County of Santa Clara
Office of the County Clerk-Recorder
Business Division

County Government Center
70 West Hedding Street, E. Wing, 1st Floor
San Jose, California 95110 (408) 299-5665

ENVIRONMENTAL DECLARATION

For CLERK-RECORDER'S USE ONLY

POSTED ON 9-12-07 THROUGH 10-2-07
IN THE OFFICE OF THE COUNTY CLERK-RECORDER
REGINA ALCOMENDRAS, COUNTY CLERK
BY _____, DEPUTY
VERONICA AGUIRRE

FOR CLERK-RECORDER FILE STAMP
ENDORSED
SEP 12 2007
REGINA ALCOMENDRAS, County Clerk-Recorder
Santa Clara County
By _____ Deputy

CLERK-RECORDER FILE NO.

CA Dept. of Fish and Game Receipt #

NAME OF LEAD AGENCY: CITY of MILPITAS

NAME OF APPLICANT: JOHN BAER, Matheson Companies.

CLASSIFICATION OF ENVIRONMENTAL DOCUMENT:

1. ( ) **NOTICE OF PREPARATION**

2. ( ) **NOTICE OF EXEMPTION**
$50.00 COUNTY CLERK FEE REQUIRED

3. **NOTICE OF DETERMINATION:**

NEGATIVE DECLARATION PURSUANT TO PUBLIC RESOURCES CODE § 21080(C)

( ) **$1850.00 REQUIRED ($1800.00 STATE FILING FEE AND $50.00 COUNTY CLERK FEE)**

( ) A COMPLETED "CEQA FILING FEE NO EFFECT DETERMINATION FORM" FROM THE DEPARTMENT OF FISH & GAME, DOCUMENTING THE DFG'S DETERMINATION THAT THE PROJECT WILL HAVE NO EFFECT ON FISH, WILDLIFE AND HABITAT, **OR** AN OFFICIAL, DATED RECEIPT / PROOF OF PAYMENT SHOWING PREVIOUS PAYMENT OF THE DFG FILING FEE FOR THE *SAME* PROJECT **IS ATTACHED:**
$50.00 COUNTY CLERK FEE REQUIRED

ENVIRONMENTAL IMPACT REPORT PURSUANT TO PUBLIC RESOURCES CODE § 21152

( ) **$2550.00 REQUIRED ($2500.00 STATE FILING FEE AND $50.00 COUNTY CLERK FEE)**

( ) A COMPLETED "CEQA FILING FEE NO EFFECT DETERMINATION FORM" FROM THE DEPARTMENT OF FISH & GAME, DOCUMENTING THE DFG'S DETERMINATION THAT THE PROJECT WILL HAVE NO EFFECT ON FISH, WILDLIFE AND HABITAT, **OR** AN OFFICIAL, DATED RECEIPT / PROOF OF PAYMENT SHOWING PREVIOUS PAYMENT OF THE DFG FILING FEE FOR THE *SAME* PROJECT **IS ATTACHED:**
$50.00 COUNTY CLERK FEE REQUIRED

NOTE: "***SAME PROJECT***" MEANS **NO** CHANGES. IF THE DOCUMENT SUBMITTED IS NOT THE SAME (OTHER THAN DATES), A "NO EFFECT DETERMINATION" LETTER FROM THE FISH AND GAME FOR THE **SUBSEQUENT** FILING OR THE APPROPRIATE FEES ARE REQUIRED.

4. Other: Mitigated Neg Dec. - Notice of AVAILABILITY.

NOTICE TO BE POSTED FOR 20 DAYS.

THIS FORM MUST BE COMPLETED AND ATTACHED TO THE FRONT OF ALL ENVIRONMENTAL DOCUMENTS LISTED ABOVE (*INCLUDING COPIES*) SUBMITTED FOR FILING.
CHECKS SHOULD BE MADE PAYABLE TO : SANTA CLARA COUNTY CLERK-RECORDER.

Board of Supervisors: Donald F. Gage, Blanca Alvarado, Pete McHugh, Ken Yeager, Liz Kniss
County Executive: Peter Kutras, Jr.
05-02-2007

CITY OF MILPITAS

455 EAST CALAVERAS BOULEVARD, MILPITAS, CALIFORNIA 95035-5479 • www.ci.milpitas.ca.gov

MITIGATED NEGATIVE DECLARATION
ENVIRONMENTAL IMPACT ASSESSMENT (EIA) NO. EA2006-5

A NOTICE, PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT OF 1970, AS AMENDED (PUBLIC RESOURCES CODE 21,000 ET SEQ.), THAT SOUTH MAIN STREET PROJECT, WHEN IMPLEMENTED WITH THE REQUIRED MITIGATIONS, WILL NOT HAVE A SIGNIFICANT IMPACT ON THE ENVIRONMENT.

Project Title: South Main Street

Project Description: A request for a General Plan Amendment, Midtown Specific Plan Amendment, Rezoning, Site Plan and Architectural Review, Major Tentative Map, Planned Unit Development and Environmental Impact Assessment to allow for the construction of a 126-unit podium style residential condominium development on a 2.72 acres vacant parcel at the intersection of South Main Street and South Abel Street (APN: 086 16 100.) The property is proposed to be redesignated from General Commercial with Transit Oriented Development Overlay to Multi-Family Very High Density (31 to 40 dwelling units per acre) with Transit Oriented Development Overlay and rezoned from General Commercial with Transit Oriented Development and "S" Zone Overlay District "C2-TOD-S" to Multi-Family Very High Density with Transit Oriented Development and "S" Zone Overlay District "R4-TOD-S." The project includes a Planned Unit Development approval for approximately 2,800 square feet of retail use.

Project Location: South Main Street & South Abel Street (APN: 086-16-100), Milpitas, CA 95035.

Project Proponent: John Baer, Matteson Real Estate Equities, 1991 Broadway, Suite 300, Redwood City, CA 94063.

The City of Milpitas has reviewed the Environmental Impact Assessment for the above project based on the information contained in the Initial Study and finds that the project will have no significant impact upon the environment with the implementation of the following mitigation measures, as recommended in the EIA.

Required Mitigation Measures:

Mitigation Measure AIR-1.1: *The project applicant shall water all active construction areas at least twice daily or as often as needed to control dust emissions.*

Mitigation Measure AIR-1.2: *The project applicant shall cover all trucks hauling soil, sand, and other loose materials (including demolition debris) and/or ensure that all trucks hauling such materials maintain at least two feet of freeboard.*

Mitigation Measure AIR-1.3: *The project applicant shall sweep daily or as often as needed with water sweepers on all paved access roads, parking areas, and staging areas at construction sites to control dust.*

Mitigation Measure AIR-1.4: *The project applicant shall sweep public streets daily or as often as needed to keep streets free of visible soil material.*

Mitigation Measure AIR-1.5: *The project applicant shall enclose, cover, water twice daily or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.)*

Mitigation Measure AIR-1.6: *The project applicant shall replant vegetation in disturbed areas as quickly as possible.*

Mitigation Measure BIO-1.1: *Pre-construction surveys for Burrowing Owls shall be completed in conformance with CDFG protocols, no more than 30 days prior to the start of construction. If no Burrowing Owls are located during these surveys, no additional action is required. However, if Burrowing Owls are located on or immediately adjacent to the site the following mitigation measures will be implemented.*

Mitigation Measure BIO-1.2: *If Burrowing Owls are present during the nonbreeding season (1 September to 31 January), a 150-foot buffer zone, within which no new activity will be permissible, shall be maintained around the occupied burrow(s). During the breeding season (1 February to 31 August), a 250-foot buffer, within which no new activity will be permissible, will be maintained between project activities and occupied burrows. Owls present on-site after 1 February will be assumed to be nesting on or adjacent to the site unless evidence indicates otherwise. This protected area will remain in effect until 31 August, or at the CDFG's discretion and based upon monitoring evidence, until the young owls are foraging independently.*

Mitigation Measure BIO-1.3: *If construction will directly impact occupied burrows, eviction outside the nesting season may be permitted pending evaluation of eviction plans by, and receipt of formal written approval of the relocation from the CDFG. No Burrowing Owls will be evicted from burrows during the nesting season (1 February through 31 August) unless evidence indicates that nesting is not actively occurring.*

Mitigation Measure BIO-1.4: *If destruction of occupied (breeding or non-breeding season) burrows, or any burrows that were found to be occupied during pre-construction surveys, is unavoidable, a strategy shall be developed to replace such burrows by*

enhancing existing burrows or creating artificial burrows on permanently protected lands adjacent to occupied burrowing owl habitat. This strategy will include permanent protection of a minimum of 6.5 acres of Burrowing Owl habitat per pair or unpaired resident owl. A plan shall be developed and approved by the County describing creation or enhancement of burrows, maintenance of burrows and management of foraging habitat, monitoring procedures, funding assurance, annual reporting requirements, and contingency and remediation measures.

Mitigation Measure BIO-2.1: *In conformance with the City of Milpitas Zoning Ordinance, all trees removed from the site that measure 37-inches or greater in circumference (12-inches in diameter) at four feet six inches above the ground surface shall be replaced in-kind at a 3:1 ratio within the project site.*

Mitigation Measure BIO-2.2: *Trees that are removed but cannot be mitigated for on-site, due to lack of available planting area, shall be mitigated by fees paid to the City. The funds will be deposited in the City's Tree Replacement Fund and will be used to plant trees within the City of Milpitas.*

Mitigation Measure CUL-1.1: *During site clearing, initial grading, and excavation, a qualified archaeologist shall be on-site to monitor all ground disturbing activities to determine if any unknown resources are located on-site.*

Mitigation Measure CUL-1.2: *Pursuant to Section 7050.5 of the Health and Safety Code, and Section 5097.94 of the Public Resources Code of the State of California, in the event of the discovery of human remains during construction, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains. The Santa Clara County Coroner shall be notified and shall make a determination as to whether the remains are Native American. If the Coroner determines that the remains are not subject to his authority, he shall notify the Native American Heritage Commission who shall attempt to identify descendants of the deceased Native American. If no satisfactory agreement can be reached as to the disposition of the remains pursuant to State law, then the land owner shall re-intern the human remains and items associated with Native American burials on the property in a location not subject to further subsurface disturbance.*

Mitigation Measure CUL-1.3: *In the event that any archaeological site indicators are found, work will be stopped within 50 feet of the discovery until a qualified archaeologist has inspected the resource and made a determination of significance. If the resource is determined to be insignificant, work can resume with no further action. If the resource is determined to be significant, then recommendations for recordation and preservation of the resource will be made by the archaeologist and a data recovery work plan will be prepared and submitted to the City's Director of Planning for approval. Construction*

work will not be allowed within the designated 50-foot zone until the archaeologist completes the data recovery.

Mitigation Measure GEO-1.1: *Buildings shall be designed and constructed in accordance with the design-level geotechnical investigation prepared for the site, which identifies specific design features that will be required for the project, including: site preparation, compaction, trench excavations, exploration, and borings and test pits of the former creek area. The geotechnical investigation shall be reviewed and approved by the City's Director of Public Works prior to issuance of a building permit for the project.*

Mitigation Measure HYD-1.1: *Level I – Source Control. The source control program for the development will incorporate the following strategies:*

· *Education and Outreach. The storm drain inlets on the project site shall be stenciled "No Dumping – Drains to Bay". In addition, the future homeowners association will provide an orientation to new homeowners on the projects Stormwater Control Plan, non-point source pollution control measures, and secure their written commitment to participate in the plan where applicable.*

· *Storm Drain Inlet Cleaning. The homeowners association shall perform maintenance on privately owned storm drain inlets, which includes the collection and disposal of build-up materials inside the inlets.*

· *Trash Collection Areas. There shall be a centralized common trash collection area for this site. The runoff from this area will drain into the sanitary sewer system.*

· *Fire Sprinkler Connections. Fire sprinkler test water shall drain through the landscaping before entering the storm drain system.*

Mitigation Measure HYD-1.2: *Level II – Treatment Control. The treatment control program from the development will incorporate the following:*

· *Vegetated Swale. A vegetated swale shall be located along the western boundary of the site. This swale will be approximately 120 feet long and planted with vegetation. It will be graded to promote infiltration and will treat stormwater runoff from the project site. An inlet will be at the low end of the swale to receive surface flows and convey it to the storm drainage system. The swale has been designed to accommodate peak runoff from a 10-year storm event; no bypass system is required.*

· *Treatment Control Device. In areas where stormwater will not pass through some sort of surface treatment (i.e., swales) prior to entering the storm drainage system, hydrodynamic devices shall be installed to provide in-line treatment prior to discharge*

into the City storm drain system. In addition to providing filtration for runoff, these devices will meter stormwater runoff so that it enters the storm drainage system at a consistent rate, regardless of the flow rate into the devices. The treatment control devices have been designed to accommodate peak runoff from a 10-year storm event. These devices will be maintained by the homeowners association.

Mitigation Measure HYD-1.3: *Monitoring and Maintenance. The stormwater treatment systems listed above will need adequate routine maintenance to function as designed. The homeowners association shall be responsible for the implementation and/or oversight of the monitoring and maintenance program for this project. To ensure proper function, drain inlets and treatment control devices will need to be cleaned a minimum of once a year and inspected a minimum of two times per year.*

Mitigation Measure HYD-2.1: *All unpaved driveways shall be filled with rock to knock mud from truck tires prior to entering City streets. A wash tire system may be employed.*

Mitigation Measure HYD-2.2: ***Burlap*** *bags filled with drain rock shall be installed around storm drains to route sediment and other debris away from the drains.*

Mitigation Measure HYD-2.3: *Earthmoving or other dust-producing activities shall be suspended during periods of high winds.*

Mitigation Measure HYD-2.4: *All exposed or disturbed soil surfaces shall be watered at least twice daily to control dust as necessary.*

Mitigation Measure HYD-2.5: *Stockpiles of soil or other materials that can be blown by the wind shall be watered or covered.*

Mitigation Measure HYD-2.6: *All trucks hauling soil, sand, and other loose materials shall be covered and/or all trucks would be required to maintain at least two feet of freeboard.*

Mitigation Measure HYD-2.7: *All paved access roads, parking areas, staging areas and residential streets adjacent to the construction sites shall be swept daily (with water sweepers).*

Mitigation Measure HYD-2.8: *Vegetation in disturbed areas shall be replanted as quickly as possible.*

Mitigation Measure HYD-2.9: *The Stormwater Permit will be administered by the Regional Water Quality Control Board. Prior to grading of the project site, the applicant shall file a "Notice of Intent" (NOI) to comply with the General Permit and prepare a*

Stormwater Pollution Prevention Plan (SWPPP) which addresses measures that would be included in the project to minimize and control construction and post-construction runoff. The following measures would be included in the SWPPP:

- *Preclude non-stormwater discharges to the stormwater system.*

- *Effective, site-specific Best Management Practices for erosion and sediment control during the construction and post-construction periods.*

- *Cover soil, equipment, and supplies that could contribute non-visible pollution prior to rainfall events or perform monitoring of runoff.*

- *Perform monitoring of discharges to the stormwater system.*

Mitigation Measure HYD-2.10: *The project shall submit a copy of the draft SWPPP to the City of Milpitas for review and approval by the Director of Public Works prior to construction of the project site. The certified SWPPP will be posted at the project site and will be updated to reflect current site conditions.*

Mitigation Measure HYD-2.11: *When the construction phase is complete, a Notice of Termination (NOT) for the General Permit for Construction shall be filed with the Regional Water Quality Control Board and the City of Milpitas. The NOT will document that all elements of the SWPPP have been executed, construction materials and waste have been properly disposed of, and a post-construction stormwater management plan is in place as described in the SWPPP for the site.*

Mitigation Measure NOI-1.1: *Project-specific acoustical analyses are required to insure that interior noise levels will be reduced to 45 dBA Ldn or lower. Building sound insulation requirements shall need to include the provision of forced-air mechanical ventilation for all new units, so that windows could be kept closed at the occupant's discretion to control noise. Special building construction techniques (e.g., sound-rated windows and building facade treatments) may be required for new residential uses adjacent to South Main Street and South Abel Street. These treatments include, but are not limited to, sound rated windows and doors, sound rated wall constructions, acoustical caulking, etc. The specific determination of what treatments are necessary will be conducted on a unit-by-unit basis. Results of the analysis, including the description of the necessary noise control treatments, will be submitted to the City along with the building plans and approved prior to issuance of a building permit. Feasible construction techniques such as these would adequately reduce interior noise levels to 45 dBA Ldn or lower.*

Mitigation Measure NOI-2.1: *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 and weekends.*

Mitigation Measure NOI-2.2: *The contractor shall be required to use available noise suppression devices and properly maintain and muffle internal combustion engine-driven construction equipment.*

Mitigation Measure NOI-2.3: *The contractor shall be required to use noise barriers or noise control blankets to shield stationary equipment from nearby noise-sensitive receptors.*

Mitigation Measure NOI-2.4: *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.*

CITY OF MILPITAS

455 EAST CALAVERAS BOULEVARD, MILPITAS, CALIFORNIA 95035-5479 • www.ci.milpitas.ca.gov

Copies of the E.I.A. may be obtained at the Milpitas Planning Department, 455 E. Calaveras Boulevard, Milpitas, CA 95035.

By: G. Bradley
Project Planner

South Main Street, Milpitas
Development Statement

THE
MATTESON
COMPANIES

Submitted to the City of Milpitas
June 25th, 2007

This package is submitted to the City of Milpitas to support the approval of a proposed 126-unit mixed-use condominium project located at the intersection of South Main Street and Abel Street.

The applicant is Matteson Real Estate Equities, a Redwood City based real estate Company focused on the acquisition and development of residential, commercial and mixed-use projects throughout the Western United States.

These materials seek to identify this project as a unique opportunity for the City of Milpitas to provide quality for-sale attached housing in a transit district that is evolving into a regional hub of retail activity, public transit and major employment.

These materials are divided into the following sections:

I. Project Overview

- Project Summary
- On Site Parking
- Courtyards and Open Space
- Corner Retail and Plaza Area
- Landscaped Median Improvements
- Santa Clara Valley Water District Easement
- Rezoning From General Commercial to Very High Density Residential
- Compliance with the Zoning Code for Very High Density Residential

II. Project Benefits

- Support of the Transit Area Concept Plan
- Ownership Housing Walk-able to Transit, Employment and Goods & Services

PROJECT SUMMARY

The Development Site

South Main consists of 2.75 acres located across the street from the Great Mall retail center and the VTA light rail station. The site is zoned C2 – General Commercial. This zoning appears to be at odds with the forecasted uses in the immediate area based on the General Plan and the Transit Area Concept Plan both of which anticipate high density housing and vertical mixed use. Re-zoning from General Commercial to Very High Density Residential will be required for the development.

Current Use:

The site is currently an undeveloped dirt parcel. The two adjacent uses include a recently approved high density residential project along Capital Avenue and a 1970's retail center that has a narrow mix of good and services offered by a collection of non-credit tenants. The retail center suffers from an inability to compete with the quality retail and restaurant offerings located across the street at the Great Mall.

The Proposed Development:

The proposed re-development is a 126-unit mixed use condominium project:

- The 126 units will be offered in a mix of 25 one-bedrooms, 83 two-bedrooms and 18 three-bedroom units. The units range in size from 700 to 1600 square feet. As part of our development approvals, we will comply with the City's affordability requirements.

- The project will provide a 2800 square foot ground floor retail space at the focal point intersection of South Main and Abel. This retail space will open directly to a highly finished outdoor plaza seating area. The intent of the developers is to secure an active retail use, such as a Peets Coffee & Tea, which will create a vibrant gathering place for residents of the Project, the adjacent Centria complex and the nearby Pinewood neighborhood.

- The buildings rise three stories over an on-grade parking structure to a maximum height just under 50' measured to the top of roof ridge. At focal points along the façade are feature towers, which provide a strong architectural edge. The height and massing of the proposed building is compatible with the recently approved higher density residential project along Capital Avenue.

- The project consists of two interconnected buildings which orient around two centralized courtyards. These courtyards offer a meandering expanse of landscaping, decorative paving and quiet alcoves. A highly finished pool / spa facility is offered as a private amenity for project residents and guests.

- A total of 248 on-site parking spaces are provided with 226 spaces in a structured parking garage and 22 spaces on-grade. Of the 226 spaces in the garage, 28 are tandem spaces. These 248 spaces result in a parking count of 1.97 spaces per residential unit and 1.01 spaces per bedroom.

- Because this site is located in an active 100 year flood zone district, the parking garage must be constructed above the expected 100 year flood level (BFE) pinpointed at 31.3' above sea level. This was a non-negotiable constraint established by the Milpitas engineering department.

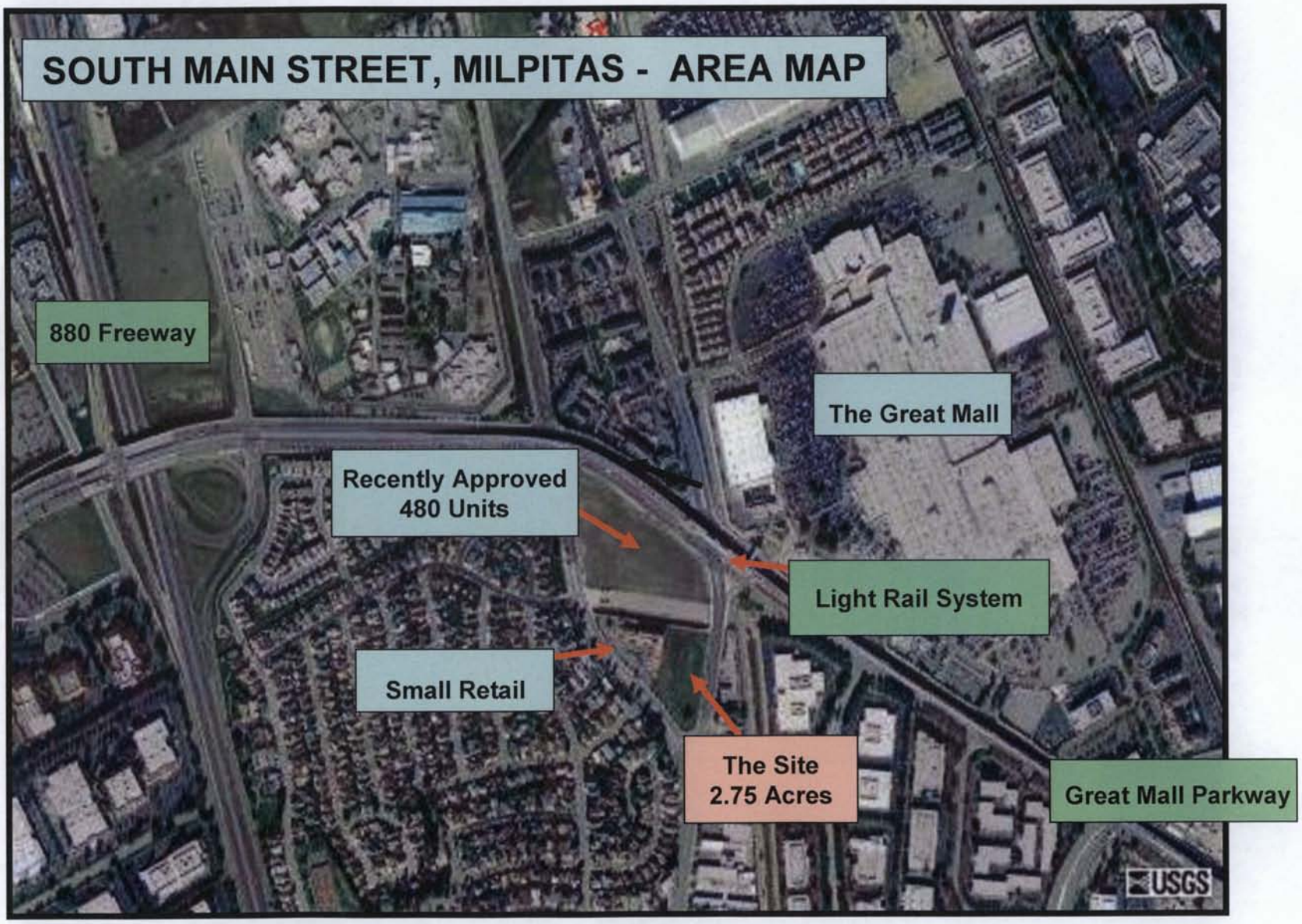
Proximity To The Great Mall

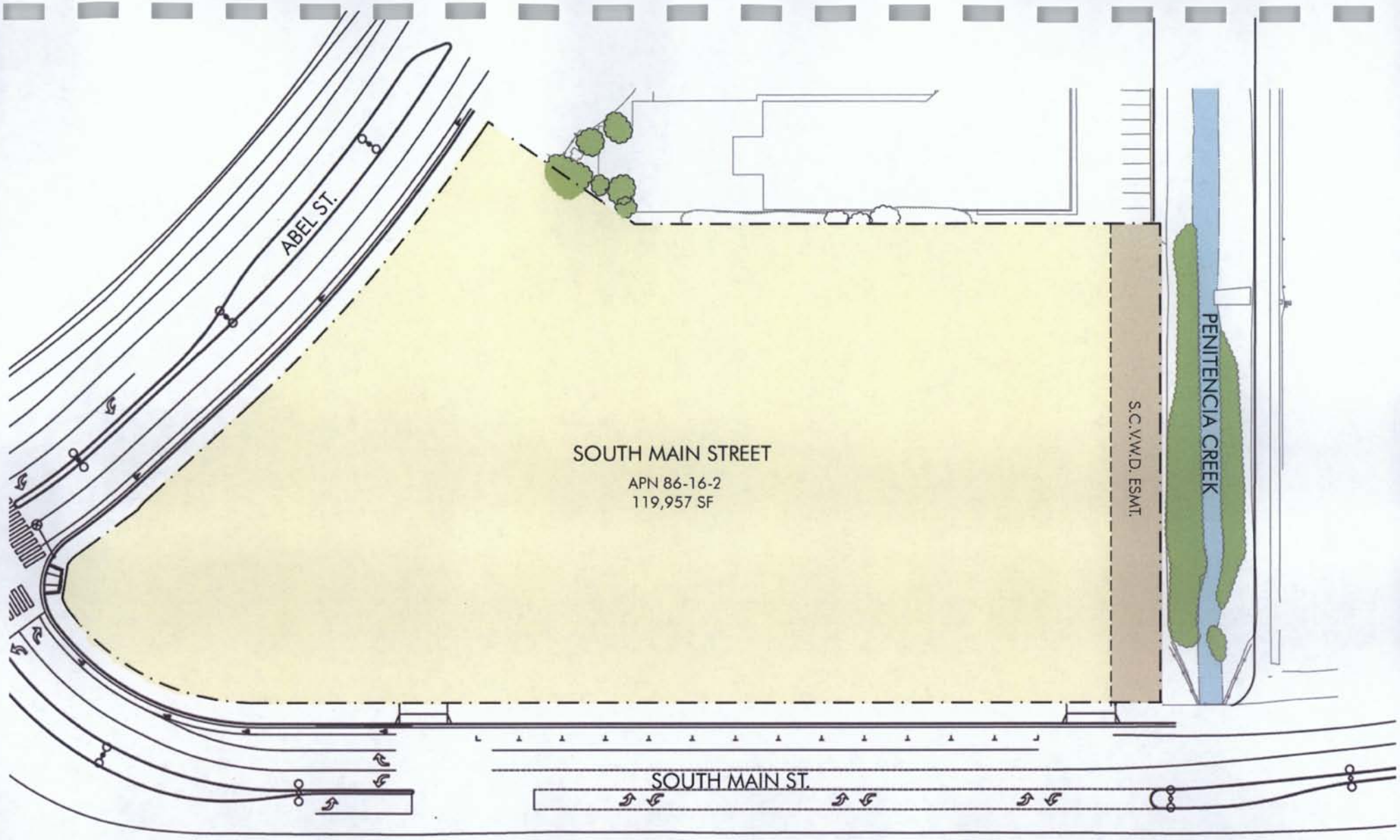
The project site is located just across Capital Avenue from the Great Mall retail center. This proximity allows residents to walk to a broad offering of goods and services.

Proximity to VTA Light Rail and The future BART Station

The project is also located immediately adjacent to the VTA light rail station which provides efficient public transit to major employment centers in the north San Jose employment corridor. In addition, the project is well situated to benefit from the proposed new regional BART Transit Center envisioned as part of the proposed Transit District Concept Plan.

(SEE EXHIBITS)


SOUTH MAIN STREET, MILPITAS - AREA MAP
880 Freeway
The Great Mall
Recently Approved
480 Units
Light Rail System
Small Retail
The Site
2.75 Acres
Great Mall Parkway
USGS



SOUTH MAIN STREET

- PARCEL
- EASEMENT
- CREEK

NORTH

PARCEL OVERVIEW

SCALE: 1/64"=1'0"

June 8, 2007 PROJECT NO. 231.001

DAHLIN GROUP

SOUTH MAIN STREET MILPITAS, CALIFORNIA

MATTESON DEVELOPMENT PARTNERS, INC.

SOUTH MAIN STREET

- BUILDING
- PLANTING AREAS
- AUTO DRIVEWAY / PARKING
- POOL / SPA
- HARDSCAPE
- ART FEATURE / FOUNTAIN

NORTH

SITE PLAN

SCALE: 1/64"=1'0"

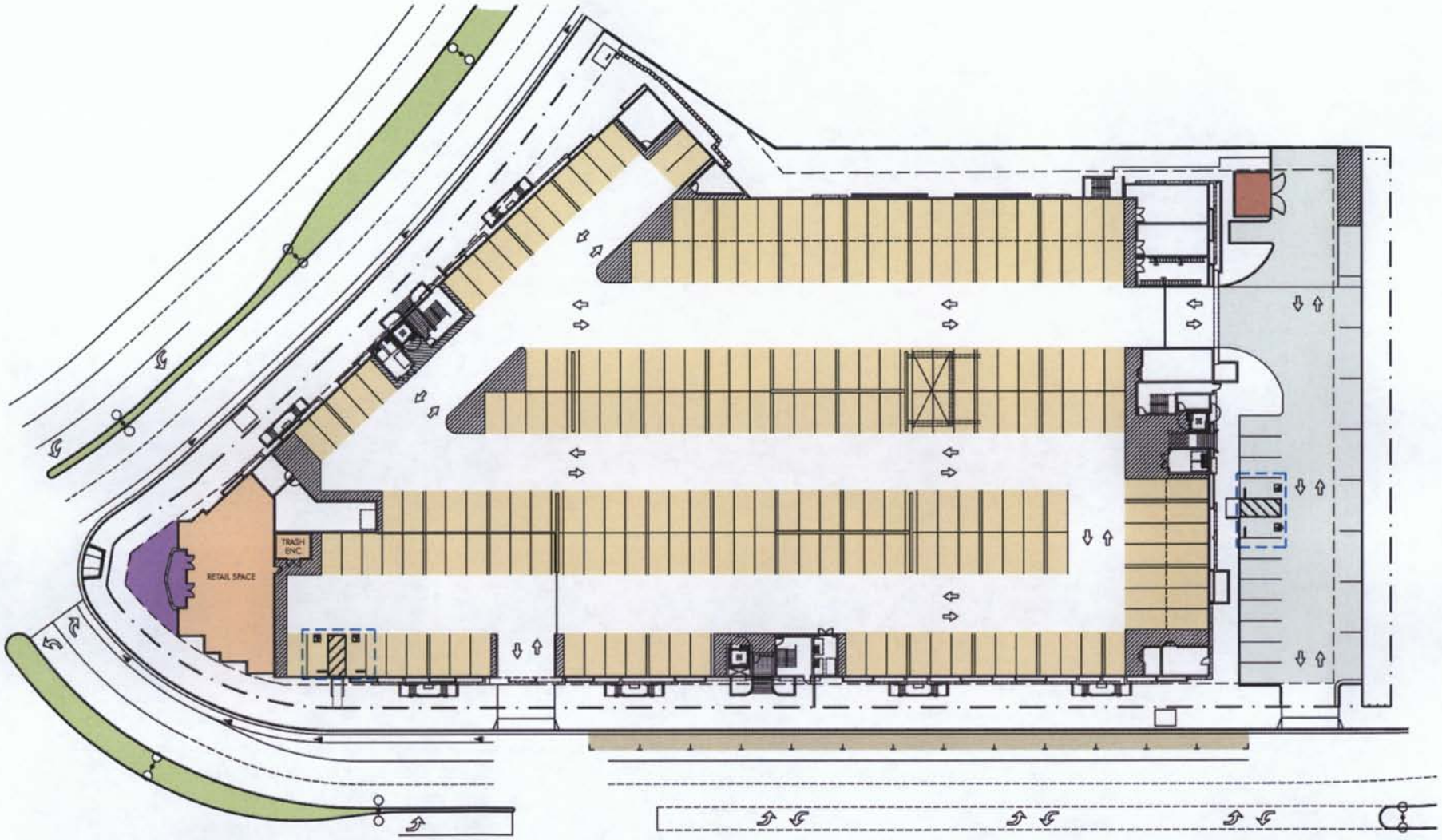
June 8, 2007 PROJECT NO. 221.001

DAHLIN GROUP

5865 Owens Drive
Pleasanton, CA 94588
925.251.7000
925.251.7001 Fax

SOUTH MAIN STREET MILPITAS, CALIFORNIA

MATTESON DEVELOPMENT PARTNERS, INC.



SOUTH MAIN STREET

- MAIN TRASH ENCLOSURE
- NEW MEDIAN STRIP
- GARAGE PARKING SPACES
- ACCESSIBLE SPACES
- STREET PARKING
- RETAIL SPACE
- DRIVEWAY -OUTDOOR SPACES
- CORNER PLAZA AREA

NORTH

FIRST FLOOR PLAN

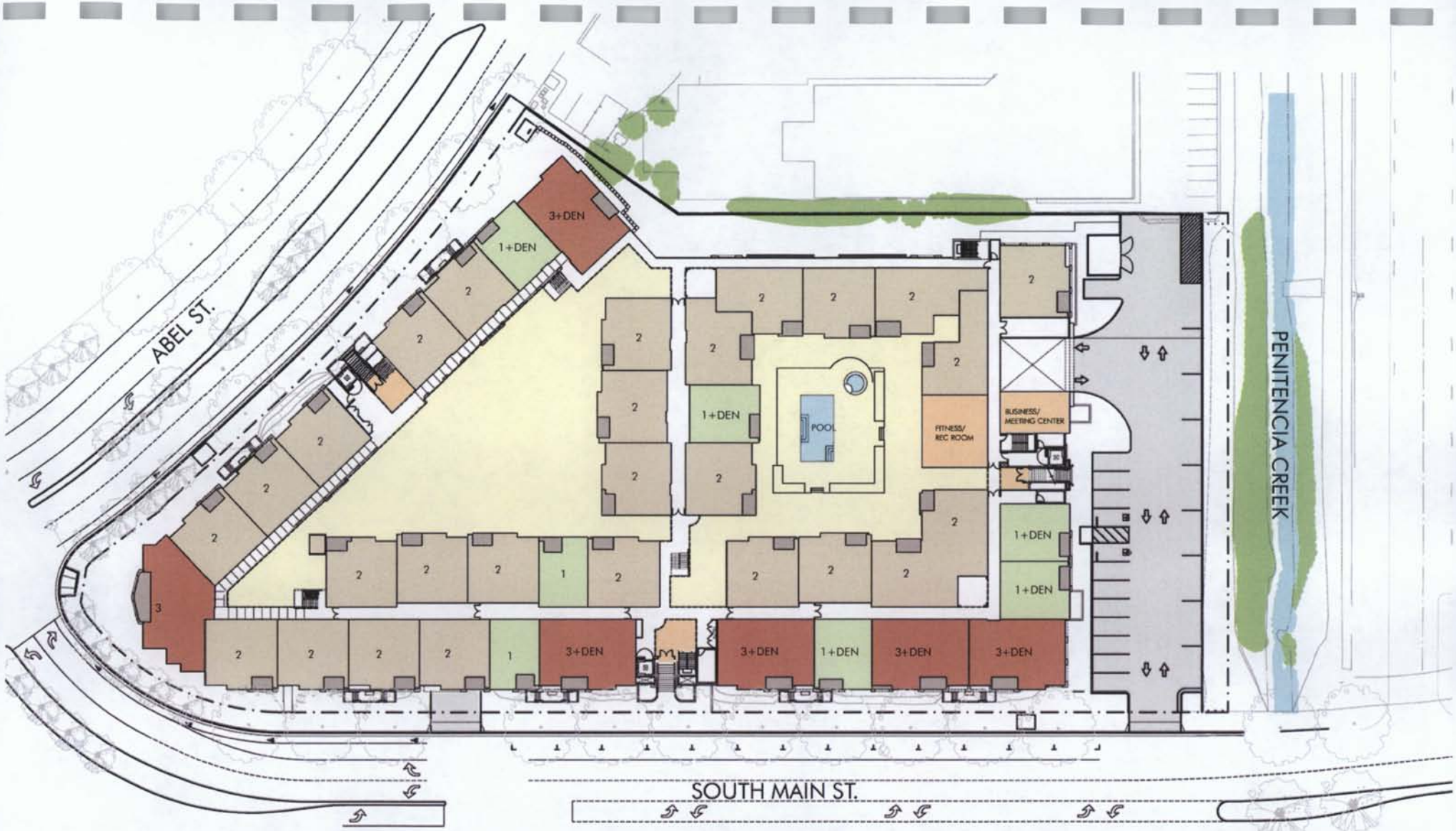
SCALE: 1/64"=1'0"

June 6, 2007 PROJECT NO. 221.001

DAHLIN GROUP

SOUTH MAIN STREET MILPITAS, CALIFORNIA

MATTESON DEVELOPMENT PARTNERS, INC.



PROJECT MIX	RESIDENTIAL LEVELS L2	L3	L4	T
1 BEDROOM	2	2	2	6
1 BEDROOM+DEN	5	7	7	19
2 BEDROOM	27	28	28	83
3 BEDROOM	6	6	6	18
TOTAL UNITS	40	43	43	126

SOUTH MAIN STREET

- 1 BEDROOM UNITS
- 2 BEDROOM UNITS
- 3 BEDROOM UNITS
- ENTRY / AMENITIES
- PRIVATE PATIOS
- POOL / WATER
- COURTYARD / PLAZA
- DRIVEWAY / PARKING

NORTH

SECONDFLOOR PLAN

SCALE: 1/64"=1'0"

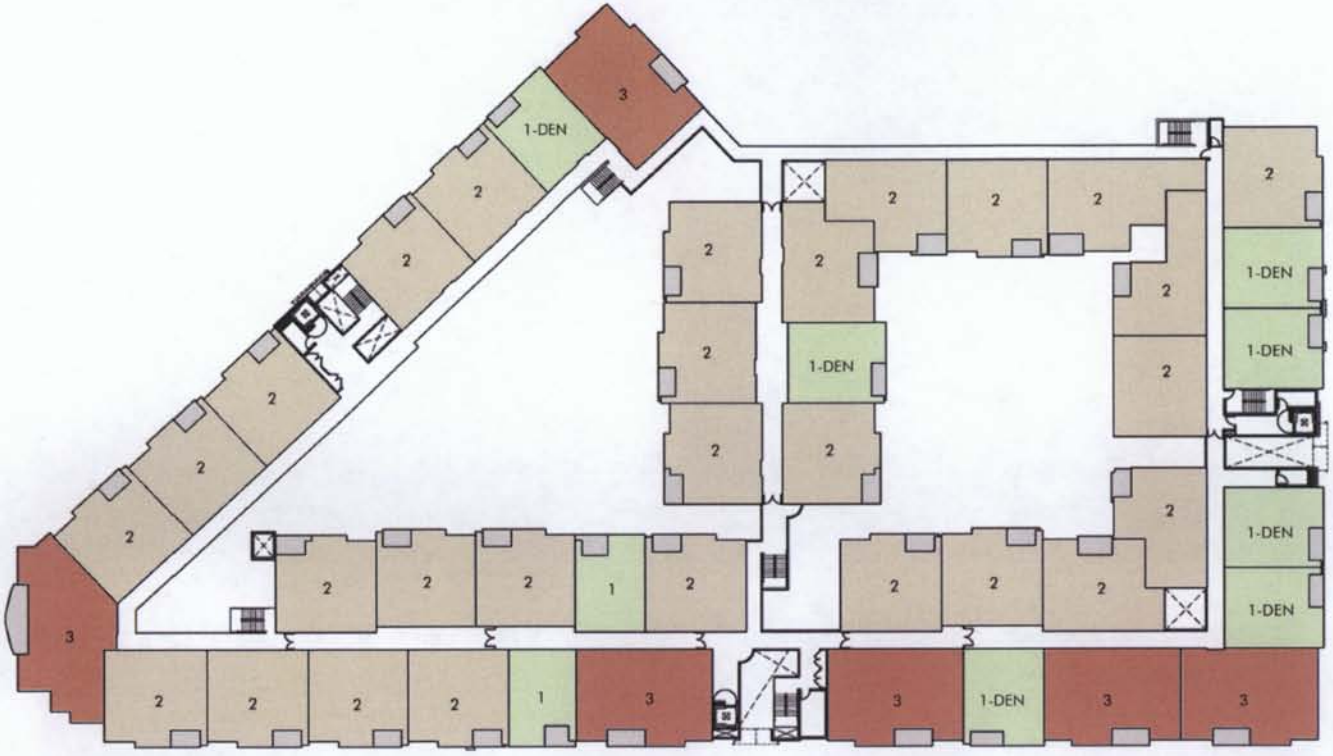
June 8, 2007 PROJECT NO: 221.001

DAHLIN GROUP

5865 Owens Drive
Pleasanton, CA 94588
925.551.7000
925.551.7001 Fax

SOUTH MAIN STREET MILPITAS, CALIFORNIA

MATTESON DEVELOPMENT PARTNERS, INC.



PROJECT MIX	L2	L3	L4	T
	RESIDENTIAL LEVELS			
1 BEDROOM	2	2	2	6
1 BEDROOM+DEN	5	7	7	19
2 BEDROOM	27	28	28	83
3 BEDROOM	6	6	6	18
TOTAL UNITS	40	43	43	126

SOUTH MAIN STREET

- 1 BEDROOM UNITS
- 2 BEDROOM UNITS
- 3 BEDROOM UNITS
- PRIVATE PATIOS

NORTH

THIRD FLOOR PLAN

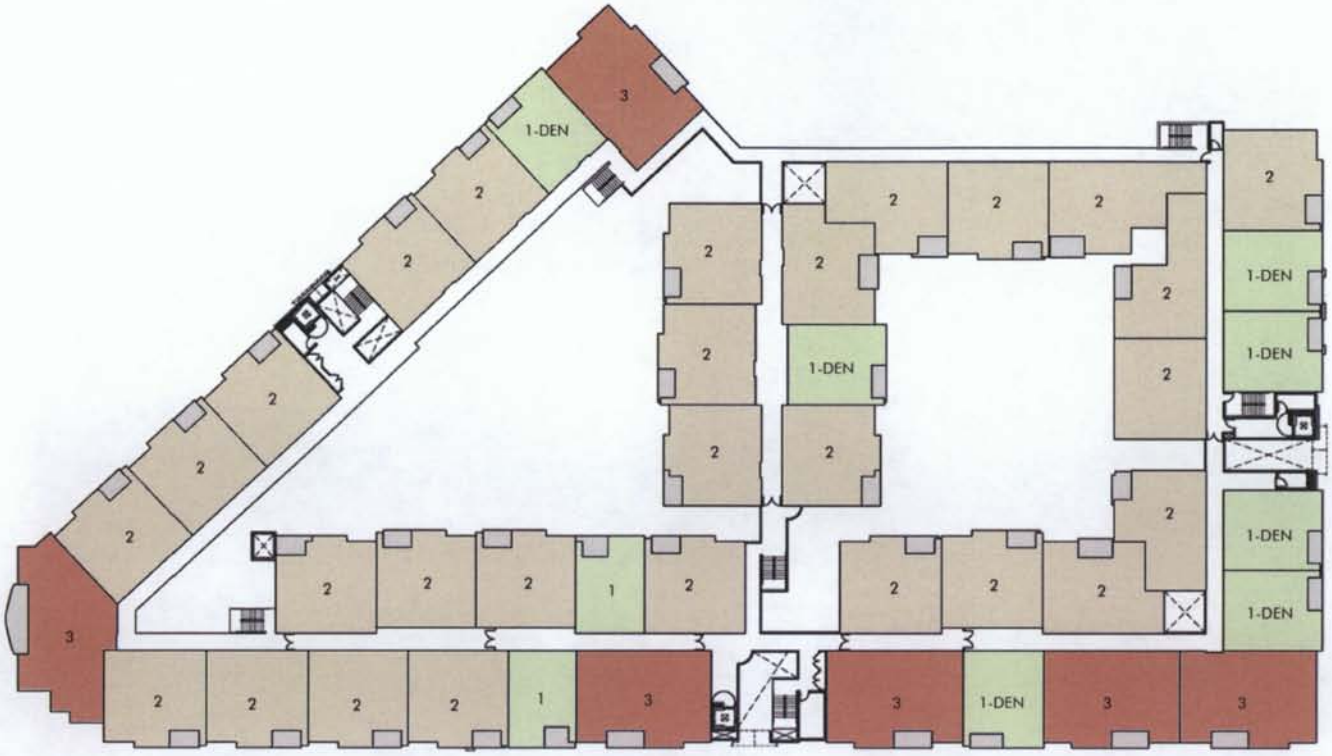
SCALE: 1/64"=1'0"

June 8, 2007 PROJECT NO. 221.001

DAHLIN GROUP

SOUTH MAIN STREET MILPITAS, CALIFORNIA

MATTESON DEVELOPMENT PARTNERS, INC.



PROJECT MIX	L2	L3	L4	T
	RESIDENTIAL LEVELS			
1 BEDROOM	2	2	2	6
1 BEDROOM+DEN	5	7	7	19
2 BEDROOM	27	28	28	83
3 BEDROOM	6	6	6	18
TOTAL UNITS	40	43	43	126

SOUTH MAIN STREET

- 1 BEDROOM UNITS
- 2 BEDROOM UNITS
- 3 BEDROOM UNITS
- PRIVATE PATIOS

NORTH

FOURTH FLOOR PLAN

SCALE: 1/64"=1'0"

June 6, 2007 PROJECT NO. 231.001

DAHLIN GROUP

SOUTH MAIN STREET MILPITAS, CALIFORNIA

MATTESON DEVELOPMENT PARTNERS, INC.

SOUTH MAIN STREET

GARAGE LEVEL

GARAGE AT BFE/ MAXIMUM HEIGHT ABOVE GRADE

NORTH

NOT TO SCALE

June 8, 2007 PROJECT NO: 231.001

DAHLIN GROUP

SOUTH MAIN STREET MILPITAS, CALIFORNIA

MATTESON DEVELOPMENT PARTNERS, INC.

ON SITE PARKING

Proposed On Site Parking:
The project provides 248 on site parking spaces as follows:

198 spaces in the on-grade parking garage
28 tandem spaces in the on-grade garage
22 spaces on-grade
248 Spaces - Total On-Site Parking

** 4 handicap accessible spaces are included in the above totals*

Parking Required Under Current Zoning Code
Based on the municipal code for residential on-site parking, in conjunction with the parking adjustments in accordance with the Transit Overlay District, the proposed 126 units and 2800 square feet of retail would require 233.5 parking spaces. **The requirement results in a project on-site parking excess of 14.5 spaces.**

Residential Apartments					
1 Bedrooms	25 units	@	1.5 spaces/unit	=	37.5 spaces
2 Bedrooms	83 units	@	2.0 spaces/unit	=	166 spaces
3 Bedrooms	18 units	@	2.0 spaces/unit	=	36 spaces
Guest Parking	126 units	@	15% of total	=	35 spaces
			Sub Total Spaces	**=**	**274.5**
Less Transit District Adjustment			**20% of Total**	**=**	**-55 spaces**
			Total Required Residential Spaces	**=**	**219.5 spaces**
			Retail Spaces @ 1 space / 200 sf	**=**	**14**
			Total Required Spaces	**=**	**233.5**

Summary Parking Provided vs. Parking Required

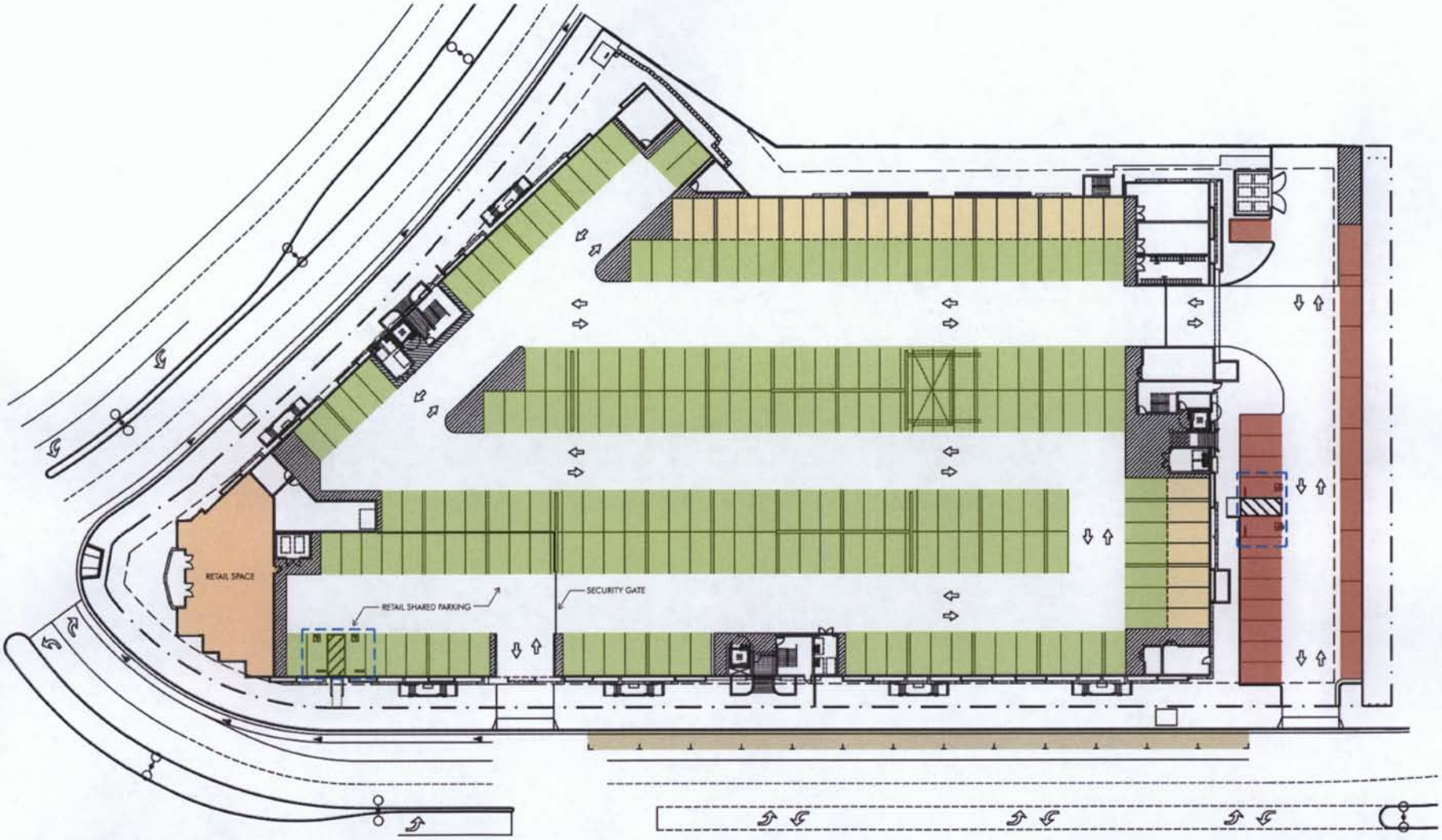
Total Provided		**248**
	Garage Parking	**198**
	Tandem Parking In Garage	**28**
	On Grade Spaces	**22**
Total Required		**233.5**
	25 1-bedroom units @ 1.5 / Unit	**37.5**
	83 2-bedroom units @ 2.0 / Unit	**166**
	18 3-bedroom units @ 2.0 / Unit	**36**
	Guest Parking	**35**
	Transit District Adjustment	**-55**
	Retail at 1 space / 200 sf	**14**
Excess Provided On Site		**14.5**

Tandem Parking
Over the last decade tandem parking has become a generally accepted parking solution in urban in-fill projects where housing units and parking spaces compete for limited land area. The project is proposing 28 tandem spaces in the recessed garage. 28 spaces represent 11% of the total on-site parking provided. The 28 tandem spaces will be designated in accordance with project CC&R's to specific unit owners to ensure well coordinated usage.

Shared Parking Between the Residential and Retail Uses.
In order to maximize the use of the available on-site parking … the project will designate the 20 retail spaces in the garage as "shared parking" between the residential and commercial uses. Between the hours of 8 am and 6 pm, Monday through Saturday, these 20 shared spaces are available for parking on a first-come-first-serve basis by any project resident or guest, as well as any employee or client of the retail tenant. Parking in these shared spaces during the designated shared parking hours is restricted to a 3-hour maximum time limit. After 6 pm and all day on Sunday, the 20 shared spaces revert to private residential parking for use by project residents and guests. Compliance with the shared parking hours and use restrictions will be in accordance with the project CC&R's and monitored by the Home Owners Association.

The increased use of shared parking in urban in-fill projects is based on well documented studies by the Urban Land Institute (ULI) and Institute of Traffic Engineers (ITE) which show that residential and commercial parking demand are highly counter-cyclical. Simply put, residential parking operates at very low utilization during normal business hours while commercial parking conversely operates at very low utilization during the evening residential hours. "Sharing" parking between the residential and commercial users on a designated number of parking spaces allows for higher 24/7 utilization of on-site parking. This higher utilization supports a reduction in the total number of in-site parking spaces that would otherwise be required if the parking for the residential and commercial uses were fully separated and not "shared".

(SEE EXHIBITS)



SOUTH MAIN STREET

OUTDOOR SPACES	22	STREET PARKING	13
GARAGE SPACES	198	ACCESSIBLE SPACES	4
GARAGE TANDEM SPACES	28	RETAIL/SHARED PARKING	20
TOTAL PARKING SPACES (INCLUDES ACCESSIBLE SPACES AND RETAIL PARKING)	248		

NORTH

PARKING PLAN

SCALE: 1/64"=1'0"

June 8, 2007 PROJECT NO. 221.001

DAHLIN GROUP

SOUTH MAIN STREET MILPITAS, CALIFORNIA

MATTESON DEVELOPMENT PARTNERS, INC.

COURTYARDS AND OPEN SPACE

The project is designed with 43% of the 2.75 acre parcel as open space. This open space consists of (i) two distinct centralized courtyards; (ii) a vibrant corner retail plaza; and (iii) generous perimeter landscaping.

Two Distinct Courtyards:

"Active" Courtyard: The project is oriented around a large pool / spa courtyard including extensive landscaping and decorative hard-scape. This pool / spa courtyard is designed to integrate seamlessly with a large fitness center and recreation room.

"Quiet" Courtyard: As a compliment to the "active" pool / spa courtyard, residents will enjoy a second generously landscaped courtyard designed as a tranquil setting for reading and quiet conversation.

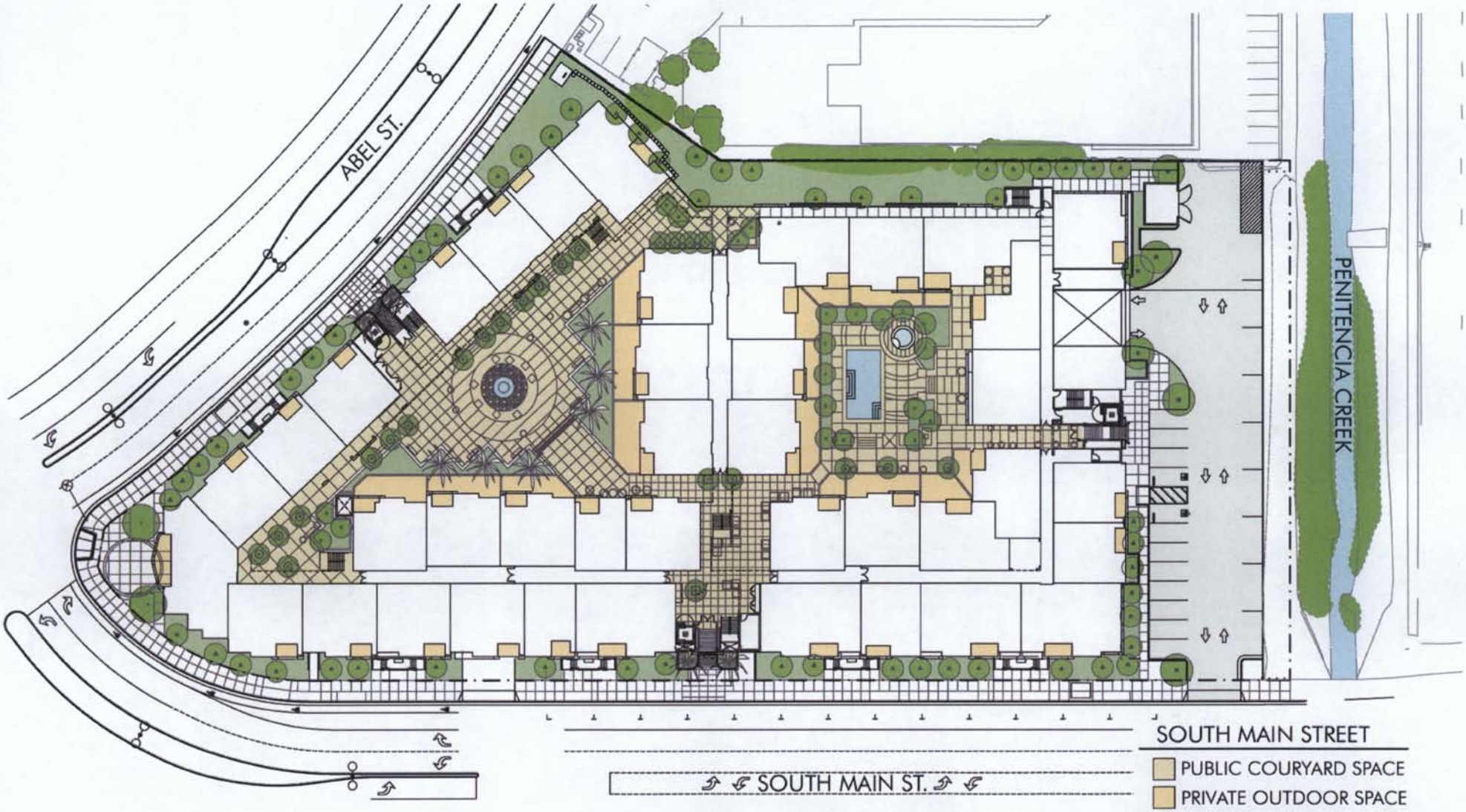
Corner Retail Plaza

As part of the median improvements proposed by the City of Milpitas engineering department, the project will be anchored at the primary intersection of South Main and Abel with a vibrant outdoor plaza area. This plaza area will provide an inviting first impression for pedestrians and drivers as they approach the project heading north along Main Street. In addition, the plaza area, as an extension of the corner retail, will provide outdoor seating for customers, residents and guests of the project.

Perimeter Landscaping:

The generous courtyard landscaping and decorative hard-scape continue out to street frontages with a landscape plan that envisions 10' wide pedestrian sidewalks, and a significant number of new trees around the perimeter of the project.

(SEE EXHIBITS)



SOUTH MAIN STREET

- PUBLIC COURYARD SPACE
- PRIVATE OUTDOOR SPACE
- PLANTING AREAS
- AUTO DRIVEWAY / PARKING
- POOL / WATER FEATURE

NORTH

COURTYARD / OPEN SPACE OVERVIEW

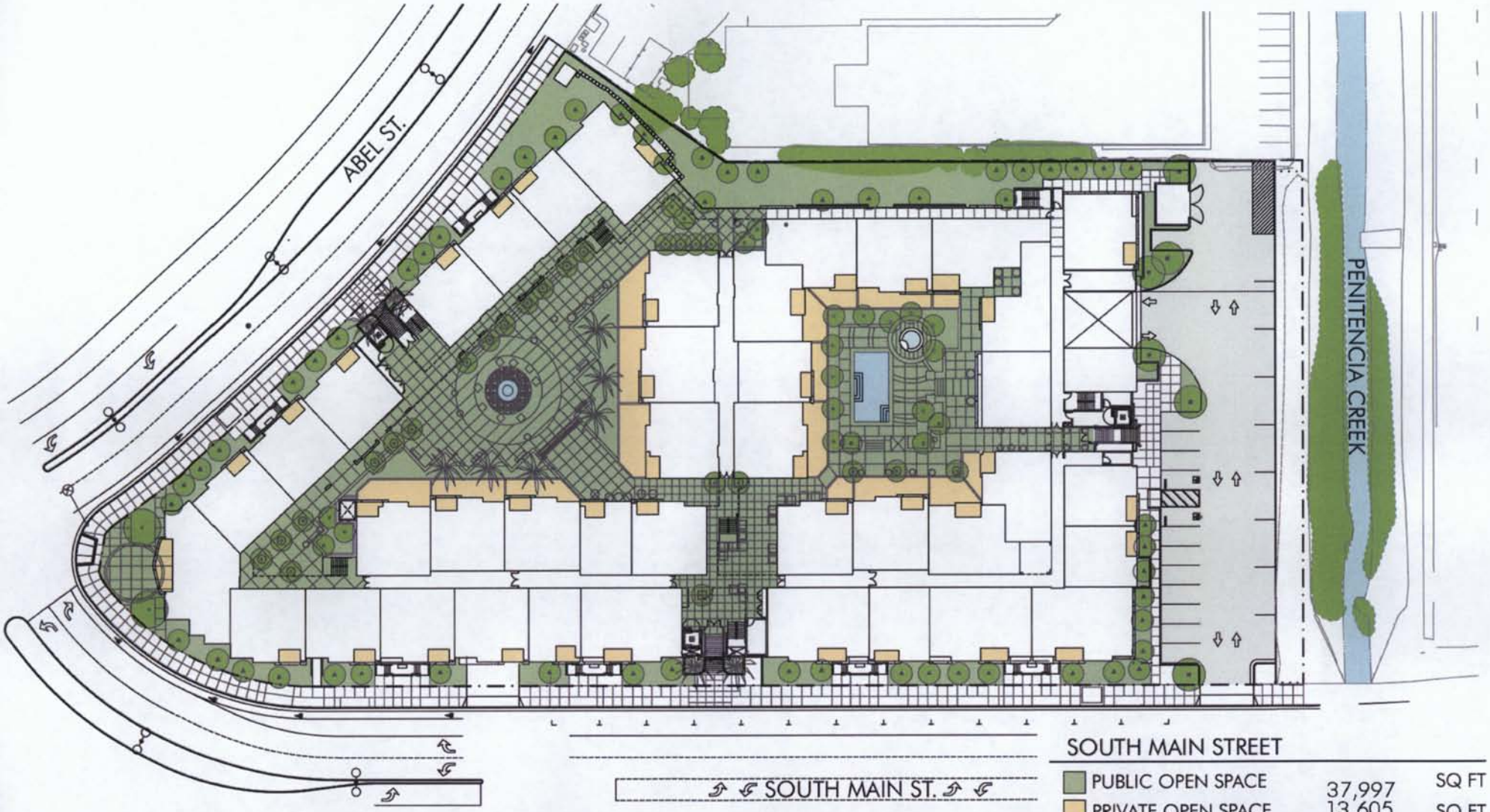
SCALE: 1/64" = 1'0"

June 8, 2007 PROJECT NO. 221.001

DAHLIN GROUP

SOUTH MAIN STREET MILPITAS, CALIFORNIA

MATTESON DEVELOPMENT PARTNERS, INC.



SOUTH MAIN STREET

PUBLIC OPEN SPACE	37,997	SQ FT
PRIVATE OPEN SPACE	13,605	SQ FT
TOTAL OPEN SPACE	51,602	SQ FT

OPEN SPACE 43.1% OF TOTAL SITE AREA

OPEN SPACE PER UNIT 410 SQ FT.

NORTH

OPEN SPACE CALCULATIONS

SCALE: 1/64"=1'0"

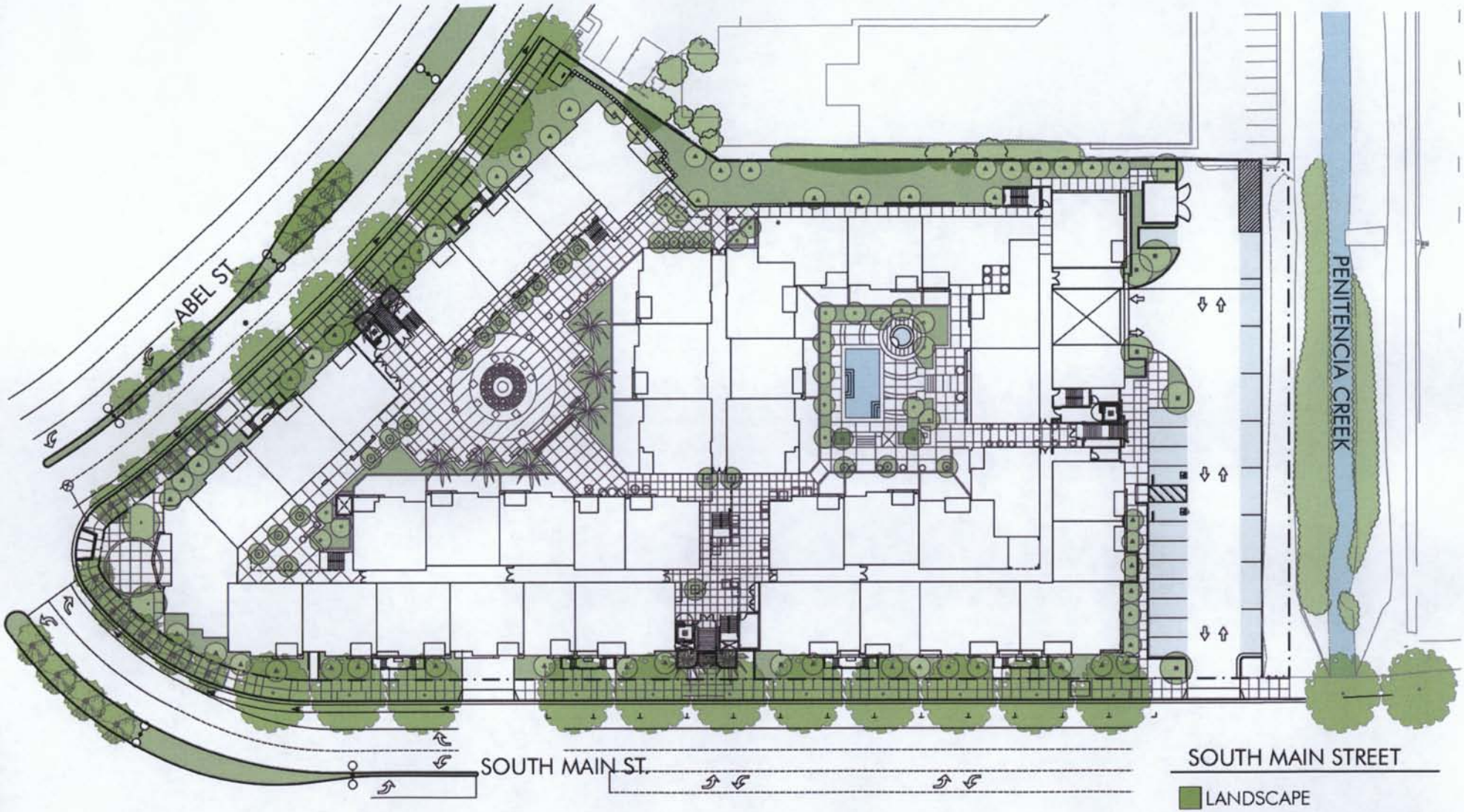
June 8, 2007 PROJECT NO: 221.001

DAHLIN GROUP

5853 Owens Drive
Pleasanton, CA 94588
925.251.7000
925.251.7001 Fax

SOUTH MAIN STREET MILPITAS, CALIFORNIA

MATTESON DEVELOPMENT PARTNERS, INC.



SOUTH MAIN STREET

- LANDSCAPE
- AUTO DRIVEWAY / PARKING
- POOL / WATER FEATURE

NORTH

PERIMETER
LANDSCAPE PLAN
SCALE: 1/64"=1'0"

June 8, 2007 PROJECT NO. 221.001

DAHLIN GROUP

5865 Owens Drive
Pleasanton, CA 94588
925.251.7000
925.251.7001 fax

SOUTH MAIN STREET MILPITAS, CALIFORNIA

MATTESON DEVELOPMENT PARTNERS, INC.

CORNER RETAIL AND PLAZA AREA

An important part of the mixed-use development is the highly visible retail space and outdoor plaza area at the intersection of South Main and Abel. The retail space targeted at 2800 square feet… is an optimal size for any number of well recognized regional or national operators.

The retail space opens to a large plaza seating area detailed with decorative paving, inviting landscape, and accent lighting. This plaza area will serve as a "gathering node" for residents from the project, the adjacent Centria complex and the nearby Pinewood neighborhood. This plaza area will also provide an inviting first impression for pedestrians and drivers as they approach the project heading north along Main Street.

(SEE EXHIBITS)

SOUTH MAIN STREET

- RETAIL AREA
- DECORATIVE CONCRETE PAVING
- LANDSCAPE
- OUTDOOR SEATING

NORTH

RETAIL/PLAZA PLAN

SCALE: 1/32" = 1'-0"

June 8, 2007 PROJECT NO. 221.001

DAHLIN GROUP

SOUTH MAIN STREET MILPITAS, CALIFORNIA

MATTESON DEVELOPMENT PARTNERS, INC.

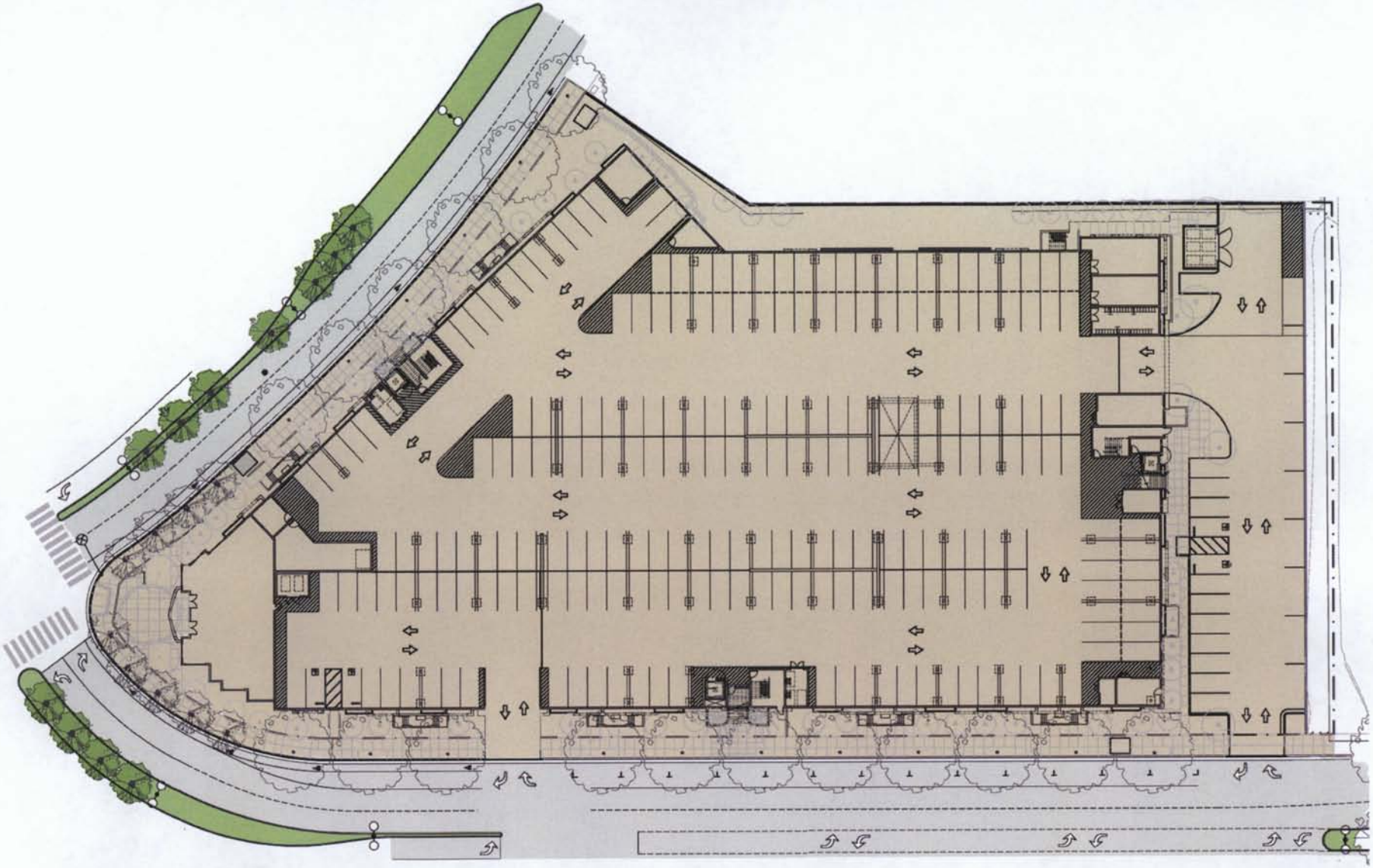
LANDSCAPED MEDIAN IMPROVEMENTS

The project developers have expressed their willingness to cooperate with the City of Milpitas traffic and engineering departments on the design and construction of new median improvements along South Main and Abel Street at the perimeter of the project site.

The new landscaped median improvements will create a logical traffic circulation pattern and provide a visually attractive landscape buffer.

In addition, the landscaped median improvements, by reconfiguring the right turn lane at the intersection of South Main and Abel, will result in the creation of an outdoor plaza area in front of the ground floor retail space in the project. This corner plaza will be finished with decorative paving, inviting landscape, and accent lighting.

(SEE EXHIBITS)



SOUTH MAIN STREET

- SITE
- TRAFFIC LIGHT
- MEDIAN LANDSCAPE
- TRAFFIC DIRECTION
- CROSSWALK

NORTH

MEDIAN STRIP PLAN

SCALE: 1/64" = 1'-0"

0 64 128 256

June 8, 2007 PROJECT NO. 321.001

DAHLIN GROUP

5865 Owens Drive
Pleasanton, CA 94588
925-251-7000
925-251-7001 Fax

SOUTH MAIN STREET MILPITAS, CALIFORNIA

MATTESON DEVELOPMENT PARTNERS, INC.

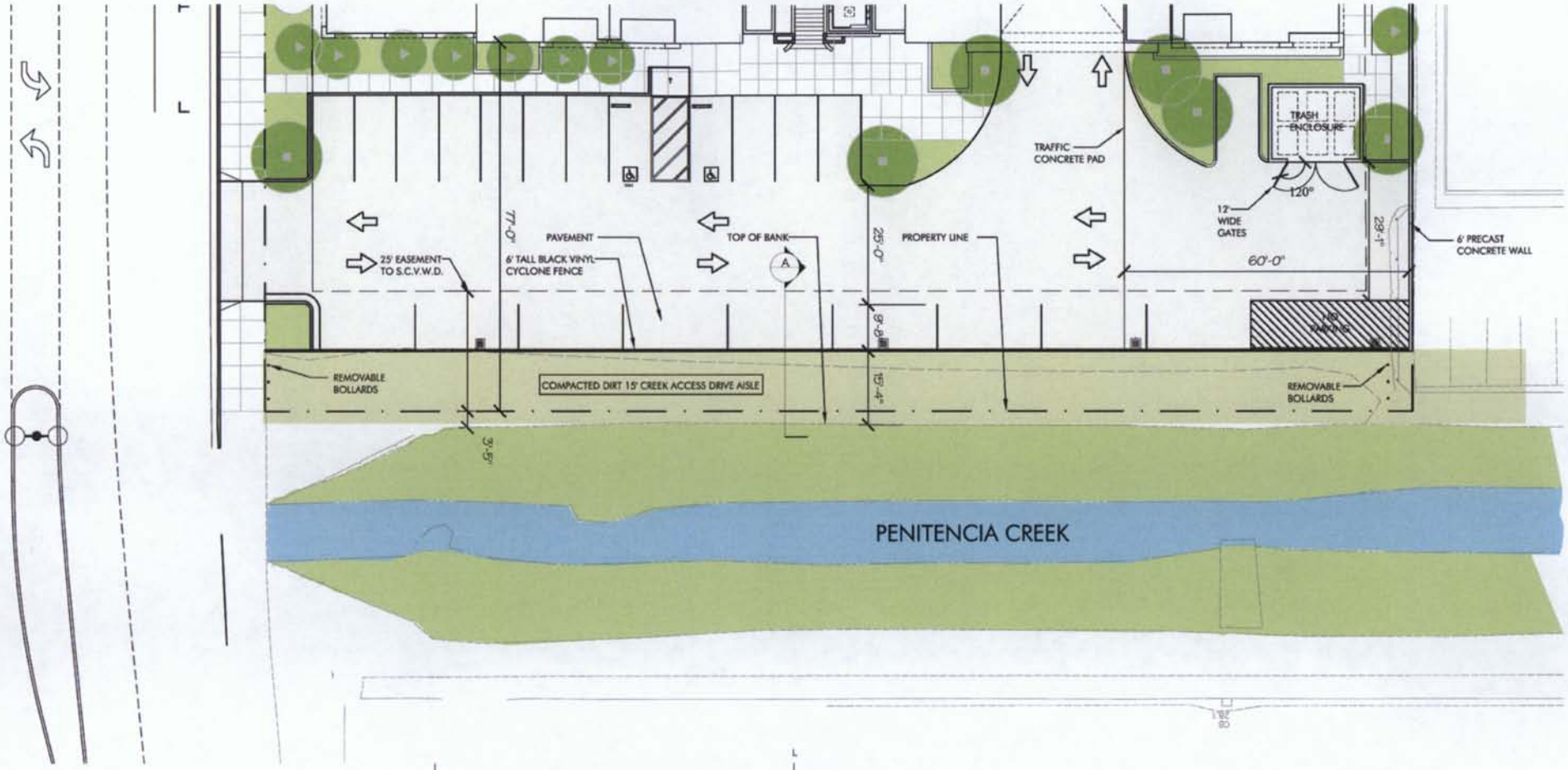
SANTA CLARA VALLEY WATER DISTRICT EASEMENT

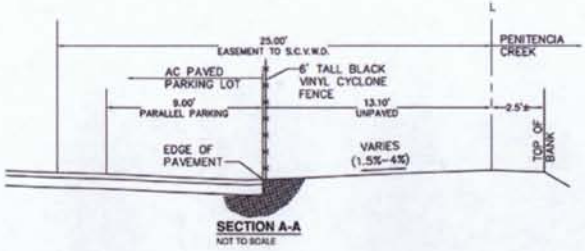
The development site is subject to an access easement to the benefit of the Santa Clara Valley Water District (SCVWD). This easement runs immediately adjacent to Penitencia Creek and will allow the SCVWD unimpeded access to the creek in order to perform maintenance, repair, and inspection of the creek culvert.

