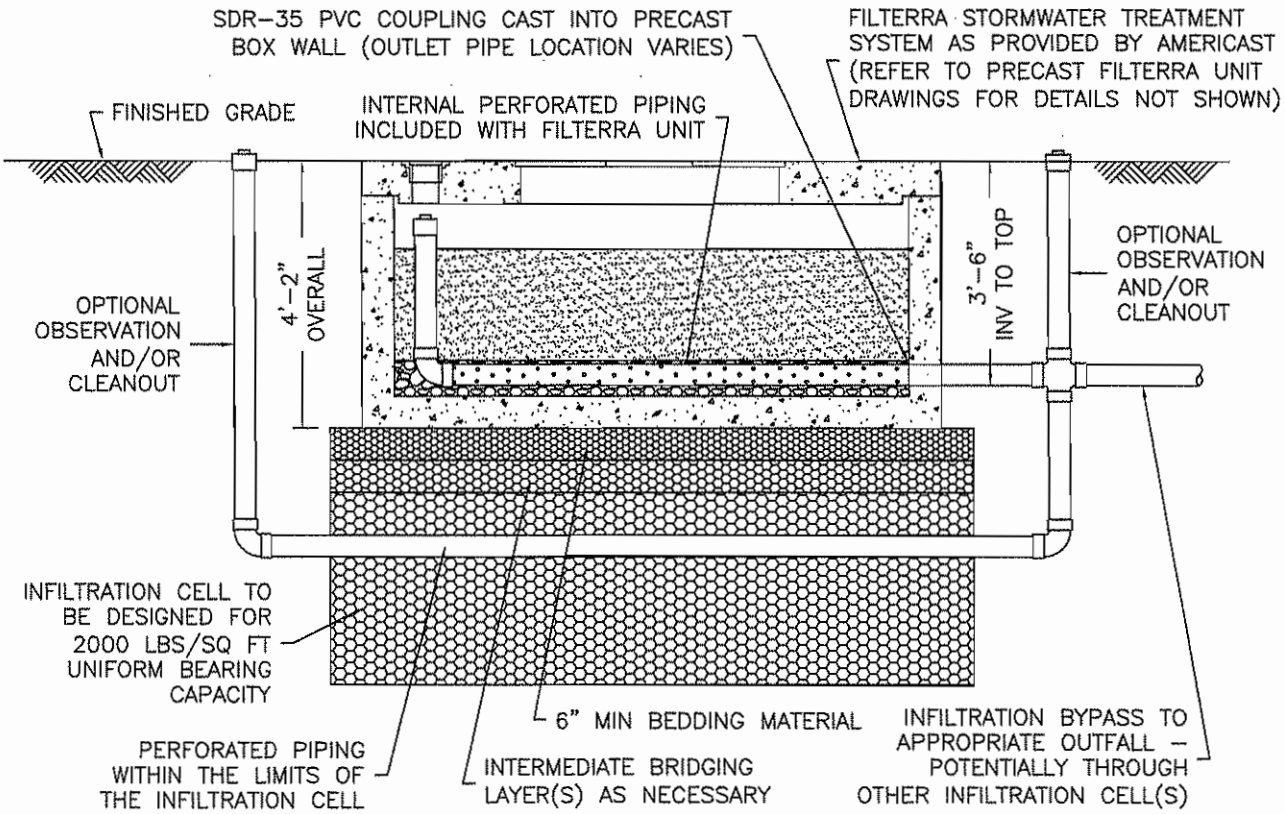
DATE: 01-03-05 | DWG: PLG3

FILTERRA® EXAMPLE SCENARIOS
PARKING LOT CORNER APPLICATIONS

filterra®
US PAT 6,277,274 AND 6,569,321



SECTION VIEW
REMOTE INFILTRATION CELL

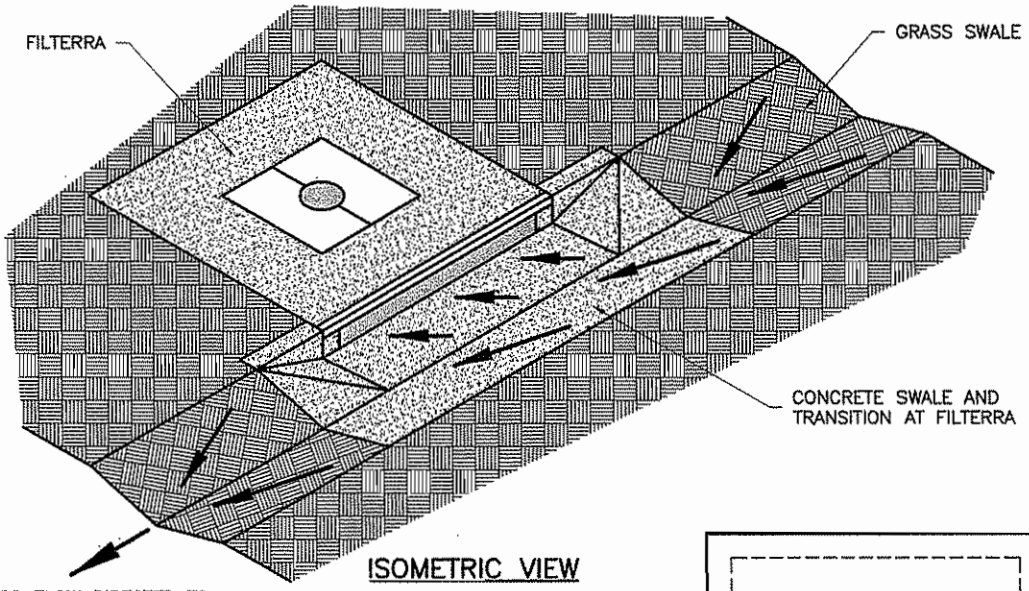


SECTION VIEW
INFILTRATION CELL BENEATH FILTERRA

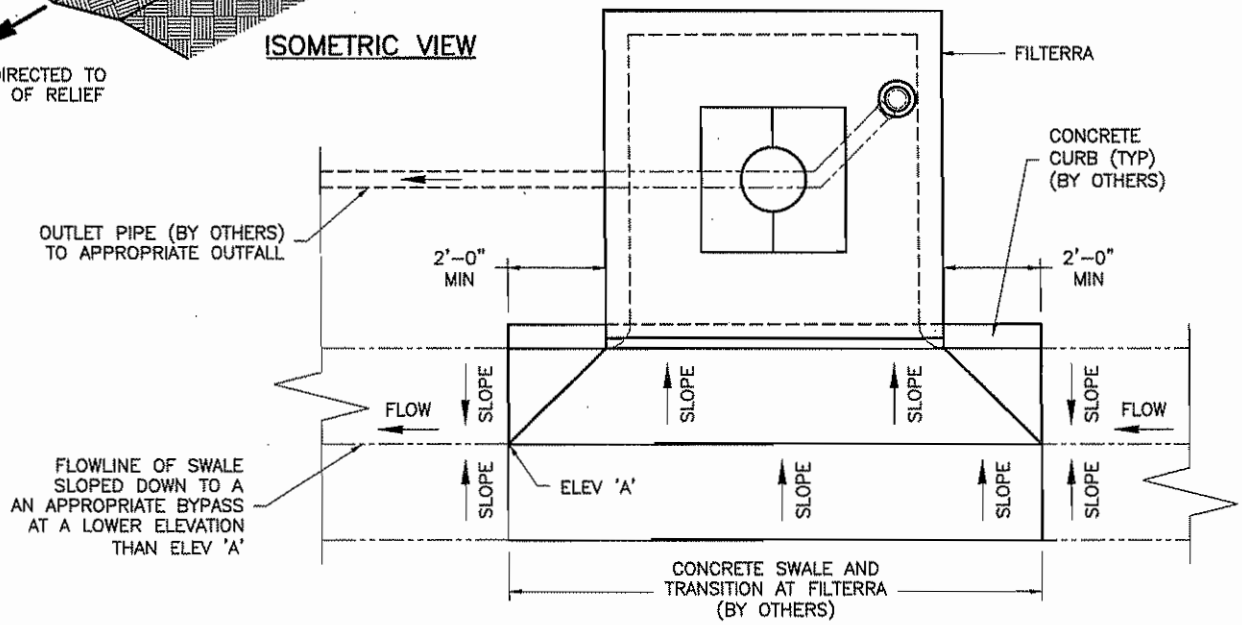
DRAWING AVAILABLE IN TIF FILE FORMAT.

AMERICAST®	DATE: 07-07-06	DWG: FTINF-2
	PRECAST FILTERRA® FOR INFILTRATION APPLICATIONS	filterra® US PAT 6,277,274 AND 6,569,321

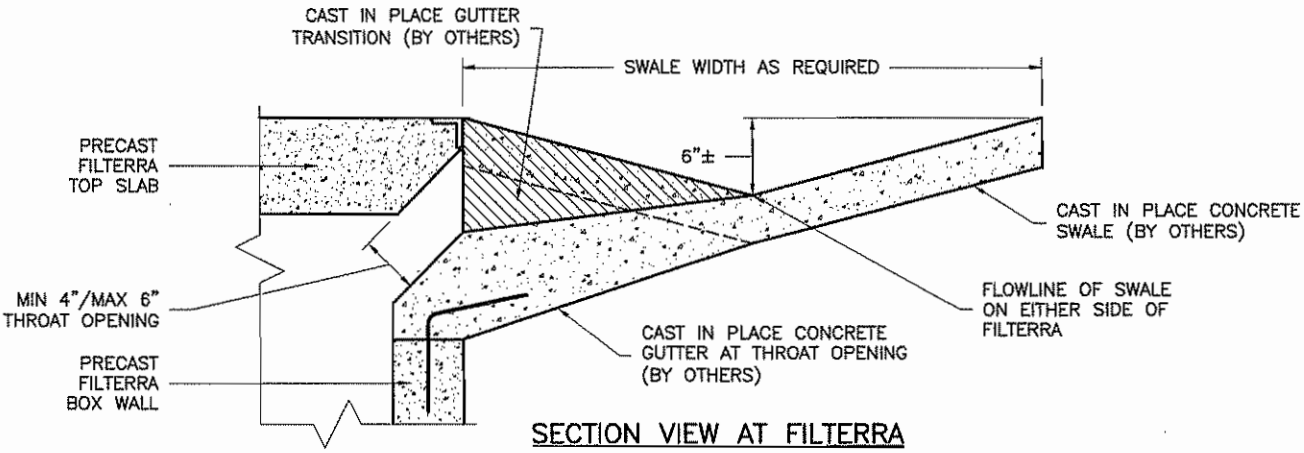
Copyright © 2005 by Americast



ISOMETRIC VIEW



PLAN VIEW



SECTION VIEW AT FILTERRA

DRAWING AVAILABLE IN TIF FILE FORMAT.

AMERICAST®

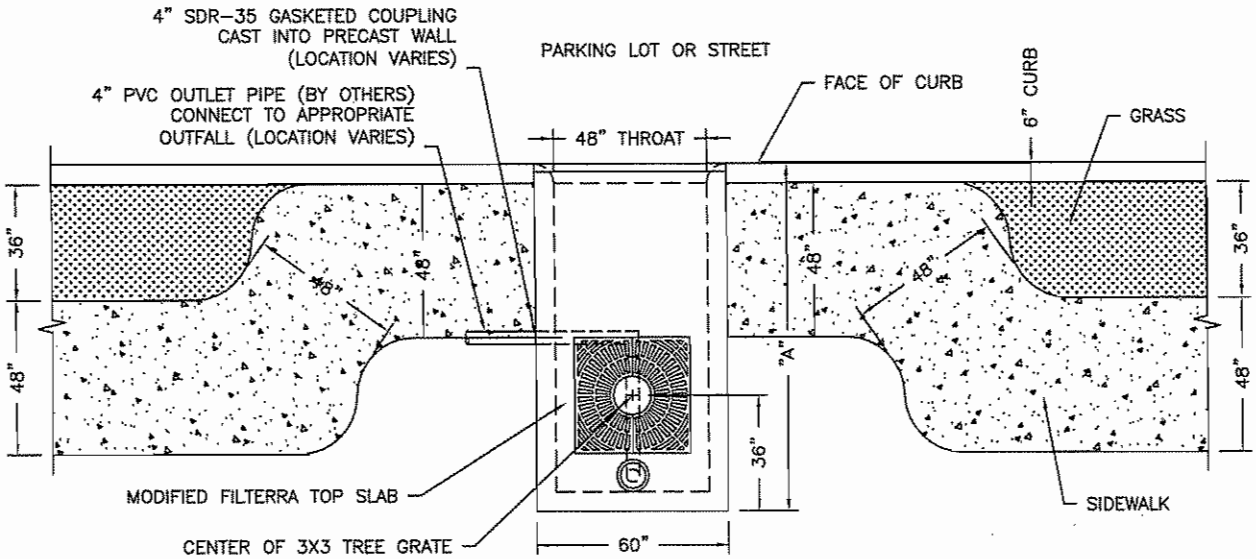
Copyright © 2005 by Americast

DATE: 03-10-05	DWG: FTSWL-1

PRECAST FILTERRA® UNIT TYPICAL SWALE CONFIGURATION

filterra®

US PAT 6,277,274 AND 6,569,321

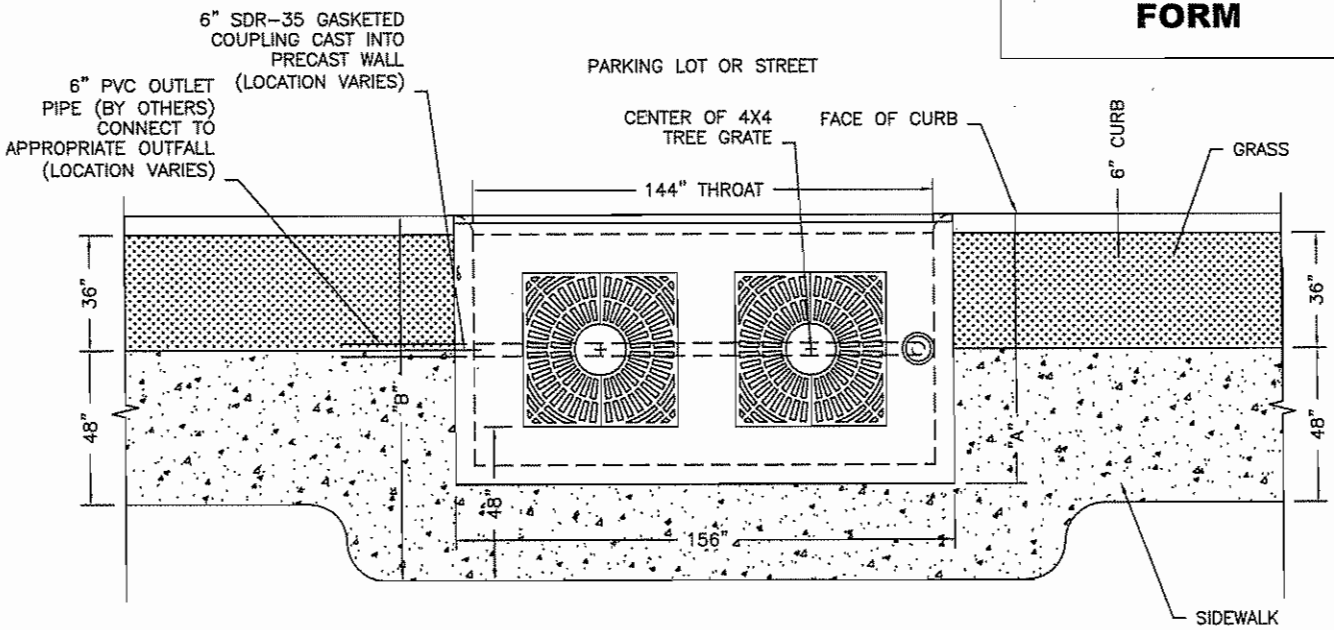


BOX SIZE	DIM. "A"	TREE GRATE
4X8 & 6X8	9'-0"	3'x3'
6X10	11'-0"	3'x3'

MODIFIED NARROW LENGTH FILTERRA UNIT

ONLY FOR 4X8 (SHOWN) 6X8 AND 6X10 BOXES

PLEASE NOTE MODIFICATION ON PROJECT INFORMATION FORM



BOX SIZE	DIM "A"	DIM "B"	TREE GRATE
6X4 & 8X4	5'-0"	8'-0"	3'x3'
6X6 & 8X6	7'-0"	9'-0"	3'x3'
10X6 & 12X6	7'-0"	9'-6"	4'x4'*

*3'x3' TREE GRATE IS OPTIONAL

STANDARD NARROW WIDTH FILTERRA UNIT

SUITABLE FOR ALL STANDARD BOXES

AMERICAST®

Copyright © 2005 by Americast

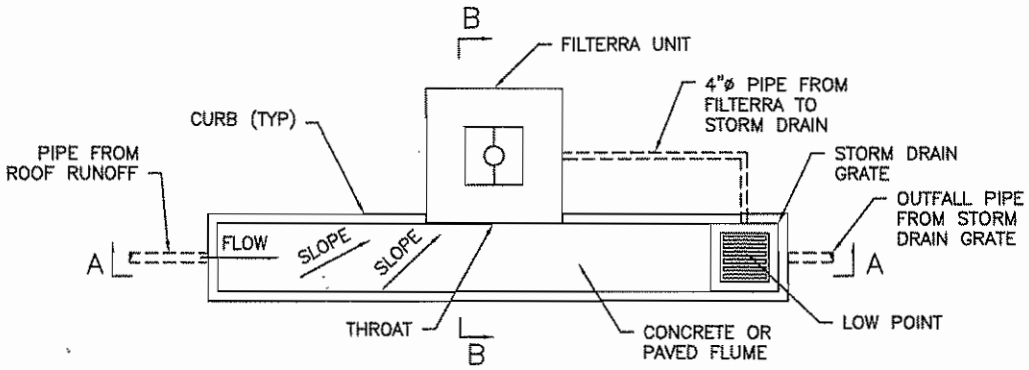
TOLL FREE (866) 349-3458

DATE: 07-07-06 DWG: FTSC-2

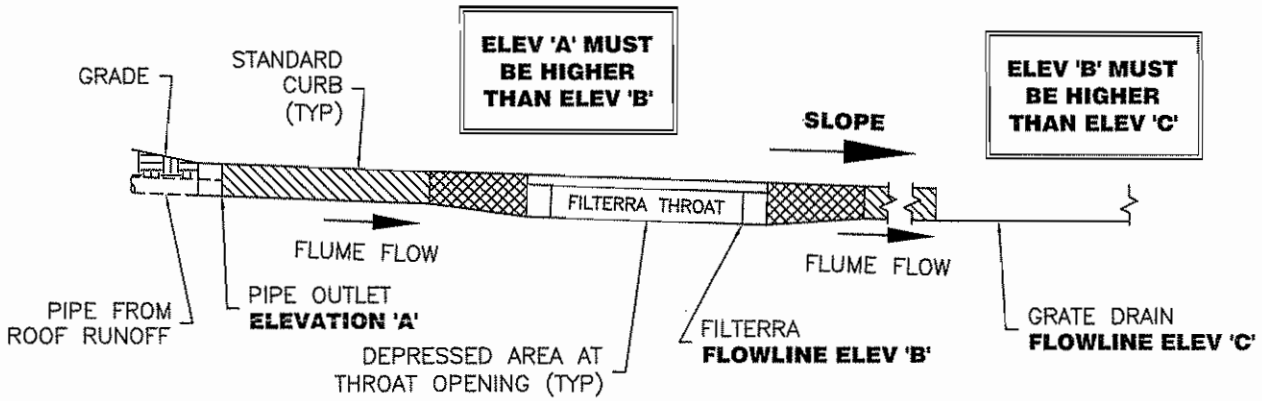
TYPICAL FILTERRA® SIDEWALK CONFIGURATIONS

filterra®

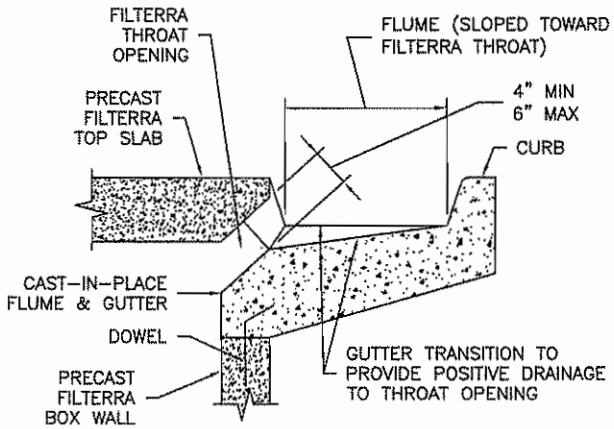
US PAT 6,277,274 AND 6,569,321



FLUME PLAN



FLUME CROSS SECTION A–A



FLUME SECTION B–B

AMERICAST®

DATE: 03–17–05 | DWG: FTRDF–1

FILTERRA® EXAMPLE SCENARIOS

ROOF DRAIN FLUME APPLICATION

filterra®

US PAT 6,277,274 AND 6,569,321

Section C

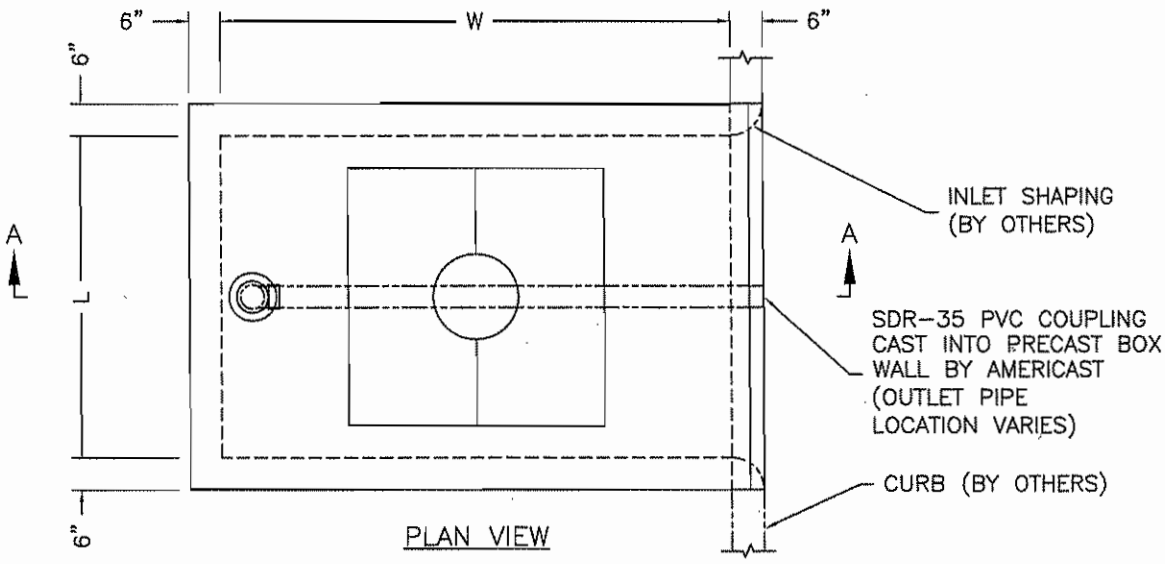
Standard Filterra® Detail Drawings & Filterra® Plan Notes

For TIF versions of these detail drawings,
please contact Americast Toll Free: (866) 349-3458 or
Email: design@filterra.com

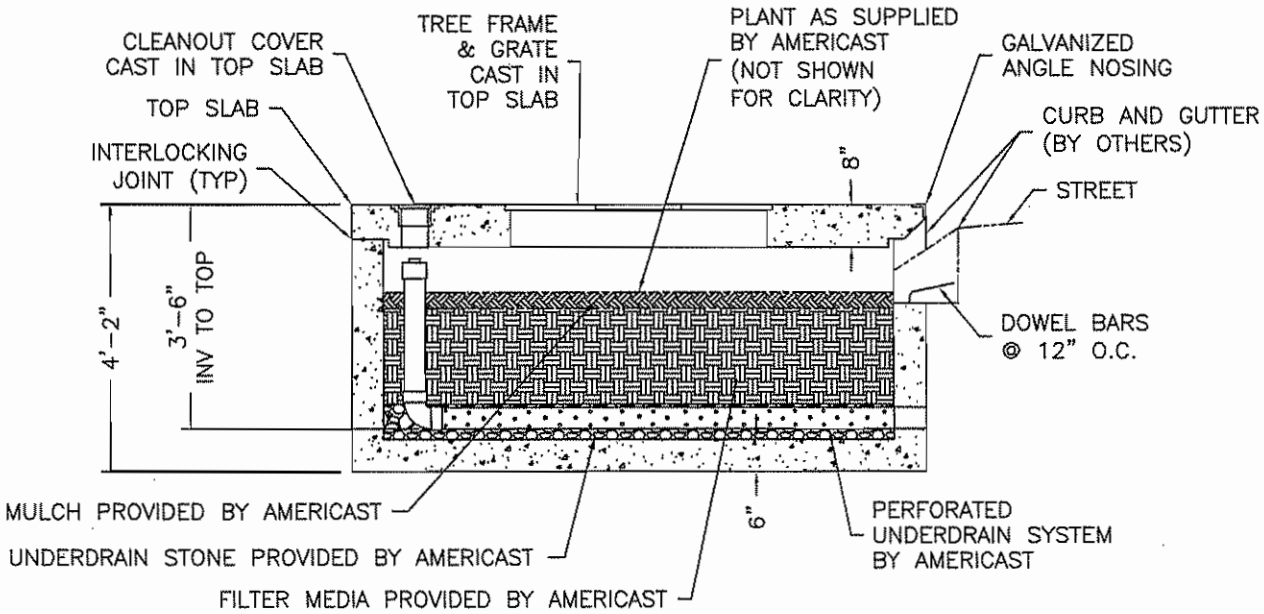
Reproduction of these detail drawings is permitted for use only in site plans or contract documents for eventual supply by Americast or its authorized dealer. Other uses are prohibited and may infringe copyright or patent protection laws.

Filterra® and Americast reserve the right to alter specifications without notice. Please make certain the Filterra® Project Information Sheet is completed to ensure the verification of the latest specifications for your project.

Toll Free: (866) 349 3458
Fax: (804) 798 8400
E: design@filterra.com



PLAN VIEW



SECTION A–A

DESIGNATION	L	W	TREE GRATE QTY & SIZE	OUTLET PIPE
4 x 6	4'–0"	6'–0"	(1) 3x3	4" SDR–35 PVC
4 x 8	4'–0"	8'–0"	(1) 3x3	4" SDR–35 PVC
6 x 8	6'–0"	8'–0"	(1) 4x4	4" SDR–35 PVC
6 x 10	6'–0"	10'–0"	(1) 4x4	6" SDR–35 PVC
6 x 12	6'–0"	12'–0"	(2) 4x4	6" SDR–35 PVC

DRAWING AVAILABLE IN TIF FILE FORMAT.

AMERICAST®

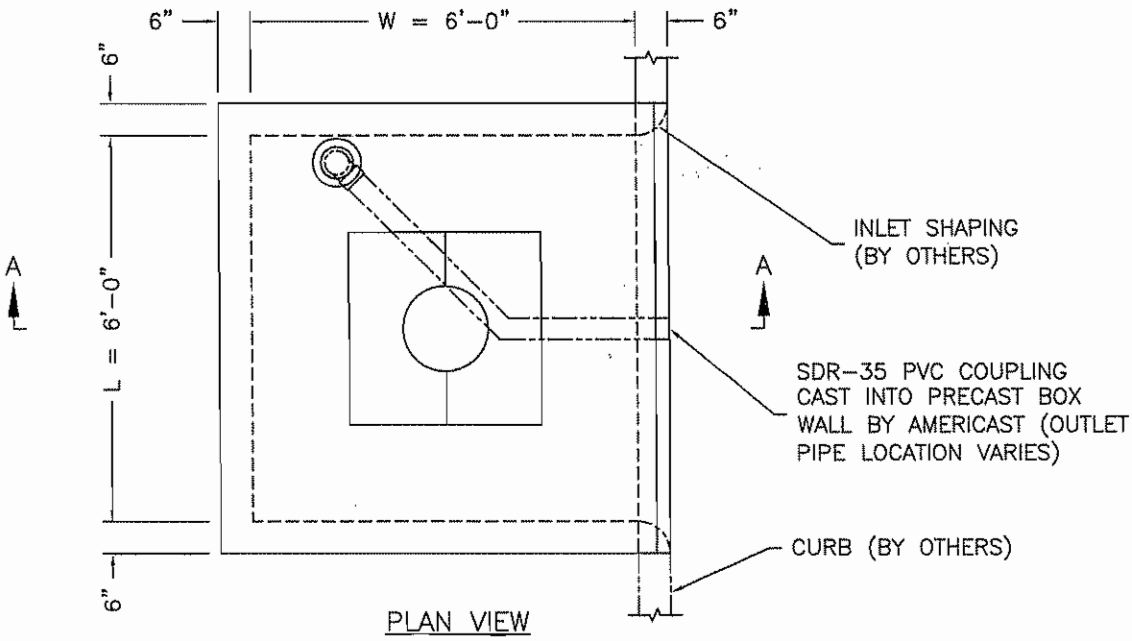
Copyright © 2004 by Americast

DATE: 07–07–06 DWG: FTNL–2

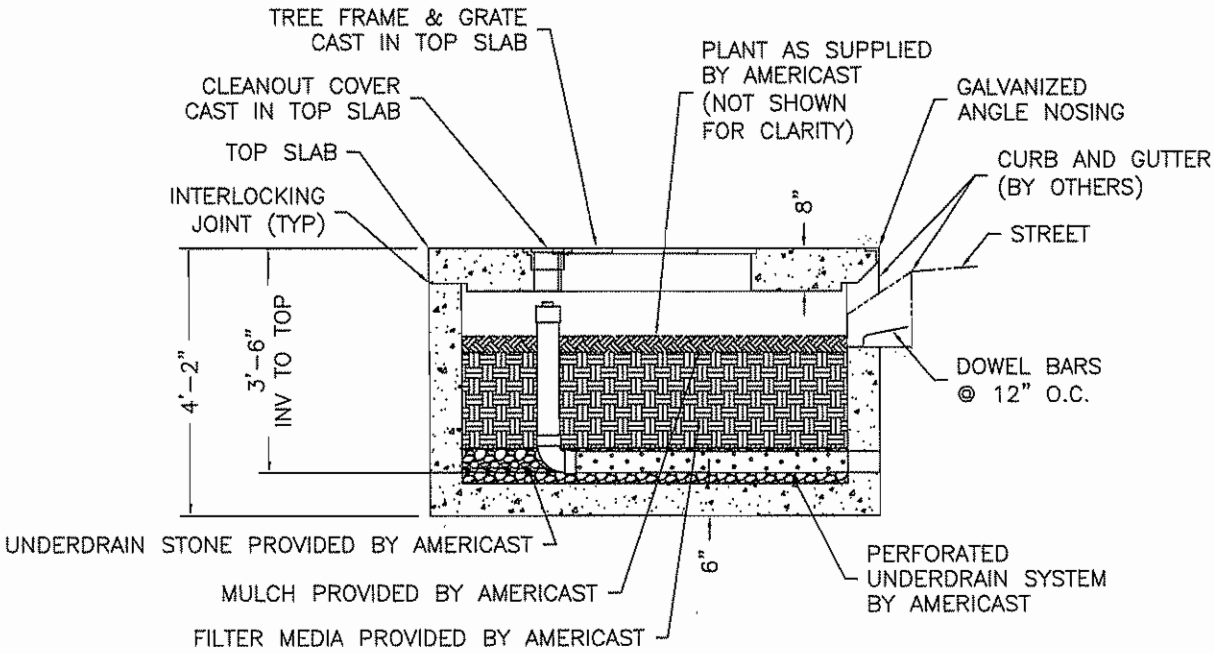
PRECAST FILTERRA® UNIT
NARROW LENGTH CONFIGURATION

filterra®

US PAT 6,277,274
AND 6,569,321



PLAN VIEW



SECTION A–A

DESIGNATION	L	W	TREE GRATE QTY & SIZE	OUTLET PIPE
6 x 6	6'–0"	6'–0"	(1) 3x3	4" SDR–35 PVC

DRAWING AVAILABLE IN TIF FILE FORMAT.