Based on agreement with SCVWD, this access easement will be a 15' wide drive aisle at the top of bank and will remain in its current condition as compacted dirt. Removable bollards will be placed at each end of the drive aisle to prevent non-authorized vehicular traffic.

The development site will be separated from this SCVWD drive aisle by a 4" concrete curb at grade and 6' tall black vinyl cyclone fence. Climbing vines will be planted along the cyclone fence to soften the appearance of this boarder of the property between the project and the SCVWD drive aisle.

(SEE EXHIBITS)





SECTION A-A
NOT TO SCALE

NORTH

SCVWD EASEMENT

SCALE: 1/32" = 1'-0"

June 6, 2007 PROJECT NO. 221.001

DAHLIN GROUP

5865 Owens Drive
Pleasanton, CA 94588
925.251.7000
925.251.7001 Fax

SOUTH MAIN STREET MILPITAS, CALIFORNIA

MATTESON DEVELOPMENT PARTNERS, INC.

REZONING FROM GENERAL COMMERCIAL TO VERY HIGH DENSITY RESIDENTIAL - TRANSIT

The South Main Street site is presently zoned C2– General Commercial. This zoning appears to be at odds with the forecasted uses in the immediate area which include very high density housing and vertical mixed use. Re- zoning from General Commercial to Very High Density Residential with a Transit Overlay will be required for the development. *(Exhibit #2 and #3)*

Rezoning this undeveloped parcel from General Commercial to Very High Density Residential will allow for the development of a project that will compliment rather than compete with the adjacent land uses anticipated as a result of the Milpitas Transit Area Concept Plan:

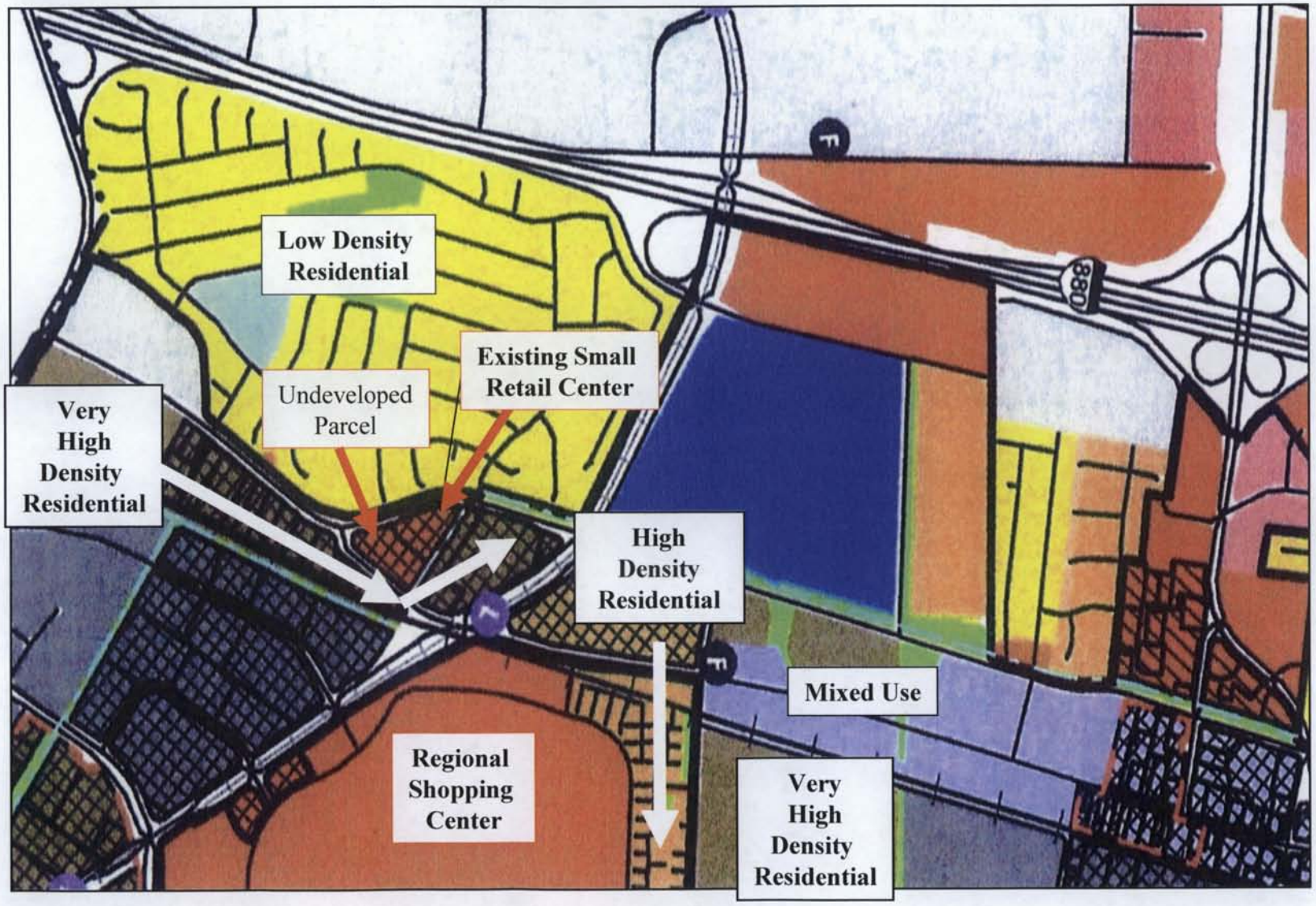
(i) The adjacent parcels continuing both north and south along South Main are zoned very high density residential. As a slice of CG zoning along South Main, this parcel stands out as residual zoning at odds with the expected future uses.

(ii) Under the Milpitas Transit Area Concept Plan, significant ground floor retail will emerge within a short walk of the site. Given the breadth of retail goods and services within walking distance of the site, a small retail strip center as permitted under the existing C2 zoning would face significant large scale competition.

(iii) On the other hand, a 126-unit mixed use residential project will provide a mix of benefits including ownership housing in close proximity to transit, employment and good & services.

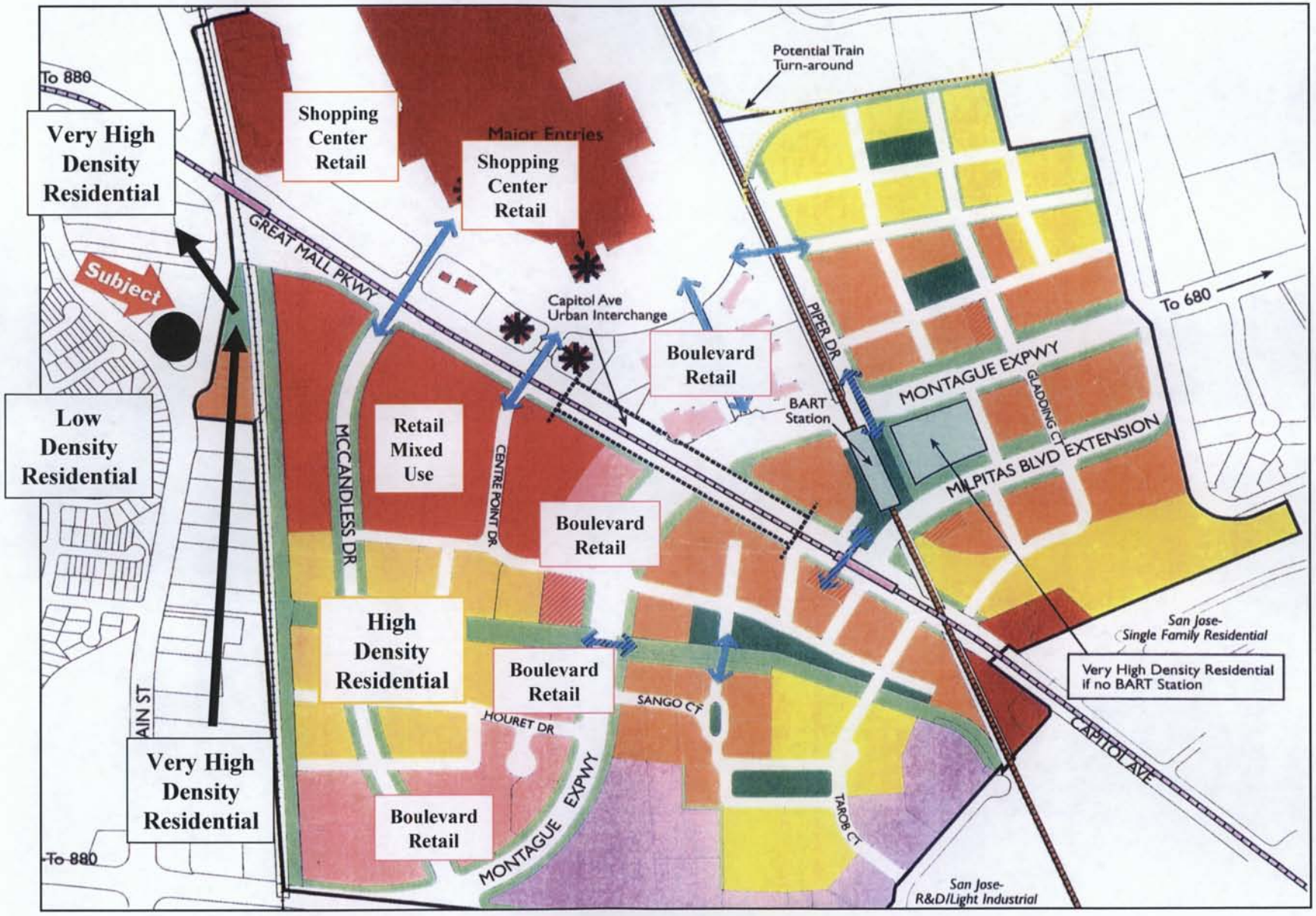
(SEE EXHIBITS)

General Plan Zoning Designations



#2

TRANSIT PLAN – LAND USE DESIGNATIONS



COMPLIANCE WITH MILPITAS ZONING CODE

It is the intent of the Developers to design a project that is in substantial conformance with all major elements of the Milpitas Zoning Code for Very High Density Residential with a Transit Overlay. A summary of those major elements and our conformance in outlined below:

	STANDARDS	PROPOSED
Height	**5 Floors – 75 ft**	**3 Floors Over Garage – 50 ft**
Density	**41 to 60 Units / Acre**	**46 Units / Acre**
Affordable	**20%**	**Per Agreement**
Setbacks	**Front: 15 feet** **Side: 8 feet** **Rear: 10 feet**	**Front: 13 feet** **Side: 75 feet** **Rear: 14 feet**
Parking	**1.5 spaces – 1 bedroom** **2 spaces – 2 bedrooms** **2 spaces – 3 bedrooms** **15% guest Parking** **20% reduction for TOD** **1 space / 200 sf of Retail**	**1.5 spaces – 1 bedroom** **2 spaces – 2 bedrooms** **2 spaces – 3 bedrooms** **15% guest Parking** **20% reduction for TOD** **1 space / 200 sf of Retail** **Plus… 14.5 additional spaces**
Bicycle Parking	**5% of Auto Parking** **14 Spaces**	**12.5% of Auto Parking** **35 Spaces**
Open Space	**25% of Total Site Area** **200 SF per unit**	**43% of Total Site Area** **336 SF per unit**

PROJECT SUPPORTS PRIMARY GOALS OF THE MILPITAS TRANSIT AREA CONCEPT PLAN

Housing advocates throughout the region have identified higher-density housing within walking distance of transit, major employment and a mix of goods and services as a necessary solution to the Bay Area' s housing and traffic crisis. Such higher density developments have emerged as the centerpiece of SMART GROWTH initiatives throughout the Region.

In support of these SMART GROWTH principles, Milpitas civic leaders have created the "Milpitas Transit Area Concept Plan" which will serve to facilitate the transition of aging R&D and industrial uses to higher intensity developments in a mix of residential, commercial and retail projects.

Four primary goals articulated in this Milpitas Transit Area Concept Plan are:

(i) Strengthen the City's tax base by creating opportunities for quality ownership housing in close proximity to goods and services.

(ii) Maximize transit rider-ship through the development of high density housing around the VTA light rail and future BART station.

(iii) Build quality projects that are desirable in the market place and will hold their value over time.

(iv) Transition the existing low intensity uses to a target mix of new higher intensity developments.

The development plan at South Main provides a unique opportunity which supports all four of the above stated goals in a single development scenario.

OWNERSHIP HOUSING WITHIN WALKING DISTANCE TO TRANSIT, MAJOR EMPLOYMENT AND A MIX OF GOODS & SERVICES

1) High-density housing within walking distance of transit, employment and goods & services has emerged as the centerpiece of SMART GROWTH initiatives throughout the Region.

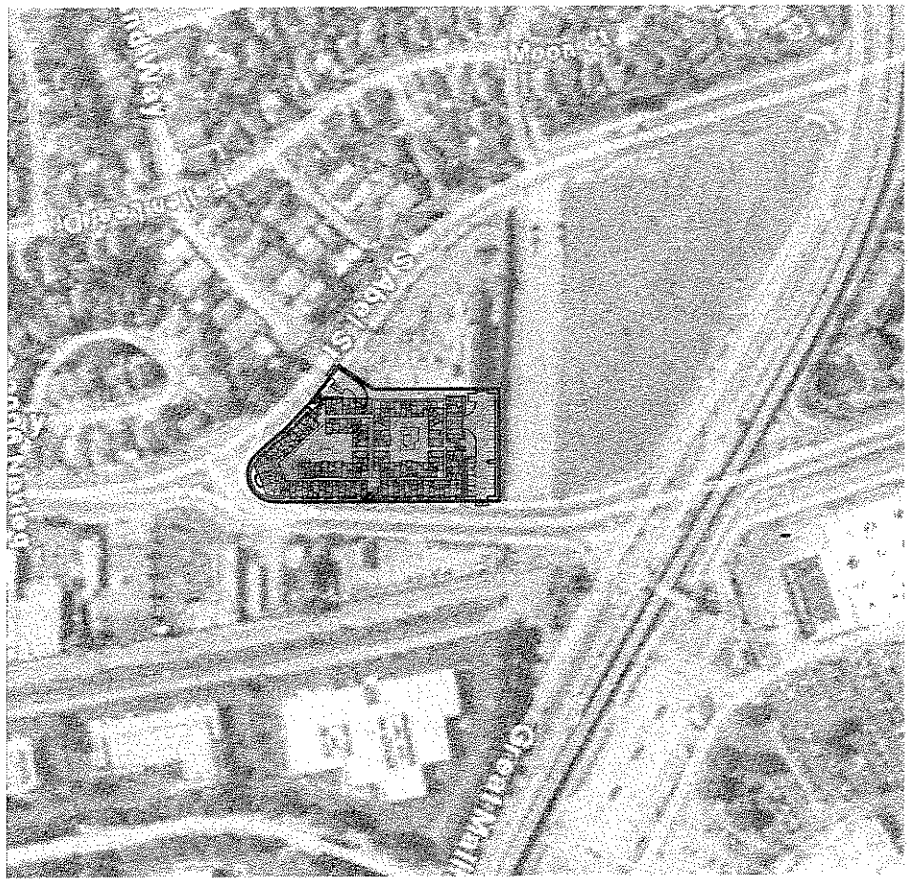
2) In addition, Civic Leaders have also identified higher-density housing within walking distance to goods and services as an opportunity to create a captive customer base which serves to incubate and maintain a robust tax base.

3) Finally, in light of the spiraling cost of detached homes, home ownership has become economically infeasible for a vast majority of Bay Area Residents. Recent statistic are discouraging… suggesting that less than 12% of Bay Area Residents can afford to own a home and over 80% of current home owners could not afford to repurchase their homes at today's prices. Civic Leaders, Housing Advocates and Environmental Groups, in concert, have pinpointed higher density townhouse and condominium projects as an important solution to this crisis of affordability in home ownership.

The 126-unit for sale development at South Main provides a unique opportunity where all three of these community benefits converge in a single development scenario.

STORMWATER CONTROL REPORT

SOUTH MAIN STREET



For
Stormwater C.3 Guideline Compliance Submittal
With
Tentative Map

February, 2007

Prepared By:

BKF
ENGINEERS / SURVEYORS / PLANNERS

TABLE OF CONTENTS

I. Project Setting
- A. Project Description and Location
- B. Existing Site Condition
- C. Opportunities and Constraints for Stormwater Control
- D. Hydrograph Modification Management Requirements

II. Measures to Limit Imperviousness
- A. Measures to Make Development More Compact
- B. Selection of Paving Material and Proposed On-Site Flows

III. Selection and Preliminary Design of Stormwater Treatment BMPs
- A. Location, Source and Treatment Control
- B. BMP Sizing Calculations

IV. Source Control Measures

V. Summary of Permitting and Code Compliance Issues

VI. BMP Maintenance Requirements

VII. Certification

TABLES

Table 1 – Existing On-Site Flows
Table 2 – Proposed Pervious On-Site Flow
Table 3 – Peak Runoff Calculation
Table 4 – BMP Sizing Calculation – Vegetated Swale
Table 5 – Sources and Source Control BMP
Table 6 – Construction Plan C.3 Checklist

FIGURES (in back)

Figure 1 – Vicinity Map
Figure 2 – Aerial Photo Exhibit
Figure 3 – Proposed Development
Figure 4 – Existing On-Site Drainage Conditions
Figure 5 – Existing Storm Drain Facilities
Figure 6 – Proposed On-Site Drainage Conditions
Figure 7 – Proposed Storm Drain Facilities
Figure 8
Figure 9 – Proposed BMP Locations
Figure 10 – Vegetated Swale Detail
Figure 11 – Treatment Control Device Manufacturer Information

Figure 12 – Treatment Control Device Detail
Figure 13 – Schedule 1. Summary of BMP Monitoring and Maintenance
Figure 14 – Typical Grass-Crete Adjacent to Penitencia Creek
Figure 15 – Typical Vegetated Swale Along West Property Line
Figure 16 – Stormwater Control Plan Certification
Figure 17 – C3 Data Form

I. PROJECT SETTING

I.A. Project Description and Location

This report represents the Stormwater Control Plan (SWCP) for the South Main Street, a residential development in the City of Milpitas, California. As such, it sets forth the strategy for management of post-construction stormwater runoff quality as required by the San Francisco Bay Regional Water Quality Control Board (Regional Board or RWQCB). The City of Milpitas is the local authority for the SWCP, including enforcement action and penalties for non-compliance. Proposed permanent Best Management Practices (BMPs) for the project are presented in this report. BMP technical requirements are presented in the Stormwater C.3 Guidebook, 3rd Edition adopted by the City of Milpitas on October 06, 2005.

South Main Street development is located at the north intersection of South Abel Street and South Main Street in the city of Milpitas, as shown in Figure 1. The project site covers an area of 2.724 acres and is bounds by South Abel Street to the southwest, existing commercial parcel to the northwest, South Main Street to the east and Penitencia Creek to the north. Figure 2 is an aerial photo of the project area.

The project site is currently a vacant lot. The proposed improvements will include a three-story residential condominium with a total of 126 units, one retail unit, on-grade parking and landscaping areas. Figure 3 shows the proposed South Main Street development.

Currently the project site, 2.724 acres, is an undeveloped land (100% pervious). The proposed development will divide the land as follow: approximately 2.3 acres (86%) of the site will be covered by impervious surface and about 0.4 acres (14%) will be covered by pervious surface. Pervious surface will include planting areas and vegetated swales.

I.B. Existing Site Condition

Currently the project site is divided into two drainage areas. Drainage area 1, approximately 1.2 acres, stormwater runoff flows overland northwest towards South Abel Street to existing storm drain inlets located in the street. Drainage area 2, approximately 1.5 acres, stormwater runoff flows overland northeast towards Penitencia Creek. The existing drainage patterns of the project site are shown in Figure 4. The existing storm drain facilities in the public right-of-way are shown in Figure 5.

The project site has been divided into three drainage areas for the purpose of Stormwater Control Plan. Each drainage area is further divided by surface type (pervious or impervious), which is shown in Figure 6 and 7. The corresponding land type areas are shown in Table 1 and 2. The stormwater runoff for the entire development will discharged into the existing City storm drain system within South Main Street.

Additional On-site Conditions:

- Soil Type: According to the geotechnical investigation by Lowney Associates for the project site, the subsurface soils consist of approximately 2 to 3 feet of clay underlain by silty sand to a depth of 8 feet. Below 8 feet, the subsurface consists of interbedded layers of silts and clays to a depth of 45 feet, the maximum depth explore.

- Ground Water: According to the geotechnical investigation by Lowney Associates for the project site, free ground water was encountered in one of the three boring at a depth of approximately 12 feet below existing grade at the time of drilling. Based on available published data, "historical high ground water" on the order of 7 feet below the ground surface could be expected for the site vicinity (CDMG Seismic Hazard Zone Report 051 – Milpitas Quadrangle, 2001). In addition, the water level in Penitencia Creek was approximately 10 feet below existing site grade. Fluctuations in the level of the ground water may occur due to variations in rainfall.

TABLE 1 – Existing On-Site Flows

DRAINAGE AREA ID	LAND TYPE	AREA (ACRES)	C	FLOW (CFS)
Area 1	Natural Earth	1.2	0.2	0.05
Area 2	Natural Earth	1.5	0.2	0.06
Total		2.7	0.2	0.11

Rainfall Intensity (in/hr)=0.2 (2 x 85th Percentile Storm)

I.C. Opportunities and Constraints for Stormwater Control

Opportunities: The city requires a 10-foot minimum setback along South Main Street and Abel Street along the property frontage. In addition, the City specifies that a minimum of 10% of the site must be landscaped. These landscaped areas may be used to detain runoff or locate treatment facilities.

Constraints: The project will cover most of the site with new roofs and paving to maximize use of the site while meeting City's minimum landscaping requirements. Disposal of runoff to deep infiltration is not feasible on this site due to the low permeability of the clay soils.

Due to the flat topography it will make it difficult to grade parking lots and driveways sufficiently to drain runoff into planter or swales located at the site perimeter.

I.D. Hydrograph Modification Management Requirements

The Hydrograph Modification Management Plan, Figure 8, indicates the proposed project is within the "subwatersheds greater than or equal to 65% impervious and greater than or equal to 90% Built Out HMP encouraged but not required". As such Hydromodification Management Plan (HMP) will not be prepared for the project.

II. MEASURES TO LIMIT IMPERVIOUSNESS

II.A. Measures to Make Development More Compact

The following site layout characteristics help reduce watershed imperviousness:

- The site is developed to maximum density and includes a multi-story residential complex. The number of parking spaces is at or near the minimum allowed by the City.
- The residential complex includes indoor parking, reducing the number of residential parking spaces that produce runoff.
- Guest parking for the residential complex is shared with retail businesses.
- The site design includes a sizeable landscaped/ urban open space area.

II.B. Selection of Paving Material and Proposed On-Site Flows

Due to the large traffic volume, conventional concrete and conventional asphalt will be used. Permeable pavements are impractical for this site due to the heavy vehicles passing through.

The pervious landscaped areas will be designed with planting areas and vegetated swales. Impervious areas will have area drains at low points.

TABLE 2 – Proposed On-Site Flows

DRAINAGE AREA ID	LAND TYPE	AREA (ACRES)	C	FLOW (CFS)
Area A-Impervious	Roof/ Podium	1.8	0.9	0.32
Area B-Impervious	Parking/Driveway/ Walk	0.4	0.9	0.07
Pervious	Landscaping	0.1	0.2	0.004
Area C-Impervious	Parking/Driveway/ Walk	0.3	0.9	0.05
Pervious	Landscaping	0.1	0.2	0.004
Total		2.7	0.85	0.46

Rainfall Intensity (in/hr)=0.2 (2 x 85th Percentile Storm)

TABLE 3 – Peak Runoff Calculation

DRAINAGE AREA ID	LAND TYPE	AREA (ACRES)	C	FLOW (CFS)
Area A- Impervious	Roof/ Podium	1.8	0.9	4.60
Area B- Impervious Pervious	Parking/Driveway/ Walk Landscaping	0.4 0.1	0.9 0.2	1.02 0.06
Area C- Impervious Pervious	Parking/Driveway/ Walk Landscaping	0.3 0.1	0.9 0.2	0.77 0.06
Total		2.7	0.85	6.50

Rainfall Intensity (in/hr) = 2.84 (10-YR Storm)
T_c(min) = 5 (Time of Concentration)

III. SELECTION AND PRELIMINARY DESIGN OF STORMWATER TREATMENT BMPS

III.A. Location, Source and Treatment Control

South Main Street development presents a main challenge with regard to formulating a Stormwater Management Plan. This main challenge is due to the large amount of impervious surface, along with the minimum amount of open space usually associated with a mid-to-high density development of this type. The potential pollutant sources for the project site include household and lawn-care chemicals (insecticides, herbicides, fungicides and rodenticides), heavy metals (i.e. copper, lead, zinc, cadmium), oils and greases, and nutrients (nitrogen and phosphorus).

In light of the opportunities and constraints that present at the project site, it is possible to establish a BMPs implementation framework that can guide further refinements in the site plan. Proposed BMP locations are shown in Figure 9. The BMPs framework is based on a hierarchical approach advocated by stormwater quality regulators (e.g. see BASMAA, 1999). The hierarchical approach has the following levels:

Level I – Source Control: The source control program for the development will incorporate a number of strategies.

- *Education and Outreach.* The City of Milpitas will remain active in formulating outreach strategies to engage residents in the need to control non-point source pollution, but the ultimate responsibility for this lies initially with the developer, and subsequently with the homeowners and the Homeowner's Association. One proven tactic in this regard is the marking of storm drain inlets and collection points to indicate that runoff can directly impact receiving waters. At this site

markings will be along the lines "No Dumping – Drains to Bay". In addition, it is expected that the Association will provide orientation on this SWCP and non-point source pollution control measures to new home owners and secure written commitment for their participation.

- *Storm Drain Inlet Cleaning.* Drain inlets are often an accumulation point for sediment and debris that is mobilized by stormwater runoff. The Homeowner's Association will perform maintenance on privately-owned storm drain inlets, which includes the collection and disposal of built up material inside the inlets.

- *Trash Collection Areas.* There will be centralized common "trash area" for this development. These areas will be covered to prevent rainfall from mobilizing pollutants from these locations.

- *Fire Sprinkler Connections.* Fire sprinkler test water (when applicable), will drain through landscaping to the storm drain system.

- *Recycling and Waste Disposal.* The City of Milpitas will continue its ongoing program to recycle paper, plastic and metal products concurrently with the standard trash collection service to this site. In addition, Santa Clara County has facilities to dispose of hazardous household waste products.

Level II – Treatment Control. Included in the project will be a predominant vegetated swale to enhance stormwater runoff quality.

- *Vegetated Swale (Figure 10).* This swale will be approximately 120 feet long and 2:1 (max.) side slopes planted with vegetation. It will surface graded with a longitudinal slope of 2% maximum, to promote infiltration and provide water-quality cleaning action. An inlet will be at the low end of the swale to receive surface flow and convey it to the storm drainage system. See Figure 10 for typical vegetated swale detail.

- *Treatment Control Device (Figure 11 and 12).* In areas where storm water cannot pass through some sort of surface treatment prior to entering the ultimate conveyance system, commercially available hydrodynamic devices are being installed to provide "in-line" treatment of stormwater prior to discharging into the city storm drain system. In the case of large storm events, the treatment control devices will have a built-in bypass to allow excess stormwater to flow into the storm drainage system, thus preventing any upstream flooding. The device will be maintained by the Homeowner's Association. See Figure 11 and 12 for hydrodynamic device detail.

Note that future changes to any of the above BMPs are prohibited, unless otherwise reviewed and approved by the City of Milpitas.

III.B. BMP Sizing Calculations

TABLE 4 – BMP Sizing Calculation – Vegetated Swale

Draingage Area ID	Land Type	Area (SF)	BMP Type	Sizing Factor	Surface Area Req'd (SF)	Surface Area Designed (SF)
B	Parking/Driveway/Walk	17,400	Vegetated Swale	0.2125	3,700	4,400
C	Parking/Driveway/Walk	13,100	Vegetated Swale	0.2125	2,800	4,300

(See Figure 6 for Drainage Areas)

Sizing Factor

Vegetated Swale: 0.2125*

*The equivalent sizing Factor of 0.17 assumes that the treatment BMP can infiltrate runoff from 100% impervious area at 0.17 inches per hour intensity through soil or sand with a minimum infiltration rate of 1 inch per house. ((0.17/0.8)=0.2125)

The soil material to be used within the swale area shall have a minimum infiltration rate of 0.8 inches per hours to meet the minimum treatment criteria above.

Runoff coefficients for existing and proposed on-site conditions are based on values given in the City of Milpitas Land Development Engineering Manual and are shown in Table 1, 2 and 3.

Sizing of the treatment flow-based BMPs was based on the City of Milpitas Stormwater C.3 Guidebook, which uses the rainfall intensity value of 0.2 (2x85th percentile hourly rainfall intensity) inches per hour. The Rational Method is used to calculate treatment flow runoff and 10-year peak runoff rates for each drainage area. Existing and proposed treatment runoff rates are shown in Table 1 and 2. Table 3 presents the 10-year peak runoff rates for each drainage area within the project site.

IV. SOURCE CONTROL MEASURES

The following activities planned for this development have potential to allow pollutants to enter runoff:

- Refuse disposal for the retail building.
- Restaurant services, including refuse disposal.
- Landscape maintenance.

- Maintenance and washing of residents' cars (prohibited on-site)

All areas where these activities occur will drain to stormwater treatment facilities. To further reduce the potential for pollutants to enter runoff, permanent and operational BMPs will be implemented as described in Table 5.

TABLE 5 – Sources and Source Control BMPs

Potential Source	Permanent BMPs	Operational BMPs
On-site drain inlets	The drainage design eliminates on-site inlets, except for area drains in the landscaped area and overflows in the storm water treatment BMPs. This substantially reduces the potential for dumping. Inlets that could be accessed from sidewalks and driveways will be marked with "No dumping-Drains to Creek" or similar message.	• Inlet markings will be inspected annually and replaced or renewed as needed. • Commercial tenant leases will include a clause stating: "Tenant shall not allow anyone to discharge anything to storm drains or to store or deposit materials so as to create a potential discharge to storm drains." • Commercial and residential lessees will receive stormwater pollution prevention information to be provided by the City • Swales and related structures and features will be inspected and maintained as specified in the Stormwater Control Operation and Maintenance Plan (to be developed and submitted for approval).
Interior floor drains and elevator shaft sump pumps.	All such drains will be plumbed to the sanitary sewer.	Drains will be periodically inspected to avoid blockages and overflow.
Interior parking garages	Any floor drains in the covered parking area are to be plumbed to the sanitary sewer.	Drains will be periodically inspected to avoid blockages and overflow.
Need for future indoor and structural pest control	Standard building design minimizes potential need for future pest control.	Lessees will receive integrated pest management information to be provided by the City.
Landscape/outdoor pesticide use.	• Any native trees, shrubs, and ground cover on the site will be preserved to the maximum extent possible. • Landscaping will be designed to minimize required irrigation and runoff, to promote surface	• Commercial and residential lessees will receive integrated pest management information to be provided by the City. • All site landscaping is to be maintained by a professional landscaping contractor. Contract

	infiltration, and to minimize the use of fertilizers and pesticides that can contribute to stormwater pollution. • Plantings for swales will be selected to be appropriate to anticipated soil and moisture conditions. • Where possible, pest-resistant plants will be selected, especially for locations adjacent to hardscape. • Plants will be selected appropriate to site soils, slopes, climate, sun, wind, rain, land use, air movement, ecological consistency, use of recycled water (where applicable), and plant interactions.	to state that landscaping is to be maintained using Integrated Pest Management (IPM) principles, with minimal or no use of pesticides.
Restaurant	The restaurant will have an interior floor sink suitable sized for washing any floor mats, containers, or equipment, connected to a grease interceptor and thence to the sanitary sewer.	Applicant will implement standard conditions of approval for restaurants (*Stormwater C.3 Guidebook,* Appendix L).
Refuse areas	• Refuse areas outside the retail building and restaurant to be graded to prevent run-on to the area and bermed to prevent runoff from the area. • Drain from refuse area outside retail building connected to sanitary sewer. • Drain from restaurant refuse area connected to a grease interceptor and thence to the sanitary sewer. • Refuse area in the residential building with floors sloped to prevent drainage to exterior. Any floor drains must connect to sanitary sewer. • All dumpsters will be marked with "Do not dump hazardous material here" or similar.	Adequate litter receptacles will be provided outside the residential and retail areas. Groundskeeping crew or contractor will inspect and clean up daily. Spills will be cleaned up using dry methods.
Fire sprinklers	Sprinkler test and system drain	

	water shall not discharge into the storm drain. Provisions to direct water to the sanitary sewer or landscape or other approved means shall be provided. Sprinkler system design shall include the proposed method for drainage of sprinkler system discharge.	
Miscellaneous drain or wash water	• Condensate drain lines will discharge to the sanitary system or to landscaped areas. • Rooftop mounted equipment will be roofed or covered to prevent pollutants from entering runoff. • Roofing, gutters, and trim shall not be copper or other unprotected metal that could leach into runoff.	Drainage sumps shall be cleaned of accumulated litter, debris, and sediment, and material properly disposed.
Patios and walkways	Plaza areas drain to swales and not directly to storm drains.	Plazas, sidewalks, parking lots, and common areas shall be swept regularly to prevent accumulation of litter and debris. Debris from pressure washing shall be collected and not allowed to enter the storm drain system. Washwater containing any cleaning agent or degreaser shall be collected and discharged to the sanitary sewer and not discharged to a storm drain.

V. SUMMARY OF PERMITTING AND CODE COMPLIACE 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

The proposed permanent BMPs for the South Main Street development should be able to operate in an automatic and reliable manner. However, the stormwater treatment systems, as with all physical infrastructures, will need adequate routine maintenance to function as designed. Schedule 1, Figure 13, provides a summary of the main elements of the monitoring and maintenance program for the project site. The Homeowner's

Association is responsible for the implementation and/or oversight of the monitoring and maintenance program for the BMPs at the South Main Street development.

- *Drain Inlet Cleaning.* Drain inlets can function as effective sediment traps for heavier materials. Therefore, these structures will need to be maintained and cleaned on, at least, an annual basis. Maintenance schedules for these activities include a thorough inspection and cleaning in late summer or early fall and a mid-winter inspection to identify any new problems that may have arisen. (Refer to Schedule 1, Figure 13)

- *Treatment Control Device Maintenance.* Devices will need to be maintained on a regular basis to insure their effectiveness. Removal of captured pollutants at least once a year for devices of this type. (Refer to Schedule 1, Figure 13)

- *Swales.* Observe soil in the swale for uniform percolation throughout. If portions of the swale or filter do not drain within 48 hours after the end of a storm, the soil should be tilled and replanted. Removed any debris or accumulations of sediment.

The Homeowner's Association may refine the maintenance schedules as necessary to achieve the goals of this Stormwater Control Plan

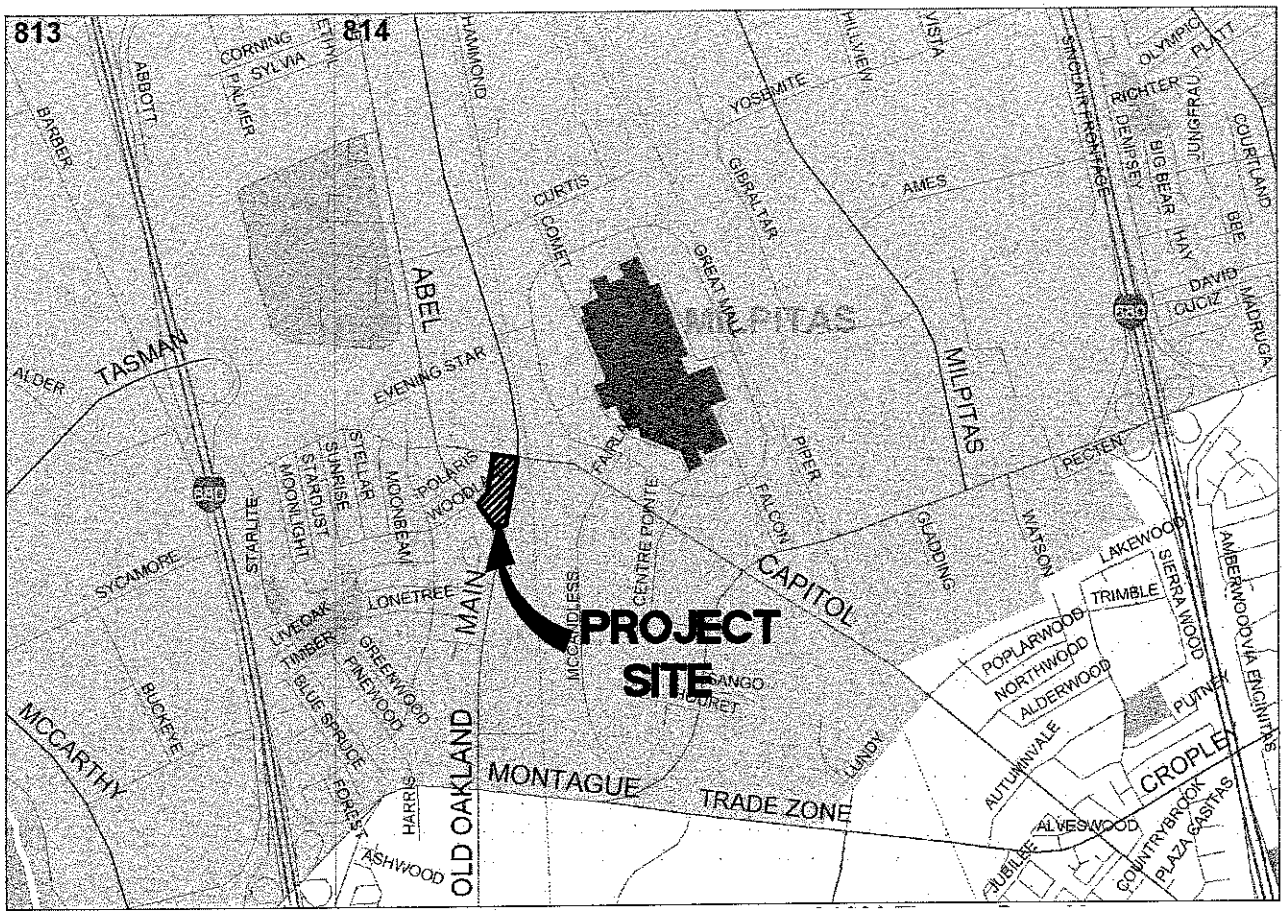
TABLE 6 – Construction Plan C.3 Checklist

Stormwater Control Plan Reference	BMP Description	Plan Sheet Number
Table 2	Area "B" & "C" graded to route drainage into landscaped area.	TBD
Table 2	Area "B" graded to Swale "A". Area "C" graded to Swale "B".	TBD
Table 2	Swale "A" and "B" are sized and designed as specified.	TBD
Table 2	Drainage from residential roof (Area "A") is piped to Treatment Control Device.	TBD
Table 5	No on-site drain inlets except area drains in landscaped areas and overflows from stormwater treatment facilities.	TBD
Table 5	Inlets that could be accessed from sidewalks or driveways (if any) to be marked with "no dumping" message.	TBD
Table 5	All interior floor drains, including in residential infloor parking area, are plumbed to sanitary sewer.	TBD
Table 5	Plant selection to minimize irrigation, minimize use of fertilizers and pesticides, and for pest resistance.	TBD
Table 5	Appropriate planting are specified for swale and planters.	TBD

Table 5	Restaurants has suitable sized interior floor sink for mat and equipment washing, connected to sanitary sewer via a grease interceptor. Size 1 interceptor coordinated with San Jose/ Santa Clara Water Pollution Control Plant.	TBD
Table 5	Drain from trash enclosure outside restaurant connects to sanitary sewer via a grease interceptor.	TBD
Table 5	Trash enclosure adjacent to retail building graded and bermed and roofed. Drain discharge to sanitary sewer.	TBD
Table 5	Dumpsters to be marked with "No dumping of hazardous materials" or similar	TBD
Table 5	Adequate litter receptacles throughout commercial area.	TBD
Table 5	Condensate drain lines discharge to landscaped areas or sanitary sewer.	TBD
Table 5	Sprinkler test and system drain water shall not discharge into the storm drain. Provision to direct water to the sanitary sewer or landscape or other approved means shall be provide. Sprinkler system design shall include the proposed method for drainage of sprinkler system discharge.	TBD
Table 5	No roofing, gutters, and trim made of copper or unprotected metals that may leach into runoff.	TBD

VII. CERTIFICATION

The selection, sizing, and preliminary design of treatment BMPs and other control measure in this plan meet the requirement of the Regional Water Quality Control Board Order 01-119, as amended. Certification letter is shown in Figure 16.



NOT TO SCALE

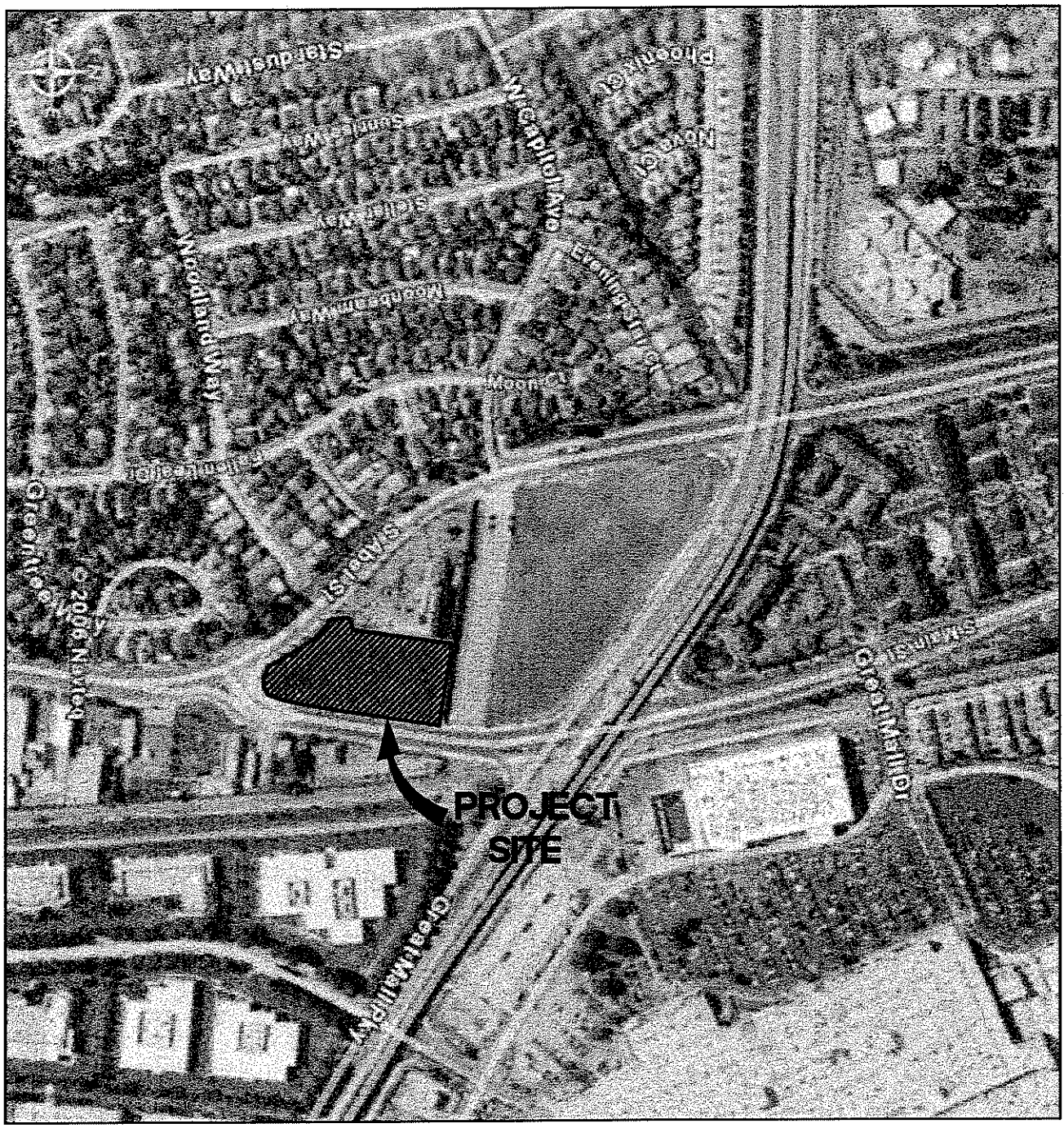
FIGURE 1

VICINITY MAP

SOUTH MAIN STREET
SANTA CLARA COUNTY, CALIFORNIA
DATE: MARCH 2006

BKF
ENGINEERS / SURVEYORS / PLANNERS
981 RIDDER PARK DRIVE
SUITE 100
SAN JOSE, CA 95131
408-467-9100
408-467-9199 (FAX)

Subject SOUTH MAIN STREET
Job No. 20050085-10
By ATN Date 02/07 Chkd.
SHEET OF



NOT TO SCALE

FIGURE 2

AERIAL PHOTO EXHIBIT

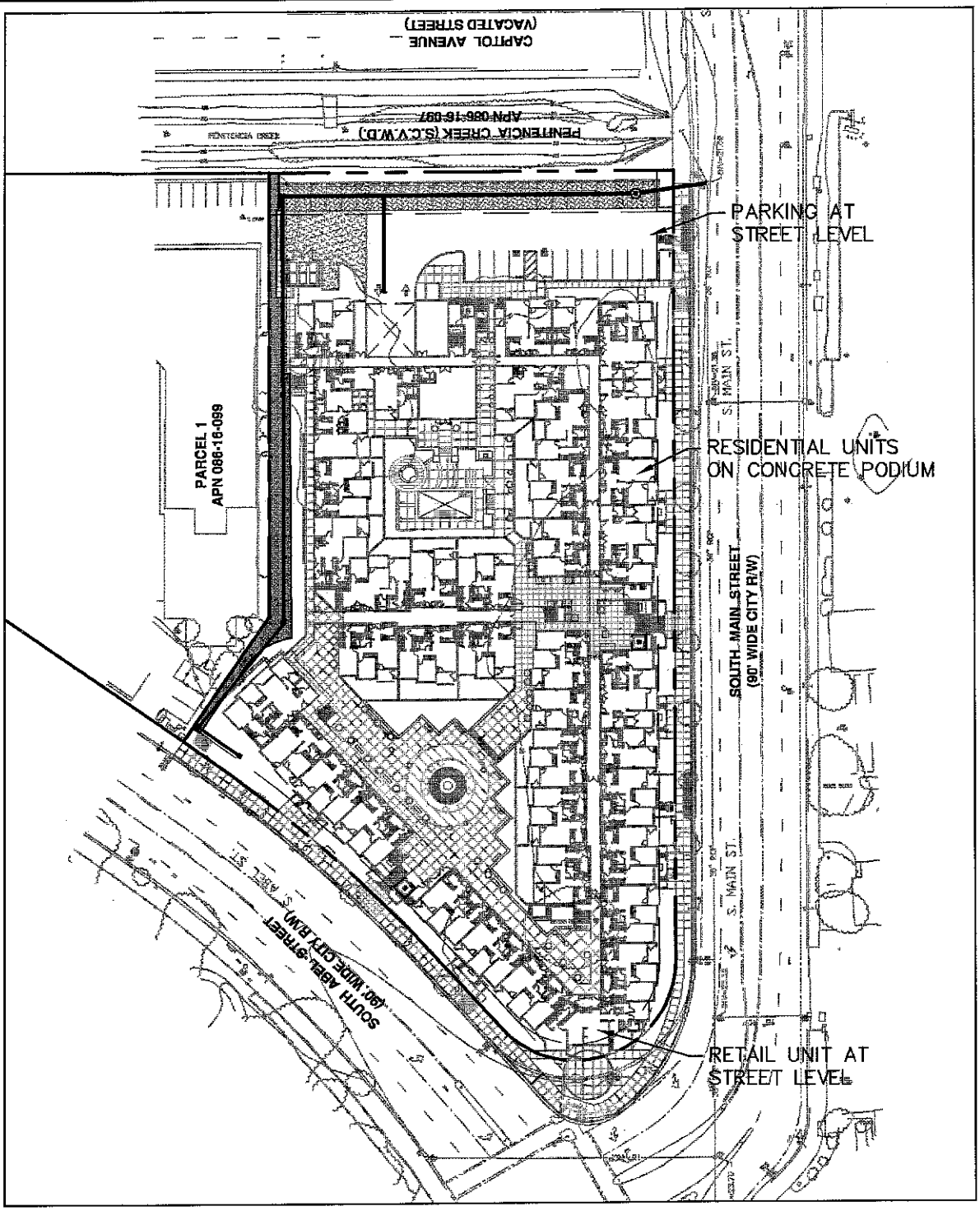
SOUTH MAIN STREET
SANTA CLARA COUNTY, CALIFORNIA
DATE: MARCH 2006

BKF
ENGINEERS / SURVEYORS / PLANNERS

981 RIDDER PARK DRIVE
SUITE 100
SAN JOSE, CA 95131
408-467-9100
408-467-9199 (FAX)

Subject SOUTH MAIN STREET

Job No. 20050085-10
By ATN Date 02/07 Chkd.
SHEET OF



NOT TO SCALE

FIGURE 3

PROPOSED DEVELOPMENT

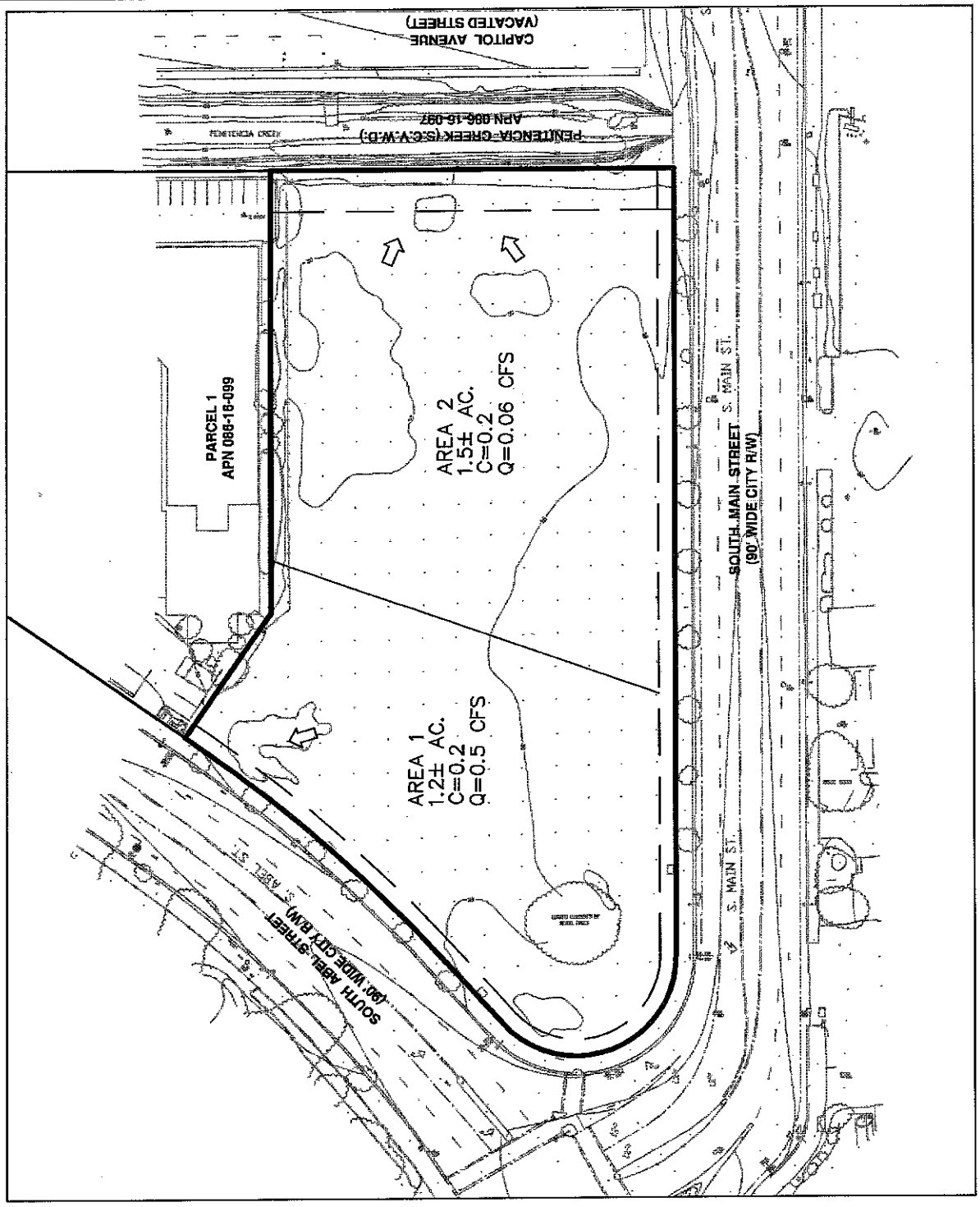
SOUTH MAIN STREET
SANTA CLARA COUNTY, CALIFORNIA
DATE: FEBRUARY 2007

BKF
ENGINEERS / SURVEYORS / PLANNERS

981 RIDDER PARK DRIVE
SUITE 100
SAN JOSE, CA 95131
408-467-9100
408-467-9199 (FAX)

Subject SOUTH MAIN STREET

Job No. 20050085-10
By ATN Date 02/07 Chkd.
SHEET OF



NOT TO SCALE

LEGEND:

⇨ **DIRECTION OF SURFACE RUNOFF**

FIGURE 4

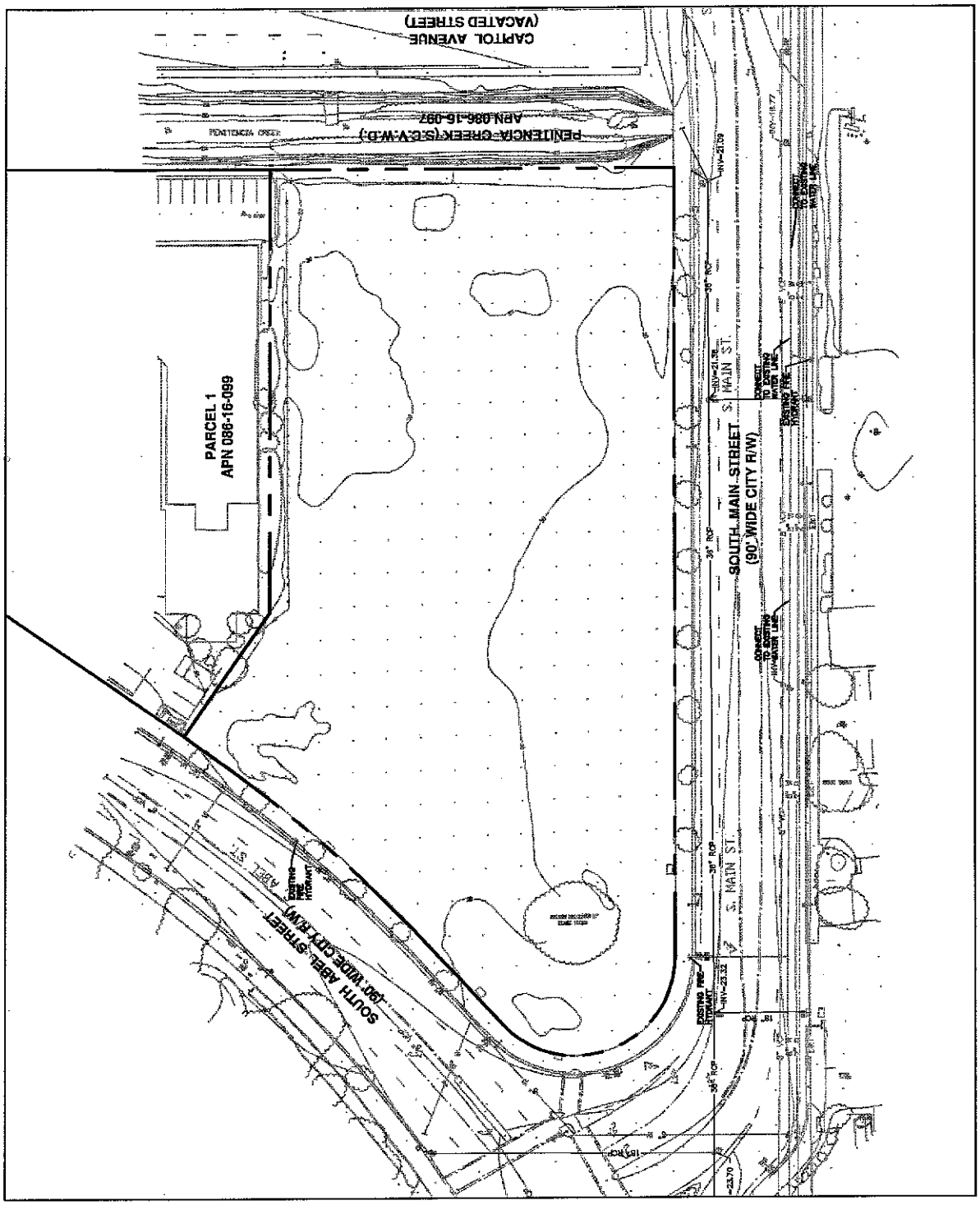
EXISTING ON-SITE DRAINAGE CONDITIONS

SOUTH MAIN STREET
SANTA CLARA COUNTY, CALIFORNIA
DATE: FEBRUARY 2007

BKF
ENGINEERS / SURVEYORS / PLANNERS
981 RIDDER PARK DRIVE
SUITE 100
SAN JOSE, CA 95131
408-467-9100
408-467-9199 (FAX)

Subject SOUTH MAIN STREET

Job No. 20050085-10
By ATN Date 02/07 Chkd.
SHEET OF



NOT TO SCALE

FIGURE 5

EXISTING STORM DRAIN FACILITIES

SOUTH MAIN STREET

SANTA CLARA COUNTY, CALIFORNIA

DATE: FEBRUARY 2007

BKF
ENGINEERS / SURVEYORS / PLANNERS

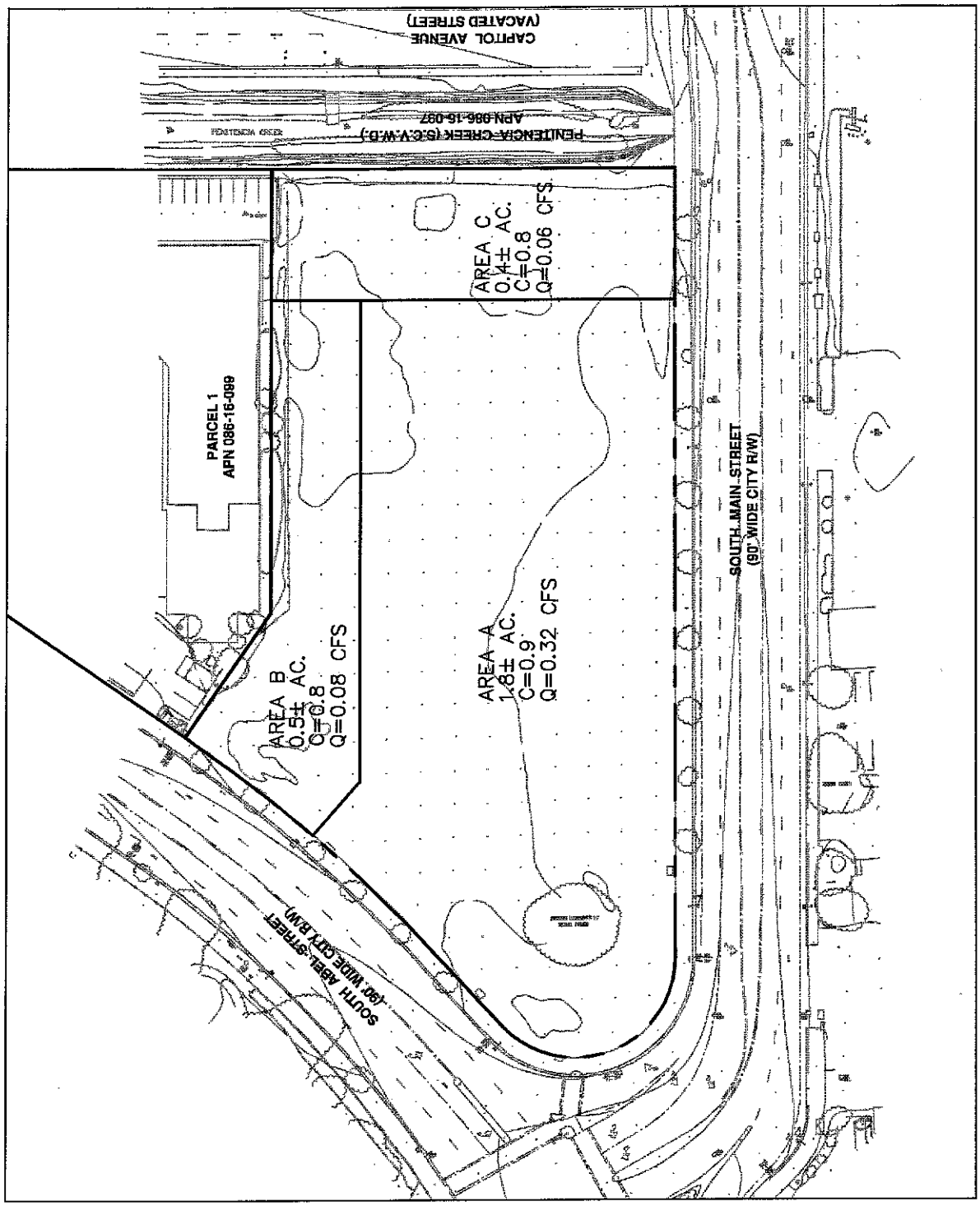
981 RIDDER PARK DRIVE
SUITE 100
SAN JOSE, CA 95131
408-467-9100
408-467-9199 (FAX)

Subject SOUTH MAIN STREET

Job No. 20050085-10

By ATN Date 02/07 Chkd.

SHEET OF



NOT TO SCALE

FIGURE 6

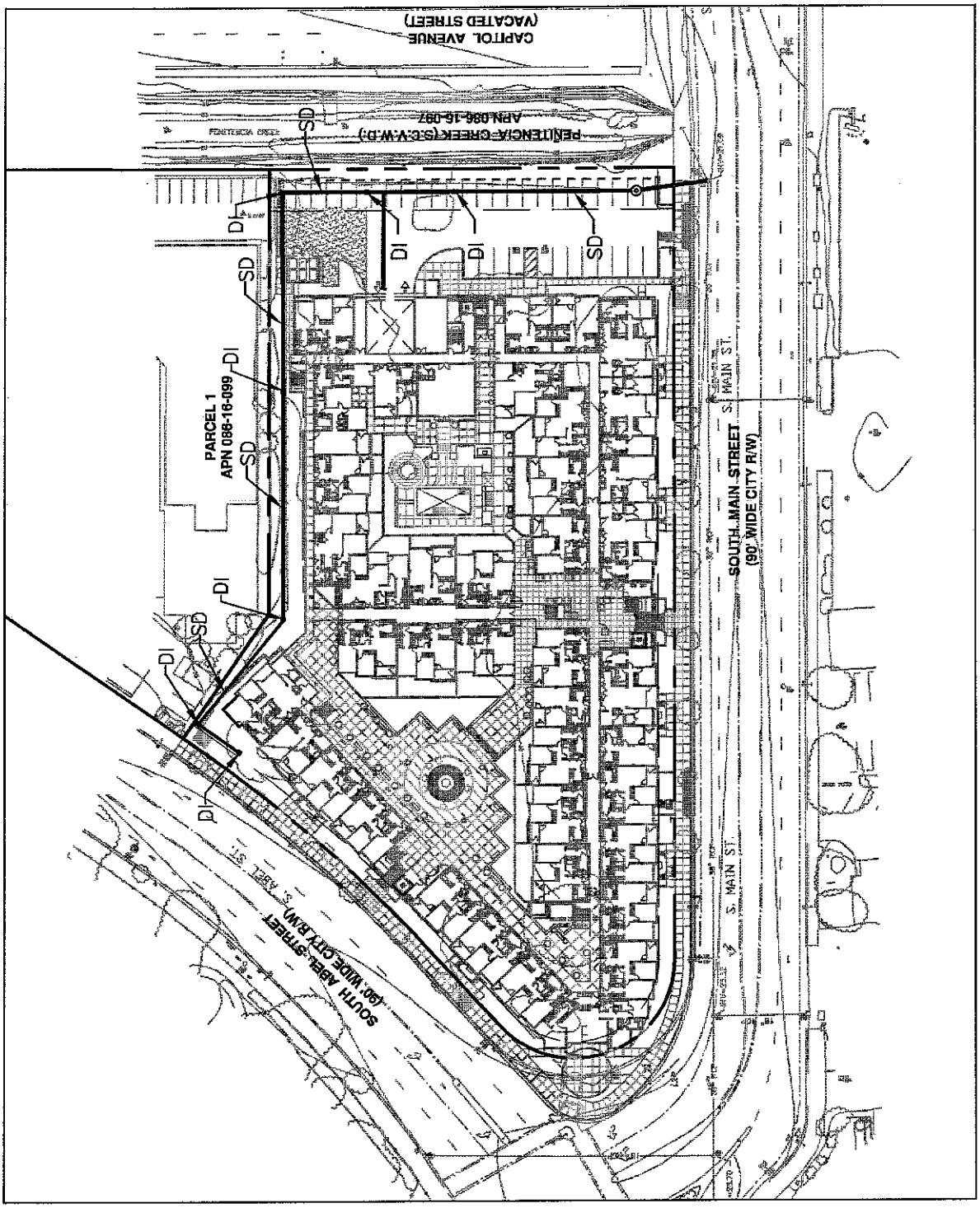
PROPOSED ON-SITE DRAINAGE CONDITIONS

SOUTH MAIN STREET
SANTA CLARA COUNTY, CALIFORNIA
DATE: FEBRUARY 2007

BKF
ENGINEERS / SURVEYORS / PLANNERS
981 RIDDER PARK DRIVE
SUITE 100
SAN JOSE, CA 95131
408-467-9100
408-467-9199 (FAX)

Subject SOUTH MAIN STREET

Job No. 20050085-10
By ATN Date 02/07 Chkd.
SHEET OF



NOT TO SCALE

LEGEND:

DI **DRAIN INLET**

VORTSENTRY UNIT OR SIMILAR

SD **STORM DRAIN LINE**

FIGURE 7

PROPOSED STORM DRAIN FACILITIES

SOUTH MAIN STREET
SANTA CLARA COUNTY, CALIFORNIA
DATE: FEBRUARY 2007

BKF
ENGINEERS / SURVEYORS / PLANNERS
981 RIDDER PARK DRIVE
SUITE 100
SAN JOSE, CA 95131
408-467-9100
408-467-9199 (FAX)

Subject SOUTH MAIN STREET

Job No. 20050085-10
By ATN Date 02/07 Chkd.
SHEET OF

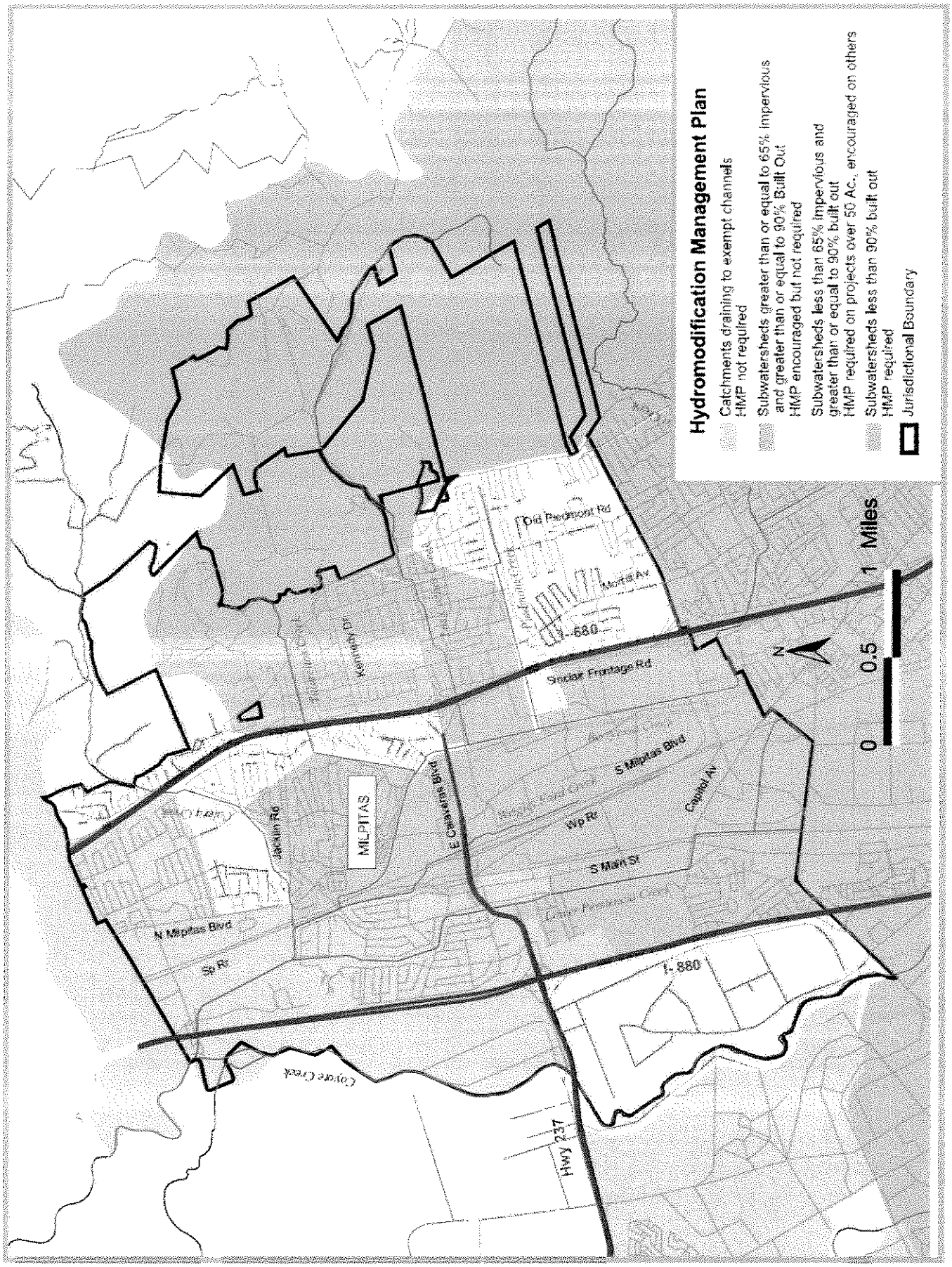
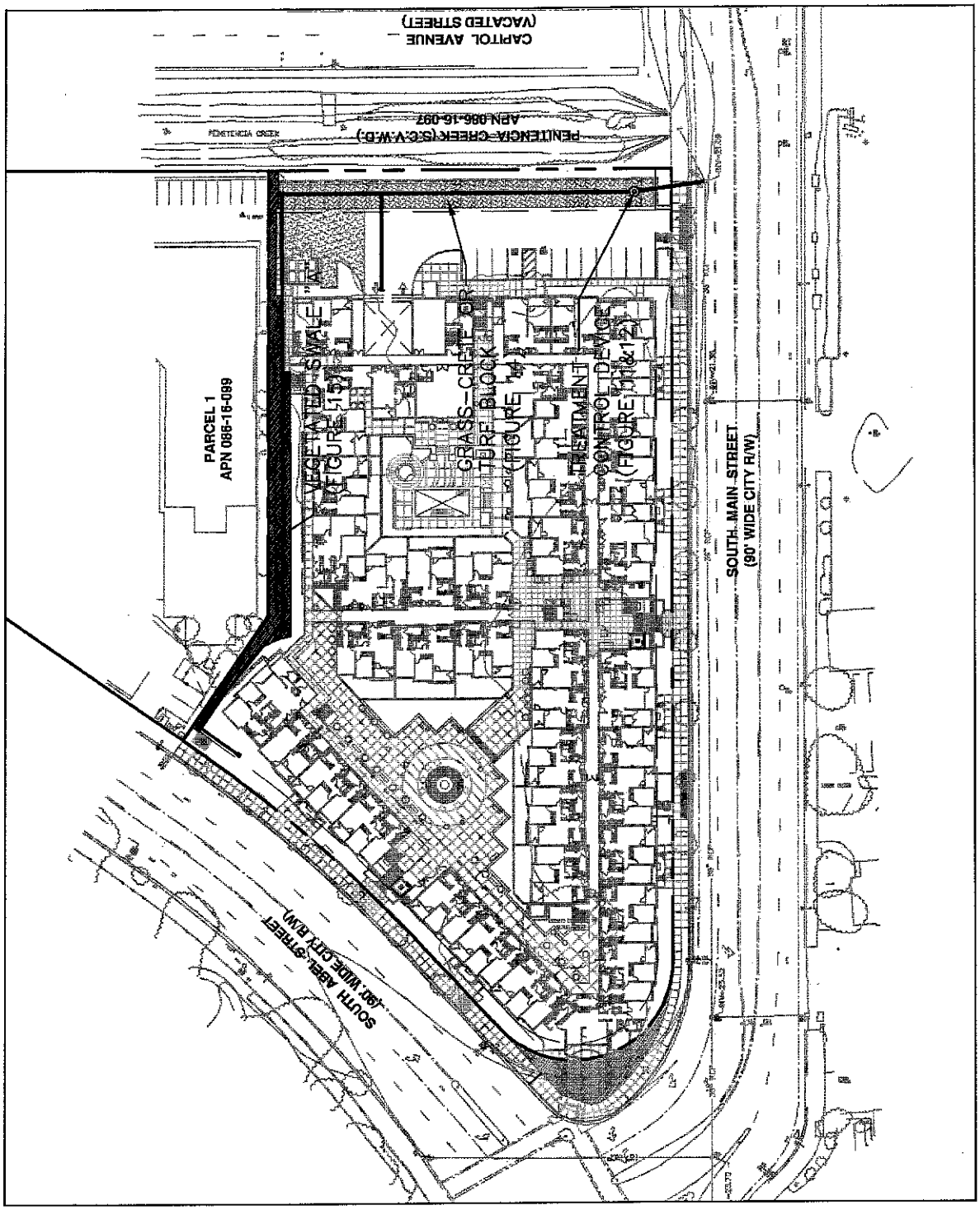


FIGURE 8

BKF
Engineers / Surveyors / Planners
981 RIDDER PARK DRIVE
SUITE 100
SAN JOSE, CA 95131
408-467-9100
408-467-9199 (FAX)

Subject SOUTH MAIN STREET

Job No. 20050085-10
By ATN Date 03/06 Chkd.
SHEET OF



NOT TO SCALE

FIGURE 9

PROPOSED BMP LOCATIONS

SOUTH MAIN STREET

SANTA CLARA COUNTY, CALIFORNIA

DATE: FEBRUARY 2007

BKF
ENGINEERS / SURVEYORS / PLANNERS

981 RIDDER PARK DRIVE
SUITE 100
SAN JOSE, CA 95131
408-467-9100
408-467-9199 (FAX)

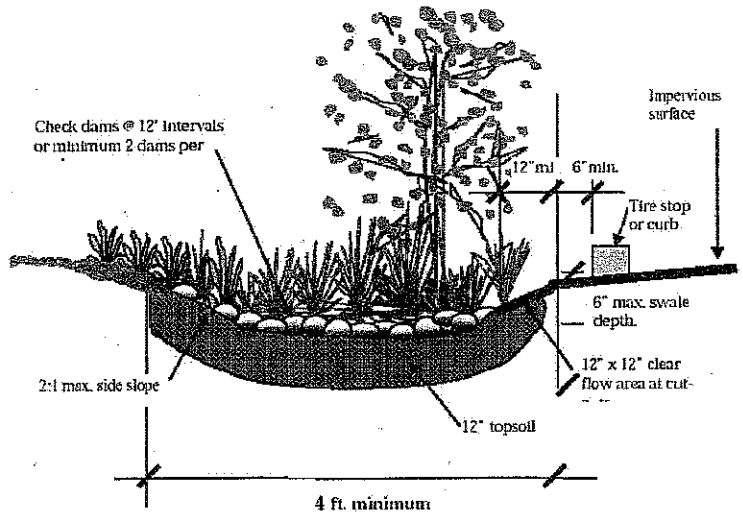
Subject SOUTH MAIN STREET

Job No. 20050085-10

By ATN Date 02/07 Chkd.