AMERICAST®

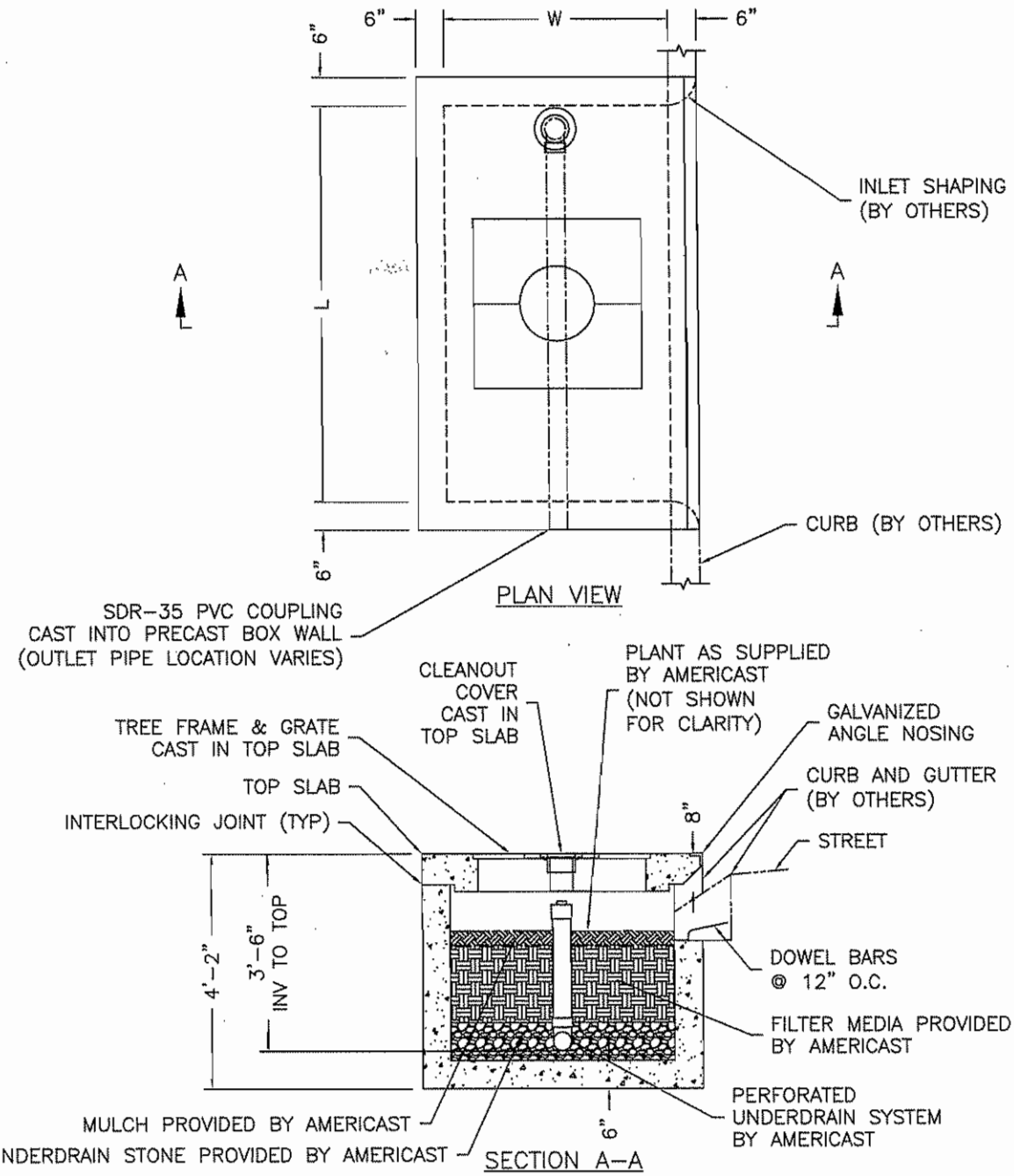
Copyright © 2004 by Americast

DATE: 07–07–06 DWG: FTST–2

PRECAST FILTERRA® UNIT STANDARD CONFIGURATION

filterra®

US PAT 6,277,274 AND 6,569,321



DESIGNATION	L	W	TREE GRATE QTY & SIZE	OUTLET PIPE
6 x 4	6'-0"	4'-0"	(1) 3x3	4" SDR-35 PVC
8 x 4	8'-0"	4'-0"	(1) 3x3	4" SDR-35 PVC
8 x 6	8'-0"	6'-0"	(1) 4x4	4" SDR-35 PVC
10 x 6	10'-0"	6'-0"	(1) 4x4	6" SDR-35 PVC
12 x 6	12'-0"	6'-0"	(2) 4x4	6" SDR-35 PVC

DRAWING AVAILABLE IN TIF FILE FORMAT.

AMERICAST®

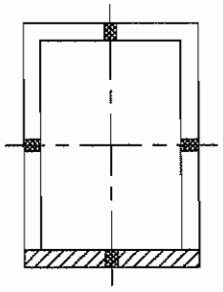
Copyright © 2004 by Americast

DATE: 07-07-06 DWG: FTNW-2

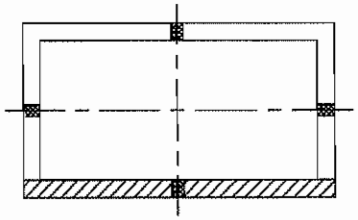
PRECAST FILTERRA® UNIT
NARROW WIDTH CONFIGURATION

filterra®

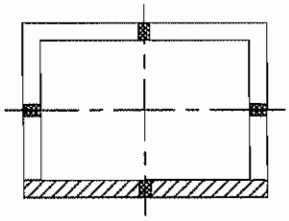
US PAT 6,277,274
AND 6,569,321



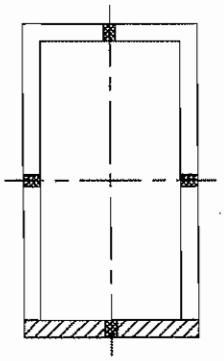
4X6B



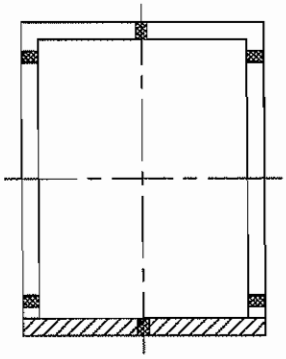
8X4B



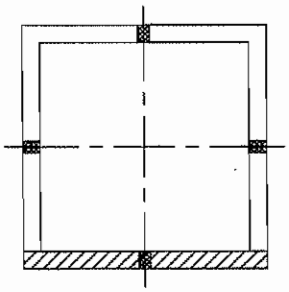
6X4B



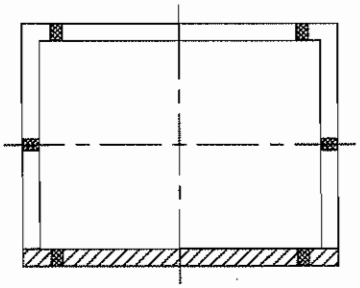
4X8B



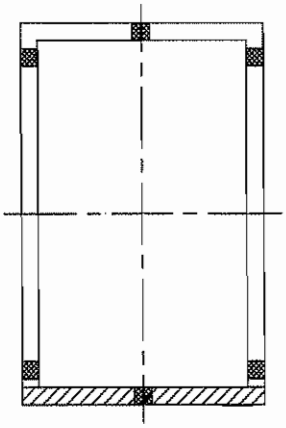
6X8B



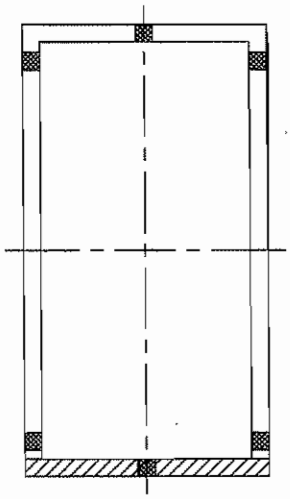
6X6B



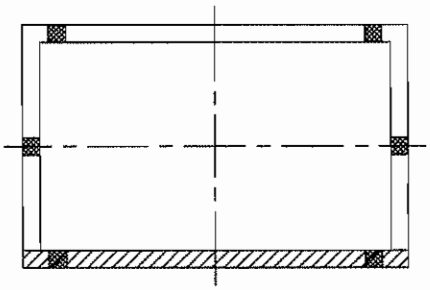
8X6B



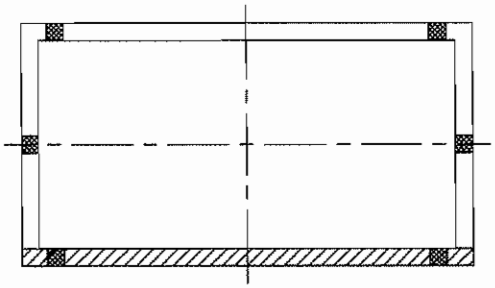
6X10B



6X12B



10X6B



12X6B

DRAWING AVAILABLE IN TIF FILE FORMAT.

AMERICAST®

DATE: 01-05-06	DWG: FTOPC-1

FILTERRA® PVC OUTLET PIPE COUPLING LOCATIONS

filterra®

US PAT 6,277,274 AND 6,569,321

Filterra Standard Plan Notes

Construction & Installation

A. Each unit shall be constructed at the locations and elevations according to the sizes shown on the approved drawings. Any modifications to the elevation or location shall be at the direction of and approved by the Engineer.

B. If the Filterra® is stored before installation, the top slab must be placed on the box using the 2x4 wood provided, to prevent any contamination from the site. All internal fittings supplied (if any), must be left in place as per the delivery.

C. The unit shall be placed on a compacted sub-grade with a minimum 6-inch gravel base matching the final grade of the curb line in the area of the unit. The unit to be placed such that the unit and top slab match the grade of the curb in the area of the unit. Compact undisturbed sub-grade materials to 95% of maximum density at +1- 2% of optimum moisture. Unsuitable material below sub-grade shall be replaced to the site engineer's approval.

D. Outlet connections shall be aligned and sealed to meet the approved drawings with modifications necessary to meet site conditions and local regulations.

E. Once the unit is set, the internal wooden forms and protective mesh cover must be left intact. Remove only the temporary wooden shipping blocks between the box and top slab. The top lid should be sealed onto the box section before backfilling, using a non-shrink grout, butyl rubber or similar waterproof seal. The boards on top of the lid and boards sealed in the unit's throat must **NOT** be removed. The Supplier (Americast or its authorized dealer) will remove these sections at the time of activation. Backfilling should be performed in a careful manner, bringing the appropriate fill material up in 6" lifts on all sides. Precast sections shall be set in a manner that will result in a watertight joint. In all instances, installation of Filterra® unit shall conform to ASTM specification C891 "Standard Practice for Installation of Underground Precast Utility Structures", unless directed otherwise in contract documents.

F. Curb and gutter construction (where present) shall ensure that the flow-line of the Filterra® units is at a greater elevation than the flow-line of the bypass structure or relief (drop inlet, curb cut or similar). Failure to comply with this guideline may cause failure and/or damage to the Filterra® environmental device.

G. Each Filterra® unit must receive adequate irrigation to ensure survival of the living system during periods of drier weather. This may be achieved through a piped system, gutter flow or through the tree grate.

Activation

A. Activation of the Filterra® unit is performed ONLY by the Supplier. Purchaser is responsible for Filterra® inlet protection and subsequent clean out cost. This process cannot commence until the project site is fully stabilized and cleaned (full landscaping, grass cover, final paving and street sweeping completed), negating the chance of construction materials contaminating the Filterra® system. Care shall be taken during construction not to damage the protective throat and top plates.

B. Activation includes installation of plant(s) and mulch layers as necessary.

Included Maintenance

A. Each correctly installed Filterra® unit is to be maintained by the Supplier, or a Supplier approved contractor for a minimum period of 1 year. The cost of this service is to be included in the price of each Filterra® unit. Extended maintenance contracts are available at extra cost upon request.

B. Annual included maintenance consists of a maximum of (2) scheduled visits. The visits are scheduled seasonally; the spring visit aims to clean up after winter loads that may include salts and sands. The fall visit helps the system by removing excessive leaf litter.

C. Each Included Maintenance visit consists of the following tasks.

1. Filterra® unit inspection
2. Foreign debris, silt, mulch & trash removal
3. Filter media evaluation and recharge as necessary
4. Plant health evaluation and pruning or replacement as necessary
5. Replacement of mulch
6. Disposal of all maintenance refuse items
7. Maintenance records updated and stored (reports available upon request)

D. The beginning and ending date of Supplier's obligation to maintain the installed system shall be determined by the Supplier at the time the system is activated. Owners must promptly notify the Supplier of any damage to the plant(s), which constitute(s) an integral part of the bioretention technology.

Section D

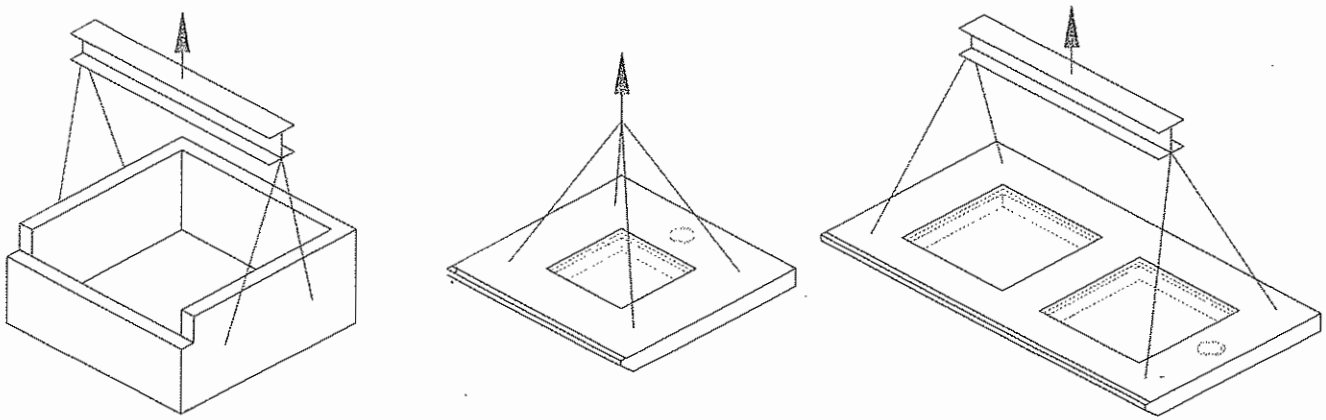
Filterra® Technical Section

Toll Free: (866) 349 3458
Fax: (804) 798 8400
E: design@filterra.com

Americast Filterra® Weights and Lifting Details

		Box Only		Top Only		Box + Top		Box + Media		Box + Media + Top		*Spreader Bar	
		Pounds	Tons	Pounds	Tons	Pounds	Tons	Pounds	Tons	Pounds	Tons	Min	Max
4'-0" Throat	4x6	7,440	3.72	2,819	1.41	10,259	5.13	12,624	6.31	15,443	7.72	5.00 ft	7.50 ft
	4x8	9,145	4.57	3,829	1.91	12,974	6.49	16,057	8.03	19,886	9.94	5.00 ft	7.50 ft
6'-0" Throat	6x4	7,285	3.64	2,797	1.40	10,082	5.04	12,469	6.23	15,266	7.63	5.50 ft	7.50 ft
	Std 6x6	**9,300**	**4.65**	**4,221**	**2.11**	**13,521**	**6.76**	**17,076**	**8.54**	**21,297**	**10.65**	**7.00 ft**	**9.00 ft**
	6x8	11,315	5.66	5,121	2.56	16,436	8.22	21,683	10.84	26,804	13.40	7.00 ft	9.00 ft
	6x10	13,330	6.67	6,545	3.27	19,875	9.94	26,290	13.15	32,835	16.42	7.00 ft	9.00 ft
	6x12	15,345	7.67	6,825	3.41	22,170	11.09	30,897	15.45	37,722	18.86	7.00 ft	9.00 ft
8'-0" Throat	8x4	8,835	4.42	3,787	1.89	12,622	6.31	15,747	7.87	19,534	9.77	5.50 ft	7.50 ft
	8x6	11,160	5.58	5,100	2.55	16,260	8.13	21,528	10.76	26,628	13.31	7.50 ft	9.50 ft
10'-0" Throat	10x6	13,020	6.51	6,503	3.25	19,523	9.76	25,980	12.99	32,483	16.24	7.50 ft	9.50 ft
12'-0" Throat	12x6	14,880	7.44	6,762	3.38	21,642	10.82	30,432	15.22	37,194	18.60	7.50 ft	9.50 ft