SHEET OF

▶ *LANDSCAPE SWALE*



Section Not to Scale

Minimum length: 20 feet.

Maximum slope: 6%.

Soils in the top 12" to be equivalent to a sandy loam with a minimum infiltration rate of 5 inches/hour.

Irrigation required to maintain plant viability.

Check dams should extend the width of the swale, be 12" in length along the swale, 3"-5" high and constructed of rock, old brick, concrete, or similar.

No bypass required for larger storms.

Provide liner where required to protect groundwater. Provide underdrain system in "D" soils or where liner is required.

Drawing courtesy City of Portland, OR.

VEGETATED SWALE DETAIL
FIGURE 10

Stormwater360

VortSentry®

TECHNICAL DESIGN MANUAL

INCLUDING:
DESIGN & OPERATION
MAINTENANCE
LABORATORY TESTING DATA

SAMPLE

FIGURE 11

Design and Operation

Basic Operation

The VortSentry® is a compact, below grade stormwater treatment system that employs vortex technology to enhance gravitational separation of floating and settling pollutants from stormwater flows. The device has no moving parts and is fabricated from concrete and marine grade aluminum.

During operation, stormwater runoff enters the unit tangentially to promote a gentle swirling motion in the treatment chamber. As polluted water circles within the chamber, settleable solids fall into the sump and are retained. Buoyant debris and oil and grease rise to the surface and are separated from the water as it flows under the baffle wall. Finally, treated water exits the treatment chamber through a flow control orifice located behind the baffle wall.

During low-flow conditions all runoff is diverted into the treatment chamber by the flow partition. At higher flow rates, a portion of the runoff spills over the flow partition and is diverted around the treatment chamber to prevent re-suspension and washout of previously trapped pollutants. Water that spills over the partition flows into the head equalization chamber above the treatment chamber outlet. As the head equalization chamber fills, the head differential driving flow through the treatment chamber collapses. The result is that flow rates in the treatment chamber remain relatively constant even as total flow rates increase substantially. This configuration further reduces the potential for re-suspension or washout.

Design Process

The VortSentry® is sized one of two ways:

- To reduce the net annual TSS load by a specific percentage using the Rational Rainfall Method™, or
- To reduce the TSS concentration by a specific percentage at the water quality flow rate.

Rational Rainfall™ Method

Differences in local climate, topography and scale make every site hydraulically unique. It is important to take these factors into consideration when estimating the long-term performance of any stormwater treatment system. To estimate efficiencies as accurately as possible, Stormwater360 has developed the Rational Rainfall Method™, a sizing program that estimates a net annual TSS load reduction for a particular VortSentry® model based on:

- Site size
- Site runoff coefficient
- Regional rainfall intensity distribution
- Anticipated pollutant characteristics

Historic rain gauge records from across the United States and Canada were analyzed by Stormwater360 to determine the percent of the total recorded rainfall depth that fell at each intensity for each site. Rainfall depths at US stations were totaled either every 15-minutes or hourly and recorded in 0.01-inch increments. At Canadian stations, depths were recorded hourly with 1 mm resolution. One trend was consistent at all sites; the vast majority of precipitation fell at low intensities and high intensity storms contributed relatively little to the total annual depth. The tabular summary of this information developed for each site, the rainfall intensity distribution, is integral to the Rational Rainfall Method™.

These rainfall intensity distributions, combined with site area, runoff coefficient and time of concentration information can be converted into runoff rates using the rational method. The result

is a runoff frequency distribution for the site that is directly linked to local historic rainfall patterns. Since most sites are relatively small and highly impervious, the rational method is appropriate for this purpose. Based on the runoff rates calculated for each intensity, an operating rate within a proposed VortSentry® is determined. Finally, a removal efficiency is selected for each operating rate based on anticipated pollutant characteristics and on full-scale laboratory tests. The net annual removal rate can be estimated by integrating the resulting removal efficiency frequency distribution.

Water Quality Flow Rate Method

Stormwater360 typically selects the VortSentry® model that will provide an 80% annual TSS load reduction based on laboratory generated performance curves for 110-micron sediment particles, however the Rational Rainfall Method™ can accommodate other removal efficiency or particle size targets.

In many cases, a specific water quality design flow rate is required to be treated as a benchmark performance objective that will result in a system sized to meet a longer term performance objective. In many cases this water quality flow rate (WQQ) represents the peak flow rate from an event with a specific recurrence interval (i.e. the six-month storm) or it may represent the peak flow rate associated with a water quality depth (i.e. ½ inch).

The VortSentry® is designed to treat all flows up to the WQQ and to increase treatment chamber flow rates only minimally once the WQQ is surpassed. At influent rates higher than the WQQ, the flow partition will direct most flow exceeding the treatment flow rate around the treatment chamber. This allows removal efficiency to remain relatively constant in the treatment chamber and reduces the risk of washout regardless of influent flow rates.

Treatment flow rates are defined as the rate at which the VortSentry® will remove a specific gradation of sediment at a specific removal efficiency. Therefore they are variable based on the gradation and removal efficiency specified by the design engineer. Stormwater360 may select default values if that information is not available.

Treatment Flow Rate

The treatment chamber outlet is sized to allow the WQQ to pass entirely through the treatment chamber at a water surface elevation equal to the crest of the flow partition. The head equalizing baffle is set with a crest equal to the crest of the flow partition and with a lower edge at the water surface elevation produced in the outlet chamber at the WQQ. It will not restrict flow until the WQQ is exceeded. At that point, water overtopping the flow partition will combine with the flow leaving the treatment chamber and will submerge the opening under the head equalizing baffle. As the head equalizing chamber fills, it offers resistance to flow leaving the treatment chamber. As a result, even at influent rates several times higher than the treatment flow rate, the flow rate through the treatment chamber remains low.

Hydraulic Capacity

VortSentry® hydraulic capacity is determined by the length and height of the flow partition and by the maximum allowable head in the system. Typical configurations allow hydraulic capacities of up to four times the treatment flow rate. As needed, the crest of the flow partition may be lowered and the flow partition area may be widened to increase the capacity of the system at a given water surface elevation.

Maintenance

The VortSentry® should be inspected at regular intervals and maintained when necessary to ensure optimum performance. The rate at which the system collects pollutants will depend more heavily on site activities than the size of the unit, e.g., unstable soils or heavy winter sanding will cause the grit chamber to fill more quickly but regular sweeping will slow accumulation.

Inspection

Inspection is the key to effective maintenance and is easily performed. Stormwater360 recommends ongoing quarterly inspections of the accumulated sediment. Pollutant deposition and transport may vary from year to year and quarterly inspections will help insure the system is cleaned out at the appropriate time. Inspections should be performed more often in the winter months in climates where sanding operations may lead to rapid accumulations, or in equipment washdown areas. It is very useful to keep a record of each inspection. A simple form for doing so is provided.

The VortSentry® should be cleaned when inspection reveals that the sediment depth has accumulated to a depth of three feet in the treatment sump. This determination can be made by taking two measurements with a stadia rod or similar measuring device; one measurement from the manhole opening to the top of the sediment pile and the other from the manhole opening to the water surface. If the distance measured is less than the distance given in the following table, the VortSentry® should be maintained to ensure effective treatment.

VortSentry® Maintenance Indicators

VortSentry® model designation	Diameter		distance between water surface and top of storage sump		sediment storage	
	ft	M	ft	m	yd^3	m^3
VS30	3	0.9	2.4	0.7	0.8	0.6
VS40	4	1.2	3.5	1.1	1.4	1.1
VS50	5	1.5	4.4	1.3	2.2	1.7
VS60	6	1.8	5.3	1.6	3.1	2.4
VS70	7	2.1	6.1	1.9	4.3	3.3
VS80	8	2.4	7.0	2.1	5.6	4.3

Note: to avoid underestimating the volume of sediment in the chamber, the measuring device must be lowered to the top of the sediment pile carefully. Finer, silty particles at the top of the pile typically offer less resistance to the end of the rod than larger particles toward the bottom of the pile.

Cleaning

Maintaining the VortSentry® is easiest when there is no flow entering the system. For this reason, it is a good idea to schedule the cleanout during dry weather. The most effective method of excavating pollutants from the VortSentry® is to use a vacuum truck. Since there are no internal components that block access or view of captured pollutants, maintenance is virtually identical to maintaining a catch basin with a deep sump. Simply remove the manhole cover and insert the vacuum hose into the grit chamber. All pollutants can be removed from this one access point. Once the system is empty, manhole covers should be securely seated to ensure that surface runoff does not leak into the unit from above.

If a vacuum truck is not available, a "clamshell" grab may be used, but it is difficult to remove all accumulated pollutants with such devices.

In VortSentry® installations where the risk of large petroleum spills is small, floating liquid contaminants may not accumulate as quickly as sediment. However, any spill should be cleaned out immediately. Motor oil and other hydrocarbons that accumulate on a more routine basis should be removed when an appreciable layer has been captured. To remove these pollutants, it may be preferable to use adsorbent pads since they are usually cheaper to dispose of than the oil water emulsion that may be created by vacuuming the oily layer. Floating debris can be vacuumed or netted out separately if accumulation outpaces sediment accumulation.

VortSentry® Inspection & Maintenance Log – Sample

Model: VS80			Location: Anytown, North America		
Date	Water Surface to Sediment Distance[1]	Floatable Layer Thickness[2]	Maintenance Performed	Maintenance Personnel	Comments
12/1/01	10'	0"	N/A	B. Johnson	Installed
3/1/02	9.5'	Sheen	None	B. Johnson	Swept parking lot
6/1/02	9'	Heavy Sheen	None		
9/1/02	8.5'	1"	Sorbent pads deployed to remove captured oil	S. Riley	Oil spill
12/1/02	8'	Sheen	None	S. Riley	
4/1/03	7.0'	0.5"	Clean-out scheduled	S. Riley	Heavy floating debris
4/15/03	10'	0"	Grit Chamber evacuated	ACE Environmental Services	Cleanout completed
		SAMPLE SHEET			

1. The water depth to sediment is determined by taking two measurements with a stadia rod: one measurement from the manhole opening to the top of the sediment pile and the other from the manhole opening to the water surface. When the difference between the two measurements is less than the value from the table below, maintenance should be performed.

VortSentry® Maintenance Indicators

VortSentry® model designation	diameter		distance between water surface and top of storage sump		sediment storage	
	ft	m	ft	m	yd^3	m^3
VS30	3	0.9	2.4	0.7	0.8	0.6
VS40	4	1.2	3.5	1.1	1.4	1.1
VS50	5	1.5	4.4	1.3	2.2	1.7
VS60	6	1.8	5.3	1.6	3.1	2.4
VS70	7	2.1	6.1	1.9	4.3	3.3
VS80	8	2.4	7.0	2.1	5.6	4.3

2. For optimum performance, the system should be cleaned out when the floating hydrocarbon layer accumulates to an appreciable thickness. In the event of a spill, the system should be cleaned immediately.

VortSentry® Inspection & Maintenance Log

Model:			Location:		
Date	Water Surface to Sediment Distance[1]	Floatable Layer Thickness[2]	Maintenance Performed	Maintenance Personnel	Comments

2. The water depth to sediment is determined by taking two measurements with a stadia rod: one measurement from the manhole opening to the top of the sediment pile and the other from the manhole opening to the water surface. When the difference between the two measurements is less than the value from the table below, maintenance should be performed.

VortSentry® Maintenance Indicators

VortSentry® model designation	Diameter		distance between water surface and top of storage sump		sediment storage	
	ft	M	ft	m	yd^3	m^3
VS30	3	0.9	2.4	0.7	0.8	0.6
VS40	4	1.2	3.5	1.1	1.4	1.1
VS50	5	1.5	4.4	1.3	2.2	1.7
VS60	6	1.8	5.3	1.6	3.1	2.4
VS70	7.	2.1	6.1	1.9	4.3	3.3
VS80	8	2.4	7.0	2.1	5.6	4.3

2. For optimum performance, the system should be cleaned out when the floating hydrocarbon layer accumulates to an appreciable thickness. In the event of a spill, the system should be cleaned immediately.

Laboratory Testing Data

Removal efficiency data for the VortSentry® was collected using a full-scale VortSentry® VS40 configured without the standard three-foot (0.9 m) sediment storage sump. This configuration simulates operating conditions in a system that is operating with 100% of its sediment storage capacity consumed. Testing the system in this manner produces a conservative estimate of system performance, since the addition of a three-foot (0.9 m) sump would decrease internal velocities, increase system residence time and presumably lead to improved removal efficiencies. The result is that systems in the field that are sized based on this data can be expected to consistently achieve equivalent or higher removal efficiencies for similarly sized material.

Laboratory testing of the VortSentry® was conducted using OK–110, a pure silica sample with an average particle size of 110-microns. This material was metered into the four-foot diameter (1.2 m) VortSentry® at an average concentration of 110 mg/L at flow rates ranging from 0.2-cfs to 2.0-cfs (6 l/s to 56 l/s). Removal efficiencies at each flow rate were calculated based on net sediment loads passing the influent and effluent sampling points. Results are illustrated in Figure 1, below. The laboratory testing protocol followed during these tests is summarized on the following page.

VortSentry® Removal Efficiencies for 110-micron Sediment Particles

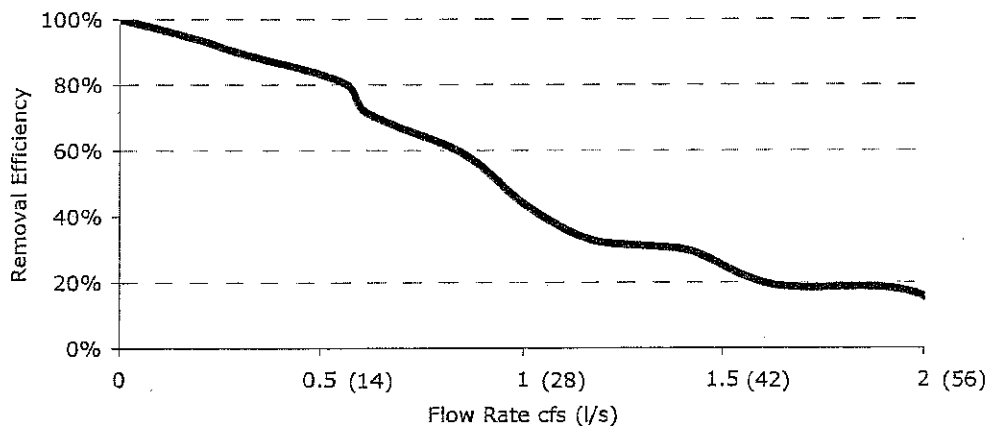


Figure 1

Flow through the VortSentry® may pass entirely through the treatment chamber or a portion of the flow may be diverted around treatment, depending on the water surface elevation in the inlet chamber. All flow passes through the treatment chamber at flow rates lower than 0.6-cfs (17 l/s) in the laboratory model. The flow partition directs a portion of the flow into treatment and the remainder is diverted in the head equalization chamber at influent flow rates higher than 0.6-cfs (17 l/s).

Runoff pooling in the head equalization chamber suppresses the rate of flow through the treatment chamber by reducing the head on the treatment chamber orifice. The result is that even as total flow rates through the VortSentry® increase dramatically, flow rates through the treatment chamber remain relatively constant. Removal efficiencies through the treatment chamber also remain high and the risk of re-suspension is minimal.

Assuming that sediment in the inlet chamber is ideally mixed, removal rates through the system will decay according to the percentage of flow bypassed. This effect has been observed in the laboratory where the test system is designed to produce a thoroughly mixed inlet stream.

All VortSentry® models have the same aspect ratio regardless of system diameter (i.e. an increase in diameter results in a corresponding increase in depth). Operating rates are expressed volumetrically. Removal efficiency at each operating rate is calculated according to the average of volumetric and Froude scaling methods and is described by equation 1.

Equation 1
$$\left(\frac{FlowRate\,Prototype}{FlowRateModel}\right)=\left(\frac{Diameter\,Prototype}{DiameterModel}\right)^{2.75}$$

Equation 1 and actual laboratory test results were used to determine the flow rate which would be required for the various VortSentry® models to remove 80% TSS.

Laboratory Quality Control Brief

The following protocol describes the operating procedures used to obtain the data included in Figure 1.

Sediment Source

The sediment used in the performance tests described in this paper was OK-110, a pure silica product available through U.S. Silica Company. The specific gravity is 2.65 and the particle size distribution is as described in Table 2.

U.S. Silica OK-110 Particle Size Distribution

Particle Size		Cumulative Passing %
USA Standard Sieve Size	Micron	
70	**212**	**99.8**
100	**150**	**98.8**
120	**125**	**83.8**
140	**106**	**43**
170	**88**	**18**
200	**75**	**3**

Table 2

Flow Measurement and Regulation

Flow through the VortSentry® is measured by an Isco 4250 area-velocity flow meter with a low profile flow sensor. Flow is regulated by a 12-inch (300 mm) butterfly valve located upstream of the VortSentry®. In order to simulate field conditions, flow rates are changed gradually to avoid flow surges through the system. Before sediment metering is initiated, the system is stabilized at the design flow rate for a minimum of five minutes.

Sediment Metering

All sediment is injected into the inlet pipe via a ¼-inch (6 mm) flexible tube using a Watson Marlow 5058 peristaltic metering pump. OK-110 sediment and water are combined in approximately a ½ pound/gallon ratio in a holding tank and homogenized by a mixing propeller powered by a 1/3 horsepower motor. The mixer is activated before the flow control valve is opened and runs continuously throughout the test. The metering pump is activated once the system has been stabilized at the target flow rate for at least five minutes. The pump is run continuously until the last effluent sample is taken.

Sample Collection

All influent samples are taken from a six-inch (150 mm) gate valve located upstream of the VortSentry®. A collection bin housing a 500-mL sample container is positioned beneath the valve. Immediately before each sample is taken, the valve is quickly opened and closed to eliminate any interference from particles that have settled in the low velocity region of the gate. This eliminates artificially high influent readings. Influent samples are taken after a minimum of three detention times have passed from the time that the metering pump is initiated. The time of each influent sample is recorded, and then the corresponding effluent sample is collected after the detention time. Effluent grab samples are collected at the discharge pipe, by sweeping the mouth of a 500-mL bottle through the exiting flow stream. Samples are annotated and refrigerated or immediately analyzed.

Background Concentrations

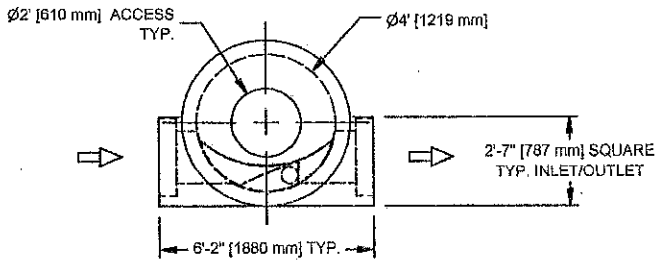
The Stormwater360 laboratory test system recirculates water throughout each test. Initially water is stored in a 6000-gallon (22710 L) supply tank. Once the flow control valve is opened, water flows through a 12-inch (300-mL) pipe into the test tank. Upon exiting the test tank, effluent is held in a catch tank until it is pumped back into the supply tank.

In the event that sediment passes through the VortSentry®, it is important to stop it from recirculating through the test system. Two silt fences are installed in the catch tank to prevent this from happening. To account for sediment that also passes through the silt fences, grab samples are taken from the supply tank at a point near the mouth of the pipe leading to the VortSentry®. The concentration of these background samples is subtracted from the influent and effluent sample concentrations. Typical background concentrations are between 0 and 5 mg/L.

Sample Analysis

TSS samples are analyzed in the Stormwater360 laboratory, following EPA method 160.2, a method for the measurement of total non-filterable solids. Volume measurements are accurate to 0.6-mL using a 500-mL graduated cylinder. An Acculab V-1 analytical balance with a readability of 0.001g is used to measure mass.

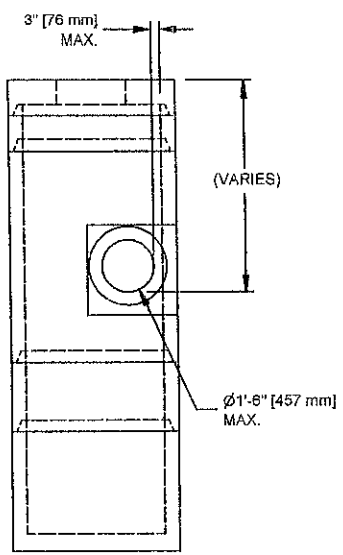
This CADD file is for the purpose of specifying stormwater treatment equipment to be furnished by Vortechnics, Inc. and may only be transferred to other documents exactly as provided by Vortechnics. Title block information, excluding the VortSentry Stormwater Treatment System and patent pending designations, may be deleted if necessary. Revisions to any part of this CADD file without prior coordination with Vortechnics shall be considered unauthorized use of proprietary information.



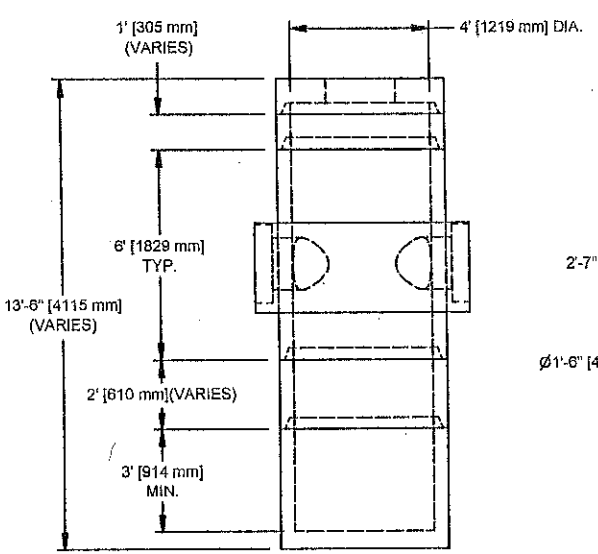
PLAN VIEW

NOTES:

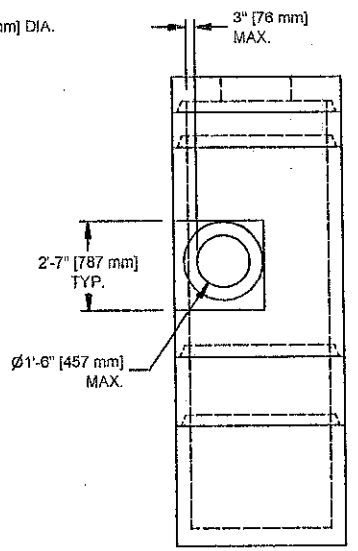
1. STORMWATER TREATMENT SYSTEM (SWTS) SHALL BE DESIGNED TO MEET PERFORMANCE GOALS BASED ON FULL SCALE LABORATORY PERFORMANCE DATA
2. SWTS SHALL BE DESIGNED TO RETAIN FLOATABLES AND TRAPPED SEDIMENT AT FLOW RATES UP TO AND INCLUDING PEAK TREATMENT CAPACITY .
3. SWTS INVERTS IN AND OUT SHALL BE AT THE SAME ELEVATION
4. SWTS SHALL NOT BE COMPROMISED BY EFFECTS OF DOWNSTREAM TAILWATER
5. SWTS SHALL HAVE NO INTERNAL COMPONENTS THAT OBSTRUCT MAINTENANCE ACCESS
6. PIPE ORIENTATION MAY VARY; SEE SITE PLAN FOR SIZE AND LOCATION
7. PURCHASER SHALL NOT BE RESPONSIBLE FOR ASSEMBLY OF INTERNAL COMPONENTS
8. (1) MANHOLE FRAME AND COVER SUPPLIED WITH SYSTEM, NOT INSTALLED
9. PURCHASER TO PREPARE EXCAVATION AND PROVIDE LIFTING EQUIPMENT .
10. CONTACT VORTECHNICS AT (877) 907-8676 FOR SIZING AND ORDERING INFORMATION



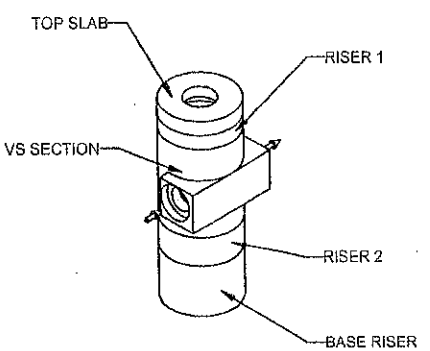
LEFT SIDE VIEW



ELEVATION VIEW



RIGHT SIDE VIEW



ASSEMBLY VIEW

STD

THE VORTSENTRY SECTION SHALL BE STENCILED WITH THE VORTECHNICS NAME AND LOGO. PIPE OPENINGS SHALL BE STENCILED INLET OR OUTLET AS APPROPRIATE

FOR INFORMATIONAL PURPOSES ONLY - NOT INTENDED FOR CONSTRUCTION

STANDARD DETAIL
VORTSENTRY™ VS40
STORMWATER TREATMENT SYSTEM

PATENT PENDING

Vortechnics
200 Enterprise Drive
Scarborough, ME 04074
Tel.: 207-885-9830
Fax: 207-885-9825

SCALE:	NONE
DRAWN BY	REC
CHECKED BY:	NDG
FILE NAME:	STDVS40
DATE:	08/19/04

FIGURE 12

Schedule 1. Summary of BMP Monitoring and Maintenance Program Elements, South Main Street, City of Milpitas, California.

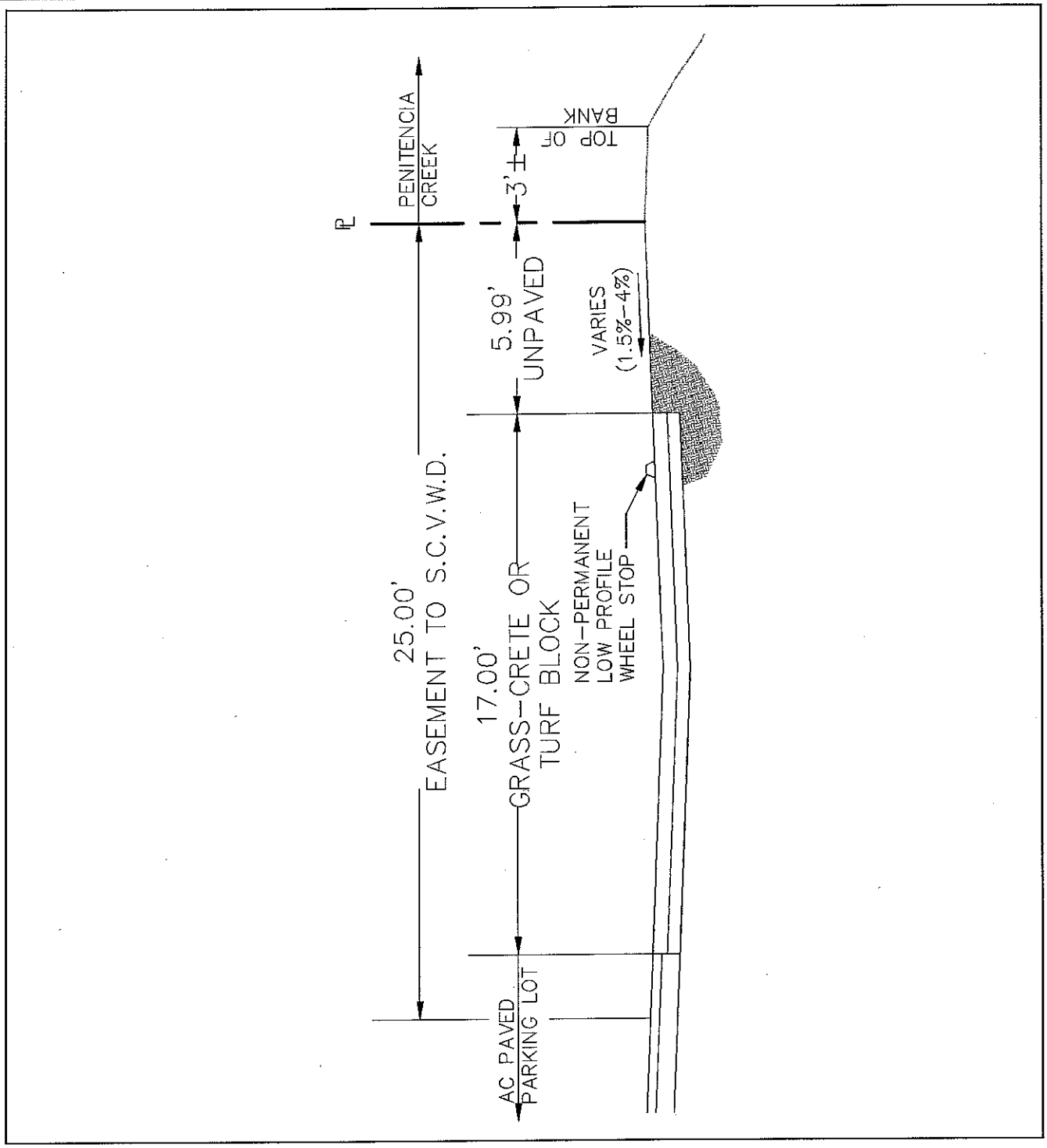
General Monitoring and Maintenance Guidelines

- Existing landscape areas are to remain as landscape and not replaced with impervious surfaces. Any changes to existing BMP's are prohibited unless reviewed and approved by the City of Milpitas.
- A thorough inspection and maintenance visit will be conducted in late summer or early fall prior to the rainy season.
- Monitoring will also be conducted at least once mid-wet season (typically December).
- The water-quality basin and other BMPs will be monitored following flood events.
- Routine basin maintenance should be carried out in late summer with the water surface drawn down below the normal elevation.
- Remedial maintenance will be performed immediately or scheduled to take place within a reasonable time frame.
- Repair of critical features will be performed as immediately as conditions allow.
- Monitoring, maintenance and observations and recommendations for corrective measures (if any) shall be performed by the Homeowner's Association.
- Records of observations and recommendations shall be kept by the Homeowner's Association and made available to the City of Milpitas upon request.
- Representatives of the City, the local vector control district and the Regional Water Quality Control Board may enter the common areas for purposes of verifying proper operation and maintenance of the storm water treatment best management practices outlined in the approved plan.

Specific Monitoring and Maintenance Guidelines

	Activity	
Storm Drains Inlets	Inspect inlets	Once prior to storm season; once mid-storm season; following storm events.
	Inlets cleaning	Once annually, min.; As needed.
Vegetated Swales	Inspect for damage or erosion	Once prior to storm season; once mid-storm season; following storm events.
	Inspect for condition of planting	Once prior to storm season; once mid-storm season; following storm events.
	Debris removal (if any)	As needed.
Treatment Control Devices	Inspect devices	Once annually, min.; Prior to storm season; following storm events.
	Device cleaning	Once annually, min.; Prior to storm season.

FIGURE 13



NOT TO SCALE

TYPICAL GRASS-CRETE ADJACENT TO PENITENCIA CREEK

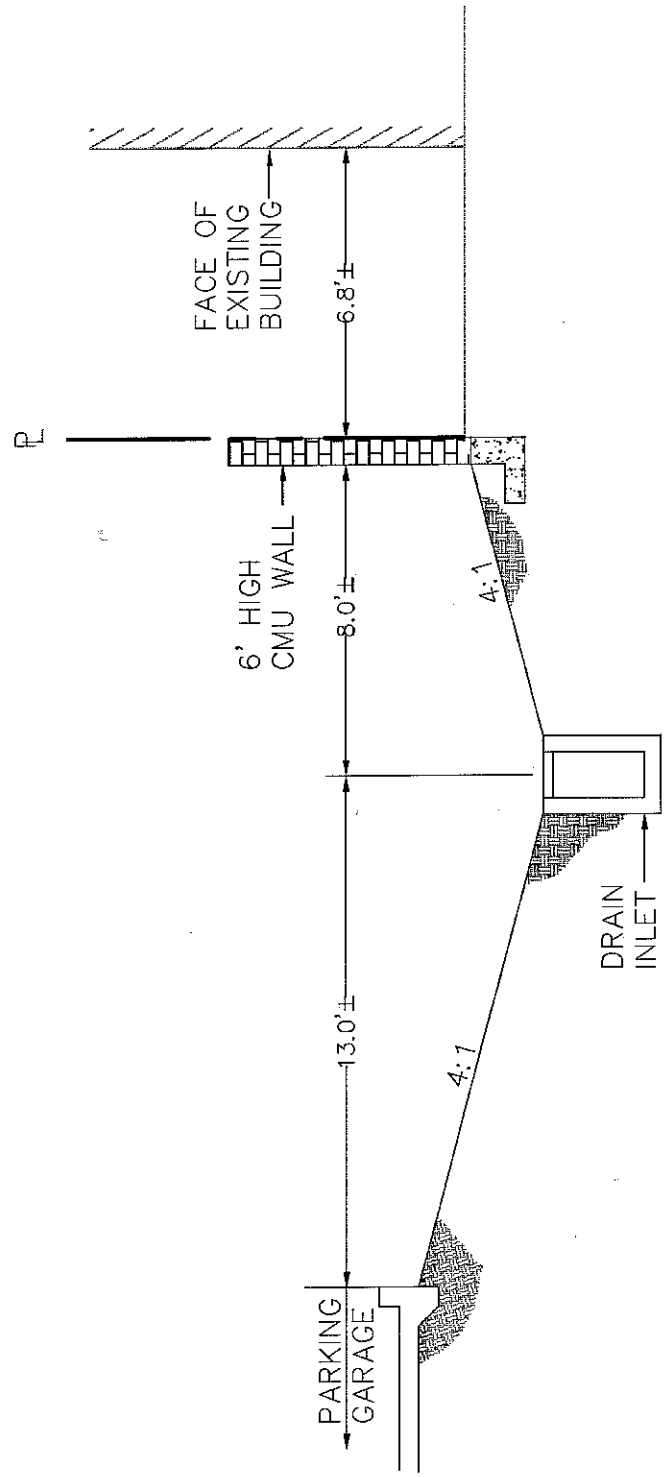
SOUTH MAIN STREET
SANTA CLARA COUNTY, CALIFORNIA
DATE: FEBRUARY 2007

FIGURE 14

BKF
ENGINEERS / SURVEYORS / PLANNERS
981 RIDDER PARK DRIVE
SUITE 100
SAN JOSE, CA 95131
408-467-9100
408-467-9199 (FAX)

Subject SOUTH MAIN STREET

Job No. 20050085-10
By ATN Date 02/07 Chkd.
SHEET OF



NOT TO SCALE

TYPICAL VEGETATED SWALE ALONG WEST PROPERTY LINE

SOUTH MAIN STREET
SANTA CLARA COUNTY, CALIFORNIA
DATE: FEBRUARY 2007

FIGURE 15

BKF
ENGINEERS / SURVEYORS / PLANNERS
981 RIDDER PARK DRIVE
SUITE 100
SAN JOSE, CA 95131
408-467-9100
408-467-9199 (FAX)

Subject SOUTH MAIN STREET

Job No. 20050085-10
By ATN Date 02/07 Chkd.
SHEET OF

February 15, 2007
Job No. 20050085

Mr. Babak Kaderi
CITY OF MILPITAS
Engineering Department
455 E. Calaveras Blvd.
Milpitas, CA 95035

Subject: Stormwater Control Plan Certification
South Main Street
APN: 086-16-100
Milpitas, California

Dear Mr. Babak,

The selection, sizing, and preliminary design of treatment BMP's and other control measures in this plan meet the requirements of Regional Water Quality Control Board Order 01.119.

Very truly yours,

Martin B. Parissenti, P.E.
Project Manager

REGISTERED PROFESSIONAL ENGINEER
MARTIN B. PARISSENTI
NO. 30747
Exp 3-2008
CIVIL
STATE OF CALIFORNIA

FIGURE 16

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 Oct. 15, 2003 – Oct. 5, 2005 and has added or replaced an impervious surface area of 1 acre (43,500 square feet) or more.
- Project was "deemed complete" after Oct. 6, 2005 and has added or replaced an impervious surface area of 10,000 square feet or more and falls within the Group 2A categories (see below).

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 are the Group 2A Categories?

- Gas stations;
- Auto wrecking yards;
- Loading dock areas and surface parking lots containing more than 10,000 square feet or more of impervious surface area;
- Vehicle or equipment maintenance areas (including washing and repair), outdoor handling or storage of waste or hazardous materials, outdoor manufacturing area(s), outdoor food handling or processing, outdoor animal care, outdoor horticultural activities, and various other industrial and commercial uses where potential pollutant loading cannot be satisfactorily mitigated through other post-construction source control and site design practices.

For More Information

Contact the Planning Division at 408-586-3279.

Date: 03-08-06 APN # 086-16-100

Project Name: SOUTH MAIN STREET

Project Description: 128 UNITS RESIDENTIAL CONDOMINIUM

Project Location (Address): INTERSECTION OF S. ABEL AND S. MAIN ST.

Applicant Info (Name, Address, Phone #): THE MATTESON COMPANIES

1991 BROADWAY, SUITE 300, REDWOOD CITY, CA 94063 (650)556-1500

Contractor / Designer Info (Name, Company, Address, Phone #):

TO BE DETERMINE

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 118,657 SF
   b. **EXISTING** Impervious Surface Area 0 SF
   c. **EXISTING** Impervious Surface Area **to be Removed** 0 SF

FIGURE 17

d.	**NEW** Impervious Surface Area **to be Added or Replaced**	99,600	SF
e.	**TOTAL** Impervious Surface Area (b-c+d)	99,600	SF

50% Rule (only applies to existing developments NOT subject to stormwater treatment measures):

f.	Percent Impervious Surface Area in Final Design (e/a x 100%)	84	%

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 Includes clearing, grading, and excavating. 118,657 SF

5. Pesticide Reduction Measures Used (Check all that apply):

- ☐ None - Doesn't Apply
- ☐ Education
- ☐ Conditions of Approval
- ☐ Physical and Mechanical Horticultural Measures
- ☐ Environmental Measures
- ☐ Biological Measures
- ☐ Chemical Measures
- ☐ 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

- ☐ Bioretention
- ☐ Drain Insert
- ☐ Exfiltration Trench
- ☐ Extended Detention Basin
- ☒ Hydrodynamic Separators
- ☐ Infiltration Basin
- ☐ Infiltration Trench
- ☐ Media Filter
- ☐ Multiple Systems
- ☐ Planter Boxes
- ☐ Porous Pavement
- ☐ Retention/Irrigation
- ☐ Roof Gardens
- ☐ Underground Detention Systems
- ☐ Vegetated Buffer Strip
- ☒ Vegetated Swale
- ☐ Vortex Separator*
- ☐ Water Quality Inlet
- ☐ Wet Pond
- ☐ Wet Vault
- ☐ Wetland
- ☐ 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: INLET STENCILS "NO DUMPING - FLOW TO BAYS"

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 aplicable: _____	Project #, if aplicable: _____
Master Permit #, if applicable: _____	Master Permit #, if applicable: _____
Date Entered into Database: _____	Date Entered into Database: _____
By (Name): _____	By (Name): _____

BURROWING OWL SURVEY AND HABITAT REPORT

2.75 ACRE MILPITAS SITE

for

MATTISON REALTY COMPANY

by

Dean Carrier
Certified Wildlife Biologist
3655 Sunview Road
Paradise, CA 95969
(530)876-9393

April 19, 2006

BURROWING OWL STATUS, RANGE AND HABITAT

The burrowing owl (*Athene cunicilaria*) is listed by the State of California to be a Species of Special Concern due to habitat loss caused by intense development of open, flat, grasslands in California (Calif. Burrowing Owl Consortium 1993). This species occupies a variety of habitats where friable soils where the burrowing activities of small mammals provide for suitable nesting habitat.

PURPOSE OF SURVEY

The purpose of this survey was to investigate A 2.75 acre site (APN 86-16-2) adjacent to an 8.2 acre site previously surveyed in 2002 and 2004 (Carrier 2002 and 2004). The purpose of this survey was to determine whether burrowing owls utilize the project area for nesting, roosting or foraging.

The *Staff Report on Burrowing Owl Mitigation* by the California Department of Fish and Game (CDFG 1995) provides protocol for site assessment. According to these guidelines, the site assessment must assess:

1. Disturbance within 50 meters (160 feet) which may result in harassment of owls at occupied burrows.
2. Destruction of natural and artificial burrows (culverts, concrete slabs, and debris piles that provide shelter to burrowing owls); and
3. Destruction and/or degradation of foraging habitat adjacent (within 100 m) of an occupied burrow.

PROJECT AREA

The project area is a 2.75-acre parcel of previously disturbed, but currently vacant land located in Santa Clara County, California. It is located on the USGS Milpitas Quad (See attached site map).

SURVEY REQUIREMENTS[1]

- Date and time of visit(s) including name of the qualified biologist conducting surveys, weather and visibility conditions, arid survey methodology;

- Description of the site including location, size, topography, communities, and animals observed during visit(s);

- Assessment of habitat suitability for burrowing owls; Map and photographs of the site; vegetation

- Results of transect surveys including a map showing the location of all burrow(s) (natural or artificial) and owl(s), including the numbers at each burrow if present and tracks, feathers, pellets, or other items (prey remains, animal scat);

[1] From CDFG, 1995

- Behavior of owls during the surveys;

- Summary of both winter arid nesting season surveys including any productivity information and a map showing territorial boundaries and home ranges; and

- Historical information (Natural Diversity Database, Department regional files, Breeding Bird Survey data, American Birds records, Audubon Society, local bird club, other biologists, etc.) regarding the presence of burrowing owls on the site

SURVEY METHODS

The habitat assessment was conducted by W. Dean Carrier, Certified Wildlife Biologist

- The area was surveyed on foot. Potential sites for occupancy (burrows, mounds, culverts, etc.), if any, were scrutinized for traces of burrowing owl occupancy. Signs, fence posts and other potential perching sites were viewed with binoculars.
- The survey began at 7:30 a.m. a.m. and concluded at 8:30 a.m., April 17, 2006.
- Climatic conditions during the survey were documented and included in the report.
- Site photographs were taken using a digital camera.
- A report was completed regarding the results of the survey and a list of all wildlife species noted.

CLIMATIC CONDITIONS

Weather conditions during the survey were sunny with scattered clouds. Heavy rain the previous night had left the ground and vegetation extremely wet with numerous puddles. Visibility was good. There was no wind and the temperature was 46º F. at the beginning of the survey and 50º at its conclusion.

SITE CONDITIONS

The project site is imbedded within a commercial/residential area of the City of Milpitas. It is bounded on the south by Able Street; on the west by a commercial complex housing several businesses, including an Asian Restaurant; the east by South Main Street; and the north by a channelized segment of Penetencia Creek.

The site is flat and is 100% covered by dense ruderal vegetation of primarily non-native grasses and forbs. These included: Milk thistle (*Silybum marianum*), cheeseweed (*Malva* sp.), black mustard (*Brassica nigra*), wild radish (*Raphanus sativas*) and others. Some of this vegetation exceeded 7-feet in height and no are had less than 1-foot of vegetative cover. No areas of bare ground were located within the parcel with the exception of a graveled road adjacent to Penetecia Creek on the north end. It is expected that annual disking for weed abatement purposes has been conducted annually in the past. A single Eucalyptus tree is located on the SE corner of the property.

The channelized segment of Pentencia Creek is partially rip rapped and appears to be periodically cleared of vegetation. Some emergent aquatic vegetation was growing in the channel.

SURVEY RESULTS

The survey found no sign of burrowing owls or unoccupied burrows on the site. The absence of small rodent burrows and open areas likely precludes their occupancy. While the site may be large enough to provide for burrowing owl occupancy if it were not isolated from other populations, it occurs in a heavily impacted urban area and is prone to disturbance from the encroachment of urban/commercial construction.

With the exception of one jackrabbit (*Lepus californiacus*) and one small rodent hole in the gravel road, no mammals or mammal sign was noted. Several redwing blackbirds (*Agelaius phoeniceus*) were defending territories within and adjacent to this site. Other wildlife species noted on the site or in the vicinity included American crow (*Corvus branchyrhychos*) , black phoebe (*Sayornis nigricans*), cliff swallows (*Petrochelidon pyrrhonota*)and rock doves (*Columba livia*). A pair of mallards (*Anas platrhychos*) and a male common merganser (*Mergus merganser*) were noted in the channel of Penetencia Creek.

CONCLUSIONS

The site has no functional potential for providing suitable habitat for burrowing owl occupation. The increasing urban/commercial including light rail, automobile traffic activity levels, associated human disturbance, annual disking requirements, and occurrence of domestic housecats in the adjacent residential areas render the site unusable for occupancy by this species.

REFERENCES

Carrier, W.D. 2002. Burrowing owl survey report for BRE properties for Latham & Watkins attorneys at law.

Carrier, W. D. 2004. Burrowing owl survey report for Fairfield Residential LLC. Unpublished report provided to Fairfield Residential LLC.

Calif. Dept of Fish and Game 1995. *Staff Report on Burrowing Owl Mitigation.* Sacramento, CA. 8 pp.

Main Street RGC Transportation Impact Analysis

Prepared for:

The City of Milpitas and Oak Springs Investment, LLC

Prepared by:

Hexagon Transportation Consultants, Inc.

October 4, 2005

Table of Contents

Executive Summary iii
1. Introduction 1
2. Existing Conditions 7
3. Background Conditions 15
4. Project Impacts and Recommendations 19
5. Future Growth and Cumulative Conditions 28
6. Conclusions 30

Appendices

Appendix A: Traffic Counts
Appendix B: Level of Service Calculations
Appendix C: Approved Trips Inventory
Appendix D: Volume Summary Sheets
Appendix E: Project Driveway Layout

List of Tables

Table ES-1 Levels of Service v

Table 1 Freeway Segment Evaluation 4
Table 2 Intersection Level of Service Definitions Based on Delay 6
Table 3 VTA Transit Service 11
Table 4 Existing Intersection Levels of Service 14
Table 5 Background Intersection Levels of Service 18
Table 6 Project Trip Generation 20
Table 7 Project Condition Levels of Service 24
Table 8 LOS Under Future Growth Conditions 29

List of Figures

Figure 1 Site Location 2
Figure 2 Site Plan 3
Figure 3 Existing Bikeways Map 9
Figure 4 Existing Transit Service Map 10
Figure 5 Existing Lane Configurations 12
Figure 6 Existing Peak Hour Traffic Volumes 13
Figure 7 Background Peak Hour Traffic Volumes 17
Figure 8 Project Trip Distribution 21
Figure 9 Project Trip Assignment 22
Figure 10 Project Condition Traffic Volumes 23

Executive Summary

The purpose of this report is to analyze the transportation impacts of the proposed condominium development located on Main Street just north of Montague Expressway in Milpitas, California. The site is currently vacant. The project would consist of 147 two bedroom townhomes/condominiums with two-car tandem garages. Access to the site would be provided via two driveways on South Main Street and one emergency vehicle access only driveway on Montague Expressway.

The proposed project's impacts were evaluated in accordance with Congestion Management Program and City of Milpitas guidelines at 9 intersections during the AM and PM peak commute hours (see Table ES-1). The signalized intersections were evaluated using the *2000 Highway Capacity Manual* methodology and TRAFFIX software.

Trip Generation. The trip generation rates used were those published by the San Diego Association of Governments (SANDAG) for condominium uses. It is estimated that the project would generate 98 AM peak hour trips and 122 PM peak hour trips. The proposed project's trip distribution pattern was estimated based on previous traffic impact analyses. The trips generated by the proposed development were then assigned to the roadway network based on this directional distribution.

Intersection Impacts and Mitigation. The proposed project would not result in any significant impacts at the study intersections. However, the project would add traffic to three intersections that are operating at unacceptable levels under background conditions. To account for the cumulative impacts of new development traffic on existing deficient intersections, the City of Milpitas requires projects to pay their "fair share" of the traffic improvement costs. Currently, the City and County have plans to widen Montague Expressway. Since the proposed project would contribute traffic to deficient intersections on Montague Expressway, it would be required to make a monetary contribution toward the Montague improvements.

Impacts to Alternative Modes. The proposed project's impacts to existing bicycle, transit, and pedestrian facilities also were evaluated as part of this study. Although the development would slightly increase the demand for these modes, it would not result in any adverse significant impacts.

Site Access. City staff are requiring that the project driveways along South Main Street be constructed to allow partial access to the site. The northern driveway will be a partial access driveway that will permit

all movements except outbound left-turns. The southern driveway will be limited to right inbound and outbound access only. This will be controlled with striping and signage.

Table ES-1
Levels of Service

Intersection	Peak Hour	Count Date	Existing Ave. Delay	Existing LOS	Background Ave. Delay	Background LOS	Project Conditions Ave. Delay	Project Conditions LOS	Incr. In Crit Delay	Incr. In Crit V/C	Future Ave. Delay	Future LOS
South Abel Street and Great Mall Parkway	AM	5/4/2005	32.2	C	36.6	D	36.9	D	0.5	0.005	38.1	D
	PM	5/4/2005	29.6	C	32.5	C	32.5	C	0.0	0.002	33.0	C
South Main Street and Great Mall Parkway	AM	5/4/2005	17.5	B	17.8	B	17.9	B	0.1	0.003	18.1	B
	PM	5/12/2005	19.7	B	20.6	C	20.6	C	0.0	0.001	21.0	C
South Milpitas Boulevard and Montague Expressway*	AM	5/4/2005	29.4	C	29.4	C	29.4	C	0.1	0.001	30.3	C
	PM	9/23/2004	35.1	D	38.1	D	38.2	D	0.2	0.005	39.9	D
Great Mall Parkway/East Capitol Avenue and Montague Expressway*	AM	5/5/2005	48.0	D	68.2	E	68.1	E	0.0	0.000	71.6	E
	PM	9/23/2004	64.7	E	92.8	F	92.6	F	-0.2	0.001	96.6	F
McCandless Drive/Trade Zone Boulevard and Montague Expressway*	AM	5/10/2005	54.3	D	56.3	E	56.4	E	0.2	0.002	59.7	E
	PM	9/23/2004	88.7	F	91.5	F	91.7	F	0.8	0.004	110.9	F
South Main Street/Oakland Road and Montague Expressway*	AM	5/11/2005	45.6	D	47.1	D	48.6	D	2.7	0.012	50.3	D
	PM	9/23/2004	100.6	F	105.3	F	106.7	F	2.6	0.010	117.9	F
McCarthy Boulevard/O'Toole Avenue and Montague Expressway*	AM	5/12/2005	42.0	D	42.0	D	42.0	D	0.0	0.001	42.0	D
	PM	10/10/2004	60.5	E	65.3	E	65.3	E	0.0	0.000	81.4	F
South Abel Street and South Main Street	AM	5/5/2005	12.0	B	12.0	B	12.0	B	0.7	0.014	12.0	B
	PM	5/5/2005	8.0	A	8.0	A	8.0	A	0.3	0.006	8.0	A
South Main Street and Cedar Way	AM	5/11/2005	15.4	B	15.4	B	15.4	B	0.0	0.002	15.4	B
	PM	5/11/2005	12.1	B	12.1	B	12.1	B	-0.2	0.007	12.1	B

* Denotes CMP intersection.

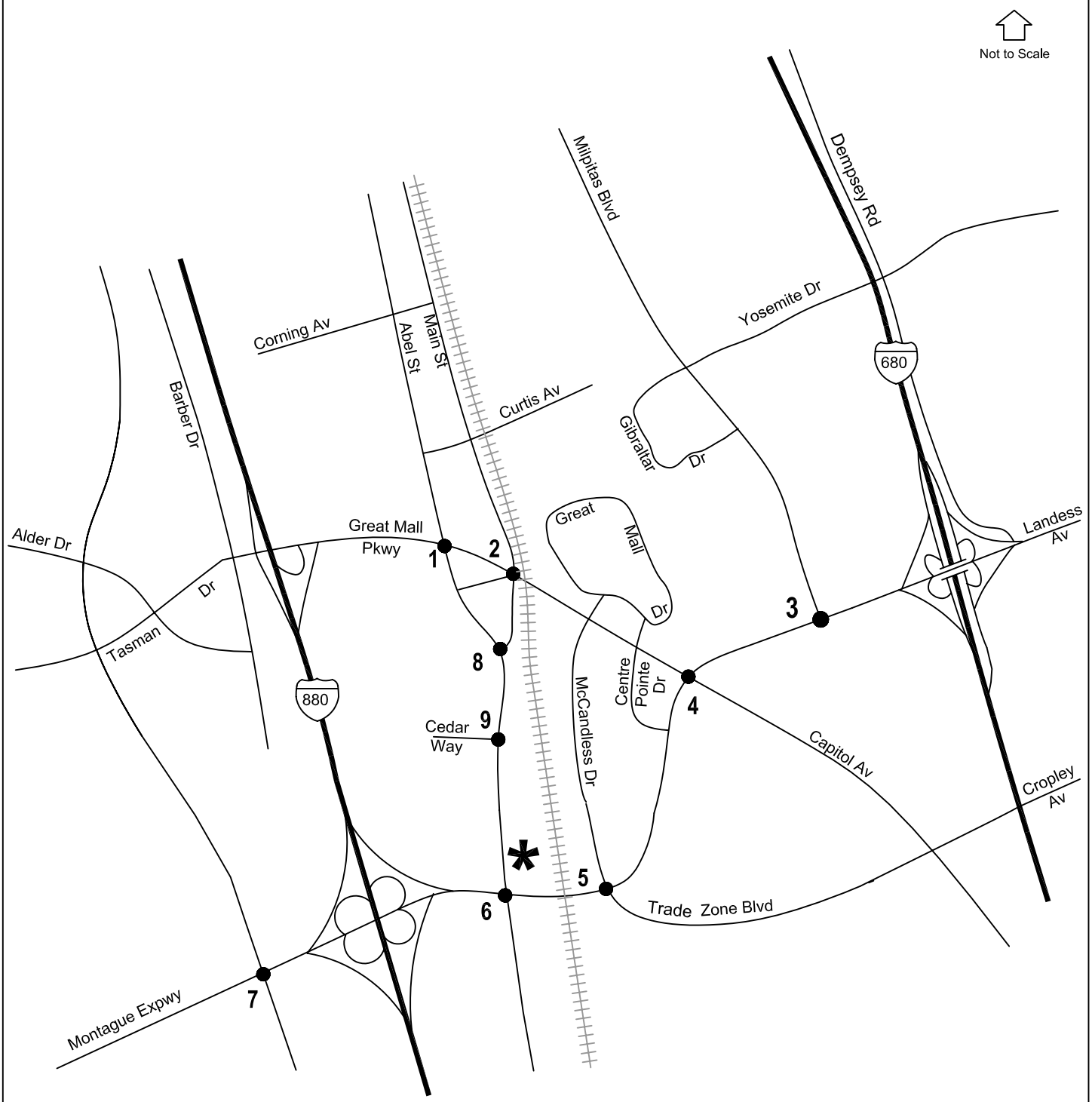
1. Introduction

The purpose of this report is to analyze the transportation impacts of the proposed condominium development located on Main Street just north of Montague Expressway in Milpitas, California. The site is currently vacant. The project would consist of 147 two-bedroom townhomes/condominiums with two-car tandem garages. Access to the site would be provided via two driveways on South Main Street and one emergency vehicle access only driveway on Montague Expressway. The project location is shown graphically on Figure 1. The proposed site plan is shown in Figure 2.

Scope of Work

The impacts of the development were evaluated relative to the level of service policies and methodologies applicable in the City of Milpitas. Because the project is expected to generate more than 100 peak hour trips, the analysis also was conducted in accordance with the requirements of the VTA, the administering agency for the Congestion Management Program (CMP) of Santa Clara County. CMP guidelines were followed for CMP designated intersections and freeway segments. The following intersections were analyzed for this project. The CMP intersections are denoted with an asterisk (*).

- South Abel Street and Great Mall Parkway
- South Abel Street and South Main Street
- South Main Street and Great Mall Parkway
- South Main Street and Cedar Way
- South Milpitas Boulevard and Montague Expressway*
- Great Mall Parkway/East Capitol Avenue and Montague Expressway*
- McCandless Drive/Trade Zone Boulevard and Montague Expressway*
- South Main Street/Oakland Road and Montague Expressway*
- McCarthy Boulevard/O'Toole Avenue and Montague Expressway*



LEGEND

* = Site

● = Study Intersection

Figure 1

SITE LOCATION

Main Street

Hexagon
Transportation Consultants, Inc.

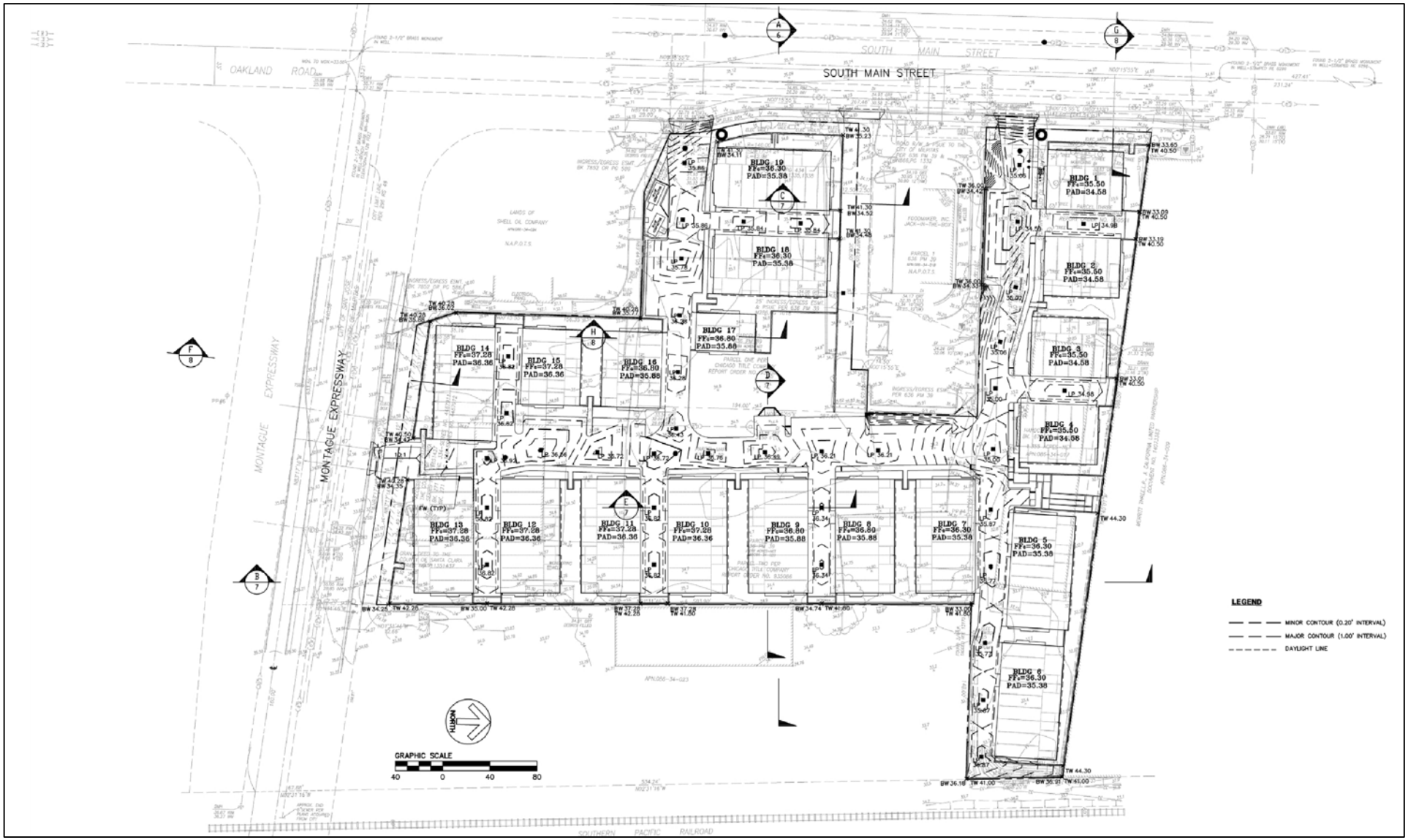


Figure 2

SITE PLAN

Main Street

Hexagon
Transportation Consultants, Inc.

These intersections were selected based on discussions with City of Milpitas staff. The intersections were analyzed during the weekday AM and PM peak hours of traffic (commonly referred to as the commute hours), which occur from 7:00 - 9:00 AM, and 4:00 - 6:00 PM. These periods represent the most congested traffic conditions of an average weekday.

The CMP's requirements regarding the need to study freeway segments for the proposed project were also evaluated. According to CMP guidelines, a freeway segment should be studied when a proposed development would add traffic to a segment greater than one percent of its capacity. Table 1 shows this comparison. (The methods used to assign project traffic to the roadway network are described in the "Project Impacts and Recommendations" chapter of this report.) The capacity of a mixed-flow lane as specified by the *Highway Capacity Manual* is 2,200 vehicles per hour (vph) on four-lane facilities, and 2,300 vph on facilities with six or more lanes. High occupancy vehicle lanes (HOV) were not included for this calculation. Based on this comparison, the study of freeway segments was not required for this analysis.

Table 1
Freeway Segment Evaluation

Freeway	Segment	Direction	# of Lanes	Capacity* (vphpl)	1% of Capacity	Project Trips AM	Project Trips PM
I-680	Hostetter Ave and Capitol Expwy	SB	4	9200	92	5	2
I-680	Capitol Expwy and Montague Expwy	SB	4	9200	92	5	2
I-680	Montague Expwy and Yosemite Dr	SB	4	9200	92	1	5
I-880	Brokaw Rd and Montague Expwy	SB	3	6900	69	12	6
I-880	Montague Expwy and Great Mall Pkwy	SB	3	6900	69	2	7
I-680	Hostetter Ave and Capitol Expwy	NB	4	9200	92	1	5
I-680	Capitol Expwy and Montague Expwy	NB	4	9200	92	1	5
I-680	Montague Expwy and Yosemite Dr	NB	4	9200	92	5	2
I-880	Brokaw Rd and Montague Expwy	NB	3	6900	69	3	14
I-880	Montague Expwy and Great Mall Pkwy	NB	3	6900	69	6	3

*Capacity was based on the ideal capacity cited in the *2000 Highway Capacity Manual*

The operations of the key intersections were evaluated for the following scenarios:

Scenario 1: *Existing Conditions.* Existing traffic volumes were obtained from new AM and PM peak hour traffic counts at the four City of Milpitas intersections, and at the five CMP intersections for the AM peak hour. The most recent PM peak hour counts for the CMP intersections were obtained from VTA's 2004 CMP Monitoring and Conformance Report.

Scenario 2: *Background Conditions.* Background traffic volumes were estimated by adding to existing peak-hour volumes the projected volumes from approved but not yet completed developments. The latter component is contained in the City of Milpitas Approved Trips Inventory (ATI).

Scenario 3: *Project Conditions.* 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.* Traffic volumes under future growth conditions were estimated by applying a growth factor to existing volumes, adding trips from approved developments, and adding project trips. This scenario is evaluated to fulfill CMP requirements.

Methods

This section describes the methods used to determine the traffic operations for each scenario. It includes the methods used for data collection, level of service calculations, and describes the various level of service standards, as well as the criteria for project impacts.

Data Collection

The data for the study locations were obtained through field observations, the City of Milpitas, new traffic counts (see appendix A), and the VTA's CMP. The following data were collected from these sources:

- existing traffic volumes,
- turn movements on Main Street,
- lane geometrics,
- signal timing and phasing.

Level of Service Methods

The previously-described data were then used to calculate each study location's level of service (LOS). Level of service is a qualitative measure of traffic operations, ranging from LOS A (free-flow condition) to LOS F (forced-flow conditions). The levels of service at signalized intersections were evaluated using TRAFFIX software with CMP defaults. This method uses the *2000 Highway Capacity Manual* methodology to estimate the average control delay per vehicle in seconds. This average delay can then be correlated to a level of service as shown on Table 2.

Level of Service Standards

For CMP intersections, the minimum acceptable level of service is LOS E. At intersections in Milpitas that are not CMP intersections, the minimum acceptable level of service is LOS D.

Project Impact Criteria

According to the City of Milpitas, as well as the CMP, project impacts at signalized intersections occur when:

1. The level of service at an intersection drops below its LOS standard (LOS E at CMP intersections, and LOS D on city streets) when project traffic is added; or

2. An intersection that is operating worse than its level of service standard under background conditions has an increase in critical delay of four or more seconds **AND** the demand-to-capacity ratio (V/C) is increased by more than .01 when project traffic is added.

The exception to this threshold is 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 is when the project increases the critical V/C value by .01 or more.

Table 2
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.

Report Organization

The remainder of this report is divided into six chapters. Chapter 2 describes existing conditions in terms of the existing roadway network, transit service, and existing bicycle and pedestrian facilities. Chapter 3 presents the intersection operations under background conditions. Chapter 4 describes the method used to estimate project traffic, its impact on the transportation system, and the recommended mitigation measures. Chapter 5 discusses the traffic conditions resulting from additional future growth. Chapter 6 presents the conclusions of the traffic impact analysis.

2.
Existing Conditions

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

Roadway Network

Regional access to the project is provided via Interstate 680 (I-680), I-880 and State Route 237 (SR 237). Direct access to the current site is provided via South Main Street. Other major facilities in the vicinity include Montague Expressway, Great Mall Parkway and South Abel Street. These facilities are 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 six lanes plus a SB AM HOV lane north of SR 237 and eight lanes south of SR 237.

I-880 is also a north/south freeway providing regional access from East Bay cities to San Jose, where it becomes SR 17. Within the City of Milpitas, I-880 is primarily a six-lane freeway. South of Montague Expressway, this facility was recently widened to six lanes.

State Route 237/Calaveras Boulevard is an east/west arterial between I-880 and I-680 and generally provides six travel lanes (four on the Union Pacific overcrossing). West of I-880, this facility becomes a freeway with primarily four mixed flow lanes and two High Occupancy Vehicle (HOV) lanes. Calaveras Boulevard accommodates a significant amount of regional through traffic during the peak commute hours. Milpitas staff estimate that approximately 50 percent of the peak hour traffic between I-680 and I-880 is generated outside of Milpitas. The predominate direction of travel is westbound in the morning and eastbound during the afternoon.

Great Mall Parkway is an east/west divided arterial connecting Capital Avenue to I-880. In general, this roadway operates within capacity and does not experience significant peak hour congestion except at its intersection with Montague Expressway. West of I-880, Great Mall Parkway becomes Tasman Drive.

Montague Expressway is an east/west expressway in southern Milpitas that generally provides six travel lanes. It is operated by the Santa Clara County Roads and Airports Department. The peak direction of travel is westbound in the morning, and eastbound in the evening. This facility also provides HOV lanes both during the AM peak hours in the westbound direction and PM peak hours in the eastbound direction. Montague Expressway is a CMP facility that experiences moderate congestion during both commute periods.

South Main Street is a north/south collector connecting Montague Expressway to residential areas north of Calaveras Boulevard. This roadway consists of four travel lanes from Montague Expressway to just north of Curtis Avenue, where it transitions to a two lane facility with parking on both sides. Main Street currently operates within capacity, but experiences peak hour congestion at its intersection with Montague Expressway.

South Abel Street is a four lane north/south arterial beginning at South Main Street and terminating at North Milpitas Boulevard. This roadway provides a center turn lane along some segments. This facility is signalized at major cross streets, where left-turn pockets are provided. On-street parking is generally prohibited, except adjacent to residential frontage. With the exception of certain movements at major intersections, this facility generally operates within its design capacity.

Pedestrian and Bicycle Facilities

Existing bicycle and pedestrian access to the proposed site is provided by a series of existing sidewalks and bike lanes on South Main Street and Abel Street. Bikes are also permitted to use the shoulder area of Montague Expressway. Figure 3 shows the existing bikeways.

Transit Service

Existing bus service on the surrounding roadway network is provided by the Santa Clara Valley Transportation Authority (VTA). Route 66 and Route 77, which service Milpitas and San Jose, are located closest to the proposed project site. Table 3 summarizes the service frequencies for these routes. Light rail connects North First Street in San Jose to Hostetter Avenue via center lane medians on Tasman Drive, Great Mall Parkway, and Capitol Avenue. Figure 4 shows the existing transit service.

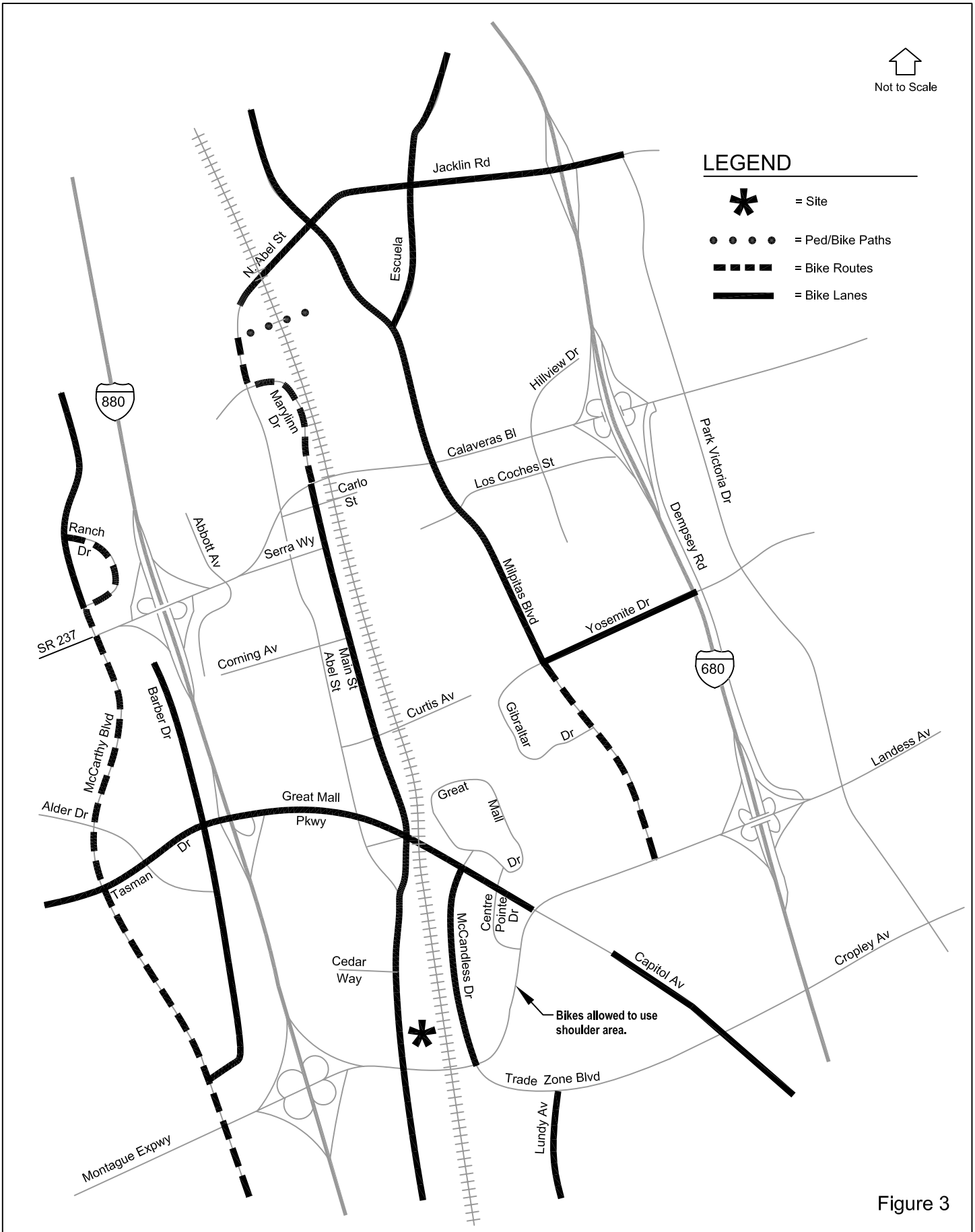


Figure 3

EXISTING BIKEWAYS MAP

Main Street

Hexagon
Transportation Consultants, Inc.

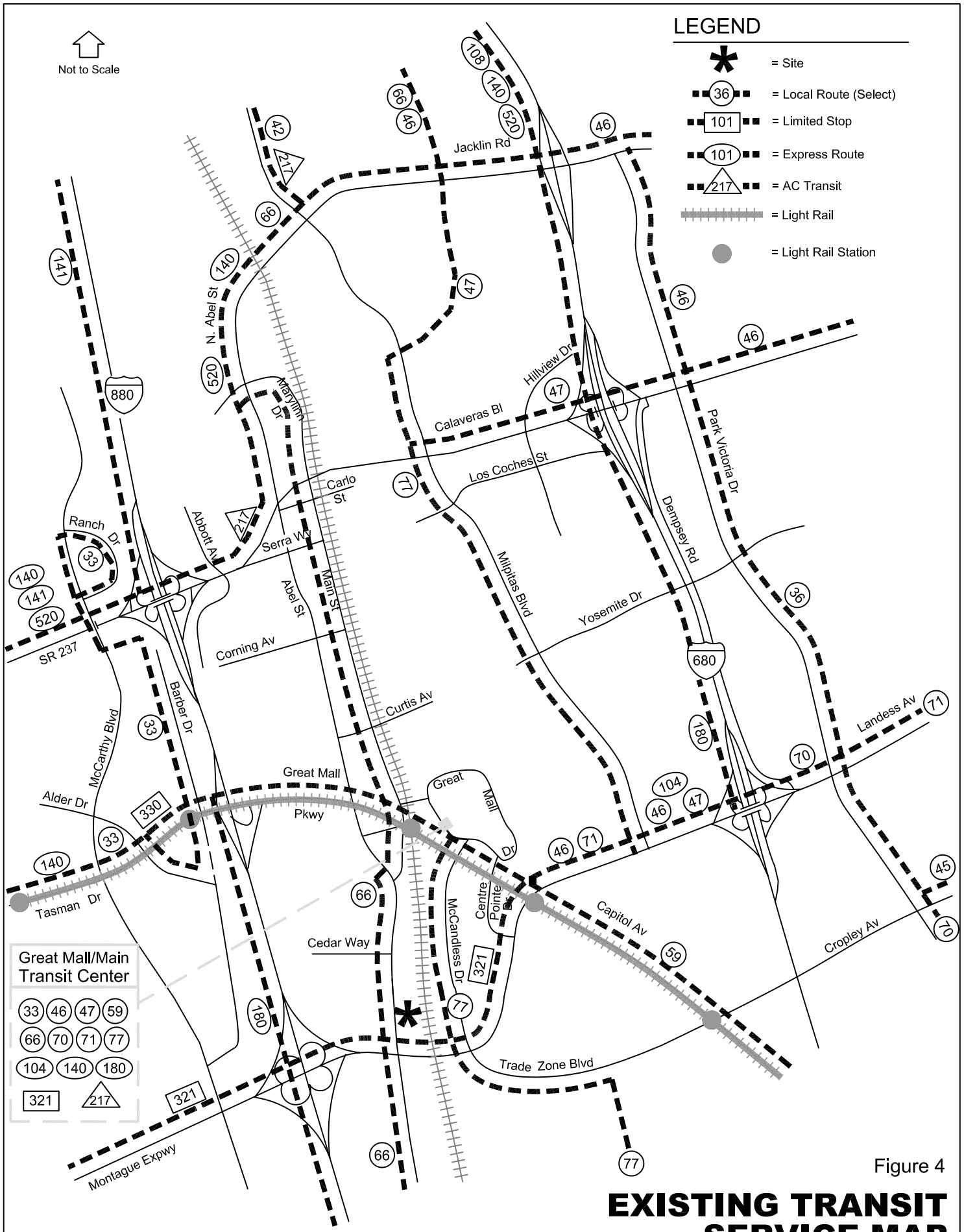


Figure 4

EXISTING TRANSIT SERVICE MAP

Main Street

Hexagon Transportation Consultants, Inc.