THE BOX AND TOP MUST BE LIFTED SEPARATELY

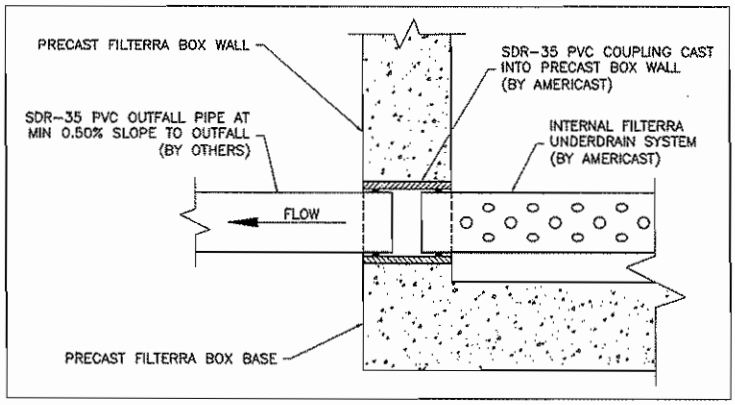


A 7.50 ft spreader bar is suitable for all sizes shown and is **always needed** for safe lifting of all box sizes

11/30/05

Filterra Piping Technical Details

Filterra® is supplied with an internal underdrain system that exits a wall in a perpendicular direction. Most efficient drainage is accomplished when the drain exits on the lower side of the Filterra®, i.e. nearest the overflow bypass. This is more important when using the larger sized Filterras®.



Drawing DP1: Section View through Filterra Precast Box Wall at Outfall Pipe Connection

All units are supplied with the drainage pipe coupling precast into the wall, at a depth of 3.50 feet (INV to TC). Drawing DP1 is a detail of the coupling. The coupling used is SDR-35 PVC.

Typically, a minimum slope of 0.50% is adequate to accommodate the flow of treated water from the Filterra®, but each site may present unique conditions based on routing of the outfall pipe (elbows). The pipe must not be a restricting point for the successful operation of Filterra®. All connecting pipes must accommodate freefall flow. Table 3 lists expected flow rates of the various size Filterra® units and these flow rates can be used to confirm or calculate the minimum outfall pipe slope.

Table 3: Filterra Flow Rates & Pipe Details

Filterra® Size (feet)	Expected Flow Rate (cubic feet/second)	Connecting Drainage Pipe
4x6 or 6x4	0.056	4" SDR-35 PVC
4x8 or 8x4	0.075	4" SDR-35 PVC
6x6	0.084	4" SDR-35 PVC
6x8 or 8x6	0.112	4" SDR-35 PVC
6x10 or 10x6	0.140	6" SDR-35 PVC
6x12 or 12x6	0.168	6" SDR-35 PVC

Filterra Plant Selections

The Filterra® Stormwater Bioretention Filtration System harnesses the power of nature to capture, immobilize and cycle pollutants to treat urban runoff. Trees, grasses and shrubs do more than make it attractive; they also enhance pollutant removal.

Above ground, the system's shrubs, grasses or trees add beauty and value to the urban landscape. Underground, nature's complex physical, chemical and biological processes are hard at work removing a wide range of non-point source pollutants from the treated stormwater. Pollutants are decomposed, volatilized and incorporated into the biomass of Filterra's micro/macro fauna and flora.

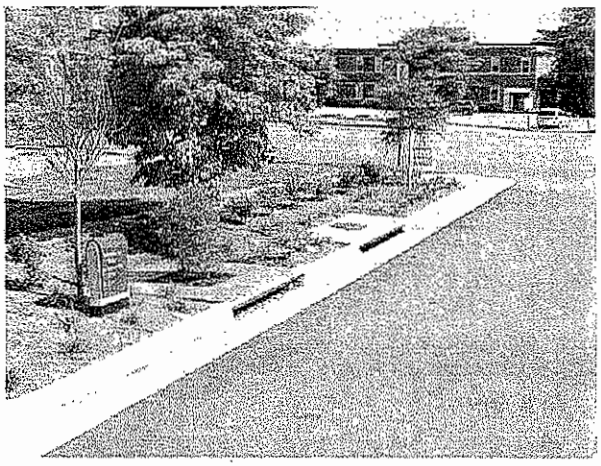
A wide range of plants are suitable for use in bioretention systems, and a list is available indicating those suitable for use with Filterra®. The selection varies by location according to climate.

Additional photos are available on the website homepage. Some of the most popular selections to date are shown below:

Filterra® with Foster Holly

Filterra® with Crape Myrtle

Filterra® with Crape Myrtle



Filterra® with Bayberry

Acronyms and Abbreviations

BMP		Best Management Practice
CB		Catch Basin
CI		Curb Inlet
CSO		Combined Sewer Overflow
CWA		Clean Water Act
DA		Drainage Area
DAKit		Design Assistance Kit for Filterra
DI		Drop Inlet
EPA		Environmental Protection Agency
FL		Flow Line
FSA		Filter Surface Area
FT		Filterra
IMP		Integrated Management Practice
INV		Invert of pipe
LID		Low Impact Development
MH		Manhole
NPDES		National Pollutant Discharge Elimination System
NRCS		Natural Resources Conservation Service
NURP		Nationwide Urban Runoff Program
SPCC		Spill Prevention, Control, and Countermeasures
SWMM		Storm Water Management Model
TC		Top Curb
TMDL		Total Maximum Daily Load
TN		Total Nitrogen
TP		Total Phosphorus
TSS		Total Suspended Solids

Toll Free: (866) 349 3458
F: (804) 752 6838
E: design@filterra.com

Filterra Standard Plan Notes

Construction & Installation

A. Each unit shall be constructed at the locations and elevations according to the sizes shown on the approved drawings. Any modifications to the elevation or location shall be at the direction of and approved by the Engineer.

B. If the Filterra® is stored before installation, the top slab must be placed on the box using the 2x4 wood provided, to prevent any contamination from the site. All internal fittings supplied (if any), must be left in place as per the delivery.

C. The unit shall be placed on a compacted sub-grade with a minimum 6-inch gravel base matching the final grade of the curb line in the area of the unit. The unit to be placed such that the unit and top slab match the grade of the curb in the area of the unit. Compact undisturbed sub-grade materials to 95% of maximum density at +1- 2% of optimum moisture. Unsuitable material below sub-grade shall be replaced to the site engineer's approval.

D. Outlet connections shall be aligned and sealed to meet the approved drawings with modifications necessary to meet site conditions and local regulations.

E. Once the unit is set, the internal wooden forms and protective mesh cover must be left intact. Remove only the temporary wooden shipping blocks between the box and top slab. The top lid should be sealed onto the box section before backfilling, using a non-shrink grout, butyl rubber or similar waterproof seal. The boards on top of the lid and boards sealed in the unit's throat must **NOT** be removed. The Supplier (Americast or its authorized dealer) will remove these sections at the time of activation. Backfilling should be performed in a careful manner, bringing the appropriate fill material up in 6" lifts on all sides. Precast sections shall be set in a manner that will result in a watertight joint. In all instances, installation of Filterra® unit shall conform to ASTM specification C891 "Standard Practice for Installation of Underground Precast Utility Structures", unless directed otherwise in contract documents.

F. Curb and gutter construction (where present) shall ensure that the flow-line of the Filterra® units is at a greater elevation than the flow-line of the bypass structure or relief (drop inlet, curb cut or similar). Failure to comply with this guideline may cause failure and/or damage to the Filterra® environmental device.

G. Each Filterra® unit must receive adequate irrigation to ensure survival of the living system during periods of drier weather. This may be achieved through a piped system, gutter flow or through the tree grate.

Activation

A. Activation of the Filterra® unit is performed ONLY by the Supplier. Purchaser is responsible for Filterra® inlet protection and subsequent clean out cost. This process cannot commence until the project site is fully stabilized and cleaned (full landscaping, grass cover, final paving and street sweeping completed), negating the chance of construction materials contaminating the Filterra® system. Care shall be taken during construction not to damage the protective throat and top plates.

B. Activation includes installation of plant(s) and mulch layers as necessary.

Included Maintenance

A. Each correctly installed Filterra® unit is to be maintained by the Supplier, or a Supplier approved contractor for a minimum period of 1 year. The cost of this service is to be included in the price of each Filterra® unit. Extended maintenance contracts are available at extra cost upon request.

B. Annual included maintenance consists of a maximum of (2) scheduled visits. The visits are scheduled seasonally; the spring visit aims to clean up after winter loads that may include salts and sands. The fall visit helps the system by removing excessive leaf litter.

C. Each Included Maintenance visit consists of the following tasks.

1. Filterra® unit inspection
2. Foreign debris, silt, mulch & trash removal
3. Filter media evaluation and recharge as necessary
4. Plant health evaluation and pruning or replacement as necessary
5. Replacement of mulch
6. Disposal of all maintenance refuse items
7. Maintenance records updated and stored (reports available upon request)

D. The beginning and ending date of Supplier's obligation to maintain the installed system shall be determined by the Supplier at the time the system is activated. Owners must promptly notify the Supplier of any damage to the plant(s), which constitute(s) an integral part of the bioretention technology.

Filterra® Plants for Northern California

Common Name *Latin Name*	Location	Sun	Hardy Range	Height	Spread
Plant Type: Deciduous trees and shrubs					
Beautyberry *Callicarpa Americana*	Wide range	Partial Shade to Full Sun	7A-10B	4-8'	6-7'
[1,2]Blue Palo Verde *Parkinsonia floridum*	Wide Range	Full Sun	8A-11	10-20'	15'
[2]Callery Pear *Pyrus calleryana*	Intermediate, Inland	Full Sun	5A-9A	25-40'	25-35'
[2]Chinese Fringe Tree *Chionanthus retusus*	Intermediate, Inland	Full Shade to Full Sun	5B-9A	15-25'	10-15'
Chokeberry, Black *Aronia melanocarpa*	Inland	Full Shade to Full Sun	3B-8B	3-6'	4-6'
Chokeberry, Red *Aronia arbutifolia*	Intermediate, Inland	Partial Shade to Full Sun	4B-9A	6-10'	4-6'
[2]Crape Myrtle *Lagarstroemia indica*	Intermediate, Inland	Full Sun	7A-9A	6-25'	15-25'
Elderberry, American *Sambucus canadensis*	Wide Range	Partial Shade to Full Sun	4A-9B	10-15'	6-10'
Holly, Winterberry *Ilex verticillata*	Intermediate, Inland	Partial Shade to Full Sun	3B-9A	6-10'	8-15'
[2]Jacaranda *Jacaranda mimosifolia*	Coastal	Full Sun	9B – 11	30-40'	40-50'

Common Name *Latin Name*	Location	Sun	Hardy Range	Height	Spread
Holly, San Jose *Ilex x aquipernyi*	Intermediate, Inland	Full Shade to Full Sun	5B-9A	15-20'	10-15'
Holly, Yaupon *Ilex vomitoria*	Wide Range	Full Shade to Full Sun	7A-10A	15-18'	10-15'
[2]Japanese Privet *Ligustrum japonicum*	Wide Range	Partial Shade to Full Sun	7B-10B	12-18'	15-25'
[1]Juniper, California *Juniperus californica*	Wide Range	Partial Shade to Full Sun	8A-10A	8-12'	6+'
[1]Lilac, California *Ceanothus x* 'Concha'	Wide range	Full Sun	8A-10B	5-6'	6'
[2]Magnolia, Southern 'Samuel Sommer' *Magnolia grandifolia*	Wide Range	Full Shade to Full Sun	5A-10A	25-40'	20-30'
[1]Manzanita, Bigberry *Arctostaphylos glauca*	Inland	Partial Shade to Full Sun	7A-11	6-15'	8-10'
[1]Manzanita, Del Mar *Glandulosa ssp. Crassifolia*	Wide Range	Partial Shade to Full Sun	8A-11	6-15'	8-10'
[1]Manzanita, Eastwood *Arctostaphylos glandulosa*	Wide Range	Partial Shade to Full Sun	8A-11	3-6'	5-6'
[1]Manzanita, Howard McMinn *Arctostaphylos densiflora*	Wide Range	Partial Shade to Full Sun	8A-11	4-6'	6'
Mock Orange *Pittosporum tobira*	Wide Range	Partial Shade to Full Sun	8A-11	6-10'	10-15'
[1,2]Narrowleaf Pittosporum *Pittosporum Phillyreoides*	Coastal, Intermediate	Partial Shade to Full Sun	9A-11	20-30'	15-20'

Common Name *Latin Name*	Location	Sun	Hardy Range	Height	Spread
Lilac, Dwarf *Syringa meyeri*	Inland	Full Sun	3B-8A	5-8'	8-10'
[2]Maple, Amur *Acer ginnala*	Inland	Full Shade to Full Sun	3A-8A	15-25'	15-25'
[1]Redbud, Western *Cercis occidentalis*	Intermediate, Inland	Partial Shade to Full Sun	5A-9A	8-20'	10+'
[1]Sugar Bush, Sugar Sumac *Rhus ovata*	Wide Range	Partial Shade to Full Sun	8A-11	8-15'	10'
Sweetshrub *Calycanthus floridus*	Wide range	Full Shade to Full Sun	5B-10A	6-10'	10-12'
[2]Willow, Desert *Chilopsis linearis*	Wide Range	Full Sun	7A-11	15-25'	15-25'
Plant Type: Evergreen trees and shrubs					
Camellia, Japanese *Camellia japonica*	Intermediate, Inland	Partial Shade to Full Sun	7A-9A	10-15'	6-10'
Hawthorn, Indian *Raphiolepsis indica*	Wide Range	Partial Shade to Full Sun	8A-11	4-10'	3-10'
Heavenly Bamboo *Nandina domestica*	Wide Range	Partial Shade to Full Sun	6B-9B	6-10'	1-3'
Holly, Inkberry *Ilex glabra*	Wide Range	Partial Shade to Full Sun	5A-10A	6-10'	6-10'
Holly, Nellie Stevens *Ilex x*	Intermediate, Inland	Partial Shade to Full Sun	6A–9A	15-25'	6-10'

Common Name *Latin Name*	Location	Sun	Hardy Range	Height	Spread
[2]Oleander, Rose Bay *Nerium oleander*	Coastal, Intermediate	Full Sun	9A-11	10-15'	10-15'
Powderpuff *Calliandra haematocephala*	Coastal	Partial Shade to Full Sun	9B-11	10-15'	10-15'
[1,2]Toyon *Heteromeles arbutifolia*	Wide range	Partial Shade to Full Sun	8B-10B	8-15'	15'
[1,2]Wax Myrtle, Pacific *Myrica californica*	Wide Range	Partial Shade to Full Sun	7B-11	15-25'	15-25'
[2]Wax Myrtle, Southern *Myrica cerifera*	Wide Range	Partial Shade to Full Sun	7B-11	15-25'	15-25'

[1]Plants native to California
[2]May be available as a street tree

The Filterra® standard sized box accommodates a 2 foot root zone. Street trees will require deeper boxes. Modified custom boxes can be manufactured at an additional cost.
The species listed are drought tolerant and have applicability to bioretention due to shallow root zones.
This list is subject to availability and we reserve the right to make appropriate substitutions when necessary. For species not listed, please contact for suitability.
Each Filterra® unit must receive adequate irrigation to ensure survival of the living system during periods of drier weather. This may be achieved through a piped system, gutter flow or through the tree grate. In common with all plants, each Filterra plant will require more frequent watering during the establishment period

APPENDIX C
Stormwater C.3 Guidebook, Appendix L

RECOMMENDED SPECIAL STANDARD CONDITIONS OF APPROVAL

Appendix L

1. Prior to building, site improvement or landscape permit issuance, the building permit application shall be consistent with the applicant's approved Stormwater Control Plan and approved special conditions, and shall include drawings and specifications necessary to implement all measures described in the approved Plan. As may be required by the City's Building, Planning or Engineering Divisions, drawings submitted with the permit application (including structural, mechanical, architectural, grading, drainage, site, landscape and other drawings) shall show the details and methods of construction for site design features, measures to limit directly connected impervious area, pervious pavements, self-retaining areas, treatment BMPs, permanent source control BMPs, and other features that control stormwater flow and potential stormwater pollutants. Any changes to the approved Stormwater Control Plan shall require Site & Architectural ("S" Zone) Amendment application review.

2. Prior to issuance of Certificate of Occupancy, the applicant shall submit a Stormwater Control Operation and Maintenance (O&M) Plan, acceptable to the City, describing operation and maintenance procedures needed to insure that treatment BMPs and other stormwater control measures continue to work as intended and do not create a nuisance (including vector control). The treatment BMPs shall be maintained for the life of the project. The stormwater control operation and maintenance plan shall include the applicant's signed statement accepting responsibility for maintenance until the responsibility is legally transferred.

3. The U.S. Environmental Protection Agency (EPA) has empowered the San Francisco Bay Regional Water Quality Control Board (RWQCB) to administer the National Pollution Elimination Discharge System (NPDES) permit. The NPDES permit requires all dischargers to eliminate as much as possible pollutants entering our receiving waters. Construction activities which disturb 5 acres (1 acre after March 10, 2003) or greater are viewed as a source of pollution, and the RWQCB requires a Notice of intent (NOI) be filed, along with obtaining an NPDES Construction Permit prior to the start of construction. A Storm Water Pollution Prevention Pan (SWPPP) and a site monitoring plan must also be developed by the applicant, and approved by the City prior to permit issuance for site clearance or grading. Contact the RWQCB for questions regarding your specific requirements at (800) 794-2482. For general information, contact the City of Milpitas at (408) 586-3329.

4. Prior to issuance of an occupancy permit on this site, the required landscaping shall be planted and in place.

5. For residential projects, front yard landscaping shall be installed prior to occupancy. Back yard landscaping shall be installed prior to occupancy, if drainage is connected directly to the storm drain system.

6. The City Planning staff shall have approval authority for the installation of comparable substitute pest-resistant plant materials to satisfy the requirements of the approved landscape plan when the approved plants and materials are unavailable for installation, or when other unforeseen conditions prevent the exact implementation of the landscape plan.

7. Proper maintenance of landscaping, with minimal pesticide use, shall be the responsibility of the property owner in perpetuity. The pest reducing landscape maintenance techniques listed in the "Fact Sheet on Landscape Maintenance Techniques for Pest Reduction" are incorporated by reference into this condition.

8. The permitted use is conditioned on continuous and thorough implementation of the following operational stormwater pollution prevention BMPs for the life of the project. Failure to comply with this condition may be considered grounds for Use Permit revocation:

[Specify operational BMPs appropriate to the project] [This condition to be used where approval is revocable, e.g. conditional use permit]

For Restaurants:

9. Prior to building permit issuance, the applicant shall submit to the Planning Division a program assigning restaurant staff responsibility for complying with the following guidelines. The restaurant shall adhere to the following guidelines in perpetuity:

   - Keep garbage dumpsters clean inside and out; replace very dirty dumpsters with new, clean ones.
   - Double or triple-bag waste to prevent leaking.
   - Place, do not drop or throw, waste-filled bags, to prevent leaking.
   - Keep the ground under and around the garbage dumpsters swept.
   - Sprinkle the ground lightly after sweeping with a mixture of water and a little bleach.

10. Prior to issuance of a Certificate of Occupancy, the business owner shall submit an outline of the format and number of training sessions to the Planning Division to address training in preparation for opening, for new employees, and for annual recurring training. The business owner shall hold training sessions to instruct the employees on the proper procedures in the handling and disposal of food items, the general maintenance and use of the compactor and any other procedures that would assist the business in complying with all State and local health and sanitation standards (refer to the County of Santa Clara Department of Environmental Health at (408) 729-5155 for their guidelines). The business owner shall keep training records in perpetuity, and such records must be made available to City staff upon request.

11. Prior to building permit issuance, the project plans shall include the following information: The business owner shall post signs (in English, Spanish, Chinese, Vietnamese, and/or other applicable languages) inside the premises for all employees, identifying procedures for the food delivery and disposal of garbage. The signs shall be displayed for the life of the business.

12. Prior to building permit issuance, the applicant shall submit tenant improvement plans that incorporate an indoor mat and equipment washing area that drains to the sanitary sewer. In addition, all floor drains and trash compactors shall drain to the sanitary sewer.

13. Washing of containers and equipment shall be conducted in the kitchen area such that wash water may drain into the sanitary sewer.

Landess Retail Center
Application Numbers: SD08-0006, UP08-0028, and EA09-0003

Initial Study

February 2009

City of Milpitas

TABLE OF CONTENTS

SECTION 1 INTRODUCTION AND PURPOSE 3

SECTION 2 PROJECT INFORMATION 4

2.1 PROJECT TITLE 4
2.2 PROJECT LOCATION 4
2.3 PROPERTY OWNER/PROPONENT 4
2.4 LEAD AGENCY CONTACT 4
2.5 ASSESSOR'S PARCEL NUMBERS 4
2.6 ZONING DISTRICT AND GENERAL PLAN DESIGNATIONS 4

SECTION 3 PROJECT DESCRIPTION 8

SECTION 4 ENVIRONMENTAL CHECKLIST AND DISCUSSION OF IMPACTS 9

4.1 AESTHETICS 9
4.2 AGRICULTURAL RESOURCES 11
4.3 AIR QUALITY 11
4.4 BIOLOGICAL RESOURCES 14
4.5 CULTURAL RESOURCES 16
4.6 GEOLOGY AND SOILS 18
4.7 HAZARDS AND HAZARDOUS MATERIALS 21
4.8 HYDROLOGY AND WATER QUALITY 23
4.9 LAND USE 26
4.10 MINERAL RESOURCES 27
4.11 NOISE 28
4.12 POPULATION AND HOUSING 30
4.13 PUBLIC SERVICES 31
4.14 RECREATION 32
4.15 TRANSPORTATION 33
4.16 UTILITIES AND SERVICE SYSTEMS 37
4.17 MANDATORY FINDINGS OF SIGNIFICANCE 39

SECTION 5 REFERENCES 42

SECTION 6 AUTHORS AND CONSULTANTS 43

FIGURES

Figure 2.1-1: Regional Map 5
Figure 2.1-2: Vicinity Map 6
Figure 2.1-3: Aerial 7
Figure 3.1-1: Site Plan 8

Environmental Checklist and Discussion of Impacts 10

APPENDICES

APPENDIX A Traffic Impact Analysis dated 1-26-09
APPENDIX B Stormwater Control Plan dated 12-12-08

The environmental factors checked below would be potentially affected by this project, as indicated by the checklist on the following pages.

☐	Aesthetics	☐	Agricultural Resources	☐	Air Quality
☐	Biological Resources	☐	Cultural Resources	☐	Geology and Soils
☐	Hazards and Hazardous Materials	☐	Hydrology and Water Quality	☐	Land Use and Planning
☐	Mineral Resources	☐	Noise	☐	Population and Housing
☐	Public Services	☐	Recreation	☐	Transportation and Traffic
☐	Utilities and Service Systems	☐	Mandatory Findings of Significance		

DETERMINATION: (To be completed by lead agency)

On the basis of this initial evaluation:

☑ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all the potentially significant effects (1) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable legal standards, and (2) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature Date

Cindy Hom

Printed Name For

SECTION 1 INTRODUCTION AND PURPOSE

This Initial Study of environmental impacts is being prepared to conform to the requirements of the California Environmental Quality Act (CEQA), the CEQA Guidelines (California Code of Regulations 15000 et. seq.), and the regulations and policies of the City of Milpitas. This Initial Study evaluates the potential environmental impacts, which might reasonably be anticipated as result from the proposed conversion of an 89, 704 square foot commercial building into a 107,373 square foot retail shopping center that consist of a 32,975 square foot food store, approximately 25,000 square feet of retail and office space, and approximately 22,338 square feet of food service and restaurant space.

The City of Milpitas is the Lead Agency under CEQA and has prepared this Initial Study to address the impacts of implementing the proposed project.

SECTION 2 PROJECT INFORMATION

2.1 PROJECT TITLE

Landess Retail Center

2.2 PROJECT LOCATION

The proposed project is located at 1535 Landess Drive (APN: 088-35-017) at the northeast corner of the intersection at Dempsey Road and Landess Avenue.

2.3 PROPERTY OWNER/PROPONENT

Ayalafil Management LLC
255 Shoreline Drive
Redwood City, CA94065

2.4 LEAD AGENCY CONTACT

City of Milpitas
Cindy Hom, Assistant Planner
City of Milpitas Planning Division
455 E. Calaveras Boulevard
Milpitas, CA 95035

2.5 ASSESSOR'S PARCEL NUMBERS

088-35-017

2.6 ZONING DISTRICT, GENERAL PLAN AND SPECIFIC PLAN DESIGNATIONS

Zoning District: *General Commercial with Site and Architectural Overlay (C2-S)*

General Plan Designation: *General Commercial (GNC)*

Figure 2.1-1: Regional Map

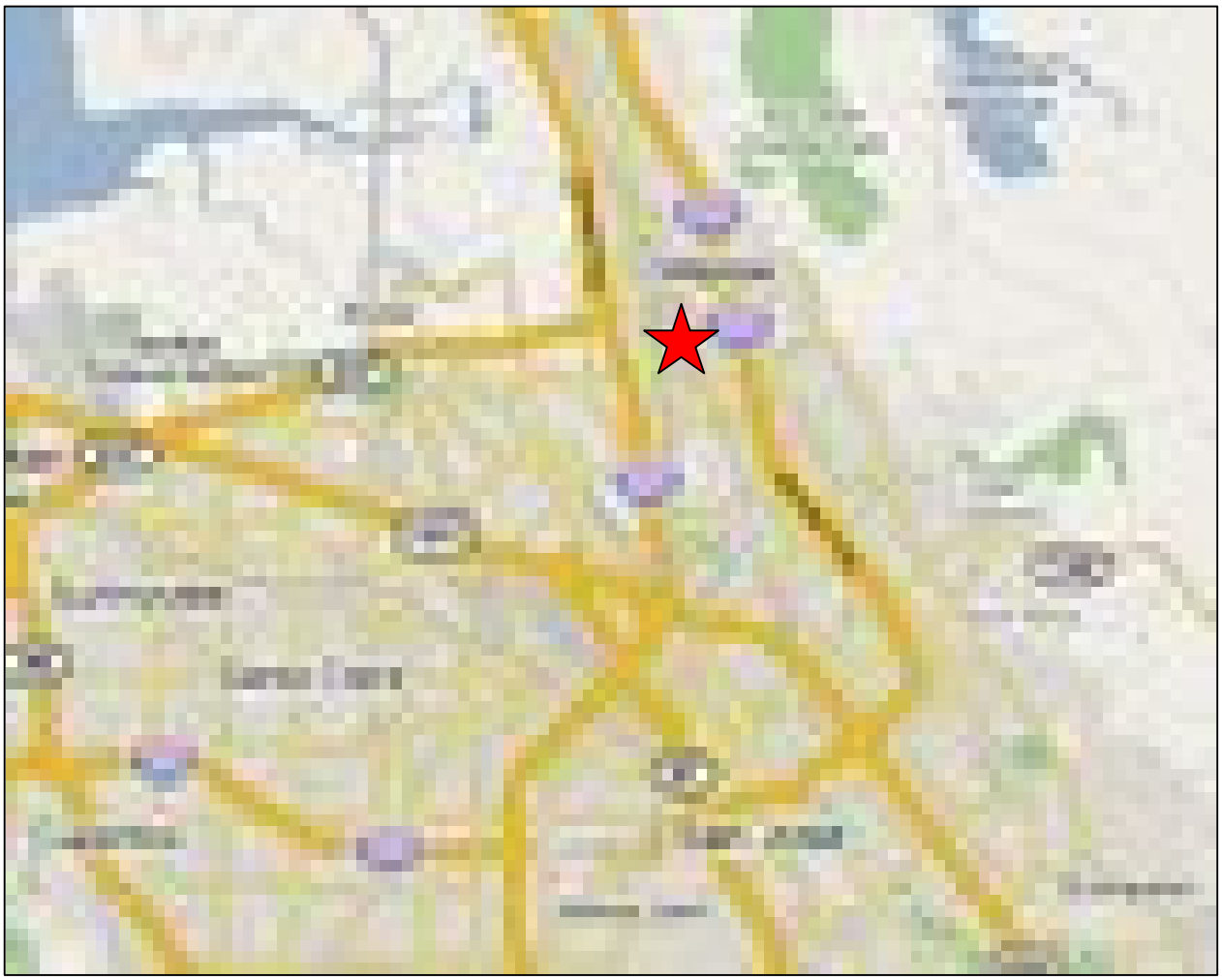


Figure 2.1-2: Vicinity Map

Figure 2.1-3: Aerial

ENTITLEMENT

The project proposal entails a Site Development Permit for proposed redevelopment of an existing 80,704 square foot commercial building that consist of site and building modifications that includes a 26,669 square two-story addition, exterior upgrade of the building façade, a new a 30-foot pylon sign, and installation of associated site improvements. The project also requires a Conditional Use Permit for the proposed 32,975 square foot food market and for various restaurant/food service establishments. A site plan of the proposed project is shown on Figure 3.1-1.

PROJECT SITE AND SURROUNDING LAND USES

The project site is situated on a 7.89-acre parcel that is developed with an 80,704 square foot single story commercial building and 13,000 outdoor garden center that was previous occupied by Home Depot Pro. The site is located at 1535 Landess Avenue and is currently zoned General Commercial with a Site and Architectural Overlay (C2-S). Access to the site is provided by Landess Avenue and Dempsey Road. Neighboring land uses include the Stonegate Development PUD to the north (89 single-family homes). The French Court PUD (20 single-family homes) is also adjacent to the site. The building is located approximately 70 feet from the rear property line of the Stonegate residences, and the old garden center is located approximately 100 feet from the rear of the French Court residences. A six (6) foot high masonry wall separates the adjacent residences from the subject site. Surrounding land uses includes detached single-family residential homes to the north and northwest and commercial service and retail uses to the west, south and east.

Figure3.1-1: Site Plan

SECTION 4 ENVIRONMENTAL CHECKLIST AND DISCUSSION OF IMPACTS

This section describes the existing environmental conditions on and near the project area, as well as environmental impacts associated with the proposed project. The environmental checklist, as recommended in the California Environmental Quality Act (CEQA) Guidelines, identifies environmental impacts that could occur if the proposed project is implemented.

The right-hand column in the checklist lists the source(s) for the answer to each question. The sources cited are identified at the end of this section. Mitigation measures are identified for all significant project impacts. Measures that are standard and required by the City or law are categorized as "Standard Measures." Measures that are required to reduce significant impacts to a less than significant level are categorized as "Mitigation Measures."

4.1 AESTHETICS

Setting

The Landess Retail Center project is located within an urban environment and is currently developed with existing 80,704 square foot single story commercial building, 13,000 square garden center, parking lot, and landscaping. The site is located on the north side of Landess Avenue, east of Interstate 680. The vacated Home Depot Pro building is located at the north end of the property. There are two smaller multi-tenant retail buildings (approximately 18,200 square feet) located southern end of the project site near Landess Avenue.