Table 3
VTA Transit Service

Line	Route Description	Weekday Hour of Operation	Headway*
Route 77	Milpitas to East San Jose	5:30 AM to 9:30 PM	15 to 30 minutes
Route 66	Milpitas to Downtown San Jose	5:00 AM to 11:30 PM	15 minutes

* Headways during commute periods

Existing Intersection Operations

Existing PM peak-hour traffic volumes for the 5 CMP intersections were obtained from the 2004 CMP Monitoring Report for Santa Clara County. For the AM peak hour at the CMP intersections and for both peak hours at the non-CMP intersections new traffic counts were conducted. The traffic count data are included in Appendix A.

The operations of the study intersections were evaluated using TRAFFIX software to determine their levels of service. The lane configurations used for the calculations are shown in Figure 5. The intersection turn movement volumes are shown in Figure 6. Table 4 presents the results of the signalized intersection level of service calculations. The TRAFFIX calculation sheets are included in Appendix B. According to the LOS standards discussed in Chapter 1, the following intersections are operating at unacceptable levels of service during the PM peak hour:

- Main Street and Montague Expressway
- McCandless Drive/Trade Zone Boulevard and Montague Expressway

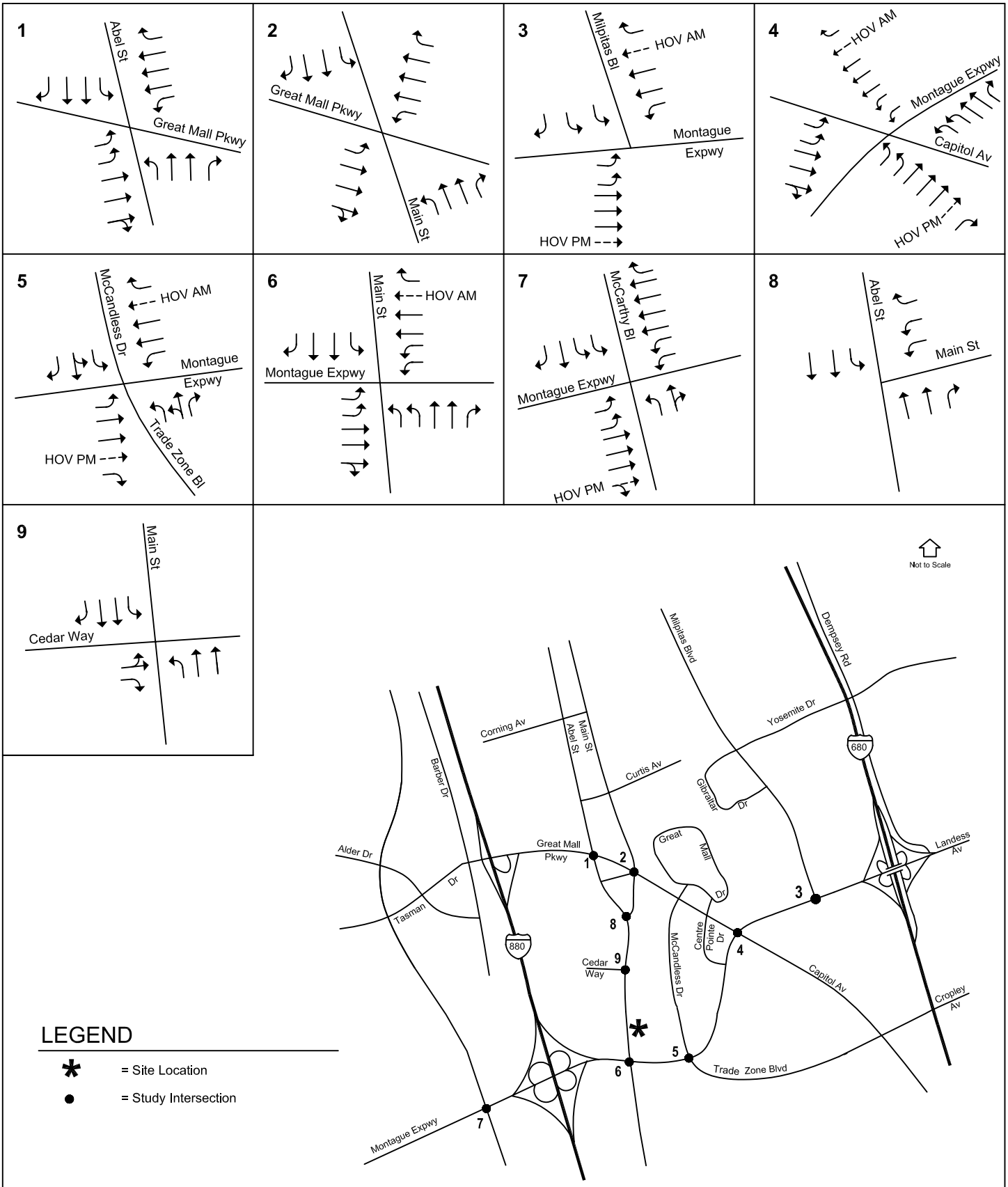


Figure 5

EXISTING LANE GEOMETRIES

Main Street

Hexagon
Transportation Consultants, Inc.

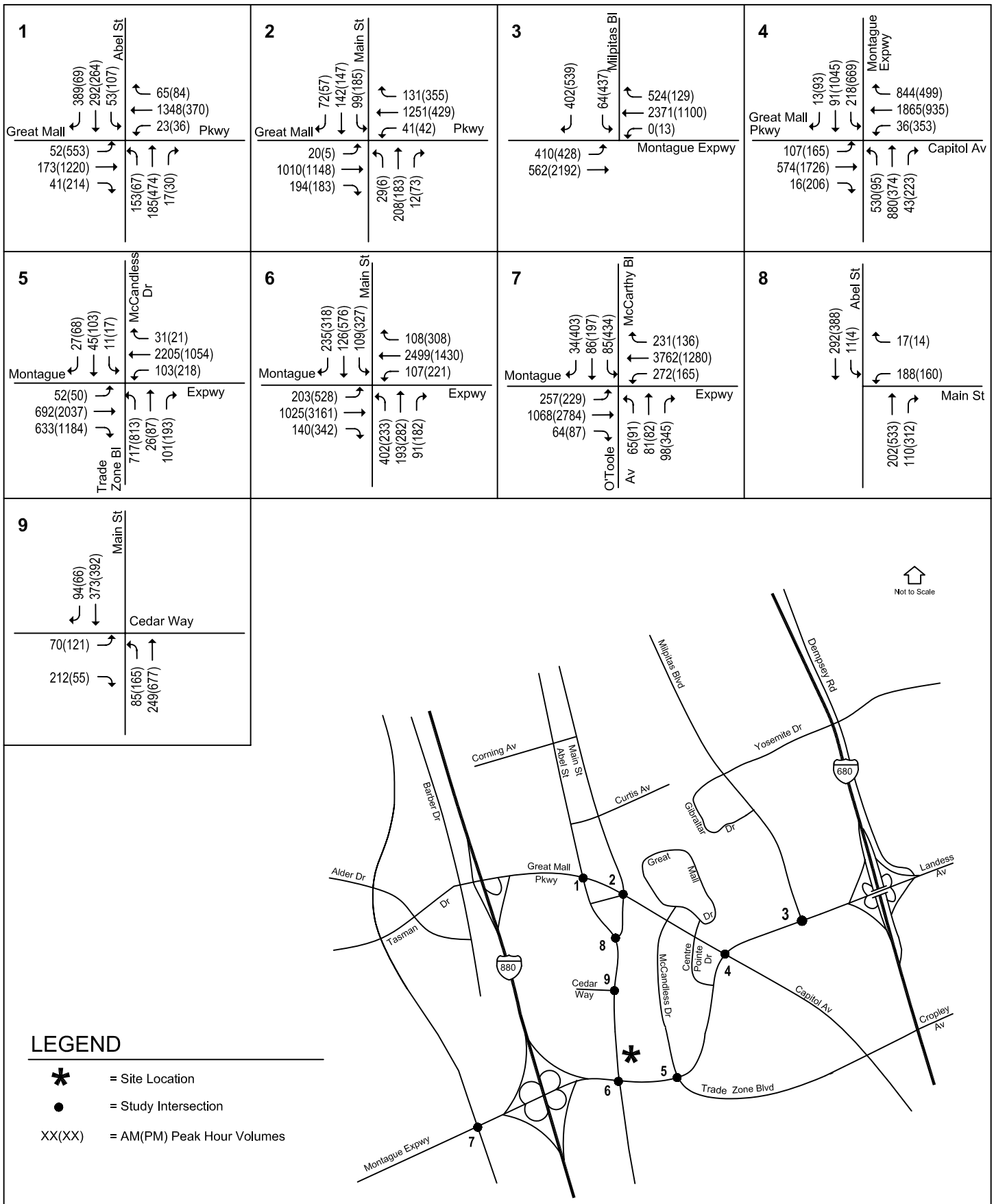


Figure 6

EXISTING TRAFFIC VOLUMES

Main Street

Hexagon
Transportation Consultants, Inc.

Table 4
Existing Intersection Levels of Service

Intersection	Peak Hour	Count Date	Existing Ave. Delay	Existing LOS
South Abel Street and Great Mall Parkway	AM	5/4/2005	32.2	C
	PM	5/4/2005	29.6	C
South Main Street and Great Mall Parkway	AM	5/4/2005	17.5	B
	PM	5/12/2005	19.7	B
South Milpitas Boulevard and Montague Expressway*	AM	5/4/2005	29.4	C
	PM	9/23/2004	35.1	D
Great Mall Parkway/East Capitol Avenue and Montague Expressway*	AM	5/5/2005	48.0	D
	PM	9/23/2004	64.7	E
McCandless Drive/Trade Zone Boulevard and Montague Expressway*	AM	5/10/2005	54.3	D
	PM	9/23/2004	88.7	F
South Main Street/Oakland Road and Montague Expressway*	AM	5/11/2005	45.6	D
	PM	9/23/2004	100.6	F
McCarthy Boulevard/O'Toole Avenue and Montague Expressway*	AM	5/12/2005	42.0	D
	PM	10/10/2004	60.5	E
South Abel Street and South Main Street	AM	5/5/2005	12.0	B
	PM	5/5/2005	8.0	A
South Main Street and Cedar Way	AM	5/11/2005	15.4	B
	PM	5/11/2005	12.1	B

* Denotes CMP intersection.

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. Traffic volume and roadway network assumptions are described below. The pedestrian and bicycle facilities were assumed unchanged from those of existing conditions.

Roadway Network

It is assumed in this analysis that the roadway network under background conditions would be the same as the existing roadway network.

Background Traffic Volumes

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 supplied by the City of Milpitas and can be found in Appendix C. Background traffic volumes are shown on Figure 7.

Approved Developments

Following are the approved developments that would produce trips in the study area:

- Cisco Systems Site 4 -San Jose = 330,000 s.f.
- Tasman/McCarthy Business Center = 400,000 s.f.
- Irvine Company R&D -Phase 2 = 736,728 s.f.
- Great Mall GLA Recapture = 60,000 s.f.
- Cisco Systems Site 5 – Milpitas = 225,000 s.f.
- Veritas Software = 991,000 s.f.
- Park Place Residential = 280 MFD
- Jones Chemical R&D Development = 80,000 s.f.

- Elmwood Residential Project = 722 SFD/MFD
- 790 East Capitol Retail = 12,265 s.f. office/retail

Intersection Operations

Intersection level of service calculations were conducted to evaluate the operating levels of the key signalized intersections under background conditions. The results are shown on Table 5. The TRAFFIX calculation sheets are included in Appendix B. According to City of Milpitas and CMP guidelines, the following intersections will operate at unacceptable levels during the PM peak hour:

- Great Mall Parkway/East Capitol Avenue and Montague Expressway
- McCandless Drive/Trade Zone Boulevard and Montague Expressway
- Main Street and Montague Expressway

The remaining study intersections are projected to operate at acceptable levels during both peak hours.

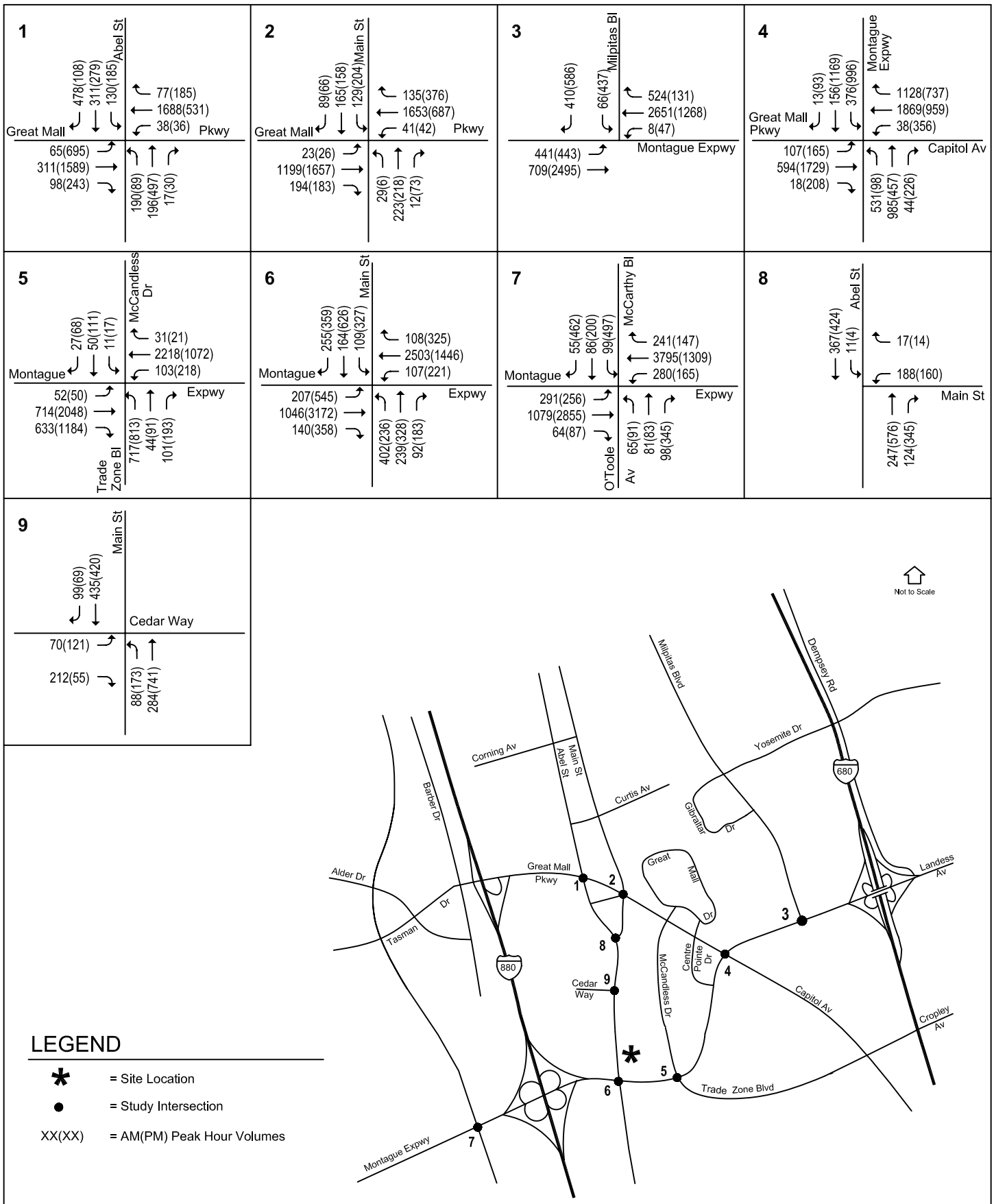


Figure 7

BACKGOUND TRAFFIC VOLUMES

Main Street

Hexagon
Transportation Consultants, Inc.

Table 5
Background Intersection Levels of Service

Intersection	Peak Hour	Count Date	Existing Ave. Delay	Existing LOS	Background Ave. Delay	Background LOS
South Abel Street and Great Mall Parkway	AM	5/4/2005	32.2	C	36.6	D
	PM	5/4/2005	29.6	C	32.5	C
South Main Street and Great Mall Parkway	AM	5/4/2005	17.5	B	17.8	B
	PM	5/12/2005	19.7	B	20.6	C
South Milpitas Boulevard and Montague Expressway*	AM	5/4/2005	29.4	C	29.4	C
	PM	9/23/2004	35.1	D	38.1	D
Great Mall Parkway/East Capitol Avenue and Montague Expressway*	AM	5/5/2005	48.0	D	68.2	E
	PM	9/23/2004	64.7	E	92.8	F
McCandless Drive/Trade Zone Boulevard and Montague Expressway*	AM	5/10/2005	54.3	D	56.3	E
	PM	9/23/2004	88.7	F	91.5	F
South Main Street/Oakland Road and Montague Expressway*	AM	5/11/2005	45.6	D	47.1	D
	PM	9/23/2004	100.6	F	105.3	F
McCarthy Boulevard/O'Toole Avenue and Montague Expressway*	AM	5/12/2005	42.0	D	42.0	D
	PM	10/10/2004	60.5	E	65.3	E
South Abel Street and South Main Street	AM	5/5/2005	12.0	B	12.0	B
	PM	5/5/2005	8.0	A	8.0	A
South Main Street and Cedar Way	AM	5/11/2005	15.4	B	15.4	B
	PM	5/11/2005	12.1	B	12.1	B

* Denotes CMP intersection.

4.
Project Impacts and Recommendations

The impacts of the proposed project are discussed in this chapter. First, the method used to estimate the amount of traffic added to the roadway system by the project is described. Then, as specified by CMP requirements, individual intersections are analyzed under project conditions. Project conditions are defined as background volumes plus the additional traffic generated by the proposed project. Under project conditions, the roadway network would be the same as under background conditions.

Project Traffic Estimates

The amount of traffic associated with a development is estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In the first step, the amount of traffic entering and exiting the site is estimated on a peak hour basis. In the second step, the directions of approach and departure of project traffic are estimated. In the third step, the trips are assigned to specific streets and intersections. This process is described in the following sections.

Trip Generation

The amount of traffic generated by the proposed project was estimated by applying the appropriate trip generation rates to the size of the development. The trip generation rates used were those published by the San Diego Association of Governments (SANDAG) for condominium uses. The project's trip generation estimates are presented in Table 6.

The VTA light rail service operates along Great Mall Parkway, which will increase the probability that the occupants of the proposed project would use transit. However, the light rail station is not located within 2,000 feet of the proposed project. Therefore, per CMP technical guidelines, no trip deduction was assumed.

Table 6
Project Trip Generation

				AM Peak Hour				PM Peak Hour			
Land Use	Size /a/	Daily Rate	Daily Trips	Pk-Hr Rate	In	Out	Total	Pk-Hr Rate	In	Out	Total
Condominiums	153	8.0	1,224	0.64	20	78	98	0.8	85	37	122

/a/ Condominium size expressed in number of units.
Source: Based on San Diego Association of Governments (SANDAG) Traffic Generation Rates (1998).

Trip Distribution & Assignment

The proposed project's trip distribution pattern was estimated based on previous traffic impact analyses and the relative locations of complementary land uses. The trip distribution pattern is shown graphically on Figure 8. The trips generated by the proposed project were then assigned to the roadway network based on this directional distribution during the peak hours of adjacent street traffic. Figure 9 shows the proposed project's trip assignment.

Intersection Impacts and Mitigation

Project traffic volumes were calculated by adding peak-hour, project-generated traffic to the background volumes. Intersection level of service calculations were conducted to evaluate the impacts of the proposed project at the key intersections. Background conditions served as a base from which the impacts were evaluated. The results of the level of service calculations are shown in Table 7. The level of service calculation sheets are included in Appendix B. According to the definitions provided in Chapter 1, the proposed project would not result in any significant impacts. However, the project would add traffic to intersections that are currently operating at unacceptable levels under background conditions. These include:

- Great Mall Parkway/East Capitol Avenue and Montague Expressway
- McCandless Drive/Trade Zone Boulevard and Montague Expressway
- Main Street and Montague Expressway

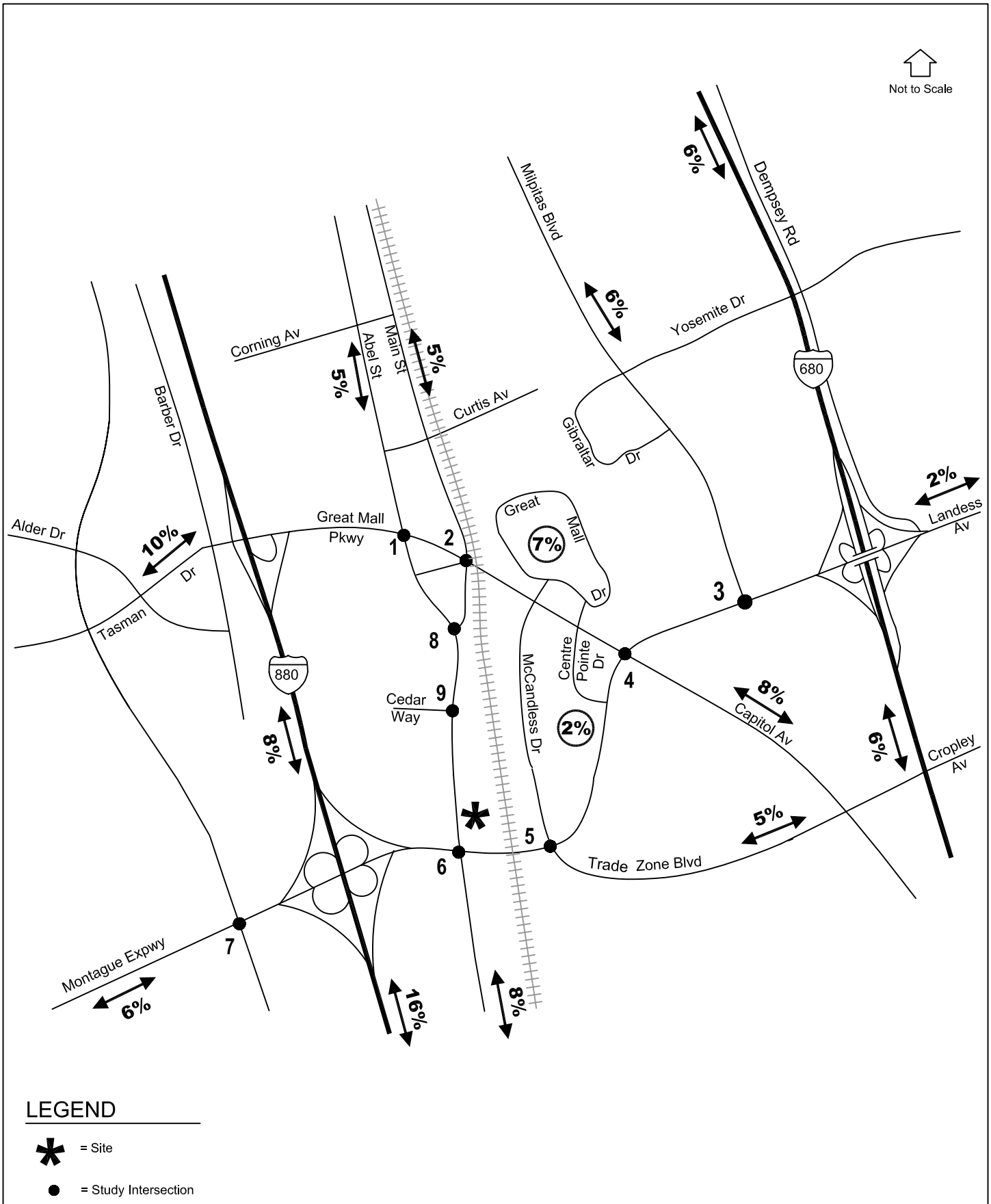
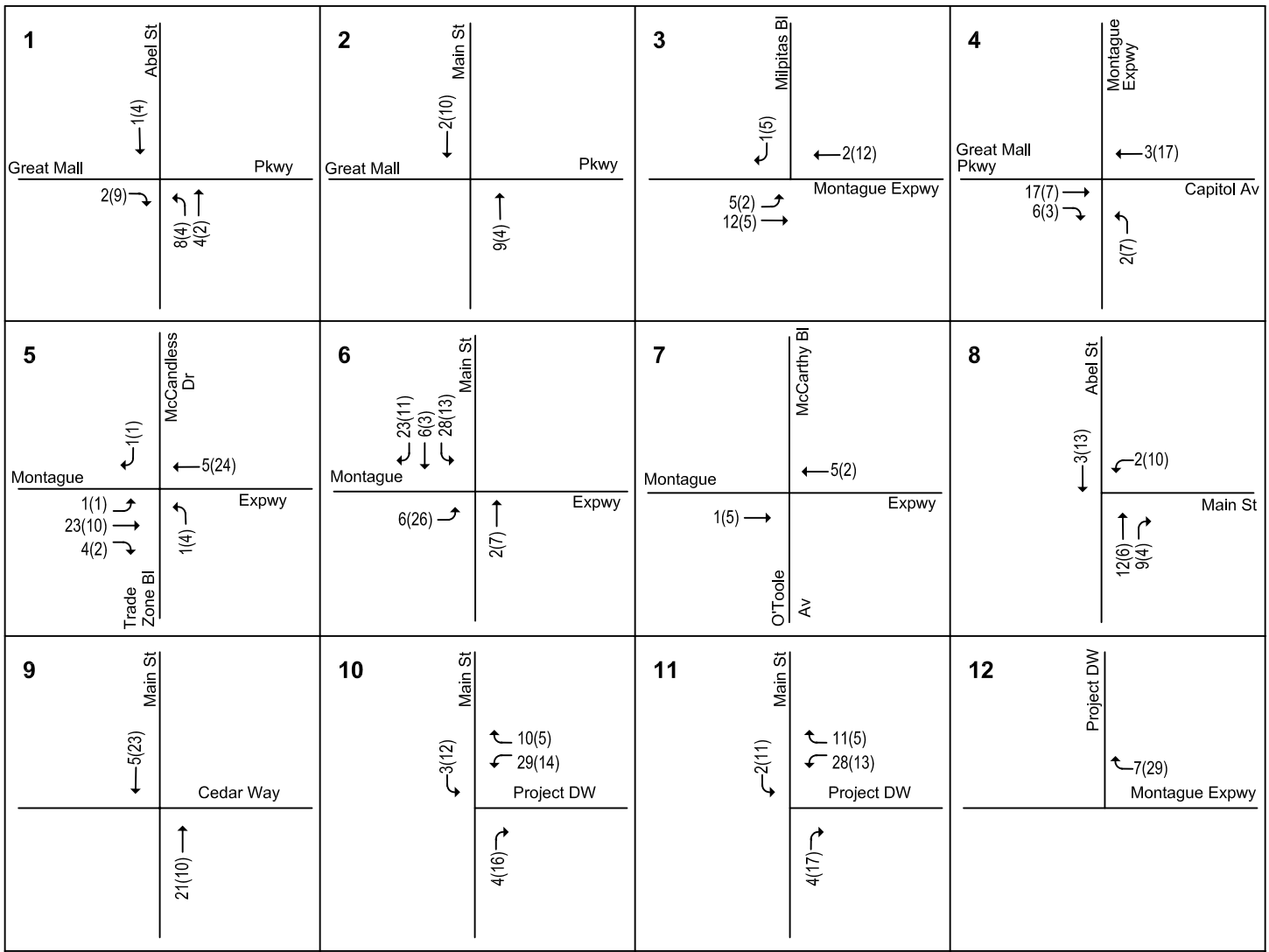


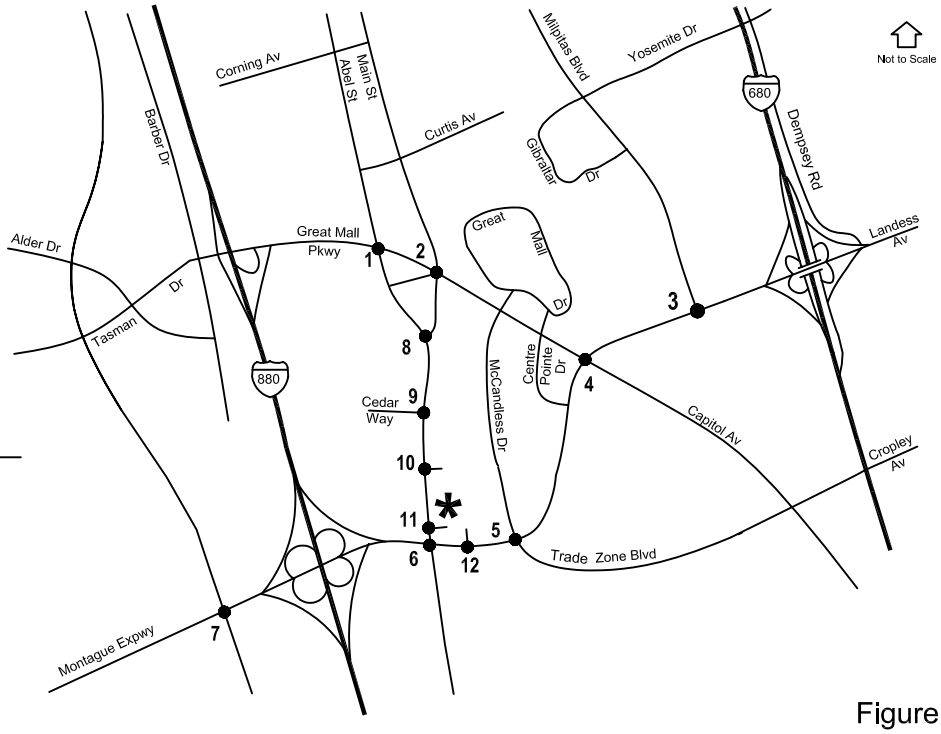
Figure 8

PROJECT TRIP DISTRIBUTION

Main Street

Hexagon
Transportation Consultants, Inc.





LEGEND

* = Site Location

● = Study Intersection

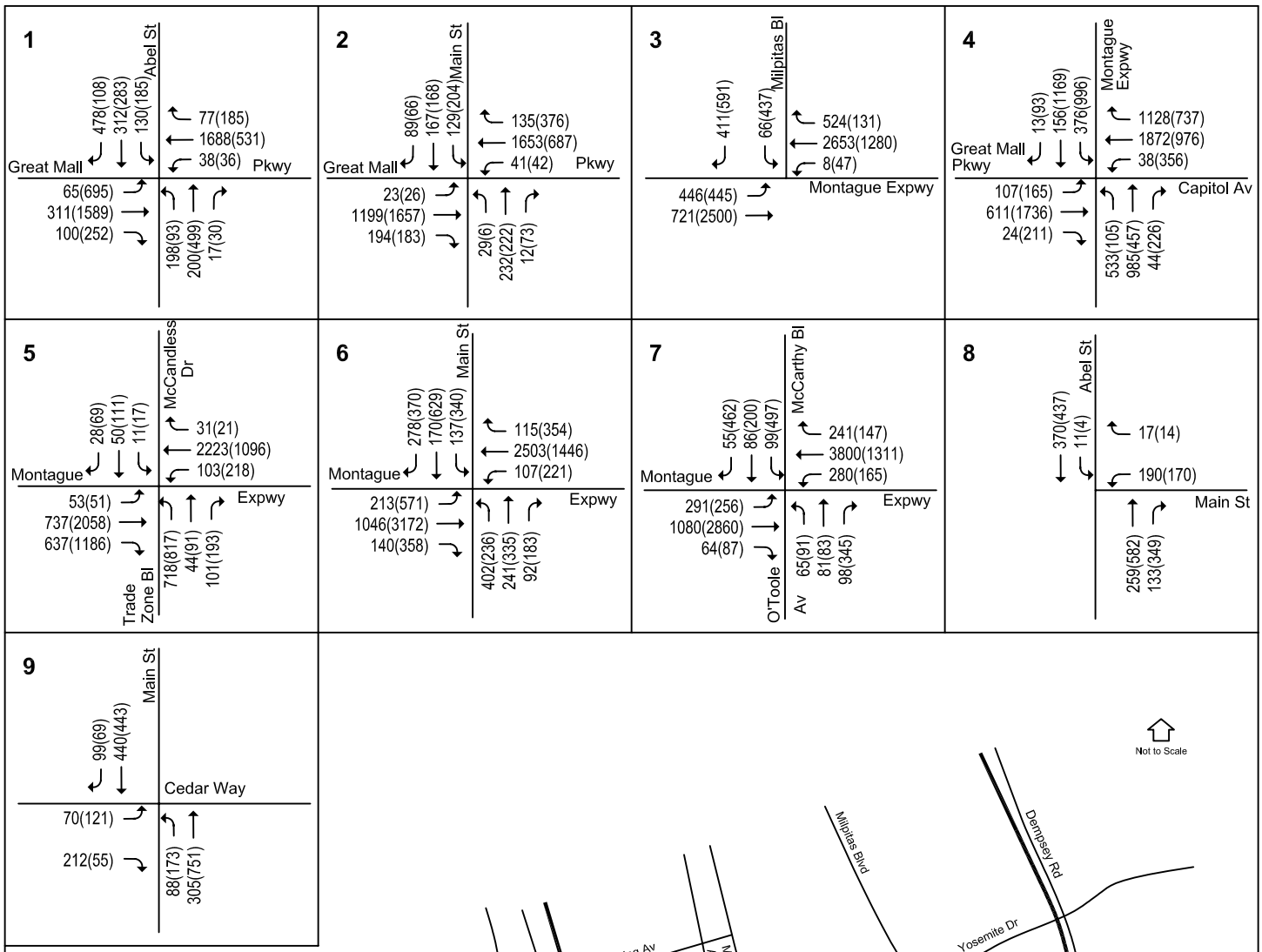
XX(XX) = AM(PM) Peak Hour Volumes

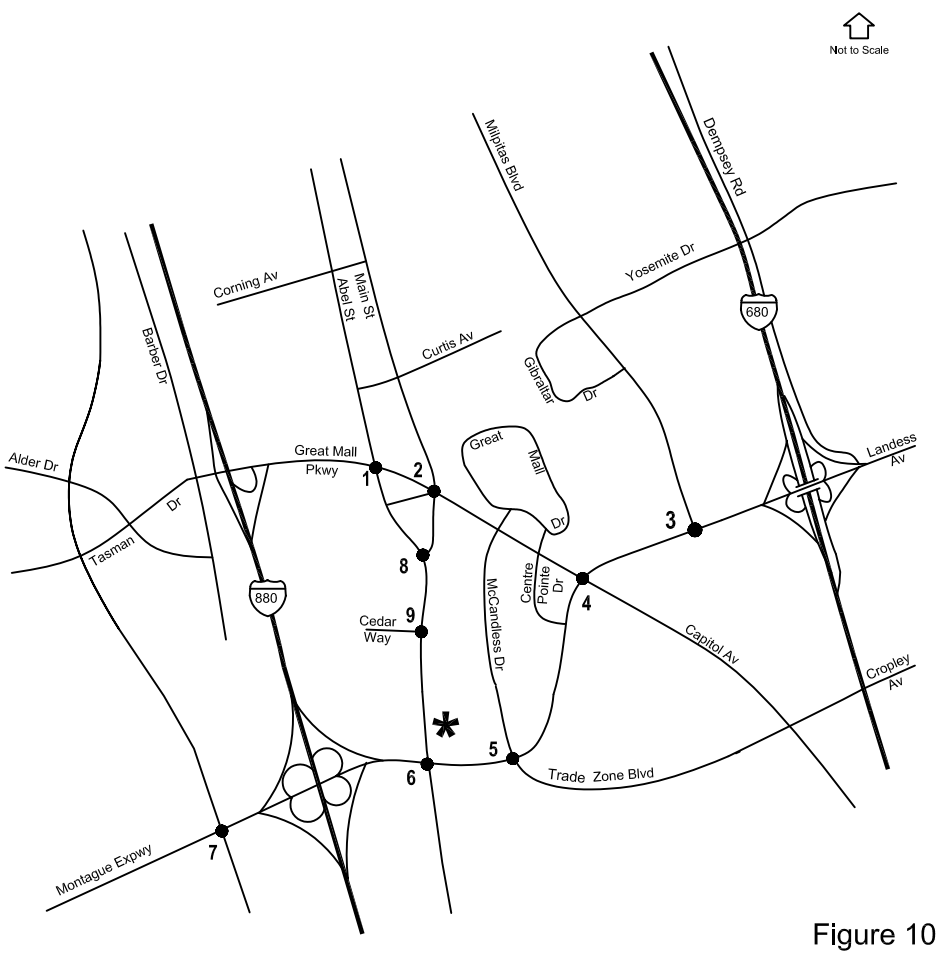
Figure 9

PROJECT TRIP ASSIGNMENT

Main Street

Hexagon
Transportation Consultants, Inc.





LEGEND

*	= Site Location
●	= Study Intersection
XX(XX)	= AM(PM) Peak Hour Volumes

Figure 10

BACKGROUND PLUS PROJECT TRAFFIC VOLUMES

Main Street

Hexagon
Transportation Consultants, Inc.

Table 7
Project Condition Levels of Service

Intersection	Peak Hour	Background Ave. Delay	Background LOS	Project Conditions Ave. Delay	Project Conditions LOS	Incr. In Crit Delay	Incr. In Crit V/C
South Abel Street and Great Mall Parkway	AM	36.6	D	36.9	D	0.5	0.005
	PM	32.5	C	32.5	C	0.0	0.002
South Main Street and Great Mall Parkway	AM	17.8	B	17.9	B	0.1	0.003
	PM	20.6	C	20.6	C	0.0	0.001
South Milpitas Boulevard and Montague Expressway*	AM	29.4	C	29.4	C	0.1	0.001
	PM	38.1	D	38.2	D	0.2	0.005
Great Mall Parkway/East Capitol Avenue and Montague Expressway*	AM	68.2	E	68.1	E	0.0	0.000
	PM	92.8	F	92.6	F	-0.2	0.001
McCandless Drive/Trade Zone Boulevard and Montague Expressway*	AM	56.3	E	56.4	E	0.2	0.002
	PM	91.5	F	91.7	F	0.8	0.004
South Main Street/Oakland Road and Montague Expressway*	AM	47.1	D	48.6	D	2.7	0.012
	PM	105.3	F	106.7	F	2.6	0.010
McCarthy Boulevard/O'Toole Avenue and Montague Expressway*	AM	42.0	D	42.0	D	0.0	0.001
	PM	65.3	E	65.3	E	0.0	0.000
South Abel Street and South Main Street	AM	12.0	B	12.0	B	0.7	0.014
	PM	8.0	A	8.0	A	0.3	0.006
South Main Street and Cedar Way	AM	15.4	B	15.4	B	0.0	0.002
	PM	12.1	B	12.1	B	-0.2	0.007

* Denotes CMP intersection.

As mitigation for the project's "cumulative impacts" on existing deficient intersections, the City of Milpitas requires projects to pay their “fair share” of the traffic improvement costs. Currently, the City and County have plans to widen Montague Expressway. Since the proposed project would contribute traffic to deficient intersections on Montague Expressway, it will be required to make a monetary contribution toward the Montague improvements.

Offsite Pedestrian and Bicycle Impacts

Existing bicycle and pedestrian access to the site is provided by a series of sidewalks, crosswalks, and bike lanes on Great Mall Parkway and Main Street. Bikes also are permitted to use the shoulder area of Montague Expressway. Although the proposed development would slightly increase the demand for these modes, the existing facilities would be adequate under project conditions.

Transit Impacts

The current transit service in the project vicinity consists of two VTA operated bus routes and several bus stops on Great Mall Parkway and Main Street. 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 on these trips would not result in a demand for transit service greater than what is currently being provided.

Residents of the proposed project would reside approximately one-half mile from the Tasman east light rail station at the Great Mall of the Bay Area. The light rail station and its companion bus transfer station

are operating today. The presence of these facilities might increase the likelihood that the future residents of the proposed project would ride transit. However, the incremental impact of this project on system-wide ridership would be minimal.

Site Access, Circulation, and Parking

This section describes the site access, circulation, and parking aspects of the proposed residential project. This review is based on a project plan supplied to Hexagon.

Site Access

The proposed site plan shows two project driveways to Main Street . Plus an emergency access only driveway to Montague Expressway. The Main Street driveways would be 30 feet wide, contain two lanes, and provide limited inbound and outbound access. The northern driveway would permit all movements except left-turns out, while the south driveway would permit right in/out only. These driveways would be controlled with striping and signage. A figure showing the project driveways and driveways within the project vicinity is shown in Appendix E.

ITE standards for driveway design and location were used in evaluation of the project driveways on Main Street. The standards for commercial driveways were used since ITE defines commercial driveways as those serving more than four dwelling units. ITE recommends the following standards for two-way commercial driveways:

- Widths between 30 to 40 feet and 15-feet radii (driveways with low-volume activity may have widths of 24 feet, providing that 20-foot radii are used).
- 51-150 feet of frontage for two driveways.

There is approximately 300 feet of property frontage on Main Street, which is sufficient for the two driveways. Exact driveway measurements could not be obtained from the site plan, so recommendations are based on general design concepts only.

There is an existing Jack in the Box restaurant that is situated between the two proposed project driveways on Main Street. Jack in the Box has one full-access driveway at the south end of the property, approximately 365 feet north of the Montague Expressway/Main Street intersection.

A Shell gas station is located at the northeast corner of the Montague Expressway/Main Street intersection. The Shell gas station has approximately 200 feet of frontage along Main Street with two full-access driveways. The driveways are 80 feet and 180 feet north of the Montague Expressway/Main Street intersection, respectively.

Hexagon performed AM and PM peak hour field observations of traffic operations along Main Street on Tuesday May 3, 2005. The observations showed that both the Jack in the Box and Shell driveways functioned well during the AM and PM peak hours. However, during the PM peak hour the southbound left-turn pocket at the Montague Expressway/Main Street intersection frequently queued past the Shell gas station driveways, which prohibited vehicles from making left-turns out of the site. The left-turn movements at the Jack in the Box driveway were not affected by the southbound left-turn queue at Montague Expressway/Main Street. Hexagon calculated a level of service at the Jack in the Box driveway of LOS B during both the AM and PM peak hours. The observations showed that there were adequate gaps in northbound and southbound traffic to allow for vehicles to make left-turns in and out of Jack in the Box driveway, with no more than 10 seconds of delay.

Near term project conditions were calculated by using existing traffic volumes with the addition of traffic generated by the project. Under the near-term conditions, the project driveways would operate at an acceptable LOS B during both the AM and PM peak hours.

The City of Milpitas is considering plans to install a median adjacent to the project frontage. If a median is installed, the city has agreed that it would allow for southbound left-turns in to the project site through the northern project driveway only. This would prevent forcing U-turns at the already congested intersection of Montague Expressway/Main Street. The southern project driveway will allow right in/out accessibility only. Vehicles wanting to travel southbound from the site would make a right-turn out of the site and continue northbound to the nearest median opening, where they would then make a U-turn.

Recommendation 1: At the project occupancy, the northern driveway should be a partial access driveway that permits all movements except outbound left-turns. The southern driveway should be limited to right inbound and outbound access only. This should be controlled with new striping and signage on the roadway.

Recommendation 2: If a median is installed, Hexagon believes that a median break should be provided, at the northern driveway, to allow for left-turns in to the project site. The southern driveway will be restricted to right in/out only.

Site Circulation

The site's street layout would consist of three primary roads. Two roadways would run east/west and link the project driveways on South Main Street to parking areas. One roadway would run north/south between the Montague Expressway emergency vehicle access driveway and the northern-most roadway. The east/west internal roadways are shown to be 22 feet wide. The north/south internal roadway is shown to be 26 feet wide throughout most of the site and 16 feet near the emergency vehicle driveway access on Montague Expressway. Clear sight distance triangles should be provided at the project driveways to optimize sight distance. Any landscaping and signage should be located in such a way to ensure an unobstructed view for drivers exiting the site.

The plan shows several dead-end aisles. The dead-end aisles range in length from approximately 80 feet to 130 feet and serve private residences. Dead-end aisles are undesirable because drivers can enter the aisle, and upon discovering that there is no available parking, must back out or conduct three-point turns. In areas where parking spaces are designated for specific individuals, dead-end aisles are less problematic. Generally, turn-arounds should be provided in residential developments when needed for emergency vehicles, garbage collection, or visitor parking. A truck turning template (SU 30) was used to determine whether trucks would be able to traverse the site without making three-point turns. The analysis showed that trucks would be able to adequately traverse the site.

Parking

At the time of the original analysis the project consisted of 153 two bedroom townhome/condominiums. However, based on the latest site plan provided to Hexagon, dated 8/25/05, the project consists of 147 units. Therefore, the parking analysis is based on the current 147 two bedroom units. The City of Milpitas parking code 8.06-1 for Off-Street parking is as follows:

a) Studio: one (1) covered automobile stall per unit.
b) One (1) bedroom: one and one-half (1½) covered automobile stalls per unit.

c) Two (2) or more bedrooms: two (2) covered automobile stalls per unit.
d) Guest parking: fifteen percent (15%) of automobile stalls required in (a) through (c) above. May be covered or uncovered.

Parking for the project was calculated based on the two bedroom rate as follows:

- Residential = 147 units x 2 spaces = 294 spaces.
- Guest = 294 spaces x 15% = 45 spaces.
- Total parking required per Milpitas = 339 spaces.

The project proposes 341 on-site parking spaces. This is more than the 339 on-site parking spaces required by the City of Milpitas.

The project satisfies the minimum on-site parking requirements.

Pedestrian Facilities

The majority of roadways in the project area currently have sidewalks on both sides of the street, with crosswalks and pedestrian signal heads at all of the major intersections. The extensive network of sidewalks within the study area would provide residents with a safe connection between the project site and the other surrounding land uses in the area.

Bicycle Facilities

South Main Street, Great Mall Parkway, and McCandless Drive all have bike lanes. The project study area contains a fairly extensive bicycle network. A reasonable assumption for bicycle commute trip generation would be a one percent mode share. This calculates to approximately 1 bicycle trip during both the AM and PM peak periods of traffic. Thus, the proposed project would have very little effect on the existing bicycle facilities in the study area.

In summary, the proposed project would not have an adverse effect on the existing pedestrian or bicycle facilities in the study area.

5.
Future Growth Conditions

This chapter presents a summary of the traffic conditions that would occur under future growth conditions. The purpose of analyzing future growth conditions is to assess the traffic conditions that would occur at the time that the proposed development becomes occupied. For this analysis, the assumed full occupancy date is late 2007. The analysis of future growth conditions is required by the CMP. The proposed project is consistent with the City's *Midtown Specific Plan*, which evaluated year 2015 impacts on the transportation system. Therefore, no additional analyses of year 2015 impacts and mitigations are needed.

The intersection lane configurations under future growth conditions were assumed to be the same as described under project conditions. Traffic volumes under future growth conditions were estimated by applying to the existing volumes an annual growth rate of two percent, then adding the trips from approved developments and the project trips. This growth rate is the standard in the City of Milpitas.

The level of service results for the study intersections under future growth conditions are summarized in Table 8. The results show that, measured against the appropriate level of service standards, the following intersections would operate at unacceptable levels:

- South Main Street and Montague Expressway
- Great Mall Parkway/East Capitol Avenue and Montague Expressway
- McCandless Drive/Trade Zone Boulevard and Montague Expressway
- McCarthy Boulevard/O'Toole Avenue and Montague Expressway

The future growth traffic volumes and the intersection level of service calculations are included in Appendix B.

Table 8
LOS Under Future Growth Conditions

Intersection	Peak Hour	Ave. Delay	LOS
South Abel Street and Great Mall Parkway	AM	38.1	D
	PM	33.0	C
South Main Street and Great Mall Parkway	AM	18.1	B
	PM	21.0	C
South Milpitas Boulevard and Montague Expressway*	AM	30.3	C
	PM	39.9	D
Great Mall Parkway/East Capitol Avenue and Montague Expressway*	AM	71.6	E
	PM	96.6	F
McCandless Drive/Trade Zone Boulevard and Montague Expressway*	AM	59.7	E
	PM	110.9	F
South Main Street/Oakland Road and Montague Expressway*	AM	50.3	D
	PM	117.9	F
McCarthy Boulevard/O'Toole Avenue and Montague Expressway*	AM	42.0	D
	PM	81.4	F
South Abel Street and South Main Street	AM	12.0	B
	PM	8.0	A
South Main Street and Cedar Way	AM	15.4	B
	PM	12.1	B

* Denotes CMP intersection.

6. Conclusions

The proposed project's impacts were evaluated in accordance with Congestion Management Program, City of Milpitas, and City of San Jose guidelines at 9 intersections during the AM and PM peak commute hours. The signalized intersections were evaluated using the *2000 Highway Capacity Manual* methodology and TRAFFIX software.

Trip Generation. The trip generation rates used were those published by the San Diego Association of Governments (SANDAG) for condominium uses. It was estimated that the project would generate 98 AM peak hour trips and 122 PM peak hour trips. The proposed project's trip distribution pattern was estimated based on previous traffic impact analyses. The trips generated by the proposed development were then assigned to the roadway network based on this directional distribution.

Intersection Impacts and Mitigation. The proposed project would not result in any significant impacts at the study intersections. However, the project would add traffic to three intersections that are operating at unacceptable levels under background conditions. To account for the cumulative impacts of new development traffic on existing deficient intersections, the City of Milpitas requires projects to pay their "fair share" of the traffic improvement costs. Currently, the City and County have plans to widen Montague Expressway. Since the proposed project would contribute traffic to deficient intersections on Montague Expressway, it would be required to make a monetary contribution toward the Montague improvements.

Impacts to Alternative Modes. The proposed project's impacts to existing bicycle, transit, and pedestrian facilities were also evaluated as part of this study. Although the development would slightly increase the demand for these modes, it would not result in any adverse significant impacts.

Site Access. City staff are requiring that the project driveways along South Main Street be constructed to allow partial access to the site. The northern driveway will be a partial access driveway that will permit all movements except outbound left-turns. The southern driveway will be limited to right inbound and outbound access only. This will be controlled with striping and signage.

Main Street RGC
Technical Appendices

October 4, 2005

Appendix A

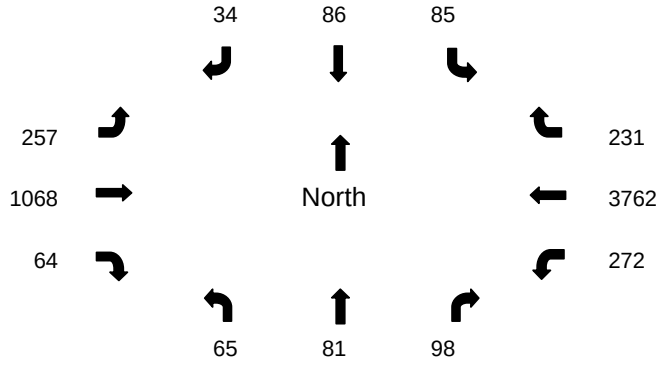
Traffic Counts

AM Peak-Hour Volume Count Worksheet

Date: 5/12/2005
Counter: Sarjita and Sumita
Intersection Name: Montague Expressway and McCarthy Blvd and O'toole
Weather: Clear

	O'Toole North Approach			Montague Expressway East Approach			McCarthy South Approach			Montague Expressway West Approach		
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
7:00	0	0	0	0	0	0	0	0	0	0	0	0
7:15	8	14	14	45	644	35	38	10	19	8	234	42
7:30	23	24	44	117	1750	91	67	19	26	14	470	97
7:45	33	44	65	185	2617	158	95	49	50	33	720	160
8:00	37	65	81	219	3654	260	115	70	70	50	1046	238
8:15	42	100	99	276	4406	307	136	91	84	72	1302	299
8:30	55	115	114	390	5347	326	166	115	89	86	1564	355
8:45	64	126	129	442	6153	369	183	129	107	101	1834	412
9:00	71	139	144	497	6972	410	210	144	119	118	2079	477

Peak Hour													Hourly Totals
7:00 - 8:00	37	65	81	219	3654	260	115	70	70	50	1046	238	5905
7:15 - 8:15	34	86	85	231	3762	272	98	81	65	64	1068	257	6103
7:30 - 8:30	32	91	70	273	3597	235	99	96	63	72	1094	258	5980
7:45 - 8:45	31	82	64	257	3536	211	88	80	57	68	1114	252	5840
8:00 - 9:00	34	74	63	278	3318	150	95	74	49	68	1033	239	5475
Peak Volumes:	**34**	**86**	**85**	**231**	**3762**	**272**	**98**	**81**	**65**	**64**	**1068**	**257**	**6103**

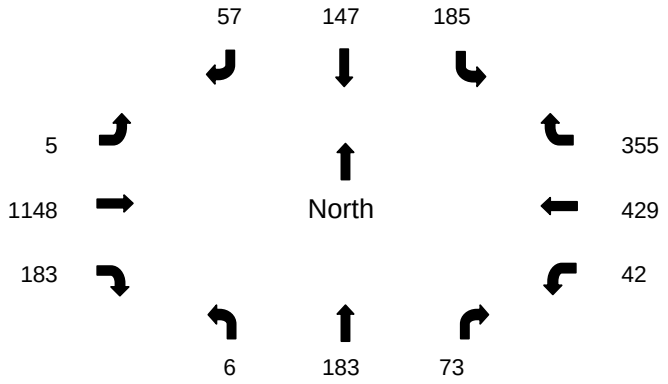


PM Peak-Hour Volume Count Worksheet

Date: 5/12/2005
Counter: Joy and Neil
Intersection Name: Great Mall and Main Street
Weather: Clear

	Main Street North Approach			Great Mall East Approach			Main Street South Approach			Great Mall West Approach		
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
4:00	0	0	0	0	0	0	0	0	0	0	0	0
4:15	10	36	54	41	106	14	8	31	1	39	175	1
4:30	23	61	96	88	212	23	26	79	1	89	381	2
4:45	41	91	152	130	313	27	48	96	1	119	593	6
5:00	52	120	199	169	425	36	62	131	4	161	779	7
5:15	69	160	266	212	513	47	78	178	6	194	1013	9
5:30	81	205	305	444	661	61	98	230	7	257	1363	10
5:45	94	232	343	481	769	68	115	272	8	295	1635	10
6:00	109	267	384	524	854	78	135	314	10	344	1927	12

Peak Hour													Hourly Totals
4:00 - 5:00	52	120	199	169	425	36	62	131	4	161	779	7	2145
4:15 - 5:15	59	124	212	171	407	33	70	147	5	155	838	8	2229
4:30 - 5:30	58	144	209	356	449	38	72	151	6	168	982	8	2641
4:45 - 5:45	53	141	191	351	456	41	67	176	7	176	1042	4	2705
5:00 - 6:00	57	147	185	355	429	42	73	183	6	183	1148	5	2813
Peak Volumes:	**57**	**147**	**185**	**355**	**429**	**42**	**73**	**183**	**6**	**183**	**1148**	**5**	**2813**

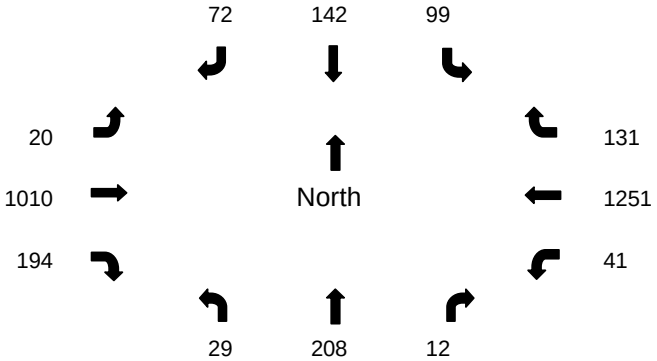


AM Peak-Hour Volume Count Worksheet

Date: 5/12/2005
Counter: Kevin and Joy
Intersection Name: Great Mall and Main Street
Weather: Clear

	Main Street North Approach			**Great Mall** East Approach			**Main Street** South Approach			**Great Mall** West Approach		
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
7:00	0	0	0	0	0	0	0	0	0	0	0	0
7:15	8	15	19	35	183	3	2	24	3	54	79	2
7:30	17	38	37	53	388	12	6	78	8	111	181	5
7:45	28	61	67	85	711	22	9	132	14	189	292	9
8:00	42	83	99	113	1002	31	11	160	19	246	504	14
8:15	58	115	118	155	1240	40	14	211	27	298	754	18
8:30	75	144	146	178	1651	53	15	295	35	340	1011	25
8:45	94	183	171	211	1960	62	20	341	41	295	1310	31
9:00	114	225	198	244	2253	72	23	368	48	440	1514	34

Peak Hour													Hourly Totals
7:00 - 8:00	42	83	99	113	1002	31	11	160	19	246	504	14	2324
7:15 - 8:15	50	100	99	120	1057	37	12	187	24	244	675	16	2621
7:30 - 8:30	58	106	109	125	1263	41	9	217	27	229	830	20	3034
7:45 - 8:45	66	122	104	126	1249	40	11	209	27	106	1018	22	3100
8:00 - 9:00	72	142	99	131	1251	41	12	208	29	194	1010	20	3209
Peak Volumes:	**72**	**142**	**99**	**131**	**1251**	**41**	**12**	**208**	**29**	**194**	**1010**	**20**	**3209**

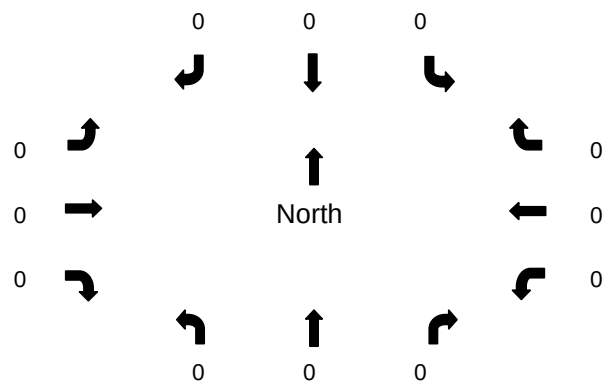


PM Peak-Hour Volume Count Worksheet

Date: _____
Counter: _____
Intersection Name: _____
Weather: _____

	Street Name North Approach			**Street Name** East Approach			**Street Name** South Approach			**Street Name** West Approach		
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
4:00	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	0	0	0	0	0
5:15	0	0	0	0	0	0	0	0	0	0	0	0
5:30	0	0	0	0	0	0	0	0	0	0	0	0
5:45	0	0	0	0	0	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour													Hourly Totals
4:00 - 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 - 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 - 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 - 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 - 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Volumes:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

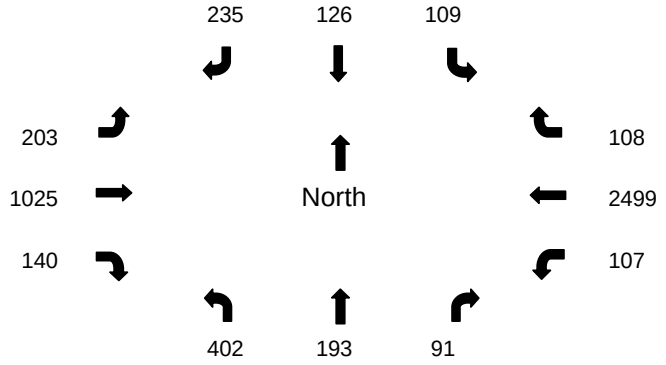


AM Peak-Hour Volume Count Worksheet

Date: 5/11/2005
Counter: Joy and Dianne
Intersection Name: Montague Expressway and Main St. and Oakland Road
Weather: Clear

	Main Street North Approach			**Montague Expressway** East Approach			**Oakland Road** South Approach			**Montague Expressway** West Approach		
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
7:00	0	0	0	0	0	0	0	0	0	0	0	0
7:15	49	18	34	34	587	23	25	17	86	42	226	39
7:30	121	45	49	59	1213	34	50	60	182	71	482	89
7:45	186	87	85	83	1881	68	73	109	291	113	793	130
8:00	238	108	116	113	2453	85	102	159	392	149	1005	160
8:15	284	144	143	142	3086	130	116	210	488	182	1251	242
8:30	332	186	172	170	3607	151	139	243	568	229	1473	290
8:45	390	210	199	194	4149	179	195	298	666	267	1676	341
9:00	447	239	224	218	4703	210	198	355	752	308	1859	398

Peak Hour													Hourly Totals
7:00 - 8:00	238	108	116	113	2453	85	102	159	392	149	1005	160	5080
7:15 - 8:15	235	126	109	108	2499	107	91	193	402	140	1025	203	5238
7:30 - 8:30	211	141	123	111	2394	117	89	183	386	158	991	201	5105
7:45 - 8:45	204	123	114	111	2268	111	122	189	375	154	883	211	4865
8:00 - 9:00	209	131	108	105	2250	125	96	196	360	159	854	238	4831
Peak Volumes:	**235**	**126**	**109**	**108**	**2499**	**107**	**91**	**193**	**402**	**140**	**1025**	**203**	**5238**

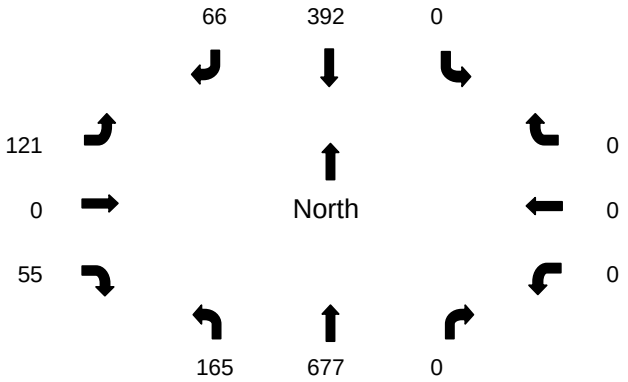


PM Peak-Hour Volume Count Worksheet

Date: 5/11/2005
Counter: Kevin and Dianne
Intersection Name: Main and Cedar
Weather: Clear

	Main Street North Approach			**Street Name** East Approach			**Main Street** South Approach			**Cedar** West Approach		
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
4:00	0	0	0	0	0	0	0	0	0	0	0	0
4:15	14	46	0	0	0	0	0	72	19	10	0	10
4:30	25	93	0	0	0	0	0	140	61	21	0	15
4:45	40	150	0	0	0	0	0	199	78	29	0	24
5:00	49	204	0	0	0	0	0	314	107	40	0	46
5:15	69	322	0	0	0	0	0	520	147	48	0	85
5:30	85	415	0	0	0	0	0	718	199	63	0	118
5:45	106	542	0	0	0	0	0	876	243	84	0	145
6:00	126	637	0	0	0	0	0	959	265	92	0	157

Peak Hour													Hourly Totals
4:00 - 5:00	49	204	0	0	0	0	0	314	107	40	0	46	760
4:15 - 5:15	55	276	0	0	0	0	0	448	128	38	0	75	1020
4:30 - 5:30	60	322	0	0	0	0	0	578	138	42	0	103	1243
4:45 - 5:45	66	392	0	0	0	0	0	677	165	55	0	121	1476
5:00 - 6:00	77	433	0	0	0	0	0	645	158	52	0	111	1476
Peak Volumes:	**66**	**392**	**0**	**0**	**0**	**0**	**0**	**677**	**165**	**55**	**0**	**121**	**1476**

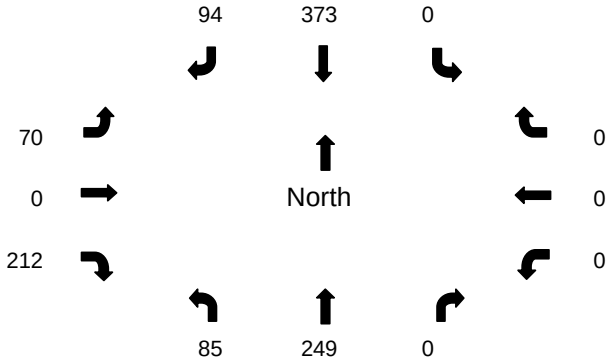


AM Peak-Hour Volume Count Worksheet

Date: 5/11/2005
Counter: Kevin
Intersection Name: Main and Cedar
Weather: Clear

	Main Street North Approach			**Street Name** East Approach			**Main Street** South Approach			**Cedar** West Approach		
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
7:00	0	0	0	0	0	0	0	0	0	0	0	0
7:15	5	51	0	0	0	0	0	32	7	37	0	6
7:30	8	116	0	0	0	0	0	75	19	92	0	21
7:45	21	205	0	0	0	0	0	135	35	145	0	34
8:00	31	293	0	0	0	0	0	187	48	206	0	49
8:15	57	395	0	0	0	0	0	262	71	266	0	69
8:30	74	472	0	0	0	0	0	326	89	297	0	84
8:45	115	578	0	0	0	0	0	384	120	357	0	104
9:00	121	688	0	0	0	0	0	434	130	394	0	129

Peak Hour													Hourly Totals
7:00 - 8:00	31	293	0	0	0	0	0	187	48	206	0	49	814
7:15 - 8:15	52	344	0	0	0	0	0	230	64	229	0	63	982
7:30 - 8:30	66	356	0	0	0	0	0	251	70	205	0	63	1011
7:45 - 8:45	94	373	0	0	0	0	0	249	85	212	0	70	1083
8:00 - 9:00	90	395	0	0	0	0	0	247	82	188	0	80	1082
Peak Volumes:	**94**	**373**	**0**	**0**	**0**	**0**	**0**	**249**	**85**	**212**	**0**	**70**	**1083**

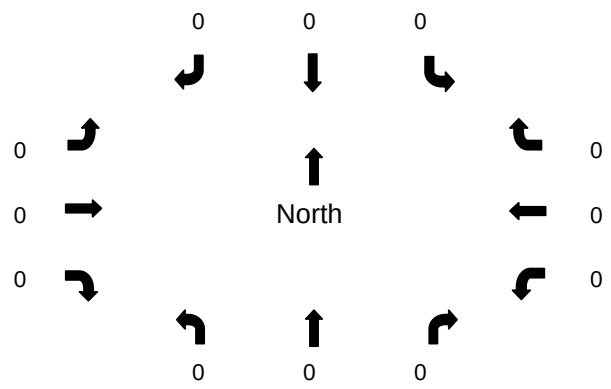


PM Peak-Hour Volume Count Worksheet

Date: _____
Counter: _____
Intersection Name: _____
Weather: _____

	Street Name North Approach			**Street Name** East Approach			**Street Name** South Approach			**Street Name** West Approach		
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
4:00	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	0	0	0	0	0
5:15	0	0	0	0	0	0	0	0	0	0	0	0
5:30	0	0	0	0	0	0	0	0	0	0	0	0
5:45	0	0	0	0	0	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour													Hourly Totals
4:00 - 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 - 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 - 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 - 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 - 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Volumes:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

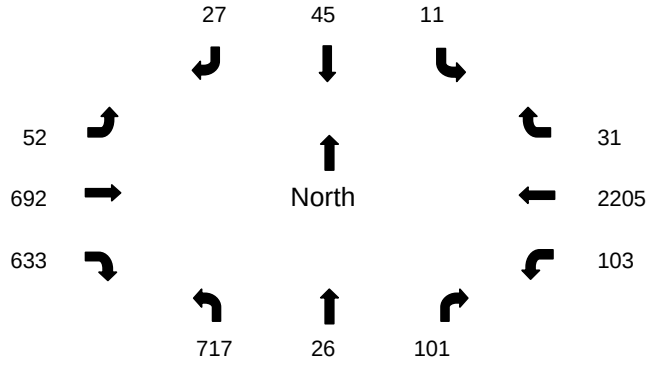


AM Peak-Hour Volume Count Worksheet

Date: 5/10/2005
Counter: Patti and Kris
Intersection Name: Montague Expressway and McCandless and Trade Zone
Weather: Clear

	McCandless North Approach			**Montague** East Approach			**Trade Zone** South Approach			**Montague** West Approach		
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
7:00	0	0	0	0	0	0	0	0	0	0	0	0
7:15	4	8	3	4	458	20	9	5	147	137	102	4
7:30	12	16	3	12	984	49	22	14	333	264	216	6
7:45	15	21	4	14	1445	63	38	17	520	409	358	9
8:00	29	32	8	23	2041	82	59	21	682	551	522	23
8:15	32	44	10	28	2558	102	74	25	882	715	697	35
8:30	39	58	13	36	3087	137	115	35	1076	873	865	44
8:45	42	66	15	45	3650	166	139	43	1237	1042	1050	61
9:00	47	72	17	60	4064	189	165	48	1425	1225	1199	75

Peak Hour													Hourly Totals
7:00 - 8:00	29	32	8	23	2041	82	59	21	682	551	522	23	4073
7:15 - 8:15	28	36	7	24	2100	82	65	20	735	578	595	31	4301
7:30 - 8:30	27	42	10	24	2103	88	93	21	743	609	649	38	4447
7:45 - 8:45	27	45	11	31	2205	103	101	26	717	633	692	52	4643
8:00 - 9:00	18	40	9	37	2023	107	106	27	743	674	677	52	4513
Peak Volumes:	**27**	**45**	**11**	**31**	**2205**	**103**	**101**	**26**	**717**	**633**	**692**	**52**	**4643**

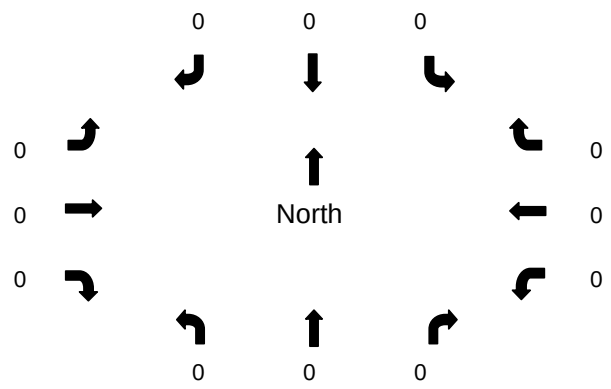


PM Peak-Hour Volume Count Worksheet

Date: _____
Counter: _____
Intersection Name: _____
Weather: _____

	Street Name North Approach			**Street Name** East Approach			**Street Name** South Approach			**Street Name** West Approach		
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
4:00	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	0	0	0	0	0
5:15	0	0	0	0	0	0	0	0	0	0	0	0
5:30	0	0	0	0	0	0	0	0	0	0	0	0
5:45	0	0	0	0	0	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour													Hourly Totals
4:00 - 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 - 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 - 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 - 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 - 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Volumes:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

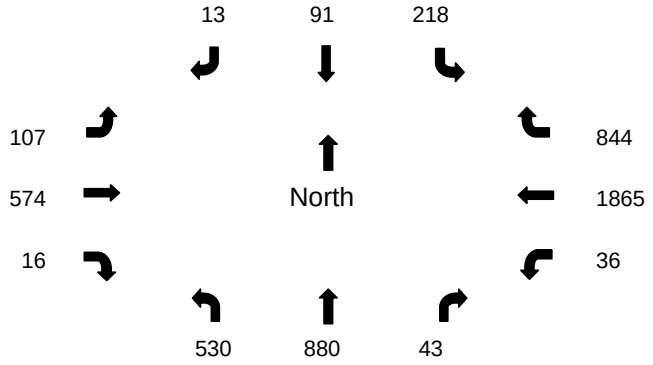


AM Peak-Hour Volume Count Worksheet

Date: 5/5/2005
Counter: Patti and Kris
Intersection Name: Montague Expressway and Capital and Great Mall
Weather: Light rain

	East Capital/Great Mall North Approach			Montague Expressway East Approach			East Capital South Approach			Montague Expressway West Approach		
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
7:00	0	0	0	0	0	0	0	0	0	0	0	0
7:15	4	21	43	137	312	5	6	112	48	2	76	9
7:30	14	53	81	276	714	9	13	251	93	3	182	28
7:45	23	71	125	393	1197	12	22	403	141	4	312	42
8:00	25	86	175	591	1661	20	28	613	309	7	462	75
8:15	30	104	234	770	2114	26	40	812	407	12	611	108
8:30	33	134	305	1004	2605	35	51	1068	516	15	795	134
8:45	36	162	343	1237	3062	48	65	1283	671	20	886	149
9:00	41	195	379	1460	3530	56	78	1486	744	27	961	158

Peak Hour													Hourly Totals
7:00 - 8:00	25	86	175	591	1661	20	28	613	309	7	462	75	4052
7:15 - 8:15	26	83	191	633	1802	21	34	700	359	10	535	99	4493
7:30 - 8:30	19	81	224	728	1891	26	38	817	423	12	613	106	4978
7:45 - 8:45	13	91	218	844	1865	36	43	880	530	16	574	107	5217
8:00 - 9:00	16	109	204	869	1869	36	50	873	435	20	499	83	5063
Peak Volumes:	**13**	**91**	**218**	**844**	**1865**	**36**	**43**	**880**	**530**	**16**	**574**	**107**	**5217**

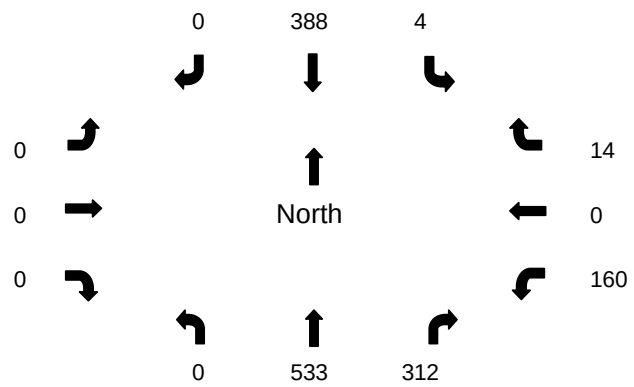


PM Peak-Hour Volume Count Worksheet

Date: 5/5/2005
Counter: Joy and Neil
Intersection Name: Main and Abel
Weather: Clear

	Abel North Approach			**Main** East Approach			**Main** South Approach			**x** West Approach		
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
4:00	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	80	1	1	0	39	36	56	0	0	0	0
4:30	0	137	2	3	0	67	75	130	0	0	0	0
4:45	0	203	2	5	0	105	120	218	0	0	0	0
5:00	0	268	5	5	0	132	175	295	0	0	0	0
5:15	0	357	7	9	0	175	251	424	0	0	0	0
5:30	0	501	8	13	0	218	350	579	0	0	0	0
5:45	0	577	8	17	0	258	434	721	0	0	0	0
6:00	0	656	9	19	0	292	487	828	0	0	0	0

Peak Hour													Hourly Totals
4:00 - 5:00	0	268	5	5	0	132	175	295	0	0	0	0	880
4:15 - 5:15	0	277	6	8	0	136	215	368	0	0	0	0	1010
4:30 - 5:30	0	364	6	10	0	151	275	449	0	0	0	0	1255
4:45 - 5:45	0	374	6	12	0	153	314	503	0	0	0	0	1362
5:00 - 6:00	0	388	4	14	0	160	312	533	0	0	0	0	1411
Peak Volumes:	**0**	**388**	**4**	**14**	**0**	**160**	**312**	**533**	**0**	**0**	**0**	**0**	**1411**

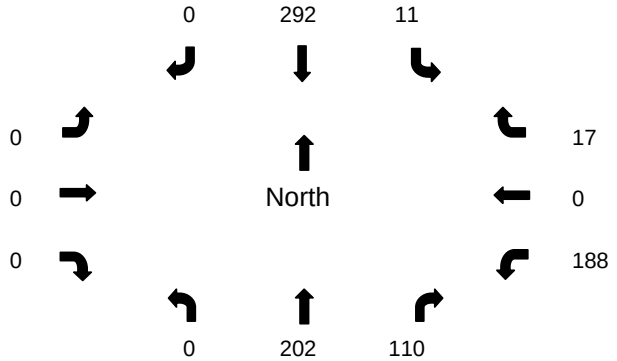


AM Peak-Hour Volume Count Worksheet

Date: 5/5/2005
Counter: Kevin and Joy
Intersection Name: Main and Abel
Weather: Clear

	Abel North Approach			**Main** East Approach			**Main** South Approach			**x** West Approach		
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
7:00	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	41	1	0	0	14	9	28	0	0	0	0
7:30	0	81	3	2	0	30	20	64	0	0	0	0
7:45	0	147	4	2	0	60	38	98	0	0	0	0
8:00	0	199	6	2	0	94	57	130	0	0	0	0
8:15	0	263	14	7	0	147	88	174	0	0	0	0
8:30	0	339	14	10	0	189	119	217	0	0	0	0
8:45	0	422	16	14	0	246	147	274	0	0	0	0
9:00	0	491	17	19	0	282	167	332	0	0	0	0

Peak Hour													Hourly Totals
7:00 - 8:00	0	199	6	2	0	94	57	130	0	0	0	0	488
7:15 - 8:15	0	222	13	7	0	133	79	146	0	0	0	0	600
7:30 - 8:30	0	258	11	8	0	159	99	153	0	0	0	0	688
7:45 - 8:45	0	275	12	12	0	186	109	176	0	0	0	0	770
8:00 - 9:00	0	292	11	17	0	188	110	202	0	0	0	0	820
Peak Volumes:	**0**	**292**	**11**	**17**	**0**	**188**	**110**	**202**	**0**	**0**	**0**	**0**	**820**