As depicted in the Photo 1 below, the original building consist of stucco and natural exposed aggregate concrete walls, wood shake mansard roof and open wood trellis interspersed with wood shake overhangs on the east and north sides of the building. The garden center area consist of stucco pilaster columns and black openwork fence screens.

Photo 1

Site looking northwest

The project proposes exterior modifications that removes the existing mansard roof and overhangs with a new flat roof system, tower features on the south and west elevations, building pop outs and recesses, aluminum canopies, fabric awnings, slate tiles wall accents, cantilevered sun shade metal frames, smooth stucco with decorative scoring and new wall sconces on the building. The project also proposes a 30-foot tall pylon sign.

Environmental Checklist and Discussion of Impacts

AESTHETICS					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒	1,2,4
2) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒	1,2,4
3) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☐	☒	1,2,4
4) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐	1,2,4

Based on the Milpitas General plan, the project site is not located near a scenic highway, affect any scenic vista, or produce a new substantial light source. The project is anticipated to improve the aesthetics of site and revitalize one of the gateways into Milpitas by remodeling the outdated vacant building with a modern architectural design that utilizes high quality materials and earth tones colors to complement the surrounding area. The newly remodeled building and pylon sign may generate some glare however through the design review process, the impact would be less than significant because light levels will not spill over onto adjacent properties and set for safe illumination of the site. There are existing wall signs, freestanding signs, and street lights within the immediate project vicinity that will minimize impacts from the project's signage and can be considered a less than significant impact on daytime or nighttime views.

Conclusion

The project will not result in any aesthetic impacts to scenic resources or vistas. **[No Impact]**

The project will not create a significant impact in regards to new light sources or glares. **[Less Than Significant]**

4.2 AGRICULTURAL RESOURCES

Setting

According to the Santa Clara County Important Farmland 2006 Map, the project site is designated *Urban and Built-Up Land. Urban and Built-Up Land* is defined as residential land with a density of at least six units per 10-acre parcel, as well as land used for industrial and commercial purposes, golf courses, landfills, airports, sewage treatment, and water control structures. Currently, the project site is not used for agricultural purposes.

Environmental Checklist and Discussion of Impacts

AGRICULTURAL RESOURCES					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒	1, 2, 3, 6
2) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒	1, 2, 3, 6
3) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☒	1, 2, 3, 6

The project site is not currently used for agricultural purposes and is not designated as farmland of any type.

Conclusion

The proposed project would not result in impacts to agricultural resources. **[No Impact]**

4.3 AIR QUALITY

Setting

Local and Regional Air Quality

The project site is within the San Francisco Bay Area Air Basin. The Bay Area Air Quality Management District (BAAQMD) is the regional government agency that monitors and regulates air pollution within the air basin.

Both the U.S. Environmental Protection Agency and the California Air Resources Board have established ambient air quality standards for common pollutants. These ambient air quality standards are levels of contaminants which represent safe levels that avoid specific adverse health effects associated with each pollutant. The ambient air quality standards cover what are called "criteria" pollutants because the health and other effects of each pollutant are described in criteria documents. The major criteria pollutants are ozone, carbon monoxide, nitrogen dioxide (NOx) sulfur dioxide, and particulate matter.

Toxic Air Contaminants (TACs) are another group of pollutants of concern. There are many different types of TACs, with varying degrees of toxicity. Cars and trucks release at least forty different toxic air contaminants. The most important, in terms of health risk, are diesel particulate, benzene, formaldehyde, 1,3-butadiene and acetaldehyde. Public exposure to TACs can result from emissions from normal operations, as well as accidental releases.

Sensitive Receptors

BAAQMD defines sensitive receptors as facilities where sensitive receptor population groups (children, the elderly, the acutely ill and the chronically ill) are likely to be located. These land uses include residences, school playgrounds, childcare centers, retirement homes, convalescent homes, hospitals and medical clinics. There are no close receptors in close proximity to the project site.

<u>Environmental Checklist and Discussion of Impacts</u>

AIR QUALITY					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐	1, 3, 7, 12
2) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐	1, 3, 7, 12
3) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is classified as non-attainment under an applicable federal or state ambient air quality standard including releasing emissions which exceed quantitative thresholds for ozone precursors?	☐	☐	☒	☐	1, 3, 7, 12

AIR QUALITY					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
4) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐	1, 3, 7, 12
5) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐	1, 3, 7, 12

Long-Term Air Quality Impacts

BAAQMD has established thresholds for what would be considered a significant addition to existing air pollution. According to the BAAQMD CEQA guidelines, a project that generates more than 80 pounds per day of ozone precursors (i.e., reactive organic gases (ROG) and nitrogen oxides) is considered to have a potentially significant impact on regional air quality. On an annual basis, the threshold is 15 tons per year.

For a project that does not individually have significant operational air quality impacts, the determination of a significant cumulative air quality impact is based upon an evaluation of the consistency of the project with the local general plan and of the general plan with the most current Clean Air Plan (CAP).

The proposed project will result in an approximately 107,373 square foot mixed commercial building with uses that include 32,975 square feet of food store, 17,327 square feet of retail, 10,715 square feet of office, and 24,260 square feet of restaurant space. However based on the Traffic Impact Analysis, the project would be adding 5,325 net new vehicle trips, however, study intersections would continue to operate at an acceptable level of service (LOS), will not cause a significant increase in traffic volume on any of the study freeway segments, or increase the volume-to-capacity for study freeway ramps. Therefore, the project will not conflict with an air quality plans, will not violate an air quality standards, or result in a cumulative considerable net increase of any criteria pollutants.

Short-Term Air Quality Impacts

Construction-related air quality impacts associated from the proposed project would be the result of dust creating activities and exhaust emissions of construction equipment. Due to the negligible amount and short duration of these impacts, all are considered to be less than significant, except for the activities generating dust.

Construction activities such as demolition, excavation and grading operations and construction vehicles driving over and wind blowing over exposed earth, generate fugitive particulate matter that will affect local and regional air quality. The effects of these dust generating activities will be increased dustfall and locally elevated levels of PM_{10} downwind of construction activity. Construction dust also has the potential for creating a nuisance at nearby properties. If uncontrolled, dust generated by construction activities could be a significant impact. However, the Bay Area Quality Management District provides control measures that would be applied to this project, such as watering construction areas, covering trucks, and daily sweeping, for construction emissions of PM_{10} that, when

implemented, would reduce the impact of air pollutant emissions from construction activities to a level considered *less than significant*.

Cooking Odors

The project proposes approximate 24,260 square feet of restaurant space and may generate cooking odors that may affect nearby residents. Per the Milpitas Zoning Ordinance restaurants are required a conditional use permit. Through the planning review process, performance standards such as but not limited odor control equipment shall be required as a condition of approval. This impact would be less than significant.

Conclusion

The project anticipates less than significant air quality impacts. [Less Than Significant Impact]

4.4 BIOLOGICAL RESOURCES

Existing Habitat

The site is an existing commercial development with various landscaping including London Plan trees, Flowering Crabapple trees, Italian Poplar trees, Raywood Ash trees, and Cost Live Oak trees. These trees range in age, health, and size. All existing on-site trees are to remain.

Environmental Checklist and Discussion of Impacts

BIOLOGICAL RESOURCES					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project: 1) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒	1,2,3

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
2) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒	1,2,3
3) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒	1,2,3
4) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, impede the use of native wildlife nursery sites?	☐	☐	☐	☒	1,2,3
5) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒	1,2,3
6) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒	1,2,3

The project proposes to augment the existing landscaping with seventeen new 24-inch box Dawn Chitalpa trees and four 24-inch box Flowering Crabapple trees around the perimeter of the building and renovate existing ground cover and shrubbery. The project also plans to reshape existing berms that provides a gentle transition to a replanted flat area on the left and right side of the Landess driveway entrance.

As proposed, the project will not result in any substantial effects on sensitive or protected species. The project is not located near any riparian habitat, sensitive natural community, or federally protected wetlands. The project will not interfere with the movement of any native resident or migratory fish or wildlife species. The project will not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance since no trees are to proposed for removal. The project does not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

4.4.2 Conclusion

The proposed project would not result in significant or adverse impacts to biological resources. **[No Impact]**

4.5 CULTURAL RESOURCES

Setting

Prehistoric Context
The Milpitas area was likely settled by Native Americans between 12,000 and 6,000 years ago. Penutian-speaking peoples migrated into central California around 4,500 years ago and were firmly settled around San Francisco Bay by 1,500 years ago. The descendants of the native groups who lived between the Carquinez Strait and the Monterey area prefer to be called Ohlone, although they are often referred to by the name of their linguistic group, Costanoan.

Milpitas is within the ethnographic territory of the Alson tribe of Ohlone, who occupied the area near the mouth of the Coyote Creek. One factor which likely increased traffic through the Milpitas area was the presence of a deposit of cinnabar (later famous as the mines of New Almaden) within Tamyen territory, which increased traffic through the early Milpitas area. The cinnabar (used as body paint) stimulated considerable trade. The deposits were known over much of northern California, and parties from as far away as the Columbia River journeyed to Costanoan territory to obtain it.

Trade for other items—such as wooden bows, salt, and pine nuts—also brought many visitors to the Tamyen territories. Wooden bows and salt from the bay were traded to the Plains Miwok. The words “salt” and “bow” were also taken from the Costanoan. Two notable Costanoan village sites lay within the city limits of Milpitas. One, a huge shell mound near the present-day Elmwood Rehabilitation Center, was discovered in 1949 and dates back to the eighteenth century. The other, on the site of the Alviso Adobe near the corner of Calaveras and Piedmont, is at least 3,000 years old and is one of only a handful of archaeological sites in California with such a long history of continuous occupation. Neither of these sites is within the Transit Area Specific Plan boundary.

Historic Context
During the Spanish expeditions of the late 1700s, several missions were founded in the San Francisco Bay Area. After the Mexican government took over the vast missions lands and distributed them among the Californios (Mexican pioneers living in California), the brief but lively "rancho" period began. The land in modern-day Milpitas was divided between the 6,352.9-acre Rancho Rincon de los Esteros, the 4,457.66-acre Rancho Milpitas and the 4,394- acre Rancho Tularcitos.

In the 1850s, large numbers of Americans from the East, Canadians, Irish, Chileans, British, Germans and more arrived to farm the fertile lands of Milpitas. They brought with them their own agricultural traditions, adopting them to the local soils and climate. They

continued to raise cattle and horses, but they also conducted dairy operations and planted new crops, such as potatoes. In 1850, they introduced a new means of irrigation, artesian wells, which made possible the cultivation of new vegetable crops and berries. The early settlers farmed the land and set up many businesses on a section of what was then called Mission Road, which by the late 20th century became known as the "Midtown" district. The Midtown area, the oldest part of Milpitas, has few remaining historic residences and was the only commercial district that existed before 1945. Midtown is situated along Main and Abel Streets and is bordered by Montague Expressway in the south and Weller Street in the north.

Milpitas was named after Alviso's rancho by Joseph Weller when the first U.S. Post Office was opened on Main Street. However many locals had taken to calling the collection of buildings at the crossroads along Penitencia Creek "Penitencia," after the small Catholic building next to the creek that was used by the Spanish Padres to hear confession by the nearby natives. The word Milpitas is from the word "Milpa" which is derived from a Mexican Indian word for "place
were maize grows."

In the early 1900s, Milpitas served as a popular rest stop for travelers on the old Oakland–San Jose Highway. At the intersection of that road with the Milpitas-Alviso Road, Smith's Corners, patrons for a century before becoming a restaurant in 2001; it still stands. In the 1920s, one of America's earliest "fast food" chain restaurants, "The Fat Boy," opened nearby but was demolished in 1985.

When the Ford Motor Assembly Plant came to the southern edge of town. The automobile manufacturing era in Milpitas lasted little more than a quarter century. After the plant closed it remained largely unused for nearly fifteen years. Today, it is the Great Mall of the Bay Area.

There is no evidence of recorded historic and/or prehistoric archaeological resources inside or immediately adjacent to the project area.

<u>Environmental Checklist and Discussion of Impacts</u>

CULTURAL RESOURCES					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Cause a substantial adverse change in the significance of an historical resource as defined in §15064.5?	☐	☐	☐	☒	1, 3, 4
2) Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	☐	☐	☐	☒	1, 3, 4

3) Directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature?	☐	☐	☐	☒	1, 3, 4
4) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒	1, 3, 4

The project only proposes demolition and resurfacing of existing paved areas to allow for installation of stormwater pollution prevention control measure and minor grading to reshape existing landscape berms to provide a gentle transition to replanted flat areas on the left and right side of the Landess. Proposed earthwork activities is unlike to result in any significant effects on cultural resources given that this is an existing development.

Conclusion

The proposed project would not result in significant impacts to cultural resources. **[No Impact]**

4.6 GEOLOGY AND SOILS

Setting

Geologic Conditions

The Planning Area is located approximately eight miles from the shoreline of San Francisco Bay. The project area is located within the Valley Floor subarea. Based on the Milpitas General Plan, the valley floor is relatively flat and is underlain by alluvial soil of Quaternary age. This soil consists of interlayered, poorly sorted gravel, sand, silt, and clay deposited by water. The thickness of the alluvial soil increases westward from zero at the base of the hills to 1,000 feet or more at the western edge of the City. The alluvial soil in Milpitas was deposited in and adjacent to stream channels, in low-lying basins between streams, and on the floor of the Bay when the shoreline was east of its present position. The composition and consistency of alluvial soils varies laterally and vertically over small distances and depths. Most of the alluvial soil in Milpitas is expansive and susceptible to liquefaction, and alluvial areas along creeks may be susceptible to lateral spreading. Local areas have compressible soils, poorly drained soils, shallow ground water, or are susceptible to lateral spreading. Because soil composition varies vertically as well as laterally, several soil types may underlie a particular site.

Seismicity

The San Francisco Bay Area is one of the most seismically active regions in the United States. Santa Clara County is classified as Zone 4, the most seismically active zone. An earthquake of moderate to high magnitude generated within the San Francisco Bay region could cause considerable ground shaking at the project site. The degree of shaking is dependent on the magnitude of the event, the distance to its zone of rupture and local geologic conditions.

Several active faults have the potential to cause widespread damage to the City of Milpitas. The California State Mining and Geology Board classifies active faults as faults that have had surface displacement within Holocene time (within the last 11,000 years). The primary active faults in the region are the Hayward and San Andreas faults. The Hayward Fault trends northwest approximately 2 miles east of the planning area; the San Andreas Fault trends northwest through the Santa Cruz Mountains approximately 13 miles to the west.

The Hayward Fault was identified by the USGS Working Group on California Earthquake Probabilities as the most likely (27 percent chance) to experience a 6.7 or higher magnitude earthquake by 2032. Also of particular importance to the City of Milpitas is the Calaveras Fault, which trends northwest through Calaveras Reservoir approximately 4 miles east of the project site.

Liquefaction

Soil liquefaction is a condition where saturated granular soils near the ground surface undergo a substantial loss of strength during seismic events. Loose, water-saturated soils are transformed from a solid to a liquid state during ground shaking. Liquefaction can result in significant deformations. Soils most susceptible to liquefaction are loose, uniformly graded, saturated, fine-grained sands that lie close to the ground surface. The project site is located within a State of California Seismic Hazard Zone for liquefaction.[1]

Lateral Spreading

Lateral spreading is a type of ground failure related to liquefaction. It consists of the horizontal displacement of flat-lying alluvial material toward an open area, such as a steep bank of a stream channel. The site is directly adjacent to the Penetencia Creek channel.