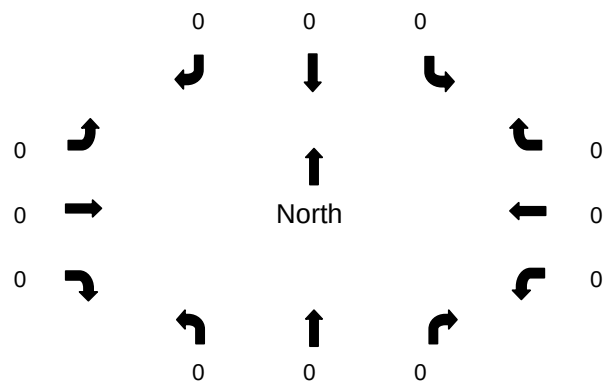


PM Peak-Hour Volume Count Worksheet

Date: _____
Counter: _____
Intersection Name: _____
Weather: _____

	Street Name North Approach			**Street Name** East Approach			**Street Name** South Approach			**Street Name** West Approach		
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
4:00	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	0	0	0	0	0
5:15	0	0	0	0	0	0	0	0	0	0	0	0
5:30	0	0	0	0	0	0	0	0	0	0	0	0
5:45	0	0	0	0	0	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour													Hourly Totals
4:00 - 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 - 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 - 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 - 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 - 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Volumes:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

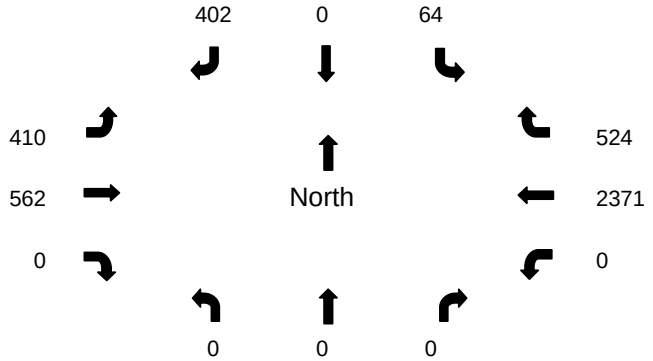


AM Peak-Hour Volume Count Worksheet

Date: 5/4/2005
Counter: Patti and Kris
Intersection Name: Montague Expressway and Milpitas Blvd
Weather: Clear

	Milpitas Blvd North Approach			**Montague Expy** East Approach			**x** South Approach			**Montague Expy** West Approach		
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
7:00	0	0	0	0	0	0	0	0	0	0	0	0
7:15	59	0	18	95	429	0	0	0	0	0	127	78
7:30	129	0	43	206	907	0	0	0	0	0	194	125
7:45	226	0	68	332	1569	0	0	0	0	0	288	190
8:00	311	0	80	448	2030	0	0	0	0	0	405	271
8:15	412	0	98	589	2675	0	0	0	0	0	585	393
8:30	511	0	110	740	3275	0	0	0	0	0	746	489
8:45	623	0	123	871	3808	0	0	0	0	0	839	587
9:00	713	0	144	972	4401	0	0	0	0	0	967	681

Peak Hour													Hourly Totals
7:00 - 8:00	311	0	80	448	2030	0	0	0	0	0	405	271	3545
7:15 - 8:15	353	0	80	494	2246	0	0	0	0	0	458	315	3946
7:30 - 8:30	382	0	67	534	2368	0	0	0	0	0	552	364	4267
7:45 - 8:45	397	0	55	539	2239	0	0	0	0	0	551	397	4178
8:00 - 9:00	402	0	64	524	2371	0	0	0	0	0	562	410	4333
Peak Volumes:	**402**	**0**	**64**	**524**	**2371**	**0**	**0**	**0**	**0**	**0**	**562**	**410**	**4333**

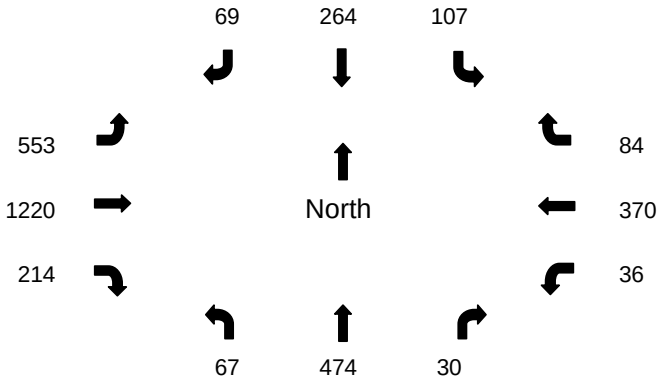


PM Peak-Hour Volume Count Worksheet

Date: 5/4/2005
Counter: Kevin and Dianne
Intersection Name: Great Mall and Abel
Weather: Clear

	Abel North Approach			**Great Mall** East Approach			**Abel** South Approach			**Great Mall** West Approach		
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
4:00	0	0	0	0	0	0	0	0	0	0	0	0
4:15	13	65	21	14	88	7	14	64	18	23	160	38
4:30	42	125	51	38	187	13	23	127	39	47	325	77
4:45	69	193	77	56	291	16	29	190	56	86	570	161
5:00	87	241	110	71	395	21	31	275	70	128	842	301
5:15	109	313	133	93	485	28	34	377	86	192	1116	400
5:30	126	368	157	106	564	37	44	497	100	248	1449	587
5:45	144	445	187	131	670	48	50	645	120	302	1746	722
6:00	156	505	217	155	765	57	61	749	137	342	2062	854

Peak Hour													Hourly Totals
4:00 - 5:00	87	241	110	71	395	21	31	275	70	128	842	301	2572
4:15 - 5:15	96	248	112	79	397	21	20	313	68	169	956	362	2841
4:30 - 5:30	84	243	106	68	377	24	21	370	61	201	1124	510	3189
4:45 - 5:45	75	252	110	75	379	32	21	455	64	216	1176	561	3416
5:00 - 6:00	69	264	107	84	370	36	30	474	67	214	1220	553	3488
Peak Volumes:	**69**	**264**	**107**	**84**	**370**	**36**	**30**	**474**	**67**	**214**	**1220**	**553**	**3488**

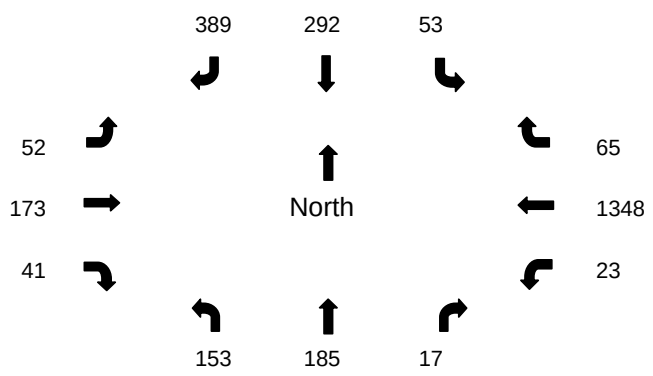


AM Peak-Hour Volume Count Worksheet

Date: 5/4/2005
Counter: Kevin and Joy
Intersection Name: Great Mall and Abel
Weather: Clear

	Abel North Approach			**Great Mall** East Approach			**Abel** South Approach			**Great Mall** West Approach		
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
7:00	0	0	0	0	0	0	0	0	0	0	0	0
7:15	40	30	14	11	178	2	2	65	29	5	28	15
7:30	95	62	25	25	409	5	7	121	67	9	47	25
7:45	181	108	34	34	644	9	9	183	96	19	103	43
8:00	245	165	44	49	964	13	11	218	125	28	138	58
8:15	350	268	57	62	1250	21	13	274	163	42	173	68
8:30	460	322	67	76	1663	26	20	320	196	52	235	81
8:45	545	407	82	98	1994	32	24	361	235	60	269	95
9:00	634	457	97	114	2312	36	28	403	278	69	311	110

Peak Hour													Hourly Totals
7:00 - 8:00	245	165	44	49	964	13	11	218	125	28	138	58	2058
7:15 - 8:15	310	238	43	51	1072	19	11	209	134	37	145	53	2322
7:30 - 8:30	365	260	42	51	1254	21	13	199	129	43	188	56	2621
7:45 - 8:45	364	299	48	64	1350	23	15	178	139	41	166	52	2739
8:00 - 9:00	389	292	53	65	1348	23	17	185	153	41	173	52	2791
Peak Volumes:	**389**	**292**	**53**	**65**	**1348**	**23**	**17**	**185**	**153**	**41**	**173**	**52**	**2791**

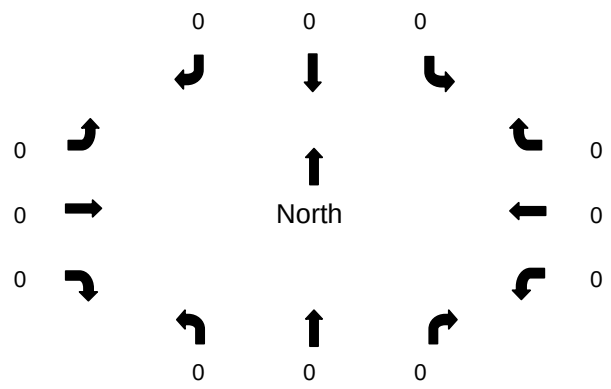


PM Peak-Hour Volume Count Worksheet

Date: _____
Counter: _____
Intersection Name: _____
Weather: _____

	Street Name North Approach			**Street Name** East Approach			**Street Name** South Approach			**Street Name** West Approach		
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
4:00	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	0	0	0	0	0
5:15	0	0	0	0	0	0	0	0	0	0	0	0
5:30	0	0	0	0	0	0	0	0	0	0	0	0
5:45	0	0	0	0	0	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour													Hourly Totals
4:00 - 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 - 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 - 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 - 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 - 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Volumes:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**



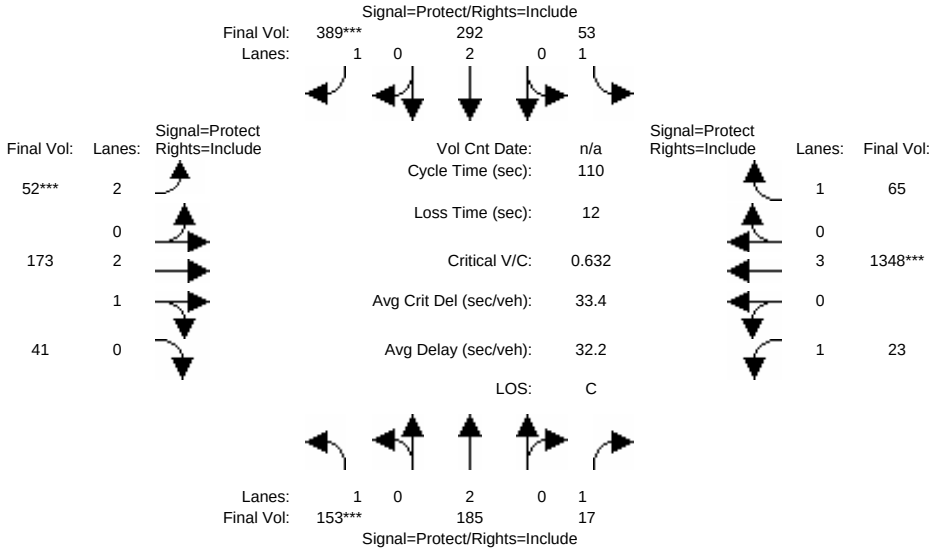
Appendix B

LOS Calculations

Main Street - RGC

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

Intersection #1: Great Mall/Abel



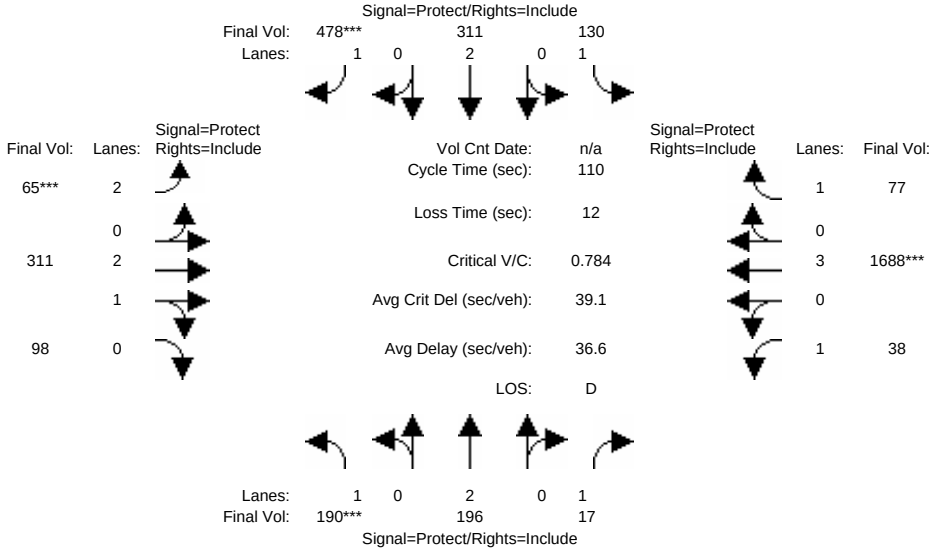
Street Name:	Abel St						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	153	185	17	53	292	389	52	173	41	23	1348	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	185	17	53	292	389	52	173	41	23	1348	65
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:	153	185	17	53	292	389	52	173	41	23	1348	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	153	185	17	53	292	389	52	173	41	23	1348	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	185	17	53	292	389	52	173	41	23	1348	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	153	185	17	53	292	389	52	173	41	23	1348	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.40	0.60	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	4526	1073	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.05	0.01	0.03	0.08	0.22	0.02	0.04	0.04	0.01	0.24	0.04
Crit Moves:	****					****	****				****	
Green Time:	14.6	30.4	30.4	21.2	37.0	37.0	7.0	27.3	27.3	19.1	39.4	39.4
Volume/Cap:	0.66	0.18	0.04	0.16	0.23	0.66	0.26	0.15	0.15	0.08	0.66	0.10
Delay/Veh:	52.2	30.4	29.1	37.1	26.3	33.9	49.7	32.4	32.4	38.2	30.5	23.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.2	30.4	29.1	37.1	26.3	33.9	49.7	32.4	32.4	38.2	30.5	23.6
DesignQueue:	8	8	1	3	12	17	3	8	2	1	56	3

Copyright (c) 2003 Dowling Associates, Inc. Licensed to Hexagon Trans. San Jose

Main Street - RGC

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

Intersection #1: Great Mall/Abel



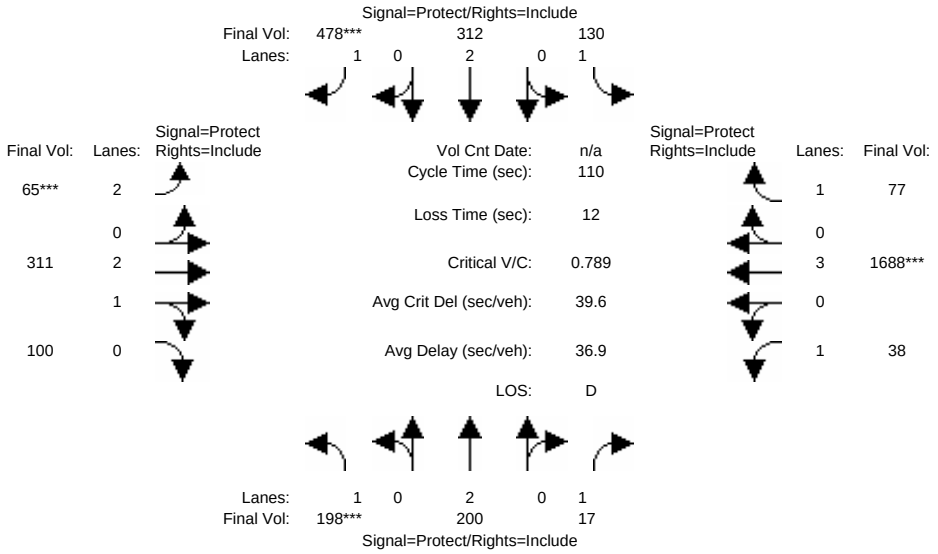
Street Name:	Abel St						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	190	196	17	130	311	478	65	311	98	38	1688	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	196	17	130	311	478	65	311	98	38	1688	77
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:	190	196	17	130	311	478	65	311	98	38	1688	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	196	17	130	311	478	65	311	98	38	1688	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	196	17	130	311	478	65	311	98	38	1688	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	190	196	17	130	311	478	65	311	98	38	1688	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.25	0.75	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	4256	1341	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.05	0.01	0.07	0.08	0.27	0.02	0.07	0.07	0.02	0.30	0.04
Crit Moves:	****					****	****				****	
Green Time:	14.6	28.2	28.2	23.0	36.7	36.7	7.0	27.5	27.5	19.3	39.8	39.8
Volume/Cap:	0.82	0.20	0.04	0.35	0.25	0.82	0.32	0.29	0.29	0.12	0.82	0.12
Delay/Veh:	66.5	32.2	30.7	37.7	26.7	42.6	50.2	33.5	33.5	38.4	34.6	23.5
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:	66.5	32.2	30.7	37.7	26.7	42.6	50.2	33.5	33.5	38.4	34.6	23.5
DesignQueue:	10	9	1	6	13	21	4	15	5	2	71	3

Copyright (c) 2003 Dowling Associates, Inc. Licensed to Hexagon Trans. San Jose

Main Street - RGC

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

Intersection #1: Great Mall/Abel



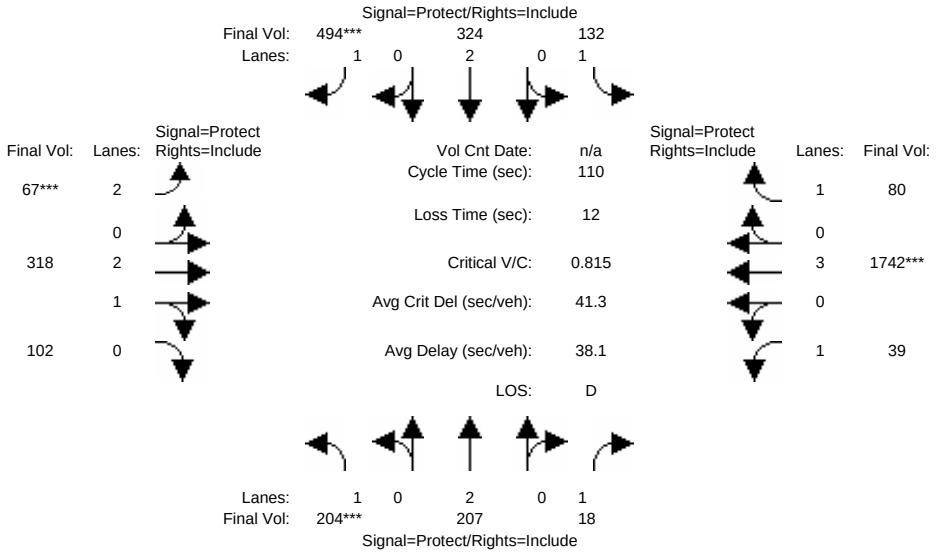
Street Name:	Abel St						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	198	200	17	130	312	478	65	311	100	38	1688	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	200	17	130	312	478	65	311	100	38	1688	77
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:	198	200	17	130	312	478	65	311	100	38	1688	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	198	200	17	130	312	478	65	311	100	38	1688	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	200	17	130	312	478	65	311	100	38	1688	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	198	200	17	130	312	478	65	311	100	38	1688	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.24	0.76	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	4236	1362	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.05	0.01	0.07	0.08	0.27	0.02	0.07	0.07	0.02	0.30	0.04
Crit Moves:	****					****	****				****	
Green Time:	15.1	28.3	28.3	23.2	36.4	36.4	7.0	27.3	27.3	19.1	39.5	39.5
Volume/Cap:	0.82	0.20	0.04	0.35	0.25	0.82	0.32	0.30	0.30	0.12	0.82	0.12
Delay/Veh:	66.4	32.1	30.6	37.6	26.9	43.3	50.2	33.6	33.6	38.5	35.0	23.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.4	32.1	30.6	37.6	26.9	43.3	50.2	33.6	33.6	38.5	35.0	23.7
DesignQueue:	11	9	1	6	13	21	4	15	5	2	72	3

Copyright (c) 2003 Dowling Associates, Inc. Licensed to Hexagon Trans. San Jose

Main Street - RGC

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

Intersection #1: Great Mall/Abel



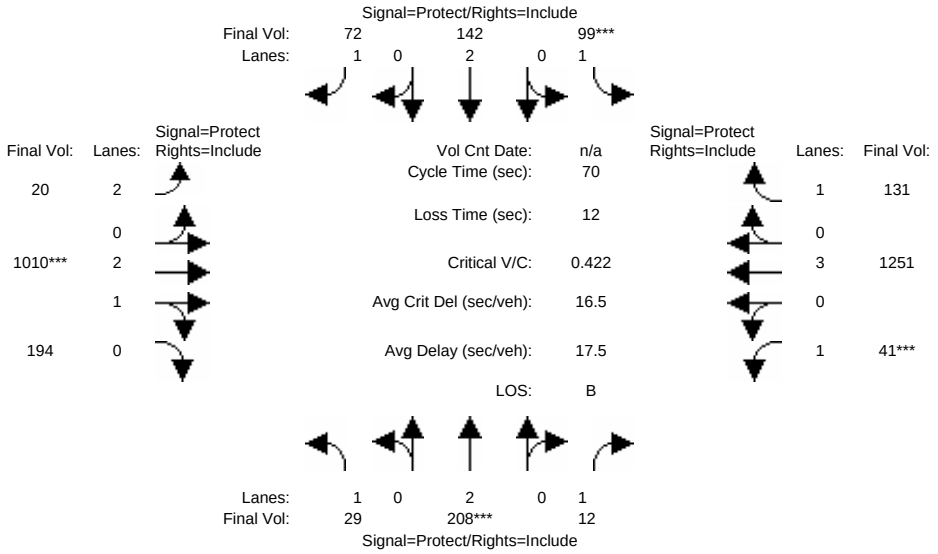
Street Name:	Abel St						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	204	207	18	132	324	494	67	318	102	39	1742	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	207	18	132	324	494	67	318	102	39	1742	80
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:	204	207	18	132	324	494	67	318	102	39	1742	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	207	18	132	324	494	67	318	102	39	1742	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	207	18	132	324	494	67	318	102	39	1742	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	204	207	18	132	324	494	67	318	102	39	1742	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.24	0.76	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	4238	1359	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.05	0.01	0.08	0.09	0.28	0.02	0.08	0.08	0.02	0.31	0.05
Crit Moves:	****					****	****				****	
Green Time:	15.1	28.2	28.2	23.4	36.5	36.5	7.0	27.3	27.3	19.1	39.5	39.5
Volume/Cap:	0.85	0.21	0.04	0.36	0.26	0.85	0.33	0.30	0.30	0.13	0.85	0.13
Delay/Veh:	70.5	32.3	30.8	37.5	27.0	45.8	50.3	33.7	33.7	38.6	36.2	23.8
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:	70.5	32.3	30.8	37.5	27.0	45.8	50.3	33.7	33.7	38.6	36.2	23.8
DesignQueue:	11	10	1	6	14	22	4	15	5	2	74	3

Copyright (c) 2003 Dowling Associates, Inc. Licensed to Hexagon Trans. San Jose

Main Street - RGC

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

Intersection #2: Great Mall/Main



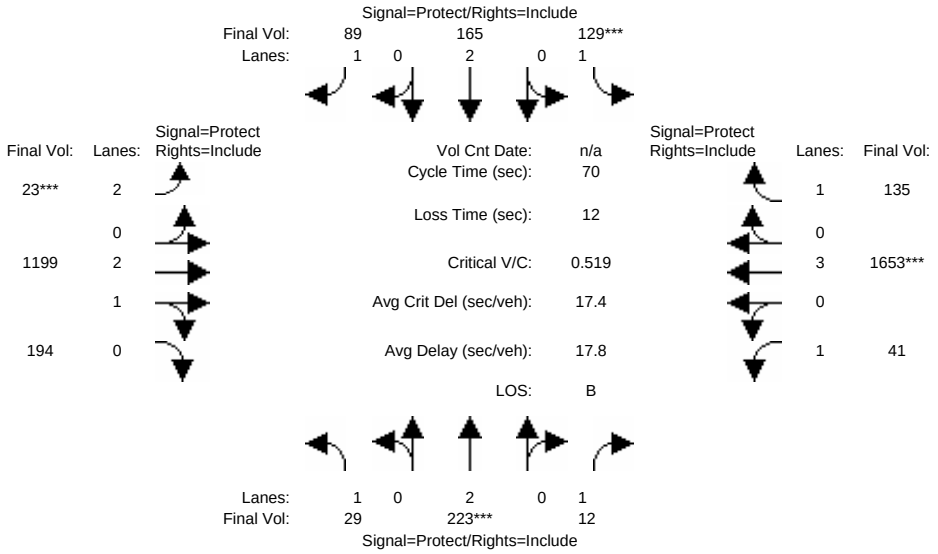
Street Name:	Main St						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	29	208	12	99	142	72	20	1010	194	41	1251	131
Growth Adj:	1.00	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	208	12	99	142	72	20	1010	194	41	1251	131
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	208	12	99	142	72	20	1010	194	41	1251	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	208	12	99	142	72	20	1010	194	41	1251	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	208	12	99	142	72	20	1010	194	41	1251	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	29	208	12	99	142	72	20	1010	194	41	1251	131
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.50	0.50	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	4696	902	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.01	0.06	0.04	0.04	0.01	0.22	0.22	0.02	0.22	0.07
Crit Moves:		****		****				****		****		
Green Time:	7.6	10.0	10.0	8.5	10.9	10.9	12.4	32.5	32.5	7.0	27.1	27.1
Volume/Cap:	0.15	0.38	0.05	0.46	0.24	0.26	0.04	0.46	0.46	0.23	0.57	0.19
Delay/Veh:	28.6	27.7	26.0	30.2	26.1	26.5	23.9	13.0	13.0	29.7	17.2	14.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.6	27.7	26.0	30.2	26.1	26.5	23.9	13.0	13.0	29.7	17.2	14.3
DesignQueue:	1	7	0	3	5	2	1	22	4	1	32	3

Copyright (c) 2003 Dowling Associates, Inc. Licensed to Hexagon Trans. San Jose

Main Street - RGC

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

Intersection #2: Great Mall/Main



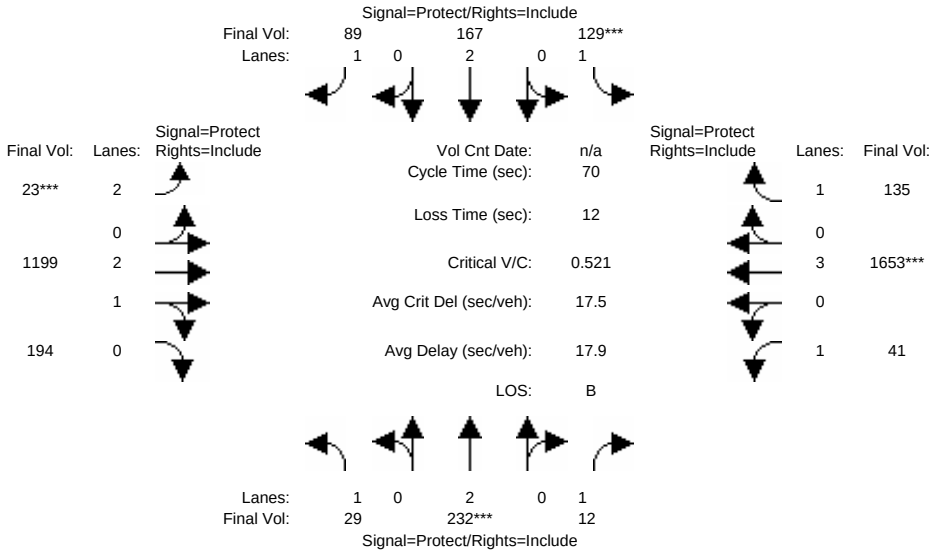
Street Name:	Main St						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	29	223	12	129	165	89	23	1199	194	41	1653	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	223	12	129	165	89	23	1199	194	41	1653	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:	29	223	12	129	165	89	23	1199	194	41	1653	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:	29	223	12	129	165	89	23	1199	194	41	1653	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	223	12	129	165	89	23	1199	194	41	1653	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
Final Vol.:	29	223	12	129	165	89	23	1199	194	41	1653	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	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.57	0.43	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	4819	780	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.01	0.07	0.04	0.05	0.01	0.25	0.25	0.02	0.29	0.08
Crit Moves:		****		****			****				****	
Green Time:	7.5	10.0	10.0	8.3	10.8	10.8	7.0	28.3	28.3	11.4	32.7	32.7
Volume/Cap:	0.15	0.41	0.05	0.62	0.28	0.33	0.07	0.62	0.62	0.14	0.62	0.17
Delay/Veh:	28.7	27.8	26.0	35.0	26.5	27.1	28.7	17.0	17.0	25.4	14.5	10.9
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:	28.7	27.8	26.0	35.0	26.5	27.1	28.7	17.0	17.0	25.4	14.5	10.9
DesignQueue:	1	8	0	5	5	3	1	30	5	1	37	3

Copyright (c) 2003 Dowling Associates, Inc. Licensed to Hexagon Trans. San Jose

Main Street - RGC

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

Intersection #2: Great Mall/Main



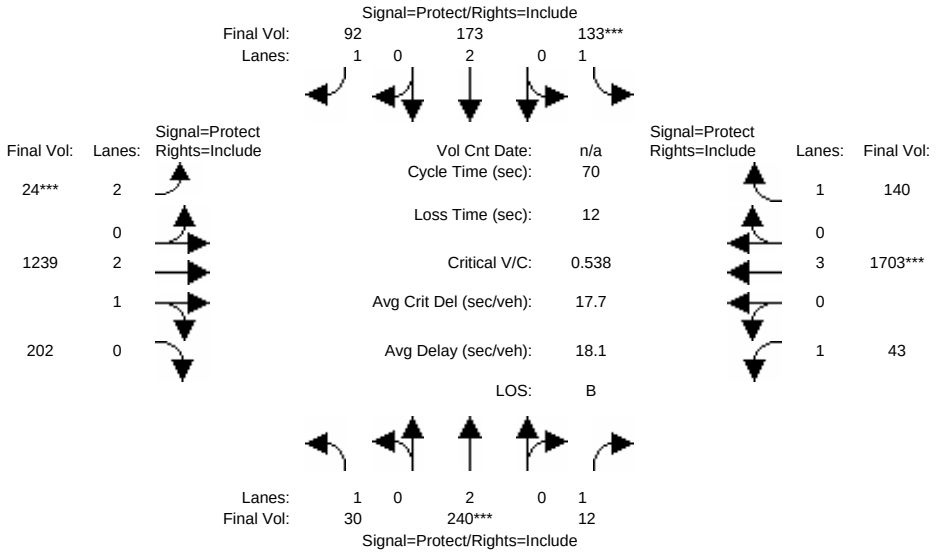
Street Name:	Main St						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	29	232	12	129	167	89	23	1199	194	41	1653	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	232	12	129	167	89	23	1199	194	41	1653	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:	29	232	12	129	167	89	23	1199	194	41	1653	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:	29	232	12	129	167	89	23	1199	194	41	1653	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	232	12	129	167	89	23	1199	194	41	1653	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
Final Vol.:	29	232	12	129	167	89	23	1199	194	41	1653	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	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.57	0.43	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	4819	780	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.01	0.07	0.04	0.05	0.01	0.25	0.25	0.02	0.29	0.08
Crit Moves:		****		****			****				****	
Green Time:	7.5	10.0	10.0	8.3	10.8	10.8	7.0	28.3	28.3	11.4	32.7	32.7
Volume/Cap:	0.15	0.43	0.05	0.62	0.29	0.33	0.07	0.62	0.62	0.14	0.62	0.17
Delay/Veh:	28.7	27.9	26.0	35.0	26.5	27.1	28.7	17.0	17.0	25.4	14.5	10.9
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:	28.7	27.9	26.0	35.0	26.5	27.1	28.7	17.0	17.0	25.4	14.5	10.9
DesignQueue:	1	8	0	5	6	3	1	30	5	1	37	3

Copyright (c) 2003 Dowling Associates, Inc. Licensed to Hexagon Trans. San Jose

Main Street - RGC

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

Intersection #2: Great Mall/Main



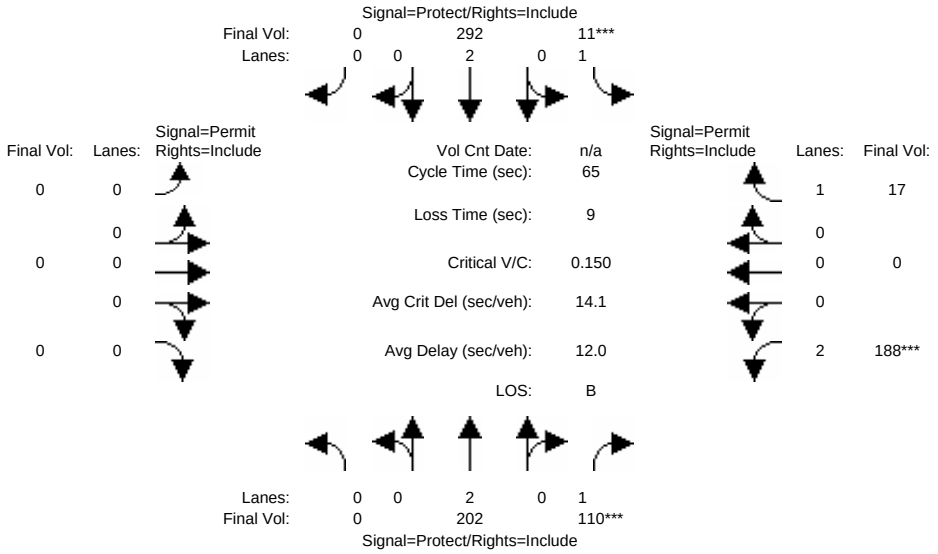
Street Name:	Main St						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	30	240	12	133	173	92	24	1239	202	43	1703	140
Growth Adj:	1.00	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	240	12	133	173	92	24	1239	202	43	1703	140
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	240	12	133	173	92	24	1239	202	43	1703	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	240	12	133	173	92	24	1239	202	43	1703	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	240	12	133	173	92	24	1239	202	43	1703	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	30	240	12	133	173	92	24	1239	202	43	1703	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.56	0.44	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	4814	785	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.01	0.08	0.05	0.05	0.01	0.26	0.26	0.02	0.30	0.08
Crit Moves:		****		****			****				****	
Green Time:	7.5	10.0	10.0	8.3	10.8	10.8	7.0	28.6	28.6	11.1	32.7	32.7
Volume/Cap:	0.16	0.44	0.05	0.64	0.30	0.34	0.08	0.63	0.63	0.15	0.64	0.17
Delay/Veh:	28.7	28.0	26.0	36.0	26.5	27.2	28.7	17.1	17.1	25.7	14.7	10.9
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:	28.7	28.0	26.0	36.0	26.5	27.2	28.7	17.1	17.1	25.7	14.7	10.9
DesignQueue:	1	8	0	5	6	3	1	31	5	1	38	3

Copyright (c) 2003 Dowling Associates, Inc. Licensed to Hexagon Trans. San Jose

Main Street - RGC

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

Intersection #8: Abel/Main



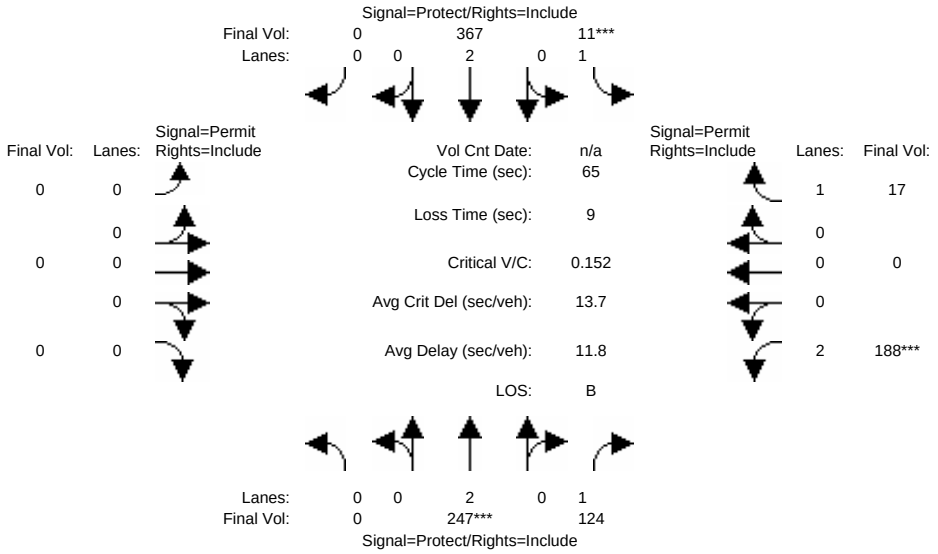
Street Name:	Abel St						Main St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Volume Module:												
Base Vol:	0	202	110	11	292	0	0	0	0	188	0	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	202	110	11	292	0	0	0	0	188	0	17
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	202	110	11	292	0	0	0	0	188	0	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	202	110	11	292	0	0	0	0	188	0	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	202	110	11	292	0	0	0	0	188	0	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	202	110	11	292	0	0	0	0	188	0	17
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	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.06	0.01	0.08	0.00	0.00	0.00	0.00	0.06	0.00	0.01
Crit Moves:			****	****						****		
Green Time:	0.0	25.1	25.1	7.0	32.1	0.0	0.0	0.0	0.0	23.9	0.0	23.9
Volume/Cap:	0.00	0.14	0.16	0.06	0.16	0.00	0.00	0.00	0.00	0.16	0.00	0.03
Delay/Veh:	0.0	13.0	13.2	26.2	9.0	0.0	0.0	0.0	0.0	13.9	0.0	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:	0.0	13.0	13.2	26.2	9.0	0.0	0.0	0.0	0.0	13.9	0.0	13.2
DesignQueue:	0	5	2	0	5	0	0	0	0	4	0	0

Copyright (c) 2003 Dowling Associates, Inc. Licensed to Hexagon Trans. San Jose

Main Street - RGC

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

Intersection #8: Abel/Main



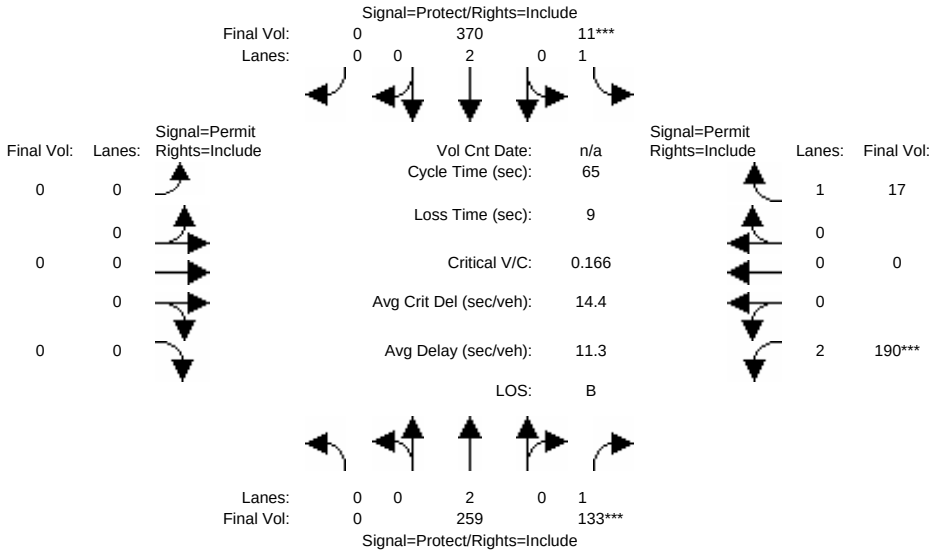
Street Name:	Abel St						Main St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Volume Module:												
Base Vol:	0	247	124	11	367	0	0	0	0	188	0	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	247	124	11	367	0	0	0	0	188	0	17
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	247	124	11	367	0	0	0	0	188	0	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	247	124	11	367	0	0	0	0	188	0	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	247	124	11	367	0	0	0	0	188	0	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	247	124	11	367	0	0	0	0	188	0	17
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	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.07	0.01	0.10	0.00	0.00	0.00	0.00	0.06	0.00	0.01
Crit Moves:		****		****						****		
Green Time:	0.0	25.5	25.5	7.0	32.5	0.0	0.0	0.0	0.0	23.5	0.0	23.5
Volume/Cap:	0.00	0.17	0.18	0.06	0.19	0.00	0.00	0.00	0.00	0.17	0.00	0.03
Delay/Veh:	0.0	12.9	13.0	26.2	9.0	0.0	0.0	0.0	0.0	14.2	0.0	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:	0.0	12.9	13.0	26.2	9.0	0.0	0.0	0.0	0.0	14.2	0.0	13.4
DesignQueue:	0	6	3	0	7	0	0	0	0	4	0	0

Copyright (c) 2003 Dowling Associates, Inc. Licensed to Hexagon Trans. San Jose

Main Street - RGC

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

Intersection #8: Abel/Main



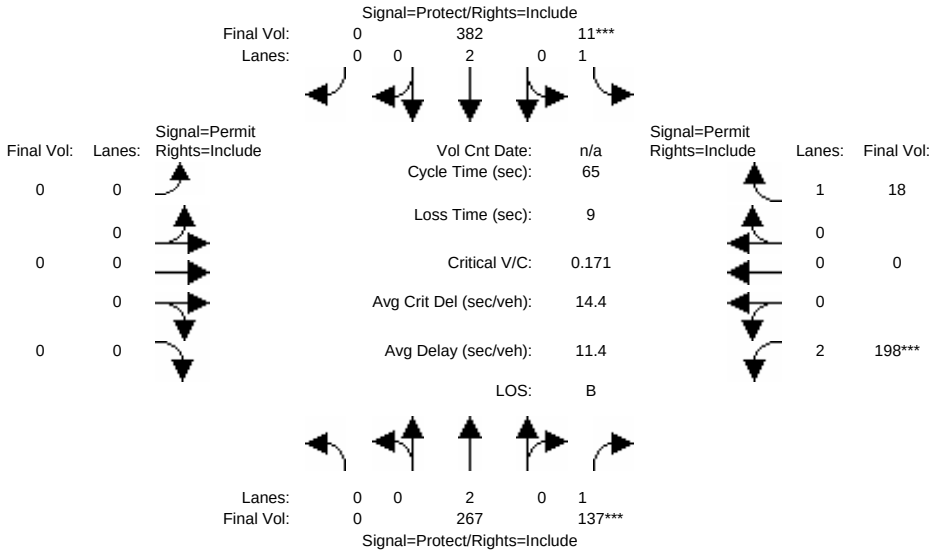
Street Name:	Abel St						Main St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Volume Module:												
Base Vol:	0	259	133	11	370	0	0	0	0	190	0	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	259	133	11	370	0	0	0	0	190	0	17
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	259	133	11	370	0	0	0	0	190	0	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	259	133	11	370	0	0	0	0	190	0	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	259	133	11	370	0	0	0	0	190	0	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	259	133	11	370	0	0	0	0	190	0	17
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	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.08	0.01	0.10	0.00	0.00	0.00	0.00	0.06	0.00	0.01
Crit Moves:			****	****						****		
Green Time:	0.0	27.3	27.3	7.0	34.3	0.0	0.0	0.0	0.0	21.7	0.0	21.7
Volume/Cap:	0.00	0.16	0.18	0.06	0.18	0.00	0.00	0.00	0.00	0.18	0.00	0.03
Delay/Veh:	0.0	11.8	11.9	26.2	8.1	0.0	0.0	0.0	0.0	15.4	0.0	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:	0.0	11.8	11.9	26.2	8.1	0.0	0.0	0.0	0.0	15.4	0.0	14.6
DesignQueue:	0	6	3	0	6	0	0	0	0	5	0	0

Copyright (c) 2003 Dowling Associates, Inc. Licensed to Hexagon Trans. San Jose

Main Street - RGC

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

Intersection #8: Abel/Main



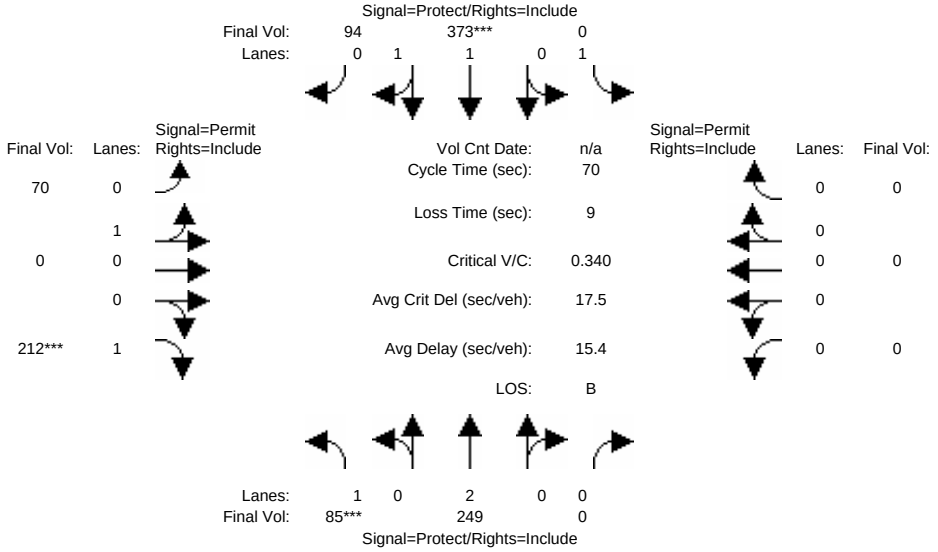
Street Name:	Abel St						Main St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Volume Module:												
Base Vol:	0	267	137	11	382	0	0	0	0	198	0	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	267	137	11	382	0	0	0	0	198	0	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:	0	267	137	11	382	0	0	0	0	198	0	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:	0	267	137	11	382	0	0	0	0	198	0	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	267	137	11	382	0	0	0	0	198	0	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
Final Vol.:	0	267	137	11	382	0	0	0	0	198	0	18
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	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.08	0.01	0.10	0.00	0.00	0.00	0.00	0.06	0.00	0.01
Crit Moves:			****	****						****		
Green Time:	0.0	27.2	27.2	7.0	34.2	0.0	0.0	0.0	0.0	21.8	0.0	21.8
Volume/Cap:	0.00	0.17	0.19	0.06	0.19	0.00	0.00	0.00	0.00	0.19	0.00	0.03
Delay/Veh:	0.0	11.9	12.1	26.2	8.2	0.0	0.0	0.0	0.0	15.4	0.0	14.5
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	11.9	12.1	26.2	8.2	0.0	0.0	0.0	0.0	15.4	0.0	14.5
DesignQueue:	0	6	3	0	7	0	0	0	0	5	0	0

Copyright (c) 2003 Dowling Associates, Inc. Licensed to Hexagon Trans. San Jose

Main Street - RGC

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

Intersection #9: Main/Cedar



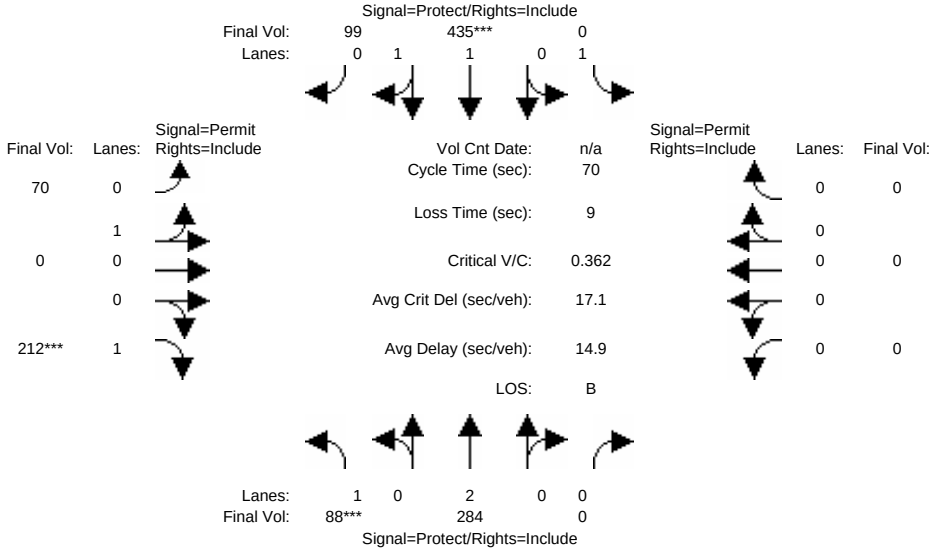
Street Name:	Main St						Cedar Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module:												
Base Vol:	85	249	0	0	373	94	70	0	212	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	249	0	0	373	94	70	0	212	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	249	0	0	373	94	70	0	212	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	85	249	0	0	373	94	70	0	212	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	249	0	0	373	94	70	0	212	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	85	249	0	0	373	94	70	0	212	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	1.00	1.59	0.41	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	1750	2955	745	1800	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.07	0.00	0.00	0.13	0.13	0.04	0.00	0.12	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	10.0	36.0	0.0	0.0	26.0	26.0	25.0	0.0	25.0	0.0	0.0	0.0
Volume/Cap:	0.34	0.13	0.00	0.00	0.34	0.34	0.11	0.00	0.34	0.00	0.00	0.00
Delay/Veh:	27.8	8.8	0.0	0.0	16.0	16.0	15.1	0.0	16.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.8	8.8	0.0	0.0	16.0	16.0	15.1	0.0	16.8	0.0	0.0	0.0
DesignQueue:	3	5	0	0	9	2	2	0	5	0	0	0

Copyright (c) 2003 Dowling Associates, Inc. Licensed to Hexagon Trans. San Jose

Main Street - RGC

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

Intersection #9: Main/Cedar



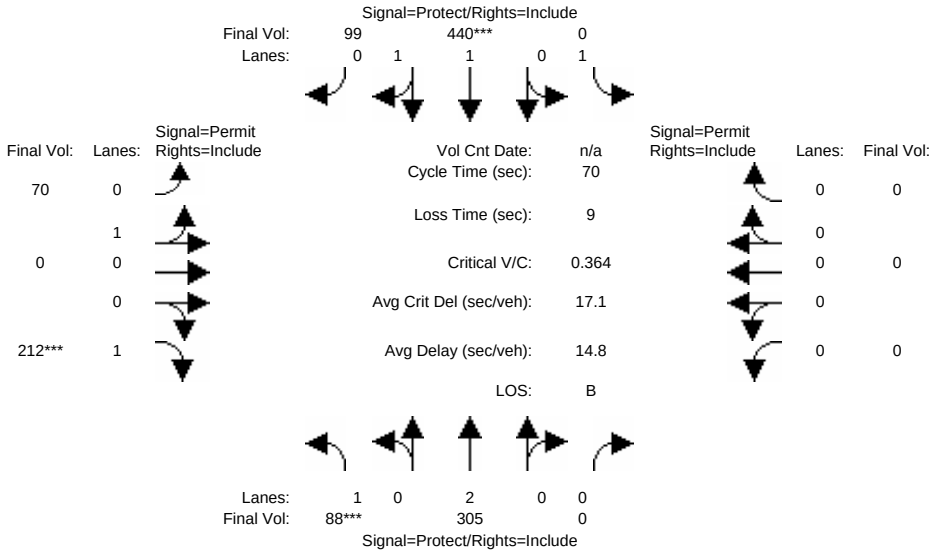
Street Name:	Main St						Cedar Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module:												
Base Vol:	88	284	0	0	435	99	70	0	212	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	284	0	0	435	99	70	0	212	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	284	0	0	435	99	70	0	212	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	284	0	0	435	99	70	0	212	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	284	0	0	435	99	70	0	212	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	88	284	0	0	435	99	70	0	212	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	1.00	1.62	0.38	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	1750	3014	686	1800	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.07	0.00	0.00	0.14	0.14	0.04	0.00	0.12	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	9.7	37.6	0.0	0.0	27.9	27.9	23.4	0.0	23.4	0.0	0.0	0.0
Volume/Cap:	0.36	0.14	0.00	0.00	0.36	0.36	0.12	0.00	0.36	0.00	0.00	0.00
Delay/Veh:	28.3	8.1	0.0	0.0	15.0	15.0	16.2	0.0	18.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.3	8.1	0.0	0.0	15.0	15.0	16.2	0.0	18.0	0.0	0.0	0.0
DesignQueue:	3	5	0	0	11	2	2	0	6	0	0	0

Copyright (c) 2003 Dowling Associates, Inc. Licensed to Hexagon Trans. San Jose

Main Street - RGC

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

Intersection #9: Main/Cedar



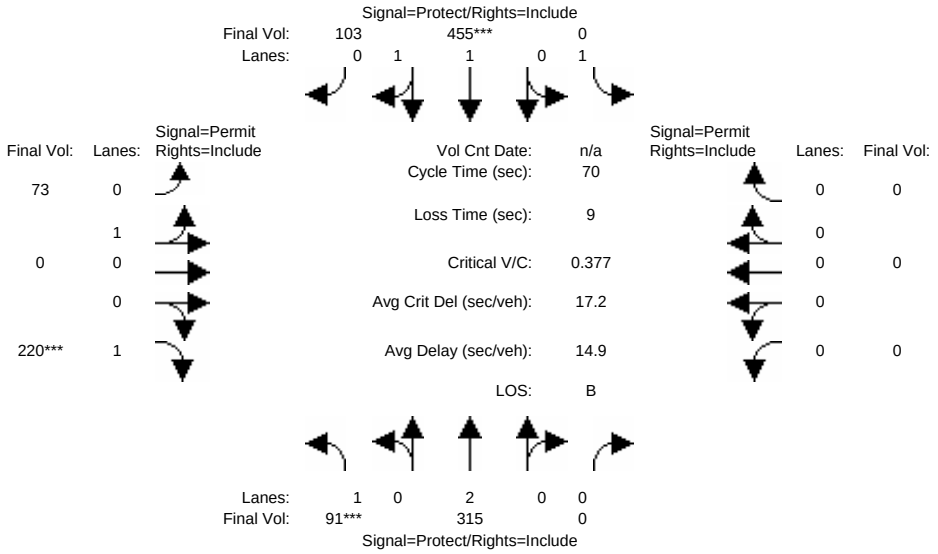
Street Name:	Main St						Cedar Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module:												
Base Vol:	88	305	0	0	440	99	70	0	212	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	305	0	0	440	99	70	0	212	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	305	0	0	440	99	70	0	212	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	305	0	0	440	99	70	0	212	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	305	0	0	440	99	70	0	212	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	88	305	0	0	440	99	70	0	212	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	1.00	1.62	0.38	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	1750	3020	679	1800	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.00	0.00	0.15	0.15	0.04	0.00	0.12	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	9.7	37.7	0.0	0.0	28.0	28.0	23.3	0.0	23.3	0.0	0.0	0.0
Volume/Cap:	0.36	0.15	0.00	0.00	0.36	0.36	0.12	0.00	0.36	0.00	0.00	0.00
Delay/Veh:	28.3	8.1	0.0	0.0	14.9	14.9	16.3	0.0	18.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.3	8.1	0.0	0.0	14.9	14.9	16.3	0.0	18.1	0.0	0.0	0.0
DesignQueue:	3	6	0	0	11	2	2	0	6	0	0	0

Copyright (c) 2003 Dowling Associates, Inc. Licensed to Hexagon Trans. San Jose

Main Street - RGC

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

Intersection #9: Main/Cedar



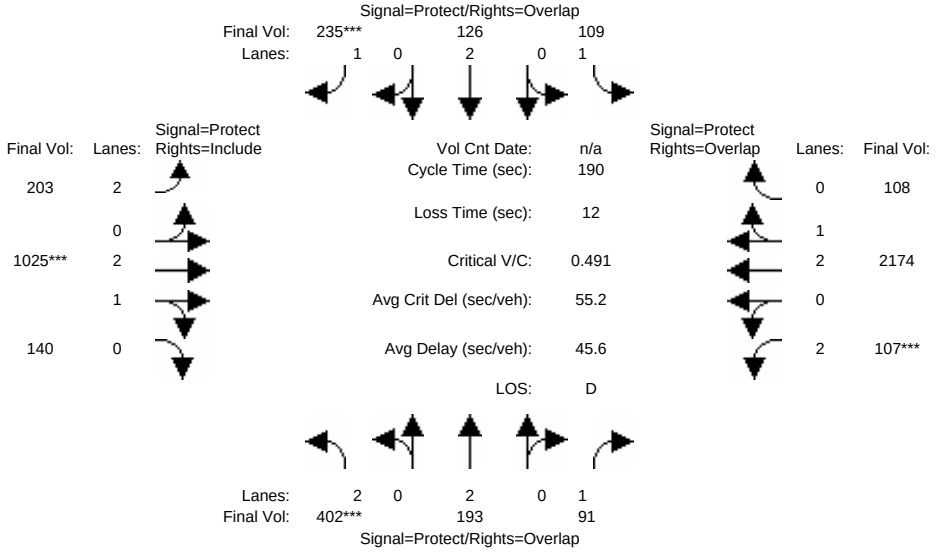
Street Name:	Main St						Cedar Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module:												
Base Vol:	91	315	0	0	455	103	73	0	220	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	315	0	0	455	103	73	0	220	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	315	0	0	455	103	73	0	220	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	315	0	0	455	103	73	0	220	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	315	0	0	455	103	73	0	220	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	91	315	0	0	455	103	73	0	220	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	1.00	1.62	0.38	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	1750	3017	683	1800	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.00	0.00	0.15	0.15	0.04	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	9.7	37.7	0.0	0.0	28.0	28.0	23.3	0.0	23.3	0.0	0.0	0.0
Volume/Cap:	0.38	0.15	0.00	0.00	0.38	0.38	0.12	0.00	0.38	0.00	0.00	0.00
Delay/Veh:	28.4	8.2	0.0	0.0	15.0	15.0	16.3	0.0	18.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.4	8.2	0.0	0.0	15.0	15.0	16.3	0.0	18.2	0.0	0.0	0.0
DesignQueue:	3	6	0	0	11	2	2	0	6	0	0	0

Copyright (c) 2003 Dowling Associates, Inc. Licensed to Hexagon Trans. San Jose

Main Street - RGC

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

Intersection #5801: MONTAGUE EXPWY/MAIN ST



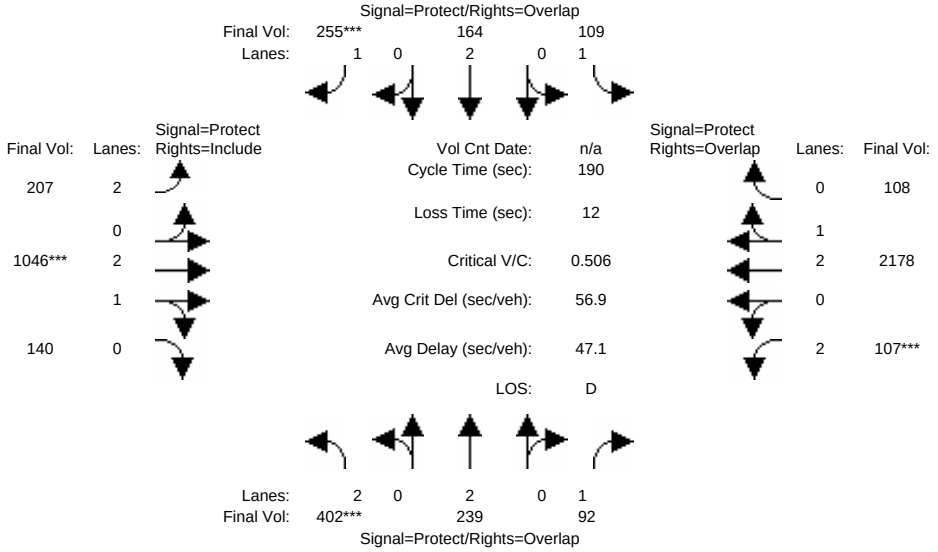
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	10	10	14	120	10	14	10	10
Volume Module:												
Base Vol:	402	193	91	109	126	235	203	1025	140	107	2499	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	402	193	91	109	126	235	203	1025	140	107	2499	108
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:	402	193	91	109	126	235	203	1025	140	107	2499	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	402	193	91	109	126	235	203	1025	140	107	2174	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	402	193	91	109	126	235	203	1025	140	107	2174	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	402	193	91	109	126	235	203	1025	140	107	2174	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	0.89	0.95	0.83	0.98	0.95
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.66	0.34	2.00	2.85	0.15
Final Sat.:	3150	3800	1750	1750	3800	1750	3150	4489	613	3150	5335	265
Capacity Analysis Module:												
Vol/Sat:	0.13	0.05	0.05	0.06	0.03	0.13	0.06	0.23	0.23	0.03	0.41	0.41
Crit Moves:	****					****		****		****		
Green Time:	29.8	18.3	32.3	25.7	14.2	34.7	20.5	120	120.0	14.0	113	139.1
Volume/Cap:	0.81	0.53	0.31	0.46	0.44	0.74	0.60	0.36	0.36	0.46	0.68	0.56
Delay/Veh:	87.3	83.1	69.6	77.2	85.3	82.0	90.2	35.9	35.9	85.8	26.6	11.7
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:	87.3	83.1	69.6	77.2	85.3	82.0	90.2	35.9	35.9	85.8	26.6	11.7
DesignQueue:	37	19	8	10	12	21	19	42	6	11	103	3

Copyright (c) 2003 Dowling Associates, Inc. Licensed to Hexagon Trans. San Jose

Main Street - RGC

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

Intersection #5801: MONTAGUE EXPWY/MAIN ST



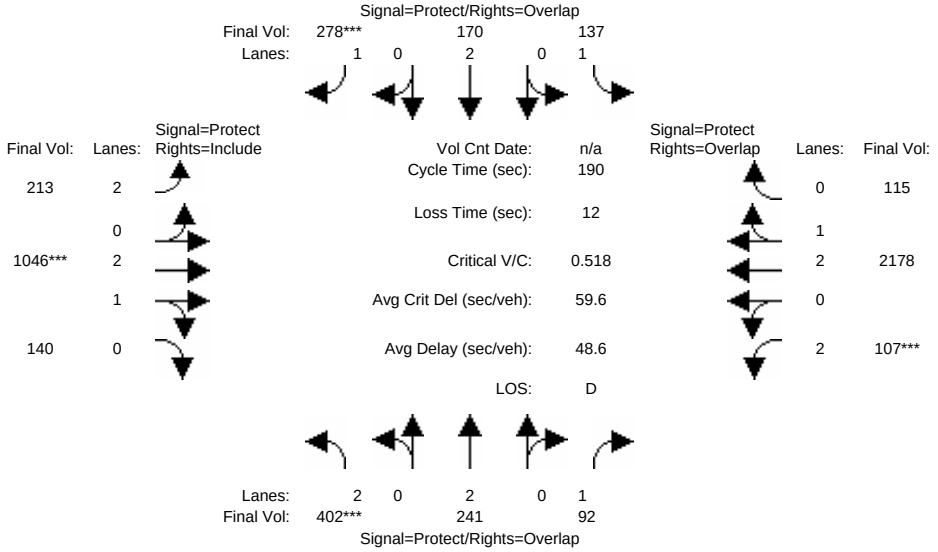
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	10	10	14	120	10	14	10	10
Volume Module:												
Base Vol:	402	239	92	109	164	255	207	1046	140	107	2503	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	402	239	92	109	164	255	207	1046	140	107	2503	108
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:	402	239	92	109	164	255	207	1046	140	107	2503	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	402	239	92	109	164	255	207	1046	140	107	2178	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	402	239	92	109	164	255	207	1046	140	107	2178	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	402	239	92	109	164	255	207	1046	140	107	2178	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	0.89	0.95	0.83	0.98	0.95
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.67	0.33	2.00	2.85	0.15
Final Sat.:	3150	3800	1750	1750	3800	1750	3150	4499	602	3150	5335	265
Capacity Analysis Module:												
Vol/Sat:	0.13	0.06	0.05	0.06	0.04	0.15	0.07	0.23	0.23	0.03	0.41	0.41
Crit Moves:	****					****		****		****		
Green Time:	28.1	20.3	34.3	23.7	15.9	36.4	20.5	120	120.0	14.0	114	137.2
Volume/Cap:	0.86	0.59	0.29	0.50	0.52	0.76	0.61	0.37	0.37	0.46	0.68	0.57
Delay/Veh:	94.2	83.2	67.9	79.4	84.9	82.5	90.7	36.1	36.1	85.8	26.6	12.6
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:	94.2	83.2	67.9	79.4	84.9	82.5	90.7	36.1	36.1	85.8	26.6	12.6
DesignQueue:	37	23	8	10	16	23	20	43	6	11	104	4

Copyright (c) 2003 Dowling Associates, Inc. Licensed to Hexagon Trans. San Jose

Main Street - RGC

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

Intersection #5801: MONTAGUE EXPWY/MAIN ST



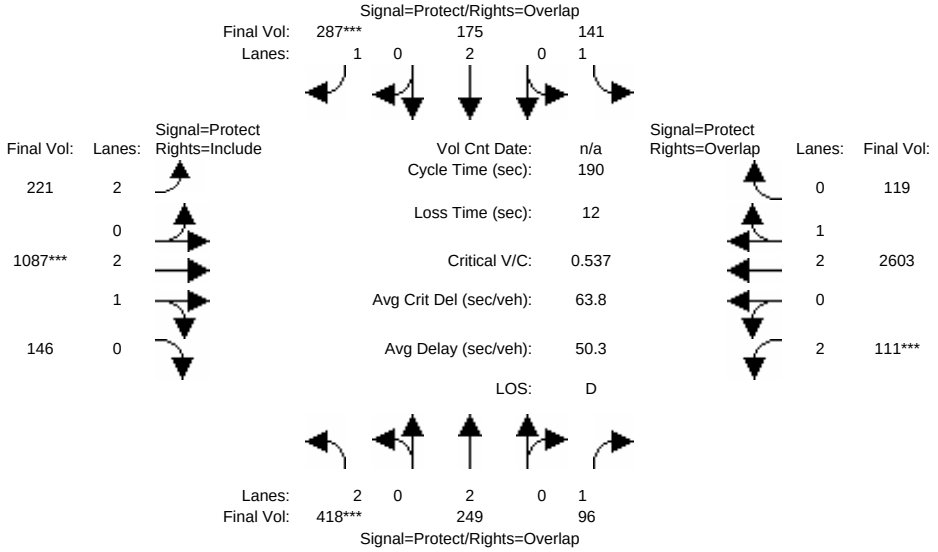
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	10	10	14	120	10	14	10	10
Volume Module:												
Base Vol:	402	241	92	137	170	278	213	1046	140	107	2503	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	402	241	92	137	170	278	213	1046	140	107	2503	115
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:	402	241	92	137	170	278	213	1046	140	107	2503	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	402	241	92	137	170	278	213	1046	140	107	2178	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	402	241	92	137	170	278	213	1046	140	107	2178	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	402	241	92	137	170	278	213	1046	140	107	2178	115
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	0.89	0.95	0.83	0.98	0.95
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.67	0.33	2.00	2.84	0.16
Final Sat.:	3150	3800	1750	1750	3800	1750	3150	4499	602	3150	5319	281
Capacity Analysis Module:												
Vol/Sat:	0.13	0.06	0.05	0.08	0.04	0.16	0.07	0.23	0.23	0.03	0.41	0.41
Crit Moves:	****					****		****		****		
Green Time:	26.4	19.7	33.7	24.3	17.6	38.0	20.4	120	120.0	14.0	114	137.9
Volume/Cap:	0.92	0.61	0.30	0.61	0.48	0.79	0.63	0.37	0.37	0.46	0.69	0.56
Delay/Veh:	105.1	84.3	68.4	83.3	82.9	84.0	91.4	36.1	36.1	85.8	26.6	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:	105.1	84.3	68.4	83.3	82.9	84.0	91.4	36.1	36.1	85.8	26.6	12.3
DesignQueue:	38	23	8	13	16	24	20	43	6	11	103	4

Copyright (c) 2003 Dowling Associates, Inc. Licensed to Hexagon Trans. San Jose

Main Street - RGC

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

Intersection #5801: MONTAGUE EXPWY/MAIN ST



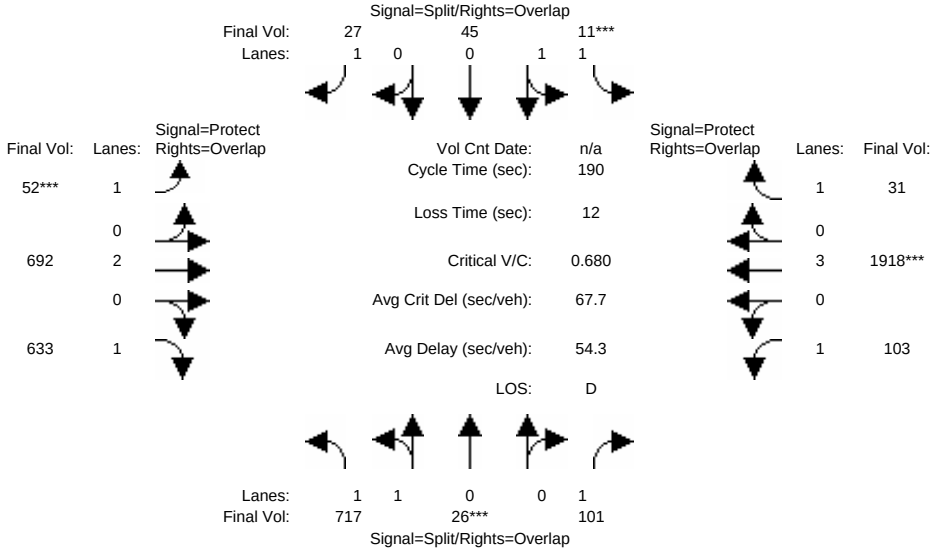
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	10	10	14	120	10	14	10	10
Volume Module:												
Base Vol:	418	249	96	141	175	287	221	1087	146	111	2603	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	418	249	96	141	175	287	221	1087	146	111	2603	119
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:	418	249	96	141	175	287	221	1087	146	111	2603	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	418	249	96	141	175	287	221	1087	146	111	2603	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	418	249	96	141	175	287	221	1087	146	111	2603	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	418	249	96	141	175	287	221	1087	146	111	2603	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	0.89	0.95	0.83	0.98	0.95
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.66	0.34	2.00	2.86	0.14
Final Sat.:	3150	3800	1750	1750	3800	1750	3150	4498	604	3150	5355	245
Capacity Analysis Module:												
Vol/Sat:	0.13	0.07	0.05	0.08	0.05	0.16	0.07	0.24	0.24	0.04	0.49	0.49
Crit Moves:	****					****		****		****		
Green Time:	26.2	19.7	33.7	24.3	17.8	35.5	17.6	120	120.0	14.0	116	140.6
Volume/Cap:	0.96	0.63	0.31	0.63	0.49	0.88	0.76	0.38	0.38	0.48	0.79	0.66
Delay/Veh:	115.1	84.9	68.6	84.3	82.8	97.9	100.5	36.5	36.5	86.0	29.1	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:	115.1	84.9	68.6	84.3	82.8	97.9	100.5	36.5	36.5	86.0	29.1	12.9
DesignQueue:	39	24	8	13	17	26	21	45	6	11	122	4

Copyright (c) 2003 Dowling Associates, Inc. Licensed to Hexagon Trans. San Jose

Main Street - RGC

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

Intersection #5802: MONTAGUE EXPWY/TRADE ZONE BLVD



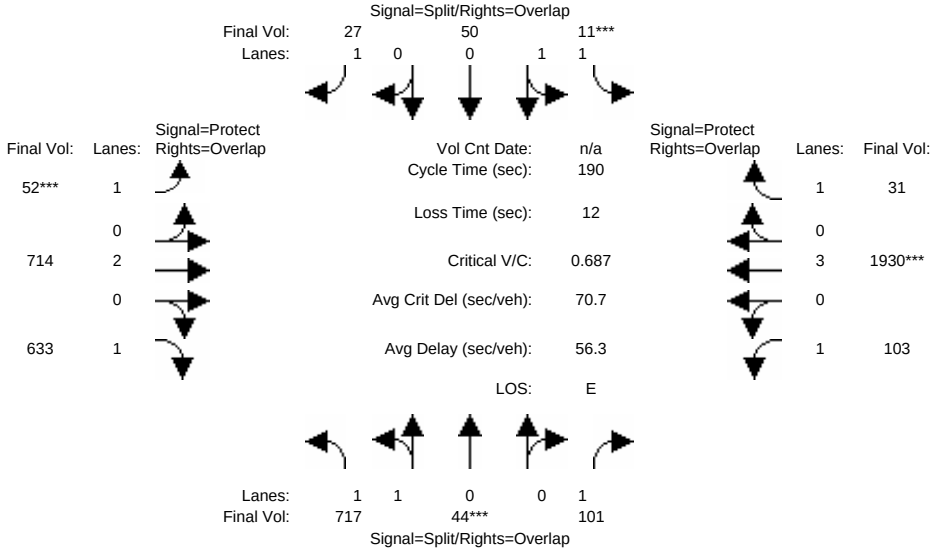
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	10	10	14	100	10	14	107	10
Volume Module:												
Base Vol:	717	26	101	11	45	27	52	692	633	103	2205	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	717	26	101	11	45	27	52	692	633	103	2205	31
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:	717	26	101	11	45	27	52	692	633	103	2205	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	717	26	101	11	45	27	52	692	633	103	1918	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	717	26	101	11	45	27	52	692	633	103	1918	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	717	26	101	11	45	27	52	692	633	103	1918	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.73	0.95	0.92	1.38	0.50	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.95	0.05	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	2693	98	1750	2625	950	1750	1750	3800	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.06	0.00	0.05	0.02	0.03	0.18	0.36	0.06	0.34	0.02
Crit Moves:		****		****			****				****	
Green Time:	43.0	43.0	57.9	14.0	14.0	28.0	14.0	106	149.1	14.9	107	121.0
Volume/Cap:	1.18	1.18	0.19	0.06	0.64	0.10	0.40	0.33	0.46	0.75	0.60	0.03
Delay/Veh:	168.8	169	48.9	81.9	101	70.3	86.1	30.0	14.4	106.5	27.6	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:	168.8	169	48.9	81.9	101	70.3	86.1	30.0	14.4	106.5	27.6	12.8
DesignQueue:	62	2	8	1	4	2	5	34	16	10	97	1

Copyright (c) 2003 Dowling Associates, Inc. Licensed to Hexagon Trans. San Jose

Main Street - RGC

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

Intersection #5802: MONTAGUE EXPWY/TRADE ZONE BLVD



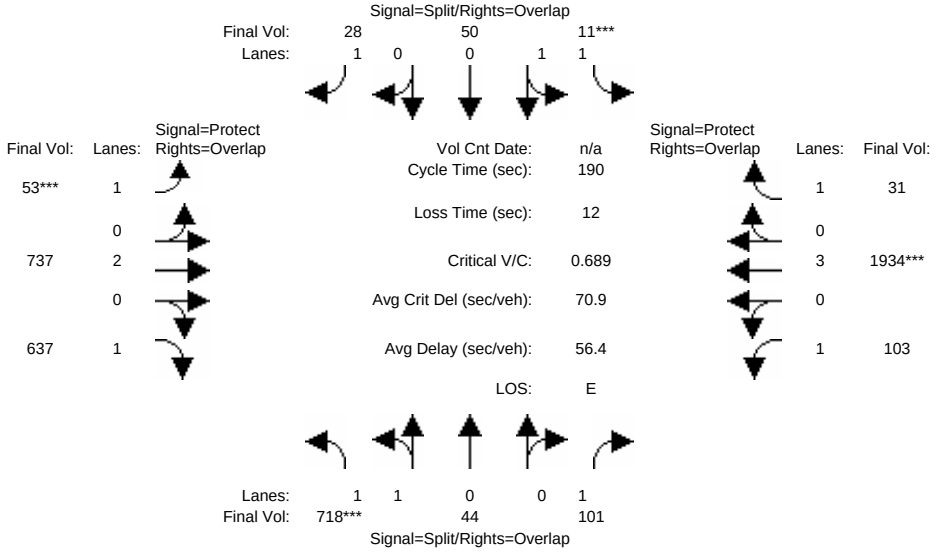
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	10	10	14	100	10	14	107	10
Volume Module:												
Base Vol:	717	44	101	11	50	27	52	714	633	103	2218	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	717	44	101	11	50	27	52	714	633	103	2218	31
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:	717	44	101	11	50	27	52	714	633	103	2218	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	717	44	101	11	50	27	52	714	633	103	1930	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	717	44	101	11	50	27	52	714	633	103	1930	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	717	44	101	11	50	27	52	714	633	103	1930	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.73	0.95	0.92	1.38	0.50	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.91	0.09	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	2642	162	1750	2625	950	1750	1750	3800	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.06	0.00	0.05	0.02	0.03	0.19	0.36	0.06	0.34	0.02
Crit Moves:		****		****			****				****	
Green Time:	43.0	43.0	57.9	14.0	14.0	28.0	14.0	106	149.1	14.9	107	121.0
Volume/Cap:	1.20	1.20	0.19	0.06	0.71	0.10	0.40	0.34	0.46	0.75	0.60	0.03
Delay/Veh:	177.8	178	48.9	81.9	111	70.3	86.1	30.2	14.4	106.5	27.7	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:	177.8	178	48.9	81.9	111	70.3	86.1	30.2	14.4	106.5	27.7	12.8
DesignQueue:	62	4	8	1	5	2	5	35	16	10	98	1

Copyright (c) 2003 Dowling Associates, Inc. Licensed to Hexagon Trans. San Jose

Main Street - RGC

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

Intersection #5802: MONTAGUE EXPWY/TRADE ZONE BLVD



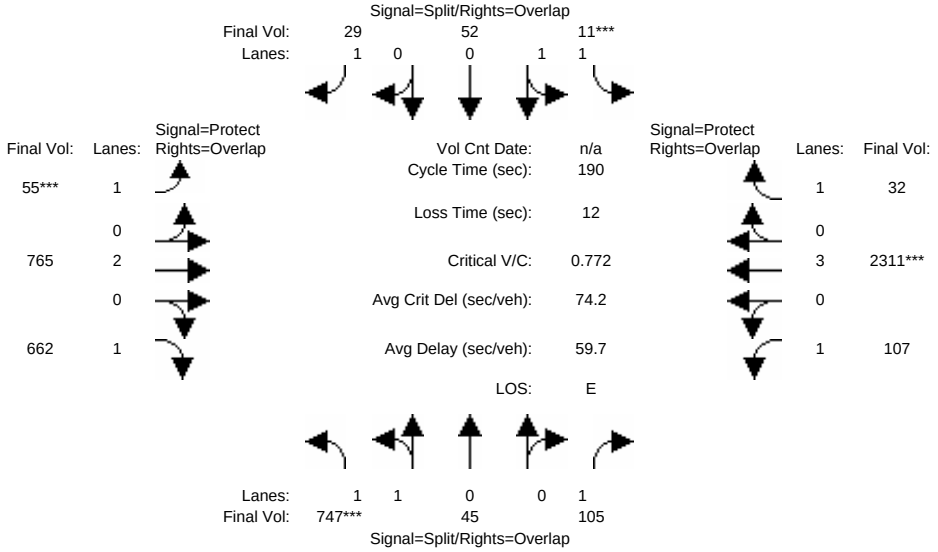
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	10	10	14	100	10	14	107	10
Volume Module:												
Base Vol:	718	44	101	11	50	28	53	737	637	103	2223	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	718	44	101	11	50	28	53	737	637	103	2223	31
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:	718	44	101	11	50	28	53	737	637	103	2223	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	718	44	101	11	50	28	53	737	637	103	1934	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	718	44	101	11	50	28	53	737	637	103	1934	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	718	44	101	11	50	28	53	737	637	103	1934	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.73	0.95	0.92	1.38	0.50	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.91	0.09	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	2642	162	1750	2625	950	1750	1750	3800	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.06	0.00	0.05	0.02	0.03	0.19	0.36	0.06	0.34	0.02
Crit Moves:	****			****			****				****	
Green Time:	43.0	43.0	57.9	14.0	14.0	28.0	14.0	106	149.1	14.9	107	121.0
Volume/Cap:	1.20	1.20	0.19	0.06	0.71	0.11	0.41	0.35	0.46	0.75	0.60	0.03
Delay/Veh:	178.4	178	48.9	81.9	111	70.4	86.2	30.5	14.5	106.5	27.8	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:	178.4	178	48.9	81.9	111	70.4	86.2	30.5	14.5	106.5	27.8	12.8
DesignQueue:	62	4	8	1	5	3	5	36	16	10	98	1

Copyright (c) 2003 Dowling Associates, Inc. Licensed to Hexagon Trans. San Jose

Main Street - RGC

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

Intersection #5802: MONTAGUE EXPWY/TRADE ZONE BLVD



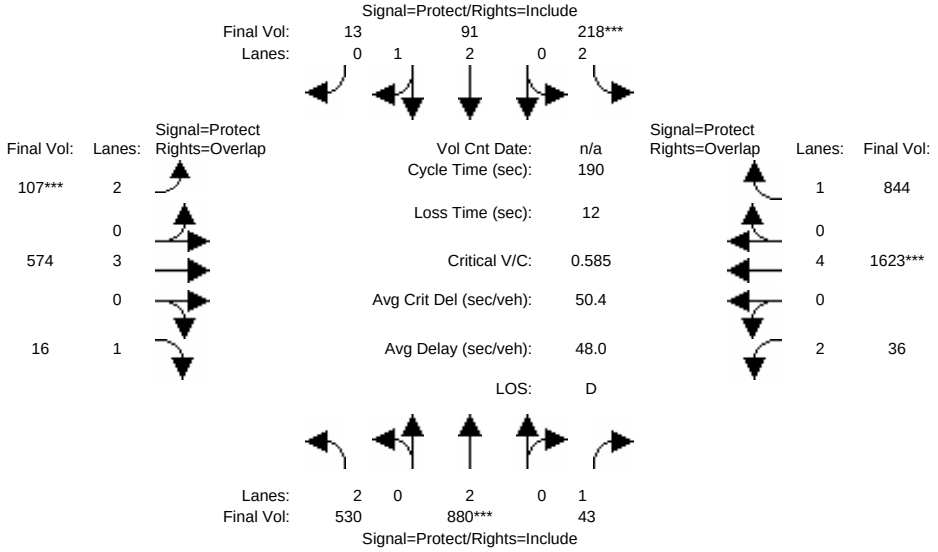
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	10	10	14	100	10	14	107	10
Volume Module:												
Base Vol:	747	45	105	11	52	29	55	765	662	107	2311	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	747	45	105	11	52	29	55	765	662	107	2311	32
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:	747	45	105	11	52	29	55	765	662	107	2311	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	747	45	105	11	52	29	55	765	662	107	2311	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	747	45	105	11	52	29	55	765	662	107	2311	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	747	45	105	11	52	29	55	765	662	107	2311	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.73	0.95	0.92	1.38	0.50	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.91	0.09	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	2644	159	1750	2625	950	1750	1750	3800	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.06	0.00	0.05	0.02	0.03	0.20	0.38	0.06	0.41	0.02
Crit Moves:	****			****			****				****	
Green Time:	43.0	43.0	57.9	14.0	14.0	28.0	14.0	106	149.1	14.9	107	121.0
Volume/Cap:	1.25	1.25	0.20	0.06	0.74	0.11	0.43	0.36	0.48	0.78	0.72	0.03
Delay/Veh:	198.0	198	49.1	81.9	116	70.4	86.4	30.7	14.8	110.6	31.3	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:	198.0	198	49.1	81.9	116	70.4	86.4	30.7	14.8	110.6	31.3	12.8
DesignQueue:	65	4	8	1	5	3	5	38	17	11	119	1

Copyright (c) 2003 Dowling Associates, Inc. Licensed to Hexagon Trans. San Jose

Main Street - RGC

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

Intersection #5803: MONTAGUE EXPWY/CAPITOL AVE



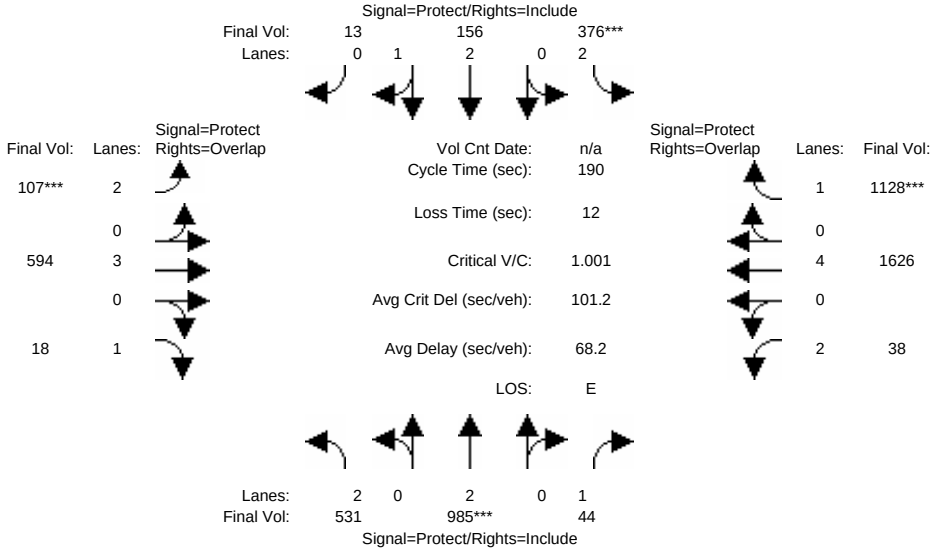
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	10	10	14	95	10	14	95	10
Volume Module:												
Base Vol:	530	880	43	218	91	13	107	574	16	36	1865	844
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	530	880	43	218	91	13	107	574	16	36	1865	844
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:	530	880	43	218	91	13	107	574	16	36	1865	844
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	530	880	43	218	91	13	107	574	16	36	1623	844
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	530	880	43	218	91	13	107	574	16	36	1623	844
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	530	880	43	218	91	13	107	574	16	36	1623	844
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.61	0.39	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	3150	3800	1750	3150	4899	700	3150	5700	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.23	0.02	0.07	0.02	0.02	0.03	0.10	0.01	0.01	0.21	0.48
Crit Moves:		****		****			****				****	
Green Time:	52.6	53.1	53.1	15.9	16.4	16.4	14.0	95.0	147.6	14.0	95.0	110.9
Volume/Cap:	0.61	0.83	0.09	0.83	0.21	0.21	0.46	0.20	0.01	0.16	0.43	0.83
Delay/Veh:	61.0	69.7	50.6	104.9	81.0	81.0	85.8	32.8	9.6	82.8	30.3	37.5
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:	61.0	69.7	50.6	104.9	81.0	81.0	85.8	32.8	9.6	82.8	30.3	37.5
DesignQueue:	42	71	3	21	9	1	11	31	0	4	91	42

 Copyright (c) 2003 Dowling Associates, Inc. Licensed to Hexagon Trans. San Jose

Main Street - RGC

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

Intersection #5803: MONTAGUE EXPWY/CAPITOL AVE



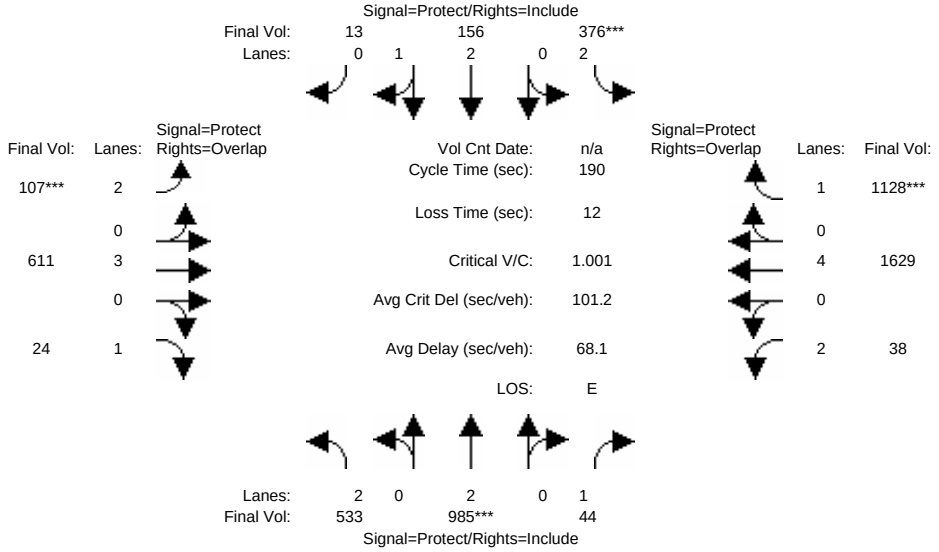
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	10	10	14	95	10	14	95	10
Volume Module:												
Base Vol:	531	985	44	376	156	13	107	594	18	38	1869	1128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	531	985	44	376	156	13	107	594	18	38	1869	1128
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:	531	985	44	376	156	13	107	594	18	38	1869	1128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	531	985	44	376	156	13	107	594	18	38	1626	1128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	531	985	44	376	156	13	107	594	18	38	1626	1128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	531	985	44	376	156	13	107	594	18	38	1626	1128
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	2.76	0.24	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	3150	3800	1750	3150	5169	431	3150	5700	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.26	0.03	0.12	0.03	0.03	0.03	0.10	0.01	0.01	0.21	0.64
Crit Moves:		****		****			****					****
Green Time:	52.4	47.0	47.0	21.7	16.3	16.3	14.0	95.3	147.6	14.0	95.3	117.0
Volume/Cap:	0.61	1.05	0.10	1.05	0.35	0.35	0.46	0.21	0.01	0.16	0.43	1.05
Delay/Veh:	61.3	114	55.3	144.5	82.3	82.3	85.8	32.8	9.6	82.8	30.1	77.1
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:	61.3	114	55.3	144.5	82.3	82.3	85.8	32.8	9.6	82.8	30.1	77.1
DesignQueue:	42	84	4	36	15	1	11	32	0	4	91	54

 Copyright (c) 2003 Dowling Associates, Inc. Licensed to Hexagon Trans. San Jose

Main Street - RGC

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

Intersection #5803: MONTAGUE EXPWY/CAPITOL AVE



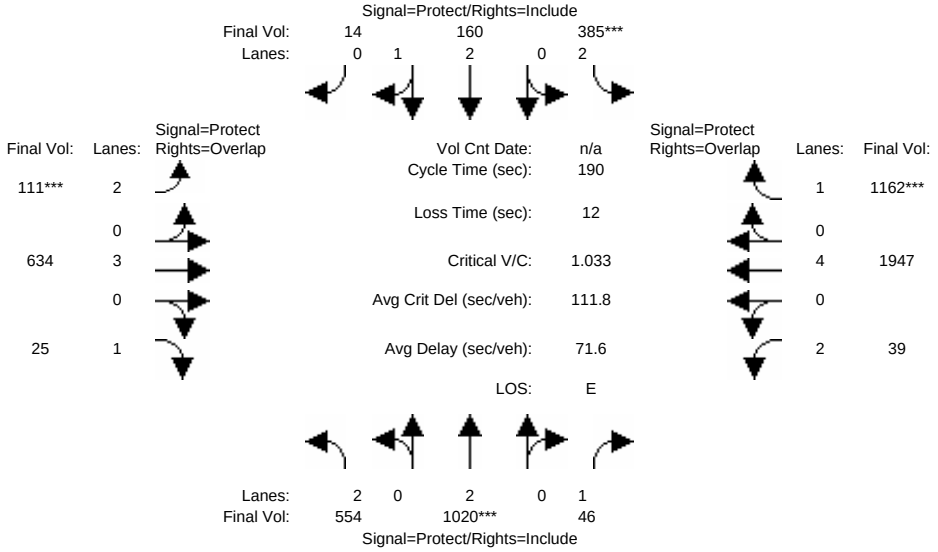
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	10	10	14	95	10	14	95	10
Volume Module:												
Base Vol:	533	985	44	376	156	13	107	611	24	38	1872	1128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	533	985	44	376	156	13	107	611	24	38	1872	1128
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:	533	985	44	376	156	13	107	611	24	38	1872	1128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	533	985	44	376	156	13	107	611	24	38	1629	1128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	533	985	44	376	156	13	107	611	24	38	1629	1128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	533	985	44	376	156	13	107	611	24	38	1629	1128
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	2.76	0.24	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	3150	3800	1750	3150	5169	431	3150	5700	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.26	0.03	0.12	0.03	0.03	0.03	0.11	0.01	0.01	0.21	0.64
Crit Moves:		****		****			****					****
Green Time:	52.4	47.0	47.0	21.7	16.3	16.3	14.0	95.3	147.7	14.0	95.3	117.0
Volume/Cap:	0.61	1.05	0.10	1.05	0.35	0.35	0.46	0.21	0.02	0.16	0.43	1.05
Delay/Veh:	61.3	114	55.3	144.5	82.3	82.3	85.8	32.9	9.6	82.8	30.1	77.1
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:	61.3	114	55.3	144.5	82.3	82.3	85.8	32.9	9.6	82.8	30.1	77.1
DesignQueue:	42	84	4	36	15	1	11	33	1	4	91	54

Copyright (c) 2003 Dowling Associates, Inc. Licensed to Hexagon Trans. San Jose

Main Street - RGC

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

Intersection #5803: MONTAGUE EXPWY/CAPITOL AVE



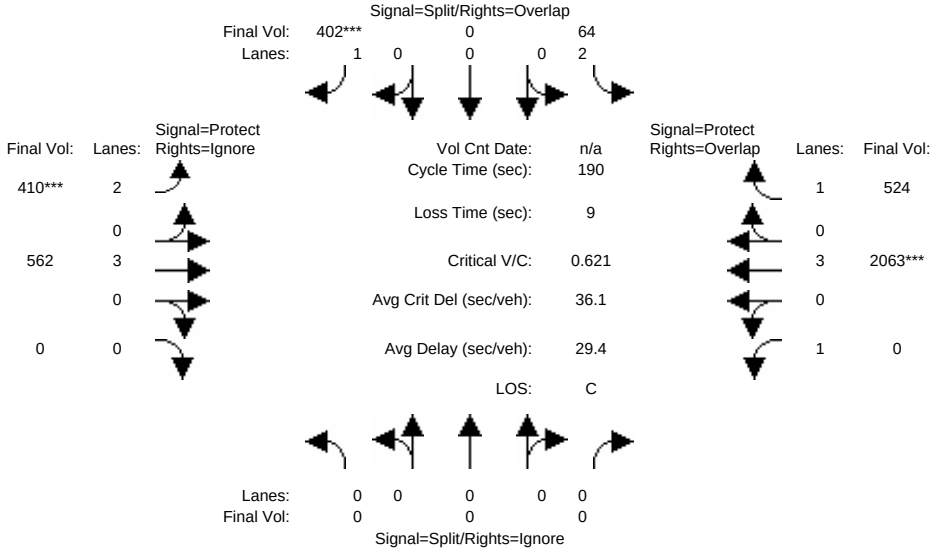
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	10	10	14	95	10	14	95	10
Volume Module:												
Base Vol:	554	1020	46	385	160	14	111	634	25	39	1947	1162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	554	1020	46	385	160	14	111	634	25	39	1947	1162
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:	554	1020	46	385	160	14	111	634	25	39	1947	1162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	554	1020	46	385	160	14	111	634	25	39	1947	1162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	554	1020	46	385	160	14	111	634	25	39	1947	1162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	554	1020	46	385	160	14	111	634	25	39	1947	1162
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	2.75	0.25	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	3150	3800	1750	3150	5149	451	3150	5700	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.27	0.03	0.12	0.03	0.03	0.04	0.11	0.01	0.01	0.26	0.66
Crit Moves:		****		****			****					****
Green Time:	52.9	47.2	47.2	21.5	15.8	15.8	14.0	95.3	148.1	14.0	95.3	116.8
Volume/Cap:	0.63	1.08	0.11	1.08	0.37	0.37	0.48	0.22	0.02	0.17	0.51	1.08
Delay/Veh:	61.5	125	55.2	155.0	82.9	82.9	86.0	33.0	9.5	82.8	31.9	88.4
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:	61.5	125	55.2	155.0	82.9	82.9	86.0	33.0	9.5	82.8	31.9	88.4
DesignQueue:	44	87	4	37	16	1	11	34	1	4	110	56

Copyright (c) 2003 Dowling Associates, Inc. Licensed to Hexagon Trans. San Jose

Main Street - RGC

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

Intersection #5804: MONTAGUE EXPWY/MILPITAS BLVD



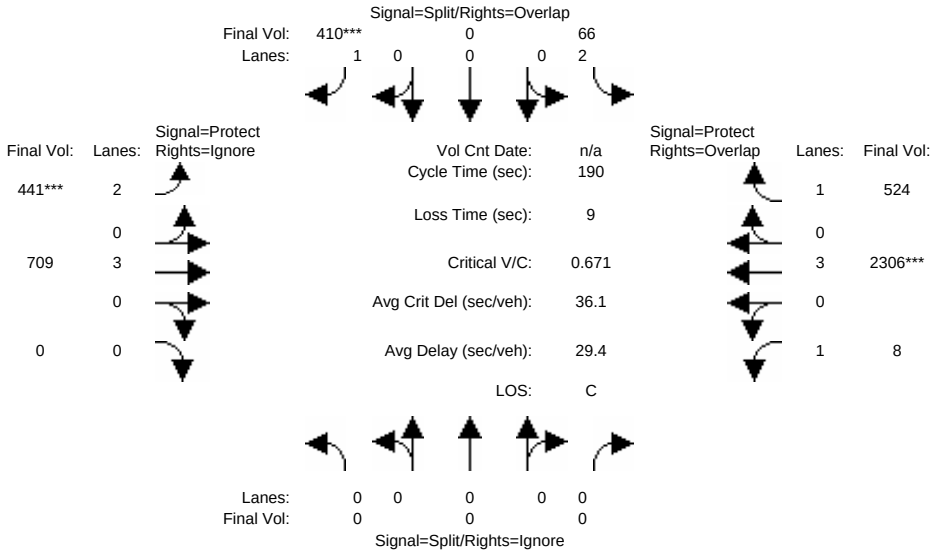
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	14	0	10	14	95	0	0	100	10
Volume Module:												
Base Vol:	0	0	0	64	0	402	410	562	0	0	2371	524
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	64	0	402	410	562	0	0	2371	524
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	64	0	402	410	562	0	0	2371	524
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	64	0	402	410	562	0	0	2063	524
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	64	0	402	410	562	0	0	2063	524
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	0	0	0	64	0	402	410	562	0	0	2063	524
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	0.02	0.00	0.23	0.13	0.10	0.00	0.00	0.36	0.30
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	30.5	0.0	70.3	39.8	151	0.0	0.0	111	141.2
Volume/Cap:	0.00	0.00	0.00	0.13	0.00	0.62	0.62	0.12	0.00	0.00	0.62	0.40
Delay/Veh:	0.0	0.0	0.0	68.5	0.0	50.8	70.9	9.6	0.0	0.0	26.3	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:	0.0	0.0	0.0	68.5	0.0	50.8	70.9	9.6	0.0	0.0	26.3	9.2
DesignQueue:	0	0	0	6	0	28	35	13	0	0	100	15

Copyright (c) 2003 Dowling Associates, Inc. Licensed to Hexagon Trans. San Jose

Main Street - RGC

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

Intersection #5804: MONTAGUE EXPWY/MILPITAS BLVD



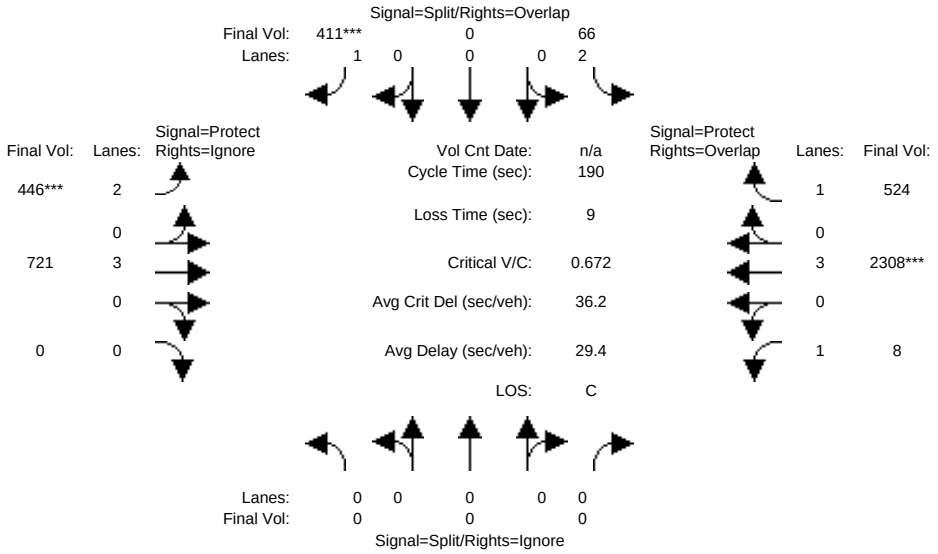
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	14	0	10	14	95	0	0	100	10
Volume Module:												
Base Vol:	0	0	0	66	0	410	441	709	0	8	2651	524
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	66	0	410	441	709	0	8	2651	524
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	66	0	410	441	709	0	8	2651	524
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	66	0	410	441	709	0	8	2306	524
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	66	0	410	441	709	0	8	2306	524
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	0	0	0	66	0	410	441	709	0	8	2306	524
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	0.02	0.00	0.23	0.14	0.12	0.00	0.00	0.40	0.30
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	26.7	0.0	66.4	39.7	153	0.0	1.4	115	141.3
Volume/Cap:	0.00	0.00	0.00	0.15	0.00	0.67	0.67	0.15	0.00	0.62	0.67	0.40
Delay/Veh:	0.0	0.0	0.0	71.8	0.0	55.4	72.7	9.2	0.0	162.0	25.6	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:	0.0	0.0	0.0	71.8	0.0	55.4	72.7	9.2	0.0	162.0	25.6	9.1
DesignQueue:	0	0	0	6	0	30	38	15	0	1	108	15

Copyright (c) 2003 Dowling Associates, Inc. Licensed to Hexagon Trans. San Jose

Main Street - RGC

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

Intersection #5804: MONTAGUE EXPWY/MILPITAS BLVD



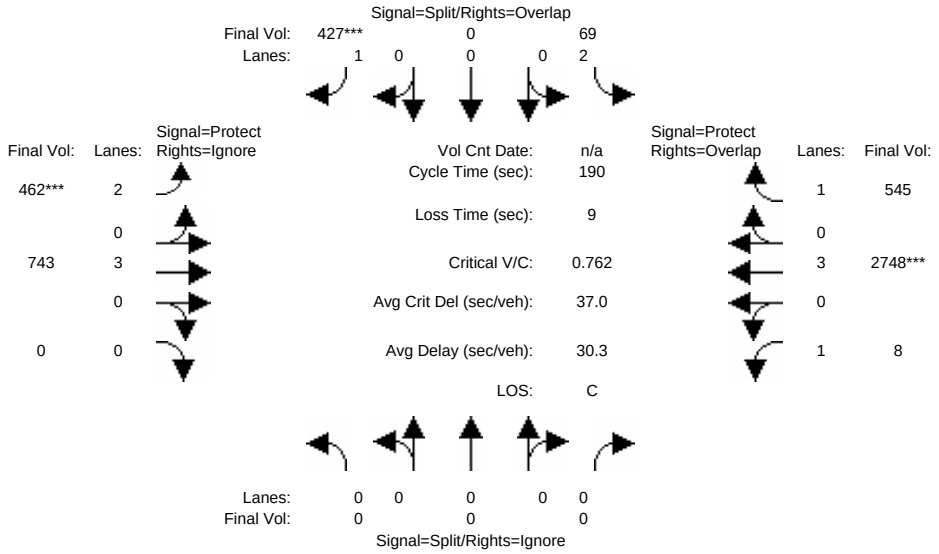
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	14	0	10	14	95	0	0	100	10
Volume Module:												
Base Vol:	0	0	0	66	0	411	446	721	0	8	2653	524
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	66	0	411	446	721	0	8	2653	524
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	66	0	411	446	721	0	8	2653	524
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	66	0	411	446	721	0	8	2308	524
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	66	0	411	446	721	0	8	2308	524
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	0	0	0	66	0	411	446	721	0	8	2308	524
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	0.02	0.00	0.23	0.14	0.13	0.00	0.00	0.40	0.30
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	26.4	0.0	66.4	40.1	153	0.0	1.4	115	140.9
Volume/Cap:	0.00	0.00	0.00	0.15	0.00	0.67	0.67	0.16	0.00	0.62	0.67	0.40
Delay/Veh:	0.0	0.0	0.0	72.1	0.0	55.4	72.5	9.1	0.0	161.4	25.7	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:	0.0	0.0	0.0	72.1	0.0	55.4	72.5	9.1	0.0	161.4	25.7	9.2
DesignQueue:	0	0	0	6	0	30	38	15	0	1	108	15

Copyright (c) 2003 Dowling Associates, Inc. Licensed to Hexagon Trans. San Jose

Main Street - RGC

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

Intersection #5804: MONTAGUE EXPWY/MILPITAS BLVD



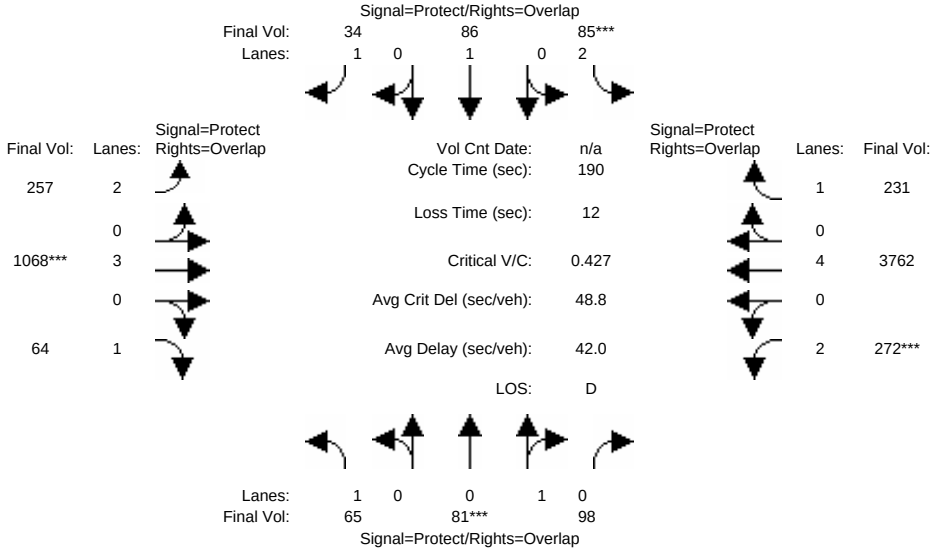
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	14	0	10	14	95	0	0	100	10
Volume Module:												
Base Vol:	0	0	0	69	0	427	462	743	0	8	2748	545
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	69	0	427	462	743	0	8	2748	545
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	69	0	427	462	743	0	8	2748	545
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	69	0	427	462	743	0	8	2748	545
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	69	0	427	462	743	0	8	2748	545
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	0	0	0	69	0	427	462	743	0	8	2748	545
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	0.02	0.00	0.24	0.15	0.13	0.00	0.00	0.48	0.31
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	24.3	0.0	60.8	36.6	155	0.0	1.4	120	144.4
Volume/Cap:	0.00	0.00	0.00	0.17	0.00	0.76	0.76	0.16	0.00	0.61	0.76	0.41
Delay/Veh:	0.0	0.0	0.0	74.1	0.0	64.2	78.6	8.5	0.0	157.4	25.8	8.1
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	74.1	0.0	64.2	78.6	8.5	0.0	157.4	25.8	8.1
DesignQueue:	0	0	0	6	0	33	41	15	0	1	122	15

Copyright (c) 2003 Dowling Associates, Inc. Licensed to Hexagon Trans. San Jose

Main Street - RGC

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

Intersection #5809: MONTAGUE EXPWY/McCARTHY-O'TOOL



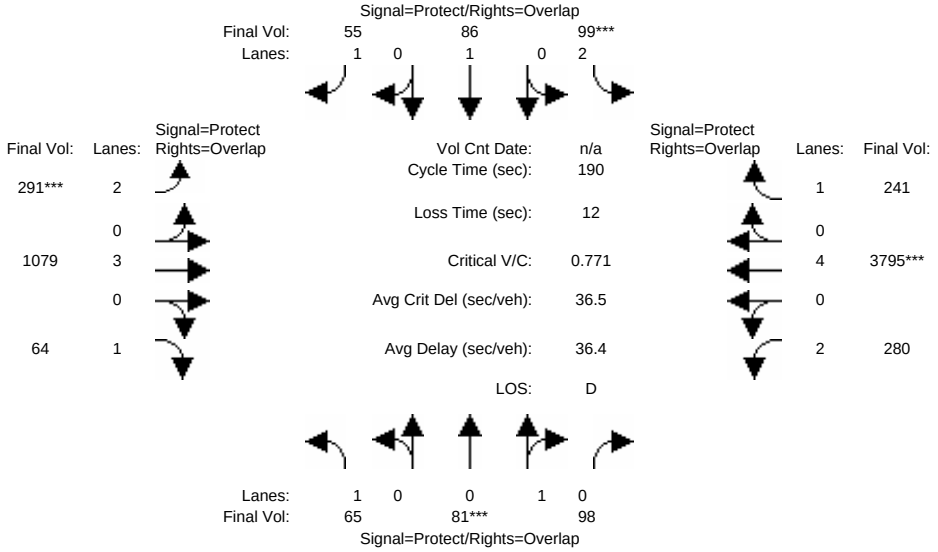
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	10	10	14	95	10	14	95	10
Volume Module:												
Base Vol:	65	81	98	85	86	34	257	1068	64	272	3762	231
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	81	98	85	86	34	257	1068	64	272	3762	231
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	81	98	85	86	34	257	1068	64	272	3762	231
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	81	98	85	86	34	257	1068	64	272	3762	231
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	81	98	85	86	34	257	1068	64	272	3762	231
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	65	81	98	85	86	34	257	1068	64	272	3762	231
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.45	0.55	2.00	1.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	1750	815	985	3150	1900	1750	3150	5700	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.10	0.03	0.05	0.02	0.08	0.19	0.04	0.09	0.50	0.13
Crit Moves:		****		****				****		****		
Green Time:	29.7	36.9	69.0	14.0	21.2	39.0	17.8	95.0	124.7	32.1	109	123.2
Volume/Cap:	0.24	0.51	0.27	0.37	0.41	0.09	0.87	0.37	0.06	0.51	0.86	0.20
Delay/Veh:	70.7	69.7	43.0	84.8	79.8	61.3	108.0	36.3	17.7	72.7	35.9	13.6
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:	70.7	69.7	43.0	84.8	79.8	61.3	108.0	36.3	17.7	72.7	35.9	13.6
DesignQueue:	6	7	7	8	8	3	25	59	2	24	194	9

Copyright (c) 2003 Dowling Associates, Inc. Licensed to Hexagon Trans. San Jose

Main Street - RGC

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

Intersection #5809: MONTAGUE EXPWY/McCARTHY-O'TOOL



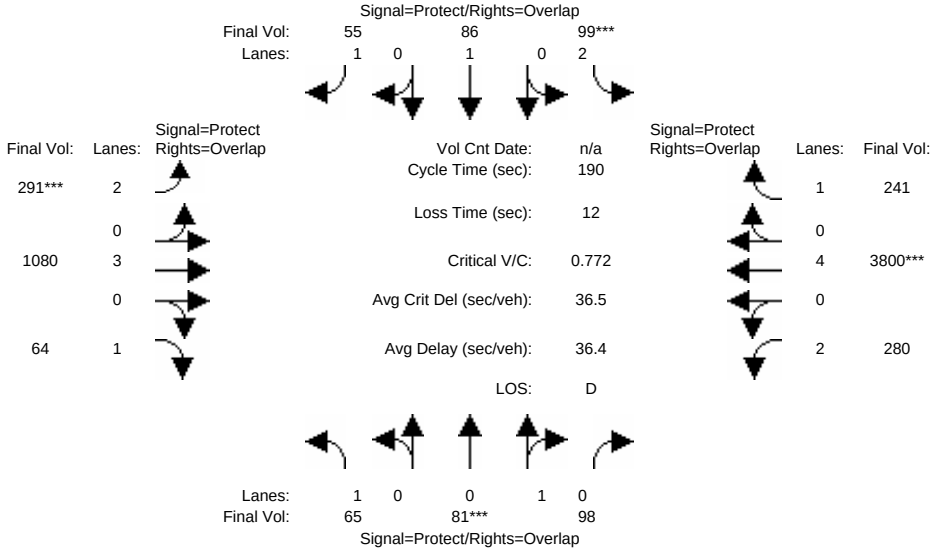
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	10	10	14	95	10	14	95	10
Volume Module:												
Base Vol:	65	81	98	99	86	55	291	1079	64	280	3795	241
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	81	98	99	86	55	291	1079	64	280	3795	241
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:	65	81	98	99	86	55	291	1079	64	280	3795	241
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	81	98	99	86	55	291	1079	64	280	3795	241
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	81	98	99	86	55	291	1079	64	280	3795	241
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	65	81	98	99	86	55	291	1079	64	280	3795	241
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.45	0.55	2.00	1.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	1750	815	985	3150	1900	1750	3150	5700	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.10	0.03	0.05	0.03	0.09	0.19	0.04	0.09	0.50	0.14
Crit Moves:		****		****			****				****	
Green Time:	21.9	23.6	44.8	14.0	15.7	37.6	21.9	119	141.1	21.2	118	132.5
Volume/Cap:	0.32	0.80	0.42	0.43	0.55	0.16	0.80	0.30	0.05	0.80	0.80	0.20
Delay/Veh:	78.1	99.2	62.3	85.4	87.9	63.3	93.9	23.7	11.9	94.3	27.9	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:	78.1	99.2	62.3	85.4	87.9	63.3	93.9	23.7	11.9	94.3	27.9	10.2
DesignQueue:	6	8	8	10	8	5	28	45	2	27	174	8

Copyright (c) 2003 Dowling Associates, Inc. Licensed to Hexagon Trans. San Jose

Main Street - RGC

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

Intersection #5809: MONTAGUE EXPWY/McCARTHY-O'TOOL



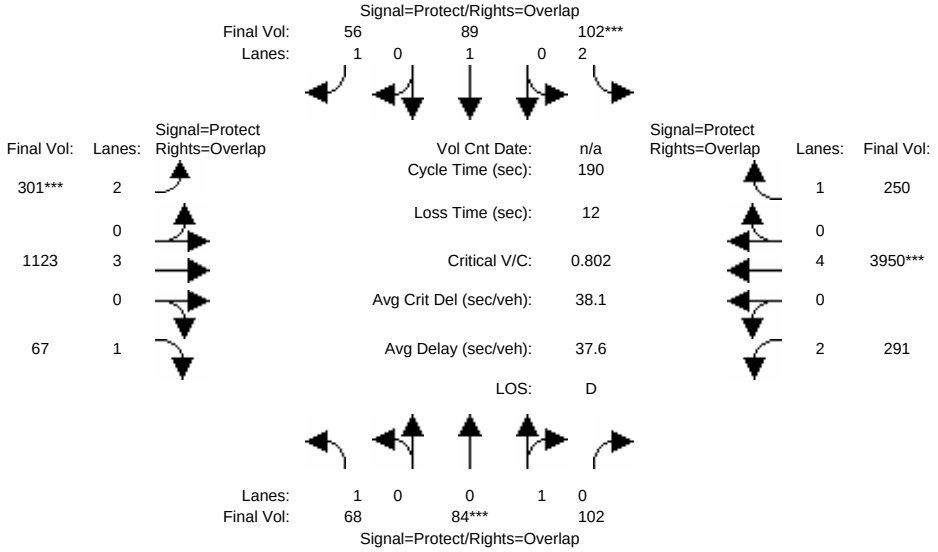
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	10	10	14	95	10	14	95	10
Volume Module:												
Base Vol:	65	81	98	99	86	55	291	1080	64	280	3800	241
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	81	98	99	86	55	291	1080	64	280	3800	241
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:	65	81	98	99	86	55	291	1080	64	280	3800	241
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	81	98	99	86	55	291	1080	64	280	3800	241
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	81	98	99	86	55	291	1080	64	280	3800	241
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	65	81	98	99	86	55	291	1080	64	280	3800	241
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.45	0.55	2.00	1.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	1750	815	985	3150	1900	1750	3150	5700	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.10	0.03	0.05	0.03	0.09	0.19	0.04	0.09	0.50	0.14
Crit Moves:		****		****			****				****	
Green Time:	21.9	23.6	44.8	14.0	15.7	37.6	21.9	119	141.1	21.2	119	132.5
Volume/Cap:	0.32	0.80	0.42	0.43	0.55	0.16	0.80	0.30	0.05	0.80	0.80	0.20
Delay/Veh:	78.1	99.4	62.3	85.4	87.9	63.4	94.0	23.7	11.9	94.3	27.9	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:	78.1	99.4	62.3	85.4	87.9	63.4	94.0	23.7	11.9	94.3	27.9	10.2
DesignQueue:	6	8	8	10	8	5	28	45	2	27	174	8

Copyright (c) 2003 Dowling Associates, Inc. Licensed to Hexagon Trans. San Jose

Main Street - RGC

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

Intersection #5809: MONTAGUE EXPWY/McCARTHY-O'TOOL



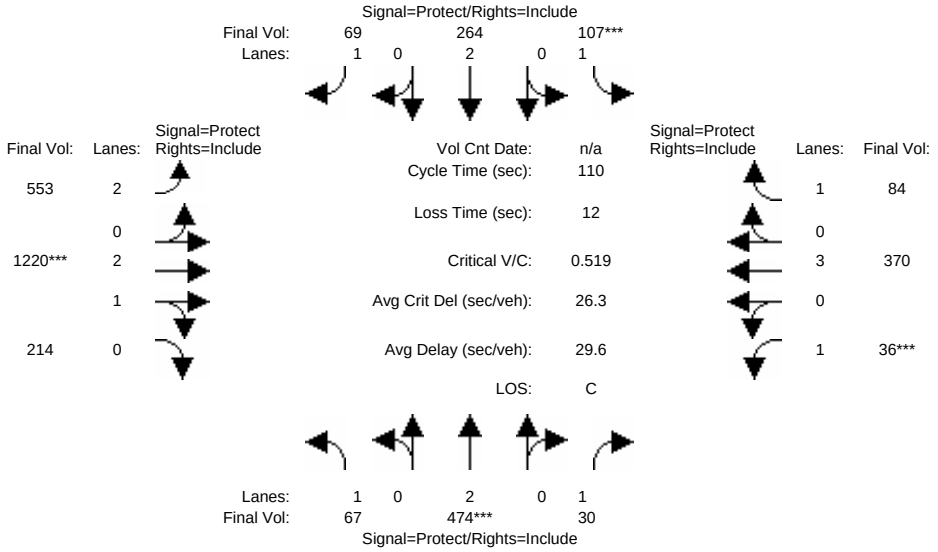
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	10	10	14	95	10	14	95	10
Volume Module:												
Base Vol:	68	84	102	102	89	56	301	1123	67	291	3950	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	84	102	102	89	56	301	1123	67	291	3950	250
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	84	102	102	89	56	301	1123	67	291	3950	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	84	102	102	89	56	301	1123	67	291	3950	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	84	102	102	89	56	301	1123	67	291	3950	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	68	84	102	102	89	56	301	1123	67	291	3950	250
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.45	0.55	2.00	1.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	1750	813	987	3150	1900	1750	3150	5700	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.10	0.03	0.05	0.03	0.10	0.20	0.04	0.09	0.52	0.14
Crit Moves:		****		****			****				****	
Green Time:	21.9	23.6	45.5	14.0	15.7	37.5	21.8	119	140.4	21.9	119	132.6
Volume/Cap:	0.34	0.83	0.43	0.44	0.57	0.16	0.83	0.32	0.05	0.80	0.83	0.20
Delay/Veh:	78.3	104	62.0	85.6	88.8	63.5	97.4	24.2	12.2	94.0	29.3	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:	78.3	104	62.0	85.6	88.8	63.5	97.4	24.2	12.2	94.0	29.3	10.2
DesignQueue:	6	8	8	10	9	5	29	47	2	28	182	8

Copyright (c) 2003 Dowling Associates, Inc. Licensed to Hexagon Trans. San Jose

Main Street - RGC

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

Intersection #1: Great Mall/Abel



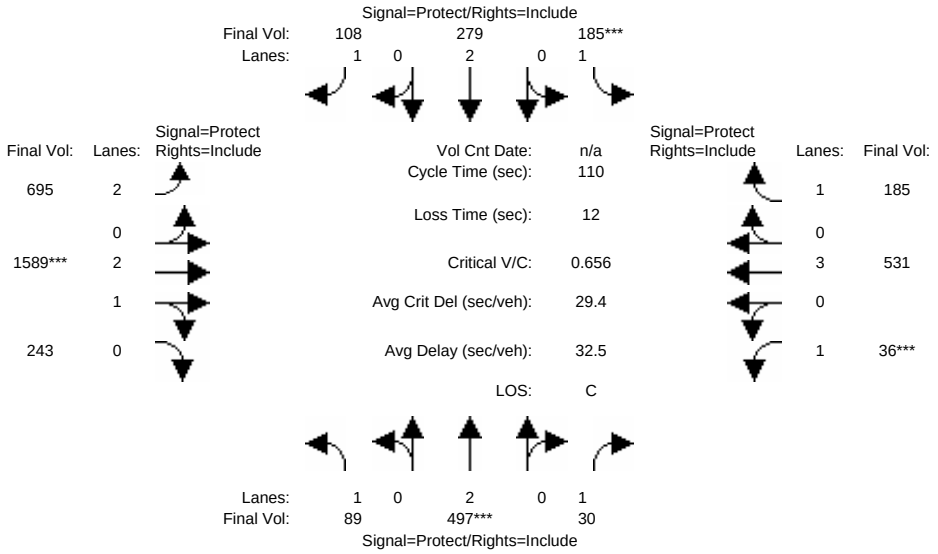
Street Name:	Abel St						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	67	474	30	107	264	69	553	1220	214	36	370	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	474	30	107	264	69	553	1220	214	36	370	84
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:	67	474	30	107	264	69	553	1220	214	36	370	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	474	30	107	264	69	553	1220	214	36	370	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	474	30	107	264	69	553	1220	214	36	370	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	67	474	30	107	264	69	553	1220	214	36	370	84
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.54	0.46	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	4763	836	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.02	0.06	0.07	0.04	0.18	0.26	0.26	0.02	0.06	0.05
Crit Moves:		****		****				****		****		
Green Time:	15.8	25.7	25.7	12.6	22.5	22.5	39.4	52.7	52.7	7.0	20.4	20.4
Volume/Cap:	0.27	0.53	0.07	0.53	0.34	0.19	0.49	0.53	0.53	0.32	0.35	0.26
Delay/Veh:	42.6	37.6	33.0	48.7	37.7	36.5	27.9	20.3	20.3	50.9	39.2	38.8
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:	42.6	37.6	33.0	48.7	37.7	36.5	27.9	20.3	20.3	50.9	39.2	38.8
DesignQueue:	4	23	1	6	13	3	23	42	7	2	19	4

Copyright (c) 2003 Dowling Associates, Inc. Licensed to Hexagon Trans. San Jose

Main Street - RGC

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

Intersection #1: Great Mall/Abel



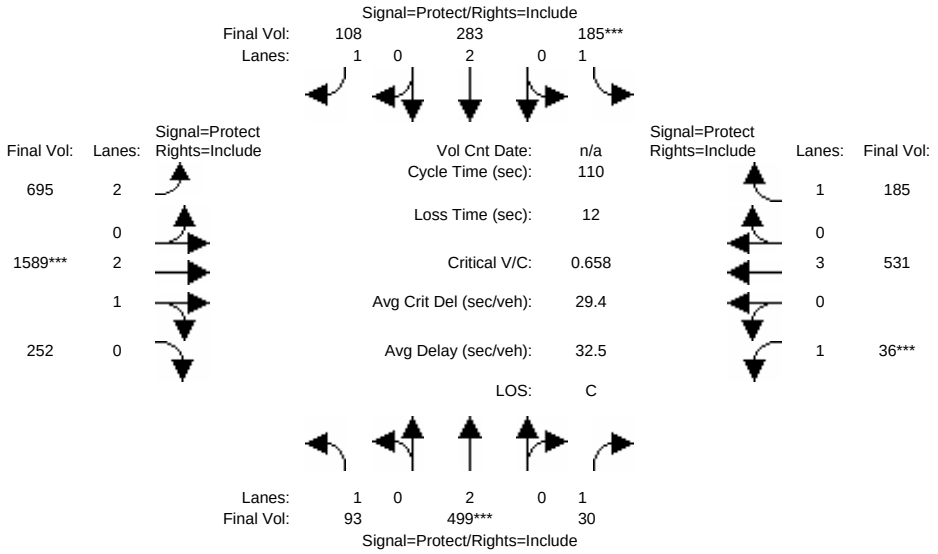
Street Name:	Abel St						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	89	497	30	185	279	108	695	1589	243	36	531	185
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	497	30	185	279	108	695	1589	243	36	531	185
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:	89	497	30	185	279	108	695	1589	243	36	531	185
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	497	30	185	279	108	695	1589	243	36	531	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	497	30	185	279	108	695	1589	243	36	531	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	89	497	30	185	279	108	695	1589	243	36	531	185
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.59	0.41	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	4856	743	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.02	0.11	0.07	0.06	0.22	0.33	0.33	0.02	0.09	0.11
Crit Moves:		****		****				****		****		
Green Time:	15.7	21.1	21.1	17.1	22.5	22.5	40.4	52.8	52.8	7.0	19.4	19.4
Volume/Cap:	0.36	0.68	0.09	0.68	0.36	0.30	0.60	0.68	0.68	0.32	0.53	0.60
Delay/Veh:	43.4	44.0	36.7	50.8	37.9	37.6	29.1	22.8	22.8	50.9	41.7	45.0
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:	43.4	44.0	36.7	50.8	37.9	37.6	29.1	22.8	22.8	50.9	41.7	45.0
DesignQueue:	5	25	1	10	14	5	28	55	8	2	27	10

Copyright (c) 2003 Dowling Associates, Inc. Licensed to Hexagon Trans. San Jose

Main Street - RGC

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

Intersection #1: Great Mall/Abel



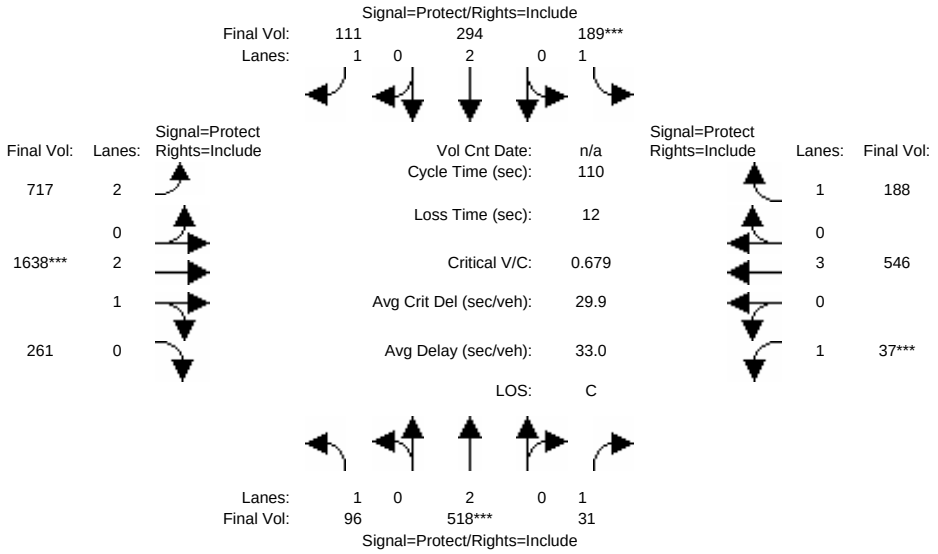
Street Name:	Abel St						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	93	499	30	185	283	108	695	1589	252	36	531	185
Growth Adj:	1.00	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	499	30	185	283	108	695	1589	252	36	531	185
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	499	30	185	283	108	695	1589	252	36	531	185
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	499	30	185	283	108	695	1589	252	36	531	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	499	30	185	283	108	695	1589	252	36	531	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	93	499	30	185	283	108	695	1589	252	36	531	185
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.57	0.43	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	4832	766	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.02	0.11	0.07	0.06	0.22	0.33	0.33	0.02	0.09	0.11
Crit Moves:		****		****				****		****		
Green Time:	15.7	21.1	21.1	17.0	22.4	22.4	40.5	52.9	52.9	7.0	19.4	19.4
Volume/Cap:	0.37	0.68	0.09	0.68	0.37	0.30	0.60	0.68	0.68	0.32	0.53	0.60
Delay/Veh:	43.6	44.0	36.7	51.0	38.0	37.6	29.1	22.8	22.8	50.9	41.7	45.0
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:	43.6	44.0	36.7	51.0	38.0	37.6	29.1	22.8	22.8	50.9	41.7	45.0
DesignQueue:	5	26	1	10	14	5	28	55	9	2	27	10

Copyright (c) 2003 Dowling Associates, Inc. Licensed to Hexagon Trans. San Jose

Main Street - RGC

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

Intersection #1: Great Mall/Abel



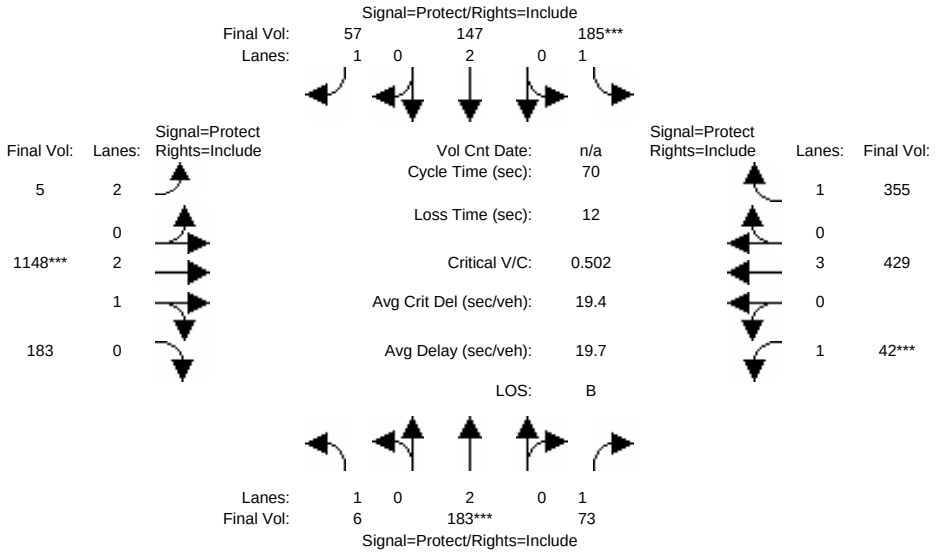
Street Name:	Abel St						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	96	518	31	189	294	111	717	1638	261	37	546	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	518	31	189	294	111	717	1638	261	37	546	188
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	518	31	189	294	111	717	1638	261	37	546	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	518	31	189	294	111	717	1638	261	37	546	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	518	31	189	294	111	717	1638	261	37	546	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	96	518	31	189	294	111	717	1638	261	37	546	188
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.57	0.43	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	4829	770	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.02	0.11	0.08	0.06	0.23	0.34	0.34	0.02	0.10	0.11
Crit Moves:		****		****				****		****		
Green Time:	15.7	21.3	21.3	16.8	22.4	22.4	40.7	52.9	52.9	7.0	19.2	19.2
Volume/Cap:	0.38	0.71	0.09	0.71	0.38	0.31	0.62	0.71	0.71	0.33	0.55	0.62
Delay/Veh:	43.8	44.6	36.6	52.5	38.1	37.7	29.3	23.3	23.3	51.0	42.1	45.7
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:	43.8	44.6	36.6	52.5	38.1	37.7	29.3	23.3	23.3	51.0	42.1	45.7
DesignQueue:	5	26	2	10	15	5	29	57	9	2	28	10

Copyright (c) 2003 Dowling Associates, Inc. Licensed to Hexagon Trans. San Jose

Main Street - RGC

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

Intersection #2: Great Mall/Main



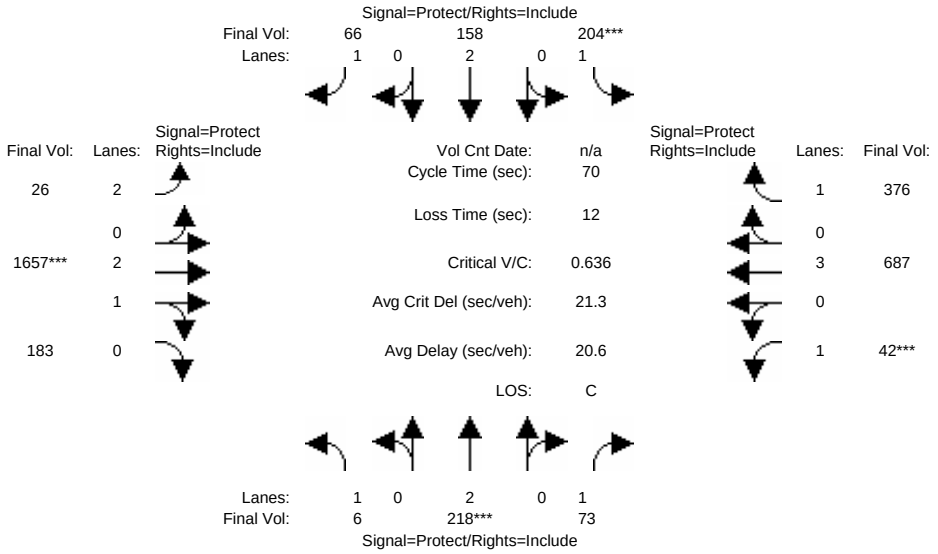
Street Name:	Main St						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	6	183	73	185	147	57	5	1148	183	42	429	355
Growth Adj:	1.00	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	183	73	185	147	57	5	1148	183	42	429	355
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	183	73	185	147	57	5	1148	183	42	429	355
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	183	73	185	147	57	5	1148	183	42	429	355
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	183	73	185	147	57	5	1148	183	42	429	355
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	6	183	73	185	147	57	5	1148	183	42	429	355
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.57	0.43	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	4829	770	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.04	0.11	0.04	0.03	0.00	0.24	0.24	0.02	0.08	0.20
Crit Moves:		****		****				****		****		
Green Time:	9.3	10.0	10.0	12.6	13.3	13.3	11.7	28.4	28.4	7.0	23.7	23.7
Volume/Cap:	0.03	0.34	0.29	0.59	0.20	0.17	0.01	0.59	0.59	0.24	0.22	0.60
Delay/Veh:	26.4	27.4	27.5	29.2	24.0	24.0	24.3	16.6	16.6	29.8	16.6	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:	26.4	27.4	27.5	29.2	24.0	24.0	24.3	16.6	16.6	29.8	16.6	20.9
DesignQueue:	0	6	2	6	5	2	0	28	4	1	11	10

Copyright (c) 2003 Dowling Associates, Inc. Licensed to Hexagon Trans. San Jose

Main Street - RGC

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

Intersection #2: Great Mall/Main



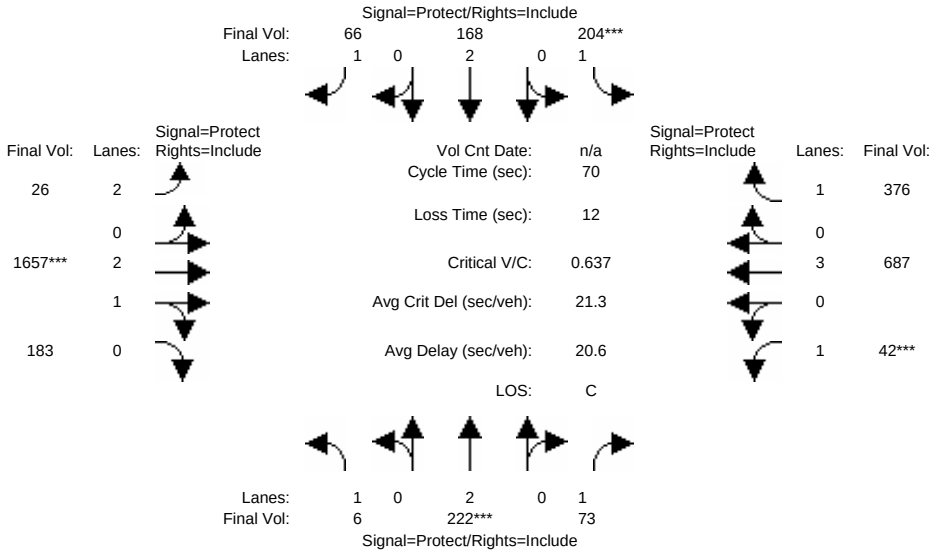
Street Name:	Main St						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	6	218	73	204	158	66	26	1657	183	42	687	376
Growth Adj:	1.00	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	218	73	204	158	66	26	1657	183	42	687	376
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	218	73	204	158	66	26	1657	183	42	687	376
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	218	73	204	158	66	26	1657	183	42	687	376
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	218	73	204	158	66	26	1657	183	42	687	376
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	6	218	73	204	158	66	26	1657	183	42	687	376
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.69	0.31	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5042	557	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.04	0.12	0.04	0.04	0.01	0.33	0.33	0.02	0.12	0.21
Crit Moves:		****		****				****		****		
Green Time:	8.5	10.0	10.0	10.7	12.2	12.2	11.8	30.3	30.3	7.0	25.4	25.4
Volume/Cap:	0.03	0.40	0.29	0.76	0.24	0.22	0.05	0.76	0.76	0.24	0.33	0.59
Delay/Veh:	27.1	27.8	27.5	40.3	25.1	25.2	24.4	18.2	18.2	29.8	16.2	19.6
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:	27.1	27.8	27.5	40.3	25.1	25.2	24.4	18.2	18.2	29.8	16.2	19.6
DesignQueue:	0	7	2	7	5	2	1	40	4	1	18	10

Copyright (c) 2003 Dowling Associates, Inc. Licensed to Hexagon Trans. San Jose

Main Street - RGC

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

Intersection #2: Great Mall/Main



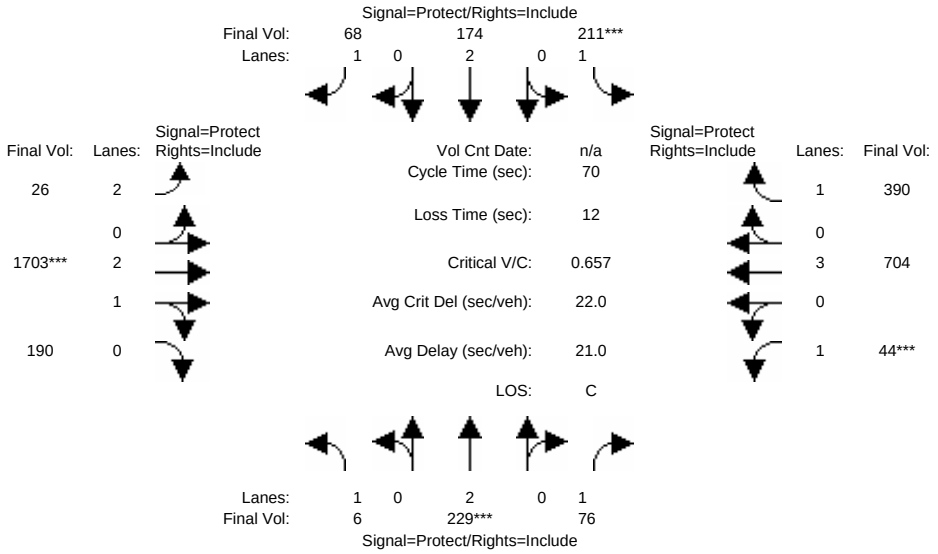
Street Name:	Main St						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	6	222	73	204	168	66	26	1657	183	42	687	376
Growth Adj:	1.00	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	222	73	204	168	66	26	1657	183	42	687	376
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	222	73	204	168	66	26	1657	183	42	687	376
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	222	73	204	168	66	26	1657	183	42	687	376
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	222	73	204	168	66	26	1657	183	42	687	376
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	6	222	73	204	168	66	26	1657	183	42	687	376
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.69	0.31	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5042	557	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.04	0.12	0.04	0.04	0.01	0.33	0.33	0.02	0.12	0.21
Crit Moves:		****		****				****		****		
Green Time:	8.5	10.0	10.0	10.7	12.2	12.2	11.8	30.3	30.3	7.0	25.4	25.4
Volume/Cap:	0.03	0.41	0.29	0.76	0.25	0.22	0.05	0.76	0.76	0.24	0.33	0.59
Delay/Veh:	27.1	27.8	27.5	40.3	25.2	25.2	24.4	18.2	18.2	29.8	16.2	19.6
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:	27.1	27.8	27.5	40.3	25.2	25.2	24.4	18.2	18.2	29.8	16.2	19.6
DesignQueue:	0	8	2	7	5	2	1	40	4	1	18	10

Copyright (c) 2003 Dowling Associates, Inc. Licensed to Hexagon Trans. San Jose

Main Street - RGC

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

Intersection #2: Great Mall/Main



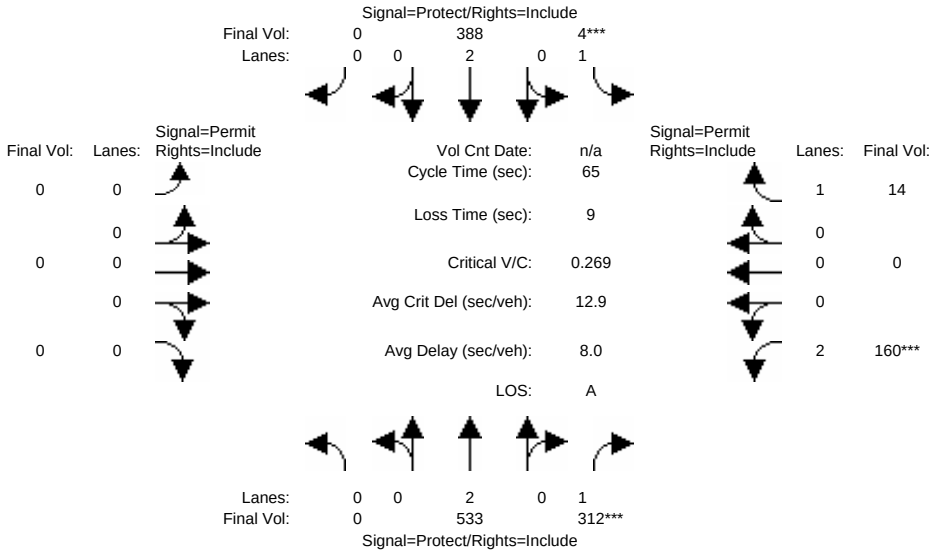
Street Name:	Main St						Great Mall Pkwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	6	229	76	211	174	68	26	1703	190	44	704	390
Growth Adj:	1.00	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	229	76	211	174	68	26	1703	190	44	704	390
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	229	76	211	174	68	26	1703	190	44	704	390
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	229	76	211	174	68	26	1703	190	44	704	390
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	229	76	211	174	68	26	1703	190	44	704	390
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	6	229	76	211	174	68	26	1703	190	44	704	390
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.69	0.31	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5037	562	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.04	0.12	0.05	0.04	0.01	0.34	0.34	0.03	0.12	0.22
Crit Moves:		****		****				****		****		
Green Time:	8.6	10.0	10.0	10.8	12.2	12.2	11.5	30.2	30.2	7.0	25.7	25.7
Volume/Cap:	0.03	0.42	0.30	0.78	0.26	0.22	0.05	0.78	0.78	0.25	0.34	0.61
Delay/Veh:	27.1	27.9	27.6	42.3	25.2	25.2	24.7	18.8	18.8	29.8	16.1	19.7
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:	27.1	27.9	27.6	42.3	25.2	25.2	24.7	18.8	18.8	29.8	16.1	19.7
DesignQueue:	0	8	3	7	6	2	1	41	5	2	18	10

Copyright (c) 2003 Dowling Associates, Inc. Licensed to Hexagon Trans. San Jose

Main Street - RGC

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

Intersection #8: Abel/Main



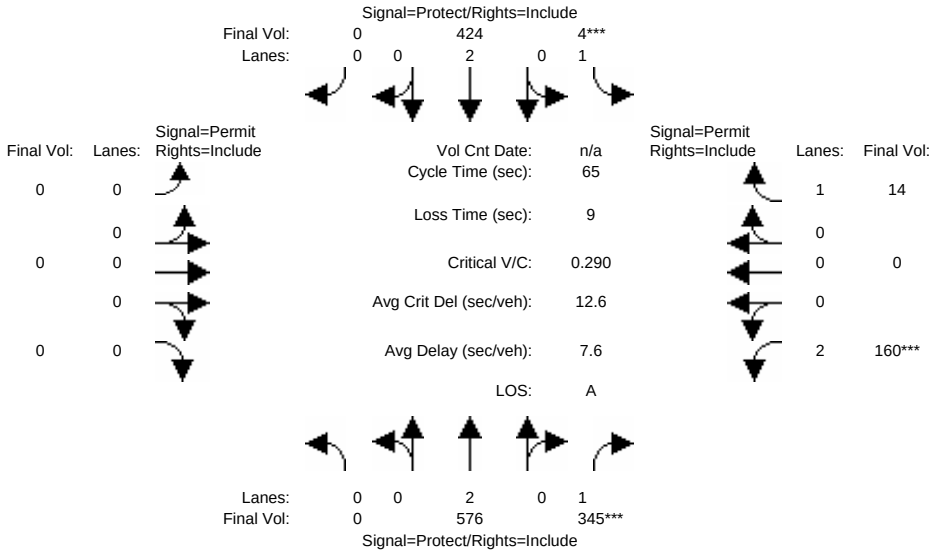
Street Name:	Abel St						Main St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Volume Module:												
Base Vol:	0	533	312	4	388	0	0	0	0	160	0	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	533	312	4	388	0	0	0	0	160	0	14
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	533	312	4	388	0	0	0	0	160	0	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	533	312	4	388	0	0	0	0	160	0	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	533	312	4	388	0	0	0	0	160	0	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	533	312	4	388	0	0	0	0	160	0	14
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	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.18	0.00	0.10	0.00	0.00	0.00	0.00	0.05	0.00	0.01
Crit Moves:			****	****						****		
Green Time:	0.0	38.1	38.1	7.0	45.1	0.0	0.0	0.0	0.0	10.9	0.0	10.9
Volume/Cap:	0.00	0.24	0.30	0.02	0.15	0.00	0.00	0.00	0.00	0.30	0.00	0.05
Delay/Veh:	0.0	6.5	6.9	26.0	3.4	0.0	0.0	0.0	0.0	24.1	0.0	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:	0.0	6.5	6.9	26.0	3.4	0.0	0.0	0.0	0.0	24.1	0.0	22.8
DesignQueue:	0	8	5	0	4	0	0	0	0	5	0	0

Copyright (c) 2003 Dowling Associates, Inc. Licensed to Hexagon Trans. San Jose

Main Street - RGC

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

Intersection #8: Abel/Main



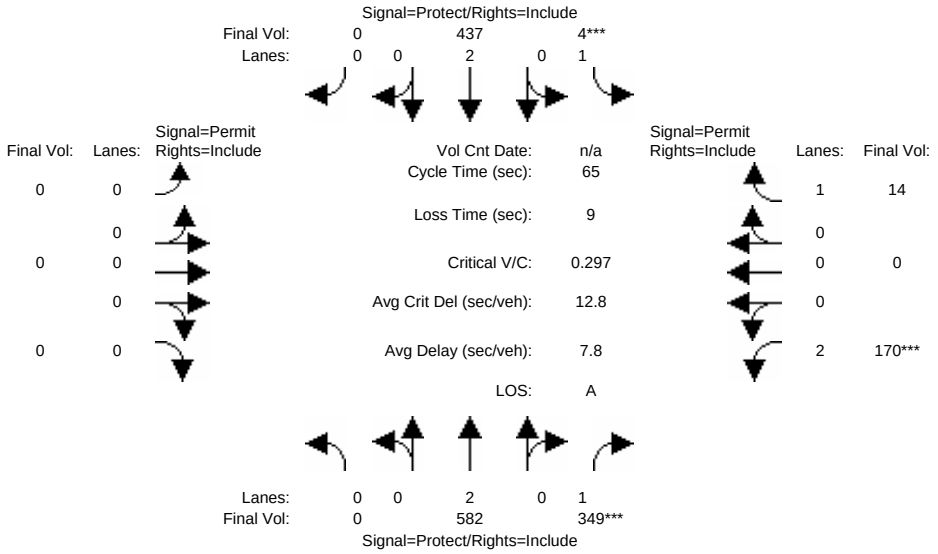
Street Name:	Abel St						Main St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Volume Module:												
Base Vol:	0	576	345	4	424	0	0	0	0	160	0	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	576	345	4	424	0	0	0	0	160	0	14
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	576	345	4	424	0	0	0	0	160	0	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	576	345	4	424	0	0	0	0	160	0	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	576	345	4	424	0	0	0	0	160	0	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	576	345	4	424	0	0	0	0	160	0	14
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	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.20	0.00	0.11	0.00	0.00	0.00	0.00	0.05	0.00	0.01
Crit Moves:			****	****						****		
Green Time:	0.0	39.0	39.0	7.0	46.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.00	0.25	0.33	0.02	0.16	0.00	0.00	0.00	0.00	0.33	0.00	0.05
Delay/Veh:	0.0	6.2	6.7	26.0	3.2	0.0	0.0	0.0	0.0	24.9	0.0	23.5
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	6.2	6.7	26.0	3.2	0.0	0.0	0.0	0.0	24.9	0.0	23.5
DesignQueue:	0	9	5	0	5	0	0	0	0	5	0	0

Copyright (c) 2003 Dowling Associates, Inc. Licensed to Hexagon Trans. San Jose

Main Street - RGC

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

Intersection #8: Abel/Main



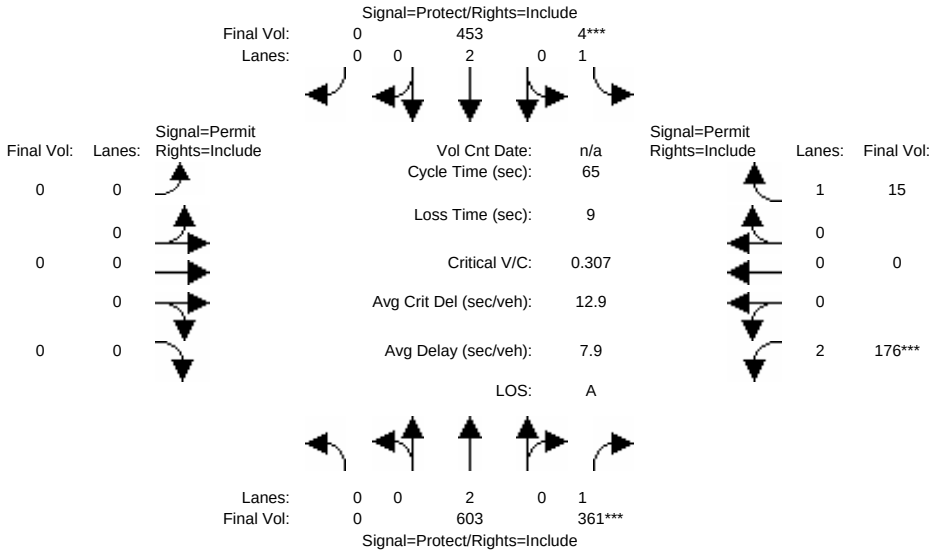
Street Name:	Abel St						Main St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Volume Module:												
Base Vol:	0	582	349	4	437	0	0	0	0	170	0	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	582	349	4	437	0	0	0	0	170	0	14
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	582	349	4	437	0	0	0	0	170	0	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	582	349	4	437	0	0	0	0	170	0	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	582	349	4	437	0	0	0	0	170	0	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	582	349	4	437	0	0	0	0	170	0	14
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	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.20	0.00	0.12	0.00	0.00	0.00	0.00	0.05	0.00	0.01
Crit Moves:			****	****						****		
Green Time:	0.0	38.6	38.6	7.0	45.6	0.0	0.0	0.0	0.0	10.4	0.0	10.4
Volume/Cap:	0.00	0.26	0.34	0.02	0.16	0.00	0.00	0.00	0.00	0.34	0.00	0.05
Delay/Veh:	0.0	6.4	6.9	26.0	3.3	0.0	0.0	0.0	0.0	24.6	0.0	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:	0.0	6.4	6.9	26.0	3.3	0.0	0.0	0.0	0.0	24.6	0.0	23.2
DesignQueue:	0	9	5	0	5	0	0	0	0	5	0	0

Copyright (c) 2003 Dowling Associates, Inc. Licensed to Hexagon Trans. San Jose

Main Street - RGC

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

Intersection #8: Abel/Main



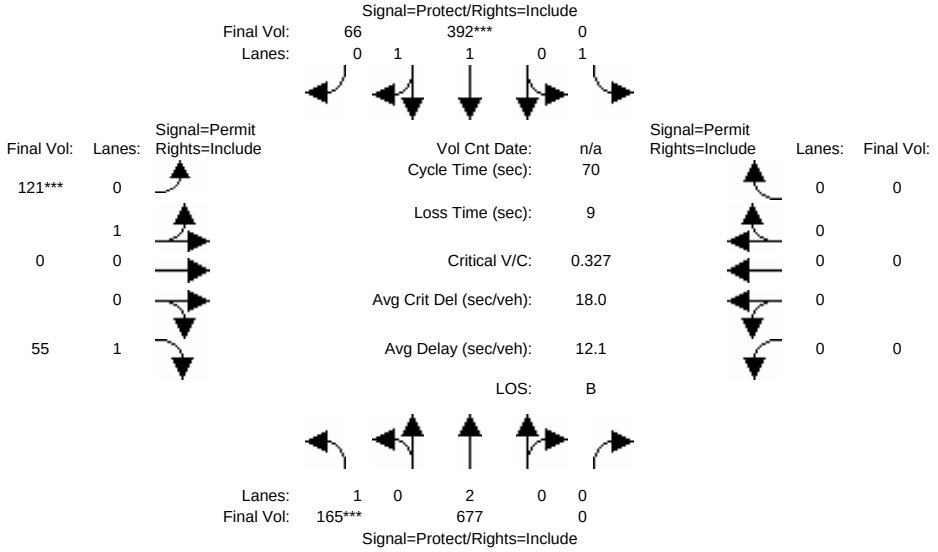
Street Name:	Abel St						Main St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Volume Module:												
Base Vol:	0	603	361	4	453	0	0	0	0	176	0	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	603	361	4	453	0	0	0	0	176	0	15
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	603	361	4	453	0	0	0	0	176	0	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	603	361	4	453	0	0	0	0	176	0	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	603	361	4	453	0	0	0	0	176	0	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	603	361	4	453	0	0	0	0	176	0	15
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	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.21	0.00	0.12	0.00	0.00	0.00	0.00	0.06	0.00	0.01
Crit Moves:			****	****						****		
Green Time:	0.0	38.6	38.6	7.0	45.6	0.0	0.0	0.0	0.0	10.4	0.0	10.4
Volume/Cap:	0.00	0.27	0.35	0.02	0.17	0.00	0.00	0.00	0.00	0.35	0.00	0.05
Delay/Veh:	0.0	6.5	7.0	26.0	3.3	0.0	0.0	0.0	0.0	24.7	0.0	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:	0.0	6.5	7.0	26.0	3.3	0.0	0.0	0.0	0.0	24.7	0.0	23.2
DesignQueue:	0	9	6	0	5	0	0	0	0	5	0	0