<u>Environmental Checklist and Discussion of Impacts</u>

GEOLOGY AND SOILS					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project: 1) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					1,3, 4, 10, 11
a) Rupture of a known earthquake fault, as described on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	☐	☐	☒	☐	
b) Strong seismic ground shaking?	☐	☐	☒	☐	1,3, 4, 10, 11

[1] http://www.abag.ca.gov/bayarea/eqmaps/liquefac/liquefac.html April 23, 2008

GEOLOGY AND SOILS					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
c) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐	1,3, 4, 10, 11
d) Landslides?	☐	☐	☒	☐	1,3, 4, 10, 11
2) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐	1,3, 4, 10, 11
3) Be located on a geologic unit or soil that is unstable, or that will become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐	1,3, 4, 10, 11
4) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐	1,3, 4, 10, 11
5) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒	1,3, 4, 10, 11

The project area is located in a mapped liquefaction hazard zone, and soils on the site have a moderate potential for expansion. The project site is not located within a fault rupture zone or landslide hazard zone. The project area is located in a seismically active region and could experience strong seismic ground shaking and related effects in the event of an earthquake on one of the identified active or potentially active faults in the region. The project will not generate any new or additional geological impacts beyond what was analyzed in previous environmental documents for the original development of the site.

Conclusion

The proposed project would not result in any additional geological, geotechnical, or seismicity impacts that cannot be avoided through standard engineering and construction techniques. **[Less than Significant Impact]**

4.7 HAZARDS AND HAZARDOUS MATERIALS

Setting

Background Information

Hazardous materials encompass a wide range of substances, some of which are naturally-occurring and some of which are man-made. Examples of hazardous materials include pesticides, herbicides, petroleum products, metals (e.g., lead, mercury, arsenic), asbestos and chemical compounds used in manufacturing. Determining if such substances are present on or near project sites is important because exposure to hazardous materials above certain thresholds can result in adverse health effects on humans, as well as harm to plants and wildlife.

Site Conditions

The project is currently developed with existing building that was previously occupied by Home Depot Pro, which is a contractor's supply store with warehousing and storage. Surrounding land uses include residential and mixed commercial uses, and industrial operations.

Potential On-Site Sources of Contamination

The project involves site and building modifications of an existing commercial development. The previous use did not include the storage or use of hazardous materials and chemicals. Furthermore, the proposed food market, retail, and restaurant use will not generate any effects related to the storage, use or transport of hazardous materials and chemicals.

Other Hazards

The project site is not within the Santa Clara County Airport Land Use Commission (ALUC) jurisdiction, nor is it on a City designated evacuation route. The site is not located in a fire threatened community.[2]

Environmental Checklist and Discussion of Impacts

HAZARDS AND HAZARDOUS MATERIALS					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					

2 Association of Bay Area Governments. (ABAG). Wildfire Hazard Maps and Information. November 2004. 8 May 2008. http://www.abag.ca.gov/bayarea/eqmaps/wildfire/.

HAZARDS AND HAZARDOUS MATERIALS					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project: 1) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒	1, 3,
2) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒	1, 3,
3) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒	1, 3,
4) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒	1, 3,
5) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒	1, 3, 4
6) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒	1, 3, 4

HAZARDS AND HAZARDOUS MATERIALS					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
7) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒	1, 3, 4
8) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒	1, 3, 4

Conclusion

The proposed project will not result in hazardous materials impacts to workers and future users of the site. The project does not involve the use, storage, or transport of hazardous materials nor is the project area located within any airport-related "restricted zoned", private airstrip, or physically interferes with any existing emergency response plans. Therefore, the project does not anticipate any substantial hazardous materials impacts. **[No Impact]**

4.8 HYDROLOGY AND WATER QUALITY

Setting

Hydrology and Flooding

Drainage in Milpitas is general westward. There are six intermittent streams that flow out of the foothills and across the flatlands. According the General Plan Figure 5-3, portions of the project area are within the 500-year and 100-yer flood zones. Areas east of the Southern Pacific Railroad lies within the 100-year flood. All land west of I-680 is part of the 500-year food zone.

Storm Drainage

The City of Milpitas owns and maintains the municipal storm drainage system in the vicinity of the project.

Flood Control

Flood control is provided by a variety of federal, state, and local agencies.

Water Quality

The proposed project is required to comply with Provision C.3 of the City's NPDES permit and the City's local polices and ordinances regarding urban runoff and water quality. The C.3 requirements seek to reduce water pollution by both reducing the volume of stormwater runoff and the amount of pollutants that are contained within the runoff. The methods used to achieve these objectives vary from site to site, but can include measures such as a reduction in impervious surfaces, onsite detention facilities, biofiltration swales, settlement/debris basins, etc.

Environmental Checklist and Discussion of Impacts

HYDROLOGY AND WATER QUALITY					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☒	1, 3, 12
2) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒	1, 3, 12
3) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on-or off-site?	☐	☐	☐	☒	1, 3, 12
4) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site?	☐	☐	☐	☒	1, 3, 12

HYDROLOGY AND WATER QUALITY					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
5) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐	1, 3, 12
6) Otherwise substantially degrade water quality?	☐	☐	☐	☒	1, 3, 12
7) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒	1, 3, 4, 12
8) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☒	☐	1, 3, 4, 12
9) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒	1, 3, 4, 12
10) Be subject to inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒	1, 3, 4, 12

The project site is an existing commercial site that is served by utilities. The project will not alter the existing drainage system. Redevelopment of the project site will be subject to City surface water quality standards to reduce any water quality impacts to a less-than-significant level.

The proposed project would conform to the City flood hazard management ordinance, therefore, implementation of the project would not result in people or structures being exposed to any significant flood risk.

Impervious surfaces on the proposed project would be relatively the same as the amount of impervious surfaces that exist on the site. However, a Filterra treatment filter unit will be installed to treat approximately 20,900 square feet that is required to treat the expanded roof area over the existing garden center. This would ensure that stormwater runoff from the project site would not exceed the capacity of the existing storm drainage system, or contribute significantly to downstream flooding.

The project is not located in an area that is subject to inundation.

Conclusion

The proposed project would not result in substantial adverse flooding or drainage impacts. **[No Impact]**

With implementation of the stormwater and urban runoff control measures, the project impacts on water quality would be less than significant level. **[Less Than Significant Impact]**

4.9 LAND USE

Setting
The site is approximately 7.89 acres with 80,704 square foot one-story commercial building, 13,000 garden center, existing landscaping, and ancillary parking lot.

Existing Land Use Classifications

General Plan Land Use Designation
7.89 Acres of General Commercial

Zoning Designation
7.89 Acres of General Commercial with Site and Architectural Overlay

Surrounding Land Uses
Neighboring land uses include the Stonegate Development PUD to the north (89 single-family homes) and The French Court PUD (20 single-family homes). There are three smaller strip commercial centers are located to the immediate west and south. The site is bounded by Dempsey Road and a Burger King Fast food restaurant to the west and a mix commercial services and retail uses to the south and east.

Environmental Checklist and Discussion of Impacts

LAND USE					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project: 1) Physically divide an established community?	☐	☐	☐	☒	1, 4

LAND USE					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project: 2) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒	1, 4
3) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒	1, 4

The project does not propose any changes to the land use designations to the property. The use is consistent with the General Plan and Milpitas Zoning Ordinance.

Conclusion

The proposed land use is consistent with the General Plan and Milpitas Zoning Ordinance. The proposed project would not result in significant, adverse land use impacts. **[No Impact]**

4.10 MINERAL RESOURCES

Setting

The site is in an urban, built up area and has been developed with commercial building since 1986.

Environmental Checklist and Discussion of Impacts

MINERAL RESOURCES					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)

Would the project: 1) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒	1, 4
2) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒	1, 4

The project would not result in the loss of availability of a known mineral resource, and no mineral excavation sites are present within the general area. The proposed project, therefore, would not result in impacts to mineral resources.

Conclusion

The project would not result in impacts to known mineral resources. **[No Impact]**

4.11 NOISE

Setting

Noise Background

Noise is defined as unwanted sound. Noise can be disturbing or annoying because of its pitch or loudness. Pitch refers to relative frequency of vibrations, higher pitch signals sound louder to people.

A decibel (dB) is measured based on the relative amplitude of a sound. Ten on the decibel scale marks the lowest sound level that a healthy, unimpaired human ear can detect. Sound levels in decibels are calculated on a logarithmic basis such that each 10 decibel increase is perceived as a doubling of loudness. The California A-weighted sound level, or dBA, gives greater weight to sounds to which the human ear is most sensitive.

Sensitivity to noise increases during the evening and at night because excessive noise interferes with the ability to sleep. Twenty-four hour descriptors have been developed that emphasize quiet-time noise events. The Day/Night Average Sound Level, L_{dn}, is a measure of the cumulative noise exposure in a community. It includes a 10 dB addition to noise levels from 10:00 PM to 7:00 AM to account for human sensitivity to night noise.

Applicable Noise Standard

The Environmental Quality Element of the City of Milpitas's General Plan identifies noise and land use compatibility standards for various land uses (General Plan Figure 5-G). The City establishes 70 DNL as the noise limit for office buildings, business commercial, and professional uses. Chapter 9.10 "Regulation of Noise and Vibration," of the City of Milpitas Municipal Code identifies allowable hours for construction to limit impacts to sensitive uses.

Existing Noise Environment

Based on the Figure 5-L of the General Plan (*2005 Traffic Noise Levels (dBA, CNEL) – North Santa Clara*), noise levels on the site were estimated at 65 dBA. The site is outside of the 65 dB CNEL contour for the Norman Y. Mineta San José International Airport.[3]

Environmental Checklist and Discussion of Impacts

NOISE					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project result in:					
1) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☐	☒	1, 3, 4, 5
2) Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒	1, 3, 4, 5
3) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒	1, 3, 4, 5
4) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐	1, 3, 4, 5
5) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒	1, 4, 5

[3] Airport Land Use Commission. Land Use Plan for Areas Surrounding Santa Clara County Airports. September 1992.

NOISE					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project result in: 6) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒	1, 3, 4, 5

The project will not result in any additional substantial noise impacts beyond the existing conditions. The project continues to be used for commercial retail uses and is regulated by the Milpitas Noise Standards as discussed above. The project may experience a temporary increase in ambient noise levels during construction. However, the impacts are less than significant because the project is subject to the Milpitas Noise Ordinance for construction activities.

Conclusion

Implementation of the proposed project would not result in significant noise impacts. **[Less than Significant Impact]**

4.12 POPULATION AND HOUSING

Setting

Build-out under the 2008 land use designations of the General Plan would result in an additional population of approximately 17,900 in the City, or a total population of about 108,400 in the Planning Area.

Environmental Checklist and Discussion of Impacts

POPULATION AND HOUSING					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					

1) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒	1, 3, 4
2) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒	1, 3, 4
3) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒	1, 3, 4

The project is not anticipated to generate any additional substantial urban growth impacts. The project entails building and site modifications to allow for an interior shopping mall that consist of retail, food store, and restaurants. The project induce new growth given the surrounding is fully developed and therefore will not displace existing homes or necessitate new housing elsewhere.

Conclusion

The proposed project would not result in significant population or housing impacts. **[No Impact]**

4.13 PUBLIC SERVICES

Setting

Fire: Fire protection is provided by the City of Milpitas Fire Department, which provides structural fire suppression, rescue, hazardous materials control and public education services. There are four Fire stations located within the city at the various locations below:

Fire Station # 1: 777 South Main St.
Fire Station # 2: 1263 Yosemite Dr.
Fire Station # 3: 45 Midwick Dr.
Fire Station # 4: 775 Barber Ln.

Police Protection: The City of Milpitas Police Department provides police protection.

Schools: Educational facilities are provided by the Milpitas Unified School District that operates kindergarten through high school services within the community. Schools that would serve the project include Milpitas High School (grades 9-12), two middle schools (grades 7-8) and nine elementary schools (grades K-6).

Maintenance: The City of Milpitas Public Works Department provides public works maintenance of public utilities for water, sewer, and stormwater.

Parks: The City of Milpitas has 161 acres of city owned parks and recreational facilities.

Environmental Checklist and Discussion of Impacts

PUBLIC SERVICES					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project: 1) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					2, 4
Fire Protection?	☐	☐	☐	☒	2, 4
Police Protection?	☐	☐	☐	☒	2, 4
Schools?	☐	☐	☐	☒	2, 4
Parks?	☐	☐	☐	☒	2, 4
Other Public Facilities?	☐	☐	☐	☒	2, 4

The project is already served by city services for fire and police. The retail use will not impact school enrollment or demand on park facilities.

Conclusion

The project would not result in significant impacts to public facilities. **[No Impact]**

4.14 RECREATION

Setting

The project site is an existing commercial development that consist of an 80,704 square foot one-story building. The proposes building and site modifications that allow for the conversion of the single tenant commercial building into a multi-tenant shopping center with a 32,975 square foot food store.

Environmental Checklist and Discussion of Impacts

RECREATION					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒	1, 4
2) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒	1, 4

The project does not propose any new housing and therefore will not increase the use of existing or physical deterioration of existing recreational facilities nor require the construction of new facilities.

Conclusion

The proposed project would not result in significant impacts to parks and recreational facilities. **[No Impact]**

4.15 TRANSPORTATION

Setting

Regional Access
Interstate 680 (I-680) provides regional access to the site. I-680 is a north/south freeway that consist of eight mixed flow lanes and connects the east bay community with San Jose to the south.

Local Roadway Access
Local access to the site is provided by Dempsey Road, Landess Avenue, S. Park Victoria Drive, Montague Expressway, and Morrill Avenue. Montague is a county expressway consisting of six-lane roadway and three full interchanges at I-680, I-880, and US 101. Montague transitions into Landess Avenue at the I-680 interchange. Landess is a roadway that travels in an east/west direction. Landess is a four-lane roadway that is divided by a median and provides direct access to the site. S. Park Victoria Drive is a four-lane roadway that travels in a north/south direction and transitions into Morrill Avenue at the Landess and Park Victoria Intersection. Morrill Avenue travels north/south direction and extends to Berryessa Road in San Jose. It is also a four-lane roadway. Dempsey Road borders the

project on the west and provides direct access to the site. It runs in a north/south direction and is a two-lane roadway. Dempsey Road terminates at the Landess Avenue.

Existing Transit Service
Existing transit service is provided by the Santa Clara Valley Transportation Authority (VTA). The project site is current serviced by Express Bus Route and Local Bus Route.

Existing Pedestrian and Bicycle Facilities
Within the project area there area several bicycle facilities that are located on Main Street, Great Mall Parkway, Milpitas Boulevard, Park Victoria Drive, and Piedmont Road. The closest bicycle facility is a Class III Bike lane on Landess that extends from I-680 southbound ramp to Piedmont Road in the east. There are existing pedestrian sidewalks that are located along the east side of Dempsey road, on the north side of Landess, and both sides of S. Park Victoria Drive and Morrill Avenue.

<u>Environmental Checklist and Discussion of Impacts</u>

TRANSPORTATION/TRAFFIC					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio of roads, or congestion at intersections)?	☐	☐	☒	☐	1, 13
2) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☒	1, 13
3) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒	1, 13
4) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible land uses (e.g., farm equipment)?	☐	☐	☒	☐	1, 13

TRANSPORTATION/TRAFFIC					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
5) Result in inadequate emergency access?	☐	☐	☐	☒	1, 13
6) Result in inadequate parking capacity?	☐	☐	☐	☒	1, 13
7) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	☒	1, 13

Traffic Impact Analysis

A Traffic Impact Analysis Report was prepared by Hexagon Traffic Consultants to evaluate potential impacts resulting from the proposed project[4]. The impacts of the project were evaluated in accordance with the standards and methodologies set forth by the City of Milpitas, City of San Jose, and Congestion Management Plan (CMP) of the Santa Clara County.

In summary of the Traffic Impact Report, the proposed project would generate 5,325 net daily trips, 234 new primary AM peak hour trips, 410 new primary midday peak hour trips, and 411 new primary PM peak hour trips. The project would also generate 127 midday peak hour pass-by trips and 117 PM peak hour pass-by trips.

The added vehicle trips would not result in a substantial adverse impact on the Level of Service (LOS) at the studied intersections. Based on the report, all of the study intersections would continue to operate at an acceptable LOS. Results of the LOS analysis are summarized in Table 10 of the report.

The project would not cause a significant increase in traffic volumes on any of the study freeway segments. Results of the CMP freeway LOS is summarized in Table 12 of the report. Furthermore, a Freeway Ramp Capacity Analysis concluded that each of the study ramps had sufficient capacity to serve the existing traffic volumes and would continue to have sufficient capacity under the near and far term conditions with or without the project. Result of the Freeway Ramp Capacity Analysis is summarized in Table 11 of the report.