Copyright (c) 2003 Dowling Associates, Inc. Licensed to Hexagon Trans. San Jose

Main Street - RGC

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

Intersection #9: Main/Cedar



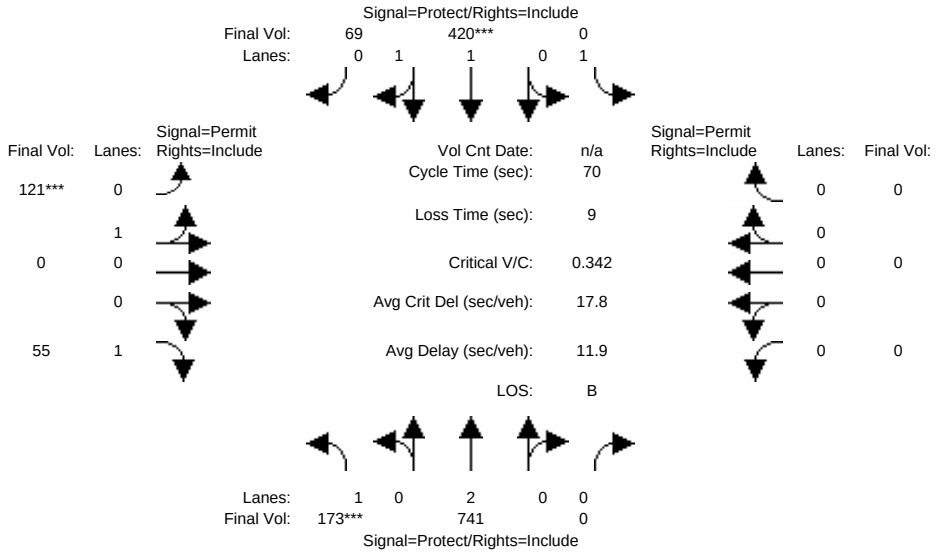
Street Name:	Main St						Cedar Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module:												
Base Vol:	165	677	0	0	392	66	121	0	55	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	677	0	0	392	66	121	0	55	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	165	677	0	0	392	66	121	0	55	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	165	677	0	0	392	66	121	0	55	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	677	0	0	392	66	121	0	55	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	165	677	0	0	392	66	121	0	55	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	1.00	1.70	0.30	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	1750	3166	533	1800	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.18	0.00	0.00	0.12	0.12	0.07	0.00	0.03	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	20.2	46.6	0.0	0.0	26.5	26.5	14.4	0.0	14.4	0.0	0.0	0.0
Volume/Cap:	0.33	0.27	0.00	0.00	0.33	0.33	0.33	0.00	0.15	0.00	0.00	0.00
Delay/Veh:	20.0	4.8	0.0	0.0	15.6	15.6	24.2	0.0	23.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.0	4.8	0.0	0.0	15.6	15.6	24.2	0.0	23.0	0.0	0.0	0.0
DesignQueue:	5	9	0	0	10	2	4	0	2	0	0	0

Copyright (c) 2003 Dowling Associates, Inc. Licensed to Hexagon Trans. San Jose

Main Street - RGC

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

Intersection #9: Main/Cedar



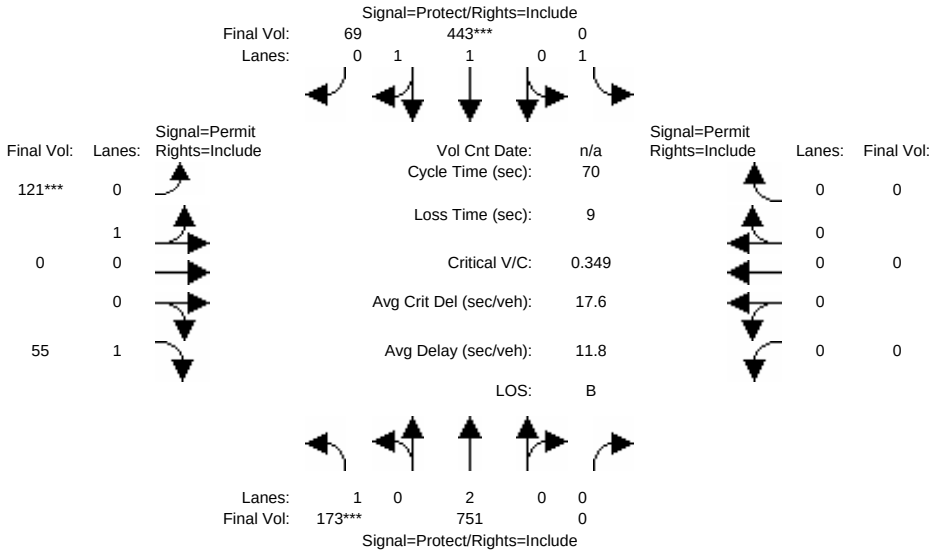
Street Name:	Main St						Cedar Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module:												
Base Vol:	173	741	0	0	420	69	121	0	55	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	173	741	0	0	420	69	121	0	55	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	173	741	0	0	420	69	121	0	55	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	173	741	0	0	420	69	121	0	55	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	741	0	0	420	69	121	0	55	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	173	741	0	0	420	69	121	0	55	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	1.00	1.71	0.29	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	1750	3178	522	1800	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.20	0.00	0.00	0.13	0.13	0.07	0.00	0.03	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	20.2	47.3	0.0	0.0	27.0	27.0	13.7	0.0	13.7	0.0	0.0	0.0
Volume/Cap:	0.34	0.29	0.00	0.00	0.34	0.34	0.34	0.00	0.16	0.00	0.00	0.00
Delay/Veh:	20.1	4.7	0.0	0.0	15.3	15.3	24.8	0.0	23.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.1	4.7	0.0	0.0	15.3	15.3	24.8	0.0	23.6	0.0	0.0	0.0
DesignQueue:	5	10	0	0	10	2	4	0	2	0	0	0

Copyright (c) 2003 Dowling Associates, Inc. Licensed to Hexagon Trans. San Jose

Main Street - RGC

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

Intersection #9: Main/Cedar



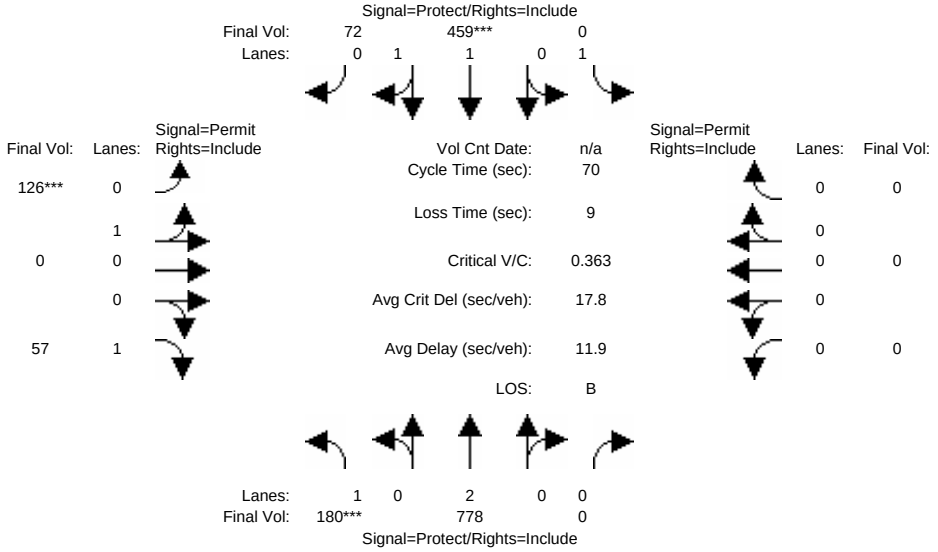
Street Name:	Main St						Cedar Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module:												
Base Vol:	173	751	0	0	443	69	121	0	55	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	173	751	0	0	443	69	121	0	55	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	173	751	0	0	443	69	121	0	55	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	173	751	0	0	443	69	121	0	55	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	751	0	0	443	69	121	0	55	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	173	751	0	0	443	69	121	0	55	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	1.00	1.72	0.28	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	1750	3201	499	1800	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.20	0.00	0.00	0.14	0.14	0.07	0.00	0.03	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	19.8	47.5	0.0	0.0	27.7	27.7	13.5	0.0	13.5	0.0	0.0	0.0
Volume/Cap:	0.35	0.29	0.00	0.00	0.35	0.35	0.35	0.00	0.16	0.00	0.00	0.00
Delay/Veh:	20.4	4.6	0.0	0.0	15.0	15.0	25.1	0.0	23.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.4	4.6	0.0	0.0	15.0	15.0	25.1	0.0	23.8	0.0	0.0	0.0
DesignQueue:	5	10	0	0	11	2	4	0	2	0	0	0

Copyright (c) 2003 Dowling Associates, Inc. Licensed to Hexagon Trans. San Jose

Main Street - RGC

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

Intersection #9: Main/Cedar



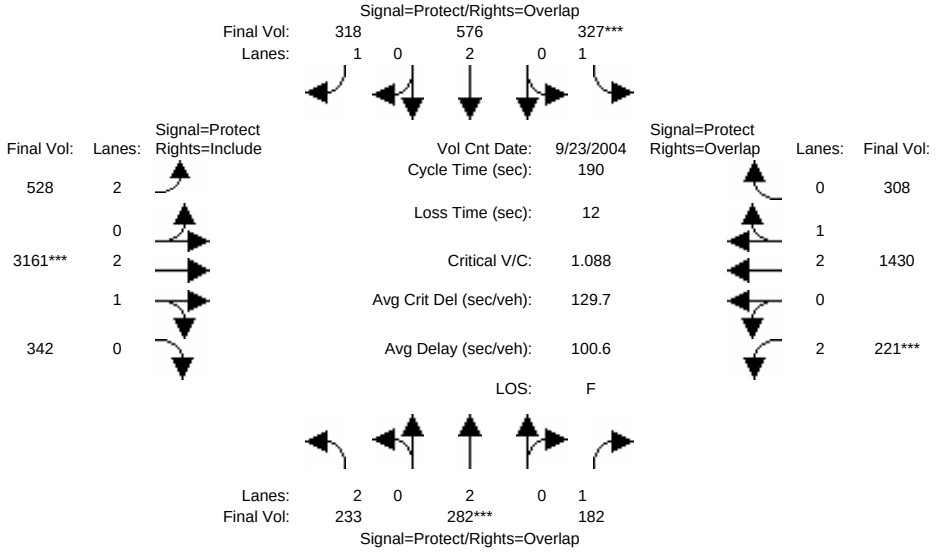
Street Name:	Main St						Cedar Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module:												
Base Vol:	180	778	0	0	459	72	126	0	57	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	778	0	0	459	72	126	0	57	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	778	0	0	459	72	126	0	57	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	778	0	0	459	72	126	0	57	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	778	0	0	459	72	126	0	57	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	180	778	0	0	459	72	126	0	57	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	1.00	1.72	0.28	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	1750	3198	502	1800	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.20	0.00	0.00	0.14	0.14	0.07	0.00	0.03	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	19.8	47.5	0.0	0.0	27.7	27.7	13.5	0.0	13.5	0.0	0.0	0.0
Volume/Cap:	0.36	0.30	0.00	0.00	0.36	0.36	0.36	0.00	0.17	0.00	0.00	0.00
Delay/Veh:	20.5	4.6	0.0	0.0	15.1	15.1	25.2	0.0	23.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.5	4.6	0.0	0.0	15.1	15.1	25.2	0.0	23.8	0.0	0.0	0.0
DesignQueue:	5	10	0	0	11	2	4	0	2	0	0	0

Copyright (c) 2003 Dowling Associates, Inc. Licensed to Hexagon Trans. San Jose

Main Street - RGC

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

Intersection #5801: MONTAGUE EXPWY/MAIN ST



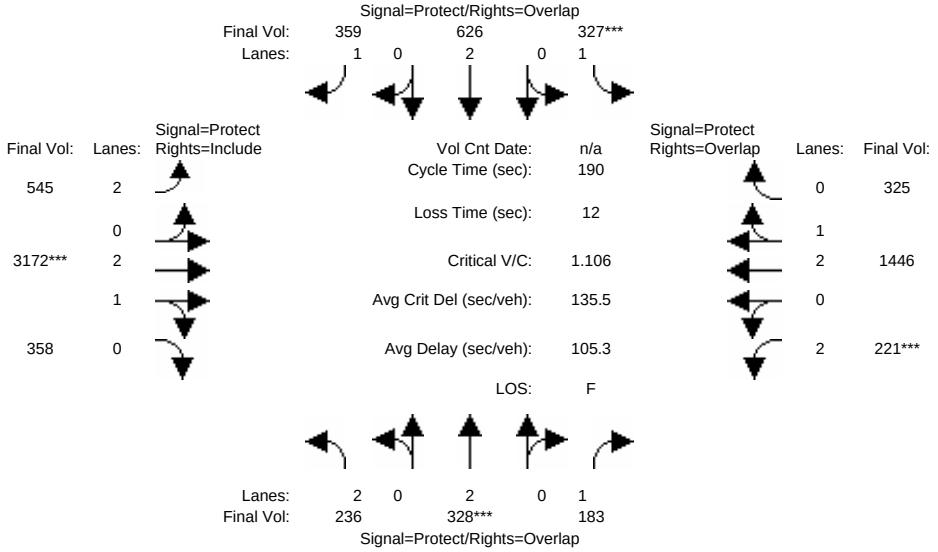
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	10	10	14	120	10	14	10	10
Volume Module: >> Count Date: 23 Sep 2004 << 5:00-6:00PM												
Base Vol:	233	282	182	327	576	318	528	3161	342	221	1430	308
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	233	282	182	327	576	318	528	3161	342	221	1430	308
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	233	282	182	327	576	318	528	3161	342	221	1430	308
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	233	282	182	327	576	318	528	3161	342	221	1430	308
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	282	182	327	576	318	528	3161	342	221	1430	308
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	233	282	182	327	576	318	528	3161	342	221	1430	308
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	0.89	0.95	0.83	0.99	0.95
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.72	0.28	2.00	2.45	0.55
Final Sat.:	3150	3800	1750	1750	3800	1750	3150	4594	497	3150	4606	992
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.10	0.19	0.15	0.18	0.17	0.69	0.69	0.07	0.31	0.31
Crit Moves:		****		****				****		****		
Green Time:	14.4	12.5	26.5	31.5	29.6	76.6	47.0	120	120.0	14.0	87.0	118.5
Volume/Cap:	0.97	1.13	0.75	1.13	0.97	0.45	0.68	1.09	1.09	0.95	0.68	0.50
Delay/Veh:	138.3	184	90.3	170.9	110	41.9	81.2	121	121.2	133.3	41.2	19.6
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:	138.3	184	90.3	170.9	110	41.9	81.2	121	121.2	133.3	41.2	19.6
DesignQueue:	23	28	17	30	53	21	44	147	16	22	89	13

Copyright (c) 2003 Dowling Associates, Inc. Licensed to Hexagon Trans. San Jose

Main Street - RGC

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

Intersection #5801: MONTAGUE EXPWY/MAIN ST



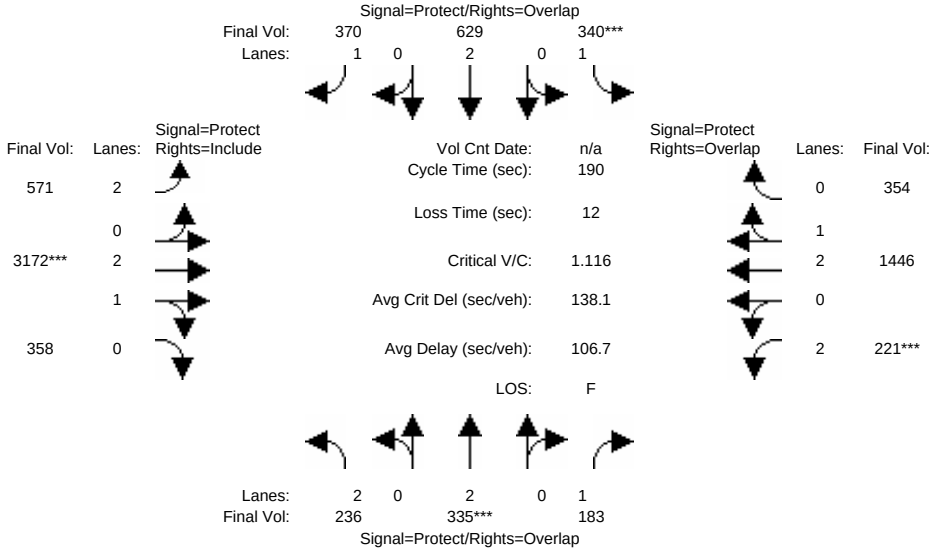
Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Min. Green:	14		10		10		14		10		10		14		120		10		14		10		10	
Volume Module:																								
Base Vol:	236		328		183		327		626		359		545		3172		358		221		1446		325	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	236		328		183		327		626		359		545		3172		358		221		1446		325	
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:	236		328		183		327		626		359		545		3172		358		221		1446		325	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	236		328		183		327		626		359		545		3172		358		221		1446		325	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	236		328		183		327		626		359		545		3172		358		221		1446		325	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Final Vol.:	236		328		183		327		626		359		545		3172		358		221		1446		325	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.83		1.00		0.92		0.92		1.00		0.92		0.83		0.89		0.95		0.83		0.99		0.95	
Lanes:	2.00		2.00		1.00		1.00		2.00		1.00		2.00		2.71		0.29		2.00		2.43		0.57	
Final Sat.:	3150		3800		1750		1750		3800		1750		3150		4576		516		3150		4571		1027	
Capacity Analysis Module:																								
Vol/Sat:	0.07		0.09		0.10		0.19		0.16		0.21		0.17		0.69		0.69		0.07		0.32		0.32	
Crit Moves:			****				****								****				****					
Green Time:	13.8		13.9		27.9		30.1		30.2		77.6		47.4		120		120.0		14.0		86.6		116.7	
Volume/Cap:	1.03		1.18		0.71		1.18		1.03		0.50		0.69		1.10		1.10		0.95		0.69		0.51	
Delay/Veh:	157.1		200		86.2		191.6		126		42.4		81.8		124		124.4		133.3		42.0		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:	157.1		200		86.2		191.6		126		42.4		81.8		124		124.4		133.3		42.0		20.8	
DesignQueue:	23		33		17		30		58		24		45		147		17		22		91		14	

Copyright (c) 2003 Dowling Associates, Inc. Licensed to Hexagon Trans. San Jose

Main Street - RGC

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

Intersection #5801: MONTAGUE EXPWY/MAIN ST



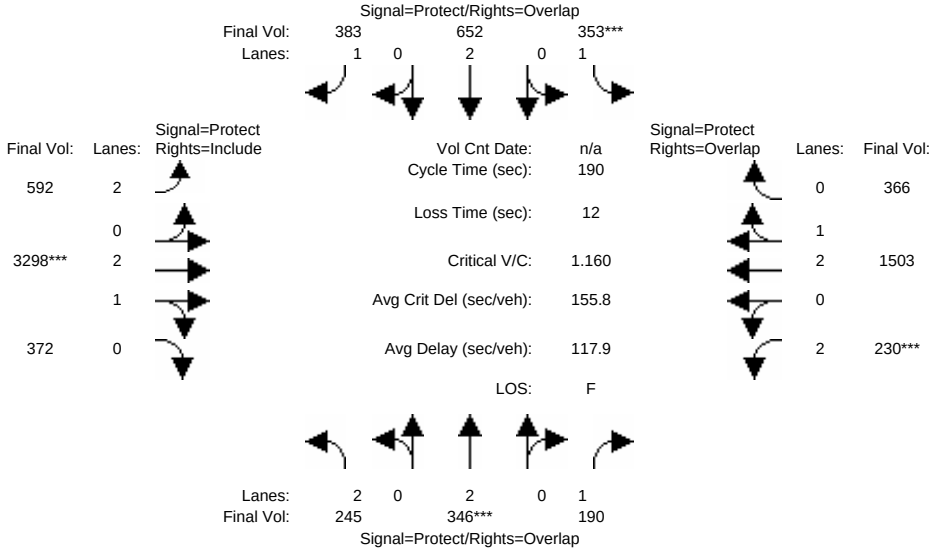
Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Min. Green:	14		10		10		14		10		10		14		120		10		14		10		10	
Volume Module:																								
Base Vol:	236		335		183		340		629		370		571		3172		358		221		1446		354	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	236		335		183		340		629		370		571		3172		358		221		1446		354	
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:	236		335		183		340		629		370		571		3172		358		221		1446		354	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	236		335		183		340		629		370		571		3172		358		221		1446		354	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	236		335		183		340		629		370		571		3172		358		221		1446		354	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Final Vol.:	236		335		183		340		629		370		571		3172		358		221		1446		354	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.83		1.00		0.92		0.92		1.00		0.92		0.83		0.89		0.95		0.83		0.99		0.95	
Lanes:	2.00		2.00		1.00		1.00		2.00		1.00		2.00		2.71		0.29		2.00		2.39		0.61	
Final Sat.:	3150		3800		1750		1750		3800		1750		3150		4576		516		3150		4497		1101	
Capacity Analysis Module:																								
Vol/Sat:	0.07		0.09		0.10		0.19		0.17		0.21		0.18		0.69		0.69		0.07		0.32		0.32	
Crit Moves:			****				****								****				****					
Green Time:	13.7		13.7		27.7		30.3		30.3		78.6		48.3		120		120.0		14.0		85.7		116.0	
Volume/Cap:	1.04		1.22		0.72		1.22		1.04		0.51		0.71		1.10		1.10		0.95		0.71		0.53	
Delay/Veh:	158.2		215		86.7		206.7		127		42.0		82.2		124		124.4		133.3		43.2		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:	158.2		215		86.7		206.7		127		42.0		82.2		124		124.4		133.3		43.2		21.4	
DesignQueue:	23		34		17		32		58		24		47		147		17		22		91		16	

Copyright (c) 2003 Dowling Associates, Inc. Licensed to Hexagon Trans. San Jose

Main Street - RGC

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

Intersection #5801: MONTAGUE EXPWY/MAIN ST



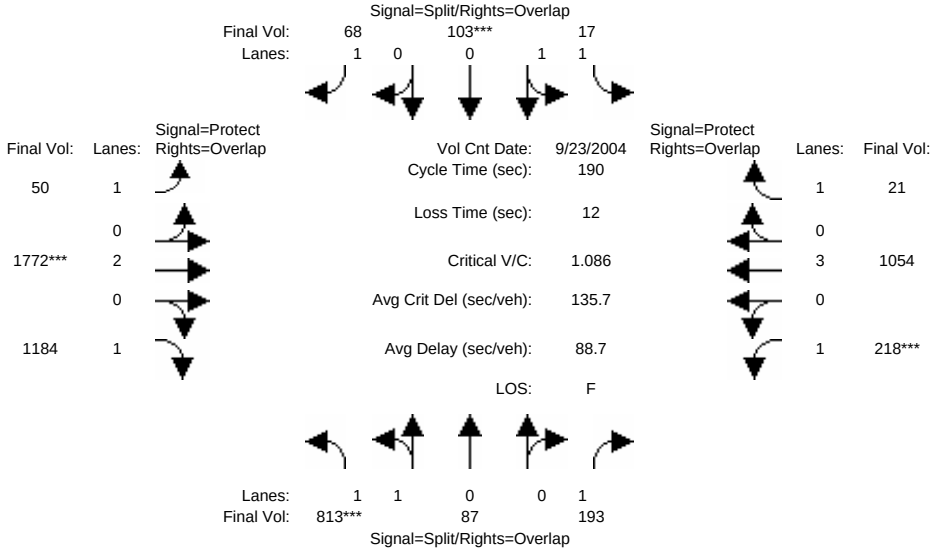
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	10	10	14	120	10	14	10	10
Volume Module:												
Base Vol:	245	346	190	353	652	383	592	3298	372	230	1503	366
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	245	346	190	353	652	383	592	3298	372	230	1503	366
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	245	346	190	353	652	383	592	3298	372	230	1503	366
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	245	346	190	353	652	383	592	3298	372	230	1503	366
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	245	346	190	353	652	383	592	3298	372	230	1503	366
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	245	346	190	353	652	383	592	3298	372	230	1503	366
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	0.89	0.95	0.83	0.99	0.95
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.71	0.29	2.00	2.39	0.61
Final Sat.:	3150	3800	1750	1750	3800	1750	3150	4577	516	3150	4502	1096
Capacity Analysis Module:												
Vol/Sat:	0.08	0.09	0.11	0.20	0.17	0.22	0.19	0.72	0.72	0.07	0.33	0.33
Crit Moves:		****		****				****		****		
Green Time:	13.7	13.7	27.7	30.3	30.3	78.5	48.3	120	120.0	14.0	85.7	116.1
Volume/Cap:	1.08	1.26	0.75	1.26	1.08	0.53	0.74	1.14	1.14	0.99	0.74	0.55
Delay/Veh:	169.7	233	89.1	224.2	139	42.6	83.6	143	142.7	144.3	44.1	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:	169.7	233	89.1	224.2	139	42.6	83.6	143	142.7	144.3	44.1	21.8
DesignQueue:	24	35	18	33	61	25	49	154	18	23	95	16

Copyright (c) 2003 Dowling Associates, Inc. Licensed to Hexagon Trans. San Jose

Main Street - RGC

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

Intersection #5802: MONTAGUE EXPWY/TRADE ZONE BLVD



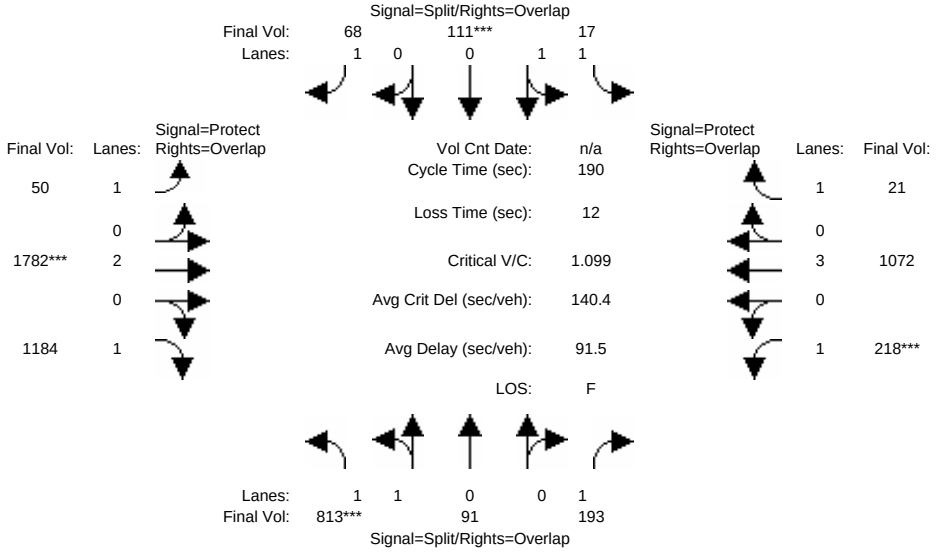
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	10	10	14	100	10	14	107	10
Volume Module: >> Count Date: 23 Sep 2004 << 5:00-6:00PM												
Base Vol:	813	87	193	17	103	68	50	2037	1184	218	1054	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	813	87	193	17	103	68	50	2037	1184	218	1054	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	813	87	193	17	103	68	50	2037	1184	218	1054	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	813	87	193	17	103	68	50	1772	1184	218	1054	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	813	87	193	17	103	68	50	1772	1184	218	1054	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	813	87	193	17	103	68	50	1772	1184	218	1054	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.73	0.95	0.92	1.38	0.50	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.85	0.15	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	2555	273	1750	2625	950	1750	1750	3800	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.11	0.01	0.11	0.04	0.03	0.47	0.68	0.12	0.18	0.01
Crit Moves:	****				****			****		****		
Green Time:	45.0	45.0	62.7	15.3	15.3	29.0	13.6	100	145.0	17.6	104	119.4
Volume/Cap:	1.34	1.34	0.33	0.08	1.34	0.26	0.40	0.89	0.89	1.34	0.34	0.02
Delay/Veh:	236.6	237	48.3	80.8	299	71.5	86.4	56.1	39.3	275.7	23.9	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:	236.6	237	48.3	80.8	299	71.5	86.4	56.1	39.3	275.7	23.9	13.3
DesignQueue:	70	8	14	2	10	6	5	101	35	22	53	1

Copyright (c) 2003 Dowling Associates, Inc. Licensed to Hexagon Trans. San Jose

Main Street - RGC

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

Intersection #5802: MONTAGUE EXPWY/TRADE ZONE BLVD



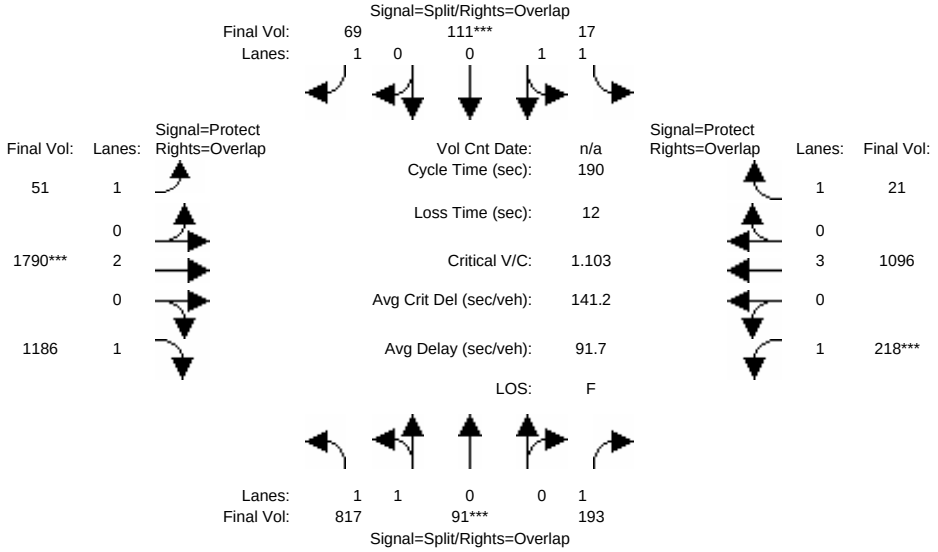
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	10	10	14	100	10	14	107	10
Volume Module:												
Base Vol:	813	91	193	17	111	68	50	2048	1184	218	1072	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	813	91	193	17	111	68	50	2048	1184	218	1072	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	813	91	193	17	111	68	50	2048	1184	218	1072	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	813	91	193	17	111	68	50	1782	1184	218	1072	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	813	91	193	17	111	68	50	1782	1184	218	1072	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	813	91	193	17	111	68	50	1782	1184	218	1072	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.73	0.95	0.92	1.38	0.50	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.84	0.16	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	2546	285	1750	2625	950	1750	1750	3800	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.11	0.01	0.12	0.04	0.03	0.47	0.68	0.12	0.19	0.01
Crit Moves:	****				****			****		****		
Green Time:	44.4	44.4	61.7	16.3	16.3	29.8	13.6	100	144.4	17.3	104	120.0
Volume/Cap:	1.37	1.37	0.34	0.08	1.37	0.25	0.40	0.89	0.89	1.37	0.34	0.02
Delay/Veh:	247.1	247	49.0	80.0	306	70.7	86.4	56.6	40.1	285.8	24.2	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:	247.1	247	49.0	80.0	306	70.7	86.4	56.6	40.1	285.8	24.2	13.1
DesignQueue:	70	8	14	2	11	6	5	102	36	22	54	1

Copyright (c) 2003 Dowling Associates, Inc. Licensed to Hexagon Trans. San Jose

Main Street - RGC

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

Intersection #5802: MONTAGUE EXPWY/TRADE ZONE BLVD



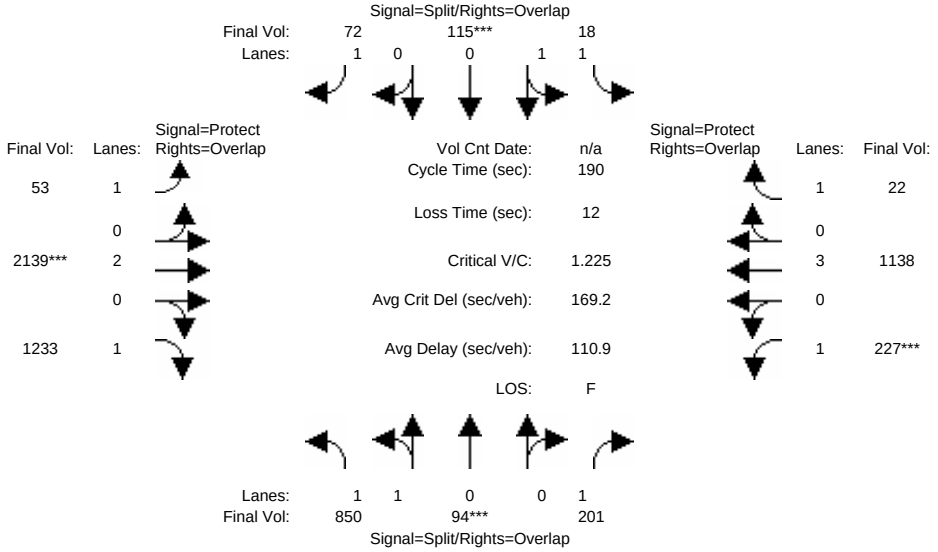
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	10	10	14	100	10	14	107	10
Volume Module:												
Base Vol:	817	91	193	17	111	69	51	2058	1186	218	1096	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	817	91	193	17	111	69	51	2058	1186	218	1096	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	817	91	193	17	111	69	51	2058	1186	218	1096	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	817	91	193	17	111	69	51	1790	1186	218	1096	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	817	91	193	17	111	69	51	1790	1186	218	1096	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	817	91	193	17	111	69	51	1790	1186	218	1096	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.73	0.95	0.92	1.38	0.50	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.84	0.16	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	2547	284	1750	2625	950	1750	1750	3800	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.11	0.01	0.12	0.04	0.03	0.47	0.68	0.12	0.19	0.01
Crit Moves:		****			****			****		****		
Green Time:	44.5	44.5	61.8	16.2	16.2	29.8	13.6	100	144.5	17.3	104	119.9
Volume/Cap:	1.37	1.37	0.34	0.08	1.37	0.25	0.41	0.90	0.89	1.37	0.35	0.02
Delay/Veh:	248.5	249	49.0	80.0	307	70.8	86.5	57.1	40.2	287.3	24.3	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:	248.5	249	49.0	80.0	307	70.8	86.5	57.1	40.2	287.3	24.3	13.1
DesignQueue:	70	8	14	2	11	6	5	102	36	22	55	1

Copyright (c) 2003 Dowling Associates, Inc. Licensed to Hexagon Trans. San Jose

Main Street - RGC

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

Intersection #5802: MONTAGUE EXPWY/TRADE ZONE BLVD



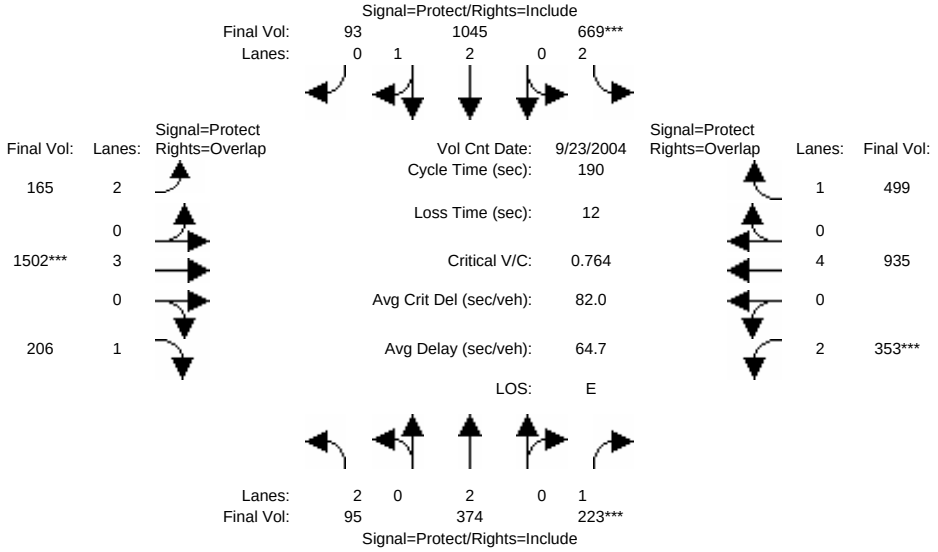
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	10	10	14	100	10	14	107	10
Volume Module:												
Base Vol:	850	94	201	18	115	72	53	2139	1233	227	1138	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	850	94	201	18	115	72	53	2139	1233	227	1138	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	850	94	201	18	115	72	53	2139	1233	227	1138	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	850	94	201	18	115	72	53	2139	1233	227	1138	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	850	94	201	18	115	72	53	2139	1233	227	1138	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	850	94	201	18	115	72	53	2139	1233	227	1138	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.73	0.95	0.92	1.38	0.50	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.84	0.16	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	2548	282	1750	2625	950	1750	1750	3800	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.11	0.01	0.12	0.04	0.03	0.56	0.70	0.13	0.20	0.01
Crit Moves:		****			****			****		****		
Green Time:	44.5	44.5	61.8	16.2	16.2	29.7	13.6	100	144.5	17.3	104	119.9
Volume/Cap:	1.42	1.42	0.35	0.08	1.42	0.26	0.42	1.07	0.93	1.42	0.37	0.02
Delay/Veh:	272.0	272	49.2	80.1	329	71.0	86.8	99.0	46.5	309.3	24.5	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:	272.0	272	49.2	80.1	329	71.0	86.8	99.0	46.5	309.3	24.5	13.1
DesignQueue:	73	8	15	2	11	6	5	126	38	22	58	1

Copyright (c) 2003 Dowling Associates, Inc. Licensed to Hexagon Trans. San Jose

Main Street - RGC

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

Intersection #5803: MONTAGUE EXPWY/CAPITOL AVE



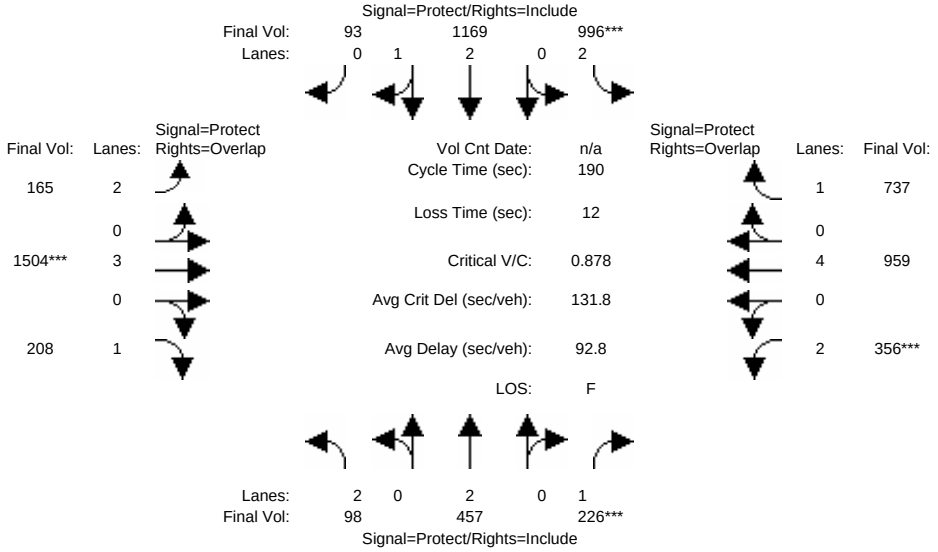
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	14		10	10	14		10	10	14		95	10	14		95	10
Volume Module: >> Count Date: 23 Sep 2004 << 5:00-6:00PM																
Base Vol:	95		374	223	669		1045	93	165		1726	206	353		935	499
Growth Adj:	1.00		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		374	223	669		1045	93	165		1726	206	353		935	499
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		374	223	669		1045	93	165		1726	206	353		935	499
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.87	1.00	1.00		1.00	1.00
PHF Adj:	1.00		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		374	223	669		1045	93	165		1502	206	353		935	499
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	95		374	223	669		1045	93	165		1502	206	353		935	499
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Vol.:	95		374	223	669		1045	93	165		1502	206	353		935	499
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		2.75	0.25	2.00		3.00	1.00	2.00		4.00	1.00
Final Sat.:	3150		3800	1750	3150		5142	458	3150		5700	1750	3150		7600	1750
Capacity Analysis Module:																
Vol/Sat:	0.03		0.10	0.13	0.21		0.20	0.20	0.05		0.26	0.12	0.11		0.12	0.29
Crit Moves:				****	****						****		****			
Green Time:	16.6		23.4	23.4	39.0		45.8	45.8	14.8		95.0	111.6	20.6		101	139.7
Volume/Cap:	0.35		0.80	1.03	1.03		0.84	0.84	0.67		0.53	0.20	1.03		0.23	0.39
Delay/Veh:	82.3		90.4	153.9	120.1		73.7	73.7	92.2		40.2	25.2	142.6		23.9	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:	82.3		90.4	153.9	120.1		73.7	73.7	92.2		40.2	25.2	142.6		23.9	9.5
DesignQueue:	9		36	21	59		88	8	16		85	9	34		48	15

Copyright (c) 2003 Dowling Associates, Inc. Licensed to Hexagon Trans. San Jose

Main Street - RGC

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

Intersection #5803: MONTAGUE EXPWY/CAPITOL AVE



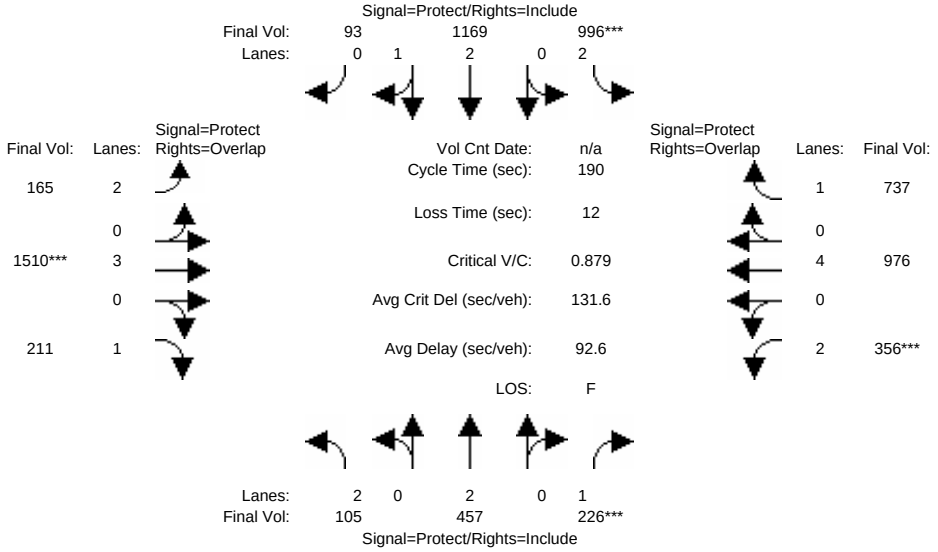
Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Min. Green:	14		10		10		14		10		10		14		95		10		14		95		10	
Volume Module:																								
Base Vol:	98		457		226		996		1169		93		165		1729		208		356		959		737	
Growth Adj:	1.00		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		457		226		996		1169		93		165		1729		208		356		959		737	
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		457		226		996		1169		93		165		1729		208		356		959		737	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		0.87		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		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		457		226		996		1169		93		165		1504		208		356		959		737	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	98		457		226		996		1169		93		165		1504		208		356		959		737	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Final Vol.:	98		457		226		996		1169		93		165		1504		208		356		959		737	
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		2.77		0.23		2.00		3.00		1.00		2.00		4.00		1.00	
Final Sat.:	3150		3800		1750		3150		5187		413		3150		5700		1750		3150		7600		1750	
Capacity Analysis Module:																								
Vol/Sat:	0.03		0.12		0.13		0.32		0.23		0.23		0.05		0.26		0.12		0.11		0.13		0.42	
Crit Moves:					****		****								****				****					
Green Time:	16.3		19.2		19.2		47.0		49.9		49.9		14.4		95.0		111.3		16.8		97.4		144.4	
Volume/Cap:	0.36		1.19		1.28		1.28		0.86		0.86		0.69		0.53		0.20		1.28		0.25		0.55	
Delay/Veh:	82.8		194		246.8		206.5		72.0		72.0		94.2		40.2		25.4		236.6		25.8		9.9	
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:	82.8		194		246.8		206.5		72.0		72.0		94.2		40.2		25.4		236.6		25.8		9.9	
DesignQueue:	10		45		22		85		97		8		16		85		9		35		51		21	

Copyright (c) 2003 Dowling Associates, Inc. Licensed to Hexagon Trans. San Jose

Main Street - RGC

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

Intersection #5803: MONTAGUE EXPWY/CAPITOL AVE



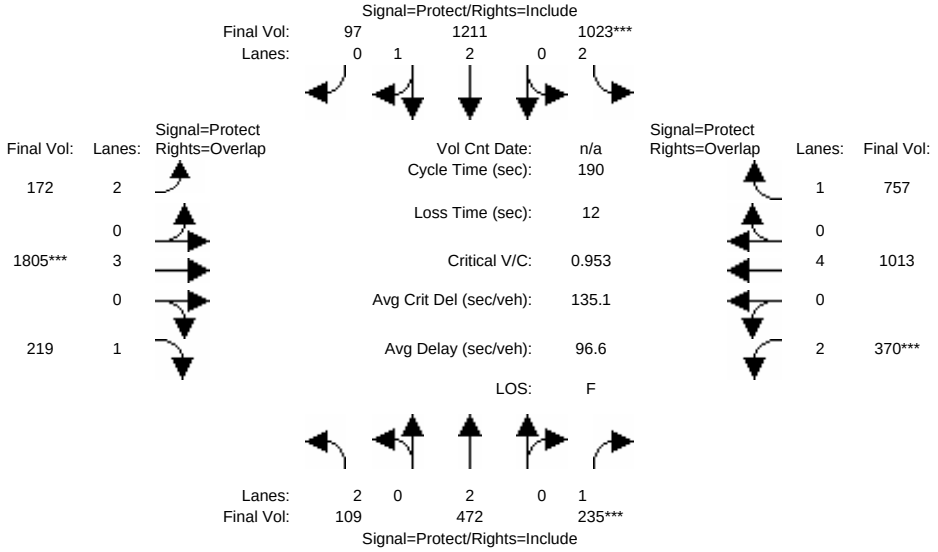
Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Min. Green:	14		10		10		14		10		10		14		95		10		14		95		10	
Volume Module:																								
Base Vol:	105		457		226		996		1169		93		165		1736		211		356		976		737	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	105		457		226		996		1169		93		165		1736		211		356		976		737	
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:	105		457		226		996		1169		93		165		1736		211		356		976		737	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		0.87		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	105		457		226		996		1169		93		165		1510		211		356		976		737	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	105		457		226		996		1169		93		165		1510		211		356		976		737	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Final Vol.:	105		457		226		996		1169		93		165		1510		211		356		976		737	
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		2.77		0.23		2.00		3.00		1.00		2.00		4.00		1.00	
Final Sat.:	3150		3800		1750		3150		5187		413		3150		5700		1750		3150		7600		1750	
Capacity Analysis Module:																								
Vol/Sat:	0.03		0.12		0.13		0.32		0.23		0.23		0.05		0.26		0.12		0.11		0.13		0.42	
Crit Moves:					****		****								****				****					
Green Time:	16.3		19.2		19.2		47.0		49.9		49.9		14.4		95.0		111.3		16.8		97.4		144.4	
Volume/Cap:	0.39		1.19		1.28		1.28		0.86		0.86		0.69		0.53		0.21		1.28		0.25		0.55	
Delay/Veh:	83.1		194		246.8		206.5		72.0		72.0		94.2		40.3		25.5		236.6		25.9		9.9	
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:	83.1		194		246.8		206.5		72.0		72.0		94.2		40.3		25.5		236.6		25.9		9.9	
DesignQueue:	10		45		22		85		97		8		16		86		10		35		52		21	

Copyright (c) 2003 Dowling Associates, Inc. Licensed to Hexagon Trans. San Jose

Main Street - RGC

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

Intersection #5803: MONTAGUE EXPWY/CAPITOL AVE



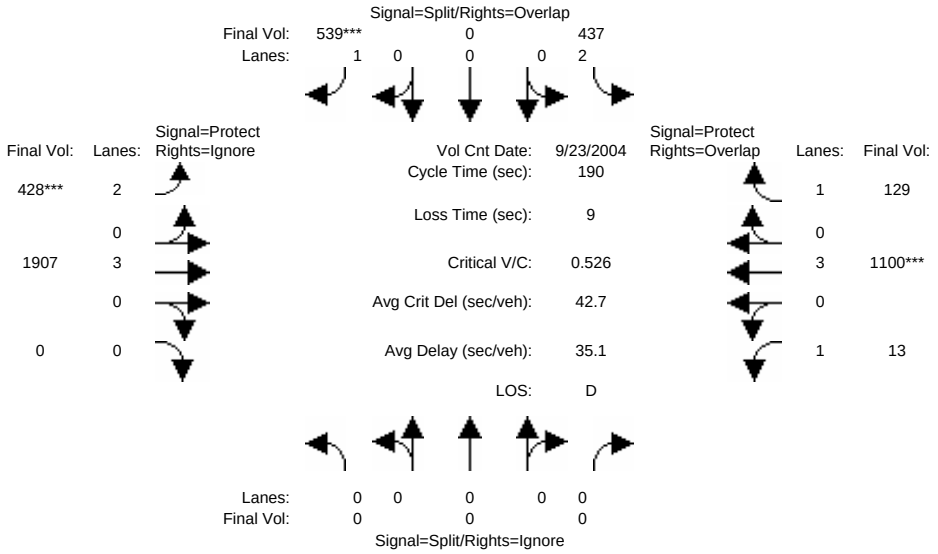
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	10	10	14	95	10	14	95	10
Volume Module:												
Base Vol:	109	472	235	1023	1211	97	172	1805	219	370	1013	757
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	472	235	1023	1211	97	172	1805	219	370	1013	757
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:	109	472	235	1023	1211	97	172	1805	219	370	1013	757
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	472	235	1023	1211	97	172	1805	219	370	1013	757
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	472	235	1023	1211	97	172	1805	219	370	1013	757
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	109	472	235	1023	1211	97	172	1805	219	370	1013	757
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	2.77	0.23	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	3150	3800	1750	3150	5184	415	3150	5700	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.13	0.32	0.23	0.23	0.05	0.32	0.13	0.12	0.13	0.43
Crit Moves:			****	****				****		****		
Green Time:	15.8	19.3	19.3	46.8	50.2	50.2	14.4	95.0	110.8	16.9	97.5	144.3
Volume/Cap:	0.41	1.22	1.32	1.32	0.88	0.88	0.72	0.63	0.21	1.32	0.26	0.57
Delay/Veh:	83.7	206	263.0	224.5	73.7	73.7	96.2	43.6	25.8	253.3	26.0	10.3
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:	83.7	206	263.0	224.5	73.7	73.7	96.2	43.6	25.8	253.3	26.0	10.3
DesignQueue:	11	46	23	88	100	8	17	104	10	37	54	21

Copyright (c) 2003 Dowling Associates, Inc. Licensed to Hexagon Trans. San Jose

Main Street - RGC

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

Intersection #5804: MONTAGUE EXPWY/MILPITAS BLVD



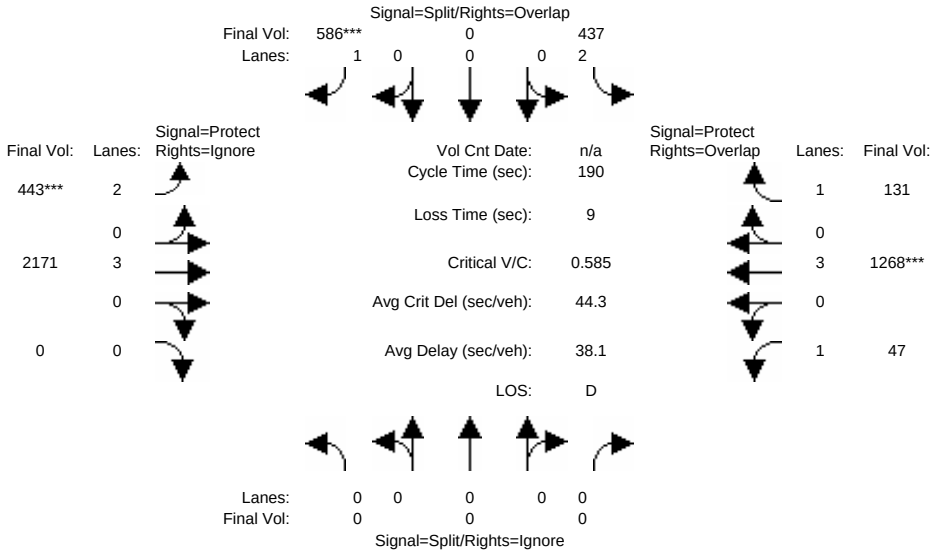
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	14	0	10	14	95	0	0	100	10
Volume Module: >> Count Date: 23 Sep 2004 << 5:00-6:00PM												
Base Vol:	0	0	0	437	0	539	428	2192	0	13	1100	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	437	0	539	428	2192	0	13	1100	129
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	437	0	539	428	2192	0	13	1100	129
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.87	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	437	0	539	428	1907	0	13	1100	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	437	0	539	428	1907	0	13	1100	129
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	0	0	0	437	0	539	428	1907	0	13	1100	129
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	0.14	0.00	0.31	0.14	0.33	0.00	0.01	0.19	0.07
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	45.3	0.0	81.0	35.7	134	0.0	2.0	100	145.3
Volume/Cap:	0.00	0.00	0.00	0.58	0.00	0.72	0.72	0.48	0.00	0.71	0.37	0.10
Delay/Veh:	0.0	0.0	0.0	65.2	0.0	48.7	77.0	21.0	0.0	175.8	26.5	5.7
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:	0.0	0.0	0.0	65.2	0.0	48.7	77.0	21.0	0.0	175.8	26.5	5.7
DesignQueue:	0	0	0	36	0	35	38	65	0	1	58	3

Copyright (c) 2003 Dowling Associates, Inc. Licensed to Hexagon Trans. San Jose

Main Street - RGC

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

Intersection #5804: MONTAGUE EXPWY/MILPITAS BLVD



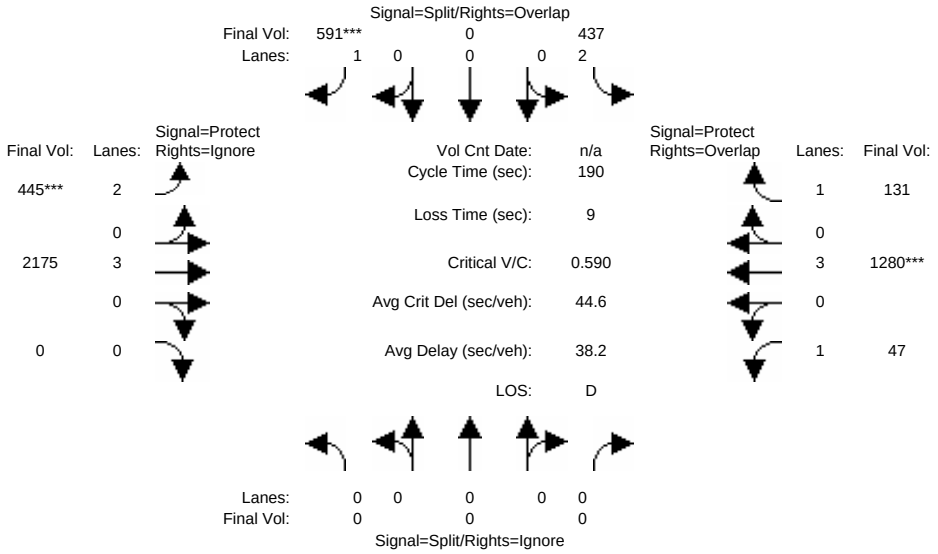
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	14	0	10	14	95	0	0	100	10
Volume Module:												
Base Vol:	0	0	0	437	0	586	443	2495	0	47	1268	131
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	437	0	586	443	2495	0	47	1268	131
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	437	0	586	443	2495	0	47	1268	131
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.87	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	437	0	586	443	2171	0	47	1268	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	437	0	586	443	2171	0	47	1268	131
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	0	0	0	437	0	586	443	2171	0	47	1268	131
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	0.14	0.00	0.33	0.14	0.38	0.00	0.03	0.22	0.07
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	47.0	0.0	81.0	34.0	127	0.0	6.8	100	147.0
Volume/Cap:	0.00	0.00	0.00	0.56	0.00	0.79	0.79	0.57	0.00	0.75	0.42	0.10
Delay/Veh:	0.0	0.0	0.0	63.4	0.0	52.5	81.7	26.3	0.0	129.0	27.5	5.3
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	63.4	0.0	52.5	81.7	26.3	0.0	129.0	27.5	5.3
DesignQueue:	0	0	0	36	0	39	40	84	0	5	67	3

Copyright (c) 2003 Dowling Associates, Inc. Licensed to Hexagon Trans. San Jose

Main Street - RGC

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

Intersection #5804: MONTAGUE EXPWY/MILPITAS BLVD



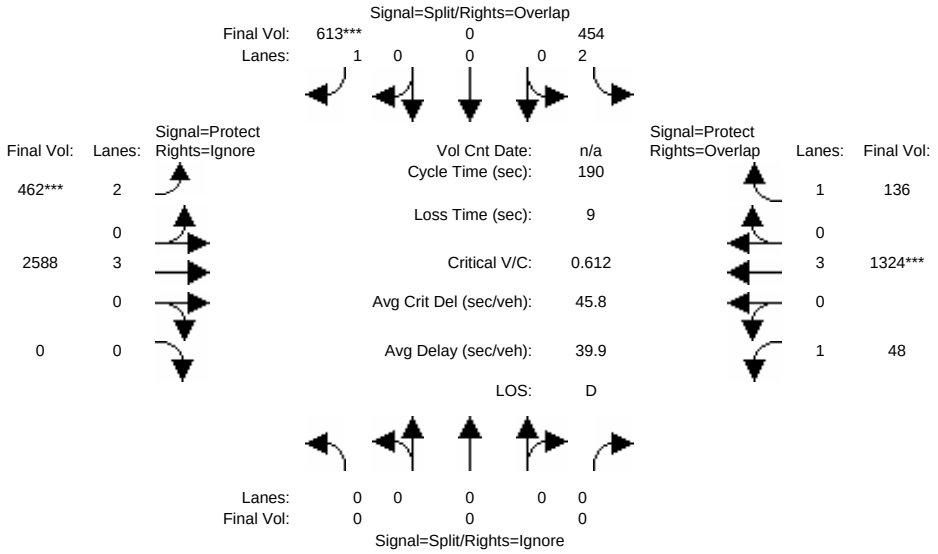
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	14	0	10	14	95	0	0	100	10
Volume Module:												
Base Vol:	0	0	0	437	0	591	445	2500	0	47	1280	131
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	437	0	591	445	2500	0	47	1280	131
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	437	0	591	445	2500	0	47	1280	131
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.87	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	437	0	591	445	2175	0	47	1280	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	437	0	591	445	2175	0	47	1280	131
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	0	0	0	437	0	591	445	2175	0	47	1280	131
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	0.14	0.00	0.34	0.14	0.38	0.00	0.03	0.22	0.07
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	47.1	0.0	81.0	33.9	127	0.0	6.8	100	147.1
Volume/Cap:	0.00	0.00	0.00	0.56	0.00	0.79	0.79	0.57	0.00	0.75	0.43	0.10
Delay/Veh:	0.0	0.0	0.0	63.3	0.0	53.0	82.2	26.4	0.0	129.2	27.6	5.3
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	63.3	0.0	53.0	82.2	26.4	0.0	129.2	27.6	5.3
DesignQueue:	0	0	0	36	0	39	40	85	0	5	68	3

Copyright (c) 2003 Dowling Associates, Inc. Licensed to Hexagon Trans. San Jose

Main Street - RGC

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

Intersection #5804: MONTAGUE EXPWY/MILPITAS BLVD



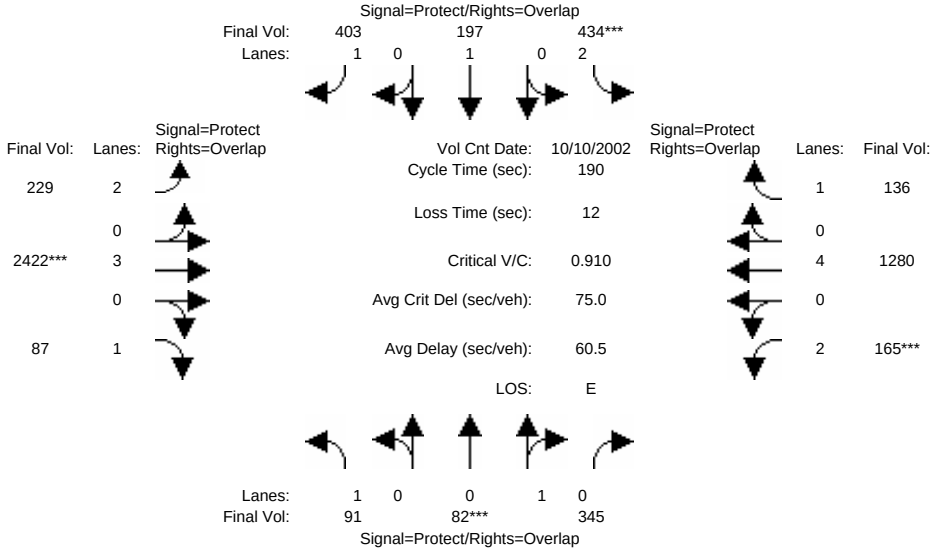
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	14	0	10	14	95	0	0	100	10
Volume Module:												
Base Vol:	0	0	0	454	0	613	462	2588	0	48	1324	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	454	0	613	462	2588	0	48	1324	136
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	454	0	613	462	2588	0	48	1324	136
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	454	0	613	462	2588	0	48	1324	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	454	0	613	462	2588	0	48	1324	136
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	0	0	0	454	0	613	462	2588	0	48	1324	136
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	0.14	0.00	0.35	0.15	0.45	0.00	0.03	0.23	0.08
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	47.1	0.0	81.0	33.9	127	0.0	7.0	100	147.1
Volume/Cap:	0.00	0.00	0.00	0.58	0.00	0.82	0.82	0.68	0.00	0.75	0.44	0.10
Delay/Veh:	0.0	0.0	0.0	63.9	0.0	55.4	84.6	30.3	0.0	128.6	27.9	5.3
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	63.9	0.0	55.4	84.6	30.3	0.0	128.6	27.9	5.3
DesignQueue:	0	0	0	37	0	41	41	103	0	5	71	3

Copyright (c) 2003 Dowling Associates, Inc. Licensed to Hexagon Trans. San Jose

Main Street - RGC

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

Intersection #5809: MONTAGUE EXPWY/McCARTHY-O'TOOL



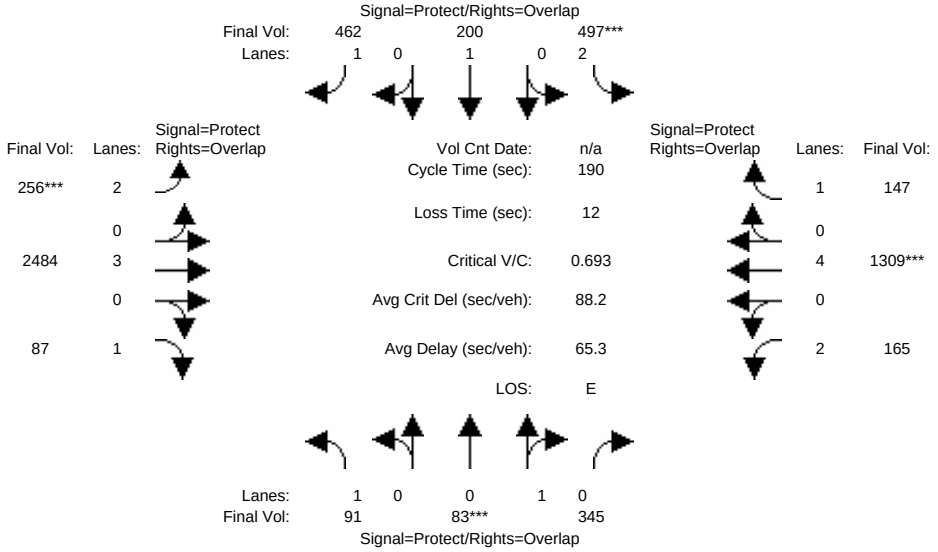
Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Min. Green:	14		10		10		14		10		10		14		95		10		14		95		10	
Volume Module: >> Count Date: 10 Oct 2002 << 5:00-6:00PM																								
Base Vol:	91		82		345		434		197		403		229		2784		87		165		1280		136	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	91		82		345		434		197		403		229		2784		87		165		1280		136	
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:	91		82		345		434		197		403		229		2784		87		165		1280		136	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		0.87		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	91		82		345		434		197		403		229		2422		87		165		1280		136	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	91		82		345		434		197		403		229		2422		87		165		1280		136	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Final Vol.:	91		82		345		434		197		403		229		2422		87		165		1280		136	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.92		0.95		0.95		0.83		1.00		0.92		0.83		1.00		0.92		0.83		1.00		0.92	
Lanes:	1.00		0.19		0.81		2.00		1.00		1.00		2.00		3.00		1.00		2.00		4.00		1.00	
Final Sat.:	1750		346		1454		3150		1900		1750		3150		5700		1750		3150		7600		1750	
Capacity Analysis Module:																								
Vol/Sat:	0.05		0.24		0.24		0.14		0.10		0.23		0.07		0.42		0.05		0.05		0.17		0.08	
Crit Moves:			****				****								****				****					
Green Time:	22.0		43.6		57.6		25.4		47.0		61.0		14.0		95.0		117.0		14.0		95.0		120.4	
Volume/Cap:	0.45		1.03		0.78		1.03		0.42		0.72		0.99		0.85		0.08		0.71		0.34		0.12	
Delay/Veh:	79.9		126		67.6		134.9		60.6		61.3		143.0		53.8		21.1		95.9		28.6		13.9	
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:	79.9		126		67.6		134.9		60.6		61.3		143.0		53.8		21.1		95.9		28.6		13.9	
DesignQueue:	9		7		27		41		16		31		23		144		4		16		71		5	

Copyright (c) 2003 Dowling Associates, Inc. Licensed to Hexagon Trans. San Jose

Main Street - RGC

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

Intersection #5809: MONTAGUE EXPWY/McCARTHY-O'TOOL



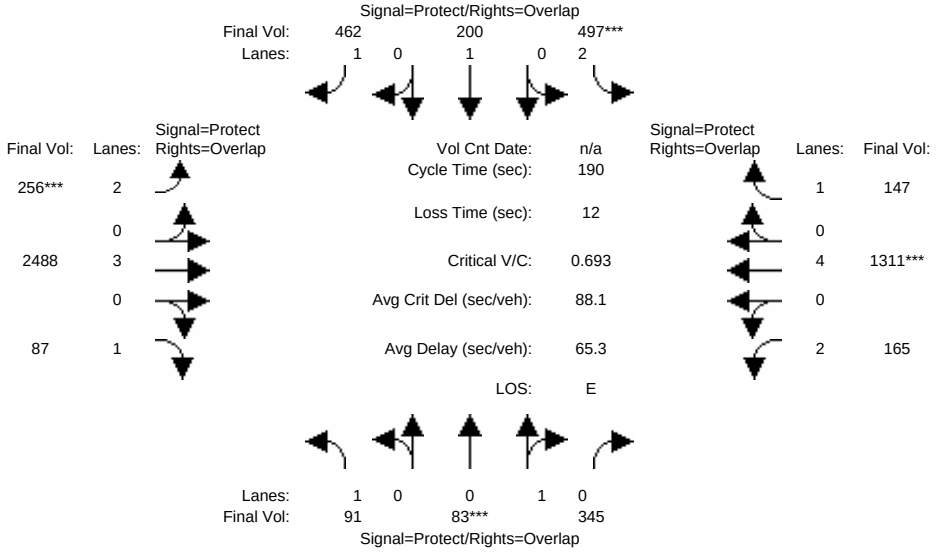
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	10	10	14	95	10	14	95	10
Volume Module:												
Base Vol:	91	83	345	497	200	462	256	2855	87	165	1309	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	83	345	497	200	462	256	2855	87	165	1309	147
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:	91	83	345	497	200	462	256	2855	87	165	1309	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	83	345	497	200	462	256	2484	87	165	1309	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	83	345	497	200	462	256	2484	87	165	1309	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	91	83	345	497	200	462	256	2484	87	165	1309	147
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.19	0.81	2.00	1.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	1750	349	1451	3150	1900	1750	3150	5700	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.24	0.24	0.16	0.11	0.26	0.08	0.44	0.05	0.05	0.17	0.08
Crit Moves:		****		****			****				****	
Green Time:	19.8	41.4	55.4	27.5	49.1	63.2	14.1	95.1	114.9	14.0	95.0	122.5
Volume/Cap:	0.50	1.09	0.82	1.09	0.41	0.79	1.09	0.87	0.08	0.71	0.34	0.13
Delay/Veh:	82.6	147	72.1	150.5	59.0	64.9	173.3	55.3	22.0	95.8	28.7	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:	82.6	147	72.1	150.5	59.0	64.9	173.3	55.3	22.0	95.8	28.7	13.2
DesignQueue:	9	7	27	46	16	35	25	148	4	16	72	6

 Copyright (c) 2003 Dowling Associates, Inc. Licensed to Hexagon Trans. San Jose

Main Street - RGC

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

Intersection #5809: MONTAGUE EXPWY/McCARTHY-O'TOOL



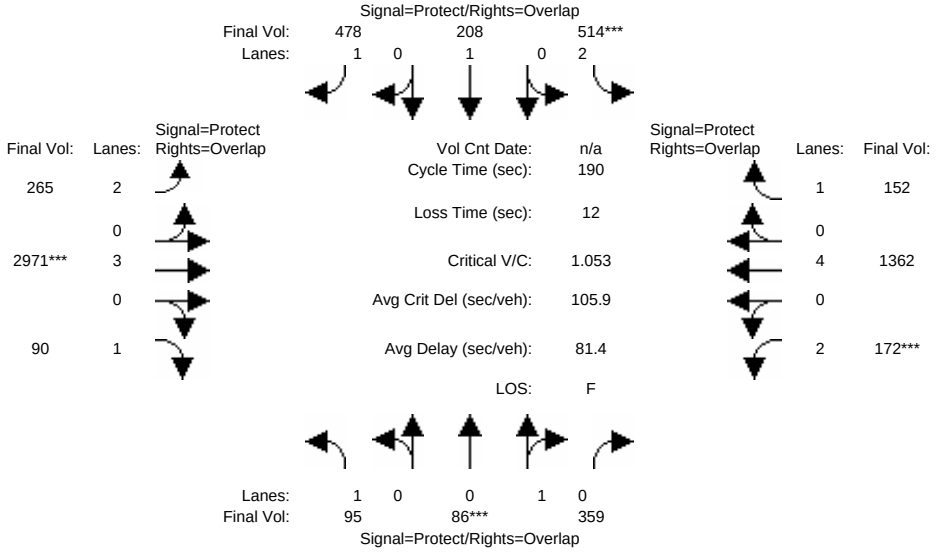
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	10	10	14	95	10	14	95	10
Volume Module:												
Base Vol:	91	83	345	497	200	462	256	2860	87	165	1311	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	83	345	497	200	462	256	2860	87	165	1311	147
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:	91	83	345	497	200	462	256	2860	87	165	1311	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	83	345	497	200	462	256	2488	87	165	1311	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	83	345	497	200	462	256	2488	87	165	1311	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	91	83	345	497	200	462	256	2488	87	165	1311	147
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.19	0.81	2.00	1.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	1750	349	1451	3150	1900	1750	3150	5700	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.24	0.24	0.16	0.11	0.26	0.08	0.44	0.05	0.05	0.17	0.08
Crit Moves:		****		****			****				****	
Green Time:	19.8	41.4	55.4	27.5	49.1	63.2	14.1	95.1	114.9	14.0	95.0	122.5
Volume/Cap:	0.50	1.09	0.82	1.09	0.41	0.79	1.09	0.87	0.08	0.71	0.34	0.13
Delay/Veh:	82.6	147	72.1	150.5	59.0	64.9	173.3	55.4	22.0	95.8	28.8	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:	82.6	147	72.1	150.5	59.0	64.9	173.3	55.4	22.0	95.8	28.8	13.2
DesignQueue:	9	7	27	46	16	35	25	148	4	16	72	6

 Copyright (c) 2003 Dowling Associates, Inc. Licensed to Hexagon Trans. San Jose

Main Street - RGC

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

Intersection #5809: MONTAGUE EXPWY/McCARTHY-O'TOOL



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	95	10	14	95	10
Volume Module:												
Base Vol:	95	86	359	514	208	478	265	2971	90	172	1362	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:	95	86	359	514	208	478	265	2971	90	172	1362	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:	95	86	359	514	208	478	265	2971	90	172	1362	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	86	359	514	208	478	265	2971	90	172	1362	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	86	359	514	208	478	265	2971	90	172	1362	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
Final Vol.:	95	86	359	514	208	478	265	2971	90	172	1362	152
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.19	0.81	2.00	1.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	1750	348	1452	3150	1900	1750	3150	5700	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.25	0.16	0.11	0.27	0.08	0.52	0.05	0.05	0.18	0.09
Crit Moves:		****		****				****		****		
Green Time:	19.4	41.6	55.6	27.4	49.6	63.6	14.0	95.0	114.4	14.0	95.0	122.4
Volume/Cap:	0.53	1.13	0.85	1.13	0.42	0.82	1.14	1.04	0.09	0.74	0.36	0.13
Delay/Veh:	84.1	160	75.2	164.1	58.8	66.5	190.6	88.1	22.2	98.2	29.0	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:	84.1	160	75.2	164.1	58.8	66.5	190.6	88.1	22.2	98.2	29.0	13.2
DesignQueue:	9	8	29	48	17	36	26	182	4	17	75	6

Copyright (c) 2003 Dowling Associates, Inc. Licensed to Hexagon Trans. San Jose

Appendix C

Approved Trips Inventory

City of Milpitas ATI mon1

Project Buildout Scenario

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

		Vehicular Movement Volumes											
Num.	Approved Project	NBL	NBT	NBR	WBL	WBT	WBR	SBL	SBT	SBR	EBL	EBT	EBR
1	Cisco Systems Site 4 -San Jose	0	0	0	0	3	0	0	0	0	0	1	0
2	Tasman/McCarthy Business Center	0	0	0	0	0	0	0	0	0	0	0	0
3	Irvine Company R&D - Phase 1	0	0	0	0	0	0	0	0	0	0	0	0
4	Irvine Company R&D -Phase 2	0	0	0	0	0	10	14	0	4	18	0	0
5	Great Mall GLA Recapture	0	0	0	0	0	0	0	0	0	0	0	0
6	Cisco Systems Site 5 - Milpitas	0	0	0	0	0	0	0	0	3	13	0	0
7	Veritas Software	0	0	0	8	0	0	0	0	3	0	0	0
8	Milpitas Town Center Redevelopment	0	0	0	0	0	0	0	0	0	0	0	0
9	Parc Place Residential	0	0	0	0	18	0	0	0	0	0	4	0
10	Kennady Drive Residential	0	0	0	0	0	0	0	0	0	0	0	0
11	Hillview Center Mixrd Use Development	0	0	0	0	0	0	0	0	0	0	0	0
12	Hillview Center Mixrd Use Development	0	0	0	0	0	0	0	0	0	0	0	0
13	Jones Chemical R&D Development	0	0	0	0	0	0	0	0	0	0	0	0
14	760 East Capitol Retail	0	0	0	0	0	0	0	0	0	0	0	0
15	Apton Plaza Mixed Use Development	0	0	0	0	0	0	0	0	0	0	0	0
16	Apton Plaza Mixed Use Development	0	0	0	0	0	0	0	0	0	0	0	0
17	Elmwood Residential Project	0	0	0	0	12	0	0	0	11	3	6	0
18	Cisco Systems Site 4 -San Jose	0	0	0	0	0	0	0	0	0	0	0	0
19	North Main Strret - Library	0	0	0	0	0	0	0	0	0	0	0	0
20	North Main Street - Senior Housing	0	0	0	0	0	0	0	0	0	0	0	0
21	North Main Street - County Medical Center	0	0	0	0	0	0	0	0	0	0	0	0
22	North Main Street - Specialty Retail	0	0	0	0	0	0	0	0	0	0	0	0
23		0	0	0	0	0	0	0	0	0	0	0	0
24		0	0	0	0	0	0	0	0	0	0	0	0
25		0	0	0	0	0	0	0	0	0	0	0	0
26		0	0	0	0	0	0	0	0	0	0	0	0
27		0	0	0	0	0	0	0	0	0	0	0	0
28		0	0	0	0	0	0	0	0	0	0	0	0
29		0	0	0	0	0	0	0	0	0	0	0	0
30		0	0	0	0	0	0	0	0	0	0	0	0
31		0	0	0	0	0	0	0	0	0	0	0	0
32		0	0	0	0	0	0	0	0	0	0	0	0
33		0	0	0	0	0	0	0	0	0	0	0	0
34		0	0	0	0	0	0	0	0	0	0	0	0
35		0	0	0	0	0	0	0	0	0	0	0	0
36		0	0	0	0	0	0	0	0	0	0	0	0
37		0	0	0	0	0	0	0	0	0	0	0	0
38		0	0	0	0	0	0	0	0	0	0	0	0
39		0	0	0	0	0	0	0	0	0	0	0	0
40		0	0	0	0	0	0	0	0	0	0	0	0
41		0	0	0	0	0	0	0	0	0	0	0	0
42		0	0	0	0	0	0	0	0	0	0	0	0
43		0	0	0	0	0	0	0	0	0	0	0	0
44		0	0	0	0	0	0	0	0	0	0	0	0
45		0	0	0	0	0	0	0	0	0	0	0	0
46		0	0	0	0	0	0	0	0	0	0	0	0
47		0	0	0	0	0	0	0	0	0	0	0	0
48		0	0	0	0	0	0	0	0	0	0	0	0
49		0	0	0	0	0	0	0	0	0	0	0	0
50		0	0	0	0	0	0	0	0	0	0	0	0
	TOTALS	0	0	0	8	33	10	14	0	21	34	11	0

Capssi 11 Readout

Direction	*TH*	*LT*	*RT*
Eastbound	11	34	0
Southbound	0	14	21
Westbound	33	8	10
Northbound	0	0	0

SJ91 Readout

approach	*LT*	*TH*	*RT*
North	14	0	21
East	8	33	10
South	0	0	0
West	34	11	0

City of Milpitas ATI mon2

Project Buildout Scenario

Intersection: **Montague Exp.(E/W)/South 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	Cisco Systems Site 4 -San Jose	0	0	0	0	0	0	0	0	3	1	0	0
2	Tasman/McCarthy Business Center	0	0	0	0	0	0	0	0	0	0	0	0
3	Irvine Company R&D - Phase 1	0	0	0	0	0	0	0	0	0	0	0	0
4	Irvine Company R&D -Phase 2	0	0	0	0	0	0	0	0	0	0	2	0
5	Great Mall GLA Recapture	0	0	0	0	0	0	0	0	0	0	0	0
6	Cisco Systems Site 5 - Milpitas	0	13	0	0	0	0	0	3	0	0	0	0
7	Veritas Software	0	13	0	0	0	0	0	3	0	0	0	0
8	Milpitas Town Center Redevelopment	0	0	0	0	0	0	0	0	0	0	0	0
9	Parc Place Residential	0	1	0	0	0	0	0	4	17	3	0	0
10	Kennady Drive Residential	0	0	0	0	0	0	0	0	0	0	0	0
11	Hillview Center Mixrd Use Development	0	0	0	0	0	0	0	0	0	0	0	0
12	Hillview Center Mixrd Use Development	0	0	0	0	0	0	0	0	0	0	0	0
13	Jones Chemical R&D Development	0	0	1	0	4	0	0	0	0	0	19	0
14	760 East Capitol Retail	0	0	0	0	0	0	0	0	0	0	0	0
15	Apton Plaza Mixed Use Development	0	0	0	0	0	0	0	0	0	0	0	0
16	Apton Plaza Mixed Use Development	0	0	0	0	0	0	0	0	0	0	0	0
17	Elmwood Residential Project	0	19	0	0	0	0	0	28	0	0	0	0
18	Cisco Systems Site 4 -San Jose	0	0	0	0	0	0	0	0	0	0	0	0
19	North Main Strret - Library	0	0	0	0	0	0	0	0	0	0	0	0
20	North Main Street - Senior Housing	0	0	0	0	0	0	0	0	0	0	0	0
21	North Main Street - County Medical Center	0	0	0	0	0	0	0	0	0	0	0	0
22	North Main Street - Specialty Retail	0	0	0	0	0	0	0	0	0	0	0	0
23		0	0	0	0	0	0	0	0	0	0	0	0
24		0	0	0	0	0	0	0	0	0	0	0	0
25		0	0	0	0	0	0	0	0	0	0	0	0
26		0	0	0	0	0	0	0	0	0	0	0	0
27		0	0	0	0	0	0	0	0	0	0	0	0
28		0	0	0	0	0	0	0	0	0	0	0	0
29		0	0	0	0	0	0	0	0	0	0	0	0
30		0	0	0	0	0	0	0	0	0	0	0	0
31		0	0	0	0	0	0	0	0	0	0	0	0
32		0	0	0	0	0	0	0	0	0	0	0	0
33		0	0	0	0	0	0	0	0	0	0	0	0
34		0	0	0	0	0	0	0	0	0	0	0	0
35		0	0	0	0	0	0	0	0	0	0	0	0
36		0	0	0	0	0	0	0	0	0	0	0	0
37		0	0	0	0	0	0	0	0	0	0	0	0
38		0	0	0	0	0	0	0	0	0	0	0	0
39		0	0	0	0	0	0	0	0	0	0	0	0
40		0	0	0	0	0	0	0	0	0	0	0	0
41		0	0	0	0	0	0	0	0	0	0	0	0
42		0	0	0	0	0	0	0	0	0	0	0	0
43		0	0	0	0	0	0	0	0	0	0	0	0
44		0	0	0	0	0	0	0	0	0	0	0	0
45		0	0	0	0	0	0	0	0	0	0	0	0
46		0	0	0	0	0	0	0	0	0	0	0	0
47		0	0	0	0	0	0	0	0	0	0	0	0
48		0	0	0	0	0	0	0	0	0	0	0	0
49		0	0	0	0	0	0	0	0	0	0	0	0
50		0	0	0	0	0	0	0	0	0	0	0	0
	TOTALS	0	46	1	0	4	0	0	38	20	4	21	0

Capssi 11 Readout

Direction	*TH*	*LT*	*RT*
Eastbound	21	4	0
Southbound	38	0	20
Westbound	4	0	0
Northbound	46	0	1

SJ91 Readout

approach	*LT*	*TH*	*RT*
North	0	38	20
East	0	4	0
South	0	46	1
West	4	21	0

City of Milpitas ATI mon3

Project Buildout Scenario

Intersection: **Montague Exp.(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	Cisco Systems Site 4 -San Jose	0	0	0	0	0	0	0	0	0	0	0	0
2	Tasman/McCarthy Business Center	0	0	0	0	0	0	0	0	0	0	0	0
3	Irvine Company R&D - Phase 1	0	0	0	0	0	0	0	0	0	0	0	0
4	Irvine Company R&D -Phase 2	0	0	0	0	9	0	0	0	0	0	2	0
5	Great Mall GLA Recapture	0	0	0	0	0	0	0	0	0	0	0	0
6	Cisco Systems Site 5 - Milpitas	0	9	0	0	0	0	0	1	0	0	0	0
7	Veritas Software	0	0	0	0	0	0	0	0	0	0	0	0
8	Milpitas Town Center Redevelopment	0	0	0	0	0	0	0	0	0	0	0	0
9	Parc Place Residential	0	0	0	0	0	0	0	0	0	0	0	0
10	Kennady Drive Residential	0	0	0	0	0	0	0	0	0	0	0	0
11	Hillview Center Mixrd Use Development	0	0	0	0	0	0	0	0	0	0	0	0
12	Hillview Center Mixrd Use Development	0	0	0	0	0	0	0	0	0	0	0	0
13	Jones Chemical R&D Development	0	0	0	0	4	0	0	0	0	0	20	0
14	760 East Capitol Retail	0	0	0	0	0	0	0	0	0	0	0	0
15	Apton Plaza Mixed Use Development	0	0	0	0	0	0	0	0	0	0	0	0
16	Apton Plaza Mixed Use Development	0	0	0	0	0	0	0	0	0	0	0	0
17	Elmwood Residential Project	0	9	0	0	0	0	0	4	0	0	0	0
18	Cisco Systems Site 4 -San Jose	0	0	0	0	0	0	0	0	0	0	0	0
19	North Main Strret - Library	0	0	0	0	0	0	0	0	0	0	0	0
20	North Main Street - Senior Housing	0	0	0	0	0	0	0	0	0	0	0	0
21	North Main Street - County Medical Center	0	0	0	0	0	0	0	0	0	0	0	0
22	North Main Street - Specialty Retail	0	0	0	0	0	0	0	0	0	0	0	0
23		0	0	0	0	0	0	0	0	0	0	0	0
24		0	0	0	0	0	0	0	0	0	0	0	0
25		0	0	0	0	0	0	0	0	0	0	0	0
26		0	0	0	0	0	0	0	0	0	0	0	0
27		0	0	0	0	0	0	0	0	0	0	0	0
28		0	0	0	0	0	0	0	0	0	0	0	0
29		0	0	0	0	0	0	0	0	0	0	0	0
30		0	0	0	0	0	0	0	0	0	0	0	0
31		0	0	0	0	0	0	0	0	0	0	0	0
32		0	0	0	0	0	0	0	0	0	0	0	0
33		0	0	0	0	0	0	0	0	0	0	0	0
34		0	0	0	0	0	0	0	0	0	0	0	0
35		0	0	0	0	0	0	0	0	0	0	0	0
36		0	0	0	0	0	0	0	0	0	0	0	0
37		0	0	0	0	0	0	0	0	0	0	0	0
38		0	0	0	0	0	0	0	0	0	0	0	0
39		0	0	0	0	0	0	0	0	0	0	0	0
40		0	0	0	0	0	0	0	0	0	0	0	0
41		0	0	0	0	0	0	0	0	0	0	0	0
42		0	0	0	0	0	0	0	0	0	0	0	0
43		0	0	0	0	0	0	0	0	0	0	0	0
44		0	0	0	0	0	0	0	0	0	0	0	0
45		0	0	0	0	0	0	0	0	0	0	0	0
46		0	0	0	0	0	0	0	0	0	0	0	0
47		0	0	0	0	0	0	0	0	0	0	0	0
48		0	0	0	0	0	0	0	0	0	0	0	0
49		0	0	0	0	0	0	0	0	0	0	0	0
50		0	0	0	0	0	0	0	0	0	0	0	0
	TOTALS	0	18	0	0	13	0	0	5	0	0	22	0

Capssi 11 Readout

Direction	*TH*	*LT*	*RT*
Eastbound	22	0	0
Southbound	5	0	0
Westbound	13	0	0
Northbound	18	0	0

SJ91 Readout

approach	*LT*	*TH*	*RT*
North	0	5	0
East	0	13	0
South	0	18	0
West	0	22	0

City of Milpitas ATI mon4

Project Buildout 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	Cisco Systems Site 4 -San Jose	0	7	0	0	0	7	2	2	0	0	0	0
2	Tasman/McCarthy Business Center	0	0	0	0	0	0	0	0	0	0	0	0
3	Irvine Company R&D - Phase 1	0	0	0	0	0	0	0	0	0	0	0	0
4	Irvine Company R&D -Phase 2	0	17	0	0	0	105	21	4	0	0	0	0
5	Great Mall GLA Recapture	0	0	0	0	0	0	0	0	0	0	0	0
6	Cisco Systems Site 5 - Milpitas	0	37	0	0	0	25	5	8	0	0	0	0
7	Veritas Software	0	8	0	0	0	49	10	2	0	0	0	0
8	Milpitas Town Center Redevelopment	0	0	0	0	0	0	0	0	0	0	0	0
9	Parc Place Residential	0	1	0	0	0	3	13	4	0	0	0	0
10	Kennady Drive Residential	0	0	0	0	0	0	0	0	0	0	0	0
11	Hillview Center Mixrd Use Development	0	0	0	0	0	0	0	0	0	0	0	0
12	Hillview Center Mixrd Use Development	0	0	0	0	0	0	0	0	0	0	0	0
13	Jones Chemical R&D Development	0	0	0	0	4	5	22	0	0	0	20	0
14	760 East Capitol Retail	1	2	1	2	0	0	0	8	0	0	0	2
15	Apton Plaza Mixed Use Development	0	0	0	0	0	0	0	0	0	0	0	0
16	Apton Plaza Mixed Use Development	0	0	0	0	0	0	0	0	0	0	0	0
17	Elmwood Residential Project	0	33	0	0	0	90	85	37	0	0	0	0
18	Cisco Systems Site 4 -San Jose	0	0	0	0	0	0	0	0	0	0	0	0
19	North Main Strret - Library	0	0	0	0	0	0	0	0	0	0	0	0
20	North Main Street - Senior Housing	0	0	0	0	0	0	0	0	0	0	0	0
21	North Main Street - County Medical Center	0	0	0	0	0	0	0	0	0	0	0	0
22	North Main Street - Specialty Retail	0	0	0	0	0	0	0	0	0	0	0	0
23		0	0	0	0	0	0	0	0	0	0	0	0
24		0	0	0	0	0	0	0	0	0	0	0	0
25		0	0	0	0	0	0	0	0	0	0	0	0
26		0	0	0	0	0	0	0	0	0	0	0	0
27		0	0	0	0	0	0	0	0	0	0	0	0
28		0	0	0	0	0	0	0	0	0	0	0	0
29		0	0	0	0	0	0	0	0	0	0	0	0
30		0	0	0	0	0	0	0	0	0	0	0	0
31		0	0	0	0	0	0	0	0	0	0	0	0
32		0	0	0	0	0	0	0	0	0	0	0	0
33		0	0	0	0	0	0	0	0	0	0	0	0
34		0	0	0	0	0	0	0	0	0	0	0	0
35		0	0	0	0	0	0	0	0	0	0	0	0
36		0	0	0	0	0	0	0	0	0	0	0	0
37		0	0	0	0	0	0	0	0	0	0	0	0
38		0	0	0	0	0	0	0	0	0	0	0	0
39		0	0	0	0	0	0	0	0	0	0	0	0
40		0	0	0	0	0	0	0	0	0	0	0	0
41		0	0	0	0	0	0	0	0	0	0	0	0
42		0	0	0	0	0	0	0	0	0	0	0	0
43		0	0	0	0	0	0	0	0	0	0	0	0
44		0	0	0	0	0	0	0	0	0	0	0	0
45		0	0	0	0	0	0	0	0	0	0	0	0
46		0	0	0	0	0	0	0	0	0	0	0	0
47		0	0	0	0	0	0	0	0	0	0	0	0
48		0	0	0	0	0	0	0	0	0	0	0	0
49		0	0	0	0	0	0	0	0	0	0	0	0
50		0	0	0	0	0	0	0	0	0	0	0	0
	TOTALS	1	105	1	2	4	284	158	65	0	0	20	2

Capssi 11 Readout

Direction	*TH*	*LT*	*RT*
Eastbound	20	0	2
Southbound	65	158	0
Westbound	4	2	284
Northbound	105	1	1

SJ91 Readout

approach	*LT*	*TH*	*RT*
North	158	65	0
East	2	4	284
South	1	105	1
West	0	20	2

City of Milpitas ATI mon5

Project Buildout 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	SBR	SBR	EBL	EBT	EBR
1	Cisco Systems Site 4 -San Jose	0	0	0	0	7	0	0	0	0	0	2	0
2	Tasman/McCarthy Business Center	0	0	0	0	0	0	0	0	0	0	0	0
3	Irvine Company R&D - Phase 1	0	0	0	0	0	0	0	0	0	0	0	0
4	Irvine Company R&D -Phase 2	0	0	0	0	105	0	0	0	0	0	21	0
5	Great Mall GLA Recapture	0	0	0	0	0	0	0	0	0	0	0	0
6	Cisco Systems Site 5 - Milpitas	0	0	0	0	25	0	0	0	0	0	5	0
7	Veritas Software	0	0	0	0	49	0	0	0	0	0	10	0
8	Milpitas Town Center Redevelopment	0	0	0	0	0	0	0	0	0	0	0	0
9	Parc Place Residential	0	0	0	0	1	0	0	2	0	8	5	0
10	Kennady Drive Residential	0	0	0	0	0	0	0	0	0	0	0	0
11	Hillview Center Mixrd Use Development	0	0	0	0	0	0	0	0	0	0	0	0
12	Hillview Center Mixrd Use Development	0	0	0	0	0	0	0	0	0	0	0	0
13	Jones Chemical R&D Development	0	0	0	8	9	0	2	0	0	0	42	0
14	760 East Capitol Retail	0	0	0	0	0	0	0	0	0	0	0	0
15	Apton Plaza Mixed Use Development	0	0	0	0	0	0	0	0	0	0	0	0
16	Apton Plaza Mixed Use Development	0	0	0	0	0	0	0	0	0	0	0	0
17	Elmwood Residential Project	0	0	0	0	84	0	0	0	6	23	62	0
18	Cisco Systems Site 4 -San Jose	0	0	0	0	0	0	0	0	0	0	0	0
19	North Main Strret - Library	0	0	0	0	0	0	0	0	0	0	0	0
20	North Main Street - Senior Housing	0	0	0	0	0	0	0	0	0	0	0	0
21	North Main Street - County Medical Center	0	0	0	0	0	0	0	0	0	0	0	0
22	North Main Street - Specialty Retail	0	0	0	0	0	0	0	0	0	0	0	0
23		0	0	0	0	0	0	0	0	0	0	0	0
24		0	0	0	0	0	0	0	0	0	0	0	0
25		0	0	0	0	0	0	0	0	0	0	0	0
26		0	0	0	0	0	0	0	0	0	0	0	0
27		0	0	0	0	0	0	0	0	0	0	0	0
28		0	0	0	0	0	0	0	0	0	0	0	0
29		0	0	0	0	0	0	0	0	0	0	0	0
30		0	0	0	0	0	0	0	0	0	0	0	0
31		0	0	0	0	0	0	0	0	0	0	0	0
32		0	0	0	0	0	0	0	0	0	0	0	0
33		0	0	0	0	0	0	0	0	0	0	0	0
34		0	0	0	0	0	0	0	0	0	0	0	0
35		0	0	0	0	0	0	0	0	0	0	0	0
36		0	0	0	0	0	0	0	0	0	0	0	0
37		0	0	0	0	0	0	0	0	0	0	0	0
38		0	0	0	0	0	0	0	0	0	0	0	0
39		0	0	0	0	0	0	0	0	0	0	0	0
40		0	0	0	0	0	0	0	0	0	0	0	0
41		0	0	0	0	0	0	0	0	0	0	0	0
42		0	0	0	0	0	0	0	0	0	0	0	0
43		0	0	0	0	0	0	0	0	0	0	0	0
44		0	0	0	0	0	0	0	0	0	0	0	0
45		0	0	0	0	0	0	0	0	0	0	0	0
46		0	0	0	0	0	0	0	0	0	0	0	0
47		0	0	0	0	0	0	0	0	0	0	0	0
48		0	0	0	0	0	0	0	0	0	0	0	0
49		0	0	0	0	0	0	0	0	0	0	0	0
50		0	0	0	0	0	0	0	0	0	0	0	0
	TOTALS	0	0	0	8	280	0	2	2	6	31	147	0

Capssi 11 Readout

Direction	*TH*	*LT*	*RT*
Eastbound	147	31	0
Southbound	0	2	2
Westbound	280	8	0
Northbound	0	0	0

SJ91 Readout

approach	*LT*	*TH*	*RT*
North	2	0	2
East	8	280	0
South	0	0	0
West	31	147	0

City of Milpitas ATI gre2

Project Buildout Scenario

Intersection: **Great Mall Pkwy(E/W)/South Abel 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	Cisco Systems Site 4 -San Jose	0	0	0	0	14	0	0	0	0	0	3	0
2	Tasman/McCarthy Business Center	0	0	0	0	0	0	0	0	0	0	0	0
3	Irvine Company R&D - Phase 1	0	0	0	0	0	0	0	0	0	0	0	0
4	Irvine Company R&D -Phase 2	0	0	0	0	122	0	0	0	0	0	25	0
5	Great Mall GLA Recapture	0	0	0	0	0	0	0	0	0	0	0	0
6	Cisco Systems Site 5 - Milpitas	14	0	0	0	70	0	0	0	12	2	14	2
7	Veritas Software	8	0	0	0	61	0	0	0	0	0	12	2
8	Milpitas Town Center Redevelopment	0	0	0	0	0	0	0	0	0	0	0	0
9	Parc Place Residential	0	0	0	0	17	0	0	0	17	3	3	0
10	Kennady Drive Residential	0	0	0	0	0	0	0	0	0	0	0	0
11	Hillview Center Mixrd Use Development	0	0	0	0	0	0	0	0	0	0	0	0
12	Hillview Center Mixrd Use Development	0	0	0	0	0	0	0	0	0	0	0	0
13	Jones Chemical R&D Development	0	0	0	0	0	0	0	0	0	0	0	0
14	760 East Capitol Retail	0	0	0	0	0	0	0	0	0	0	0	0
15	Apton Plaza Mixed Use Development	0	0	0	0	0	0	0	0	0	0	0	0
16	Apton Plaza Mixed Use Development	0	0	0	0	0	0	0	0	0	0	0	0
17	Elmwood Residential Project	15	11	0	15	56	12	77	19	60	0	81	53
18	Cisco Systems Site 4 -San Jose	0	0	0	0	0	0	0	0	0	0	0	0
19	North Main Strret - Library	0	0	0	0	0	0	0	0	0	0	0	0
20	North Main Street - Senior Housing	0	0	0	0	0	0	0	0	0	0	0	0
21	North Main Street - County Medical Center	0	0	0	0	0	0	0	0	0	0	0	0
22	North Main Street - Specialty Retail	0	0	0	0	0	0	0	0	0	0	0	0
23		0	0	0	0	0	0	0	0	0	0	0	0
24		0	0	0	0	0	0	0	0	0	0	0	0
25		0	0	0	0	0	0	0	0	0	0	0	0
26		0	0	0	0	0	0	0	0	0	0	0	0
27		0	0	0	0	0	0	0	0	0	0	0	0
28		0	0	0	0	0	0	0	0	0	0	0	0
29		0	0	0	0	0	0	0	0	0	0	0	0
30		0	0	0	0	0	0	0	0	0	0	0	0
31		0	0	0	0	0	0	0	0	0	0	0	0
32		0	0	0	0	0	0	0	0	0	0	0	0
33		0	0	0	0	0	0	0	0	0	8	0	0
34		0	0	0	0	0	0	0	0	0	0	0	0
35		0	0	0	0	0	0	0	0	0	0	0	0
36		0	0	0	0	0	0	0	0	0	0	0	0
37		0	0	0	0	0	0	0	0	0	0	0	0
38		0	0	0	0	0	0	0	0	0	0	0	0
39		0	0	0	0	0	0	0	0	0	0	0	0
40		0	0	0	0	0	0	0	0	0	0	0	0
41		0	0	0	0	0	0	0	0	0	0	0	0
42		0	0	0	0	0	0	0	0	0	0	0	0
43		0	0	0	0	0	0	0	0	0	0	0	0
44		0	0	0	0	0	0	0	0	0	0	0	0
45		0	0	0	0	0	0	0	0	0	0	0	0
46		0	0	0	0	0	0	0	0	0	0	0	0
47		0	0	0	0	0	0	0	0	0	0	0	0
48		0	0	0	0	0	0	0	0	0	0	0	0
49		0	0	0	0	0	0	0	0	0	0	0	0
50		0	0	0	0	0	0	0	0	0	0	0	0
	TOTALS	37	11	0	15	340	12	77	19	89	13	138	57

Capssi 11 Readout

Direction	*TH*	*LT*	*RT*
Eastbound	138	13	57
Southbound	19	77	89
Westbound	340	15	12
Northbound	11	37	0

SJ91 Readout

approach	*LT*	*TH*	*RT*
North	77	19	89
East	15	340	12
South	37	11	0
West	13	138	57

City of Milpitas ATI gre3

Project Buildout 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	Cisco Systems Site 4 -San Jose	0	1	0	0	14	0	0	0	0	0	3	0
2	Tasman/McCarthy Business Center	0	0	0	0	0	0	0	0	`	0	0	0
3	Irvine Company R&D - Phase 1	0	0	0	0	0	0	0	0	0	0	0	0
4	Irvine Company R&D -Phase 2	0	0	0	0	122	0	0	0	0	0	25	0
5	Great Mall GLA Recapture	0	0	0	0	0	0	0	0	`0`	0	0	0
6	Cisco Systems Site 5 - Milpitas	0	0	0	0	70	0	0	0	0	0	14	0
7	Veritas Software	0	0	0	0	61	0	0	0	0	0	13	0
8	Milpitas Town Center Redevelopment	0	0	0	0	0	0	0	0	0	0	0	0
9	Parc Place Residential	0	5	0	0	0	4	21	23	17	3	0	0
10	Kennady Drive Residential	0	0	0	0	0	0	0	0	0	0	0	0
11	Hillview Center Mixrd Use Development	0	0	0	0	0	0	0	0	0	0	0	0
12	Hillview Center Mixrd Use Development	0	0	0	0	0	0	0	0	0	0	0	0
13	Jones Chemical R&D Development	0	0	0	0	0	0	0	0	0	0	0	0
14	760 East Capitol Retail	0	0	0	0	0	0	0	0	0	0	0	0
15	Apton Plaza Mixed Use Development	0	0	0	0	0	0	0	0	0	0	0	0
16	Apton Plaza Mixed Use Development	0	0	0	0	0	0	0	0	0	0	0	0
17	Elmwood Residential Project	0	0	0	0	135	0	0	0	0	0	134	0
18	Cisco Systems Site 4 -San Jose	0	9	0	0	0	0	0	0	0	0	0	0
19	North Main Strret - Library	0	0	0	0	0	0	0	0	0	0	0	0
20	North Main Street - Senior Housing	0	0	0	0	0	0	0	0	0	0	0	0
21	North Main Street - County Medical Center	0	0	0	0	0	0	0	0	0	0	0	0
22	North Main Street - Specialty Retail	0	0	0	0	0	0	0	0	0	0	0	0
23		0	0	0	0	0	0	0	0	0	0	0	0
24		0	0	0	0	0	0	0	0	0	0	0	0
25		0	0	0	0	0	0	0	0	0	0	0	0
26		0	0	0	0	0	0	0	0	0	0	0	0
27		0	0	0	0	0	0	0	0	0	0	0	0
28		0	0	0	0	0	0	0	0	0	0	0	0
29		0	0	0	0	0	0	0	0	0	0	0	0
30		0	0	0	0	0	0	0	0	0	0	0	0
31		0	0	0	0	0	0	1	0	0	0	0	0
32		0	0	0	0	0	0	0	0	0	0	0	0
33		0	0	0	0	0	0	0	0	0	0	0	0
34		0	0	0	0	0	0	0	0	0	0	0	0
35		0	0	0	0	0	0	0	0	0	0	0	0
36		0	0	0	0	0	0	8	0	0	0	0	0
37		0	0	0	0	0	0	0	0	0	0	0	0
38		0	0	0	0	0	0	0	0	0	0	0	0
39		0	0	0	0	0	0	0	0	0	0	0	0
40		0	0	0	0	0	0	0	0	0	0	0	0
41		0	0	0	0	0	0	0	0	0	0	0	0
42		0	0	0	0	0	0	0	0	0	0	0	0
43		0	0	0	0	0	0	0	0	0	0	0	0
44		0	0	0	0	0	0	0	0	0	0	0	0
45		0	0	0	0	0	0	0	0	0	0	0	0
46		0	0	0	0	0	0	0	0	0	0	0	0
47		0	0	0	0	0	0	0	0	0	0	0	0
48		0	0	0	0	0	0	0	0	0	0	0	0
49		0	0	0	0	0	0	0	0	0	0	0	0
50		0	0	0	0	0	0	0	0	0	0	0	0
	TOTALS	0	15	0	0	402	4	30	23	17	3	189	0

Capssi 11 Readout

Direction	*TH*	*LT*	*RT*
Eastbound	189	3	0
Southbound	23	30	17
Westbound	402	0	4
Northbound	15	0	0

SJ91 Readout

approach	*LT*	*TH*	*RT*
North	30	23	17
East	0	402	4
South	0	15	0
West	3	189	0

City of Milpitas ATI mon1

Project Buildout Scenario

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

		Vehicular Movement Volumes											
Num.	Approved Project	NBL	NBT	NBR	WBL	WBT	WBR	SBL	SBT	SBR	EBL	EBT	EBR
1	Cisco Systems Site 4 -San Jose	0	0	0	0	4	0	0	0	0	0	33	0
2	Tasman/McCarthy Business Center	0	1	0	0	0	0	0	3	7	1	0	0
3	Irvine Company R&D - Phase 1	0	0	0	0	0	0	0	0	0	0	0	0
4	Irvine Company R&D -Phase 2	0	0	0	0	0	11	63	0	16	3	0	0
5	Great Mall GLA Recapture	0	0	0	0	0	0	0	0	0	0	0	0
6	Cisco Systems Site 5 - Milpitas	0	0	0	0	0	0	0	0	12	2	0	0
7	Veritas Software	0	0	0	0	0	0	0	0	8	1	0	0
8	Milpitas Town Center Redevelopment	0	0	0	0	0	0	0	0	0	0	0	0
9	Parc Place Residential	0	0	0	0	9	0	0	0	0	0	18	0
10	Kennady Drive Residential	0	0	0	0	0	0	0	0	0	0	0	0
11	Hillview Center Mixrd Use Development	0	0	0	0	0	0	0	0	0	0	0	0
12	Hillview Center Mixrd Use Development	0	0	0	0	0	0	0	0	0	0	0	0
13	Jones Chemical R&D Development	0	0	0	0	0	0	0	0	0	0	0	0
14	760 East Capitol Retail	0	0	0	0	0	0	0	0	0	0	0	0
15	Apton Plaza Mixed Use Development	0	0	0	0	0	0	0	0	0	0	0	0
16	Apton Plaza Mixed Use Development	0	0	0	0	0	0	0	0	0	0	0	0
17	Elmwood Residential Project	0	0	0	0	16	0	0	0	16	20	20	0
18	Cisco Systems Site 4 -San Jose	0	0	0	0	0	0	0	0	0	0	0	0
19	North Main Strret - Library	0	0	0	0	0	0	0	0	0	0	0	0
20	North Main Street - Senior Housing	0	0	0	0	0	0	0	0	0	0	0	0
21	North Main Street - County Medical Center	0	0	0	0	0	0	0	0	0	0	0	0
22	North Main Street - Specialty Retail	0	0	0	0	0	0	0	0	0	0	0	0
23		0	0	0	0	0	0	0	0	0	0	0	0
24		0	0	0	0	0	0	0	0	0	0	0	0
25		0	0	0	0	0	0	0	0	0	0	0	0
26		0	0	0	0	0	0	0	0	0	0	0	0
27		0	0	0	0	0	0	0	0	0	0	0	0
28		0	0	0	0	0	0	0	0	0	0	0	0
29		0	0	0	0	0	0	0	0	0	0	0	0
30		0	0	0	0	0	0	0	0	0	0	0	0
31		0	0	0	0	0	0	0	0	0	0	0	0
32		0	0	0	0	0	0	0	0	0	0	0	0
33		0	0	0	0	0	0	0	0	0	0	0	0
34		0	0	0	0	0	0	0	0	0	0	0	0
35		0	0	0	0	0	0	0	0	0	0	0	0
36		0	0	0	0	0	0	0	0	0	0	0	0
37		0	0	0	0	0	0	0	0	0	0	0	0
38		0	0	0	0	0	0	0	0	0	0	0	0
39		0	0	0	0	0	0	0	0	0	0	0	0
40		0	0	0	0	0	0	0	0	0	0	0	0
41		0	0	0	0	0	0	0	0	0	0	0	0
42		0	0	0	0	0	0	0	0	0	0	0	0
43		0	0	0	0	0	0	0	0	0	0	0	0
44		0	0	0	0	0	0	0	0	0	0	0	0
45		0	0	0	0	0	0	0	0	0	0	0	0
46		0	0	0	0	0	0	0	0	0	0	0	0
47		0	0	0	0	0	0	0	0	0	0	0	0
48		0	0	0	0	0	0	0	0	0	0	0	0
49		0	0	0	0	0	0	0	0	0	0	0	0
50		0	0	0	0	0	0	0	0	0	0	0	0
	TOTALS	0	1	0	0	29	11	63	3	59	27	71	0

Capssi 11 Readout

Direction	*TH*	*LT*	*RT*
Eastbound	71	27	0
Southbound	3	63	59
Westbound	29	0	11
Northbound	1	0	0

SJ91 Readout

approach	*LT*	*TH*	*RT*
North	63	3	59
East	0	29	11
South	0	1	0
West	27	71	0

City of Milpitas ATI mon2

Project Buildout Scenario

Intersection: **Montague Exp.(E/W)/South 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	Cisco Systems Site 4 -San Jose	0	0	0	0	0	0	0	4	33	0	0	0
2	Tasman/McCarthy Business Center	0	0	0	0	0	0	0	0	0	0	0	0
3	Irvine Company R&D - Phase 1	0	0	0	0	0	0	0	0	0	0	0	0
4	Irvine Company R&D -Phase 2	3	0	0	0	0	1	0	0	0	0	8	16
5	Great Mall GLA Recapture	0	0	0	0	0	0	0	0	0	0	0	0
6	Cisco Systems Site 5 - Milpitas	0	2	0	0	0	0	0	12	0	0	0	0
7	Veritas Software	0	0	0	0	0	0	0	0	0	0	0	0
8	Milpitas Town Center Redevelopment	0	0	0	0	0	0	0	0	0	0	0	0
9	Parc Place Residential	0	4	0	0	0	0	0	2	8	17	0	0
10	Kennady Drive Residential	0	0	0	0	0	0	0	0	0	0	0	0
11	Hillview Center Mixrd Use Development	0	0	0	0	0	0	0	0	0	0	0	0
12	Hillview Center Mixrd Use Development	0	0	0	0	0	0	0	0	0	0	0	0
13	Jones Chemical R&D Development	0	0	1	0	16	16	0	0	0	0	3	0
14	760 East Capitol Retail	0	0	0	0	0	0	0	0	0	0	0	0
15	Apton Plaza Mixed Use Development	0	0	0	0	0	0	0	0	0	0	0	0
16	Apton Plaza Mixed Use Development	0	0	0	0	0	0	0	0	0	0	0	0
17	Elmwood Residential Project	0	40	0	0	0	0	0	32	0	0	0	0
18	Cisco Systems Site 4 -San Jose	0	0	0	0	0	0	0	0	0	0	0	0
19	North Main Strret - Library	0	0	0	0	0	0	0	0	0	0	0	0
20	North Main Street - Senior Housing	0	0	0	0	0	0	0	0	0	0	0	0
21	North Main Street - County Medical Center	0	0	0	0	0	0	0	0	0	0	0	0
22	North Main Street - Specialty Retail	0	0	0	0	0	0	0	0	0	0	0	0
23		0	0	0	0	0	0	0	0	0	0	0	0
24		0	0	0	0	0	0	0	0	0	0	0	0
25		0	0	0	0	0	0	0	0	0	0	0	0
26		0	0	0	0	0	0	0	0	0	0	0	0
27		0	0	0	0	0	0	0	0	0	0	0	0
28		0	0	0	0	0	0	0	0	0	0	0	0
29		0	0	0	0	0	0	0	0	0	0	0	0
30		0	0	0	0	0	0	0	0	0	0	0	0
31		0	0	0	0	0	0	0	0	0	0	0	0
32		0	0	0	0	0	0	0	0	0	0	0	0
33		0	0	0	0	0	0	0	0	0	0	0	0
34		0	0	0	0	0	0	0	0	0	0	0	0
35		0	0	0	0	0	0	0	0	0	0	0	0
36		0	0	0	0	0	0	0	0	0	0	0	0
37		0	0	0	0	0	0	0	0	0	0	0	0
38		0	0	0	0	0	0	0	0	0	0	0	0
39		0	0	0	0	0	0	0	0	0	0	0	0
40		0	0	0	0	0	0	0	0	0	0	0	0
41		0	0	0	0	0	0	0	0	0	0	0	0
42		0	0	0	0	0	0	0	0	0	0	0	0
43		0	0	0	0	0	0	0	0	0	0	0	0
44		0	0	0	0	0	0	0	0	0	0	0	0
45		0	0	0	0	0	0	0	0	0	0	0	0
46		0	0	0	0	0	0	0	0	0	0	0	0
47		0	0	0	0	0	0	0	0	0	0	0	0
48		0	0	0	0	0	0	0	0	0	0	0	0
49		0	0	0	0	0	0	0	0	0	0	0	0
50		0	0	0	0	0	0	0	0	0	0	0	0
	TOTALS	3	46	1	0	16	17	0	50	41	17	11	16

Capssi 11 Readout

Direction	*TH*	*LT*	*RT*
Eastbound	11	17	16
Southbound	50	0	41
Westbound	16	0	17
Northbound	46	3	1

SJ91 Readout

approach	*LT*	*TH*	*RT*
North	0	50	41
East	0	16	17
South	3	46	1
West	17	11	16

City of Milpitas ATI mon3

Project Buildout Scenario

Intersection: **Montague Exp.(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	Cisco Systems Site 4 -San Jose	0	0	0	0	0	0	0	0	0	0	0	0
2	Tasman/McCarthy Business Center	0	0	0	0	0	0	0	0	0	0	0	0
3	Irvine Company R&D - Phase 1	0	0	0	0	0	0	0	0	0	0	0	0
4	Irvine Company R&D -Phase 2	0	0	0	0	1	0	0	0	0	0	8	0
5	Great Mall GLA Recapture	0	0	0	0	0	0	0	0	0	0	0	0
6	Cisco Systems Site 5 - Milpitas	0	1	0	0	0	0	0	4	0	0	0	0
7	Veritas Software	0	0	0	0	0	0	0	0	0	0	0	0
8	Milpitas Town Center Redevelopment	0	0	0	0	0	0	0	0	0	0	0	0
9	Parc Place Residential	0	0	0	0	0	0	0	0	0	0	0	0
10	Kennady Drive Residential	0	0	0	0	0	0	0	0	0	0	0	0
11	Hillview Center Mixrd Use Development	0	0	0	0	0	0	0	0	0	0	0	0
12	Hillview Center Mixrd Use Development	0	0	0	0	0	0	0	0	0	0	0	0
13	Jones Chemical R&D Development	0	0	0	0	17	0	0	0	0	0	3	0
14	760 East Capitol Retail	0	0	0	0	0	0	0	0	0	0	0	0
15	Apton Plaza Mixed Use Development	0	0	0	0	0	0	0	0	0	0	0	0
16	Apton Plaza Mixed Use Development	0	0	0	0	0	0	0	0	0	0	0	0
17	Elmwood Residential Project	0	3	0	0	0	0	0	4	0	0	0	0
18	Cisco Systems Site 4 -San Jose	0	0	0	0	0	0	0	0	0	0	0	0
19	North Main Strret - Library	0	0	0	0	0	0	0	0	0	0	0	0
20	North Main Street - Senior Housing	0	0	0	0	0	0	0	0	0	0	0	0
21	North Main Street - County Medical Center	0	0	0	0	0	0	0	0	0	0	0	0
22	North Main Street - Specialty Retail	0	0	0	0	0	0	0	0	0	0	0	0
23		0	0	0	0	0	0	0	0	0	0	0	0
24		0	0	0	0	0	0	0	0	0	0	0	0
25		0	0	0	0	0	0	0	0	0	0	0	0
26		0	0	0	0	0	0	0	0	0	0	0	0
27		0	0	0	0	0	0	0	0	0	0	0	0
28		0	0	0	0	0	0	0	0	0	0	0	0
29		0	0	0	0	0	0	0	0	0	0	0	0
30		0	0	0	0	0	0	0	0	0	0	0	0
31		0	0	0	0	0	0	0	0	0	0	0	0
32		0	0	0	0	0	0	0	0	0	0	0	0
33		0	0	0	0	0	0	0	0	0	0	0	0
34		0	0	0	0	0	0	0	0	0	0	0	0
35		0	0	0	0	0	0	0	0	0	0	0	0
36		0	0	0	0	0	0	0	0	0	0	0	0
37		0	0	0	0	0	0	0	0	0	0	0	0
38		0	0	0	0	0	0	0	0	0	0	0	0
39		0	0	0	0	0	0	0	0	0	0	0	0
40		0	0	0	0	0	0	0	0	0	0	0	0
41		0	0	0	0	0	0	0	0	0	0	0	0
42		0	0	0	0	0	0	0	0	0	0	0	0
43		0	0	0	0	0	0	0	0	0	0	0	0
44		0	0	0	0	0	0	0	0	0	0	0	0
45		0	0	0	0	0	0	0	0	0	0	0	0
46		0	0	0	0	0	0	0	0	0	0	0	0
47		0	0	0	0	0	0	0	0	0	0	0	0
48		0	0	0	0	0	0	0	0	0	0	0	0
49		0	0	0	0	0	0	0	0	0	0	0	0
50		0	0	0	0	0	0	0	0	0	0	0	0
	TOTALS	0	4	0	0	18	0	0	8	0	0	11	0

Capssi 11 Readout

Direction	*TH*	*LT*	*RT*
Eastbound	11	0	0
Southbound	8	0	0
Westbound	18	0	0
Northbound	4	0	0

SJ91 Readout

approach	*LT*	*TH*	*RT*
North	0	8	0
East	0	18	0
South	0	4	0
West	0	11	0

City of Milpitas ATI mon4

Project Buildout 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	Cisco Systems Site 4 -San Jose	0	0	0	0	0	1	7	7	0	0	0	0
2	Tasman/McCarthy Business Center	0	3	0	0	7	43	18	0	0	0	0	0
3	Irvine Company R&D - Phase 1	0	0	0	0	0	0	0	0	0	0	0	0
4	Irvine Company R&D -Phase 2	0	3	0	0	0	17	95	16	0	0	0	0
5	Great Mall GLA Recapture	0	0	0	0	0	0	0	0	0	0	0	0
6	Cisco Systems Site 5 - Milpitas	0	6	0	0	0	8	23	33	0	0	0	0
7	Veritas Software	0	1	0	0	0	8	44	7	0	0	0	0
8	Milpitas Town Center Redevelopment	0	0	0	0	0	0	0	0	0	0	0	0
9	Parc Place Residential	0	4	0	0	0	13	7	2	0	0	0	0
10	Kennady Drive Residential	0	0	0	0	0	0	0	0	0	0	0	0
11	Hillview Center Mixrd Use Development	0	0	0	0	0	0	0	0	0	0	0	0
12	Hillview Center Mixrd Use Development	0	0	0	0	0	0	0	0	0	0	0	0
13	Jones Chemical R&D Development	0	0	0	0	17	20	4	0	0	0	3	0
14	760 East Capitol Retail	3	11	3	3	0	0	0	8	0	0	0	2
15	Apton Plaza Mixed Use Development	0	0	0	0	0	0	0	0	0	0	0	0
16	Apton Plaza Mixed Use Development	0	0	0	0	0	0	0	0	0	0	0	0
17	Elmwood Residential Project	0	55	0	0	0	128	129	51	0	0	0	0
18	Cisco Systems Site 4 -San Jose	0	0	0	0	0	0	0	0	0	0	0	0
19	North Main Strret - Library	0	0	0	0	0	0	0	0	0	0	0	0
20	North Main Street - Senior Housing	0	0	0	0	0	0	0	0	0	0	0	0
21	North Main Street - County Medical Center	0	0	0	0	0	0	0	0	0	0	0	0
22	North Main Street - Specialty Retail	0	0	0	0	0	0	0	0	0	0	0	0
23		0	0	0	0	0	0	0	0	0	0	0	0
24		0	0	0	0	0	0	0	0	0	0	0	0
25		0	0	0	0	0	0	0	0	0	0	0	0
26		0	0	0	0	0	0	0	0	0	0	0	0
27		0	0	0	0	0	0	0	0	0	0	0	0
28		0	0	0	0	0	0	0	0	0	0	0	0
29		0	0	0	0	0	0	0	0	0	0	0	0
30		0	0	0	0	0	0	0	0	0	0	0	0
31		0	0	0	0	0	0	0	0	0	0	0	0
32		0	0	0	0	0	0	0	0	0	0	0	0
33		0	0	0	0	0	0	0	0	0	0	0	0
34		0	0	0	0	0	0	0	0	0	0	0	0
35		0	0	0	0	0	0	0	0	0	0	0	0
36		0	0	0	0	0	0	0	0	0	0	0	0
37		0	0	0	0	0	0	0	0	0	0	0	0
38		0	0	0	0	0	0	0	0	0	0	0	0
39		0	0	0	0	0	0	0	0	0	0	0	0
40		0	0	0	0	0	0	0	0	0	0	0	0
41		0	0	0	0	0	0	0	0	0	0	0	0
42		0	0	0	0	0	0	0	0	0	0	0	0
43		0	0	0	0	0	0	0	0	0	0	0	0
44		0	0	0	0	0	0	0	0	0	0	0	0
45		0	0	0	0	0	0	0	0	0	0	0	0
46		0	0	0	0	0	0	0	0	0	0	0	0
47		0	0	0	0	0	0	0	0	0	0	0	0
48		0	0	0	0	0	0	0	0	0	0	0	0
49		0	0	0	0	0	0	0	0	0	0	0	0
50		0	0	0	0	0	0	0	0	0	0	0	0
	TOTALS	3	83	3	3	24	238	327	124	0	0	3	2

Capssi 11 Readout

Direction	*TH*	*LT*	*RT*
Eastbound	3	0	2
Southbound	124	327	0
Westbound	24	3	238
Northbound	83	3	3

SJ91 Readout

approach	*LT*	*TH*	*RT*
North	327	124	0
East	3	24	238
South	3	83	3
West	0	3	2

City of Milpitas ATI mon5

Project Buildout 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	Cisco Systems Site 4 -San Jose	0	0	0	0	1	0	0	0	0	0	7	0
2	Tasman/McCarthy Business Center	0	0	0	0	5	0	0	0	2	11	32	0
3	Irvine Company R&D - Phase 1	0	0	0	0	0	0	0	0	0	0	0	0
4	Irvine Company R&D -Phase 2	0	0	0	0	17	0	0	0	0	0	95	0
5	Great Mall GLA Recapture	0	0	0	0	0	0	0	0	0	0	0	0
6	Cisco Systems Site 5 - Milpitas	0	0	0	0	4	0	0	0	0	0	23	0
7	Veritas Software	0	0	0	0	8	0	0	0	0	0	45	0
8	Milpitas Town Center Redevelopment	0	0	0	0	0	0	0	0	0	0	0	0
9	Parc Place Residential	0	0	0	0	5	0	0	0	8	4	3	0
10	Kennady Drive Residential	0	0	0	0	0	0	0	0	0	0	0	0
11	Hillview Center Mixrd Use Development	0	0	0	0	0	0	0	0	0	0	0	0
12	Hillview Center Mixrd Use Development	0	0	0	0	0	0	0	0	0	0	0	0
13	Jones Chemical R&D Development	0	0	0	34	37	2	0	0	0	0	7	0
14	760 East Capitol Retail	0	0	0	0	0	0	0	0	0	0	0	0
15	Apton Plaza Mixed Use Development	0	0	0	0	0	0	0	0	0	0	0	0
16	Apton Plaza Mixed Use Development	0	0	0	0	0	0	0	0	0	0	0	0
17	Elmwood Residential Project	0	0	0	0	91	0	0	0	37	0	91	0
18	Cisco Systems Site 4 -San Jose	0	0	0	0	0	0	0	0	0	0	0	0
19	North Main Strret - Library	0	0	0	0	0	0	0	0	0	0	0	0
20	North Main Street - Senior Housing	0	0	0	0	0	0	0	0	0	0	0	0
21	North Main Street - County Medical Center	0	0	0	0	0	0	0	0	0	0	0	0
22	North Main Street - Specialty Retail	0	0	0	0	0	0	0	0	0	0	0	0
23		0	0	0	0	0	0	0	0	0	0	0	0
24		0	0	0	0	0	0	0	0	0	0	0	0
25		0	0	0	0	0	0	0	0	0	0	0	0
26		0	0	0	0	0	0	0	0	0	0	0	0
27		0	0	0	0	0	0	0	0	0	0	0	0
28		0	0	0	0	0	0	0	0	0	0	0	0
29		0	0	0	0	0	0	0	0	0	0	0	0
30		0	0	0	0	0	0	0	0	0	0	0	0
31		0	0	0	0	0	0	0	0	0	0	0	0
32		0	0	0	0	0	0	0	0	0	0	0	0
33		0	0	0	0	0	0	0	0	0	0	0	0
34		0	0	0	0	0	0	0	0	0	0	0	0
35		0	0	0	0	0	0	0	0	0	0	0	0
36		0	0	0	0	0	0	0	0	0	0	0	0
37		0	0	0	0	0	0	0	0	0	0	0	0
38		0	0	0	0	0	0	0	0	0	0	0	0
39		0	0	0	0	0	0	0	0	0	0	0	0
40		0	0	0	0	0	0	0	0	0	0	0	0
41		0	0	0	0	0	0	0	0	0	0	0	0
42		0	0	0	0	0	0	0	0	0	0	0	0
43		0	0	0	0	0	0	0	0	0	0	0	0
44		0	0	0	0	0	0	0	0	0	0	0	0
45		0	0	0	0	0	0	0	0	0	0	0	0
46		0	0	0	0	0	0	0	0	0	0	0	0
47		0	0	0	0	0	0	0	0	0	0	0	0
48		0	0	0	0	0	0	0	0	0	0	0	0
49		0	0	0	0	0	0	0	0	0	0	0	0
50		0	0	0	0	0	0	0	0	0	0	0	0
	TOTALS	0	0	0	34	168	2	0	0	47	15	303	0

Capssi 11 Readout

Direction	*TH*	*LT*	*RT*
Eastbound	303	15	0
Southbound	0	0	47
Westbound	168	34	2
Northbound	0	0	0

SJ91 Readout

approach	*LT*	*TH*	*RT*
North	0	0	47
East	34	168	2
South	0	0	0
West	15	303	0

City of Milpitas ATI gre2

Project Buildout Scenario

Intersection: **Great Mall Pkwy(E/W)/South Abel 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	Cisco Systems Site 4 -San Jose	0	0	0	0	2	0	0	0	0	0	13	0
2	Tasman/McCarthy Business Center	2	0	0	0	12	0	0	0	1	7	72	11
3	Irvine Company R&D - Phase 1	0	0	0	0	0	0	0	0	0	0	0	0
4	Irvine Company R&D -Phase 2	0	0	0	0	20	0	0	0	0	0	111	0
5	Great Mall GLA Recapture	0	0	0	0	0	0	0	0	0	0	0	0
6	Cisco Systems Site 5 - Milpitas	2	0	0	0	15	0	0	0	2	8	63	12
7	Veritas Software	1	0	0	0	10	0	0	0	0	0	56	6
8	Milpitas Town Center Redevelopment	0	0	0	0	0	0	0	0	0	0	0	0
9	Parc Place Residential	0	0	0	0	8	0	0	0	8	17	17	0
10	Kennady Drive Residential	0	0	0	0	0	0	0	0	0	0	0	0
11	Hillview Center Mixrd Use Development	0	0	0	0	0	0	0	0	0	0	0	0
12	Hillview Center Mixrd Use Development	0	0	0	0	0	0	0	0	0	0	0	0
13	Jones Chemical R&D Development	0	0	0	0	0	0	0	0	0	0	0	0
14	760 East Capitol Retail	0	0	0	0	0	0	0	0	0	0	0	0
15	Apton Plaza Mixed Use Development	0	0	0	0	0	0	0	0	0	0	0	0
16	Apton Plaza Mixed Use Development	0	0	0	0	0	0	0	0	0	0	0	0
17	Elmwood Residential Project	17	23	0	0	94	101	78	15	28	102	37	0
18	Cisco Systems Site 4 -San Jose	0	0	0	0	0	0	0	0	0	0	0	0
19	North Main Strret - Library	0	0	0	0	0	0	0	0	0	0	0	0
20	North Main Street - Senior Housing	0	0	0	0	0	0	0	0	0	0	0	0
21	North Main Street - County Medical Center	0	0	0	0	0	0	0	0	0	0	0	0
22	North Main Street - Specialty Retail	0	0	0	0	0	0	0	0	0	0	0	0
23		0	0	0	0	0	0	0	0	0	0	0	0
24		0	0	0	0	0	0	0	0	0	0	0	0
25		0	0	0	0	0	0	0	0	0	0	0	0
26		0	0	0	0	0	0	0	0	0	0	0	0
27		0	0	0	0	0	0	0	0	0	0	0	0
28		0	0	0	0	0	0	0	0	0	0	0	0
29		0	0	0	0	0	0	0	0	0	0	0	0
30		0	0	0	0	0	0	0	0	0	0	0	0
31		0	0	0	0	0	0	0	0	0	0	0	0
32		0	0	0	0	0	0	0	0	0	0	0	0
33		0	0	0	0	0	0	0	0	0	8	0	0
34		0	0	0	0	0	0	0	0	0	0	0	0
35		0	0	0	0	0	0	0	0	0	0	0	0
36		0	0	0	0	0	0	0	0	0	0	0	0
37		0	0	0	0	0	0	0	0	0	0	0	0
38		0	0	0	0	0	0	0	0	0	0	0	0
39		0	0	0	0	0	0	0	0	0	0	0	0
40		0	0	0	0	0	0	0	0	0	0	0	0
41		0	0	0	0	0	0	0	0	0	0	0	0
42		0	0	0	0	0	0	0	0	0	0	0	0
43		0	0	0	0	0	0	0	0	0	0	0	0
44		0	0	0	0	0	0	0	0	0	0	0	0
45		0	0	0	0	0	0	0	0	0	0	0	0
46		0	0	0	0	0	0	0	0	0	0	0	0
47		0	0	0	0	0	0	0	0	0	0	0	0
48		0	0	0	0	0	0	0	0	0	0	0	0
49		0	0	0	0	0	0	0	0	0	0	0	0
50		0	0	0	0	0	0	0	0	0	0	0	0
	TOTALS	22	23	0	0	161	101	78	15	39	142	369	29

Capssi 11 Readout

Direction	*TH*	*LT*	*RT*
Eastbound	369	142	29
Southbound	15	78	39
Westbound	161	0	101
Northbound	23	22	0

SJ91 Readout

approach	*LT*	*TH*	*RT*
North	78	15	39
East	0	161	101
South	22	23	0
West	142	369	29

City of Milpitas ATI gre3

Project Buildout 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	Cisco Systems Site 4 -San Jose	0	3	0	0	2	0	0	0	0	0	13	0
2	Tasman/McCarthy Business Center	0	0	0	0	11	0	0	0	1	4	68	0
3	Irvine Company R&D - Phase 1	0	0	0	0	0	0	0	0	0	0	0	0
4	Irvine Company R&D -Phase 2	0	0	0	0	20	0	0	0	0	0	111	0
5	Great Mall GLA Recapture	0	0	0	0	9	0	0	0	`0`	0	10	0
6	Cisco Systems Site 5 - Milpitas	0	0	0	0	11	0	0	0	0	0	63	0
7	Veritas Software	0	0	0	0	10	0	0	0	0	0	56	0
8	Milpitas Town Center Redevelopment	0	0	0	0	0	0	0	0	0	0	0	0
9	Parc Place Residential	0	23	0	0	0	21	10	11	8	17	0	0
10	Kennady Drive Residential	0	0	0	0	0	0	0	0	0	0	0	0
11	Hillview Center Mixrd Use Development	0	0	0	0	0	0	0	0	0	0	0	0
12	Hillview Center Mixrd Use Development	0	0	0	0	0	0	0	0	0	0	0	0
13	Jones Chemical R&D Development	0	0	0	0	0	0	0	0	0	0	0	0
14	760 East Capitol Retail	0	0	0	0	0	0	0	0	0	0	0	0
15	Apton Plaza Mixed Use Development	0	0	0	0	0	0	0	0	0	0	0	0
16	Apton Plaza Mixed Use Development	0	0	0	0	0	0	0	0	0	0	0	0
17	Elmwood Residential Project	0	0	0	0	195	0	0	0	0	0	188	0
18	Cisco Systems Site 4 -San Jose	0	9	0	0	0	0	0	0	0	0	0	0
19	North Main Strret - Library	0	0	0	0	0	0	0	0	0	0	0	0
20	North Main Street - Senior Housing	0	0	0	0	0	0	0	0	0	0	0	0
21	North Main Street - County Medical Center	0	0	0	0	0	0	0	0	0	0	0	0
22	North Main Street - Specialty Retail	0	0	0	0	0	0	0	0	0	0	0	0
23		0	0	0	0	0	0	0	0	0	0	0	0
24		0	0	0	0	0	0	0	0	0	0	0	0
25		0	0	0	0	0	0	0	0	0	0	0	0
26		0	0	0	0	0	0	0	0	0	0	0	0
27		0	0	0	0	0	0	0	0	0	0	0	0
28		0	0	0	0	0	0	0	0	0	0	0	0
29		0	0	0	0	0	0	0	0	0	0	0	0
30		0	0	0	0	0	0	0	0	0	0	0	0
31		0	0	0	0	0	0	1	0	0	0	0	0
32		0	0	0	0	0	0	0	0	0	0	0	0
33		0	0	0	0	0	0	0	0	0	0	0	0
34		0	0	0	0	0	0	0	0	0	0	0	0
35		0	0	0	0	0	0	0	0	0	0	0	0
36		0	0	0	0	0	0	8	0	0	0	0	0
37		0	0	0	0	0	0	0	0	0	0	0	0
38		0	0	0	0	0	0	0	0	0	0	0	0
39		0	0	0	0	0	0	0	0	0	0	0	0
40		0	0	0	0	0	0	0	0	0	0	0	0
41		0	0	0	0	0	0	0	0	0	0	0	0
42		0	0	0	0	0	0	0	0	0	0	0	0
43		0	0	0	0	0	0	0	0	0	0	0	0
44		0	0	0	0	0	0	0	0	0	0	0	0
45		0	0	0	0	0	0	0	0	0	0	0	0
46		0	0	0	0	0	0	0	0	0	0	0	0
47		0	0	0	0	0	0	0	0	0	0	0	0
48		0	0	0	0	0	0	0	0	0	0	0	0
49		0	0	0	0	0	0	0	0	0	0	0	0
50		0	0	0	0	0	0	0	0	0	0	0	0
	TOTALS	0	35	0	0	258	21	19	11	9	21	509	0

Capssi 11 Readout

Direction	*TH*	*LT*	*RT*
Eastbound	509	21	0
Southbound	11	19	9
Westbound	258	0	21
Northbound	35	0	0

SJ91 Readout

approach	*LT*	*TH*	*RT*
North	19	11	9
East	0	258	21
South	0	35	0
West	21	509	0

Appendix D

Volume Summary Sheets

1 1
Intersection Name: Great Mall Pkwy & Abel St
Peak Hour: AM Date of Analysis: 05/16/05
Scenario: Count Date: 5/4/05
(SJ) Growth Factor: 0.003 Future Growth % Per Year 0.020
(SJ) Number of Months: 0.0 Number of Years to Buildout: 2.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	389	292	53	65	1348	23	17	185	153	41	173	52
ATI	89	19	77	12	340	15	0	11	37	57	138	13
Background Volumes	478	311	130	77	1688	38	17	196	190	98	311	65
Project Trips	0	1	0	0	0	0	0	4	8	2	0	0
Project Conditions	478	312	130	77	1688	38	17	200	198	100	311	65
Future Growth Conditions	494	324	132	80	1742	39	18	207	204	102	318	67

2 2
Intersection Name: Great Mall Pkwy & Main St
Peak Hour: AM Date of Analysis: 05/16/05
Scenario: Count Date: 5/12/05
(SJ) Growth Factor: 0.003 Future Growth % Per Year 0.020
(SJ) Number of Months: 0.0 Number of Years to Buildout: 2.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	72	142	99	131	1251	41	12	208	29	194	1010	20
ATI	17	23	30	4	402	0	0	15	0	0	189	3
Background Volumes	89	165	129	135	1653	41	12	223	29	194	1199	23
Project Trips	0	2	0	0	0	0	0	9	0	0	0	0
Project Conditions	89	167	129	135	1653	41	12	232	29	194	1199	23
Future Growth Conditions	92	173	133	140	1703	43	12	240	30	202	1239	24

5804 3
Intersection Name: Montague Expwy & Milpitas Blvd
Peak Hour: AM Date of Analysis: 05/16/05
Scenario: Count Date: 5/4/05
(SJ) Growth Factor: 0.003 Future Growth % Per Year 0.020
(SJ) Number of Months: 0.0 Number of Years to Buildout: 2.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	402	0	64	524	2371	0	0	0	0	0	562	410
ATI	8	0	2	0	280	8	0	0	0	0	147	31
Background Volumes	410	0	66	524	2651	8	0	0	0	0	709	441
Project Trips	1	0	0	0	2	0	0	0	0	0	12	5
Project Conditions	411	0	66	524	2653	8	0	0	0	0	721	446
Future Growth Conditions	427	0	69	545	2748	8	0	0	0	0	743	462

5803 4
Intersection Name: Montague Expwy & Capitol Ave
Peak Hour: AM Date of Analysis: 05/16/05
Scenario: Count Date: 5/5/05
(SJ) Growth Factor: 0.003 Future Growth % Per Year 0.020
(SJ) Number of Months: 0.0 Number of Years to Buildout: 2.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	13	91	218	844	1865	36	43	880	530	16	574	107
ATI	0	65	158	284	4	2	1	105	1	2	20	0
Background Volumes	13	156	376	1128	1869	38	44	985	531	18	594	107
Project Trips	0	0	0	0	3	0	0	0	2	6	17	0
Project Conditions	13	156	376	1128	1872	38	44	985	533	24	611	107
Future Growth Conditions	14	160	385	1162	1947	39	46	1020	554	25	634	111

5802 5
Intersection Name: Montague Expwy & McCandless Dr
Peak Hour: AM Date of Analysis: 05/16/05
Scenario: Count Date: 5/10/05
(SJ) Growth Factor: 0.003 Future Growth % Per Year 0.020
(SJ) Number of Months: 0.0 Number of Years to Buildout: 2.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	27	45	11	31	2205	103	101	26	717	633	692	52
ATI	0	5	0	0	13	0	0	18	0	0	22	0
Background Volumes	27	50	11	31	2218	103	101	44	717	633	714	52
Project Trips	1	0	0	0	5	0	0	0	1	4	23	1
Project Conditions	28	50	11	31	2223	103	101	44	718	637	737	53
Future Growth Conditions	29	52	11	32	2311	107	105	45	747	662	765	55

5801 6
Intersection Name: Montague Expwy & Main St
Peak Hour: AM Date of Analysis: 05/16/05
Scenario: Count Date: 5/11/05
(SJ) Growth Factor: 0.003 Future Growth % Per Year 0.020
(SJ) Number of Months: 0.0 Number of Years to Buildout: 2.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	235	126	109	108	2499	107	91	193	402	140	1025	203
ATI	20	38	0	0	4	0	1	46	0	0	21	4
Background Volumes	255	164	109	108	2503	107	92	239	402	140	1046	207
Project Trips	23	6	28	7	0	0	0	2	0	0	0	6
Project Conditions	278	170	137	115	2503	107	92	241	402	140	1046	213
Future Growth Conditions	287	175	141	119	2603	111	96	249	418	146	1087	221

5809 7
Intersection Name: Montague Expwy & McCarthy Blvd
Peak Hour: AM Date of Analysis: 05/16/05
Scenario: Count Date: 5/12/05
(SJ) Growth Factor: 0.003 Future Growth % Per Year 0.020
(SJ) Number of Months: 0.0 Number of Years to Buildout: 2.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	34	86	85	231	3762	272	98	81	65	64	1068	257
ATI	21	0	14	10	33	8	0	0	0	0	11	34
Background Volumes	55	86	99	241	3795	280	98	81	65	64	1079	291
Project Trips	0	0	0	0	5	0	0	0	0	0	1	0
Project Conditions	55	86	99	241	3800	280	98	81	65	64	1080	291
Future Growth Conditions	56	89	102	250	3950	291	102	84	68	67	1123	301

8 8
Intersection Name: Main St & Abel St
Peak Hour: AM Date of Analysis: 05/16/05
Scenario: Count Date: 5/5/05
(SJ) Growth Factor: 0.003 Future Growth % Per Year 0.020
(SJ) Number of Months: 0.0 Number of Years to Buildout: 2.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	0	292	11	17	0	188	110	202	0	0	0	0
ATI	0	75	0	0	0	0	14	45	0	0	0	0
Background Volumes	0	367	11	17	0	188	124	247	0	0	0	0
Project Trips	0	3	0	0	0	2	9	12	0	0	0	0
Project Conditions	0	370	11	17	0	190	133	259	0	0	0	0
Future Growth Conditions	0	382	11	18	0	198	137	267	0	0	0	0

9	9		
Intersection Name:	Cedar Wy	& Main St	
Peak Hour:	AM	Date of Analysis:	05/16/05
Scenario:		Count Date:	5/11/05
(SJ) Growth Factor:	0.003	Future Growth % Per Yea	0.020
(SJ) Number of Months:	0.0	Number of Years to Buildout:	2.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	94	373	0	0	0	0	0	249	85	212	0	70
ATI	5	62	0	0	0	0	0	35	3	0	0	0
Background Volumes	99	435	0	0	0	0	0	284	88	212	0	70
Project Trips	0	5	0	0	0	0	0	21	0	0	0	0
Project Conditions	99	440	0	0	0	0	0	305	88	212	0	70
Future Growth Conditions	103	455	0	0	0	0	0	315	91	220	0	73

1 1
Intersection Name: Great Mall Pkwy & Abel St
Peak Hour: PM Date of Analysis: 05/16/05
Scenario: Count Date: 5/4/05
(SJ) Growth Factor: 0.003 Future Growth % Per Year 0.020
(SJ) Number of Months: 0.0 Number of Years to Buildout: 2.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	69	264	107	84	370	36	30	474	67	214	1220	553
ATI	39	15	78	101	161	0	0	23	22	29	369	142
Background Volumes	108	279	185	185	531	36	30	497	89	243	1589	695
Project Trips	0	4	0	0	0	0	0	2	4	9	0	0
Project Conditions	108	283	185	185	531	36	30	499	93	252	1589	695
Future Growth Conditions	111	294	189	188	546	37	31	518	96	261	1638	717

2 2
Intersection Name: Great Mall Pkwy & Main St
Peak Hour: PM Date of Analysis: 05/16/05
Scenario: Count Date: 5/12/05
(SJ) Growth Factor: 0.003 Future Growth % Per Year 0.020
(SJ) Number of Months: 0.0 Number of Years to Buildout: 2.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	57	147	185	355	429	42	73	183	6	183	1148	5
ATI	9	11	19	21	258	0	0	35	0	0	509	21
Background Volumes	66	158	204	376	687	42	73	218	6	183	1657	26
Project Trips	0	10	0	0	0	0	0	4	0	0	0	0
Project Conditions	66	168	204	376	687	42	73	222	6	183	1657	26
Future Growth Conditions	68	174	211	390	704	44	76	229	6	190	1703	26

5804 3
Intersection Name: Montague Expwy & Milpitas Blvd
Peak Hour: PM Date of Analysis: 05/16/05
Scenario: Count Date: 9/23/04
(SJ) Growth Factor: 0.003 Future Growth % Per Year 0.020
(SJ) Number of Months: 0.0 Number of Years to Buildout: 2.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	539	0	437	129	1100	13	0	0	0	0	2192	428
ATI	47	0	0	2	168	34	0	0	0	0	303	15
Background Volumes	586	0	437	131	1268	47	0	0	0	0	2495	443
Project Trips	5	0	0	0	12	0	0	0	0	0	5	2
Project Conditions	591	0	437	131	1280	47	0	0	0	0	2500	445
Future Growth Conditions	613	0	454	136	1324	48	0	0	0	0	2588	462

5803 4
Intersection Name: Montague Expwy & Capitol Ave
Peak Hour: PM Date of Analysis: 05/16/05
Scenario: Count Date: 9/23/04
(SJ) Growth Factor: 0.003 Future Growth % Per Year 0.020
(SJ) Number of Months: 0.0 Number of Years to Buildout: 2.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	93	1045	669	499	935	353	223	374	95	206	1726	165
ATI	0	124	327	238	24	3	3	83	3	2	3	0
Background Volumes	93	1169	996	737	959	356	226	457	98	208	1729	165
Project Trips	0	0	0	0	17	0	0	0	7	3	7	0
Project Conditions	93	1169	996	737	976	356	226	457	105	211	1736	165
Future Growth Conditions	97	1211	1023	757	1013	370	235	472	109	219	1805	172

5802 5
Intersection Name: Montague Expwy & McCandless Dr
Peak Hour: PM Date of Analysis: 05/16/05
Scenario: Count Date: 9/23/04
(SJ) Growth Factor: 0.003 Future Growth % Per Year 0.020
(SJ) Number of Months: 0.0 Number of Years to Buildout: 2.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	68	103	17	21	1054	218	193	87	813	1184	2037	50
ATI	0	8	0	0	18	0	0	4	0	0	11	0
Background Volumes	68	111	17	21	1072	218	193	91	813	1184	2048	50
Project Trips	1	0	0	0	24	0	0	0	4	2	10	1
Project Conditions	69	111	17	21	1096	218	193	91	817	1186	2058	51
Future Growth Conditions	72	115	18	22	1138	227	201	94	850	1233	2139	53

5801 6
Intersection Name: Montague Expwy & Main St
Peak Hour: PM Date of Analysis: 05/16/05
Scenario: Count Date: 9/23/04
(SJ) Growth Factor: 0.003 Future Growth % Per Year 0.020
(SJ) Number of Months: 0.0 Number of Years to Buildout: 2.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	318	576	327	308	1430	221	182	282	233	342	3161	528
ATI	41	50	0	17	16	0	1	46	3	16	11	17
Background Volumes	359	626	327	325	1446	221	183	328	236	358	3172	545
Project Trips	11	3	13	29	0	0	0	7	0	0	0	26
Project Conditions	370	629	340	354	1446	221	183	335	236	358	3172	571
Future Growth Conditions	383	652	353	366	1503	230	190	346	245	372	3298	592

5809 7
Intersection Name: Montague Expwy & McCarthy Blvd
Peak Hour: PM Date of Analysis: 05/16/05
Scenario: Count Date: 10/10/02
(SJ) Growth Factor: 0.003 Future Growth % Per Year 0.020
(SJ) Number of Months: 0.0 Number of Years to Buildout: 2.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	403	197	434	136	1280	165	345	82	91	87	2784	229
ATI	59	3	63	11	29	0	0	1	0	0	71	27
Background Volumes	462	200	497	147	1309	165	345	83	91	87	2855	256
Project Trips	0	0	0	0	2	0	0	0	0	0	5	0
Project Conditions	462	200	497	147	1311	165	345	83	91	87	2860	256
Future Growth Conditions	478	208	514	152	1362	172	359	86	95	90	2971	265

8 8
Intersection Name: Main St & Abel St
Peak Hour: PM Date of Analysis: 05/16/05
Scenario: Count Date: 5/5/05
(SJ) Growth Factor: 0.003 Future Growth % Per Year 0.020
(SJ) Number of Months: 0.0 Number of Years to Buildout: 2.0

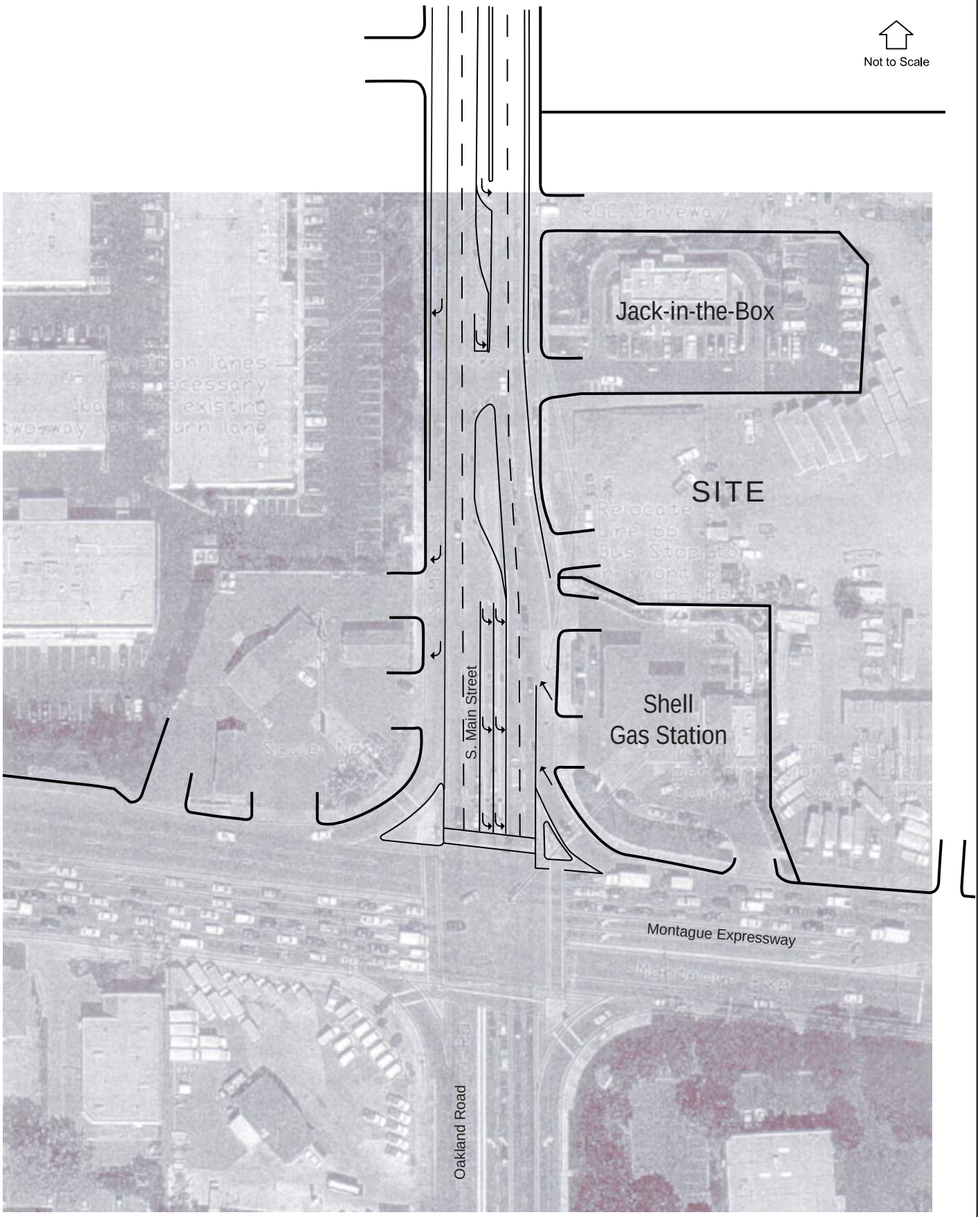
	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	0	388	4	14	0	160	312	533	0	0	0	0
ATI	0	36	0	0	0	0	33	43	0	0	0	0
Background Volumes	0	424	4	14	0	160	345	576	0	0	0	0
Project Trips	0	13	0	0	0	10	4	6	0	0	0	0
Project Conditions	0	437	4	14	0	170	349	582	0	0	0	0
Future Growth Conditions	0	453	4	15	0	176	361	603	0	0	0	0

9 9
Intersection Name: Cedar Wy & Main St
Peak Hour: PM Date of Analysis: 05/16/05
Scenario: Count Date: 5/11/05
(SJ) Growth Factor: 0.003 Future Growth % Per Year 0.020
(SJ) Number of Months: 0.0 Number of Years to Buildout: 2.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	66	392	0	0	0	0	0	677	165	55	0	121
ATI	3	28	0	0	0	0	0	64	8	0	0	0
Background Volumes	69	420	0	0	0	0	0	741	173	55	0	121
Project Trips	0	23	0	0	0	0	0	10	0	0	0	0
Project Conditions	69	443	0	0	0	0	0	751	173	55	0	121
Future Growth Conditions	72	459	0	0	0	0	0	778	180	57	0	126

Appendix E

Project Driveway Layout



DRIVEWAY LOCATIONS

Main Street RGC

Hexagon
Transportation Consultants, Inc.