Existing pedestrian facilities and on-site sidewalks and walkways are found to be adequate to accommodate all pedestrian traffic on and around the project site. The project will not result in any changes to the existing bicycles facilities. Although the project would add an incremental demand for transit facilities, the project demand would not exceed the current capacity provided by existing transit facilities.

The Traffic Impact Report also did a supplemental analysis for unsignalized intersections and left turn operations for selected intersections. An assessment of the Park Victoria Drive and Mount Shasta was conducted to determine whether the peak hour traffic volumes

4 Traffic Impact Report, Hexagon Transportation Consultants Inc., January 26, 2009.

warranted a signalized intersection. The assessment concluded that no further improvements are recommended because the intersection would operate at LOS C and the existing, background, project and future growth conditions did not exceed the peak hour signal warrant check threshold.

In terms of the left turn operations, the supplemental assessment found deficiencies at the Great Mall Parkway/Capitol Avenue and Montague Expressway Intersection and the Dempsey Road and Landess Avenue Intersection. The project would add 1 additional vehicle per lane to the queue for the Great Mall/Capitol and Montague Intersection. However, the impact for the Great Mall/Capitol Avenue and Montague Intersection is reduced to a level of less significant with payment of a fair share contribution to the Montague Traffic Impact Fee.

At the Dempsey and Landess Intersection, the project would add 3 additional vehicles to the queue per cycle during the PM peak hour. Currently, vehicles making a southbound left turn on Dempsey Road at Landess Avenue exceed the existing storage capacity, spill out of the left-turn pocket and block the southbound right turn movements. In addition, during project conditions, vehicles attempting to exit from the project driveway towards Montague Expressway may find the driveway blocked due to the southbound left turn queue from the Dempsey Road and Landess Avenue intersection. To improve the operations at the project driveway and Dempsey and Landess Intersection, the project is conditioned to construct driveway modifications and improvements to the existing median island on Dempsey Road between Landess Avenue and the project driveway. The improvements would entail a right turn in and a right and left turn out at the project driveway. As conditioned, the project would remove the taper in the island on Dempsey to extend the existing southbound left turn lane by 55-feet and provide additional vehicle storage capacity. In addition, to prevent blockage of the project driveway, "KEEP CLEAR and DO NO BLOCK INTERSECTION" signage should be installed in front of the project driveway to prevent blockage of queues from the Dempsey Road & Landess Avenue intersection. The impact at the Dempsey and Landess Intersection would also less than significant impact.

On-site Circulation and Emergency Access
The project will maintain the existing on-site circulation and emergency access pathways. The circulation consists of 90 degree parking aisles, pedestrian pathways, and 25-foot wide, two-way drive aisles. As proposed, the project provides adequate traffic circulation and emergency access.

Parking
The project proposes 17,327 square feet of retail, 32,975 square foot food store, 10,715 square feet of office, and approximately 24,260 square feet of restaurant space. Currently the site provides 513 parking spaces. Parking requirements are based on the Milpitas Parking Ordinance. Parking requirements are summarized in the table below:

Proposed Uses	Parking Ratio	Proposed	Parking Provided
Retail	1/200 GFA	17,327	87
Offices (2nd Floor)	1/400 GFA	10,715	27
Food Store	1/200 GFA	32,975	165
Restaurant		24,260	TBD*
Sit Down	1 space/3 seats including seats in the waiting area, plus 10% for employee parking		
Fast food	1 space/2.5 seats plus 1 space/50 sq. ft. for take out.		
Total Number of Spaces required for Commercial Retail			279
Total Number of Space available for Restaurant Uses			234
Total Number of Spaces Required			513

Total Number of Spaces Provided	513

* The Milpitas Zoning Ordinance requires a Conditional Use Permit for restaurants. Each restaurant operator would be required to submit for approval by the Planning Commission, a Conditional Use Permit. The required parking for each restaurant shall determined based on the proposal.

Conclusion

The proposed project would not result in significant transportation or parking impacts.
[Less Than Significant Impact]

4.16 UTILITIES AND SERVICE SYSTEMS

Setting

Water Service
Potable water supply is provided by the City of Milpitas through its municipal water system. The City of Milpitas buys domestic water from two sources: the San Francisco Public Utilities Commission (SFPUC), delivered through the Hetch Hetchy Water system, and Santa Clara Valley Water District (SCVWD), delivered through the South Bay Aqueduct. The City's emergency supply consists of one local groundwater wells—with a second one under construction—and three emergency interties, one with the San Jose Water Company and two with the Alameda County Water District.

Recycled water is also currently available in Milpitas through the South Bay Water Recycling Program (SBWRP).

Wastewater
The San Jose/Santa Clara Water Pollution Control Plant (WPCP) provides wastewater treatment for Milpitas and for several other cities and sanitary districts in the region. The WPCP is a regional facility located in San Jose. The cities of San Jose and Santa Clara jointly own the facility while San Jose operates and maintains the facilities. The WPCP currently provides primary, secondary and tertiary wastewater treatment (filtration, disinfectant and disinfectant removal).

Storm Drainage
The City of Milpitas owns and maintains a system of underground pipes and a network of street gutters that convey flows from urban runoff to the San Francisco Bay. Most major drainage facilities within the city, such as creeks and channels, are owned and maintained by SCVWD.

Solid Waste
The City of Milpitas disposes of all solid waste at the Permitted Class III, Subtitle D facility, the Newby Island Sanitary Landfill (NISL), administered by Allied Waster. The Newby Island facility accepts solid waste, recyclables, and compostable materials. The NISL does not accept hazardous waste. The facility is 342 acres, of which waste has been placed on approximately 270 acres, and has over 30 feet of 120 feet total depth available. The City's contract with the NISL runs through 2017.

Environmental Checklist and Discussion of Impacts

UTILITIES AND SERVICE SYSTEMS					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒	1, 3
2) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒	1, 3
3) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒	1, 3
4) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒	1, 3
5) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒	1, 3
6) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒	1, 3
7) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒	1, 3

The project site is an existing commercial development. The project does not anticipate any additional substantial impacts beyond existing commercial use of the site.

Conclusion

The proposed project would not exceed the capacity of existing utilities and service systems. **[No Impact]**

4.17 MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
1) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☒	
2) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☐	☒	
3) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	☐	☐	☐	☒	
4) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐	

Discussion: As described in the specific sections of this report (refer to *Section 4. Environmental Setting, Checklist, and Discussion of Impacts*), on pages 11-41 of this Initial Study and through conditions of approval, the proposed project would not result in significant environmental impacts.

Global Climate Change Impacts (Cumulative Impacts and Long-Term Environmental Goals)

Global climate change is the alteration of the Earth's weather including its temperature, precipitation, and wind patterns. Global temperatures are affected by naturally occurring and anthropogenic-generated atmospheric gases, such as carbon dioxide, methane, and nitrous oxide. These gases allow sunlight into the Earth's atmosphere, but prevent radiative heat from escaping into outer space, which is known as the "greenhouse" effect. The world's leading climate scientists have reached consensus that global climate change is underway and is very likely caused by humans.

Agencies at the international, national, state, and local levels are considering strategies to control emissions of gases that contribute to global warming. There is no comprehensive strategy that is being implemented on a global scale that addresses climate change; however, in California, a multi-agency "Climate Action Team" has identified a range of strategies and the Air Resources Board, under Assembly Bill (AB) 32, has been designated to adopt the main plan for reducing California's GHG emissions by January 1, 2009, and various regulations and other initiatives for reducing GHG emissions by January 1, 2011. AB 32 requires achievement by 2020 of a statewide greenhouse gas emissions limit equivalent to 1990 emissions, and the adoption of rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions. By 2050, the state plans to reduce emissions to 80 percent below 1990 levels.

While the state of California has established programs to reduce greenhouse gas emissions, there are no established standards for gauging the significance of greenhouse gas emissions. Neither CEQA nor the CEQA Guidelines provide any methodology for analysis of greenhouse gases. Given the global scope of global climate change, the challenge under CEQA is for a Lead Agency to translate the issue down to the level of a CEQA document for a specific project in a way that is meaningful to the decision making process. Under CEQA, the essential questions are whether a project creates or contributes to an environmental impact or is subject to impacts from the environment in which it would occur, and what mitigation measures are available to avoid or reduce impacts.

Conclusion

The proposed the reuse of existing commercial site will not result in additional substantial climate change impacts beyond existing conditions. Given the proposed mix of commercial use, it will enable patrons to reduce the number of trips by providing one-stop shopping for goods and services. **[No Impact]**

Significance of Cumulative Global Climate Change Impacts

In an effort to disclose environmental impacts and to conform with the CEQA Guidelines [§16064(b)], it is the City's position that, based on the proposed project, its location within an established urban area served by existing infrastructure would not impede the state's ability to reach the emission reduction limits/standards set forth by the State of California by Executive Order S-3-05 and AB 32.

Conclusion: The proposed project would not make a cumulatively considerable contribution to global climate change because it is a reuse of an existing site.
[No Impact]

Checklist Sources

1. Project application and plans.
2. Environmental Information Form submitted by the applicant
3. CEQA Guidelines - Environmental Thresholds (Professional judgment and expertise and review of project plans).
4. City of Milpitas *City of Milpitas General Plan*, 2002.
5. City of Milpitas, *Municipal Code.*
6. California Department of Conservation, *Santa Clara County Important Farmland 2006,* Map. June 2005.
7. Bay Area Air Quality Management District, CEQA Guidelines, December 1999.
8. County of Santa Clara Department of Public Works, *Soil Map Sheet 19,* 1964.
9. United States Department of Agriculture, Soil Conservation Service, *Soils of Santa Clara County*, 1968.
10. California Department of Conservation, *Geologic Map of the San Francisco-San José Quadrangle*, 1990.
11. Federal Emergency Management Agency, *Flood Insurance Rate Map, Community Panel No. 060344-0003-G*.
12. Stormwater Control Plan, BKF Engineers, December 2008.
13. Traffic Impact Analysis, Hexagon Transportation Consultants, January 2009

SECTION 5 REFERENCES

Association of Bay Area Governments, *Dam Failure Inundation Hazard Map for Morgan Hill,* 1995. http://www.abag.ca.gov/cgi-bin/pickdamx.pl

Association of Bay Area Governments, *Projections 2007*, December 2006.

Bay Area Air Quality Management District, *CEQA Guidelines,* December 1999.

California Department of Conservation, *Geologic Map of the San Francisco-San José Quadrangle*, 1990.

California Department of Conservation, *Santa Clara County Important Farmland 2006,* Map, June 2006.

City of Milpitas, *City of Milpitas General Plan*, 2002.

City of Milpitas, *Municipal Code.*

Federal Emergency Management Agency, *Flood Insurance Rate Map, Community Panel No. 060350 0001C*, July 16, 1980.

United States Department of Agriculture, Soil Conservation Service, *Soils of Santa Clara County*, 1968.

SECTION 6 AUTHORS AND CONSULTANTS

Authors: **City of Milpitas**
Cindy Hom, Assistant Planner
City of Milpitas

ATTACHMENT H

Cindy Hom

From: Harsh Ghai [harshrajghai@gmail.com]
Sent: Wednesday, February 25, 2009 10:38 AM
To: Cindy Hom
Subject: RE: 1535 Landess

Thank you.

Harsh Ghai
Ghai Management Services Inc.
harshrajghai@gmail.com
cell- (510)366-6840
office- (510)573-5905
fax- (510)490-5001
43678 Skye Rd., Fremont, CA 94539

From: Cindy Hom [mailto:chom2@ci.milpitas.ca.gov]
Sent: Tuesday, February 24, 2009 3:54 PM
To: Harsh Ghai
Subject: RE: 1535 Landess

Hi Harsh,

The project is being continued to the March 11, 2008 Planning Commission Meeting. The plans and report will be available at that time. Please call if you have any further questions.

From: Harsh Ghai [mailto:harshrajghai@gmail.com]
Sent: Tuesday, February 24, 2009 2:38 PM
To: Cindy Hom
Subject: 1535 Landess

Do you know where on the city website the plans for 1535 Landess are posted? The Notice of Public Hearing states it was supposed to be posted on Monday before the hearing.

Harsh Ghai
Ghai Management Services Inc.
harshrajghai@gmail.com
cell- (510)366-6840
office- (510)573-5905
fax- (510)490-5001
43678 Skye Rd., Fremont, CA 94539

Cindy Hom

From: BOBGOU@aol.com
Sent: Wednesday, February 25, 2009 4:41 PM
To: Cindy Hom
Cc: mthomas@retailrealestategroup.com; frankrussow@usa.net
Subject: Comments on Site Development No.SD08-0006, UP08-0028 and EA09-0003

Ms. Cindy Hom
Milpitas Planning Division
455 E. Calaveras Blvd, Milpitas, CA 95035

Dear Ms. Cindy Hom:

Upon review of the proposed Floor Plan at the Milpitas Retail Center Development located at the corner of Landess and Dempsey Road, Milpitas, we would like to have our recommendation and comments included. Our comments are as follows:

In the proposed project, there are nine (9) restaurants and one coffee shop. The total square footage for the restaurants exceeds 20,000 square feet including one restaurant having 5,000 square feet and another at 4,000 square feet. In addition, there are three stores labeled as FOOD which will likely be used as restaurants. We feel that such a high concentration of restaurants in this proposed development would severely dilute and impact each other's business. We are the owners of 1400 Dempsey Road in Milpitas adjacent to this proposed re-development site and we have two restaurants in our center. The business of our existing restaurants will be severely and negatively impacted by this new proposed project. We respectfully make this request and recommendation to the City of Milpitas Planning Commission to eliminate or reduce the excessive number of restaurants in this proposed project.

Please forward our comments to Milpitas Planning Commission. Thanks.

Bob P.F. Gou
Owner of Dempsey Plaza LLC
PO Box 2967
Saratoga, CA 95070

A Good Credit Score is 700 or Above. See yours in just 2 easy steps!

Cindy Hom

From: Stephen Gou [sgou@psgassociates.com]
Sent: Wednesday, March 04, 2009 9:30 PM
To: Cindy Hom
Cc: Bob Gou; Mark Thomas; Frank Russow
Subject: Comments on Site Development No.SD08-0006, UP08-0028 and EA09-0003

Importance: High

Dear Cindy Hom,

This is a follow-on addendum to comments on Site Development No. SD08-0006, UP08-0028 and EA09-003.

As noted by Mr. Bob Gou owner of Dempsey Plaza located at 1400 Dempsey Road, Milpitas:

Upon review of the proposed Floor Plan at the Milpitas Retail Center Development located at the corner of Landess and Dempsey Road, Milpitas, we would like to have our recommendation and comments included. Our comments are as follows:

In the proposed project, there are nine (9) restaurants and one coffee shop. The total square footage for the restaurants exceeds 20,000 square feet including one restaurant having 5,000 square feet and another at 4,000 square feet. In addition, there are three stores labeled as FOOD which will likely be used as restaurants. We feel that such a high concentration of restaurants in this proposed development would severely dilute and impact each other's business. We are the owners of 1400 Dempsey Road in Milpitas adjacent to this proposed re-development site and we have two restaurants in our center. The business of our existing restaurants will be severely and negatively impacted by this new proposed project. We respectfully make this request and recommendation to the City of Milpitas Planning Commission to eliminate or reduce the excessive number of restaurants in this proposed project.

Addendum to be included:

As the owner of Dempsey Plaza located at 1400 Dempsey Road we request the commission to NOT recommend nor approve any restaurants that are similar to the two existing restaurants located at Dempsey Plaza.

The two current restaurants in existence at Dempsey Plaza are:
1) Stuft Pizza
2) Minh's Vietnamese Restaurant

We are requesting that future restaurants at the proposed site to NOT interfere with the existing cuisine of the restaurant businesses located in the adjacent complex. Please note that redundancy in the style of cuisine will severely impact the current restaurants at 1400 Dempsey Road.

Respectfully submitted for your review and inclusion.

Respectfully,

Dempsey Plaza Management
Bob P.F. Gou
Stephen Gou